1. Legal Ad

    Documents:

        PB LEGAL AD 6-26-18.PDF

2. Agenda (The Meeting Has Been Moved To Room 24, Basement Level, City Hall)

    Documents:

        PB AGENDA 6-26-18-REVISED.PDF

3. 24 St. Lawrence Street

    3.I. Memo And Attachments

        Documents:

            ST. LAWRENCE ST. - 24 (MEMO).PDF
            ST. LAWRENCE ST. - 24 (MEMO ATTACHMENTS).PDF
            ST. LAWRENCE ST. - 24 (APPLICANTS SUBMITTAL).PDF
            ST. LAWRENCE ST. - 24 (PUBLIC COMMENTS).PDF
            ST. LAWRENCE ST. - 24 (PLANS).PDF

    3.II. Additional Public Comment

        Documents:

            ENOCH WENSTROM 6-25-18.PDF
            LINDA TYLER 6-26-18.PDF
            PAMELA DAY 6-22-18.PDF
            DEBBY MURRAY 6-26-18.PDF

4. 1006 Congress Street

    4.I. Report And Attachments

        Documents:

            CONGRESS ST. - 1006 (APPLICANTS SUBMITTAL).PDF
            CONGRESS ST. - 1006 (PLANS).PDF
            CONGRESS ST. - 1006 (PUBLIC COMMENT).PDF
            CONGRESS ST. - 1006 (REPORT ATTACHMENTS).PDF
            CONGRESS ST. - 1006 (REPORT).PDF

5. 977 Brighton Avenue (THIS ITEM IS BEING TABLED)

    5.I. Tabling Memo

        Documents:

            PB TABLING MEMO 977 BRIGHTON.PDF

    5.II. Report And Attachments

        Documents:

BRIGHTON AVE. - 977 (REPORT).PDF
BRIGHTON AVE. - 977 (REPORT ATTACHMENTS).PDF
BRIGHTON AVE. - 977 (APPLICANTS SUBMITTAL).PDF
BRIGHTON AVE. - 977 (PUBLIC COMMENTS).PDF
BRIGHTON AVE. - 977 (PLANS).PDF

6. 415 Cumberland Avenue

6.I. Report

Documents:

CUMBERLAND AVE. - 415 (REPORT).PDF

6.II. Report Attachments

Documents:

CUMBERLAND AVE. - 415 (APPLICANTS SUBMITTAL).PDF
CUMBERLAND AVE. - 415 (PLANS).PDF
CUMBERLAND AVE. - 415 (REPORT ATTACHMENTS).PDF

7. 383 Commercial Street

7.I. Report

Documents:

COMMERCIAL ST. - 383 (REPORT).PDF

7.II. Report Attachments

Documents:

COMMERCIAL ST. - 383 (APPLICANTS SUBMITTAL).PDF
COMMERCIAL ST. - 383 (PLANS).PDF
COMMERCIAL ST. - 383 (RENDERINGS).PDF
COMMERCIAL ST. - 383 (REPORT ATTACHMENTS).PDF

LEGAL ADVERTISEMENT
PORTLAND PLANNING BOARD

The Portland Planning Board will hold a meeting on Tuesday, June 26, 2018, Council Chambers, 2nd Floor, City Hall, 389 Congress Street. Public comments will be taken for each item on the agenda during the estimated allotted time and written comments should be submitted to planningboard@portlandmaine.gov

Workshop - 4:30 p.m.

i. Level III Site Plan; 24 St. Lawrence Street, HR Property Management, Applicant. (4:30 - 5:30 p.m. estimated time) The Board will hold a workshop to consider a plan by HR Property Management for construction of a four-story building for five (5) residential condominiums. The bedroom mix includes 4 two-bedroom units and 1 three-bedroom unit. Six parking spaces are proposed on the first level. The site is in the R-6 zone and is subject to the standards of the subdivision and site plan ordinances.

Public Hearing - 6:30 p.m. (PLEASE NOTE EARLIER START TIME)
Old Business:

i. Zoning Map Amendment, IL to B-2, 1006 Congress Street and adjoining Congress Street Lots, Richard Packer, Applicant. (6:30-7:15 p.m. estimated time) The Board will hold a public hearing to consider a proposal for a zoning map amendment to rezone 1006 Congress Street and adjoining properties along the southeasterly side of Congress Street from the rail line to beyond Westfield Street from the Industrial I-L to the Community Business B-2 zone. The B-2 zone allows for commercial and mixed-use development.

New Business:

i. Level II Site Plan; 977 Brighton Avenue; Avesta Housing, Applicant. (7:15 p.m.- 8:00 p.m. estimated time). The Board will hold a public hearing to consider a proposal for the development of forty units of senior housing. All of the dwelling units will be one-bedroom apartments and 34 of the units will be affordable. The site is in the Residence Professional (R-P) zone and is subject to review under the subdivision, site plan and affordable housing ordinances.

ii. Subdivision Plat Amendment; 415 Cumberland Avenue; 415 CA, LLC., Applicant. (8:00- 8:30 p.m. estimated time) The Board will hold a public hearing on a proposal to amend a recently approved subdivision plan to convert the existing structure at 415 Cumberland Avenue into residential units and 2 commercial units. The proposed amendment is to add one more residential unit for a total of 9 residential units and 2 commercial units. The building is in the Downtown Business B-3 zone and is subject to review under the City's subdivision and site plan standards.

iii. Subdivision, Site Plan and Conditional Use Application, 383 Commercial Street, Deering Property Management, LLC, applicant. (8:30 p.m. estimated time). The Planning Board will hold a public hearing on Phase I of the proposed redevelopment of 383 Commercial Street. The application is for a 157 room hotel, a mixed use building with 89 residential units, 7,100 sf of first floor retail space, two levels of structured parking for 154 vehicles and a temporary surface parking lot with 56 spaces. The site in the B-5b zone and is subject to review under the standards of the subdivision, site plan and inclusionary zoning ordinances. The city is also conducting the delegated review for a Maine Traffic Movement Permit.

SEAN DUNDON , CHAIR - PORTLAND PLANNING BOARD

CITY OF PORTLAND, MAINE

PLANNING BOARD

Sean Dundon, Chair
Brandon Mazer, Vice Chair
David Eaton
David Silk
Austin Smith
Maggie Stanley
Lisa Whited

AGENDA - Revised
PORTLAND PLANNING BOARD MEETING

The Portland Planning Board will hold a meeting on Tuesday, June 26, ROOM 24, BASEMENT LEVEL, City Hall, 389 Congress Street. Public comments will be taken for each item on the agenda during the estimated allotted time and written comments should be submitted to planningboard@portlandmaine.gov

WORKSHOP – 4:30 p.m.

i. Level III Site Plan; 24 St. Lawrence Street, HR Property Management, Applicant.
(4:30 – 5:30 p.m. estimated time) The Board will hold a workshop to consider a plan by HR Property Management for construction of a four-story building for five (5) residential condominiums. The bedroom mix includes 4 two-bedroom units and 1 three-bedroom unit. Six parking spaces are proposed on the first level. The site is in the R-6 zone and is subject to the standards of the subdivision and site plan ordinances.

PUBLIC HEARING – 6:30 p.m. (Please note earlier start time)

1. ROLL CALL AND DECLARATION OF QUORUM

2. COMMUNICATIONS AND REPORTS

3. REPORT OF ATTENDANCE AT THE MEETING HELD ON JUNE 12, 2018:
Workshop: Dundon, Eaton, Silk, Smith, Stanley and Whited present; Mazer recused.
Public Hearing: All members were present.
Evening Workshop: All members were present.

4. REPORT OF DECISIONS AT THE MEETINGS HELD ON JUNE 12, 2018:

i. Zoning Map Amendment, IL to B-2, 1006 Congress Street, Richard Packer, Applicant. Mazer moved and Stanley seconded a motion to table this item to June 26, 208 at 6:30 p.m. Vote: 7-0

ii. Level III Site Plan, 44 Pleasant Street, Justin Tourigny Applicant. Mazer moved and Stanley seconded a motion to approve the subdivision with 2 conditions of approval. Vote: 7-0. Mazer moved and Stanley seconded a motion to approve the site plan with 2 conditions of approval. Vote: 7-0.

Iii. Amendment to Guidelines for Developers of Inclusionary Workforce Units on Calculation of Maximum Sale Price, City of Portland, Applicant. Mazer moved and Stanley seconded a motion to approve the proposed amendments as presented. Vote: 7-0.

5. OLD BUSINESS

i. Zoning Map Amendment, IL to B-2, 1006 Congress Street and adjoining Congress Street Lots, Richard Packer, Applicant. (6:30-7:15 p.m. estimated time) The Board will hold a public hearing to consider a proposal for a zoning map amendment to rezone 1006 Congress Street and adjoining properties along the southeasterly side of Congress Street from the rail line to beyond Westfield Street from the Industrial I-L to the Community Business B-2 zone. The B-2 zone allows for commercial and mixed-use development.

6. NEW BUSINESS

i. **This item is being tabled to the July 24, 2018 meeting at 7:00 p.m.** Level II Site Plan; 977 Brighton Avenue; Avesta Housing, Applicant. The Board will hold a public hearing to consider a proposal for the development of forty units of senior housing. All of the dwelling units will be one-bedroom apartments and 34 of the units will be affordable. The site is in the Residence Professional (R-P) zone and is subject to review under the subdivision, site plan and affordable housing ordinances.

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Memorandum
Planning and Urban Development Department
Planning Division

To: Sean Dundon, Chair and Members of the Portland Planning Board
From: Shukria Wiar, Planner
Date: June 22, 2018
Re: Five-Unit Condominium, 24 St. Lawrence Street, Kelly and Walter Williams
Project #: 2017-242 CBL: 016 J006001
Meeting Date: June 26, 2018

I. INTRODUCTION

Will Savage of Acorn Engineering on behalf of Kelly and Walter Williams has submitted a Level III Site Plan and Subdivision application for the construction of a five-unit condominium building on a 4,671 square feet site at 24 St. Lawrence Street in the East End. It is surrounded by single and multifamily houses. The site is in the Residential R-6 zone.

Figure 1: Aerial of the Proposed Site

This proposal is being reviewed under the Site Plan and Subdivision Ordinance of Land Use Code. The project will also be reviewed against the R-6 Small Infill Development Design Principles & Standards *(Appendix 7 of the Design Manual) and the* Two-Family, Special Needs Independent Living Units, Multiple-Family, Lodging Houses, Bed and Breakfasts, and Emergency Shelters Standards *(Sections (d) and (l), and Appendix 2 of the Design Manual).* This project was submitted on October 10, 2017, which is prior to the Council's action to enact the Interim Overlay Zoning, so this project is not subject to the interim provisions. The Board held a workshop on this item on March 27, 2018 and requested a second workshop to address their concerns.

The Planning Board members at the March 27, 2018 workshop noted there were a number of design and site infrastructure concerns with the project and requested a second workshop. Listed below are the changes that applicant proposes to address the Board and staff comments:

- Site Design: The Planning Board and staff sought to have the driveway on the side of the lot instead at the middle, to continue the historical rhythm of house driveway house. **The project was revised with the garage access on the downhill side of the site. This structure was reduced in width to accommodate the drives, thus reducing the scale impact of the three-story building.**

  Staff Comments: The applicant is now proposing the driveway to be at the southern side; therefore, the garage is no longer at center of the building façade. The garage door is now tucked away at the side of the building. Vehicles will enter the site through a 10-foot driveway, which is sloped down into a lower level garage on the side. The number of the parking spaces has not changed and is still five spaces. Staff has reviewed the revised plans and finds them acceptable.

- Exterior Design: The Board recommended that the applicant revise the design details i.e. changing of scale and mass of the proposed building, as well as the material. Below are some of the major changes to the proposal:

- The revised design was brought down in height from four stories (above the grade plane) to three stories. This was accomplished by locating the garage level down into the site. The overall height has been reduced from approximately 45′ to 38′ (which is close to the ridgeline of the existing house, see Elevations).

- The original design had the access to the garage level (via the overhead door) directly on the front (St. Lawrence street) facade. The revised access is on the downhill side of the site and the overhead door has been relocated.

- By having three stories above the grade plane, only one stair is required (in lieu of two required stairs in the previous design). Since this circulation is no longer required, more living space is able to be located on this street side. This design now follows a typical 3-bay composition.

- This neighborhood has developed a rhythm of "building/driveway/building/driveway". With the relocation of the driveway to the downhill side, this rhythm can be maintained.

- Since the garage level in this design has been lowered, the living space on the first level is now 4′-3″ above the street level. This allows for a greater connection to the street, while still providing privacy for its occupants.

- The square windows in the stair towers have been removed. Windows with a more vertical, traditional proportion are used.

Staff Comments: The proposed building has been reduced in scale and mass. The garage entrance has been removed and now is located on the side of the building. Caitlin Cameron, Urban Designer, reviewed the changes and finds them acceptable, Attachment 3.

- Retaining walls on the Site: There were a great deal of concern from the abutters regarding the retaining walls at the rear of the property. A geotechnical analysis report has been submitted for review.

  Staff Comments: Lauren Swett, Consultant Engineer has reviewed the geotechnical report that applicant has provided and states that:

  > *I have reviewed the geotechnical evaluation provided for 24 St. Lawrence. I have no issues with what has been provided, pending their final foundation design and construction practices following what is described in the report, the project shouldn't cause any problems.*

Notices were sent upon receipt of the application and one hundred and eighty-three (183) notices were sent to area residents within 500 feet of the site and the interested party list for the public hearing. A notice also appeared in the June 18th and 19th, 2018 editions of the *Portland Press Herald.*

Applicant Name	Kelly and Walter Williams
Consultants	
Engineer	Will Savage of Acorn Engineering, Inc.
Architect	Andy Hyland, Port City Architecture
Surveyor	Owen Haskell, Owen Haskell, Inc.

Project Reviews

Review	*Applicable Standards*
Site Plan	14-526
Subdivision	14-491
Design Manual	R-6 Small Infill Development Design Principles & Standards (Appendix 7 of the Design Manual) and the Two-Family, Special Needs Independent Living Units, Multiple-Family, Lodging Houses, Bed and Breakfasts, and Emergency Shelters Standards (Sections (d) and (l), and Appendix 2 of the Design Manual)

II. PROJECT DATA

Existing Zoning	Residential R-6
Existing Use	Residential – Two Family
Proposed Use	Residential
Proposed Development Program	5 residential units
- Bedroom Mix	4 two-bedroom units, 1 three-bedroom units
Parcel Size	4,671 SF
Proposed Parking	5 spaces

	Existing	*Proposed*	*Net Change*
Building Footprint	1,526 SF	2,790 SF	1,264 SF
Building Floor Area	4,038 SF	7,424 SF	3,3868 SF
Impervious Surface Area	2,872 SF	3,230 SF	358 SF
Parking Spaces (on site) - handicapped	2 0	4 (2 required) 1	3 1
Bicycle Parking Spaces	0	4 internal	4
Estimated Cost of Project	$2.4 Million		

III. BACKGROUND AND EXISTING CONDITIONS

24 St. Lawrence Street is located on the west side of St. Lawrence Street on Munjoy Hill and is surrounded by residential uses, including both single and multi-family homes. The property is currently developed with a two and half stories, two-family house and a paved surface parking. The existing driveway will be closed and a new driveway will be introduced.; due to this, one on-street parking space will be lost. The site is within the Residential R-6 zone.

The site also has retaining walls at the rear and southwest corner to stabilize the slopes and create a buildable envelope.

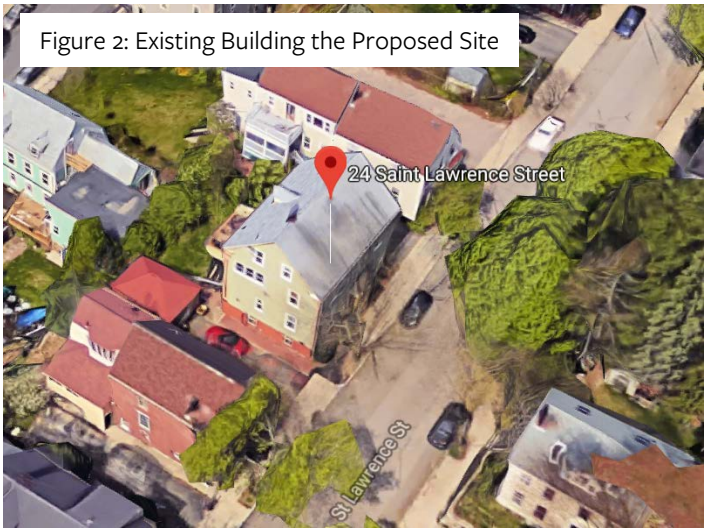


Figure 2: Existing Building the Proposed Site

IV. PROPOSED DEVELOPMENT

The proposal, including floor plans and elevations, are included in the plan set and have been revised to address some of staff concerns. The development project is proposed as new construction of a five-unit apartment building with four two-bedrooms units and the fifth unit with three-bedrooms. The building now has one stair tower and an elevator at the front of the building. The second stair tower is not required any longer by international building code because the building is at three stories now. The building height is now 38 feet with 2,790 SF footprint. The scale of the apartment building is more in balance the residential uses of the street and neighborhood.

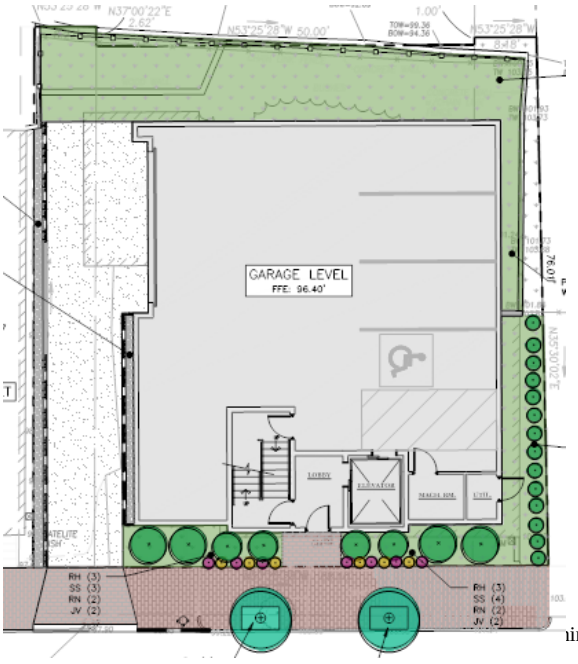


Figure 3: Proposed Site Plan

All five of the units will share access via a common entrance on St. Lawrence Street. Vehicular circulation is no longer centrally located on the site but rather accessed from the side driveway from St. Lawrence Street. Parking for each unit will be located underneath the new building. The R-6 zone does not require parking spaces for the first three units. However, the applicant is now proposing five parking spaces (has reduced it by one parking space). Two bicycle parking spaces are also proposed as part of this project. A designated area for snow storage is located adjacent to the proposed building. Landscaping is shown at the front and rear of the property.

Below is a rendering of the proposed building.

Figure 4: Rendering of Front of Proposed Building

V. PUBLIC COMMENT

For the first workshop, there were fourteen individuals, some of which have submitted multiple written comments for a total of 23 public comments. Concerns raised by abutters were focused mostly on the design of the building, especially the height and massing. Public comments are included in Attachments PC1 to PC20. Additional public comments have been received which is included in the packet. Concerns raised include the scale of the building and its impact on neighboring buildings.

The applicant held a neighborhood meeting on November 2, 2018 and twenty-four (24) members of the public attended, see Attachment V for the meeting minutes. A second meeting was held on June 21, 2018 to discuss the changes to the project.

VI. RIGHT, TITLE AND INTEREST AND FINANCIAL/TECHNICAL CAPACITY

a. The owner of the property is Kelly and Walter Williams. The applicant has provided a copy of a quitclaim deed of sale, recorded at the Cumberland County Registry of Deeds (Book 25609 Page 269), which demonstrates their right, title and interest in the property.

b. The estimated cost of the development is $2,400,000. The applicant has submitted a letter from Gorham Savings Bank, dated October 3, 2017, as demonstration of their financial and technical capacity to complete the proposed development.

VII. ZONING ASSESSMENT

The proposed project is to build a three-story five-unit apartment building. The property is located in the R-6 Residential Zone. The proposed five residential units are permitted and meet the density requirements in the Residential R-6 zone. The height of the building is now 38 feet, the maximum building height is 45 feet. For off street parking, Division 20 requires no parking for the first three units and one parking space per unit for residential uses after the first three in the R-6 zone. Even though two parking spaces are required, the applicant is proposing five parking spaces as shown on the site plan.

VIII. DEVELOPMENT REVIEW

A. SITE PLAN SUBMISSION REQUIREMENTS (Section 14-527) and SUBDIVISION PLAT AND RECORDING PLAT REQUIREMENTS (Section 14-496)

The applicant has submitted a recording plat. The final plat will need to be revised to reflect any waivers and conditions of approval that relate to the subdivision plan. As writing of this report, there is one waiver request.

B. SUBDIVISION (Section 14-497)

The proposed development has been reviewed by staff for conformance with the relevant review standards of Portland's Subdivision Ordinance and applicable regulations. Staff comments are listed below.

1. *Will Not Result in Undue Water and Air Pollution (Section 14-497 (a) 1), and Will Not Result in Undue Soil Erosion (Section 14-497 (a) 4)*
   Lauren Swett, P.E. with Woodard and Curran Engineering, has reviewed the erosion and sediment control plan and is satisfied with the proposed plans. Confirmation of ability to serve letters for water and sewer from PWD and DPS have been submitted to the Planning Division.

2. *Sufficient Water Available (Section 14-497 (a) 2 and 3)*
   The project will be served by the existing utility services located in St. Lawrence Street. The existing building is currently served with a ¾-inch domestic water service; the size of this service is undersized for the proposed use. This service will be terminated and a new 4-inch line is proposed to tap into the main with a parent child connection in the right-of-way. A 2-inch line will split off of the 4-inch line and serve as the domestic water line with the 4-inch line functioning as the fire sprinkler line. A capacity letter from Portland Water District has been provided. Ms. Swett has reviewed this information and notes the following:

   Notes should be added to the plan to coordinate retirement of existing services with the respective utilities. It is noted that for the retirement of a sewer service, a permit is required, and the Sewer Maintenance Division must be on site for the work.

   The Applicant has received an Ability to Serve approval letter from the Portland Water District. The Applicant should ensure that any changes to the utility plan are reviewed again by PWD as necessary. It's noted that the layout and location of gate valves and tapping sleeves does not appear to be in accordance with the PWD standards.

3. *Will Not Cause Unreasonable Traffic Congestion (Section 14-497 (a) 5)*
   The project now proposes the removal of the existing driveway and replacing with a 10-foot driveway at the southern side of the lot. The proposed entrance will lead into the proposed 20-foot wide parking garage entrance. One curb cut is proposed at this entrance, basically near the existing curb cut. A fire hydrant and utility pole have to be relocated. Furthermore, the proposed driveway/curb cut maintains over 20 feet of face to face separation from the abutting driveways. Tom Errico, P.E. Ty Lin reviewed the proposal's revised details including the access, parking, and vehicle circulation (Attachment 1). Mr. Errico finds the project to be acceptable.

   The proposed project is not anticipated to cause unreasonable traffic congestion. The staff finds the proposed project is in conformance with this standard. Mr. Errico states:

   I have reviewed the application materials and I find the project to be acceptable from a traffic engineering perspective. I would note that the driveway width, apron detail and separation to the nearest driveway to the north meet City Technical Standards. On-site parking and circulation is also acceptable.

4. *Will Provide for Adequate Sanitary Sewer and Stormwater Disposal (Section 14-497 (a) 6), and Will Not Cause an Unreasonable Burden on Municipal Solid Waste and Sewage (Section 14-497 (a) 7)*
   An existing sewer service was located within St. Lawrence Street. Prior to demolition, the existing service will be disconnected from the main. A new 6" service is proposed to be tied into the existing main as seen on the Utility Plan. Confirmation of ability to serve letter for sewer from Department of Public Service has been submitted to the Planning Division. Ms. Swett has reviewed this information and notes that "*per Chapter 2 of the City's Technical Manual, when services 8 inches or greater in size are connected to the main, they should be connected via a manhole structure*".

5. *Scenic Beauty, Natural, Historic, Habitat and other Resources (Section 14-497 (a) 8)*
The proposal site is not within an historic district. It is in an urban neighborhood surrounded by a variety of residential building types. The proposed building does not impact the natural beauty of the area or adversely affect any significant wildlife habitat, rare or irreplaceable natural areas, or any public access to the shoreline. The staff finds the proposal in conformance with this standard.

6. *Comprehensive Plan (Section 14-497 (a) 9)*
The development has been designed to be consistent with the City's Comprehensive Plan, adopted June 2017.

C. SITE PLAN STANDARDS (Section 14-526)

The proposed development has been reviewed by staff for conformance with the relevant review standards of Portland's site plan ordinance and applicable regulations. Staff comments are listed below.

1. *Transportation Standards*
   a. Impact on Surrounding Street Systems and Access and Circulation- see Subdivision, Paragraph VIII (B) (3), above.

   b. Sidewalks
   The applicant is proposing to install new brick sidewalk along their frontage on St. Lawrence Street. This site is in the brick district.

   c. Public Transit Access
   The public transit requirements do not apply to this project.

   d. Parking
   There are five parking spaces and these are located inside the building and screened from the street view.

   e. Bicycle Parking
   The proposal includes two bicycle parking spaces in the garage of the building, which meets the ordinance standard of two bicycle spaces per 5 vehicle spaces.

2. *Environmental Quality Standards*
   a. Preservation of Significant Natural Features
   There are no known significant natural features on the site.

   b. Landscaping and Landscape Preservation
   There is one existing, mature tree within the right of way and it is proposed that this tree be removed to accommodate the new driveway entrance. Landscaping in the form of trees, shrubs, perennials, and grasses around the building will replace this tree as well as the two proposed 'Accolade' Cherry trees within the right-of-way, as the suggestion of Jeff Tarling, City Arborist, due to overhead utilities. All of Mr. Tarling's previous recommendations have been addressed.

   The applicant is proposing two street trees on St. Lawrence Street, in front of the building. The site will have landscaping along the front of the building as well as on the side of the property. Due to site restrictions, the remaining three street trees cannot be planted on the site. Therefore, the applicant will need to contribute to the City's Tree Fund for the three trees, which is a total of $1,200.

   The site also has retaining walls at the rear and southwest corner to stabilize the slopes and create buildable area; the walls are on this and the abutting properties. The majority of the retaining walls will not be improved but the portions that are on the applicant's property will be upgraded. Lauren Swett, Consultant Engineer has reviewed the geotechnical report that applicant has provided and states that:

   I have reviewed the geotechnical evaluation provided for 24 St. Lawrence. I have no issues with what has been provided, pending their final foundation design and construction practices following what is described in the report, the project shouldn't cause any problems.

c. Water Quality, Storm Water Management and Erosion Control
The proposed development disturbs approximately 4,800 square feet (approximately 0.1 acres). According to Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards.

There is currently no drainage infrastructure on site. It is proposed to install a field inlet along the northerly side of the property to help drain runoff from the site and adjacent properties. This inlet will then tie into the foundation drain which will then wye into a storm drain along with the roof drain. The 8" storm drain will connect to the combined sewer. A separate storm drain has been designed so that if the sanitary sewer main is separated in the future along St. Lawrence Street, the storm/groundwater will be able to discharge to the separated storm main.

Lauren Swett, Consultant Engineer has reviewed the stormwater information and states all of the prior comments have been addressed.

3. Public Infrastructure and Community Safety Standards

a. Consistency with Master Plans
See Subdivision, Paragraph VIII (B)6 above.

b. Public Safety and Fire Prevention
The Crime Prevention through Environmental Design (CPTED) standards in the site plan ordinance address the principles of natural surveillance, access control and territorial reinforcement so that the design of developments enhance the security of public and private spaces and reduce the potential for crime. The applicant has introduced wall mounted lighting at all entrance ways and along the balcony of each unit. Wall mounted lighting will also be provided for the area by the parking garage. The entrances to the building will be well-lit and visible from the street and adjacent walkways to provide natural surveillance.

The Fire Department has reviewed the project and finds majority of the project acceptable. Since there is a 10-foot driveway between the proposed building and the existing abutting home at 20 St. Lawrence Street, the required separation of 10 feet between buildings per the Fire Department has been met.

c. Availability and Adequate Capacity of Public Utilities
The project will be served by the existing utility services located in St. Lawrence Street. The Applicant has contacted the Portland Water District and the City Department of Public Services requesting ability to serve letters for water and sewer demand. A capacity letter from PWD has been provided. Confirmation of ability to serve letters for sewer from DPS should be forwarded to the Planning Authority prior to the public hearing.

4. Site Design Standards

a. Snow and Ice Loading
Snow removal will only be necessary for the parking garage entrance and walkways. Removal will be minimal and accommodated on site. The applicant is proposing on-site snow storage area to the south of the site.

b. View Corridors
This site is not within a Protected View Corridor as per the "View Corridor Protection Plan" approved by the Portland City Council in 2001.

c. Historic Resources
The site is outside the 100-foot setback of the West End historic district; therefore, the project does not have to be reviewed by Historic Preservation.

d. Exterior Lighting
The proposal has noted wall mounted lighting along all the entrances and at the balconies. According to the applicant, any proposed lighting will be full cutoffs. A lighting and photometric plan needs to be submitted for review.

e. Noise and Vibration

The mechanical equipment will be on the roof of the proposed building and will be screened from St. Lawrence Street by the proposed Mezzanine. All heating, ventilation and air conditioning equipment (HVAC), air handling units (AHU), emergency generators, and similar equipment will have to be shown on the plans and meet state and federal emissions requirements. The mechanical equipment should be located to the interior of the site, away from abutting residential properties and be screened from view from any public street and from adjacent sites by structure walls, evergreen landscaping, fencing, masonry wall or a combination thereof. This information will have to be submitted for review by the Planning Authority prior to the final site plan and building permit.

f. Signage and Wayfinding

This standard does not apply to the proposal.

a. Zoning Related Design Standards

A design review according to the City of Portland Design Manual Standards was performed for the revised design of proposed new construction of a multi-family dwelling at 24 St. Lawrence Street. The review was performed by Caitlin Cameron, Urban Designer, Shukria Wiar, Planner, along with Jeff Levine, Department Director, all within the Planning Division of the Department of Planning & Urban Development. The project was reviewed against the *R-6 Small Infill Development Design Principles & Standards* (Appendix 7 of the Design Manual) as well as the *Two-family, Special Needs Independent Living Units, Multiple-family, Lodging Houses, Bed and Breakfasts, and Emergency Shelters* (Section I of the Design Manual).

Design Review Criteria:

The project was reviewed with the *R-6 Alternative Design Review* which has the following criteria:

a. Proposed design is consistent with all of the Principle Statements
b. The majority of the Standards within each Principle are met
c. The guiding principle for new construction under the alternative design review is to be compatible with the surrounding buildings in a two-block radius in terms of size, scale, materials, and siting, as well as the general character of the established neighborhood, thus Standards A-1 through A-3 shall be met.
d. The design plan is prepared by an architect registered in the State of Maine.

Findings of the Design Review:

The design review memo prepared by Caitlin Cameron, Urban Designer, is included as Attachment 3. The proposed design passes all of the criteria of the R6 Alternate Design Review.

VII. NEXT STEP

- Incorporate Planning Board comments in the final plan.
- Proceed to final plan and public hearing

IV. ATTACHMENTS

Staff Review Comments

1. Traffic Engineering Review (Tom Errico, TY Lin), comments dated 02.09.2018
2. Civic Engineer Review, Lauren Swett, dated 06.21.2018
3. Urban Designer Review, Caitlin Cameron, dated 06.05.2018
4. Fire Department Review, Capt. Mike Thompson, dated 06.22.2018

Public Comments

PC 1. Ariana van den Akkar 11-2-17
PC 2. Beth Snyder 1-10-18
PC 3. Carol Stillwell 1-7-18
Carol Stillwell 11-1-17
Carol Stillwell Photo Attachment
PC 4. J. Wuesthoff 1-11-18
PC 5. Jayne Hurley 1-8-18
PC 6. Karen Snyder 10-20-17

Karen Snyder 11-7-17
PC 7. Katherine Collins 11-15-17
PC 8. Kelly Williams 10-23-17
PC 9. Lynn Hallett 11-7-17
PC 10. Maggie W. 1-4-18
PC 11. Martica Douglas 1-8-18
Martica Douglas 12-2-17
PC 12. Martica Sawin 2-23-18
Martica Sawin 10-24-17
Martica Sawin 12-5-17
PC 13. Michael Petit and Pamela Day 10-24-17
Pamela Day 1-3-18
Pamela Day and Michael Petit 06.22.2018
PC 14. Rob Whitten 1-8-18
Rob Whitten 11-20-17
Rob Whitten 3-13-18
PC.15 Carol Stillwell 4-30-18
PC.16 Kris Lape 3-28-18
PC.17 Martica Sawin 4-4-18
PC.18 Matt Dodge 3-27-18
PC.19 Karen Snyder 6-22-2018
PC.20 Peter Murray 6-22-2018
PC21 Martica Sawin 6-22-18
PC22 Maggie Wolf 6-21-18

Applicant's Submittal

A. Cover Letter
B. Level III Final Site Plan Application
C. Wastewater Capacity
D. Right, Title, or Interest
E. Financial Capacity
F. Construction Management Plan
G. Stormwater Management Report
H. Erosion and Sedimentation Control Report
I. Utilities
J. Solid Waste
K. Fire Department Letter
L. Conformity with Land Use Ordinance
M. Request for Waivers
N. Written Easements
O. Architectural Design Narrative
P. Lighting
Q. Parking Analysis
R. Comment Response Letter
S. Certification Letter
T. Neighborhood Meeting Invitation
U. Sign-In Sheet
V. Neighborhood Meeting Minutes
W. Geotechnical Report
X. Architectural Design Review Response

Plans

Plan1 Cover Sheet
Plan2 General Notes
Plan3 Existing Conditions Plan
Plan4 Construction Management Plan
Plan5 Site Plan

Plan6	Landscaping Plan
Plan7	Utility Plan
Plan8	Grading & Drainage Plan
Plan9	Site Details 1
Plan10	Site Details 2
Plan11	Utility Details 1
Plan12	Utility Details 2
Plan13	Drainage Details
Plan14	Erosion & Sedimentation Control Details
Plan15	Subdivision Recording Plat
Plan16	Ground Floor of Redesigned Building
Plan17	Floors 1 & 2 of Redesigned Building
Plan18	Floor 3 of Redesigned Building
Plan19	Elevations of Redesigned Building
Plan20	Rendering of Redesigned Building

Portland Maine Yes. Google's good here.

Shukria Wiar <shukriaw@portlandmaine.gov>

24 St. Lawrence Street - Final Traffic Comment

Tom Errico <thomas.errico@tylin.com> Fri, Feb 9, 2018 at 5:06 PM
To: Shukria Wiar <shukriaw@portlandmaine.gov>
Cc: Keith Gray <kgray@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, "Hyman, Bruce" <bhyman@portlandmaine.gov>, "Jeff Tarling (JST@portlandmaine.gov)" <JST@portlandmaine.gov>

Hi Shukria – I have reviewed the application materials and I find the project to be acceptable from a traffic engineering perspective. I would note that the driveway width, apron detail and separation to the nearest driveway to the north meet City Technical Standards. On-site parking and circulation is also acceptable.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
TY LIN INTERNATIONAL
12 Northbrook Drive
Falmouth, ME 04105
+1.207.781.4721 main
+1.207.347.4354 direct
+1.207.400.0719 mobile
+1.207.781.4753 fax
thomas.errico@tylin.com
Visit us online at www.tylin.com
Twitter | Facebook | LinkedIn | Google+

"One Vision, One Company"

Att. 2

Portland Maine | Yes. Google's good here.

Shukria Wiar <shukriaw@portlandmaine.gov>

24 St. Lawrence Street

Lauren Swett <lswett@woodardcurran.com> Thu, Jun 21, 2018 at 11:36 AM
To: Shukria Wiar <shukriaw@portlandmaine.gov>

Hi Shukria,

I have reviewed the geotechnical evaluation provided for 24 St. Lawrence. I have no issues with what has been provided, pending their final foundation design and construction practices following what is described in the report, the project shouldn't cause any problems.

All of my other other prior comments have been addressed.

If you have any questions, or need any other information, let me know.

Thanks,

Lauren

Lauren Swett, P.E.*

Technical Manager

Woodard & Curran

41 Hutchins Drive

Portland, Maine 04102

Phone: (207)558-3763 (direct)

(207)219-3591 (cell)

(800)426-4262 (office)

Email: lswett@woodardcurran.com

*Licensed in Maine and Wisconsin

Commitment & Integrity Drive Results

www.woodardcurran.com

Planning and Urban Development Department
Planning Division

Subject: R-6 Small Infill Design Review – 24 St. Lawrence Street

Written by: Caitlin Cameron, Urban Designer

Date of Review: Tuesday, June 5, 2018

A design review according to the *City of Portland Design Manual* Standards was performed for the revised proposal for new construction of a multi-family dwelling at 24 St. Lawrence Street. The review was performed by Caitlin Cameron, Urban Designer, Shukria Wiar, Planner, along with Jeff Levine, Department Director, all within the Planning Division of the Department of Planning & Urban Development. The project was reviewed against the *R-6 Small Infill Development Design Principles & Standards* (Appendix 7 of the Design Manual) as well as the *Two-family, Special Needs Independent Living Units, Multiple-family, Lodging Houses, Bed and Breakfasts, and Emergency Shelters* (Section I of the Design Manual).

Design Review Criteria:
The project was reviewed with the Alternative Design Review which has the following criteria:

A. Proposed design is consistent with all of the Principle Statements
B. The majority of the Standards within each Principle are met
C. The guiding principle for new construction under the alternative design review is to be compatible with the surrounding buildings in a two-block radius in terms of size, scale, materials, and siting, as well as the general character of the established neighborhood, thus Standards A-1 through A-3 shall be met.
D. The design plan is prepared by an architect registered in the State of Maine.

Findings of the Design Review:
The proposed design **passes** all of the criteria of the R6 Alternate Design Review – please refer to comments below.

- **Project now meets 60% lot coverage**

Design Review Comments *(red text denotes principles or standards that are not met;* ***Bold = new review comments):***
Appendix 7: R-6 Infill Development
Principle A Overall Context –**Met** – see below.

- *A-1 Scale and Form:* Context: Of the larger multi-family buildings in the neighborhood, the scale is mitigated either by building only 3 stories or if building 4 stories, a narrower, vertical proportion is used – In those rare instances where a larger scale, wider building has been built, the scale is mitigated by keeping wider setbacks as a buffer and through elements such as bay windows, balconies and porches, varied rooflines, and/or massing changes at the street. **Some scale mitigation has been achieved by shifting the building to have a side drive giving more space between this building and the**

neighbor, varying the massing, lowering the height where possible. In addition, the project was revised to bury the garage thus creating a three-story building, reducing the scale impact. The mass is varied with a plane change at the front circulation core and the addition of a bay window in the central bay. The roof form is a flat roof with has some variation in the parapet to give hierarchy to the façade.

- *A-2 Composition of Principal Facades:* **The façade composition was revised to be symmetrical and now follows the typical three-bay composition. The revised façade composition creates three vertically oriented bays and places hierarchy at the middle entrance bay. Previously, the façade composition was impacted by placement of all the circulation at the front façade with no living space facing the street – this was revised and living spaces now face the street on the upper floors above a half buried garage/basement level.**
- *A-3 Relationship to the Street:* The street wall is maintained and building placement in relationship to St. Lawrence Street is consistent with the neighboring properties. **The project now follows the pattern of building placement on the lot and the spacing of the residential fabric in this neighborhood. The ground floor was revised to be buried and is now raised a partial story more in line with typical residential development patterns. The floor plans and building height were revised to allow living space on the front façade.**

Principle B Massing – **Met** – **The building was revised to reduce the width on the street; though the building is wider than the traditional multi-family buildings, the project varies the massing to create more vertical proportions that are contextual with the vertical facades in the streetscape. The roofline has also been varied to give hierarchy to the façade and provide additional variation and emphasis on the vertical rather than horizontal.**

- *B-1 Massing:* **The building massing was revised to create three bays and emphasize the entry and vertical circulation tower. These design gestures create massing that is broken down into scale and proportions similar to the multi-family buildings found in context.**
- *B-2 Roof Forms:* The proposed flat roof form is in keeping with the traditional multi-family building types found in the context. Consider a more substantial return on the front parapet wall so that it doesn't look like an artificial roof.
- *B-3 Main Roofs and Subsidiary Roofs:* There is a clear main roof form.
- *B-4 Roof Pitch:* **Flat roofs are allowed provided there is a 12" cornice.**
- *B-5 Façade Articulation:* **The project employs a covered entry and a bay window.**
- *B-6 Garages:* **The garage is on the ground floor but has been buried and the door is on the side of the building thus making it less obvious on the street and bringing the living spaces down closer to street level.**

Principle C Orientation to the Street – **Met** – The project appropriately provides a sense of transition and privacy for the residential uses. **The ground floor parking is partially buried into the site with the side drive and garage entry now on the side and rear of the property. This positions the living space of the building closer to the street and creates a similar relationship to the traditional residential buildings with a basement and raised first floor. The building was lowered on story thus removing the need for two circulation towers – this has allowed for more active living space on the front façade and improves the relationship to the street.**

- *C-1 Entrances:* The main entry is emphasized by directly facing the street, placement of the bay as a canopy, and prominent door design with sidelites and lighting.

- *C-2 Visual Privacy:* Visual privacy is adequately addressed; all living spaces are above the ground floor.
- *C-3 Transition Spaces:* The project uses a canopy and a vestibule for transition space.

Principle D Proportion and Scale – **Met – The building is wider than the traditional buildings but successfully creates proportions on the front façade typically found in the context (usually a discernable vertical proportion).** Individual building elements are human-scaled.

- *D-1 Windows:* **The majority of windows are rectangular, vertically proportioned.**
- *D-2 Fenestration:* The project appears to meet the 12% fenestration requirement and appropriately scaled to the massing of the building.
- *D-3 Porches:* Not applicable

Principle E Balance – Met – The building façade composition creates a sense of balance with good use of overall and local symmetry and articulation of façade materials. **The façade was revised to be symmetrical.**

- *E-1 Window and Door Height:* The majority of window and door head heights align along a common horizontal datum.
- *E-2 Window and Door Alignment:* The majority of windows shall stack so that centerlines of windows are in vertical alignment.
- *E-3 Symmetricality:* Primary window compositions are arranged symmetrically around discernable vertical axes.

Principle F Articulation – **Met** – Articulation is provided through material and trim texture, changes in façade planes, **bay window**, and recessed entry with canopy.

- *F-1 Articulation:* The design uses dimensional trim, bay window, and the texture of the material to provide surface articulation and visual interest.
- *F-2 Window Types:* Two window types are used.
- *F-3 Visual Cohesion:* The visual cohesion of the façade is good.
- *F-4 Delineation between Floors:* The ground floor is delineated with a different material. Otherwise, the windows and board provide some delineation of the upper floors.
- *F-5 Porches, etc.:* n/a
- *F-6 Main Entries:* **The main entry is emphasized with prominent placement facing the street and a "canopy" provided by the bay.** Staff suggest the bay window could project even more and provide a more substantial cover.
- *F-7 Articulation Elements:* It appears the rake of the roof meets the 6" requirement; trim is provided at the windows, ground floor, and cornice; offsets in the principal façade are at least 12".

Principle G Materials – **Met** – The material choices are contextual and fine-grained.

- *G-1 Materials:* The residential context is predominantly clapboards with occasional shingle or brick. **The clapboard is an appropriate, fine-grain material in keeping with the context. Brick at the ground floor is logical and grounds the building. Wood panel is used in feature locations such as the bay window and bay is also consistent with the traditional treatment.**
- *G-2 Material and Façade Design:* The materials are appropriately placed according to their nature – **brick base and clapboard above.**
- *G-3 Chimneys:* Not applicable.
- *G-4 Window Types:* Two window types are used on the front façade.

- *G-5 Patios and Plazas:* Entrance areas use brick and concrete.

(i) Two-family, Special Needs Independent Living Units, Multiple-Family, Lodging Houses, Bed and Breakfasts, and Emergency Shelters *(red text denotes standards that are not met)**:***

Standard 1 –Met – See R-6 comments above.

Standard 2 – Met – The building sits close to the street with a slight front yard setback buffer consistent with residential architecture in this neighborhood. **The building was revised to follow the established pattern on the street with the building uphill and a side driveway downhill. The residential units are slightly above the ground floor to preserve privacy and in keeping with the typical pattern of a masonry water table and raised ground floor.**

Standard 3 – Met – The project provides balcony space for each dwelling unit.

Standard 4 – Met – The project has a high level of fenestration and the provision of balconies also contributes to residents' access to light and air. Storage is provided within each unit.

Standard 5 – Met – The parking is structured and screened from view. **The garage door is now on the side of the building away from the street.**

Standard 6 – Not Applicable

Att. 4

Portland Maine | Yes. Google's good here.

Shukria Wiar <shukriaw@portlandmaine.gov>

24 St. Lawrence Street

1 message

Robert Thompson <rmt@portlandmaine.gov> Fri, Jun 22, 2018 at 9:33 AM
To: Shukria Wiar <shukriaw@portlandmaine.gov>

Hi Shukria,

The newest submitted plans for this project (Site Plan.pdf V3) show sufficient separation between buildings for fire department operations for the existing neighboring buildings.

Fire Department comments have been updated in Urban Insight.

Please feel free to contact me if you have any further questions or concerns related to this proposed project.

Thank you,
Mike

--
Robert M. Thompson
Division Fire Chief
Portland Fire Department
(207) 874-8400
rmt@portlandmaine.gov

ACORN ENGINEERING, INC.

Planning Division
City of Portland, Maine
389 Congress Street, 4th Floor
Portland, ME 04101

October 10, 2017

Subject: Level III Final Site Plan and Subdivision Application
Redevelopment of 24 St. Lawrence Street - Portland, Maine

To Whom It May Concern,

On behalf of Kelly & Walter Williams, we are pleased to submit the accompanying package of submission materials related to the proposed redevelopment of 24 St. Lawrence Street.

This submission package is intended to meet the City's Final Submission requirements as outlined in the Level III Site Plan Application procedures. The proposed project site is located at 24 St. Lawrence Street between Fore Street and Congress Street with the R-6 zone. The lot is currently occupied by a 2,880 square-foot building, containing two single-family units, and a 15 x 20 ft. garage. The property is proposed to be redeveloped into a four-story, five-unit condominium with a six-car parking garage on the ground level.

Along the St. Lawrence Street frontage, the building features several recesses. The setback from the property line ranges from 3.5 feet to 11.9 feet with a weighted average of 7 feet. In comparison, the average setback of the two abutters is 3.7 feet and the required front yard setback in the R-6 zone is 5 feet. Please refer to Site Plan and Section L for more information regarding the zoning standards.

The following documents and drawings will be uploaded onto the City's electronic submission site per the procedure outlined in the application:

Documents:

- Section A: Cover Letter
- Section B: Level III Final Site Plan Application
- Section C: Wastewater Capacity
- Section D: Right. Title, or Interest
- Section E: Financial Capacity
- Section F: Construction Management Report
- Section G: Stormwater Management Report
- Section H: Erosion and Sedimentation Control Report
- Section I: Utilities
- Section J: Solid Waste Disposal
- Section K: Fire Department Letter

- Section L: Conformity with Land Use Ordinance
- Section M: Request for Waivers
- Section N: Summary of Written Easements
- Section O: Architectural Design Narrative
- Section P: Lighting
- Section Q: Parking Analysis

Drawings:

- Civil Site Plan Set, Dated 10/6/2017
- Architectural Plan Set, Dated 10/6/17

Kelly & Walter Williams and the design team look forward to your review of this project and are requesting to be placed on the next available workshop meeting with the Planning Board. If you have any questions regarding these materials or the completeness of the application materials, please contact us within the next five (5) days.

Sincerely,

William H. Savage, P.E.
Principal - Project Manager
Acorn Engineering, Inc.

Level III – Preliminary and Final Site Plans
Development Review Application
Portland, Maine

Planning and Urban Development Department
Planning Division

Portland's Planning and Urban Development Department coordinates the development review process for site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Level III: Preliminary or Final Site Plan. Please note that Portland has delegated review from the State of Maine for reviews under the Site Location of Development Act, Chapter 500 Stormwater Permits, and Traffic Movement Permits.

Level III: Site Plan Development includes:

- New structures with a total floor area of 10,000 sq. ft. or more except in Industrial Zones.
- New structures with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- New temporary or permanent parking area(s) or paving of existing unpaved parking areas for more than 75 vehicles.
- Building addition(s) with a total floor area of 10,000 sq. ft. or more (cumulatively within a 3 year period) except in Industrial Zones.
- Building addition(s) with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- A change in the use of a total floor area of 20,000 sq. ft. or more in any existing building (cumulatively within a 3 year period).
- Multiple family development (3 or more dwelling units) or the addition of any additional dwelling unit if subject to subdivision review.
- Any new major or minor auto business in the B-2 or B-5 Zone, or the construction of any new major or minor auto business greater than 10,000 sq. ft. of building area in any other permitted zone.
- Correctional prerelease facilities.
- Park improvements: New structures greater than 10,000 sq. ft. and/or facilities encompassing 20,000 sq. ft. or more (excludes rehabilitation or replacement of existing facilities); new nighttime outdoor lighting of sports, athletic or recreation facilities not previously illuminated.
- Land disturbance of 3 acres or more (includes stripping, grading, grubbing, filling or excavation).

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14), Design Manual and Technical Manual.

Planning Division
Fourth Floor, City Hall
389 Congress Street
(207) 874-8719
planning@portlandmaine.gov

Office Hours
Monday thru Friday
8:00 a.m. – 4:30 p.m.

I. Project Information (Please enter n/a on those fields that are not applicable)

Project Name:	24 St. Lawrence Street Redevelopment
Proposed Development Address:	24 St. Lawrence Street
Project Description:	Urban infill redevelopment into 4-story building with a parking garage and 5 condo's
Chart/Block/Lot:	16-J-006
Preliminary Plan	N/A
Final Plan	See attached

II. Contact Information (Please enter n/a on those fields that are not applicable)

APPLICANT

Name:	Kelly & Walter Williams
Business Name:	
Address:	24 St. Lawrence Street
City/State:	Portland, ME
Zip Code:	04101
Work #:	(207) 671-1193
Home #:	N/A
Cell #:	N/A
Fax #:	N/A
E-mail:	will@hrpmanagement.com

OWNER

Name:	Kelly & Walter Williams
Address:	24 St. Lawrence Street
City/State:	Portland, ME
Zip Code:	04101
Work #:	(207) 671-1193
Home #:	N/A
Cell #:	N/A
Fax #:	N/A
E-mail:	will@hrpmanagement.com

AGENT/REPRESENTATIVE

Name:	Acorn Engineering, Inc
Address:	P.O. Box 3372
City/State:	Portland, ME
Zip Code:	04104
Work #:	(207) 775-2655
Home #:	N/A
Cell #:	(207) 317-1884
Fax #:	N/A
E-mail:	wsavage@acorn-engineering.com

BILLING (to whom invoices will be forwarded to)

Name:	Kelly & Walter Williams
Address:	24 St. Lawrence Street
City/State:	Portland, ME
Zip Code:	04101
Work #:	(207)671-1193
Home #:	N/A
Cell #:	N/A
Fax #:	N/A
E-mail:	will@hrpmanagement.com

ENGINEER

Name:	Acorn Engineering, Inc
Address:	P.O. Box 3372
City/State:	Portland, ME
Zip Code:	04104
Work #:	(207) 775-2655
Home #:	N/A
Cell #:	(207) 317-1884
Fax #:	N/A
E-mail:	wsavage@acorn-engineering.com

SURVEYOR

Name:	Owen Haskell, Inc, Professional Land Surveyors
Address:	390 U.S. Route One
City/State:	Falmouth, ME
Zip Code:	04105
Work #:	(207) 774-0424
Home #:	N/A
Cell #:	N/A
Fax #:	(207) 774-0511
E-mail:	ohi@owenhaskell.com

ARCHITECT

Name:	Port City Architecture
Address:	65 Newbury Street
City/State:	Portland, ME
Zip Code:	04101
Work #:	(207)761-9000
Home #:	N/A
Cell #:	N/A
Fax #:	N/A
E-mail:	mark@portcityarch.com

ATTORNEY

Name:	Tom Jewell
Address:	477 Congress St.
City/State:	Portland, ME
Zip Code:	04101
Work #:	(207) 774-6665
Home #:	
Cell #:	
Fax #:	
E-mail:	tjewell@jewellandbulger.com

DESIGNATED PERSON(S) FOR UPLOADING INTO e-PLAN

Name:	Alyssa Gartley
E-mail:	agartley@acorn-engineering.com
Name:	Sam Lebel
E-mail:	slebel@acorn-engineering.com
Name:	
E-mail:	

III. APPLICATION FEES

LEVEL III DEVELOPMENT (check applicable review)

☑	Less than 50,000 sq. ft.	$750.00
☐	50,000 – 100,000 sq. ft.	$1,000.00
☐	100,000 – 200,000 sq. ft.	$2,000.00
☐	200,000 – 300,000 sq. ft.	$3,000.00
☐	Over 300,000 sq. ft.	$5,000.00
☐	Parking lots over 100 spaces	$1,000.00
☐	After-the-fact Review	$1,000.00 + applicable application fee above

PLAN AMENDMENTS (check applicable review)

☐	Planning Staff Review	$250.00
☐	Planning Board Review	$500.00

OTHER REVIEWS (check applicable review)

☐	Traffic Movement	$1,500.00
☐	Stormwater Quality	$250.00
☑	Subdivision	$500.00 + applicable fee for lots/units below
	# of Subdivision Lots/Units [5] x $25.00 each	$ 125.00
☐	Site Location	$3,500.00 + applicable fee for lots/units below
	# of Site Location Lots/Units [ ] x $200.00 each	$
☐	Change of Use	
☐	Flood Plain	
☐	Shoreland	
☐	Design Review	
☐	Housing Replacement	
☐	Historic Preservation	
	TOTAL APPLICATION FEE DUE:	$ 1,375.00

IV. FEES ASSESSED AND INVOICED SEPARATELY

- Notices to abutters (receipt of application, workshop and public hearing meetings) ($.75 each)
- Legal Ad in the Newspaper (% of total ad)
- Planning Review ($52.00 hour)
- Legal Review ($75.00 hour)
- Third Party Review (all outside reviews or analysis, eg. Traffic/Peer Engineer, are the responsibility of the applicant and will be assessed and billed separately)

V. PROJECT DATA (Please enter n/a on those fields that are not applicable)

TOTAL AREA OF SITE	4,671	sq. ft.
PROPOSED DISTURBED AREA OF THE SITE	4,250	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.		
IMPERVIOUS SURFACE AREA		
Impervious Area (Total Existing)	2,803	sq. ft.
Impervious Area (Total Proposed)	3,346	sq. ft.
Building Ground Floor Area and Total Floor		
Building Footprint (Total Existing)	1,526	sq. ft.
Building Footprint (Total Proposed)	2,823	sq. ft.
Building Floor Area (Total Existing)	2,872	sq. ft.
Building Floor Area (Total Proposed)	8,951	sq. ft.
ZONING		
Existing	R-6 Residential	
Proposed, if applicable		
LAND USE		
Existing	Residential	
Proposed	Residential	
RESIDENTIAL, IF APPLICABLE		
# of Residential Units (Total Existing)	2	
# of Residential Units (Total Proposed)	5	
# of Lots (Total Proposed)	1	
# of Affordable Housing Units (Total Proposed)	0	
PROPOSED BEDROOM MIX		
# of Efficiency Units (Total Proposed)	0	
# of One-Bedroom Units (Total Proposed)	0	
# of Two-Bedroom Units (Total Proposed)	4	
# of Three-Bedroom Units (Total Proposed)	1	
PARKING SPACES		
# of Parking Spaces (Total Existing)	2	
# of Parking Spaces (Total Proposed)	5	
# of Handicapped Spaces (Total Proposed)	1	
BICYCLE PARKING SPACES		
# of Bicycle Spaces (Total Existing)	0	
# of Bicycle Spaces (Total Proposed)	2	
ESTIMATED COST OF THE PROJECT	$2.4 million	

VI. APPLICANT SIGNATURE

By digitally signing the attached document(s), you are signifying your understanding this is a legal document and your electronic signature is considered a ***legal signature*** per Maine state law.

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 III 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.

Signature of Applicant:	Kelly Wilke
Date:	10-9-17

FINAL PLAN - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	**GENERAL WRITTEN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)**
X		1	* Completed Application form
X		1	* Application fees
X		1	* Written description of project
X		1	* Evidence of right, title and interest
N/A		1	* Evidence of state and/or federal permits
X		1	* Written assessment of proposed project's specific compliance with applicable Zoning requirements
X		1	* Summary of existing and/or proposed easements, covenants, public or private rights-of-way, or other burdens on the site
X		1	* Evidence of financial and technical capacity
X		1	Construction Management Plan
N/A		1	A traffic study and other applicable transportation plans in accordance with Section 1 of the technical Manual, where applicable.
N/A		1	Written summary of significant natural features located on the site (Section 14-526 (b) (a))
X		1	Stormwater management plan and stormwater calculations
X		1	Written summary of project's consistency with related city master plans
X		1	Evidence of utility capacity to serve
X		1	Written summary of solid waste generation and proposed management of solid waste
X		1	A code summary referencing NFPA 1 and all Fire Department technical standards
X		1	Where applicable, an assessment of the development's consistency with any applicable design standards contained in Section 14-526 and in City of Portland Design Manual
X		1	Manufacturer's verification that all proposed HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

Applicant Checklist	Planner Checklist	# of Copies	**SITE PLAN SUBMISSIONS CHECKLIST** **(* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)**
X		1	* Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
X		1	**Final Site Plans including the following:**
X		Existing and proposed structures, as applicable, and distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone);	
X		Existing and proposed structures on parcels abutting site;	
X		All streets and intersections adjacent to the site and any proposed geometric modifications to those streets or intersections;	
X		Location, dimensions and materials of all existing and proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines;	
X		Engineered construction specifications and cross-sectional drawings for all proposed driveways, paved areas, sidewalks;	
X		Location and dimensions of all proposed loading areas including turning templates for applicable design delivery vehicles;	
X		Existing and proposed public transit infrastructure with applicable dimensions and engineering specifications;	
X		Location of existing and proposed vehicle and bicycle parking spaces with applicable dimensional and engineering information;	
N/A		Location of all snow storage areas and/or a snow removal plan;	
N/A		A traffic control plan as detailed in Section 1 of the Technical Manual;	
N/A		Proposed buffers and preservation measures for significant natural features, where applicable, as defined in Section 14-526(b)(1);	
N/A		Location and proposed alteration to any watercourse;	
N/A		A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;	
N/A		Proposed buffers and preservation measures for wetlands;	
X		Existing soil conditions and location of test pits and test borings;	
X		Existing vegetation to be preserved, proposed site landscaping, screening and proposed street trees, as applicable;	
X		A stormwater management and drainage plan, in accordance with Section 5 of the Technical Manual;	
X		Grading plan;	
X		Ground water protection measures;	
X		Existing and proposed sewer mains and connections;	

- Continued on next page -

X		Location of all existing and proposed fire hydrants and a life safety plan in accordance with Section 3 of the Technical Manual;
X		Location, sizing, and directional flows of all existing and proposed utilities within the project site and on all abutting streets;
X		Location and dimensions of off-premises public or publicly accessible infrastructure immediately adjacent to the site;
X		Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;
X		Plans showing the location, ground floor area, floor plans and grade elevations for all buildings;
N/A		A shadow analysis as described in Section 11 of the Technical Manual, if applicable;
X		A note on the plan identifying the Historic Preservation designation and a copy of the Application for Certificate of Appropriateness, if applicable, as specified in Section Article IX, the Historic Preservation Ordinance;
X		Location and dimensions of all existing and proposed HVAC and mechanical equipment and all proposed screening, where applicable;
N/A		An exterior lighting plan in accordance with Section 12 of the Technical Manual;
N/A		A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;
X		Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

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

Bradley Roland, P.E.
Water Resources Division

Date: 10/10/2017

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

Site Address: 24 St. Lawrence Street

Chart Block Lot Number: 16-J-006

Proposed Use: Residential
Previous Use: Residential
Existing Sanitary Flows: 630 GPD
Existing Process Flows: 0 GPD
Description and location of City sewer that is to receive the proposed building sewer lateral.
18" Brick combined sewer within St. Lawrence to be tapped into with 6" sanitary lateral and 8" storm drain as seen on C-20

Site Category		
	Commercial *(see part 4 below)*	
	Industrial *(complete part 5 below)*	
	Governmental	
	Residential	✓
	Other *(specify)*	

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

2. Please, Submit Contact Information.

City Planner's Name: TBD
Owner/Developer Name: HR Property Management
Owner/Developer Address: 192 State Street, Portland, ME 04101
Phone: (207) 671-1193 Fax: N/A E-mail: will@hrpmanagement.com
Engineering Consultant Name: Acorn Engineering, Inc
Engineering Consultant Address: P.O. Box 3372, Portland, ME 04104
Phone: (207) 775-2655 Fax: N/A E-mail: wsavage@acorn-engineering.com

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

3. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: 990 GPD
Peaking Factor/ Peak Times: Diurnal Flow pattern
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)* State of Maine Subsurface Wastewater Disposal Rules, Effective 8/13/15

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.

4. Please, Submit External Grease Interceptor Calculations.

Total Drainage Fixture Unit (DFU) Values: N/A

Size of External Grease Interceptor: _____

Retention Time: _____

Peaking Factor/ Peak Times: _____

Note: In determining your restaurant process water flows, and the size of your external grease interceptor, please use The Uniform Plumbing Code. Note: In determining the retention time, sixty (60) minutes is the minimum retention time. Note: Please submit detailed calculations showing the derivation of your restaurant process water design flows, and please submit detailed calculations showing the derivation of the size of your external grease interceptor, either in the space provided below, or attached, as a separate sheet.

5. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated: N/A 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: _____

Note: On the submitted plans, please show where the building's domestic sanitary sewer laterals, as well as the building's industrial-commercial process wastewater sewer laterals exits the facility. Also, show where these building sewer laterals enter the city's sewer. Finally, show the location of the wet wells, control manholes, or other access points; and, the locations of filters, strainers, or grease traps.

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

Calculation of Wastewater Flowrate for 24 St. Lawrence Street Redevelopment

The proposed development will include 5 dwelling units. Based upon the Section 4 of the Maine Subsurface Wastewater Disposal Rules, the project anticipates the following daily flows:

Estimate of Anticipated Daily Flows				
Development	Unit Size	Number of Units	Gallons per Day per Unit	Total Gallons per Day
Existing Flow				
Residential Units	3-Bedroom	1	270	270
Residential Units	4-Bedroom	1	360	360
			Total Gallons per Day (Existing)	630
Proposed Flow				
Residential Units	2-Bedroom	4	180	720
Residential Units	3-Bedroom	1	270	270
			Total Gallons per Day (Proposed)	990
			Net Change	**+360**
*Values based on STATE OF MAINE: SUBSURFACE WASTEWTAER DISPOSAL RULES, most recent edition				

D. Right, Title, or Interest

The record owners of the parcels of interest are Walter S. Williams and Kelly A. Williams as seen in Book 25609, Page 269, Dated October 29, 2007. A copy of the Deed is included in this section.

QUITCLAIM DEED WITH COVENANT

WALTER S. WILLIAMS, of Portland, Maine, for consideration paid, **GRANTS** to **WALTER S. WILLIAMS AND KELLY A. WILLIAMS,** as joint tenants, both with a mailing address of 24 St. Lawrence Street, Portland, Maine 04101, **with Quitclaim Covenants,** a certain lot or parcel of land situated in the City of Portland, County of Cumberland and State of Maine, and more particularly described as follows:

SEE SCHEDULE A ATTACHED HERETO

Meaning and intending and hereby conveying the same premises described in a deed from Ronald E. Goodwin and Wendy Cole Goodwin to Walter S. Williams dated October 20, 2004 recorded in the Cumberland County Registry of Deeds in Book 21919, Page 227. This conveyance is subject to all existing mortgages of record.

IN WITNESS WHEREOF, the said WALTER S. WILLIAMS has signed this instrument on the 29 day of October, 2007.

Signed, Sealed and Delivered
in the presence of

Witness

Walter S. Williams

State of Maine
County of Cumberland

October 29, 2007

Then personally appeared the above named Walter S. Williams and acknowledged the foregoing instrument to be his free act and deed.

Before me,

~~Notary Public~~/Attorney at Law

GARY D. VOGEL

printed name of notary or attorney

SCHEDULE A

A certain lot or parcel of land, with the buildings thereon, situated on the southwesterly side of St. Lawrence Street, in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

BEGINNING at a point on the southwesterly side of St. Lawrence Street distant ninety (90) feet northwesterly from the northerly corner of a lot of land formerly owned by John M. Molin, and said point being ten (10) feet southeasterly from the easterly corner of a lot of land conveyed by Julia Parsons to one Fitz E. Sargent by deed dated July 12, 1852 and recorded in the Cumberland County Registry of Deeds in Book 239, Page 252.

THENCE northwesterly by said southwesterly side of St. Lawrence Street seventy (70) feet, more or less, to the easterly corner of a lot of land which said Sargent conveyed to Susan J. Locke by deed dated January 8, 1897 recorded in the said Registry of Deeds in Book 727, Page 459;

THENCE southwesterly by the southeasterly side line of said lot so conveyed to said Locke seventy (70) feet, more or less, to the southerly corner of said lot so conveyed to said Locke;

THENCE southeasterly by the southwesterly line of a certain lot of land conveyed by Joseph Smith to said Fitz E. Sargent by deed dated January 18, 1849 recorded in the said Registry of Deeds in Book 214, Page 263 and by the southwesterly side line of said lot of land conveyed to said Sargent by said Julia Parsons, as aforesaid, fifty-eight (58) feet, more or less, to the southerly corner of said lot of land conveyed to said Fitz E. Sargent by said Julia Parsons.

THENCE southwesterly by the northerly line of a ten (10) foot strip of land conveyed to said Fitz E. Sargent by Moses Gould by deed dated May 22, 1855 recorded in the said Registry of Deeds in Book 264, Page 395 four (4) feet, more or less, to the westerly corner of said ten (10) feet to southerly corner of said ten (10) foot strip;

THENCE southeasterly and parallel with said St. Lawrence Street ten (10) feet to the southerly corner of said ten (10) foot strip;

THENCE northeasterly parallel with and ten (10) feet distant from the southeasterly side line of said lot so conveyed by said Parsons to Sargent seventy-three (73) feet, more or less, to said St. Lawrence Street to the point of beginning.

Received
Recorded Register of Deeds
Nov 09,2007 10:58:08A
Cumberland County
Pamela E. Lovley

Section E

Financial Capacity

Gorham
SAVINGS BANK

October 3, 2017

RE: Walter and Kelly Williams

RE: 24 St. Lawrence Street, Portland

To Whom It May Concern,

Walter and Kelly Williams have been commercial customers here at Gorham Savings Bank since 2005. All their loans have been handled as agreed.

Final approvals are subject to complete a complete application and underwriting of the construction budget, plans and specs. A commitment, subject to all approvals would be issued in writing.

If you have any further questions, I can be reached at 207-222-1495.

Sincerely,

Julie L. Viola
Vice President

10 Wentworth Drive, Gorham, ME 04038 • Tel. (207) 839-3342
Customer Service Center (207) 839-4796 • www.gorhamsavingsbank.com

F. Construction Management Plan

Project Address: 24 St. Lawrence Street

Project Description:

The proposed project includes the development of five condominium units on three floors with a ground level parking garage accessed from St. Lawrence Street. Six parking spaces will be accommodated within the garage.

Project Team Summary:

Owner:	Will and Kelly Williams
General Contractor:	TBD
Civil Engineer:	Acorn Engineering, Inc.
Architect:	Port City Architecture

The Owner/GC and all subcontractors will work with the City of Portland and adjacent landowners to minimize any project impacts.

The GC will remain responsible for enforcement of all compliance with 1) all contract plans and specifications in their scope of work and 2) all site working conditions and safety requirements, day and night, for both persons and property, in each case for the duration of their work. These include OSHA, NIOSH, U.S. EPA, local ordinance and any other applicable governmental regulations. Both the Owner/GC and any subcontractors will remain responsible for safeguarding the general public.

The GC shall review all permits and conditions associated with the project. Refer to the Civil/Site Plan Set, Sheet C-03 Construction Management Plan for visual representation of the measures to be taken during construction.

The following outline has been developed in accordance with the City of Portland Construction Management Plan General Template and shall be referenced by the GC during construction.

A. Construction Management Principles

The control of noise, vibrations, ground movement, truck traffic, and other construction related factors will be of utmost importance. Care shall be taken to minimize these effects in the best interest of neighbors and the general public. GC to ensure that work hours conform to the City of Portland's Ordinance.

B. Development Review of Construction Management Plan

Logistics and safety program shall be submitted at or prior to the preconstruction meeting by the GC with all pertinent information required by the Maine Department of Transportation's Traffic Control Plan Standard Specification 652.3.3.

C. Performance Guarantees, Inspection Fees, Preconstruction Meeting, and Permits

Guarantees and fees will be paid at the time of the respective application. Sections 14-530 and 13-532 will be complied with all necessary permits will be obtained prior to work.

1. Street Opening and Street Occupancy Permits:

   Required permits regarding street opening and occupancy will be obtained from the Department of Public Works. The requests shall conform to the approved Construction Management Plan.

2. Blasting:

   Although not anticipated, if blasting occurs, it shall conform to Article VIII. In Chapter 14 of the City Code and Section 3.7 in the City's Technical Manual.

3. Building Code:

   Employ the best practices, as applicable, of Chapter 33 Safeguards During Construction, from the 2009 International Building Code.

D. Construction Administration and Communication

The Contractor will work closely with adjacent abutters, businesses, and all parties informed, as far in advance as possible, of scheduled work, particularly work anticipated to cause significant noise, vibrations, or dust. Communication in order to comply with all agreements, ordinances, and special permits will be of the utmost importance. Contractor contact information shall be posted on a sign on the construction fence along the St. Lawrence Street frontage. Additional signage necessary for communication shall be provided, but will be temporary and removed upon completion of the project. The contract information for the project personnel (Owner) is:

Walter & Kelly Williams
(207) 671-1193

GC and Subcontractor information will be posted along the St. Lawrence Street frontage once contracted.

E. Construction Schedule

The GC shall submit a construction timeline at or prior to the preconstruction meeting. Construction may occur during the daytime hours as defined in Section 17-18. Construction Activities for Building permit and City Code Section 25-129, Noise, dust and debris. Between September 1 and May 31, the following year, no person shall engage in construction activities generating noise exceeding 50 decibels, between the hours of 7 pm and 7 am of the following day within 500 feet of any buildings. From June 1 to August 31, construction activity may continue until 8 pm. No construction activity shall begin before 8 am on a Saturday, Sunday, or legal holiday. Extended hours or night work may be requested for special circumstances and street utility work if needed. These requests will

be subject to approval by the Public Works Authority.

Due to the limited space within the project parcel, deliveries will need to be stored in an alternate location or deliveries must be small enough to fit within the property. Deliveries will be scheduled between 7 am and 5 pm.

The estimated timeframe of the proposed project is outlined below:

Project Start Date:	Spring 2018
Project End Date:	Fall 2019

F. Security

1. The Construction Management Plan, Sheet C-03, depicts all proposed fencing and other barriers, with the intent of separating pedestrian and vehicle circulation from the construction site. Construction entrances per detail shall be installed.

2. Structures undergoing construction, alteration, or demolition operations, including those in underground locations, shall comply with NFPA 1 Chapter 16. *Safeguarding Construction, Alteration, and Demolition Operations.*

3. Fire Safety Program: Prior to construction, an overall construction and demolition fire safety program shall be developed. Essential items to be emphasized include the following:
    - Good Housekeeping
    - On-site security
    - Installation of new fire protection systems as construction progresses
    - Preservation of existing systems during demolition
    - Organization and training of an on-site fire brigade
    - Development of a pre-fire plan with the local fire department
    - Rapid communication
    - Consideration of special hazards resulting from previous occupancies
    - Protection of existing structures and equipment from exposure fires resulting from construction, alteration, and demolition operations.

4. Blasting, if required, shall conform with all measures of Article VIII. Regulation of Explosives in the Land Use Code and Section 3.7 Standards for Blasting and Regulation of Explosives in Portland's Technical Manual.

5. Temporary security lighting shall be shown on the Construction Management Plan, and all fixtures shall be full cutoffs.

G. Construction Permitting and Traffic Control Plans

1. Construction Activity in Public Streets

    Construction activity in the public right-of-way shall be compliant with Chapter 25 Article VII of the City Code. At no time will it be permissible for construction activity including delivery vehicle to close or block streets or affect public safety access without prior notice an approval of the Department of Public Works.

2. Sewer and Stormwater

   Sewer and stormwater system connections are controlled by Chapters 24 and 32 of the City code of Ordinance. Required permits for new connections and/or abandonment of existing connections are available through the Street Opening Clerk at the Department of Public Works. Rules and Regulations for these utility systems are available through the City Engineer's office of the Department of Public Works and in Section II of the Technical Manual. This will apply to the new connection within St. Lawrence Street.

3. Traffic Control Plans

   Construction activity that impacts the existing public street system must be controlled to protect the safety of the construction workers and all modes of the traveling public. The contractor shall submit a satisfactory "Maintenance of Traffic" (MOT) plan prior to any street opening permit approval. This document shall contain all pertinent information from the Maine Department of Transportation's Traffic Control Plan Standard Specification 652.3.3.

   The MOT will address the work required for utility connections in St. Lawrence Street. Traffic will be channelized utilizing drums and cones. Proper signage will be installed prior to the through work zone. Alternating traffic will be controlled with flaggers. Trenches will be patched with pavement daily.

   The MOT plan shall provide for the safe passage of the public through or along the construction work zone. It may be permissible to close St. Lawrence Street during utility connections and/or detour a mode of traffic when absolutely necessary for safety. All requests shall be subject to City approval. MOT plans shall employ the appropriate techniques and devices as called for in the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD). In addition:

   - Construction speed signing may be used as needed to slow traffic.
   - Traffic Control signs shall not be placed where they would create any obstructions to bicycles or pedestrians.
   - Flaggers will be utilized when necessary.

   All existing modes of travel in the work zone area shall be accommodated if impacted by the activity. The safe passage of pedestrians, bicyclists, transit providers, and motorists are of equal importance when planning and laying out the work zone; no pre-existing travel mode may be eliminated without the express approval of the Department of Public Works. The MOT should also address on-street parking impacts, including deliveries and parking for adjoining businesses and property owners, analysis of roadway capacity or diversion capacity if street closure or change to roadway capacity is required, and coordination with other on-going or future construction or utility projects in the vicinity.

   - Traffic control bicycle and pedestrian facilities or routes through work zones shall be maintained until the bicycle and pedestrian facilities or routes are ready for safe operation. Traffic control will not be removed to allow auto travel at the expense of bicycle and pedestrians.

- Barrier systems utilized to separate the construction activity from the public street and /or sidewalk shall not inhibit sight distances, particularly for visibility of pedestrians and bicyclists.
- ADA compliance in all capacities shall be maintained.

Use of public parking spaces or the blockage of any portion of sidewalk for the purpose of construction activity shall require an occupancy permit and appropriate fee as assessed by the Department of Public Works.

H. Site Management and Controls

1. Regular trash and debris shall be managed appropriately and its removal shall comply with all local, state, and federal regulations.

2. Street cleaning and sweeping shall be followed as outlined in the erosion and sedimentation control notes and report. Damage to the street shall be avoided and shall be the responsibility of the contractor.

3. Dust shall be controlled and shall comply with Section 25-129 and the erosion and sedimentation control notes, plan, and details.

4. Noise shall be controlled and shall comply with Section 17-18 and Section 25-129.

5. Rodent Control shall be provided, if applicable, by a professional exterminator and shall be consistent with Chapter 22 of the City Code.

6. Snow and Ice Removal shall be provided. Pursuant to Section 25-173, the Contractor shall ensure a safe means of travel within the work zone by the following steps:

    a. Snow/ice removal or commence automatically from 1" or greater of snow or ice
    b. Remove snow as needed within the work zone, including parking spaces. Driveways and site lines shall not be blocked by piles of snow.
    c. Clear all walks and ramps within the work zone
    d. Sand or salt as needed
    e. Clear all basin or drainage to help snow melt
    f. The above steps shall be carried out Sunday-Saturday including holidays.

I. Erosion & Sedimentation Control

1. The Contractor shall install all erosion and sedimentation controls as depicted on the approved Construction Management Plan, C-03, and the approved erosion and sedimentation control report, prior to the pre-construction meeting for inspection by the City. The Contractor shall regularly inspect the control measures, no less than weekly and after storm events (0.5" or more in 24 hours). Additionally, temporary or permanent stormwater management systems shall be inspected and maintained to ensure working order. The Contractor shall document all inspection activities and corrective actions and be prepared to provide these documents for inspection by the City, Maine Department of Environmental Protection (MDEP) or the U.S. Environmental Protection Agency (EPA) upon request.

2. Due to the existing, sparse landscaping on site, no protection during construction will be necessary.

3. Stored materials shall be identified and avoid being located under/near trees.

J. Construction Staging Area

1. The Contractor shall submit a plan with locations depicted for the location of material staging areas, the location of on-site temporary construction trailers, the location of on-site truck delivery holding areas, the location of on-site truck washing stations, masonry mixing stations, the general location of the construction security fence and the general location of temporary construction dumpsters. This plan shall be submitted at or prior to the pre-construction meeting. Any open storage areas shall be shown on the plan.

2. Delivery Truck Holding Areas On-Site: The majority of materials delivered to the site will be scheduled such that they are able to be off-loaded immediately. On days when the construction activities require multiple truck deliveries, these deliveries will be carefully scheduled so that there is always adequate on-site area for the holding of trucks until they can be unloaded. Once at the site all vehicles will be brought within the fence line and will make every attempt to avoid queuing on public streets. If, for any reason, on-site holding of trucks is not feasible, an off-site location must be designated and shown on the submitted plan referenced above in J.1.

3. All deliveries for materials shall comply with the City's noise requirements.

K. Parking During Construction

1. Adequate parking for construction workers shall be provided along St. Lawrence Street, or arrangements for off-street parking at an off-site location shall be provided.

2. Truck Routes and Volumes: The following quantities are estimated as part of the reconstruction:

    - Common Fill – TBD upon final surface analysis. Earthwork contractor(s) pit to project site.
    - Loam – 20 CY – Earthwork contractor(s) pit to project site
    - Gravel & Stone – 100 CY – Earthwork contractor(s) pit to project site.
    - Hot Mix Asphalt – 5 tons – Paving contractor(s) pit to project site.

L. Special Measures as Necessary

No special measures are necessary for the proposed reconstruction.

ACORN ENGINEERING, INC.

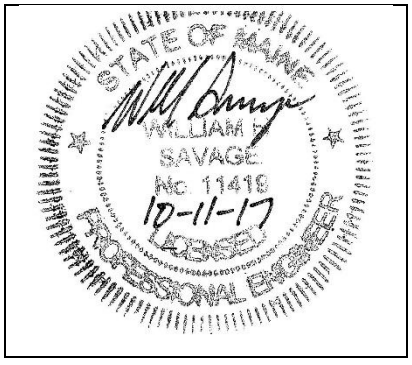
STORMWATER MANAGEMENT REPORT

Prepared For:

Walter & Kelly Williams
24 St. Lawrence Street
Portland, Maine 04101

Prepared By:

Acorn Engineering, Inc.
158 Danforth Street
Portland, Maine 04102



October 2017

ACORN ENGINEERING, INC.

INTRODUCTION

Acorn Engineering, Inc. has been retained by Walter & Kelly Willaism to provide civil engineering services for the proposed redevelopment of 24 St. Lawrence Street. The proposed project is to redevelop a two-unit townhouse building into a four-story, five-unit condominium. The first floor is proposed to be a six-car parking garage.

A stormwater analysis has been prepared to demonstrate that the project will meet the following requirements of the City of Portland (the City):

- City of Portland Land Use Ordinance Chapter 14, Article V. Site Plan Section 14-523. Required Approvals and Applicability (F) Level III Site Plan Review.
- City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards and Maine DEP Chapter 500 Stormwater Management.

EXISTING CONDITIONS

The proposed project site is located on St. Lawrence Street. A boundary plan has been prepared by Owen Haskell, Inc of Falmouth, Maine dated November 30, 2016.

All abutting uses are residential within the R-6 zone.

Over 60% of the property is covered by impervious surfaces including two structures, pavement, brick, pavers, and retaining walls. The remaining surface is vegetation in the form of grass and brush. The majority of the site slopes towards the south (towards Waterville Street), with the rear sloping over 10% in some areas. The northerly half of the dwelling's roof drains to St. Lawrence Street which then slopes towards Fore Street at an average of 9%.

The project team is not aware of the presence of any existing significant natural features located on the site. Given the urban setting and existing impervious surfaces, a field inventory of significant natural feature was not undertaken. The project is not located within a watershed classified as an Urban Impaired Stream.

PROPOSED DEVELOPMENT

The proposed project is a four-story building with five dwelling units and first floor parking garage. The parking garage will have six parking spaces. Pedestrian access to the site shall be provided off St. Lawrence Street. The development will be served by Portland Water District, Department of Public Works (sewer), Unitil (natural gas), CMP (electric), Charter (cable), and Fairpoint (telephone). All utilities will be routed underground.

The proposed project will increase the site's impervious area by approximately 540 square-feet. This

impact is below the 1,000 square-foot threshold and therefore, stormwater management features for quality and quantity control have not been designed due to the insignificant increase in impervious area.

Stormwater will enter roof drains before connecting to a storm drain outlet that is proposed to tap into the 18" combined sewer main within St. Lawrence. The foundation drain will also connect to this storm drain outlet. Lastly, a field inlet will collect stormwater within the green space at the northerly side of the building and will be wyed into the foundation drain, eventually making its way to the combined sewer within the street.

The stormwater flows to the street are expected to marginally increase while the flows to the existing 15-foot retaining wall and abutting properties are expected to significantly decrease.

SOILS

Onsite soil information includes the following:

- Soil Conservation Service Medium Intensity Soil Survey for Cumberland County
- United States Department of Agriculture Web Soil Survey

Given the soils information, listed above, no onsite wastewater is proposed; the applicant does not intend to perform a more intense hydric soil boundary delineation because the waiver requirements set forth in the City of Portland Technical Manual – Section 7 – Soil Survey, Rev. 6/17/11 are met.

The area within and surrounding the project includes soil types listed in the table below. The susceptibility of soils to erosion is indicated on a relative "K" scale of values over a range of 0.02 to 0.69. Higher "K" values indicate more erodible soils.

Table 1 - "K" Value

Soils Type	Subsurface	Substratum
Hinckley	0.17	0.17

The soil "K" values for the soils, listed above, show a low susceptibility to erosion. The site's susceptibility to erosion is from the Soil Conservation Service Medium Intensity Soil Survey for Cumberland County. Although soil "K" values for the soils show a low susceptibility to erosion, implementation of the proposed Erosion & Sedimentation Measures by the contractor will be of the utmost importance given the sustained slope throughout the site.

Conclusion

The proposed development was designed to meet the requirements implemented by the MDEP under the Stormwater Management Statute (38 M.R.S.A. § 420-D) as well as the City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards. The proposed project as designed is not anticipated to cause flooding or erosion problems within the subject site, abutters' sites, nor within the right-of-way.

Attachments

Attachment A: Soils Map
Attachment B: Pre-Construction Watershed Map
Attachment C: Post-Construction Watershed Map

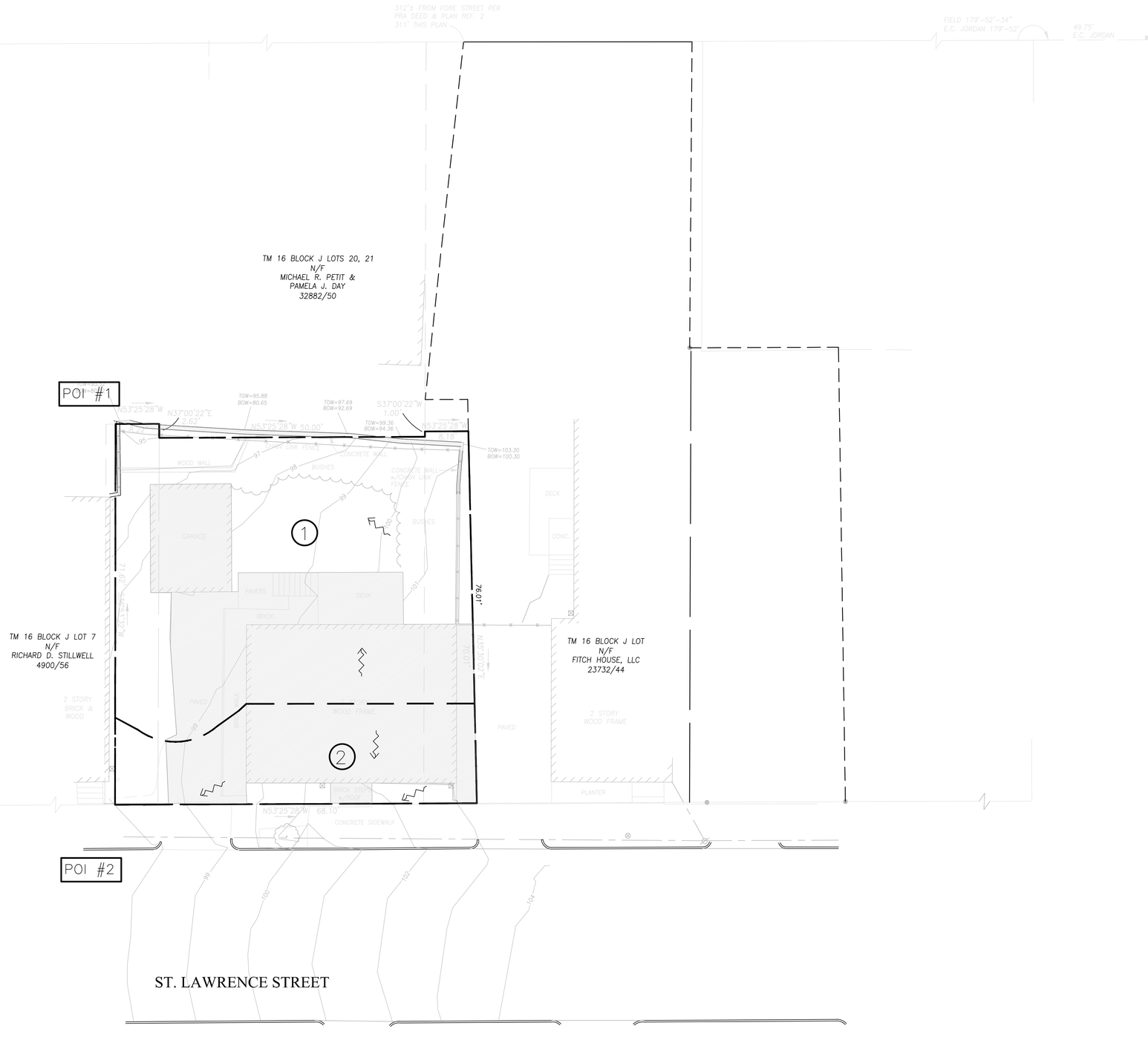
GENERAL NOTES:

1. REFER TO STORMWATER REPORT FOR MORE INFORMATION
2. GREY HATCH DENOTES IMPERVIOUS AREA

1 — SUBCATCHMENT NUMBER

SUBCATCHMENT EXTENTS

POI #1 — POINT OF INTEREST (POI)



PRELIMINARY
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY	DATE
CITY APP.	WHS	10/10/17

DRAWING NAME: **PRE-DEVELOPMENT PLAN**

PROJECT NAME: **24 ST. LAWRENCE REDEVELOPMENT**

CLIENT: HR PROPERTY MANAGEMENT
24 ST. LAWRENCE STREET, PORTLAND, ME 04101

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. AND IF MODIFIED, ALTERED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

ACORN ENGINEERING, INC.
158 DANFORTH STREET, PORTLAND, MAINE 04102
(207) 775-2655

FILE:	1088_CIVIL
JN:	1088
SCALE:	1"=10'
DESIGNED BY:	ADG
DRAWN BY:	ADG
CHECKED BY:	WHS

DRAWING NO.
PRE

GENERAL NOTES:

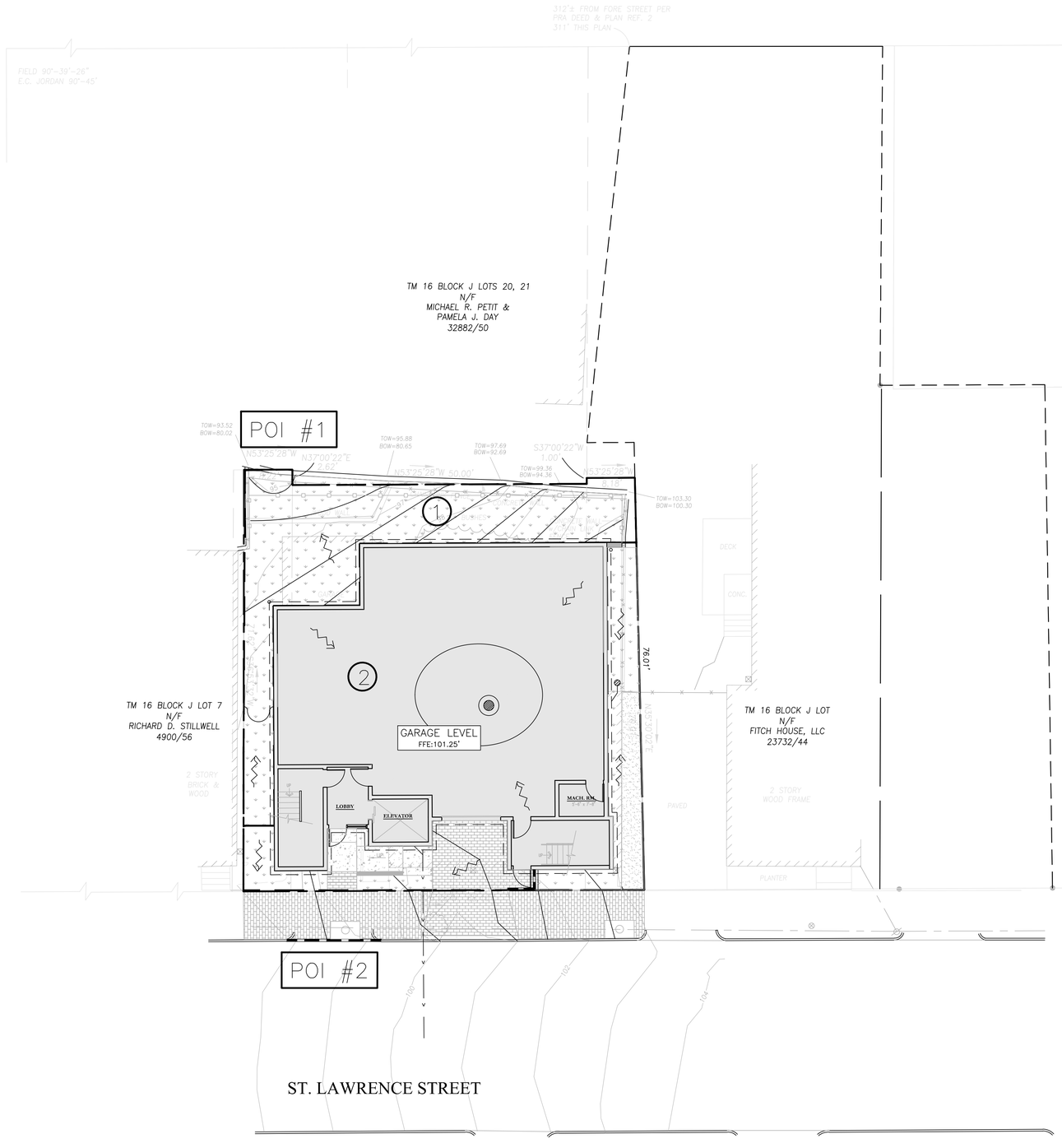
1. REFER TO STORMWATER REPORT FOR MORE INFORMATION

1 — SUBCATCHMENT NUMBER

SUBCATCHMENT EXTENTS

UNDERDRAIN

POI #1 — POINT OF INTEREST (POI)



PRELIMINARY
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY	DATE
PRELIM. APP.	WHS	x/x/x

DRAWING NAME: **POST-DEVELOPMENT PLAN**

PROJECT NAME: **24 ST. LAWRENCE REDEVELOPMENT**

CLIENT: HR PROPERTY MANAGEMENT
24 ST. LAWRENCE STREET, PORTLAND, ME 04101

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158 DANFORTH STREET, PORTLAND, MAINE 04102
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FILE:	1088_CIVIL
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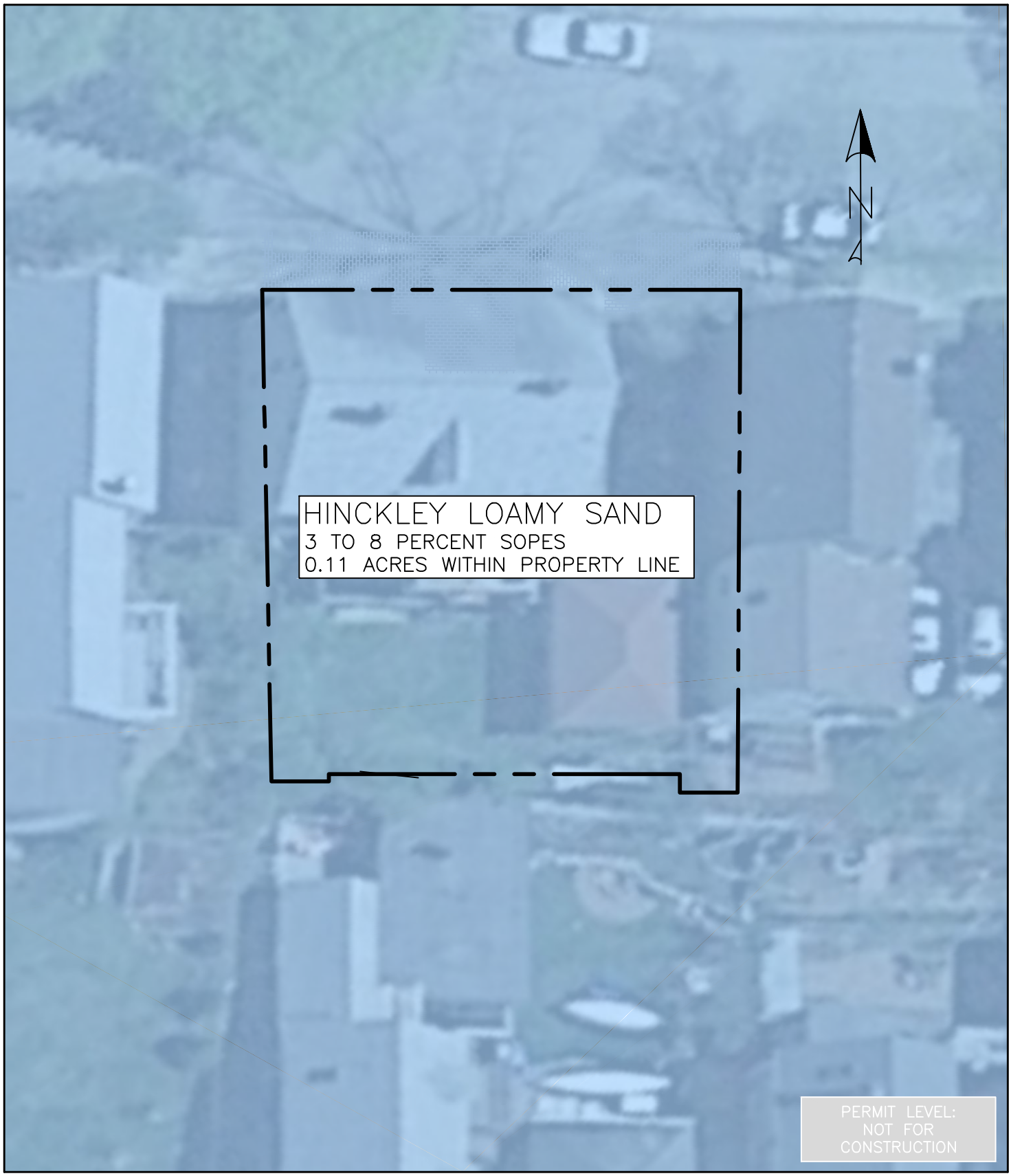
DRAWN BY:	ADG
CHECKED BY:	WHS

DRAWING NO.
POST



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DRAWING NO.
SOILS

FILE:	1088_CIVIL
DATE:	9/22/17
JN:	1088
SCALE:	NTS
DESIGN BY:	ADG
DRAWN BY:	ADG
CHECKED BY:	WHS

ACORN ENGINEERING, INC
ACORN ENGINEERING, INC. P.O. BOX 3372
PORTLAND, MAINE 04104 (207) 775-2655

DRAWING NAME:
SOILS MAP

PROJECT NAME:
24 ST. LAWRENCE STREET
REDEVELOPMENT

CLIENT:
HR PROPERTY MANAGEMENT

ISSUED FOR	BY	DATE
CITY APP.	WHS	10/10/17
REV.	DATE	

ACORN ENGINEERING, INC.

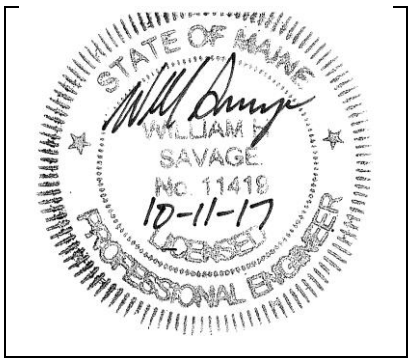
EROSION & SEDIMENTATION CONTROL REPORT

Prepared For:

Kelly & Walter Williams
24 St. Lawrence Street
Portland, Maine 04101

Prepared By:

Acorn Engineering, Inc.
158 Danforth Street
Portland, Maine 04102



October 2017

INTRODUCTION

Acorn Engineering, Inc. has been retained by Kelly & Walter Williams to provide civil engineering services for the proposed multifamily dwelling unit at 24 St. Lawrence Street. The proposed project includes replacing the existing two-family dwelling with a five-unit condominium and a six-space parking garage on a total of four floors.

The following Erosion and Sedimentation Control Report was developed in accordance with the City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards and the Maine DEP Chapter 500 Stormwater Management Appendix A and B (1), Amended August 12, 2015. This narrative also meets the standards required in the Maine DEP's Erosion & Sediment Control BMP's Manual, revised in 2016.

1.0 EXISTING CONDITIONS

The proposed project site is located on St. Lawrence Street. A boundary plan has been prepared by Owen Haskell, Inc of Falmouth, Maine dated November 30, 2016.

All abutting uses are residential within the R-6 zone.

A large portion of the site is occupied by the existing structures. The site is also comprised of a paved driveway and landscaping. The grades are relatively flat, with the exception of the southwest side of the parcel. The surface drops away from the house, towards the southwest, at a slope of approximately 10% to retaining walls.

1.1 Existing Soils

Onsite soil information includes the following:

- Soil Conservation Service Medium Intensity Soil Survey for Cumberland County
- United States Department of Agriculture Web Soil Survey

Given the soils information, listed above, no onsite wastewater is proposed; the applicant does not intend to perform a more intense hydric soil boundary delineation because of sthe waiver requirements set forth in the City of Portland Technical Manual – Section 7 – Soil Survey, Rev. 6/17/11 are met.

The area within and surrounding the project includes soil types listed in the table below. The susceptibility of soils to erosion is indicated on a relative "K" scale of values over a range of 0.02 to 0.69. Higher "K" values indicate more erodible soils.

Table 1 - "K" Value

Soils Type	Subsurface	Substratum
Hinckley	0.17	0.17

The soil "K" values for the soils, listed above, show a low susceptibility to erosion. The site's susceptibility to erosion is from the Soil Conservation Service Medium Intensity Soil Survey for Cumberland County. Although soil "K" values for the soils show a low susceptibility to erosion, implementation of the proposed Erosion & Sedimentation Measures by the contractor will be of the utmost importance given the sustained slope throughout the site.

1.2 Existing Erosion Problems

There are no signs of erosion.

1.3 Critical Areas

Critical areas that would require special attention during construction include, but are not limited to, the retaining walls, and slope stabilization located within the vicinity during earthwork and foundation construction.

1.4 Protected Natural Resource

The client is not aware of the presence of any existing significant natural features located on the site as listed in Section 14-526 (b) 1. of the Land Use Code. The project is not located within a watershed classified as an Urban Impaired Stream by the Maine DEP.

1.5 Previous Construction Activity (5 years)

Acorn Engineering, Inc. is not aware of any construction related activities within the project limits within the past 5 years.

1.6 Timber Harvesting

Acorn Engineering, Inc. is not aware of any timber harvesting within the past five years.

2.0 EROSION CONTROL MEASURES AND SITE STABILIZATION

As part of the site development, the following temporary and permanent erosion and sedimentation control devices shall be implemented. Devices shall be installed as described in this report or within the plan set. See the Maine Erosion and Sediment Control Handbook for Construction: Best Management Practices for further reference.

2.1 Temporary Erosion Control Measures

The following temporary erosion and sedimentation control measures are planned for the project's construction period:

2.1.1 Crushed stone stabilized construction entrances shall be placed at all access points to the project site where there are disturbed areas. The following specifications shall be followed at a minimum:

- Stone size shall be 2-3 inches, or reclaimed or recycled concrete equivalent.
- The thickness of the entrance stone layer shall be no less than 6 inches.
- The entrance shall not be less than 20 feet wide, however not less than the full width of points where ingress or egress occurs. The length shall not be less than 50 feet in length.
- Geotextile fabric (woven or non-woven) shall be placed over the entire entrance area.
- The entrance/exit shall be maintained to the extent that it will prevent the tracking of sediment onto public road ways.

2.1.2 Siltation fence or erosion control berm shall be installed down gradient of any disturbed areas to trap runoff borne sediments until permanent stabilization is achieved. The silt fence or erosion control berm shall be installed per the details provided in the plan set and inspected before and immediately after each rainfall and at least daily during prolonged rainfall. Repairs shall be made if there are any signs of erosion or sedimentation below the fence line or berm. If there are signs of undercutting at the center or the edges, or impounding of large volumes of water behind the fence or berm, the barrier shall be replaced with a stone check dam.

2.1.3 Hay mulch including hydro seeding is intended to provide cover for denuded or seeded areas until revegetation is established. Mulch placed between April 15th and November 1st on slopes of less than 15 percent shall be covered by fabric netting and anchored with staples in accordance with the manufacturer's recommendation. Mulch placed between November 1st and April 15th on slopes equal to or steeper than 8 percent and equal to or flatter than 2:1 shall use mats or fabric netting and anchored with staples in accordance with the manufacturer's recommendation.

2.1.4 At any time of the year, all slopes greater than 3:1 shall be stabilized with Double Net Erosion Control Blanket Bionet SC150BN by North American Green or Approved Equal, or Erosion Control Mix Slope Protection as detailed within the plans.

2.1.5 St. Lawrence Street shall be swept to control mud and dust from the construction site as necessary. Add additional stone to the stabilized construction entrance to minimize the tracking of material off the site and onto the surrounding roadways.

2.1.6 During demolition, clearing and grubbing operations, stone check dams shall be installed at any areas of concentrated flow. The maximum height of the check dam shall not exceed 2 feet. The center of the check dam shall be 6 inches below the outer edges of the dam. The contractor shall mulch the side slopes and install stone check dams for all newly excavated ditch lines within 24 hours of their creation.

2.1.7 Silt fence stake spacing shall not exceed 6 feet unless the fence is supported with 14-gauge wire in which case the maximum spacing shall not exceed 10 feet. The silt fence shall be "toed" into the ground.

2.1.8 Storm drain inlet protection shall be provided to storm drains using any of the following: hay bale drop inlet structures, silt fence drop inlet sediment filter, gravel and wire mesh drop inlet sediment filter, or curb inlet sediment filter. Barriers shall be inspected after every rainfall event and repaired as necessary. Sediments shall be removed when accumulation has reached ½ the design height.

2.1.9 Dust control shall be accomplished using any of the following: water, calcium chloride, stone, or an approved MDEP product. Dust control shall be applied as needed to accomplish dust control.

2.1.10 Temporary loam, seed, and mulching shall be used in areas where no other erosion control measure is used. Application rates for seeding are provided at the end of this report.

2.1.11 Stockpiles shall be stabilized within 7 days of formation unless a scheduled rain event occurs prior to the 7-day window, in which case the stockpile shall be stabilized prior to the rain event. Methods of stabilization shall be mulch, erosion control mix, or erosion control blankets/mats. Silt fence or a wood waste compost filter berm shall be placed downhill of any soil stockpile location.

2.1.12 For disturbance between November 1 and April 15, please refer to winter stabilization plan in this report and the Maine Erosion and Sediment Control BMP manual for further information.

2.1.13 It is of the utmost importance that stormwater runoff and potential sediment from the construction site be diverted around the proposed underdrains until the trench is backfilled.

2.2 Permanent Erosion Control Measures

The following permanent erosion control measures are intended for post disturbance areas of the project.

2.2.1 All disturbed areas during construction, not subject to other proposed conditions, shall receive a minimum 4" of loam, limed, and mulched. Erosion control blankets or mats shall be placed over the mulch in areas noted in paragraph 4.1 of this report.

2.2.2 All stormwater devices shall be installed and tributary areas stabilized prior receiving stormwater.

2.2.3 Refer to the Maine Erosion and Sediment Control BMP manual for additional information.

3.0 EROSION AND SEDIMENTATION CONTROL PLAN

3.1 The Erosion and Sedimentation Control Plan is included within the plan set.

4.0 DETAILS AND SPECIFICATIONS

4.1 Erosion Control Details and Specifications are included in the plan set.

5.0 STABILIZATION PLAN FOR WINTER CONSTRUCTION

Winter Construction consists of earthwork disturbance between the dates of November 1 and April 15. If a construction site is not stabilized with pavement, a road gravel base, 75% mature vegetation cover or riprap by November 15, then the site shall be protected with over-winter stabilization. Any area not stabilized with pavement, vegetation, mulching, erosion control mix, erosion control mats, riprap, or gravel base on a road shall be considered open.

The contractor shall limit the work area to areas that work will occur in during the subsequent 15 days and so that it can be mulched one day prior to a snow event. The contractor shall stabilize work areas prior to opening additional work areas to minimize areas without erosion control measures.

The following measures shall be implemented during winter construction periods:

5.1 Sediment Barriers

During frozen conditions, sediment barriers may consist of erosion control mix berms or any other recognized sediment barriers as frozen soil prevents the proper installation of hay bales or silt fences.

5.2 Mulching

All areas shall be considered to be denuded until seeded and mulched. Hay and straw mulch shall be applied at a rate of 150 lb. per 1,000 square feet or 3 tons/acre (twice the normal accepted rate of 75-lbs./1,000 s.f. or 1.5 tons/acre) and shall be properly anchored. Erosion control mix must be applied with a minimum 4-inch thickness. Mulch shall not be spread on top of snow. The snow shall be removed down to a one-inch depth or less prior to application. After each day of final grading, the area shall be properly stabilized with anchored hay or straw or erosion control matting. An area shall be considered to have been stabilized when exposed surfaces have been either mulched or adequately anchored so that ground surface is not visible through the mulch. Between the dates of November 1 and April 15, all mulch shall be anchored by either mulch netting, tracking or wood cellulose fiber. The cover will be considered sufficient when the ground surface is not visible through the mulch. After November 1st, mulch and anchoring of all exposed soil shall occur at the end of each final grading workday.

5.3 Soil Stockpiling

Stockpiles of soil or subsoil shall be mulched for over winter protection with hay or straw at twice the normal rate or with a four-inch layer of erosion control mix. This shall be done within 24 hours of stocking and re-established prior to any rainfall or snowfall.

5.4 Seeding

Between the dates of October 15th and April 1st, loam or seed shall not be required. During periods of above freezing temperatures finished areas shall be fine graded and either protected with mulch or temporarily seeded and mulched until the final treatment can be applied. If the date is after November 1st and if the exposed area has not been loamed, final grading with a uniform surface, then the area may be dormant seeded at a rate of 3 times higher than specified for permanent seed and then mulched.

Dormant seeding may be placed prior to the placement of mulch or erosion control blankets. If dormant seeding is used for the site, all disturbed areas shall receive 4" of loam and seed at an application rate of 5 lbs./1,000 s.f. All areas seeded during the winter shall be inspected in the spring for adequate catch. All areas insufficiently vegetated (less than 75% catch) shall be revegetated by replacing loam, seed and mulch. If dormant seeding is not used for the site, all disturbed areas shall be revegetated in the spring.

5.5 Over winter stabilization of disturbed soils

By September 15th, all disturbed soils on areas having a slope less than 15% shall be seeded and mulched. If the disturbed areas are not stabilized by this date, then one of the following actions shall be taken to stabilize the soil for late fall and winter:

- Stabilize the soil with temporary vegetation – By October 1st, seed the disturbed soil with winter rye at a seeding rate of 3lbs per 1,000 s.f., lightly mulch the seeded soil with hay or straw at 75 lbs per 1,000 s.f., and anchor the mulch with plastic netting. Monitor growth of the rye over the next 30 days. If the rye fails to grow at least three inches or fails to cover at least 75% of the disturbed soil before November 1st, then mulch the area for over-winter protection.

- Stabilize the soil with sod – Stabilize the disturbed soil with properly installed sod by October 1st. Proper installation includes pinning the sod onto the soil with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, and watering the sod to promote root growth into the disturbed soil.

- Stabilize the soil with mulch – By November 15th, mulch the disturbed soil by spreading hay or straw at a rate of at least 150 lbs per 1,000 s.f. on the area so that no soil is visible through the mulch. Immediately after applying the mulch, anchor the mulch with plastic netting to prevent wind from moving the mulch off the disturbed soil.

5.6 Over winter stabilization of disturbed slopes

All stone-covered slopes shall be constructed and stabilized by November 15th. All slopes to be vegetated shall be seeded and mulched by September 1st. A slope is considered a grade greater than 15%. If a slope to be vegetated is not stabilized by September 1st, then one of the following action shall be taken to stabilize the slope for late fall and winter:

- Stabilize the soil with temporary vegetation and erosion control mats – By October 1st the disturbed slope shall be seeded with winter rye at a seeding rate of 3 lbs per 1,000 s.f. and then install erosion control mats or anchored mulch over the seeding. If the rye fails to grow at least three inches or fails to cover at least 75% of the slope by November 1st, then the contractor shall cover the slope with a layer of erosion control mix or with stone riprap.

- Stabilize the soil with sod – The disturbed slope shall be stabilized with properly installed sod by October 1st. Proper installation includes the contractor pinning the sod onto the slope with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, and watering the sod to promote root growth into the disturbed soil. The contractor shall not use late-season sod installation to stabilize slopes having a grade greater than 3H:1V or having groundwater seeps on the slope face.

- Stabilize the soil with erosion control mix – Erosion control mix shall be properly installed by November 15th. The contractor shall not use erosion control mix to stabilize slopes having grades greater than 2H:1V or having groundwater seeps on the slope face.

- Stabilize the soil with stone riprap – Place a layer of stone riprap on the slope by November 15th. A registered professional engineer shall be hired to determine the stone size needed for stability on the slope and to design a filter layer for underneath the riprap.

6.0 INSPECTION AND MAINTENANCE

A person with knowledge of erosion and stormwater control, including the standards and conditions in the permit, shall conduct periodic visual inspections of installed erosion control measures. The frequency of inspection shall occur at least once every two weeks, as well as after a "storm event". A "storm event" shall consist 0.5 inches of rain within a 24-hour period. The following Erosion and Sediment Control - Best Management Practices (BMP's) shall inspected in the manner as described.

6.1 Sediment Barriers

Hay bale barriers, silt fences and filter berms shall be inspected and repaired for the following if there are any signs of erosion or sedimentation below them. If there are signs of undercutting at the center or the edges of the barrier, or impounding of large volumes of water behind them, sediment barriers shall be replaced with a temporary check dam. Should the fabric on a silt fence or filter barrier decompose or become

ineffective prior to the end of the expected usable life and the barrier is still necessary, the fabric shall be replaced promptly. Sediment deposits should be removed when deposits reach approximately one-half the height of the barrier. Filter berms should be reshaped as needed. Any sediment deposits remaining in place after the silt fence or filter barrier is no longer required should be dressed to conform to the existing grade, prepared and seeded.

6.2 Stabilized Stone Construction Entrances

The exit shall be maintained in a condition that will prevent tracking of sediment onto public rights-of-way. When the control pad becomes ineffective, the stone shall be removed along with the collected soil material and redistributed on site in a stable manner. The entrance should then be reconstructed. The contractor shall sweep or wash pavement at exits, which have experienced mud-tracking on to the pavement or traveled way. When washing is required, it shall be done on an area stabilized with aggregate, which drains into an approved sediment trapping device. All sediment shall be prevented from entering storm drains, ditches, or waterways.

6.3 Mulched Areas

All mulches must be inspected periodically, in particular after rainstorms, to check for rill erosion. If less than 90% of the soil surface is covered by mulch, additional mulch shall be immediately applied. Nets must be inspected after rain events for dislocation or failure. If washouts or breakage occur, re-install the nets as necessary after repairing damage to the slope. Where mulch is used in conjunction with ornamental plantings, inspect periodically throughout the year to determine if mulch is maintaining coverage of the soil surface. Repair as needed.

6.4 Dust Control

When temporary dust control measures are used, repetitive treatment shall be applied as needed to accomplish control.

6.5 Stormwater Appurtenances

All underdrains, storm drains, and catch basins need to be operating effectively and free of debris.

6.6 Erosion and Sedimentation Control Inspections:

Acorn Engineering has personnel qualified to conduct Erosion and Sedimentation Control Inspections. For further information, contact:

Contact: Will Savage, PE
Telephone: (207) 775-2655

Qualifications:

- Maine Professional Engineering License #11419
- Maine DEP - Certified in Maintenance & Inspection of Stormwater BMP's Cert #14
- Certified Erosion, Sediment and Storm Water Inspector (CESSWI) Cert #0293
- Certified Professional in Erosion and Sediment Control (CPESC) Cert. #4620

The Contractor has sole responsibility for complying with the Erosion and Sedimentation Report/Plan, including control of fugitive dust. The Contractor shall be responsible for any monetary penalties resulting from failure to comply with these standards.

7.0 IMPLEMENTATION SCHEDULE

The following implementation sequence is intended to maximize the effectiveness of the above described erosion control measures. Contractors should avoid overexposing disturbed areas and limit the amount of stabilization area.

1. Install a stabilized construction entrance in all locations where construction traffic will enter and exit the site.
2. Install perimeter silt fence or erosion control berm.
3. Commence installation of drainage infrastructure.
4. Install all other erosion control devices as necessary throughout the remainder of this schedule.
5. Commence earthwork operations, associated with the roadway construction.
6. Commence installation of utilities.
7. Continue earthwork and grading to subgrade as necessary for construction.
8. Complete installation of drainage infrastructure, as well as other utility work.
9. Complete remaining earthwork operations.
10. Install sub-base and base gravels in paved areas.
11. Install paving, curbing and brickwork.
12. Loam, lime, fertilize, seed and mulch disturbed areas and complete all landscaping.
13. Once the site is stabilized, 90% catch of grass has been obtained, or mulching of landscape areas is complete remove all temporary erosion control measures.
14. Touch up areas without a vigorous catch of grass with loam and seed.
15. Complete site signage and striping.
16. Execute proper maintenance of all temporary and permanent erosion control measures throughout the project.

The above implementation sequence should be generally followed by the site contractor. However, the contractor may construct several items simultaneously. The contractor shall submit to the owner a schedule of the completion of the work. If the contractor is to commence the construction of more than one item above, they shall limit the amount of exposed areas to those areas in which work is expected to be undertaken during the following 30 days.

The contractor shall re-vegetate disturbed areas as rapidly as possible. All areas shall be permanently stabilized within 7 days of final grading or before a storm event. The contractor shall incorporate planned inlets and drainage systems as early as possible into the construction phase.

8.0 CONCLUSION

The above erosion control narrative is intended to minimize the development impact by implementing temporary and permanent erosion control measures. The contractor shall also refer to the Maine Erosion and Sediment Control BMP manual for additional information.

9.0 ATTACHMENTS

- Temporary Seeding Plan
- Permanent Seeding Plan

TEMPORARY SEEDING PLAN

Site Preparation

The seeded areas shall be feasibly graded out to provide the use of equipment for seedbed preparation, seeding, mulch application, and mulch anchoring. If necessary, the site may require additional temporary erosion control measures outlined in the Erosion Control report.

Seedbed Preparation

Fertilizer shall be applied to the site at a rate of 13.8 pounds per 1,000 square feet. The composition of the fertilizer shall be 10-10-10 (N-P2O5-K2O) or equivalent.

Limestone shall be applied to the site at a rate of 138 pounds per 1,000 square feet.

Seeding

The composition and amount of temporary seed applied to a site shall be determined by the following table:

Seed	Pounds / 1,000 S.F.	Recommended Seeding Dates
Winter Rye	2.57	Aug-15 to Oct-1
Oats	1.84	Apr-1 to Jul-1 Aug-15 to Sep-15
Annual Ryegrass	0.92	Apr-1 to Jul-1
Sudangrass	0.92	May-15 to Aug-15
Perennial	0.92	Aug-15 to Sep-15

Mulching

Mulch shall be applied at a rate of 70 lbs – 90 lbs per 1,000 square feet. The mulch shall be installed at a minimum depth of 4 inches. The seeded area shall be mulched immediately after seed is applied. Mulching during the winter season shall be double the normal amount.

Conclusion

Please refer to the Maine Erosion and Sediment Control BMP manual for additional information pertaining to temporary seeding and mulching.

PERMANENT SEEDING PLAN

Site Preparation

The seeded areas shall be feasibly graded out to provide the use of equipment for seedbed preparation, seeding, mulch application, and mulch anchoring. If necessary, the site may require additional temporary erosion control measures outlined in the Erosion Control report.

Seedbed Preparation

Fertilizer shall be applied to the site at a rate of 13.8 pounds per 1,000 square feet. The composition of the fertilizer shall be 10-10-10 (N-P2O5-K2O) or equivalent.

Limestone shall be applied to the site at a rate of 138 pounds per 1,000 square feet.

Seeding

The composition and amount of permanent seed applied to a site shall be determined by the following table:

Seed	Pounds / 1,000 S.F.
Kentucky Bluegrass	0.46
Creeping Red Fescue	0.46
Perennial Ryegrass	0.11
Total	1.03

Mulching

Mulch shall be applied at a rate of 70 lbs – 90 lbs per 1,000 square feet. The mulch shall be installed at a minimum depth of 4 inches. The seeded area shall be mulched immediately after seed is applied. Mulching during the winter season shall be double the normal amount.

Recommendations

Permanent seeding is recommended to be completed in the spring. Later summer seeding is allowed if completed prior to September 1st. If seeding cannot be accomplished during the periods recommended for permanent seeding, then the contractor shall perform temporary seeding per the temporary seeding plan.

Conclusion

Please refer to the Maine Erosion and Sediment Control BMP manual for additional information pertaining to permanent seeding and mulching.

I. Utilities

The proposed project will include installation of new utility services to the building and individual units.

Water:

As identified in the Existing Conditions Plan, the site receives water from a 3/4-inch diameter copper domestic service line. This service line connects to the existing 8-inch water main within St. Lawrence Street. Prior to demolition, the existing service will be retired. A new 4 inch line is proposed to tap into the main with a parent child connection in the right-of-way. A 2 inch line will split off of the 4 inch line and serve as the domestic water line with the 4 inch line functioning as the fire sprinkler line.

Sewer:

An existing sewer service was located within St. Lawrence Street. Prior to demolition, the existing service will be disconnected from the main. A new 6" service is proposed to be tied into the existing main as seen on the Utility Plan.

Stormwater:

There is currently no drainage infrastructure on site. It is proposed to install a field inlet along the northerly side of the property to help drain runoff from the site and adjacent properties. This inlet will then tie into the foundation drain which will then wye into a storm drain along with the roof drain. The 8" storm drain will connect to the combined sewer. A separate storm drain has been designed so that if the sanitary sewer main is separated in the future along St. Lawrence Street, the storm/groundwater will be able to discharge to the separated storm main.

UGE/T/C:

The existing dwelling is currently served by overhead lines. All proposed service lines will be rerouted underground from the existing utility pole adjacent to the subject property.

Gas:

An existing service line runs from the gas main within St. Lawrence Street to the existing building. It is proposed to extend this line and route it to the proposed building.

Ability to serve letters have been sent out to the respective utility companies on September 21st, 2017 in accordance with the City of Portland Code of Ordinances Chapter 14 Land Use, Section 14-527(g)(7). Responses from the utility companies can be found attached to this section.

ACORN ENGINEERING, INC.

Portland Water District
Attn: MEANS Department
225 Douglass Street
Portland, Maine 04104

September 21, 2017

Subject: 24 St. Lawrence Street Redevelopment
Re: Ability to Serve

To Whom It May Concern:

On behalf of HR Property Management, we are pleased to submit the following request for Portland Water District's (PWD) ability to serve the proposed development. The proposed project is located at 24 St. Lawrence Street (Chart, Book, Lot 16, J, 006), within the R-6 Residential Zoning District in Portland, Maine. The lot is to be redeveloped into a four-story, 5-unit apartment building, in which the first floor is a 6-car parking garage. The parking garage will be accessed from St. Lawrence Street on the first level. The existing two-unit building and separate garage will be demolished to facilitate the redevelopment.

We believe that there is an existing water service, to the property, from the existing 8" water main as identified on the existing conditions survey (attached). It is proposed that the existing service be retired. A 4" sprinkler line and 2" domestic line are proposed to service the redevelopment. Based upon the Section 4 of the Maine Subsurface Wastewater Disposal Rules, and assuming that the units will be comprised of four 2-bedroom units and one 3-bedroom unit, the project anticipates the following design flows:

Estimate of Anticipated Daily Flows				
Development	Unit Size	Number of Units	Gallons per Day per Unit	Total Gallons per Day
Existing Flow				
Residential Units	3-Bedroom	1	270	270
Residential Units	4-Bedroom	1	360	360
Total Gallons per Day (Existing)				630
Proposed Flow				
Residential Units	2-Bedroom	4	180	720
Residential Units	3-Bedroom	1	270	270

Total Gallons per Day (Proposed)	990
Net Change	**+360 GPD**
*Values based on STATE OF MAINE: SUBSURFACE WASTEWTAER DISPOSAL RULES, most recent edition	

The proposed project is anticipated to increase the net flow by approximately 360 gallons per day (GPD). It should be noted that these values were developed using conservative estimates from the State of Maine Subsurface Wastewater Disposal Rules. Additionally, the number of bedrooms per unit may change later in the design process. We will provide any changes to the anticipated water demand.

On behalf of the client, we are requesting the following information:

1. Any additional information, such as utility mapping within St. Lawrence Street; more specifically, confirmation of the location and size of the services to the existing property and the size and material of the water main on St. Lawrence Street.
2. Alternative connection locations from the property to the existing system.
3. PWD's proposed infrastructure improvements within the project vicinity.
4. Flow data for adjacent hydrant.
5. PWD's ability to serve the project.

I have attached a fixture count, an existing conditions plan created by Owen Haskell, Inc as well as the proposed preliminary utility plan from our office to facilitate your review. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Alyssa Gartley, E.I.
Design Engineer / Construction Inspector
Acorn Engineering, Inc.

Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

October 2, 2017

Alyssa Gartley
Acorn Engineering
158 Danforth Street
Portland, ME 04104

Re: 24 Saint Lawrence Street, PO
Ability to Serve with PWD Water

Dear Ms. Gartley:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on September 21, 2017. Based on the information provided per plans dated September 21, 2017, we can confirm that the District will be able to serve the proposed project as further described in this letter. **Please note that this letter constitutes approval of the water system as currently designed. Any changes affecting the approved water system will require further review and approval by PWD.**

Conditions of Service

The following conditions of service apply:

- A new 2-inch domestic service and 4-inch fire service may be installed from the water main in Saint Lawrence Street. The service should enter through the properties frontage on Saint Lawrence Street at least 10-feet from any side property lines.

- The existing building is currently served with a ¾-inch domestic water service; the size of this service is undersized for the proposed use. This service must be terminated by shutting the corporation valve and cutting the pipe from the water main.

Prior to construction, the owner or contractor will need to make an appointment to complete a service application form and pay all necessary fees. The appointment shall be requested through MEANS@pwd.org or by calling 207-774-5961 ext. 3199. Please allow (3) business days to process the service application paperwork. PWD will guide the applicant through the new development process during the appointment.

Existing Site Service

According to District records, the project site does currently have existing water service. A 3/4-inch diameter copper domestic service line provides water service to the site. Please refer to the "Conditions of Service" section of this letter for requirements related to the use of this service.

Water System Characteristics

According to District records, there is an 8-inch diameter cast iron water main in Saint Lawrence Street and a public fire hydrant located approximately 30 feet from the site. The most recent static pressure reading was 64 psi on March 16, 2017.

Public Fire Protection

The installation of new public hydrants to be accepted into the District water system will most likely not be required. It is your responsibility to contact the Portland Fire Department to ensure that this project is adequately served by existing and/or proposed hydrants.

Domestic Water Needs

The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed project.

Private Fire Protection Water Needs

You have indicated that this project will require water service to provide private fire protection to the site. Please note that the District does not guarantee any quantity of water or pressure through a fire protection service. Please share these results with your sprinkler system designer so that they can design the fire protection system to best fit the noted conditions. If the data is out of date or insufficient for their needs, please contact MEANS to request a hydrant flow test and we will work with you to get more complete data.

Should you disagree with this determination, you may request a review by the District's Internal Review Team. Your request for review must be in writing and state the reason for your disagreement with the determination. The request must be sent to MEANS@PWD.org or mailed to 225 Douglass Street, Portland Maine, 04104 c/o MEANS. The Internal Review Team will undertake review as requested within 2 weeks of receipt of a request for review.

If the District can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District

Robert A. Bartels, P.E.
Senior Project Engineer

A C O R N
ENGINEERING, INC.

Central Maine Power Company
Attn: Mr. Jamie Cough
162 Canco Road
Portland, Maine 04103

September 21, 2017

Subject: 24 St. Lawrence Street Redevelopment
Re: Ability to Serve

Dear Mr. Cough:

On behalf of HR Property Management, we are pleased to submit the following request for Central Maine Power's (CMP) ability to serve the proposed development. The proposed project is located at 24 St. Lawrence Street (Chart, Book, Lot 16, J, 006), within the R-6 Residential Zoning District in Portland, Maine. The lot is to be redeveloped into a four-story, 5-unit apartment building, in which the first floor is a 6-car parking garage. The parking garage will be accessed from St. Lawrence Street on the first level. The existing two-unit building and separate garage will be demolished to facilitate the redevelopment.

It is proposed that the existing lines be rerouted underground to the new structure from the utility pole on St. Lawrence Street.

At this point in the design phase, single-phase power is anticipated. On behalf of the client, we are requesting the following information:

1. Any easements for overhead services currently crossing the proposed development.
2. Alternative connection locations from the development to the existing system.
3. CMP's proposed infrastructure improvements within the project vicinity.
4. CMP's ability to serve the project.
5. Access requirements to the CMP meters.

I have attached an existing conditions plan created by Owen Haskell, Inc as well as the proposed preliminary utility plan from our office to facilitate your review. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Alyssa Gartley, E.I.
Design Engineer / Construction Inspector

Acorn Engineering, Inc.

From:	Cough, Jamie
To:	Alyssa Gartley
Cc:	William Savage
Subject:	RE: 24 St. Lawrence Street Redevelopment - Ability to Serve
Date:	Friday, September 22, 2017 5:52:39 AM
Attachments:	image001.jpg

9/22/17

Alyssa Gartley
Acorn Engineering, Inc
PO Box 3372
Portland, ME 04104
Sent via email to: agartley@acorn-engineering.com
RE: CMP Ability to Serve Letter for 24 St. Lawrence Street, Portland

Project Description:

The project will consist of construction of a single phase service to 4 story 5 unit apartment building with 6 car parking garage.

Dear Ms. Gartley:

CMP has the ability to serve the proposed project in accordance with our CMP Handbook (web link below). We can provide you the desired pad or pole mounted transformers per your request and city approval, in accordance with our CMP Standards Handbook. If you have any questions on the process, or need help in completion of the documents, **please contact CMP at 800-565-3181.**

In answer to your specific questions:

1. Existing easements can be found at the Registrar's Office. I don't have access to those at this time.
2. Alternate locations from the development can be determined at your site visit with the field planner
3. CMP will not be able to determine what infrastructure is required without completion of the load sheets. However, there are service limitations to single phase (800a total service) so you may have to install three phase. This is usually driven by either elevator load and/or hvac loads.
4. CMP must preapprove meter locations. In general, preference is for outdoor meters. If inside, we need a separate outside door directly to the meter room. This will need to be discussed.

New Service Milestones

- Connect to http://www.cmpco.com/YourAccount/GetConnected/installationchecklists.html. This will show you which documents you need depending on your project.
- Contact CMP at 1-800-565-3181 and set up an SAP Notification to begin the process. At that time, the CMP Representative will discuss the relevant documentation and will be able to answer any questions relative to your project.

In general:

- Submit any electronic drawings (PDF (preferred) or DWG files) of the site layout and proposed electrical connections if you have them to your contact AFTER you have established your SAP Notification. You may also be asked to submit Load information. If so, please complete this CMP spreadsheet using load information. This may not be necessary for a single family development.
- Contact your local telephone company if you want telephone service. In some cases, they may be installing the poles.
- Submit the easement information worksheet. Please complete this CMP form and either email or fax back to us.
- Preliminary meetings with CMP to determine the details of job
- Field planner design appointment to cost out job and develop CMP Invoice.
- Submit invoice for payment.
- Easements signed and payment received.
- Applicable State or Local Permits for poles or underground locations
- Job scheduled for completion after the electrical inspection has been received.

This process can take several months, depending upon several factors including transformer delivery, potential substation upgrades, return of completed paperwork, and other jobs in the system that may be ahead of yours. In addition, contact with the other utilities, including telephone and cable, should be commenced as soon as practical. They may have additional work

or charges in addition to the CMP work required to bring your project on line.

For your convenience, here is a link to the CMP Website which contains our Handbook with details on most service requirements:

CMP Handbook of Standard Requirements
(http://www.cmpco.com/MediaLibrary/3/6/Content%20Management/YourAccount/PDFs%20and%20Docs/handbook.pdf)

Please be advised that if you plan to install solar/wind/hydro generation, you must complete an application under the MPUC mandated Chapter 324 Interconnection Standards. If you go to http://www.cmpco.com/YourAccount/puc324.html and follow the instructions for the Small Generator Interconnection Procedures, CMP can do this work in parallel to your service request that will be handled by me. If you project is under 660 KW You will be able to have a Customer Net Energy Billing contract. Information concerning Chapter 313 (Customer Net Energy Billing) can be accessed thru the Chapter 324 website or by clicking here: Net Energy Billing .

If you have any questions, please contact me.

Attachments:
Excel Load Sheet
Easement Worksheet and Sample Standard Easement

Regards,

Jamie

Jamie Cough
Energy Services Advisor
Central Maine Power Company
162 Canco Road
Portland, ME 04103
207-842-2367 office
207-458-0382 cell
207-626-4082 fax

From: Alyssa Gartley [mailto:agartley@acorn-engineering.com]
Sent: Thursday, September 21, 2017 4:34 PM
To: Cough, Jamie
Cc: William Savage
Subject: 24 St. Lawrence Street Redevelopment - Ability to Serve

Jamie,

Acorn is providing civil engineering services for our client's proposed residential redevelopment project at 24 St. Lawrence Street, Portland. On behalf of our client, HR Property Management, please find attached the formal ability to serve letter and the preliminary utility plan. Please do not hesitate to contact me if you have any questions.

Thanks,

Alyssa Gartley
Design Engineer | Construction Inspector

Licensed E.I. in Maine

Acorn Engineering, Inc
PO Box 3372
Portland, Maine 04104
www.acorn-engineering.com

ACORN ENGINEERING, INC.

Fairpoint Communications
5 Davis Farm Road
Portland, Maine 04103

September 21, 2017

Subject: 24 St. Lawrence Street Redevelopment
Re: Ability to Serve

To Whom It May Concern:

On behalf of HR Property Management, we are pleased to submit the following request for Fairpoint's ability to serve the proposed development. The proposed project is located at 24 St. Lawrence Street (Chart, Book, Lot 16, J, 006), within the R-6 Residential Zoning District in Portland, Maine. The lot is to be redeveloped into a four-story, 5-unit apartment building, in which the first floor is a 6-car parking garage. The parking garage will be accessed from St. Lawrence Street on the first level. The existing two-unit building and separate garage will be demolished to facilitate the redevelopment.

It is proposed that the existing lines be rerouted underground to the new structure from the utility pole on St. Lawrence Street.

On behalf of the client, we are requesting the following information:

1. Any additional information, such as utility mapping within St. Lawrence Street.
2. Any easements for overhead services currently crossing the proposed development.
3. Alternative connection locations from the property to the existing communication system.
4. Fairpoint's proposed infrastructure improvements within the project vicinity.
5. Fairpoint's ability to serve the project.

I have attached an existing conditions plan created by Owen Haskell, Inc as well as the proposed preliminary utility plan from our office to facilitate your review. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Alyssa Gartley, E.I.
Design Engineer / Construction Inspector
Acorn Engineering, Inc.

From:	Baumgardner, Earl
To:	Alyssa Gartley
Cc:	William Savage
Subject:	RE: 24 St. Lawrence Street Redevelopment - Ability to Serve
Date:	Monday, September 25, 2017 1:29:36 PM

Hi Alyssa,

I forwarded this to our engineering and outside plant teams. Thanks.

Earl

From: Alyssa Gartley [mailto:agartley@acorn-engineering.com]
Sent: Thursday, September 21, 2017 4:36 PM
To: Baumgardner, Earl
Cc: William Savage
Subject: 24 St. Lawrence Street Redevelopment - Ability to Serve

Earl,

Acorn is providing civil engineering services for our client's proposed residential redevelopment project at 24 St. Lawrence Street, Portland. On behalf of our client, HR Property Management, please find attached the formal ability to serve letter and the preliminary utility plan. Please do not hesitate to contact me if you have any questions.

Thanks,

Alyssa Gartley
Design Engineer | Construction Inspector

Licensed E.I. in Maine

Acorn Engineering, Inc
PO Box 3372
Portland, Maine 04104
www.acorn-engineering.com

B. 207.775.2655
C. 207.446.1837

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ACORN ENGINEERING, INC.

Charter Communications
Attn: Mr. Mark Pelletier
118 Johnson Road
Portland, Maine 04102

September 21, 2017

Subject: 24 St. Lawrence Street Redevelopment
Re: Ability to Serve

Dear Mr. Pelletier:

On behalf of HR Property Management, we are pleased to submit the following request for Charter's ability to serve the proposed development. The proposed project is located at 24 St. Lawrence Street (Chart, Book, Lot 16, J, 006), within the R-6 Residential Zoning District in Portland, Maine. The lot is to be redeveloped into a four-story, 5-unit apartment building, in which the first floor is a 6-car parking garage. The parking garage will be accessed from St. Lawrence Street on the first level. The existing two-unit building and separate garage will be demolished to facilitate the redevelopment.

It is proposed that the existing lines be rerouted underground to the new structure from the utility pole on St. Lawrence Street.

On behalf of the client, we are requesting the following information:

1. Any additional information, such as utility mapping within St. Lawrence Street.
2. Any easements for overhead services currently crossing the proposed development.
3. Alternative connection locations from the property to the existing communication system.
4. Charter's proposed infrastructure improvements within the project vicinity.
5. Charter's ability to serve the project.

I have attached an existing conditions plan created by Owen Haskell, Inc as well as the proposed preliminary utility plan from our office to facilitate your review. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Alyssa Gartley, E.I.
Design Engineer / Construction Inspector
Acorn Engineering, Inc.

From: Pelletier, Mark
To: Alyssa Gartley
Subject: RE: 24 St. Lawrence Street Redevelopment - Ability to Serve
Date: Tuesday, September 26, 2017 10:35:09 AM

Alyssa,

I will answer your questions 1-5 as you have them listed.

1) Utility Mapping.. we are on the existing pole line on Lawrence St. we have no ownership on poles, just pay a rental space on poles.
2) Easements are done by the pole ownership(s). We piggy back on those easements as we are a renter.
3) Alternative connections again depends on pole(s) moving, new poles etc, riser poles, and conduit placements are not done by us, We just follow route and pathway. Poles moved, new pole sets etc are done by pole owner, conduit runs provided for us by developer etc.
4) Infrastructure Improvements costs are done as needed. When request are done by bldg owner/developer. Usually no costs for them.
5) Charter can provide services to this project.

Hope this helps,

Mark

From: Alyssa Gartley [mailto:agartley@acorn-engineering.com]
Sent: Thursday, September 21, 2017 4:32 PM
To: Pelletier, Mark <Mark.Pelletier@charter.com>
Cc: William Savage <wsavage@acorn-engineering.com>
Subject: 24 St. Lawrence Street Redevelopment - Ability to Serve

Mark,

Acorn is providing civil engineering services for our client's proposed residential redevelopment project at 24 St. Lawrence Street, Portland. On behalf of our client, HR Property Management, please find attached the formal ability to serve letter and the preliminary utility plan. Please do not hesitate to contact me if you have any questions.

Thanks,

Alyssa Gartley
Design Engineer | Construction Inspector

Licensed E.I. in Maine

Acorn Engineering, Inc
PO Box 3372

ACORN ENGINEERING, INC.

Unitil Service Corp.
Attn: Bridget Harmon
376 Riverside Industrial Parkway
Portland, Maine 04103

September 21, 2017

Subject: 24 St. Lawrence Street Redevelopment
Re: Ability to Serve

Dear Mrs. Harmon:

On behalf of HR Property Management, we are pleased to submit the following request for Unitil's ability to serve the proposed development. The proposed project is located at 24 St. Lawrence Street (Chart, Book, Lot 16, J, 006), within the R-6 Residential Zoning District in Portland, Maine. The lot is to be redeveloped into a four-story, 5-unit apartment building, in which the first floor is a 6-car parking garage. The parking garage will be accessed from St. Lawrence Street on the first level. The existing two-unit building and separate garage will be demolished to facilitate the redevelopment.

We believe there is an existing gas line servicing the property. It is proposed to extend this line and route it to the new building, or replace it if necessary.

On behalf of the client, we are requesting the following information:

1. Any additional utility mapping such as gas lines on St. Lawrence Street.
2. A confirmation of an existing gas main on St. Lawrence Street, as well as the size of any gas lines and services.
3. Unitil's proposed infrastructure improvements within the project vicinity.
4. Unitil's ability to serve the project.

I have attached an existing conditions plan created by Owen Haskell, Inc as well as the proposed preliminary utility plan from our office to facilitate your review. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Alyssa Gartley, E.I.
Design Engineer / Construction Inspector
Acorn Engineering, Inc.

September 25, 2017

Acorn Engineering, Inc.
Alyssa Gartley, E.I.
PO Box 3372
Portland Maine 04104

Re: 24 St. Lawrence Street, Portland Maine

Dear Ms. Gartley:

Thank you for your interest in using natural gas for the above referenced project.

This is to confirm that natural gas can be made available from our distribution system to serve your proposed project. The existing service to this address will have to be disconnected from the main prior to demolition.

Any improvements to the existing distribution system necessary to provide this service, as well as the design of the gas system in the project itself will be established as the overall design and scope of your project progresses.

All work necessary to provide service will be performed in accordance with the Maine Public Utilities Commission requirements.

If you have any further questions or require additional information, please contact me directly at (207) 541-2536 or at harmon@unitil.com.

Sincerely,

ME GAS CUSTOMER ENERGY SOLUTIONS
376 Riverside Industrial Parkway
Portland, ME 04103

T 207-541-2508 www.unitil.com

Bridget Harmon
Business Development
Unitil Corporation
(o) 207-541-2536 (f) 207-541-2586

J. Solid Waste Disposal

The five condo owners, or their property management company, shall be responsible for locating the solid waste and recyclable material to the space allocated for solid waste storage as noted on the Site Plan (C-10).

The solid waste containers will be fully enclosed and screened from the public view.

ACORN ENGINEERING, INC.

Assistant Chief Keith Gautreau
City of Portland Fire Department
380 Congress St.
Portland, ME 04101

October 10, 2017

Subject: 24 St. Lawrence Street – Fire Department Checklist
Section K of Application

On behalf of Kelly & Walter Williams, the design team is pleased to respond to the Portland Fire Department Site Review Checklist.

1. Name, address, telephone number of applicant

   Kelly & Walter Williams
   24 St. Lawrence Street
   Portland, Maine 04101
   (207) 671-1193

2. Name address, telephone number of architect

   Port City Architecture
   62 Newbury Street
   Portland, Maine 04101
   (207) 761-9000

3. Proposed uses of any structures [NFPA and IBC classification]

   NFPA: Apartments

   IBC: R-2

4. Square footage of all structures, including decks [total and per story]

Garage Level	2,823	sf
1st Floor	2,160	sf
2nd Floor	2,160	sf
3rd Floor	1,808	sf
Total	8,951	**sf**

5. Elevation of all structures

   The proposed building height is just under 45 feet which meets the zoning ordinance. See the elevations provided by the Architect for additional information.

6. Proposed fire protection of all structures

   The building will have a sprinkler system with additional protection per code. Fire flows and requirements for system storage or booster pumping are subject to the fire professional design which will be performed prior the request for a building permit.

7. Hydrant locations

   An existing hydrant is located approximately 11 feet from the east corner of the proposed structure. Hydrant flow data from the Portland Water District once received may be made available to the Fire Department upon request.

8. Water main size and location

   The development will be serviced by the existing water main within St. Lawrence Street. A 4" fire service line will extend from the existing water main to the building fire suppression system. The building is expected to have internal sprinkler risers and a Fire Department pump connection on the street side of the building.

9. Access to all structures [min. 2 sides]

   Main access to the structure is provided on St. Lawrence Street. In the event of an emergency, additional access may be accessible to the west of the subject property via a paved driveway that abut the property line.

10. The Architect has provided a code summary (to be attached at a later date).

NFPA 1 – Chapter 18 Fire Department Access and Water Supply

18.2 Fire Department Access:

The project site is located in a densely developed area and is fronted by a public street. The following pavement street width is currently available:

- St. Lawrence Street: 50 feet

Per NFPA 1 – Chapter 18.2.3.3.1, there will be public street access within 50 feet of at least one exterior door. Per NFPA 1 – Chapter 18.2.3.2.2.1, all first story floors shall be located not more than 450 feet from a Fire Department access road.

City of Portland Technical Manual – Section 3 Public Safety
3.4.1 Every dead-end roadway more than one hundred fifty (150') feet in length shall provide a turnaround at the closed end. Turnarounds shall be designed to facilitate future street connectivity and shall always be designed to the right (refer to Figure I-5).

Response: Not applicable

3.4.2 Where possible, developments shall provide access for Fire Department vehicles to at least two sides of all structures. Access may be from streets, access roads, emergency access lanes, or parking areas.

Response: As depicted on the site plan, the proposed building layout provides a minimum of two paved access points to the structure: one from St. Lawrence Street directly as well as the northerly abutter's paved driveway.

3.4.3 Building setbacks, where required by zoning, shall be adequate to allow for emergency vehicle access and related emergency response activities and shall be evaluated based on the following factors:

- *Building Height.*
- *Building Occupancy.*
- *Construction Type.*
- *Impediments to the Structures.*
- *Safety Features Provided.*

Response: The proposed development layout has contemplated emergency access conditions and provides for safe and efficient access along the public street for emergency vehicles.

3.4.4. Fire Dept. access roads shall extend to within 50' of an exterior door providing access to the interior of the structure.

Response: The building will be provided with exterior doors that will be within 50' of a Fire Department access route, namely St. Lawrence Street.

3.4.5. Site access shall provide a minimum of nine (9) feet clearance height to accommodate ambulance access.

Response: Not applicable

3.4.6. Elevators shall be sized to accommodate an 80 x 24-inch stretcher.

Response: The elevators will be sized to accommodate an 80 x 24 stretcher, per the Architect's designs.

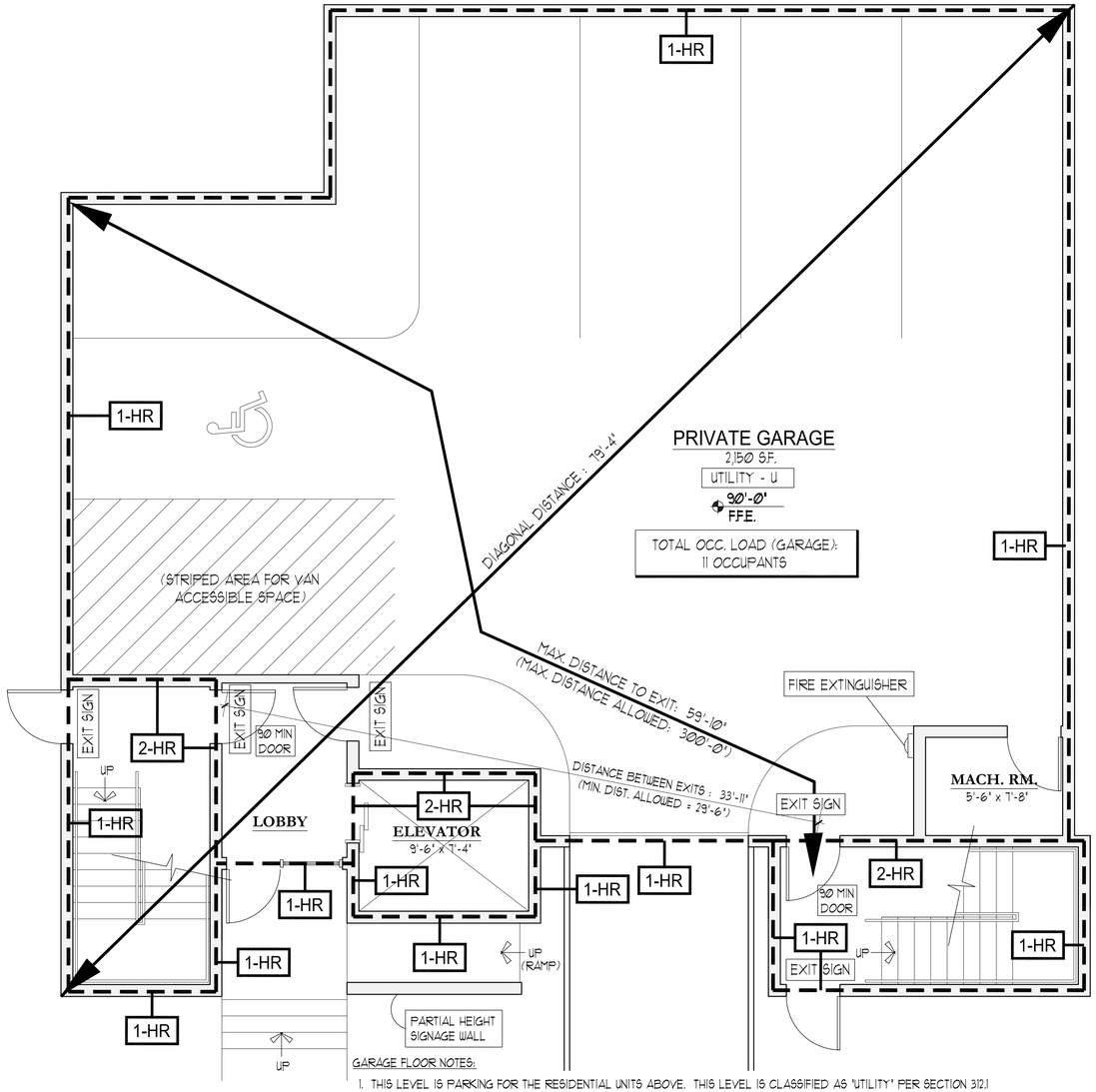
3.4.7. All structures are required to display the assigned street number. Numbers shall be clearly visible from the public right of way.

Response: The applicant will work with the City's Public Works Division to assign street addresses and numbering to meet City Standards.

Please let me know if you have any additional questions or comments.

Sincerely,

William H. Savage, P.E.
Principal
Acorn Engineering, Inc.

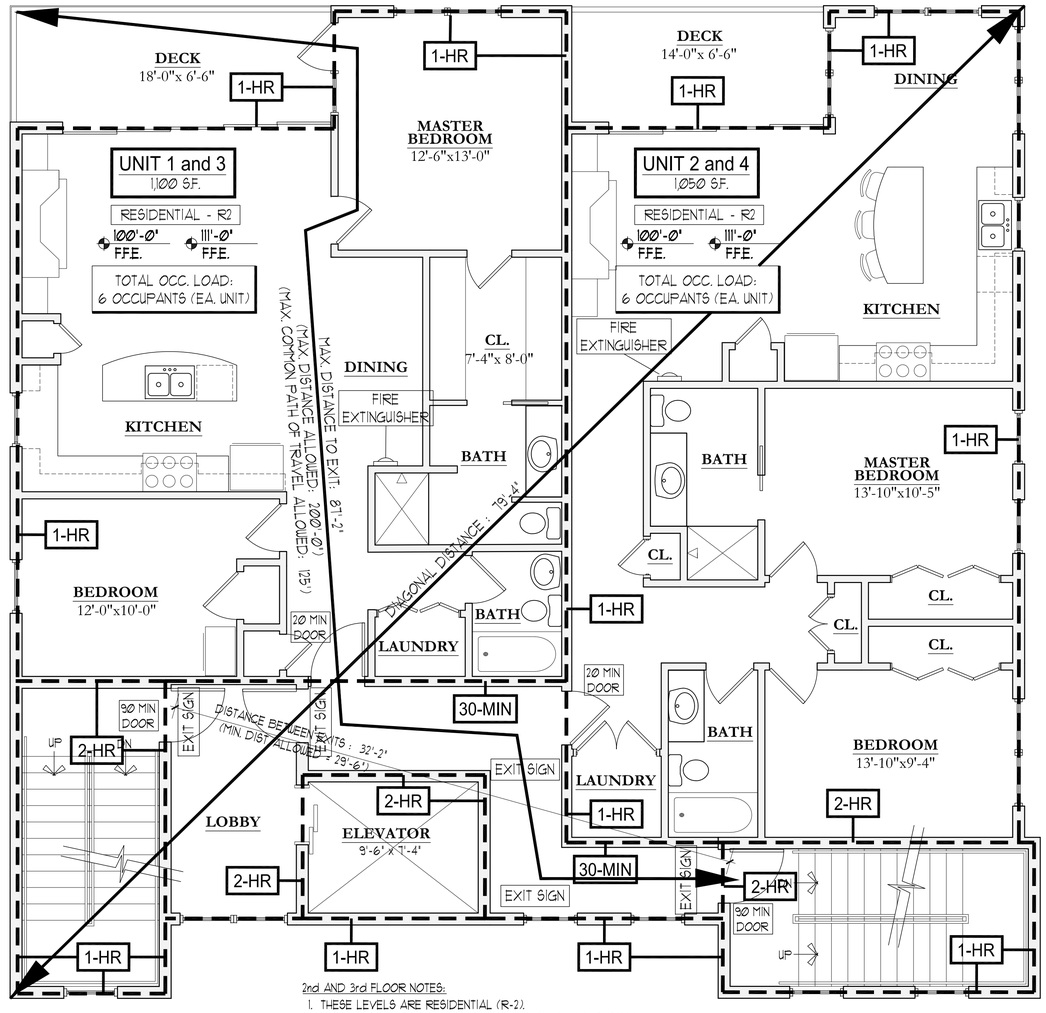


GARAGE FLOOR NOTES:

1. THIS LEVEL IS PARKING FOR THE RESIDENTIAL UNITS ABOVE. THIS LEVEL IS CLASSIFIED AS "UTILITY" PER SECTION 312.1 AND IS SEPARATED FROM THE RESIDENTIAL UNITS ABOVE PER 406.1.4.1. (1-HR PER IBC TABLE 601 - TYPE 5A)
2. THE BUILDING IS FULLY SPRINKLED WITH AN NFPA 13 SYSTEM.
3. THE EXTERIOR WALLS ARE REQUIRED TO BE 1-HR PER IBC TABLE 601 (CONSTRUCTION TYPE 5A).
4. TWO EXITS ARE REQUIRED AS THE BUILDING EXCEEDS THE VALUES IN IBC TABLE 1021.2. EXITS TO BE SPACED ⅓ OF THE DIAGONAL DUE TO THE SPRINKLER SYSTEM.
5. A 2-HR SEPARATION IS REQUIRED TO SEPARATE THE ELEVATOR AND STAIR SHAFTS FROM THE REMAINDER OF THE BUILDING AS THEY CONNECT 4 STORIES (IBC SECTION 708.4).

1 EGRESS / LIFE SAFETY PLAN - GARAGE

0 4'-0" SCALE: 1/4" = 1'-0"



2nd AND 3rd FLOOR NOTES:

1. THESE LEVELS ARE RESIDENTIAL (R-2).
2. THE BUILDING IS FULLY SPRINKLED WITH AN NFPA 13 SYSTEM.
3. THE EXTERIOR WALLS ARE REQUIRED TO BE 1-HR PER IBC TABLE 601 (CONSTRUCTION TYPE 5A).
4. TWO EXITS ARE REQUIRED AS THE BUILDING EXCEEDS THE VALUES IN IBC TABLE 1021.2. EXITS TO BE SPACED ⅓ OF THE DIAGONAL DUE TO THE SPRINKLER SYSTEM.
5. A 2-HR SEPARATION IS REQUIRED TO SEPARATE THE ELEVATOR AND STAIR SHAFTS FROM THE REMAINDER OF THE BUILDING AS THEY CONNECT 4 STORIES (IBC SECTION 708.4).
6. ONE EXIT IS REQUIRED OUT OF EACH UNIT (SPACE) PER 1015.1.
7. THE HORIZONTAL AND VERTICAL DWELLING UNIT SEPARATIONS ARE 1-HR RATED AS THEY ARE ALSO BEARING (CONSTRUCTION TYPE 5A).
8. THE CORRIDOR WALLS SHALL BE 30-MIN DUE TO THE SPRINKLER (PER 1018.1) - UNLESS THEY ARE BEARING WALLS (SEE NOTE 7).

2 EGRESS / LIFE SAFETY PLAN - 2nd & 3rd

0 4'-0" SCALE: 1/4" = 1'-0"

PORT ▪ CITY ARCHITECTURE
65 NEWBURY STREET
PORTLAND, ME 04101
207.761.9000

Consultants:

DESIGN DEVELOPMENT

WILLIAMS 5 UNIT RESIDENCE

24 St Lawrence Street
Portland, Maine

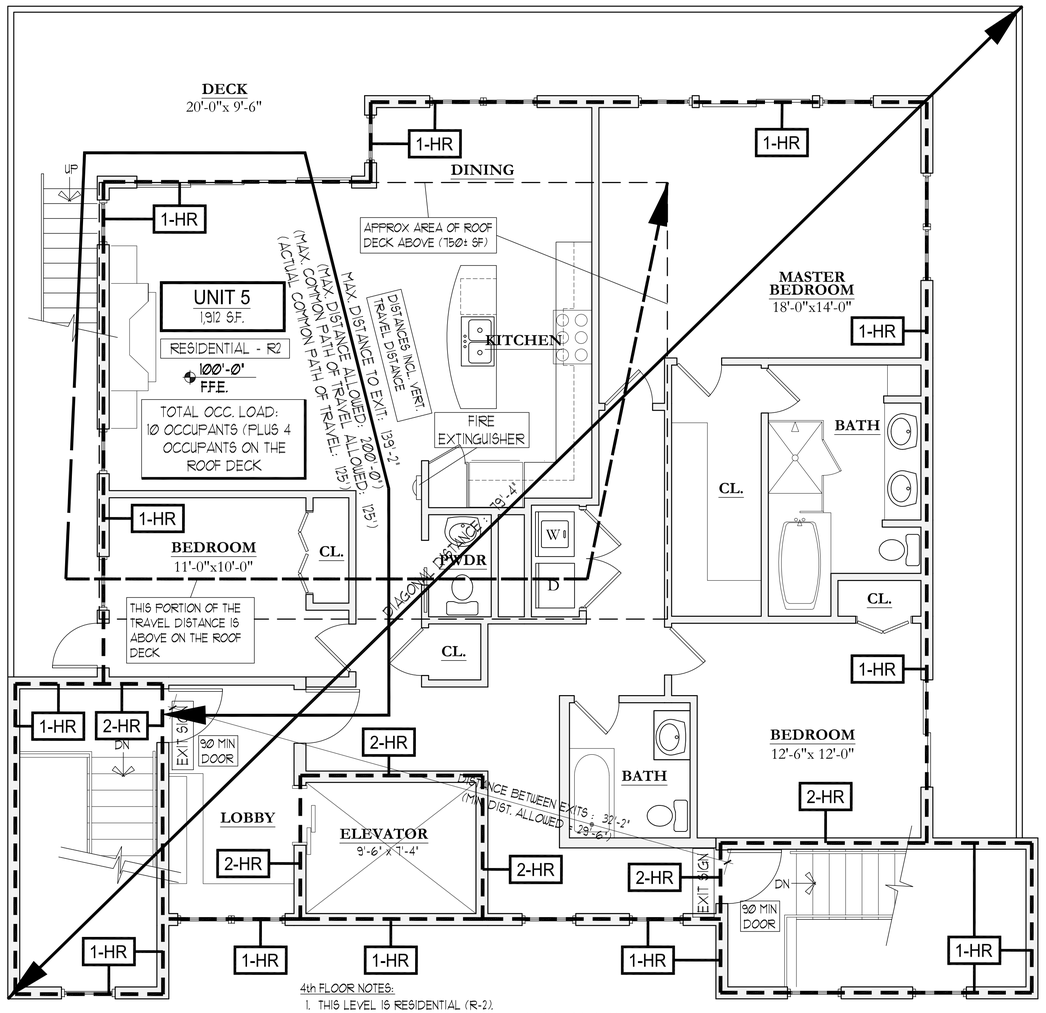
#	DATE	DESCRIPTION

Date Issued JUNE 6, 2017
Project Number 16015
Drawing Scale 1/8" = 1'-0"

LIFE SAFETY / EGRESS PLAN

Drawn By JAP, CG
Checked By MC

LS 1.0



4th FLOOR NOTES:

1. THIS LEVEL IS RESIDENTIAL (R-2).
2. THE BUILDING IS FULLY SPRINKLED WITH AN NFPA 13 SYSTEM.
3. THE EXTERIOR WALLS ARE REQUIRED TO BE 1-HR PER IBC TABLE 601 (CONSTRUCTION TYPE 5A).
4. TWO EXITS ARE REQUIRED AS THE BUILDING EXCEEDS THE VALUES IN IBC TABLE 1012. EXITS TO BE SPACED ⅓ OF THE DIAGONAL DUE TO THE SPRINKLER SYSTEM.
5. A 2-HR SEPARATION IS REQUIRED TO SEPARATE THE ELEVATOR AND STAIR SHAFTS FROM THE REMAINDER OF THE BUILDING AS THEY CONNECT 4 STORIES (IBC SECTION 708.4).
6. ONE EXIT IS REQUIRED OUT OF EACH UNIT (SPACE) PER 1015.1.
7. THE HORIZONTAL AND VERTICAL DWELLING UNIT SEPARATIONS ARE 1-HR RATED AS THEY ARE ALSO BEARING (CONSTRUCTION TYPE 5A).
8. ANY BEARING WALLS WITHIN THIS UNIT ARE REQUIRED TO BE 1-HOUR RATED.

1 EGRESS / LIFE SAFETY PLAN - 4th FLOOR

0 4'-0" SCALE: 1/4" = 1'-0"

Code Review - Title 5, Chapter 337: Maine Human Rights Act

Subchapter 4: Fair Housing (4582-C. Standards for Multifamily and Public Housing)

Section 1.C.(1) - This facility is a "Covered Multifamily Dwelling" as it contains four (5) units and an elevator.

Section 3.A.(1) - The public use and common use portions of the building are accessible.

Section 3.A.(2) - All doors are (or can be modified) to have 32" clear (in one unit, see Section 3.B.).

Section 3.A.(3) - In one of the units (see Section 3.B.), there is an accessible route, environmental controls under 48" maximum above the floor, blocking in the bathroom walls for future grab bars, and usable kitchens for persons in a wheelchair. The bathroom can be easily modified to provide ADA fixtures and the required maneuvering spaces (by removing the fixtures and installing an ADA shower and sink).

Section 3.B. - The above sections are applicable to a minimum of one (1) unit in this facility.

Code Review - NFPA 101 (Life Safety) 2009

Chapter 6 - Classification of Occupancy

Section 6.1.8 - The upper three stories of this building are classified as an "Apartment Building" per Section 6.1.8.1.5.

Section 6.1.13 - The lower story of this building (except for the exits) is classified as a "Storage" occupancy per Section 6.1.13.1.

Section 6.1.14.1 - This occupancy shall be classified as a "Multiple Occupancy" and further defined as a Separated Occupancy.

Section 6.1.14.4.1 - The requirements of a Separated Mixed-Use occupancy shall be utilized and the code requirements shall apply to each occupancy respectively.

Table 6.1.14.4.1(b) - The fire separation between Apartment Buildings and Storage Low and Ordinary Hazard is 2-HR, but is allowed to be reduced to 1-HR due to the sprinkler system (Section 6.1.14.4.3).

Section 6.2.2.3 - The contents of the garage area is defined as "Ordinary Hazard".

Chapter 7 - Means of Egress

Section 7.1.3.2.1(2) - The stair connects four (4) stories and shall have a 2-HR separation from the units. Note: The top flight of stairs to the roof deck is part of that unit, as the roof deck is accessible by that unit only.

Section 7.2.1.2.3.2(3) - Door openings in the means of egress are allowed to be 28" wide (34" minimum provided).

Section 7.2.1.4.2(1) - Doors are not required to swing in the direction of egress travel as they serve less than 50 occupants.

Section 7.2.1.4.3.1 - Doors in the means of egress shall not leave less than half of the required egress width clear during its swing.

Section 7.2.1.5.9.3 - The egress doors to the individual living units are allowed to have locking devices that comply with this section.

Table 7.2.2.2.1.1(a) - The egress stair width shall be 36" minimum (per 7.2.2.2.1.2) with 7" risers maximum and 11" treads minimum.

Section 7.2.2.3.1 - Stairs shall have landings at all door openings at least 36" along the path of egress travel.

Section 7.2.2.4.1.1 - Stairs shall have handrails on both sides of the stair.

Table 7.3.1.2 - Occupant Load: see Egress Plans.

Storage (Garage Bays): NA (defined as a Storage Occupancy per 6.1.13.1 and a Separated Mixed-Use)

Note: Use the occupant load for Parking Garages in the IBC code.

Residential: 1 person per 200 square feet

Section 7.5.1.3.3 - Exits shall be separated by a minimum of 1/3 the overall diagonal of each space due to the sprinkler system.

Section 7.5.4.1 - Accessible means of egress are not required as the dwelling units are not required to be accessible.

Table 7.6 - Residential Occupancy (Apartments / New / Sprinkled): Common Path Limit = 50'; Dead-End Limit = 50'; Travel Distance Limit = 325'. Storage Occupancy (Parking Structure, enclosed / Sprinkled): Common Path Limit = 50'; Dead-End Limit = 50'; Travel Distance Limit = 200'. Note: Common Path of Travel limits do not include travel within a unit per Section 30.2.5.3.2.

Section 7.10.2.1 - Exit signs shall be installed per this section as required by Chapters 30 and 42 (see Egress Plans).

Chapter 8 - Features of Fire Protection

Table 8.2.1.2 - Construction shall by Type V (111). Note: See the IBC code review other sections for the requires fire-ratings (stair, between uses, and between dwelling units, bearing walls).

Table 8.3.4.2 - For any 1-hour vertical shafts, the openings shall be 1-HR rated. For the 2-HR vertical shafts, the openings shall be 90-minute rated.

Section 8.6.5(1) - The shaft enclosure for the stairs are 2-HR as they connect 4 stories.

Note: Also see section 7.1.3.2.1(2)

Chapter 30 - Apartment Buildings

Section 30.1.2.3(1)(2) - Due to the sprinkler system, and the separation between the residential units and the storage (garage) area, the residential units are allowed to be located over the non-residential occupancy.

Section 30.2.1.2 - Only one means of escape from the dwelling units is required due to the sprinkler system (also see 24.2.2.1.2).

Section 30.2.2.1.2 - Due to the sprinkler system, the exit enclosures are permitted to be 1-HR. However, due to the requirements of IBC, the stairway connects 4 stories is required to be 2-HR.

Section 30.2.4.4 - A single exit is permitted by this section (requirements 1-8). Note: Two exits are provided due to the requirements of IBC.

Section 30.2.5.3.2 - The common path of travel shall not exceed 50' (and does not include the travel within the units).

Section 30.2.5.4.2 - Dead-end corridors shall not exceed 50'.

Section 30.2.6.2 - Travel distance within a unit shall not exceed 125'.

Section 30.2.6.3.2 - The travel distance from the entrance door to a unit, to the exit shall not exceed 200'.

Section 30.2.8 - The means of egress are required to be illuminated per Section 7.8

Section 30.2.9 - Emergency lighting shall be provided.

Section 30.3.4.1.2 - A fire alarm system is required.

Section 30.3.4.5 - Smoke alarms are required in every sleeping area, outside every sleeping area, and on every level.

Section 30.3.5.2 - An automatic sprinkler system is required and is allowed to be a 13R system.

Section 30.3.5.12 - Fire extinguishers are not required due to the sprinkler system. However, due to the requirements of IBC, fire extinguishers shall be provided (see Egress Plans for locations).

Section 30.3.7.2 - Dwelling units shall be separated from each other by 30-minute fire separation assemblies due to the sprinkler system. However, due to the requirements of IBC, 1-HR fire separations shall be provided.

Chapter 42 - Storage Occupancies

Section 42.2.4.1.(2) - A single means of egress is permitted provided the exit can be reached in 50' (per Table 42.2.5), however, due to section 42.8.2.4.1, two means of egress are required (parking structure).

Table 42.2.5 - Dead-end corridors: 100' / Common Path of Travel: 50' (parking structure, see 42.8.2.5.1).

Table 42.2.6 - Maximum travel distance to exit: 400'.

Section 42.2.8 - Means of egress shall be illuminated.

Section 42.2.9 - Emergency lighting shall be provided..

Section 42.2.10 - Exit signs shall be provided.

Section 42.3.4.1.2 - A fire alarm system is not required, but will be provided due to requirements elsewhere in this code.

Section 42.3.5 - There are no extinguishment requirements, however, the lower level will be sprinkled due to requirements elsewhere in this code and in the IBC code.

Section 42.8.1.2.2 - No repair facilities are located in this building.

Section 42.8.2.4.1 - Two means of egress out of the parking area are required.

Section 42.8.2.5.1 - Common path of travel = 50'.

Section 42.8.2.5.2 - Dead ends shall not exceed 50'.

Table 42.8.2.6.1 - Maximum travel distance to an exit = 200'.

Section 42.8.3.4.1.1 - A fire alarm system is not required per this section.

Code Review - IBC 2012

Chapter 3 - Use and Occupancy Classification

Section 310.1 - The majority (2nd, 3rd, and 4th floors) of this building is classified as Use Group R-2 (Residential).

Section 312.1 - The first level parking area is classified as Use Group U (Utility - Private Garage).

Note: Due to the intermingling of the uses, this will be a Mixed-Use, Separated building. See Section 508.4.

Chapter 4 - Special Detailed Requirements Based on Use and Occupancy

Section 406.1.2 - The parking level is allowed to be Use Group U as it is under 3,000 square feet.

Section 406.1.4 - The separation between the parking level and the dwelling units is allowed to be ⅝" Type X, with solid core wood or honeycomb steel doors. However, it will be 1-HR due to the requirements of the Type 5A Construction Type.

Chapter 5 - General Building Heights and Areas

Table 503 - This building is classified under Type V (A) construction type. For the R-2 classification this building is limited to three (3) stories and 50' above the grade plane, and 12,000 square feet per floor. For the U classification, two (2) stories above the grade plane is allowed and 9,000 square feet per story. Since this is a separated mixed-use, the requirements of this Table shall apply to the respective areas of this building.

Note: The height of the R-2 area will be increased due to a NFPA 13R sprinkler system (Garage is also sprinkled as building is required to be fully sprinkled).

Section 504.2 - The building height for the R-2 portion of the building shall be increased by 20' and 1 additional story above the grade plane due to the NFPA 13R sprinkler system (4 stories and 70' in height are allowed, also see Section 903.3.1.2).

Section 506.3 - The building area is allowed to be increased due to the sprinkler system, but increases are not necessary.

Section 508.4.1 - The requirements of this section to be utilized for this building to allow each occupancy to be individually classified.

Table 508.4 - The separation between the R-2 and the U occupancies is not required to be fire-rated, but will meet the requirements for 1-HR due to the 5A Construction Type.

Note: Footnote C references Section 406.1.4 that allows ⅝" Type X between the two occupancies with solid core wood or honeycomb steel 1⅜" steel doors.

Chapter 6 - Types of Construction

Table 601 - The construction type shall be Type V (A).

Table 602 - The requirements of the Construction Type satisfy this section as the exterior walls are rated 1-HR.

Chapter 7 - Fire and Smoke Protection Features

Table 705.8 - The fire separation distances vary on this buiding from 5' to over 20'. The amount of unprotected openings (sprinkled) are as follows:

5' to 10' (unprotected, sprinkled) = 25%

10' to 15' (unprotected, sprinkled) = 45%

15' to 20' (unprotected, sprinkled) = 75%

over 20' = no limit

Note: See the elevations for the individual elevation opening calculations.

Section 708.4 - The stair connects 4 stories and is required to be 2-hr. The elevator also connects 4 stories and is required to be 2-hr rated.

Section 708.6 - The exterior walls that are part of the stair enclosures are required to be 1-HR due to the requirements for the construction type.

Section 708.14.1(4) - An enclosed elevator lobby is not required due to the sprinkler system.

Section 709.3 - 30 minute fire partitions are required between dwelling units (per Exception 2). However, due to the Type 5A construction type, the separations are also bearing walls and will be 1-HR rated.

Section 713 - At this time the extent and amount of penetrations through the horizontal and vertical fire-separation assemblies is unknown. The HVAC, plumbing, and electrical will be design-build. The rated penetration assemblies will be submitted at that time.

Table 715.4 - Doors in the 2-HR shaft/exit enclosures shall be 90-min. rated. Doors in the 1-HR exterior walls are not required to be 45-min rated per this Table, as the openings are allowed to be unprotected per Table 705.8.2 (also see Elevations for calculations of unprotected openings).

Section 717.2 - Fireblocking shall be installed per this section.

Section 717.3.2 - Draftstopping within the floor/ceiling assembly is not needed as the 1-HR separation between Units 1 and 2, and 3 and 4, extends to the floor deck, and Units 5 comprises the entire floor.

Section 717.4.2 - Draftstopping in the attic is not required as the entire 4th floor contains one unit and the area of the attic is less than 3,000 square feet (also see Section 717.4.3).

Chapter 9 - Fire Protection Systems

Figure 903.2 - A sprinkler system is required in all Residential occupancies. A sprinkler system is also required in the parking level for the building to be considered "fully sprinkled".

Section 903.3.1.2 - A 13R sprinkler system can be used in the residential areas of the building per this section.

Section 906.1 - Portable fire extinguishers are required (see Egress plan for locations).

Table 906.3(1) - Extinguishers shall be rated 2-A with a maximum floor area of 3,000 square feet and a maximum travel distance to an extinguisher of 75'.

Secton 907.2.9.1 - A manual fire alarm system is required (R-2) as there is a dwelling unit located 3 stories above the lowest level of exit discharge.

Section 907.2.9.2 - Smoke alarms are required.

Section 907.2.11.2 - Smoke detectors shall be installed in each sleeping room, outside of each sleeping room, and at least one on each floor of each dwelling unit.

Section 907.5.2.3.4 - All dwelling units and sleeping rooms shall be provided with the capability to support visible alarm notification appliances.

Chapter 10 - Means of Egress

Table 1004.1.1 - Occupant Load = 1 person per 200 square feet, see Egress plans.

Section 1005.2 - Doors in the egress stairs shall not reduce the egress width to less than half of the required width when open.

Section 1006.1 - The means of egress stairs and exit discharge shall be illuminated as they are not within the dwelling units.

Section 1006.3 - The illumination of the egress per 1006.1, shall have emergency power.

Section 1007.1 - An accessible means of egress is not required as none of the dwelling units are required to be accessible (usually this references Sections 1107.6.2.1.1 and 1107.6.2.1.2, however Maine has deleted Chapter 11 and defers to the Maine Human Rights Act).

Section 1008.1.1 - Doors serving in the means of egress shall have 32" clear width (minimum).

Section 1008.1.4.4 - The entrance doors and entrance doors to the units are allowed to have locking hardware that complies with this section.

Section 1009.1(1) - The exit stairways shall have a clear width of 36".

Section 109.4.2 - Riser height shall be 7" maximum and tread depths shall be 11" minimum.

Section 1011.1 - Exit signs will be provided within the egress stairs (not in the individual units per Exception 3). See Egress Plans for locations.

Section 1014.3 - Maine has deleted this section in lieu of NFPA Table A.7.6.

Section 1015.1 - All units are required to have two exits per the number of stories. The parking level is required to have two exits as the common path of travel (50' per NFPA A7.6) is exceeded. Also see 1021.1 for exits from "stories".

Section 1015.2.1(2) - The exits shall be placed a minimum of 1/3 of the diagonal of each space due to the sprinkler system.

Table 1016.1 - The maximum exit travel distance (per this section) shall be 200' for the Residential areas, and 300' for the Parking (Utility) Areas. Note: The increase in distance for a sprinkler is only for a full 13 system. This building will have a 13R system, so the unsprinkled numbers must be used.

Section 1021.1 - The parking level is permitted to have one exit per Table 1021.2, however it is required to have two exits per 1015.1, and the requirements of NFPA. The residential units on the second, third and fourth levels are required to have two exits.

Section 1022.1 - The stair connects 4 stories and is required to be 2-HR rated.

Section 1029.1(1) - Emergency escape and rescue openings are not required due to the automatic sprinkler system (Exception 1).

Chapter 11 - Accessibility

Note: Maine has deleted this chapter in lieu of the Maine Human Rights Act.

PORT ▪ CITY ARCHITECTURE
65 NEWBURY STREET
PORTLAND, ME 04101
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Consultants:

DESIGN DEVELOPMENT

WILLIAMS 5 UNIT RESIDENCE

24 St Lawrence Street
Portland, Maine

#	DATE	DESCRIPTION

Date Issued JUNE 6, 2017

Project Number 16015

Drawing Scale 1/8" = 1'-0"

LIFE SAFETY / EGRESS PLAN

Drawn By JAP, CG

Checked By MC

LS1.1

L. Conformity with Land Use Ordinance

The following statement is made in accordance with the City of Portland Code of Ordinances, Chapter 14 Land Use, Article V Section 14-526.

OVERVIEW

This project conforms with all applicable design standards of Section 14-526 as demonstrated in the following narrative.

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

   The site is located on 24 St. Lawrence Street which is a local street. Currently, the street sees minimal traffic. It is predicted that the proposed project will not produce a significant increase in traffic volume as the available parking will increase from two to six.

2. Access and Circulation:

   a. Site Access and Circulation.

      The project proposes the removal of the existing driveway and replacing with a 12.75-foot driveway. The proposed entrance will lead into the proposed 10-foot wide parking garage entrance. One curb cut is proposed at this entrance, with the existing curb cut being closed. Furthermore, the proposed driveway/curb cut maintains over 20 feet of face to face separation from the abutting driveways.

      (i) The development will provide safe access and internal circulation for both pedestrians and vehicles.

      (ii) It is expected that the proposed ground-level parking garage will serve at full capacity, six vehicles. The parking garage is designed in such a way that limits traffic, entering and exiting the property, to one car. This will be acceptable based on the low turnover of six vehicles. Furthermore, based on a vehicle-circulation model, AutoTurn, vehicles exiting the property will not have to back out onto St. Lawrence Street.

      (iii) The site does not feature drive up services as mentioned in this requirement.

   b. Loading and Servicing:

      (i) Not required. There will be adequate area along adjacent streets and within the proposed drive aisle for infrequent periods of tenants moving in/out of the building.

c. Sidewalks:

(i) The existing sidewalk along St. Lawrence Street is comprised of concrete and will be reconstructed with brick and granite curb per City Standards along the property frontage.

(ii) All sidewalk along the project frontage is in substandard condition and will be replaced.

(iii) Not applicable.

3. Public Transit Access:

a. The development does not exceed twenty (20) or more residential dwelling units.

b. A new transit stop is not proposed as part of the project.

c. A new transit stop is not proposed as part of the project.

4. Parking:

a. Location and Required Number of Vehicle Parking Spaces:

(i) With the proposed five units, six proposed parking spaces surpasses the minimum requirement. The six spaces allow for one space per unit with the flexibility of one ADA accessible space.

(ii) A parking study is not required.

(iii) The amount of parking exceeds the minimum requirement by more than 10%. The justification for this proposal is outlined in Section Q.

(iv) The parking space dimensions are in conformance with City standards and the drive aisles exceed the standards.

(v) The internal parking lot will be constructed with a permanent and durable concrete surface that will drain to an internal oil-water separator. There is no proposed external parking lot.

b. Location and Required Number of Bicycle Parking Spaces:

(i) Wall-mounted bicycle storage will be provided internally within the parking garage for a minimum of 2 bicycle mounts will be provided.

c. Motorcycles and Scooter Parking:

(i) The project does not provide designated motorcycle/scooter parking; however, there is ample space within St. Lawrence Street for parking.

d. Snow Storage:

(i) Snow removal will only be necessary for the parking garage entrance and walkways Removal will be minimal and accommodated on site.

(ii) Not applicable.

5. Transportation Demand Management (TDM):

a. A TDM plan is not required for this project.
b. A TDM plan is not required for this project.
c. A TDM plan is not required for this project.

(b) Environmental Quality Standards

1. Preservation of Significant Natural Features:

a. The existing site contains no prominent significant natural features therefore no issue related to the preservation of these features applies.

b. Not applicable.

2. Landscaping and Landscaping Preservation:

a. Landscape Preservation:

(i) There is one existing, mature tree within the right of way as identified in the Existing Conditions Plan; it is proposed that this tree be removed to facilitate the new driveway entrance. Landscaping in the form of trees, shrubs, perennials, and grasses around the building will replace this tree as well as the two proposed Ash trees within the right-of-way.

(ii) No trees ten inches DBH or greater were identified on the site.

(iii) Due to the sparse landscaping on site, no protection during construction will be necessary.

(iv) Not applicable

(v) Not applicable.

b. Site Landscaping:

(i) Landscaped Buffers:

(a) The solid waste storage located within the garage level will be enclosed and not visible from the public sidewalks, street, or adjacent properties.

(b) The project has 68 linear feet of frontage along St. Lawrence Street; per requirement, it is proposed that a minimum of six shrubs or shrub alternatives

per 45 feet of frontage are planted within this setback as noted in greater detail in the Landscape Plan. This ratio equates to nine shrubs.

(c) Not applicable.

(d) Any existing evergreen vegetated buffers will be preserved where possible

(ii) Parking Lot Landscaping:

a) Not applicable.

b) Not applicable.

c) Not applicable.

d) Not applicable.

e) Not applicable.

f) Not applicable.

(iii) Street Trees:

(a) Per Section 4.6 of the Portland Maine Technical Manual, a minimum of five street trees are required (one per unit). Based on the property's frontage, two shade trees are proposed to be planted within the new sidewalk. Additionally, four evergreen trees are proposed in between the proposed building and the new sidewalk.

(b) It is anticipated to exceed the street tree requirement by one tree as noted above.

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

(i) The site is proposed to be graded in a similar manner as the existing condition. The grades will tie into the existing grades at the property line and retaining walls, maintaining a similar drainage pattern as the existing condition. There is no anticipated ponding or flooding on adjacent lots using this design. As discussed in the stormwater management report, the flows to the combined sewer are expected to slightly increase while the flows to the abutting properties are expected to significantly decrease.

(ii) The design of water quality treatment is not warranted due to the marginal increase in impervious area.

(iii) The project is not expected to significantly increase the stormwater flows directly within St. Lawrence Street.

(iv) The City's combined system is anticipated to be able to accommodate a marginal increase of stormwater flow.

b. A site specific Stormwater Management Plan has been developed for the project to show compliance with Section 5 of the Technical Manual, including the basic standard of MEDEP Chapter 500. Please refer to the Stormwater Management Plan for more information.

c. The project is not located in a watershed of an urban impaired stream as listed by the MDEP.

d. Not applicable.

e. The development is not anticipated to pose a contamination risk to groundwater during or after construction. The project is serviced by a public wastewater system.

f. The development will provide for adequate and sanitary disposal of sewage in accordance with Section 2 of the Technical Manual.

(c) Public Infrastructure and Community Safety Standards.

1. Consistency with City Master Plans:

   a. The development has been designed to be consistent with the City's Master Plan, adopted June 2017.

   b. Not applicable.

2. Public Safety and Fire Prevention:

   a. The site has been designed to promote safe and inviting public and residential access.

   b. No changes to emergency access conditions within the surrounding streets are proposed.

   c. The proposal has been designed to be consistent with the City public safety standards. A fire hydrant is located approximately 11 feet from the east corner of the proposed structure.

3. Availability and Adequate Capacity of Public Utilities:

   a. Public utilities in the vicinity of the site have the capacity to serve the proposed project. More information on utilities is included within the ability to serve letters to the respective utility companies in Section I.

   b. All electrical service lines will be underground.

   c. All new utility infrastructures will meet the provisions of the Technical Manual.

   d. The project will be served by the proposed connection to the public sewer system within St. Lawrence Street.

e. The sanitary sewer collection system meets all applicable sections of the Technical Manual. The stormwater management system is designed to meet the standards of Chapter 500.

f. The proposed building includes provisions for on-site storage of trash and recyclables temporarily until waste is removed from the site via a private hauler.

(d) Site Design Standards.

1. Massing, Ventilation and Wind Impact:

   a. The bulk, location and height of the proposed building does not result in adverse impacts to abutting properties. Refer to the Architect's renderings for more information.

   b. The proposed building has been designed to minimize bulk and is positioned as such to affect abutting buildings as little as possible while conforming to the maximum height requirement.

   c. The proposed HVAC is designed to direct exhaust away from public spaces and adjacent residential properties.

2. Shadows:

   a. Not applicable.

3. Snow and Ice Loading:

   a. The proposed building features a flat roof. Should a standing seam metal roof be utilized, snow bars will be installed on each rooftop to prevent snow and ice accumulation and prevent it from falling onto adjacent properties or public ways.

4. View Corridors:

   a. The project site is located outside the Downtown Vision View Corridor Protection Plan.

5. Historic Resources:

   a. The development is not located in a historic district, historic landscape district or City designated landmark.

   b. The development is not located adjacent to designated landmarks, historic district, or historic landscape district.

   c. There are no known archaeological resources on the site.

6. Exterior Lighting:

   a. Site Lighting.

      (i) Exterior lighting will be designed to meet the requirements of Section 12 of the

Technical Manual. Cut sheets may be provided for the lighting typical of residential lights. Please let us know if a photometric plan is required for a project of this scale.

(ii) All proposed exterior lighting will employ house-side shielding per requirement.

b. Architectural and Specialty Lighting.

(i) No architectural or specialty lighting is proposed.

(ii) No up-lighting is proposed.

c. Street Lighting.

(i) No new street lights are proposed.

7. Noise and Vibration:

All HVAC and Mechanical equipment shall be in accordance with the applicable zoning requirements.

8. Signage and Wayfinding:

a. All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.

(i) The project is not located in a historic district or subject to Article IX.

(ii) Not applicable.

(iii)All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.

9. Zoning Related Design Standards:

a. The project has been designed to meet the design standards within the R-6 Zone.

M. Written Request for Waivers

There are no known project related waivers.

N. Summary of Written Easements

- **Existing Easements** – No existing easements were located by Owen Haskell, Inc on the Existing Conditions Plan.

- **Proposed Easements** – There are no proposed easements at this time.

Section O

Architectural Design Narrative

PORT ▪ CITY
ARCHITECTURE
65 Newbury Street, Portland, ME 04101-4218 • Voice 207.761.9000 • www.portcityarch.com

24 St. Lawrence Street

Architectural Narrative

Project Summary:
The project is located at 24 St. Lawrence Street, Portland, Maine, in the R-6 zone. The existing two-unit building will be demolished to allow a new 5-unit building to be constructed. The Lower Level will consist of a private (tenant only) parking garage with 5 parking spaces and 1 ADA accessible parking space. The 2nd and 3rd floors will have two condominium units on each floor and the 4th floor will have one larger condominium unit. The building will have two fire-rated stair tower exits and an elevator to service all floors. A rooftop deck will be above the 4th floor and will be available only for the 4th floor unit.

The building will be a 3B Construction Type (IBC) and will be fully sprinkled.

HVAC units will be placed towards the center of the roof as to minimize visual and noise impacts.

Materials:
The exterior materials will mostly consist of dipped cedar shakes or fiber cement shake panels. There are also areas of fiber cement clapboard siding and fiber cement panel trim. The base level will have a dimensional stone veneer for an increase in durability of the lower level (see elevations). See renderings for preliminary color selections

Zoning Analysis and R-6 Design Standards

Zoning Analysis:

City of Portland Zoning Codes: (See bold type for project specific information)
The project will meet all city of Portland zoning codes (listed below) as well NFPA and IBC.
Minimum lot size: 2,000 sf **Actual 4,661 SF**
Minimum lot area/dwelling unit: 725 sf **6 Units Possible, 5 units proposed**
Minimum front yard setback (principal structure): 5 ft
Neighboring properties are closer than 5'. Per the average of the two neighboring properties, the front setback is reduced to 3'-6" (see civil drawings).
Minimum rear yard setback (principal structure) : 10 ft **See attached civil drawings.**
Minimum side yard setback (principal structure): 5 ft **See attached civil drawings.**
Structure Step backs: Portions of a structure above 35ft shall be no closer than 10ft from the side property line and no closer than 15 ft from the rear property line when such property line abuts a residential zone.
See Elevations and plans, This requirement does not apply to Circulation elements (Stairs, Elevators, Lobbies).
Maximum lot coverage: **60% 2,797 SF allowed Proposed 2,795 SF**

Maximum height: (Principal and attached accessory structure): 45ft **Proposed 44'-11 3/8" (see elevations for average grade and height calculations).**

Landscape open space: 20% not include parking areas or other impervious surfaces. **Approximate landscape open space: 1,508 sf (32.3%).**
Maximum garage opening: (front facades) not to exceed the greater of 9 ft or 40% of the front façade, not to exceed 20' (max). **Front façade is 57'-6" (40% = 23'), actual garage door opening is 10'.**

ADA/Pedestrian Access

Current proposed plan and design will meet all ADA requirements as per HUD Fair Housing and Maine Human Rights Act. See civil drawings for ADA ramp to main entry.

City of Portland R-6 Design Standards

Principle A - Overall Context

Scale and Form: The proposed project meets the current City of Portland R-6 height Limit of 45' from average grade. Existing buildings in the surrounding area are mostly between 3-4 stories (see photos at the end of this report). The proposed project is a total of 4 stories including the garage level.

Composition of Principal Facades: Existing buildings in the Area consist of a mixture of typical Portland Regional Architecture, and modern contemporary buildings. There is a very similar project (designed by this office) at 31 Fore Street (corner of Fore and Waterville, see photo). The proposed building incorporates regional design and materials with a contemporary design standard. Large, modern windows/doors, as well as the decks on the rear façade, will take advantage of Casco Bay views and are similar to buildings neighboring the proposed site.

Relationship to street: The proposed project respects the rhythm, spacing and orientation of existing buildings in the neighborhood. The garage entrance and main entrance are on the street façade. Signage and a covered entry assist in main entrance hierarchy. The windows sizes address the street frontage, while still affording the privacy required.

Principle B - Massing

Massing: The buildings massing of the proposed building meets the massing of existing buildings in the area (Rectalinear shapes**)**

Roof Forms: Roof Forms within a 2-block radius include Gables Pitched roofs as well as flat roofs. The proposed building will have a flat roof.

Main Roofs and Subsidiary Roofs: The proposed building has a clear roof form (flat) that is accentuated by the simple cornice band. There is a small subsidiary roof over the main entrance that is also flat with a smaller simple cornice.

Roof Pitch: Not Applicable

Façade Articulation: A recessed main entry, covered by a flat roof is on the street façade. The garage entry is also recessed on the front façade. Covered porches and balconies are incorporated in the proposed design on the rear façade. These porches take advantage of the views of Casco Bay and are visible from Waterville Street.

Garages: The garage entrance is located on the street frontage façade (St. Lawrence) of the property. It has been recessed slightly from the main frontage.

Principle C - Orientation to the Street

Entrances: Main Entrance is clearly articulated to the front façade of the building on St. Lawrence street. A recessed and covered entry, along with a main stair (and ramp), and a building signage wall will assist in defining the main entry. Downlighting at the main entrance and sign lighting will help to define the entry at night.

Visual Privacy: Visual privacy is met on main living spaces with the building being raised a story above public pedestrian paths. Privacy is also achieved by placing the stair towers, elevator, and lobbies on the street, with the units towards the rear of the property.

Transition Spaces: Landscape features create transitions from Public to private. The main entry is also recessed and situated up several steps (or ramp) above the sidewalk. This helps to separate the entrance from the sidewalk and provide the necessary transitional space.

Principle D - Proportion and Scale

Windows: Windows are rectangular and vertically proportioned. Accent windows are square or also vertically proportioned.

Fenestration: Doors, Windows and other openings are scaled appropriately per the buildings massing and exceed 12% of the total façade area (see elevations for actual percentages of openings).

Porches: Not applicable, no porches proposed on front façade.

Principle E - Balance

Window and Door Height: The window and door heights remain consistent (or are centered) within each floor. Also, the floors remain consistent and similar.

Window and Door Alignment: The floors are fairly consistent which lends itself to vertical stacking of elements. Where floors are not consistent, they are similar to adhere to the alignment principle.

Symmetricality: While the overall building is not symmetrical, the windows, doors, and balconies are grouped together to provide several axis lines, rather than only one overall axis line. This reflects the general façade treatments in the neighborhood.

Principle F - Articulation

Articulation: Building trim will be kept simple to reflect the contemporary nature of the structure. However, use of the building trim will be at the traditional locations: at windows/doors, at balconies/decks, at the cornice, and above the first level (to separate materials and to provide a vertical break of the facades).

Window Types: There are two window sizes on the front façade, but they are also grouped together in different configurations to provide visual interest and discourage repetitivity. The windows on the rear elevation reflect the additional fenestration surrounding the doors for the rear decks. There is a third window size on one of the side elevations due to the expected placement of the interior millwork.

Visual Cohesion: There are three materials on the facades of the building. The heavier material of dimensional stone is on the base level, while the shake shingles and clapboard siding are on the other levels above.

Delineation between Floors: The delineation between floors is achieved through the use of materials (lower level to upper levels), the use of a cornice line (lower level to upper levels), vertical separation of windows (upper levels), and porch/balcony roofs and trim (upper levels).

Porches ect…: The front entry is integrated into the design by the use of massing and the windows above that provide vertical alignment. The multi-level balconies/decks on the rear of the building are stacked as to provide the same vertical alignment and massing. The rail/baluster systems will adhere to all codes, while providing a thin profile (cable rail balusters) to keep the focus on the building.

Main Entries: The main entry is recessed, raised above the sidewalk, is covered, lighted and has adjacent signage. It is also emphasized vertically with the massing and windows above. In addition, the only other door on the front façade (for the adjacent stair) has been de-emphasized.

Articulation: Eaves are greater than 6”. Window trim is greater than 4”. The massing offsets in the front façade are approximately 48”, while the offsets for the rear decks are in excess of 6’. There are

two pronounced cornices on the building. The main cornice at the top of the building is reflected in a smaller cornice at the first level.

Principle G - Materials

Materials: The proposed materials mainly consist of Dipped Cedar Shakes, clapboard siding, dimensional stone veneer (lower level only) and Hardie Board or AZEK Trim. Existing buildings in the area materials consist of wood cladding, vinyl siding, cedar shakes, Hardie Board and brick masonry.

Material and Façade Design: The materials are consistent with façade design. The heavy stone veneer is on the lower level, while the clapboard siding and cedar shakes are on the upper levels. There are no small stone areas. Instead, the stone covers the entire lower level to give the structure a visual "base".

Chimneys: Not applicable as none are proposed.

Window Types: Windows are consistent in style and kept to a few sizes between facades.

Patios and Plazas: The only patio that is proposed is the main walkway at the front entrance. The front sidewalk will be constructed of brick pavers, and the entrance walkway, steps, ramp and entrance patio is expected to be concrete.

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ARCHITECTURE
65 Newbury Street, Portland, ME 04101-4218 • Voice 207.761.9000 • www.portcityarch.com

St. Lawrence Street

St. Lawrence Street

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St. Lawrence Street

Monument Street

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Waterville Street

Waterville Street

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Fore Street (at Waterville)

Munjoy Street

P. Lighting

Please refer to the attached photometric plan and cut sheets for information regarding the proposed lighting models. These lights will not inflict significant light trespass within abutter's properties or the City right-of-way.

CHARRON
BRIGHTER.

Charron, Inc.
P.603-624-4827
C.207-907-9786

#	Date	Comments

Revisions

Drawn By: MKC
Checked By: MKC
Date:10/13/2017

Scale: 1" = 5'

24 St. Lawrence Street
Site Lightign Plan
Portland, Maine

Housing: One piece die-cast aluminum supplied with universal mounting bracket for direct attachment to 3½" or 4" octagonal wiring box. Die castings are marine grade, copper free (≤ 0.3% copper content) A360.0 aluminum alloy.

Enclosure: Molded clear glass diffuser ¼" thick with diffused stippled interior surface retained by one piece die-cast aluminum guard, secured by four (4) captive socket head, stainless steel screws threaded into stainless steel inserts. Interior of lamp compartment painted gloss white. Fully gasketed for weather tight operation in any mounting orientation using a molded silicone rubber 'U' channel gasket.

Electrical: 4.3W LED luminaire, 6 total system watts, -30°C start temperature. Integral 120V through 277V electronic LED driver, 0-10V dimming. LED module(s) are available from factory for easy replacement. Standard LED color temperature is 3000K with an 85 CRI. Available in 4000K (85 CRI); add suffix K4 to order.

Note: LEDs supplied with luminaire. Due to the dynamic nature of LED technology, LED luminaire data on this sheet is subject to change at the discretion of BEGA-US. For the most current technical data, please refer to www.bega-us.com.

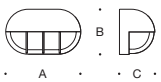
Finish: All BEGA standard finishes are polyester powder coat with minimum 3 mil thickness. Available in four standard BEGA colors: Black (BLK); White (WHT); Bronze (BRZ); Silver (SLV). To specify, add appropriate suffix to catalog number. Custom colors supplied on special order

CSA certified to U.S. and Canadian standards, suitable for wet locations. Protection class IP65

Weight: 3.1 lbs.

Luminaire Lumens: 103

Type:
BEGA Product:
Project:
Voltage:
Color:
Options:
Modified:



		Lamp	A	B	C
33 428	ADA	4.3W LED	8¾	5⅛	4

BEGA-US 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 FAX (805) 566-9474 www.bega-us.com
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Wall luminaires for light in two directions

Type:
BEGA Product:
Project:
Voltage:
Color:
Options:
Modified:

Housing: One piece die-cast aluminum supplied with universal mounting bracket for direct attachment to 3½" or 4" octagonal wiring box. Die castings are marine grade, copper free (≤ 0.3% copper content) A360.0 aluminum alloy.

Enclosure: One piece die-cast aluminum cover frame, secured by captive socket head, stainless steel screws threaded into stainless steel inserts. Interior of lamp compartment painted gloss white. One piece, handblown clear glass with internal fluted structure and translucent white-painted coating. Glass has a transmittance of 81%.

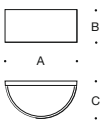
Electrical: 6.3W LED luminaire, 8.6 total system watts, -30°C start temperature. Integral 120V through 277V electronic LED driver, 0-10V dimming. LED module(s) are available from factory for easy replacement. Standard LED color temperature is 3000K with an 85 CRI. Available in 4000K (85 CRI); add suffix K4 to order.
Note: LEDs supplied with luminaire. Due to the dynamic nature of LED technology, LED luminaire data on this sheet is subject to change at the discretion of BEGA-US. For the most current technical data, please refer to www.bega-us.com.

Finish: All BEGA standard finishes are polyester powder coat with minimum 3 mil thickness. Available in four standard BEGA colors: Black (BLK); White (WHT); Bronze (BRZ); Silver (SLV). To specify, add appropriate suffix to catalog number. Custom colors supplied on special order.

CSA certified to U.S. and Canadian standards, suitable for wet locations. Protection class IP65

Weight: 4.9 lbs

Luminaire Lumens: 260



	Lamp	A	B	C
33334	6.3W LED	9⅞	4⅝	5⅜

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Impact resistant wall luminaires

Housing: One piece die-cast aluminum with mounting holes for direct attachment to the wall over a 3 1/2“ or 4“ octagonal wiring box. Die castings are marine grade, copper free (≤ 0.3% copper content) A360.0 aluminum alloy.

Enclosure: Molded clear glass diffuser with diffused stippled interior surface, fully gasketed for weather tight operation using a molded silicone rubber O-ring gasket. One piece die-cast aluminum half lid and guard, secured by three (3) captive socket head, stainless steel screws threaded into stainless steel inserts. Interior painted white.

Electrical: 4.3W LED luminaire, 6 total system watts, -30°C start temperature. Integral 120V through 277V electronic LED driver, 0-10V dimming. LED module(s) are available from factory for easy replacement. Standard LED color temperature is 3000K with an 85 CRI. Available in 4000K (85 CRI); add suffix K4 to order.

Note: LEDs supplied with luminaire. Due to the dynamic nature of LED technology, LED luminaire data on this sheet is subject to change at the discretion of BEGA-US. For the most current technical data, please refer to www.bega-us.com.

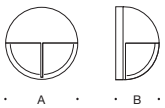
Finish: All BEGA standard finishes are polyester powder coat with minimum 3 mil thickness. Available in four standard BEGA colors: Black (BLK); White (WHT); Bronze (BRZ); Silver (SLV). To specify, add appropriate suffix to catalog number. Custom colors supplied on special order.

CSA certified to U.S. and Canadian standards, suitable for wet locations. Protection class IP65

Weight: 3.5 lbs.

Luminaire Lumens: 180
Tested in accordance with LM-79-08

Type:
BEGA Product:
Project:
Voltage:
Color:
Options:
Modified:



	Lamps	A	B
33 528	4.2W LED	8 1/2	4 7/8

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Lumière

DESCRIPTION

Cambria 922 is a small dimmable LED or MR16 low voltage sign lighting luminaire. It attaches to a wall mounted straight arm and delivers full vertical adjustment for easy aiming. Optional 14", 18", 24", 30" or 36" straight arms are available. Various lenses, louvers and color or dichroic filters can be combined - up to three at once - to create multiple lighting effects. Lumiere's exclusive Siphon Protection System (S.P.S.) prevents water from siphoning into the fixture through its own lead wires.

Catalog #		**Type**
Project		
Comments		**Date**
Prepared by		

SPECIFICATION FEATURES

Material
Housing, hood, straight arm and wall mounting plate are precision-machined from corrosion-resistant billet stock 6061-T6 aluminum. Premium metals such as C360 brass, C932 bronze, C110 copper or 303/304 stainless steel are available on request.

Finish
Fixtures constructed from 6061-T6 aluminum are double protected by a chemical film undercoating and polyester powdercoat paint finish, surpassing the rigorous demands of the outdoor environment. A variety of standard colors are available.

Hood
Hood is removable for easy relamping and accepts up to three internal accessories at once (lenses, louvers, filters) to achieve multiple lighting effects. Weep holes prevent water and mineral stains from collecting on the lens, even in the straight-up position.

Gasket
Housing and hood are sealed with a high temperature silicone o-ring gasket to prevent water intrusion.

Lens
Tempered glass lens, factory sealed with high temperature adhesive to prevent water intrusion and breakage due to thermal shock.

Adjustable Mounting Arm
Straight arm with adjustable side swivel provides 340° of vertical adjustment for easy aiming. Optional 14", 18", 24", 30" or 36" straight arms are available (specify option -SA14, -SA18, -SA24, -SA30 or -SA36). Stainless steel aim-locking mechanisms are standard. 4-1/4" diameter wall mounting plate attaches directly to standard J-box with provided screws. Lumiere's exclusive Siphon Protection System (S.P.S. prevents water from siphoning into the fixture through its own lead wires.

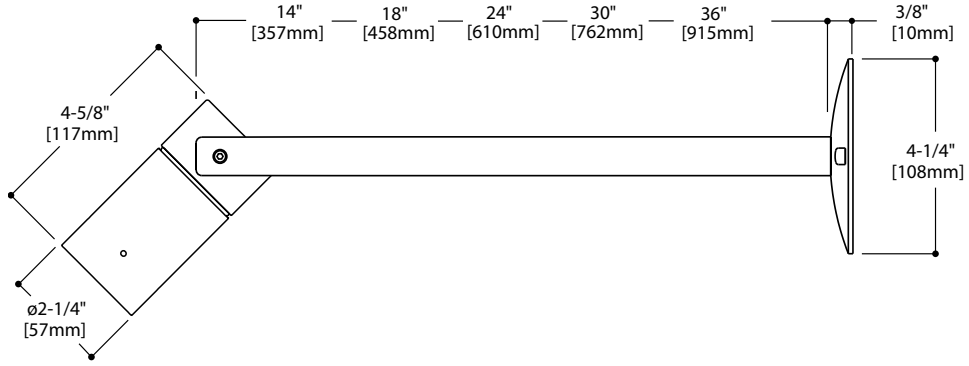
Hardware
Stainless steel hardware is standard to provide maximum corrosion resistance.

Socket
Ceramic socket with 250° CTeflon® coated lead wires and GU5.3 bi-pin base.

Electrical
Remote 12V transformer required (not included). Available from Lumière as an accessory - see the Accessories &Technical Data section of the catalog for details. NOTE: initial power draw on LED equipped fixtures is 15 watts. When sizing transformer use 15 watts per LED fixture. Nominal power draw after start up is 6 watts or 10 watts accordingly.

Lamp
Halogen lamp not included. Soraa lamp compatible (6W Max). LED modules are included and are available in four color temperatures (2700, 3000, 4000, and 5700) and three distributions (spot, narrow, and flood). Both color temperature and distribution must be specified when ordering.

Warranty
Lumière warrants its fixtures against defects in materials & workmanship for three (3) years. Auxiliary equipment such as transformers, ballasts and lamps carry the original manufacturer's warranty.



922
CAMBRIA

LED
HALOGEN

APPLICATIONS:
SIGN LIGHT

WORKS WITH SORAA

CERTIFICATION DATA
UL and cUL Wet Location Listed
LM79 / LM80 Compliant
ROHS Compliant
IP65 Ingressed Protection Rated

TECHNICAL DATA
Low Voltage:
50W Max Halogen MR16
6W LED, L70/60,000 hours at 25°C
10W LED, L70/60,000 hoursat 25°C

ORDERING INFORMATION

Sample Number: 922-10LED2712-12-BK-SA14

Series	Source (for LED, select from each column and combine)			Voltage	Finish	Stem Length
922=LED or MR16 Cambria Sign Light,, Straight Arm, Side Stem, Single Head	**50MR16**=50W max. Halogen MR16 (lamp not included)			**12**=12V	**Painted** **BK**=Black **BZ**=Bronze **CS**=City Silver **VE**=Verde **WT**=White	**SA14**= 14" Length **SA18** = 18" Length **SA24**= 24" Length **SA30**= 30" Length **SA36**= 36" Length
	6LED=6W LED **10LED**=10W LED	**27**=2700K **30**=3000K **40**=4000K **57**=5700K	**12**=12° Spot **21**=21° Narrow **41**=41° Wide			

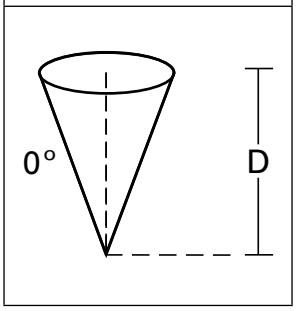
NOTES: 1 Unless noted otherwise, lamps not included. **2** See Accessories &Technical Data section of Lumiere catalog for Mounting Accessories. **3** Consult your customer service representative for additional options and finishes.

OPTICAL ACCESSORIES - ORDER SEPARATELY

Filters (2.00" Diameter)	Optical Lenses (2.00" Diameter)	Optical Louvers (2.00" Diameter)
F71 = Peach Dichroic **F72** = Amber Dichroic **F73** = Green Dichroic **F74** = Medium Blue **F75** =Yellow Dichroic **F76** = Red Dichroic **F77** = Dark Blue Dichroic **F78** = Light Blue Dichroic **F79** = Neutral Density Dichroic **F80** = Magenta Dichroic **F22** = Red Color **F33** = Blue Color **F44** = Green Color **F55** =Yellow Color **F66** = Mercury Vapor	**LSL**=Linear Spread Lens (elongates standard beam spread) **DIF**=Diffused Lens (provides even illumination) **OSL**=Overall Spread Lens (increases standard beam spread)	**LVR**=45° Hex Cell Louver (reduces glare)

CAMBRIA 922 MR16 HALOGEN PHOTOMETRY DATA

CONE OF LIGHT



Horizontal Illuminance on Surface - Cambria 922 Standard Recessed Hood - 50W MR16

Filename	**922-50MR16-12-BK-NSP.ies**	
Lamp	**50W MR16 NSP**	
CBCP	**11,000**	
D	FC	Beam Diameter
2'	2550	1'6"
4'	638	1'0"
6'	283	1'6"
8'	159	2'0"
10'	102	3'0"
15'	45	4'0"

Filename	**922-50MR16-12-BK-NFL.ies**	
Lamp	**50W MR16 NFL**	
CBCP	**3,200**	
D	FC	Beam Diameter
2'	725	1'0"
4'	181	2'6"
6'	81	4'0"
8'	45	5'0"
10'	29	6'6"
15'	13	10'0"

CCT MULTIPLIER TABLE

LAMP WATTAGE	MULTIPLIER
20W	0.32
35W	0.57

Filename	**922-50MR16-12-BK-FL.ies**	
Lamp	**50W MR16 FL**	
CBCP	**2,000**	
D	FC	Beam Diameter
2'	431	1'6"
4'	106	3'0"
6'	48	5'0"
8'	27	6'6"
10'	17	8'0"
15'	7	12'0"

Filename	**922-50MR16-12-BK-WFL.ies**	
Lamp	**50W MR16 WFL**	
CBCP	**1,200**	
D	FC	Beam Diameter
2'	269	2'0"
4'	67	4'6"
6'	30	7'6"
8'	17	9'0"
10'	11	11'6"
15'	5	17'0"

NOTES AND FORMULAS

- Beam diameter is to 50% of maximum footcandles, rounded to the nearest half-foot.
- Footcandle values are initial. Apply appropriate light loss factors where necessary.
- Bare lamp data shown. Consult lamp manufacturers to obtain detailed specifications for their lamps.

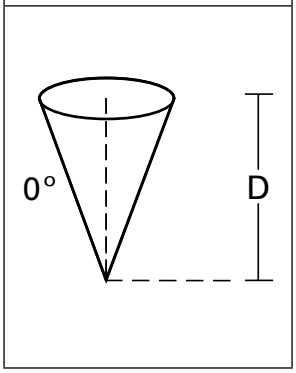
CAMBRIA 922 LED PHOTOMETRY DATA

LED Lumen and CBCP Table - 4000K

OPTIC TYPE (beam spread)	BASE + ACCESSORY OPTIONS	4000K CCT - Standard Hood					
		10W			6W		
		CBCP	LUMENS	LPW	CBCP	LUMENS	LPW
12′	BASE	7931	419	45	5948	314	53
	+ DIF (DIFFUSE)	1178	289	31	884	217	37
	+ OSL (OVERALL SPREAD LENS)	820	350	38	615	263	45
	+ LSL (LINEAR SPREAD LENS)	NA	343	36	NA	257	44
	+ LVR (HEXCELL LOUVER)	7165	339	36	5374	254	43
21′	BASE	2194	344	37	1646	258	44
	+ DIF (DIFFUSE)	683	241	26	512	181	31
	+ OSL (OVERALL SPREAD LENS)	595	290	32	446	218	37
	+ LSL (LINEAR SPREAD LENS)	NA	282	31	NA	212	36
	+ LVR (HEXCELL LOUVER)	2030	249	27	1523	187	32
41′	BASE	1173	304	33	880	228	39
	+ DIF (DIFFUSE)	418	205	22	314	154	26
	+ OSL (OVERALL SPREAD LENS)	595	250	27	446	188	32
	+ LSL (LINEAR SPREAD LENS)	NA	245	27	NA	184	31
	+ LVR (HEXCELL LOUVER)	1078	195	21	809	146	25

Horizontal Illuminance on Surface - Cambria 922 Standard Recessed Hood -4000K

CONE OF LIGHT



Filename: 922-10LED4012-12-BK.ies
Test No.: P184457

D	FC	Beam Diameter
2'	1912.8	0.4
4'	478.2	0.8
6'	212.5	1.2
8'	119.5	1.6
10'	76.5	2.0
15'	34.0	3.2
20'	19.1	4.2
30'	8.5	6.4
40'	4.8	8.4

Filename: 922-10LED4021-12-BK.ies
Test No.: P185207

D	FC	Beam Diameter
2'	548.5	0.6
4'	137.1	1.3
6'	60.9	2.1
8'	34.3	2.8
10'	21.9	3.6
15'	9.8	5.3
20'	5.5	7.2
30'	2.4	10.6
40'	1.4	13.9

Filename: 922-10LED4041-12-BK.ies
Test No.: P185957

D	FC	Beam Diameter
2'	290.7	0.8
4'	72.7	1.6
6'	32.3	2.5
8'	18.2	3.3
10'	11.6	4.2
15'	5.2	6.4
20'	2.9	8.5
30'	1.3	12.6
40'	0.7	16.2

CCT MULTIPLIER TABLE

CCT(K) / COLOR	MULTIPLIER
2700K	0.79
3000K	0.86
4000K	1.00
5700K	1.05
AMBER	0.57

TECHNICAL INFORMATION

1. Dimming is dependant on remote transformer compatibility with LED module. Please see compatibility matrix for dimmer switch and transformer selection.
2. When using a magnetic dimmer switch there are two recommended LED compatible 120V magnetic dimming switches:
   Lutron Ariadni AVLV-600P and Lutron Diva DVLV-600P
3. IMPORTANT: when sizing the transformer use 9 watts for 6LED or 15 watts for 10LED option fixture. Nominal power draw after start up is 6 watts or 10 watts accordingly. The LED module is designed to operate between 10 and 13 volts. Any less or more voltage can cause premature failures.

LED wall luminaires with directed light

Housing: One piece die-cast aluminum provided with a bracket for attachment to a BEGA 19538 small opening wiring box. Die castings are marine grade, copper free (≤ 0.3% copper content) A360.0 aluminum alloy.

Enclosure: One piece die-cast aluminum cover frame secured by two (2) captive, stainless steel set screws threaded into stainless steel inserts. Matte safety glass. Fully gasketed for weather tight operation using a molded 'U' channel silicone rubber gasket.

Electrical: 2.1W LED luminaire, 3.4 total system watts, -30°C start temperature. Integral 120V through 277V electronic LED driver. LED module(s) are available from factory for easy replacement. Standard LED color temperature is 3000K with an >90 CRI. Available in 4000K (>90 CRI); add suffix K4 to order.

Note: LEDs supplied with luminaire. Due to the dynamic nature of LED technology, LED luminaire data on this sheet is subject to change at the discretion of BEGA-US. For the most current technical data, please refer to www.bega-us.com.

Finish: All BEGA standard finishes are polyester powder coat with minimum 3 mil thickness. Available in four standard BEGA colors: Black (BLK); White (WHT); Bronze (BRZ); Silver (SLV). To specify, add appropriate suffix to catalog number. Custom colors supplied on special order

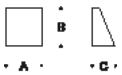
CSA certified to U.S. and Canadian standards, suitable for wet locations. Protection class IP64

Weight: 0.9 lbs.

Luminaire Lumens: 173

Tested in accordance with LM-79-08

Type:
BEGA Product:
Project:
Voltage:
Color:
Options:
Modified:



		Lamp	A	B	C	Wiring box*
22215*	ADA	2.1W LED	3½	3¾	2⅜	**19538**

* Small opening wiring box included.

BEGA 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 FAX (805) 566-9474 www.bega-us.com
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ACORN ENGINEERING, INC.

Q. Parking Analysis

The proposed redevelopment at 24 St. Lawrence Street anticipates five units with one parking space for each unit which exceeds the requirement by more than 10%.

The proposed five spaces would allow each unit to have one designated off-street parking space while alleviating the demand for on-street parking within St. Lawrence Street. Furthermore, the units will likely be inhabited by more than one person per unit. This further increases the need for at least one designated parking space, especially in the winter during parking bans. It is our professional opinion that the five spaces fit the intended use and will alleviate the demand on City resources.

Given the anticipated unit owners and proposed bedroom counts, the applicant respectively requests that the Planning Board allow the applicant to exceed the minimum parking standard by more than 10%.

Please let me know if you have any additional questions or comments.

Sincerely,

William H. Savage, P.E.
Principal - Project Manager
Acorn Engineering, Inc.

ACORN ENGINEERING, INC.

Shukria Wiar – City Planner
Planning Division, City of Portland
389 Congress Street
Portland, ME 04101

March 9, 2018

Subject: Comment Response Letter
24 St. Lawrence Street Redevelopment – Portland, Maine

On behalf of Kelly & Walter Williams and the rest of the project team, we are pleased to respond to the comments provided by multiple reviewers.

To facilitate the review, comments are provided below in italics followed by each team's responder in a designated color:

Acorn, *Engineer*
Port City, *Architect*
Mary Costigan, *Attorney*

Shukria Wiar, Site Plan Review

Comment – *Provide wastewater capacity letter.*

Response – Please refer to Document C. in the previously submitted application materials. It is our understanding that the wastewater capacity and calculations are under review by Public Works.

Comment – *Submit Condo Docs for review.*

Response – Condo docs are typically provided after approval. Please clarify that this standard practice will be used for this project also.

Comment – *Provide cut sheets and photometric plan for all proposed exterior lights.*

Response – Please refer to Document P. in the previously submitted application materials.

Comment – *Show location of HVAC and mechanical equipment. Manufacturer's verification HVAC and manufacturing equipment meets applicable state and federal emissions*

Response – We will show the proposed location of the HVAC and mechanical equipment. A manufacturer's verification cannot be obtained at this time, as the equipment has not been purchased. This can be provided after approval.

Comment – *Is the applicant requesting any waivers?*

Response – No.

Comment – *Neighbor's driveway encroaching on the proposed site – an easement may be required.*

Response – The neighbor's driveway is not encroaching. Although the pavement currently goes up to the existing building, the area on the 24 St. Lawrence property is not driveway. With the new development, the building will be placed further away from that side property line and the landscaping and curbing for 24 St. Lawrence will extend to the property line.

Comment – *There is a new curb cut being introduced. This will cause the loss of on-street parking. Is there a way this can be mitigated?*

Response – The new curb cut will be replacing the existing curb cut for the current driveway, but in a new location.

Comment – *Please submit the following calculations:*
Maximum Lot Coverage
Height calculation based on average grade

Response –

Lot Coverage Calculations:

Total Lot Area: 4,670.7 s.f.
Maximum Lot Coverage Allowed: 4,670.7 s.f. x 60% = 2,802.42 s.f.
Building Area of Ground Floor (to foundation wall): 2,738.2 s.f.
Building Area of Enclosed Living Space Above: 33.4 s.f. + 28.7 s.f. = 62.1 s.f.
Total Building Coverage: 2,738.2 s.f. + 62.1 s.f. = 2,800.3 s.f.

The portion of the decks at the SE corner of the building that do not have living space or a roof above have not been included as lot coverage. This is based upon precedent and the team's interpretation of the definitions. It is our understanding that the Architect has emailed Ann Machado for confirmation on this interpretation.

Average Grade Calculations:

Grade at NW Corner of Building: 104.05
Grade at NE Corner of Building: 98.40'
Grade at SW Corner of Building: 102.30'
Grade at SE Corner of Building: 97.40'
Average Grade: 104.05+ 98.40' + 102.30' + 97.40' = 402.15' / 4 = 100.54'
Maximum Building Elevation Allowed: 100.54' + 45.0' = 145.54'
Actual Maximum Building Elevation: 144.84'
Building Height From Average Grade: 144.84' – 100.54' = **44.30'**

Please see Sheet C-30 and the building elevations for more information.

Robert Thompson, Fire Department Review

Comment – *The building will be required to be sprinkled.*

Response – Understood and will comply.

Comment – *Street address shall be marked on the street side of the structure and shall be as approved by the City E911 Addressing Officer.*

Response – Understood and will comply.

Comment – *Fire Department access to the proposed building is sufficient.*

Comment – *There are adequate fire hydrants in the area.*

Comment – *The new building shall not affect the egress or required fire department access for the neighboring building. After looking at the site plan I just want to verify the new building will have 10 feet between the new building and the existing building to the left; the plan is showing 6'.*

Response – At the closet point, the proposed structure will be located 7.94 feet from the existing building on the neighboring property due to the close proximity of that neighboring building to the property line (in fact, the building was built on top of the deeded property line). The side of the building facing 24 St. Lawrence does not contain any egress windows. The building is accessible from the other three sides of the building. We therefore do not believe that 10 feet is necessary between buildings since that side of the neighbor's building will not be used for egress in an emergency. We would be happy to discuss this issue directly with Robert Thompson.

Tom Errico, Traffic Engineering

Comment – *I have reviewed the application materials and I find the project to be acceptable from a traffic engineering perspective. I would note that the driveway width, apron detail and separation to the nearest driveway to the north meet City Technical Standards. On-site parking and circulation is also acceptable.*

Response – Thank you for your review – we are in agreement.

Jeff Tarling, Landscaping

Comment – *The two street-trees should be changed from Green Ash shown as FP on the plan, (Ash trees no longer recommended due to Emerald Ash Borer threats), would recommend substitution - 'Accolade' Cherry due to overhead utilities. Also the plant sizes for the proposed (JV) Eastern Juniper should be upgraded from 5 gallon sizes to 5-6' size, the 'Emerald Sentinel' is a recommended cultivar and the (JC) Juniper should be upgraded from 3 gallon to 5 gallon size.*

Response – Thank you for your review. All comments have been incorporated into the Landscape Plan.

Woodard & Curran, Civil Engineering

Comment – *In accordance with Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards. We offer the following comments:*

> *a) Basic Standards: Plans, notes, and details have been provided to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in accordance with Appendix A, B, & C of MaineDEP Chapter 500.*
>
> *b) General Standards: The project will result in a de minimis increase in impervious area of approximately 543 square feet. As such, the project is not required to include any specific stormwater management features for stormwater quality control. We encourage the Applicant to review the City's Stormwater Service Charge Credit Manual (available online) to evaluate whether they may want to incorporate stormwater quality treatment measures that qualify for a future Stormwater Service Charge credit.*
>
> *c) Flooding Standards: The project will result in a de minimis increase in impervious area of* approximately 543 square feet. As such, the project is not required to include any specific stormwater management features to control the rate or quantity of stormwater runoff from the site.

Response – Thank you for the review. We have made the Applicant aware of the Stormwater Service Charge Credit benefits.

Comment – *A backflow preventer should be provided on the foundation drain connection to the sewer.*

Response – We have added a backflow preventer to this connection.

Comment – *Per Chapter 2 of the City's Technical Manual, when services 8 inches or greater in size are connected to the main, they should be connected via a manhole structure.*

Response – The storm drain has been downsized to a 6" pipe.

Comment – *The Applicant has received an Ability to Serve approval letter from the Portland Water District. The Applicant should ensure that any changes to the utility plan are reviewed again by PWD as necessary. It's noted that the layout and location of gate valves and tapping sleeves does not appear to be in accordance with the PWD standards.*

Response – Per PWD's request, we will be providing two gate valves for the 4" sprinkler line due to the age of the water main. The final design will be sent to PWD for final review and acceptance.

Comments Submitted by: Caitlin Cameron/Design Review on 2/12/2018

The memo provided on 2/12 did not contain any comments from Caitlin. If you do have any comments from Caitlin, please send them to us.

On behalf of the project team, thank you for the review. Please do not hesitate to contact me with any questions or further comments. We look forward to the planning board workshop tentatively scheduled for March 27, 2018.

Sincerely,

William H. Savage, P.E.
Principal - Project Manager
Acorn Engineering, Inc.

ACORN ENGINEERING, INC.

Planning Division
City of Portland, Maine
389 Congress Street, 4th Floor
Portland, ME 04101

November 10, 2017

Subject: 24 Saint Lawrence Street Neighborhood Meeting

I, Will Savage, hereby certify that a neighborhood meeting was held on November 2, 2017 at the East End Community School at 6 pm.

I also certify that on October 23, invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development.

2. Residents on the "interested parties" list.

3. A digital copy of the notice was also provided to the Planning Division (jmy@portlandmaine.gov and ldobson@portlandmaine.gov) and the assigned planner to be forwarded to those on the interested citizen list who receive e-mail notices.

Sincerely,

Date: 11/10/17

William H. Savage, P.E.
Principal - Project Manager
Acorn Engineering, Inc.

Included with this certification are:

1. Copy of the invitation sent
2. Sign-in sheet
3. Meeting minutes

A C O R N
ENGINEERING, INC.

October 23, 2017

Dear Neighbor:

On behalf of Kelly & Walter Williams, we are pleased to invite you to a neighborhood meeting to discuss our plans for the proposed project at 24 St. Lawrence Street within the R-6 Zone in Portland. The urban infill project includes the redevelopment of an existing two-family dwelling into a 4-story building with 5 units. The first floor will provide 6 parking spaces to serve the residents. Furthermore, the entire sidewalk along the project frontage will be rebuilt as part of the project.

Meeting Location: East End Community School – 195 North Street, Portland, ME 04101

Meeting Date: Thursday, November 2, 2017

Meeting Time: 6:00 p.m.

The City code requires that property owners within 500 feet of the proposed development and residents on an "interested parties list" be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.

If you have any questions regarding the neighborhood meeting, please don't hesitate to call me or the office at 775 – 2655. We look forward to seeing you at the meeting.

Sincerely,

William H. Savage, P.E.
Principal - Project Manager
Acorn Engineering, Inc.

Att. U

24 St. Lawrence Street Neighborhood Meeting Sign-In Sheet

1. PETER BASS
2. JANICE ISAACSON
3. Carol Stillwell
4. Richard Stillwell
5. Pam Macumber
6. Will Williams
7. Kelly williams
8. IAN JACOB
9. Maggy Wolf
10. Monica Sawer
11. Jayne Hurley
12. ROB WHITTEN ROB@WHITTENARCHITECTS.COM
13. TED Arnold
14. Tica Douglas
15. Pamela Day
16. Michael Petit
17. Andrew Hyland
18. Mark Chalupecky
19. Julie Harry
20. Karen Snyder
21. Deb Murray
22. CHRISTOPH GETZFAND
23. Barry Manter
24. Paul Murray
25. Beth Snyder
26. Morgan McCormack
27. JoAnn Dove
28. SAM LEBER
29. Will Savage
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ACORN ENGINEERING, INC.

24 Saint Lawrence Street Redevelopment
Level III Site Plan and Subdivision Application

Neighborhood Meeting Minutes

November 2, 2017 6:00pm
East End Community School

Design Team Attendees:

Kelly & Will Williams	Developer/Presenter
Will Savage	Civil Engineer/Presenter (Acorn Engineering)
Sam Lebel	Civil Engineer/Note Taker (Acorn Engineering)
Mark Chaloupecky	Architect/Presenter (Port City Architecture)
Andy Hyland	Architect (Port City Architecture)

Meeting started at approximately 6:05 pm.

Presentation:

Kelly Williams:

- Introduced the project and gave a history about her family such as living at 24 St. Lawrence for 14 years, attending schools in Portland that are now gone, and raising her daughters in the City.

Will Savage:

- Meeting minutes being taken which will be submitted to the City.
- Sign-In sheet going around to be submitted to the City.
- Existing conditions:
    - Existing two-family building in R-6 zone. Nonconforming with side setbacks. Existing garage and driveway is right on the property line. The existing building is within 3 feet of the property line on the other (uphill) side.
    - Retaining wall at the rear of the property ranging from a few feet to fourteen feet in height. Wall is owned by multiple landowners.
    - 4,671 SF lot, no easement.

  - Drainage patterns, some of the stormwater goes to the street with the majority draining to the rear towards the wall.

- Proposed conditions:
  - Dwelling Units: 6 allowed per ordinance, 5 proposed
  - Vehicle parking: 6 proposed spaces; 1 ADA space and one regular space for each unit with a 10-foot garage door access. Parking was analyzed in AutoTurn, a computer simulation, to ensure functional circulation within the parking garage.
  - The plan proposed to vegetate the side yard adjacent to Stillwell and increasing setback with Fitch House, LLC.
  - Pedestrian access will be provided primarily via an entrance at the southeasterly side of the building, adjacent to the driveway. There will also be another means near the northerly corner of the building along St. Lawrence Street.
  - The neighbor's (28 St. Lawrence Street) portion of the driveway that currently encroaches in the Applicant's property will be repaved after the construction of the building.
  - Two Green Ash street trees are proposed along the project frontage.
  - A new brick sidewalk will replace the concrete sidewalk that currently exists.
  - Proposed cedar fence to the rear with eastern junipers.
  - Required 20% open green space, proposed 28% with a variety of plantings.
  - Utilities designed in accordance with each utility company's requirements.
  - All utilities will be underground including the electric/telephone/cable that is currently an aerial service.
  - Building will be sprinkled with a 4" line.
  - Hydrant located in front of property in sidewalk.
  - The footings/foundation for the building has been designed as such to ensure that the existing retaining wall will not be subject to additional forces from the building's load upon the soils.
  - Within the parking garage, there will be a catch basin with an oil water separator before discharging to the combined sewer.
  - Roof will drain to the combined sewer with the catch basin.
- Level III Site/Subdivision permit from the City, this is the first public meeting. Planning board meeting date is to be determined.

Mark Chaloupecky:

- Introduced himself and Port City.
- General building design – similar to 31 Fore in scaling, mass, and unit tabulation.
- Parking layout on the base level was the first part of the design. Overview of the base level layout.
- Overview of levels 2,3, and 4. Levels 2 & 3 will have two units a piece and the top floor will have one unit.
- 2 stairwells and 1 elevator shaft, requirements of fire code and ADA, respectively. These building elements are not required to comply with the stepbacks at a height of 35' because it's not feasible to step back an elevator shaft or stairwell.

- Overview of the renderings. Front entrance has been reworked a bit with an ADA ramp and reorientation of the small wall.
- The materials will be typical siding including cedar shingles.
- The first story will have a more durable surface, most likely dimensional stone.
- Overview of street landscape with renderings of the new building using Google Street View.

Comments, Questions & Answers:

Please note that the following questions and answers were not recorded verbatim and aim to represent and summarize the actual questions, answers, and discussion that took place at the meeting.

C: I have worked many professions and you are not welcome here. I have a website and will be working on a Conservation District if anyone is interested.

C: I live at 20 St. Lawrence Street and I have written a letter (*letter attached to this document*).

C: I talked with Will Williams about this project a while ago. Plans and renderings went forward. I got the invitation card for the meeting on the 20th. They've had six months and then I get a note that this project is a go. This is not due diligence on the City's part. We need to slow down. 6 parking spaces proposed, but they will need more. These owners will have more than 1 car, which will push another five cars to park on the street. I know one neighbor who moved because of the parking situation. The demolition process will require a lot of equipment parking on the street. The new building makes my house look small. The building does not fit in the neighborhood. I have one neighbor who made an orchard with his property and people take pictures of it when they go by. People will not take pictures of this project. Chapter 14 says the building must fit into the neighborhood.

Q: What caused the zoning to change? It used to be two and three-story buildings and now they're four story buildings.

A (Will S.): The best way to know for sure would be to talk to the Planning Director. It changed two to three years ago in which the number of allowable units was reduced to 1 per 725 SF of lot area. I believe the goal of the City was to increase the core of housing and density.

Q: I thought the goal of that was to increase affordable housing? What will be the price of these units?

A (Kelly): We don't know the pricing yet.

C: Last night the developers provided the pricing.

Q: Do you need five units?

A (Will S.): Construction and land costs are very high right now and to make the numbers work, sometimes you have to increase the number of units.

C: I think we should retain the existing 2-unit for affordability.

Q: What is the square footage?

A (Mark): Each unit is about 1,000 SF except for the top floor which will be one unit a little under 2,000 SF.

Q: Does this project require a zone change?

A (Mark): No.

C: You can sense people are unhappy. We have to live with this building and you speak as if it's a done deal. If you'd gone around and asked the people what they wanted, maybe you'd find out that we don't want five units crammed in. Give them an opportunity to see how they feel.

C: I've lived here since 1975 and I've watched the street become more alive. I'm concerned about the sustainability. I have never heard about this project.

A (Will W.): That's not true, I told you about it in front of your house.

C: Thank you for clarifying, but I have not heard about it since. I am an architect focusing on single-family homes and do little work in Portland, but I understand the fabric and scale of a neighborhood. What faces the street in the rendering has no personality. I'm concerned about the new neighbors. Long-term, it will not be sustainable. This is not a neighborhood home.

A (Will W.): I want to live here for the rest of my life.

C: I think you need to bring some of the energy from the back to the front. Planning staff will not accept this under design review. Can we walk through the building from the street?

A (Mark): You would enter through the main entrance off St. Lawrence Street in either of the two doors and walk to the first stairwell or the lobby where there is another stairwell and an elevator.

Q: I'm curious about the City code and how the building fits in?

A (Mark): Based on the City regulations such as massing, scale, height, and setbacks, it meets the code.

Q: Do you think it fits in?

A (Mark.): Yes.

C: Just because 118 Congress is in our neighborhood, doesn't make it a good building. These are ugly buildings.

C/Q: I would caution you with contextualizing with new buildings. Can you please show the rendering? I would like to echo Rob and Peter. You've created a dead façade. No activity, no holiday lights, no eyes on street. It's a deadened ground floor. Is that a half wall in front of the building?

A (Mark): It's been reworked so the wall will now be parallel with the building and ADA ramp.

C: Egress door has a canopy over it. The hierarchy of doors is odd. You can build it to code, but the opportunity is missed. Too bad about the tree. Windows have no context. Building doesn't say anything. I wanted to say something constructive, but you need to go back to the drawing board. There was a building on the west end that had tension and animosity around it. I would not present this. Nothing positive to say.

C: I live in the building to the north. Need more of a setback. Elevator and stairs on street look too big. Can you change it? Elevator shaft on 31 Fore is wrong because it's placed at the center of the building. You've ignored the ten foot setback, the rest of it should be further back.

A (Will S.): The stepback at 35 feet only applies to the side and rear property lines.

Q: Building is offensive. Siding is asbestos. This land used to be contiguous with mine, that's why the buildings are so close. My windows will be ten feet from the demolition, dust, and asbestos. What do you do to mitigate the effects from the demolition and debris?

A (Mark): There will be materials testing and based on those results, the state regulates the methods for demolition.

C: You won't need to be concerned about dust and debris if we don't let them build it.

Q: I walked around the neighborhood. Is there a building there now? Why would you want to tear it down?

A (Will W.): It was built as a single-family home and converted to a two-family. It doesn't work to have two families living there. It would take hundreds of thousands of dollars to renovate it. Steep stairs, no heat or insulation in the attic. I don't want a big mortgage for the rest of my life.

Q: How long have you lived there?

A (Kelly): 14 years. In addition to the heating issue, it would also be nice to have the bathroom on the same level.

Q: Why $2.4 million as listed on the application? Why not rehab with dormers and extend the building back if you have to?

A (Will W.): We really looked into it, but I don't want a big mortgage for the rest of my life.

Q: How can you say this looks nice?

A (Will W.): I don't think it's a bad looking building and it's not that much bigger.

C: It's 8,900 SF vs 2,900 SF.

A (Will W.): That doesn't include the existing garage. It's 8,900 SF (with parking garage) vs 2,900 SF (without detached garage).
Q: There is a huge wall separating the properties and it's fragile. What will you do specifically to protect it from collapsing? Our rental unit almost touches the wall and we don't want people hurt.

A (Mark): We've hired structural engineers. The foundation will be deep which lowers the angle of influence. This is a 45 degree angle that starts at the bottom of the foundation. This design paired with safe construction methods will prevent additional forces on the wall.

Q: What happens if something goes wrong?

A (Mark): I'm not certain of that answer.

Q: Have the soils been tested? We own some of the wall. What happens if there's a problem?

A (Mark): A requirement will be to have a geotechnical engineer test the soils before construction.

C: I have to leave, but I hope you take the sentiment.

C/Q: I have been watching boxy construction on the Hill. I've live here long and I'm concerned with the aesthetics. You've done your job. The responsibility is with the City who let's this happen. It feels institutional. It's cheesy and is just to increase profit. It bothers me. I have more land space than this and I want to historically preserve it because I owe it to the neighborhood. It's the City who allows this happen. I understand you wanting to make a living here, but can you change the design?

C: It should be known that this is the first step in the process and it's hard for a developer to put this up on a screen.

C: We don't like blocky buildings. 118 Congress is dead. There's nobody going in or out. It's up to us to change the R-6 or have a conservation district. You guys are the real NIMBYers.

C: City sees an old building, not up to code and they want it up to fire code and ADA for wealthy people. It's a win-win for the City.

C: Is there anywhere to bring back zoning? Has anybody pointed it out to the planning board? You're in the cross heirs because you've tapped into frustrated people. The developers last night did a better job for the Monument Street project. Massive, but not maxed out and they had a front porch. It dwarfed the buildings, but it was more aesthetically pleasing. Chapter 14 says it has to fit in with the neighborhood. I apologize you're on the hot seat, you're not the ones to be mad at.

Q: What is the timeline for the project?

A (Mark & Will S.): Break ground in the Spring of 2018 and finish the following Spring. It would be about a year build.

Q: If this goes through, how do we rent or get compensated for rental losses?

C: I have no plans of moving or selling. This is a personal insult, I will be in the house during construction next to jack hammers. This will take one and a half years and there will be no rentals. I have a tenant. How easily can I sell my house now?

C: Why does it have to be so big? So you can make more money and not be part of the neighborhood. This is not the neighborhood.

C: Will has been a good neighbor. When we spoke, I asked does it have to be five feet away. He's been a good neighbor up until this. When I moved here, I could buy 25 houses for a million dollars. I built a wall and equity on my property. You can't do this in a year. I was a painter so I've seen construction and they would bring me on at the end and I would get the complaints for when the project would be done.

Q: I just moved to the neighborhood and have an empty lot next to mine. The owner has had several condos with neighbors. What is the motivation for five units? Why not three? I don't want a mortgage either, but's it's part of living in a beautiful city. What was the decision making?

A (Kelly & Will W.): We need five units to not have a mortgage. We're not living in the top floor penthouse.

C: You have a nice house.

A (Will W.): You haven't lived here for fourteen years, so it's unfair to make that judgement.

A (Will S.): The city wants to see more units with greater diversity. There are fees when you reduce units on a property.

C: We want a smaller building.

C: This construction and loss of Portland's special streets will have a domino effect.

C: You will have opposition. Think of the other projects that won't get built because we opposed them.

Meeting concluded at approximately 7:40 pm.

The abovementioned material was as interpreted and recorded from handwritten notes. Please note and relay any discrepancies or disputed information in the recorded minutes to the below address so that they can be reviewed, revised, and resubmitted as necessary.

Recorded by,

Sam Lebel

Sam Lebel, E.I.
Design Engineer
Acorn Engineering, Inc.
slebel@acorn-engineering.com

Nov 2, 2017

My name is Carol Stillwell.
My husband, Richard Stillwell and I live at 20 St. Lawrence St., next door to the proposed 24 St. Lawrence St. site.

The impact of this proposed plan looms over us, as does the size and scale of the project. The proximaty of the building is 5 feet from our property lines. As close as allowed. That close to our 1890-built brick house And to our's And our neighbor's old construction retaining walls on steep embankments.

We are very concerned about the demolition process and the construction activity And the dangerous And detrimental effects that may be caused ~~on~~ to our property. It is our hope that a fair balance of time will be allowed us in this reviewing process for us to align And protect And gather our resources And that the developer And property owners of 24 St. Lawrence will be forth-coming And show due diligence to ensure that our concerns are addressed.

Thank you

Carol Stillwell

R.W. Gillespie & Associates, Inc.
Geotechnical Engineering • Environmental Consulting • Materials Testing Services

30 April 2018

Will & Kelly Williams
24 St. Lawrence Street
Portland, ME 04101

Subject: Geotechnical Engineering Services – Retaining Walls
Proposed 4-Story Residential Building
24 St. Lawrence Street
Portland, Maine
RWG&A Project No. 1645-001

Dear Mr. and Mrs. Williams:

R. W. Gillespie & Associates, Inc. (RWG&A) is pleased to present this report in connection with existing retaining walls near the southwest property boundary at 24 St. Lawrence Street. The purpose of RWG&A's services was to evaluate geotechnical aspects of the existing retaining walls relative to a proposed new multi-family residential building. This letter summarizes RWG&A's evaluation and provides preliminary design and construction recommendations relative to the wall.

Background

The property at 24 St. Lawrence Street is currently occupied by a two-story wood-framed residential building and a free-standing single-car garage. The site location is shown on Figure 1, *Locus Map*. Retaining walls are used to accommodate grade changes along portions of the property boundaries at the northwest, southwest, and southeast sides of the site. Survey drawings provided to us indicate the southwest wall is located on both sides of the property boundary separating 24 St. Lawrence Street (Tax Map 16, Block J, Lot 6) and 23 Waterville Street (Tax Map 16, Block J, Lots 20 and 21), and is the primary subject of this report.

The existing buildings would be demolished and replaced with a 4-story, multi-family residential building. The building would have on-grade parking beneath the building at the first-floor level, and no basement. Finished ground floor level would be at elevation 101.25 feet, which is at about the same level as St. Lawrence Street at the garage entrance.

RWG&A's understanding of existing and proposed conditions are based on communications with Acorn Engineering and review of the following information:

- *Boundary and Topographic Survey at 24 St. Lawrence Street, Portland, Maine* prepared by Owen Haskell, Inc., dated 30 November 2016.

- Drawing No. C-30, *Grading & Drainage Plan, 24 St. Lawrence Street Redevelopment,* prepared by Acorn Engineering, Inc., dated 06 October 2017.

- Photographs provided by you taken from below the wooden deck at 23 Waterville Street that show retaining wall conditions below the deck level.

Site Visit

RWG&A geotechnical engineer, Erik J. Wiberg, P.E., made a site visit to observe conditions exposed at ground surface in the area of the subject retaining wall. Mr. Williams was present and arranged for site access. The southwest wall varies in construction materials along its length and appears to be structurally isolated from the residential dwelling structure at 25 Waterville Street. The orientation used for describing the wall below is from the perspective of facing the wall from the front. Photographs are provided in Appendix A.

The left portion of the wall is adjacent to the wood deck at 25 Waterville Street, and is constructed of multiple materials. The lower portion of the wall extends horizontally toward Waterville Street several feet. The exposed lower portion is constructed of dry-laid, stones ranging in shape from flat to subrounded (Photograph 1), and it has a positive batter (i.e., wall face pitches towards the back of the wall). The deck is supported on wood posts that appear to bear on the dry laid stone. The surface of the upper portion of the wall is exposed concrete with some areas of concrete deterioration and spalling. The batter of the concrete portion of the wall ranged from vertical to negative 2 degrees (the wall pitched away from the retained earth in an overturning orientation).

The left end of the wall terminates at a southwest-northeast oriented, 4 to 6-foot high, cast-in-place retaining wall that retains earth at 28 St. Lawrence Street (Map 16, Block J, Lot 5). The southwesterly end of the wall meets another cast-in-place retaining wall that is aligned in a northwest-southeast direction (note: more-or-less parallel to the subject retaining wall). The northwest-southeast wall appears to have a negative batter. A wide crack where the walls meet and multiple steel brackets connecting the two walls indicates that the crack and negative batter developed after its construction.

The central portion of the wall is located behind the residential dwelling, and is inaccessible and mostly obscured, except for a portion of the wall that can be viewed from the sides of the house at 25 Waterville Street. The upper portion of the wall is a continuation of the exposed cast-in-place concrete (Appendix A, Photograph 3) and transitions to a dry-laid and/or mortared stone wall further to the right (southeast). When viewed from the right end, the lower portion appears to be masonry brick in front of dry laid stone (Appendix A, Photograph 4). The top of the masonry brick is capped with cast-in-place concrete with a formed channel to divert surface water.

The right portion of the retaining wall is exposed, and the above grade portions can be observed top to bottom (Appendix A, Photograph 5). The total exposed height is about 13 feet with the lower 2 feet a landscaped bench/planter extending about 3 feet out from the face of the wall. The upper part of the wall is mortared stone with multiple PVC pipes protruding through the face of the wall. It appears the pipes are intended to provide drainage relief for water behind the mortared stone wall. This portion of the wall has a positive batter of about 10 degrees. The wall

construction further to the right behind the southeasterly St. Lawrence Street abutter transitions to apparent dry stacked boulders.

Subsurface Exploration

Two soil borings were drilled behind the wall at the approximate locations shown on Figure 2, *Exploration Location Plan*. The borings were drilled on 22 March 2018 by New England Boring Contractors, Inc. of Derry, New Hampshire using a propane powered, rubber-tracked drill rig. The borings were advanced using hollow-stem augers with an inside diameter of 2 ¼-inches. Split-barrel sampling with standard penetration testing in general accordance with ASTM D1586, *Standard Test Method for Penetration Test and Split-Barrel Sampling of Soils* was performed at about 2 to 5-foot intervals. The borings were advanced to a depth of about 27 feet below local ground surface.

Exploration activities were coordinated and monitored by an RWG&A geologist who also prepared the exploration logs. Soils were described in general accordance with *ASTM D2488, Standard Practice for Description and Identification of Soils (Visual-Manual Procedure)*. The boring logs are attached in Appendix B, *Exploration Logs*. Stratification depths shown on the logs represent the estimated boundaries between the different soil types; the actual transitions are more gradual and should be anticipated to vary over short distances.

Subsurface Conditions

Subsurface Materials: Subsurface materials encountered in the soil borings consisted of a layer of topsoil and organic matter over about 2 feet of fill or disturbed soil composed of silty fine sand to sandy silt, which in turn overlies naturally deposited soil. Naturally deposited soil in the upper approximately 7 feet, consisted of moist, loose to medium dense, silty sand with occasional cobbles. Below a depth of about 7 feet, the soil graded to very dense to medium dense silty sand with gravel and little clay that extended to more than 27 feet at boring B-1 and to about 16.5 feet below local ground surface at boring B-2. At boring B-2, the silty sand with gravel was underlain by medium dense to loose silty sand with minor amounts of gravel. Refusal surfaces were not encountered within the vertical reach of the borings.

Groundwater: Free water levels were observed at depths of 12 and 16 feet in borings B-1 and B-2, respectively. The observed depths correspond to about 1 to 3 feet below local ground surface in front of the retaining walls. Water levels observed during the subsurface exploration program might have been influenced by the exploration methods and soil condition (e.g., slow groundwater response due to low soil permeability) and may not be representative of stabilized groundwater levels.

Evaluations

Engineering evaluations are based on the subsurface explorations, conditions observed during the site visit, and the preliminary design information that was available to RWG&A when this report was prepared. RWG&A should be notified if site grading, finished floor levels, or building layouts differ from those referenced herein in order to verify the following evaluations are still applicable.

The soils encountered in the soil borings indicated that the retaining wall was built against a naturally deposited earth slope. The slope might have resulted from earthwork to form the flatter and lower lying land in front of the wall. The wall does not appear to be of modern design or construction. The thickness of the wall is uncertain but is likely not more than 2 to 3 feet thick. The retaining wall should be considered sensitive to disturbance. With appropriate design and construction measures, the proposed multi-family building can be built and the retaining wall protected during and after construction.

Foundation Design: The selected foundation system should be designed to limit additional vertical and horizontal loads on the retaining walls. The naturally deposited soils are considered suitable for support of spread footings and slab-on-grade ground floors. The building could also be supported on drilled in displacement piles or on low displacement piles driven to end bearing in dense soils or on bedrock.

To prevent an increase in pressure against the back of the wall from footings, spread footings should be located below a line projecting up and away at a pitch of 1.75 units horizontal to 1 unit vertical (1.75H:1V) from a point located from the wall bottom and 2 feet behind the top of the wall. See Figure 3, *Concept for Foundation Embedment Behind Retaining Wall*. The southwest foundation wall should be designed as a retaining wall and should not rely on soil between the foundation wall and existing wall for lateral support.

Subsurface Drainage: The proposed construction is not expected to adversely affect existing retaining wall subsurface drainage if the proposed building and site design include measures to maintain or reduce infiltration of surface water into soil behind the wall relative to current conditions. Irrigation systems and water bearing utilities between the retaining wall and new building should be avoided. Roof and other surface water drains should not be connected to footing drains. Unlined stormwater management roof dripline filtration or other systems that would promote surface water infiltration into naturally deposited soils should not be used. If dripline filtration is proposed, only lined systems that prevent infiltration into soil and that convey water to a free-draining, closed conduit storm water feature should be used.

Construction Considerations: Preliminary evaluations indicate the depth of excavation needed to construct the new building's southwesterly foundation wall (i.e. foundation wall nearest and parallel to the existing retaining wall) will be about 10 to 12 feet below current ground surface. Similar excavation depths will be needed to construct the northwest and southeast foundation walls near where they connect to the southwest foundation wall.

Because the existing retaining wall construction is uncertain and the wall might rely on soil behind it for support (i.e., the wall might not be a gravity wall), steep open slope excavations behind the wall more than a 2 to 3 feet deep do not appear technically practical. Additional investigation of the construction of the wall would be needed in order to determine the ability of the wall to be self-supported. The need for temporary excavation support should be anticipated to construct foundations in the southwest part of the new building. Underpinning of cast in-place retaining wall(s) near the west corner of the property might be also be needed.

Design of temporary earth support and underpinning systems should be performed by a Licensed Professional Engineer retained by the Contractor. It is anticipated the Contractor's Engineer will evaluate soil properties, as appropriate, to the temporary earth support systems and underpinning

selected by the Contractor. The Contractor's temporary earth support design, and excavation and pile installation procedures should be submitted for technical review and approval by the Structural Engineer and Civil Engineer, as appropriate, prior to construction. RWG&A is available to assist with the above reviews, if requested. Construction documents and specifications should require daily monitoring of the support system and the existing retaining wall. Temporary earth support considerations are discussed further below.

Temporary Earth Support: Soldier pile and lagging support is recommended in the southwest part of the site. The soldier pile and lagging support should be setback from the retaining wall as much as practicable to construct the foundation wall. Sheet piles should not be used for temporary earth support. Soldier piles should be low-displacement piles such as steel H-piles to reduce soil disturbance and vibration amounts during construction. Predrilling could also be used at soldier pile locations to reduce construction vibrations and to probe for buried obstructions. Soldier piles should be driven with lower energy impact hammer to required depths; vibratory hammers should not be used.

Underpinning: Underpinning is a construction technique used to transfer the loads of an existing foundation, such as a cast-in-place retaining wall, to a new foundation bearing below the zone of influence of an excavation. Pit underpinning might be practical where the excavation does not undercut existing footings more than a few to several feet. Pile underpinning used together with temporary excavation support appears to be a technically feasible method for construction of deeper excavations. Typical pile types include, but are not necessarily limited to, helical piles, steel H-piles, and auger piles. It should be noted that driven displacement pile types such as timber, steel pipe or pre-cast concrete are not recommended.

Construction Vibrations: Vibrations from construction activities such as pile driving and soil compaction could have deleterious effects on existing structures including the retaining wall. Construction methods to reduce construction-induced vibrations from pile driving are described in *Temporary Earth Support* and *Underpinning* above.

Soil compaction can be a source of construction vibrations. Self-propelled drum rollers may need to be operated in static mode if construction vibrations are excessive. If compaction requirements cannot be met with this approach, then smaller sized and/or hand-operated compaction equipment and thinner fill lifts might be needed to achieve compaction requirements while reducing construction vibrations. Selection of backfill materials can help reduce construction vibrations; crushed stone is an alternative to sand and gravel fill that generally takes less vibratory energy to compact to a dense condition.

Evaluation Limitations

This geotechnical evaluation is preliminary and is suitable for planning and preliminary design purposes only. This report has been prepared for specific application to the proposed 4-Story Residential Building to be built at 24 St. Lawrence Street in Portland, Maine, and for the exclusive use of Will & Kelly Williams. Geotechnical engineering services have been completed in accordance with generally accepted soil and foundation engineering practices. No other warranty, expressed or implied, is made. In the event that any changes are made in the nature, design, or location of proposed building, the evaluations and recommendations of this report should be reviewed by RWG&A, and confirmed or revised in writing.

The nature of variations between the exploration and other locations might not become evident until a final geotechnical evaluation is completed and/or construction begins. If variations are encountered, it will be necessary for RWG&A to re-evaluate the recommendations presented in this report.

Closure

RWG&A appreciates the opportunity to be of service on this project and looks forward to a continuing relationship during final design and construction. Please contact us if there are any questions about this report or if RWG&A may be of further service.

Sincerely,

R.W. GILLESPIE & ASSOCIATES, INC.

STATE OF MAINE ERIK J. WIBERG No. 9178 4/30/18 LICENSED PROFESSIONAL ENGINEER

Erik J. Wiberg, P.E.
Chief Geotechnical Engineer

Matt R. Grenier, P.E.
Technical Reviewer

EJW:md
In duplicate

Cc: William Savage, P.E., Acorn Engineering, Inc. (via email)

Attachments:

Figure 1, *Locus Map,*
Figure 2, *Exploration Location Plan*
Figure 3, *Concept for Foundation Embedment Behind Retaining Wall*
Appendix A, *Photographs*
Appendix B, *Exploration Logs*

G:\PROJECTS\1600\1645\1645-001-18\Reports\2018-04-30 Wall Condition and Protection Evaluation 1645-001.docx

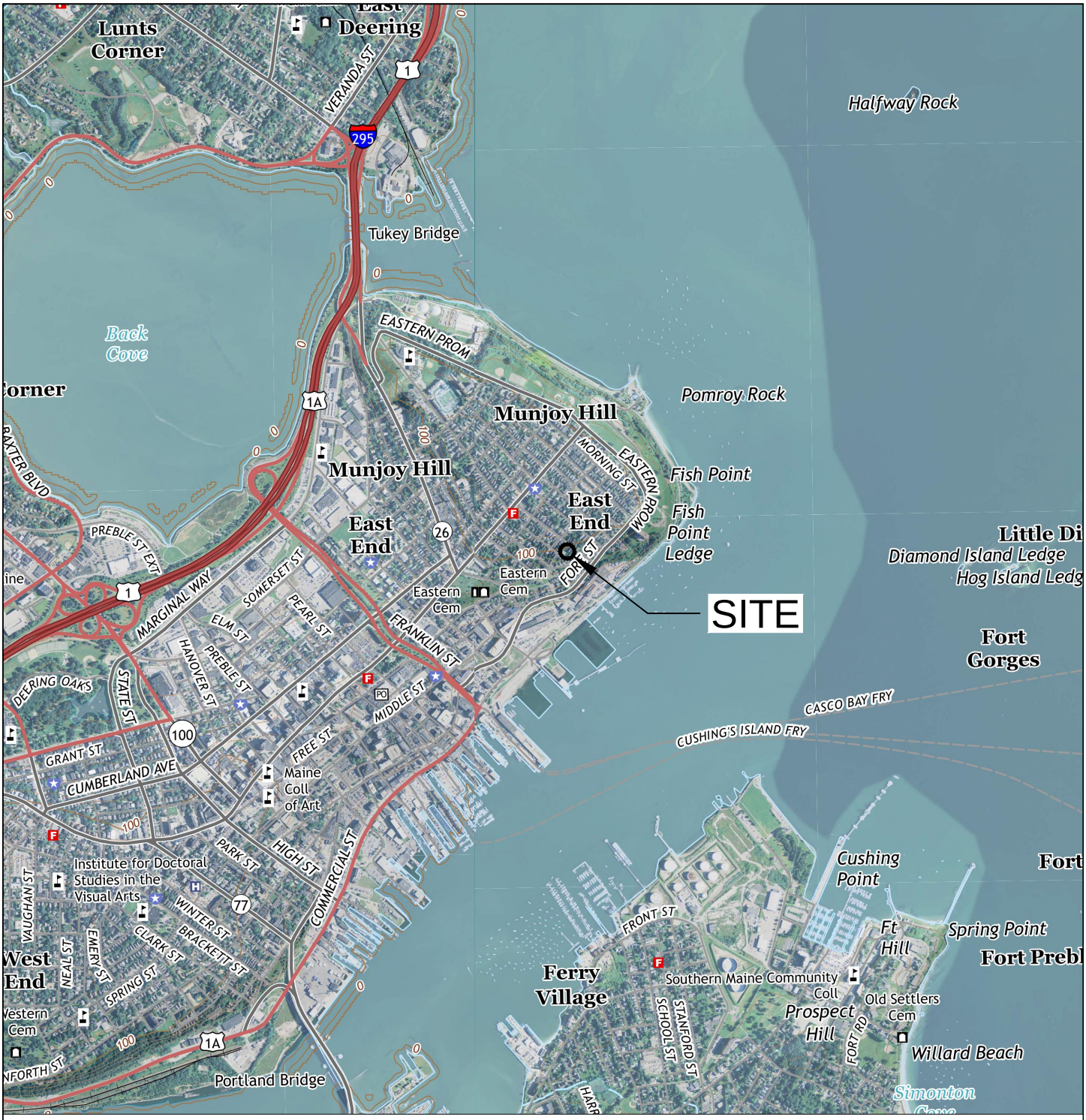

FIGURE 1
LOCUS MAP
GEOTECHNICAL EVALUATION
PROPOSED 4-STORY RESIDENTIAL BUILDING
PORTLAND, MAINE

APRIL 2018 PROJECT NO. 1645-001

SOURCE:
USGS 7.5-MINUTE TOPOGRAPHIC QUADRANGLE OF PORTLAND EAST, ME, DATED 2014 AND PORTLAND WEST, ME, DATED 2014.

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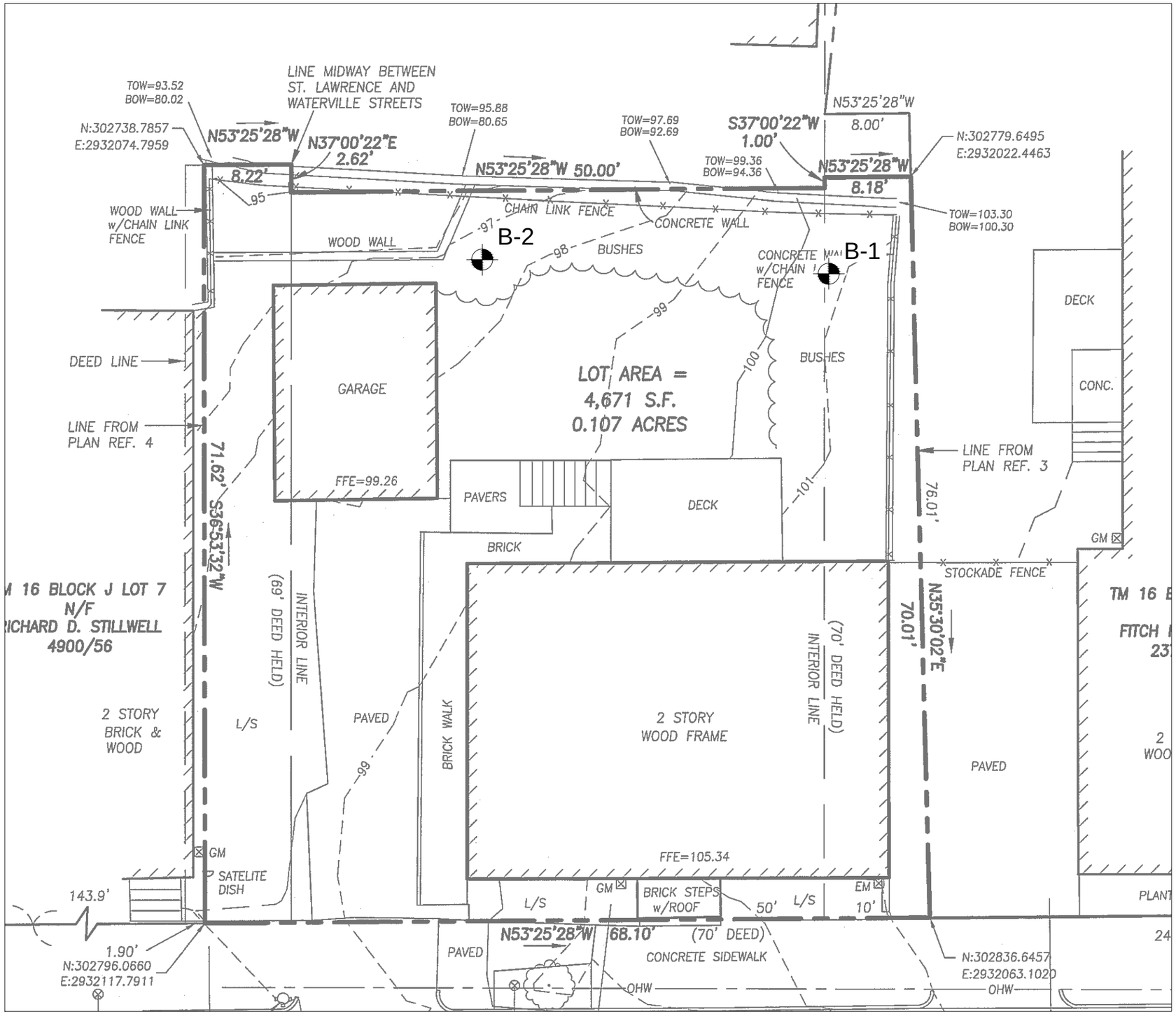
Geotechnical Engineering ● Materials Testing Servies
Environmental Consulting ● www.rwgillespie.com

G:\AutoCad\1600\1645-01\FIG 1, LOCUS MAP 1645-001.dwg, 4/30/2018 2:14:58 PM, DWG To PDF.pc3



LEGEND:

B-1 APPROXIMATE LOCATION OF SOIL BORING DRILLED MARCH 2018.

SOURCE:
DRAWING NO. 1, TITLED "BOUNDARY AND TOPOGRAPHIC SURVEY", PREPARED BY OWEN HASKELL, INC., DATED NOVEMBR 30, 2016.

FIGURE 2
PROPOSED BORING LOCATION PLAN
GEOTECHNICAL EVALUATION
PROPOSED 4-STORY RESIDENTIAL BUILDING
PORTLAND, MAINE

APRIL 2018 PROJECT NO. 1645-001

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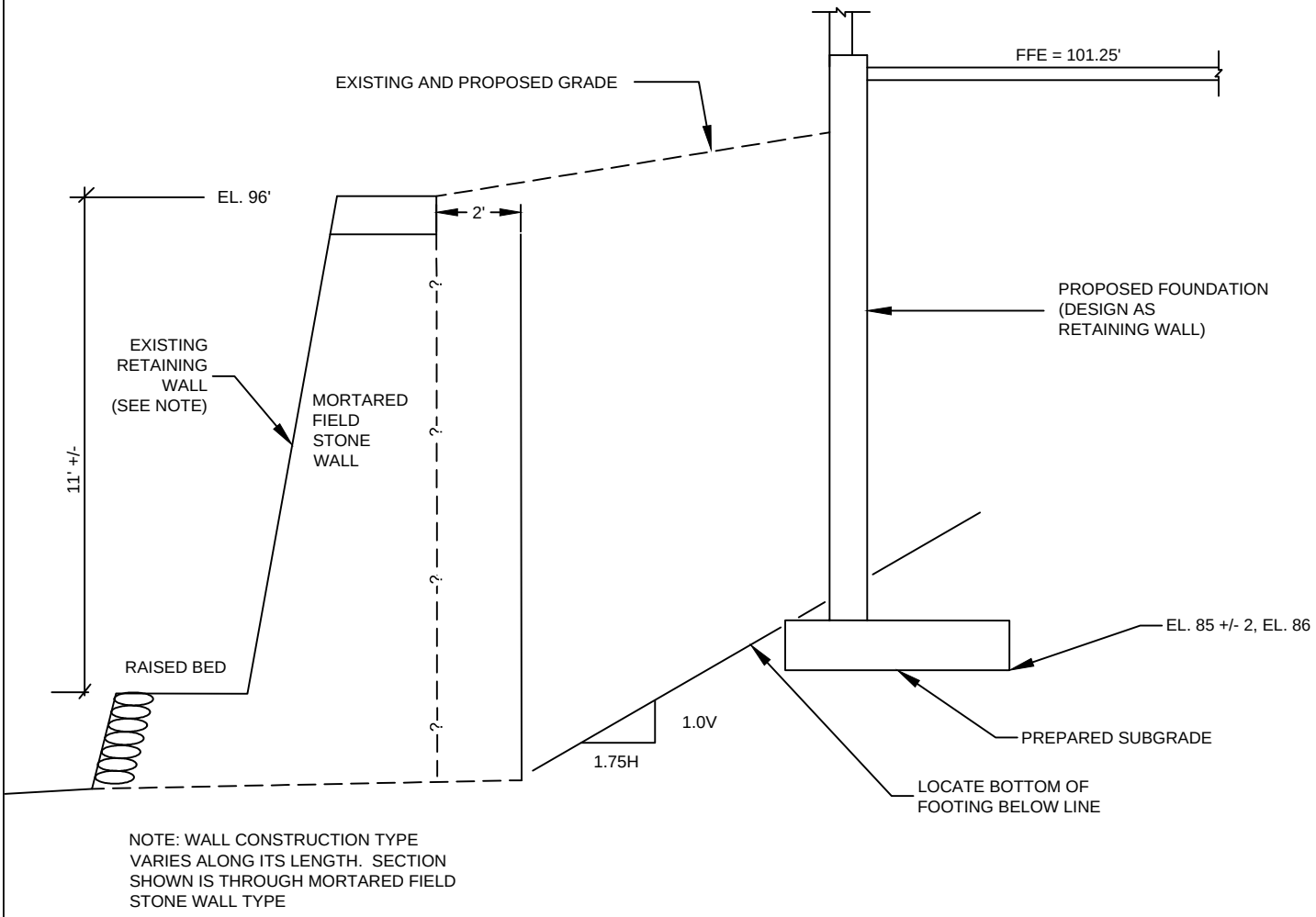
G:\Autocad\1600\1645-001\FIG 2 PROP BORING\P1645-001.dwg 4/30/2018 2:11:31 PM DWG To PDF.pc3



NOTE: WALL CONSTRUCTION TYPE VARIES ALONG ITS LENGTH. SECTION SHOWN IS THROUGH MORTARED FIELD STONE WALL TYPE

NOT TO SCALE

FIGURE 3
CONCEPT FOR FOUNDATION EMBEDMENT
BEHIND EXISTING RETAINING WALL
PROPOSED 4 STORY RESIDENTIAL BUILDING
PORTLAND, ME

PRELIMINARY - NOT FOR CONSTRUCTION

APRIL 2018 PROJECT NO. 1645-001

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G:\Autocad\1600\1645-01\FIG 3, RETAINING WALL 1645-001.dwg, 4/30/2018 2:12:04 PM, DWG To PDF.pc3

APPENDIX A

PHOTOGRAPHS

Geotechnical Engineering Services
Proposed 4-Story Residential Structure
Portland, Maine

Photograph No.: 1
Photo Date: 07 February 2018
Source: RWG&A
Description:
Lower part of retaining wall (left portion) taken from below wood deck at 25 Washington Street dwelling.

Photograph No.: 1
Photo Date: -
Source: Client
Description:

Left portion of retaining wall facing southwest. Wall benched/stepped about mid-height of total retained height.

Photograph No.: 3
Photo Date: 07 February 2018
Source: RWG&A
Description:
Central portion of retaining wall. Wall benched/stepped about mid-height of total retained height. Lower portion inaccessible for direct viewing.

Photograph No.: 4
Photo Date: 07 February 2018
Source: RWG&A
Description:
Right end of central portion of retaining wall.

Photograph No.: 5

Photo Date: 07 February 2018

Source: RWG&A

Description: Right portion of retaining wall.

APPENDIX B

EXPLORATION LOGS

Geotechnical Engineering Services
Proposed 4-Story Residential Structure
Portland, Maine

RWG&A, Inc. soil descriptions are based on the following criteria. Descriptive terminology is used to denote the grain size and percentage of each component. The soil descriptions are based on visual-manual classification procedures, Standard Penetration Test results, and the results of laboratory testing on selected soil samples, where available. The Unified Soil Classification Group Symbol will be indicated in capital letters.

COMPONENT DEFINITIONS BY GRADATION SIEVE LIMITS

Materials	Definitions	Fractions	Upper	Lower
Boulders	Material too large to pass through an opening 12 in. square.			
Cobbles	Material passing through a 12 in. opening and retained on the 3 in. sieve.			
Gravel	Material passing the 3 in. sieve and retained on 1/4" (No. 4 sieve).	Coarse Fine	3 in. 3/4 in.	3/4 in. 1/4 in.
Sand	Material passing the No. 4 sieve and retained on the No. 200 sieve.	Coarse Medium Fine	No. 4 (1/4") No. 10 (1/8") No. 40 (1/32")	No. 10 (1/8") No. 40 (1/32") No. 200
Silt	Material passing the No. 200 sieve which is usually non-plastic in character and exhibits little or no strength when air dried.		No. 200	
Clay	Material passing the No. 200 sieve which can also be made to exhibit plasticity within a certain range of moisture contents and which exhibits considerable strength when air dried.		No. 200	

SOIL DESCRIPTION

General

Soils are described as to the Unified Soil Classification Systems Group Symbol, density or consistency, color, grain size distribution and other pertinent properties such as plasticity and dry strength. The RWG&A order of descriptors is as follows:

1. USCS Group Name and Symbol, or Fill
2. Density or Consistency
3. Moisture
4. Grain Size & Constituent percentages
5. Other pertinent descriptors
6. Color

DESCRIPTIVE TERMINOLOGY DENOTING COMPONENT PROPORTIONS

Descriptive Terms	Range of Proportions
Noun (major component)	≥50%
Adjective (secondary component)	20 - 50%
Some (third component)	25 - 45%
Little (second or third component)	15 - 25%
Few (second or third component)	5 - 15%
Trace	0 - 5%
With	Amount of component not determined. Used as a conjunction only. Does not indicate component percentile

OTHER DESCRIPTIVE TERMS

Where appropriate, geological classifications are also used (Glacial Till, etc.)

TYPICAL DESCRIPTIONS

SAND WITH SILT (SP-SM): Medium dense, moist, coarse to medium sand, few silt, brown.
FILL; Loose, dry, fine sand, some gravel and silt, with brick and concrete fragments, dark brown.
SILTY CLAY (CL); Very stiff, moist, silty clay, olive-brown.

DENSITY OR CONSISTENCY OF SOILS

COHESIVE SOILS

Consistency of Cohesive Soils	Standard Penetration Test (Blows Per Foot) (N)	Undrained Shear Strength (TSF)
Very Soft	0 - 2	Below 0.13 (250 psf)
Soft	2 - 4	0.13 to 0.25 (to 500 psf)
Medium	4 - 8	0.25 to 0.5 (to 1,000 psf)
Stiff	8 - 15	0.5 to 1.0 (to 2,000 psf)
Very Stiff	15 - 30	1.0 to 2.0 (to 4,000 psf)
Hard	Over 30	over 2.0 (over 4,000 psf)

Consistency of cohesive soils is based upon field vane shear, torvane, or pocket penetrometer, or laboratory vane shear or Unconsolidated-Undrained Triaxial Compression tests. Consistency of cohesive soils is based upon the Standard Penetration test when no other data is available.

COHESIONLESS SOILS

Density of Cohesionless Soils	Standard Penetration Test (Blows per Foot) (in)
Very Loose	0 - 4
Loose	4 - 10
Medium Dense	10 - 30
Dense	30 - 50
Very Dense	over 50

PENETRATION RESISTANCE

STANDARD PENETRATION TEST (ASTM D1586) - a 2.0-inch diameter, 1-3/8 inch inside diameter split barrel sample is driven into soil by means of a 140-pound weight falling freely through a vertical distance of 30 inches. The total number of blows required for penetration from 6 to 18 inches is the Standard Penetration Resistance (N).

COBBLES AND BOULDERS

The percentage of cobbles and boulders is estimated visually where possible.

Descriptive Term	Estimated Percentage
Very Few	0 - 10%
Few	10 - 25%
Common	25 - 40%
Numerous	40 - 50%

If the percentage cannot be determined, as in a typical test boring, then use “with” to indicate the presence of cobbles and/or boulders. (i.e., gravelly sand with cobbles and boulders).

FILLS

The following terminology is used to denote size range of man-made materials within fill deposits:

Size Range	Comparative Soil Terms
<No. 200 Sieve	Silt - size
No. 200 to 1/4 in.	Sand - size
1/4 in. to 3 in.	Gravel - size
3 in. to 12 in.	Cobble - size
>12 in.	Boulder - size

SUPPLEMENTAL SOIL DESCRIPTION TERMINOLOGY

Term	Example	
Seam	Typically 1/16 to 1/2 inch thick	1/4 inch sand seams
Layer	Greater than 1/2 inch thick	2-inch sand layers
Occasional	One or less per foot of thickness	
Frequent	More than one per foot of thickness	
Interbedded	Alternating soil layers of different composition	
Varved	Alternating thin seams of silt and clay	
Mottled	Variations in color	

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Geotechnical Engineering • Geohydrology • Materials Testing Services

Boring Log: B-1
Total Depth (ft): 27
Sheet 1 of 1

Project Name: Proposed 4-Story Residential Building
RWG&A Project No. 1645-001
Location: Portland, Maine
Client: Will & Kelly Williams
RWG&A Representative: D. Walker
Boring Location: See Exploration Location Plan
Boring Abandonment Method: Backfill with cuttings
Observed Water Depth: 12'

Drilling Contractor: N.E. Boring Contractors
Drill Rig: M1, Rubber-Track
Driller Rep.: Mike Porter, Jaime
Date Started: 03/22/2018
Date Completed: 03/22/2018
Surface Elevation: N/A
Drilling Method: 2.25" ID HSA
Casing Type: N/A

DEPTH, FT.	SYMBOL	SAMPLES	SAMPLE NUMBER	DESCRIPTION OF MATERIAL	SAMPLE RECOVERY, IN.	BLOWS PER 6"	SPT-N BLOWS PER FT.	MOISTURE CONTENT %	LAB TESTS
0			S-1	TOPSOIL AND ORGANIC MATERIAL (3 inches). Dark brown, moist, silt, frequent roots.	6	1 2 2	4		
			S-2	FILL; Moist, silt, trace fine sand, dark brown.	8	1	6		
				SILTY SAND (SM); Moist, loose to medium dense, fine sand, some silt, trace medium to coarse sand, brown.		1 3 3			
5				Cobble at 4'.		18			
			S-3		14	5 4 9	13		
			S-4	Cobble at 7'.	20	16	63		
				SILTY SAND WITH GRAVEL (SM); Very dense to medium dense, wet, fine sand, some silt, few fine gravel, few to little clay, olive brown. Slightly friable with evidence of mottling.		35 27 36			
10						43			
			S-5	Cobble at 9'.	14	21 23 17	40		
				Mottling no longer observed.		23			
15			S-6		14	7 9 12 13	21		
20			S-7	Clay content increases to little at 20'.	20	6 5 9 12	14		
25			S-8		24	6 6 6 10	12		
				Bottom of Exploration at 27'; Not refusal.					
30									

Notes:

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Boring Log: B-2
Total Depth (ft): 27
Sheet 1 of 1

Project Name: Proposed 4-Story Residential Building
RWG&A Project No. 1645-001
Location: Portland, Maine
Client: Will & Kelly Williams
RWG&A Representative: D. Walker
Boring Location: See Exploration Location Plan
Boring Abandonment Method: Backfill with cuttings
Observed Water Depth: 16'

Drilling Contractor: N.E. Boring Contractors
Drill Rig: M1, Rubber-Track
Driller Rep.: Mike Porter, Jaime
Date Started: 03/22/2018
Date Completed: 03/22/2018
Surface Elevation: N/A
Drilling Method: 2.25" ID HSA
Casing Type: N/A

DEPTH, FT.	SYMBOL	SAMPLES	SAMPLE NUMBER	DESCRIPTION OF MATERIAL	SAMPLE RECOVERY, IN.	BLOWS PER 6"	SPT-N BLOWS PER FT.	MOISTURE CONTENT %	LAB TESTS
0			S-1	TOPSOIL AND ORGANIC MATERIAL (6 inches). Dark brown, moist, silt, frequent roots.	6	1/12"	2		
				FILL; Moist, fine sand, some silt, trace fine gravel and brick, dark brown.		1			
				SILTY SAND (SM) Moist, medium dense, fine sand, some silt, trace fine gravel, brown.		1			
5			S-2		16	10	26		
						8			
						18			
				SILTY SAND WITH GRAVEL (SM); Medium dense, moist, fine sand, some silt, little fine gravel, few to little clay, olive gray. Mottling of coarse grain sediments.		30			
10			S-3		22	12	25		
						11			
						14			
				Drilling resistance decreases at 14'.		13			
15			S-4		20	3	16		
				Becomes loose, wet at 16', trace clay.		4			
				SAND WITH SILT (SM); Medium dense, moist, fine sand, little silt, reddish brown at 16.5'		12			
						12			
20			S-5	SILTY SAND (SM); Loose, wet, fine sand, some silt, few fine gravel, trace clay, gray.	24	3	8		
						3			
						5			
						7			
25			S-6		24	6	9		
						4			
						5			
				Bottom of Exploration at 27'; Not refusal.		7			
30									

Notes:

May 29, 2018

Caitlin Cameron, Urban Designer
Planning and Urban Development Department
389 Congress Street
Portland, Maine 04101

Re: **24 St Lawrence Street**
Portland, Maine

Dear Caitlin,

Per your design review comments (attached) of March 16, 2018, we are providing a revised design that we believe addresses all the issues associated with the Portland Design Manual Standards. Please see the drawings for the redesign. Our responses are as follows:

Principle A – Overall Context

Scale and Form: The original design was much larger than this resubmitted design. The height of the previous design was four stories (above the grade plane) and slightly under the 45' zoning height limit. The front façade extended the entire width of the lot (except for the required side setbacks). The revised design was brought down in height from four stories (above the grade plane) to three stories. This was accomplished by locating the garage level down into the site. The overall height has been reduced from approximately 45' to 38' (which is close to the ridgeline of the existing house, see Elevations). To be able to accomplish this, the garage level access had to be modified. The original design had the access to the garage level (via the overhead door) directly on the front (St. Lawrence street) facade. The revised access is on the downhill side of the site and the overhead door has been relocated. This reduces the overall width of the design by over 6', and allows the large overhead garage door to be placed on the side, towards the rear of the site, rather than on the front.

Composition of Principal Facades: This design now follows a typical 3-bay composition. A historical symmetry has been established, and an emphasis to the main entrance has been added by placing it in the center. By having three stories above the grade plane, only one stair is required (in lieu of two required stairs in the previous design). Since this circulation is no longer required, more living space is able to be located on this street side.

Relationship to the Street: The new design is able to reflect the typical building placement on the site. This neighborhood has developed a rhythm of "building/driveway/building/driveway". With the relocation of the driveway to the downhill side, this rhythm can be maintained. Also, the previous design had the first floor living area approximately 10' above the street level (at the center of the building). Since the garage level in this design has been lowered, the living space on the first level is now 4'-3" above the street level. This allows for a greater connection to the street, while still providing privacy for its occupants.

Principle B – Massing

Massing: As previously stated, this design has been reduced both in height and width from the earlier submission (7' and 6' respectively). Please refer to the elevations for the comparison between the revised design, the original design, and the existing residence.

Principle C – Orientation to the Street

The revised design lowers the level of the first floor living space by 5'-9" from the street level. The previous design had the garage level almost completely above the grade level. Since the garage level has been recessed into the site, living space is more closely attached to the street level, while still providing privacy. The main entrance is now highlighted and moved to the center of the symmetry, and provided with a lobby/transition space to the building.

Principle D – Proportion and Scale

With the removal of a stair tower, the revised design utilizes a symmetrical vertical 3-bay proportion which is more prevalent in the neighborhood.

Windows: The square windows in the stair towers have been removed. Windows with a more vertical, traditional proportion are used.

Principle E – Balance

No comments to address.

Principle F – Articulation

Main Entries: The secondary entrance has been removed, giving further prominence to the main entry.

Principle G – Materials

Materials are indicated on the elevations.

Materials: The "tower" has been removed. Materials are consistent with the current residential context. Brick masonry is being used at the base, with clapboard and/or shingle siding on the upper levels.

Material and Façade Design: The four story brick tower has been removed. The brick masonry base remains, but with the reduction in overall width and the more vertical 3-bay configuration used, we feel as though the brick grounds the building, without emphasizing its width.

Standard 2

The revised design still sets close to the street, but this is consistent with the buildings on both sides of this lot. However, the building no longer occupies the full width of the lot. The entrance to the garage level has been moved from the center of the building to the downhill side. This is a more common configuration in the R-6 context.

One item of note, moving the driveway to the downhill side also provides the 10' clearance desired by the fire department to the neighboring property.

Conclusion

We feel that this revised design addresses all of the issues associated with the Design Guidelines as put forth in your review. The building has been reduced in height, number of stories above the grade plane, and in width. The reduction of the number of stair towers has allowed living space to be on the front (street side) façade, and it has been lowered closer to the grade plane. The driveway has been moved to the downhill side, enabling the rhythm of the street and allowing for fire department access to the neighboring building. A more traditional 3-bay, vertical configuration is used, and enhanced by the materials and window sizes.

Sincerely,

Mark Chaloupecky
Port City Architecture

Planning and Urban Development Department
Planning Division

Subject: R-6 Small Infill Design Review – 24 St. Lawrence Street

Written by: Caitlin Cameron, Urban Designer

Date of Review: Friday, March 16, 2018

A design review according to the *City of Portland Design Manual* Standards was performed for the proposed new construction of a multi-family dwelling at 24 St. Lawrence Street. The review was performed by Caitlin Cameron, Urban Designer, Shukria Wiar, Planner, along with Jeff Levine, Department Director, all within the Planning Division of the Department of Planning & Urban Development. The project was reviewed against the *R-6 Small Infill Development Design Principles & Standards* (Appendix 7 of the Design Manual) as well as the *Two-family, Special Needs Independent Living Units, Multiple-family, Lodging Houses, Bed and Breakfasts, and Emergency Shelters* (Section I of the Design Manual).

Design Review Criteria:
The project was reviewed with the Alternative Design Review which has the following criteria:

A. Proposed design is consistent with all of the Principle Statements
B. The majority of the Standards within each Principle are met
C. The guiding principle for new construction under the alternative design review is to be compatible with the surrounding buildings in a two-block radius in terms of size, scale, materials, and siting, as well as the general character of the established neighborhood, thus Standards A-1 through A-3 shall be met.
D. The design plan is prepared by an architect registered in the State of Maine.

Findings of the Design Review:
The proposed design **does not pass** all of the criteria of the R6 Alternate Design Review – please refer to comments below.

- **Label the materials on the elevations; clarify discrepancy between materials on elevations and renderings**
- **Provide a design narrative that explains how the proposal meets the design standards.**
- **Project exceeds the 60% lot coverage**

Design Review Comments *(red text denotes principles or standards that are not met)**:***
Appendix 7: R-6 Infill Development
Principle A Overall Context –Not Met – see below.

- *A-1 Scale and Form:* The building scale is larger than most buildings on this street which is exacerbated by the placement of the circulation on the front and by creating a broad front façade without a proportionate open space buffer on the sides. Of the larger multi-family buildings in the neighborhood, usually the scale is mitigated either by building only 3 stories or if building 4 stories, a narrower, vertical proportion is used. In

those rare instances where a larger scale, wider building has been built, the scale is mitigated by keeping wider setbacks as a buffer and through elements such as bay windows, balconies and porches, varied rooflines, and/or massing changes at the street. Some scale mitigation has been achieved by varying the massing, lowering the height where possible, and varying materials. Staff suggests that massing and programmatic changes should be made to mitigate the bulk and scale of this project – the roof form could be modified to further reduce the scale impacts. It appears the proposed project exceeds the maximum Lot Coverage.

- *A-2 Composition of Principal Facades:* The façade composition, though providing local symmetry and windows to accentuate the massing variation, does not follow the typical two or three-bay composition. The façade composition is largely impacted by placement of all the circulation at the front façade with no living space facing the street. The current façade composition places hierarchy at the corner with a "tower" but that does not correspond to the main entrance of the building.
- *A-3 Relationship to the Street:* The street wall is maintained and building placement in relationship to St. Lawrence Street is consistent with the neighboring properties. The project deviates from the pattern of building placement on the lot and the spacing of the residential fabric in this neighborhood. The ground floor is raised a whole story which is higher than typical residential development patterns but common for contemporary projects – this elevated living space is created by the ground floor garage. There is no living space on the ground floor beyond the entrance foyer.

Principle B Massing – Not Met – There is concern about the bulk and mass of the building compared with the size of the lot and the established patterns on the surrounding streets. The building is larger in scale than what is found in the context in both height and width of the building. The massing is reflective of the program arranged to place all circulation facing the street. The project does vary the massing which is encouraged.

- *B-1 Massing:* The proposed mass is wider on the street than the typical building context.
- *B-2 Roof Forms:* The proposed flat roof form is in keeping with the traditional multi-family building types found in the context.
- *B-3 Main Roofs and Subsidiary Roofs:* Met – there is a clear main roof form.
- *B-4 Roof Pitch:* The standard requires that mono pitched roofs shall not have a pitch of less than 7:12.
- *B-5 Façade Articulation:* The project employs a covered and recessed entry.
- *B-6 Garages:* The garage is attached, the door is slightly set back from the front façade and includes living space above. The garage door is less than 40% of the building width.

Principle C Orientation to the Street – Partially Met – The project appropriately provides a sense of transition and privacy for the residential uses, however, the ground floor minimally reinforces a sense of the public realm –there is a recessed, covered entry facing the street but no ground floor living space to enhance the pedestrian friendliness and sociability of the streetscape as desired in this principle statement.

- *C-1 Entrances:* The main entry is emphasized with the canopy and recess.
- *C-2 Visual Privacy:* Visual privacy is adequately addressed; all living spaces are above the ground floor.
- *C-3 Transition Spaces:* The project uses a canopy and a vestibule for transition space.

Principle D Proportion and Scale – Partially Met – The proportion of the front façade is not one typically found in the context which is usually a discernable vertical proportion. Individual building elements are human-scaled.

- *D-1 Windows:* The majority of windows are rectangular. Windows in the stair towers are square, but the other window type has a vertical proportion, though different size and proportion from what is found in the context.
- *D-2 Fenestration:* The project appears to meet the 12% fenestration requirement and appropriately scaled to the massing of the building. The front façade is predominantly circulation space, rather than living space - this program rationalizes the use of smaller, square windows.
- *D-3 Porches:* Not applicable

Principle E Balance – Met – The building façade composition creates a sense of balance with good use of overall and local symmetry and articulation of façade materials.

- *E-1 Window and Door Height:* The majority of window and door head heights align along a common horizontal datum.
- *E-2 Window and Door Alignment:* The majority of windows shall stack so that centerlines of windows are in vertical alignment.
- *E-3 Symmetricality:* Primary window compositions are arranged symmetrically around discernable vertical axes.

Principle F Articulation – Met – Articulation is provided through material and trim texture, changes in façade planes, and recessed entry with canopy.

- *F-1 Articulation:* The design uses dimensional trim and the texture of the material to provide surface articulation and visual interest.
- *F-2 Window Types:* Two window types are used.
- *F-3 Visual Cohesion:* The visual cohesion of the façade is good.
- *F-4 Delineation between Floors:* The ground floor is delineated with a different material and trim board. Otherwise, the windows and board provide some delineation of the upper floors.
- *F-5 Porches, etc.:* The stoop and canopy are well integrated into the overall design.
- *F-6 Main Entries:* The main entry is emphasized with prominent placement facing the street, the use of a canopy, and a recess. The secondary entrance should continue to be subsidiary to the main entrance, but could be a nicer door with glass or similar considering its placement so close to the street.
- *F-7 Articulation Elements:* It appears the rake of the roof meets the 6" requirement; the trim details are not clear but trim is provided at the windows, ground floor, and cornice; offsets in the principal façade are at least 12".

Principle G Materials – Information Needed – There is a discrepancy between the materials depicted in the elevations and the renderings. Provide material labels on the elevations. The material choices are contextual and fine-grained. Material placement should be used to help mitigate the scale of the building.

- *G-1 Materials:* The residential context is predominantly clapboards with occasional shingle or brick. The shingle and clapboard are fine-grain materials in keeping with the context. Brick at the ground floor is logical and grounds the building. Staff question the use of brick on the four-story "tower" as being too heavy. Clapboard or shingle is recommended.

- *G-2 Material and Façade Design:* The materials are appropriately placed according to their nature, except there is some concern about carrying the brick for the full four stories at the corner of the building. The material placement helps break down the façade composition, however, the ground floor delineation and change in material does emphasize the width of the building.
- *G-3 Chimneys:* Not applicable.
- *G-4 Window Types:* Two window types are used on the front façade.
- *G-5 Patios and Plazas:* Entrance areas use brick and concrete.

(i) Two-family, Special Needs Independent Living Units, Multiple-Family, Lodging Houses, Bed and Breakfasts, and Emergency Shelters *(red text denotes standards that are not met)**:***

Standard 1 – Partially Met – See R-6 comments above.

Standard 2 – Partially Met – The building sits close to the street with a slight front yard setback buffer consistent with residential architecture in this neighborhood. However, the established pattern on this street is the building placed uphill with a sideyard driveway downhill. This spacing is very common in the R-6 context – the proposed project occupies the full width of the lot with building and places the driveway and garage in the center of the lot.

Standard 3 – Met – The project provides balcony space for each dwelling unit.

Standard 4 – Met – The project has a high level of fenestration and the provision of balconies also contributes to residents' access to light and air. Storage is provided within each unit.

Standard 5 – Met – The parking is structured and screened from view. The garage door meets the zoning for maximum width.

Standard 6 – Not Applicable

Google Groups

RE: Development at 24 St. Lawrence St.

Ariana van den Akker <ariana.daly@gmail.com> Nov 2, 2017 12:14 PM
Posted in group: **Planning Board**

Dear Chair and Board Members:

I'm writing regarding the plan to demolish 24 St. Lawrence Street and rebuild as condos. As a former renter at 28 St. Lawrence (next door), and a current resident of Munjoy Hill, I have several concerns:

1. The increasing lack of affordable rental/housing units in Munjoy Hill. Munjoy Hill is full of expensive new condo projects offering units at rates that most people who live and work in Portland year-round cannot afford. As an employee of a non-profit, I can only afford to live in Portland because of landlords like Martica Sawin at 28 St. Lawrence, who rented her unit at a reasonable rate because she didn't want to push people like my roommate (who also works at a non-profit) and me out of the neighborhood. This project will push current renters out, decrease the diversity of the neighborhood, and worsen the problem of the lack of affordable housing.

1. The building does not fit the character of those around it. One of the best aspects of St. Lawrence Street is how much space there is between houses, which allows for more gardens and green space than other places in the city. Although there are several multiple family houses and condos already on St. Lawrence St., there is adequate spacing between them and neighboring buildings. This building at 24 St. Lawrence as proposed is unnecessarily tall and close to neighboring houses.

1. The plan, as rendered, blocks essentially all sunlight to the neighboring property of 28 St. Lawrence Street, which decreases property value and quality of life.

Thank you for your consideration of this matter,

Ariana van den Akker

Google Groups

Re: proposed tear-down and construction at 24 Lawrence Street

me <jmy@portlandmaine.gov> Jan 10, 2018 8:45 AM
Posted in group: **Planning Board**

Good Morning,

Thank you for your e-mail. Your public comment will be included in the review and will become part of the public record.

If you have any further questions, please contact me.

Jennifer Munson, Office Manager
Planning and Urban Development Department
4th Floor, 389 Congress Street
Portland, ME 04101
Phone: (207)874-8719
Email: planningboard@portlandmaine.gov

On Wednesday, January 10, 2018 at 6:30:19 AM UTC-5, Beth Snyder wrote:

> To the Planning Board of the City of Portland,
>
> I live at 81 North Street, a brick house built in 1854 by Moses Gould. I value the historic character of our Munjoy Hill neighborhood and have watched homes being torn down and replaced with structures that are jarring with the character of the neighborhood.
>
> I'm writing you to oppose the proposed project at 24 Lawrence Street. After attending a meeting at our East End Elementary School where the architects showed drawings and explained their design for a new structure, I was dismayed. It looked like a medical building. It promoted no engagement on the street. Cars would enter the first floor parking and residents would take an elevator to their condo, in which all activity was oriented to the back of the building. The structure was huge in scale. It would look ridiculous between the flanking, much smaller homes. It would block light and destroy the appeal of the surrounding homes.
>
> I remember well how upset the large number of neighbors were after seeing and hearing the presentation that evening. The developer and the architects have not fully considered and implemented the the rules specified in the City's Design Manual in Appendix 7, the Design Principles listed in Section II, and the Alternative Design Review in Section IV.
>
> "*The Planning Authority may request that consideration be made of buildings in the neighborhood that are comparable in size, scale and use to that which is being proposed, or that consideration be made of the characteristics of buildings which were originally designed for a similar use to that which is proposed. The Planning Authority may determine other considerations that shall be made of the proposed building in relation to the neighborhood, due to unique characteristics of a given site.*"
>
> ***PRINCIPLE A*** *Overall Context*

A building design shall contribute to and be compatible with the predominant character-defining architectural features of the neighborhood.

Explanatory Note: The central idea behind good design in an established neighborhood is to reinforce positive features of the surrounding area, which provide its unique identity. To a large degree, the scale, mass, orientation, and articulation of an infill building should be compatible with that of the buildings that surround it.

Compatibility refers to the recognition of patterns and characteristics which exist in a given setting and the responsiveness of a new design with respect to these established patterns and characteristics. While there is no one specific solution for a given setting, there are a number of building characteristics which can be used to gauge visual compatibility of new residential construction in an existing neighborhood. These characteristics include design elements such as:

1. Scale and Form: height, massing, proportion of principal facades, roof shapes and scale of the architectural features of the structure.
2. Composition of Principal Facades: proportion of facades; orientation of openings; ratio of solids to openings; rhythm of fenestration; entrance porches and other projections; and
relations of materials, texture and color.
3. Relationship to the Street: walls of continuity; rhythm of spacing and structures on streets; and orientation of principal elevations and entrances to the street.

Please hold developers and designers to the standards outlined by the city. We do not want to regret ten or twenty years from now our actions, or inactions, of today.

Thank you,

Beth Snyder
81 North Street
Portland, ME 04101

PC3

Google Groups

24 St.Lawrence Street proposed plans

rstillwell@maine.rr.com <rstillwell@maine.rr.com> Jan 7, 2018 3:42 PM
Posted in group: **Planning Board**

To the city of Portland planning board members,
I am writing in regard to the proposed tearing down of the 2-family house at 24 St.Lawrence St. and the building of a 5-unit, 4-story building on that site. My husband, Richard Stillwell and I live next door and own the property at 20 St. Lawrence Street. Richard bought our house in 1975. I have lived there with him since 1983. We are abutting neighbors to this proposed project.

A project of this size causes a lot of forethought, foresight and unfortunately, worry.
We, as well as our immediate neighbors, would like to see a plan of action that we feel will protect our properties. That will ensure that the ground work is done beforehand to ensure this project can be done in a safe manner and is in keeping with the neighborhood.

Our concerns. Our connected retaining walls, our foundations. The proximity of the project proposed is 5 feet from our property lines.

We would like to be assured by the developer and the property owners of 24 St.Lawrence Street that the construction activity will not harm our retaining walls, our house's foundations and walls. An additional in depth engineering study should be conducted, showing due diligence.
A bond of guarantee against damages should be in place beforehand.

A pest control plan should be mobilized before approval of the tear down to eradicate any existing rodents.

Hours of construction activity should be agreed upon and adhered to.

Property lines should be agreed upon.

The scale of this project is huge, it uses 75% of the property. It is not in keeping with the neighborhood. The proposed building stands alone in it's height.
We feel is should be scaled down.

The form does not integrate into the neighborhood. It is rear-facing. It does not share like features of the surrounding houses. There is nothing that joins this building with the others.
There should be a higher standard.
For the integrity of the street and the neighborhood.

There has been an inflexibility with the developer and thus presented, their credibility and approach, to us is in question. There has not been to this point a desire to integrate this project with neighbors in mind or the neighborhood.

I am enclosing a photo of the section of the retaining wall at the rear of 24 St. Lawrence Street and the rear of the property at 25 Waterville Street, owned by Michael Petit and Pamela Day. The distance between our common retaining wall and their building is illustrated.

This project is just too close for comfort or safety.

Thank you for your consideration in evaluating this proposed project.

Sincerely,
Carol Stillwell

PC3a

Google Groups

24 St.Lawrence Street proposed plans

rstillwell@maine.rr.com <rstillwell@maine.rr.com> Nov 1, 2017 3:51 PM
Posted in group: **Planning Board**

October 31,2017

I am writing from 20 St. Lawrence Street regarding the proposed tearing down and building of a 5 unit structure at 24 St. Lawrence St.
My husband has owned our 1890 brick building since 1975, where he has lived and I have lived since 1983. We are opposed to this project for several reasons.

We do not feel that it's scale or design is appropriate in the neighborhood. I have enclosed photos, starting with the property north of 24 St. Lawrence, 20 St. Lawrence and the houses that follow south to the end of the street. When I see the architectural rendering of the proposed property, I say, " What is wrong with this picture?". Sighting chapter 14 of the Land Usage Zoning Ordinance, it does not fit the scale of the surrounding buildings. It shares no architectural features. It looms by itself. It is not a cohesive blend.

Our other concern is a concern of safety. The proximity of the building, the footprint is 5 feet from our property lines. Living on a hill,we are concerned about the stability of our retaining walls during the tearing down of the present house and the deep, vibrating process of drilling for construction for the new 4 story building. We have, throughout the years repaired and replaced walls on our steep embankments. We have shared walls with our neighbors on Waterville Street. The proximity of the proposed building is at best alarming. What guarantee do we have that we will not have damaged or collapsed walls or damage to our close proximity home. I also am enclosing, as the last photograph, a photo taken from my wall, that we share with Michael Petit and Pamela Day's Waterville Street property. In the photo, it shows how close this wall is to their house and the reason for our concern.

Thank you for your time and consideration.
Carol Stillwell

THULE

PC4

Google Groups

24 St. Lawrence St. Development Proposal

J Wuesthoff <jwuest@maine.rr.com> Jan 11, 2018 12:39 PM

Posted in group: **Planning Board**

Dear Members :

Since the late ’60’s I have worked or lived in Portland currently,and for the last 19 years,on Morning Street.

I am familiar with the above site and the attractive structure sitting on it.The proposed replacement does not add to nor enhance that neighborhood.While there may be several buildings in a 2 block radius which might be compatible with the proposed structure in terms of size,scale and character they are not indicative of the general character of the established neighborhood.

I ask that you deny a permit for the proposed development.

Thank you.

R. John Wuesthoff
11 Morning St(780-6557)

PC5

Google Groups

24 St Lawrence St Proposed Condominiums

Jayne Hurley <jhurley@cspinet.org> Jan 8, 2018 4:26 PM

Posted in group: **Planning Board**

Dear City of Portland Planning Board:

I am writing to express my concern about the proposed condo development at 24 St Lawrence St. Like the developers of 31 Fore St., 30 Merrill St., and other recently constructed buildings on Munjoy Hill, it appears the architect chose to follow the "*Alternate Design Review* "option which allows builders to bypass current architectural standards and build "big box" condominium buildings that are hugely out of scale with the rest of the neighborhood and exhibit none of the characteristics of the surrounding buildings.

Craig Cooper, owner of Rainbow Construction, and the builder for another big box gem slated for construction at 25 Monument St., said to me, "If Portland doesn't want developers to build these types of buildings, why did they write the R6 zoning codes to allow it?" And, "Obviously builders are going to construct the biggest building allowed to get the most bang for the buck."

Take another look at the changing landscape of Munjoy Hill. It seems that developers, builders, and architects have gotten your (unintended?) message loud and clear: go big or go home.

It's not too late to send 24 St Lawrence St. back to the drawing board! Make the necessary adjustments now so that the new building will blend more seamlessly into the existing neighborhood.

Thank you for considering my comments.

Jayne G. Hurley

11 St. Lawrence St.

Portland, ME 04101

PC6

Google Groups

New Newsflash 24 St. Lawrence Street - Concerns- Another Example

Karen Snyder <karsny@yahoo.com> Oct 20, 2017 8:49 AM
Posted in group: **Planning Board**

Greetings Planning Board Members and City Planner Wiar,

I am writing to voice my concerns and protest to the below 24 St. Lawrence submitted plan by a property management investment company called HR Property Management.

This submitted plan is a perfect example of what is wrong with the Portland Planning Board process and the Portland City Planning department and it's lack of effort in protecting Munjoy Hill's rich historical New England architecture and housing stock for the local residents in an attempt to replace with a generically modern architecturally-sterile looking building with condos not affordable to most Portlanders (See attached photos).

Unlike the West End which is historically protected, the East End needs also needs preservation/conservation protection before the historic charm of what is loved about Munjoy Hill is ruined and destroyed for ever.

I have attached the photos of what is currently on site versus proposed for 24 St. Lawrence. It is quite disturbing to surrounding property owners.

When surrounding neighbors and property owners are virtually in tears or appalled by a submitted plan, then there is something seriously wrong with the Portland planning board process and the City Planning Dept in allowing this to continue. Portland City Planning Dept mission statement reads ...."The Planning and Urban Development Department promotes and plans for the future vitality, livability and prosperity of this remarkable city and all its people." Who exactly is the Portland Planning Department mission statement geared towards because it appears to be just lip service while the city coffers grow off of the backs of pushing out Portlanders/local residents from their own city and ruining the current vitality of the neighborhoods that made Portland so popular in the first place.

We would appreciate you to seriously think about scaling this submitted plan down so that it fits with the surrounding neighborhood appropriately in size and architecture as well as consider affordable housing for some of the units if a perfectly habitable property is proposed to be demolished.

Regards,
Karen Snyder
72 Waterville St

Attachments:
24SaintLawrence_20171019.JPG
24SaintLawrenceProposed_20171019.JPG

View this in your browser

October 19, 2017

24 St. Lawrence Street

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From: New Development Review Project Notices <listserv@civicplus.com>
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Sent: Thursday, October 19, 2017 11:18 AM
Subject: New Newsflash 24 St. Lawrence Street For cp-stcity2.civicplus.com

PORT
ARCHITE

PC6a

Portland Maine Yes. Google's good here.

Jennifer Munson <jmy@portlandmaine.gov>

11/7/2017 Week - Efforts for Saving Munjoy Hill Neighorhood

Karen Snyder <karsny@yahoo.com> Tue, Nov 7, 2017 at 8:02 AM
Reply-To: Karen Snyder <karsny@yahoo.com>
To: Mary Casale <dirtgirl1@aol.com>, Douglas Martica <tica1529@gmail.com>, "Maggy W." <mswnola@gmail.com>, Pa Ag <pagopian1@yahoo.com>, Pamela Day <pday2304@gmail.com>, Pam Macomber <pam@ninestonesspa.com>, Barbara Vestal <vestal@chesterandvestal.com>, Ian Jacob <iancasperjacob@gmail.com>, Rob Whitten <rob@whittenarchitects.com>, Berry Manter <berrymanter@yahoo.com>, Peter Macomber <pbm@macomber.com>, Carol and Richard Stillwell <rstillwell@maine.rr.com>, Peter Murray <pmurray@gwi.net>, Jayne Hurley <jhurley@cspinet.org>, Stacy Mitchell <stacy.ilsr@gmail.com>
Cc: Jmy <jmy@portlandmaine.gov>

Hi All,

Since all of you were either at the Neighborhood Meetings for 25 Monument and/or 24 St. Lawrence last week, you realized that not one of us surrounding property owners was happy with both or either proposed development designs.

We ALL need to be consistent and voice our opinions to the city this week the following ways:

Action #1: Please send email to City-Planning Board/Planning Dept regarding 25 Monument and/or 24 St. Lawrence Neighborhood meeting (separate emails if you do both)

Send to: planningboard@portlandmaine.gov, jlevine@portlandmaine.gov, sgo@portlandmaine.gov; jmy@portlandmaine.gov
Copy: Anyone you wish and if you want Councilor Belinda Ray bsr@portlandmaine.gov

Action #2: Attend and voice your concern at the District 1 Meeting this Wedensday, 11/8/2017 at 6:30pm at East End Community School
- Please voice your concern at this meeting.

Action #3: Please send this email to anyone else you know that needs to get involved with this. The more of us Munjoy Hill property owners/tenants that group together to voice our concern, the more they will take notice.

If there are any questions, concerns or issues, please do not hesitate to contact me.

Regards,
Karen Snyder
72 Waterville

Google Groups

24 Saint Lawrence Street

Katherine Collins <collins.katherine.m@gmail.com> Nov 15, 2017 10:53 PM
Posted in group: **Planning Board**

Dear Elizabeth, Sean, David, Brandon, Carol, Maggie, and Lisa,

First of all, thank you for taking the time to sit on the planning board for this great city! It takes a team of dedicated and thoughtful individuals to successfully mange the growth and development of a community.

My letter is specifically in regard to the development planned for 24 Saint Lawrence Street.

As a member of the Munjoy Hill community for the past 10 years, it has been exciting to experience the revitalization of the hill in so many ways. As someone who lives and works in the city, I have felt so fortunate to be a part of such a beautiful and engaging neighborhood.

Something that continues to be concerning, however, is a trend away from multi-family units and houses towards luxury condos. It is no secret that the city, like many burgeoning cities across the country, is experiencing a housing crisis. During my tenure in Portland, I have lived in 7 separate apartments in the East End, all within a ½ mile radius. The first two bedroom I rented was $700 with heat included. Two bedroom apartments now, in the same area, have sky rocketed to $1500 or more within a decade. I see the affects of this first hand as someone who's job involves helping others secure housing. I scour craigslist regularly and with each month that passes it becomes harder and harder to find affordable housing in the city. A one-bedroom apartment is often over $1,000 and well beyond what is reasonable for the wages most Portlanders earn.

I understand, of course, that rents will naturally increase as communities develop and make space to include more individuals, however, this rapid expansion has many negative implications for the city as a whole.

- Part of what makes Portland charming and attractive is that it is accessible. It lends itself to being a small city that has the amenities of a big city while feeling like a neighborhood because it is made up of people who both work and live here. It's life blood is the lobstermen, restaurant workers, social workers, teachers, and hospitality workers who commute by foot or public transit to most of their places of employment. This is only possible while Portland retains its affordability, which it is already at risk of shedding. As a social worker myself, I brace myself with each move wondering if this will be the time that I cannot afford to stay in the city. And thankfully through much diligence I have found a handful of property owners committed to keeping Portland affordable. I've had at least two property owners say that they specifically want to keep the city economically diverse and try to manage their rent so that individuals with lower incomes can afford to live here, but that possibility is quickly dissolving. The more we allow luxury condos into the city the sooner we resign ourselves to losing our identify as a city as it will necessarily be filled by wealthy investors from away.

- With each new condo that goes up in residential neighborhoods, several other homes lose sunlight and "breathing room." This is especially true for the planned structure at 24 Saint Lawrence St. The potential new

building would be stories higher than the buildings surrounding it, blocking the light considerably and affecting the quality of life for those who live on either end.

- Additionally, the proposed architectural plan is massively out of sync with the character of the street and neighborhood as a whole. In the rendering, the building looks foolishly out of place. There are many opportunities to build new, efficient structures that fit the aesthetic of the neighborhood while still adding a modern flair, such as the Avesta buildings in the center of Munjoy Hill. Filling an entire lot with a condo building completely eliminates one of the reasons the neighborhood and city is so attractive: opportunity to utilize outside space.

For these reasons, please reconsider the approval of tearing down 24 Saint Lawrence Street in favor of a four-story luxury condo building.

Thank you for your time,

Katherine Collins

proud resident of Munjoy Hill!

PC8

Google Groups

Fwd: 24 Saint Lawrence Street Condo Project

Kelly Williams <kellyamaine@gmail.com> Oct 23, 2017 1:00 PM
Posted in group: **Planning Board**

Sent from my iPhone

Begin forwarded message:

From: Kelly <kellyamaine@gmail.com>
Date: October 23, 2017 at 12:13:25 PM EDT
To: "planningboard@portlandmainegov.com" <planningboard@portlandmainegov.com>
Cc: bsr@portlandmaine.gov, Will W <will@hrpmanagement.com>, William Savage <wsavage@acorn-engineering.com>
Subject: 24 Saint Lawrence Street Condo Project

Dear Planning Board members,

We are in receipt of Karen Snyder's email to your board and would like to clarify a few points.

We have lived at 24 St. Lawrence Street since 2004 and our daughter attended Portland Public schools. Prior to that we lived on Vesper Street and two other homes on the West End. If our development moves forward we will still be living at the property and returning one additional unit as a rental. So we are not reducing housing stock but rather adding it, at the same time with 6 car parking on site we would be reducing the number of cars parking on our street. Originally we looked into making changes to the existing building but found it not to be cost effective or meet our desired needs in the future, as we get older.

I wonder who exactly Ms Snyder is referencing when she speaks of local people? Our neighbor whom she is referring to is at 28 St. Lawrence Street, a two unit owned by an out of state owner with a New York address. They are not happy about losing some of their views and have made it clear to us that they would try to block us from moving forward before we even had any drawings or plans done. On the other hand, I AM the local person. I lived on Elmwood Street as a child and attended a local school that is no longer there. My father worked at Westbrook College when it was there and at UMPG before it became USM. We shopped for school clothes at Levinsky's and I remember the pool on the Hill. I am from "here".

As for Ms. Snyder's comments on modern architecture, I would guess that most people would find 118 Congress (end of our street) and 9-11 St. Lawrence Street to be much more modern design than ours. Almost behind our house sits Peter Bass's 3 unit building on Waterville, another building neighbors said didn't fit, but our neighbor Rob Whitten spoke out in their behalf during that time.

In terms of scale and fitting in with the neighborhood - you can see all over the hill there are new buildings- including on the next street, probably less than 500 feet away is 31 Fore Street, which our neighbors did not object to. We feel it is a " not in my backyard" push. 118 Congress Street, a 12 unit, was said to be too large for the space, but there it sits at the end of our street. There are other buildings on St. Lawrence Street that are comparable size to ours.
29, almost across the street is 6160 sq ft
47 (6 unit) 5659 sq ft
57 (7 unit). 9600 sq ft
65 (6 unit) 7040
On every street on the Hill there is a mix of large and small buildings, pitched roof, flat roof, new, old, single family, condo.....

My husband and I have worked hard for everything we have and have invested what is a lot of money to us, into this project.

In closing, this is our home, has been our home, and we want to continue to live here. So I

agree with Ms. Snyder, if preference is given (and again,we are not asking for any changes or variances- only want the same zoning rules that are being applied to other development in this area) it should be given to locals not people moving here that feel entitled to change the rules for their benefit. We greatly appreciate your taking the time to read this and for your consideration on this. Sincerely. Kelly and Will Williams

Sent from my iPad

PC9

Google Groups

Re: 24 St. Lawrence Street Neighborhood Meeting

Lynn Hallett <lhallett@townandshore.com> Nov 7, 2017 9:07 AM

Posted in group: **Planning Board**

Hello All,

I attended the neighborhood meeting regarding the proposed project at 24 St. Lawrence Street held last week at the East End school. This meeting was well-attended by neighbors from throughout the Munjoy Hill neighborhood. All those in attendance voiced deep concerns about the scope and aesthetics of the proposed project at 24 St. Lawrence.

Although the proposal fits within the guidelines set forth by the R-6 zoning rules, the building would be an aberration in terms of aesthetics, size and density. The proposed building would be roughly three times the square footage of the existing house. The number of inhabitants and vehicles would also increase by three-fold, at a minimum. The design of the proposed building is frankly offensive, as the street-side facade is a wall with small-scale windows and there is an absence of design elements that reflect the neighborhood's traditional lines.

This is a small and close neighborhood, and it is a quiet side street. It is a lovely mix of historic and 'modern' buildings. I will note that I live at 9 Saint Lawrence Street, which was constructed along with #11 in 2015. Although the style of my house may not be to everyone's taste, it is an architect's design that blends minimalist, modern aesthetics with traditional New England elements. The roofline and dimensions of the building are reflective of the colonial-style 'New Englanders' that line this street. The volume and occupancy of #'s 9-11 are consistent with the building that was formerly on the site.

Perhaps it is time to re-visit the decision to make the changes to the R-6 zone that have given rise to this hyper-development. It is my impression that these changes were intended to stimulate the construction of affordable housing.

As a realtor, I am a proponent of development. I am also cognizant of the fact that we must only approve development that is not detrimental to the quality of life in our City.

Thank you for your consideration of my thoughts and views.

Regards,
Lynn Hallett

--

LYNN HALLETT

Associate Broker / Owner

Town & Shore Associates, LLC

One Union Wharf

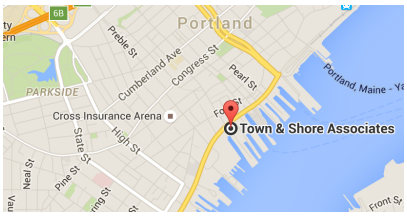
Portland, Maine 04101

c. 207-671-8187

lhallett@townandshore.com

www.townandshore.com

#1 Office In Sales Volume On Portland's Peninsula for 2016!



Google Groups

24 Saint Lawrence project

Maggy W <mswnola@gmail.com> Jan 4, 2018 9:40 AM
Posted in group: **Planning Board**

To City of Portland Planning Board.

I live at 28 Saint Lawrence Street, which abuts the 24 St. Lawrence Street property which is the site of the proposed project. I am very concerned about the proposed development at #24 for several reasons and request that the Planning Board deny site approval for the project as it is currently proposed.

1 - Primarily, it seems that the developer has ignored the rules delineated in the City's Design Manual in Appendix 7, the Design Principles listed in Section II, and the Alternative Design Review in Section IV.

"*Special attention shall be given to the existing buildings on both sides of the street within the block of the proposed site*."

And this: "*The Planning Authority may request that consideration be made of buildings in the neighborhood that are comparable in size, scale and use to that which is being proposed, or that consideration be made of the characteristics of buildings which were originally designed for a similar use to that which is proposed. The Planning Authority may determine other considerations that shall be made of the proposed building in relation to the neighborhood, due to unique characteristics of a given site.*"

Even the Alternative Design Review described in Section IV uses the same language above as well as the following:

"The guiding principle for new construction under the alternative design review is to be compatible with the
surrounding buildings in a two block radius, in size, scale, materials and siting, as well as the general character of the established neighborhood."

The proportions of the proposed building are hugely out of scale with the neighboring buildings, dwarfing them and robbing them of their own character. The "big box" design reflects none of the characteristics of the neighboring houses. This building will stick out not only in the streetscape up and down St. Lawrence Street but also from Waterville Street and

in the view of Munjoy Hill from the harbor, from where we currently see a harmonious pattern of houses stepping up the hill.

2. Historic character - . Many of the houses on the slope down to Fore Street pre-date the Great Fire of 1866 and are older even than most of the buildings in the Old Port; visitors to our city are very interested by this aspect of our unique neighborhood. If the Williams replace their 1850 house with something that is comparable in scale, at least we will preserve the historic character of the rest of the street. The proposed building will interrupt the existing roof lines and stick out like a sore thumb on the Munjoy Hill streetscape.

3. Loss of daylight - their proposed height would dwarf the building where I reside, although we are uphill from the proposed development. Currently the houses on the hill reflect the slope, with a gradual step up the incline of Saint Lawrence Street, allowing each uphill house to have a bit of daylight and "breathing room". The proposed building at 24 is designed to use the maximum height and minimum set-backs allowed by the zoning land use. This would mean that my 2nd floor apartment will be looking out on what amounts to an air-shaft with no view of the sky.

4. Retaining walls - currently the lots on this section of Munjoy Hill fit together like a jigsaw puzzle with interlocking retaining walls. If one of these walls collapses, there is a great risk that others will be compromised as well. There is a retaining wall separating the property at 28 Saint Lawrence from the proposed building, which if undermined in any way, could lead to serious damage to the 19th century house at #28.

For these reasons the proposed project should not receive site plan approval. In addition, as the Planning Board considers any possible redevelopment of this site, the following steps should be taken.

A. An elevation survey should be done prior to submittal of site plans. The renderings show that the rear lot has been elevated up to the level of the uphill retaining wall, which may lead to an erroneous average grade calculation. The current elevation of that parcel, which is 3-4 feet lower than the retaining wall should be used for height calculations.

B. An engineering study should be done of the areas of the site near retaining walls and no proposal should be considered that does not guarantee that those walls and neighboring properties will not be displaced or damaged.

I plan to attend any hearings scheduled on this application and to submit additional information for the Planning Board to consider in ruling on it. Please keep me advised of all filings in this case and of any workshops or hearings .

Sincerely,

Maggy Wolf

28 Saint Lawrence St, Apt 2

Portland, ME

Google Groups

24 St. Lawrence St.

Martica S. Douglas <mdouglas@dougden.com> Jan 8, 2018 1:26 PM
Posted in group: **Planning Board**

To City of Portland Planning Board:

As a 40+ year resident of Munjoy Hill, I write to ask the Board to deny approval of site plan for the project proposed for 24 St. Lawrence St. This building is an affront to residents of the street and the neighborhood.

The City's Design Manual states that an applicant has a "public responsibility to add to and enhance the neighborhood." The fact that the neighbors are up in arms over this proposal reflects the fact that the project not only would not enhance the neighborhood- it would despoil it.

The Manual requires an applicant to demonstrate that the proposal is consistent with five distinct "Design Principles." [App. 7, Section I: Purpose] The proposed design must be consistent with all five principles even under the Alternative Design Review, which states:

> **The guiding principle for new construction under the alternative design review is to be compatible with the surrounding buildings in a two block radius in terms of size, scale, materials and siting, as well as the general character of the established neighborhood, thus Standards A-1 through A-3 shall be met.**

PRINCIPLE A relates to "Overall Context" and states:

> **A BUILDING DESIGN SHALL CONTRIBUTE TO AND BE COMPATIBLE WITH THE PREDOMINANT CHARACTER-DEFINING ARCHITECTURAL FEATURES OF THE NEIGHBORHOOD.**

Standards A-1, A-2, and A-3 identify the key components of Principle A as scale and form, composition of principal facades, and relationship to the street. Special attention must be given to the existing streetscape on both side of the street within the block of the proposed site. The proposed building is big box that dwarfs and crowds the neighboring buildings- like a big bully on the block to whom the rules do not apply.

PRINCIPLE B relates to “Massing” and states:

THE MASSING OF THE BUILDING REFLECTS AND REINFORCES THE TRADITIONAL BUILDING CHARACTER OF THE NEIGHBORHOOD THROUGH A WELL COMPOSED FORM, SHAPE AND VOLUME.

The explanatory note states**: “**Massing is a significant factor that contributes to the character of a building. The building’s massing (as defined by its bulk, size, physical volume, scale, shape and form) should be harmonious with the massing of existing buildings in a two block radius.” Again, the proposed building dwarfs and crowds the neighboring buildings- to say that its massing is harmonious is preposterous.

PRINCIPLE C relates to “Orientation to the Street” and states:

THE BUILDING’S FAÇADE SHALL REINFORCE A SENSE OF THE PUBLIC REALM OF THE SIDEWALK WHILE PROVIDING A SENSE OF TRANSITION INTO THE PRIVATE REALM OF THE HOME.

This building has no transition space, no clearly articulated street entrance, no porch, no stoop, no recessed entry- nothing to enhance pedestrian friendliness or the sociability of the streetscape. As originally designed, the building is dead to the street, presenting the neighbors with two stairwells and an elevator shaft.

PRINCIPLE D relates to “Proportion and Scale” and states:

BUILDING PROPORTIONS MUST BE HARMONIOUS AND INDIVIDUAL BUILDING ELEMENTS SHALL BE HUMAN SCALED.

PRINCIPLE E relates to “Balance” and states:

THE BUILDING’S FAÇADE ELEMENTS MUST CREATE A SENSE OF BALANCE BY EMPLOYING LOCAL OR OVERALL SYMMETRY AND BY APPROPRIATE ALIGNMENT OF BUILDING FORMS, FEATURES AND ELEMENTS.

This building is just a giant box designed in accordance with an entirely different “Principle:” hogging every square inch to maximize sellable living space. There is nothing balanced or harmonious about the proposed building.

Aesthetics have been entirely sacrificed to this Principle, as has respect for the neighbors and the neighborhood. No effort has been made to accommodate the needs of the immediate neighbors for space and sunlight.

Again, an applicant must demonstrate that the proposed design is consistent with all five of the above principles under both standards of review set forth in the manual. The applicant cannot make this showing with the project as proposed.

For the sake of the neighborhood and the neighbors, I ask that you deny approval for the proposed site plan.

Thank you for considering my views.

Tica Douglas

11 Munjoy St.

PC11a

Google Groups

Re: 24 St. Lawrence St.- proposed 5 condo project

me <jmy@portlandmaine.gov> Dec 4, 2017 8:23 AM
Posted in group: **Planning Board**

Good Morning,

Thank you for your e-mail. Your public comment will be included in the review and will become part of the public record.

If you have any further questions, please contact me.

Jennifer Munson, Office Manager
Planning and Urban Development Department
4th Floor, 389 Congress Street
Portland, ME 04101
Phone: (207)874-8719
Email: planningboard@portlandmaine.gov

On Saturday, December 2, 2017 at 4:24:27 PM UTC-5, Martica S. Douglas wrote:

> Dear Planning Board:
>
> I write to urge you to deny the pending application to tear down the 2-family house at 24 St. Lawrence St. and put up a 5-condo complex. The proposed building is grossly disproportionate to the surrounding buildings—it's like a bully on the block- elbowing the neighbors on both sides out of its way- towering over them, encroaching on their space- stealing their sunlight. It's destructive of neighborhood integrity and ignores unique neighborhood characteristics, both of which have consistently been identified as important values in Portland's planning documents, including, e.g. the Eastern Waterfront Master Plan and the 2017 Comprehensive Plan. It's also just plain ugly.
>
> At one of the neighborhood meetings even owner Will Williamson admitted that the proposed building was "not the greatest looking building." Its "design" is clearly dictated solely by maximizing dollars. It turns its back on the street. Stairwells and an elevator shaft are presented street-side.
>
> I suggest that in the course of reviewing this project you all walk up St. Lawrence street. It's a beautiful street- the houses are mostly 19th century—most have small yards, front steps, and respect their neighbors' space and light and air. There are also a few newer buildings that integrate well into the existing architectural fabric. I understand that not all older buildings can or should be preserved-- some are not in good condition- others may have little historic value- but new buildings should bear some correspondence to the height and mass of the surrounding buildings.
>
> Please send these folks back to the drawing board with a directive to reduce the number of units to 3; to have the building face the street so that passers-by can see signs of life, and to incorporate design features that relate to the other buildings on the street.
>
> Thank you for your time and attention.

Tica Douglas

11 Munjoy St.

PC12

Martica Sawin
Fitch House LLC
28 St. Lawrence Street
Portland, ME 04101

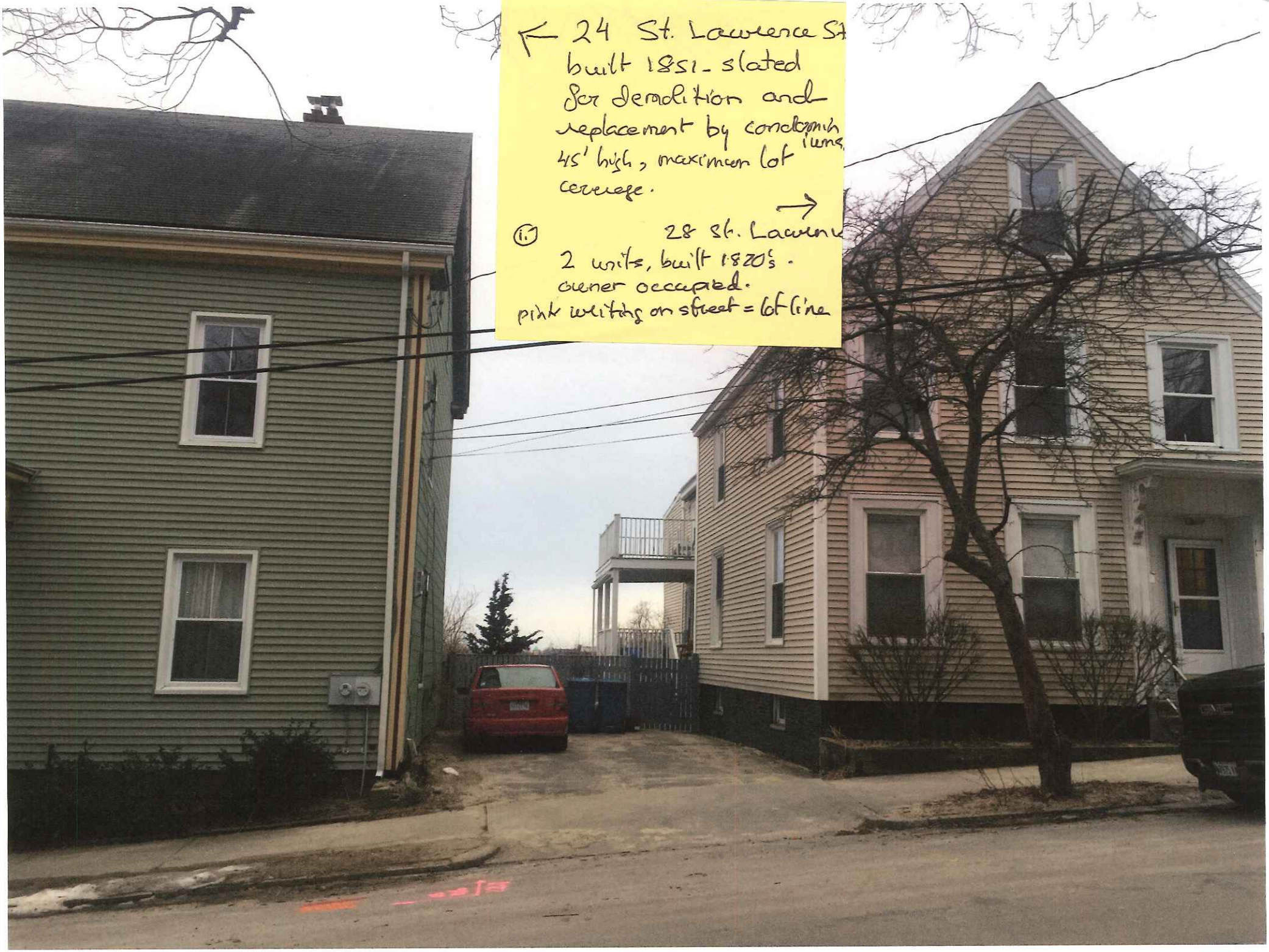
February 23, 2018

To: City of Portland Planning Board
Re: Application ID# 2017-242

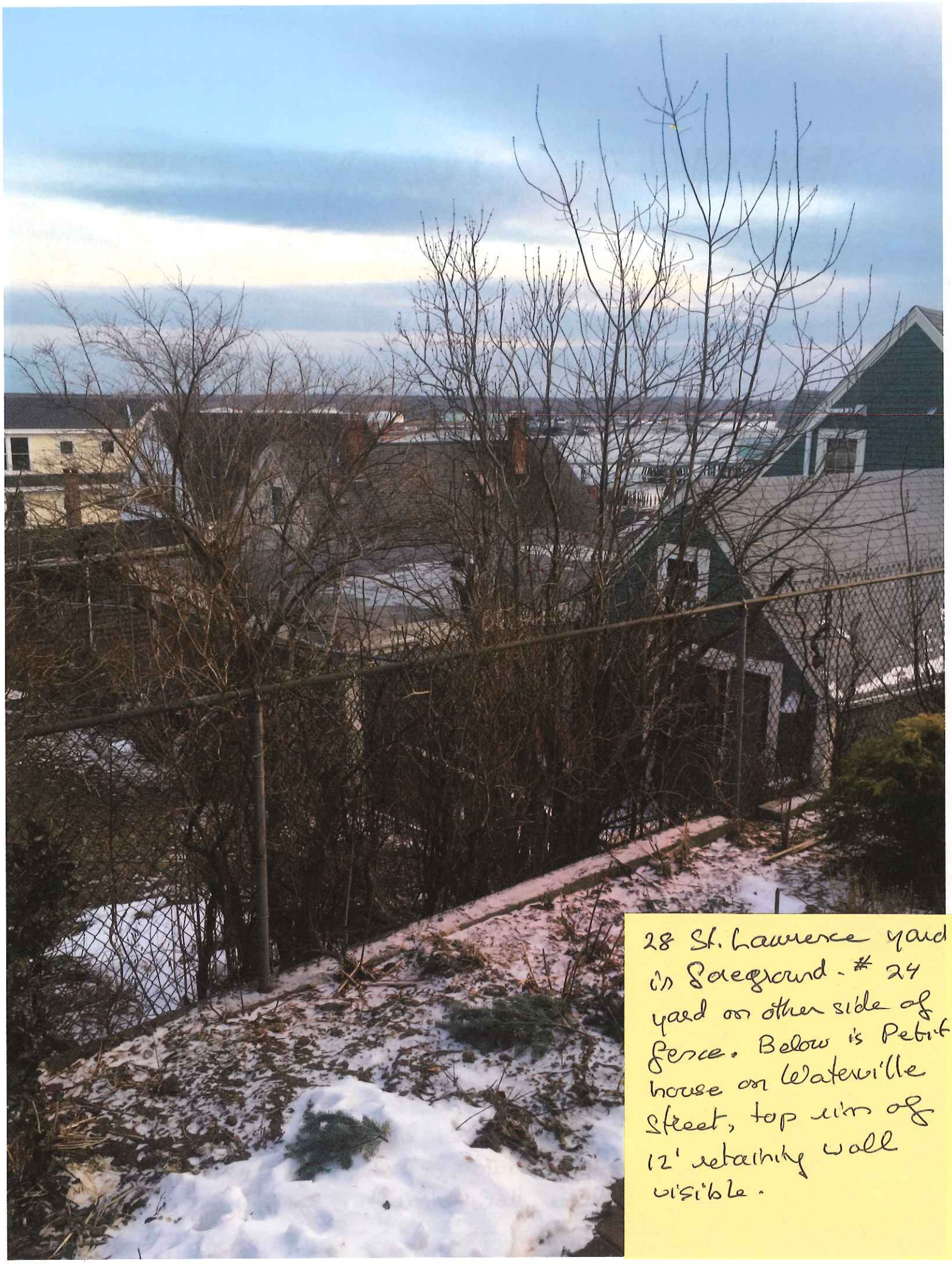
I have previously written to the Planning Board regarding plans filed with the city to demolish the 2 - unit building #24 St. Lawrence Street and replace it with a 45' high 6 condominium building. As the closest abutter, at 28 St. Lawrence, there are numerous ways in which my property will be negatively affected, but my most immediate concern is the proposed removal of a 30' concrete retaining wall along the boundary between #24 and #28, built in 1973 by the previous owners of #28 and long considered to be on their property. Removal would result in the collapse of one yard into another and on-going problems with erosion and run-off. Enclosed are recent photographs that may clarify my earlier written explanation of the necessity of keeping this wall in place.

Thank you for your consideration.

Martica Sawin


← 24 St. Lawrence St
built 1851 - slated
for demolition and
replacement by condominium
45' high, maximum lot
coverage.
→ 28 St. Lawrence
2 units, built 1820's.
owner occupied.
pink writing on street = lot line

24 St. Lawrence Street, northwest corner, fence + concrete wall built in 1973 by previous owners of 28 St. Lawrence on land always assumed to be part of #28 lot. Fence runs 30', imbedded in concrete wall ranging from 30" to 48", above ground height.



28 St. Lawrence yard is foreground. # 24 yard on other side of fence. Below is Petit house on Waterville Street, top rim of 12' retaining wall visible.

PLAN NOTES:

1) THE OWNER OF RECORD IS FITCH HOUSE, LLC.

2) THE DEED OF RECORD IS RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 23732 PAGE 44.

3) THE CADASTRAL REFERENCE IS CITY OF PORTLAND TAX MAP 18 BLOCK J LOT 5.

4) THE PARCEL DOES NOT FALL IN A "SPECIAL FLOOD HAZARD AREA" PER F.E.M.A. SEE COMMUNITY #230051 PANEL #0014B, EFFECTIVE DATE JULY 17, 1986.

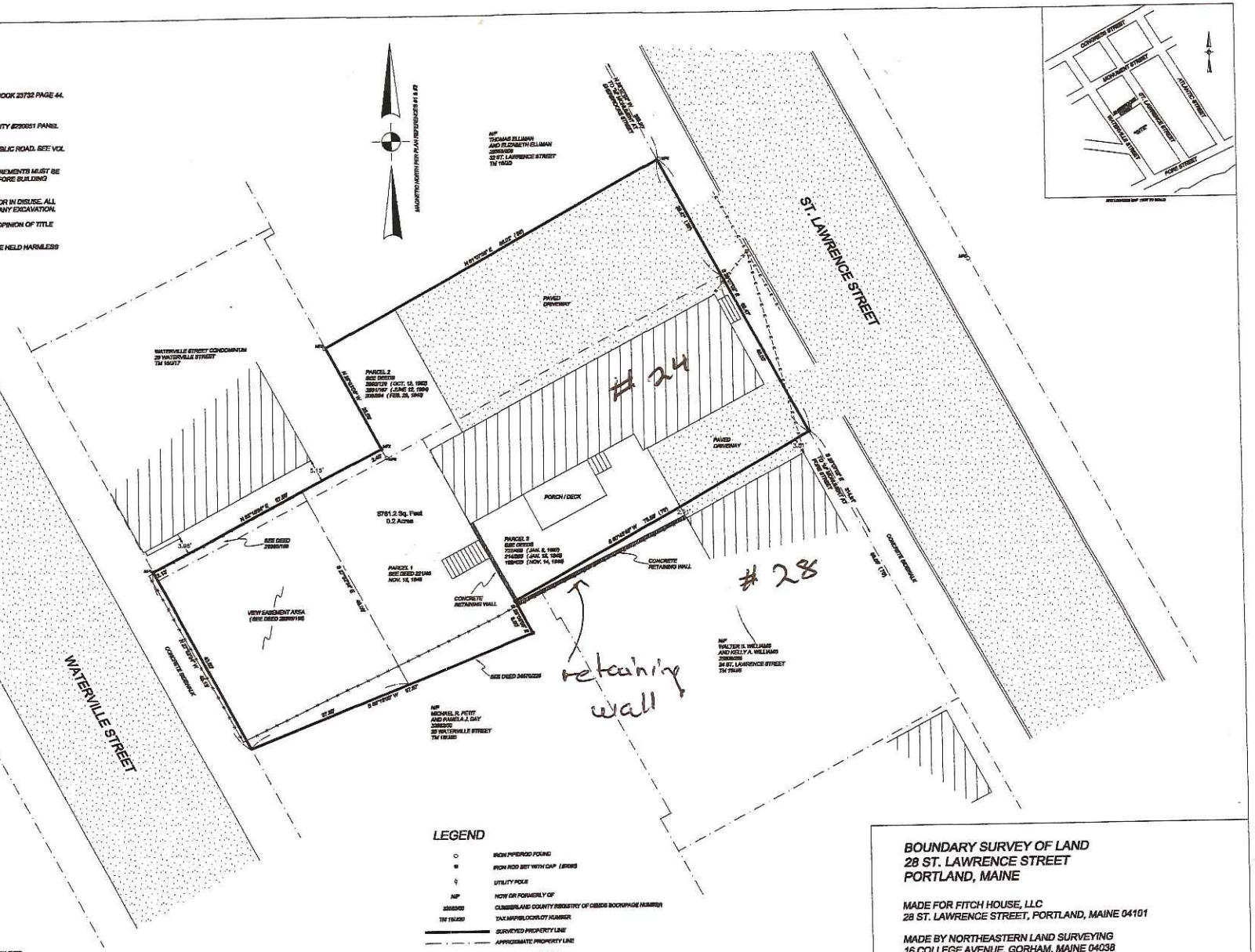
5) WATERVILLE STREET ST. IS A 50' WIDE PUBLIC ROAD. ST. LAWRENCE STREET IS A 50' WIDE PUBLIC ROAD. SEE VOL #1 PG. 79 ACCEPTED OCTOBER 14, 1946.

6) ZONING: THE PARCEL IS IN THE "R-6" ZONE. AN OFFICIAL ZONING DETERMINATION AND REQUIREMENTS MUST BE OBTAINED FROM THE CITY OF PORTLAND AND ALL OTHER APPLICABLE REGULATORY BODIES BEFORE BUILDING IMPROVEMENTS OR CONVEYING LAND OR INTEREST.

8) UTILITY LOCATION SHOWN IS APPROXIMATE. THIS PLAN MAY NOT SHOW ALL UTILITIES USED OR IN DISUSE. ALL APPROPRIATE OFFICES AND THE "DIGSAFE" PROGRAM SHOULD BE CONTACTED BEFORE DOING ANY EXCAVATION.

10) THIS PLAN IS NOT INTENDED TO DEPICT LIMITS OR EXTENTS OF FEE TITLE OWNERSHIP. AN OPINION OF TITLE SHOULD BE RENDERED BY AN ATTORNEY.

10) NORTHEASTERN LAND SURVEYING AND THE SIGNING SURVEYOR RESERVE THE RIGHT TO BE HELD HARMLESS FROM ALL THIRD PARTY CLAIMS.



PLAN REFERENCES:

1) "BOUNDARY SURVEY AT 28 LAWRENCE STREET, PORTLAND, MAINE MADE FOR FITCH HOUSE, LLC" BY OWEN HASKELL, INC. AND DATED JULY 6, 2006. UNRECORDED.

2) "CONDOMINIUM PLAT AND BOUNDARY SURVEY, THE GOOD YELLOW HOUSE CONDOMINIUM AT 18 ST. LAWRENCE STREET, PORTLAND, MAINE" BY BACK BAY BOUNDARY AND DATED OCTOBER 6, 2006. RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 208 PAGE 808.

3) "CONDOMINIUM PLAT, WATERVILLE CONDOMINIUM, 29 WATERVILLE STREET, PORTLAND, MAINE" BY OWEN HASKELL AND DATED MARCH 20, 2008. RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 210 PAGE 387.

4) "BOUNDARY AND TOPOGRAPHIC SURVEY AT 24 ST. LAWRENCE STREET, PORTLAND, MAINE. MADE FOR RECORD OWNER WALTER S. & KELLY A. WILLIAMS" BY OWEN HASKELL AND DATED NOVEMBER 30, 2016. UNRECORDED.

LEGEND

- IRON PIPE/ROD FOUND
- IRON ROD SET WITH CAP (ES#)
- UTILITY POLE
- MP — NOW OR FORMERLY OF
- 2839/200 — CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK/PAGE NUMBER
- TM 18/J/22 — TAX MAP/BLOCK/LOT NUMBER
- SURVEYED PROPERTY LINE
- APPROXIMATE PROPERTY LINE
- EXISTING WOOD FENCE
- VIEW EASEMENT BOUNDARY
- EXISTING CHAIN LINK FENCE
- OVERHEAD UTILITY LINE
- BITUMINOUS PAVEMENT
- EXISTING BUILDINGS

MONUMENTATION FOUND
(FIELD EVIDENCE)

MF1) IRON ROD 1" TALL
MF2) IRON ROD W/CAP "OWEN HASKELL #1252"
MF3) IRON ROD W/CAP "WAYNE WOOD #1328"
MF4) 1.5" IRON PIPE 2" BELOW GRADE
MF5) NAIL W/DISC "OWEN HASKELL #1252"
MF6) 1" IRON PIPE 16" BELOW GRADE

BOUNDARY SURVEY OF LAND
28 ST. LAWRENCE STREET
PORTLAND, MAINE

MADE FOR FITCH HOUSE, LLC
28 ST. LAWRENCE STREET, PORTLAND, MAINE 04101

MADE BY NORTHEASTERN LAND SURVEYING
16 COLLEGE AVENUE, GORHAM, MAINE 04038

FEBRUARY 6, 2017 JOB #17-006 SHEET 1 OF 1

SCALE 1" = 10'

0' 10' 20' 30'

QUALIFIED SEAL
(PLAN NOT VALID WITHOUT)

2nd SEAL

STATE OF MAINE
EUGENE SCHLEH
1252
REGISTERED
LAND SURVEYOR

I HEREBY STATE TO FITCH HOUSE, LLC ALONE AND EXCLUSIVE OF ALL THIRD PARTIES, THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THIS PLAN SUBSTANTIALLY CONFORMS WITH THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS RULES EFFECTIVE APRIL 1, 2001

EUGENE SCHLEH PLS #1252

COPYRIGHT 2017 NORTHEASTERN LAND SURVEYING
ALL RIGHTS RESERVED

PC12b

Google Groups

Application ID#2017-242

Martica Sawin <m.sawin@verizon.net> Oct 24, 2017 12:18 PM
Posted in group: **Planning Board**

To: planningboard@portlandmaine.gov
regarding Application ID# 2017-24

This letter is in response to the application to build a four-story building at 24 St. Lawrence Street. I am the sole owner of Fitch House LLC at 28 St. Lawrence Street, a 2 unit building, ca. 1875, which directly abuts the site in question. (16-J-5) The proposal to demolish the building at 24 St. Lawrence Street and to replace it by a building of twice the bulk and an additional story in height has serious consequences for my property. I had acquired the property in 2006 with intention of building a demonstration solar-powered house on the urban renewal lot (25-27 Waterville Street) attached to the original house lot. Although the 1975 deed stated "for purposes of urban renewal," permission to build on that lot was denied by the zoning administrator. In the existing house there has been a tenant in the first floor apartment since 2007 and since 2013 the second floor has been occupied by my widowed daughter.

When the tenant's lease expired on Oct. 1, 2017 I began minor renovations to make the first floor apartment handicapped accessible so I could move into it myself. I am 88 years old and have degenerative spinal stenosis and am looking forward to living in it as my retirement home. The proposed new building will effectively block the sunlight from the first floor and considerably darken the second floor, porch and side-yard garden. In addition I and my tenant will be subjected to many months of noise, dust and debris from demolition and construction ten feet from our windows. Plans made with Revision Energy for solar panels on the roof will have to be cancelled. According to a current appraisal, the blocking out of the prospect from this hillside site will result in a considerable loss in property value.

Just as disconcerting as the personal loss is the disregard for St. Lawrence Street itself, a tree-lined residential street of largely later 19th century buildings of fairly similar proportions (with the exception of recent construction at the corners of Congress and Fore Streets).
The Williams luxury condominium project is drastically out of scale and would be an intrusive presence on one of the streets that give Portland its distinctive character.

The recent changes in the R6 zoning regulations fail to take into account the neighborhood impact of so much potential new construction. Clearly modifications and additional provisions are called for if the intended purpose of zoning and planning is to be observed.

Submitted by Martica Sawin, Fitch House LLC
28 St. Lawrence Street, Portland, ME 04101

PC12c

Google Groups

ID#2017-24 Proposed construction at 24 St. Lawrence Street

Martica Sawin <m.sawin@verizon.net> Dec 5, 2017 11:34 AM

Posted in group: **Planning Board**

Boundary and Retaining Wall Problems at #24 St. Lawrence Street (owner Kelly and Walter Williams) and #28 St. Lawrence Street (owner Fitch House LLC, sole proprietor Martica Sawin.)

Having examined the site plan for the proposed construction at #24 St. Lawrence Street and met with the project manager for the new building, I would like to bring the following to the attention of the Portland Planning Board:

The existing 2 family building at 24 St. Lawrence Street stands part way down the slope followed by St.Lawrence Street as it runs from Congress Street to Fore Street. The 2 unit building on the abutting property, 28 St. Lawrence Street, stands up hill from #24, separated by a 10' wide parking area near the street, then by a concrete retaining wall running 33' west along the property line . Frederick and Lorraine Ruminski purchased #28 St. Lawrence Street in 1967. In 1973 they constructed a reinforced concrete retaining wall where there was a sharp drop-off between the two properties due to the ledge and boulders that run along the entire ridge. A chain-link fence was embedded in this wall. The wall starts at the northwest corner of the Williams' house and runs west 33', increasing in height from 30" to 44" (not including the buried portion) During the intervening 44 years the concrete retaining wall was accepted as part of the #28 lot. Now, however, the Williams' plans as filed include removing the retaining wall. Due to the slope of the land removal of the wall would have serious consequences for both properties and would result in the collapse of the yard at #28 into the yard at #24, subsequent continuous downward pressure of soil, water, and shifting boulders and a threat to the stability of the foundation of the #28 building.

In 2006 the Ruminski property was purchased by Fitch House L.L.C. At this time Fitch House L.L.C. commissioned a boundary survey from John Schwanda of Owen Haskell, Surveyors. On July 6, 2006, Owen Haskell Inc. submitted a "report of survey." It included the following paragraph:

"The deed descriptions for this lot are vague. It appears that very little, if any, surveying was done on any of these lots. The Portland Renewal Authority bought and later sold some of these lots. It appears that little surveying was done at that time and the deed vagueness was perpetuated." On the accompanying map several "possible deed lines" are indicated.

Obviously before any demolition can start, ownership of the retaining wall should be resolved. More important the consequences of its removal as shown in the site plan need to be taken into consideration
and measures for remediation stipulated, along with appropriate waivers of liability for #28.

Thank you for your consideration.

Martica Sawin
28 St. Lawrence Street
Portland, ME 04101

October 24, 2017

RE: Application ID# 2017-242

City of Portland Planning Board:

We have received notice from the City of Portland Planning Division regarding the site plan application of Kelly and Walter Williams to build a four-story building for five residential condominiums at 24 St. Lawrence Street.

We are writing to voice our concerns and opposition to this project. We believe such a structure poses a threat to the safety and authenticity of several abutting properties, including our own at 25 Waterville Street. Approximately 80' feet border directly on the property to be developed. The area is defined by two steep hills which drain directly onto our property including a rock wall that separates 24 St. Lawrence and 25 Waterville Street. We believe the stability of the wall would be seriously jeopardized by such a large undertaking, moving earth, foundations, drilling, etc. While the wall appears secure in its current usage, we do not think it could withstand heavy construction within feet of it.

The wall rests a few inches from a portion of our home and if it collapsed it would surely plunge into our house. Further, any damage to the wall would require an intervention from Waterville Street which is currently inaccessible because of a unique stone 2 car garage which fronts the street and completely blocks access to the rear. We anticipate that the cost of repairing the wall, should it collapse, would be very high. This, in addition to possible harm to people living here and existing structures, is of great concern.

In reviewing the documents, we have not seen reference to an engineer's assessment of the stability of the wall and surrounding property. Clearly, such an assessment by a neutral party will be essential before any further actions are taken.

In addition to these critical safety concerns, it is important to note that the proposed project would replace an historic home and that the surrounding homes are also historic and well maintained, as opposed to "tear downs." In view of the historic nature of the neighborhood, we believe that the size and scope of the proposed project is ***contrary*** to several key elements of the City of Portland Comprehensive Plan, including:

- Maintaining and enhancing the integrity of our neighborhoods.
- Stabilizing and enhancing historic areas of the city by ensuring quality investment in existing structures and compatible infill development.
- Promoting historic preservation as a key economic, sustainability and community development strategy.
- Ensuring an appropriate balance of continuity and change as Portland grows and evolves.

We are including one photo of the wall and will send additional photos shortly. We urge members of the Planning Board and staff to visit the development site and to evaluate for themselves the precarious nature of the wall and the lack of fit between this proposed building and the surrounding neighborhood.

Please keep us apprised of all developments.

Sincerely,

Michael Petit and Pamela Day
25 Waterville Street
Portland 04101
207-229-4372; Mpetit417@gmail.com
207-461-1461; Pday2304@gmail.com

Google Groups

RE: Application ID# 2017-242

Pamela Day <pday2304@gmail.com> Jan 3, 2018 11:25 AM
Posted in group: **Planning Board**

City of Portland Planning Board:

We are writing to voice our continued concerns and opposition to the site plan application of Kelly and Walter Williams to build a four-story building for five residential condominiums at 24 St. Lawrence Street.

As noted in our letter of October 24, 2017, the proposed structure raises serious concerns about the security and safety of several abutting properties, including our own at 25 Waterville Street. Our immediate personal concern is that a 15' high stone retaining wall between our two properties could collapse during construction activities near the boundary, damaging our home. This could result in physical harm to individuals and a cost likely in six figures to rebuild the wall. We are including an additional photo of the retaining wall for your reference.

We also oppose the scale, mass and form of the proposed structure and the negative impact such a structure would have on this neighborhood of single and dual-family homes.

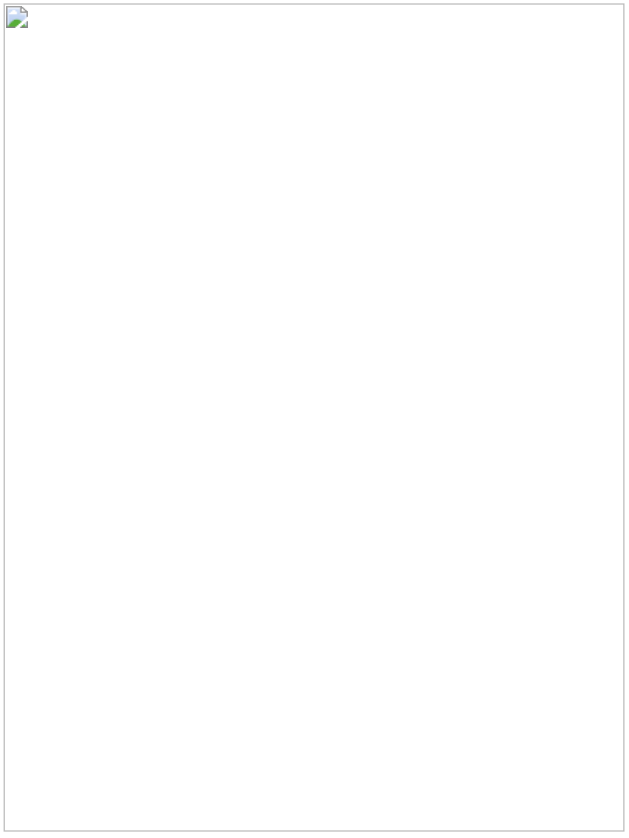
Please inform us of all meetings regarding this application. We plan to appear at hearings and to present additional information at that time.

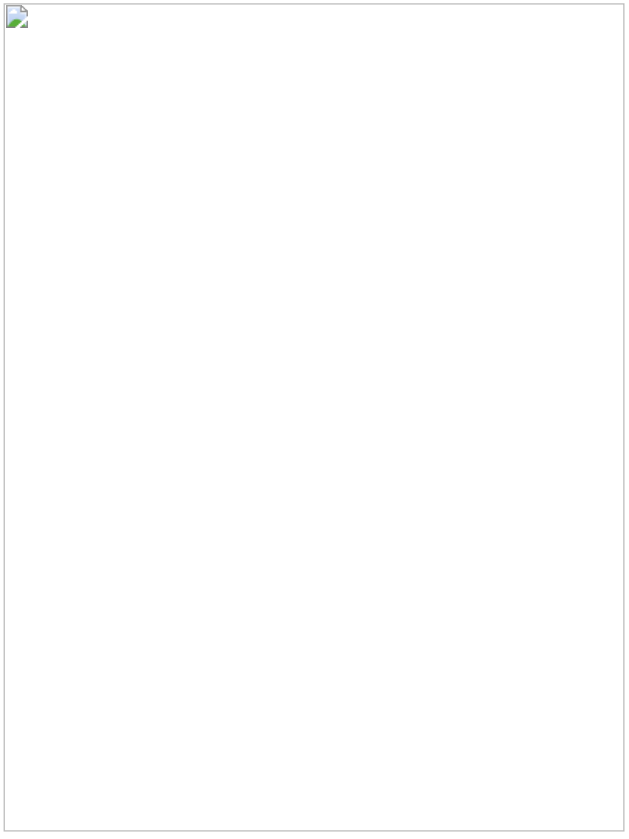
Thank you for your attention to this matter.

Sincerely,

Michael Petit and Pamela Day
25 Waterville Street
Portland 04101
207-229-4372; Mpetit417@gmail.com
207-461-1461; Pday2304@gmail.com

Retaining wall between 25 Waterville Street and 24 St. Lawrence Street





January 22, 2018

Re: Application ID# 2017-242

City of Portland Planning Board:

We are writing to provide additional information regarding the retaining walls between 24 St. Lawrence Street and our properties at 25 Waterville Street and 28 St. Lawrence Street, and to reiterate our opposition to the proposed project. As described in our previous correspondence, these retaining walls provide critical protection to both of our properties and are at risk because of the proposed construction. We are attaching engineering reports from Casco Bay Engineering and Summit Geoengineering Services. The reports raise questions and concerns regarding the proposed project and discuss potential impacts and other factors that need to be addressed by the applicant.

We ask that the Planning Board require the applicant to do the following:

- Prepare and submit a plan to address these questions and concerns, including a complete engineering study to determine whether the proposed structure can be safely constructed along our boundaries and under what conditions it would be safe to build, if at all.
- Guarantee that there will be no damage to our properties from the building itself, the weight of the building to be added to the lot, or related construction activities.
- Develop a written agreement that clearly states how the applicant will remedy any damage that does occur to the walls and adjacent properties.
- Obtain a bond to secure their guarantee.

Thank you for your attention to our concerns.

Respectfully,

Pamela Day and Michael Petit
25 Waterville Street
Portland 04101
Pday2304@gmail.com

Martica Sawin
(sole owner, Fitch House, LLC)
28 St. Lawrence Street
Portland 04101
m.sawin@verizon.net

CASCO BAY ENGINEERING

CIVIL & STRUCTURAL ENGINEERING
www.cascobayengineering.com

424 Fore St., Portland, ME 04101 Phone 207.842.2800 Fax 207.842.2828

January 18, 2018

Ms. Pamela Day
25 Waterville Street
Portland, ME 04101

Martica Sawin
28 St. Lawrence Street
Portland, ME 04101

Re: Existing Stone/Concrete Retaining Wall Observation
25 Waterville Street and 28 St. Lawrence Street, Portland, Maine

Project Number: 18-003

Dear Pamela and Martica:

Eric Dube, P.E. of Casco Bay Engineering made a site visit to observe the existing retaining wall at the above referenced property on January 3, 2017. The purpose of the field visit was to observe the condition of the existing retaining wall and to render an opinion.

The existing retaining wall is comprised of variable types and sized stone with some concrete mixed in and also has some areas that are comprised of concrete. The depth of the wall into the existing earth is unknown at this time. The wall is approximately 80 feet long along the 25 Waterville Street property line, directly behind the existing building(s), the wall has a 90 degree jog for approximately 5 feet and then extends another 40 feet behind the 28 St. Lawrence Street property. The wall travels in the Southeast to Northwest direction and varies in height from approximately 8 feet high to 15 feet high directly behind the rear buildings. There are multiple 4 inch tile foundation drain stubs that extend through the wall. It is unknown if there is a drain line that exists behind the wall that potentially provides appropriate drainage relief. The wall is approximately 12 to 18 inches behind the rear building wall at 25 Waterville Street and the wall supports the rear building wall at 28 St. Lawrence Street. The retaining wall appears to be in adequate condition at this time.

I understand that a new 4 to 5 story building is planned to be constructed directly adjacent to the existing rear retaining wall within the next year and you both have specific concerns with regards to the performance of the wall during and after construction. The preliminary site application shows a location of the proposed building but does not give specific foundation details for the proposed construction. The proposed foundation design for the new building is a crucial design factor and will most likely impact the existing stone retaining wall. The following comments discuss possible impacts and other factors that need to be addressed before and/or during the adjacent construction:

1. The depth and proximity of the excavation will most likely impact the wall and needs to be thoroughly planned before the start of construction.
2. The depth of the proposed concrete foundation could impact the existing wall in a negative way if the influence line of the proposed footing is not located below the existing stone wall.

3. If vibratory equipment, pile driving or other similar type equipment is used during the proposed adjacent construction this could negatively impact the structural integrity of the existing retaining wall.
4. If existing tile drains behind the wall are impacted during construction this could negatively impact the future performance of the existing stone retaining wall.
5. Other miscellaneous impacts during construction may be unforeseen and may lead to ongoing future impacts to the existing retaining wall.

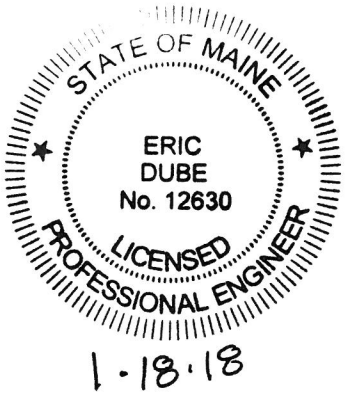
In my professional opinion, prior to any groundbreaking on this project, the developer of the 24 St. Lawrence property should prepare and submit a plan to address the above noted concerns. In addition I recommend that you should have a written agreement in place that clearly states what will happen if any damage occurs either during or after construction. Possible damages to property such as, but not limited to, could be a partial or total collapse of the wall or damage to the adjacent existing structure(s). Please also note that photo documentation and a survey of the existing wall before adjacent construction starts is highly recommended.

Please note that our observations and recommendations should be understood in the context that they are preliminary in nature. The retaining wall structure was not analyzed. Our report is based on visual observations only and should any unforeseen conditions present themselves, our conclusions may change accordingly.

Please let us know if you have any questions.

Sincerely,

Eric Dube, P.E.
Casco Bay Engineering



1·18·18

SUMMIT
GEOENGINEERING SERVICES

November 6, 2017
SGS #17329

Rob Whitten
23 St Lawrence Street
Portland, Maine 04101

Reference: Retaining Wall Evaluation, 23 to 25 Waterville Street, Portland, Maine

Dear Mr. Whitten;

Summit Geoengineering Services (SGS) has completed our evaluation of the existing retaining wall located at the back or north side of the 25 Waterville Street property. The following letter is a summary of our observations and evaluations.

Existing Conditions

The portion of the wall evaluated extends from the northwest corner of the 25 Waterville Street (Tax Map G10SE Lots 016 J020 and 016 J021) to the southeast corner. For the purposes of this report the wall in the northwest corner of the site will be referred to as the western section and the wall section in the southeast corner of the property will be referred to as the eastern section.

The existing wall is separated into three construction types. The eastern portion (first portion) of the wall consists of cast in place concrete. The exposed portion of this wall was about 4.5 feet high. The exposed concrete was in good condition and no cracks or tilting was observed. It is not clear how far this portion of the wall extends below grade. Stacked rock and soil fill was present to a height of 7 feet below the exposed face of this wall section.

The second wall portion (middle section) located directly behind the house is a segment about 21 feet long and consists of a 4.5 feet tall wall over what appears to be a cast in place concrete wall approximately 2 feet thick. The 2 foot thick concrete wall abuts the back of the existing house and appears to extend to the ground surface on the southeast side of the house. This section of wall was not fully accessible. The eastern 15 feet of the upper 4.5 foot wall appears to be cast in place concrete, similar to the eastern portion of the wall. The last 7 feet of this segment consists of a rock wall. The rocks appear to be dry laid with no mortar. A concrete cap has been placed on the dry laid rock section.

The third segment (eastern portion) of the wall consists of a rock and mortar wall with a cast in place concrete cap. The wall extends up 11.5 feet from the surface of a raised bed. The

bed height is about 3 feet. The base of the wall is unknown, but we expect that the wall extends below the bottom of the raised bed. There are a significant number of various size pipes penetrating this wall. The sources of water flowing through these pipes is unknown. The wall appears to have been repointed recently. There is a small crack located in the concrete cap at about the halfway point on this wall. The crack in the cap appears to extend a short distance into the rock and mortar wall. This wall is in good condition overall.

Evaluation

The eastern or first portion of the cast in place concrete wall section is in good condition. This wall is nearly plumb and no cracks or significant deterioration were observed. The thickness, total height, and embedment depth of this wall is not known. This wall appears to be stable in its current condition.

The wall section behind the house (second portion) was not fully accessible and could not be fully evaluated. The eastern 15 or so feet of this wall appears to be cast in place concrete extending from the first wall portion. The concrete appears to be in good condition and overall this section of wall appears to be stable. The last 7 feet of this segment consists of dry laid rocks (no mortar). This wall segment also appears to be stable in its current condition. The underlying 2 foot thick concrete wall was inaccessible.

The eastern wall section is in good condition. There does not appear to be any unstable or structurally unsound portions. In general it is stable in its current condition.

In summary, the existing retaining wall is composed of varying materials and is of varying geometry's and heights. All three wall segments appear to be in good condition for their age and we have no concerns about their overall stability under the current conditions.

Recommendations

We understand that a new multi-story residential building will be constructed on the lot at 24 St Lawrence. The subject retaining wall forms or is close to the back property line of this lot. The two items that could affect the stability of the existing wall are loadings from new wall footings and loads and disturbance from activities during construction of the new building. Of particular concern is the section of dry laid rocks behind the existing house. Construction loadings, vibrations, impacts, and other construction activities may have a significant effect on the condition and stability of the existing wall. Failure of this section of wall will cause significant damage to the adjacent property, especially the existing back wall of the house.

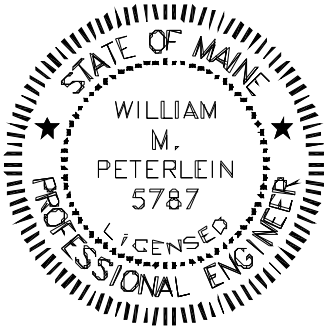
We strongly recommend that the developer of the 24 St. Lawrence Street lot retain the services of a geotechnical consultant to do a more thorough evaluation of the existing retaining wall and evaluate the effects of new building loads and construction activities on

its condition and stability. Information on the composition of the soil behind the existing wall should be obtained as part of this investigation. This investigation should be completed prior to the beginning of construction of the new development.

If there are any questions, please contact me.

Respectfully Submitted,
Summit Geoengineering Services, Inc.

William M. Peterlein, P.E.
President & Principal Engineer



SUMMIT
GEOENGINEERING SERVICES

PHOTOGRAPHIC LOG

Project Name:	**Project No.**
Retaining Wall Evaluation, 25 Waterville Street, Portland	17239

Photo No. 1

Date: 11-1-2017

Description:

Existing wall on the western side of the house at 25 Waterville Street.

Photo No. 2

Date: 11-1-2017

Description:

Wall section directly behind house. Note the rocks of the wall in the foreground appear to be loosely placed (no mortar).

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PHOTOGRAPHIC LOG

Project Name:	**Project No.**
Retaining Wall Evaluation, 25 Waterville Street, Portland	17239

Photo No. 3

Date: 11-1-2017

Description:

Eastern section of wall on the 25 Waterveille Street property.

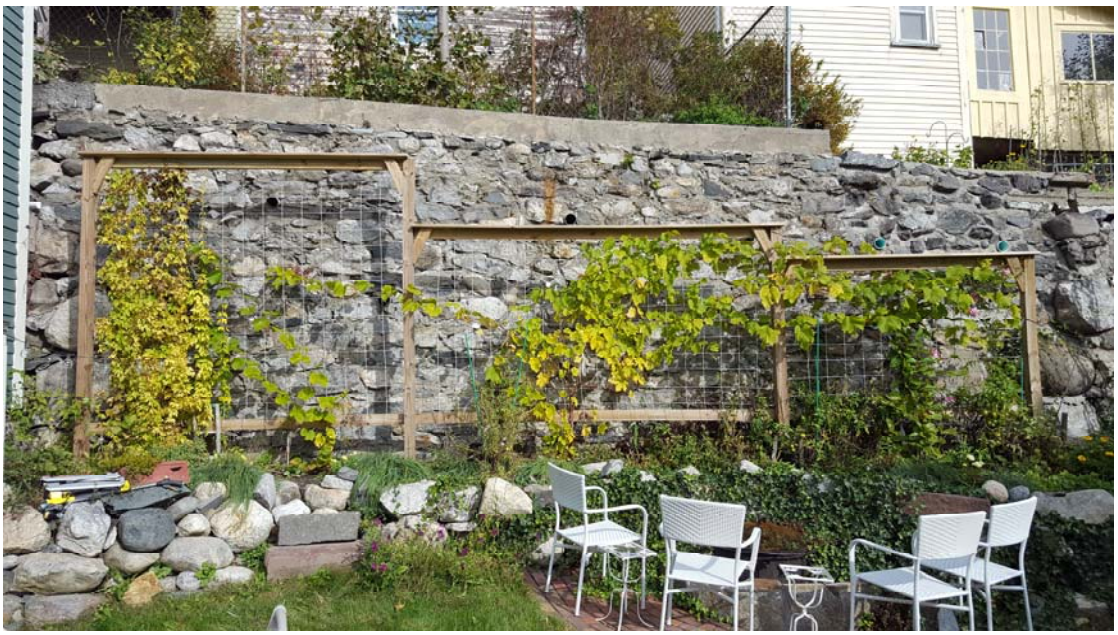
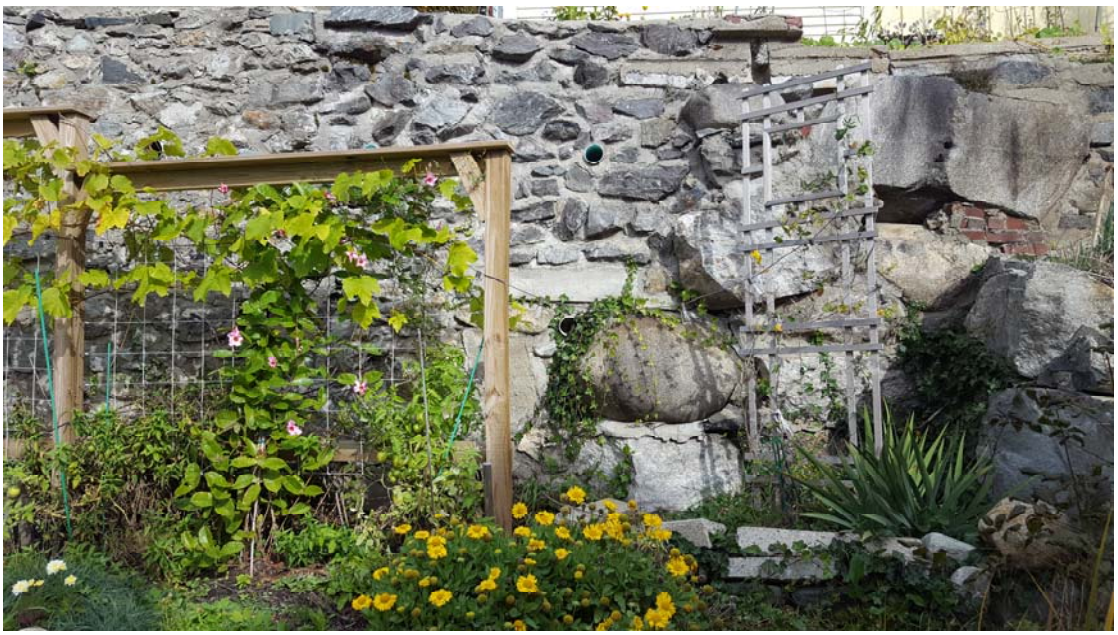


Photo No. 4

Date: 11-1-2017

Description:

Eastern section of wall partially on 25 Waterville property and partially on the adjacent property.



PC14

Google Groups

Fwd: 24 St. Lawrence Street

Shukria Wiar <shukriaw@portlandmaine.gov> Jan 9, 2018 9:09 AM
Posted in group: **Planning Board**

---------- Forwarded message ----------
From: **Rob Whitten** <rob@whittenarchitects.com>
Date: Mon, Jan 8, 2018 at 7:49 PM
Subject: Re: 24 St. Lawrence Street
To: Caitlin Cameron <CCameron@portlandmaine.gov>, "Wiar, Shukria" <shukriaw@portlandmaine.gov>
Cc: "Levine, Jeff" <jlevine@portlandmaine.gov>

To Shukria Wiar, Caitlin Cameron, the Portland Planning Department, and members of the Portland Planning Board,

My wife, Robin F. Whitten, and I are are long term residents, property owners, business owners, and Portland neighbors at 23 St. Lawrence Street. I am a trained, qualified, Maine registered architect who specializes in residential design.

We are strongly opposed and are writing in opposition to the proposed 24 St. Lawrence Street Redevelopment submitted by HR Property Management.

The proposed Redevelopment of 24 St. Lawrence Street does not comply with the City of Portland Design Manual, the design requirements for small residential lot development proposed in the R6 Zone, and Appendix 7 including !V. Alternate Design Review. I did attend the Neighborhood Meeting about 24 St. Lawrence on November 2 at the East End School and expressed my concerns at that meeting; and we have expressed our concerns to the Williams, the owners of 24 St. Lawrence Street.

With respect to the first three Principals of Appendix 7 and the proposed 24 St. Lawrence Street Redevelopment:

Principal A; Overall Context: "To a large degree, the scale, mass, orientation, and articulation of an infill building should be compatible with the buildings that surround it.

1. Scale and Form:
Existing: the existing structure at 24 St. Lawrence and the surrounding homes are 2 story brick and frame structures with pitched roofs of less than 3000 square feet of space.
Proposed: the Redevelopment is a 4 story structure, with a flat roof and a total building area of 8951 square feet of space **-185% increase of footprint, 311% increase of scale and mass, no defining architectural features of the neighborhood.**
2. Composition of Principal Facades:
Existing: the existing structure at 24 St. Lawrence and the surrounding homes have 2 story facades w/ distinct trim, eaves, and rakes; they have 2:1 proportion windows approximately 2.5' wide to 5' high; a centrally located, protected entries, facades of brick, shingle, clapboard with contrasting trim.
Proposed: the Redevelopment windows are 1:1 or 4:1 proportions, the cornice and first floor band are 2 to 4 times wider than surrounding homes. **- 4 story facade, with no windows at street level.**
3. Relationship to the street:
Existing: the existing structure at 24 St. Lawrence and the surrounding homes have equal and evenly spaced yards between neighboring structures, the principal facades face the street with windows and occupied living areas on the street.
Proposed: the Redevelopment street level is a parking garage entry, an elevator core, two stairwells and egress corridors - **no living spaces on the street, no defining architectural features of the neighborhood.**

Principal B; Massing: " The massing of the building reflects and reinforces the traditional building character of the neighborhood through a well composed form, shape and volume."

B-1 Massing:

Existing: the existing structure at 24 St. Lawrence and the surrounding homes are 2 story brick and frame structures with pitched roofs of less than 3000 square feet of space.
Proposed: the Redevelopment is a 4 story structure, a total building area of 8951 square feet of space **-185% increase of footprint, 311% increase of bulk, size, physical volume, scale, and flat form.**
B-2 Roof Forms:
Existing: the existing structure at 24 St. Lawrence and the surrounding homes are 2 story brick and frame structures with pitched roofs that contribute and are compatible with the predominate character-defining architectural features of the neighborhood.
Proposed: The Redevelopment has a flat roof on the street side, flat roofs on the side yards visible from the street - **no pitch roof compatible with the predominate character-defining architectural features of the neighborhood.**
B-3 Main Roofs and Subsidiary Roofs:
Existing: the existing structure at 24 St. Lawrence and the surrounding homes are 2 story brick and frame structures with pitched Main roofs, subsidiary pitched ell roofs, and subsidiary pitched dormers.
Proposed: The Redevelopment has a flat roof on the street side, flat roofs on the side yard visible from the street - **no clear main roof form.**
B-4 Roof Pitch:
Existing: the existing structure at 24 St. Lawrence and the surrounding homes are 2 story brick and frame structures with pitched roofs that vary from 7:12 to 12:12; the slope of the roof is either parallel or perpendicular to the street.
Proposed: The Redevelopment has a flat roof on the street side, flat roofs on the side yard visible from the street - **all flat roofs with no pitch.**
B-5 Facade Articulation:
Existing: the existing structure at 24 St. Lawrence and the surrounding homes have gables and dormers, recessed entries, covered porches, covered entries, covered stoops, bay windows.
Proposed: The Redevelopment has a recessed entry, two projecting stairwells, and protected garage entry **-no dormers, no gables, no bay windows.**
B-6 Garages:
Existing: the existing structure at 24 St. Lawrence and three of the surrounding homes have garages.
Proposed: The Redevelopment does have a recessed garage entry, living space above the garage, the garage door is less than 40% of the width of the building.

Principal C; Orientation to the Street: “The building’s facade shall reinforces a sense of the public realm of the sidewalk while providing a sense of transition into the private realm of the home.” "Design of dwellings can enhance the pedestrian friendliness and sociability of the street while protecting the privacy of the residents’ internal home life."

Existing: the existing structure at 24 St. Lawrence Street and the surrounding homes have entrances from central halls that lead to living spaces on the street level. The existing facades, windows and and first floor living levels include the occupants and neighbors in an active pedestrian and sidewalk experience.
Proposed: the Redevelopment no living spaces in all four levels that face the street. The facade is composed of a central parking entry, a street level garage, an elevator core, and two stair wells **-no living space on the facade, no orientation to the street, no neighborhood participation.**

The 24 St. Lawrence Street Redevelopment project that does not comply with Appendix 7 and the size, scale, and predominant character defining architectural features of the neighborhood.

Please let us know the date of the upcoming Planning Department workshop for the Redevelopment of 24 St. Lawrence Street. I hope the linked images and files help with the Planning Department’s evaluation of the 24 St. Lawrence Street Redevelopment.

Sincerely, Rob.

Rob Whitten / AIA

Whitten Architects
207.774.0111 x101
37 Silver Street
Portland, Maine 04101
www.whittenarchitects.com

https://drive.google.com/open?id=1xuhri-gBRrtVRH7XTLWVMM9A0VxsyWfX

Rob Whitten / AIA

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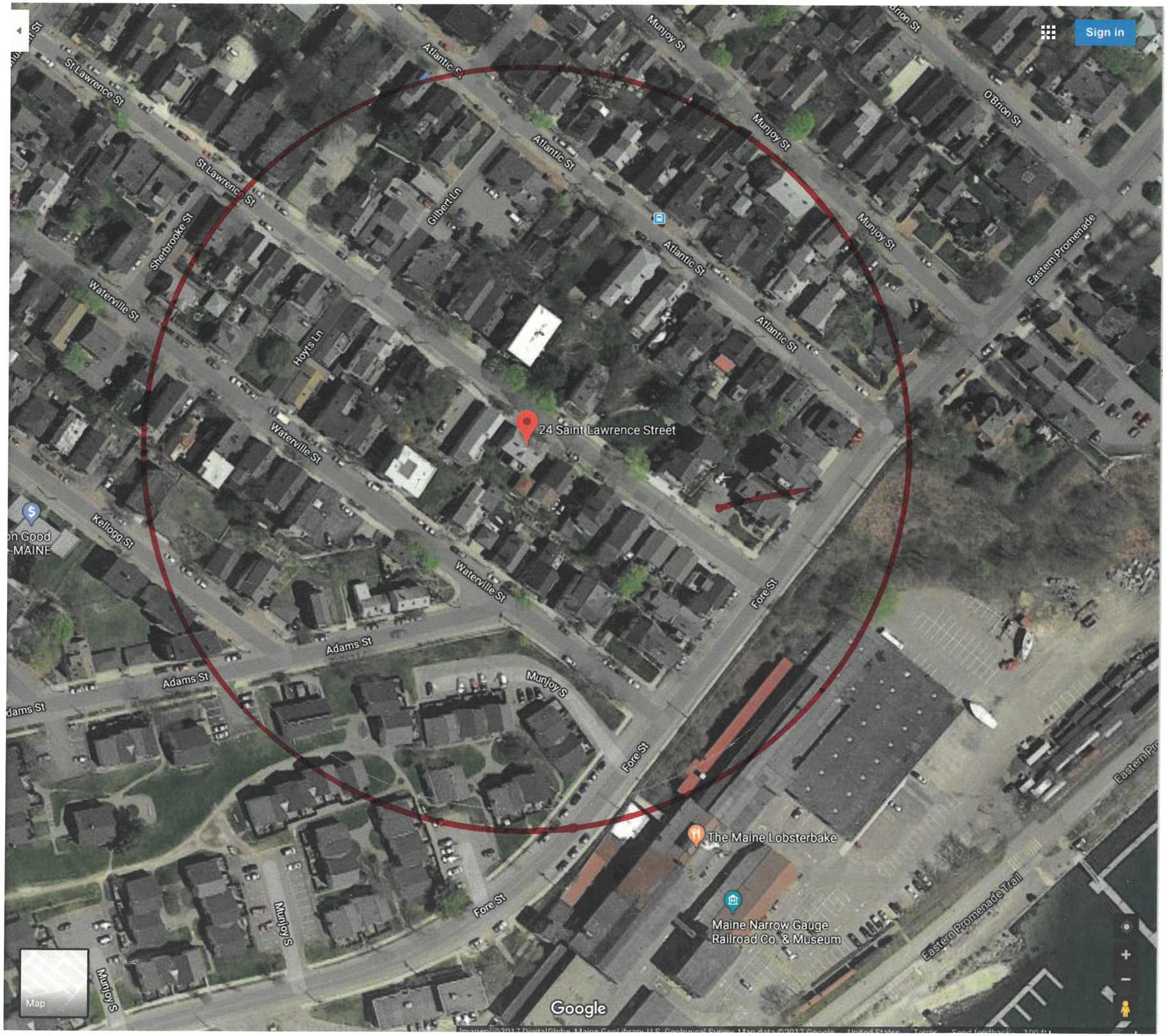
Shukria Wiar, Planner
Planning Division
City of Portland 389 Congress Street
Portland, ME 04101
Ph: 207.756.8083
Fax: 207.756.8258



24 St. LAWRENCE

2 BLOCK

RADIUS

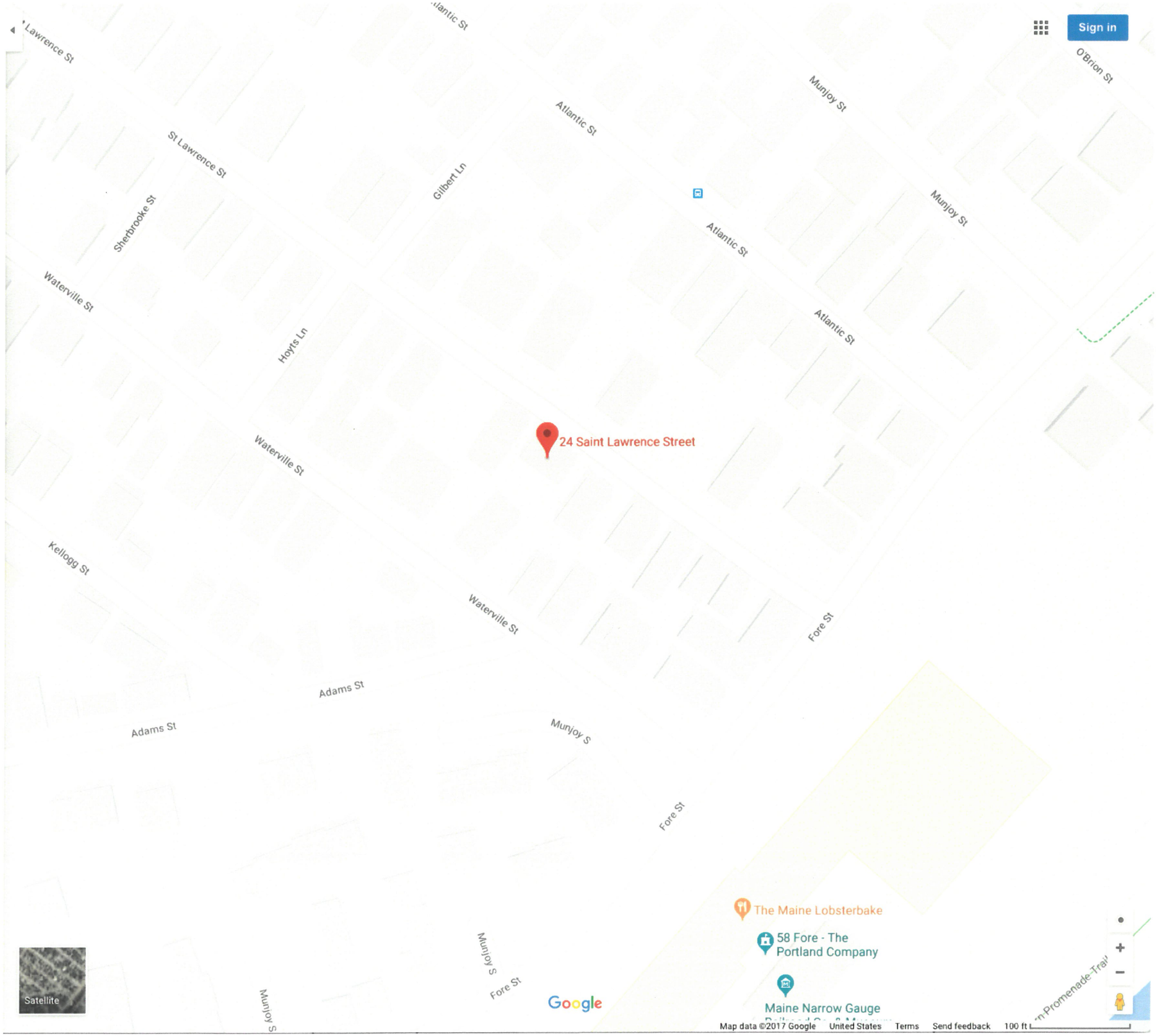
24 St. LAWRENCE

300' RADIUS

24 St. LAWRENCE

APPROXIMATE LOT

W/ EXT'G STRUCTURES



PATTERN OF STRUCTURE TO OPEN SPACE

47 St Lawrence St
Portland, Maine
Google, Inc.
Street View - Oct 2015
GILBERT
HOWIS
St Lawrence St
NO. 2
PROGRESSION
DOWN
ST. LAWRENCE
PAST 24
Google
Image capture: Oct 2015 © 2017 Google United States Terms Report a problem

47 St Lawrence St
Portland, Maine
Google, Inc.
Street View - Oct 2015
GILBERT Ln
Hoyts Ln
THIS SIDE OF STREET 2ND & 4TH TUESDAY OF THE MONTH
St Lawrence St
Google
Image capture: Oct 2015 © 2017 Google United States Terms Report a problem

44 St Lawrence St
Portland, Maine
Google, Inc.
Street View - Oct 2015
St Lawrence St
Google

40 St Lawrence St
Portland, Maine
Google, Inc.
Street View - Oct 2015
St Lawrence St
© 2015 Google
Google
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32 St Lawrence St
Portland, Maine
Google, Inc.
Street View - Oct 2015
29
24
St Lawrence St
Google
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32 St Lawrence St
Portland, Maine
Google, Inc.
Street View - Oct 2015
24
St Lawrence St
Google

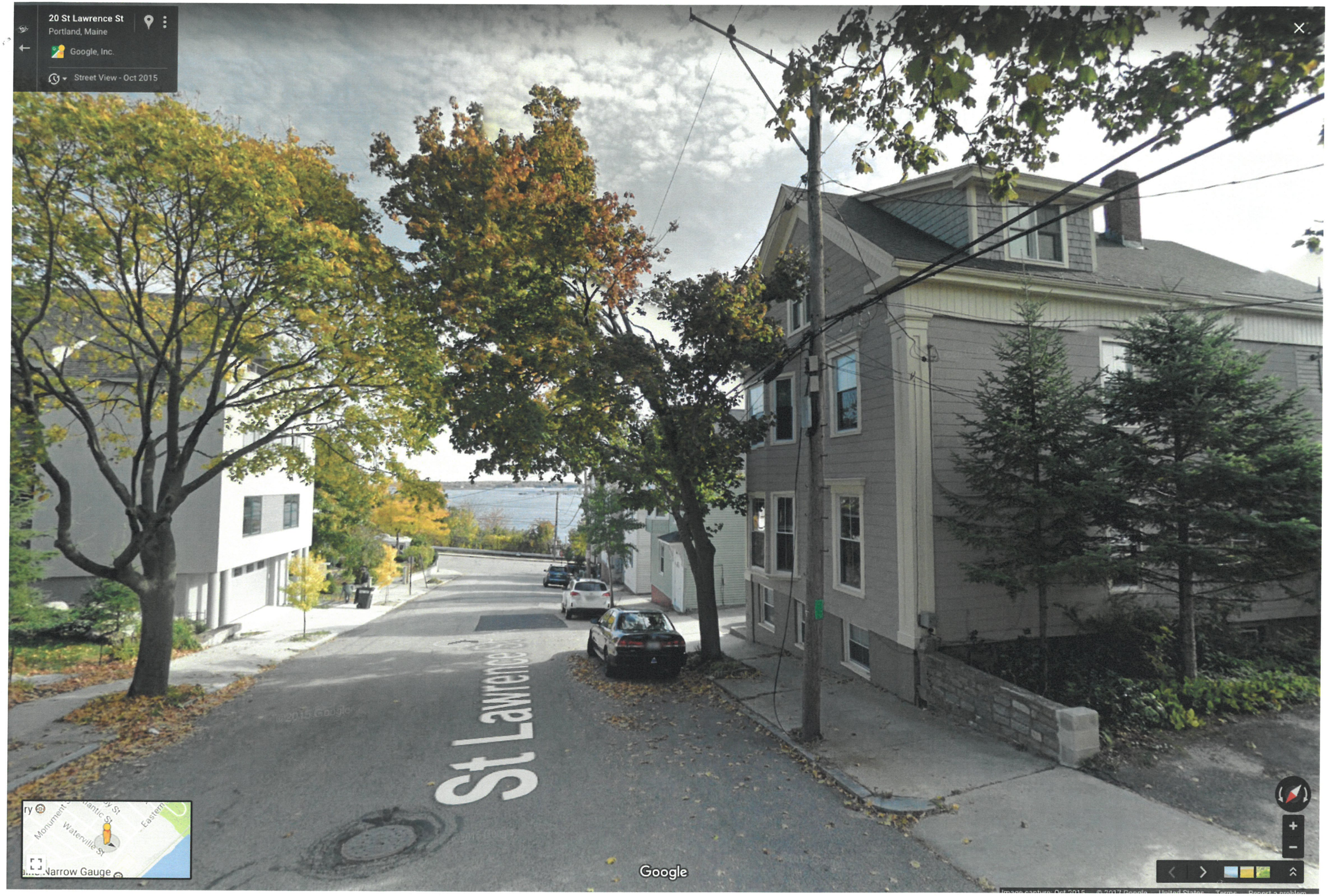
28 St Lawrence St
Portland, Maine
Google, Inc.
Street View - Oct 2015
St Lawrence St
24
Google
Image capture: Oct 2015 © 2017 Google United States Terms Report a problem

FASCIA & EAVE.
63 COURSES OF SIDING
15 COURSES OF BRICK
(40")

24

24 ST. LAWRENCE
ELEVATION

24 St Lawrence St
Portland, Maine
Google, Inc.
Street View - Oct 2015
St Lawrence
Google
Image capture: Oct 2015 © 2017 Google United States Terms Report a problem
24


20 St Lawrence St
Portland, Maine
Google, Inc.
Street View - Oct 2015
St Lawrence St
Google

9 St Lawrence St
Portland, Maine
Google, Inc.
Street View - Oct 2015
St Lawrence St
Google
Image capture: Oct 2015 © 2017 Google United States Terms Report a problem

PROGRESSION
UP ST. LAWRENCE ST.
PAST 24

9 Fore St
Portland, Maine
Google, Inc.
Street View - Aug 2017
Monument St
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Image capture: Aug 2017 © 2017 Google United States Terms Report a problem

9 St Lawrence St
Portland, Maine
Google, Inc.
Street View - Oct 2015
24
St Lawrence St
Google

13 St Lawrence St
Portland, Maine
Google, Inc.
Street View - Oct 2015
24
St Lawrence St
©2017 Google
Google

17 St Lawrence St
Portland, Maine
Google, Inc.
Street View - Oct 2015
24
PROTECT PORTLAND'S SCENIC BEAUTY
YES ON 2
St Lawrence St
Munjoy St
Atlan
East St
24 Saint La
Narrow Gauge
o. & Museum
Google
Image capture: Oct 2015 © 2017 Google United States Terms Report a problem

20 St Lawrence St
Portland, Maine
Google, Inc.
Street View - Oct 2015
24
St Lawrence St
Google
Image capture: Oct 2015 © 2017 Google United States Terms Report a problem

FASCIA & EAVE.
63 COURSES OF SIDING
15 COURSES OF BRICK
(40") = 3'-4"

63
× 4"
252/12 = 21'

SO EAVE @ 25'
24 FROM ℄ FRONT

24 ST. LAWRENCE
ELEVATION

24 St Lawrence St
Portland, Maine
Google, Inc.
Street View - Oct 2015
24
St Lawrence St
Google
Image capture: Oct 2015 © 2017 Google United States Terms Report a problem

28 St Lawrence St
Portland, Maine
Google, Inc.
Street View - Oct 2015
St Lawrence St
Google
Image capture: Oct 2015 © 2017 Google United States Terms Report a problem

32 St Lawrence St
Portland, Maine
Google, Inc.
Street View - Oct 2015
St Lawrence St
Google

36 St Lawrence St
Portland, Maine
Google, Inc.
Street View - Oct 2015
St Lawrence St
Monument St
Munjoy St
Google
Image capture: Oct 2015 © 2017 Google United States Terms Report a problem

40 St Lawrence St
Portland, Maine
Google, Inc.
Street View - Oct 2015
St Lawrence St
Google
Image capture: Oct 2015 © 2017 Google United States Terms Report a problem

PROPOSED

24
EXT'G.

APPROX
EXT'G

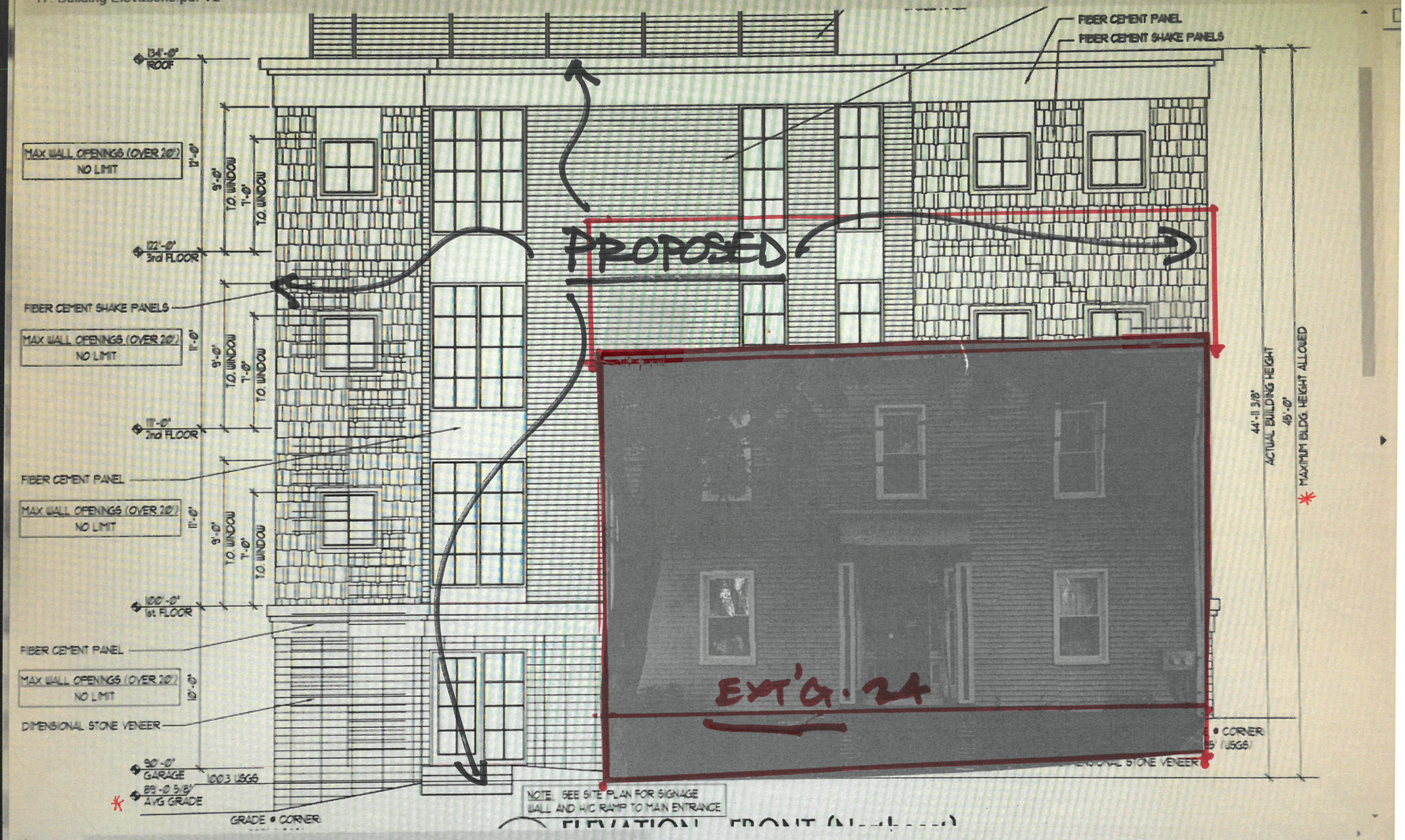
EXCAVATE (ALONG)
EXT'G & PROPOS.

ST. LAWRENCE STREET

Secure | https://eplan.portlandmaine.gov/ProjectDox/Integration/BravaPlugin/HTMLClient/HTMLViewer.aspx?FileID=224712

Review Redact Publish

17. Building Elevations.pdf V2



HDMI DCD

Gateway

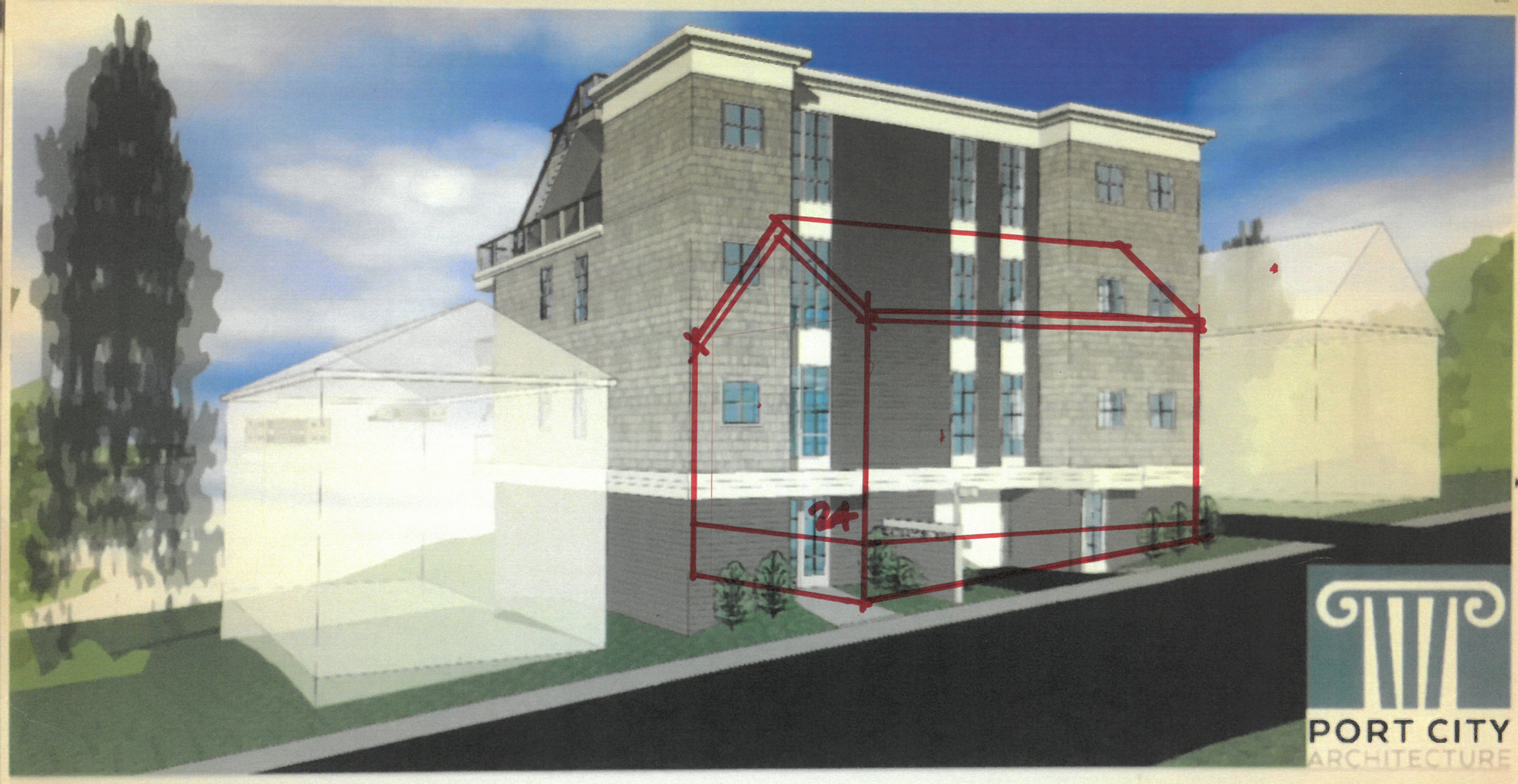
HD video

1680 × 10

Secure | https://eplan.portlandmaine.gov/ProjectDox/Integration/BravaPlugin/HTMLClient/HTMLViewer.aspx?FileID=224158

Redact Publish

19_Front Rendering B.pdf V1



HD video | 1680 × 1050

18. Front Rendering A.jpg - Google Chrome

Secure | https://eplan.portlandmaine.gov/ProjectDox/Integration/BravaPlugin/HTMLClient/HTMLViewer.aspx?FileID=224134

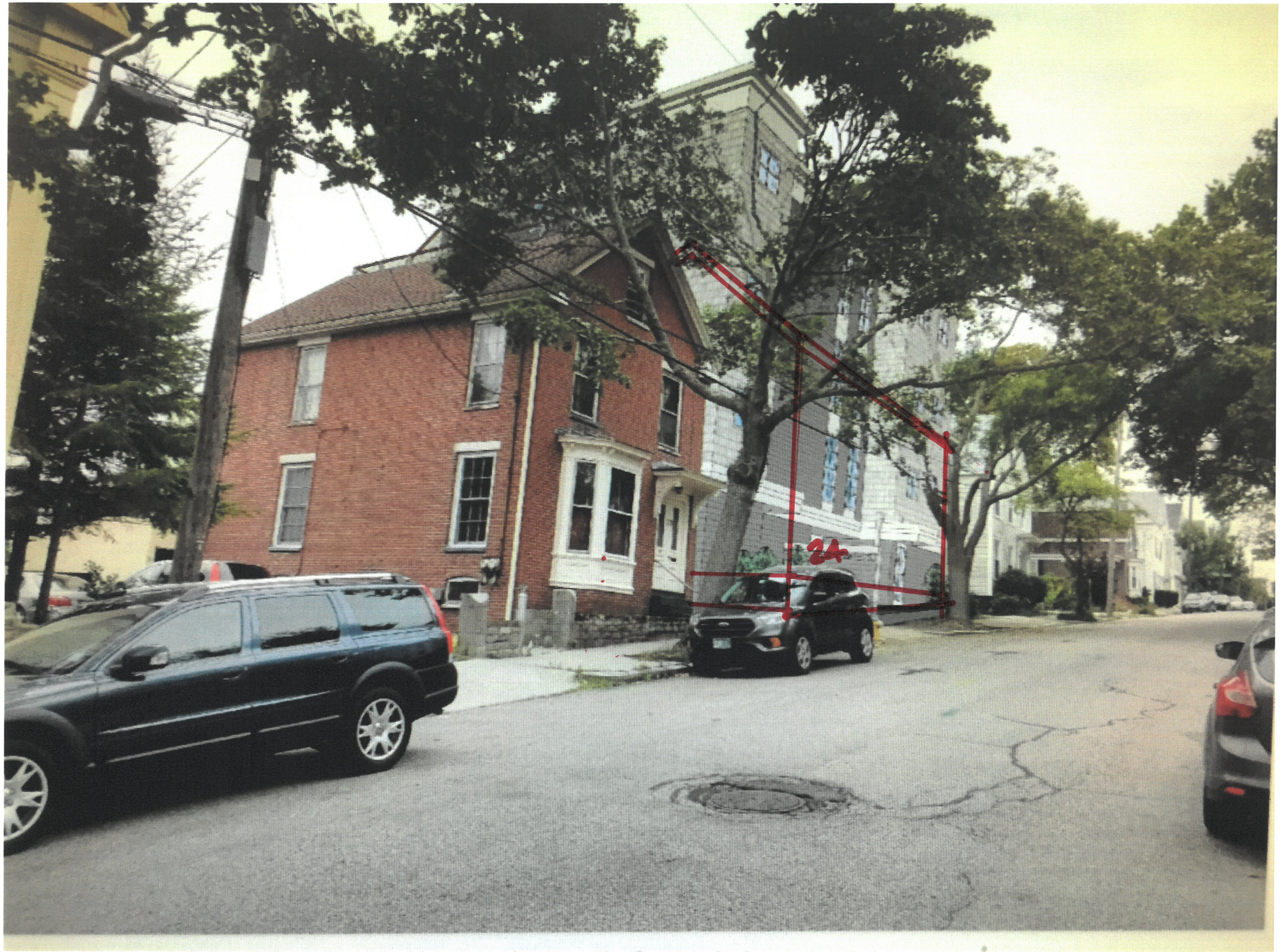
Review Redact Publish

18. Front Rendering A.jpg V1

PORT CITY
ARCHITECTURE

Gateway

HD video | 1680 × 1050 | Universal Inputs


24

24

PC14a

Google Groups

24 St.Lawrence St, 25 Monument Street

Rob Whitten <rob@whittenarchitects.com> Nov 20, 2017 9:54 AM
Posted in group: **Planning Board**

Hello,

My wife, Robin F. Whitten, and I live at 23 St. Lawrence Street on Munjoy Hill. We are very concerned about the proposed demolition of 24 St. Lawrence Street and 25 Monument Street. Both are viable structures that could be renovated and improved. They are part of the fabric of our neighborhood.

Please include us in the public notification list for the pending Planning Board Workshops for both structures.

Thank you.

Sincerely, Rob.

Rob Whitten / AIA

Whitten Architects
207.774.0111 x101
37 Silver Street
Portland, Maine 04101
www.whittenarchitects.com

NEIGHBOR: WHITTEN
23 St. Law

March 13, 2018
EVALUATION OF REVISED R-6 INFILL DEVELOPMENT
DESIGN PRINCIPALS & STANDARDS

REVISED SUBMITTAL OF 24 ST. LAWRENCE STREET

Monday we were notified that a revised Level III Final Site Plan head been submitted for the Redevelopment of 24 St. Lawrence Street. Please find the 01/11/2018 R-6 Small Infill Design Review of the previous application in separate attachment.

We've taken the 01/11/2018 Planning Department Review of the proposed design for 24 St. Lawrence Street in-fill, redevelopment (-see seperate attached document) and compared it to the **03/13/2018 revised design** -see the red text .

01/11/2018 **Planning Department Design Review Comments** *(red text denotes principles or standards that are not met)*:

Appendix 7: R-6 Infill Development
Principle A Overall Context –Not Met – see below.

01/11/2018- *A-1 Scale and Form:* The scale the project is larger than most buildings on this street which is exacerbated by the placement of the circulation on the front and by creating a broad front façade without a proportionate open space buffer.

03/13/2018: The front of the **revised design** is all circulation: emergency exits, a front entry, parking garage entry, two stair wells, one elevator shaft, corridors to living units, and no living space on the St. Lawrence Street side. NO CHANGE.

01/11/2018 **Design Review Comments:** In those rare instances where a larger scale, wider building has been built, the scale is mitigated by keeping wider setbacks as a buffer and through elements such as bay windows, balconies and porches, varied rooflines, and/or massing changes at the street. Staff suggests that massing and programmatic changes should be made to mitigate the bulk and scale of this project. It appears the proposed project exceeds the maximum Lot Coverage.

03/13/2018: The front of the **revised design** now has one of the five recommended strategies: varied roof line at street.

01/11/2018 **Design Review Comments:** It appears the proposed project exceeds the maximum Lot Coverage.

03/13/2018: The **revised design** Lot Coverage should be verified; it is similar to the 01/11/2018 Lot Coverage.

March 13, 2018
EVALUATION OF REVISED R-6 INFILL DEVELOPMENT
DESIGN PRINCIPALS 7 STANDARDS

REVISED SUBMITTAL OF 24 ST. LAWRENCE STREET

01/11/2018- *A-2 Composition of Principal Facades:* The composition of the street-facing façade has very little reference or relationship to the rhythms and patterns found on the streetscape and surrounding buildings.

03/13/2018: very little reference to the surrounding buildings, more vertical elements, the facade is broken into three pieces that step in and out.

01/11/2018 **Design Review Comments:** The project places all the circulation at the front façade with no living space facing the street.

03/13/2018: The front of the **revised design** is all circulation: emergency exits, front entry, parking garage entry, two stair wells, one elevator shaft, corridors to living units, and no living space on the St. Lawrence Street side. NO CHANGE

01/11/2018 **Design Review Comments:** The front façade should relate to the context through compatible rhythm, size, orientation, and proportion of window and door openings and other predominant, character-defining features found in the neighborhood, especially for multi-family building types.

03/13/2018: The **revised design** door and window proportions or character defining features on front do not relate to the neighborhood.

01/11/2018 **Design Review Comments:** Changing the orientation of the building program could mitigate some of these issues.

03/13/2018: NO CHANGE in orientation of the building program.

01/11/2018 - *A-3 Relationship to the Street:*

01/11/2018 **Design Review Comments:** The project deviates from the pattern of building placement on the lot and the spacing of the residential fabric in this neighborhood – this relationship to the street must be respected.

03/13/2018: Revised design NO CHANGE.

01/11/2018 **Design Review Comments:** The ground floor is raised a whole story which is higher than typical residential development patterns but common for contemporary projects – this elevated living space is created by the ground floor garage.

March 13, 2018
EVALUATION OF REVISED R-6 INFILL DEVELOPMENT
DESIGN PRINCIPALS 7 STANDARDS

REVISED SUBMITTAL OF 24 ST. LAWRENCE STREET

03/13/2018: Revised design NO CHANGE.

Principle B Massing – Not Met – There is concern about the bulk and mass of the building compared with the size of the lot and the established patterns on the surrounding streets.

01/11/2018 **Design Review Comments:** The building is larger in scale than what is found in the context in both height and width of the building.

03/13/2018: Revised design NO CHANGE.

01/11/2018 **Design Review Comments:** In addition, the massing is arranged to place all circulation facing the street and creates an overall massing and façade composition inconsistent with patterns found in the neighborhood.

03/13/2018: Revised design revised composition, SAME MASS.

01/11/2018 **Design Review Comments:** - *B-1 Massing:* The proposed mass is wider on the street than the typical building context.

03/13/2018: Revised design SAME MASS. SAME WIDTH

01/11/2018 **Design Review Comments:** - *B-4 Roof Pitch:* The standard requires that mono pitched roofs shall not have a pitch of less than 7:12.

03/13/2018: Revised design flat roofs, NO CHANGE.

01/11/2018 Principle C Orientation to the Street – Partially Met – The project appropriately provides a sense of transition and privacy for the residential uses, however, the ground floor does not reinforce a sense of the public realm – no porch or ground floor living space fails to enhance the pedestrian friendliness and sociability of the streetscape as desired in this principle statement.

03/13/2018: The front of the **revised design** is all circulation: emergency exits, front entry, parking garage entry, two stair wells, one elevator shaft, corridors to living units, and no living space on the St. Lawrence Street side. NO CHANGE

March 13, 2018
EVALUATION OF REVISED R-6 INFILL DEVELOPMENT
DESIGN PRINCIPALS 7 STANDARDS

REVISED SUBMITTAL OF 24 ST. LAWRENCE STREET

Conclusion:

The revised design does not meet the Planning Department R-6 Small Infill Design Review standards for:
- Principle A Scale and Form.
- Principle B Massing.

The revised design partially meets the Planning Department R-6 Small Infill Design Review standards for:
- Principle C Orientation to the Street

The other Design Review issues which deal the composition of the building components on front of the building on St. Lawrence Street are addressed in the 01/11/2018 Design Review and the proposed 03/13/2018 Revisions. They are:

01/11/2018 *Principle D Proportion and Scale* – Partially Met –
01/11/2018 *Principle E Balance* – Met –
01/11/2018 *Principle F Articulation* – Met –
01/11/2018 *Principle G Materials* – Partially Met –

Sincerely,

Rob.

G. Robinson Whitten, Robin F. Whitten
23 St. Lawrence Street
Portland, Maine 04101

G. Robinson Whitten AIA
Whitten Architects
37 Silver Street
Portland, Maine 04101

Google Groups

Fwd: 24 St. Lawrence St.

Shukria Wiar <shukriaw@portlandmaine.gov> May 1, 2018 11:36 AM
Posted in group: **Planning Board**

---------- Forwarded message ----------
From: **Caitlin Cameron** <ccameron@portlandmaine.gov>
Date: Mon, Apr 30, 2018 at 4:46 PM
Subject: Fwd: 24 St. Lawrence St.
To: "Wiar, Shukria" <shukriaw@portlandmaine.gov>

---------- Forwarded message ----------
From: <rstillwell@maine.rr.com>
Date: Mon, Apr 30, 2018 at 3:50 PM
Subject: 24 St. Lawrence St.
To: ccameron@portlandmaine.gov

Dear Caitlin,
I am writing from 20 St. Lawrence Street, we are abutting neighbors of 24 St. Lawrence.
My husband, Richard Stillwell and I have had many concerns with this project.
We recently had to have work done on our building. I enclose 2 photos.
The distance recommended by the Fire Department between our 2 buildings is 10 feet. For safety and access.
The work that we had done could not have been done at the current proposal of less than 8 feet.
the ladders necessary for the staging were from 8 feet to 10 feet.
We would hope that a variance will not be granted to allow the distance to be less than 10 feet.
Thank you. Carol Stillwell

--
Caitlin Cameron, AICP, Associate AIA, LEED AP
Urban Designer
Planning & Urban Development Department
389 Congress Street
Portland, ME 04101
phone: (207) 874-8901
email: ccameron@portlandmaine.gov

--
Shukria Wiar, Planner
Planning Division
City of Portland 389 Congress Street
Portland, ME 04101
Ph: 207.756.8083
Fax: 207.756.8258

20

Google Groups

Trees

Kris Lape <krislape@aol.com> Mar 28, 2018 9:46 AM
Posted in group: **Planning Board**

Hello,
I am concerned about the loss of mature trees on our street, St Lawrence Street. Specifically the removal of gorgeous old canopy trees at 24 St. Lawrence.
Growing up in Portland, I experienced the loss of so many amazing old elm trees as they died from the West Elm disease. Even as a child, it was heartbreaking to me.
One thing I've understood for a long time is that you can take a tree down in ten minutes, but it will take decades to even come close to growing a tree that can replace it.
I beg you to save the trees.
I beg you to save the historic and lovely house there as well. But I understand that as already been approved. At least downsize the proposed development planned for that spot. WE don't want anymore 'lego style' units here.
I'm not against more housing, nor multi-units. But the size and the style are critical to maintaining the cultural and historical essence of Munjoy Hill.
Please consider downsizing these overwhelming 6+ units, and encouraging them to use architectural design that compliments the beauty of our neighborhoods.
Sincerely,
Kris Lape

Kris Lape
Kris Lape Designs
Glass Drops Jewelry
http://krislapedesigns.blogspot.com
krislape@aol.com
207-592-3484

Google Groups

24 St. Lawrence Street, Proposed Condominium Project, Application ID# 2017-242/CBL #016 J006001

Michael D. Traister <mtraister@mpmlaw.com> Apr 4, 2018 10:02 AM
Posted in group: **Planning Board**

Dear Members of the Planning Board.

Please see attached correspondence concerning the referenced Project on behalf of my client, Fitch House, LLC/Martica Sawin.

Thank you.

Michael D. Traister, Esq.
Murray, Plumb & Murray
75 Pearl Street
P.O. Box 9785
Portland, Maine 04104-5085
Tel: (207) 773-5651
Dir: (207) 523-8228
Fax: (207) 773-8023
Email: mtraister@mpmlaw.com

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IRS Notice: In accordance with I.R.S. Circular 230 we advise you that any tax advice in this email (or in any attachment) is not intended or written to be used, and cannot be used, by any recipient for the avoidance of penalties under federal tax laws. Thank you.

MURRAY PLUMB & MURRAY
ATTORNEYS AT LAW

Michael D. Traister
mtraister@mpmlaw.com
(207) 523-8228

April 4, 2018

VIA EMAIL AND REGULAR MAIL
City of Portland Planning Board
planningboard@portlandmaine.gov
389 Congress Street, 4th Floor
Portland, Maine 04101

Re: 24 St. Lawrence Street, Proposed Condominium Project, Application ID# 2017-242/CBL #016 J006001 (the "Project")

Dear Members of the Planning Board:

Please be advised that this Firm represents Fitch House, LLC and its sole principal, Martica Sawin, with respect to matters concerning the referenced Project proposed by Walter and Kelly Williams for their property at 24 St. Lawrence Street in Portland.

Through Fitch House, LLC, Ms. Sawin owns the property located at 28 St. Lawrence Street. This property is improved with a two-unit building and is directly next door and uphill from 24 St. Lawrence Street, the site of the four-story, five-unit condominium Project proposed to be constructed at 24 St. Lawrence Street. The two properties are separated by a ten foot (10') wide parking area near the street and then by a reinforced concrete retaining wall running west. Ms. Sawin's predecessors, Frederick and Lorraine Ruminski, purchased 28 St. Lawrence Street in 1967. In 1973, they constructed a reinforced concrete retaining wall where there is a sharp drop-off between the two properties due to ledge and boulders that run along the entire ridge. A chain link fence was embedded in this wall, which starts at the northwest corner of the Williamses' house and runs west twenty-five feet (25'), increasing in height from thirty inches (30") to forty-four inches (44"), not including the buried portion of the wall.

As previously relayed to the Planning Board (both by email from Ms. Sawin and verbally by Ms. Sawin's daughter and representative, Martica Douglas, at the Board's Workshop concerning the Project on March 27, 2018), Ms. Sawin objects to the Project because, among other things, the Plans filed for the Project contemplate removal of the concrete retaining wall.

More specifically, Ms. Sawin objects to the Project because removal of the wall would have serious consequences for the stability of the foundation of the building at 28 St. Lawrence Street and could result in the collapse of the yard at 28 St. Lawrence Street and subsequent downward pressure of soil, water and shifting boulders. At a minimum, Ms. Sawin respectfully requests that the serious consequences arising from removal of the retaining wall be taken into consideration and appropriate measures for remediation and protection of surrounding properties, including 28 St. Lawrence Street, be addressed as part of the Board's review of the Project.

Ms. Sawin also respectfully requests that the Board consider the fact that the building at 24 St. Lawrence Street is located within a few feet of 28 St. Lawrence Street. Given this, Ms. Sawin asks that the Board consider the damage to adjacent properties (including to 28 St. Lawrence Street) which may well occur during demolition of the existing building at 24 St. Lawrence Street and the retaining wall, and that the Board impose appropriate protections for abutting properties as conditions for the Project.

More fundamentally, as the Board has been advised previously (again, both by email from Ms. Sawin and verbally by Martica Douglas at the Board's Workshop concerning the Project on March 27, 2018), Ms. Sawin objects to the Project because Ms. Sawin, in fact, claims ownership of the retaining wall and the land on which it sits.

When Ms. Sawin purchased 28 St. Lawrence Street from the Ruminskis in 2006, she had the property surveyed by Owen Haskell, Inc., who we understand is the very same surveyor now working for the Williamses with respect to their proposed Project. When Owen Haskell surveyed 28 St. Lawrence Street for Ms. Sawin in 2006, it issued her a written Report of Survey. By this Report, Owen Haskell stated as follows:

> "The deed descriptions for this lot are vague. It appears that very little, if any, surveying was done on any of these lots. The Portland Renewal Authority bought and sold some of these lots. It appears that little surveying was done at that time and the deed vagueness was perpetuated."

Moreover, on the Survey prepared by Owen Haskell for Ms. Sawin, several possible deed lines are shown, including a deed line which locates the concrete retaining wall wholly-within the boundaries of Ms. Sawin's property at 28 St. Lawrence Street. Accordingly, Ms. Sawin asserts ownership, by express deed and grant, of both the retaining wall and the land on which it sits.

In addition, during the approximate forty-four (44) year period since the retaining wall was constructed by or for the Ruminskis in 1973, no one has ever questioned that the concrete retaining wall and the land on which it sits are owned and form part of the 28 St. Lawrence Street property. Consequently, by its Report, Owen Haskell opined that:

> "The fences, apparently erected by or for Ruminski in the 1970s, do not match the deed lines very well. The long-standing occupation based on the fence lines and retaining walls on these lots may have changed the lines of ownership.

Accordingly, as recognized by the Williamses' own surveyor, Ms. Sawin has a claim to ownership of the retaining wall and the land on which it sits by virtue of use and occupation since 1973, i.e. by adverse possession. Ms. Sawin, in fact, claims ownership of the retaining wall and the land on which it sits by adverse possession, as well as via other recognized legal doctrines such as boundary by acquiescence and boundary by practical location.

Ms. Sawin respectfully submits that the question of ownership of the retaining wall and land on which it sits must be resolved before the Project should be considered for approval by the Board and/or any demolition allowed to start.

We very much appreciate the Board's time and attention to these matters.

Sincerely,

Michael D. Traister

Michael D. Traister

MDT/mfm
cc: Mary Costigan, Esq.
Ms. Martica Sawin

Google Groups

24 st Lawrence/25 monument objections

Matt Dodge <mdodge18@gmail.com> Mar 27, 2018 5:52 PM
Posted in group: **Planning Board**

Hello there,

I am just writing to share my objection to the two proposed developments at the addresses listed in this emails subject line. These are both completely out of scale to their surroundings and will have the effect of lowering, not raising, building values in the neighborhood. As a decade long resident of the hill, I am a little pretended every time I turn a corner in my once idyllic neighborhood to find one of these towering monstrosities glaring back. They are not only out of scale for their surroundings, but both proposed developments used the same currently en vogue condo architecture that in no way fits with the unique character of this neighborhood.

I'll leave the specific design and scale criticisms to rest and just pose this question instead: how little self-confidence do you, the planning board, have in this city? It seems to me that over the last decade or so, you've willing jumped into business with every developer who bats an eye at this once-struggling port city. The thing is: we're not that city anymore. We're on the way up, with a increasingly national profile on the quality of our food, culture and way of life. We can afford to be choose about who we choose to let reshape the face of this city, do it OUR way, and not just lift our skirts for every developer who rolls in town towns with a MA or NY plate. Why risk those implacable charms by going the same route as every other city in America? Condo-fuming at a breakneck pace in the race for...what exactly... making sure every American city looks exactly alike? Portland has the chance to retain some of the charm, the authenticity, that put it on the map in the first place, yet at every turn you seem to go the easy route, take the money and give very little thought about the lasting impact it has on a community. Please, once again, just approach these sorts of developments with the knowledge that YOU (elected officials who should be reflecting the will of their constituents) have the power here. YOU can decide what this city is going to look like and you don't have to take every offer that comes across the table. For once, just say enough is enough, and take a stand. Your kids won't thank you for your part in the homogenizing of America cities, and neither will we, those who are watching it happen.

Thanks,
Matt Dodge
67 North St

Sent from my iPhone

Latest 24 St. Lawrence Workshop Concerns from 6/21/2018

Karen Snyder <karsny@yahoo.com> Jun 22, 2018 7:20 AM
Posted in group: **Planning Board**

Dear Planning Board Members,

A group of surrounding Munjoy Hill property owners attended the latest 24 St. Lawrence workshop held at 84 Washington Ave on Thursday evening, 6/21/2018.

Below are the list of concerns that I would appreciate being addressed:

1) Even though on the south downward side of the building the schematics showed the building is now 13 feet from 20 St. Lawrence property line, the schematic is misleading because it was explained there are actually balconies not in the schematic will extend to almost 5 feet of the downward property line. This will be a large noise disturbance and severe quality of life impact for the 20 St. Lawrence building property owners and the balcony is just too close the building for the 20 St Lawrence street owners to put up a ladder if they need to for any repairs needed on their building if the balconies are only 5 feet from this building.

2*) There is no fiscal assurance or bond money put up to ensure that the surrounding property foundations if damaged by the construction can be easily paid for by the 24 St. Lawrence property owner.*

3*) There is no fiscal assurance for the surrounding property owners loss of rental income due to renters not wanting to live near a construction zone in which the 24 St. Lawrence property owner will pay for this loss of rental income.*

4*) There is no fiscal assurance for the surrounding property owners if vermin abatement is required that the 24 St. Lawrence property owner will pay for this.*

5*) There is no proof that there is a validated peer review of the GeoTech engineering retaining wall proposal in which the temporary retaining wall will only go down as far as the current retaining wall to enable to put the actual retaining wall is structurally sound and if incorrect in their analysis, what are the liability repercussions to protect the surrounding property owners.*

6*) It was told that this construction duration is 10- 12 months of construction and could be possibly from 7am to 6pm Monday to Friday. This is quite unacceptable to all the surrounding property owners since they are retired and/or work remote from their house. How is the Planning Dept and 24 St. Lawrence owner going to mitigate the quality of life degradation for surrounding property owners who live near the construction site while the 24 St. Lawrence property owner gets to live off premises? The quality of life is severely impacted for at least 6 property owners just for this one property owner to profiteer.*

7*) The architect told the group that the mature street tree will be removed when it doesn't have to because it is not blocking the driveway. A mature tree adsorbs over 100K lbs of carbon dioxide in it's lifetime. This mature tree is not blocking the driveway on the schematic and should not be taken down because it is "convenient" this type of "progress" is impacting the environment.*

8*) Ultimately, the scale and mass and the architecture design still is NOT compatible to the surrounding buildings, especially 20 and 28 St. Lawrence properties. This proposal still looms over the surrounding properties and really does not match the street scape.*

What made Munjoy Hill desirable to move here in the first place is being erased. It is up to the Planning Board to mitigate the quality of life impact and the strip mining that is currently being allowed on Munjoy Hill before it is too late.

Please address the above concerns.

Regards,

K. Snyder
Waterville Street Property Owner

Google Groups

24 Saint Lawrence Str

Peter Murray <pmurray@gwi.net> Jun 22, 2018 9:49 AM
Posted in group: **Planning Board**

Dear Planning Department -

In anticipation of your planned second Workshop on the above project now scheduled for Tuesday, June 26, please find attached my written comments. It will not be possible for me to attend in person. Can you make sure that each member of the Planning Board has a copy of these comments in her or his Workshop package?

Thank you for your consideration,

Sincerely,

plm
Peter L. Murray
104 North Street
Portland, ME 04101
pmurray@gwi.net

104 North Street
Portland, Me 04101

June 21, 2018

Sean Dundon, Chairperson
Brandon Mazer, Vice Chairperson
David Eaton
David Silk
Austin Smith
Maggie Stanley
Lisa Whited, Members
Portland Planning Board

Re: 24 Saint Lawrence Street

Dear Chairperson Dundon and Members of the Portland Planning Board:

Will you please accept this letter in lieu of my in-person comments at the upcoming Workshop scheduled for Tuesday, June 26, on the above project?

It is respectfully submitted that based on the revised application drawings and the applicant's architect's submittal comments, the project fails to comply with the requirements of the Portland City Code for Level 3 Site Plan Review in the following respects:

1. The size, scale and massing of the building, while reduced from the prior proposal, still is out of proportion to the surrounding building fabric and is not compatible with the architectural composition of the neighborhood. A 4-story flat-roofed institutional structure virtually filling the lot is not compatible with a neighborhood of gable roofed 2 and 2½ story homes.
2. The proposed condominium block would be incompatible with and would disrupt and destroy the harmony of the St. Lawrence streetscape and dominate the lower part of the street. This is particularly significant since lower St. Lawrence Street is within the proposed Eastern Promenade Historic District. It would be a shame if the District were to be so seriously compromised on the eve of its designation.
3. The proposed structure is a hazard to its neighbors to the west because of the fragile retaining wall holding up the soil at 24 St. Lawrence Street. The weight of a 4-story building within 10 feet of the wall, plus the disruption of construction activities are almost sure to damage the wall, a stone and masonry will built more than 100 years ago. The configuration of the properties is such that there is no way to access this wall from the Waterville Street side to shore it up or repair it if damaged. The home of the Waterville Street neighbors is located immediately adjacent to the wall, and will be damaged or destroyed in the event of a collapse of the wall. Even the applicant's own engineer has not been able to guarantee

that the building can be built without damaging the retaining wall and threatening the downhill neighbors. This is a site that can bear a 2½ story house located some distance from the retaining wall, but that cannot bear the weight of a 4 story condominium block built hard by the wall and the trauma of construction.

4. The northerly boundary of the proposed site is in dispute with the abutting neighbor. That party has brought suit, now pending in the Maine Superior Court, seeking a declaration that the boundary line between the respective properties is actually the south face of a retaining wall between the properties which is located about three feet south of where the boundary is shown on the filings with the Planning Board. The neighbor's claim is based on more than 30 years of continuous, actual and notorious possession of the subject strip, including construction of the retaining wall, and has apparent legal merit. If the neighbor's claim is successful, the proposed building will have to be reduced and/or relocated to maintain the required setbacks along the northerly side, and may not be feasible as proposed. At the very least, the Planning Board should suspend consideration of this application until the issue of the northerly boundary is determined, since it is currently not clear that the applicant actually owns the property on which it proposes to construct the project.

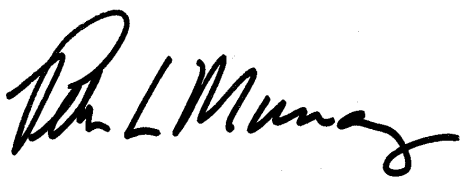
The current Portland Zoning Ordinance and the Site Review Process relies to a great extent on the strength, judgment and independence of our Planning Board to protect the integrity and quality of our existing neighborhoods from inappropriate and damaging development proposals. This proposal, which originally generated the impetus to review the 2015 revisions to the R-6 zoning ordinance, is a prime example of the kind of development that attempts to trade on the desirability of the neighborhood to attract buyers of proposed condominium units on the one hand and undermines and compromises that very amenity as it does so.

At the initial neighborhood meeting in connection with this project, the developer announced that his goal is to end up with a free dwelling unit for himself and a million dollars in his pocket. No wonder that he is willing to sacrifice the quality and integrity of his surrounds for a return like that.

It is respectfully submitted that this is a project that does not qualify under Portland's zoning ordinance and site review process and that is not meant to be.

Thank you for your consideration of these thoughts.

Sincerely,



Peter L. Murray

24 St.Lawrence neighborhood meeting, 6/21

martica sawin <martica.sawin@gmail.com> Jun 22, 2018 11:41 AM
Posted in group: **Planning Board**

Most of those attending the meeting raised many objections despite the modifications in the plans for the condominium building. The questions raised still revolved around two matters not satisfactorily addressed in the revised plans.

1. Fear of causing the west retaining walls to collapse which could demolish the buildings below, and unsatisfactory addressing the relationship between the existing retaining wall on the north boundary and the proposed use of the new foundation asa retaining wall, leaving a deep open gap
with infill that cannot effectively hold the abutting property in place. All along the South and west slopes of St. Lawrence Street retaining walls have been used to prevent erosion of land beneath and adjacent to buildings. They are a necessary act of life on that street and much of Munjoy Hill.
The city needs an ordinance governing retaining walls.

2. All the abutting neighbors present raised the question of trying to live in their homes during the proposed year of drilling, compaction, demolition and construction. My two unit building at 28 St. Lawrence has always been rented since I purchased it in 2006. The lease expiring last October was not renewed because of uncertainty about construction 15 feet distant from the apartments.
Not wanting to leave the space empty I decided to try living there myself, adding handicapped accessible features. At the age of 89 and mostly homebound, I find the prospect of a year exposed to the close at hand noise, vibration, and air pollution ten hours a day threatening to physical and mental health. Other than compensation for loss of rental income I see no alternative--taxes need to be paid, utilities maintained, etc.

Martica Sawin
28 St.Lawrence Street

The ownership has been transferred from Fitch House LLC of which I was sole proprietor to my name.

24 Saint Lawrence still fails

Maggy W <mswnola@gmail.com> Jun 21, 2018 10:17 PM
Posted in group: **Planning Board**

Dear members of the Planning Board,

I attended the informal "neighbors" meeting this evening held by the architect and project manager for 24 Saint Lawrence St. By comparison with the previous proposals, the most recent sketches are improved - the height and width are reduced; the parking is on the side, there is some life on the street - several areas were modified for the better.

However, the design should be taken on its own merit and not on how far they have come from original unacceptable design that unleashed the recent firestorm on Munjoy Hill. And on its own merits, it seems that the current design is still incompatible with the streetscape in scale and massing. As they are still working on the plans, we were not shown any renderings of how the current proposal fits in with the neighboring houses.

In addition to the remaining scale and mass issues, my primary concern is the safety and integrity of the interconnected network of retaining walls on this part of the hill. The project is directly abutted by three 19th century houses which would be at risk if any unexpected circumstance arose during the project. Another major concern is the loss of light and sky. The footprint of the proposed building is massive - the existing 1850's house is wide along the street, and shallower in depth, which allows the two houses on either side a share of sunlight and sky and breeze and breathing room. The proposed building is using the maximum depth which throws my mother's house, 28 Saint Lawrence, where I rent the second floor apartment, and our garden and porches into its shadow.

After design, safety and sunlight, the final area of major concern is the noise from the stacked outdoor decks. They will be very close to the adjacent houses and evening outdoor activities will spill into our own living and sleeping spaces. This is not the way these houses were intended to interact. Between the loss of light and sky, and the increase in noise, the quality of life for all of the neighbors will deteriorate. This is to say nothing of the project's estimated 10-12 months of construction noise, vibration and general disruption. My mother is 89 years old, and the odds are that a significant proportion of her remaining life will be dominated by this construction process.

Please recommend that the project be reduced to a size that fits in better with the streetscape.

Sincerely,
Maggy Wolf
\28 Saint Lawrence, Apt. 2

24 ST. LAWRENCE STREET REDEVELOPMENT

KELLY & WALTER WILLIAMS
PORTLAND, MAINE

LEGEND

EXISTING

REFER TO THE EXISTING CONDITIONS PLAN FOR ADDITIONAL INFORMATION

PROPOSED

UNDERDRAIN	
GREEN SPACE	
UTILITY PAVEMENT CUTS	
STRIPING	
SEDIMENTATION BARRIER	
EDGE OF EX. PAVEMENT	
CURB	
UTILITY POLE	
WATER VALVE	
FIRE HYDRANT	
SEWER MANHOLE	
DRAINAGE STRUCTURE	
UNDERGROUND WATER LINE	1"W 1"W
MINOR CONTOURS (1 FT)	64
MAJOR CONTOURS (5 FT)	65
GAS LINE	GAS GAS
SEWER LINE	S S
EXISTING/PROPOSED BUILDING	
UNDERGROUND ELECTRICAL/TELEPHONE/CABLE	UGE/T/C
OVERHEAD ELECTRICAL/TELEPHONE/CABLE	
PROPERTY LINE	
SETBACKS	

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UTILITIES

SEWER:

DEPARTMENT OF PUBLIC WORKS (DPW)
55 PORTLAND STREET
PORTLAND, MAINE 04101
CONTACT: KEITH GRAY, P.E.
(207) 874-8834

WATER:

PORTLAND WATER DISTRICT (PWD)
225 DOUGLASS STREET
PO BOX 3553
PORTLAND, MAINE 04104
ATTN: MEANS DIVISION
(207) 774-5961

ELECTRIC:

CENTRAL MAINE POWER COMPANY (CMP)
162 CANCO ROAD
PORTLAND, MAINE 04103
CONTACT: PAUL DUPERRE
(207) 828-2882

TELEPHONE:

FAIRPOINT COMMUNICATIONS
45 FOREST AVENUE
PORTLAND, MAINE 04101
CONTACT: MIKE SAMIYA
(207) 712-8414

CABLE:

SPECTRUM/CHARTER COMMUNICATIONS
(FORMERLY TIME WARNER CABLE)
118 JOHNSON ROAD
PORTLAND, MAINE 04102
CONTACT: MARK PELLETIER
(877) 546-0962

NATURAL GAS:

UNITIL SERVICE CORP.
1075 FOREST AVENUE
PORTLAND, ME 04103
CONTACT: BRIDGET HARMON
(207) 541-2536

PROJECT TEAM

DEVELOPER:

KELLY & WALTER WILLIAMS
PORTLAND, MAINE
CONTACT: KELLY OR WILL WILLIAMS
(207) 671-1193

ARCHITECT:

PORT CITY ARCHITECTURE
PORTLAND, MAINE
CONTACT: MARK CHALOUPECKY
(207) 761-9000

SURVEYOR:

OWEN HASKELL, INC
FALMOUTH, MAINE
CONTACT: JOHN C. SCHWANDA, P.L.S.
(207) 774-0424

STRUCTURAL ENGINEER:

STRUCTURAL INTEGRITY CONSULTING ENGINEERS, INC.
PORTLAND, MAINE
CONTACT: AARON JONES, P.E.
(207) 774-4614

GEOTECHNICAL ENGINEER:

R.W. GILLESPIE & ASSOCIATES, INC.
SACO, MAINE
CONTACT: ERIK WIBERG, P.E.
(207) 286-8008

ABBREVIATIONS

PARTIAL LIST OF ABBREVIATIONS AND THEIR CORRESPONDING MEANING. PLEASE CONTACT THE ENGINEER FOR ANY CLARIFICATION

APPROX.	APPROXIMATE
BC	BOTTOM OF CURB
BMP	BEST MANAGEMENT PRACTICE
BOT.	BOTTOM
CB	CATCH BASIN
CF	CUBIC FOOT
CIP	CAST IN PLACE
CM	CONSTRUCTION MANAGER
CMP	CENTRAL MAINE POWER
CONC.	CONCRETE
CY	CUBIC YARD
DIP	DUCTILE IRON PIPE
DIA.	DIAMETER
DIM.	DIMENSION
EA.	EACH
ELEC.	ELECTRICAL
ELEV.	ELEVATION
EQUIV.	EQUIVALENT
EST.	ESTIMATE
EX.	EXISTING
FFE	FINISH FLOOR ELEVATION
FT.	FEET
GAL.	GALVANIZED
ID	INNER DIAMETER
IN.	INCH
INV.	INVERT
L	LENGTH
MAX.	MAXIMUM
MDOT	MAINE DEPARTMENT OF TRANSPORTATION
MFG.	MANUFACTURED
MH	MANHOLE
MIN.	MINIMUM
O.C.	ON CENTER
OD	OUTSIDE DIAMETER
OHE/T/C	OVERHEAD ELECTRIC/TELEPHONE/CABLE
PC	PRECAST
PE	PROFESSIONAL ENGINEER
PL	PROPERTY LINE
PLS	PROFESSIONAL LAND SURVEYOR
PROP.	PROPOSED
PSI	POUNDS PER SQUARE INCH
PVC	POLYVINYL CHLORIDE
R	RADIUS
RD	ROOF DRAIN
RET.	RETAINING
ROW	RIGHT OF WAY
S	SLOPE
SD	STORM DRAIN
SDR	STANDARD DIMENSION RATIO
SF	SQUARE FEET
SMH	SEWER MANHOLE
SPEC.	SPECIFICATION
TC	TOP OF CURB
TW	TOP OF WALL
TWC	TIME WARNER CABLE/CHARTER COMM.
TYP.	TYPICAL
UD	UNDERDRAIN
UGE	UNDERGROUND ELECTRIC

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PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY	DATE
CITY APP.	WHS	10/6/17
RESUBMISSION	WHS	3/23/18

DRAWING NAME: COVER SHEET & LEGEND
PROJECT NAME: 24 ST. LAWRENCE STREET REDEVELOPMENT
CLIENT: KELLY & WALTER WILLIAMS
24 ST. LAWRENCE STREET, PORTLAND, ME 04101

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. AND ALL REVISIONS SHALL BE MADE BY OR OTHERWISE. SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

ACORN ENGINEERING, INC.
158 DANFORTH STREET, PORTLAND, MAINE 04102
(207) 775-2855

FILE: 1088_CIVIL
JN: 1088
SCALE: NTS
DESIGNED BY: WHS
DRAWN BY: ADG
CHECKED BY: WHS

STATE OF MAINE
WILLIAM H. SAVAGE
No. 11417
5-25-18
REGISTERED PROFESSIONAL ENGINEER

DRAWING NO.
C-01

GENERAL NOTES:

1. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES AND DIG SAFE AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION FOR UTILITIES. OTHERWISE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF UNDERGROUND UTILITIES AND LOCATE ANY POTENTIAL CONFLICTS WITH THE APPROVED PLANS PRIOR TO CONSTRUCTION.
2. THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF ALL EROSION CONTROL MEASURES SHOWN ON THE PLAN. IF DEEMED NECESSARY BY THE OWNER OR OWNER'S REPRESENTATIVE, ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED AT NO ADDITIONAL COST TO THE OWNER.
3. THE CONTRACTOR SHALL PREPARE THEIR OWN MATERIAL SCHEDULE BASED ON THE PLANS AND FIELD VERIFICATION BY THE CONTRACTOR. ALL MATERIAL SCHEDULES SHOWN WITHIN THE PLAN SET ARE FOR GENERAL INFORMATION ONLY.
4. ALL CONSTRUCTION METHODS, TESTING AND MATERIALS SHALL CONFORM TO THE MAINE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS, THE CITY OF PORTLAND AND SERVICING UTILITY REQUIREMENTS, IF ANY. IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SPECIFICATION SHALL APPLY AT NO ADDITIONAL COST TO THE OWNER.
5. THE SITE CONTRACTOR SHALL MAINTAIN A SET OF PAPER AND CAD DRAWINGS WHICH SHALL RECORD THE ACTUAL LOCATION, DIMENSIONS, ELEVATIONS, MATERIALS OF THEIR WORK, INDICATING THEREON ALL VARIATIONS FROM THE CONTRACT DRAWINGS. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH ONE COMPLETE SET OF REPRODUCIBLE RECORD DRAWINGS, IN AUTOCAD FORMAT AND PAPER, STAMPED "AS-BUILT". IF AUTOCAD NOT AVAILABLE EXCLUDE FROM BID IN WRITING.
6. THE CONTRACTOR WILL REMAIN SOLELY AND COMPLETELY RESPONSIBLE FOR ENFORCEMENT OF AND COMPLIANCE WITH 1) ALL CONTRACT PLANS AND SPECIFICATIONS, 2) APPLICABLE INTERNATIONAL BUILDING CODE REQUIREMENTS, AND 3) ALL SITE WORKING CONDITIONS AND SAFETY REQUIREMENTS, DAY AND NIGHT, FOR BOTH PERSONS AND PROPERTY, IN EACH CASE BOTH BY THE CONTRACTOR AND ITS SUBCONTRACTORS. THESE INCLUDE ALL OSHA, NIOSH, U.S. EPA AND ANY OTHER APPLICABLE GOVERNMENTAL REGULATIONS.
7. EXISTING CONDITIONS, BOUNDARY SURVEY, AND TOPOGRAPHY FROM THE PLAN TITLED EXISTING CONDITIONS SURVEY BY OWEN HASKELL, INC FOR WALTER S. & KELLY A. WILLIAMS, DATED NOVEMBER 30, 2016.
8. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO THE SITE AND ALL ADJACENT PROPERTIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN A SAFE VEHICLE AND PEDESTRIAN ACCESS THOUGH THE LIFE OF THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE PORTLAND PUBLIC SAFETY DIVISION ROUTINELY REGARDING TEMPORARY IMPACTS OR CHANGES TO SITE ACCESS CONDITIONS.
9. THE CONTRACTOR SHALL REVIEW ACORN'S CONSTRUCTION MANAGEMENT PLAN. CONTRACTOR SHALL REMAIN RESPONSIBLE FOR ANTICIPATED PROJECT SCHEDULE AND CLOSURES. CONSTRUCTION MANAGEMENT, MEANS AND METHODS, TRAFFIC CONTROL, ETC. SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
10. CONTRACTOR TO DETERMINE SOIL CLASSIFICATION INDEPENDENTLY FOR TRENCH, SHORING, AND OTHER SIMILAR CONSTRUCTION MEANS AND METHODS APPLICATIONS.
11. THE CONTRACTOR SHALL SURVEY ROCK SURFACE PRIOR TO EXCAVATION AND DEVELOP VOLUME CALCULATIONS TO SHARE WITH ACORN, IF ANY.
12. THE CONTRACTOR SHALL CONDUCT A PRE-CONSTRUCTION SURVEY OF ADJACENT PROPERTIES INTERIOR SUBGRADE AND ABOVE GRADE ACCESSIBLE WALLS, CEILINGS, FLOORS, ROOF AND VISIBLE EXTERIOR AS VIEWED FROM THE GRADE LEVEL. DOCUMENT WITH PICTURES AT A MINIMUM.

CIVIL SITE NOTES:

1. THE CONTRACTOR SHALL SUBMIT IN WRITING ANY REQUESTS TO MODIFY THE CONTRACT DOCUMENTS.
2. ALL SHOP AND ERECTION DRAWINGS SHALL BE CHECKED AND STAMPED BY THE GENERAL CONTRACTOR PRIOR TO SUBMISSION FOR ENGINEER'S REVIEW. ANY UNCHECKED OR NON-STAMPED SUBMITTALS WILL BE RETURNED WITHOUT REVIEW.
3. CONTRACTOR SHALL THOROUGHLY INSPECT AND SURVEY EXISTING STRUCTURES AND SITE TO VERIFY CONDITIONS THAT AFFECT THE WORK SHOWN ON THE DRAWINGS. CONTRACTOR TO NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO PROCEEDING.
4. DETAILS SHOWN APPLY TO ALL SIMILAR CONDITIONS UNLESS OTHERWISE INDICATED.
5. ALTHOUGH ALL DUE DILIGENCE HAS BEEN APPLIED TO MAKE THE DRAWINGS AS COMPLETE AS POSSIBLE, NOT ALL DETAILS ARE ILLUSTRATED, NOR IS EVERY EXCEPTION CONDITION ADDRESSED WITHIN THE CONTRACT DOCUMENTS.
6. ALL PROPRIETARY CONNECTIONS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
7. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION OF ALL WORK, INCLUDING DIMENSION AND LAYOUT VERIFICATION, MATERIALS COORDINATION, SHOP DRAWING REVIEW, AND THE WORK OF ANY SUBCONTRACTORS.
8. UNLESS OTHERWISE SPECIFICALLY INDICATED, THE DRAWINGS DO NOT DESCRIBE OR DIRECT MEANS OR METHODS OF CONSTRUCTION.
9. THE CONTRACTOR, IN THE PROPER SEQUENCE, SHALL PERFORM OR SUPERVISE ALL WORK NECESSARY TO ACHIEVE THE FINAL COMPLETED STRUCTURE, AND TO PROTECT THE STRUCTURE, WORKMEN, AND OTHERS DURING THE CONSTRUCTION. SUCH WORK SHALL INCLUDE, BUT NOT BE LIMITED TO, BRACING, SHORING FOR CONSTRUCTION EQUIPMENT, SHORING FOR EXCAVATION, FORMWORK, SCAFFOLDING, SAFETY DEVICES AND PROGRAMS OF ALL KINDS, SUPPORT AND BRACING FOR CRANES AND OTHER ERECTION EQUIPMENT.
10. DO NOT BACKFILL AGAINST RETAINING WALLS UNTIL SUPPORTING SLABS AND FLOOR FRAMING ARE IN PLACE AND SECURELY ANCHORED, UNLESS ADEQUATE BRACING IS PROVIDED.
11. TEMPORARY BRACING SHALL REMAIN IN PLACE UNTIL ALL FLOORS, WALLS, ROOFS AND OTHER SUPPORTING ELEMENTS ARE IN PLACE.
12. THE CONTRACTOR SHALL CONDUCT A PRE-CONSTRUCTION SURVEY OF ADJACENT PROPERTIES INTERIOR SUBGRADE AND ABOVE GRADE ACCESSIBILE WALLS, CEILINGS, FLOORS, ROOF AND VISIBLE EXTERIOR AS VIEWED FROM THE GRADE LEVEL.
13. THE ENGINEER BEARS NO RESPONSIBILITY FOR THE ABOVE ITEMS, AND OBSERVATION VISITS TO THE SITE DO NOT IN ANY WAY INCLUDE INSPECTION OF THEM.

SPECIAL INSPECTION NOTES:

1. ALL SITE SOILS-RELATED WORK AND FOOTING EXCAVATIONS PRIOR TO PLACING FORMS, AS WELL AS SITE DRAINAGE, SHALL BE REVIEWED BY THE PROJECT GEOTECHNICAL ENGINEER.
2. NORMAL REVIEWS BY LOCAL BUILDING DEPARTMENT.
3. NOTIFY 48 HOURS PRIOR TO REQUIRED REVIEW.
4. REQUIRED SPECIAL INSPECTIONS PER I.B.C. SECTION 1705.6 BY AN APPROVED SPECIAL INSPECTOR RETAINED BY OWNER. CONTRACTOR TO COORDINATE SPECIAL INSPECTIONS.
5. SPECIAL INSPECTOR SHALL BE A QUALIFIED PERSON WHO SHALL DEMONSTRATE COMPETENCE, TO THE SATISFACTION OF THE BUILDING OFFICIAL, FOR INSPECTION OF THE PARTICULAR TYPE OF CONSTRUCTION OR OPERATION REQUIRING SPECIAL INSPECTION.
6. DUTIES AND RESPONSIBILITIES OF THE SPECIAL INSPECTOR SHALL BE TO OBSERVE AND/OR TEST THE WORK ASSIGNED AND OUTLINE ABOVE FOR CONFORMANCE WITH THE CONTRACT DOCUMENTS, ALL DISCREPANCIES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE CONTRACTOR FOR CORRECTION.
7. THE SPECIAL INSPECTOR SHALL FURNISH REGULAR REPORTS TO THE BUILDING OFFICIAL, THE ARCHITECT AND ENGINEER OF RECORD, AND OTHER DESIGNATED PERSONS. PROGRESS REPORTS FOR CONTINUOUS INSPECTION SHALL BE FURNISHED WEEKLY. INDIVIDUAL REPORTS OF PERIODIC INSPECTIONS SHALL BE FURNISHED WITHIN ONE WEEK OF INSPECTION DATES. THE REPORTS SHALL NOTE UNCORRECTED DEFICIENCIES, AND NET CHANGES TO THE APPROVED CONSTRUCTION DOCUMENTS AUTHORIZED BY THE ENGINEER OF RECORD.
8. THE SPECIAL INSPECTOR SHALL SUBMIT A FINAL SIGNED REPORT WITHIN TEN DAYS OF THE FINAL INSPECTION STATING WHETHER THE WORK REQUIRING A SPECIAL INSPECTION WAS, TO THE BEST OF THE INSPECTOR'S KNOWLEDGE AND BELIEF, IN CONFORMANCE WITH THE APPROVED CONSTRUCTION DOCUMENTS AND THE APPLICABLE WORKMANSHIP PROVISIONS OF THE INTERNATIONAL BUILDING CODE. WORK NOT IN COMPLIANCE SHALL BE NOTED IN THE REPORT.
9. SPECIAL INSPECTION FIRM SHALL BE EMPLOYED BY OWNER AND COORDINATED BY THE CONTRACTOR.

LAYOUT NOTES:

1. MONUMENTS DELINEATING PROPERTY LINES OR RIGHT OF WAYS SHALL NOT BE DISTURBED DURING CONSTRUCTION OPERATIONS. IN THE CASE A MONUMENT IS DISTURBED, AT THE CONTRACTOR'S EXPENSE, THE MONUMENT SHALL BE RESET TO ITS ORIGINAL LOCATION AND ELEVATION BY A REGISTERED LAND SURVEYOR.
2. ALL DIMENSIONS ON THE FOLLOWING SHEETS TAKE PRECEDENT OVER SCALED DIMENSIONS. EACH DRAWING WITH A BAR SCALE MEANS THAT THE DRAWING/DETAIL HAS BEEN SCALED AS ACCURATELY AS POSSIBLE, AND THE BAR SCALE IS FOR GENERAL REFERENCE ONLY. IF NO BAR SCALE IS PRESENT, THEN THERE IS NO SCALE TO THAT DRAWING/DETAIL. AT NO TIME SHOULD DRAWINGS BE SCALED FROM. ANY DISCREPANCIES BETWEEN DRAWINGS, DETAILS, SPECIFICATIONS AND THE FIELD CONDITION SHALL BE IMMEDIATELY REPORTED TO THE CIVIL ENGINEER FOR FURTHER DIRECTIONS BEFORE ANY ADDITIONAL WORK PROCEEDS.
3. SIGNAGE, STRIPING AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
4. ALL TRAFFIC CONTROL SIGNS INDICATED ON THE SITE LAYOUT PLAN ARE TO MEET ALL REQUIREMENTS & CONDITIONS OF THE CITY OF PORTLAND, MAINE DEPARTMENT OF TRANSPORTATION AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
5. THE CONTRACTOR SHALL OBTAIN THE SERVICES OF A LICENSED PROFESSIONAL LAND SURVEYOR TO PROVIDE A MINIMUM OF TWO TEMPORARY BENCHMARKS WITHIN THE SITE AND TO LOCATE PROPOSED FOUNDATION CORNERS.
6. CONTRACTOR TO ENSURE THAT DRIVEWAYS AND MAILBOXES ADJACENT TO THE PROJECT REMAIN FUNCTIONAL AND IN USE AT ALL TIMES.

PERMITTING NOTES

1. THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF SITE PLAN – LEVEL III AND SUBDIVISION PERMIT FROM THE CITY OF PORTLAND.
2. THE CONTRACTOR SHALL REVIEW THE ABOVE REFERENCED PERMITS PRIOR TO SUBMITTING A BID FOR THIS PROJECT, AND INCLUDE COSTS AS NECESSARY TO COMPLY WITH THE CONDITIONS OF THESE PERMITS.

GRADING AND DRAINAGE NOTES:

1. TOPSOIL STRIPPED FROM THE SITE THAT IS SUITABLE FOR REUSE AS LOAM SHALL BE STOCKPILED WITHIN THE PROPOSED LIMIT OF WORK AREA. THE CONTRACTOR SHALL NOT ASSUME THAT ANY LOAM WILL BE ACCEPTABLE FOR REUSE WITH THEIR ESTIMATE.
2. THE CONTRACTOR SHALL ANTICIPATE THAT GROUNDWATER WILL BE ENCOUNTERED DURING CONSTRUCTION AND SHALL INCLUDE SUFFICIENT COSTS WITHIN THEIR BID TO PROVIDE DEWATERING AS NECESSARY; NO SEPARATE PAYMENT SHALL BE MADE TO THE CONTRACTOR FOR DEWATERING. SEE BORING LOGS FOR ADDITIONAL INFORMATION.
3. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ANY EASEMENT OR TEMPORARY CONSTRUCTION RIGHTS AS NECESSARY BY PRIVATE ADJACENT LAND OWNERS. THE CONTRACTOR SHALL NOT DISTURB ANY SOIL BEYOND THE PROPERTY LINE WITHOUT NOTIFYING AND OBTAINING SUCH EASEMENT OR TEMPORARY CONSTRUCTION RIGHT FROM THE OWNER. PRIOR TO THE CONTRACTOR PRICING THE WORK THE CONTRACTOR SHALL REQUEST PROOF OF SUCH EASEMENT OR TEMPORARY RIGHTS. SHOULD EASEMENTS OR TEMPORARY RIGHTS NOT BE AVAILABLE THE CONTRACTOR SHALL INCLUDE COST FOR BRACING AND SHORING AS NECESSARY.
4. THE CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE FREE OF LOW SPOTS AND PONDING AREAS. THE MINIMUM SLOPE SHALL MEET OR EXCEED 0.5% IN ALL CASES. ALL SLOPES SHALL BE AWAY FROM BUILDINGS AND TOP OF PAVEMENT SHALL BE AT OR BELOW FINISH FLOOR ELEVATIONS.
5. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST GEOTECHNICAL REPORT PREPARED BY THE PROJECT GEOTECHNICAL ENGINEER.
6. NO ADDITIONAL PAYMENT FOR UNSUITABLE MATERIALS.
7. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF N=0.012 OR LESS.
8. SUBSURFACE DATA HAVE BEEN OBTAINED BY R.W. GILLESPIE & ASSOCIATES, INC. AND SHALL BE INCLUDED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL ALSO REVIEW THE REPORTS PRIOR TO SUBMITTING A BID.
9. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
10. NATIVE SOILS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LIMIT THE DISTURBANCE TO SUBGRADE SOILS. SHOULD THE SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, DISTURBED AREAS SHALL BE EXCAVATED AND BACKFILLED WITH COMPACTED SELECT FILL OR CRUSHED STONE AT NO ADDITIONAL EXPENSE TO THE OWNER. ALL SUBGRADE PREPARATION IS SUBJECT TO THE RECOMMENDATIONS OF THE PROJECT GEOTECHNICAL ENGINEER.

EROSION CONTROL NOTES:

1. ALL ROUTINE MAINTENANCE ACTIVITIES SHALL BE CONDUCTED IN SUCH A WAY TO LIMIT THE AMOUNT OF DISTURBED AREA AT ONE TIME TO THE EXTENT PRACTICABLE.
2. PRIOR TO THE START OF ANY CLEARING/LAND DISTURBING ACTIVITIES, THE CONTRACTOR SHALL INSTALL APPLICABLE EROSION CONTROL DEVICES SUCH AS PERIMETER SILT FENCE, AND OTHER APPLICABLE MEASURES. IN THE EVENT THE CONTRACTOR IS NOT SURE A EROSION CONTROL MEASURE SHOULD BE IMPLEMENTED, THE CONTRACTOR SHALL CONTACT THE ENGINEER OF RECORD TO CONFIRM IMPLEMENTATION OF ANY EROSION CONTROL DEVICES.
3. ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDED AND MULCH SHALL BE APPLIED AS SOON AS POSSIBLE WITHIN 7 DAYS FOLLOWING THE COMPLETION OF ANY SOIL DISTURBANCE, AND PRIOR TO ANY STORM EVENT.
4. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL SHALL BE INSTALLED TO THE SATISFACTION OF THE CITY. THE CONTRACTOR SHALL REFERENCE THE APPROVED EROSION AND SEDIMENTATION CONTROL REPORT FOR TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL DEVICES IN ADDITION TO THE PLAN SET. THE CONTRACTOR SHALL ALSO REFER TO THE MAINE D.E.P.'S PERMIT CONDITIONS, FINDINGS OF FACT AND ORDER (IF ANY), AND THE CURRENT MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.
5. PRIOR TO PAVING, THE CONTRACTOR SHALL REMOVE ALL SEDIMENT FROM STORM DRAINS, CATCH BASINS, AND APPURTENANCES.
6. REFER TO THE EROSION CONTROL DETAILS & NOTES FOR ADDITIONAL INFORMATION.

UTILITY NOTES:

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED UPON RECORDS OF VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO TEST PIT TO DETERMINE THE EXACT LOCATION AND ELEVATION OF UTILITIES TO COORDINATE WITH THE PROPOSED CONNECTIONS OR CROSSING. ANY DISCREPANCIES SHALL BE IMMEDIATELY REPORTED TO THE CIVIL ENGINEER FOR FURTHER DIRECTIONS BEFORE ANY ADDITIONAL WORK PROCEEDS.
2. CONTRACTOR SHALL, AT NO ADDITIONAL COST TO THE OWNER, CONDUCT EXPLORATORY EXCAVATIONS AT LOCATIONS WHERE PROPOSED EXCAVATION WILL INTERSECT WITH EXISTING UTILITIES.
3. CONTRACTOR TO PROVIDE 5' OF COVER FROM TOP OF PIPE TO FINISH GRADE FOR WATER MAINS.
4. THRUST BLOCKS SHALL BE USED FOR THRUST RESTRAIN ON WATER MAINS. DETAIL AND LIMITS FOR THRUST BLOCKS ARE SHOWN ON SHEET C-42.
5. WATER INFRASTRUCTURE SHALL BE TESTED IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT DOCUMENT "WATER AND SEWER CONSTRUCTION SPECIFICATIONS AND PROCEDURES", MOST RECENT REVISION.
6. ALL REQUIRED FITTINGS FOR THE WATER MAIN ARE NOT SHOWN ON DRAWINGS. CONTRACTOR SHALL FURNISH AND INSTALL ALL NECESSARY FITTINGS REQUIRED TO CONSTRUCT THE WATER MAIN IN ACCORDANCE WITH CITY OF PORTLAND, STATE OF MAINE, AND AMERICAN WATER WORKS ASSOCIATION STANDARDS AND REGULATIONS.
7. CONTRACTOR SHALL COORDINATE WORK REGARDING ANY WATER MAIN CONNECTION AND WATER MAIN SHUTDOWN WITH THE PORTLAND WATER DISTRICT AT LEAST SEVEN (7) DAYS PRIOR TO CONSTRUCTION.
8. ALL WATER PIPE INSTALLATION SHALL CONFORM WITH THE PORTLAND WATER DISTRICT SPECIFICATIONS AND PROCEDURES, MOST RECENT EDITION.
9. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
10. SEWER, GAS, TELEPHONE, ELECTRICITY, CABLE, WATER AND ANY OTHER UTILITY CONNECTIONS SHALL BE REVIEWED BY PLUMBING, ELECTRICAL, AND MECHANICAL DESIGNER FOR CONSISTENCY WITH THEIR PLANS PRIOR TO CONSTRUCTION.
11. COORDINATE EXIT POINT FOR SECONDARY SERVICE WITH THE ARCHITECT/ELECTRICAL ENGINEER. SECONDARY LINE LOCATIONS NOT PROVIDED BY ACORN ENGINEERING WITHIN THE UTILITY PLAN.
12. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ALL THE NECESSARY PERMITS FOR THE INSTALLATION OF THE UTILITIES AND STORMDRAINS WITHIN THE PUBLIC RIGHT OF WAY. THE CONTRACTOR SHALL SUBMIT A MAINTENANCE OF TRAFFIC PLAN TO THE CITY IN ACCORDANCE WITH THE CITY OF PORTLAND TECHNICAL MANUAL PRIOR TO ANY WORK.
13. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL AT NO EXTRA EXPENSE TO THE OWNER.

DEMOLITION NOTES:

1. THE FOLLOWING ITEMS ARE TYPICAL OF MATERIAL WHICH MAY STILL REMAIN AFTER THE SITE DEMOLITION OCCURRED. THE CONTRACTOR IS ADVISED TO VISIT THE SITE TO CONFIRM DEMOLITION ITEMS SINCE THE LIST IS NOT INCLUSIVE OF THE SITE CONDITIONS WHICH MAY BE ENCOUNTERED:

   ROCK AND CONCRETE FOUNDATIONS

   CONCRETE SLABS

   BITUMINOUS ASPHALT PAVEMENT

   CONCRETE PADS AND BLOCKS

   FENCE POST AND FENCING

   UNDERGROUND UTILITY LINES

   ABOVE AND OR BELOW FUEL OIL AND PROPANE GAS TANKS

   STORM DRAIN PIPES AND APPURTENANCE STRUCTURES

   OTHER TRASH & MISCELLANEOUS SOLID WASTES

2. ALL DISPOSAL OF DEMOLITION DEBRIS OR WASTE SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE, & FEDERAL REGULATIONS. CONTRACTORS SHALL PROVIDE OWNER WITH APPROPRIATE "BILLS OF LADING" DEMONSTRATING PROPER DISPOSAL OF ALL MATERIALS.
3. THE CLIENT HAS NOT REQUESTED NOR HAS ACORN COMPLETED A PHASE I – ENVIRONMENTAL SITE ASSESSMENT FOR THE PROPERTY.
4. CONTRACTOR SHALL REFER TO AND FOLLOW ALL GEOTECHNICAL REPORTS DEVELOPED BY R.W. GILLESPIE & ASSOCIATES, INC. DURING DEMOLITION AND CONSTRUCTION.

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR	BY / DATE
CITY APP.	WHS 10/6/17
RESUBMISSION	WHS 5/25/18

DRAWING NAME: GENERAL NOTES

PROJECT NAME: 24 ST. LAWRENCE STREET REDEVELOPMENT

CLIENT: KELLY & WALTER WILLIAMS
24 ST. LAWRENCE STREET, PORTLAND, ME 04101

A C O R N ENGINEERING, INC.

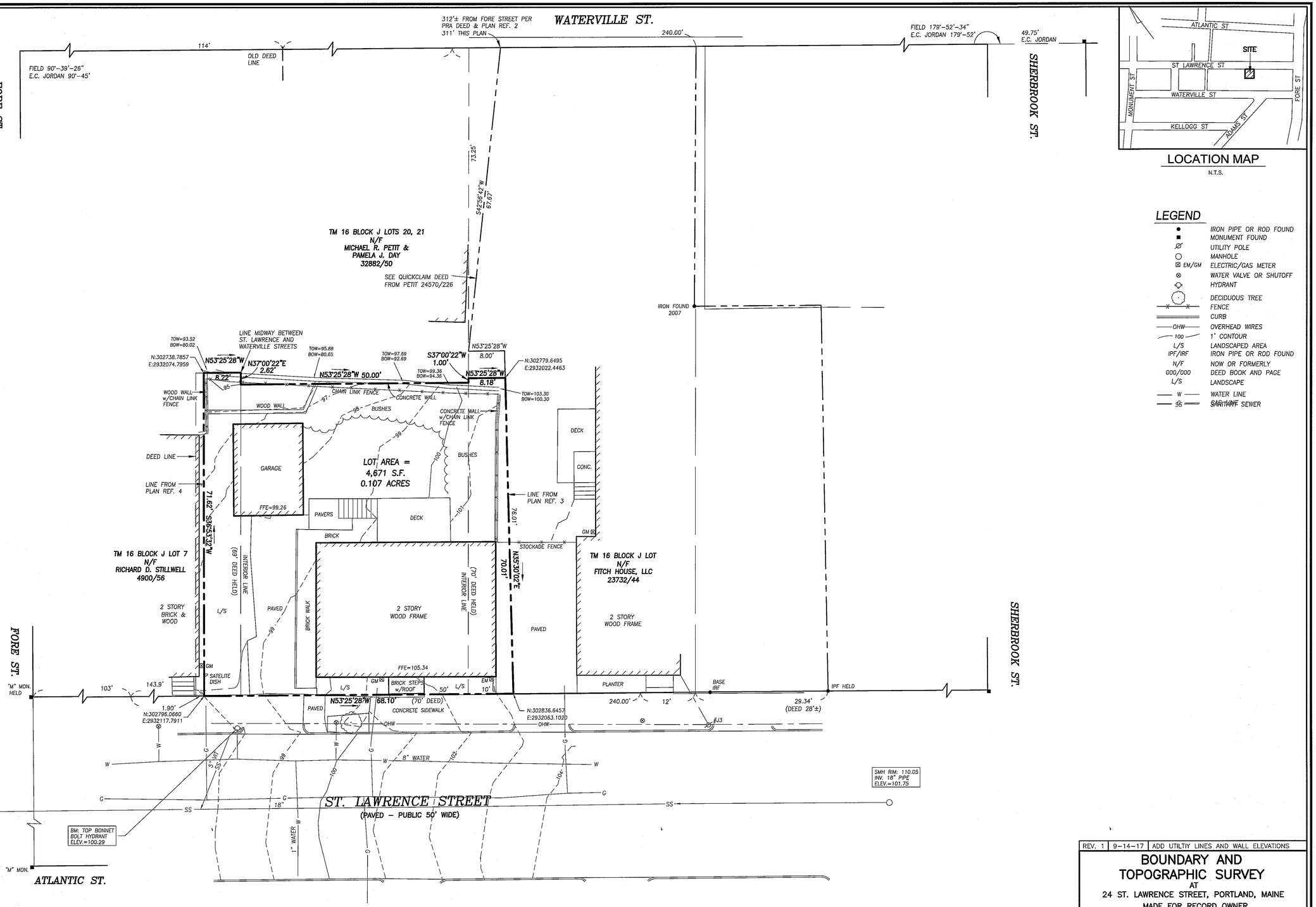
ACORN ENGINEERING, INC.
158 DANFORTH ST, PORTLAND MAINE 04102
(207) 775-2655

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

FILE:	1088_CIVIL
JN:	1088
SCALE:	NTS
DESIGNED BY:	WHS
DRAWN BY:	ADG
CHECKED BY:	WHS

STATE OF MAINE
WILLIAM SAVAGE
No. 11419
LICENSED
PROFESSIONAL ENGINEER
5-25-18

DRAWING NO.
C-02



LOCATION MAP

N.T.S.

LEGEND

●	IRON PIPE OR ROD FOUND
■	MONUMENT FOUND
⌀	UTILITY POLE
○	MANHOLE
⊠ EM/GM	ELECTRIC/GAS METER
⊗	WATER VALVE OR SHUTOFF
	HYDRANT
	DECIDUOUS TREE
X X	FENCE
	CURB
OHW	OVERHEAD WIRES
100	1' CONTOUR
L/S	LANDSCAPED AREA
IPF/IRF	IRON PIPE OR ROD FOUND
N/F	NOW OR FORMERLY
000/000	DEED BOOK AND PAGE
L/S	LANDSCAPE
W	WATER LINE
SS	SANITARY SEWER

GENERAL NOTES

1. OWNER OF RECORD: WALTER S. AND KELLY A. WILLIAMS
TAX MAP 16 BLOCK J LOT 6
C.C.R.D. BOOK 25609 PAGE 269

2. BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM MAINE WEST NAD83. CITY POINTS T111–38–146 (N:303177.39 E:2932043.79) & T113–78–203 (N:302835.35 E:2932458.96) USED.

3. BENCH MARK: CITY BENCHMARK HIGHEST POINT ON "M" MONUMENT AT NORTHWESTERLY CORNER OF ST. LAWRENCE AND FORE STREET, ELEVATION=69.35 NGVD 1929.

4. THE LINE ALONG FITCH HOUSE, LLC IS THE SAME AS THAT LINE ON PLAN REFERENCE 3, ALTHOUGH THE BEARING SYSTEM IS DIFFERENT. DUE STO VAGUE DEEDS, A BOUNDARY AGREEMENT WAS RECOMMENDED ALONG THIS LINE IN 2006, AT THE TIME OF THAT SURVEY.

5. THE DEED LINE APPEARS TO GO THROUGH THE BUILDING OF STILLWELL. THE LINE SHOWN ON THIS PLAN IS TAKEN FROM PLAN REFERENCE 4. A BOUNDARY AGREEMENT IS RECOMMENDED WITH STILLWELL.

6. THE LINE ALONG PETIT IS TAKEN FROM THE OLD DEEDS THAT MAKE UP THE SUBJECT PROPERTY, NAMELY BOOK 239, PAGE 252, BOOK 264, PAGE 394, BOOK 199, PAGE 423, AND BOOK 214, PAGE 263. THESE DEEDS HAVE THE DIMENSIONS AS SHOWN ON THIS PLAN. THESE DEEDS THAT ABUTT PETIT PREDATE THE DEED INTO THE CHAIN OF PETIT, NAMELY BOOK 218, PAGE 78. THAT DEED CALLS FOR THE REAR LINE TO BE 75 FEET FROM WATERVILLE STREET AND PARALLEL THERETO. THE CURRENT PETIT DEED DEFINES THE LINES AS GOING FROM WATERVILLE STREET "ABOUT SEVENTY–FIVE (75) FEET TO A STONE WALL; THENCE NORTHWESTERLY PARALLEL WITH SAID WATERVILLE STREET AND ON THE LINE OF SAID STONE WALL." A BOUNDARY AGREEMENT IS RECOMMENDED WITH PETIT.

7. AN ATTORNEY SHOULD BE CONSULTED ABOUT THE RECOMMENDED AGREEMENTS. CORNER MARKERS WILL NOT BE SET UNTIL AFTER SUCH AGREEMENTS OR CONSULTATION.

PLAN REFERENCES

1. "STANDARD BOUNDARY SURVEY ON WATERVILLE STREET, PORTLAND, MAINE MADE FOR LARRY DAVIS SEPT. 12, 2000 OWEN HASKELL, INC. JOB NO. 2000–126P."

2) "PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR MUNJOY SOUTH PROJECT ME–R–2 DISPOSITION PARCEL NO. 16–E 11–18–71 H.I. & E.C. JORDAN–SURVEYORS."

3. "BOUNDARY SURVEY AT 28 ST. LAWRENCE STREET, PORTLAND, MAINE MADE FOR FITCH HOUSE, LLC" JULY 6, 2006 OWEN HASKELL, INC. JOB NO. 2006–056P" REVISED 9–03–08.

4. "PLAN OF LAND OWNED BY ANNA D. BIASE, ST. LAWRENCE STREET, PORTLAND, MAINE, CHANDLER H. BARRON, C.E. DEC. 1945"

5. "BOUNDARY & TOPOGRAPHIC SURVEY ON FORE ST. AND WATERVILLE ST., PORTLAND, MAINE MADE FOR OWNER OF RECORD PENINSULA PROPERTY DEVELOPMENT LLC FEBRUARY 16, 2016 OWEN HASKELL, INC. JOB NO. 2015–189P."

GRAPHIC SCALE

0 5' 10' 20' 40'

CERTIFICATE

OWEN HASKELL, INC. HEREBY CERTIFIES THAT THIS PLAN IS BASED ON, AND THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE.

9-15-2017
DATE

JOHN C. SCHWANDA, PLS NO. 1252

STATE OF MAINE JOHN C. SCHWANDA 1252 REGISTERED LAND SURVEYOR

REV.	DATE	DESCRIPTION
1	9–14–17	ADD UTILTIY LINES AND WALL ELEVATIONS

BOUNDARY AND TOPOGRAPHIC SURVEY

AT

24 ST. LAWRENCE STREET, PORTLAND, MAINE

MADE FOR RECORD OWNER

WALTER S. & KELLY A. WILLIAMS

24 ST. LAWRENCE STREET, PORTLAND, MAINE

OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE ONE, FALMOUTH, ME 04105 (207)774–0424

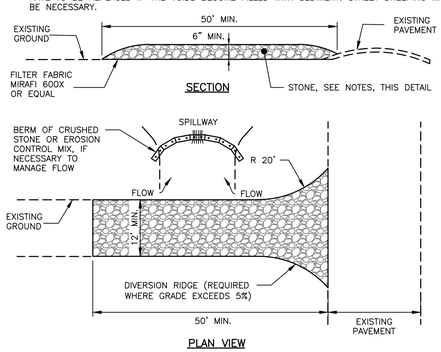
Drawn By RS	Date NOVEMBER 30, 2016	Job No. 2016–321P
Trace By JLW		
Check By JCS	Scale 1" = 10'	Drwg. No. 1
Book No. FILE		

GENERAL NOTES:

1. CONTRACTOR TO COORDINATE WITH PORTLAND WATER DISTRICT TO ABANDON EXISTING WATER SERVICE LINE.
2. EXISTING ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
3. ALL DISPOSAL OF DEMOLITION DEBRIS OR WASTE SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE, & FEDERAL REGULATIONS. CONTRACTOR SHALL PROVIDE OWNER WITH APPROPRIATE "BILLS OF LADING" TO DEMONSTRATE PROPER DISPOSAL OF ALL MATERIALS.
4. SITE DEMOLITION SHALL NOT OCCUR UNTIL PROPER ABATEMENT PROCEDURES HAVE OCCURRED. ABATEMENT, IF NECESSARY, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
5. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES AND DIG SAFE AT LEAST 72 HOURS PRIOR TO EXCAVATION TO REQUEST EXACT FIELD LOCATION FOR UTILITIES. OTHERWISE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF UNDERGROUND UTILITIES AND LOCATE POTENTIAL CONFLICT WITH THE APPROVED PLANS PRIOR TO CONSTRUCTION.
6. CONTRACTOR TO COORDINATE SITE DEMOLITION WITH OWNER
7. NOTE THAT ALL CONSTRUCTION SIGNAGE IS TEMPORARY AND WILL BE REMOVED AT PROJECT COMPLETION.
8. SEDIMENT BARRIERS TO BE PLACED DOWN GRADIENT OF THE PROPOSED PROJECT WORK PER DETAIL; SEDIMENT BARRIER AND CONSTRUCTION FENCE ARE OFFSET OF THE PROPERTY LINES AS SHOWN ON THE PLAN FOR CLARITY PURPOSES AND DO NOT NECESSARILY REPRESENT THE SPECIFIC LOCATION OF PHYSICAL LOCATION.
9. CONTRACTOR SHALL INSTALL CONSTRUCTION ENTRANCE AT ALL LOCATIONS OF INGRESS AND EGRESS DURING CONSTRUCTION TO THE SITE. SEE DETAIL.
10. DEMOLITION PLAN IS NOT INCLUSIVE OF ALL EXISTING ITEMS TO BE REMOVED AS PART OF SITE CONSTRUCTION INCLUDING BUT NOT LIMITED TO LANDSCAPING, UTILITIES, WORK WITHIN THE ROW, ETC. ALL DEMOLITION WORK SHALL BE IN ACCORDANCE WITH THE CITY OF PORTLAND REGULATIONS.

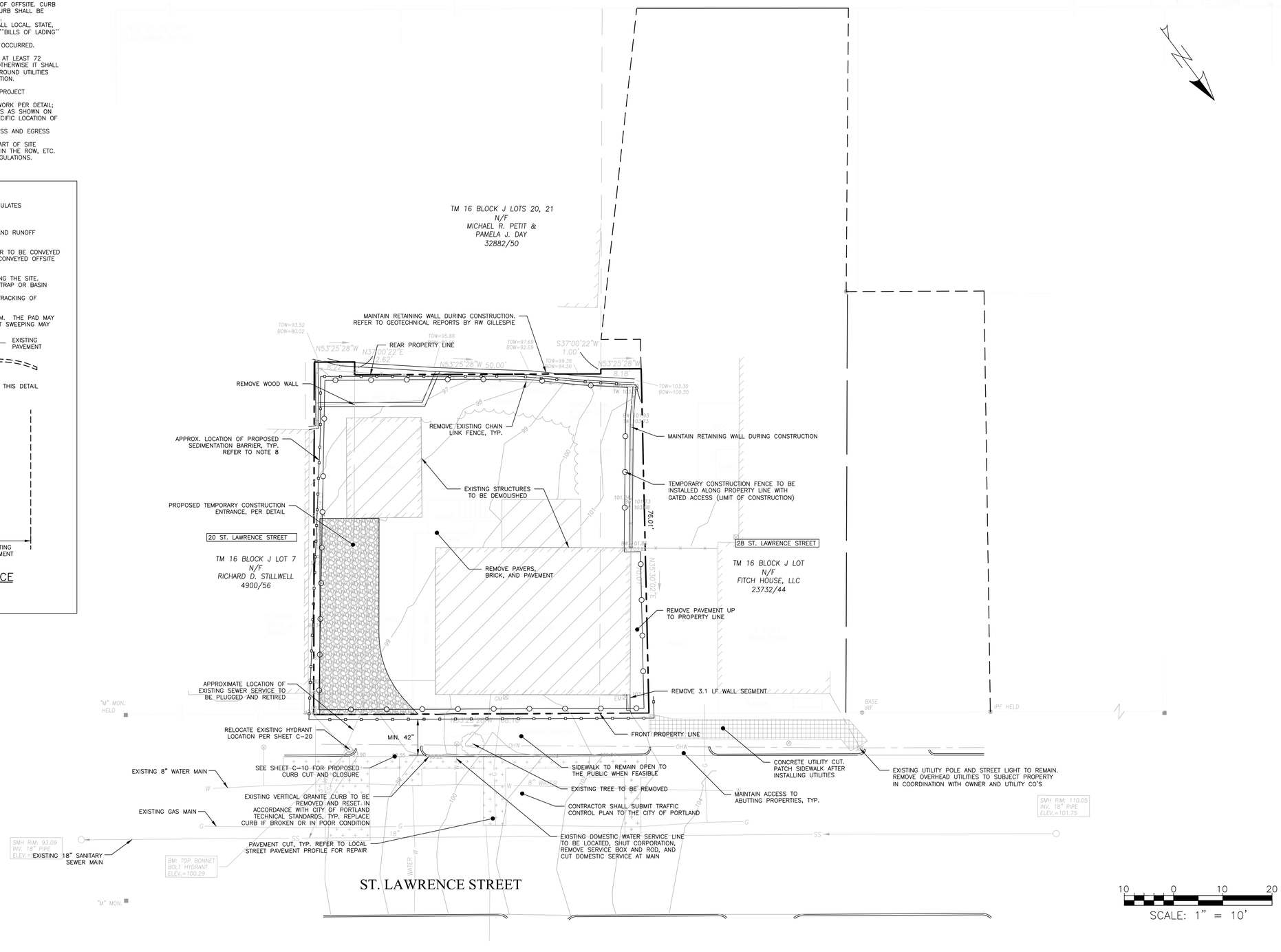
NOTES:

1. CONTRACTOR SHALL ADD STONE TO ENTRANCE AS MUD/SILT MATERIAL ACCUMULATES
2. STONE SHALL BE 2"–3" COARSE AGGREGATE
3. BERMS MAY BE NECESSARY TO DIVERT WATER AROUND ANY EXPOSED SOIL, AND RUNOFF SHOULD BE DIRECTED TO A SEDIMENT TRAP.
4. CONSTRUCTION ENTRANCE SHALL BE GRADED TO NOT ALLOW ANY STORMWATER TO BE CONVEYED OFF SITE. IN SITUATIONS WHERE THIS IS NOT POSSIBLE, ANY STORMWATER CONVEYED OFFSITE SHALL BE TREATED OR RETAINED IN A MANNER APPROVED BY ENGINEER.
5. THE WHEELS OF CONSTRUCTION EQUIPMENT MAY BE WASHED PRIOR TO EXITING THE SITE. WASHING SHOULD BE PERFORMED IN AN AREA THAT DRAINS TO A SEDIMENT TRAP OR BASIN
6. CONSTRUCTION ENTRANCE SHALL BE GRADED IN A MANNER THAT PREVENTS TRACKING OF SEDIMENTS ONTO PUBLIC RIGHT–OF–WAY
7. THE PAD SHOULD BE INSPECTED WEEKLY, AND BORE AND AFTER EACH STORM. THE PAD MAY HAVE TO BE REPLACED IF THE VOIDS BECOME FILLED WITH SEDIMENT. STREET SWEEPING MAY BE NECESSARY.



STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE



PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY DATE
CITY APP.	WHS 10/6/17
RESUBMISSION	WHS 3/23/18

DRAWING NAME: **DEMOLITION & CONSTRUCTION MANAGEMENT PLAN**

PROJECT NAME: **24 ST. LAWRENCE STREET REDEVELOPMENT**

CLIENT: WALTER & KELLY WILLIAMS
24 ST. LAWRENCE STREET, PORTLAND, ME 04101

ACORN ENGINEERING, INC.
158 DANFORTH STREET, PORTLAND, MAINE 04102
(207) 775-2655

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FILE:	1088_CIVIL
JN:	1088
SCALE:	1"=10'
DESIGNED BY:	SJL
DRAWN BY:	SJL
CHECKED BY:	WHS

STATE OF MAINE — SCOTT J. LAJOIE — SAVAGE — 11415 — 5-25-18 — PROFESSIONAL ENGINEER

DRAWING NO.
C-03

GENERAL NOTES:

1. ALL CONCRETE SIDEWALK ALONG PROPERTY FRONTAGE TO BE REPLACED WITH BRICK PER CITY STANDARD.
2. STRIPING AS INDICATED ON SITE PLAN SHALL BE 4" WIDE. STRIPING SHALL BE YELLOW UNLESS OTHERWISE NOTED.
3. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

SPACE AND BULK STANDARDS

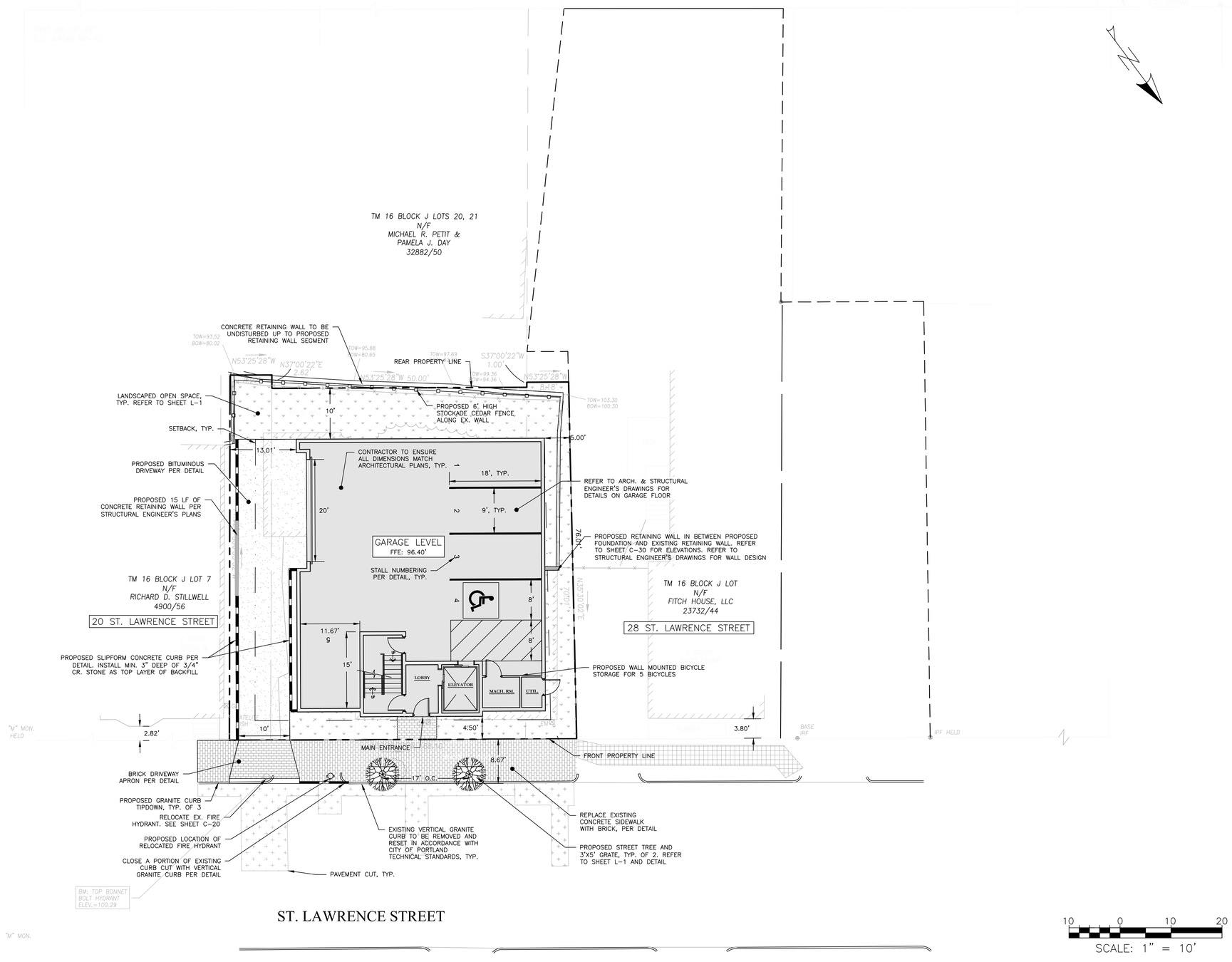
ZONE: R6	REQUIRED	EXISTING	PROPOSED
MINIMUM LOT SIZE	2,000 SF	4,671 SF	4,671 SF
MINIMUM STREET FRONTAGE	20'	68'	68'
MINIMUM FRONT YARD SETBACK	5' – ORDINANCE 3.3' – ABUTTER AVG.	3.8'	4.5'
MINIMUM SIDE YARD SETBACK	5'	3'	MIN. 5', VARIES
MINIMUM REAR YARD SETBACK	10'	8.7'	10'
STRUCTURE STEPBACKS (SIDE YARD ABOVE 35')	10'	N/A	10'
STRUCTURE STEPBACKS (REAR YARD ABOVE 35')	15'	N/A	15'
MAXIMUM LOT COVERAGE	60%	35%	60%*
MINIMUM LOT WIDTH	20'	67'	67'
MAXIMUM BUILDING HEIGHT	45'	24'	38.92'
MINIMUM LANDSCAPED OPEN AREA	20%	45%	31%
MAXIMUM NUMBER OF DWELLING UNITS	725 SF/UNIT = 6	2	5
RESIDENTIAL PARKING	1 SPACE PER UNIT AFTER 3 UNITS = 2 SPACES	2	5
MINIMUM INTERNAL RESIDENT BICYCLE STORAGE SPACES	2 SPACES/5 D.U. = 2	0	5
MAXIMUM GARAGE OPENING	20'	N/A	20'
*INCLUDES PORCH AREA			

LEGEND

HATCH STYLE	ASSOCIATED AREAS
	BRICK SIDEWALK
	GREEN SPACE
	PAVEMENT

PARKING SUMMARY

PARKING DIMENSION	# PARKING SPACES
STANDARD (9'X18')	4
ADA (8'X18')	1



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ISSUED FOR	BY DATE
CITY APP.	WHS 10/6/17
BLDG REV.	WHS 3/1/18
RESUBMISSION	WHS 5/25/18

DRAWING NAME: SITE PLAN

PROJECT NAME: 24 ST. LAWRENCE STREET REDEVELOPMENT

CLIENT: WALTER & KELLY WILLIAMS
24 ST. LAWRENCE STREET, PORTLAND, ME 04101

ACORN ENGINEERING, INC.
158 DANFORTH STREET PORTLAND, MAINE 04102
(207) 775-2655

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JN:	1088
SCALE:	1"=10'
DESIGNED BY:	WHS
DRAWN BY:	SJL
CHECKED BY:	WHS

STATE OF MAINE — SCOTT J. LAJOIE — SAVAGE — No. 11416 — 5-25-18 — PROFESSIONAL ENGINEER

DRAWING NO.
C-10

GENERAL NOTES:

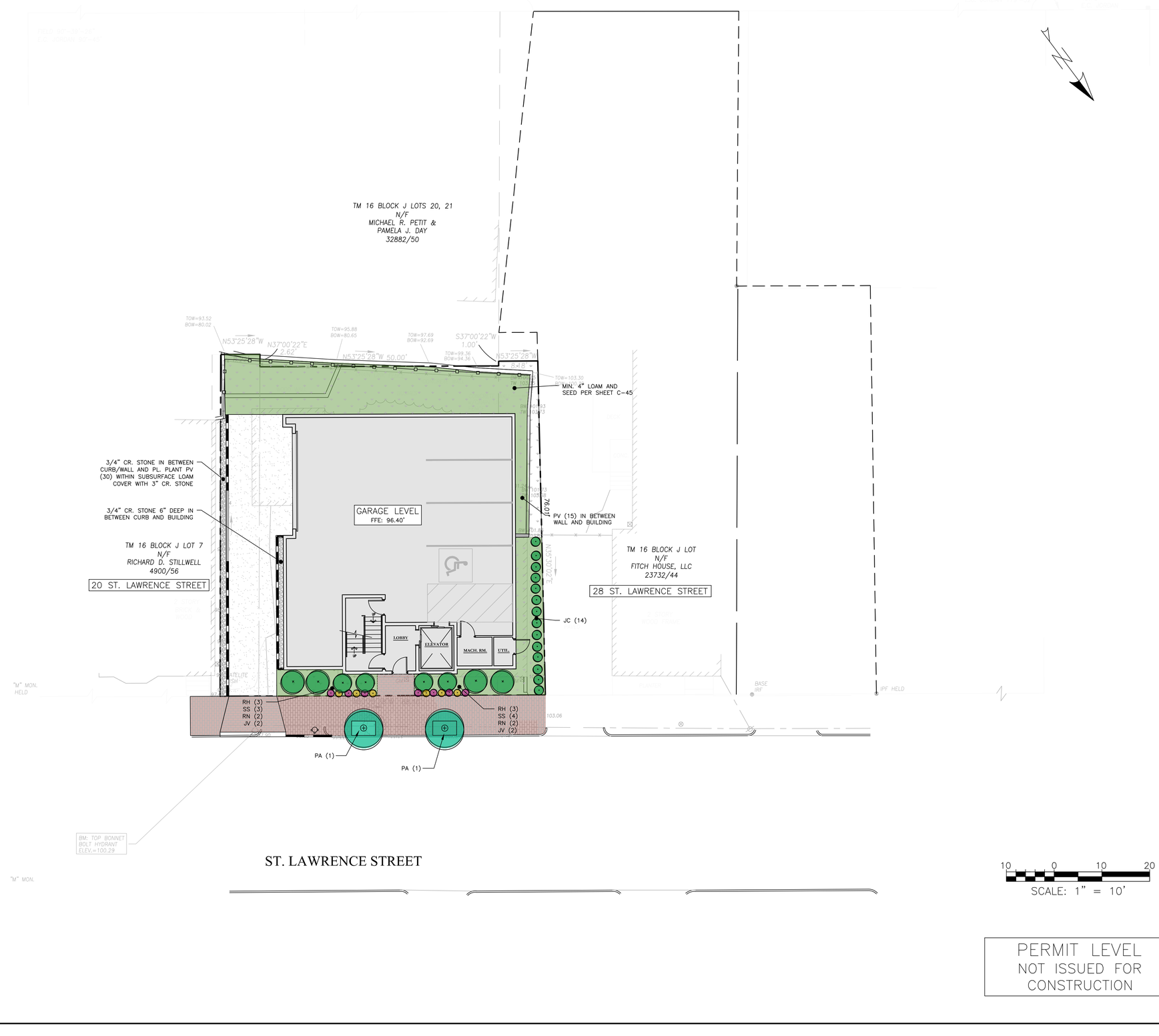
1. ALL PROPOSED GREEN SPACES AND ASSOCIATED PLANT SPECIES ARE TO COMPLY WITH THE CITY OF PORTLAND TECHNICAL STANDARDS. ANY SUBSTITUTIONS SHALL BE REVIEWED FOR APPROVAL BY THE CITY ARBORIST.
2. CONTRACTOR TO BE HELD RESPONSIBLE FOR THE WATERING AND MAINTENANCE OF ALL PLANT MATERIAL AND LANDSCAPING IMPROVEMENTS FOR AT LEAST 30 DAYS FOLLOWING INSTALLATION. FOLLOWING THIS PERIOD, THE CONDO ASSOCIATION OR PROPERTY MANAGEMENT COMPANY SHALL BE RESPONSIBLE FOR CONTINUED WATERING AND MAINTENANCE.
3. CONTRACTOR TO MAINTAIN A ONE YEAR WARRANTY ON ALL PLANTINGS FOLLOWING INSTALLATION.
4. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
5. CONTRACTOR TO VERIFY ALL UTILITIES ON PROPERTY AND TO PROTECT ALL UTILITIES DURING EXCAVATION FOR PLANTS.
6. ALL CONTAINER MATERIAL TO BE GROWN IN CONTAINER MINIMUM OF 6 MONTHS.
7. ALL MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMAN.
8. CONTRACTOR SHALL REPAIR ALL DAMAGE TO PROPERTY FROM PLANTING OPERATIONS AT NO COST TO OWNER.
9. THE ENGINEER MAY TAG ALL PLANTS AT THE NURSERY AND INSPECT THEM AFTER DELIVERY TO THE SITE; ALL PLANT MATERIALS SHALL BE INSPECTED BY THE ENGINEER ON SITE PRIOR TO INSTALLATION.
10. THE MAJORITY OF SPECIES ARE SPECIFIED WITHIN THE MAINE DEP BUFFER ZONE PLANT LIST AND ARE NATIVE AND SALT & DROUGHT RESISTANT.
11. SEE PERMANENT SEEDING TABLE ON SHEET C-45 FOR GRASSY LAWN AREAS.

PLANT SCHEDULE

ID	BOTANICAL NAME	COMMON NAME	QTY	SIZE
GRASSES				
PV	PANICUM VIRGATUM	SWITCH GRASS	55	3 QT.
PERENNIALS				
RH	RUDBECKIA HIRTA	BLACK EYED SUSAN	6	1 GAL.
SS	SALVIA SYLVESTRIS	SAGE 'MAY NIGHT'	7	1 GAL
SHRUBS				
RN	RHODODENDRON	RHODODENDRON 'HENRY'S RED'	4	3 GAL.
TREES				
PA	PRUNUS 'ACCOLADE'	ACCOLADE CHERRY	2	2" CA.
JV	JUNIPERUS VIRGINIANA 'EMERALD SENTINEL'	EASTERN JUNIPER	14	5-6'
JC	JUNIPERUS COMMONIS 'PENCIL POINT'	PENCIL POINT JUNIPER	14	5 GAL.

LEGEND

STYLE	ASSOCIATED AREAS
	LANDSCAPED AREA
	BRICK SIDEWALK
	BUILDING FOOTPRINT
	CR. STONE
	PAVEMENT



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SCALE: 1" = 10'

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR	BY DATE
CITY APP.	WHS 10/6/17
RESUBMISSION	WHS 5/25/18

DRAWING NAME: LANDSCAPE PLAN

PROJECT NAME: 24 ST. LAWRENCE STREET REDEVELOPMENT

CLIENT: WALTER & KELLY WILLIAMS
24 ST. LAWRENCE STREET, PORTLAND, ME 04101

ACORN ENGINEERING, INC.
ENGINEERING
158 DANFORTH STREET PORTLAND, MAINE 04102
(207) 775-2855

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. AND SHALL NOT BE USED FOR OTHER PROJECTS OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

FILE:	1088_CIVIL
JN:	1088
SCALE:	1"=10'
DESIGNED BY:	SJL
DRAWN BY:	SJL
CHECKED BY:	WHS

STATE OF MAINE
STEVEN JULIAN SAVAGE
No. 11415
5-25-18
LICENSED PROFESSIONAL ENGINEER

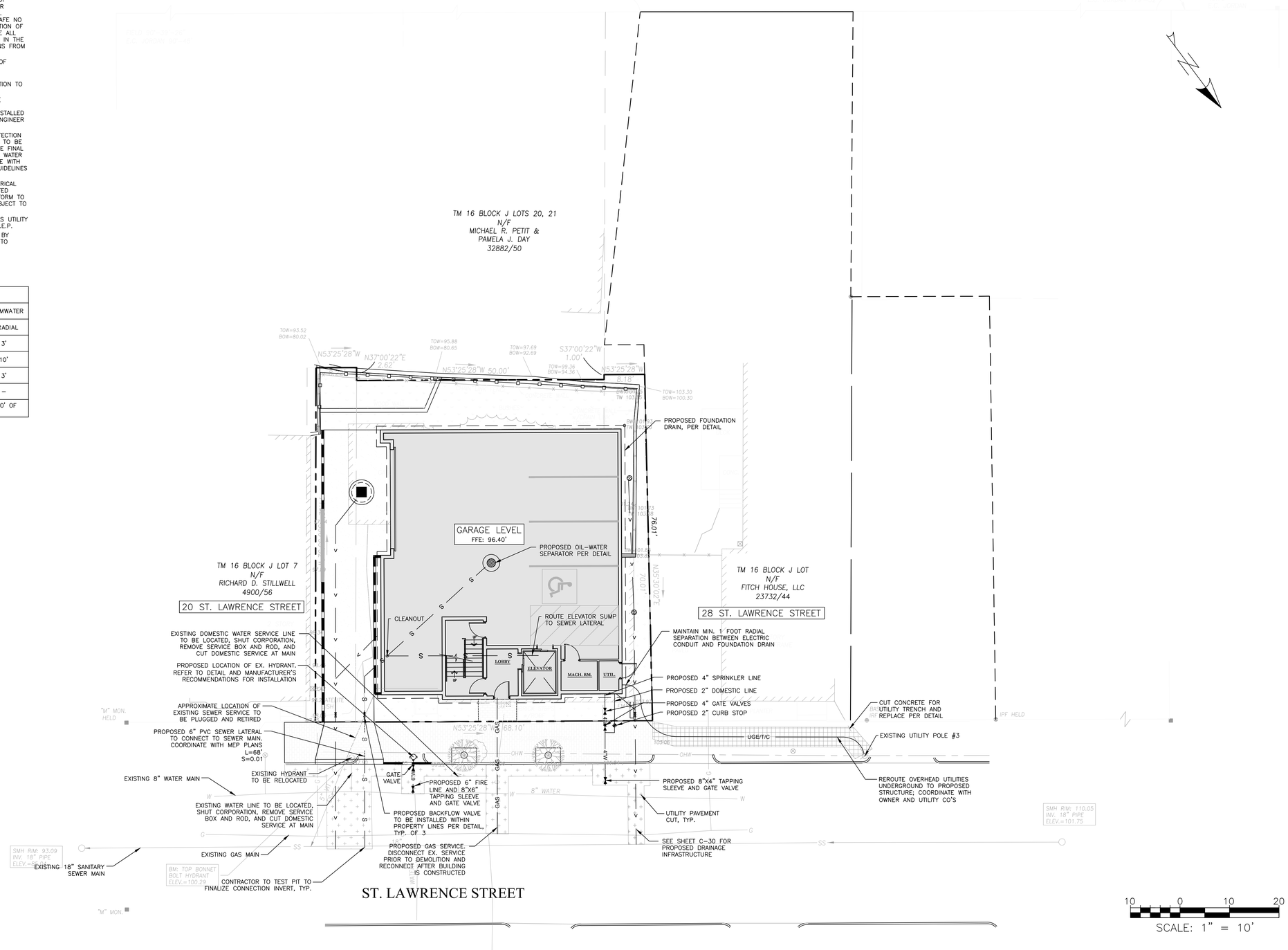
DRAWING NO.
L-1

GENERAL NOTES:

1. LOCATION OF PROPOSED CONNECTIONS ARE APPROXIMATE. CONTRACTOR TO CONTACT ENGINEER IF FIELD INFORMATION VARIES FROM INFORMATION ON PLANS.
2. CONTRACTOR IS TO BE CAUTIONED THAT CERTAIN LOCATIONS AND/OR ELEVATIONS OF EXISTING UTILITIES HAVE BEEN PROVIDED THROUGH UTILITY COORDINATION OR OTHER OBSERVATIONS. INFORMATION IS NOT TO BE RELIED UPON AS EXACT OR COMPLETE. CONTRACTOR TO FIELD VERIFY AND COORDINATE WITH UTILITY COMPANY AND DIG SAFE NO LESS THAN 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF ALL UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS INDICATED IN THE CONTRACT DOCUMENTS. CONTRACTOR TO NOTIFY ENGINEER OF ANY DIFFERENTIATIONS FROM EXISTING CONDITIONS, INCLUDING UTILITY SURVEY, PRIOR TO ANY CHANGES.
3. FOR ALL UTILITIES, ACORN ENGINEERING DESIGN LIMITS EXTEND TO OUTSIDE WALL OF BUILDING. METERING OF UTILITIES TO BE COMPLETED BY M.E.P. UNLESS SPECIFIED OTHERWISE.
4. CONTRACTOR TO COORDINATE WITH ARCHITECT ON FINAL UTILITY CONNECTION LOCATION TO EACH RESIDENTIAL UNIT.
5. SEWER UTILITIES: CONTRACTOR TO COORDINATE WITH ARCHITECT FOR FINAL SERVICE CONNECTION. SEWER UTILITIES TO BE CONSTRUCTED IN ACCORDANCE WITH CITY OF PORTLAND TECHNICAL STANDARDS. VALVE FOR BACKFLOW PREVENTION SHALL BE INSTALLED WITHIN THE THE PROPERTY LINES FOR EACH CITY SEWER CONNECTION. CONTACT ENGINEER IF FIELD CONDITIONS FROM INVERT VARY FROM DESIGN.
6. WATER UTILITIES: FINAL PIPE SIZING PROVIDED BY M.E.P. ENGINEER AND FIRE PROTECTION DESIGNER. INTERNAL METERING, BACKFLOW PREVENTION, AND PRESSURE REDUCERS TO BE COMPLETED BY M.E.P. ENGINEER. DOMESTIC WATER PIPE SIZES WILL DETERMINE THE FINAL WATER METERING OPTIONS. METER MAY BE SMALLER THAN PROPOSED WATER MAIN. WATER METERING, PRESSURE REDUCER AND BACKFLOW PREVENTION TO BE IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT STANDARDS. CONTRACTOR TO FOLLOW METERING GUIDELINES OF THE PORTLAND WATER DISTRICT AND CITY OF PORTLAND.
7. ELECTRIC UTILITIES: ELECTRIC DESIGN TO BE FINALIZED BY M.E.P. ENGINEER. ELECTRICAL LOAD TO BE DETERMINED BY M.E.P. ENGINEER. METER LOCATION AND POLE-MOUNTED TRANSFORMER SIZES DEFINED BY M.E.P. ALL ELECTRIC CONSTRUCTION SHALL CONFORM TO CMP GUIDEBOOK OF STANDARD REQUIREMENTS, MOST RECENT EDITION. DESIGN SUBJECT TO FINAL APPROVAL FROM CMP.
8. GAS UTILITIES: EXISTING STUB LOCATION APPROXIMATE. PROJECT GAS LOAD AND GAS UTILITY DESIGN TO BE FINALIZED BY M.E.P. ENGINEER. GAS METERS TO BE LOCATED BY M.E.P.
9. CABLE AND TELEPHONE PULLBOXES AND PEDESTAL LOCATIONS TO BE DETERMINED BY CHARTER COMMUNICATIONS AND FAIRPOINT PRIOR TO CONSTRUCTION. CONTRACTOR TO COORDINATE.

MINIMUM HORIZONTAL UTILITY SEPARATION					
UTILITY	UGE/T/C	WATER	SEWER	GAS	STORMWATER
UGE/T/C	–	6'	5'	4'	1' RADIAL
WATER	6'	–	5'*	6'	3'
SEWER	5'	5'*	–	5'	10'
GAS	4'	6'	5'	–	3'
STORMWATER	1' RADIAL	3'	10'	3'	–
*PERMISSIBLE ONLY IF SEWER IS LAID MIN. 18" BELOW WATER SERVICE; OTHERWISE, 10' OF HORIZONTAL SEPARATION MUST BE MAINTAINED.					

LEGEND	
HATCH STYLE	ASSOCIATED AREAS
	UTILITY CUT



10 0 10 20

SCALE: 1" = 10'

PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY DATE
ABILITY LETTERS	WHS 9/21/17
CITY APP.	WHS 10/6/17
RESUBMISSION	WHS 5/25/18

DRAWING NAME: UTILITY PLAN

PROJECT NAME: 24 ST. LAWRENCE STREET REDEVELOPMENT

CLIENT: WALTER & KELLY WILLIAMS
24 ST. LAWRENCE STREET, PORTLAND, ME 04101

ACORN ENGINEERING, INC.
158 DANFORTH STREET PORTLAND, MAINE 04102
(207) 775-2655

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY MODIFICATIONS, ADDITIONS OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

FILE:	1088_CIVIL
JN:	1088
SCALE:	1"=10'
DESIGNED BY:	SJL
DRAWN BY:	SJL
CHECKED BY:	WHS

STATE OF MAINE
STEVEN J. LAJOIE
SAVAGE
No. 11419
5-25-18
LICENSED PROFESSIONAL ENGINEER

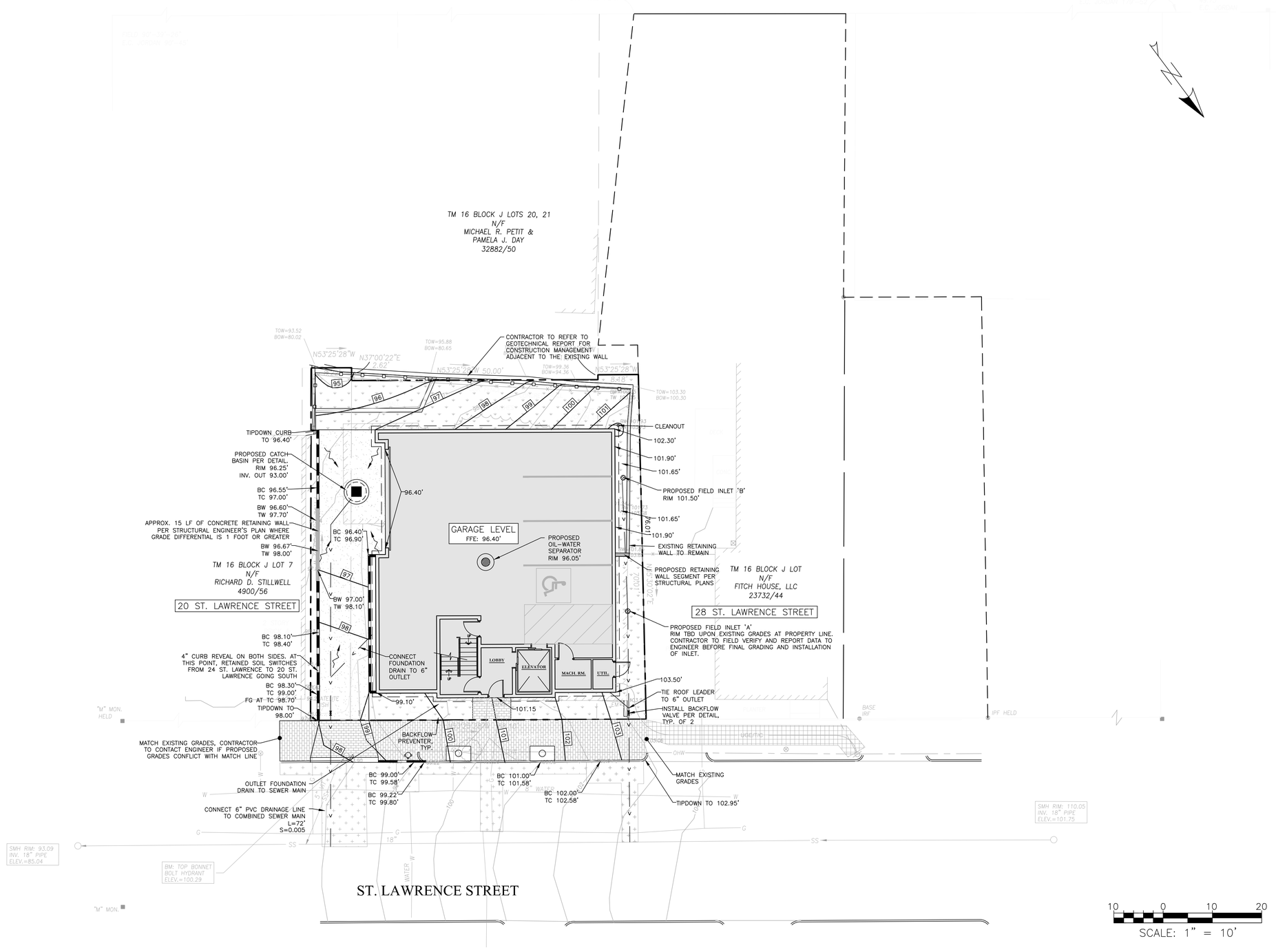
DRAWING NO.
C-20

GENERAL NOTES:

1. ALL WORK WITHIN THE CITY STREET RIGHT OF WAY SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
2. REFER TO STRUCTURAL PLANS FOR FOUNDATION REQUIREMENTS. DESIGN OF ADDITIONAL TEMPORARY SOIL RESTRAINT MEASURES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR IF NECESSARY FOR CONSTRUCTION.
3. CONTRACTOR SHALL ENSURE THAT FOUNDATION DRAINS AND UNDERDRAINS ARE CONSTRUCTED WITH POSITIVE OUTLET TO PROPOSED CONNECTIONS.

AVERAGE GRADE CALCULATIONS:

NORTHERLY CORNER:	103.50'
EASTERLY CORNER:	99.10'
SOUTHERLY CORNER:	97.00'
WESTERLY CORNER:	102.30'
AVERAGE GRADE:	100.48'
ROOF GRADE:	139.40'
BUILDING HEIGHT:	38.92'



PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY DATE
CITY APP.	WHS 10/6/17
BLDG REV.	WHS 3/1/18
RESUBMISSION	WHS 5/25/18

DRAWING NAME: **GRADING & DRAINAGE PLAN**

PROJECT NAME: **24 ST. LAWRENCE STREET REDEVELOPMENT**

CLIENT: WALTER & KELLY WILLIAMS
24 ST. LAWRENCE STREET, PORTLAND, ME 04101

ACORN ENGINEERING, INC.
158 DANFORTH STREET, PORTLAND, MAINE 04102
(207) 775-2655

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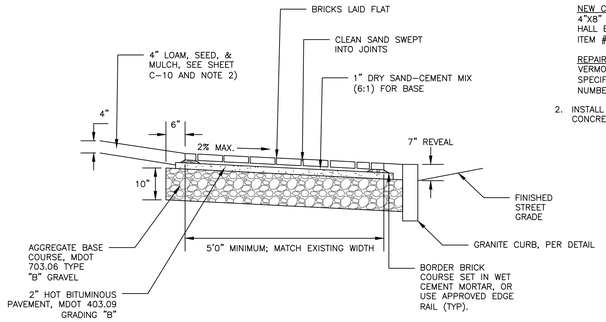
SCALE:	1"=10'
DESIGNED BY:	WHS
DRAWN BY:	SJL
CHECKED BY:	WHS

STATE OF MAINE
WILLIAM H. SAVAGE
No. 11617
5-25-18
REGISTERED PROFESSIONAL ENGINEER

DRAWING NO.
C-30



NOTES:

1. BRICKS TO BE USED:

   NEW CONSTRUCTION:
   4"X8" PINE HALL PATHWAY PAVER BRICK; MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA. LACHANCE ITEM #193623;. PINE HALL PATHWAY PAVER BRICK.

   REPAIR/MAINTENANCE TO EXISTING BRICK SIDEWALKS:
   VERMONT BACKER SUPPLIED BY GAGNE AND SONS SPECIFICATION NUMBER: "VERMONT PAVER BRICK", ITEM NUMBER #VBBB

2. INSTALL BRICK FLUSH UP TO BUILDING, PAVEMENT, STAIRS, CONCRETE SURFACES, CURB OR LANDSCAPED AREAS.

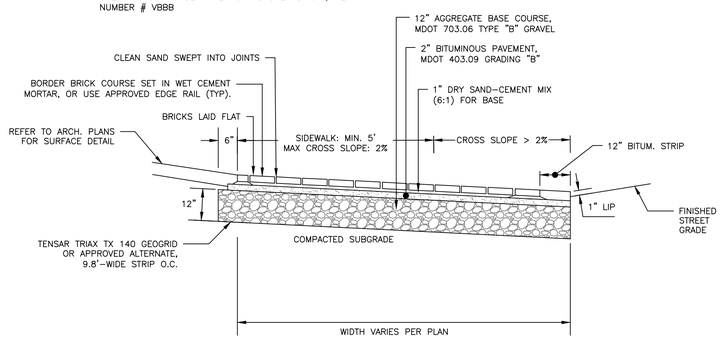
BRICK SIDEWALK WITH BITUMINOUS BASE DETAIL

NOT TO SCALE

BRICKS TO BE USED:

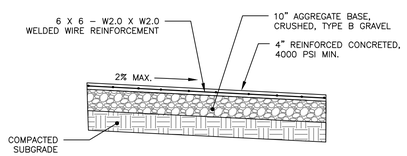
NEW CONSTRUCTION:
4"X8" PINE HALL PATHWAY PAVER BRICK; MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA. LACHANCE ITEM #193623;. PINE HALL PATHWAY PAVER BRICK.

REPAIR/MAINTENANCE TO EXISTING BRICK SIDEWALKS:
VERMONT PAVER; SUPPLIED BY GAGNE AND SONS. SPECIFICATION NUMBER: "VERMONT BACKER BRICK", ITEM NUMBER # VBBB



BRICK DRIVEWAY APRON WITH BITUMINOUS BASE DETAIL

NOT TO SCALE

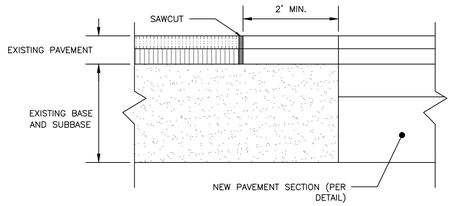


REINFORCED CONCRETE SIDEWALK

NOT TO SCALE

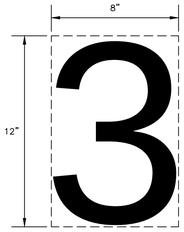
NOTES:

1. SAWCUT EXISTING PAVEMENT AND REMOVE 2' STRIP OF EXISTING PAVEMENT. APPLY BITUMINOUS TACK COAT PRIOR TO PLACEMENT OF NEW BITUMINOUS PAVEMENT.
2. THE NEW PAVEMENT SECTION SHALL MEET THE CITY OF PORTLAND ARTERIAL BITUMINOUS PAVEMENT SECTION DETAIL AT A MINIMUM OR THE THE EXISTING PAVEMENT AND AGGREGATE BASE AND SUBBASE DEPTH WHICHEVER IS GREATER.



PAVEMENT SAWCUT DETAIL

NOT TO SCALE

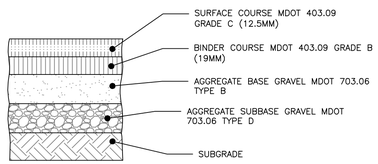


NOTES:

1. NUMBERS TO BE PAINTED AS THE SAME COLOR AS THE CORRESPONDING PARKING SPACE.
2. BOTTOM OF NUMBER TO BE FLUSH WITH THE FRONT OF THE PARKING SPACE.

PARKING STALL NUMBER DETAIL

NOT TO SCALE

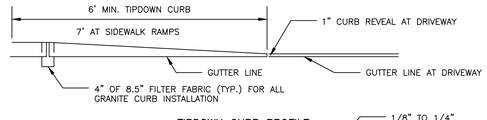


NOTE:
COMPACT SUBGRADE TO 95% MAXIMUM DRY DENSITY IN ACCORDANCE WITH ASTM D-1557

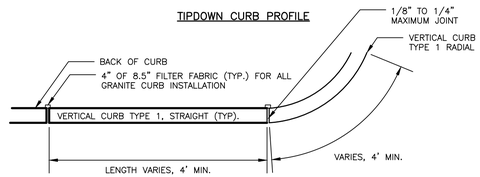
THICKNESS OF LAYERS	
STANDARD	LAYERS
1-1/2"	SURFACE COURSE MDOT 403.09 GRADE C (12.5mm)
2"	BINDER COURSE MDOT 403.09 GRADE B (19mm)
3"	AGGREGATE BASE GRAVEL MDOT 703.06 TYPE B
15"	AGGREGATE SUBBASE GRAVEL MDOT 703.06 TYPE D

BITUMINOUS PAVEMENT PROFILE: ST. LAWRENCE STREET

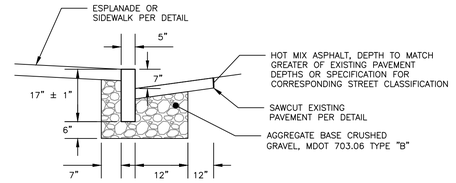
NOT TO SCALE



TIPDOWN CURB PROFILE



VERTICAL GRANITE CURB PLAN VIEW



VERTICAL GRANITE CURB CROSS SECTION

NOTES:

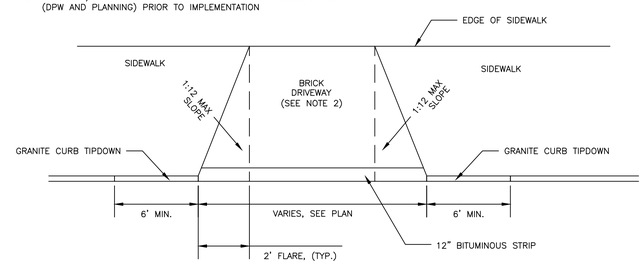
1. CURB SHALL BE RESET IN ACCORDANCE WITH MDOT 609.08 WITH THE EXCEPTION OF CURB SPACING TO BE INSTALLED PER DETAIL.

VERTICAL GRANITE CURB AND TIPDOWN INSTALLATION IN EXISTING STREETS DETAIL

NOT TO SCALE

NOTES:

1. REFER TO GRADING, DRAINAGE AND EROSION CONTROL PLAN FOR SITE GRADING
2. REFER TO BRICK DRIVEWAY APRON WITH BITUMINOUS BASE DETAIL FOR APRON CROSS-SECTIONL
3. MATERIALS/DETAILS OF DRIVEWAY APRON TO BE APPROVED BY CITY (DPW AND PLANNING) PRIOR TO IMPLEMENTATION



BRICK DRIVEWAY APRON LAYOUT DETAIL

NOT TO SCALE

PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY DATE
CITY APP.	WHS 10/6/17
RESUBMISSION	WHS 5/25/18

DRAWING NAME: SITE DETAILS - 1

PROJECT NAME: 24 ST. LAWRENCE STREET REDEVELOPMENT

CLIENT: KELLY & WALTER WILLIAMS
24 ST. LAWRENCE STREET, PORTLAND, ME 04101

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ACORN ENGINEERING, INC.
158 DANFORTH STREET, PORTLAND, MAINE 04102
(207) 775-2655

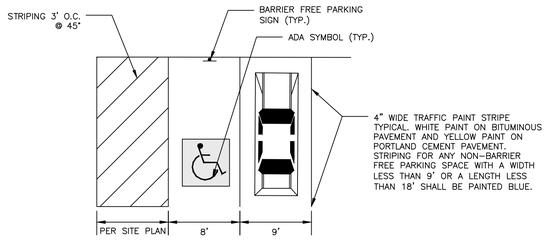
FILE:	1088_CIVIL
JN:	1088
SCALE:	NTS
DESIGNED BY:	WHS
DRAWN BY:	SJL
CHECKED BY:	WHS

STATE OF MAINE
WILLIAM H. SAVAGE
No. 11415
5-25-18
REGISTERED PROFESSIONAL ENGINEER

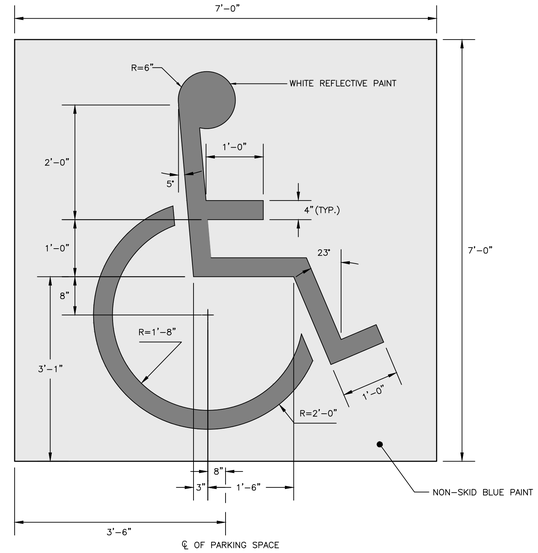
DRAWING NO.
C-40

PLANTING NOTES:

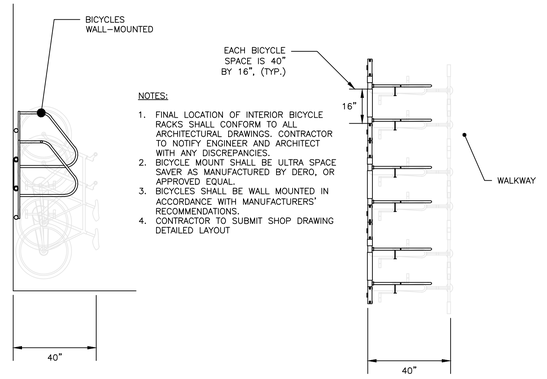
1. ALL PLANT SELECTION AND INSTALLATION WILL BE IN COMPLIANCE WILL THE CITY OF PORTLAND TECHNICAL MANUAL (SECTION 4).
2. CONTRACTOR TO VERIFY ALL UTILITIES ON PROPERTY AND TO PROTECT ALL UTILITIES DURING EXCAVATION FOR PLANTS.
3. IF THERE IS A DISCREPANCY BETWEEN THE NUMBER OF PLANTS SHOWN ON THE PLAN AND THE NUMBER OF PLANTS SHOWN IN PLANT LIST (IF ANY), THE NUMBER OF PLANTS SHOWN ON PLAN WILL TAKE PRECEDENCE.
4. ALL MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMAN.
5. ALL DISTURBED AREAS NOT TO BE PAVED OR PLANTED SHALL BE LOAMED AND SEEDED AS SHOWN. THE SEED MIX SPECIFICATIONS ARE AS FOLLOWS: LESCO FINE FESCUE LINKS BLEND OF 35% HARD FESCUE, 35% CREEPING RED FESCUE, 20% CHEWINGS FESCUE AND 10% SHEEP FESCUE. ADD 5% LITTLE BLUESTEM AND 5% NORTHEAST WILDFLOWER SEED MIXTURE BY WEIGHT TO THE LINKS BLEND.
6. FOR PRICING PURPOSES, PROVIDE A PER TREE UNIT COST FOR STAKING AND GUYING. IF STAKING AND GUYING IS REQUIRED, REMOVE TREE WRAP, STAKES, AND GUY WIRES AT END OF FIRST GROWING SEASON.
7. FOR TREE PLANTING IN LAWN AREAS, ANY DISTURBED LAWN SHALL BE LOAMED AND SEEDED AS NECESSARY.
8. NEW TREES TO BE INSTALLED WITH A SLOW RELEASE WATERING BAG.
9. CONTRACTOR TO BE HELD RESPONSIBLE FOR THE WATERING AND MAINTENANCE OF ALL PLANT MATERIAL AND LANDSCAPING IMPROVEMENTS FOR AT LEAST 30 DAYS FOLLOWING INSTALLATION. FOLLOWING THIS PERIOD, THE LANDOWNER OR PROPERTY MANAGEMENT SHALL BE RESPONSIBLE FOR CONTINUED WATERING AND MAINTENANCE. CONTRACTOR TO MAINTAIN A ONE YEAR WARRANTY ON ALL PLANTINGS FOLLOWING FINAL INSTALLATION.
10. ALL PROPOSED PLANTS SHALL BE LOCATED AS SHOWN ON THE PLANS. CONTRACTOR TO NOTIFY ENGINEER WHEN PLANTINGS HAVE BEEN MOBILIZED ON SITE. ENGINEER TO INSPECT AND ACCEPT OR REJECT ANY SPECIMENS ON THE BASIS OF APPARENT HEALTH, HARDINESS, AND CONFORMANCE WITH THE PLANTING SCHEDULE. REJECTED SPECIMENS ARE TO BE REPLACED BY THE CONTRACTOR AT NO ADDED COST TO THE OWNER. ACCEPTANCE DOES NOT WAIVE THE REQUIRED ONE YEAR PLANTING WARRANTY.



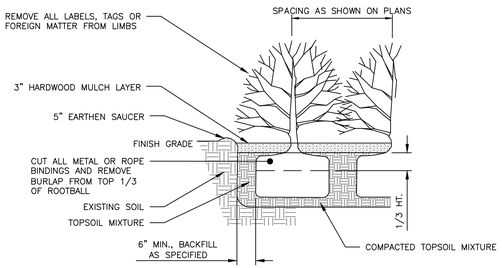
TYPICAL PARKING SPACE DIMENSIONS
NOT TO SCALE



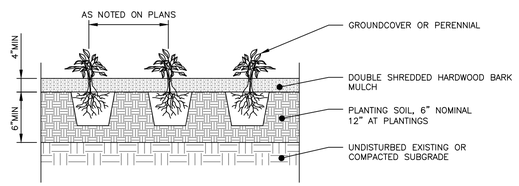
INTERNATIONAL BARRIER FREE SYMBOL
NOT TO SCALE



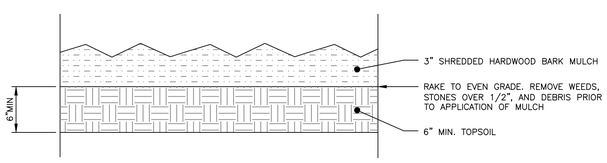
INTERIOR BICYCLE SPACE LAYOUT
NOT TO SCALE



SHRUB PLANTING DETAIL
NOT TO SCALE

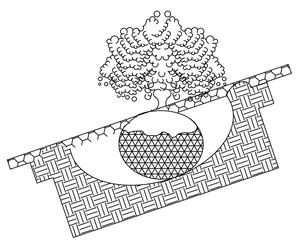


PERENNIAL PLANTING DETAIL
NOT TO SCALE

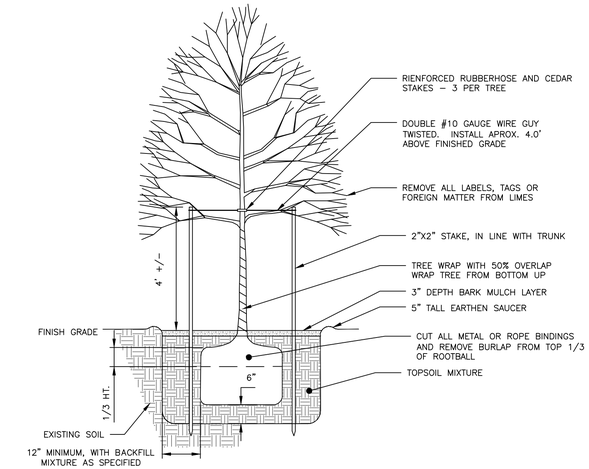


BARK MULCH DETAIL
NOT TO SCALE

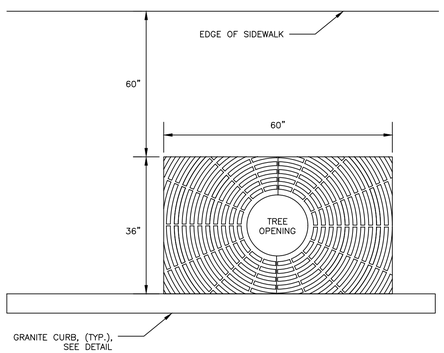
1. DIG HOLE AT LEAST 2 TIMES THE DIAMETER OF THE ROOT BALL AND AS DEEP AS THE ROOT BALL (NO DEEPER). SET ROOT BALL CENTERED, WITH THE TOP AT DOWNHILL EDGE OF THE HOLE.
2. TOPSOIL BACKFILL SHALL BE NATURAL FRIABLE, FERTILE, FINE LOAMY SOIL POSSESSING THE CHARACTERISTICS OF TOPSOIL IN THE VICINITY WHICH PRODUCE A HEAVY GROWTH. TOPSOIL SHALL CONTAIN NOT LESS THAN 6% NOR MORE THAN 20% ORGANIC MATTER. TOP SOIL SHALL HAVE A pH VALUE OF NOT LESS THAN 5.5 NOR MORE THAN 7.0.
3. CONTAINER GROWN STOCK – REMOVE CONTAINER PROTECTING THE ROOT BALL. GENTLY COMB OUT THE ROOTS. PRUNE DAMAGED ROOTS.
4. BACKFILL THE HOLE WITH TOPSOIL TO A DEPTH NOT TO EXCEED 8" THEN WATER SUFFICIENTLY TO SETTLE TOPSOIL. REPEAT SOIL BACKFILL, WATER, DRAIN. TOPSOIL SHALL BE TAMPED UNDER EDGES OF THE BALLED PLANTS. BACKFILL TO FINISH GRADE AND CREATE AN EARTHEN SAUCER. SOAK PLANTS TWICE WITHIN THE FIRST TWENTY-FOUR HOURS OF PLANTING.



TYPICAL PLANTING
NOT TO SCALE



TREE PLANTING DETAIL
NOT TO SCALE



NOTES:
1. 16" EXPANDABLE TREE OPENING; .25" SLOT OPENINGS.
2. SIDEWALK MATERIAL PER PLAN.
3. WHEN INSTALLED IN A BRICK SIDEWALK, GRATE REQUIRES A FRAME TO BE INSTALLED TO HOLD GRATE IN PLACE. CONTRACTOR TO INSTALL IN ACCORDANCE WITH MANUFACTURER'S INSTALLATION PROCEDURE FOR PAVERS. CONTRACTOR TO SUBMIT INSTALLATION PROCEDURES FOR REVIEW FROM ENGINEER PRIOR TO CONSTRUCTION.

PLAN VIEW

EXPANDABLE TREE GRATE
NEENAH MODEL R-8810
NOT TO SCALE

PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY DATE
CITY APP.	WHS 10/6/17
RESUBMISSION	WHS 5/25/18

DRAWING NAME: SITE DETAILS – 2

PROJECT NAME: 24 ST. LAWRENCE STREET REDEVELOPMENT

CLIENT: KELLY & WALTER WILLIAMS
24 ST. LAWRENCE STREET, PORTLAND, ME 04101

ACORN ENGINEERING, INC.
158 DANFORTH STREET, PORTLAND, MAINE 04102
(207) 775-2655

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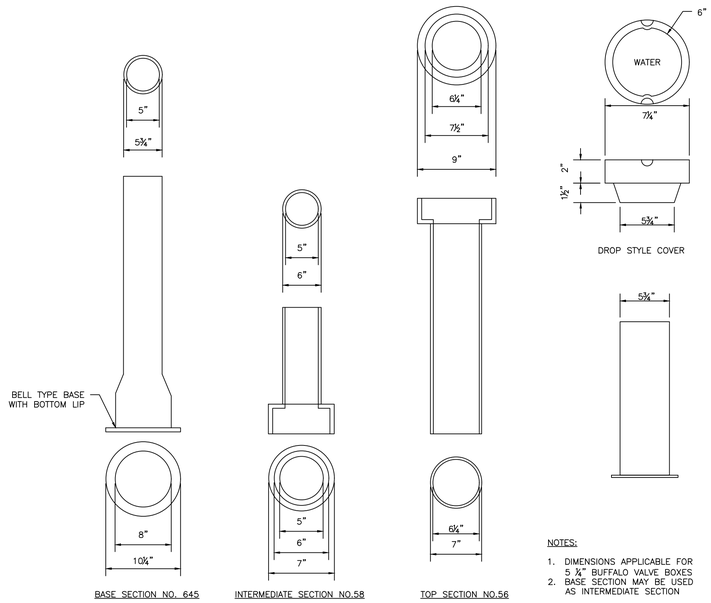
JN:	1088
SCALE:	NTS
DESIGNED BY:	WHS
DRAWN BY:	ADG
CHECKED BY:	WHS

STATE OF MAINE
WILLIAM H. SAVAGE
No. 11419
5-25-18
REGISTERED PROFESSIONAL ENGINEER

DRAWING NO.
C-41

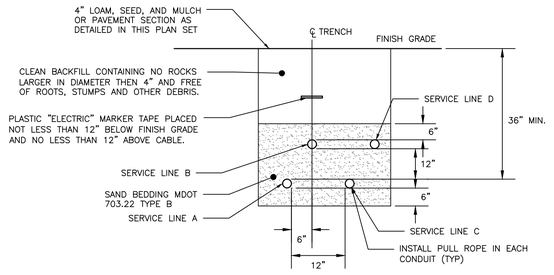


BASE SECTION NO. 645 | INTERMEDIATE SECTION NO.58 | TOP SECTION NO.56

NOTES:

1. DIMENSIONS APPLICABLE FOR 5 ¼" BUFFALO VALVE BOXES
2. BASE SECTION MAY BE USED AS INTERMEDIATE SECTION

VALVE BOX & COVER
NOT TO SCALE

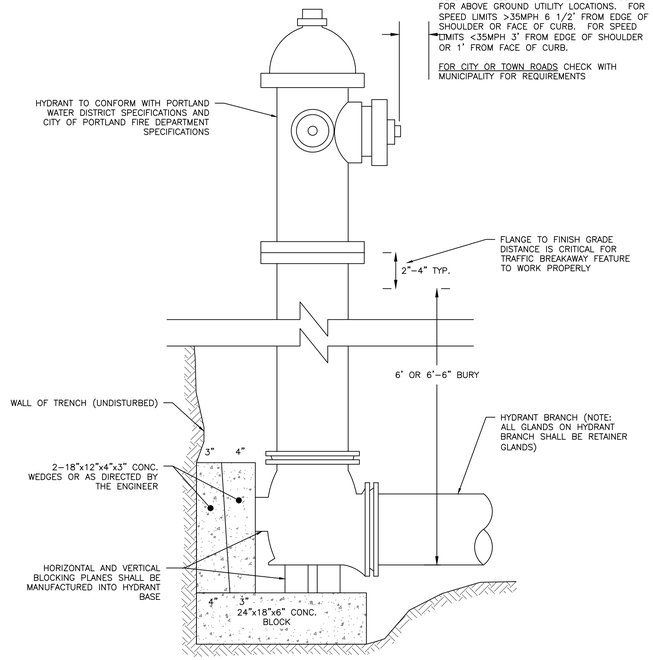


CONDUIT TYPE				
SERVICE	CONDUIT SIZE	GRASS AND PAVED AREAS	UTILITY	REMARKS
A	2–5"	SCHEDULE 40 PVC ELECTRICAL GRADE	PRIMARY POWER	SEE NOTE 1
B	2–4"	SCHEDULE 40 PVC	COMMUNICATION	–
C	2–4"	SCHEDULE 40 PVC ELECTRICAL GRADE	SPARE	IF REQUIRED
D	2–4"	SCHEDULE 40 PVC	CABLE	–

NOTES:

1. ONE CONDUIT CAPPED FOR SPARE, PROVIDE GALVANIZED STEEL LONG SWEEP AT RISER POLE AND EXTEND GALVANIZED CONDUIT TO 10" ABOVE GRADE AT POLE WITH STAND–OFF BRACKETS.
2. MINIMUM SEPARATION OF 24 INCHES BETWEEN PRIMARY CABLE/CONDUIT AND GAS LINES SHALL BE MAINTAINED.

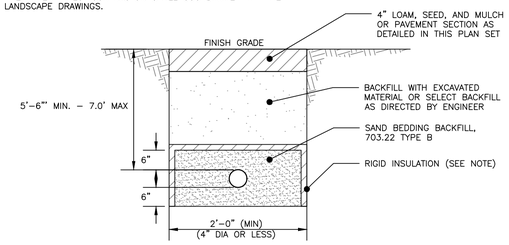
UTILITY TRENCH:
PRIMARY AND SECONDARY POWER, TELEPHONE, AND CABLE
NOT TO SCALE



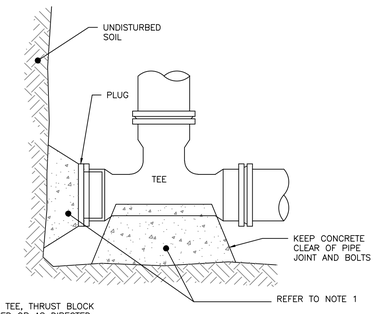
TYPICAL HYDRANT INSTALLATION DETAIL
NOT TO SCALE

NOTES:

1. THE WATER TRENCH SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT STANDARD DETAILS & SPECIFICATIONS.
2. IF LESS THAN 5'–6" OF COVER IS POSSIBLE ADD 1 INCH OF "BLUE DOW" RIGID INSULATION FOR EVERY 12" LESS COVER.
3. ALL PROPOSED TREES PLANTED LESS THAN 10 FEET FROM THE WATER PIPE SHALL BE PLANTED AT A DEPTH NO GREATER THAN 3' DEEP. PERMEABLE LANDSCAPE FABRIC SHALL CREATE A ROOT BARRIER AROUND THE WATER PIPES. CONTRACTOR SHALL COORDINATE WITH THE LANDSCAPE DRAWINGS.



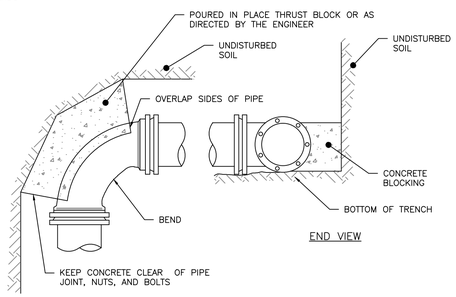
WATER SERVICE TRENCH SECTION DETAIL
NOT TO SCALE



NOTES:

1. IF DEAD END WITH TEE, THRUST BLOCK WOULD BE REQUIRED OR AS DIRECTED BY THE ENGINEER
2. SEE THRUST/RETAINER GLAND SCHEDULE FOR TYPE OF BLOCKING TO BE USED ON BENDS

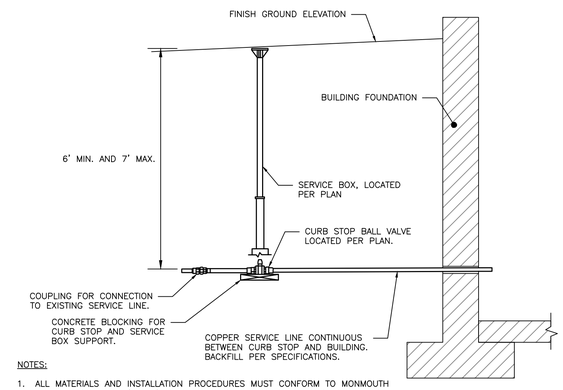
END SECTION



END VIEW

TOP VIEW

THRUST BLOCKING: REGULAR BEND
NOT TO SCALE



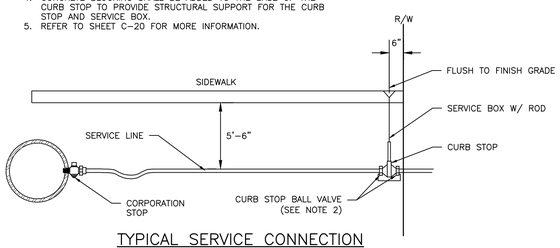
NOTES:

1. ALL MATERIALS AND INSTALLATION PROCEDURES MUST CONFORM TO MONMOUTH WATER ASSOCIATION (M.W.A.) SPECIFICATIONS, SEE SPECIFICATIONS BOOK FOR DETAILS.
2. M.W.A. REQUIRES THE USE OF COPPER FOR THE CUSTOMERS SIDE OF SERVICE.
3. CUSTOMERS PORTION OF SERVICE LINE IS THAT PORTION FROM THE PROPERTY LINE INTO THE BUILDING, IN THIS INSTANCE THE CUSTOMER IS ALSO RESPONSIBLE FOR THE INSTALLATION OF THE CURB STOP BALL VALVE.
4. FOR THE INTERIOR BUILDING PLUMBING REFER TO THE PLUMPING PLAN BY MECHANICAL SYSTEMS ENGINEERS.

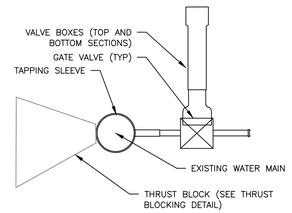
SERVICE INSTALLATION DETAIL
NOT TO SCALE

NOTES:

1. ALL MATERIALS AND INSTALLATION PROCEDURES MUST COMPLY WITH THE CITY OF PORTLAND WATER DISTRICT (PWD) SPECIFICATIONS.
2. CURB STOP BALL VALVE TO BE MADE OF COPPER OR BRASS UNLESS OTHERWISE NOTED BY THE PORTLAND WATER DISTRICT.
3. SERVICE LINE TO BE MADE OF TYPE K COPPER.
4. CONCRETE BLOCKING SHALL BE ADDED TO THE BASE OF THE CURB STOP TO PROVIDE STRUCTURAL SUPPORT FOR THE CURB STOP AND SERVICE BOX.
5. REFER TO SHEET C–20 FOR MORE INFORMATION.

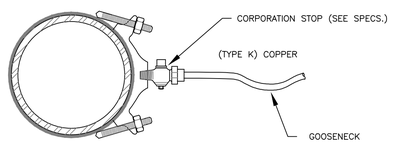


TYPICAL SERVICE CONNECTION
NOT TO SCALE



SIDE VIEW

TAPPING SLEEVE AND VALVE
NOT TO SCALE



SERVICE SADDLE: 1–1/2" AND 2" C.C. THREAD
NOT TO SCALE

PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR | BY | DATE
CITY APP. | WHS | 10/6/17
RESUBMISSION | WHS | 5/25/18

DRAWING NAME: UTILITY DETAILS – 1
PROJECT NAME: 24 ST. LAWRENCE STREET REDEVELOPMENT
CLIENT: KELLY & WALTER WILLIAMS
24 ST. LAWRENCE STREET, PORTLAND, ME 04101

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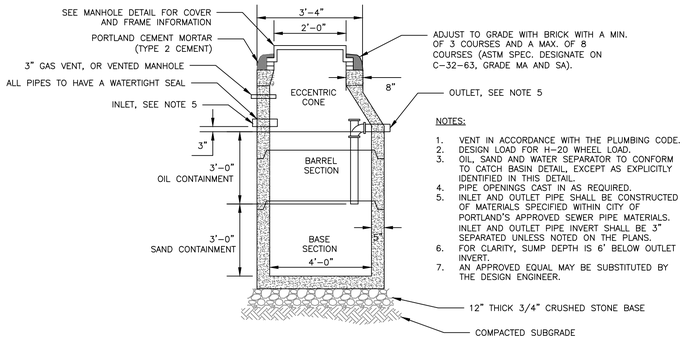
ACORN ENGINEERING, INC.
ENGINEERING AND SURVEYING
158 DANFORTH STREET PORTLAND, MAINE 04102
(207) 775–2855

FILE: 1088_CIVIL
JN: 1088
SCALE: NTS
DESIGNED BY: WHS
DRAWN BY: ADG
CHECKED BY: WHS

STATE OF MAINE — WILLIAM H. SAVAGE — No. 14115 — 5-25-18 — REGISTERED PROFESSIONAL ENGINEER

DRAWING NO.
C-42



NOTES:

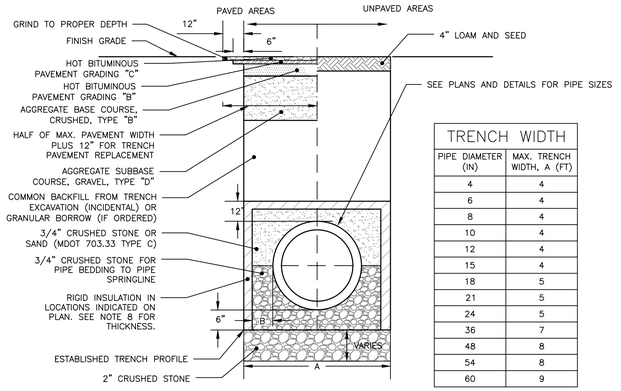
1. VENT IN ACCORDANCE WITH THE PLUMBING CODE.
2. DESIGN LOAD FOR H-20 WHEEL LOAD.
3. OIL, SAND AND WATER SEPARATOR TO CONFORM TO CATCH BASIN DETAIL, EXCEPT AS EXPLICITLY IDENTIFIED IN THIS DETAIL.
4. PIPE OPENINGS CAST IN AS REQUIRED.
5. INLET AND OUTLET PIPE SHALL BE CONSTRUCTED OF MATERIALS SPECIFIED WITHIN CITY OF PORTLAND'S APPROVED SEWER PIPE MATERIALS. INLET AND OUTLET PIPE INVERT SHALL BE 3" SEPARATED UNLESS NOTED ON THE PLANS.
6. FOR CLARITY, SUMP DEPTH IS 6" BELOW OUTLET INVERT.
7. AN APPROVED EQUAL MAY BE SUBSTITUTED BY THE DESIGN ENGINEER.

4'-0" DIAMETER PRECAST OIL AND WATER SEPARATOR

NOT TO SCALE

DESIGN NOTES:

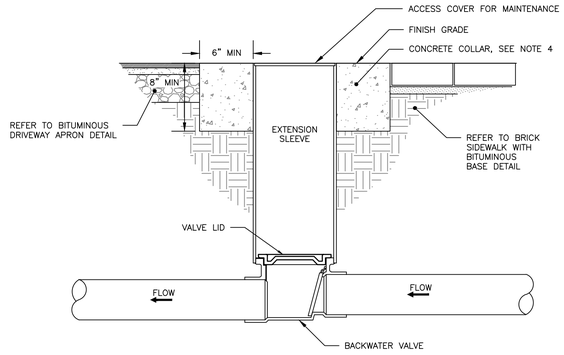
1. ANY ALTERNATE TRENCHING METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY.
2. ALL CONSTRUCTION METHODS SHALL CONFORM TO THE CITY OF PORTLAND TECHNICAL STANDARDS FIGURE II-2.
3. BRACING & SHEETING OR OTHER TRENCH PROTECTION TO BE PROVIDED TO MEET APPLICABLE STATE AND O.S.H.A SAFETY STANDARDS. ALL SUCH TRENCH PROTECTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
4. WHERE APPLICABLE, PERFORATIONS IN STORM DRAIN (PERF. SD) SHALL BE ORIENTED UP.
5. ALL STORM DRAINS SHALL BE PVC SDR 35 MIN PS-46 RATING OR OR IN ACCORDANCE WITH CITY OF PORTLAND TECHNICAL MANUAL , SECTION 2 – SANITARY SEWER AND STORM DRAIN – PART 2.5.2
6. IN PAVED AREAS, DEPTHS OF GRAVEL AND HOT MIX ASPHALT PAVEMENT SHALL MATCH THE GREATER OF EXISTING CONDITIONS OR THE REQUIREMENTS FOR THE CORRESPONDING STREET CLASSIFICATION.
7. THIS DETAIL SHALL BE APPLIED ONLY TO PIPE TRENCHES WITHIN OF THE CITY OF PORTLAND R.O.W.
8. STORM DRAIN COVER BETWEEN 2' AND 3' SHALL INCLUDE 4" OF RIGID INSULATION. COVER BETWEEN 3' AND 4' SHALL INCLUDE 2" RIGID INSULATION. OTHER UTILITIES: ADD 2" OF RIGID INSULATION FOR EACH FOOT ABOVE MINIMUM DEPTH.
9. DEPTH OF BITUMINOUS PAVEMENT AND AGGREGATE COURSES SHALL BE DETERMINED BY STREET CLASSIFICATION.
10. DIMENSION B SHALL BE SUFFICIENT TO ALLOW CRUSHED STONE BEDDING TO BE PLACED AND COMPACTED UNDER THE HAUNCHES OF THE PIPE; BUT IN ALL CASES DIMENSION B SHALL BE AT LEAST 9".
11. DIMENSION A IS THE MAXIMUM WIDTH ALLOWED FOR CALCULATING PAY QUANTITIES UNDER GRANULAR BORROW, CRUSHED STONE, STRUCTURAL EARTH EXCAVATION, AND STRUCTURAL ROCK EXCAVATION. DIMENSION A SHALL BE BASED ON PIPE DIAMETER D, AS SET FORTH IN THE TABLE BELOW.



TRENCH WIDTH	
PIPE DIAMETER (IN)	MAX. TRENCH WIDTH, A (FT)
4	4
6	4
8	4
10	4
12	4
15	4
18	5
21	5
24	5
36	7
48	8
54	8
60	9

CITY OF PORTLAND TYPICAL PIPE TRENCH DETAIL WITHIN RIGHT-OF-WAY

NOT TO SCALE

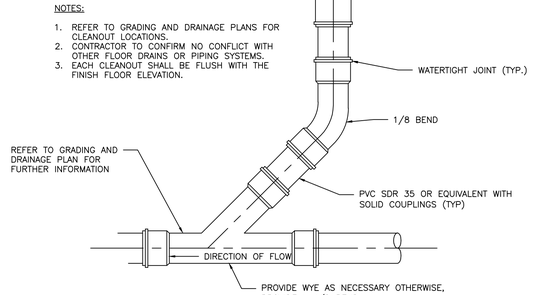


NOTES:

1. BACKFLOW VALVE TO BE PROVIDED BY AGRI DRAIN CORPORATION OR AN APPROVED EQUAL.
2. VALVE TO BE INSTALLED TO MANUFACTURER'S SPECIFICATIONS AND COMPLY WITH RULES AND REGULATIONS AS OUTLINED IN SECTION 2 OF THE CITY OF PORTLAND TECHNICAL MANUAL.
3. VALVE SHALL BE INSTALLED WITH A VALVE BOX AND COVER TO PROVIDE EASY ACCESS AND MAINTENANCE; VALVE COVER SHALL STATE 'SEWER' ON LID FLUSH TO SURFACE. REFER TO VALVE & BOX COVER DETAIL FOR ADDITIONAL INFORMATION.
4. CONCRETE COLLAR AT A MINIMUM 24-HOUR COMPRESSIVE STRENGTH OF 3,000 PSI.

BACKFLOW VALVE ASSEMBLY

NOT TO SCALE



NOTES:

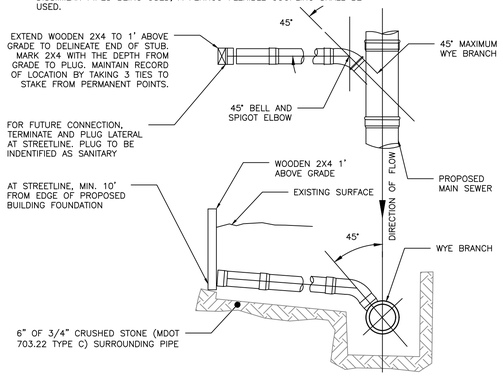
1. REFER TO GRADING AND DRAINAGE PLANS FOR CLEANOUT LOCATIONS.
2. CONTRACTOR TO CONFIRM NO CONFLICT WITH OTHER FLOOR DRAINS OR PIPING SYSTEMS.
3. EACH CLEANOUT SHALL BE FLUSH WITH THE FINISH FLOOR ELEVATION.

CLEANOUT DETAIL

NOT TO SCALE

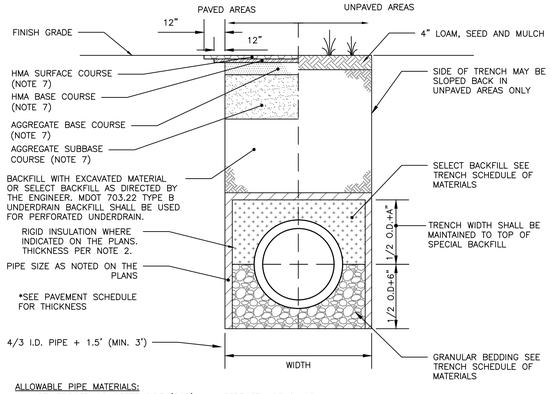
NOTES:

1. LOCATION WITH WARNING TAPE SHALL BE INSTALLED OVER CENTERLINE OF PIPE AT A MAXIMUM OF 24 INCHES BELOW FINISH GRADE.
2. SITE CONTRACTOR TO COORDINATE CONNECTION OF SEWER LATERAL TO HOUSEHOLD PLUMBING WITH ARCHITECTURAL CONTRACTOR.
3. CONNECTION OF PROPOSED SEWER LATERAL TO HOUSEHOLD PLUMBING SHOULD INCORPORATE USE OF SIMILAR PIPE MATERIALS. IN THE CASE OF DISSIMILAR PIPES BEING USED, A FERNCO FLEXIBLE COUPLING SHALL BE USED.



SEWER TEE/WYE CONNECTION DETAIL

NOT TO SCALE



ALLOWABLE PIPE MATERIALS:

- REINFORCED CONCRETE PIPE (RCP) MIN. STRENGTH OF CLASS III
- PVC RING TYPE SEWER (SDR 35) OR EQUIVALENT, MIN PS-46 RATING
- PVC RING TYPE SEWER PIPE MEETING ASTM F 789
- DUCTILE IRON PIPE (DIP)
- ADS N-12 HP TRIPLE-WALL MIN PS-46 RATING
- ADS SANITITE HP MIN. PS-46

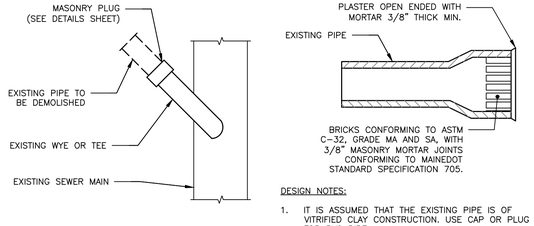
SCHEDULE OF MATERIALS		
TYPE OF PIPE	GRANULAR BEDDING	SELECT BACKFILL
CMP DUCTILE IRON RCP	MDOT 703.22 TYPE B UD BACKFILL	MDOT 703.22 TYPE B UD BACKFILL
PVC/HDPE	MDOT 703.22 TYPE C 3/4" CRUSHED STONE	MDOT 703.22 TYPE B UD BACKFILL
CMP	MDOT 703.22 TYPE C 3/4" CRUSHED STONE	MDOT 703.22 TYPE C 3/4" CRUSHED STONE

NOTES:

1. BRACING AND SHEETING OR OTHER TRENCH PROTECTION TO BE PROVIDED TO MEET APPLICABLE STATE AND O.S.H.A. SAFETY STANDARDS. ALL SUCH TRENCH PROTECTION TO BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. STORM DRAIN COVER BETWEEN 2' AND 3' SHALL INCLUDE 4" OF RIGID INSULATION. COVER BETWEEN 3' AND 4' SHALL INCLUDE 2' RIGID INSULATION. OTHER UTILITIES: ADD 2" OF RIGID INSULATION FOR EACH FOOT ABOVE MINIMUM DEPTH.
3. INSTALL WARNING TAPE DIRECTLY ABOVE UTILITIES AT THE TOP OF SUBGRADE.
4. MINIMUM COVER
   4.1. 2'-0" – STORM DRAIN
   4.2. 5'-0" – SEWER
5. NO TREES SHALL BE PLANTED WITHIN 5' OF A SEWER PIPE OR SERVICE
6. THIS DETAIL SHALL BE APPLIED ONLY TO DRAINAGE PIPE TRENCHES OUTSIDE OF THE CITY OF PORTLAND ROW.
7. THICKNESS AS NOTED BY SURFACE DETAILS
8. ALL PROPOSED TREES PLANTED WITHIN 10' OF A STORM OR SEWER PIPE SHALL BE PLANTED AT A DEPTH NO GREATER THAN 3' DEEP. PERMEABLE LANDSCAPE FABRIC SHALL CREATE A ROOT BARRIER AROUND THE PIPES. CONTRACTOR SHALL COORDINATE WITH THE LANDSCAPE DRAWINGS.

STORM DRAIN AND SEWER TYPICAL TRENCH SECTION WITHIN PROPERTY

NOT TO SCALE



DESIGN NOTES:

1. IT IS ASSUMED THAT THE EXISTING PIPE IS OF VITRIFIED CLAY CONSTRUCTION. USE CAP OR PLUG FOR PVC PIPE

MASONRY PLUG DETAIL

NOT TO SCALE

PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY	DATE
CITY APP.	WHS	10/6/17
RESUBMISSION	WHS	5/25/18

DRAWING NAME: UTILITY DETAILS – 2

PROJECT NAME: 24 ST. LAWRENCE STREET REDEVELOPMENT

CLIENT: KELLY & WALTER WILLIAMS
24 ST. LAWRENCE STREET, PORTLAND, ME 04101

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ACORN ENGINEERING, INC.
158 DANFORTH STREET PORTLAND, MAINE 04102
(207) 775-2655

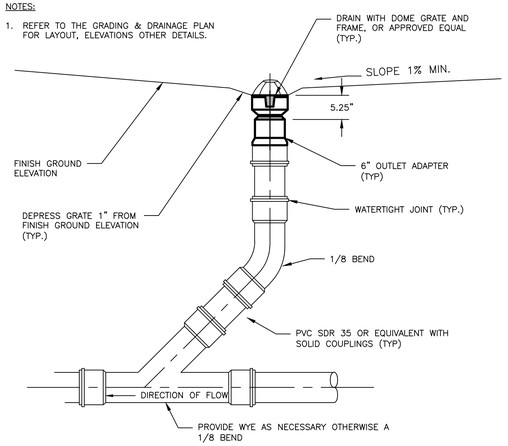
FILE:	1088_CIVIL
JN:	1088
SCALE:	NTS
DESIGNED BY:	WHS
DRAWN BY:	ADG
CHECKED BY:	WHS

STATE OF MAINE
WILLIAM H. SAVAGE
No. 14417
5-25-18
REGISTERED PROFESSIONAL ENGINEER

DRAWING NO.
C-43

NOTES:

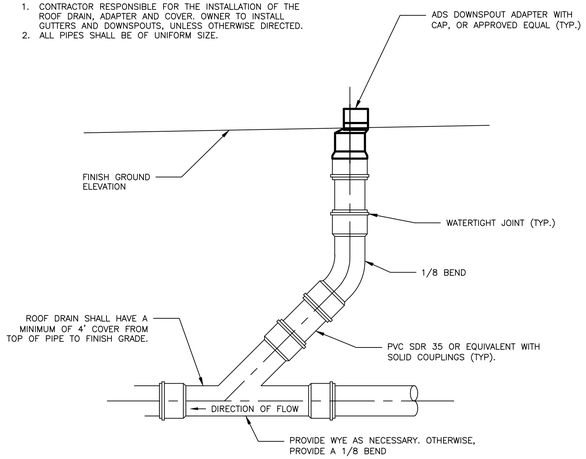
1. REFER TO THE GRADING & DRAINAGE PLAN FOR LAYOUT, ELEVATIONS OTHER DETAILS.



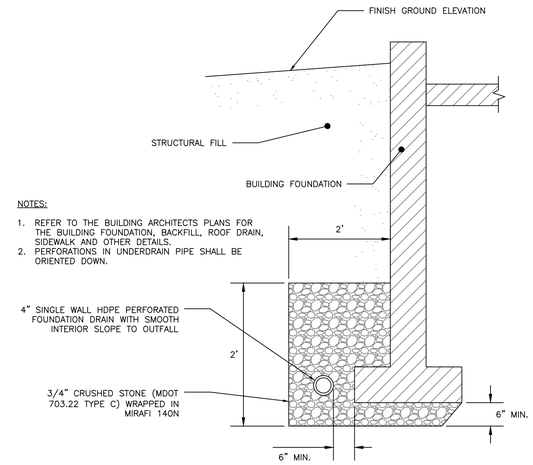
INLINE DRAIN DETAIL WITH DOME
NOT TO SCALE

NOTES:

1. CONTRACTOR RESPONSIBLE FOR THE INSTALLATION OF THE ROOF DRAIN, ADAPTER AND COVER. OWNER TO INSTALL GUTTERS AND DOWNSPOUTS, UNLESS OTHERWISE DIRECTED.
2. ALL PIPES SHALL BE OF UNIFORM SIZE.



ROOF DRAIN DETAIL
NOT TO SCALE



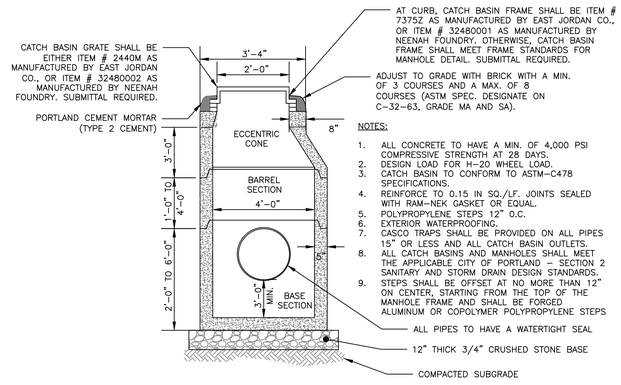
NOTES:

1. REFER TO THE BUILDING ARCHITECTS PLANS FOR THE BUILDING FOUNDATION, BACKFILL, ROOF DRAIN, SIDEWALK AND OTHER DETAILS.
2. PERFORATIONS IN UNDERDRAIN PIPE SHALL BE ORIENTED DOWN.

FOUNDATION DRAIN DETAIL
NOT TO SCALE

GENERAL NOTES FOR MANHOLES AND CATCH BASINS

1. ALL CONCRETE SHALL HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 4000 lbs. PER SQ. INCH AT THE END OF 28 DAYS, UNLESS OTHERWISE NOTED.
2. MANHOLES MAY BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE, OR CAST IN PLACE.
3. PRECAST REINFORCED CONE BARREL MANUFACTURED PER ASTM SPEC. C-478.
4. ALL STORM AND SEWER MANHOLE COVERS SHALL BE SOLID AND SHALL HAVE ONE ⅞" DIAMETER DRILLED PICK HOLE LOCATED 8" FROM THE CENTER OF THE COVER.
5. ALL SANITARY MANHOLE COVERS SHALL HAVE "SEWER" CAST INTO THE COVER. ALL STORMWATER/DRAIN MANHOLE COVERS SHALL HAVE "DRAIN" CAST INTO THE COVER.
6. ALL MANHOLE RISERS SHALL BE ETHERIDGE 24" OR APPROVAL EQUAL.
7. SEWER BRICK SHALL CONFORM TO ASTM SPEC. DESIGNATE ON C-32-63, GRADE MA AND SA.
8. ALL SANITARY MANHOLES SHALL HAVE A WATERPROFFING COATING APPLIED TO THE EXTERIOR SURFACE.
9. CATCH BASIN FRAMES FOR TYPE A4 CATCH BASIN CURB INLETS SHALL BE ETHERIDGE DR5A OR APPROVED EQUAL.
10. CASTINGS SHALL CONFORM TO ASTM DESIGNATION A48-CLASS 35.
11. EXISTING MANHOLES, CATCH BASINS, FRAMES, AND COVERS SHALL BE SALVAGED BY THE CONTRACTOR, AND SHALL REMAIN THE PROPERTY OF THE CITY OF PORTLAND.



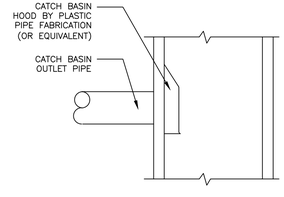
NOTES:

1. ALL CONCRETE TO HAVE A MIN. OF 4,000 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
2. DESIGN LOAD FOR H-20 WHEEL LOAD.
3. CATCH BASIN TO CONFORM TO ASTM-C478 SPECIFICATIONS.
4. REINFORCE TO 0.15 IN SQ./LF. JOINTS SEALED WITH RAM-NEK GASKET OR EQUAL.
5. POLYPROPYLENE STEPS 12" O.C.
6. EXTERIOR WATERPROOFING.
7. CASCO TRAPS SHALL BE PROVIDED ON ALL PIPES 15" OR LESS AND ALL CATCH BASIN OUTLETS.
8. ALL CATCH BASINS AND MANHOLES SHALL MEET THE APPLICABLE CITY OF PORTLAND – SECTION 2 SANITARY AND STORM DRAIN DESIGN STANDARDS.
9. STEPS SHALL BE OFFSET AT NO MORE THAN 12" ON CENTER, STARTING FROM THE TOP OF THE MANHOLE FRAME AND SHALL BE FORGED ALUMINUM OR COPOLYMER POLYPROPYLENE STEPS

4'-0" DIAMETER PRECAST CATCH BASIN/MANHOLE
NOT TO SCALE

NOTES:

1. INSTALL CATCH BASIN HOODS IN ALL CATCH BASINS WITH A 12" OR 15" OUTLET PIPE.
2. PREFERRED STYLE DESIGNED TO ELIMINATE CEMENTING OF THE TRAP.
3. REFER TO MANUFACTURER'S RECOMMENDATIONS FOR INSTALLATION REQUIREMENTS



CATCH BASIN HOOD DETAIL
NOT TO SCALE

PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY DATE
CITY APP.	WHS 10/6/17
RESUBMISSION	WHS 5/25/18

DRAWING NAME: DRAINAGE DETAILS

PROJECT NAME: 24 ST. LAWRENCE STREET REDEVELOPMENT

CLIENT: KELLY & WALTER WILLIAMS
24 ST. LAWRENCE STREET, PORTLAND, ME 04101

ACORN ENGINEERING, INC.
ENGINEERING, INC.
158 DANFORTH STREET, PORTLAND, MAINE 04102
(207) 775-2655

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JN:	1088
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DESIGNED BY:	WHS
DRAWN BY:	ADG
CHECKED BY:	WHS

STATE OF MAINE
WILLIAM SAVAGE
5-25-18
REGISTERED PROFESSIONAL ENGINEER

DRAWING NO.
C-44

1.0 EROSION CONTROL MEASURES AND SITE STABILIZATION

AS PART OF THE SITE DEVELOPMENT, THE FOLLOWING TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL DEVICES SHALL BE IMPLEMENTED. DEVICES SHALL BE INSTALLED AS DESCRIBED IN THIS REPORT OR WITHIN THE PLAN SET. SEE THE MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES FOR FURTHER REFERENCE.

1.1 TEMPORARY EROSION CONTROL MEASURES

THE FOLLOWING TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES ARE PLANNED FOR THE PROJECT'S CONSTRUCTION PERIOD:

1.1.1 CRUSHED STONE STABILIZED CONSTRUCTION ENTRANCES SHALL BE PLACED AT ALL ACCESS POINTS TO THE PROJECT SITE WHERE THERE ARE DISTURBED AREAS. THE FOLLOWING SPECIFICATIONS SHALL BE FOLLOWED AT A MINIMUM:

- STONE SIZE SHALL BE 2–3 INCHES, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
- THE THICKNESS OF THE ENTRANCE STONE LAYER SHALL BE NO LESS THAN 6 INCHES.
- THE ENTRANCE SHALL NOT BE LESS THAN 20 FEET WIDE, HOWEVER NOT LESS THAN THE FULL WIDTH OF POINTS WHERE INGRESS OR EGRESS OCCURS. THE LENGTH SHALL NOT BE LESS THAN 50 FEET IN LENGTH.
- GEOTEXTILE FABRIC (WOVEN OR NON–WOVEN) SHALL BE PLACED OVER THE ENTIRE ENTRANCE AREA.
- THE ENTRANCE/EXIT SHALL BE MAINTAINED TO THE EXTENT THAT IT WILL PREVENT THE TRACKING OF SEDIMENT ONTO PUBLIC ROAD WAYS.

1.1.2 SILTATION FENCE OR EROSION CONTROL BERM SHALL BE INSTALLED DOWN GRADIENT OF ANY DISTURBED AREAS TO TRAP RUNOFF BORNE SEDIMENTS UNTIL PERMANENT STABILIZATION IS ACHIEVED. THE SILT FENCE OR EROSION CONTROL BERM SHALL BE INSTALLED PER THE DETAILS PROVIDED IN THE PLAN SET AND INSPECTED BEFORE AND IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. REPAIRS SHALL BE MADE IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THE FENCE LINE OR BERM. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THE FENCE OR BERM, THE BARRIER SHALL BE REPLACED WITH A STONE CHECK DAM.

1.1.3 HAY MULCH INCLUDING HYDRO SEEDING IS INTENDED TO PROVIDE COVER FOR DENUDED OR SEEDED AREAS UNTIL REVEGETATION IS ESTABLISHED. MULCH PLACED BETWEEN APRIL 15TH AND NOVEMBER 1ST ON SLOPES OF LESS THAN 15 PERCENT SHALL BE COVERED BY FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION. MULCH PLACED BETWEEN NOVEMBER 1ST AND APRIL 15TH ON SLOPES EQUAL TO OR STEEPER THAN 8 PERCENT AND EQUAL TO OR FLATTER THAN 2:1 SHALL USE MATS OR FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.

1.1.4 AT ANY TIME OF THE YEAR, ALL SLOPES GREATER THAN 3:1 SHALL BE STABILIZED WITH DOUBLE NET EROSION CONTROL BLANKET BIONET SC150BN BY NORTH AMERICAN GREEN OR APPROVED EQUAL, OR EROSION CONTROL MIX SLOPE PROTECTION AS DETAILED WITHIN THE PLANS.

1.1.5 YORK STREET AND GUILFORD COURT SHALL BE SWEPT TO CONTROL MUD AND DUST FROM THE CONSTRUCTION SITE AS NECESSARY. ADD ADDITIONAL STONE TO THE STABILIZED CONSTRUCTION ENTRANCE TO MINIMIZE THE TRACKING OF MATERIAL OFF THE SITE AND ONTO THE SURROUNDING ROADWAYS.

1.1.6 DURING DEMOLITION, CLEARING AND GRUBBING OPERATIONS, STONE CHECK DAMS SHALL BE INSTALLED AT ANY AREAS OF CONCENTRATED FLOW. THE MAXIMUM HEIGHT OF THE CHECK DAM SHALL NOT EXCEED 2 FEET. THE CENTER OF THE CHECK DAM SHALL BE 6 INCHES BELOW THE OUTER EDGES OF THE DAM. THE CONTRACTOR SHALL MULCH THE SIDE SLOPES AND INSTALL STONE CHECK DAMS FOR ALL NEWLY EXCAVATED DITCH LINES WITHIN 24 HOURS OF THEIR CREATION.

1.1.7 SILT FENCE STAKE SPACING SHALL NOT EXCEED 6 FEET UNLESS THE FENCE IS SUPPORTED WITH 14 GAUGE WIRE IN WHICH CASE THE MAXIMUM SPACING SHALL NOT EXCEED 10 FEET. THE SILT FENCE SHALL BE "TOED" INTO THE GROUND.

1.1.8 STORMDRAIN INLET PROTECTION SHALL BE PROVIDED TO STORMDRAINS THROUGH THE USE OF ANY OF THE FOLLOWING: HAY BALE DROP INLET STRUCTURES, SILT FENCE DROP INLET SEDIMENT FILTER, GRAVEL AND WIRE MESH DROP INLET SEDIMENT FILTER, OR CURB INLET SEDIMENT FILTER. BARRIERS SHALL BE INSPECTED AFTER EVERY RAINFALL EVENT AND REPAIRED AS NECESSARY. SEDIMENTS SHALL BE REMOVED WHEN ACCUMULATION HAS REACHED ½ THE DESIGN HEIGHT.

1.1.9 DUST CONTROL SHALL BE ACCOMPLISHED BY THE USE OF ANY OF THE FOLLOWING: WATER, CALCIUM CHLORIDE, STONE, OR AN APPROVED MDEP PRODUCT. DUST CONTROL SHALL BE APPLIED AS NEEDED TO ACCOMPLISH DUST CONTROL.

1.1.10 TEMPORARY LOAM, SEED, AND MULCHING SHALL BE USED IN AREAS WHERE NO OTHER EROSION CONTROL MEASURE IS USED. APPLICATION RATES FOR SEEDING ARE PROVIDED AT THE END OF THIS REPORT.

1.1.11 STOCKPILES SHALL BE STABILIZED WITHIN 7 DAYS OF FORMATION UNLESS A SCHEDULED RAIN EVENT OCCURS PRIOR TO THE 7 DAY WINDOW, IN WHICH CASE THE STOCKPILE SHALL BE STABILIZED PRIOR TO THE RAIN EVENT. METHODS OF STABILIZATION SHALL BE MULCH, EROSION CONTROL MIX, OR EROSION CONTROL BLANKETS/MATS. SILT FENCE OR A WOOD WASTE COMPOST FILTER BERM SHALL BE PLACED DOWNHILL OF ANY SOIL STOCKPILE LOCATION.

1.1.12 FOR DISTURBANCE BETWEEN NOVEMBER 1 AND APRIL 15, PLEASE REFER TO WINTER STABILIZATION PLAN IN THIS REPORT AND THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR FURTHER INFORMATION.

1.1.13 IT IS OF THE UTMOST IMPORTANCE THAT STORMWATER RUNOFF AND POTENTIAL SEDIMENT FROM THE CONSTRUCTION SITE BE DIVERTED AROUND THE PROPOSED UNDERDRAINS UNTIL THE TRENCH IS BACKFILLED.

1.2 PERMANENT EROSION CONTROL MEASURES

THE FOLLOWING PERMANENT EROSION CONTROL MEASURES ARE INTENDED FOR POST DISTURBANCE AREAS OF THE PROJECT.

1.2.1 ALL DISTURBED AREAS DURING CONSTRUCTION, NOT SUBJECT TO OTHER PROPOSED CONDITIONS, SHALL RECEIVE A MINIMUM 4" OF LOAM, LIMED, AND MULCHED. EROSION CONTROL BLANKETS OR MATS SHALL BE PLACED OVER THE MULCH IN AREAS NOTED IN PARAGRAPH 4.1 OF THIS REPORT.
1.2.2 ALL STORMWATER DEVICES SHALL BE INSTALLED AND TRIBUTARY AREAS STABILIZED PRIOR RECEIVING STORMWATER.
1.2.3 REFER TO THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.

2.0 EROSION AND SEDIMENTATION CONTROL PLAN

2.1 THE EROSION AND SEDIMENTATION CONTROL PLAN IS INCLUDED WITHIN THE PLAN SET.

3.0 DETAILS AND SPECIFICATIONS

3.1 EROSION CONTROL DETAILS AND SPECIFICATIONS ARE INCLUDED IN THE PLAN SET.

4.0 STABILIZATION PLAN FOR WINTER CONSTRUCTION

WINTER CONSTRUCTION CONSISTS OF EARTHWORK DISTURBANCE BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15. IF A CONSTRUCTION SITE IS NOT STABILIZED WITH PAVEMENT, A ROAD GRAVEL BASE, 75% MATURE VEGETATION COVER OR RIPRAP BY NOVEMBER 15, THEN THE SITE SHALL BE PROTECTED WITH OVER–WINTER STABILIZATION. ANY AREA NOT STABILIZED WITH PAVEMENT, VEGETATION, MULCHING, EROSION CONTROL MIX, EROSION CONTROL MATS, RIPRAP, OR GRAVEL BASE ON A ROAD SHALL BE CONSIDERED OPEN.

THE CONTRACTOR SHALL LIMIT THE WORK AREA TO AREAS THAT WORK WILL OCCUR IN DURING THE SUBSEQUENT 15 DAYS AND SO THAT IT CAN BE MULCHED ONE DAY PRIOR TO A SNOW EVENT. THE CONTRACTOR SHALL STABILIZE WORK AREAS PRIOR TO OPENING ADDITIONAL WORK AREAS TO MINIMIZE AREAS WITHOUT EROSION CONTROL MEASURES.

THE FOLLOWING MEASURES SHALL BE IMPLEMENTED DURING WINTER CONSTRUCTION PERIODS:

4.1 SEDIMENT BARRIERS

DURING FROZEN CONDITIONS, SEDIMENT BARRIERS MAY CONSIST OF EROSION CONTROL MIX BERMS OR ANY OTHER RECOGNIZED SEDIMENT BARRIERS AS FROZEN SOIL PREVENTS THE PROPER INSTALLATION OF HAY BALES OR SILT FENCES.

4.2 MULCHING

ALL AREAS SHALL BE CONSIDERED TO BE DENUDED UNTIL SEEDED AND MULCHED. HAY AND STRAW MULCH SHALL BE APPLIED AT A RATE OF 150 LB. PER 1,000 SQUARE FEET OR 3 TONS/ACRE (TWICE THE NORMAL ACCEPTED RATE OF 75–LBS./1,000 S.F. OR 1.5 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. EROSION CONTROL MIX MUST BE APPLIED WITH A MINIMUM 4 INCH THICKNESS. MULCH SHALL NOT BE SPREAD ON TOP OF SNOW. THE SNOW SHALL BE REMOVED DOWN TO A ONE–INCH DEPTH OR LESS PRIOR TO APPLICATION. AFTER EACH DAY OF FINAL GRADING, THE AREA SHALL BE PROPERLY STABILIZED WITH ANCHORED HAY OR STRAW OR EROSION CONTROL MATTING. AN AREA SHALL BE CONSIDERED TO HAVE BEEN STABILIZED WHEN EXPOSED SURFACES HAVE BEEN EITHER MULCHED OR ADEQUATELY ANCHORED SO THAT GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH. BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15, ALL MULCH SHALL BE ANCHORED BY EITHER MULCH NETTING, TRACKING OR WOOD CELLULOSE FIBER. THE COVER WILL BE CONSIDERED SUFFICIENT WHEN THE GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH. AFTER NOVEMBER 1ST, MULCH AND ANCHORING OF ALL EXPOSED SOIL SHALL OCCUR AT THE END OF EACH FINAL GRADING WORKDAY.

4.3 SOIL STOCKPILING

STOCKPILES OF SOIL OR SUBSOIL SHALL BE MULCHED FOR OVER WINTER PROTECTION WITH HAY OR STRAW AT TWICE THE NORMAL RATE OR WITH A FOUR–INCH LAYER OF EROSION CONTROL MIX. THIS SHALL BE DONE WITHIN 24 HOURS OF STOCKING AND RE–ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL.

4.4 SEEDING

BETWEEN THE DATES OF OCTOBER 15TH AND APRIL 1ST, LOAM OR SEED SHALL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES FINISHED AREAS SHALL BE FINE GRADED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEEDED AND MULCHED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF THE DATE IS AFTER NOVEMBER 1ST AND IF THE EXPOSED AREA HAS NOT BEEN LOAMED, FINAL GRADING WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDED AT A RATE OF 3 TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED.

DORMANT SEEDING MAY BE PLACED PRIOR TO THE PLACEMENT OF MULCH OR EROSION CONTROL BLANKETS. IF DORMANT SEEDING IS USED FOR THE SITE, ALL DISTURBED AREAS SHALL RECEIVE 4" OF LOAM AND SEED AT AN APPLICATION RATE OF 5 LBS/1,000 S.F. ALL AREAS SEEDED DURING THE WINTER SHALL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS INSUFFICIENTLY VEGETATED (LESS THAN 75% CATCH) SHALL BE REVEGETATED BY REPLACING LOAM, SEED AND MULCH. IF DORMANT SEEDING IS NOT USED FOR THE SITE, ALL DISTURBED AREAS SHALL BE REVEGETATED IN THE SPRING.

4.5 OVER WINTER STABILIZATION OF DISTURBED SOILS

BY SEPTEMBER 15TH, ALL DISTURBED SOILS ON AREAS HAVING A SLOPE LESS THAN 15% SHALL BE SEEDED AND MULCHED. IF THE DISTURBED AREAS ARE NOT STABILIZED BY THIS DATE, THEN ONE OF THE FOLLOWING ACTIONS SHALL BE TAKEN TO STABILIZE THE SOIL FOR LATE FALL AND WINTER:

- STABILIZE THE SOIL WITH TEMPORARY VEGETATION – BY OCTOBER 1ST, SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3LBS PER 1,000 S.F., LIGHTLY MULCH THE SEEDED SOIL WITH HAY OR STRAW AT 75 LBS PER 1,000 S.F., AND ANCHOR THE MULCH WITH PLASTIC NETTING. MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR FAILS TO COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE NOVEMBER 1ST, THEN MULCH THE AREA FOR OVER–WINTER PROTECTION.

- STABILIZE THE SOIL WITH SOD – STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY OCTOBER 1ST. PROPER INSTALLATION INCLUDES PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL.

- STABILIZE THE SOIL WITH MULCH – BY NOVEMBER 15TH, MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 LBS PER 1,000 S.F. ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. IMMEDIATELY AFTER APPLYING THE MULCH, ANCHOR THE MULCH WITH PLASTIC NETTING TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

4.6 OVER WINTER STABILIZATION OF DISTURBED SLOPES

ALL STONE–COVERED SLOPES SHALL BE CONSTRUCTED AND STABILIZED BY NOVEMBER 15TH. ALL SLOPES TO BE VEGETATED SHALL BE SEEDED AND MULCHED BY SEPTEMBER 1ST. A SLOPE IS CONSIDERED A GRADE GREATER THAN 15%. IF A SLOPE TO BE VEGETATED IS NOT STABILIZED BY SEPTEMBER 1ST, THEN ONE OF THE FOLLOWING ACTION SHALL BE TAKEN TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER:

- STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS – BY OCTOBER 1ST THE DISTURBED SLOPE SHALL BE SEEDED WITH WINTER RYE AT A SEEDING RATE OF 3 LBS PER 1,000 S.F. AND THEN INSTALL EROSION CONTROL MATS OR ANCHORED MULCH OVER THE SEEDING. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR FAILS TO COVER AT LEAST 75% F THE SLOPE BY NOVEMBER 1ST, THEN THE CONTRACTOR SHALL COVER THE SLOPE WITH A LAYER OF EROSION CONTROL MIX OR WITH STONE RIPRAP.

- STABILIZE THE SOIL WITH SOD – THE DISTURBED SLOPE SHALL BE STABILIZED WITH PROPERLY INSTALLED SOD BY OCTOBER 1ST. PROPER INSTALLATION INCLUDES THE CONTRACTOR PINNING THE SOD ONTO THE SLOPE WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL. THE CONTRACTOR SHALL NOT USE LATE–SEASON SOD INSTALLATION TO STABILIZE SLOPES HAVING A GRADE GREATER THAN 3H:1V OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.

- STABILIZE THE SOIL WITH EROSION CONTROL MIX – EROSION CONTROL MIX SHALL BE PROPERLY INSTALLED BY NOVEMBER 15TH. THE CONTRACTOR SHALL NOT USE EROSION CONTROL MIX TO STABILIZE SLOPES HAVING GRADES GREATER THAN 2H:1V OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.

- STABILIZE THE SOIL WITH STONE RIPRAP – PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY NOVEMBER 15TH. A REGISTERED PROFESSIONAL ENGINEER SHALL BE HIRED TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY ON THE SLOPE AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.

5.0 INSPECTION AND MAINTENANCE

A PERSON WITH KNOWLEDGE OF EROSION AND STORMWATER CONTROL, INCLUDING THE STANDARDS AND CONDITIONS IN THE PERMIT, SHALL CONDUCT PERIODIC VISUAL INSPECTIONS OF INSTALLED EROSION CONTROL MEASURES. THE FREQUENCY OF INSPECTION SHALL OCCUR AT LEAST ONCE EVERY TWO WEEKS, AS WELL AS AFTER A "STORM EVENT". A "STORM EVENT" SHALL CONSIST 0.5 INCHES OF RAIN WITHIN A 24 HOUR PERIOD. THE FOLLOWING EROSION AND SEDIMENT CONTROL – BEST MANAGEMENT PRACTICES (BMP'S) SHALL INSPECTED IN THE MANNER AS DESCRIBED.

5.1 SEDIMENT BARRIERS

HAY BALE BARRIERS, SILT FENCES AND FILTER BERMS SHALL BE INSPECTED AND REPAIRED FOR THE FOLLOWING IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THEM. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES OF THE BARRIER, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THEM, SEDIMENT BARRIERS SHALL BE REPLACED WITH A TEMPORARY CHECK DAM. SHOULD THE FABRIC ON A SILT FENCE OR FILTER BARRIER DECOMPOSE OR BECOME INEFFECTIVE PRIOR TO THE END OF THE EXPECTED USABLE LIFE AND THE BARRIER IS STILL NECESSARY, THE FABRIC SHALL BE REPLACED PROMPTLY. SEDIMENT DEPOSITS SHOULD BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE–HALF THE HEIGHT OF THE BARRIER. FILTER BERMS SHOULD BE RESHAPED AS NEEDED. ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE OR FILTER BARRIER IS NO LONGER REQUIRED SHOULD BE DRESSED TO CONFORM TO THE EXISTING GRADE, PREPARED AND SEEDED.

5.2 STABILIZED STONE CONSTRUCTION ENTRANCES

THE EXIT SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OF SEDIMENT ONTO PUBLIC RIGHTS–OF–WAY. WHEN THE CONTROL PAD BECOMES INEFFECTIVE, THE STONE SHALL BE REMOVED ALONG WITH THE COLLECTED SOIL MATERIAL AND REDISTRIBUTED ON SITE IN A STABLE MANNER. THE ENTRANCE SHOULD THEN BE RECONSTRUCTED. THE CONTRACTOR SHALL SWEEP OR WASH PAVEMENT AT EXITS, WHICH HAVE EXPERIENCED MUD–TRACKING ON TO THE PAVEMENT OR TRAVELED WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH AGGREGATE, WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING STORM DRAINS, DITCHES, OR WATERWAYS.

5.3 MULCHED AREAS

ALL MULCHES MUST BE INSPECTED PERIODICALLY, IN PARTICULAR AFTER RAINSTORMS, TO CHECK FOR RILL EROSION. IF LESS THAN 90% OF THE SOIL SURFACE IS COVERED BY MULCH, ADDITIONAL MULCH SHALL BE IMMEDIATELY APPLIED. NETS MUST BE INSPECTED AFTER RAIN EVENTS FOR DISLOCATION OR FAILURE. IF WASHOUTS OR BREAKAGE OCCUR, RE–INSTALL THE NETS AS NECESSARY AFTER REPAIRING DAMAGE TO THE SLOPE. WHERE MULCH IS USED IN CONJUNCTION WITH ORNAMENTAL PLANTINGS, INSPECT PERIODICALLY THROUGHOUT THE YEAR TO DETERMINE IF MULCH IS MAINTAINING COVERAGE OF THE SOIL SURFACE. REPAIR AS NEEDED.

5.4 DUST CONTROL

WHEN TEMPORARY DUST CONTROL MEASURES ARE USED, REPETITIVE TREATMENT SHALL BE APPLIED AS NEEDED TO ACCOMPLISH CONTROL.

5.5 STORMWATER APPURTENANCES

ALL UNDERDRAINS, STORM DRAINS, AND CATCH BASINS NEED TO BE OPERATING EFFECTIVELY AND FREE OF DEBRIS.

5.6 EROSION AND SEDIMENTATION CONTROL INSPECTIONS:

ACORN ENGINEERING HAS PERSONNEL QUALIFIED TO CONDUCT EROSION AND SEDIMENTATION CONTROL INSPECTIONS. FOR FURTHER INFORMATION CONTACT:

CONTACT: WILL SAVAGE, PE
TELEPHONE: (207) 775–2655

QUALIFICATIONS:

- MAINE PROFESSIONAL ENGINEERING LICENSE #11419
- MAINE DEP – CERTIFIED IN MAINTENANCE & INSPECTION OF STORMWATER BMP'S CERT #14
- CERTIFIED EROSION, SEDIMENT AND STORM WATER INSPECTOR (CESSWI) CERT #0293
- CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC) CERT. #4620

THE CONTRACTOR HAS SOLE RESPONSIBILITY FOR COMPLYING WITH THE EROSION AND SEDIMENTATION REPORT/PLAN, INCLUDING CONTROL OF FUGITIVE DUST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY MONETARY PENALTIES RESULTING FROM FAILURE TO COMPLY WITH THESE STANDARDS.

6.0 IMPLEMENTATION SCHEDULE

THE FOLLOWING IMPLEMENTATION SEQUENCE IS INTENDED TO MAXIMIZE THE EFFECTIVENESS OF THE ABOVE DESCRIBED EROSION CONTROL MEASURES. CONTRACTORS SHOULD AVOID OVEREXPOSING DISTURBED AREAS AND LIMIT THE AMOUNT OF STABILIZATION AREA.

1. INSTALL A STABILIZED CONSTRUCTION ENTRANCE IN ALL LOCATIONS WHERE CONSTRUCTION TRAFFIC WILL ENTER AND EXIT THE SITE.
2. INSTALL PERIMETER SILT FENCE OR EROSION CONTROL BERM.
3. INSTALL ALL OTHER EROSION CONTROL DEVICES AS NECESSARY THROUGHOUT THE REMAINDER OF THIS SCHEDULE.
4. COMMENCE INSTALLATION OF DRAINAGE INFRASTRUCTURE.
5. PRIORITIZE THE DOWNHILL RETAINING AND FOUNDATION WALLS TO CONTAIN RUNOFF WITHIN THE SITE WHILE PROVIDING AN ENGINEERED OUTLET WITH SILTATION BARRIER TO THE MUNICIPAL STORMWATER SYSTEM WITHIN ST. LAWRENCE STREET.
6. COMMENCE EARTHWORK OPERATIONS, WALL AND FOUNDATION INSTALLATION.
7. COMMENCE INSTALLATION OF UTILITIES.
8. CONTINUE EARTHWORK AND GRADING TO SUBGRADE AS NECESSARY FOR CONSTRUCTION.
9. COMPLETE INSTALLATION OF DRAINAGE INFRASTRUCTURE, AS WELL AS OTHER UTILITY WORK.
10. COMPLETE REMAINING EARTHWORK OPERATIONS.
11. INSTALL SUB–BASE AND BASE GRAVELS IN PAVED AREAS.
12. INSTALL PAVING, CURBING AND BRICKWORK.
13. LOAM, LIME, FERTILIZE, SEED AND MULCH DISTURBED AREAS AND COMPLETE ALL LANDSCAPING.
14. ONCE THE SITE IS STABILIZED, 90% CATCH OF GRASS HAS BEEN OBTAINED, OR MULCHING OF LANDSCAPE AREAS IS COMPLETE REMOVE ALL TEMPORARY EROSION CONTROL MEASURES.
15. TOUCH UP AREAS WITHOUT A VIGOROUS CATCH OF GRASS WITH LOAM AND SEED.
16. COMPLETE SITE SIGNAGE AND STRIPING.
17. EXECUTE PROPER MAINTENANCE OF ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES THROUGHOUT THE PROJECT.

THE ABOVE IMPLEMENTATION SEQUENCE SHOULD BE GENERALLY FOLLOWED BY THE SITE CONTRACTOR. HOWEVER, THE CONTRACTOR MAY CONSTRUCT SEVERAL ITEMS SIMULTANEOUSLY. THE CONTRACTOR SHALL SUBMIT TO THE OWNER A SCHEDULE OF THE COMPLETION OF THE WORK. IF THE CONTRACTOR IS TO COMMENCE THE CONSTRUCTION OF MORE THAN ONE ITEM ABOVE, THEY SHALL LIMIT THE AMOUNT OF EXPOSED AREAS TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDERTAKEN DURING THE FOLLOWING 30 DAYS.

THE CONTRACTOR SHALL RE–VEGETATE DISTURBED AREAS AS RAPIDLY AS POSSIBLE. ALL AREAS SHALL BE PERMANENTLY STABILIZED WITHIN 7 DAYS OF FINAL GRADING OR BEFORE A STORM EVENT. THE CONTRACTOR SHALL INCORPORATE PLANNED INLETS AND DRAINAGE SYSTEMS AS EARLY AS POSSIBLE INTO THE CONSTRUCTION PHASE.

7.0 CONCLUSION

THE ABOVE EROSION CONTROL NARRATIVE IS INTENDED TO MINIMIZE THE DEVELOPMENT IMPACT BY IMPLEMENTING TEMPORARY AND PERMANENT EROSION CONTROL MEASURES. THE CONTRACTOR SHALL ALSO REFER TO THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.

SEEDING PLAN

SITE PREPARATION

THE SEEDED AREAS SHALL BE FEASIBLY GRADED OUT TO PROVIDE THE USE OF EQUIPMENT FOR SEEDBED PREPARATION, SEEDING, MULCH APPLICATION, AND MULCH ANCHORING. IF NECESSARY, THE SITE MAY REQUIRE ADDITIONAL TEMPORARY EROSION CONTROL MEASURES OUTLINED IN THE EROSION CONTROL REPORT.

SEEDBED PREPARATION

FERTILIZER SHALL BE APPLIED TO THE SITE AT A RATE OF 13.8 POUNDS PER 1,000 SQUARE FEET. THE COMPOSITION OF THE FERTILIZER SHALL BE 10–10–10 (N–P205–K20) OR EQUIVALENT.

LIMESTONE SHALL BE APPLIED TO THE SITE AT A RATE OF 138 POUNDS PER 1,000 SQUARE FEET.

SEEDING

THE COMPOSITION AND AMOUNT OF TEMPORARY SEED APPLIED TO A SITE SHALL BE DETERMINED BY THE FOLLOWING TABLE:

TEMPORARY SEED APPLICATION RATES

SEED	LBS / ACRE	RECOMMENDED SEEDING DATES
WINTER RYE	2.57	8/15 TO 10/1
OATS	1.84	4/1 TO 7/1 8/15 TO 9/15
ANNUAL RYGRASS	0.92	4/1 TO 7/1
SUDANGRASS	0.92	5/15 TO 8/15
PERENNIAL	0.92	8/15 TO 9/15
TOTAL	7.17 LBS/ACRE	

PERMANENT SEED APPLICATION RATES

SEED	LBS / ACRE
KENTUCKY BLUEGRASS	20.00
CREEPING RED FESCUE	20.00
PERENNIAL RYEGRASS	4.80
TOTAL	44.8 LBS/ACRE

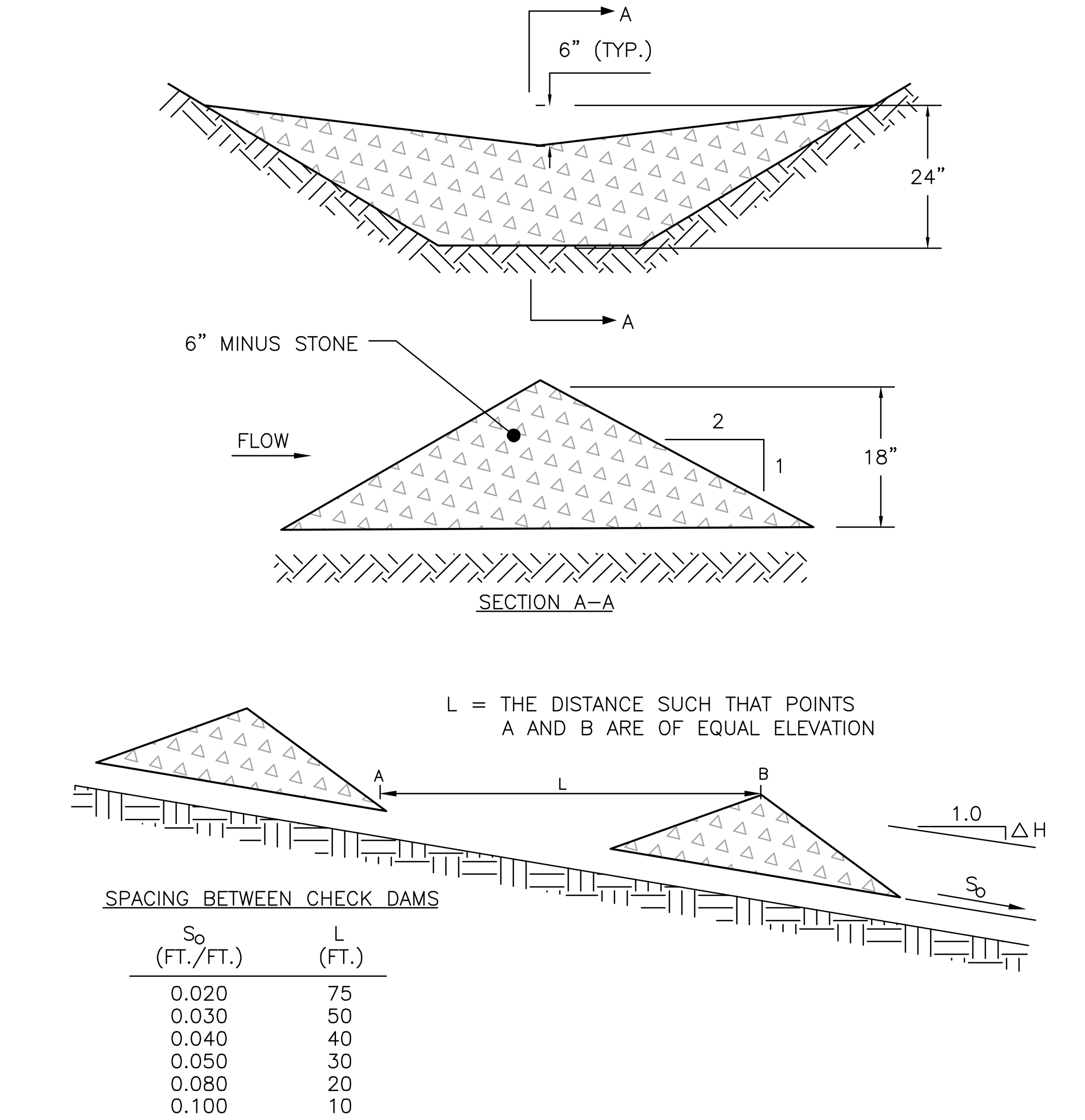
MULCHING

MULCH SHALL BE APPLIED AT A RATE OF 70 LBS – 90 LBS PER 1,000 SQUARE FEET. THE MULCH SHALL BE INSTALLED AT A MINIMUM DEPTH OF 4 INCHES. THE SEEDED AREA SHALL BE MULCHED IMMEDIATELY AFTER SEED IS APPLIED. MULCHING DURING THE WINTER SEASON SHALL BE DOUBLE THE NORMAL AMOUNT.

CONCLUSION

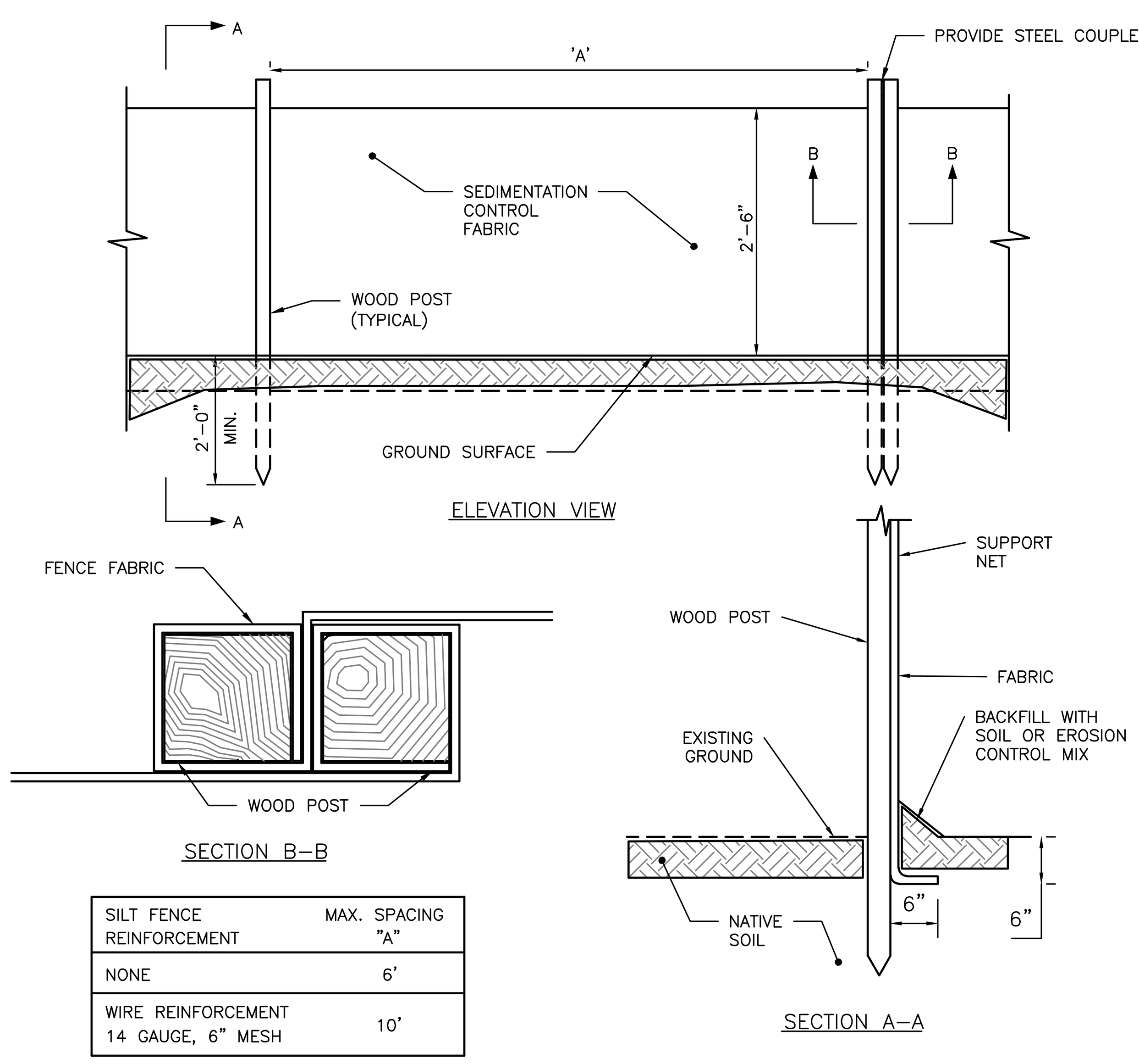
PLEASE REFER TO THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION PERTAINING TO TEMPORARY SEEDING AND MULCHING.

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION



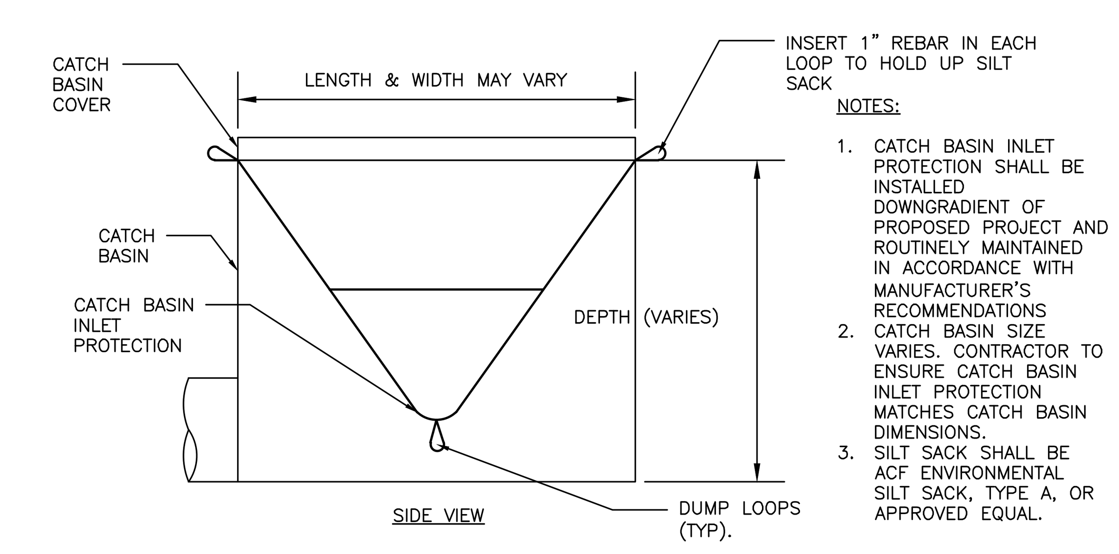
S_o (FT./FT.)	L (FT.)
0.020	75
0.030	50
0.040	40
0.050	30
0.080	20
0.100	10

STONE CHECK DAM
NOT TO SCALE



SILT FENCE REINFORCEMENT	MAX. SPACING "A"
NONE	6'
WIRE REINFORCEMENT 14 GAUGE, 6" MESH	10'

SILTATION FENCE DETAIL
NOT TO SCALE



NOTES:

1. CATCH BASIN INLET PROTECTION SHALL BE INSTALLED DOWNGRADIENT OF PROPOSED PROJECT AND ROUTINELY MAINTAINED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS
2. CATCH BASIN SIZE VARIES. CONTRACTOR TO ENSURE CATCH BASIN INLET PROTECTION MATCHES CATCH BASIN DIMENSIONS.
3. SILT SACK SHALL BE ACF ENVIRONMENTAL SILT SACK, TYPE A, OR APPROVED EQUAL.

CATCH BASIN INLET PROTECTION
NOT TO SCALE

ISSUED FOR	BY / DATE
CITY APP.	WHS 10/6/17
RESUBMISSION	WHS 5/25/18

DRAWING NAME: EROSION & SEDIMENTATION CONTROL DETAILS
PROJECT NAME: 24 ST. LAWRENCE STREET REDEVELOPMENT
CLIENT: KELLY & WALTER WILLIAMS
24 ST. LAWRENCE STREET, PORTLAND, ME 04101

A C O R N ENGINEERING, INC.
ACORN ENGINEERING, INC.
158 DANFORTH ST, PORTLAND MAINE 04102
(207) 775–2655

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

FILE:	1088_CIVIL
JN:	1088
SCALE:	NTS
DESIGNED BY:	WHS
DRAWN BY:	ADG
CHECKED BY:	WHS

STATE OF MAINE
WILLIAM SAVAGE
No. 11419
5-25-18
LICENSED PROFESSIONAL ENGINEER

DRAWING NO.
C-45

GENERAL NOTES:

1. FOR INFORMATION REGARDING THE GARAGE LEVEL/SITE PLAN, REFER TO SITE PLAN, C-10, MOST RECENT VERSION.
2. FOR INFORMATION REGARDING PROPOSED UTILITY CHANGES, REFER TO UTILITY PLAN, SHEET C-20, MOST RECENT VERSION.
3. FOR INFORMATION REGARDING PROPOSED GRADING CHANGES, REFER TO GRADING & DRAINAGE PLAN, SHEET C-30, MOST RECENT VERSION.
4. UNIT TABULATION PROVIDED BY PORT CITY ARCHITECTURE; REFER TO ARCHITECTURAL PLANS FOR FLOOR PLANS AND BUILDING HEIGHTS.
5. TOTAL SITE AREA INCLUDES 0.107 ACRES (4,671 S.F.). R.O.W. WIDTH FOR SAINT LAWRENCE STREET IS 50 FEET PER EXISTING CONDITIONS PLAN. REFER TO EXISTING CONDITIONS PLAN COMPLETED BY OWEN HASKELL, INC. DATED 11/30/16.
6. SITE BOUNDARIES PER EXISTING CONDITIONS PLAN AND PROPERTY PINS TO BE SET BY OWEN HASKELL, INC.
7. AS OF 5/31/2018, SITE IS BOUNDED BY THE R-6 ZONE ON ALL ABUTTING SIDES PER CITY OF PORTLAND GIS WEBSITE.
8. LOCUS PARCEL IS SHOWN ON THE CITY OF PORTLAND ASSESSOR'S MAP 16, BLOCK J, LOT 006.
9. LOCUS PARCEL DOES NOT SCALE IN A SPECIAL FLOOD HAZARD AREA PER FEMA FLOOD INSURANCE RATE MAP COMMUNITY-PANEL NUMBER 2300510014B, INDEX DATED 7/17/1986.
10. ALL BUILDING CORNER OFFSETS TO BOUNDARY LINES ARE FROM CORNERBOARDS AND NOT BUILDING FOUNDATION, UNLESS OTHERWISE NOTED.
11. THIS SHEET IS THE SUBDIVISION PLAT FOR THE CREATION OF UP TO FIVE (5) DWELLING UNITS ON THE EXISTING SUBJECT PROPERTY. APPROVAL OF THIS PLAT DOES NOT CREATE ANY SUBDIVISION OF THE LAND ON THE SUBJECT PROPERTY.
12. THE CONDOMINIUM DOCUMENTS ARE TO OUTLINE THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SIDEWALKS, RETAINING WALLS, STORMWATER DEVICES, SITE LIGHTING, TRASH REMOVAL, AND SNOW REMOVAL AS THE RESPONSIBILITY OF THE OWNER.
13. THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SIDEWALKS, STORMWATER DEVICES, SITE LIGHTING, TRASH REMOVAL, RETAINING WALLS, AND SNOW REMOVAL.
14. THE CONDOMINIUM ASSOCIATION MUST COMPLY TO THE FOLLOWING AS APPROVED BY THE CITY:

14.1. CONDOMINIUM DOCUMENTS: BOOK _____ PAGE _____

WAIVERS & CONDITIONS OF APPROVAL:

TBD

EASEMENTS:

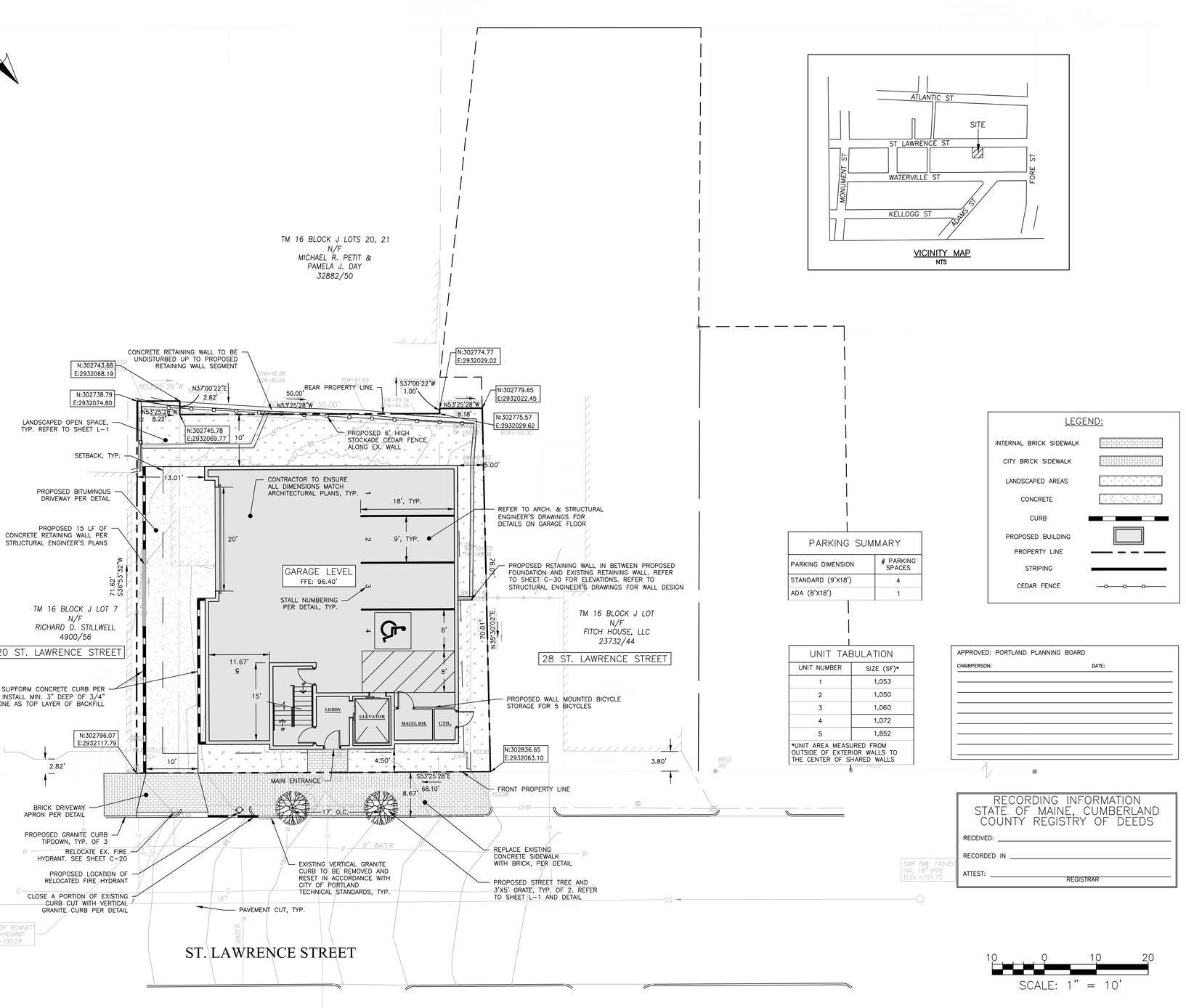
ALL PROPOSED EASEMENTS TO BE REVIEWED BY OWEN HASKELL, INC. AND RECORDED IN CCRD. ALL EXISTING EASEMENTS WILL BE RELEASED PRIOR TO PROJECT START. THERE ARE NO EXISTING OR PROPOSED EASEMENTS.

SURVEY NOTES:

1. OWNER OF RECORD: WALTER S. AND KELLY A. WILLIAMS
   TAX MAP 16 BLOCK J LOT 6
   CCRD BOOK 25609 PAGE 269
2. BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM MAINE WEST NAD83. CITY POINTS T111-38-146 (N:303177.39 E:2932043.79) & T113-78-203 (N:302835.35 E:2932458.96) USED.
3. BENCH MARK: CITY BENCHMARK HIGHEST POINT ON "M" MONUMENT AT NORTHWESTERLY CORNER OF ST. LAWRENCE AND FORE STREET, ELEVATION=69.35 NGVD 1929.
4. THE LINE ALONG FITCH HOUSE, LLC IS THE SAME AS THAT LINE ON PLAN REFERENCE 3, ALTHOUGH THE BEARING SYSTEM IS DIFFERENT. DUE TO VAGUE DEEDS, A BOUNDARY AGREEMENT WAS RECOMMENDED ALONG THIS LINE IN 2006, AT THE TIME OF THAT SURVEY.
5. THE DEED LINE APPEARS TO GO THROUGH THE BUILDING OF STILLWELL. THE LINE SHOWN ON THIS PLAN IS TAKEN FROM PLAN REFERENCE 4. A BOUNDARY AGREEMENT IS RECOMMENDED WITH STILLWELL.
6. THE LINE ALONG PETIT IS TAKEN FROM THE OLD DEEDS THAT MAKE UP THE SUBJECT PROPERTY, NAMELY BOOK 239, PAGE 252, BOOK 264, PAGE 394, BOOK 199, PAGE 423, AND BOOK 214, PAGE 263. THESE DEEDS HAVE THE DIMENSIONS AS SHOWN ON THIS PLAN. THESE DEEDS THAT ABUT PETIT PREDATE THE DEED INTO THE CHAIN OF PETIT, NAMELY BOOK 218, PAGE 78. THAT DEED CALLS FOR THE REAR LINE TO BE 75 FEET FROM WATERVILLE STREET AND PARALLEL THERETO. THE CURRENT PETIT DEED DEFINES THE LINES AS GOING FROM WATERVILLE STREET "ABOUT SEVENTY-FIVE (75) FEET TO A STONE WALL; THENCE NORTHWESTERLY PARALLEL WITH SAID WATERVILLE STREET AND ON THE LINE OF SAID STONE WALL." A BOUNDARY AGREEMENT IS RECOMMENDED WITH PETIT.
7. AN ATTORNEY SHOULD BE CONSULTED ABOUT THE RECOMMENDED AGREEMENTS. CORNER MARKERS WILL NOT BE SET UNTIL AFTER SUCH AGREEMENTS OR CONSULTATION.

SPACE AND BULK STANDARDS

ZONE: R6	REQUIRED	EXISTING	PROPOSED
MINIMUM LOT SIZE	2,000 SF	4,671 SF	4,671 SF
MINIMUM STREET FRONTAGE	20'	68'	68'
MINIMUM FRONT YARD SETBACK	5' – ORDINANCE 3.3' – ABUTTER AVG.	3.8'	4.5'
MINIMUM SIDE YARD SETBACK	5'	3'	MIN. 5', VARIES
MINIMUM REAR YARD SETBACK	10'	8.7'	10'
STRUCTURE STEPBACKS (SIDE YARD ABOVE 35')	10'	N/A	10'
STRUCTURE STEPBACKS (REAR YARD ABOVE 35')	15'	N/A	15'
MAXIMUM LOT COVERAGE	60%	35%	60%*
MINIMUM LOT WIDTH	20'	67'	67'
MAXIMUM BUILDING HEIGHT	45'	24'	38.92'
MINIMUM LANDSCAPED OPEN AREA	20%	45%	31%
MAXIMUM NUMBER OF DWELLING UNITS	725 SF/UNIT = 6	2	5
RESIDENTIAL PARKING	1 SPACE PER UNIT AFTER 3 UNITS = 2 SPACES	2	5
MINIMUM INTERNAL RESIDENT BICYCLE STORAGE SPACES	2 SPACES/5 D.U. = 2	0	5
MAXIMUM GARAGE OPENING	20'	N/A	20'
*INCLUDES PORCH AREA			



VICINITY MAP
NTS

PARKING SUMMARY

PARKING DIMENSION	# PARKING SPACES
STANDARD (9'X18')	4
ADA (8'X18')	1

UNIT TABULATION

UNIT NUMBER	SIZE (SF)*
1	1,053
2	1,050
3	1,060
4	1,072
5	1,852

*UNIT AREA MEASURED FROM OUTSIDE OF EXTERIOR WALLS TO THE CENTER OF SHARED WALLS

LEGEND:

- INTERNAL BRICK SIDEWALK
- CITY BRICK SIDEWALK
- LANDSCAPED AREAS
- CONCRETE
- CURB
- PROPOSED BUILDING
- PROPERTY LINE
- STRIPING
- CEDAR FENCE

APPROVED: PORTLAND PLANNING BOARD

CHAIRPERSON: DATE:

RECORDING INFORMATION
STATE OF MAINE, CUMBERLAND COUNTY REGISTRY OF DEEDS

RECEIVED: _____

RECORDED IN _____

ATTEST: _____
REGISTRAR

OWNER/SUBDIVIDER:

KELLY & WALTER WILLIAMS
PORTLAND, MAINE

CIVIL/SITE ENGINEER:

ACORN ENGINEERING, INC.
PORTLAND, MAINE
CONTACT: WILL SAVAGE, P.E.

SURVEYOR:

OWEN HASKELL, INC.
FALMOUTH, MAINE
CONTACT: JOHN SCHWANDA, P.L.S.

JOHN SCHWANDA, MAINE P.L.S. #1252

OWEN HASKELL, INC. "M" MON. DATE:

10 0 10 20
SCALE: 1" = 10'

PERMIT LEVEL
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY	DATE
CITY APP.	WHS	10/6/17
RESUBMISSION	WHS	5/25/18

DRAWING NAME: SUBDIVISION PLAT

PROJECT NAME: 24 ST. LAWRENCE STREET REDEVELOPMENT

CLIENT: WALTER & KELLY WILLIAMS
24 ST. LAWRENCE STREET, PORTLAND, ME 04101

ACORN ENGINEERING, INC.

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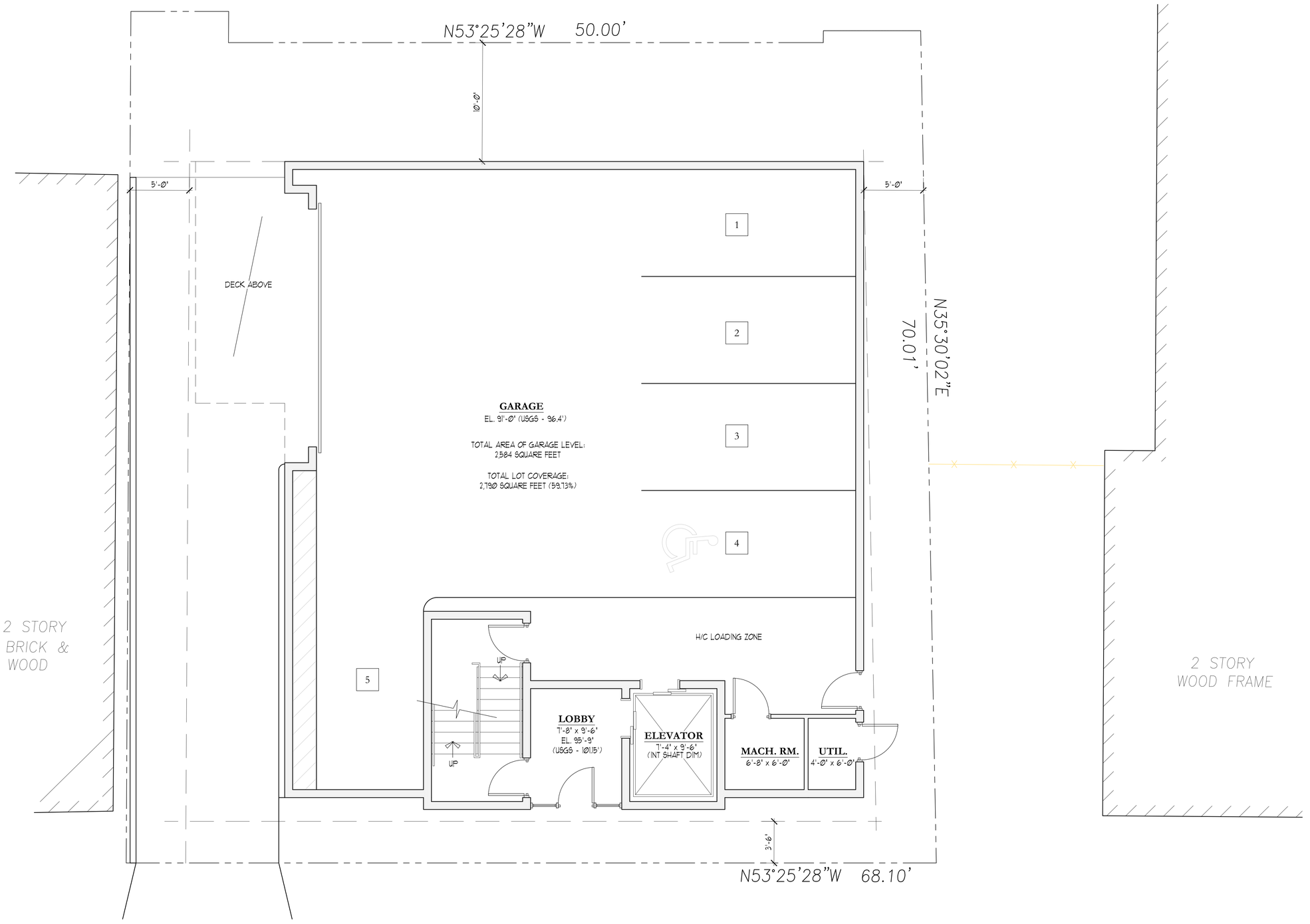
ACORN ENGINEERING, INC.
158 DANFORTH STREET PORTLAND MAINE 04102
(207) 775-2655

FILE:	1088_CIVIL
JN:	1088
SCALE:	1"=10'
DESIGNED BY:	SJL
DRAWN BY:	SJL
CHECKED BY:	WHS

STATE OF MAINE
WILLIAM SAVAGE
No. 11415
5-25-18
PROFESSIONAL ENGINEER

DRAWING NO.
PLAT



1 FLOOR PLAN - GARAGE

0 4'-0" SCALE: 1/4" = 1'-0"

PORT ▪ CITY
ARCHITECTURE
65 NEWBURY STREET
PORTLAND, ME 04101
207.761.9000

Consultants:

DESIGN DEVELOPMENT

WILLIAMS 5 UNIT RESIDENCE

24 St Lawrence Street
Portland, Maine

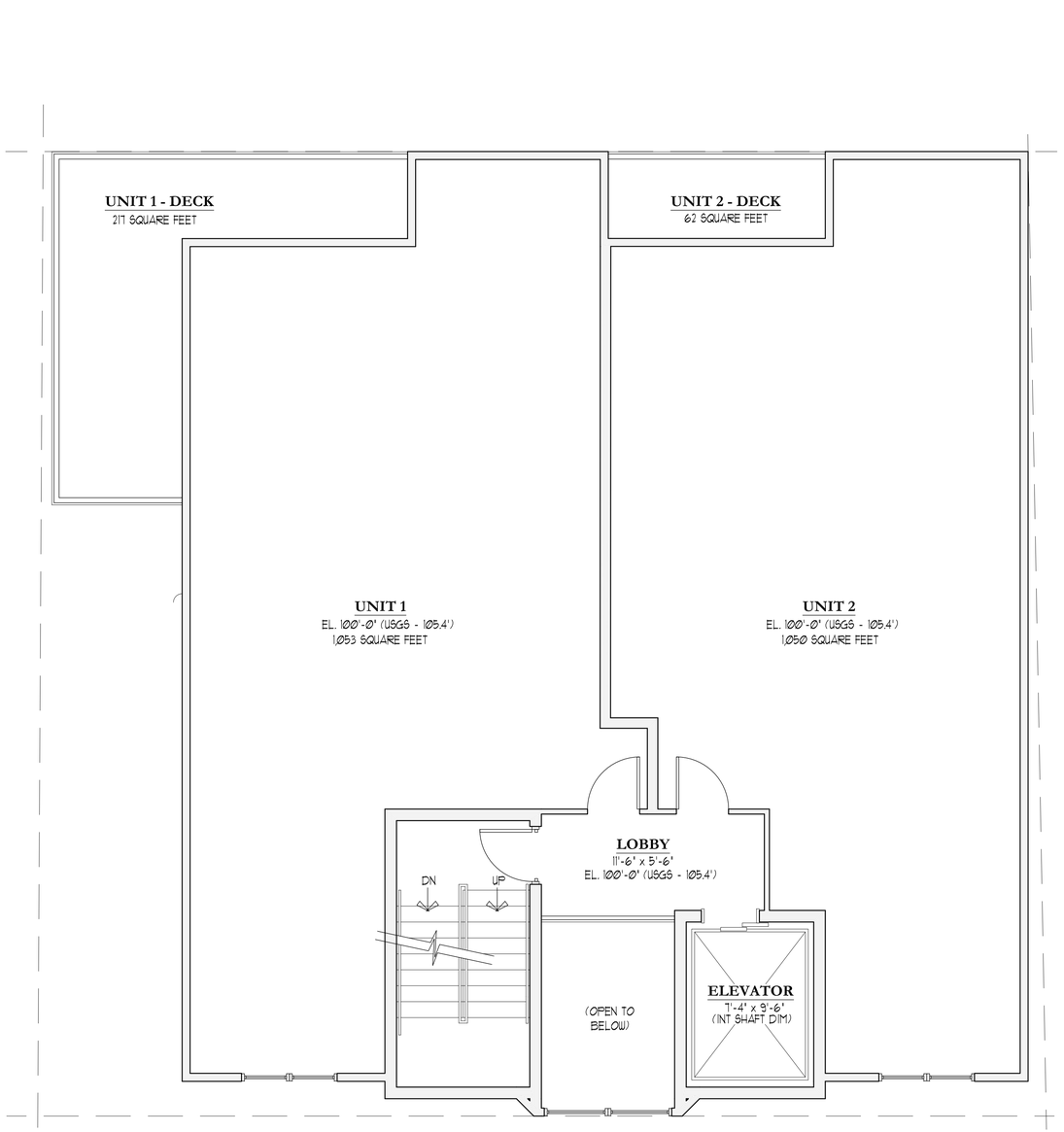
#	DATE	DESCRIPTION

Date Issued May 29, 2018
Project Number 16015
Drawing Scale

SITE / FLOOR PLAN

Drawn By JAP, CG
Checked By MC

A 1.0



1 FLOOR PLAN - 1st FLOOR

0 4'-0" SCALE: 1/4" = 1'-0"

2 FLOOR PLAN - 2nd FLOOR

0 4'-0" SCALE: 1/4" = 1'-0"

PORT ■ CITY
ARCHITECTURE
65 NEWBURY STREET
PORTLAND, ME 04101
207.761.9000

Consultants:

DESIGN DEVELOPMENT

WILLIAMS 5 UNIT RESIDENCE

24 St Lawrence Street
Portland, Maine

#	DATE	DESCRIPTION

Date Issued May 29, 2018

Project Number 16015

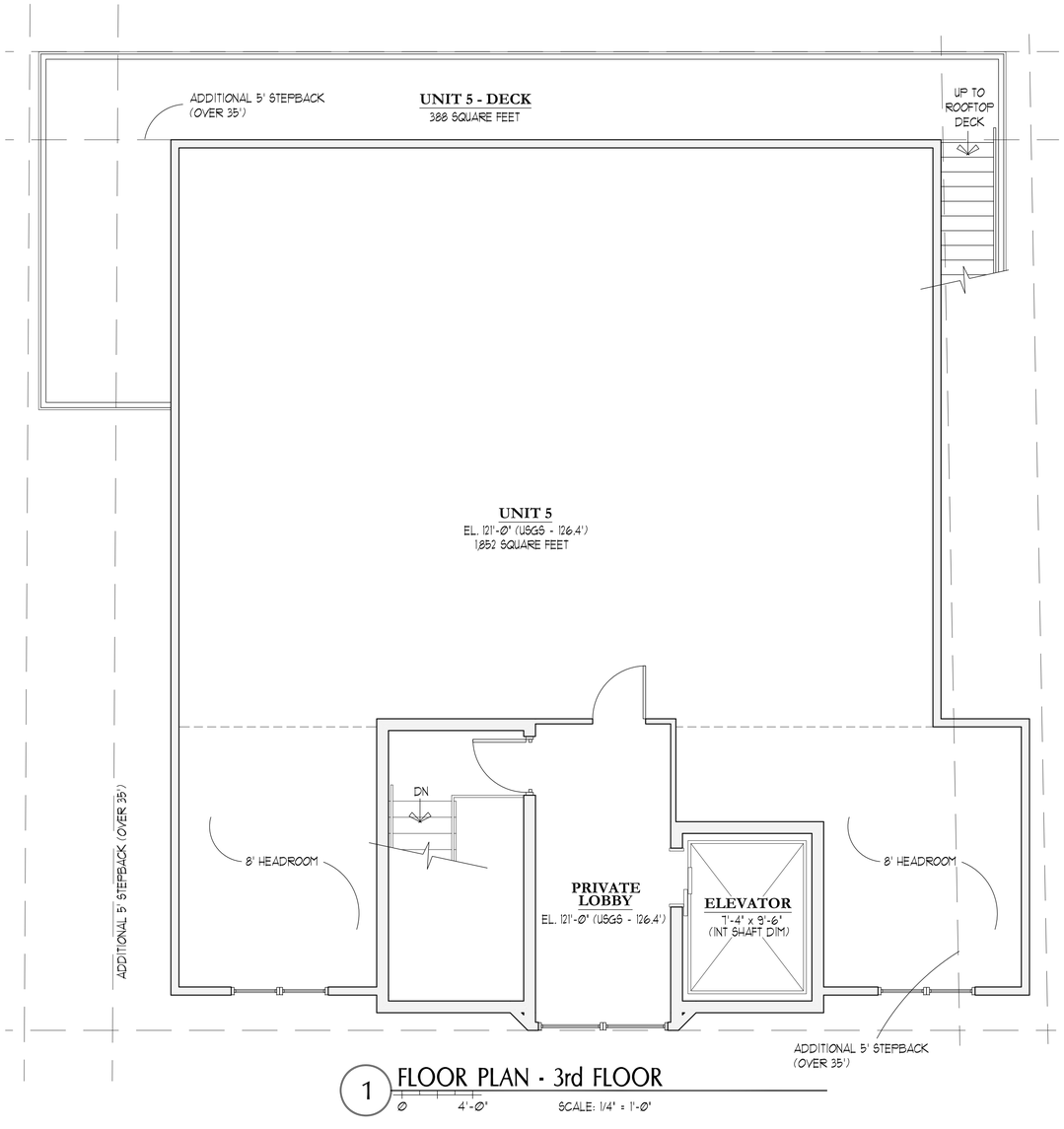
Drawing Scale

FLOOR PLANS

Drawn By
JAP, CG

Checked By
MC

A 1.1



1 FLOOR PLAN - 3rd FLOOR

0 4'-0" SCALE: 1/4" = 1'-0"

PORT ▪ CITY
ARCHITECTURE

65 NEWBURY STREET
PORTLAND, ME 04101
207.761.9000

Consultants:

DESIGN
DEVELOPMENT

WILLIAMS 5 UNIT RESIDENCE

24 St Lawrence Street
Portland, Maine

#	DATE	DESCRIPTION

Date Issued May 29, 2018

Project Number 1601B

Drawing Scale

FLOOR PLANS

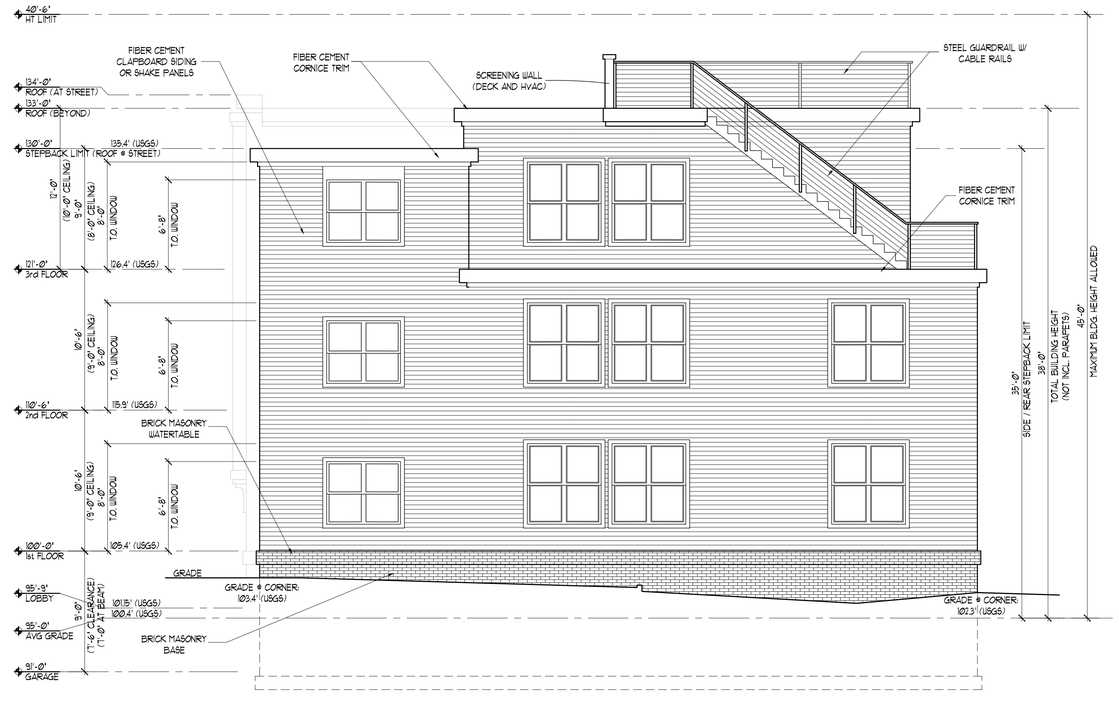
Drawn By
JAP, CG

Checked By
MC

A 1.2

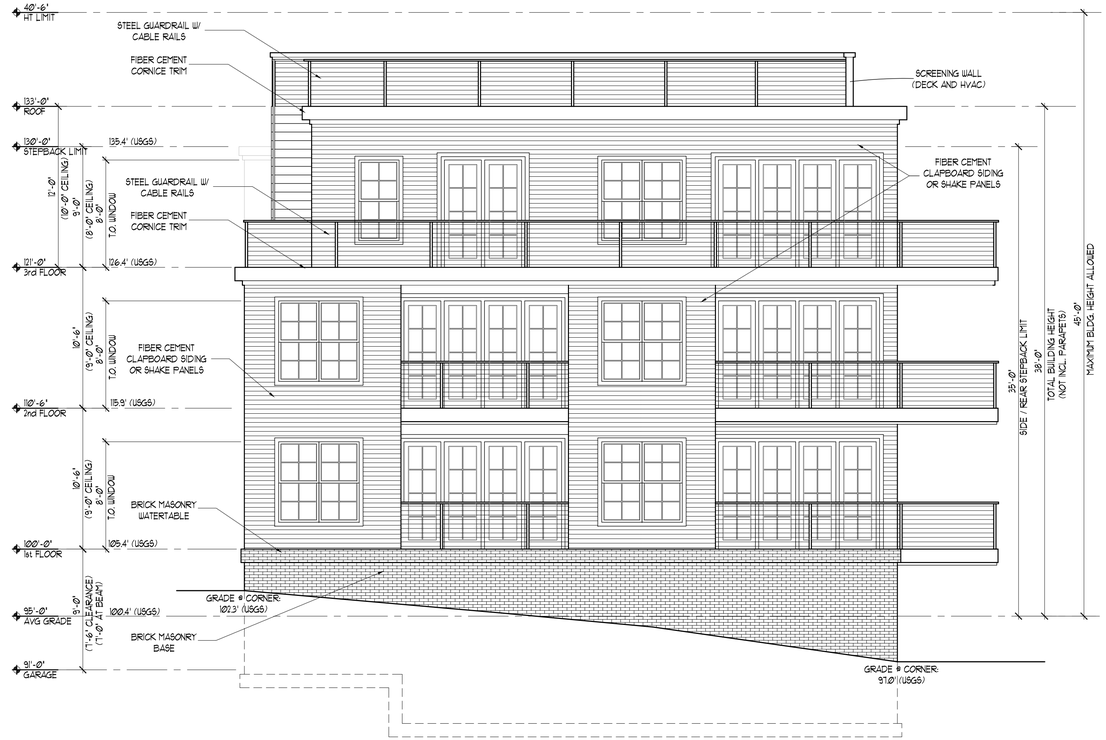
1 ELEVATION - FRONT (Northeast)

Ø 5'-4" SCALE: 3/16" = 1'-0"



2 ELEVATION - SIDE (Northwest)

Ø 5'-4" SCALE: 3/16" = 1'-0"



3 ELEVATION - REAR (Southwest)

Ø 5'-4" SCALE: 3/16" = 1'-0"

4 ELEVATION - SIDE (Southeast)

Ø 5'-4" SCALE: 3/16" = 1'-0"

PORT ▪ CITY ARCHITECTURE
65 NEWBURY STREET
PORTLAND, ME 04101
207.761.9000

Consultants:

DESIGN DEVELOPMENT

WILLIAMS 5 UNIT RESIDENCE

24 St Lawrence Street
Portland, Maine

#	DATE	DESCRIPTION

Date Issued May 29, 2018

Project Number 1605

Drawing Scale

ELEVATIONS

Drawn By JAP, CG

Checked By MC

A 2.0

24 ST. LAWRENCE

1/8" = 1'-0" REVISED 4.3.18

24 st Lawrence street project

e w <eenebw@hotmail.com> Jun 25, 2018 4:17 PM
Posted in group: **Planning Board**

Dear Planning Board: I am not sure if I will be able to attend the work shop tomorrow due to work reasons, however I wish to express comments/concerns. If I do not make the meeting please accept this as my public comment I would have made.

I am a property owner on Beckett Street on Munjoy Hill. Although I am not within the 500 feet notification area of the 24 St. Lawrence Street project, I am a resident of Munjoy Hill and care about its future and my neighboors who live here. While I agree that the new version of the proposed building on 24 St. Lawrence is not as bad as the original it still is not a design that belongs in a proposed Historic District. The neighborhood was built in the 1800's by workers that took pride in their construction in appearance, durability, attention to detail and ensured the buildings had a similar cohesive look of the neighborhood. This construction was done without power tools and has stood the test of time and does not deserve to be demolished. Zoning provides the ability for 24 st Lawrence to be modernized/renovated while adding modest compatible expansion. With that being said, I hope that the planning board rejects the construction that is proposed for this site. It is bad enough that an 1850 era house is being torn down but as we know there are many more issues such as: 1. Degrading/eliminating the views of several long term neighbors, 2. Instability of the retaining wall to support the new weight of the building, 3. The potential for damage to other adjacent properties, 4. Dwarfing existing buildings so they will no longer have sunlight in their yards, 5. Loss of privacy with new porches and 6. Degrading the neighborhood with yet another massive ugly out of scale building. This is the neighborhood that has proven to care about retaining it's historic appeal vs. razing and rebuilding box condos. And what is the benefit of this new construction? From my point of view it is only so the current owner can live free and make a million dollars at the expense of his neighbors. Sure a small handful of more people will live in the new Condo. But will the condo's be affordable or will the new people living there even be year round residents? Although speculation, I would suspect after a few years of building this the current owner will bail out and sell their condo for a million leaving behind a massive ugly building. Is this what the city wants for Munjoy Hill, i.e.- no historic buildings? We have ample planned and in process construction going on in the India/Fore street area that should suffice for growth. Can we just leave Munjoy Hill alone except for modest expansion and renovation? Residents of Munjoy Hill like the quality of life we have here. We don't want to live amongst a wall of buildings like in NYC.

Also, As a tax payer I would have to think that if the planning board, acting on behalf of the city, approves this project knowing there is a foundation that is not capable of supporting the massive structure and something happens that taxpayers will foot the massive lawsuit costs. I really don't want my taxes raised for that.

As a multi property owner, I understand I should be able to do certain things to my properties. But I don't agree that should include demolishing a historic in name and heritage building just so I can become a millionaire.

I feel really bad for the surrounding neighbors if this is allowed to happen and they have to watch the destruction of the 1850 building and the erection of a massive light and view blocking box. This is not what Maine or Portland is suppose to be about!! Where has respect for others gone? There has to be some balance left for neighborhood respect vs. sheer profit.

Thank you,

Enoch Wenstrom

88 Beckett St #1

Portland Maine

Google Groups

24 Saint Lawrence

Linda Tyler <ltyler8@gmail.com> Jun 26, 2018 9:00 AM
Posted in group: **Planning Board**

Greetings.

I AM concerned about the potential development at 24 Saint Lawrence. While I sympathize with the owner's plans to turn their property a situation of profit for themselves, I just cannot sanction the prolific changes to the neighborhood that are pending. It's too important a neighborhood—for the inhabitants and for the city—to have its longtime character changed anymore drastically than has already happened.

Thank you for your attention.

Linda P Tyler
52 Saint Lawrence Street
Portland, ME 04101

Re: Application ID#2017-242, 24 St. Lawrence Street

Pamela Day <pday2304@gmail.com> Jun 22, 2018 1:06 PM
Posted in group: **Planning Board**

Dear Portland Planning Board Members:

We understand that there will be a Planning Board workshop on the proposed 24 St. Lawrence project on this coming Tuesday, June 26. We are writing to voice our strong opposition to this project because its construction threatens our safety and that of our tenants and property; the scale, mass, and design of the building are incompatible with the surrounding structures; and the proposed 10-12 month project would be highly disruptive and costly to all four abutters.

Of particular concern are the following:

1. All three geo tech engineering reports that have been conducted cite potential harm and damage to the 80'x15' retaining wall separating 24 St. Lawrence from our property at 25 Waterville Street. The wall stands within one foot of our rental unit.

- **The city should conduct--and provide to all abutters--an independent peer review of the developer's geo tech engineering retaining wall proposal** to validate that the current retaining wall will remain undisturbed by this major construction project

- In the event that the analysis is incorrect or that construction does not conform with recommended procedures, **the developer provides no written agreement that spells out what the applicant would do to remedy any damage to the retaining walls, adjacent properties, and their occupants**

- **The developer provides no fiscal assurance or bond money** to ensure that the surrounding properties, if damaged by the construction, can be easily paid for by the 24 St. Lawrence property owner.

2. All three surrounding abutters include an affordable rental unit. The proximity of these units is *within a few feet* of the proposed construction. **The developer provides no fiscal assurance for the surrounding property owners loss of rental income** due to renters not wanting to live directly adjacent to a construction zone.

This project is dangerous to surrounding properties and its construction will be very costly to abutters. It should be rejected.

Pamela Day & Michael Petit

25 Waterville Street
Portland 04101
207-461-1461

24 St Lawrance

Debby Murray <debbym@gwi.net> Jun 26, 2018 9:48 AM
Posted in group: **Planning Board**

Good morning Planning folks,

I have struggled with the current plans to demolish 24 St Lawrence St because at first blush,I feel a sense of guilt.

My husband and I built a home under the old R6, which impacted our neighbors. However, I would point out:

1. We did not demo a building to build. Out lot had held a four, story apt building until the 70's when it had a fire and was razed by the city.

2. We put our garage in theback, not on the street.

3. We installed massive and strong retaining walls to protect our neighbors.

4. We have a huge yard out back and plenty of green space and a porch on the street.

5. We worked hard with our architect and the city to maintain some architectural conformity with the houses on North St.

6. We went to a lot of trouble to save the tree that was there (ultimately it didn't survive and we worked with Jeff Tarling to replace it)

So, do we have a leg to stand on in our opposition to this project? I think we do because we built our house as a home, not a business opportunity.

Please keep vigilant as you consider this project. There's always room for compromise and the results will be better in the long run.

Debby Murray

Debby Murray
104 North St.
Portland. ME 04101

Zoning Map, Text Amendment, Contract or Conditional Rezoning Application Portland, Maine

Planning and Urban Development Department
Planning Division

Portland's Planning and Urban Development Department coordinates the review of requests for zoning map amendments, zoning text amendments and contract or conditional re-zoning. The Division also coordinates site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Zoning Map, Text Amendment or Contract/Conditional Rezonings.

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14), Design Manual and Technical Manual.

Planning Division
Fourth Floor, City Hall
389 Congress Street
(207) 874-8719
planning@portlandmaine.gov

Office Hours
Monday thru Friday
8:00 a.m. – 4:30 p.m.

I. Project Information (Please enter n/a on those fields that are not applicable)

Project Name:	1006 Congress
Proposed Development Address:	1006 Congress Street
Project Description:	Repairs and restoration of existing building to use for multiple tenant spaces.
Chart/Block/Lot:	76-A-22
Right, Title or Interest (*Please identify the status of the applicant's right, title, or interest in the subject property – for example a deed, option or contract to purchase or lease the subject property)*	Owner, deed attached.
Existing Use (*Describe the existing use of the subject property)*	Vacant
Current Zoning Designation:	IL
Proposed Use of the Property (*Please describe the proposed use of the subject property. If construction or development is proposed, please describe any changes to the physical condition of the property)*	Business Offices with possible cafe on first floor.
Vicinity Map (*Attach a map showing the subject parcel and abutting parcels, labeled as to ownership and/or current use)*	
Site Plan (*On a separate sheet, please provide a site plan of the property showing existing and proposed improvements, including such features as buildings, parking, driveways, walkways, landscape and property boundaries. This may be a professionally drawn plan, or a carefully drawn plan – to scale – by the applicant. (Scale to suit, range from 1' = 10' to 1' = 50'.) Contract and conditional rezoning applications may require additional site plans and written material that address physical development and operation of the property to ensure that the rezoning and subsequent development are consistent with the comprehensive plan, meet applicable land use regulations, and compatible with the surrounding neighborhood)*	

II. Contact Information (Please enter n/a on those fields that are not applicable)

APPLICANT

Name:	Richard Packard/Jennifer Packard
Business Name:	1006 Congress LLC
Address:	33 Mc Alister Farm Road
City/State:	Portland, ME
Zip Code:	04103
Work #:	949-338-8123
Home #:	949-338-8123
Cell #:	949-338-8123
Fax #:	949-338-8123
E-mail:	packard.jen@gmail.com

OWNER

Name:	Same as applicant
Address:	
City/State:	
Zip Code:	
Work #:	
Home #:	
Cell #:	
Fax #:	
E-mail:	

AGENT/REPRESENTATIVE

Name:	Archetype Architects
Address:	48 Union Wharf
City/State:	Portland, ME
Zip Code:	04105
Work #:	(207) 772-6022
Home #:	
Cell #:	
Fax #:	
E-mail:	detmer@archetypepa.com sue @archetypepa.com

BILLING (to whom invoices will be forwarded to)

Name:	Same as Applicant/Owner
Address:	
City/State:	
Zip Code:	
Work #:	
Home #:	
Cell #:	
Fax #:	
E-mail:	

ENGINEER

Name:	Matthew Miller, P.E. M2 Structural Engineering, P.C.
Address:	23 Thornbury Way
City/State:	Windham, ME
Zip Code:	04062
Work #:	201-892-0983
Home #:	
Cell #:	
Fax #:	
E-mail:	matt@m2se.com

SURVEYOR

Name:	Owen Haskel, Inc.
Address:	390 US 1
City/State:	Falmouth, Me
Zip Code:	04105
Work #:	207-774-0424
Home #:	
Cell #:	
Fax #:	207-774-0511
E-mail:	ebrewer@owenhaskell.com

ARCHITECT

Name:	Archetype Architects
Address:	48 Union Wharf
City/State:	Portland, ME
Zip Code:	04101
Work #:	207-772-6022
Home #:	
Cell #:	
Fax #:	
E-mail:	detmer@archetypepa.com

ATTORNEY

Name:	Andre Duchatte
Address:	30 Milk Street, 5th floor
City/State:	Portland, ME
Zip Code:	04101
Work #:	207-828-2005
Home #:	
Cell #:	
Fax #:	
E-mail:	aduchette@tmfattorneys.com

DESIGNATED PERSON(S) FOR UPLOADING INTO e-PLAN

Name:	Susan Geffers
E-mail:	sue@archetypepa.com
Name:	Katherine Detmer
E-mail:	detmer@archetypepa.com
Name:	
E-mail:	

III. APPLICATION FEES (check applicable review)

☑	**Zoning Map Amendment** from (IL) zone to (B2) zone	$3,000.00
☐	**Zoning Text Amendment** to Section 14- ( ) (For a zoning text amendment, attach on a separate sheet the exact language being proposed, including existing relevant text, in which language to be deleted is depicted as crossed out (~~example~~).	$3,000.00
☐	**Combination Zoning Text Amendment and Zoning Map Amendment**	$4,000.00
☐	**Conditional or Contract Zone** *(A conditional or contract rezoning may be requested by an applicant in cases where limitations, conditions, or special assurance related to the physical development and operation of the property are needed to ensure that the rezoning and subsequent development are consistent with the comprehensive plan, meet applicable land use regulations, and compatible with the surrounding neighborhood. Please refer to Division 1.5, Section 14-60-62.)*	$5,000.00

IV. FEES ASSESSED AND INVOICED SEPARATELY

- Notices to abutters (receipt of application, workshop and public hearing meetings) ($.75 each)
- Legal Ad in the Newspaper (% of total ad)
- Planning Review ($52.00 hour)
- Legal Review ($75.00 hour)
- Third Party Review (all outside reviews or analysis, eg. Traffic/Peer Engineer, are the responsibility of the applicant and will be assessed and billed separately)

VI. APPLICANT SIGNATURE

By digitally signing the attached document(s), you are signifying your understanding this is a legal document and your electronic signature is considered a ***legal signature*** per Maine state law.

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 Map Amendment, Text Amendment, Conditional or Contract Rezoning 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.

Signature of Applicant:	
Date:	11/10/2017

A R C H E T Y P E

January 2, 2018

Barbara Barhydt
Development Review Services Manager
Planning Division
389 Congress Street 4th Floor
Portland, ME 04101

Dear Ms. Barhydt,

We are proposing that the property located at 1006/1008 Congress Street be re-zoned from I-L to B-2.

The current zone, I-L is one that is designated to act as a buffer between neighboring residential zones and I-M or I-H zones allowing for uses that are low intensity in nature and therefore compatible with neighboring residences.
B-2 is a zone designated for mixed uses, including commercial, housing and services that serve the adjoining neighborhoods. This zone provides a large range of uses, with an ideal location including along arterials that are accessible by cars, pedestrians and bicycles.

By both the nature of the existing building and Portland's Comprehensive Plan, the B-2 zone seems a much better fit for the address in discussion.

The existing building is a beautiful Captain's House and barn built in the late 1800s with an addition that was added around the 1970s. Being able to keep the existing structure would be the sustainable approach. The interior spaces are smaller and want to remain so due to the nature of the masonry structure therefore being ill-suited to any industrial use.

The site sits along Congress Street where the street acts as a major connector between isolated R-6 zones and a large B-2 zone. The street is already heavily used by vehicles. By adding mixed-use at the site, which has accessible sidewalks in place, pedestrian use would be encouraged. Westfield Street is also important in the discussion because it has been designated as part of the Portland Trail system. Currently the area does not read as an inviting trail system, but by adding the proposed ability for mixed-use, the building could better serve and enhance the trail.

While the I-L zone is designed to be compatible, it seems better fitting with the Comprehensive Plan and more important that a site be zoned as B-2. It is located at an intersection joining residences, business, vehicular and pedestrian traffic. As B-2 1006 Congress Street could serve its surroundings and help to encourage a healthy and diverse neighborhood while also providing the opportunity for new and relocated businesses bringing with them jobs.

Sincerely,

William K. Hopkins
Registered Architect

48 Union Wharf, Portland, Maine 04101 (207) 772–6022• Fax (207) 772–4056

7/26/17 1:04pm
COPY
Book 34188 / Page 103

QUITCLAIM DEED
(with Covenant)

KNOW ALL PERSONS BY THESE PRESENTS, that, **DELTA REALTY LLC**, a Maine limited liability company with a principal place of business and mailing address of 380 Warren Avenue, Portland, Maine 04103, for consideration paid, grants to **1006 CONGRESS STREET, LLC**, a Maine limited liability company, with a principal place of business and mailing address of 1550 Sunset Ridge Drive, Laguna Beach, California 92651, with **QUITCLAIM COVENANT**, the land and improvements in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

A certain lot or parcel of land, with the buildings thereon, situated in Portland, County of Cumberland and State of Maine, on the southerly side of Congress Street, being part of the homestead lot formerly owned and occupied by Frederick W. Clark, late of said Portland, deceased, bounded and described as follows:

Commencing at a point on the westerly side of said, homestead on a right-of-way called Westfield Street, formerly Cumberland Place, one hundred eighty-four and five tenths (184.5) feet northerly from the rear line of said lot; thence by the westerly side of said lot bounding on the said right-of-way one hundred thirty-one and five tenths (131.5) feet to Congress Street; thence southeasterly by said Congress Street one hundred fourteen and two tenths (114.2) feet to an angle; thence continuing southeasterly by said Congress Street two and eight tenths (2.8) feet to a stake; thence South forty-five degrees twenty-four minutes (45° 24') West by land now or formerly of Mary E. McKenney one hundred eighty-seven and sixty-five one hundredths (187.65) feet to a stake at a point distant one hundred eighty-four and five tenths (184.5) feet northerly in a perpendicular line from said rear line of said homestead lot; thence on a line parallel with the rear line of said Homestead lot North thirty degrees twenty-five minutes (30° 25') West one hundred and fifty-two and five tenths (152.5) feet, to the point of beginning.

Also, a right-of-way in common with others over so much of the thirty (30) foot strip of land as adjoins the premises hereby conveyed on the rear, said way extending to Westfield Street, together with a right-of-way in common with others in Westfield Street.

Being the same premises conveyed to Delta Realty LLC by Quitclaim Deed from the Deliverance Center, dated November 9, 2015 and recorded in the Cumberland County Registry of Deeds in Book 32723, Page 215.

IN WITNESS WHEREOF, Delta Realty LLC has caused this instrument to be signed and sealed in its company name by Andrea E. Girard, its Manager, thereunto duly authorized this 26th day of July, 2017.

Delta Realty LLC

Witness

By: Andrea E. Girard
Andrea E. Girard
Title: Manager

STATE OF MAINE
COUNTY OF CUMBERLAND, ss. July 26, 2017

Then personally appeared before me the above named Andrea E. Girard, Manager of Delta Realty LLC, and acknowledged the foregoing instrument to be her free act and deed in her said capacity, and the free act and deed of Delta Realty LLC.

~~Notary Public~~/Attorney at Law
Andre Duchette, Bar No. 9873

Stantec Consulting Services Inc.
482 Payne Road Scarborough Court, Scarborough ME 04074-8929

April 11, 2018

Ms. Shukria Wiar, Planner
Development Review Coordinator
City of Portland – Planning Authority
389 Congress Street
Portland, ME 04101

Subject: Application for Rezoning – 1006 Congress Street
Applicant: 1006 Congress LLC

Dear Shukria:

Stantec is assisting the applicant in their request for rezoning of the property at 1006 Congress Street. We have received your email transmission of April 6, 2018 and offer the following information related to the relayed questions.

Comment #1 How is the circulation and parking handled for the site?

Response: The intent is that the site's primary access will be off Westfield Street, as it currently exists today. Basically, there is a poorly defined curb opening along Westfield that allows vehicles to enter the rear of the property for parking etc. This appears to be the primary historic site access. There is also an existing curb opening along Congress Street that appears to offer very limited use to the property. That curb opening also appears to allow for limited access to the neighboring property, used by Atlantic Hardwoods for access to their sawdust collection equipment. Moving forward the primary site plan objective is to maintain the Westfield Access for two-way vehicle movements. The site plan also contemplates a one-way directional movement from the rear of the site onto Congress Street. Congress Street in one-way inbound at this location, so vehicle exiting movements will be right turning only. The site plan contemplates traditional 90-degree parking at the rear of the building and some parallel spaces along the drive exiting onto Congress Street.

Comment #2 Is that a shared access way to the rear or a street of some type?

Response: The survey plan by Owen Haskell Inc identifies a 30' wide R.O.W. labeled as Cumberford Place. To the best of our understanding this ROW is not a publicly accepted way nor has it in the past been constructed as a City Street etc. According to the deeds for both the applicant's property at #1006 Congress and the Fitzgerald property (TM 76-A-26), each property has access rights to the 30' wide ROW and thus over time each owner has made use of this space for access from Westfield Street. Copies of the property deeds accompany this letter.

Comment #3 What is the status of Cumberland Place and does the owner have rights in it?

Response: See previous response and accompanying deeds which show evidence of the owner's rights to use the ROW for access from Westfield. We have purposely shown on the concept plan an access driveway only and not any parking, given the shared rights between the property owners. The proposed zoning request to B-2 is likely to provide increased opportunity for business services to the offered on the property, and the Westfield Street access seems like an ideal condition, thereby affording only limited exiting vehicle movements onto Congress Street.

Comment #4: We also need to analyze the surrounding uses and zones and how is the rezone meeting the Comprehensive plan?

Response:

The following is a brief summary of the existing zoning patterns in the vicinity of the site as identified by the zoning map information contained in the original application:

1. The site is currently located in the Industrial Low Impact Zone (IL), which is defined by Congress Street to the north, Westfield Street back to the Fore River Parkway to the west and south and the Maine Central Rail corridor to the east. Land uses include the Cumberland County Correctional Facility, A Cross Fit Training facility, Atlantic Hardwoods, and Bunker Brewing at the end of Westfield Street. Paulins Tire and Auto Care is also located on the west side of Westfield Street, and Fitzgerald Tile is located south of the subject site on Westfield Street, within the IL zone.
2. Within the site vicinity there are two R6 zones principally defined by single family homes or apartments. These are located within the area bounded by Park Avenue and Congress Street or by Frederic Street westerly to the Highway.
3. Other land north of Congress Street over to Park Street and easterly to the St. John Street/Valley Street neighborhood is zoned as B-2 and is characterized by various Businesses, including medical offices, motels, shops, retail, restaurants and related business uses.
4. Contract Zone 31 is located at the end of Frederic Street and is associated with a housing development.

The original application cover letter from Archetype PA, dated January 2, 2018 provides a brief analysis of the requested zoning change to B-2 and findings regarding compliance with the Comprehensive plan. Given the breadth of B-2 zoning area to the north and east of the site as well as the character of the existing building within the subject property, it is our opinion that the requested zoning change will result in a wider opportunity of land use for the site. This then is consistent with the comprehensive plan goals of complete neighborhoods. As defined, the B-2 Zone is to provide a broad range of goods and services and general businesses with a mixture of large and small buildings such as grocery stores, shops and services located in a major shopping centers and along arterial streets. Such establishments should be readily accessible by automobile, by pedestrians and by bicycle. Development in the B-2 zone should relate to the surrounding neighborhoods by design, orientation, and

circulation patterns. We believe that the site's location off Congress Street and the existing proximity of B-2 zoning areas near to the subject site, make for a reasonable and rational approach for this re-zoning request.

If you have any questions with regards to the information submitted, please contact our office.

Sincerely,

STANTEC CONSULTING SERVICES INC.
Stephen Bushey, PE
Associate
Phone: 207-887-3478
Fax: 207-883-3376
Stephen.Bushey@stantec.com

c: Jennifer Lauren Packard, 1006 Congress LLC
Bill Hopkins, Archetype PA

V:\1953\resource\fst\Admin Resources\PROPOSALS\Stantec Proposals\1008 Congress Street Portland\Zoning application\ltr#1_Wiar_rezone-app_20180410.docx

QUITCLAIM DEED
(with Covenant)

KNOW ALL PERSONS BY THESE PRESENTS, that, **DELTA REALTY LLC**, a Maine limited liability company with a principal place of business and mailing address of 380 Warren Avenue, Portland, Maine 04103, for consideration paid, grants to **1006 CONGRESS STREET, LLC**, a Maine limited liability company, with a principal place of business and mailing address of 1550 Sunset Ridge Drive, Laguna Beach, California 92651, with **QUITCLAIM COVENANT**, the land and improvements in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

A certain lot or parcel of land, with the buildings thereon, situated in Portland, County of Cumberland and State of Maine, on the southerly side of Congress Street, being part of the homestead lot formerly owned and occupied by Frederick W. Clark, late of said Portland, deceased, bounded and described as follows:

Commencing at a point on the westerly side of said, homestead on a right-of-way called Westfield Street, formerly Cumberland Place, one hundred eighty-four and five tenths (184.5) feet northerly from the rear line of said lot; thence by the westerly side of said lot bounding on the said right-of-way one hundred thirty-one and five tenths (131.5) feet to Congress Street; thence southeasterly by said Congress Street one hundred fourteen and two tenths (114.2) feet to an angle; thence continuing southeasterly by said Congress Street two and eight tenths (2.8) feet to a stake; thence South forty-five degrees twenty-four minutes (45° 24') West by land now or formerly of Mary E. McKenney one hundred eighty-seven and sixty-five one hundredths (187.65) feet to a stake at a point distant one hundred eighty-four and five tenths (184.5) feet northerly in a perpendicular line from said rear line of said homestead lot; thence on a line parallel with the rear line of said Homestead lot North thirty degrees twenty-five minutes (30° 25') West one hundred and fifty-two and five tenths (152.5) feet, to the point of beginning.

Also, a right-of-way in common with others over so much of the thirty (30) foot strip of land as adjoins the premises hereby conveyed on the rear, said way extending to Westfield Street, together with a right-of-way in common with others in Westfield Street.

Being the same premises conveyed to Delta Realty LLC by Quitclaim Deed from the Deliverance Center, dated November 9, 2015 and recorded in the Cumberland County Registry of Deeds in Book 32723, Page 215.

IN WITNESS WHEREOF, Delta Realty LLC has caused this instrument to be signed and sealed in its company name by Andrea E. Girard, its Manager, thereunto duly authorized this 26th day of July, 2017.

MAINE REAL ESTATE TAX PAID

Delta Realty LLC

Witness

By: Andrea E. Girard
Andrea E. Girard
Title: Manager

STATE OF MAINE
COUNTY OF CUMBERLAND, ss. July 26, 2017

Then personally appeared before me the above named Andrea E. Girard, Manager of Delta Realty LLC, and acknowledged the foregoing instrument to be her free act and deed in her said capacity, and the free act and deed of Delta Realty LLC.

~~Notary Public~~/Attorney at Law
Andre Duchette, Bar No. 9873

Received
Recorded Register of Deeds
Jul 26,2017 01:04:24P
Cumberland County
Nancy A. Lane

38

123

Know All Men by these Presents,

That Riverside Realty Corporation ~~Company~~

a corporation organized and existing under the laws of the State

of Maine and located at Portland

in the County of Cumberland and State of Maine

in consideration of One Dollar and other valuable considerations,

paid by Mary E. Fitzgerald of Somerville, and John J. Mulkerin of Arlington, County of Middlesex, Commonwealth of Massachusetts, Trustees under Declaration of Trust dated the 1st day of October, 1967, said Trust Agreement to be recorded herewith,

the receipt whereof it does hereby acknowledge, does hereby ~~give, grant, bargain, sell and convey~~, unto the said Mary E. Fitzgerald and John J. Mulkerin, Trustees as aforesaid,

their successors ~~heirs and assigns~~ forever,

a certain lot or parcel of land with the buildings thereon, situated in Portland, County of Cumberland and State of Maine, being a part of the Homestead lot of F. W. Clark, bounded and described as follows: Commencing at the southwesterly corner of said Homestead lot on a right-of-way called Cumberford Place, at the easterly corner of land sold by the said F. W. Clark to Franklin J. Rollins, and running northerly by the westerly line of said Homestead lot and by said right-of-way, one hundred fifty-four and five tenths (154.5) feet; thence easterly on a line parallel with the rear line of said Homestead lot, to the easterly line of said Homestead lot, at a right-of-way called Ogdensburg Street; thence southerly by the easterly line of said Homestead lot and on said right-of-way to the rear line of said lot; thence by the rear line of said lot, by said land sold to said Rollins, to the point of beginning.

Also, a right-of-way in common to a passageway thirty (30) feet wide adjoining the above-described lot on the north, running from the westerly side of said lot to the easterly side of said lot. Also, a right-of-way in common as reserved by said Frederick W. Clark on the easterly and westerly side of said Homestead lot, running from Congress Street to the rear of said Homestead.

This conveyance is made subject to a mortgage from the grantor herein to the Union Mutual Life Insurance Company dated October 15, 1971 and being recorded in Volume 3195, Page 805, Cumberland County Registry of Deeds on which there is owed the principal sum of $46,005.25, which said mortgage and the debt thereby secured the grantees herein assume and agree to pay and assume and agree to abide thereby all according to the terms thereof as a part of the consideration of this deed.

This conveyance is further made subject to a lease to the A. B. Dick Company of New England, Inc., which said lease and the interest in the grantor therein have been assigned to the grantees herein by Assignment of even date herewith.

Real estate taxes assessed against the aforedescribed premises by the City of Portland in contemplation of law as of April 1, 1973 shall be pro-rated between the grantor and grantees herein as of the date of delivery of this deed.

Being the same premises conveyed to the grantor herein by deed of Millard F. Coffin dated July 23, 1969 and recorded in Cumberland County Registry of Deeds in Book 3096, Page 193.

To have and to hold the aforegranted and bargained premises with all the privileges and appurtenances thereof to the said Mary E. Fitzgerald and John J. Mulkerin, Trustees as aforesaid, their heirs successors and assigns, to them and their use and behoof forever.

And the said Grantor Corporation does hereby COVENANT with the said Grantees, their heirs successors and assigns, that it is lawfully seized in fee of the premises, that they are free of all incumbrances; except as aforesaid;

that it has good right to sell and convey the same to the said Grantees to hold as aforesaid; and that it and its successors, shall and will WARRANT AND DEFEND the same to the said Grantees, their heirs successors and assigns forever, against the lawful claims and demands of all persons, except as aforesaid.

In Witness Whereof, the said Riverside Realty Corporation Company has caused this instrument to be sealed with its corporate seal and signed in its corporate name by Edward S. Boulos, Jr., its President ~~Treasurer~~, thereunto duly authorized, this 31st day of December in the year one thousand nine hundred and seventy-three

Signed, Sealed and Delivered
in presence of

RIVERSIDE REALTY CORPORATION

~~Company~~.

By _____

Its President ~~Treasurer~~

REALTY CORPORATION 1972 CORPORATE SEAL MAINE

State of Maine.

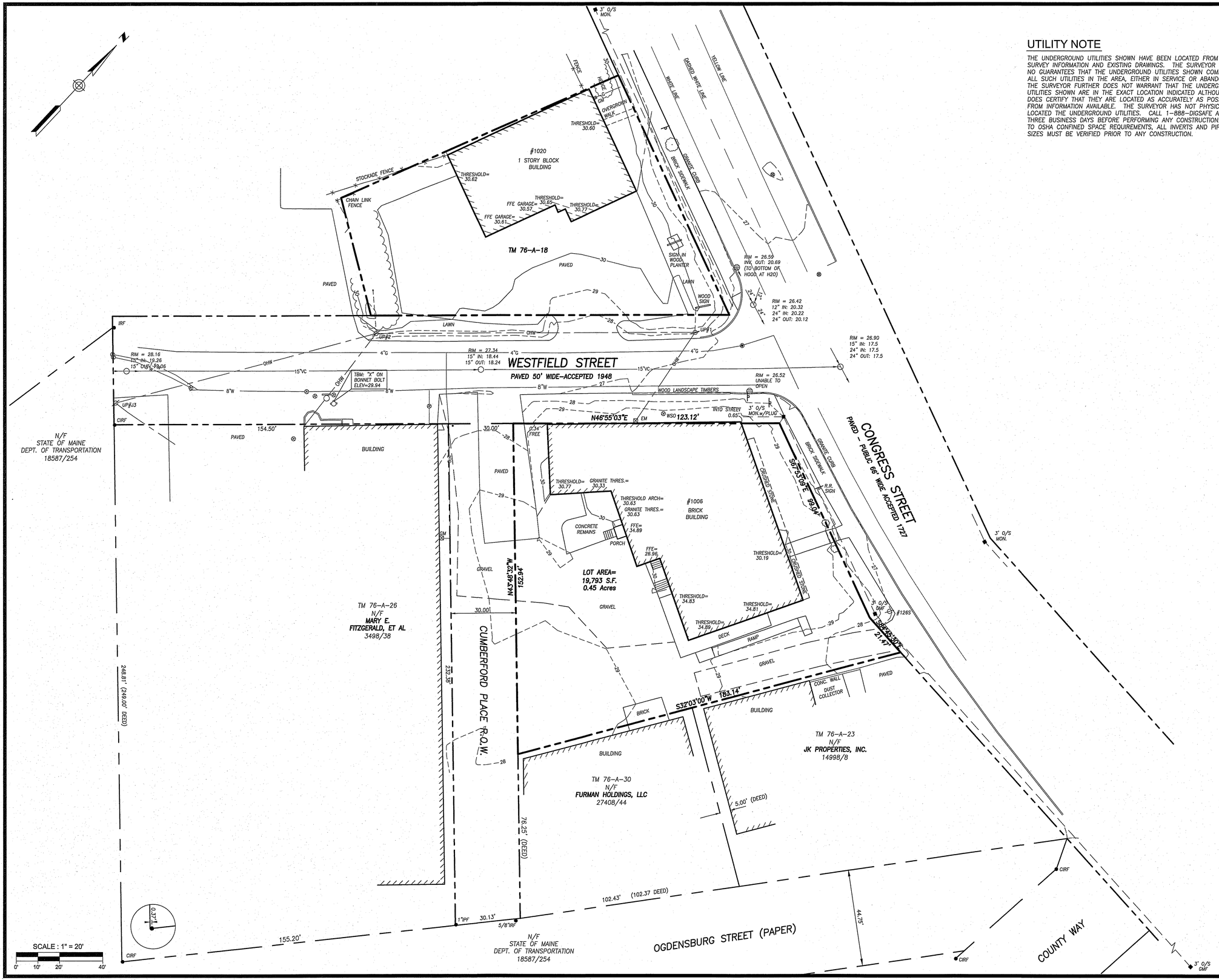
County of Cumberland ss. December 31 1973

Then personally appeared the above named Edward S. Boulos, Jr. President ~~Treasurer~~ of said Grantor Corporation as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity, and the free act and deed of said corporation.

Before me,

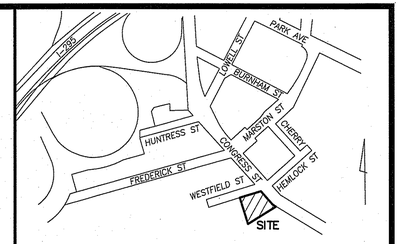
_____ Justice of the Peace.

JAN 3 1974
REGISTRY OF DEEDS, CUMBERLAND COUNTY, MAINE
Received at 2 H 36 M P M, and recorded in
BOOK 3498 PAGE 38 _____ Register



UTILITY NOTE

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.



LOCATION MAP

N.T.S.

LEGEND

●	IRON PIPE OR ROD FOUND	———	CURB
■	MONUMENT FOUND	OHW	OVERHEAD WIRES
⌀	UTILITY POLE	W	WATER LINE
○	MANHOLE	G	GAS LINE
EM/GM	ELECTRIC/GAS METER	SS	SANITARY SEWER
	SIGN	IPF/IRF	IRON PIPE OR ROD FOUND
	CATCH BASIN	CONC.	CONCRETE
⊗	WATER VALVE OR SHUTOFF	GMF	GRANITE MONUMENT FOUND
		N/F	NOW OR FORMERLY
		000/000	DEED BOOK / PAGE

PLAN REFERENCES

1. *"BOUNDARY SURVEY ON 12-24 WESTFIELD STREET, PORTLAND, MAINE MADE FOR FITZGERALD TITLE" DATED 12/28/2015 BY OWEN HASKELL, INC.*

2. *"ALTA/ACSM LAND TITLE SURVEY, 17 WESTFIELD STREET, PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR WESTFIELD STREET REALTY LLC" JANUARY 8, 2014 BY OWEN HASKELL, INC.*

3. *"PLAN OF PROPERTY IN PORTLAND MADE FOR GENERAL BAKING COMPANY" BY E.C. JORDAN DATED MARCH 1948 FILED WITH THE CITY ENGINEERS OFFICE PLAN 462/25.*

4. *"PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR ROBERT R. JANKES CONSTRUCTION CO. BY H.I. & E.C. JORDAN DATED 12-27-63 REVISED JAN. 11, 1964.*

GENERAL NOTES

1. OWNER OF RECORD: 1006 CONGRESS STREET LLC
1550 SUNSET RIDGE DRIVE
LAGUNA BEACH, CA 92651
TAX MAP 76 BLOCK A LOT 22
C.C.R.D. BOOK 34188 PAGE 103

2. *BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM MAINE WEST NAD83. CITY MONUMENTS AT "D" STREET AND "A" STREET PROVIDED BY THE CITY OF PORTLAND ENGINEERING DEPARTMENT.*

3. *ELEVATIONS ARE BASED ON NGVD 1929. CITY BENCHMARK 3' O/S MONUMENT AT ST. JOHN STREET AND "C" STREET ELEVATION 37.56.*

4. *BOUNDARY LINES SHOWN FOR TM 76-A-18 TAKEN FROM PLAN REFERENCE 4, NOT VERIFIED BY OWEN HASKELL, INC.*

CERTIFICATE

OWEN HASKELL, INC. HEREBY CERTIFIES THAT THIS PLAN IS BASED ON, AND THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE.

JOHN W. SWAN, PLS NO. 1038

DATE

REV. 1	01-24-18	TAX MAP LOT 76-A-18 & TOPOGRAPHY ADDED

Boundary Survey

At

1006 & 1020 Congress St., Portland, Maine

Made for

PK Realty Management Investments

380 Riverside Street, Portland, Maine

OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE ONE, UNIT 10, FALMOUTH, MAINE 04105

DRAWN BY:	RS / JLW	DATE:	NOV. 16, 2017	JOB NO.	2017-315 P
CHECKED BY:	EBC / JWS	SCALE:	1" = 20'	DRWG. NO.	1

Stantec Consulting Services Inc.
482 Payne Road Scarborough Court, Scarborough ME 04074-8929

I, Stephen Bushey of Stantec, hereby certify that a Neighborhood Meeting was held on June 19, 2018 at the Eagles Club, 184 St. John Street, Portland, Maine at 5:30 PM.

I also certify that on June 5, 2018 (which is at least ten (10) days prior to the Neighborhood Meeting) invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development or within 1,000 feet of a proposed industrial subdivision or industrial zone change.

2. Residents on the "interested parties" list.

3. A digital copy of the notice was also provided to the Planning Division (jmy@portlandmaine.gov and ldobson@portlandmaine.gov) and the assigned planner to be forwarded to those on the interested citizen list who receive e-mail notices.

Signed,

Stephen Bushey, P.E.

June 20, 2018
Date

Attached to this certification are:

1. Meeting invitation
2. Sign-in sheet
3. Meeting minutes

V:\1953\resource\fst\Admin Resources\PROPOSALS\Stantec Proposals\1006 Congress Street Portland\Neighborhood Meeting\meeting certification_20180620.docx

Stantec

Meeting Notes

Neighborhood meeting

1006 Congress St Rezone request /

Date/Time:	June 19, 2018 / 5:30 pm
Place:	Eagles Club St John Street
Next Meeting:	
Attendees:	See attendance list
Absentees:	
Distribution:	City planning- Shukria Wiar

Item: **Action:**

Stephen Bushey introduced landowners, Jennifer Packard and David Packard to those attending and briefly provided an overview of the purpose of the meeting and the proposal for a rezone request at the 1006 Congress St property. SB explained the request to change the zone from IL to B2 and the basis of the request. It was further explained that the Planning Board considered the request at a workshop meeting about a month ago and that the item will be on the June 26th PB Public hearing agenda at which time the PB will make a recommendation to the City Council regarding the rezone request. It is expected that the City Council will have two readings of the rezone article over the course of July and perhaps into August. SB explained that the Planning Authority is interested in extending the B2 zone to additional properties and that the Department is in the process of speaking to additional landowners in the area regarding this prospective zoning change.

Attendees asked questions regarding the original IL zoning and anticipated uses for the property at 1006 Congress. Jennifer Packard provided a brief history and background to the building at 1006 Congress and explained their interest in prospective tenants, such as a restaurant, café, small retail or similar uses. The group discussed various other ancillary topics including surrounding land uses, history of development in the area and expectations for the future. Generally, the group seemed supportive of the proposed zoning change.

The meeting adjourned at 6:30 pm

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Services Inc.

Stephen Bushey
Associate, Senior Project Manager

Phone: (207) 887-3478
Fax: 207-883-3376
Stephen.Bushey@stantec.com

Attachment:

c. attendees list

Stantec Consulting Services Inc.
482 Payne Road Scarborough Court, Scarborough ME 04074-8929

June 5, 2018

Dear Neighbor:

Please join us for a Neighborhood Meeting to discuss our request for rezoning of the existing Captain's House Building and property at 1006 Congress Street (Tax map 076, lot A022) in Portland, Maine from the I-L Zone to the B-2 Zone. The rezone request will be considered during a Public Hearing by the Portland Planning Board on June 26, 2018 at which time the Board will make a recommendation to the City Council. The City Council is expected to take action in July or August, 2018.

Meeting Location:	**Portland Eagles** **184 St. John Street** **Portland, Maine** **(park in the large lot and enter through that door)**
Meeting Date:	**Tuesday, June 19, 2018**
Meeting Time:	**5:30 PM**

The City Code requires that property owners within 500 feet (except notices must be sent to property owners within 1,000 feet for industrial zoning map amendments and industrial subdivisions) of the proposed development and residents on an "interested parties list", be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board. The meeting will last no more than 30-45 minutes.

If you have any questions, please feel free to contact Steve Bushey, P.E. at 207-883-3355.

Sincerely,

STANTEC CONSULTING SERVICES, INC.

Stephen R. Bushey, P.E.
Associate

V:\1953\resource\fst\Admin Resources\PROPOSALS\Stantec Proposals\1006 Congress Street Portland\Neighborhood Meeting\1006-congress_notice_neighborhood-meeting.docx

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Note: Under Section 14-32(C) and 14-525 of the City Code of Ordinances, an applicant for a Level III development, subdivision of over five lots/units, or zone change is required to hold a neighborhood meeting within three weeks of submitting a preliminary application or two weeks of submitting a final site plan application, if a preliminary plan was not submitted. The neighborhood meeting must be held at least seven days prior to the Planning Board public hearing on the proposal. Should you wish to offer additional comments on this proposed development, you may contact the Planning Division at 874-8721 or send written correspondence to the Planning and Urban Development Department, Planning Division 4th Floor, 389 Congress Street, Portland, ME 04101 or by email to: bab@portlandmaine.gov

Sign In - Neighborhood meeting

Name	Address	Contact info
Steve Bushey	STANTEC	207-756-9359
John Marchildon	349 Park Ave	413 ~~205~~ 8515
David Packard	100A Congress	426 3946
Jennifer Packard		207 939 3130
Deborah Heald	213 St John St.	207-831-7690
Zack Barowitz	22 Huntress St	838-6120
John Fitzgerald	12 Westfield ST	781-740-3559
Caroline Losneck	22 Huntress St.	440 279-3192
George Rheault	28 Hanover St.	207-808-8223

UTILITY NOTE

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

TOTAL PARKING
ON-SITE = 14 SPACES

WESTFIELD STREET
PAVED 50' WIDE-ACCEPTED 1948

CONGRESS STREET
PAVED - PUBLIC 66' WIDE ACCEPTED 1727

CUMBERFORD PLACE R.O.W.

OGDENSBURG STREET (PAPER)

COUNTY WAY

N/F
STATE OF MAINE
DEPT. OF TRANSPORTATION
18587/254

TM 76-A-26
N/F
MARY E.
FITZGERALD, ET AL
3498/38

TM 76-A-23
N/F
JK PROPERTIES, INC.
14998/8

TM 76-A-30
N/F
FURMAN HOLDINGS, LLC
27408/44

BRICK BUILDING
(SEE ARCHITECTURAL PLANS
BY ARCHETYPE, P.A.)

CONCRETE PAD TO BE REMOVED AND AREA RELANDSCAPED - MAY INCLUDE PAVER PATIO AROUND PLANTING BEDS

EXISTING PORCH TO BE DEMOLISHED

EXISTING RAMP TO BE DEMOLISHED

6' WIDE SIDEWALK
(PAVERS, BIT. ASPHALT,
CONCRETE OR BRICK)

GRANITE CURB

STEPS

END CURB

EXISTING ZONING - IL

PRELIMINARY - NOT FOR CONSTRUCTION

Stantec
482 Payne Road Scarborough Court
Scarborough, Maine 04074-8929
Tel. 207.883.3355
www.stantec.com

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Consultants

Notes

No.	Revision	By	Appd.	YY.MM.DD
1	-	-	-	-

File Name: 1006_congress_base	CDD	SRB	SRB	17.12.08
	DWN.	CHK'D.	DSGN.	DATE

Permit-Seal

Client/Project
PK Realty Management Investments
380 Riverside Street, Portland, Maine

1006 Congress Street

PORTLAND, MAINE

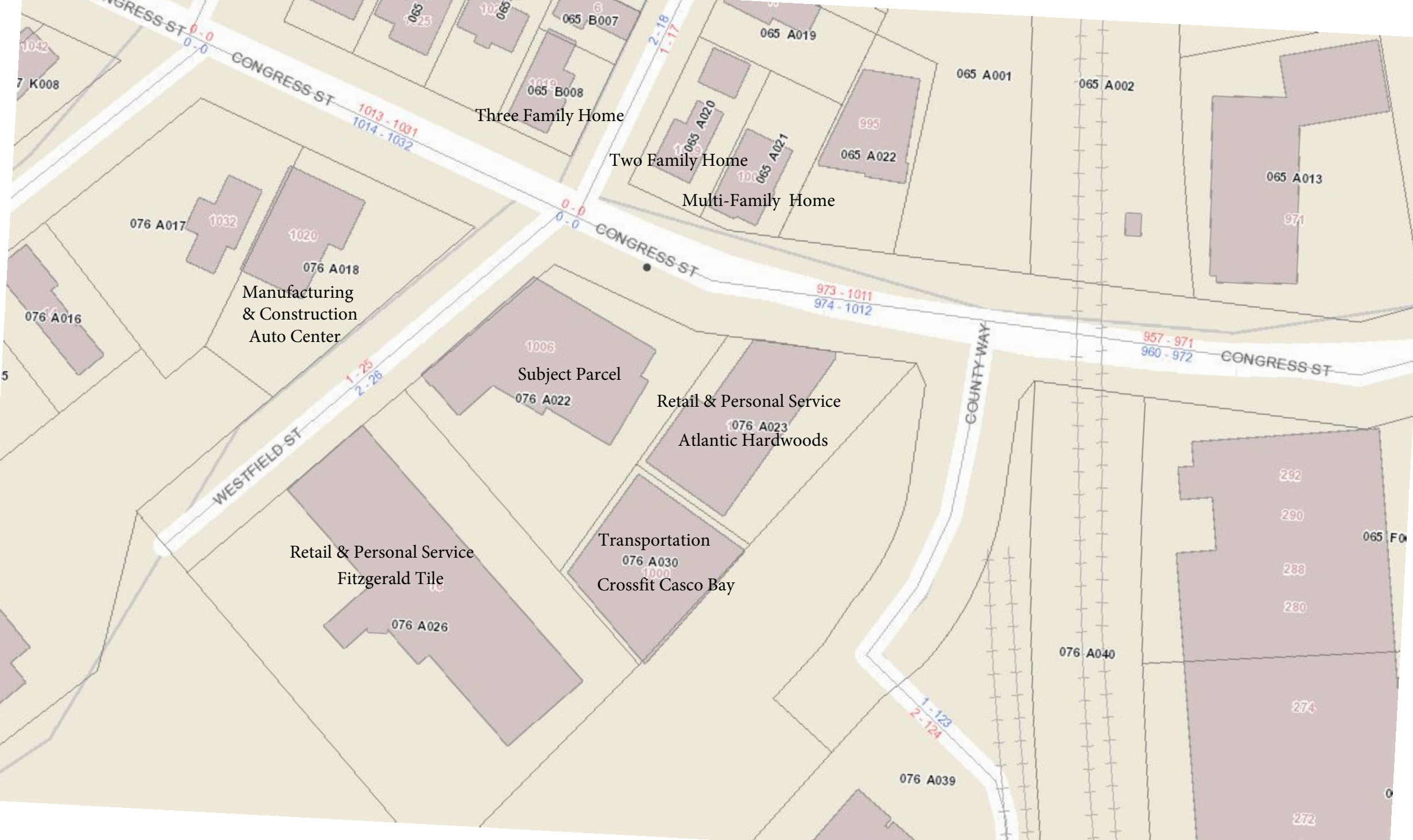
Title
PRELIMINARY SITE PLAN

Project No.	Scale
195389000	1" = 20'

Sheet
C-1

V:\1953\resources\ls\Admin Resources\PROPOSALS\Stantec Proposals\1008 Congress Street Portland\Site Plan Concept\dwg\1006_congress_base.dwg cddulbe 12/11/2017 5:35 PM

IM
R6
WASHBURN
C37
R5
PARK AVE
EXIT 5
LOWELL ST
R6
BURNHAM ST
RP
BOYNTON
WEYMOUTH ST
CONGRESS ST
GILMAN ST
FOREST ST
R6
MARSTON ST
CHERRY ST
HEMLOCK ST
VALLEY ST
CRESCENT
R6
HUNTRESS ST
CONGRESS ST
WESCOTT ST
ELLSWORTH
B2
MMC IOZ
FREDERIC ST
WESTFIELD ST
B2
COUNTY WAY
B2
A ST
GILMAN ST
R6
CHARLES ST
RUSSELL
BRAMHALL ST
C31
IL
ROS
C ST
FORE RIVER PKWY
MMC IOZ
ST JOHN ST
C48
VALLEY ST
WESTERN PROMENADE


CONGRESS ST
0 - 0
0 - 0
1013 - 1031
1014 - 1032
2 - 18
1 - 17
065 B007
065 B008
Three Family Home
065 A019
065 A001
065 A002
065 A020
065 A021
Two Family Home
995
065 A022
Multi-Family Home
065 A013
971
076 A017
1032
1020
076 A018
Manufacturing
& Construction
Auto Center
076 A016
973 - 1011
974 - 1012
957 - 971
960 - 972
CONGRESS ST
COUNTY WAY
1006
Subject Parcel
076 A022
Retail & Personal Service
076 A023
Atlantic Hardwoods
1 - 25
2 - 26
WESTFIELD ST
Retail & Personal Service
Fitzgerald Tile
076 A026
Transportation
076 A030
1000
Crossfit Casco Bay
292
290
288
280
065 F
076 A040
1 - 123
2 - 124
076 A039
274
272

Portland Maine | Yes. Google's good here.

Jennifer Munson <jmy@portlandmaine.gov>

Re: Public Comment for 1006 Congress Rezoning

1 message

Barbara Barhydt <bab@portlandmaine.gov> Tue, Mar 27, 2018 at 10:42 AM
To: Brett Gabor <brett.gabor@gmail.com>
Cc: Shukria Wiar <shukriaw@portlandmaine.gov>, "Munson, Jennifer" <jmy@portlandmaine.gov>

Thank you for your comments. The applicant asked to postpone this item, so the Planning Board will not discuss it this afternoon. We will include your comments when this comes forward. We don't have a meeting date for this item yet.

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

On Tue, Mar 27, 2018 at 9:45 AM, Brett Gabor <brett.gabor@gmail.com> wrote:

> To the Planning Board:
>
> I wish to comment on the rezoning of 1006 Congress. I am in favor of rezoning this lot, which borders Congress but does not border any residential lots, to a more appropriate commercial zone. The current industrial zone is less compatible with a lively streetscape along Congress than a business zone, which could contain a workplace, cafe, restaurant, or other amenity. The developers have been accessible to neighbors and have made good-faith attempts to listen to their concerns and I believe they will continue to be good neighbors.
>
> Best,
>
> Brett Gabor
> 40 Frederic Street

Google Groups

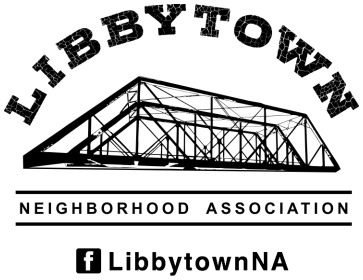
1006 Congress

Nikki Anderson <n.annetteanderson@gmail.com> Apr 12, 2018 12:15 PM
Posted in group: **Planning Board**

Good afternoon Council, City Manager and Planning Board,

Please find our attached letter in support of the zoning change for 1006 Congress St,

Best Regards,
Nikki Anderson
Libbytown Neighborhood Association



LibbytownNA

March 20, 2018

Planning Board
389 Congress St
4th Floor
Portland, ME 04101

Dear Members of the Planning Board,

The Libbytown Neighborhood Association writes in favor of the application to rezone 1006 Congress Street. This particular property presents an opportunity to bring desired amenities to an area that is currently growing beyond its former industrial nature.

Currently, the lot is zoned light industrial. This disallows many uses that would be highly regarded by neighbors, such as a restaurant, cafe, market, office space, or similar businesses that would be valued by those living in the vicinity.

The persons seeking the zoning change own more lots along Westfield Street, but have reasonably requested that only the lot that abuts Congress Street (and does not abut residential uses) be rezoned. Over the last year representatives of the owners have shown a willingness to engage with neighbors and listen to concerns that are brought forward about businesses currently located upon their property. They have expressed a desire for uses of the land that are in accordance with those expressed by many neighborhood residences.

We hope that the Planning Board will consider this particular zoning application as a means to expand the allowed uses beyond merely industrial, which will help provide a lively neighborhood atmosphere where people live, play, and work.

Warm regards,

The Libbytown Neighborhood Association

June 6, 2018

Shukria Wiar
Planner
City of Portland, Maine

Dear Shukria,

I am reaching out to let the planning board know our input with regards to the recommended proposed zoning change for 1000, 1004, 1006 & 1020 Congress Street.

The planning board needs to recognize Atlantic Hardwoods as what it actually is. The map amendment has the use as retail/warehouse, but it is actually a Lumber yard. Atlantic Hardwoods has outdoor storage of lumber, as well as an outside dust collection system and an exterior sawdust container. This has been in place for 20 years and there is no intention of changing business operations.

My concerns are as follows:

- A zone change from IL to B-2 would specifically not allow lumber yards.
- A "grandfather" or variance would reduce the future value of the business to a potential buyer.
- A zone change from IL to B-2 would also make the existing businesses at 1000 Congress Street and 1020 Congress Street non-conforming.
- Portland has very limited industrial areas left, only 12 percent of Portland is zoned industrial. Libby Town and East Bayside are primarily Low Impact Industrial.
- Concerns about minimizing our industrial space was well put by the Economic Development Department about loss to Portland's tax base and associated employment. *"To summarize, Portland's industrial space is very limited and should be preserved to the maximum extent possible. Regarding the request from the owners of 1006 Congress Street to rezone their property from IL to B-2, this seems to represent a unique set of circumstances that will not be displacing industrial uses. However, allowing for this use should be addressed in a site-specific fashion."*

I would not oppose a zone change for 1006 Congress Street as our abutter has proposed, but I would have the following concerns:

- Our exterior dust containment system is noisy and starts at 5:00 AM
- There could be significant odor issues during operating hours
- Abutters to a potential Residential Complex may need to comply with new noise level.
- Abutters may also need to deal with new setbacks for any addition that the business may require.

I agree with the City's Economic Development Department that the need for industrial space remains and is vital to the City of Portland. The proposed development of the former Rufus

Deering parcel on Commercial Street has removed a key supplier of building materials from the peninsula. Atlantic Hardwoods has helped fill this void and plays an integral role in Portland's growth.

Several of our employees, including myself live and work in Portland and it is concerning to see the "Red Brick" character of our warehouses turning into modern condominiums. As tax payers we hate to see the loss of businesses and addition of residences. This change only adds to the Cities' burden of educational costs, utilities, police and fire while reducing the tax base from job creating businesses.

I am unable to attend the public hearing on June 12 or the Neighborhood Meeting at the Portland Eagles on June 19, but please forward my remarks so they are part of the record.

Sincerely,

Jack McInerny
Atlantic Hardwoods, Inc
1004 Congress Street
Portland, Maine 04102
207-773-9663

Portland, Maine. Yes!
Wood's good here.

Portland Maine Yes. Google's good here.

Shukria Wiar <shukriaw@portlandmaine.gov>

Rezoning 1006 Congress Street and vicinity

JOHN FITZGERALD <johnfitzgerald@fitzgeraldtile.com> Wed, Jun 6, 2018 at 2:06 PM
To: Shukria Wiar <shukriaw@portlandmaine.gov>

Dear Ms. Wiar, I am the owner of Fitzgerald Tile, 13 Westfield Street, Portland, immediately adjacent to 1006 Congress Street. I support amending the zoning map and would like my property added to the proposal the Planning Board will consider on Tuesday June 12. May I come by and talk to you about the proposal and the possibility of adding my property to it? John Fitzgerald

Portland Maine | Yes. Google's good here.

Shukria Wiar <shukriaw@portlandmaine.gov>

1006 Congress Street- Rezone from IL to B2

Greg Mitchell <gmitchell@portlandmaine.gov> Thu, Jun 7, 2018 at 12:45 PM
To: Shukria Wiar <shukriaw@portlandmaine.gov>
Cc: Nelle Hanig <nrh@portlandmaine.gov>

Shukria,

Please forgive the delayed response. Nelle is on vacation this week.

The Economic Development Department is supportive of the proposed expanded zone change, in this location, from IL to B-2 for all properties which front Congress Street.

Let me know if you have any questions or require additional input.

Greg A. Mitchell, Director
Economic Development Department
City of Portland
389 Congress Street
Portland, Maine 04101
Tel. 207.874.8945
Fax 207.756.8217
Portland, Maine | Yes. Life's good here.
[Quoted text hidden]

Portland, Maine Yes. Life's good here.

Economic Development Department
Gregory A. Mitchell, Director

MEMORANDUM

To: Tuck O'Brien, Planning Division Director
From: Greg Mitchell, Economic Development Director
Date: April 13, 2018
RE: Importance of Retaining Portland's Industrial-Zoned Real Estate

---

OVERVIEW

The purpose of this memo is to discuss the importance of retaining industrial-zoned property in the City of Portland. This resource is finite as the majority of developable real estate in the City has been built out, and it will be very difficult to rezone property to expand Portland's industrial base.

Over time, Portland has seen its industrial property reduced. Pressure from market forces and societal needs have driven the decrease and rezoning of industrial space primarily to business zones in order to accommodate mixed use neighborhoods. Admittedly, these neighborhoods are filling a vital need, providing increased housing as well as businesses that serve the City's residents and its burgeoning tourism market.

However, in this current environment, retaining Portland's remaining industrial-zoned real estate for industrial uses is crucial to continue to grow and strengthen the City's economy. The vacancy rate of industrial space throughout the Greater Portland area has plummeted from 8% in 2011 to 1.25% in 2017. In Portland it's only 1.1%. Property in industrial zones supports a variety of businesses, many of which are manufacturers that are a vital source of quality jobs that pay livable wages. Their employee base often represents a range of educational levels, providing jobs for those with limited education and/or skills to those with advanced degrees.

LIMITED INDUSTRIAL SPACE IMPACTS

Over the past few years, the City's Economic Development Department has been receiving increasing requests from companies seeking vacant industrial space or undeveloped industrial acreage for new construction. Some of these requests simply cannot be accommodated given the City's finite industrial property and its extremely low vacancy rate. When the expansion needs of existing Portland-based industrial companies cannot be accommodated locally and/or new industrial opportunities cannot be accommodated, this represents a loss to Portland's tax base and associated employment.

TRENDS IN INDUSTRIAL SPACE DEMAND

Portland's industrial-zoned areas include Riverside Street, Riverside Industrial Parkway, Warren Avenue, Presumpscot Street, Bishop Street, Pine Tree Industrial Parkway, Canco Road, Outer Congress, sections of East Bayside and a few others. It is important to maintain as much acreage as possible in these zones.

Eimskip has established its U.S. port presence in the City of Portland at the International Marine Terminal on Commercial Street. The access to international markets that this is generating is expected to attract cold storage and other investment opportunities.

Portland's food and drink production sector has been in a growth mode, with a range of craft/artisanal companies sprouting up. This trend has the potential to expand food and drink manufacturing in the City and, therefore, contribute further to the demand for industrial space.

RECOMMENDATIONS

To summarize, Portland's industrial space is very limited and should be preserved to the maximum extent possible.

Regarding the request from the owners of 1006 Congress Street to rezone their property from IL to B-2, this seems to represent a unique set of circumstances that will not be displacing industrial uses. However, allowing for this use should be addressed in a site specific fashion.

In conclusion, I would not recommend amendments to permitted uses throughout the City's industrial zones that would reduce the opportunity for industrial business attraction and growth on Portland's remaining industrial real estate.

PLANNING BOARD REPORT
PORTLAND, MAINE

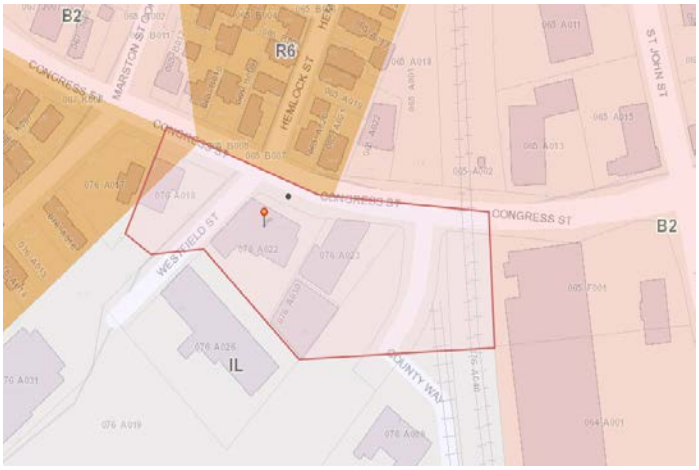
Rezone from IL Zone to B2 Zone
1006 Congress Street and Vicinity (1000, 1002/1004, 1020 Congress Street)
Level III -Zoning Map Amendment
2017-277
Jen and David Packard on behalf of Richard Packard, Applicant

Submitted to: Portland Planning Board Public Hearing Date: June 26, 2018	Prepared by: Shukria Wiar, Planner Date: June 22, 2018

I. INTRODUCTION

The applicant, 1006 Congress LLC, has requested a zoning map amendment for an approximately 19,800 sq. ft. property at 1006 Congress Street that is located at the corner of Congress and Westfield Streets. The parcel is in the Industrial- Low Impact IL zone. The requested map amendment relates to the area outlined in yellow line and is a proposal to change from IL to Business Community B-2 zone. The site is surrounded by I-L to the south, Residential R-6 to the west and north and B-2 on the eastern side. The majority of the buildings in the R-6 zone are multifamily buildings.

At the workshop on May 17, 2018, the Planning Board considered the request and expanded the area to be advertised and considered for a zone change. The expanded area includes other adjacent parcels that may be appropriate for a similar rezoning (surrounding properties at 1000, 1002/1004, and 1020 Congress Street). The Planning Board identified the extended area (see map below). The Planning Division staff advertised the larger geographic area for the purposes of holding a public hearing.



The Applicants submitted narrative (Attachment A) indicates that the objective is to allow for the development of a mixed-use development comprising commercial and retail uses (a possible café) on the lowest floor and business office above this, as the IL zone does not allow retail or office uses other than back office that are accessory to a permitted use. The rezoning to the B-2 zone would allow this development but would also allow a wide range of uses not allowed in the IL zone, such as retail, restaurants, neighborhood center and general businesses and professional offices. The applicant's narrative analysis concludes that the size and

historic structure would limit industrial uses and it is more suitable for a mixed-use development that includes retail and offices.

A legal ad for the Board public hearing was posted on the city's web page and appeared in the *Portland Press Herald* on June 18th and 19th, 2018. Notices were also sent to 160 property owners within 1000 feet of the site and to the interested citizen list. A neighborhood meeting was held on June 19th, 20018 with seven abutters in attendance.

At the time this report was prepared, the Planning Division has received two public comments in favor of the rezone. The property owner of Fitzgerald Tile at16 Westfield Street, John Fitzgerald, requested that his property be added to the map amendment, however this request was received after the area was advertised for noticing. The legal use of the property is warehouse, showroom, and office, which is allowed in the I-L and B-2 zones.

Owner	Jennifer and David Packard, SA
Consultants	
Agent/ Representative	Katherine Detmer, Archetype, PA
Engineer	Matthew J. Miller, P.E. of M2 Structural Engineering, P.C.
Architect	Katherine Detmer, Archetype, PA
Surveyor	Ellen Brewer, Owen Haskell Inc

II. PROPOSED MAP AMENDMENT

Current Zoning:	Industrial- Low Impact IL
Proposed Zoning:	Business Community B-2
Current Uses:	Place of Assembly
Proposed Uses:	As allowed in B-2 zone; narrative suggests with mixed use including café and offices
Parcel Area:	Approximately 19,800 SF

III. APPLICANT'S SITE BACKGROUND

The parcel has ninety-nine feet of frontage along Congress Street and 123 feet along Westfield Street. The site has an existing building and two driveways, one off of each street. The existing building is a Captain's House and barn built in the late 1800s, complete with a turreted roof and a large addition that was added in the 1970's. The applicant would like to keep the existing structure and believes that it "*would be the sustainable approach*". According to the applicant's cover letter, "*the interior spaces are smaller and want to remain so due to the nature of the masonry structure therefore being ill-suited to any industrial use*". Industrial development abuts the parcel to the south and the west.

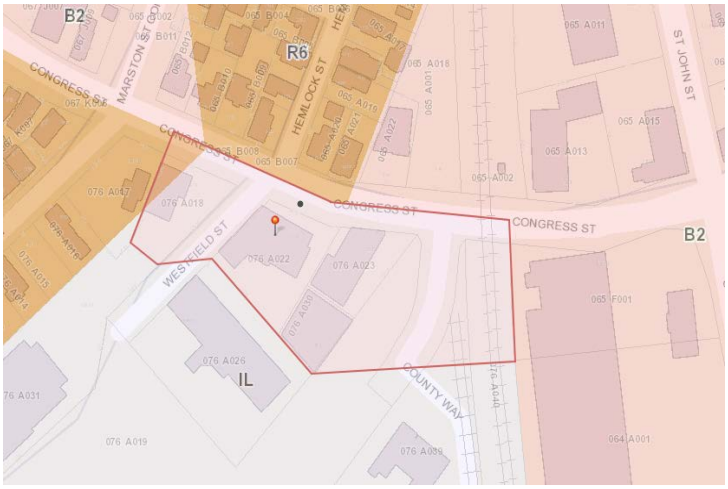
IV. PROPOSED MAP AMENDMENT

The applicant is requesting a map amendment for their property of 1006 Congress Street. At the workshop on May 17, 2018, the Planning Board considered the request for a map amendment and felt that the surrounding area may be appropriate candidates for a similar rezoning and recommended that it be

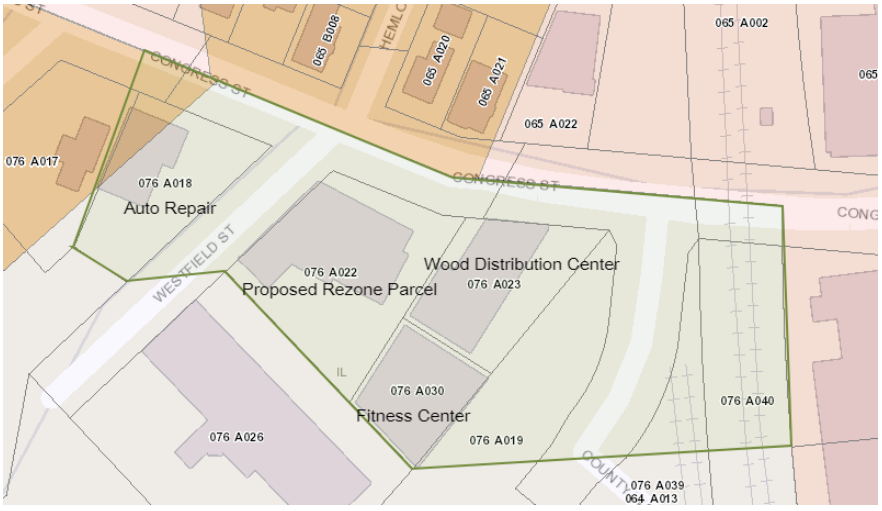
expanded for advertising. These properties include the requested parcel and surrounding properties at 1000, 1002/1004, and 1020 Congress Street. Staff researched the existing uses of the properties in the expanded rezone area. The following table shows the existing uses and if the uses is allowed in the B-2 zone.

Property	Legal Use	Permitted in IL zone	Permitted in B2 zone
1000 Congress St. (CBL 076 A030001)	Change of Use to Fitness Center (2011)	✓	✓
1002/1004 Congress St. (CBL 076 A023001)	Wood Distribution Center	✓	Allowed as Conditional Use
1006 Congress St. (CBL 076 A022001)	Place of Assembly	✓	✓
1020 Congress St. (CBL 076 A018001)	Auto Repair	✓	Allowed as Conditional Use

At the workshop, the Planning Board identified the other adjacent areas with frontages along Congress Street as potential areas for a similar rezoning which were included in the notice. Planning staff recommends retaining the industrial area off of Westfield Street as there are general industrial uses and there is a potential for industrial reuses. The Planning Division staff advertised larger geographic area (as shown on the map) for the purposes of holding a public hearing, which can be reduced in scope, but not expanded, when the Board formulates its recommendation to the City Council.



In addition, staff also reached out to the owners of the properties to be included. The owner of Atlantic Hardware and the property at 1004 Congress Street, Jack McInerny, responded and stated that he does not want his property as part of the rezone. Mr. McInerny stated in his letter that he does not want to lose the current use of the lumberyard. According to the City's recorded, the use of this property is wood distribution center, which is allowed in the B-2 zone as a conditional use.



The Board may consider reducing the area of the B-2 zone if the Board deems appropriate. The existing uses of the businesses in the potential area of rezone, are uses that are allowed or allowed as a conditional use in the B-2 zone. Below is the map of uses in the vicinity.

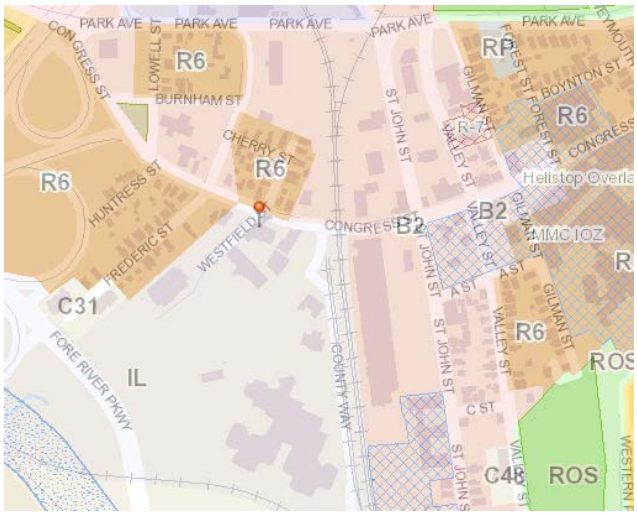
V. ZONING CONTEXT

The property is located in Libbytown, which is to the west of Congress Street's downtown district. The area is comprised of residential properties combined with smaller commercial properties.

The applicant has set out the arguments in support of the B-2 zone in the attached narrative (Attachment A and discussed below). The site and the surrounding parcels from Congress Street to Fore River Parkway are all in the IL

zone. The I-L zone is designed to act as a buffer between neighboring residential zones and I-M or I-H zones allowing for uses that are low intensity in nature and therefore compatible with neighboring residences. Across the street is a Residential R-6 zone and northeast of the site is the B-2 zone.

The parcel abuts developed industrial uses on two sides, which are part of this industrial area that is increasingly providing sites for breweries and other artisan uses that are allowed in the I-L zone, but not in the B-2 zone.



Purpose Statements

The purpose statements for both zones are included in the table below. The IL aims to provide for low impact industrial uses, while the B-2 is more focused on the integration of small scale commercial uses with residential.

Table 1: Purpose Statements	
Industrial- Low Impact IL	**Business Community B-2**
The low impact industrial zone is intended to provide areas in which low impact industrial uses and limited other uses serving employees and residents of the surrounding neighborhood will be compatible with adjacent residential uses, will provide a buffer between residential neighborhoods and the I-M or I-H industrial zones, or will stand alone as a smaller scale industrial district. The I-L zone is located adjacent to residential neighborhoods, business uses and other industrial uses where the low intensity nature of the uses, as well as their strict performance standards, will ensure the compatibility of the uses with other adjacent industrial and nonindustrial uses. Performance standards for uses in the I-L zone are designed to maintain compatibility between low impact industrial uses and neighboring nonindustrial and industrial uses. Performance standards include full enclosure of uses and requirements for buffers and screening from adjacent properties.	The purpose of the B-2 community business zone is: 1. To provide appropriate locations for the development and operation of community centers offering a mixture of commercial uses, housing and services serving the adjoining neighborhoods and the larger community. 2. The variety, sites and intensity of the permitted commercial uses in the B-2 zone are intended to be greater than those permitted in the B-1 neighborhood business zone. 3. The B-2 zone will provide a broad range of goods and services and general businesses with a mixture of large and small buildings such as grocery stores, shops and services located in major shopping centers and along arterial streets. Such establishments should be readily accessible by automobile, by pedestrians and by bicycle. Development in the B-2 zone should relate to the surrounding neighborhoods by design, orientation, and circulation patterns. 4. The B-2 and B-2b will provide locations for moderate to high density housing in urban neighborhoods along arterials.

Permitted Uses & Potential Impacts

The existing IL zone emphasizes, in addition to employment-creating industrial uses, a wide range of uses that are smaller in scale (with some exceptions such as indoor amusement and recreation centers, plant and tree nurseries, marinas and lumber yards). It also includes uses that support the surrounding neighborhood such as day care

facilities, makers markets, artists' studios, and neighborhood centers. This zone does not allow retail uses or office uses other than back office that are accessory to a permitted use.

The proposed B-2 zoning designation allows a range of residential uses on upper floors. It alos allows bed and breakfast and hostels on upper floors. The zone permits restaurants, day care facilities, neighborhood centers and a wide range of commercial and institutional uses, including retail establishments, offices, personal services, business services, places of assembly, clinics, municipal uses, and schools. Both zones allow day care facilities, neighborhood centers, and studios for artists, photographers and craftspeople. Below is chart of comparing the uses in the two zones.

USES PERMITTED	IL	B-2
Low impact industrial uses, including, but not limited to, bakeries, breweries, bottling, printing and publishing, pharmaceuticals, machine shops, musical instruments, precision instruments, watchmakers, toys and sporting goods, wood products, jewelry, assembly of electrical components, tool and die shops and the packaging of food.	✓	✓
o Indoor amusement and recreation centers. o Plant and tree nurseries, including associated recycling activities. o Lumber yards.	✓	
o Commercial kitchens or other food preparation, provided that the food is not prepared for service on the premises. o Repair services, including all types of automotive repair.	✓	✓
Building contractors and outside storage of related construction equipment, provided that there shall be no outside storage of materials and supplies.	✓	
Day care facilities	✓	✓
o Dairies. o Dog training services, including but not limited to obedience, guide, and service training, but not including boarding or kennel services. o Intermodal transportation facilities. o Marinas. o Back office uses.	✓	
o Distribution centers, warehouses and wholesale businesses under ten thousand (10,000) square feet in total building area, with no outside storage permitted.	✓	✓
Expansion of existing dairies	✓	✓
Utility substations	✓	✓
Accessory Uses	✓	✓
Registered medical marijuana cultivation facilities.	✓	
Neighborhood centers	✓	✓
Places of religious assembly, limited to facilities of 10,000 sf or less.	✓	✓
Wind energy systems	✓	✓
Street Vendors	✓	✓
Studios for artists and craftspeople, less than 4,000 net sf. per space	✓	✓
Day Cares	✓	✓
Residential		✓
Professional, business and general offices		✓
Personal Services		✓
General Retail establishments		✓
Pharmacies with retail sales		✓
Restaurants		✓
Municipal offices		✓
Drinking establishments, as defined in section 14-47		✓
Billiard parlors		✓
Funeral homes		✓
Lodging house		✓

Bed and breakfast, subject to the standards of article V (site plan), sections 14-522 and 14-523 notwithstanding. A bed and breakfast may include a meeting facility if for weddings, seminars, receptions, business meetings and the like and if the facility is less than 4,000 net sf.		✓
Hotels, Motels and Inns		✓
Bakeries, breweries, distilleries, commercial kitchens and similar uses with a retail component and with a total floor area of 10,000 net sf. or greater		✓

VI. POLICY ANALYSIS OF PROPOSED MAP AMENDMENT

Staff suggest that there are several other factors that are relevant to a map amendment for this parcel:

- Comprehensive Plan: The City's ordinance states that any rezoning must be consistent with the City's Comprehensive Plan. In forming its recommendation to the City Council, the Board will need to make a finding on whether the proposal is consistent with the Comprehensive Plan. The applicant has included an analysis of how the proposed rezone to B-2 zone is consistent with Portland's Comprehensive Plan. In addition to the applicant's assessment, staff have identified below a number of the specific Comprehensive Plan goals and policies which are suggested as being relevant to the proposed conditional rezoning.

  The central vision of Portland's Plan 2030 is represented by the venn diagram demonstrating the integral interrelation of the community's core belief that Portland is equitable, sustainable, connected, dynamic, authentic and secure. The vision conveys the message of the City's need to balance many competing needs to assure the advance of the vision as a unified concept. In this instance, that the City's goals for job growth and transforming Portland through orderly growth and development be balanced with needs for connectivity of the street grid, sustainability of infrastructure and the ability to maintain that infrastructure, and security in the sense of public safety.

A VIBRANT CITY

5. TARGET AREAS FOR JOB GROWTH

- Ensure that new employment can be accommodated in priority growth areas across the City.
- Evaluate zoning and the condition of existing infrastructure in priority areas - downtown, in identified neighborhood nodes, and along transit corridors – to ensure that employment and housing growth can be supported.
- Expand possibilities for live/work spaces – residential living space with integrated creative work space.
- Modify ordinances and make strategic investments to better promote business development and job creation in priority areas.

FUTURE LAND USE

Portland's plan for Future Land Use places emphasis on areas most important to its growth over the next ten years. It includes three maps: a map depicting current dominant land use patterns, a map showing a connected network of trails and open spaces, and a map of corridors and nodes that are poised to accommodate additional growth. These maps are best understood in the context of the plan's principles for future growth. The Libbytown area is one of the priority growing nodes identified in the plan as an area for the transformation.

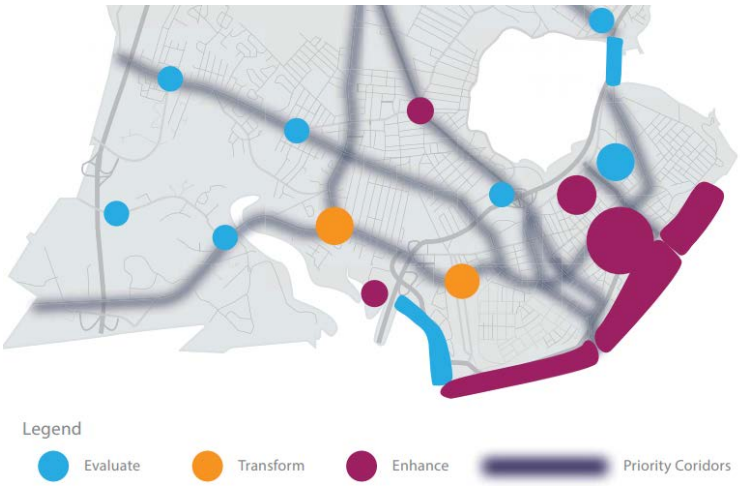
Priority growth areas include the following elements:

1. Priority nodes Nodes are areas with concentrated mixed-use activity, which can occur at varying scales

and serve varying catchment areas - Portland's downtown supports a large successful node, for example, but nodes can also be found at smaller convergences and intersections throughout the City. As mapped, nodes are not meant to sharply delineate boundaries, but to indicate general areas in need of further planning or investment. The nodes identified by the map may have seen disinvestment, grown in sprawling patterns, or simply have the potential to serve as focal points for change in density or, height, streetscape, or uses to better serve neighborhood needs. These nodes are placed into three broad categories that correspond with their respective stage of planning or investigation at the present time.

- Evaluate: Areas as diverse as East Bayside and Allen's Corner, where the City recognizes the need to review existing conditions and develop a strategy for future change. These nodes should be assessed for their ability to address neighborhood needs and serve as centers for complete neighborhoods;
- Transform: Areas such as Morrill's Corner, which have been previously recognized as areas of significant potential transformation, but which need comprehensive revisioning; and
- Enhance: Areas such as Woodford's Corner, or the Eastern, Central and Western Waterfronts, which have been studied and are awaiting or in the midst of plan implementation.

2. Priority corridors The Priority Nodes & Corridors Map identifies key corridors - those that connect major nodes and neighborhoods and therefore serve as major commuter routes - as areas for additional planning and investment. Priority corridors are major arterials that often see heavy vehicular traffic, but also have the capacity to improve mobility by capitalizing on their potential for increased walking, bicycling, and transit use. Priority corridors can also serve as areas of additional mixed-use, higher density growth to take advantage of the transit benefits and services that well-designed, diverse corridors can offer. The Congress Street Corridor in Libbytown is one of Portland's priority corridor.



- Loss of IL zoned land: Discussions with the Economic Development Department reinforce that the absorption rate for industrial properties is slow in Portland, that the existing building stock is in need of upgrade investment to bring it to modern standards. The recommendation of the Economic Development Department is in support of the map amendment proposal. Greg Mitchell, Economic Development has reviewed this request for zone change and offers the following, see Attachment 3 for the complete:

  The purpose of this memo is to discuss the importance of retaining industrial-zoned property in the City of Portland. This resource is finite as the majority of developable real estate in the City has been built out, and it will be very difficult to rezone property to expand Portland's industrial base.

  Over time, Portland has seen its industrial property reduced. Pressure from market forces and societal needs have driven the decrease and rezoning of industrial space primarily to business zones in order to accommodate mixed use neighborhoods. Admittedly, these neighborhoods are filling a vital need, providing increased housing as well as businesses that serve the City's residents and its burgeoning tourism market.

  Over the past few years, the City's Economic Development Department has been receiving increasing requests from companies seeking vacant industrial space or undeveloped industrial acreage for new construction. Some of these requests simply cannot be accommodated given the City's finite industrial property and its extremely low vacancy rate. When the expansion needs of existing Portland-based industrial companies cannot be accommodated locally and/or new industrial opportunities cannot be accommodated, this represents a loss to Portland's tax base and associated employment.

To summarize, Portland's industrial space is very limited and should be preserved to the maximum extent possible. Regarding the request from the owners of 1006 Congress Street to rezone their property from IL to B-2, this seems to represent a unique set of circumstances that will not be displacing industrial uses. However, allowing for this use should be addressed in a site-specific fashion.

The vulnerability of urban industrial land to conversion by higher value uses and the need to balance land use policy to purposely reserve appropriate industrial land for future enterprises is based on the economic development priorities and plans for the community. Portland's Comprehensive Plan states

> *Major Employment Centers The vast majority of jobs in Portland are centralized in or near the downtown area, where both major and small employers cluster. Off the peninsula, the next major concentration of jobs occurs in industrial areas accessed by major arterials, such as Outer Congress Street, outer Forest Avenue, and outer Washington Avenue.*
>
> *The City's industrial zones allow uses ranging from low-impact industrial, such as research & development facilities, breweries, and lumber yards, to high-impact industrial uses, such as metal recycling and solid waste disposal facilities. The low-impact industrial zones on the peninsula have served as incubator space for the City's expanding food economy and arts-related industries. These formerly underutilized areas are now vibrant hubs of industry and activity. Similar reuse and innovation has occurred in the off-peninsula industrial areas, particularly for the breweries off Riverside Street. Industrial zones in Portland are primarily clustered along the Interstate 95 corridor with some industrial zones also located on Warren Avenue near Morrill's Corner, East Deering along Presumpscot Street, Canco Road, and near Tukey's Bridge. The Low Impact Industrial zone is primarily located on the peninsula in East Bayside and Libbytown.*

The existing IL zone highlights, in addition to employment-creating industrial uses, a wide range of uses that are smaller in scale. It also includes uses that support and sustain the surrounding neighborhood such as day care facilities, makers markets, artists' studios, and neighborhood centers. Therefore, staff recommends retaining the industrial area off of Westfield Street.

- B2 zone is extensive: Even though the site is a good location for IL industrial uses that have low impacts e.g. breweries, distilleries, repair services, the existing B2 zone along the corner of Congress and St. John Streets offers many opportunities for mixed use development that includes residential. This is because of its location at outer Congress Street where it is buffered along most of the property boundaries by other industrial uses and MDOT land associated with I-295.

VII. STAFF RECOMMENDATION

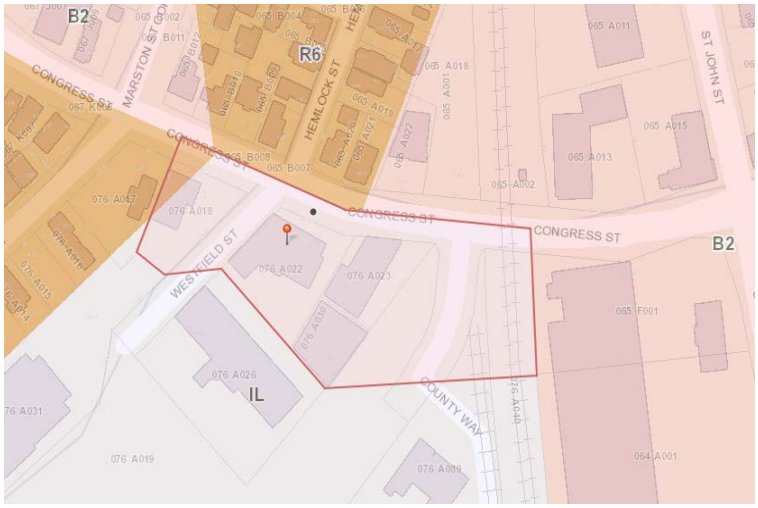
Staff is recommending to the Planning Board a positive recommendation to City Council to adopt the map amendment as presented.

VIII. MOTIONS FOR THE BOARD TO CONSIDER

On the basis of plans and materials submitted by the applicant, the City of Portland Zoning Code, Portland's Comprehensive Plan, public comment, the information provided in public hearing on June 26, 2018 for the project #2017-277 (1006 Congress Street), and/or other findings as follows:

1. The Planning Board finds that the proposed rezoning to the Business Community B-2 zone for the property located at 1000, 1002/1004, 1006, and 1020 Congress Street. as shown on the map below [is or is not] consistent with the Comprehensive Plan for the City of Portland; and

   Therefore, the Planning Board [recommends or does not recommend] to the City Council adoption of the zoning map amendment for 1006 Congress Street from Industrial- Low Impact I-L zone to the Business Community B-2 zone for the area shown on the map below.



ATTACHMENTS

PLANNING BOARD MEMO ATTACHMENTS

1. Economic Development (Greg Mitchell)
2. Public Comment
   - PC1 Brett Gabor 3-27-18
   - PC2 Nikki Anderson 4-12-18
   - PC3 Jack McInerny 06-06-2018
   - PC4 John Fitzgerald 06-06-2018

APPLICANT'S SUBMITTALS

A. Zoning Application
B. Cover Letter - 1006 Congress Street Zoning Amendment Application
C. 1006 Congress Quitclaim Deed
D. Response to Staff Cover Letter
E. Neighborhood Meeting Certificate and Minutes

PLANS

Plan 1	1006 Congress Site Plan
Plan 2	Proposed Zoning Map
Plan 3	Vicinity map 1006 Congress Street

Memorandum
Planning and Urban Development Department
Planning Division

To: Sean Dundon, Chair, and Members of the Portland Planning Board

From: Christian Roadman, Planner

Date: June 26, 2018

Re: Recommendation to Table – 977 Brighton Avenue Senior Housing

Due to an insufficient number of Planning Board members for a quorum, and in consultation with the applicant, the Planning Division requests that the Planning Board table the review of the 977 Brighton Avenue senior housing project to the public hearing planned for Tuesday, July 24,th at 7:00 PM.

PLANNING BOARD REPORT
PORTLAND, MAINE
977 Brighton Avenue
Senior Housing
Level III Site Plan and Subdivision Plan
2017-299
Applicant: Avesta Housing

Submitted to Portland Planning Board Public Hearing Date: June 26, 2018	Prepared by: Christian Roadman Date: June 22, 2018

Provided rendering of proposed 977 Brighton Project (image: provided by applicant)

I. INTRODUCTION

Avesta Housing seeks to construct a 40 unit apartment building for senior citizens. 34 units, or 85%, of the proposed units are intended to qualify as low income housing units for rent. Twenty-four (24)units will be affordable to a household earning 50% of area mean income and below, and 10 units will be affordable for a family earning 60% of area mean income and below. The remaining six units will be market rate. The project capitalizes on density bonuses as part of the Affordable Housing section of the Land Use Code.

The proposed project is located at the corner of Brighton Avenue and Wessex Street. Wessex Street is currently unfinished, and the project calls for a 28-foot wide street with sewer. This represents a change since the project's Planning Board workshop on April 24, and is intended to meet City standards.

28 parking spaces are proposed for the site. This represents a four-space reduction since the project's workshop, and reflects both the applicant's experience with other comparable projects and staff's desire to minimize impervious surface and wetland impacts. Under Division 20 (parking) eligible projects providing affordable housing may have a lower number of parking spaces per unit than otherwise allowed, as set by the board.

The applicant states that the project location is good for senior housing, as it offers access to transit along Brighton Avenue and proximity to shopping centers for both employment and commerce. This is one of the first projects to utilize the density bonuses and dimensional modifications available under the R-P Residence Professional zoning district. The project is larger and of a different use than many other buildings in the area – Brighton is a largely commercial corridor with office and retail uses. Single family residential neighborhoods are immediately adjacent.

Since the Planning Board workshop, the applicant held a neighborhood meeting, provided a traffic study, and updated

their submission to reflect preliminary staff comments. The Land use Code specifies that affordable housing projects receive expedited review.

Applicant: Avesta Housing (Greg Payne)
Consultants: Walsh Engineering Associates (Tom Greer), CWS Architects (Ben Walter), Owen Haskell, Inc. - surveyor (John Schwanda)

II. REQUIRED REVIEWS

Waiver Requests (must be updated)	Applicable Standards
21 foot drive aisle width (portion of drive aisle parallel to Wessex. Street). Tom Errico, P.E. supports the waiver.	Technical Manual, Section 1.14, requiring aisle width for right-angle parking be 24 feet (per Figure I-27)
32.1% compact parking spaces. Tom Errico, P.E. supports the waiver	Technical Manual, Section 1.14, allowing parking lots with greater than 10 spaces to be comprised of 20% compact parking spaces
Sidewalk on one side of street. Tom Errico, P.E. supports the waiver.	Technical Manual, Figure I-1, requiring sidewalks on both sides of a local street
Existing utility poles along Wessex Street to remain above ground. The applicant is bringing the electrical lines underground to the site, but the existing overhead line that serves the dental office and homes on Wessex are proposed to remain. The cost of putting lines underground, particularly existing lines serving structures, is high and this is an affordable housing project. The Planning staff support a waiver of this standard.	Site Plan Ordinance, Section 14-526(c)(3)(b) - Electrical service shall be underground unless otherwise specified for industrial uses, or if it is determined to be unfeasible due to extreme cost, the need to retrofit properties not owned by the applicant or complexity of revising existing overhead facilities. Subdivision Ordinance, Section 14-499(h) - All utility lines shall be placed underground unless otherwise approved by the Planning Board.

Review	Relevant Code
Site Plan	*Section 14-526*
Subdivision	*Section 14-497*
Affordable Housing / Conditional Use	*Sections 14-487, 14-488*

III. PROJECT DATA

Existing Zoning	R-P Residence Professional, R-3 Residential
Existing Use	Commercial / Office
Proposed Use	Multifamily Residential
Proposed Development Program	34 affordable units, 6 market rate units
Bedroom Mix	All 1 bedroom
Parcel Size	32,000 sq. ft.

	Existing	*Proposed*	*Net Change*
Building Footprint (sq. ft.)	3,128	7,825	4,697
Building Floor Area (sq. ft.)	3,740	31,300	27,560
Impervious Surface Area (sq. ft.)	8,168	18,275	10,107
Parking Spaces	5	28	23
Bicycle Parking Spaces	0	16	16
Estimated Cost of Project	$7,100,000		

IV. EXISTING CONDITIONS

At present, a one story wood frame building and a separate two story wood frame building exist on the site. Both of these recently been used for business purposes. The rear, or northernmost area of the site (approximately 4,000 square feet), is in the R-3 residential zone. The remainder of the site (approximately 28,000 square feet) is in the R-P residence professional zone.

The properties immediately west and east of the proposed building's location are commercial or professional office buildings, but not large-scale buildings. Also north of Brighton Avenue are a number of nearby single family homes, including several along the unfinished Wessex Street. The Fred P. Hall Elementary School is to the northeast, within walking distance. West of the site, on Brighton Avenue, are Sagamore Village, commercial uses, and the Barron Center.

Brighton Avenue is a local arterial road which carries a significant amount of traffic. The intersection of Brighton Avenue and Wessex Street is not signalized. Approximately 500 feet further west, the signalized intersection of Brighton and Cabot Street/Rand Road provides pedestrian access to a transit stop and shopping center.

V. PROPOSED DEVELOPMENT

Avesta Housing proposes to build a 40 unit apartment building on the site, after demolishing the existing onsite buildings. The proposed building would be oriented towards Brighton Avenue, with entrances off that street as well as off the proposed parking lot on the rear / south of the site. The proposed building takes advantage of height and setback bonuses available for provision of affordable housing (Division 30). The proposed building height is approximately 49 feet tall at its north end and approximately 47 feet tall at its south end (both below the 50 foot maximum permitted with affordable housing density bonuses). The building as designed includes cement-fiber panels and planks. Every proposed unit is a 1 bedroom. Laundry machines are proposed on multiple floors onsite, and the proposed building includes a front office.

The proposed site plan includes a parking lot with 28 spaces, of which 12 are designated accessible spaces and nine are compact spaces (six spaces are designed as compact ADA spaces). The parking lot is the source of two waiver requests: reduced drive aisle width and increased percentage of compact spaces. The proposed parking lot extends into existing wetland, which would be partially infilled. The applicant included a permit from the Maine Department of Environmental Protection granting permission to alter the wetland. The applicant cited site geometry, maximization of onsite parking, and minimization of wetland impact as reasons for its waiver requests. 16 bicycle parking spaces, via 8 bicycle racks, are also proposed.

As part of the project, Wessex Street, which is currently unfinished, would be paved to City standards (28 feet) and sewer installed.

VI. Public Comment and Neighborhood Meeting

Prior to this project's workshop, the Planning Department received four emailed comments. Two came from individuals who grew up on the street (one grew up in a building on the site). Both cited the history and age of the existing building facing Brighton Avenue, built in 1924, as reasons against demolition. It was the home and greenhouse location of Ameido Martelle, a Portland resident, as well as the home of Joe Martelle, a member of the Maine Broadcasters Hall of Fame. The greenhouse structures are no longer present on the property.

The third comment in opposition came from a neighbor on Brighton Avenue who raised concerns about traffic safety (entering and exiting Brighton Avenue without a traffic light at Wessex), the size and scale of the proposed building / parking lot, lighting impacts (loss of sunlight and impact of exterior lighting), and maintenance.

A fourth comment, received from the property owner on Brighton Avenue across Wessex Street, was neither in favor of nor in support of the project, but raised a number of issues. These include concerns about turning movements onto Brighton Avenue, potential use of the property owner's property as a turnaround and/or pet-walking site, and the potential for shadow impacts. This commenter also expressed that paving of Wessex Street would be a positive development, and followed up with an email after the public workshop expressing appreciation for the project's review process and how it is being conducted.

A sixth comment, also received after the workshop, expressed concern about traffic movements, wetland elimination, stormwater, and scale.

According to the applicant's submitted documentation, eleven people attended their neighborhood meeting on April 26. The applicant highlighted two topics of concern / feedback in particular: stormwater and traffic movements. Attendees noted that additional pavement will increase stress on the existing system, and expressed interest in a left-turn lane for Wessex Street. A left turn lane is not included on the plans for the proposed project.

A shadow study (attachment Z) is included with the applicant's current submission.

VII. RIGHT, TITLE, INTEREST AND FINANCIAL / TECHNICAL CAPACITY

The applicant submitted a warranty deed for three lots, and a quitclaim deed for two lots, which evidence ownership of the property in question.

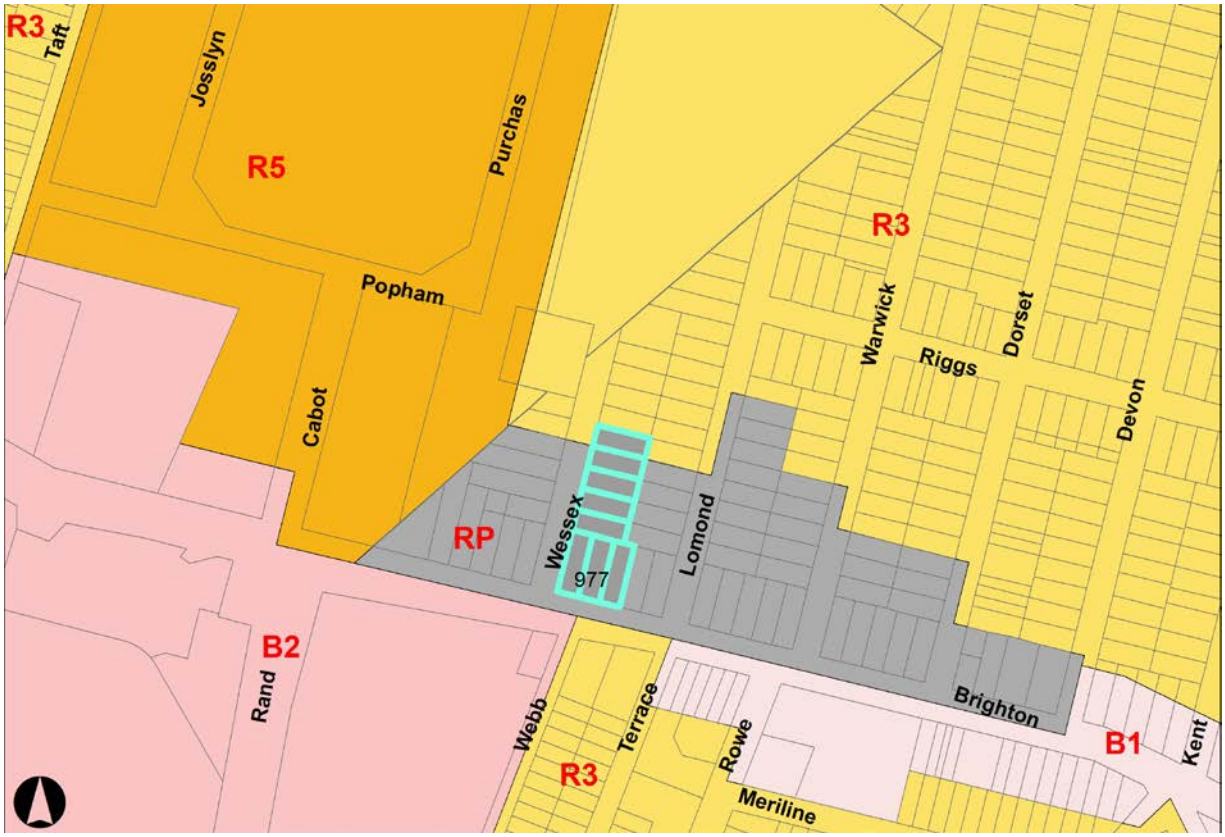
A document provided by the applicant, Avesta, cites the organization's 2,200 apartments and two assisted living facilities, as well as its $195 million in assets, to evidence its capacity for successful project completion. The document lists anticipated funding sources for the project, including subsidies, low income housing tax credit, and loans.

VIII. ZONING ANALYSIS

Multifamily housing is not a use normally available under the R-P or R-3 zones, but is provided for in the R-P zone in the Affordable Housing section of the Land Use Code. Planning staff, in consultation with zoning staff, confirmed that 40 units are appropriate under the density bonuses allowable. The project also takes advantage of height and setback bonuses, which were determined to comply with zoning. Because part of the site (roughly 4,000 sq. ft.) is located in an R-3 zone, this square footage was omitted from the calculations pertaining to density bonuses.

According to the Parking section, Division 20, of the Land Use Code, the Planning Board may determine the parking required for affordable housing projects such as this one. The applicant cites previous experience with comparable affordable housing projects as support for the amount of parking requested, and provided traffic and parking studies. To address staff and board concerns regarding wetland/impervious surface impacts, the number of proposed spaces was reduced from 32 to 28. The reduction in spaces is consistent with the traffic and parking studies, and is supported by the City's consulting traffic engineer, Tom Errico. His comments (Attachment 1) are addressed further in the Transportation Standards section below.

All developments of ten units or more are conditional uses subject to Planning Board review on the condition that they comply with the requirements set forth in Division 30, Section 14-487 of the Zoning Ordinance. Victoria Volent, Housing Program Manager, determined that the project has met these requirements (Attachment 2). Ms. Volent recommends the Board approve this conditional use provided the applicant maintains a minimum of four units of housing at or below 100% area mean income. Should the applicant fail to maintain these minimum housing guidelines then the applicant and the City should enter into an agreed upon affordable housing agreement.



Zoning context of proposed 977 Brighton Project. Associated project parcels are outlined in light blue.

IX. DEVELOPMENT REVIEW

A. SUBDIVISION (Section 14-497)

The proposed development prompts review for conformance with relevant standards of Portland's subdivision ordinance and applicable regulations.

1. Will Not Result in Undue Water and Air Pollution, and Will Not Result in Undue Soil Erosion; Will Provide for Adequate Sanitary Sewer and Stormwater Disposal, and Will Not Cause an Unreasonable Burden on Municipal Solid Waste and Sewage

   The Department of Public Works confirmed wastewater capacity for the project.

   The City's civil engineering consultant, Lauren Swett, reviewed the applicant's submission for compliance with applicable codes, standards, and practices (Attachment 3). Comments requiring correction include:

   - General Standard: the Applicant needs to distinguish between new impervious surface and redeveloped non-roof impervious surface. New impervious surface (if greater than 1,000 SF) shall comply with the Maine Chapter 500 General Standard by providing treatment of no less than 95% of the impervious area and 80% of the developed area. Areas of redeveloped non-roof impervious area shall comply to the redevelopment standard, providing treatment of 50% of the area. The Applicant has not addressed this. The calculations have been done for overall treatment of 60% which does not appear to meet the standards as noted above. Based on the City's standards of 95% for new impervious and 50% for redeveloped non-roof, approximately 23,070 square feet of impervious surface must be treated, and treatment is currently provided for 20,532 square feet

   - Flooding Standard: storage is modeled in a pond referred to Pond 21P: Culvert at Parking. It is unclear where this storage is located on the plans. Please clarify

   Review and approval of updated documents addressing the necessary revisions and submissions detailed in Ms. Swett's submitted memorandum (Attachment 3) by the Planning Authority and the City's consulting civil engineer is suggested as a **condition of approval**.

2. Sufficient Water Available

   The applicant did not provide evidence of capacity to serve from the Portland Water District. Such evidence is suggested as a **condition of approval**.

3. Will Not Cause Unreasonable Traffic Congestion

   The applicant provided a traffic impact study estimating the total number of site trips generated by the project as eight trips during the morning peak hour and 11 trips in the evening peak hour. The study author recorded peak hour volumes entering/ exiting Wessex Street as less than seven vehicles. They concluded that the existing transportation system can accommodate the added traffic demand within acceptable levels of service. They noted existing conditions resulting in delays on Brighton Avenue, and that traffic exiting Wessex Street is expected to experience "somewhat lengthy" delays during peak travel periods.

   City traffic engineering consultant Tom Errico provided comments on this project (Attachment 1), which are addressed in the Transportation Standards section below.

4. Comprehensive Plan

   The applicant identified the following local goals, drawn from the City's comprehensive plan, as applicable to the project:

   - Increase, preserve, and modify the overall supply of housing City-wide to meet the needs, preferences and financial capabilities of all Portland households

- Encourage additional contextually-appropriate housing density in and proximate to neighborhood centers, concentrations of services, and transit nodes and corridors as a means of supporting complete neighborhoods
- Pursue policies to enable people who work in Portland to have the option to live in Portland
- Encourage quality, sustainable design in new housing development
- Adopt affordable housing: pursue new opportunities for increased energy efficiency, increased densities, mixed incomes, and greater connectivity to surrounding neighborhoods

B. SITE PLAN (Section 14-526)

The proposed development prompts review for conformance with relevant standards of Portland's site plan ordinance and applicable regulations.

1. Transportation Standards

a) Impact on Surrounding Street Systems, Access, and Circulation; Sidewalks; Parking; Also: Construction Management Plan

The traffic study provided by the applicant team indicates that the existing transportation network can accommodate the proposed development. Tom Errico, the City's consulting traffic engineer, reviewed the study. He noted in comments (attached) that traffic impact at the Brighton Avenue and Wessex Street intersection is expected to be minimal. He wrote that no mitigation action related to traffic impacts is required of the applicant.

The applicant is proposing a paved street width of 28 feet with granite curbs and a sidewalk along the project frontage. In the original application, there was a request to reduce the pavement width to 24 feet. The Department of Public Works and Tom Errico did not support that waiver. For the final application, the street width meets the city standard. The applicant is installing a sidewalk along the project frontage on Wessex Street and is seeking a waiver of installing a second sidewalk on the westerly side of Wessex Mr. Errico expressed support for the waivers regarding provision of sidewalks on both sides of the street, percent of compact spaces, and drive aisle width. Mr. Errico offered the following feedback expressing items which should be addressed or corrected:

- Total parking spaces: the applicant has conducted a parking study and I find the estimate to be reasonable. I support providing 28 parking spaces and suggest the removed spaces correspond with the goal of minimizing wetland impacts

- Handicap parking spaces: the applicant has noted that the number of spaces is based upon their experience with a similar project and I find conditions to be acceptable. The applicant should provide a van accessible parking space or provide documentation that it is not required. I would note that some of the handicap parking spaces have a depth of 15 feet. ADA standards do not note a parking space length requirement, but the applicant should provide documentation that the spaces meet ADA requirements

- Construction management plan: I have reviewed the construction management plan and I generally find it to be acceptable. The plan notes installing a fence in Brighton Avenue if the sidewalk is closed. This condition is not acceptable and the applicant shall coordinate sidewalk closure detour plans for review and approval by the City

Additionally, staff seek clarity/revision from the applicant regarding a proposed accessible space on the site plan which does not seem to have a corresponding access aisle.

Review and approval of updated documents addressing the necessary revisions and submissions detailed in Mr. Errico's submitted comments (Attachment 1) for approval by the Planning Authority and the City's consulting traffic engineer is suggested as a condition of approval.

b) Public Transit Access

The site is served by public transit on Brighton Avenue, which is one reason cited by the applicant for the location of this proposed development. A transit shelter serving inbound buses is located within a quarter mile of the development, so provision of a shelter is not required per City code.

The City's transportation program manager, Bruce Hyman, suggested the applicant could upgrade curb ramps to ADA compliance at several locations to facilitate pedestrian movements to nearby bus stops (Attachment 4).

Particularly, the applicant should improve the curb ramps at/ between Wessex Street and to/across Cabot Street at Brighton Road. These improvements are suggested as a **condition of approval**.

2. Environmental Quality Standards

a) Preservation of Significant Natural Features

As noted above, the project impacts a wetland and the applicant submitted a permit from the Department of Environmental Protection allowing its alteration. The applicant's original requests pertaining to drive aisle width and percentage of compact spaces cited their desire to minimize these wetland impacts.

The applicant reduced the project's parking spaces by four after a request by staff. Staff feel that additional parking lot modifications are possible in order to reduce wetland impact. A revised parking lot design, further reducing wetland impact, is suggested as a **condition of approval**. As staff understands, the four spaces removed were located outside of the delineated wetland onsite, and some of the space was replaced with a patio. If the spaces were instead removed from the wetland area, staff estimates that approximately 682 sq. ft. of wetland impact could be reduced.

b) Landscaping and Landscape Preservation

The project is subject to the street tree requirements of the Technical Manual, which direct multifamily residential projects to provide a minimum of one tree per unit. City staff interpret the plan to include 26 trees, which leaves 14 unaccounted for. The applicant can provide the remaining trees, or pay into the City's street tree fund at a cost of $400 per unaccounted tree, totaling $5,600. Satisfactory resolution of this issue is suggested as a **condition of approval**.

Jeff Tarling, the City's arborist, provided comments on the submitted landscape plan (Attachment 5). He suggested the following:

- Street trees:
  - Recommendation for a more upright form of Flowering Crabapple than the 'Snowdrift Variety.' 'Adirondack' or 'Spring Snow' are two alternatives
  - Along Brighton Avenue, the planted tree should be an alternative species: 'Hawthorn', Flowering Cherry,' 'European Hornbeam,' or upright shaped Oak trees like 'Flowering Prince'
  - Along the non-wire side of Wessex Street, recommendation for taller shade trees such as 'Bowhall' or 'Armstrong' Red Maple
  - ALL street trees should be 2" caliper size

- Interior landscape:
  - the interior landscape plan does not contain the useful landscape elements that one would like to see on a residential project of this size, which is unfortunate
  - Space for residents to grow small container vegetable or ornamental flowers should be provided near the plaza area or side lawn. This could include raised beds or planters
  - Greenery should be a high priority for residents both for therapeutic reasons and to improve the livability of the project – consideration is recommended in this area
  - The back side of the building lacks any type of landscape feature, thus plantings and possible fencing should be better defined

- Parking lot landscaping:
  - The planting of arborvitae in the public right of way is not advised (it would screen a public sidewalk, which is problematic for safety and maintenance reasons)
  - The project lacks the standard number of plants for a parking lot. Recommend that additional landscape plantings be added – many groups of plants can survive in the often damp and regraded areas around the parking lot edge

An updated landscape plan, to be reviewed and accepted by the City's Arborist and Planning Authority, is suggested as a **condition of approval**.

c) Water Quality, Stormwater Management and Erosion Control

Consulting civil engineer Lauren Swett's comments regarding these topics are addressed above, and her memorandum is attached (Attachment 3).

3. Public Infrastructure and Community Safety Standards

a) Public Safety and Fire Prevention

Division Chief Mike Thompson noted that the Fire Department has adequate capacity in the area for this project, and that emergency access for fire apparatus is available (attachment 6). He also noted that the building will need a sprinkler system.

b) Availability and Adequate Capacity of Public Utilities

As noted above, additional information confirming adequate water capacity is required. The applicant submitted a wastewater capacity authorization letter for the project.

The proposed project includes underground utilities from an existing utility pole on Wessex Street to the proposed building, but does not underground the existing utility poles along its frontage on Wessex Street or Brighton Avenue. Staff supports a waiver from this requirement.

4. Site Design Standards

a) Snow and Ice Loading

The proposed project is anticipated to have adequate capacity for snow and ice loading. Snow storage areas are noted on the submitted subdivision plat.

b) Historic Resources

The applicant submitted a finding by the Maine Historic Preservation Commission that no historic properties will be impacted by the proposed project (as defined in Section 106 of the National Historic Preservation Act). Deb Andrews, Historic Preservation Program Manager, advised that the buildings to be demolished are not eligible for historic designation.

c) Exterior Lighting

The applicant provided a lighting plan, and states in a zoning analysis that all lighting will be shielded. The plan anticipates spillage of .2 foot candles onto properties adjacent the parking lot to the east, and spillage of .2 foot candles onto Wessex Street. This does not meet the Technical Standard requirement of spillage limited to .1 foot candles, and should be revised. Additionally, no photometrics are provided regarding proposed exterior lighting or building frontages. A revised lighting plan is suggested as a **condition of approval**.

Please note the public comment pertaining to concerns about exterior lighting, described above.

d) Noise and Vibration

The applicant states that mechanical equipment will meet appropriate noise limits.

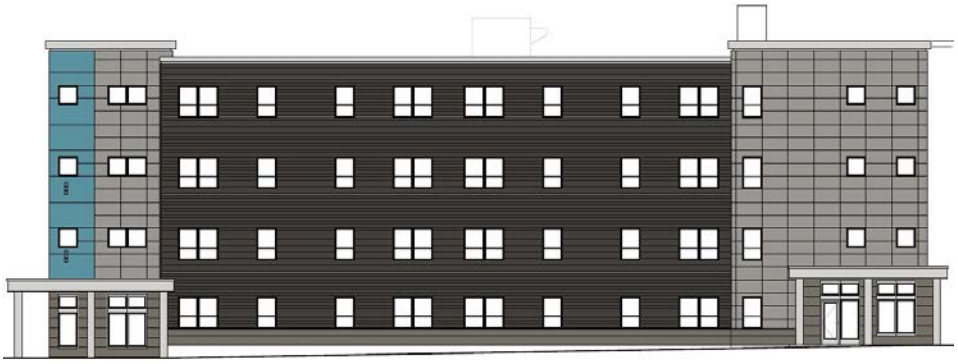
e) Materials & Waste

The applicant states that all waste will be handled in an interior trash room and picked up by a private waste hauler.

f) Zoning Related Design Standards

Caitlin Cameron, Urban Designer, provided the following review comments responding to the applicant's updated designs (attachment 7):

- Materials must be labeled on the elevations
- Overall supportive of the scale, massing, and height of the project for this context and street
- Canopy character is a little bulky; staff suggest the vertical elements of the canopy could become slimmer
- Staff suggest the blue tiled panel on the façade creates an institutional character of the building and that a different color (dark grey, darker blue, etc.) and/or clapboard scale might make the building more timeless and residential in character
- Staff propose additional articulation elements would address the concern about giving the building a residential, rather than institutional, character and visual interest. Suggested strategies include:
    - Fine-grain material such as clapboard where blue panel is currently shown
    - Dimensional trim or edge transitions between grey and blue panels/areas of material change
    - Dimensional trim or edge transitions at horizontal panel joint to delineate the floors
    - Windows on the street side of the stair tower rather than the side
- Staff strongly encourage seating opportunities provided for residents on the property
- Landscape design could enhance the less active portions of the buildings such as the stair towers



Western elevation of proposed 977 Brighton Project (image: provided by applicant)

XII. PROPOSED MOTIONS

A. WAIVERS

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the planning board report for the public hearing on March 28, 2017 for application 2016-290 relevant to Portland's technical and design standards and other regulations; and the testimony presented at the Planning Board hearing:

1. The Planning Board **[finds/does not find]**, based upon the consulting transportation engineer's review (Attachment 1), that extraordinary conditions exist or undue hardship may result from strict compliance with the Technical Manual standard (Section 1.14) which requires that aisle width for right-angle parking be 24 feet per Figure I-27 . The Planning Board **[waives/does not waive]** the Technical Manual standard (Section 1.14) to allow a 21 foot-wide aisle for a portion of the aisle within the proposed surface parking lot;

2. The Planning Board **[finds/does not find]**, based upon the consulting transportation engineer's review (Attachment 1), that extraordinary conditions exist or undue hardship may result from strict compliance with the Technical Manual standard (Section 1.14) which allows parking lots with greater than 10 spaces to be comprised of 20% parking spaces. The Planning Board **[waives/does not waive]** the Technical Manual standard (Section 1.14) to allow 32% of the spaces to be compact.

3. The Planning Board **[finds/does not find],** based upon the Planning Department's review that a new sidewalk will be installed along their Wessex Street frontage and that Wessex is a dead end street, the the following criteria (specifically 1 and 3) [**do/do not apply**] and therefore **[waives/does not waive]** the requirement for a sidewalk along the westerly side of Wessex Street.

4. The Planning Board [**finds/does not find**], based upon the Planning Department's review, that extraordinary conditions exist or undue hardship may result from strict compliance with the Site Plan standard *(Section 14-526(c)(3)(b),* which requires that electrical service be placed underground unless otherwise specified for

industrial uses, or if it is determined to be unfeasible due to extreme cost. The Planning Board [waives/does not waive] the Site Plan standard *(Section 14-526(c)(3)(b))* to allow overhead utilities to serve the existing structures along Wessex Street.

B. SUBDIVISION

On the basis of the application, plans, reports, and other information submitted by the applicant; findings and recommendations contained in the Planning Board report for the public hearing on June 26, 2018 for application 2017-299 (977 Brighton Avenue) relevant to the subdivision regulations; and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan [is / is not] in conformance with the subdivision standards of the land use code, subject to the following conditions of approval, which must be met prior to the signing of the plat:

1. Evidence of service capacity by the Portland Water District shall be provided to and reviewed by City staff.

2. A final subdivision plan and recording plat shall be reviewed and approved by the Department of Public Works and the Planning Authority.

C. DEVELOPMENT REVIEW

On the basis of the application, plans, reports, and other information submitted by the applicant; findings and recommendations contained in the Planning Board report for the public hearing on June 26, 2018 for application 2017-299 (977 Brighton Avenue) relevant to the site plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan [is / is not] in conformance with the site plan standards of the land use code, subject to the following conditions of approval, which must be met prior to issuance of a building permit:

1. The applicant shall submit a revised site plan with reduced impact on existing wetlands, to the greatest extent as possible, for review and approval by the Planning Authority and Department of Public Works.

2. The applicant shall submit a revised lighting plan in conformance with the City's Technical Manual, for review and approval by the Planning Authority and Department of Public Works.

3. The applicant shall provide updated documents addressing the necessary revisions and submissions detailed in Attachment 1, TOM ERRICO, P.E. COMMENTS 6-21-18, for review and approval by the Planning Authority and the City's consulting civil engineer.

4. The applicant shall provide updated documents addressing the necessary revisions and submissions detailed in Attachment 3, LAUREN SWETT, P.E. COMMENTS 6-20-18, for review and approval by the Planning Authority and the City's consulting civil engineer.

5. The applicant shall provide an updated landscape plan, to be reviewed and accepted by the Planning Authority and City Arborist.

6. The applicant shall provide the street trees required in the City's Technical Manual, or shall pay $400 into the City's Street Tree fund for each required tree that is not provided.

7. The applicant shall upgrade curb ramps to ADA compliance at/ between Wessex Street and to/across Cabot Street at Brighton Road.

8. The applicant shall submit updated documents addressing the items detailed in Ms. Swett's memorandum (Attachment 3) for approval by the Planning Authority and the City's consulting civil engineer.

D. INCLUSIONARY ZONING CONDITIONAL USE

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board Report for the public hearing on June 26, 2018 for application 2018-013 (977 Brighton Avenue) relevant to the Conditional Use as authorized by Division 30, Section 14-487 Ensuring Workforce Housing; and the testimony presented at the planning board hearing, the planning board finds that the Conditional Use [is / is not] in conformance with the standards of the land use code and [approves/does not

approve] the application, subject to the following condition of approval:

1. The applicant shall maintain a minimum of four units of housing at or below 100% AMI. Should the Applicant fail to maintain these minimum housing guidelines then the Applicant and the City should enter into an agreed upon Affordable Housing Agreement (AHA). The Affordable Housing Agreement will outline the details of the affordability restrictions placed on four (4) Workforce Units and will be filed as covenant to the property's deed with the Cumberland County Registry of Deeds.

PLANNING BOARD REPORT ATTACHMENTS

1. TOM ERRICO, P.E. COMMENTS 6-21-18
2. VICTORIA VOLENT, HOUSING PROGRAM MANAGER MEMO 6-20-18
3. LAUREN SWETT, P.E. COMMENTS 6-20-18
4. BRUCE HYMAN, CITY TRANSPORTATION PROGRAM MANAGER COMMENTS 6-21-18
5. JEFF TARLING, CITY ARBORIST STAFF COMMENTS 6-21-18
6. DIVISION CHIEF MIKE THOMPSON FIRE STAFF COMMENTS 4-4-18 & 6-6-18
7. CAITLIN CAMERON, URBAN DESIGNER STAFF COMMENTS 6-20-18

PUBLIC COMMENT

PC1. JOE MARTELL 2-12-18
PC2. GENE LEIGHTON 3-18-18
PC3. BILL MONTGOMERY 4-6-18
PC4. JUDITH STANHOPE 4-18-18
PC5. BILL MONTGOMERY 4-25-18
PC6. PUBLIC COMMENT 6 – ROBERT KUNI 5-15-18

APPLICANT'S SUBMITTALS

A. COVER LETTER
B. LEVEL III SITE PLAN APPLICATION
C. COMPREHENSIVE PLAN GOALS
D. FINANCIAL AND TECHNICAL CAPACITY
E. EVIDENCE OF RIGHT TITLE & INTEREST
F. DEP SUBMITTAL DOCUMENTS
G. FIRE DEPT. SUMMARY & CODE REVIEW
H. NRPA PERMIT
I. LIGHTING
J. MDI & W RESPONSE
K. MHPC RESPONSE
L. DAC & F RESPONSE
M. STORMWATER REPORT
N. NEIGHBORHOOD MEETING DOCUMENTATION
O. CONSTRUCTION MANAGEMENT PLAN NARRATIVE
P. TEST BORINGS DOCUMENTS
Q. WASTEWATER CAPACITY LETTER & APPLICATION
R. WETLAND REPORT
S. WAIVER REQUESTS
T. ZONING ANALYSIS
U. COMMENTS RESPONSE LETTER 6-4-18
V. TRAFFIC IMPACT STUDY
W. PARKING ASSESSMENT AND SUPPLEMENTAL INFO
X. ACF DESIGN REVIEW LETTER

Y. EXTERIOR MATERIALS
Z. SHADOW STUDY

PLANS

P1. FLOOR PLANS
P2. BOUNDARY & TOPOGRAPHIC SURVEY
P3. EXTERIOR ELEVATIONS
P4. SUBDIVISION RECORDING PLAT
P5. SITE PLAN
P6. EXISTING CONDITIONS & DEMOLITION PLAN
P7. GRADING AND UTILITIES PLAN
P8. EROSION CONTROL PLAN
P9. LANDSCAPE
P10. LIGHTING
P11. SITE DETAILS
P12. STORMWATER TREATMENT DETAILS
P13. DRAINAGE ANALYSIS
P14. CONSTRUCTION MANAGEMENT PLAN

Portland Maine | Yes. Google's good here.

Christian Roadman <croadman@portlandmaine.gov>

977 Brighton Avenue - Final Traffic Comments

Tom Errico <thomas.errico@tylin.com> Thu, Jun 21, 2018 at 11:45 AM
To: Christian Roadman <croadman@portlandmaine.gov>
Cc: Keith Gray <kgray@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, "Hyman, Bruce" <bhyman@portlandmaine.gov>, Lauren Swett <lswett@woodardcurran.com>

Hi Christian – The following presents my final traffic comments (as a status update of prior comments) following a review of updated application materials.

- The Wessex Street cross-section shall meet City standards or 28 feet in width. This width will permit on-street parking on one side of the street.

Status: The plans have been revised and I find them to be acceptable. I would note that I support a waiver for providing a sidewalk on both sides of the street given that it is a dead-end street, one sidewalk will provide reasonable conditions, and a second sidewalk would impact landscape areas on the opposite side of the street.

- The sidewalk on Wessex Street shall extend along the entire property frontage.

Status: The plans have been revised and I find them to be acceptable.

- Supporting documentation on the number of handicap parking spaces shall be provided.

Status: The applicant has noted that the number of spaces is based upon their experience with similar project and I find conditions to be acceptable. The applicant should provide a van accessible parking space or provide documentation that it is not required. I would note that some of the handicap parking spaces have a depth of 15 feet. ADA standards do not note a parking space length requirement, but the applicant should provide documentation that the spaces meet ADA requirements.

- Supporting documentation on the number of parking spaces provided for the site shall be provided.

Status: The applicant has conducted a parking study and I find the estimate to be reasonable. I support providing 28 parking spaces and suggest the removed spaces correspond with the goal of minimizing wetland impacts.

- Supporting documentation on the number of compact parking spaces shall be provided.

Status: Given the goal of minimizing wetland impacts and limited vehicle turnover, I support a waiver from City standards for the percent of compact spaces.

Additional Comments

- **The applicant has conducted a detailed trip generation estimate based on a review of a similar land use facility. Based upon the results, the project is not expected to generate a significant amount of traffic and thus traffic impacts at the Brighton Avenue and Wessex Street intersection is expected to be minimal. No mitigation action is required of the applicant.**
- **The current parking lot has an aisle width that does not meet City standards (21 feet versus 24 feet). Given low traffic generation and parking maneuvers, I support a waiver from the standard.**
- **I have reviewed the Construction Management Plan and I generally find it to be acceptable. The plan notes installing a fence in Brighton Avenue if the sidewalk is closed. This condition is not acceptable and the applicant shall coordinate sidewalk closure detour plans for review and approval by the City.**
- **It is my understanding that Bruce Hyman is reviewing and identifying potential infrastructure improvements to ensure safe access from the site to the Metro bus stop at Rand Road.**

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
TYLIN INTERNATIONAL
12 Northbrook Drive
Falmouth, ME 04105
+1.207.781.4721 main
+1.207.347.4354 direct
+1.207.400.0719 mobile
+1.207.781.4753 fax
thomas.errico@tylin.com
Visit us online at www.tylin.com
Twitter | Facebook | LinkedIn | Google+

"One Vision, One Company"

Portland, Maine Yes. Life's good here.

Planning & Urban Development Department

To: Christian Roadman Planner, Planning & Urban Development Department

From: Victoria Volent, Housing Program Manager, Housing & Community Development Division

Date: June 20, 2018

Subject: 977 Brighton Avenue- Inclusionary Zoning

All developments of ten (10) units or more are conditional uses subject to Planning Board review on the condition that they comply with the requirements set forth in Division 30, Section 14-487 of the Zoning Ordinance.

Division 30, Section 14-487, Ensuring Workforce Housing, requires at least ten percent (10%) of the dwelling units in the development shall meet the definition of Workforce Housing units for sale or for rent. The ordinance under Section 14-487 e 3 also requires the number of bedrooms in the units shall be 10% of the total number of bedrooms in the development.

The development located at 977 Brighton Avenue proposes the creation of 40 dwelling units of rental housing consisting of forty (40) one-bedroom units. The applicant has elected to provide thirty-four (34) units of low-income housing. Of those units, twenty-four (24) are targeted towards households earning at or below 50% AMI, and ten (10) units target households earning at or below 60% AMI. Six (6) out of the 40 units will remain unrestricted. Based on the requirements outlined in Section 14-487, the development is required to provide a minimum of four (4) one-bedroom units for households earning at or below 100% AMI. The applicant has elected to provide thirty-four (34) one-bedroom units, on-site, for householders earning less than 100% AMI. As such, the project has met the minimum requirements set forth in Section 14-487.

Staff recommends the Board Approve this Conditional Use provided the Applicant maintains a minimum of four units of housing at or below 100% AMI. Should the Applicant fail to maintain these minimum housing guidelines then the Applicant and the City should enter into an agreed upon Affordable Housing Agreement (AHA). The Affordable Housing Agreement will outline the details of the affordability restrictions placed on four (4) Workforce Units and will be filed as covenant to the property's deed with the Cumberland County Registry of Deeds.

Sincerely,

Victoria Volent
Housing Program Manager

COMMITMENT & INTEGRITY
DRIVE RESULTS

41 Hutchins Drive
Portland, Maine 04102
www.woodardcurran.com

T 800.426.4262
T 207.774.2112
F 207.774.6635

MEMORANDUM

TO: Christian Roadman, Planner
FROM: Lauren Swett, PE & Amy LeBel, EIT
DATE: June 21, 2018
RE: 977 Brighton Avenue Elderly Apartments, Level III Site Plan Application Response to Comments

---

Woodard & Curran has reviewed the Level III Site Plan Response to Comments for the proposed 40-unit senior housing project located at 977 Brighton Avenue in Portland, Maine. The project involves construction of a 4-story building and associated site improvements. We have reviewed the project for compliance with applicable City of Portland Land Use Codes and Technical Manuals and general engineering practices.

Documents Reviewed by Woodard & Curran

- Response to Comments and attachments, dated June 4, 2018, prepared by Pinkham & Greer Civil Engineers, on behalf of Avesta Housing Development Corporation.
- Engineering Plans, dated June 4 and June 19, 2018, prepared by Pinkham & Greer Civil Engineers, on behalf of Avesta Housing Development Corporation.

Comments

1) Stormwater Management Standards (Section 5)
   a) In accordance with Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards. The Applicant proposes four FocalPoint systems and storage chambers. We offer the following comments:
      - Basic Standard: Plans, notes, and details have been provided to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in accordance with Appendix A, B, & C of MaineDEP Chapter 500.
      - General Standard: *The Applicant needs to distinguish between new impervious surface and redeveloped non-roof impervious surface. New impervious surface (if greater than 1,000 SF) shall comply with the Maine Chapter 500 General Standard by providing treatment of no less than 95% of the impervious area and 80% of the developed area. Areas of redeveloped non-roof impervious area shall comply to the redevelopment standard, providing treatment of 50% of the area.* The Applicant has not addressed this prior comment. The calculations have been done for overall treatment of 60% which does not appear to meet the standards as noted above. Based on the City's standards of 95% for new impervious and 50% for redeveloped non-roof, approximately 23,070 SF of impervious surface must be treated, and treatment is currently provided for 20,532 SF.
      - Flooding Standard: The Applicant has noted that post-development peak flows are smaller than pre-development peak flows for the 2-, 10- and 25-year storm events.
         (a) Storage is modeled in a pond referred to Pond 21P: Culvert at Parking. It is unclear where this storage is located on the plans. Please clarify.
2) The Applicant has noted that an ability to serve letter from Portland Water District will be provided when available.

Please contact our office if you have any questions.

Portland Maine Yes. Google's good here.

Christian Roadman <croadman@portlandmaine.gov>

977 Brighton Avenue - Final Traffic Comments

Bruce Hyman <bhyman@portlandmaine.gov> Thu, Jun 21, 2018 at 1:25 PM
To: Tom Errico <thomas.errico@tylin.com>
Cc: Christian Roadman <croadman@portlandmaine.gov>, Keith Gray <kgray@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Lauren Swett <lswett@woodardcurran.com>, Caitlyn C Abbott <cabbott@portlandmaine.gov>

So attached is the plan sheet with the conceptual roadway, sidewalk and streetscape modifications for safety, accessibility and mobility for vehicular, bicyclist, pedestrian and transit users for Brighton Avenue from Rand Road to Warwick Street (where the transit stops in the vicinity are).

The only thing I can think of that would be applicable and of scale to this level of project would be to make the upgrades to the curb ramps at/between Wessex Street (part of their project) and Warwick Street/Rowe Ave and CabotSt/Rand Rd to get to those bus stops to make them ADA-compliant. That generally means adding detectable warning panels. The City will be having a project here in the next few years from now as well but these would be a bite-size project that could be tied to their parking reduction due to demographics, vehicle ownership levels and anticipated transit usage by the residents.

Bruce

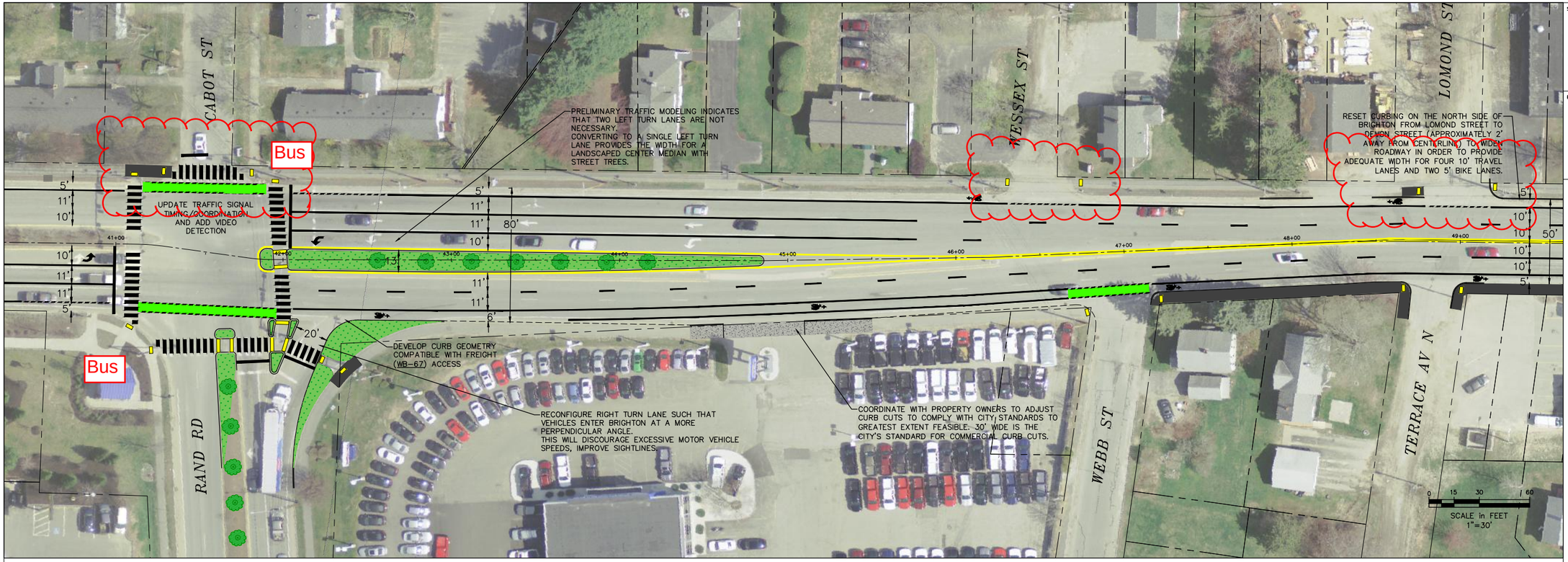
On Thu, Jun 21, 2018 at 11:45 AM, Tom Errico <thomas.errico@tylin.com> wrote:
[Quoted text hidden]

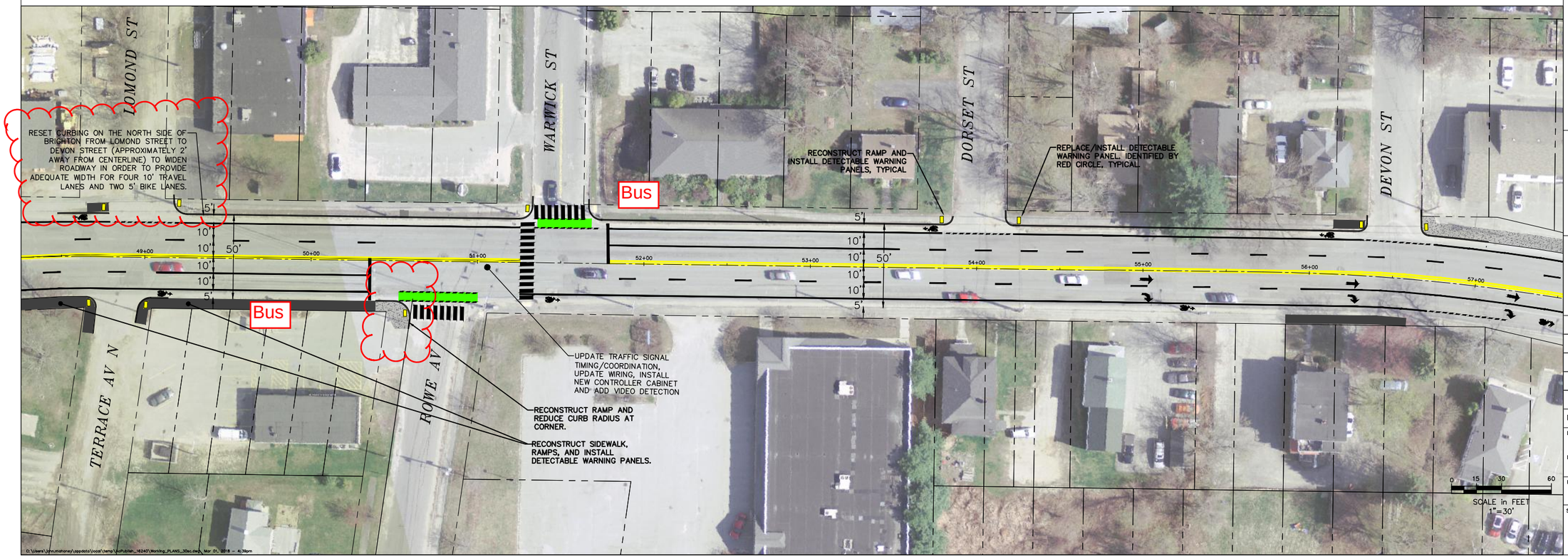
--
Bruce Hyman
Transportation Program Manager
Transportation Division

Department of Planning & Urban Development
389 Congress Street
Portland, Maine 04101
(207) 874-8717 phone

bhyman@portlandmaine.gov
http://www.portlandmaine.gov/1363/Transportation-Division
Yes! Transportation's Good Here ....

Rand2Warwick_Appendix I - 11x17 BrightonAveConcept Plans NTS.pdf
758K





Site:

BRIGHTON AVENUE TRANSPORTATION AND STREETSCAPE MASTER PLAN.

Prepared for:

CITY OF PORTLAND
PORTLAND, MAINE

RANSOM Consulting, Inc.
400 Commercial Street
Portland, ME 04101
Tel. (207) 772-2891
www.ransomenv.com
with offices in:
ME, NH, MA, RI, & NJ

DRAFT IMPROVEMENTS: RAND ROAD TO DEVON STREET

No.	Revision/Issue	Date
D	FINAL MASTER PLAN	2-21-18
C	NEAR TERM UPGRADES	12-12-16
B	DRAFT FOR CITY REVIEW	08-08-16
A	DRAFT FOR REVIEW	07-20-16

Design by: TGN	Checked by: JIM
Drawn by: TGN	Approved by: JIM
Project: 161.06078	Date: 2016-09-28

Sheet: C-103

Portland Maine | Yes. Google's good here.

Christian Roadman <croadman@portlandmaine.gov>

Checking in Re: 977 Brighton

Jeff Tarling <jst@portlandmaine.gov> Wed, Jun 20, 2018 at 5:29 PM
To: Christian Roadman <croadman@portlandmaine.gov>, Barbara Barhydt <bab@portlandmaine.gov>

Hi Christian -

377 Brighton Avenue Tree & Landscape Review -

In looking at the proposed landscape plan we have the following proposed conditions for approval :

a) Street trees - We recommend the following changes: along the Wessex Street we would like to see a more upright form of Flowering Crabapple then the 'Snowdrift' variety, 'Adirondack', 'Spring Snow', might be some suggestions. Along Brighton Avenue it would be good to use 6 other species type of trees these could be Hawthorn, Flowering Cherry, European Hornbeam, Upright shaped Oak trees like 'Regal Prince'. On the non-wire side we would like to see taller shade trees, such as 'Bowhall' or 'Armstrong' Red Maple. ALL street trees should be 2" caliper size.

The planting of Arborvitae in the public right of way is not advised. We can not have a public sidewalk screened by tall vegetation for safety and maintenance reasons.

b) Interior Landscape - The interior landscape plan does not contain the useful landscape elements that one would like to see on a residential project of this size, which is unfortunate. Space for residents to grow small container vegetable or ornamental flowers should be provided near the plaza area or side lawn. This could include raised beds or planters. Greenery should be a high priority for residents both for therapeutic and to improve the livability of the project. We would recommend consideration in this area. The project lacks the standard parking lot number of plants and we would recommend as a condition that additional landscape plantings be added, there are many groups of plants that could survive in the often damp and regrade areas around the parking lot edge.

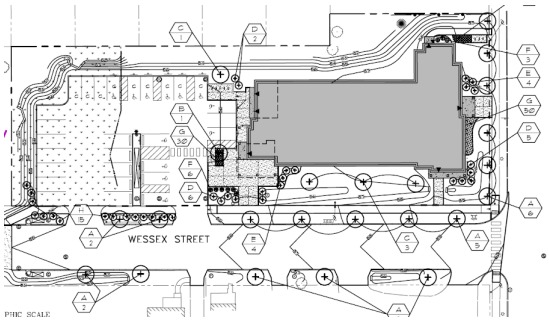
The back side of the building lacks any type of landscape feature, future development in this area could change how things look, thus adding plantings and possible fencing if the property boundary should be better defined.

Overall, the street-tree concepts look good and with a second look at the parking lot, side lawn and back lawn area landscape knowing that space could be greener. Elements for raised beds or containers should be considered for the sake of the future residents who will call this home.

I can meet with the project team to review these suggestions.

Thanks,

Jeff



PLANT LIST (A 12 SYMBOL QUANTITY)

SYMBOL	COMMON NAME/BOTANICAL NAME	SIZE	QUANTITY	ROOT	NOTES
A	FLOWERING CRAB / malus 'Snowdrift'	1 1/2" cal.	18	B4B	X
B	SILVER MAPLE / Acer saccharinum	2 1/2" cal.	1	B4B	X
C	PAPERBARK MAPLE / Acer Griseum	7'-8' tall	4	B4B	X
D	AMUR PRIVET / L. Amurense	4' tall	13	B4B	3 Canes min.
E	CORNELIAN CHERRY DOGWOOD / C. Mas	5'-6' tall	8	B4B	3 Trunks
F	BLUE BILLOW HYDRANGEA / H. Serrata 'Blue billow'	#3	9	Cont.	
G	DAYLILY VARIETIES / Hemerocallis	1 gal.	110	Cont.	select for bloom Early Summer to Fall
H	ARBORVITAE / 'Techny' Mission Arborvitae	4'-5' tall	15	B4B	

Jeff Tarling
City Arborist - City of Portland Maine
Parks, Recreation & Facilities Department
Forestry & Horticulture
212 Canco Road
Portland, ME. 04103
(207) 808-5446
jst@portlandmaine.gov

On Wed, Jun 20, 2018 at 4:21 PM, Christian Roadman <croadman@portlandmaine.gov> wrote:
[Quoted text hidden]

MEMORANDUM

To: FILE

From: Christian Roadman

Subject: Application ID: 2017-299

Date: 6/22/2018

Comments Submitted by: Robert Thompson/Fire on 4/4/2018

Street addresses shall be marked on the structure and shall be as approved by the City E-911 Addressing Officer.

Comments Submitted by: Robert Thompson/Fire on 4/4/2018

The main entrance of the building must be the address for the property. This should be consistent with 911, tax assessor, Inspections Division and future mailing address.

Comments Submitted by: Robert Thompson/Fire on 4/4/2018

Emergency access for fire apparatus is available with the plans.

Comments Submitted by: Robert Thompson/Fire on 4/4/2018

Adequate water supply is available for the building.

Comments Submitted by: Robert Thompson/Fire on 6/6/2018

This building will be required to be sprinklered.

Planning and Urban Development Department
Planning Division

Subject: Design Review – 977 Brighton Avenue

Written by: Caitlin Cameron, Urban Designer

Date of Review: Monday, June 18 2018

The project at 977 Brighton Avenue was reviewed according to the *City of Portland Design Manual* standards by Caitlin Cameron, Urban Designer, Christian Roadman, Planner, and Shukria Wiar, Planner against the *City of Portland Design Manual*: *R-P Residential Professional Zone* and the *Multiple-Family Standards*.

Design Review Comments*:*

- Materials must be labeled on the elevations
- Overall supportive of the scale, massing, and height of the project for this context and street

(a) R-P Residential Professional Zone

Standard (1) . For development within the R-P zone where there is a consistent established architectural style or character to the existing structures in the immediate vicinity tin which the development is proposed, that the concurrently visible architectural style or character of the proposed development would not be incongruous to that established style or character.

Staff determined that there is not a consistent, established architectural style or character to the immediate vicinity to apply this standard.

(i) Two-Family, Special Needs Independent Living Units, Multiple-Family . . . :

Standard (1) . Exterior Design – Building is multi-family and its 4-story scale relates that use. The context includes one-story commercial buildings and many small-scale vernacular residential buildings; other than the Barron Center, there is not much in the way of multi-family buildings in this area. Most of the residential context is from the early 20th century with the commercial corridor on Brighton Avenue having more recent buildings. The street width and character of the street can handle taller, medium-scale buildings and a mix of uses. The project varies the massing somewhat on the sides and rear of the building - this helps to mitigate the scale of this multi-family building which is larger than the single-family homes nearby.

Previous design comments had the following concerns:

- Overall character of building as residential building – Staff requested the building become more residential in character. This is achieved with some revisions:
    - The central entrance emphasized with a canopy – Canopy character is a little bulky; staff suggest the vertical elements of the canopy could become slimmer.

- Materials were simplified consistent with the predominant character of surrounding buildings. The use of clapboard especially contributes to tying the building into the vernacular. Staff suggest the blue tiled panel on the façade creates an institutional character of the building and that a different color (dark grey, darker blue, etc) and/or clapboard scale might make the building more timeless and residential in character.

- Window proportion and character - The windows were changed slightly to address the concern regarding proportion and character.
- Articulation and visual interest of the street-facing façade – Initial review had concern about the flat and boxy nature of the street-facing façade. Renderings clarify that there is some depth given to the façade with the window reveals and the cornice line. The front canopy adds to that articulation. Staff propose additional articulation elements would address the concern about giving the building a residential, rather than institutional, character and visual interest. Suggested strategies to accomplish that:
    - Fine-grain material such as clapboard where blue panel is currently shown
    - Dimensional trim or edge transitions between grey and blue panels/areas of material change
    - Dimensional trim or edge transitions at horizontal panel joint to delineate the floors
    - Windows on the street side of the stair tower rather than the side

Standard (2). Relationship to Street –Building relationship to the street varies in this context – some buildings face the street, some are set back from the street, some turn the side to the street. The front orientation is to Brighton Street with a 17' front setback from the busy street and an entry porch. Staff find the scale and relationship to the street to be appropriate given the width and commercial nature of the streetscape in this location. Project will set a precedent for new projects on this street in terms of scale and placement to street.

Standard (3). Open Space – Open spaces provided on property – covered entry porch and landscape buffer surrounding building but no seating or yard space proposed. Staff strongly encourage seating opportunities provided for residents on the property. Landscape design could enhance the less active portions of the buildings such as the stair towers.

Standard (4). Light and Air – All units provided with ample windows, some storage space.

Standard (5). Parking – Parking is away from Brighton Avenue, hidden by the building. The applicant added landscape screening.

Standard (6). Not applicable

File: 16150

PINKHAM & GREER
CIVIL ENGINEERS
28 VANNAH AVE. PORTLAND, ME. 04103
Tel: 207.781.5242 Fax: 207.781.4245

December 22, 2017

Ms. Barbara Barhydt, Planning
City of Portland
389 Congress Street, 4th Floor
Portland, ME 04101

RE: 977 BRIGHTON AVENUE ELDERLY APARTMENTS
AVESTA HOUSING

Dear Barbara,

We are pleased to submit the attached application for Avesta's 40 unit senior housing project located at 977 Brighton Avenue. This project will provide affordable housing for Portland's senior citizens, a growing population segment.

The building will be four stories with a main entrance facing Brighton Avenue. A secondary entrance will be off the parking lot, which will be accessed off Wessex Street. Wessex Street will be upgraded with new curbs, sidewalk and paving.

This is a relative easy site to construct our project on. There is adequate room to stage the project off Wessex Street, a dead end street. We have included a Construction Management Plan as part of the Application.

The utilities will come off Wessex Street except for the sewer. This will come from Brighton Avenue.

This site is particularly well suited for this project. The retail businesses in the area will provide services to our residents as well as employment opportunities. The project is also located on the bus route, providing easy access for our residents to Portland and Westbrook.

We are at the transition of the neighborhood from residential uses to commercial. Our multi-story residential building will help make that transition. We believe this site will also provide easy pedestrian access to the service centers, making it a friendly neighborhood.

We are providing 32 parking spaces for the 40 units. This is a ratio of 0.8 spaces per unit, above other recently approved projects. We hope the Board agrees with our conclusion.

PINKHAM & GREER
CIVIL ENGINEERS

We look forward to meeting with the City Staff, Planning Board and our neighbors. Thank you for your consideration of our project.

Sincerely,

PINKHAM & GREER,
CIVIL ENGINEERS

Thomas S. Greer, P.E.

Enclosures

cc: Ben Walter, Greg Payne, File

TSG/rjs

Level III – Preliminary and Final Site Plans
Development Review Application
Portland, Maine

Planning and Urban Development Department
Planning Division

Portland's Planning and Urban Development Department coordinates the development review process for site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Level III: Preliminary or Final Site Plan. Please note that Portland has delegated review from the State of Maine for reviews under the Site Location of Development Act, Chapter 500 Stormwater Permits, and Traffic Movement Permits.

Level III: Site Plan Development includes:

- New structures with a total floor area of 10,000 sq. ft. or more except in Industrial Zones.
- New structures with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- New temporary or permanent parking area(s) or paving of existing unpaved parking areas for more than 75 vehicles.
- Building addition(s) with a total floor area of 10,000 sq. ft. or more (cumulatively within a 3 year period) except in Industrial Zones.
- Building addition(s) with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- A change in the use of a total floor area of 20,000 sq. ft. or more in any existing building (cumulatively within a 3 year period).
- Multiple family development (3 or more dwelling units) or the addition of any additional dwelling unit if subject to subdivision review.
- Any new major or minor auto business in the B-2 or B-5 Zone, or the construction of any new major or minor auto business greater than 10,000 sq. ft. of building area in any other permitted zone.
- Correctional prerelease facilities.
- Park improvements: New structures greater than 10,000 sq. ft. and/or facilities encompassing 20,000 sq. ft. or more (excludes rehabilitation or replacement of existing facilities); new nighttime outdoor lighting of sports, athletic or recreation facilities not previously illuminated.
- Land disturbance of 3 acres or more (includes stripping, grading, grubbing, filling or excavation).

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14), Design Manual and Technical Manual.

Planning Division
Fourth Floor, City Hall
389 Congress Street
(207) 874-8719
planning@portlandmaine.gov

Office Hours
Monday thru Friday
8:00 a.m. – 4:30 p.m.

I. Project Information (Please enter n/a on those fields that are not applicable)

Project Name:	977 Brighton Avenue Elderly Apartments
Proposed Development Address:	977 Brighton Ave
Project Description:	40 unit senior housing
Chart/Block/Lot:	Map 275 / Block C / Lots 1, 2, 3, 6, 7, 8 and 9
Preliminary Plan	12/21/17
Final Plan	

II. Contact Information (Please enter n/a on those fields that are not applicable)

APPLICANT

Name:	Greg Payne
Business Name:	Avesta Housing Development Corporation
Address:	307 Cumberland Avenue
City/State:	Portland, ME
Zip Code:	04101
Work #:	(207) 553-7780 x3341
Home #:	
Cell #:	
Fax #:	
E-mail:	gpayne@avestahousing.org

OWNER

Name:	Same as Applicant
Address:	
City/State:	
Zip Code:	
Work #:	
Home #:	
Cell #:	
Fax #:	
E-mail:	

AGENT/REPRESENTATIVE

Name:	Walsh Engineering Associates, Inc.
Address:	One Karen Drive, Suite 2A
City/State:	Westbrook, ME
Zip Code:	04092
Work #:	(207) 553-9898
Home #:	
Cell #:	
Fax #:	(207) 692-2273
E-mail:	tgreer@walsh-eng.com

BILLING (to whom invoices will be forwarded to)

Name:	Avesta Housing Development Corporation
Address:	307 Cumberland Avenue
City/State:	Portland, ME
Zip Code:	04101
Work #:	(207) 553-7780 x3341
Home #:	
Cell #:	
Fax #:	
E-mail:	gpayne@avestahousing.org

ENGINEER

Name:	Walsh Engineering Associates, Inc.
Address:	One Karen Drive, Suite 2A
City/State:	Westbrook, ME
Zip Code:	04092
Work #:	(207) 553-9898
Home #:	
Cell #:	
Fax #:	(207) 692-2273
E-mail:	tgreer@walsh-eng.com

SURVEYOR

Name:	Owen Haskell, Inc.
Address:	390 US Route One #10
City/State:	Falmouth, ME
Zip Code:	04105
Work #:	(207) 774-0424
Home #:	
Cell #:	
Fax #:	(207) 774-0511
E-mail:	

ARCHITECT

Name:	CWS Architects-Ben Walter
Address:	264 U.S. Route OneBuilding 100, Suite 2A
City/State:	Scarborough, ME
Zip Code:	04074
Work #:	(207) 774-4441
Home #:	
Cell #:	
Fax #:	
E-mail:	bwalter@cwsarch.com

ATTORNEY

Name:	
Address:	
City/State:	
Zip Code:	
Work #:	
Home #:	
Cell #:	
Fax #:	
E-mail:	

DESIGNATED PERSON(S) FOR UPLOADING INTO e-PLAN

Name:	Thomas Greer
E-mail:	tgreer@pinkhamandgreer.com
Name:	Rita Sawyer
E-mail:	rsawyer@pinkhamandgreer.com
Name:	Jody Cady
E-mail:	jcady@pinhamandgreer.com

III. APPLICATION FEES

LEVEL III DEVELOPMENT (check applicable review)

☑	Less than 50,000 sq. ft.	$750.00
☐	50,000 – 100,000 sq. ft.	$1,000.00
☐	100,000 – 200,000 sq. ft.	$2,000.00
☐	200,000 – 300,000 sq. ft.	$3,000.00
☐	Over 300,000 sq. ft.	$5,000.00
☐	Parking lots over 100 spaces	$1,000.00
☐	After-the-fact Review	$1,000.00 + applicable application fee above

PLAN AMENDMENTS (check applicable review)

☐	Planning Staff Review	$250.00
☐	Planning Board Review	$500.00

OTHER REVIEWS (check applicable review)

☐	Traffic Movement	$1,500.00
☑	Stormwater Quality	$250.00
☑	Subdivision	$500.00 + applicable fee for lots/units below
	# of Subdivision Lots/Units [40] x $25.00 each	$ 1,000.00
☐	Site Location	$3,500.00 + applicable fee for lots/units below
	# of Site Location Lots/Units [ ] x $200.00 each	$
☐	Change of Use	
☐	Flood Plain	
☐	Shoreland	
☐	Design Review	
☐	Housing Replacement	
☐	Historic Preservation	
	TOTAL APPLICATION FEE DUE:	$ 2,000.00

IV. FEES ASSESSED AND INVOICED SEPARATELY

- Notices to abutters (receipt of application, workshop and public hearing meetings) ($.75 each)
- Legal Ad in the Newspaper (% of total ad)
- Planning Review ($52.00 hour)
- Legal Review ($75.00 hour)
- Third Party Review (all outside reviews or analysis, eg. Traffic/Peer Engineer, are the responsibility of the applicant and will be assessed and billed separately)

V. PROJECT DATA (Please enter n/a on those fields that are not applicable)

TOTAL AREA OF SITE	32,000	sq. ft.
PROPOSED DISTURBED AREA OF THE SITE	30,500	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.		
IMPERVIOUS SURFACE AREA		
Impervious Area (Total Existing)	8,168	sq. ft.
Impervious Area (Total Proposed)	18,275	sq. ft.
Building Ground Floor Area and Total Floor		
Building Footprint (Total Existing)	3,128	sq. ft.
Building Footprint (Total Proposed)	7,825	sq. ft.
Building Floor Area (Total Existing)	3,740	sq. ft.
Building Floor Area (Total Proposed)	31,300	sq. ft.
ZONING		
Existing	R-P / R-3	
Proposed, if applicable	R-P / R-3	
LAND USE		
Existing	Single Family Home	
Proposed	Residential - 40 units	
RESIDENTIAL, IF APPLICABLE		
# of Residential Units (Total Existing)	1	
# of Residential Units (Total Proposed)	40	
# of Lots (Total Proposed)	1	
# of Affordable Housing Units (Total Proposed)	34	
PROPOSED BEDROOM MIX		
# of Efficiency Units (Total Proposed)	0	
# of One-Bedroom Units (Total Proposed)	40	
# of Two-Bedroom Units (Total Proposed)	0	
# of Three-Bedroom Units (Total Proposed)	0	
PARKING SPACES		
# of Parking Spaces (Total Existing)	5	
# of Parking Spaces (Total Proposed)	28	
# of Handicapped Spaces (Total Proposed)	12	
BICYCLE PARKING SPACES		
# of Bicycle Spaces (Total Existing)	0	
# of Bicycle Spaces (Total Proposed)	16	
ESTIMATED COST OF THE PROJECT	$7,100,000.00	

VI. APPLICANT SIGNATURE

By digitally signing the attached document(s), you are signifying your understanding this is a legal document and your electronic signature is considered a ***legal signature*** per Maine state law.

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 III 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.

Signature of Applicant:	Thomas S. Hunt AGENT
Date:	6/19/18

PRELIMINARY PLAN (Optional) - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	**GENERAL WRITTEN SUBMISSIONS CHECKLIST**
x		1	Completed Application form
x		1	Application fees
x		1	Written description of project
x		1	Evidence of right, title and interest
n/a		1	Evidence of state and/or federal approvals, if applicable
x		1	Written assessment of proposed project's compliance with applicable zoning requirements
n/a		1	Summary of existing and/or proposed easement, covenants, public or private rights-of-way, or other burdens on the site
x		1	Written requests for waivers from site plan or technical standards, if applicable.
x		1	Evidence of financial and technical capacity
n/a		1	Traffic Analysis (may be preliminary, in nature, during the preliminary plan phase)
Applicant Checklist	Planner Checklist	# of Copies	**SITE PLAN SUBMISSIONS CHECKLIST**
x		1	Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
x		1	**Preliminary Site Plan including the following: (information provided may be preliminary in nature during preliminary plan phase)**
x		Proposed grading and contours;	
x		Existing structures with distances from property line;	
x		Proposed site layout and dimensions for all proposed structures (including piers, docks or wharves in Shoreland Zone), paved areas, and pedestrian and vehicle access ways;	
x		Preliminary design of proposed stormwater management system in accordance with Section 5 of the Technical Manual (note that Portland has a separate applicability section);	
x		Preliminary infrastructure improvements;	
x		Preliminary Landscape Plan in accordance with Section 4 of the Technical Manual;	
x		Location of significant natural features (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features) located on the site as defined in Section 14-526 (b) (1);	
x		Proposed buffers and preservation measures for significant natural features, as defined in Section 14-526 (b) (1);	
x		Location , dimensions and ownership of easements, public or private rights of way, both existing and proposed;	
x		Exterior building elevations.	

FINAL PLAN - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	**GENERAL WRITTEN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)**
		1	* Completed Application form
		1	* Application fees
		1	* Written description of project
		1	* Evidence of right, title and interest
		1	* Evidence of state and/or federal permits
		1	* Written assessment of proposed project's specific compliance with applicable Zoning requirements
		1	* Summary of existing and/or proposed easements, covenants, public or private rights-of-way, or other burdens on the site
		1	* Evidence of financial and technical capacity
		1	Construction Management Plan
		1	A traffic study and other applicable transportation plans in accordance with Section 1 of the technical Manual, where applicable.
		1	Written summary of significant natural features located on the site (Section 14-526 (b) (a))
		1	Stormwater management plan and stormwater calculations
		1	Written summary of project's consistency with related city master plans
		1	Evidence of utility capacity to serve
		1	Written summary of solid waste generation and proposed management of solid waste
		1	A code summary referencing NFPA 1 and all Fire Department technical standards
		1	Where applicable, an assessment of the development's consistency with any applicable design standards contained in Section 14-526 and in City of Portland Design Manual
		1	Manufacturer's verification that all proposed HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

Applicant Checklist	Planner Checklist	# of Copies	**SITE PLAN SUBMISSIONS CHECKLIST** **(* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)**
		1	* Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
		1	**Final Site Plans including the following:**
		Existing and proposed structures, as applicable, and distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone);	
		Existing and proposed structures on parcels abutting site;	
		All streets and intersections adjacent to the site and any proposed geometric modifications to those streets or intersections;	
		Location, dimensions and materials of all existing and proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines;	
		Engineered construction specifications and cross-sectional drawings for all proposed driveways, paved areas, sidewalks;	
		Location and dimensions of all proposed loading areas including turning templates for applicable design delivery vehicles;	
		Existing and proposed public transit infrastructure with applicable dimensions and engineering specifications;	
		Location of existing and proposed vehicle and bicycle parking spaces with applicable dimensional and engineering information;	
		Location of all snow storage areas and/or a snow removal plan;	
		A traffic control plan as detailed in Section 1 of the Technical Manual;	
		Proposed buffers and preservation measures for significant natural features, where applicable, as defined in Section 14-526(b)(1);	
		Location and proposed alteration to any watercourse;	
		A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;	
		Proposed buffers and preservation measures for wetlands;	
		Existing soil conditions and location of test pits and test borings;	
		Existing vegetation to be preserved, proposed site landscaping, screening and proposed street trees, as applicable;	
		A stormwater management and drainage plan, in accordance with Section 5 of the Technical Manual;	
		Grading plan;	
		Ground water protection measures;	
		Existing and proposed sewer mains and connections;	

- Continued on next page -

		Location of all existing and proposed fire hydrants and a life safety plan in accordance with Section 3 of the Technical Manual;
		Location, sizing, and directional flows of all existing and proposed utilities within the project site and on all abutting streets;
		Location and dimensions of off-premises public or publicly accessible infrastructure immediately adjacent to the site;
		Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;
		Plans showing the location, ground floor area, floor plans and grade elevations for all buildings;
		A shadow analysis as described in Section 11 of the Technical Manual, if applicable;
		A note on the plan identifying the Historic Preservation designation and a copy of the Application for Certificate of Appropriateness, if applicable, as specified in Section Article IX, the Historic Preservation Ordinance;
		Location and dimensions of all existing and proposed HVAC and mechanical equipment and all proposed screening, where applicable;
		An exterior lighting plan in accordance with Section 12 of the Technical Manual;
		A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;
		Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.

PORTLAND FIRE DEPARTMENT
SITE REVIEW
FIRE DEPARTMENT CHECKLIST

A separate drawing[s] shall be provided as part of the site plan application for the Portland Fire Department's review.

1. Name, address, telephone number of applicant
2.
3. Name address, telephone number of architect

4. Proposed uses of any structures [NFPA and IBC classification]
5.
6. Square footage of all structures [total and per story]

7. Elevation of all structures

8. 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.)***

9. Hydrant locations

10. Water main[s] size and location

11. Access to all structures [min. 2 sides]

12. 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

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

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

Bradley Roland, P.E.
Water Resources Division

Date: December 20, 2017

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

Site Address: 977 Brighton Avenue, Portland, ME

Chart Block Lot Number: 275/C/1, 2, 3, 6, 7, 8 & 9

Proposed Use: Rresidential

Previous Use: Residential

Existing Sanitary Flows: 300 +/- GPD

Existing Process Flows: 0 GPD

Description and location of City sewer that is to receive the proposed building sewer lateral.

Brighton Avenue

Site Category		
	Commercial *(see part 4 below)*	
	Industrial *(complete part 5 below)*	
	Governmental	
	Residential	x
	Other *(specify)*	

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

2. Please, Submit Contact Information.

City Planner's Name: Barbara Barhydt Phone: 207-874-8699

Owner/Developer Name: Avesta Housing Development Corporation

Owner/Developer Address: 307 Cumberland Avenue, Portland, ME 04101

Phone: 207-553-7780 Fax: E-mail: gpayne@avestahousing.org

Engineering Consultant Name: Pinkham & Greer, Civil Engineers (Thomas S. Greer)

Engineering Consultant Address: 28 Vannah Avenue, Portland, ME 04103

Phone: 207-781-5242 Fax: 207-781-4245 E-mail: tgreer@pinkhamandgreer.com

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

3. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: 3,600 GPD

Peaking Factor/ Peak Times: 4 at 7-8 am, 6-8 pm

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)* 40 units, 1.5 people/unit x 60 gpd/person

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.

4. Please, Submit External Grease Interceptor Calculations.

Total Drainage Fixture Unit (DFU) Values: n/a

Size of External Grease Interceptor: _____

Retention Time: _____

Peaking Factor/ Peak Times: _____

Note: In determining your restaurant process water flows, and the size of your external grease interceptor, please use The Uniform Plumbing Code. Note: In determining the retention time, sixty (60) minutes is the minimum retention time. Note: Please submit detailed calculations showing the derivation of your restaurant process water design flows, and please submit detailed calculations showing the derivation of the size of your external grease interceptor, either in the space provided below, or attached, as a separate sheet.

5. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated: n/a 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: _____

Note: On the submitted plans, please show where the building's domestic sanitary sewer laterals, as well as the building's industrial-commercial process wastewater sewer laterals exits the facility. Also, show where these building sewer laterals enter the city's sewer. Finally, show the location of the wet wells, control manholes, or other access points; and, the locations of filters, strainers, or grease traps.

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

A Guide to Holding Neighborhood Meetings
Portland, Maine

Planning and Urban Development Department
Planning Division and Planning Board

In order to improve communication between applicants and neighbors, the City of Portland requires applicants who are proposing certain types of development review projects, to hold a neighborhood meeting.

Developments requiring a neighborhood meeting

- Proposed map amendments, contract zones and zoning text amendments that would result in major development;
- Subdivisions of five or more units or lots;
- Master Development Plans; and
- Level III site plan proposals as defined in Section 14-523.

(The Land Use Code, including Article II (Planning Board) and Article V (Site Plan – which contains the neighborhood meeting requirements), are available on the City's web site at www.portlandmaine.gov/citycode/chapter014.pdf)

Timing of meeting

- **Subdivisions of 5 or more units or lots, zone changes, contract zones, zoning text amendments and Level III site plans:**
  - Preliminary Site Plan - The meeting should be held within 30 calendar days of filing the application.
  - Final Site Plan – If only a final plan is submitted, the meeting should be held within 21 calendar days of filing the application and no less than 7 calendar days before the public hearing.
- **Master Plan Development:**
  - The meeting should be held within 30 calendar days of filing the application.
  - The meeting should be held on a date no less than 7 calendar days before a public workshop or public hearing.
  - The meeting shall not be combined with any required neighborhood meeting for the Level III applications.

Location of meeting

- The meeting should be held in the evening, during the week, at a convenient location within the Portland neighborhood surrounding the proposed site. Community meeting spaces at libraries, schools or other places of assembly are recommended. Neighborhood schools are usually available for evening meetings.
- Meetings should not be held on the same day as scheduled Planning Board or City Council meetings. The City Council generally meets on the 1st and 3rd Monday of each month and the Planning Board generally meets on the 2nd and 4th Tuesday of each month; however additional meetings may be scheduled. An updated schedule may be found on the City's website: www.portlandmaine.gov

Invitation List

- Property owners within 500 feet of the proposed development (1000 feet for proposed industrial subdivisions and industrial zone changes)
- Interested citizens and neighborhood groups.

The Planning Division provides the mailing labels. We require at least 48 hours notice to generate the mailing labels and a charge of $1.00 per sheet will be payable upon receipt of the labels. An electronic version (excel or word format) of the labels can also be e-mailed upon request.

A digital copy of the notice must be provided to the Planning Office (jmy@portlandmaine.gov and ldobson@portlandmaine.gov) and the assigned planner, which will then be forwarded to those on the interested citizen list who receive e-mail notices.

When to Send Invitations

- Invitations must be sent **no less than 10 days (to include weekends)** prior to the neighborhood meeting.
- Notices may be sent by regular mail and do not need to be sent by certified mail.

Notice Description

A recommended invitation format is included in this packet of material.

Attendance Sheet and Meeting Minutes

- Sign-in sheet must be circulated for those in attendance.
- Applicant shall take accurate minutes of the meeting.
- The sign-in sheet and minutes shall be submitted to the Planning Division.

A public hearing will not be scheduled until the meeting minutes and sign-up sheet are submitted to the Planning Division.

A Certification form is included with this packet to be completed and signed by the applicant.

Please call the Planning Division at 874-8721 or 874-8719 if you have any questions.

Attachments

1. Neighborhood Meeting Invitation Format
2. Neighborhood Meeting Certification

EXAMPLE: Neighborhood Meeting Invitation Format

Applicant/Consultant
Letterhead

(Date)

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for a (development proposal) located at (location/number and street address).

Meeting Location: _____
Meeting Date: _____
Meeting Time: _____

(The City code requires that property owners within 500 feet (1000 feet for proposed industrial subdivisions and industrial zone changes) of the proposed development and residents on an "interested parties list", be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.)

If you have any questions, please call (telephone number of applicant or consultant).

Sincerely,

(Applicant)

Note:
Under Section 14-32(C) and 14-524(a)d of the City Code of Ordinances, an applicant for a Level III development, subdivision of over five lots/units, or zone change is required to hold a neighborhood meeting within 30 days of submitting a preliminary application or 21 days of submitting a final site plan application, if a preliminary plans was not submitted. The neighborhood meeting must be held at least seven days prior to the Planning Board public hearing on the proposal. Should you wish to offer additional comments on this proposed development, you may contact the Planning Division at 874-8721 or send written correspondence to the Planning and Urban Development Department, Planning Division 4th Floor, 389 Congress Street Portland, ME 04101 or by email: to bab@portlandmaine.gov

EXAMPLE: Neighborhood Meeting Certification

I, (applicant/consultant) hereby certify that a neighborhood meeting was held on (date) at (location) at (time).

I also certify that on (date at least ten (10) days prior to the neighborhood meeting), invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development or within 1000 feet of a proposed industrial subdivision or industrial zone change.

2. Residents on the "interested parties" list.

3. A digital copy of the notice was also provided to the Planning Division (jmy@portlandmaine.gov and ldobson@portlandmaine.gov) and the assigned planner to be forwarded to those on the interested citizen list who receive e-mail notices.

Signed,

_____ _____ (date)

Attached to this certification are:

1. Copy of the invitation sent
2. Sign-in sheet
3. Meeting minutes

Comprehensive Plan Goals
977 Brighton Avenue

Housing: A Livable City

State Goals: To encourage and promote affordable decent, housing opportunities for all Maine citizens

Local Goals:

- *Increase, preserve, and modify the overall supply of housing City-wide to meet the needs, preferences and financial capabilities of all Portland households.*
- *Encourage additional contextually-appropriate housing density in and proximate to neighborhood centers, concentrations of services, and transit nodes and corridors as a means of supporting complete neighborhoods.*
- *Pursue policies to enable people who work in Portland to have the option to live in Portland.*
- *Encourage quality, sustainable design in new housing development.*

Goals from Future Strategies

9. *Adopt Affordable Housing*
    - *Pursue new opportunities for increased energy efficiency, increased densities, mixed incomes, and greater connectivity to surrounding neighborhoods.*

This project is located adjacent a residential neighborhood and walking distance to retail establishments. These establishments will provide as a service center to the residents as well as employment opportunities. The site is located on a bus route providing regional access.

AVESTA HOUSING

977 Brighton Apartments
977 Brighton Ave
Financial and Technical Capacity

Founded in 1972, Avesta Housing has grown to become one of the country's most innovative and respected leaders in affordable housing. With steady growth over the subsequent four decades, Avesta has assets of $195 million, an annual operating budget of $26 million and a staff of approximately 100 employees. Avesta owns or manages more than 2,200 apartments and operates two assisted living facilities. Today, Avesta is one of the largest nonprofit developers of affordable housing in New England. Avesta receives consistently high marks from its many state, federal and private-sector partners, and is recognized nationally for groundbreaking work in bringing together nonprofit, for-profit, private and public-sector organizations for the benefit of Maine communities.

Our professional team brings decades of cumulative experience in the development of affordable housing to the 977 Brighton Apartments project. CWS Architects, led by principal Ben Walter, have partnered with Avesta on many projects, including most recently Huston Commons in Portland and Steeple Square in Westbrook. The firm has also designed a wide range of other residential projects, affordable and market-rate, built recently in and around Portland. Pinkham & Greer Civil Engineers, led by principal Tom Greer, also have extensive experience across New England, including with Avesta in Portland, Paris and Livermore Falls, ME. Other members of the team, including our attorneys at Curtis Thaxter and tax professionals at Otis Atwell, have similarly deep, varied experience with Avesta and other affordable housing developers.

Avesta has a proven track record of securing funding and frequently utilizes a variety of funding resources to complete our many projects. We will utilize Low Income Housing Tax Credit funding for a significant portion of the equity required for the proposed rental project. The remainder of the funding required is anticipated come from a mix of sources as listed below.

Source	*Amount*	*Anticipated Confirmation*
Federal Low Income Housing Tax Credit (LIHTC)	$4,294,760	September 2018
MaineHousing subsidy	$327,249	September 2018
Federal Home Loan Bank Affordable Housing Program (AHP) Subsidy	$500,000	December 2017
AHP subsidized advance	$2,070,000	December 2017
Developer Fee Loan	$138,600	confirmed
Bangor Savings Bank Construction Loan	[up to $4,100,000, if necessary]	Term sheet received August 2017

307 Cumberland Avenue • Portland, Maine 04101
207-553-7777 • 1-800-339-6516 Voice/TTY
207-553-7778 Fax • www.avestahousing.org

NeighborWorks® CHARTERED MEMBER

QUITCLAIM DEED with COVENANT

KNOW ALL BY THESE PRESENTS,

THAT I, **PHUONG T. NGUYEN**, of South Portland, Cumberland County, Maine in consideration of ONE DOLLAR and other valuable consideration paid by **AVESTA HOUSING DEVELOPMENT CORPORATION**, a Maine nonprofit corporation with a place of business in Portland, Cumberland County, Maine, and whose mailing address is 307 Cumberland Avenue, Portland ME 04101, hereby grant to Avesta Housing Development Corporation, its successors and assigns forever, WITH QUITCLAIM COVENANT, the land in Portland, Cumberland County, Maine, more fully described on Exhibit A attached hereto and made a part hereof.

TO HAVE AND TO HOLD the aforegranted and bargained premises, with all the privileges and appurtenances thereof, to Avesta Housing Development Corporation, its successors and assigns, to its and their use and behoof forever.

IN WITNESS WHEREOF, Phuong T. Nguyen has hereunto set her hand and seal this 6th day of October, 2015.

SIGNED, SEALED AND DELIVERED
IN PRESENCE OF:

(Witness)

PHUONG T. NGUYEN

MAINE REAL ESTATE TAX PAID

STATE OF MAINE
CUMBERLAND, ss.

October 6, 2015

Then personally appeared Phuong T. Nguyen and acknowledged the foregoing instrument to be her free act and deed.

Before me: _____
~~Notary Public~~/Attorney at Law

NOTARY PRINT NAME: Amy W. Devin

EXHIBIT A

A certain lot or parcel of land, together with any buildings and improvements thereon, situated in the City of Portland, County of Cumberland, and State of Maine, being more particularly described as follows:

Two certain lots or parcels of land, situated in the City of Portland, County of Cumberland and State of Maine, and described as "Land east side of Wessex Street, Lots 358 and 359, on plan of "Glenwood" by Jordan and Richardson, dated May 1895 and recorded in the Registry of Deeds of said County of Cumberland, Plan Book 8, Page 11, area 8,000 square feet."

Being the same premises conveyed to Martin T. Dinh and Phuong T. Nguyen by warranty deed from Chase ME, LLC, dated July 27, 2012 and recorded in the Cumberland County Registry of Deeds in Book 29796, Page 84. For Grantor's source of title further reference is made to the Quitclaim Deed With Covenant of Martin T. Dinh to Phuong T. Nguyen, dated February 14, 2014, and recorded in the Cumberland County Registry of Deeds in Book 31398, Page 296.

Received
Recorded Register of Deeds
Oct 06,2015 11:55:26A
Cumberland County
Nancy A. Lane

Doc#: 53187 Bk:32645 Pg: 302

WARRANTY DEED

Maine Statutory Short Form

KNOW ALL BY THESE PRESENTS, that **Chase ME, LLC**, a Maine Limited Liability Company, with a principal place of business in the City of South Portland, County of Cumberland and State of Maine, for consideration paid, **GRANTS** to **Avesta Housing Development Corporation**, whose mailing address is 307 Cumberland Avenue, Portland, Maine 04101, with **WARRANTY COVENANTS,** all of the Grantor's interest in real property commonly known as 977 Brighton Avenue, and located in the City of Portland, County of Cumberland and State of Maine, described as follows:

SEE SCHEDULE A ATTACHED HERETO AND MADE A PART HEREOF.

MAINE REAL ESTATE TAX PAID

Meaning and intending to convey and hereby conveying the same premises described in a deed from Wise Investment Properties, Inc. to Chase ME, LLC dated November 14, 2005 and recorded in the Cumberland County Registry of Deeds in Book 23402, Page 40.

IN WITNESS WHEREOF, it, the said Chase ME, LLC has caused these presents to be signed by Judith A. Chase and Mark C. Chase, its Members thereunto duly authorized this 28th day of September, 2015.

SIGNED, SEALED AND DELIVERED IN THE PRESENCE OF

WITNESS

Chase ME, LLC

Judith A. Chase

WITNESS

Chase ME, LLC

Mark C. Chase

STATE OF MAINE
COUNTY OF CUMBERLAND, ss. September 28, 2015

Then personally appeared the above named Judith A. Chase and Mark C. Chase and acknowledged the foregoing instrument to be their free act and deed in their said capacity, before me

Jerome J. Gamache, Notary Public
My Commission Expires June 23, 2020

SCHEDULE A

Certain lots or parcels of land together with the buildings and improvements thereon, located in the City of Portland, County of Cumberland and State of Maine, and being more particularly bounded and described as follows:

Being three lots of land, 352, 353 and 354 as delineated on plan called Glenwood, said plan having been prepared by Jordan and Richardson, dated May 1895, and recorded in the Cumberland County Registry of Deeds in Plan Book 8, Page 11. Said lots containing 12,000 square feet of land, more or less.

Also another certain lot or parcel of land, with any buildings thereon, located in said Portland, bounded and described as follows:

Commencing at a stake set in the easterly side line of Wessex Street, one hundred (100') feet distant north of the intersection of the said easterly line of Wessex Street and the northerly side line of Brighton Street; thence running along the said easterly line of Wessex Street in a northeasterly direction forty (40') feet to a stake; thence at right angles with Wessex Street in a southeasterly direction of one hundred (100') feet to a stake; thence at right angles with last named boundary in a southwesterly direction forty (40') feet to a stake; thence at right angles with last named boundary in a northwesterly direction one hundred (100') feet to the point of beginning. Containing four thousand (4,000) square feet of land. Said measurements are more or less.

Being Lot No. 355 on the plan of "Glenwood" by Jordan and Richardson dated May 1895, and recorded in the Registry of Deeds for said County of Cumberland, Plan Book 8, Page 11.

Also another certain lot or parcel of land, with any buildings thereon, located in said Portland, bounded and described as follows:

Lots 356 and 357 as shown on said Plan of Glenwood recorded in said Registry of Deeds in Plan Book 8, Page 11.

Received
Recorded Register of Deeds
Oct 06,2015 11:52:45A
Cumberland County
Nancy A. Lane

WALSH
ENGINEERING ASSOCIATES, INC.

File 16150

January 26, 2018

Ms. Alison Sirois
Maine DEP
312 Canco Rd
Portland, ME 04103

RE: 977 Brighton Avenue Elderly Apartments, Portland, Avesta Housing

Dear Alison,

Attached is the NRPA Application for a 40 unit senior housing project by Avesta Housing. This project located at the corner of Wessex Street and Brighton Avenue in Portland will require filing 6,085 sq. ft. of wetland and putting a culvert in a small section of channelized water.

The channel starts at Wessex Street and ends at Lomond Street, a distance of 250 feet. At Lomond Street the channel is picked up in the City's storm drain. The Wetlands Report by Albert Frick Inc., determined this is not a stream.

Please review the application and let me know if you need any additional information.

Respectfully,

Thomas S. Greer, P.E.
Walsh Engineering Associates, Inc.

cc. Greg Payne, Ben Walters, File
Enc.

APPLICATION FOR A NATURAL RESOURCES PROTECTION ACT PERMIT

➔PLEASE TYPE OR PRINT IN *BLACK INK ONLY*

1. Name of Applicant:	Avesta Housing Development Corp. (Greg Payne)	**5.Name of Agent:**	Walsh Engineering Associates, Inc. (Thomas S. Greer, P.E.)
2. Applicant's Mailing Address:	307 Cumberland Ave Portland, ME 04101	**6. Agent's Mailing Address:**	28 Vannah Avenue Portland, ME 04101
3. Applicant's Daytime Phone #:	207-553-7780	**7. Agent's Daytime Phone #:**	207-781-5242
4. Applicant's Email Address: Required from *either* applicant or agent:	gpayne@avestahousing.org	**8.Agent's E-mail Address:**	tgreer@walsh-eng.com

9. Location of Activity: (Nearest Road, Street, Rt.#)	977 Brighton Ave & Wessex St	**10. Town:**	Portland	**11. County:**	Cumberland

12. Type of Resource: (Check all that apply)	❑ River, stream or brook ❑ Great Pond ❑ Coastal Wetland ☒ Freshwater Wetland ❑ Wetland Special Significance ❑ Significant Wildlife Habitat ❑ Fragile Mountain	**13. Name of Resource:**	wetland / unnamed stream
		14. Amount of Impact: (Sq.Ft.)	**Fill:** 6,085 sq. ft. **Dredging/Veg Removal/Other:**

15. Type of Wetland: (Check all that apply)	❑ Forested ❑ Scrub Shrub ❑ Emergent ❑ Wet Meadow ❑ Peatland ❑ Open Water ❑ Other_____	**FOR FRESHWATER WETLANDS**	*Tier 1*	*Tier 2*	*Tier 3*
			❑ 0 - 4,999 sq ft. ☒ 5,000-9,999 sq ft ❑ 10,000-14,999 sq ft	❑ 15,000 – 43,560 sq. ft.	❑ > 43,560 sq. ft. or ❑ smaller than 43,560 sq. ft., not eligible for Tier 1

16. Brief Activity Description	Construction of a 40 unit senior housing building with associated parking.

17. Size of Lot or Parcel & UTM Locations:	❑ _____square feet, or ☒ .734 acres	UTM Northing: _____	UTM Easting: _____
18. Title, Right or Interest:	☒ own ❑ lease ❑ purchase option ❑ written agreement		

19. Deed Reference Numbers:	Book#: 32645 Page: 302 & 310	**20. Map and Lot Numbers:**	Map #: 275/C	Lot #: 1,2,3,6,7,8 & 9	
21. DEP Staff Previously Contacted:	Alison Sirois	**22. Part of a larger project:**	❑ Yes ☒ No	**After-the-Fact:**	❑ Yes ☒ No
23. Resubmission of Application?	❑ Yes➔ ☒ No	**If yes, previous application #**		**Previous project manager:**	
24. Written Notice of Violation?	❑ Yes ➔ ☒ No	**If yes, name of DEP enforcement staff involved:**		**25. Previous Wetland Alteration:**	❑ Yes ❑ No

26. Detailed Directions to the Project Site:	Take Brighton Avenue to Wessex Street. The project is on the corner.

27. TIER 1	**TIER 2/3 AND INDIVIDUAL PERMITS**	
☒ Title, right or interest documentation ☒ Topographic Map ☒ Narrative Project Description ☒ Plan or Drawing (8 1/2" x 11") ☒ Photos of Area ☒ Statement of Avoidance & Minimization ☒ Statement/Copy of cover letter to MHPC	❑ Title, right or interest documentation ❑ Topographic Map ❑ Copy of Public Notice/Public Information Meeting Documentation ❑ Wetlands Delineation Report (Attachment 1) that contains the Information listed under Site Conditions ❑ Alternatives Analysis (Attachment 2) including description of how wetland impacts were Avoided/Minimized	❑ Erosion Control/Construction Plan ❑ Functional Assessment (Attachment 3), if required ❑ Compensation Plan (Attachment 4), if required ❑ Appendix A and others, if required ❑ Statement/Copy of cover letter to MHPC ❑ Description of Previously Mined Peatland, if required

28. FEES Amount Enclosed:	$75.00

CERTIFICATIONS AND SIGNATURES LOCATED ON PAGE 2

IMPORTANT: IF THE SIGNATURE BELOW IS NOT THE APPLICANT'S SIGNATURE, ATTACH LETTER OF AGENT AUTHORIZATION SIGNED BY THE APPLICANT.

By signing below the applicant (or authorized agent), certifies that he or she has read and understood the following :

DEP SIGNATORY REQUIREMENT

PRIVACY ACT STATEMENT

Authority: 33 USC 401, Section 10; 1413, Section 404. Principal Purpose: These laws require permits authorizing activities in or affecting navigable waters of the United States, the discharge of dredged or fill material into waters of the United States, and the transportation of dredged material for the purpose of dumping it into ocean waters. Disclosure: Disclosure of requested information is voluntary. If information is not provided, however, the permit application cannot be processed nor a permit be issued.

CORPS SIGNATORY REQUIREMENT

USC Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry shall be fines not more than $10,000 or imprisoned not more than five years or both. I authorize the Corps to enter the property that is subject to this application, at reasonable hours, including buildings, structures or conveyances on the property, to determine the accuracy of any information provided herein.

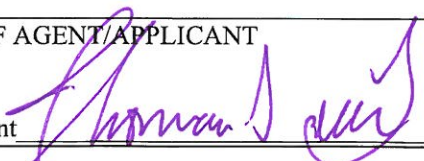
DEP SIGNATORY REQUIREMENT

"I certify under penalty of law that I have personally examined the information submitted in this document and all attachments thereto and that, based on my inquiry of those individuals immediately responsible for obtaining the information, I believe the information is true, accurate, and complete. I authorize the Department to enter the property that is the subject of this application, at reasonable hours, including buildings, structures or conveyances on the property, to determine the accuracy of any information provided herein. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment.

Further, I hereby authorize the DEP to send me an electronically signed decision on the license I am applying for with this application by emailing the decision to the address located on the front page of this application (see #4 for the applicant and #8 for the agent)."

_____ Date: _____

SIGNATURE OF AGENT/APPLICANT

Signature of Agent  Date: 1/26/18

NOTE: Any changes in activity plans must be submitted to the DEP and the Corps in writing and must be approved by both agencies prior to implementation. Failure to do so may result in enforcement action and/or the removal of the unapproved changes to the activity.

(yellow)

Doc#: 53187 Bk:32645 Pg: 302

WARRANTY DEED

Maine Statutory Short Form

KNOW ALL BY THESE PRESENTS, that **Chase ME, LLC**, a Maine Limited Liability Company, with a principal place of business in the City of South Portland, County of Cumberland and State of Maine, for consideration paid, **GRANTS** to **Avesta Housing Development Corporation**, whose mailing address is 307 Cumberland Avenue, Portland, Maine 04101, with **WARRANTY COVENANTS,** all of the Grantor's interest in real property commonly known as 977 Brighton Avenue, and located in the City of Portland, County of Cumberland and State of Maine, described as follows:

SEE SCHEDULE A ATTACHED HERETO AND MADE A PART HEREOF.

MAINE REAL ESTATE TAX PAID

Meaning and intending to convey and hereby conveying the same premises described in a deed from Wise Investment Properties, Inc. to Chase ME, LLC dated November 14, 2005 and recorded in the Cumberland County Registry of Deeds in Book 23402, Page 40.

IN WITNESS WHEREOF, it, the said Chase ME, LLC has caused these presents to be signed by Judith A. Chase and Mark C. Chase, its Members thereunto duly authorized this 28th day of September, 2015.

SIGNED, SEALED AND DELIVERED IN THE PRESENCE OF

WITNESS

Chase ME, LLC

Judith A. Chase

WITNESS

Chase ME, LLC

Mark C. Chase

STATE OF MAINE
COUNTY OF CUMBERLAND, ss. September 28, 2015

Then personally appeared the above named Judith A. Chase and Mark C. Chase and acknowledged the foregoing instrument to be their free act and deed in their said capacity, before me

Jerome J. Gamache, Notary Public
My Commission Expires June 23, 2020

SCHEDULE A

Certain lots or parcels of land together with the buildings and improvements thereon, located in the City of Portland, County of Cumberland and State of Maine, and being more particularly bounded and described as follows:

Being three lots of land, 352, 353 and 354 as delineated on plan called Glenwood, said plan having been prepared by Jordan and Richardson, dated May 1895, and recorded in the Cumberland County Registry of Deeds in Plan Book 8, Page 11. Said lots containing 12,000 square feet of land, more or less.

Also another certain lot or parcel of land, with any buildings thereon, located in said Portland, bounded and described as follows:

Commencing at a stake set in the easterly side line of Wessex Street, one hundred (100') feet distant north of the intersection of the said easterly line of Wessex Street and the northerly side line of Brighton Street; thence running along the said easterly line of Wessex Street in a northeasterly direction forty (40') feet to a stake; thence at right angles with Wessex Street in a southeasterly direction of one hundred (100') feet to a stake; thence at right angles with last named boundary in a southwesterly direction forty (40') feet to a stake; thence at right angles with last named boundary in a northwesterly direction one hundred (100') feet to the point of beginning. Containing four thousand (4,000) square feet of land. Said measurements are more or less.

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Received
Recorded Register of Deeds
Oct 06,2015 11:52:45A
Cumberland County
Nancy A. Lane

QUITCLAIM DEED with COVENANT

KNOW ALL BY THESE PRESENTS,

THAT I, **PHUONG T. NGUYEN**, of South Portland, Cumberland County, Maine in consideration of ONE DOLLAR and other valuable consideration paid by **AVESTA HOUSING DEVELOPMENT CORPORATION**, a Maine nonprofit corporation with a place of business in Portland, Cumberland County, Maine, and whose mailing address is 307 Cumberland Avenue, Portland ME 04101, hereby grant to Avesta Housing Development Corporation, its successors and assigns forever, WITH QUITCLAIM COVENANT, the land in Portland, Cumberland County, Maine, more fully described on Exhibit A attached hereto and made a part hereof.

TO HAVE AND TO HOLD the aforegranted and bargained premises, with all the privileges and appurtenances thereof, to Avesta Housing Development Corporation, its successors and assigns, to its and their use and behoof forever.

IN WITNESS WHEREOF, Phuong T. Nguyen has hereunto set her hand and seal this 6th day of October, 2015.

SIGNED, SEALED AND DELIVERED
IN PRESENCE OF:

(Witness)

PHUONG T. NGUYEN

MAINE REAL ESTATE TAX PAID

STATE OF MAINE
CUMBERLAND, ss.

October 6, 2015

Then personally appeared Phuong T. Nguyen and acknowledged the foregoing instrument to be her free act and deed.

Before me: _____
~~Notary Public~~/Attorney at Law

NOTARY PRINT NAME: Amy W. Devin

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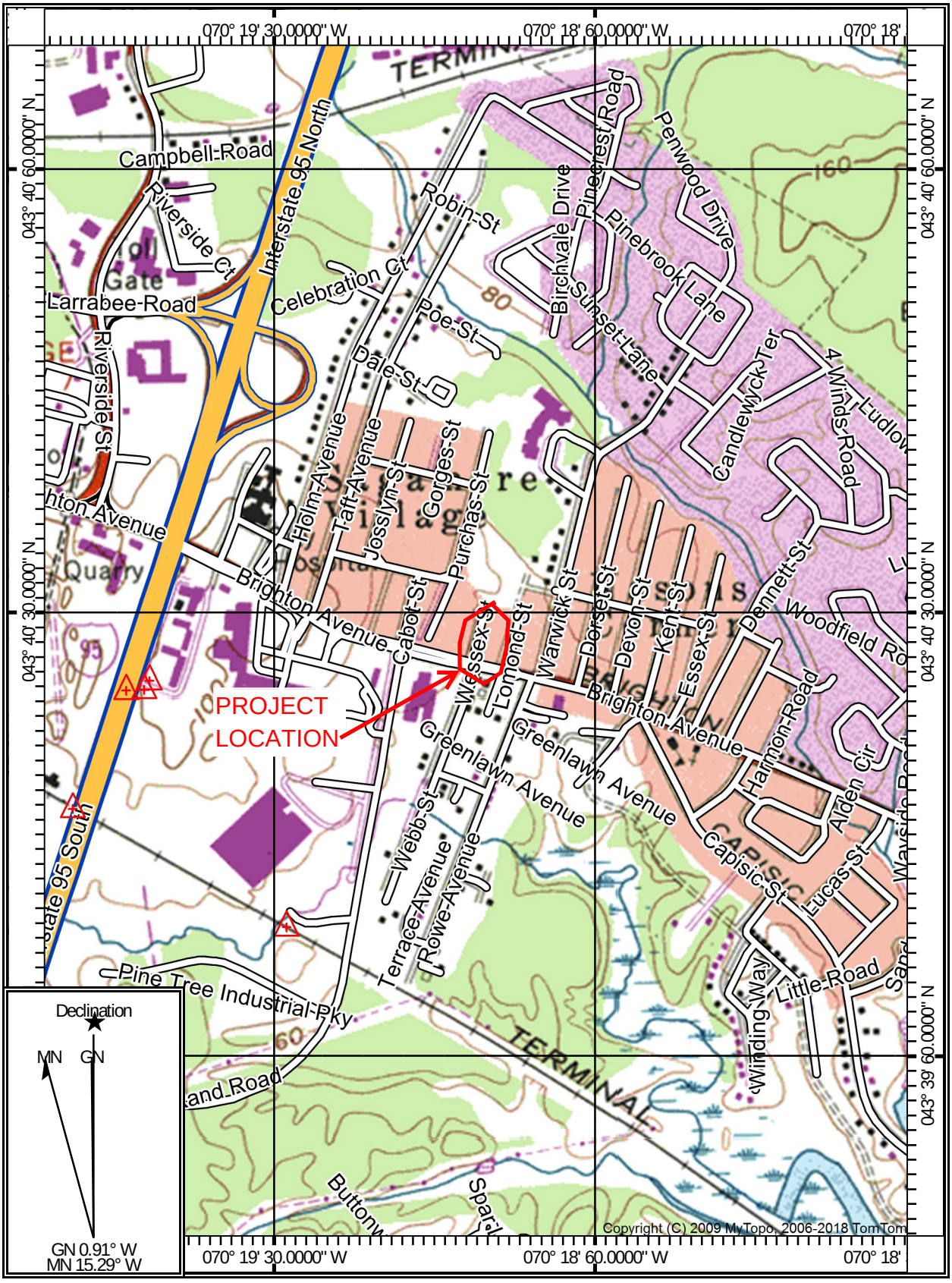
Nancy A. Lane



SCALE 1:12000

0 1000 2000 3000

Feet

16150-977 Brighton Avenue, Portland
January 22, 2018

977 Brighton Avenue
Avesta Housing
File: 16150

Project Description. This project is the construction of a 4 story building for 40 senior housing units and parking for 32 automobiles. This project will have 3 units that are affordable.

Avoidance & Minimization. This site has been selected due to the zoning allowing the density required for the project. This eliminated other sites in the City with different zoning. The project is asking the City to allow reduced parking which minimizes site impacts. The current code requires 40 spaces, we are requesting 32 spaces.

Grading around the edge of the parking are reduced to 2:1 to avoid additional impacts.

N

GRAPHIC SCALE

40 0 20 40

1 inch = 40 ft.

WALSH
ENGINEERING ASSOCIATES, INC.

One Karen Dr., Suite 2A | Westbrook, Maine 04092
ph: 207.553.9898 | www.walsh-eng.com

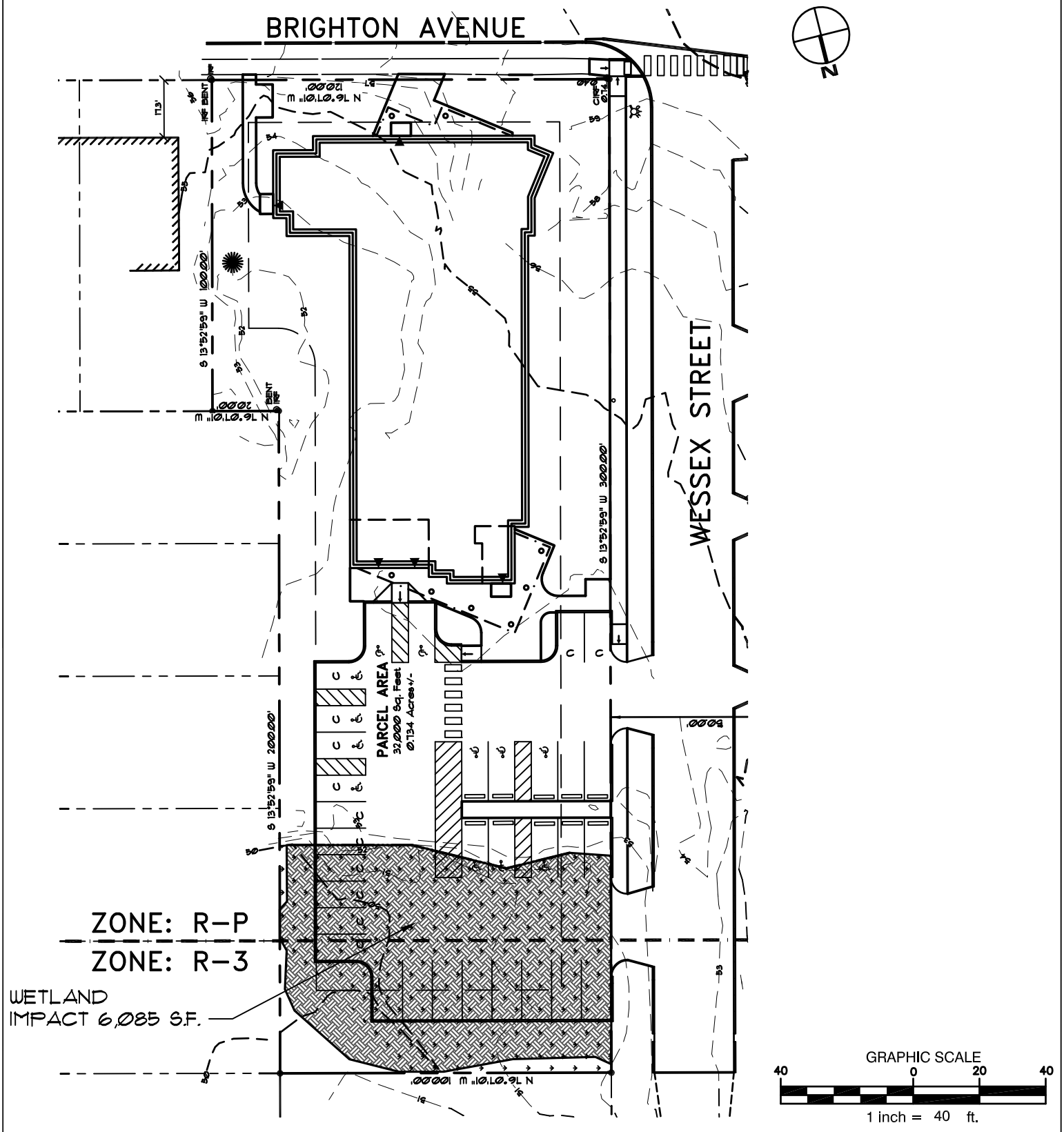
Copyright © 2018

977 BRIGHTON AVENUE ELDERLY APARTMENTS

AVESTA 977 BRIGHTON LP
307 CUMBERLAND AVENUE
PORTLAND, MAINE 04101

Sheet Title:
AERIAL

Job No.:	16150
Date:	1/23/18
Scale:	AS SHOWN
Drawn:	RJS
Checked:	TSG



WALSH
ENGINEERING ASSOCIATES, INC.
One Karen Dr., Suite 2A | Westbrook, Maine 04092
ph: 207.553.9898 | www.walsh-eng.com

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977 BRIGHTON AVENUE ELDERLY APARTMENTS

AVESTA 977 BRIGHTON LP
307 CUMBERLAND AVENUE
PORTLAND, MAINE 04101

Sheet Title:
WETLAND IMPACT AREA

Job No.:	16150
Date:	1/23/18
Scale:	AS SHOWN
Drawn:	RJS
Checked:	TSG

977 Brighton Avenue, Portland Taken 11/24/17

977 Brighton Avenue, Portland Taken 11/24/17

977 Brighton Avenue, Portland Taken 11/24/17

WALSH
ENGINEERING ASSOCIATES, INC.

File: 16150

January 22, 2018

Mr. Kirk F. Mohney
Maine Historic Preservation Commission
55 Capitol Street, 65 State House Station
Augusta, ME, 04333-0065

RE: 977 Brighton Avenue, Portland

Dear Mr. Mohney:

Enclosed please find material relating to a proposed new Residential Building to be located at 977 Brighton Avenue in Portland. Please review this material and your files and inform us of any impact that this construction may have on historic, archaeological or architectural properties.

Respectfully,

Rita J. Sawyer
Walsh Engineering Associates, Inc.

cc: File
Enc.

SEP - 8 2016

Albert Frick Associates, Inc.
Environmental Consultants
95A County Road Gorham, ME 04038
Office: (207)839-5563 Fax: (207)839-5564
www.albertfrick.com info@albertfrick.com

Albert Frick, CSS, LSE
Chris Coppi, CWS, LSE
Brady Frick, LSE
Bryan Jordan, LSE
Matthew Logan, LSE
Jamie Latorre, Office Manager

September 6, 2016

Seth Parker
Director of Real Estate Development
Avesta Housing
307 Cumberland Avenue
Portland, ME 04101

Re: Wetlands Report, 977 Brighton Ave, Portland.

Dear Mr. Parker:

On April 13th and August 25th, Albert Frick Associates, Inc. (AFA) conducted a wetland review of the above-mentioned property for the purpose of determining permitting requirements for a potential parking area. Initially, AFA visited the property on April 13th and identified a small freshwater, shrub/wet meadow wetland which was delineated with blue flagging. The delineated wetland was located with a GPS Trimble, Geo 7x unit in order to illustrate the extent of the wetland which is shown on the site plan attached with this report. The proposed parking area is located within the wetland impacting approximately 3,633 square feet of the shrub/wet meadow as shown on the attached plan. This plan is a conceptual in nature and should not be used for permitting purposes since actual grading elevations have not been completed by site engineering at this time.

No vernal pools, as defined by Maine's Natural Resources Protection Act (NRPA), were observed on the property.

Jurisdictional Natural Resources:

Wetlands
The freshwater wetland is classified as a Palustrine Scrub-Shrub/Emergent Wetland (PSS/EM1) "shrub and wet meadow" because it is dominated by shrubs and low growing herbaceous plant species, namely flowering herbs (goldenrod- *Solidago*). The wetland was observed in the northern corner of the property.

A drainage way, originating from the Wessex Street road culvert, was observed at the northwest corner of the property. The drainage way conveys stormwater west of Wessex Street to the property

which then flows diagonally south across the property and eventually discharging through another culvert on Lomond Street to the east. Upon entering the property, the drainage way quickly becomes a flat, drainage way without defined banks and little mineral deposition along its course. Therefore, this drainage way would **not** be considered to be a river, stream or brook as defined by the Natural Resources Protection Act, 38 M.R.S. 480 (B) (9).

Permitting:

Maine Department of Environmental Protection (DEP)

Research of the property and review of DEP records has revealed that the wetland on the property is eligible for the wetland alteration exemption which allows up to, but not to exceed, 4,300 square feet of wetland alteration pursuant to the Natural Resources Protection Act, 38 M.R.S. 480 (Q) (17). Wetland alterations result from regulated activities which cause a direct or indirect impact to the wetland which include, but are not limited to, filling, soil displacement, vegetation removal and the construction of permanent structures. If a proposed activity on the property results in 4,300 square feet or less of wetland impact, then a permit from the Department is not required in accordance with 480 (Q) (17).

Since the proposed parking area results in less than 4,300 square feet of wetland impact, then a DEP permit is not required. See the attached site plan which illustrates the extent of fill tentatively proposed in the wetland. **Please note that this conceptual plan assumes that the edge of the wetland alteration is the bottom of the fill slope and not the edge of the parking surface. Furthermore, wetland impacts required to redirect the drainage way, namely the area of the excavation ditch, must be included when determining the total wetland impact.**

If a proposed project results in over 4,300 square feet of wetland impact on the property, in total, then a Natural Resources Protection Act Permit (Tier permit) from the Maine Department of Environmental Protection (DEP) is required.

Lastly, the wetlands on the property do not require a setback to the regulated activities mentioned above, in accordance with the NRPA, 480 (C).

City of Portland

The wetland on the property is not shown on the shoreland zoning map in accordance with the City of Portland's Zoning Map.

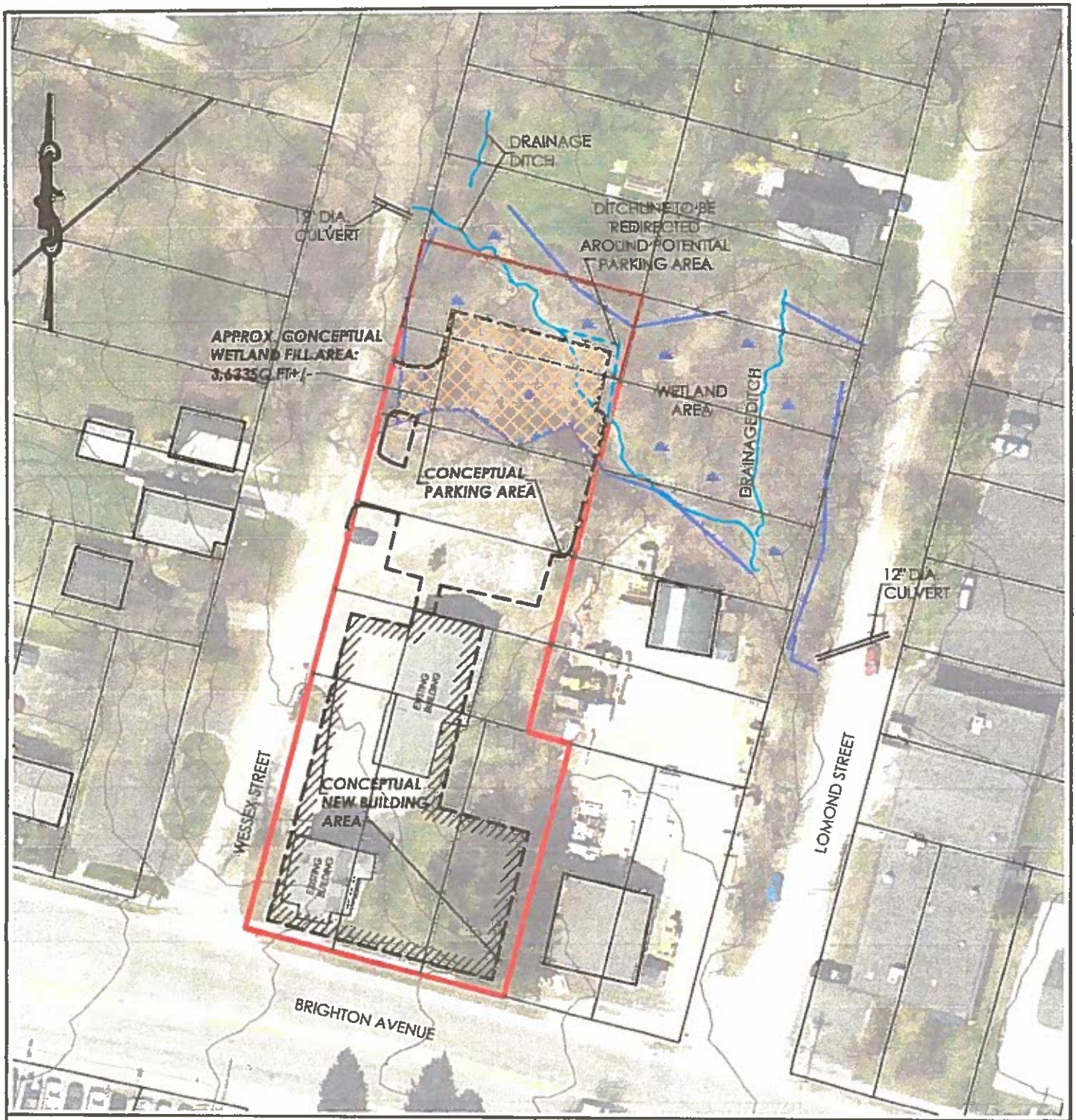
Please contact me if you have any questions or matters for further discussion. If the parking project requires DEP review, we can certainly assist you with the preparation of a Tier permit if necessary. I can be reached by phone at 839-5563 or by email at chris@albertfrick.com.

Sincerely,

Chris Coppi

Chris Coppi, CWS
Wetland Scientist
Licensed Site Evaluator

Enc. Site Plan and photos



SITE PLAN

PREPARED FOR

AVESTA HOUSING

977 BRIGHTON AVE

PORTLAND, MAINE

Albert Frick Associates, Inc.

Environmental Consultants

Gorham, Maine

Date:	Revision Description

Drawn By: B.J.	Checked By: A.F
Date: 4/18/16	Scale: 1" = 60'

8/25/16 Site Photos- 977 Brighton Ave, Portland

Photo 1: View of shrub/wet meadow wetland consisting of flowering herbs and shrubs.

Photo 2: View of drainage way channel moving onto the property (and wetland boundary in blue). Notice the absence of a mineral bottom soon after the drainage way enters the wetland.

8/25/16 Site Photos- 977 Brighton Ave, Portland

Photo 3: View of drainage way inside wetland- Very flat channel, with little mineral deposition. Lack of aquatic or obligate wetland plants (Likely Thyme-leaved Speedwell, FAC-*Veronica serpyllifolia shown in channel)* suggest an ephemeral (resulting from rain events) drainage course.

WALSH
ENGINEERING ASSOCIATES, INC.

File: 16150

January 22, 2018

Ms. Lisa St. Hilaire
Information Manager, Maine Natural Areas Program
22 State House Station
Augusta, ME 04333-0022

RE: 977 Brighton Avenue, Portland

Dear Ms. St. Hilaire:

Enclosed please find material relating to a proposed new Residential Building to be located at 977 Brighton Avenue in Portland. Please review this material and inform us of any impact that it may have on important and significant natural features in the area.

Respectfully,

Rita J. Sawyer
Walsh Engineering Associates, Inc.

cc: File
Enc.

WALSH
ENGINEERING ASSOCIATES, INC.

File: 16150

January 22, 2018

Mr. John Perry
Maine Department of Inland Fisheries and Wildlife
284 State St
41 State House Station
Augusta, ME 04333

RE: 977 Brighton Avenue, Portland

Dear Mr. Perry:

Enclosed please find material relating to a proposed new Residential Building to be located at 977 Brighton Avenue in Portland. Please review this material and inform us of any impact that it may have on wildlife or important and significant wildlife habitat.

Respectfully,

Rita J. Sawyer
Walsh Engineering Associates, Inc.

cc: File
Enc.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Maine Ecological Services Field Office
P. O. Box A
East Orland, ME 04431
Phone: (207) 469-7300 Fax: (207) 902-1588
http://www.fws.gov/mainefieldoffice/index.html

In Reply Refer To:
Consultation Code: 05E1ME00-2018-SLI-0293
Event Code: 05E1ME00-2018-E-00610
Project Name: 977 Brighton Avenue Elderly Apartments

January 22, 2018

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies the threatened, endangered, candidate, and proposed species and designated or proposed critical habitat that may occur within the boundary of your proposed project or may be affected by your proposed project. This species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC Web site at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the Endangered Species Consultation Handbook at: http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

This species list also identifies candidate species under review for listing and those species that the Service considers species of concern. Candidate species have no protection under the Act but are included for consideration because they could be listed prior to completion of your project. Species of concern are those taxa whose conservation status is of concern to the Service (i.e., species previously known as Category 2 candidates), but for which further information is needed.

If a proposed project may affect only candidate species or species of concern, you are not required to prepare a Biological Assessment or biological evaluation or to consult with the Service. However, the Service recommends minimizing effects to these species to prevent future conflicts. Therefore, if early evaluation indicates that a project will affect a candidate species or species of concern, you may wish to request technical assistance from this office to identify appropriate minimization measures.

Please be aware that bald and golden eagles are not protected under the Endangered Species Act but are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.). Projects affecting these species may require development of an eagle conservation plan: http://www.fws.gov/windenergy/eagle_guidance.html Information on the location of bald eagle nests in Maine can be found on the Maine Field Office Web site: http://www.fws.gov/mainefieldoffice/Project%20review4.html

Additionally, wind energy projects should follow the wind energy guidelines: http://www.fws.gov/windenergy/ for minimizing impacts to migratory birds and bats. Projects may require development of an avian and bat protection plan.

Migratory birds are also a Service trust resource. Under the Migratory Bird Treaty Act, construction activities in grassland, wetland, stream, woodland, and other habitats that would result in the take of migratory birds, eggs, young, or active nests should be avoided. Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g.,

cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm and at: http://www.towerkill.com; and at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Maine Ecological Services Field Office
P. O. Box A
East Orland, ME 04431
(207) 469-7300

Project Summary

Consultation Code: 05E1ME00-2018-SLI-0293

Event Code: 05E1ME00-2018-E-00610

Project Name: 977 Brighton Avenue Elderly Apartments

Project Type: DEVELOPMENT

Project Description: Construction of a 4 story, 41 unit apartment building.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/43.67456123571125N70.31900414278903W

Counties: Cumberland, ME

Endangered Species Act Species

There is a total of 1 threatened, endangered, or candidate species on this species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

Mammals

NAME	STATUS
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

WALSH
ENGINEERING ASSOCIATES, INC.

File: 16150

January 22, 2018

Aroostook Band of Micmacs
ATTN: Tribal Historic Preservation Officer
7 Northern Road
Presque Isle, Maine 04769

RE: 977 Brighton Avenue, Portland

Dear Sir or Madam:

Enclosed please find material relating to a proposed new Residential Building to be located at 977 Brighton Avenue in Portland. Please review this material and your files and inform us if you have any comments related to this project.

Thank you in advance for your consideration.

Respectfully,

Rita J. Sawyer
Walsh Engineering Associates, Inc.

cc: File
Enc.

WALSH
ENGINEERING ASSOCIATES, INC.

File: 16150

January 22, 2018

Houlton Band of Maliseet Indians
ATTN: Tribal Historic Preservation Officer
88 Bell Road
Littleton, Maine 04730

RE: 977 Brighton Avenue, Portland

Dear Sir or Madam:

Enclosed please find material relating to a proposed new Residential Building to be located at 977 Brighton Avenue in Portland. Please review this material and your files and inform us if you have any comments related to this project.

Thank you in advance for your consideration.

Respectfully,

Rita J. Sawyer
Walsh Engineering Associates, Inc.

cc: File
Enc.

WALSH
ENGINEERING ASSOCIATES, INC.

File: 16150

January 22, 2018

Passamaquoddy Tribe of Indians
Indian Township Reservation
ATTN: Tribal Historic Preservation Officer
P.O. Box 301
Princeton, Maine 04668

RE: 977 Brighton Avenue, Portland

Dear Sir or Madam:

Enclosed please find material relating to a proposed new Residential Building to be located at 977 Brighton Avenue in Portland. Please review this material and your files and inform us if you have any comments related to this project.

Thank you in advance for your consideration.

Respectfully,

Rita J. Sawyer
Walsh Engineering Associates, Inc.

cc: File
Enc.

WALSH
ENGINEERING ASSOCIATES, INC.

File: 16150

January 22, 2018

Passamaquoddy Tribe of Indians
Pleasant Point Reservation
ATTN: Tribal Historic Preservation Officer
P.O. Box 343
Perry, Maine 04667

RE: 977 Brighton Avenue, Portland

Dear Sir or Madam:

Enclosed please find material relating to a proposed new Residential Building to be located at 977 Brighton Avenue in Portland. Please review this material and your files and inform us if you have any comments related to this project.

Thank you in advance for your consideration.

Respectfully,

Rita J. Sawyer
Walsh Engineering Associates, Inc.

cc: File
Enc.

WALSH
ENGINEERING ASSOCIATES, INC.

File: 16150

January 22, 2018

Penobscot Nation
ATTN: Tribal Historic Preservation Officer
Cultural and Historic Preservation Department
12 Wabanaki Way
Indian Island, Maine 04468

RE: 977 Brighton Avenue, Portland

Dear Sir or Madam:

Enclosed please find material relating to a proposed new Residential Building to be located at 977 Brighton Avenue in Portland. Please review this material and your files and inform us if you have any comments related to this project.

Thank you in advance for your consideration.

Respectfully,

Rita J. Sawyer
Walsh Engineering Associates, Inc.

cc: File
Enc.

CWS ARCHITECTS
ARCHITECTURE | INTERIOR DESIGN

Proposed
977 Brighton Avenue Apartments
Portland, Maine

Statement of Fire Department Project Review Data

Attached is a preliminary Code Review of the proposed 977 Brighton Avenue Apartments (on the corner of Brighton Avenue and Wessix Street) to be developed, owned and managed by Avesta Housing of Portland.

In summary, the 40 1-BR unit Residential Apartment Building will be design to Type 5A construction (protected wood frame) requirements, 4 stories in height, protected by a monitored fire alarm and 13R sprinkler system. The building is approximately 44' at Brighton Avenue and 46' at the rear due to grade changes.

The building has a gross area of 30,736 SF approximately equally spread of four floors. In addition to the residential units, the remainder of the space included residential support and circulation spaces such as utility, laundry, community, rental office, telemed room, mail services, etc. There are not non-residential primary uses in the building.

Vehicle access to the building can be achieved by on three sides of the buildings and the forth side is easily accessible by foot. There is an existing fire hydrant on the corner of Brighton and Wessex and domestic/sprinkler water supply will likely come off Wessex Street. See site plans for size and location.

To date, hydrant flow data has not been secured to determine NFPA 1 location requirements.

Benedict B. Walter, AIA
President
Licensed Architect ME NH GA
bwalter@cwsarch.com

977 Brighton Ave Apartments **December 21, 2017**
Portland, ME

Code Analysis

	IBC 2009		NFPA 101 - 2009		
Category	**Reference**	**Code Requirements**	**Reference**	**Code Requirements**	**Proposed**
Use Group	310.1	R-2 (Senior) Apartments	6.1.8.1.5	Residential - New Apartment Building	Apartments
Building Construction	Table 601	Type 5A - Combustible Protected Foundation - Concrete frost wall and slab Exterior walls - 2x6 wood frame with GWB finish. Exterior siding. Interior walls - Wood frame with GWB surfacing Roof - Wood trusses and EPDM Roof	NFPA 220	Construction Type V (111)	
Height & Area Limitations	Table 503	12,000 SF per floor 3 Stories / 50'			
Height Modifications	504.2	Sprinklered NFPA 13 - add 1 story and 20'			Sprinklered - NFPA13
Maximum allowable height		4 stories / 70'			4 stories / 48'-4" height from lowest grade to high point of roof
Area Modifications	506.3	Sprinklered NFPA 13 [I_s = 2]			
	506.2	Not Used			
	506.1	$\{A_t+[A_t x T_f]+[A_t x I_s]\} = A_a$ {12000+[NA]+[12000x2]} =36,000			
Maximum allowable area	506.1	36,000 SF Per Floor			1st Floor = 7,684 SF 2nd Floor = 7,684 SF 3rd Floor = 7,684 SF 4th Floor = 7,684 SF Total Area: 30,736 SF
Fire ratings	Table 602	Loadbearing Ext walls >30' = 1 hr Loadbearing Ext walls 10'-30' = 1 hr Nonloadbearing Ext walls >30' = 0 hr Nonloadbearing Ext walls 10'-30' = 1 hr			1 hour 1 Hour 0 hour 1 hour
Fire ratings - cont.	Table 1018.1	Exit access corridors - 1/2 hour (with sprinkler system)	30.3.6.1.2	Exit access corridors - 1/2 hour	1/2 hour
			30.3.6.2	Exit access corridor doors - 20-minute self-closing & latching	20 minute doors, spring hinges
	1022.1	Fire Enclosure of 4 story Vertical Exit Enclosures - 2 hour	30.2.2.1.2	Exits: 1 Hour (Sprinklered)	2 hour
	708.4	4 story Shafts & Elevator Hoistways - 2 hr	30.3.1.1.4	Shafts: 1 Hour (Sprinklered) and 1-hour doors	2 hour
	709.3	Dwelling Unit Separation - 1 hour	30.3.7.2	Dwelling Unit Separation - 1/2 hour	1 hour
	Table 601	Interior loadbearing walls - 1 hour			1 hour
	Table 601	Int. nonloadbearing walls - 0 hour			0 Hour
	Table 601	Floor Construction - 1 hour			1 hour
	Table 601	Roof construction - 1 hour			1 hour
	Table508.2.5	Boiler Rooms over 10 HP - 1 hour or automatic fire extinguishing	T 30.3.2.1.1	Boiler Rooms - 1 Hour and sprinkler	1 Hour & Sprinklered
	Table508.2.5	Waste Collection Room over 100 sf - 1 hour or automatic fire extinguishing	T 30.3.2.1.1	Trash Collection Rooms - 1 Hour and sprinkler	1 Hour & Sprinklered
	Table508.2.5	Laundry Rooms over 100 s.f. - 1 hour or automatic fire extinguishing	T 30.3.2.1.1	Laundries over 100 s.f. - 1 hour and sprinklers with smoke partitions	1 Hour & Sprinklered
	Table508.2.5	Storage Rooms over 100 s.f. - 1 hour or automatic fire extinguishing	T 30.3.2.1.1	Storage rooms outside of dwelling units - 1 hour OR sprinklers with smoke partitions	Sprinklered
Opening Protectives	Table 715.4	1/2 Hour Rated Exit access corridors - 20 min.	30.3.6.2	Exit access corridor doors - 20-minute self-closing & latching	20 min.

977 Brighton Ave Apartments **December 21, 2017**
Portland, ME

Code Analysis

Category	IBC 2009 Reference	IBC 2009 Code Requirements	NFPA 101 - 2009 Reference	NFPA 101 - 2009 Code Requirements	Proposed
	Table 715.4	1 Hour Barriers - 45 min.			45 min.
	Table 715.4	1 Hour Shafts & Exits - 60 min.			60 min.
	Table 715.4	2 Hour Barriers - 90 min.			90 min.
Wired Glass Panels	Table 715.5.4	20 min. opening = Not limited			As required
		3/4 hour opening = 1296 sq in			As required
		1 and 1 1/2 hour opening = 100 sq in			As required
Fire Damper Rating	Table 716.3.2.1	Less than 3 hour rated assembly - 1-1/2 hour.			As required
Interior Flame Spread Index	Table 803.9	Required vertical exits and passageways - C	30.3.3.2	In exits - Class A	As required
	Table 803.9	Corridors providing exit access - C	30.3.3.2	Lobbies and corridors - Class A or B	As required
	Table 803.9	Rooms or enclosed spaces - C	30.3.3.2	Other Spaces - Class A, B or C	As required
			30.3.3.3.2	Exit enclosures and corridor floors - Not less than Class II	
Occupant Load	T 1004.1.1	Residential Occupancy = 1/200 GSF	T7.3.1.2	Residential Apartment occupant load = 1/200 SF	
	T 1004.1.1	Storage areas, mechanical equipment rooms = 1/300 GSF		Storage areas, mechanical equipment rooms = 1/500 GSF	
	T 1004.1.1	Assembly, Unconcentrated (Tables & Chairs) = 1/15 NSF		Assembly, Unconcentrated (Tables & Chairs) = 1/15 NSF	
		1st floor 6949 / 200 = 34.7 1st Community Room 735/15 = 49 2nd floor 7684 / 200 = 38.4 3rd floor 7684 / 200 = 38.4 4th floor 7684 / 200 = 38.4		1st floor 6949 / 200 = 34.7 1st Community Room 735/15 = 49 2nd floor 7684 / 200 = 38.4 3rd floor 7684 / 200 = 38.4 4th floor 7684 / 200 = 38.4	
		Total = 199		Total = 199	
Means of Egress					
	1005.1	Egress width per occupant @ stairways = 0.3" x 84 = 25.2"	T7.3.3.1	Egress width per occupant @ stairways = 0.3" x 76= 23"	(2) two stairs @ 50" = 100"
	105.1	Minimum stair width: 44" unless serving less than 50 occupants			
	1005.1	Egress width capacity per occupant @ doors and corridors = .2 x 84 = 16.8"	T7.3.3.1	Egress width capacity = 0.2" per occupant @ level components & ramps .2 x 76 = 15.2"	(Typ.) 36" Doors = 34" net clear opening
	1008.1.1	Minimum door opening width = 32"	7.2.1.2.3.2	Minimum door opening width = 32"	34"
	1014.3	Common path of travel < 125'	30.2.5.3.2	Common path of travel = 50' max. (sprinklered)	12'-6"
	T 1016.1	Length of travel < 250' (sprinklered)	30.2.6.4	Max travel from non-unit areas to exit = 250' (sprinklered)	73'-4"
	1018.2	Minimum corridor width = 44"	7.3.4.1	Minimum corridor width = 36"	57" Min
	1018.4	Dead ends < 50' w/ NFPA 13	30.2.5.4.2	Dead ends = 50' max (sprinklered)	25'-9"
	T 1021.1	Number of exits <500 occupants = 2	30.2.4	Minimum number of exits = 2	2
			30.2.6.2	Max travel within unit = 125'	35'-11"
			30.2.6.3.2	Max travel from unit entrance to exit = 200'	63'-0"
Emergency Lighting	1006.1	Emergency lighting is required except in dwelling units	30.2.9	Emergency lighting is required	Provided
	1011.1	Exit Signs are required	7.10.1.2	Exit Signs are required	Provided
Fire Suppression Systems	903.2.8	Sprinkler System Required	30.3.5	NFPA 13 or 13R Required	NFPA13 Provided
Standpipes	905.3	Class III Required			Provided
Extinguishment requirements	906	Portable fire extinguishers shall be installed as per NFPA 10 (IFC 2009)	30.3.5.12	Not Required	Provided
Fire Alarm Systems	907.2.9	Required	30.3.4.1	Required	Provided
			30.3.4.2	Manual initiation required	Provided
			30.3.4.2.3	Automatic initiation required	Provided
			30.3.4.3	Annunciators required	Provided

977 Brighton Ave Apartments
Portland, ME

December 21, 2017

Code Analysis

	IBC 2009		NFPA 101 - 2009		
Category	**Reference**	**Code Requirements**	**Reference**	**Code Requirements**	**Proposed**
Smoke Detetectors	907.2.9.2	Required	30.3.4.5	Required within and outside every sleeping area	Provided in sleeping and living areas

STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION
17 STATE HOUSE STATION AUGUSTA, MAINE 04333-0017

DEPARTMENT ORDER

IN THE MATTER OF

AVESTA HOUSING DEVELOPMENT	) NATURAL RESOURCES PROTECTION ACT
Portland, Cumberland County	) FRESHWATER WETLAND ALTERATION
PARKING LOT	) WATER QUALITY CERTIFICATION
L-27816-TB-A-N (approval)	) FINDINGS OF FACT AND ORDER

Project Description: The applicant proposes to alter 6,085 square feet of scrub-shrub and wet meadow freshwater wetlands to construct a parking lot to serve a 4-story, 40-unit apartment building. The project is shown on a set of plans, the first of which is titled "Subdivision Recording Plat Sheet 1 of 2, 977 Brighton Ave Elderly Apartments," prepared by Pinkham and Greer Civil Engineers and dated December 21, 2017. The applicant has avoided and minimized wetland impacts to the greatest extent practicable by reducing the number of parking spaces and by installing 2H:1V side slopes around the parking lot. According to the Department's Geographic Information System (GIS), there are no mapped essential or significant wildlife habitats associated with the project site. The proposed project is located at 977 Brighton Avenue in the City of Portland.

Permit for:	[X]	Tier 1
DEP Decision:	[X]	Approved [ ] Denied (see attached letter)
CORPS Action:	[X]	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, *Corps approval is required for your project*. For information regarding the status of your application contact the Corps' Maine Project Office at (207) 623-8367.

Standard Conditions:

1) If construction or operation of the activity is not begun within four (4) 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.

DONE AND DATED IN AUGUSTA, MAINE, THIS 27TH DAY OF MARCH, 2018.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

BY: _____
For: Paul Mercer, Commissioner

Filed
MAR 28 2018
State of Maine
Board of Environmental Protection

PLEASE NOTE THE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES.

JM/L27816AN/ATS#82730

Natural Resources Protection Act (NRPA)
Standard Conditions

THE FOLLOWING STANDARD CONDITIONS SHALL APPLY TO ALL PERMITS GRANTED UNDER THE NATURAL RESOURCES PROTECTION ACT, 38 M.R.S.A. § 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. Time frame for approvals. If construction or operation of the activity is not begun within four 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 may include information submitted in the initial application by reference. This approval, if construction is begun within the four-year time frame, is valid for seven years. If construction is not completed within the seven-year time frame, the applicant must reapply for, and receive, approval prior to continuing construction.

F. 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.

G. 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.

H. 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

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

Erosion Control for Homeowners

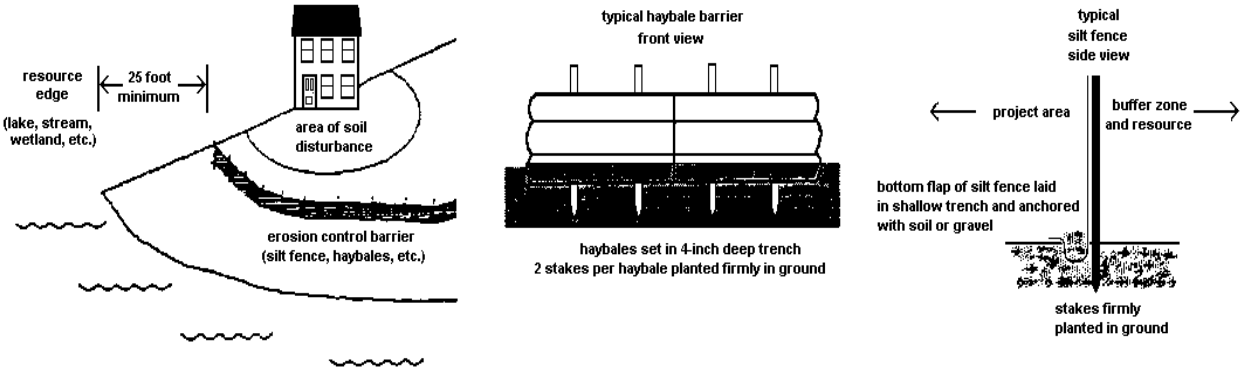
Before Construction

1. If you have hired a contractor, make sure you discuss your permit with them. Talk about what measures they plan to take to control erosion. Everybody involved should understand what the resource is, and where it is located. Most people can identify the edge of a lake or river. However, the edges of wetlands are often not so obvious. Your contractor may be the person actually pushing dirt around, but you are both responsible for complying with the permit.

2. Call around to find where erosion control materials are available. Chances are your contractor has these materials already on hand. You probably will need silt fence, hay bales, wooden stakes, grass seed (or conservation mix), and perhaps filter fabric. Places to check for these items include farm & feed supply stores, garden & lawn suppliers, and landscaping companies. It is not always easy to find hay or straw during late winter and early spring. It also may be more expensive during those times of year. Plan ahead -- buy a supply early and keep it under a tarp.

3. Before any soil is disturbed, make sure an erosion control barrier has been installed. The barrier can be either a silt fence, a row of staked hay bales, or both. Use the drawings below as a guide for correct installation and placement. The barrier should be placed as close as possible to the soil-disturbance activity.

4. If a contractor is installing the erosion control barrier, double check it as a precaution. Erosion control barriers should be installed "on the contour", meaning at the same level or elevation across the land slope, whenever possible. This keeps stormwater from flowing to the lowest point along the barrier where it can build up and overflow or destroy the barrier.



During Construction

1. Use lots of hay or straw mulch on disturbed soil. The idea behind mulch is to prevent rain from striking the soil directly. It is the force of raindrops hitting the bare ground that makes the soil begin to move downslope with the runoff water, and cause erosion. More than 90% of erosion is prevented by keeping the soil covered.

2. Inspect your erosion control barriers frequently. This is especially important after a rainfall. If there is muddy water leaving the project site, then your erosion controls are not working as intended. You or your contractor then need to figure out what can be done to prevent more soil from getting past the barrier.

3. Keep your erosion control barrier up and maintained until you get a good and healthy growth of grass and the area is permanently stabilized.

After Construction

1. After your project is finished, seed the area. Note that all ground covers are not equal. For example, a mix of creeping red fescue and Kentucky bluegrass is a good choice for lawns and other high-maintenance areas. But this same seed mix is a poor selection for stabilizing a road shoulder or a cut bank that you don't intend to mow. Your contractor may have experience with different seed mixes, or you might contact a seed supplier for advice.

2. Do not spread grass seed after September 15. There is the likelihood that germinating seedlings could be killed by a frost before they have a chance to become established. Instead, mulch the area with a thick layer of hay or straw. In the spring, rake off the mulch and then seed the area. Don't forget to mulch again to hold in moisture and prevent the seed from washing away or being eaten by birds or other animals.

3. Keep your erosion control barrier up and maintained until you get a good and healthy growth of grass and the area is permanently stabilized.

Why Control Erosion?

To Protect Water Quality

When soil erodes into protected resources such as streams, rivers, wetlands, and lakes, it has many bad effects. Eroding soil particles carry phosphorus to the water. An excess of phosphorus can lead to explosions of algae growth in lakes and ponds called blooms. The water will look green and can have green slime in it. If you are near a lake or pond, this is not pleasant for swimming, and when the soil settles out on the bottom, it smothers fish eggs and small animals eaten by fish. There many other effects as well, which are all bad.

To Protect the Soil

It has taken thousands of years for our soil to develop. It usefulness is evident all around us, from sustaining forests and growing our garden vegetables, to even treating our septic wastewater! We cannot afford to waste this valuable resource.

To Save Money ($$)

Replacing topsoil or gravel washed off your property can be expensive. You end up paying twice because State and local governments wind up spending your tax dollars to dig out ditches and storm drains that have become choked with sediment from soil erosion.

DEP INFORMATION SHEET

Appealing a Department Licensing Decision

Dated: March 2012 **Contact: (207) 287-2811**

SUMMARY

There are two methods available to an aggrieved person seeking to appeal a licensing decision made by the Department of Environmental Protection's ("DEP") Commissioner: (1) in an administrative process before the Board of Environmental Protection ("Board"); or (2) in a judicial process before Maine's Superior Court. An aggrieved person seeking review of a licensing decision over which the Board had original jurisdiction may seek judicial review in Maine's Superior Court.

A judicial appeal of final action by the Commissioner or the Board regarding an application for an expedited wind energy development (35-A M.R.S.A. § 3451(4)) or a general permit for an offshore wind energy demonstration project (38 M.R.S.A. § 480-HH(1)) or a general permit for a tidal energy demonstration project (38 M.R.S.A. § 636-A) must be taken to the Supreme Judicial Court sitting as the Law Court.

This INFORMATION SHEET, in conjunction with a review of the statutory and regulatory provisions referred to herein, can help a person to understand his or her rights and obligations in filing an administrative or judicial appeal.

I. ADMINISTRATIVE APPEALS TO THE BOARD

LEGAL REFERENCES

The laws concerning the DEP's *Organization and Powers*, 38 M.R.S.A. §§ 341-D(4) & 346, the *Maine Administrative Procedure Act*, 5 M.R.S.A. § 11001, and the DEP's *Rules Concerning the Processing of Applications and Other Administrative Matters* ("Chapter 2"), 06-096 CMR 2 (April 1, 2003).

HOW LONG YOU HAVE TO SUBMIT AN APPEAL TO THE BOARD

The Board must receive a written appeal within 30 days of the date on which the Commissioner's decision was filed with the Board. Appeals filed after 30 calendar days of the date on which the Commissioner's decision was filed with the Board will be rejected.

HOW TO SUBMIT AN APPEAL TO THE BOARD

Signed original appeal documents must be sent to: Chair, Board of Environmental Protection, c/o Department of Environmental Protection, 17 State House Station, Augusta, ME 04333-0017; faxes are acceptable for purposes of meeting the deadline when followed by the Board's receipt of mailed original documents within five (5) working days. Receipt on a particular day must be by 5:00 PM at DEP's offices in Augusta; materials received after 5:00 PM are not considered received until the following day. The person appealing a licensing decision must also send the DEP's Commissioner a copy of the appeal documents and if the person appealing is not the applicant in the license proceeding at issue the applicant must also be sent a copy of the appeal documents. All of the information listed in the next section must be submitted at the time the appeal is filed. Only the extraordinary circumstances described at the end of that section will justify evidence not in the DEP's record at the time of decision being added to the record for consideration by the Board as part of an appeal.

WHAT YOUR APPEAL PAPERWORK MUST CONTAIN

Appeal materials must contain the following information at the time submitted:

1. *Aggrieved Status*. The appeal must explain how the person filing the appeal has standing to maintain an appeal. This requires an explanation of how the person filing the appeal may suffer a particularized injury as a result of the Commissioner's decision.
2. *The findings, conclusions or conditions objected to or believed to be in error*. Specific references and facts regarding the appellant's issues with the decision must be provided in the notice of appeal.
3. *The basis of the objections or challenge*. If possible, specific regulations, statutes or other facts should be referenced. This may include citing omissions of relevant requirements, and errors believed to have been made in interpretations, conclusions, and relevant requirements.
4. *The remedy sought.* This can range from reversal of the Commissioner's decision on the license or permit to changes in specific permit conditions.
5. *All the matters to be contested*. The Board will limit its consideration to those arguments specifically raised in the written notice of appeal.
6. *Request for hearing.* The Board will hear presentations on appeals at its regularly scheduled meetings, unless a public hearing on the appeal is requested and granted. A request for public hearing on an appeal must be filed as part of the notice of appeal.
7. *New or additional evidence to be offered.* The Board may allow new or additional evidence, referred to as supplemental evidence, to be considered by the Board in an appeal only when the evidence is relevant and material and that the person seeking to add information to the record can show due diligence in bringing the evidence to the DEP's attention at the earliest possible time in the licensing process or that the evidence itself is newly discovered and could not have been presented earlier in the process. Specific requirements for additional evidence are found in Chapter 2.

OTHER CONSIDERATIONS IN APPEALING A DECISION TO THE BOARD

1. *Be familiar with all relevant material in the DEP record.* A license application file is public information, subject to any applicable statutory exceptions, made easily accessible by DEP. Upon request, the DEP will make the material available during normal working hours, provide space to review the file, and provide opportunity for photocopying materials. There is a charge for copies or copying services.
2. *Be familiar with the regulations and laws under which the application was processed, and the procedural rules governing your appeal.* DEP staff will provide this information on request and answer questions regarding applicable requirements.
3. *The filing of an appeal does not operate as a stay to any decision.* If a license has been granted and it has been appealed the license normally remains in effect pending the processing of the appeal. A license holder may proceed with a project pending the outcome of an appeal but the license holder runs the risk of the decision being reversed or modified as a result of the appeal.

WHAT TO EXPECT ONCE YOU FILE A TIMELY APPEAL WITH THE BOARD

The Board will formally acknowledge receipt of an appeal, including the name of the DEP project manager assigned to the specific appeal. The notice of appeal, any materials accepted by the Board Chair as supplementary evidence, and any materials submitted in response to the appeal will be sent to Board members with a recommendation from DEP staff. Persons filing appeals and interested persons are notified in advance of the date set for Board consideration of an appeal or request for public hearing. With or without holding a public hearing, the Board may affirm, amend, or reverse a Commissioner decision or remand the matter to the Commissioner for further proceedings. The Board will notify the appellant, a license holder, and interested persons of its decision.

II. JUDICIAL APPEALS

Maine law generally allows aggrieved persons to appeal final Commissioner or Board licensing decisions to Maine's Superior Court, see 38 M.R.S.A. § 346(1); 06-096 CMR 2; 5 M.R.S.A. § 11001; & M.R. Civ. P 80C. A party's appeal must be filed with the Superior Court within 30 days of receipt of notice of the Board's or the Commissioner's decision. For any other person, an appeal must be filed within 40 days of the date the decision was rendered. Failure to file a timely appeal will result in the Board's or the Commissioner's decision becoming final.

An appeal to court of a license decision regarding an expedited wind energy development, a general permit for an offshore wind energy demonstration project, or a general permit for a tidal energy demonstration project may only be taken directly to the Maine Supreme Judicial Court. See 38 M.R.S.A. § 346(4).

Maine's Administrative Procedure Act, DEP statutes governing a particular matter, and the Maine Rules of Civil Procedure must be consulted for the substantive and procedural details applicable to judicial appeals.

ADDITIONAL INFORMATION

If you have questions or need additional information on the appeal process, for administrative appeals contact the Board's Executive Analyst at (207) 287-2452 or for judicial appeals contact the court clerk's office in which your appeal will be filed.

Note: The DEP provides this INFORMATION SHEET for general guidance only; it is not intended for use as a legal reference. Maine law governs an appellant's rights.

Site Lighting
977 Brighton Avenue

Brighton Avenue has street lights all along this section of the street. No lighting is planned for Wessex Street.

The site lighting will consist of a single pole light in the parking lot and canister lights under the canopies. A single wall mounted fixture will be adjacent the side entry on the east side.

PAUL R. LEPAGE
GOVERNOR

STATE OF MAINE
DEPARTMENT OF
INLAND FISHERIES & WILDLIFE
284 STATE STREET
41 STATE HOUSE STATION
AUGUSTA ME 04333-0041

CHANDLER E. WOODCOCK
COMMISSIONER

February 8, 2018

Rita Sawyer
Walsh Engineering Associates, Inc.
One Karen Drive, Suite 2A
Westbrook, ME 04092

RE: Information Request - 977 Brighton Avenue Residential Building, Portland

Dear Rita:

Per your request received January 25, 2018, we have reviewed current Maine Department of Inland Fisheries and Wildlife (MDIFW) information for known locations of Endangered, Threatened, and Special Concern species; designated Essential and Significant Wildlife Habitats; and fisheries habitat concerns within the vicinity of the *977 Brighton Avenue Residential Building Project* in Portland.

Our information indicates no locations of Endangered, Threatened, or Special Concern species within the project area that would be affected by your project. Additionally, our Department has not mapped any Essential or Significant Wildlife Habitats or fisheries habitats that would be directly affected by your project.

This consultation review has been conducted specifically for known MDIFW jurisdictional features and should not be interpreted as a comprehensive review for the presence of other regulated features that may occur in this area. Prior to the start of any future site disturbance we recommend additional consultation with the municipality, and other state resource agencies including the Maine Natural Areas Program and Maine Department of Environmental Protection in order to avoid unintended protected resource disturbance.

Please feel free to contact my office if you have any questions regarding this information, or if I can be of any further assistance.

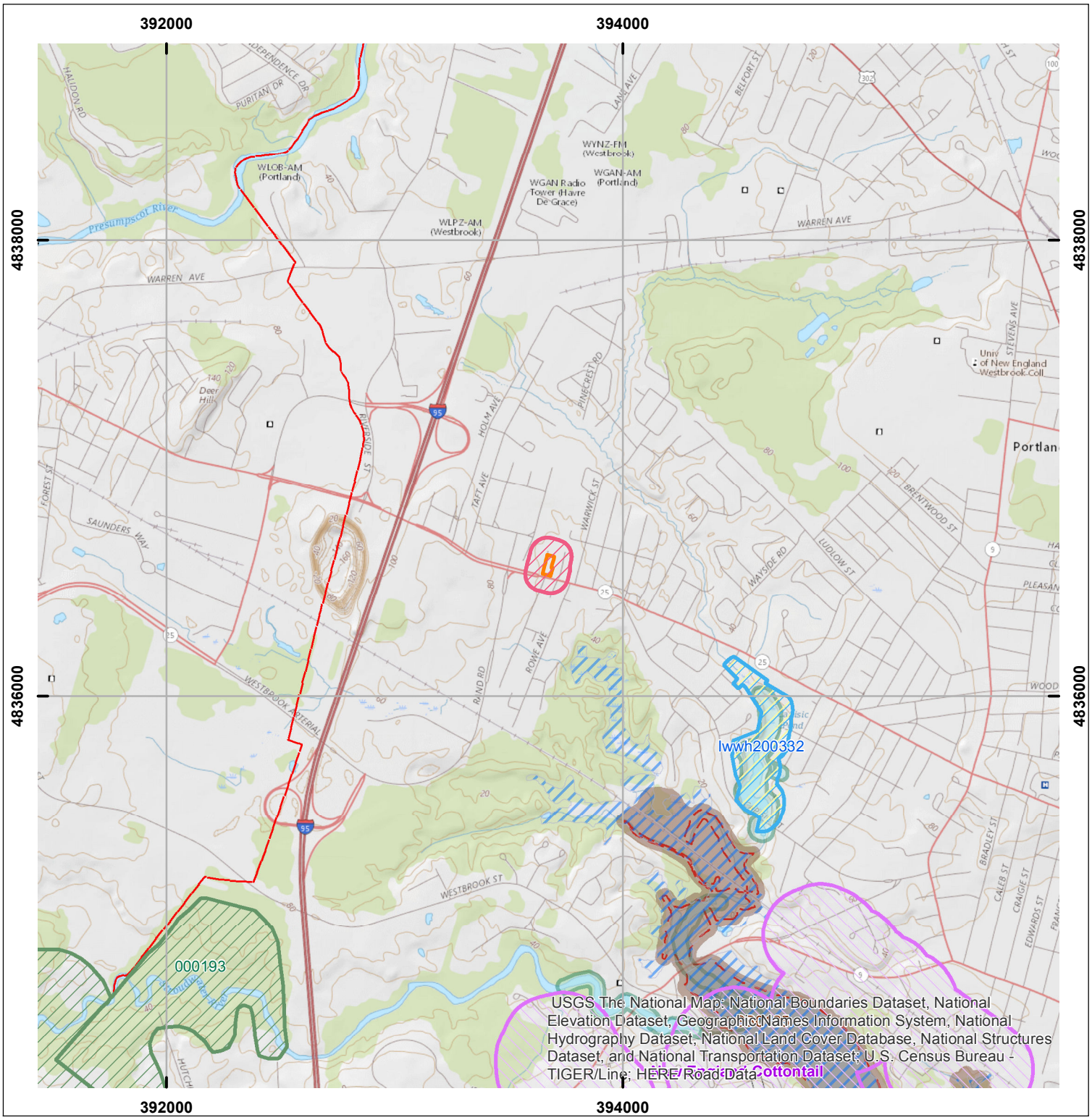
Best regards,

John Perry
Environmental Review Coordinator

PHONE: (207) 287-5254

FISH AND WILDLIFE ON THE WEB:
www.maine.gov/ifw

EMAIL ADDRESS:
John.Perry@maine.gov



Environmental Review of Fish and Wildlife Observations and Priority Habitats

Project Name: raremussels (Version 1)

Maine Department of Inland Fisheries and Wildlife

0 0.125 0.25 0.5 0.75 1 Miles

Projection: UTM, NAD83, Zone 19N

Date: 1/28/2018

- ProjectPolys
- ProjectSearchAreas
- Deer Winter Area
- Shorebird Areas
- Inland Waterfowl/Wading Bird
- Tidal Waterfowl/Wading Bird
- ETSc Environmental Review Polygons
- Special Concern-occupied habitats(100ft buffer)

WALSH
ENGINEERING ASSOCIATES, INC.

File: 16150

RECEIVED
JAN 24 2018
By 0084-17

January 22, 2018

Mr. Kirk F. Mohney
Maine Historic Preservation Commission
55 Capitol Street, 65 State House Station
Augusta, ME, 04333-0065

RE: 977 Brighton Avenue, Portland

Dear Mr. Mohney:

Enclosed please find material relating to a proposed new Residential Building to be located at 977 Brighton Avenue in Portland. Please review this material and your files and inform us of any impact that this construction may have on historic, archaeological or architectural properties.

Respectfully,

Rita J. Sawyer
Walsh Engineering Associates, Inc.

cc: File
Enc.

Based on the information submitted, I have concluded that there will be no historic properties affected by the proposed undertaking, as defined by Section 106 of the National Historic Preservation Act. Consequently, pursuant to 36 CFR 800.4(d)(1), no further Section 106 consultation is required unless additional resources are discovered during project implementation pursuant to 36 CFR 800.13.

Kirk F. Mohney
Kirk F. Mohney,
State Historic Preservation Officer
Maine Historic Preservation Commission

2/1/18
Date

STATE OF MAINE
DEPARTMENT OF AGRICULTURE, CONSERVATION & FORESTRY
93 STATE HOUSE STATION
AUGUSTA, MAINE 04333

PAUL R. LEPAGE
GOVERNOR

WALTER E. WHITCOMB
COMMISSIONER

January 31, 2018

Rita Sawyer
Walsh Engineering Associates, Inc.
One Karen Drive, Suite 2A
Westbrook, ME 04092

Via email: rita@walsh-eng.com

Re: Rare and exemplary botanical features in proximity to: 977 Brighton Ave, Portland, Maine

Dear Ms. Sawyer:

I have searched the Natural Areas Program's Biological and Conservation Data System files in response to your request received January 25, 2018 for information on the presence of rare or unique botanical features documented from the vicinity of the project in Portland, Maine. Rare and unique botanical features include the habitat of rare, threatened, or endangered plant species and unique or exemplary natural communities. Our review involves examining maps, manual and computerized records, other sources of information such as scientific articles or published references, and the personal knowledge of staff or cooperating experts.

Our official response covers only botanical features. For authoritative information and official response for zoological features you must make a similar request to the Maine Department of Inland Fisheries and Wildlife, 284 State Street, Augusta, Maine 04333.

According to the information currently in our Biological and Conservation Data System files, there are no rare botanical features documented specifically within the project area. This lack of data may indicate minimal survey efforts rather than confirm the absence of rare botanical features. You may want to have the site inventoried by a qualified field biologist to ensure that no undocumented rare features are inadvertently harmed.

If a field survey of the project area is conducted, please refer to the enclosed supplemental information regarding rare and exemplary botanical features documented to occur in the vicinity of the project site. The list may include information on features that have been known to occur historically in the area as well as recently field-verified information. While historic records have not been documented in several years, they may persist in the area if suitable habitat exists. The enclosed list identifies features with potential to occur in the area, and it should be considered if you choose to conduct field surveys.

This finding is available and appropriate for preparation and review of environmental assessments, but it is not a substitute for on-site surveys. Comprehensive field surveys do not exist for all natural areas in Maine, and in the absence of a specific field investigation, the Maine Natural Areas Program cannot provide a definitive statement on the presence or absence of unusual natural features at this site.

MOLLY DOCHERTY, DIRECTOR
MAINE NATURAL AREAS PROGRAM

DEPARTMENT OF Agriculture Conservation & Forestry

PHONE: (207) 287-8044
FAX: (207) 287-8040
WWW.MAINE.GOV/DACF/MNAP

The Natural Areas Program is continuously working to achieve a more comprehensive database of exemplary natural features in Maine. We would appreciate the contribution of any information obtained should you decide to do field work. The Natural Areas Program welcomes coordination with individuals or organizations proposing environmental alteration, or conducting environmental assessments. If, however, data provided by the Natural Areas Program are to be published in any form, the Program should be informed at the outset and credited as the source.

The Natural Areas Program has instituted a fee structure of $75.00 an hour to recover the actual cost of processing your request for information. You will receive an invoice for $150.00 for two hours of our services.

Thank you for using the Natural Areas Program in the environmental review process. Please do not hesitate to contact me if you have further questions about the Natural Areas Program or about rare or unique botanical features on this site.

Sincerely,

Kristen Puryear | Ecologist | Maine Natural Areas Program
207-287-8043 | kristen.puryear@maine.gov

WALSH
ENGINEERING ASSOCIATES, INC.

STORMWATER MANAGEMENT REPORT
977 BRIGHTON AVENUE ELDERLY APARTMENTS
PORTLAND, MAINE

December 22, 2017
(Revised June 4, 2018)

Project Description:

This project located at the corner of Brighton Avenue and Wessex Street will be the construction of a four story building for 40 senior apartments. Avesta Housing is the Applicant. The existing home and garage on site will be removed.

Existing Conditions:

The site slopes from Brighton Avenue down along Wessex Street to a small stream at the back of the site. The existing site has a single family home near Brighton Avenue, a garage in the middle of the site and a wetland in the back along Wessex Street.

Developed Conditions:

The developed site will consist of a 4 story building with a footprint of 7,825 sq. ft. The rear of the site will have 32 parking spaces of which 12 area ADA compliant. The building will be accessed off Brighton Avenue by a walkway and in the rear with a small walkway and patio. The total impervious area on site is 19,395 sq. ft.

Stormwater Treatment:

This site is the redevelopment of the existing site. Under Chapter 500 Redevelopment Guidelines the project must treat 60% of the runoff. This is obtained by using Focal Point Systems for Wessex Street side of the site and for the parking lot area. These are proprietary systems. Once reviewed by the manufacturer a letter of adequacy will be generated. The Wessex Street improvements will be treated as well.

Methodology:

This stormwater analysis was performed using HydroCad Software based on TR-55 modeling conditions. This model requires assumptions as to the land cover, slopes and soils. These are enhanced by the topography mapping, soils mapping, and on-site observations. The flows were determined using a Type III coastal storm and rainfall totals for the 24 hour period for a 1 year storm, 2.6", for

a 2 year storm, 3.1", for a 10 year storm, 4.6", and for a 25 year storm, 5.8". These data are published in the manual for Stormwater Management for Maine: Best Management Practices, published by the Maine Department of Environmental Protection.

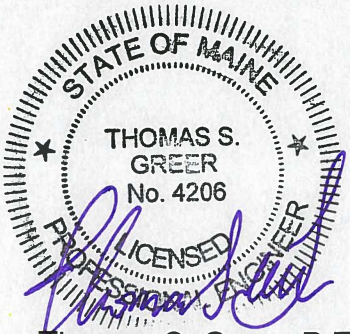
Peak flows: The peak flows are controlled by using a storage system under the parking lot. It will reduce the peak flows from the existing peak flows as shown in the table below.

Table

Peak Flows Cubic Feet Per Second (cfs)			
Storm Event	2 Year	10 Year	25 Year
Existing	4.48	8.37	11.02
Developed	4.38	7.76	9.70

Conclusion:

This parcel provides flow control and treatment of stormwater. It will have no unreasonable impacts on downstream abutters or environments.



Thomas S. Greer, P.E.

6/3/18

STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION

PAUL R. LEPAGE
GOVERNOR

PAUL MERCER
COMMISSIONER

February 2, 2017

Stormwater Systems ACF-Convergent Water Technologies Alliance
23 Faith Drive
Gorham, ME 04038
ATTN: Robert Woodman and Scott Gorneau

Dear Mr. Woodman and Mr. Gorneau:

This letter replaces the May 16, 2016 approval from the Department of Environmental Protection (Department) that authorized the use of the FocalPoint system. The FocalPoint system (a high performance modular biofiltration system), when installed in series with a subsurface chamber-based treatment row, meets the requirements of the General Standards (Section 4.C.) of the Stormwater Management Rules (Chapter 500), provided that the system is filled with the FocalPoint engineered filter media; it is sized to meet the requirements of the General Standards (Section 4.B.); and it is installed, operated and maintained in accordance with the following provisions:

1. The FocalPoint system must be sized in accordance with the manufacturer's latest field test results with the goal of treating 90% of the annual runoff volume. To accomplish this, the system must be modelled in HydroCAD (or similar TR-55 modelling software) to demonstrate that the entire volume of a 0.95 inch Type III 24-hr storm is treated prior to activation of the bypass/overflow (typically set at 6" to 12" above the mulch surface). When sizing the FocalPoint system to meet Chapter 500, note that runoff from the entire contributing drainage area, including pervious areas, must be included in the modeled runoff values.

2. The surface area of the media within the FocalPoint must be a minimum of 174 square feet per 1 acre of impervious area treated (26 sq. ft. per 0.15 acres). The thickness of the media is to be no less than 1.5 ft. (18 inches) and the ratio of the surface area of the filter media bed in square feet to the ponding volume in cubic feet must be no less than 1 to 5.

3. The FocalPoint system consists of five components that include: 1) an open cell underdrain; 2) a wide aperture separation mesh wrap around the underdrain; 3) a layer of clean washed, 3/8" diameter bridging stone; 4) advanced high flow rate engineered media with an infiltration rate of 100 inches per hour; and 5) double shredded hardwood mulch. These components are built from the bottom up to create a mostly permeable profile that measures 3 feet from bottom of underdrain to top of mulch. The ponding

depth above the mulch surface is typically 6 to 12 inches and varies based on site conditions. An overflow outlet should be placed above the ponding depth.

4. The FocalPoint system requires the establishment of vegetation that is tolerant of wet and dry conditions. Plants that are not performing as desired should be replaced as needed. A list of appropriate plants for use in the FocalPoint system is provided at: http://www.acfenvironmental.com/products/stormwater-management/filtration/focal-point/.

5. The FocalPoint biofiltration system must be placed in-line with a subsurface chamber-based treatment row that is approved by the Department such that both the treated discharge and the bypass discharge from the FocalPoint system drain to the treatment row. The treatment row must be sized to treat the peak flow from a 1-year, 24-hour storm event. The treatment row structure must be continuous and without obstacle for cleaning, and must have access at both ends for the removal of accumulated sediment and debris. The treatment row must be underlain with a bottom surface consisting of 2 layers of woven geotextile (e.g., ACF S300) that extends 18 to 24 inches beyond all sides of the bottom of the structure.

6. Additional storage downstream of the FocalPoint and treatment row will be required to store at least the sum of 1.0 inch of runoff from the impervious areas and 0.4 inches of runoff from the lawn and landscaped areas that drain to the system unless attenuation of the channel protection volume is not required (i.e. direct discharge to a lake, tidal waters, or a major river). An external outlet control structure must control the flow out of a downstream storage system, sized for the entire channel protection volume, and drain in no less than 24 hours or more than 48 hours.

7. If required for flooding control, the storage system can be sized to provide for the storage and release of the peak flow with a regulated flow rate from 24-hour storms of the 2, 10, and 25-year frequencies such that the peak flows from the project site do not exceed the peak flow prior to undertaking the project.

8. The applicant must demonstrate that the design meets all the manufacturer's specifications and shall be reviewed by the manufacturer prior to submission to the Department for approval. Review and approval of the design by the manufacturer will be sufficient to demonstrate conformance with the manufacturer's specifications. The FocalPoint system must be installed by a manufacturer's certified installer or under the supervision of a manufacturer's representative.

9. Components of the system that are delivered in bulk (i.e., mulch, high flow media and clean washed bridging stone), should be contained in nylon super sacks to promote ease of storage and protection during on-site construction activities.

10. The FocalPoint and treatment row system should be inspected and maintained if necessary at least once every six months to maintain the established efficiency for pollutant removal. Prior to construction, a five-year binding inspection and maintenance contract must be provided prior to the Department for review and approval, and must be renewed before contract expiration. The contract will be with a professional with knowledge of erosion and stormwater control, including experience with the proposed system.

11. The overall stormwater management design must meet all Department criteria and sizing specifications and will be reviewed and approved by the Department prior to use.

12. This approval is conditional on full-scale, cold climate field testing results, performed in accordance with the Department's protocols, confirming that the pollutant removal efficiency and sizing of the FocalPoint system are appropriate. The "permit shield" provision (Section 14) of the Chapter 500 rules will apply, and the Department will not require the replacement of the system if, with proper maintenance, pollutant removals do not satisfy the General Standard Best Management Practices.

Questions concerning this decision should be directed to David Waddell at (207) 215-6932 or Jeff Dennis at (207) 215-6376.

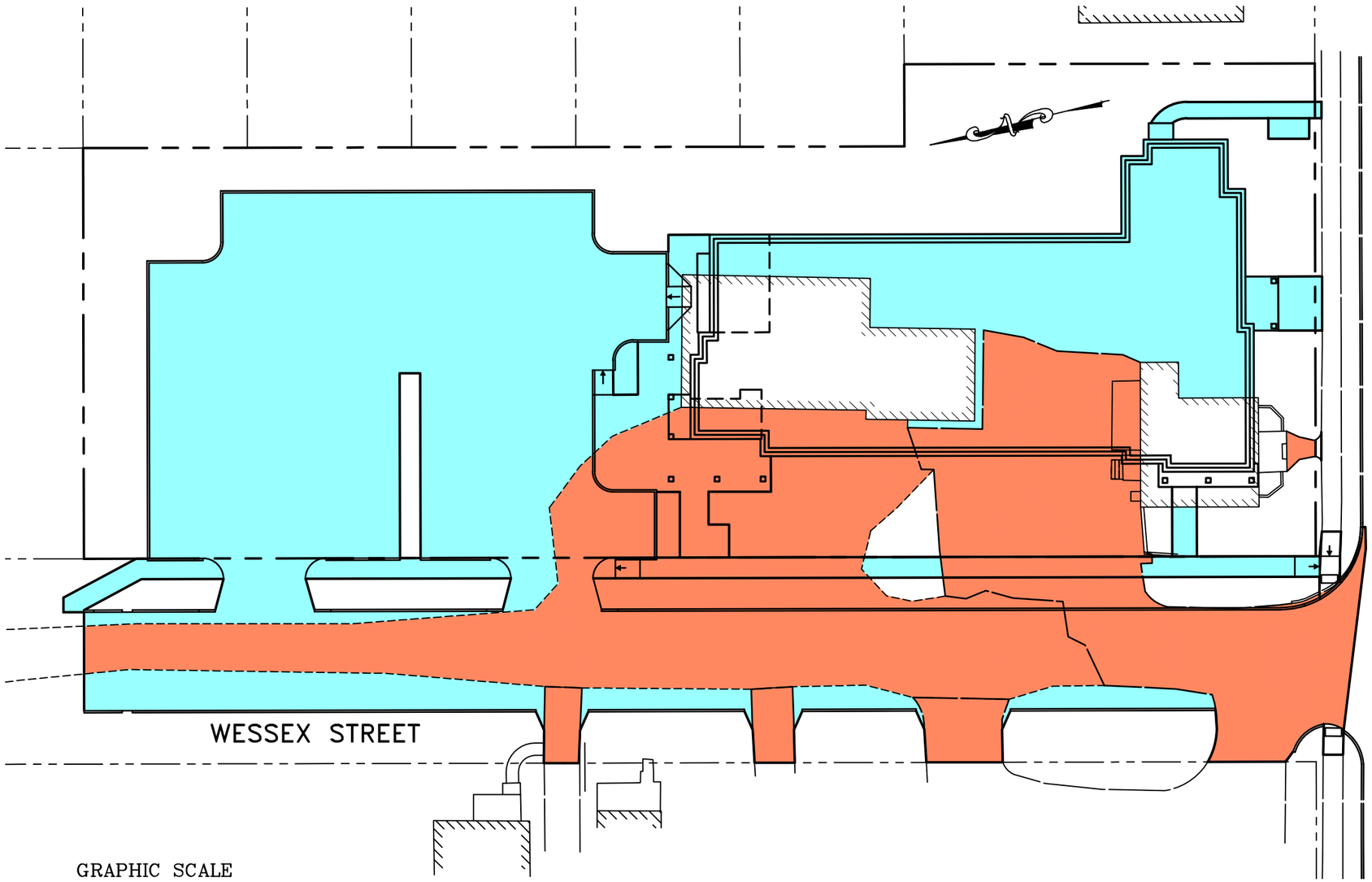
Sincerely,

Mark R Bergeron

Mark Bergeron, P.E.
Director
Bureau of Land Resources

cc: Don Witherill, Maine DEP

6/4/2018 3:53 PM



GRAPHIC SCALE

30 0 15 30 60

1 inch = 30 ft.

EXISTING REDEVELOPED NON-ROOF IMPERVIOUS SURFACE = 13,426 S.F.

PROPOSED IMPERVIOUS SURFACE = 17,217 S.F.

IMPERVIOUS TREATMENT: 4,114 + 5,138 + 11,280 = 20,532 S.F.

TOTAL IMPERVIOUS: 29,785 S.F.

TOTAL TREATMENT OF IMPERVIOUS: 69%

DRAWING NUMBER: 01

SCALE: AS SHOWN

DATE: JUNE 4, 2018

DRAWING TITLE: REDEVELOPMENT CALCULATIONS

PROJ. No.: 15.040 / 16150

PROJECT TITLE: 977 BRIGHTON AVE SENIOR APARTMENTS

977 BRIGHTON AVENUE
PORTLAND, MAINE 04102

CWS ARCHITECTS
ARCHITECTURE | INTERIOR DESIGN

264 US Route One Box 6, Suite 100-2A
Scarborough ME 04074
OFFICE: 207 774 4441 CWSARCH.COM

WALSH
ENGINEERING ASSOCIATES, INC.
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JOB 977 BRIGHTON AVE
PREPARED BY TJC DATE 5/31/18
CHECKED BY _____ DATE _____
SHEET NO. _____ OF _____

SIZING OF FOCAL POINTS

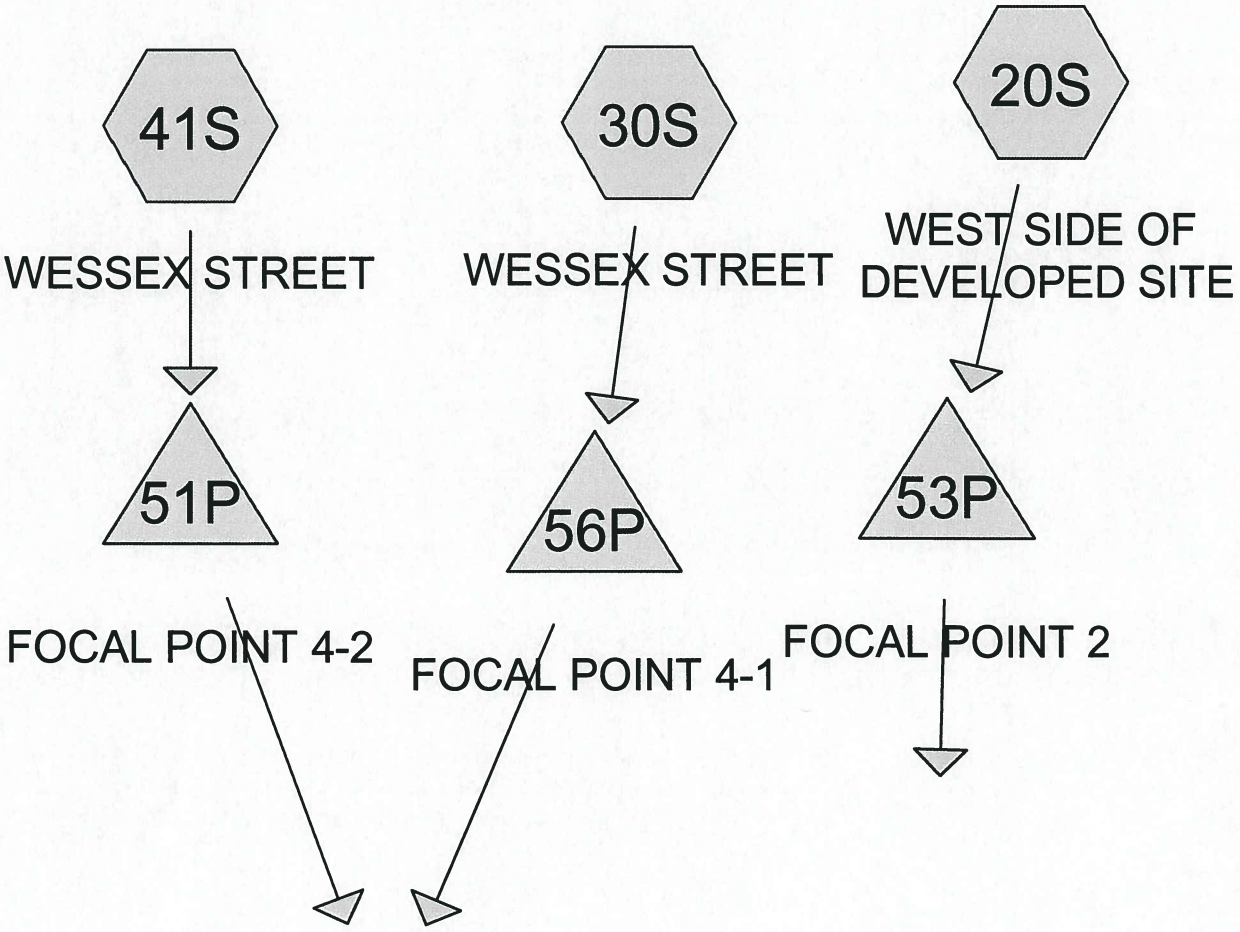
REQUIRED
26 SQFT / 0.15 AC of IMPERVIOUS

FOCAL POINT

		REQUIRED	PROVIDED
# 1	NOT USED		
# 2	0.439A / 0.15 x 26 =	76 SQFT	76 SQFT
# 4-1	0.12A / 0.15 x 26 =	21 SQFT	21 SQFT
# 4-2	0.10 / .15 x 26 =	17 SQFT	21 SQFT

SMART RESOLUTION (888) 309-5267
Ref. No: G 034018690

FOCAL POINT SIZING



Subcat Reach Pond Link

Routing Diagram for SENIOR APARTMENTS 16150 TSG
Prepared by Hewlett-Packard Company, Printed 6/4/2018
HydroCAD® 10.00-16 s/n 01454 © 2015 HydroCAD Software Solutions LLC

Summary for Subcatchment 20S: WEST SIDE OF DEVELOPED SITE

Runoff = 0.36 cfs @ 12.09 hrs, Volume= 0.026 af, Depth> 0.70"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr WQV1 Rainfall=0.95"

	Area (sf)	CN	Description
*	11,280	98	PAVED
*	7,825	98	BUILDING
	19,105	98	Weighted Average
	19,105		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, DIRECT**

Summary for Subcatchment 30S: WESSEX STREET

Runoff = 0.07 cfs @ 12.07 hrs, Volume= 0.004 af, Depth> 0.30"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr WQV1 Rainfall=0.95"

	Area (sf)	CN	Description
*	5,183	98	PAVED
*	2,255	75	LANDSCAPED
	7,438	91	Weighted Average
	2,255		30.32% Pervious Area
	5,183		69.68% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
4.0					**Direct Entry, DIRECT**

Summary for Subcatchment 41S: WESSEX STREET

Runoff = 0.08 cfs @ 12.06 hrs, Volume= 0.005 af, Depth> 0.62"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr WQV1 Rainfall=0.95"

	Area (sf)	CN	Description
*	4,114	98	PAVED
*	100	75	LANDSCAPED
	4,214	97	Weighted Average
	100		2.37% Pervious Area
	4,114		97.63% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
4.0					**Direct Entry, DIRECT**

Summary for Pond 51P: FOCAL POINT 4-2

Inflow Area = 0.097 ac, 97.63% Impervious, Inflow Depth > 0.62" for WQV1 event
Inflow = 0.08 cfs @ 12.06 hrs, Volume= 0.005 af
Outflow = 0.07 cfs @ 12.09 hrs, Volume= 0.005 af, Atten= 8%, Lag= 1.9 min
Primary = 0.07 cfs @ 12.09 hrs, Volume= 0.005 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 54.30' @ 12.09 hrs Surf.Area= 31 sf Storage= 3 cf
< 54.60 OK

Plug-Flow detention time= (not calculated: outflow precedes inflow)
Center-of-Mass det. time= 0.1 min (771.0 - 770.9)

Volume	Invert	Avail.Storage	Storage Description
#1	54.20'	68 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
54.20	21	0	0
54.60	60	16	16
55.00	200	52	68

Device	Routing	Invert	Outlet Devices
#1	Primary	54.20'	**100.000 in/hr Exfiltration over Horizontal area**
#2	Primary	54.60'	**12.0" Horiz. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#3	Primary	54.82'	**2.0' long x 1.0' breadth Broad-Crested Rectangular Weir** 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 Coef. (English) 2.69 2.72 2.75 2.85 2.98 3.08 3.20 3.28 3.31 3.30 3.31 3.32

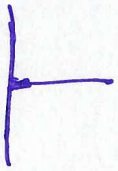
Primary OutFlow Max=0.07 cfs @ 12.09 hrs HW=54.30' (Free Discharge)
- **1=Exfiltration** (Exfiltration Controls 0.07 cfs)
- **2=Orifice/Grate** (Controls 0.00 cfs)
- **3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Pond 53P: FOCAL POINT 2

Inflow Area = 0.439 ac,100.00% Impervious, Inflow Depth > 0.70" for WQV1 event
Inflow = 0.36 cfs @ 12.09 hrs, Volume= 0.026 af
Outflow = 0.31 cfs @ 12.14 hrs, Volume= 0.026 af, Atten= 13%, Lag= 2.9 min
Primary = 0.31 cfs @ 12.14 hrs, Volume= 0.026 af

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

Peak Elev= 54.58' @ 12.14 hrs Surf.Area= 135 sf Storage= 29 cf
< 55.0 OK
Plug-Flow detention time= (not calculated: outflow precedes inflow)
Center-of-Mass det. time= 0.3 min (760.2 - 759.9)



Volume	Invert	Avail.Storage	Storage Description
#1	54.30'	818 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
54.30	75	0	0
55.00	225	105	105
56.00	1,200	713	818

Device	Routing	Invert	Outlet Devices
#1	Primary	54.30'	**100.000 in/hr Exfiltration over Horizontal area**
#2	Primary	54.75'	**12.0" Horiz. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#3	Primary	55.50'	**10.0' long x 2.0' breadth Broad-Crested Rectangular Weir** 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 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=0.31 cfs @ 12.14 hrs HW=54.57' (Free Discharge)
- **1=Exfiltration** (Exfiltration Controls 0.31 cfs)
- **2=Orifice/Grate** (Controls 0.00 cfs)
- **3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Pond 56P: FOCAL POINT 4-1

Inflow Area = 0.171 ac, 69.68% Impervious, Inflow Depth > 0.30" for WQV1 event
Inflow = 0.07 cfs @ 12.07 hrs, Volume= 0.004 af
Outflow = 0.06 cfs @ 12.09 hrs, Volume= 0.004 af, Atten= 6%, Lag= 1.5 min
Primary = 0.06 cfs @ 12.09 hrs, Volume= 0.004 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 54.26' @ 12.09 hrs Surf.Area= 27 sf Storage= 1 cf
< 54.60 OK
Plug-Flow detention time= (not calculated: outflow precedes inflow)
Center-of-Mass det. time= 0.1 min (814.4 - 814.3)

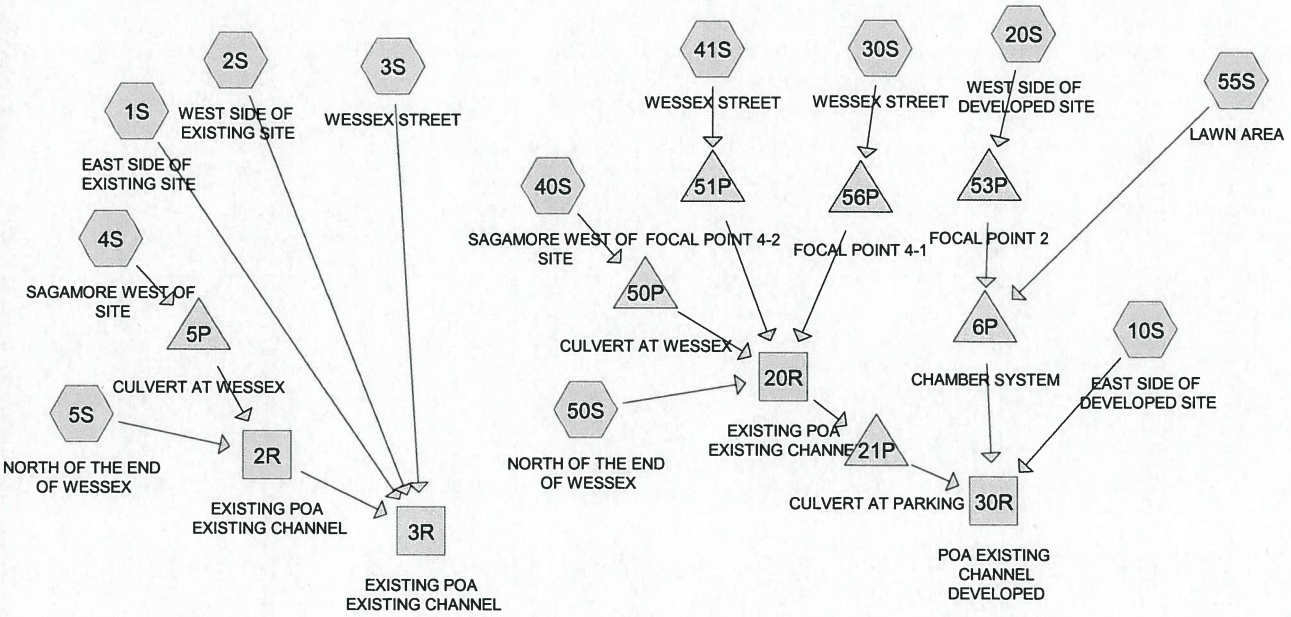
Volume	Invert	Avail.Storage	Storage Description
#1	54.20'	68 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
54.20	21	0	0
54.60	60	16	16
55.00	200	52	68

Device	Routing	Invert	Outlet Devices
#1	Primary	54.20'	**100.000 in/hr Exfiltration over Horizontal area**
#2	Primary	54.60'	**12.0" Horiz. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#3	Primary	54.82'	**2.0' long x 1.0' breadth Broad-Crested Rectangular Weir** 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 Coef. (English) 2.69 2.72 2.75 2.85 2.98 3.08 3.20 3.28 3.31 3.30 3.31 3.32

Primary OutFlow Max=0.06 cfs @ 12.09 hrs HW=54.25' (Free Discharge)
- **1=Exfiltration** (Exfiltration Controls 0.06 cfs)
- **2=Orifice/Grate** (Controls 0.00 cfs)
- **3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

2, 10 & 25 YEAR SUMMAY SHEETS



Subcat Reach Pond Link

977 BRIGHTON AVE

Routing Diagram for SENIOR APARTMENTS 16150 TSG
Prepared by Hewlett-Packard Company, Printed 6/4/2018
HydroCAD® 10.00-16 s/n 01454 © 2015 HydroCAD Software Solutions LLC

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: EAST SIDE OF Runoff Area=13,155 sf 19.07% Impervious Runoff Depth>1.16"
Tc=5.0 min CN=79 Runoff=0.44 cfs 0.029 af

Subcatchment 2S: WEST SIDE OF Runoff Area=18,709 sf 17.07% Impervious Runoff Depth>1.42"
Tc=6.0 min CN=83 Runoff=0.75 cfs 0.051 af

Subcatchment 3S: WESSEX STREET Runoff Area=6,710 sf 77.94% Impervious Runoff Depth>2.22"
Tc=4.0 min CN=93 Runoff=0.43 cfs 0.029 af

Subcatchment 4S: SAGAMORE WEST OF Runoff Area=169,980 sf 25.17% Impervious Runoff Depth>1.10"
Flow Length=400' Tc=18.6 min CN=78 Runoff=3.70 cfs 0.357 af

Subcatchment 5S: NORTH OF THE END OF Runoff Area=93,646 sf 8.59% Impervious Runoff Depth>0.64"
Flow Length=400' Tc=44.1 min CN=69 Runoff=0.74 cfs 0.114 af

Subcatchment 10S: EAST SIDE OF Runoff Area=8,533 sf 2.81% Impervious Runoff Depth>0.99"
Tc=5.0 min CN=76 Runoff=0.24 cfs 0.016 af

Subcatchment 20S: WEST SIDE OF Runoff Area=19,105 sf 100.00% Impervious Runoff Depth>2.68"
Tc=6.0 min CN=98 Runoff=1.29 cfs 0.098 af

Subcatchment 30S: WESSEX STREET Runoff Area=7,438 sf 69.68% Impervious Runoff Depth>2.04"
Tc=4.0 min CN=91 Runoff=0.45 cfs 0.029 af

Subcatchment 40S: SAGAMORE WEST Runoff Area=170,635 sf 25.45% Impervious Runoff Depth>1.10"
Flow Length=400' Tc=18.6 min CN=78 Runoff=3.71 cfs 0.358 af

Subcatchment 41S: WESSEX STREET Runoff Area=4,214 sf 97.63% Impervious Runoff Depth>2.59"
Tc=4.0 min CN=97 Runoff=0.30 cfs 0.021 af

Subcatchment 50S: NORTH OF THE END Runoff Area=93,646 sf 8.59% Impervious Runoff Depth>0.64"
Flow Length=400' Tc=44.1 min CN=69 Runoff=0.74 cfs 0.114 af

Subcatchment 55S: LAWN AREA Runoff Area=5,100 sf 0.00% Impervious Runoff Depth>0.94"
Tc=3.0 min CN=75 Runoff=0.15 cfs 0.009 af

Reach 2R: EXISTING POA EXISTING Avg. Flow Depth=0.46' Max Vel=2.88 fps Inflow=3.91 cfs 0.471 af
n=0.035 L=120.0' S=0.0200 '/' Capacity=76.61 cfs Outflow=3.89 cfs 0.470 af

Reach 3R: EXISTING POA EXISTING Avg. Flow Depth=0.60' Max Vel=2.34 fps Inflow=4.48 cfs 0.579 af
n=0.035 L=10.0' S=0.0100 '/' Capacity=54.17 cfs Outflow=4.48 cfs 0.578 af

Reach 20R: EXISTING POA EXISTING Avg. Flow Depth=0.48' Max Vel=2.94 fps Inflow=4.17 cfs 0.522 af
n=0.035 L=120.0' S=0.0200 '/' Capacity=76.61 cfs Outflow=4.16 cfs 0.521 af

Reach 30R: POA EXISTING CHANNEL Avg. Flow Depth=0.59' Max Vel=2.33 fps Inflow=4.38 cfs 0.642 af
n=0.035 L=10.0' S=0.0100 '/' Capacity=54.17 cfs Outflow=4.38 cfs 0.642 af

Pond 5P: CULVERT AT WESSEX Peak Elev=52.43' Storage=366 cf Inflow=3.70 cfs 0.357 af
Outflow=3.52 cfs 0.356 af

Pond 6P: CHAMBER SYSTEM Peak Elev=51.40' Storage=403 cf Inflow=1.41 cfs 0.107 af
Outflow=0.75 cfs 0.107 af

Pond 21P: CULVERT AT PARKING Peak Elev=50.91' Storage=2,127 cf Inflow=4.16 cfs 0.521 af
Outflow=3.62 cfs 0.519 af

Pond 50P: CULVERT AT WESSEX Peak Elev=52.43' Storage=369 cf Inflow=3.71 cfs 0.358 af
Outflow=3.53 cfs 0.358 af

Pond 51P: FOCAL POINT 4-2 Peak Elev=54.65' Storage=20 cf Inflow=0.30 cfs 0.021 af
Outflow=0.31 cfs 0.021 af

Pond 53P: FOCAL POINT 2 Peak Elev=54.93' Storage=90 cf Inflow=1.29 cfs 0.098 af
Outflow=1.29 cfs 0.098 af

Pond 56P: FOCAL POINT 4-1 Peak Elev=54.68' Storage=22 cf Inflow=0.45 cfs 0.029 af
Outflow=0.45 cfs 0.029 af

Total Runoff Area = 14.024 ac Runoff Volume = 1.225 af Average Runoff Depth = 1.05"
76.78% Pervious = 10.767 ac 23.22% Impervious = 3.257 ac

Summary for Subcatchment 1S: EAST SIDE OF EXISTING SITE

Runoff = 0.44 cfs @ 12.08 hrs, Volume= 0.029 af, Depth> 1.16"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.10"

	Area (sf)	CN	Description
*	1,744	98	BUILDING
*	10,646	75	LANDSCAPED
*	765	98	PAVED
	13,155	79	Weighted Average
	10,646		80.93% Pervious Area
	2,509		19.07% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, DIRECT**

Summary for Subcatchment 2S: WEST SIDE OF EXISTING SITE

Runoff = 0.75 cfs @ 12.09 hrs, Volume= 0.051 af, Depth> 1.42"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.10"

	Area (sf)	CN	Description
*	1,560	98	PAVED
*	10,903	75	LANDSCAPED
*	4,612	93	GRAVEL
*	1,634	98	BUILDING
	18,709	83	Weighted Average
	15,515		82.93% Pervious Area
	3,194		17.07% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, DIRECT**

Summary for Subcatchment 3S: WESSEX STREET

Runoff = 0.43 cfs @ 12.06 hrs, Volume= 0.029 af, Depth> 2.22"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.10"

	Area (sf)	CN	Description
*	720	98	PAVED
*	1,480	75	LANDSCAPED
*	4,510	98	GRAVEL
	6,710	93	Weighted Average
	1,480		22.06% Pervious Area
	5,230		77.94% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
4.0					**Direct Entry, DIRECT**

Summary for Subcatchment 4S: SAGAMORE WEST OF SITE

Runoff = 3.70 cfs @ 12.27 hrs, Volume= 0.357 af, Depth> 1.10"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.10"

	Area (sf)	CN	Description
*	94,385	75	landscaped
*	32,815	60	woods
*	27,460	98	paved
*	1,340	98	GRAVEL
*	13,980	98	BUILDINGS
	169,980	78	Weighted Average
	127,200		74.83% Pervious Area
	42,780		25.17% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.3	100	0.0300	0.14		**Sheet Flow, SHEET** Grass: Dense n= 0.240 P2= 3.10"
2.5	200	0.0700	1.32		**Shallow Concentrated Flow, SHALLOW 1** Woodland Kv= 5.0 fps
3.8	100	0.0300	0.43		**Shallow Concentrated Flow, SHALLOW 2** Forest w/Heavy Litter Kv= 2.5 fps
18.6	400	Total			

Summary for Subcatchment 5S: NORTH OF THE END OF WESSEX

Runoff = 0.74 cfs @ 12.69 hrs, Volume= 0.114 af, Depth> 0.64"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.10"

	Area (sf)	CN	Description
*	33,406	75	LANDSCAPED
*	52,200	60	WOODS
*	3,340	98	PAVED
*	1,340	98	GRAVEL
*	3,360	98	BUILDING
	93,646	69	Weighted Average
	85,606		91.41% Pervious Area
	8,040		8.59% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
32.3	100	0.0300	0.05		**Sheet Flow, SHEET** Woods: Dense underbrush n= 0.800 P2= 3.10"
2.4	100	0.0800	0.71		**Shallow Concentrated Flow, SHALLOW 1** Forest w/Heavy Litter Kv= 2.5 fps
9.4	200	0.0200	0.35		**Shallow Concentrated Flow, SHALLOW 2** Forest w/Heavy Litter Kv= 2.5 fps
44.1	400	Total			

Summary for Subcatchment 10S: EAST SIDE OF DEVELOPED SITE

Runoff = 0.24 cfs @ 12.09 hrs, Volume= 0.016 af, Depth> 0.99"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.10"

	Area (sf)	CN	Description
*	240	98	PAVED
*	8,293	75	LANDSCAPED
	8,533	76	Weighted Average
	8,293		97.19% Pervious Area
	240		2.81% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, DIRECT**

Summary for Subcatchment 20S: WEST SIDE OF DEVELOPED SITE

Runoff = 1.29 cfs @ 12.09 hrs, Volume= 0.098 af, Depth> 2.68"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.10"

	Area (sf)	CN	Description
*	11,280	98	PAVED
*	7,825	98	BUILDING
	19,105	98	Weighted Average
	19,105		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, DIRECT**

Summary for Subcatchment 30S: WESSEX STREET

Runoff = 0.45 cfs @ 12.06 hrs, Volume= 0.029 af, Depth> 2.04"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.10"

	Area (sf)	CN	Description
*	5,183	98	PAVED
*	2,255	75	LANDSCAPED
	7,438	91	Weighted Average
	2,255		30.32% Pervious Area
	5,183		69.68% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
4.0					**Direct Entry, DIRECT**

Summary for Subcatchment 40S: SAGAMORE WEST OF SITE

Runoff = 3.71 cfs @ 12.27 hrs, Volume= 0.358 af, Depth> 1.10"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.10"

	Area (sf)	CN	Description
*	94,385	75	landscaped
*	32,815	60	woods
*	25,295	98	paved
*	4,160	98	GRAVEL
*	13,980	98	BUILDINGS
	170,635	78	Weighted Average
	127,200		74.55% Pervious Area
	43,435		25.45% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.3	100	0.0300	0.14		**Sheet Flow, SHEET** Grass: Dense n= 0.240 P2= 3.10"
2.5	200	0.0700	1.32		**Shallow Concentrated Flow, SHALLOW 1** Woodland Kv= 5.0 fps
3.8	100	0.0300	0.43		**Shallow Concentrated Flow, SHALLOW 2** Forest w/Heavy Litter Kv= 2.5 fps
18.6	400	Total			

Summary for Subcatchment 41S: WESSEX STREET

Runoff = 0.30 cfs @ 12.06 hrs, Volume= 0.021 af, Depth> 2.59"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.10"

	Area (sf)	CN	Description
*	4,114	98	PAVED
*	100	75	LANDSCAPED
	4,214	97	Weighted Average
	100		2.37% Pervious Area
	4,114		97.63% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
4.0					**Direct Entry, DIRECT**

Summary for Subcatchment 50S: NORTH OF THE END OF WESSEX

Runoff = 0.74 cfs @ 12.69 hrs, Volume= 0.114 af, Depth> 0.64"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.10"

	Area (sf)	CN	Description
*	33,406	75	LANDSCAPED
*	52,200	60	WOODS
*	3,340	98	PAVED
*	1,340	98	GRAVEL
*	3,360	98	BUILDING
	93,646	69	Weighted Average
	85,606		91.41% Pervious Area
	8,040		8.59% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
32.3	100	0.0300	0.05		**Sheet Flow, SHEET** Woods: Dense underbrush n= 0.800 P2= 3.10"
2.4	100	0.0800	0.71		**Shallow Concentrated Flow, SHALLOW 1** Forest w/Heavy Litter Kv= 2.5 fps
9.4	200	0.0200	0.35		**Shallow Concentrated Flow, SHALLOW 2** Forest w/Heavy Litter Kv= 2.5 fps
44.1	400	Total			

Summary for Subcatchment 55S: LAWN AREA

Runoff = 0.15 cfs @ 12.06 hrs, Volume= 0.009 af, Depth> 0.94"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.10"

	Area (sf)	CN	Description
*	5,100	75	LAWN
	5,100		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.0					**Direct Entry, DIRECT**

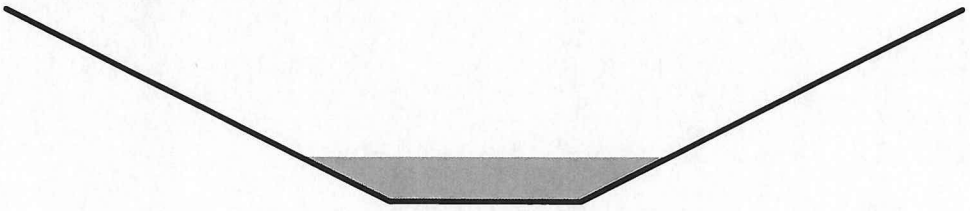
Summary for Reach 2R: EXISTING POA EXISTING CHANNEL

Inflow Area = 6.052 ac, 19.28% Impervious, Inflow Depth > 0.93" for 2 YEAR event
Inflow = 3.91 cfs @ 12.36 hrs, Volume= 0.471 af
Outflow = 3.89 cfs @ 12.38 hrs, Volume= 0.470 af, Atten= 0%, Lag= 1.2 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Max. Velocity= 2.88 fps, Min. Travel Time= 0.7 min
Avg. Velocity = 1.35 fps, Avg. Travel Time= 1.5 min

Peak Storage= 163 cf @ 12.37 hrs
Average Depth at Peak Storage= 0.46'
Bank-Full Depth= 2.00' Flow Area= 12.0 sf, Capacity= 76.61 cfs

2.00' x 2.00' deep channel, n= 0.035
Side Slope Z-value= 2.0 '/' Top Width= 10.00'
Length= 120.0' Slope= 0.0200 '/'
Inlet Invert= 0.00', Outlet Invert= -2.40'



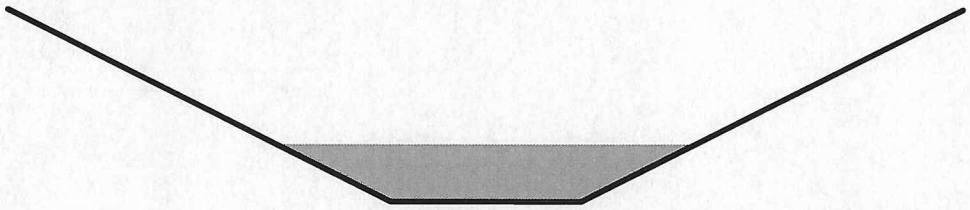
Summary for Reach 3R: EXISTING POA EXISTING CHANNEL

Inflow Area = 6.938 ac, 20.43% Impervious, Inflow Depth > 1.00" for 2 YEAR event
Inflow = 4.48 cfs @ 12.35 hrs, Volume= 0.579 af
Outflow = 4.48 cfs @ 12.36 hrs, Volume= 0.578 af, Atten= 0%, Lag= 0.1 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Max. Velocity= 2.34 fps, Min. Travel Time= 0.1 min
Avg. Velocity = 0.88 fps, Avg. Travel Time= 0.2 min

Peak Storage= 19 cf @ 12.36 hrs
Average Depth at Peak Storage= 0.60'
Bank-Full Depth= 2.00' Flow Area= 12.0 sf, Capacity= 54.17 cfs

2.00' x 2.00' deep channel, n= 0.035
Side Slope Z-value= 2.0 '/' Top Width= 10.00'
Length= 10.0' Slope= 0.0100 '/'
Inlet Invert= 0.00', Outlet Invert= -0.10'



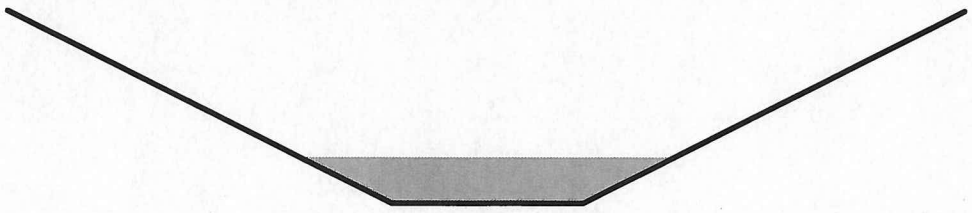
Summary for Reach 20R: EXISTING POA EXISTING CHANNEL

Inflow Area = 6.335 ac, 22.02% Impervious, Inflow Depth > 0.99" for 2 YEAR event
Inflow = 4.17 cfs @ 12.35 hrs, Volume= 0.522 af
Outflow = 4.16 cfs @ 12.37 hrs, Volume= 0.521 af, Atten= 0%, Lag= 1.2 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Max. Velocity= 2.94 fps, Min. Travel Time= 0.7 min
Avg. Velocity = 1.09 fps, Avg. Travel Time= 1.8 min

Peak Storage= 170 cf @ 12.36 hrs
Average Depth at Peak Storage= 0.48'
Bank-Full Depth= 2.00' Flow Area= 12.0 sf, Capacity= 76.61 cfs

2.00' x 2.00' deep channel, n= 0.035
Side Slope Z-value= 2.0 '/' Top Width= 10.00'
Length= 120.0' Slope= 0.0200 '/'
Inlet Invert= 0.00', Outlet Invert= -2.40'



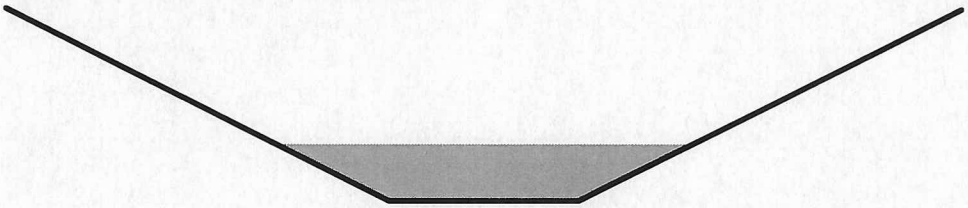
Summary for Reach 30R: POA EXISTING CHANNEL DEVELOPED

Inflow Area = 7.086 ac, 25.96% Impervious, Inflow Depth > 1.09" for 2 YEAR event
Inflow = 4.38 cfs @ 12.51 hrs, Volume= 0.642 af
Outflow = 4.38 cfs @ 12.51 hrs, Volume= 0.642 af, Atten= 0%, Lag= 0.1 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Max. Velocity= 2.33 fps, Min. Travel Time= 0.1 min
Avg. Velocity = 0.96 fps, Avg. Travel Time= 0.2 min

Peak Storage= 19 cf @ 12.51 hrs
Average Depth at Peak Storage= 0.59'
Bank-Full Depth= 2.00' Flow Area= 12.0 sf, Capacity= 54.17 cfs

2.00' x 2.00' deep channel, n= 0.035
Side Slope Z-value= 2.0 '/' Top Width= 10.00'
Length= 10.0' Slope= 0.0100 '/'
Inlet Invert= 0.00', Outlet Invert= -0.10'



Summary for Pond 5P: CULVERT AT WESSEX

Inflow Area = 3.902 ac, 25.17% Impervious, Inflow Depth > 1.10" for 2 YEAR event
Inflow = 3.70 cfs @ 12.27 hrs, Volume= 0.357 af
Outflow = 3.52 cfs @ 12.33 hrs, Volume= 0.356 af, Atten= 5%, Lag= 3.7 min
Primary = 3.52 cfs @ 12.33 hrs, Volume= 0.356 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 52.43' @ 12.33 hrs Surf.Area= 1,154 sf Storage= 366 cf

Plug-Flow detention time= 1.5 min calculated for 0.355 af (100% of inflow)
Center-of-Mass det. time= 1.1 min (820.7 - 819.6)

Volume	Invert	Avail.Storage	Storage Description
#1	51.30'	18,663 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
51.30	100	0	0
52.00	150	88	88
53.00	2,500	1,325	1,413
54.00	10,000	6,250	7,663
55.00	12,000	11,000	18,663

Device	Routing	Invert	Outlet Devices
#1	Primary	51.30'	**15.0" Round Culvert** L= 26.0' Ke= 0.500 Inlet / Outlet Invert= 51.30' / 51.05' S= 0.0096 '/' Cc= 0.900 n= 0.015, Flow Area= 1.23 sf
#2	Primary	54.00'	**10.0' long x 5.0' breadth Broad-Crested Rectangular Weir** 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) 2.34 2.50 2.70 2.68 2.68 2.66 2.65 2.65 2.65 2.65 2.67 2.66 2.68 2.70 2.74 2.79 2.88

Primary OutFlow Max=3.50 cfs @ 12.33 hrs HW=52.42' (Free Discharge)
↑—**1=Culvert** (Barrel Controls 3.50 cfs @ 3.98 fps)
└—**2=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Pond 6P: CHAMBER SYSTEM

Inflow Area = 0.556 ac, 78.93% Impervious, Inflow Depth > 2.31" for 2 YEAR event
Inflow = 1.41 cfs @ 12.09 hrs, Volume= 0.107 af
Outflow = 0.75 cfs @ 12.23 hrs, Volume= 0.107 af, Atten= 47%, Lag= 8.5 min
Primary = 0.75 cfs @ 12.23 hrs, Volume= 0.107 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 51.40' @ 12.23 hrs Surf.Area= 1,246 sf Storage= 403 cf

Plug-Flow detention time= 2.9 min calculated for 0.107 af (100% of inflow)
Center-of-Mass det. time= 2.7 min (748.8 - 746.1)

Volume	Invert	Avail.Storage	Storage Description
#1	51.00'	5,368 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
51.00	780	0	0
52.00	1,950	1,365	1,365
53.00	1,950	1,950	3,315
53.50	780	683	3,998
54.00	100	220	4,218
55.00	100	100	4,318
56.00	2,000	1,050	5,368

Device	Routing	Invert	Outlet Devices
#1	Primary	50.00'	**6.0" Round Culvert** L= 100.0' Ke= 0.500 Inlet / Outlet Invert= 50.00' / 49.50' S= 0.0050 '/' Cc= 0.900 n= 0.010, Flow Area= 0.20 sf
#2	Primary	55.50'	**5.0' long x 2.0' breadth Broad-Crested Rectangular Weir** 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 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=0.75 cfs @ 12.23 hrs HW=51.40' (Free Discharge)
└**1=Culvert** (Barrel Controls 0.75 cfs @ 3.81 fps)
└**2=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Pond 21P: CULVERT AT PARKING

Inflow Area = 6.335 ac, 22.02% Impervious, Inflow Depth > 0.99" for 2 YEAR event
Inflow = 4.16 cfs @ 12.37 hrs, Volume= 0.521 af
Outflow = 3.62 cfs @ 12.52 hrs, Volume= 0.519 af, Atten= 13%, Lag= 9.3 min
Primary = 3.62 cfs @ 12.52 hrs, Volume= 0.519 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 50.91' @ 12.52 hrs Surf.Area= 4,590 sf Storage= 2,127 cf

Plug-Flow detention time= 9.2 min calculated for 0.519 af (100% of inflow)
Center-of-Mass det. time= 7.6 min (832.6 - 825.0)

Volume	Invert	Avail.Storage	Storage Description
#1	50.00'	10,100 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
50.00	100	0	0
52.00	10,000	10,100	10,100

Device	Routing	Invert	Outlet Devices
#1	Primary	50.00'	**18.0" Round Culvert** L= 100.0' Ke= 0.500 Inlet / Outlet Invert= 50.00' / 49.00' S= 0.0100 '/' Cc= 0.900 n= 0.010, Flow Area= 1.77 sf
#2	Primary	51.80'	**10.0' long x 5.0' breadth Broad-Crested Rectangular Weir** 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) 2.34 2.50 2.70 2.68 2.68 2.66 2.65 2.65 2.65 2.65 2.67 2.66 2.68 2.70 2.74 2.79 2.88

Primary OutFlow Max=3.61 cfs @ 12.52 hrs HW=50.91' (Free Discharge)
└**1=Culvert** (Inlet Controls 3.61 cfs @ 3.24 fps)
└**2=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Pond 50P: CULVERT AT WESSEX

Inflow Area = 3.917 ac, 25.45% Impervious, Inflow Depth > 1.10" for 2 YEAR event
Inflow = 3.71 cfs @ 12.27 hrs, Volume= 0.358 af
Outflow = 3.53 cfs @ 12.33 hrs, Volume= 0.358 af, Atten= 5%, Lag= 3.7 min
Primary = 3.53 cfs @ 12.33 hrs, Volume= 0.358 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 52.43' @ 12.33 hrs Surf.Area= 1,160 sf Storage= 369 cf

Plug-Flow detention time= 1.5 min calculated for 0.357 af (100% of inflow)

Center-of-Mass det. time= 1.1 min (820.7 - 819.6)

Volume	Invert	Avail.Storage	Storage Description
#1	51.30'	18,663 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
51.30	100	0	0
52.00	150	88	88
53.00	2,500	1,325	1,413
54.00	10,000	6,250	7,663
55.00	12,000	11,000	18,663

Device	Routing	Invert	Outlet Devices
#1	Primary	51.30'	**15.0" Round Culvert** L= 26.0' Ke= 0.500 Inlet / Outlet Invert= 51.30' / 51.05' S= 0.0096 '/' Cc= 0.900 n= 0.015, Flow Area= 1.23 sf
#2	Primary	54.00'	**10.0' long x 5.0' breadth Broad-Crested Rectangular Weir** 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) 2.34 2.50 2.70 2.68 2.68 2.66 2.65 2.65 2.65 2.65 2.67 2.66 2.68 2.70 2.74 2.79 2.88

Primary OutFlow Max=3.52 cfs @ 12.33 hrs HW=52.43' (Free Discharge)
└**1=Culvert** (Barrel Controls 3.52 cfs @ 3.99 fps)
└**2=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Pond 51P: FOCAL POINT 4-2

Inflow Area = 0.097 ac, 97.63% Impervious, Inflow Depth > 2.59" for 2 YEAR event
Inflow = 0.30 cfs @ 12.06 hrs, Volume= 0.021 af
Outflow = 0.31 cfs @ 12.06 hrs, Volume= 0.021 af, Atten= 0%, Lag= 0.2 min
Primary = 0.31 cfs @ 12.06 hrs, Volume= 0.021 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 54.65' @ 12.06 hrs Surf.Area= 79 sf Storage= 20 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)
Center-of-Mass det. time= 0.6 min (743.2 - 742.6)

Volume	Invert	Avail.Storage	Storage Description
#1	54.20'	68 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
54.20	21	0	0
54.60	60	16	16
55.00	200	52	68

Device	Routing	Invert	Outlet Devices
#1	Primary	54.20'	**100.000 in/hr Exfiltration over Horizontal area**
#2	Primary	54.60'	**12.0" Horiz. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#3	Primary	54.82'	**2.0' long x 1.0' breadth Broad-Crested Rectangular Weir** 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 Coef. (English) 2.69 2.72 2.75 2.85 2.98 3.08 3.20 3.28 3.31 3.30 3.31 3.32

Primary OutFlow Max=0.30 cfs @ 12.06 hrs HW=54.65' (Free Discharge)
- **1=Exfiltration** (Exfiltration Controls 0.18 cfs)
- **2=Orifice/Grate** (Weir Controls 0.12 cfs @ 0.74 fps)
- **3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Pond 53P: FOCAL POINT 2

Inflow Area = 0.439 ac,100.00% Impervious, Inflow Depth > 2.68" for 2 YEAR event
Inflow = 1.29 cfs @ 12.09 hrs, Volume= 0.098 af
Outflow = 1.29 cfs @ 12.10 hrs, Volume= 0.098 af, Atten= 0%, Lag= 0.6 min
Primary = 1.29 cfs @ 12.10 hrs, Volume= 0.098 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 54.93' @ 12.10 hrs Surf.Area= 211 sf Storage= 90 cf

Plug-Flow detention time= 0.8 min calculated for 0.098 af (100% of inflow)
Center-of-Mass det. time= 0.8 min (739.7 - 738.9)

Volume	Invert	Avail.Storage	Storage Description
#1	54.30'	818 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
54.30	75	0	0
55.00	225	105	105
56.00	1,200	713	818

Device	Routing	Invert	Outlet Devices
#1	Primary	54.30'	**100.000 in/hr Exfiltration over Horizontal area**
#2	Primary	54.75'	**12.0" Horiz. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#3	Primary	55.50'	**10.0' long x 2.0' breadth Broad-Crested Rectangular Weir** 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 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=1.27 cfs @ 12.10 hrs HW=54.93' (Free Discharge)
- **1=Exfiltration** (Exfiltration Controls 0.49 cfs)
- **2=Orifice/Grate** (Weir Controls 0.79 cfs @ 1.39 fps)
- **3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Pond 56P: FOCAL POINT 4-1

Inflow Area = 0.171 ac, 69.68% Impervious, Inflow Depth > 2.04" for 2 YEAR event
Inflow = 0.45 cfs @ 12.06 hrs, Volume= 0.029 af
Outflow = 0.45 cfs @ 12.06 hrs, Volume= 0.029 af, Atten= 0%, Lag= 0.3 min
Primary = 0.45 cfs @ 12.06 hrs, Volume= 0.029 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 54.68' @ 12.06 hrs Surf.Area= 89 sf Storage= 22 cf

Plug-Flow detention time= 0.7 min calculated for 0.029 af (100% of inflow)
Center-of-Mass det. time= 0.6 min (770.8 - 770.2)

Volume	Invert	Avail.Storage	Storage Description
#1	54.20'	68 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
54.20	21	0	0
54.60	60	16	16
55.00	200	52	68

Device	Routing	Invert	Outlet Devices
#1	Primary	54.20'	**100.000 in/hr Exfiltration over Horizontal area**
#2	Primary	54.60'	**12.0" Horiz. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#3	Primary	54.82'	**2.0' long x 1.0' breadth Broad-Crested Rectangular Weir** 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 Coef. (English) 2.69 2.72 2.75 2.85 2.98 3.08 3.20 3.28 3.31 3.30 3.31 3.32

Primary OutFlow Max=0.43 cfs @ 12.06 hrs HW=54.68' (Free Discharge)
- **1=Exfiltration** (Exfiltration Controls 0.20 cfs)
- **2=Orifice/Grate** (Weir Controls 0.23 cfs @ 0.92 fps)
- **3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: EAST SIDE OF Runoff Area=13,155 sf 19.07% Impervious Runoff Depth>2.29"
Tc=5.0 min CN=79 Runoff=0.87 cfs 0.058 af

Subcatchment 2S: WEST SIDE OF Runoff Area=18,709 sf 17.07% Impervious Runoff Depth>2.64"
Tc=6.0 min CN=83 Runoff=1.38 cfs 0.094 af

Subcatchment 3S: WESSEX STREET Runoff Area=6,710 sf 77.94% Impervious Runoff Depth>3.60"
Tc=4.0 min CN=93 Runoff=0.68 cfs 0.046 af

Subcatchment 4S: SAGAMORE WEST OF Runoff Area=169,980 sf 25.17% Impervious Runoff Depth>2.20"
Flow Length=400' Tc=18.6 min CN=78 Runoff=7.51 cfs 0.715 af

Subcatchment 5S: NORTH OF THE END OF Runoff Area=93,646 sf 8.59% Impervious Runoff Depth>1.51"
Flow Length=400' Tc=44.1 min CN=69 Runoff=1.90 cfs 0.270 af

Subcatchment 10S: EAST SIDE OF Runoff Area=8,533 sf 2.81% Impervious Runoff Depth>2.05"
Tc=5.0 min CN=76 Runoff=0.51 cfs 0.033 af

Subcatchment 20S: WEST SIDE OF Runoff Area=19,105 sf 100.00% Impervious Runoff Depth>4.05"
Tc=6.0 min CN=98 Runoff=1.93 cfs 0.148 af

Subcatchment 30S: WESSEX STREET Runoff Area=7,438 sf 69.68% Impervious Runoff Depth>3.40"
Tc=4.0 min CN=91 Runoff=0.73 cfs 0.048 af

Subcatchment 40S: SAGAMORE WEST Runoff Area=170,635 sf 25.45% Impervious Runoff Depth>2.20"
Flow Length=400' Tc=18.6 min CN=78 Runoff=7.54 cfs 0.718 af

Subcatchment 41S: WESSEX STREET Runoff Area=4,214 sf 97.63% Impervious Runoff Depth>3.98"
Tc=4.0 min CN=97 Runoff=0.45 cfs 0.032 af

Subcatchment 50S: NORTH OF THE END Runoff Area=93,646 sf 8.59% Impervious Runoff Depth>1.51"
Flow Length=400' Tc=44.1 min CN=69 Runoff=1.90 cfs 0.270 af

Subcatchment 55S: LAWN AREA Runoff Area=5,100 sf 0.00% Impervious Runoff Depth>1.97"
Tc=3.0 min CN=75 Runoff=0.32 cfs 0.019 af

Reach 2R: EXISTING POA EXISTING Avg. Flow Depth=0.66' Max Vel=3.48 fps Inflow=7.63 cfs 0.985 af
n=0.035 L=120.0' S=0.0200 '/' Capacity=76.61 cfs Outflow=7.62 cfs 0.984 af

Reach 3R: EXISTING POA EXISTING Avg. Flow Depth=0.83' Max Vel=2.78 fps Inflow=8.37 cfs 1.182 af
n=0.035 L=10.0' S=0.0100 '/' Capacity=54.17 cfs Outflow=8.37 cfs 1.182 af

Reach 20R: EXISTING POA EXISTING Avg. Flow Depth=0.67' Max Vel=3.52 fps Inflow=7.92 cfs 1.068 af
n=0.035 L=120.0' S=0.0200 '/' Capacity=76.61 cfs Outflow=7.91 cfs 1.067 af

Reach 30R: POA EXISTING CHANNEL Avg. Flow Depth=0.79' Max Vel=2.72 fps Inflow=7.76 cfs 1.264 af
n=0.035 L=10.0' S=0.0100 '/' Capacity=54.17 cfs Outflow=7.76 cfs 1.264 af

Pond 5P: CULVERT AT WESSEX Peak Elev=53.17' Storage=1,957 cf Inflow=7.51 cfs 0.715 af
Outflow=6.06 cfs 0.715 af

Pond 6P: CHAMBER SYSTEM Peak Elev=51.84' Storage=1,060 cf Inflow=2.20 cfs 0.167 af
Outflow=0.86 cfs 0.167 af

Pond 21P: CULVERT AT PARKING Peak Elev=51.40' Storage=4,968 cf Inflow=7.91 cfs 1.067 af
Outflow=6.90 cfs 1.063 af

Pond 50P: CULVERT AT WESSEX Peak Elev=53.18' Storage=1,975 cf Inflow=7.54 cfs 0.718 af
Outflow=6.07 cfs 0.717 af

Pond 51P: FOCAL POINT 4-2 Peak Elev=54.68' Storage=22 cf Inflow=0.45 cfs 0.032 af
Outflow=0.45 cfs 0.032 af

Pond 53P: FOCAL POINT 2 Peak Elev=55.01' Storage=108 cf Inflow=1.93 cfs 0.148 af
Outflow=1.93 cfs 0.148 af

Pond 56P: FOCAL POINT 4-1 Peak Elev=54.73' Storage=27 cf Inflow=0.73 cfs 0.048 af
Outflow=0.72 cfs 0.048 af

Total Runoff Area = 14.024 ac Runoff Volume = 2.452 af Average Runoff Depth = 2.10"
76.78% Pervious = 10.767 ac 23.22% Impervious = 3.257 ac

Summary for Subcatchment 1S: EAST SIDE OF EXISTING SITE

Runoff = 0.87 cfs @ 12.08 hrs, Volume= 0.058 af, Depth> 2.29"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10 YEAR Rainfall=4.60"

	Area (sf)	CN	Description
*	1,744	98	BUILDING
*	10,646	75	LANDSCAPED
*	765	98	PAVED
	13,155	79	Weighted Average
	10,646		80.93% Pervious Area
	2,509		19.07% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, DIRECT**

Summary for Subcatchment 2S: WEST SIDE OF EXISTING SITE

Runoff = 1.38 cfs @ 12.09 hrs, Volume= 0.094 af, Depth> 2.64"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10 YEAR Rainfall=4.60"

	Area (sf)	CN	Description
*	1,560	98	PAVED
*	10,903	75	LANDSCAPED
*	4,612	93	GRAVEL
*	1,634	98	BUILDING
	18,709	83	Weighted Average
	15,515		82.93% Pervious Area
	3,194		17.07% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, DIRECT**

Summary for Subcatchment 3S: WESSEX STREET

Runoff = 0.68 cfs @ 12.06 hrs, Volume= 0.046 af, Depth> 3.60"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10 YEAR Rainfall=4.60"

	Area (sf)	CN	Description
*	720	98	PAVED
*	1,480	75	LANDSCAPED
*	4,510	98	GRAVEL
	6,710	93	Weighted Average
	1,480		22.06% Pervious Area
	5,230		77.94% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
4.0					**Direct Entry, DIRECT**

Summary for Subcatchment 4S: SAGAMORE WEST OF SITE

Runoff = 7.51 cfs @ 12.26 hrs, Volume= 0.715 af, Depth> 2.20"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10 YEAR Rainfall=4.60"

	Area (sf)	CN	Description
*	94,385	75	landscaped
*	32,815	60	woods
*	27,460	98	paved
*	1,340	98	GRAVEL
*	13,980	98	BUILDINGS
	169,980	78	Weighted Average
	127,200		74.83% Pervious Area
	42,780		25.17% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.3	100	0.0300	0.14		**Sheet Flow, SHEET** Grass: Dense n= 0.240 P2= 3.10"
2.5	200	0.0700	1.32		**Shallow Concentrated Flow, SHALLOW 1** Woodland Kv= 5.0 fps
3.8	100	0.0300	0.43		**Shallow Concentrated Flow, SHALLOW 2** Forest w/Heavy Litter Kv= 2.5 fps
18.6	400	Total			

Summary for Subcatchment 5S: NORTH OF THE END OF WESSEX

Runoff = 1.90 cfs @ 12.64 hrs, Volume= 0.270 af, Depth> 1.51"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10 YEAR Rainfall=4.60"

	Area (sf)	CN	Description
*	33,406	75	LANDSCAPED
*	52,200	60	WOODS
*	3,340	98	PAVED
*	1,340	98	GRAVEL
*	3,360	98	BUILDING
	93,646	69	Weighted Average
	85,606		91.41% Pervious Area
	8,040		8.59% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
32.3	100	0.0300	0.05		**Sheet Flow, SHEET** Woods: Dense underbrush n= 0.800 P2= 3.10"
2.4	100	0.0800	0.71		**Shallow Concentrated Flow, SHALLOW 1** Forest w/Heavy Litter Kv= 2.5 fps
9.4	200	0.0200	0.35		**Shallow Concentrated Flow, SHALLOW 2** Forest w/Heavy Litter Kv= 2.5 fps
44.1	400	Total			

Summary for Subcatchment 10S: EAST SIDE OF DEVELOPED SITE

Runoff = 0.51 cfs @ 12.08 hrs, Volume= 0.033 af, Depth> 2.05"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10 YEAR Rainfall=4.60"

	Area (sf)	CN	Description
*	240	98	PAVED
*	8,293	75	LANDSCAPED
	8,533	76	Weighted Average
	8,293		97.19% Pervious Area
	240		2.81% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, DIRECT**

Summary for Subcatchment 20S: WEST SIDE OF DEVELOPED SITE

Runoff = 1.93 cfs @ 12.09 hrs, Volume= 0.148 af, Depth> 4.05"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10 YEAR Rainfall=4.60"

	Area (sf)	CN	Description
*	11,280	98	PAVED
*	7,825	98	BUILDING
	19,105	98	Weighted Average
	19,105		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, DIRECT**

Summary for Subcatchment 30S: WESSEX STREET

Runoff = 0.73 cfs @ 12.06 hrs, Volume= 0.048 af, Depth> 3.40"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10 YEAR Rainfall=4.60"

	Area (sf)	CN	Description
*	5,183	98	PAVED
*	2,255	75	LANDSCAPED
	7,438	91	Weighted Average
	2,255		30.32% Pervious Area
	5,183		69.68% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
4.0					**Direct Entry, DIRECT**

Summary for Subcatchment 40S: SAGAMORE WEST OF SITE

Runoff = 7.54 cfs @ 12.26 hrs, Volume= 0.718 af, Depth> 2.20"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10 YEAR Rainfall=4.60"

	Area (sf)	CN	Description
*	94,385	75	landscaped
*	32,815	60	woods
*	25,295	98	paved
*	4,160	98	GRAVEL
*	13,980	98	BUILDINGS
	170,635	78	Weighted Average
	127,200		74.55% Pervious Area
	43,435		25.45% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.3	100	0.0300	0.14		**Sheet Flow, SHEET** Grass: Dense n= 0.240 P2= 3.10"
2.5	200	0.0700	1.32		**Shallow Concentrated Flow, SHALLOW 1** Woodland Kv= 5.0 fps
3.8	100	0.0300	0.43		**Shallow Concentrated Flow, SHALLOW 2** Forest w/Heavy Litter Kv= 2.5 fps
18.6	400	Total			

Summary for Subcatchment 41S: WESSEX STREET

Runoff = 0.45 cfs @ 12.06 hrs, Volume= 0.032 af, Depth> 3.98"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10 YEAR Rainfall=4.60"

	Area (sf)	CN	Description
*	4,114	98	PAVED
*	100	75	LANDSCAPED
	4,214	97	Weighted Average
	100		2.37% Pervious Area
	4,114		97.63% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
4.0					**Direct Entry, DIRECT**

Summary for Subcatchment 50S: NORTH OF THE END OF WESSEX

Runoff = 1.90 cfs @ 12.64 hrs, Volume= 0.270 af, Depth> 1.51"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10 YEAR Rainfall=4.60"

	Area (sf)	CN	Description
*	33,406	75	LANDSCAPED
*	52,200	60	WOODS
*	3,340	98	PAVED
*	1,340	98	GRAVEL
*	3,360	98	BUILDING
	93,646	69	Weighted Average
	85,606		91.41% Pervious Area
	8,040		8.59% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
32.3	100	0.0300	0.05		**Sheet Flow, SHEET** Woods: Dense underbrush n= 0.800 P2= 3.10"
2.4	100	0.0800	0.71		**Shallow Concentrated Flow, SHALLOW 1** Forest w/Heavy Litter Kv= 2.5 fps
9.4	200	0.0200	0.35		**Shallow Concentrated Flow, SHALLOW 2** Forest w/Heavy Litter Kv= 2.5 fps
44.1	400	Total			

Summary for Subcatchment 55S: LAWN AREA

Runoff = 0.32 cfs @ 12.05 hrs, Volume= 0.019 af, Depth> 1.97"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10 YEAR Rainfall=4.60"

	Area (sf)	CN	Description
*	5,100	75	LAWN
	5,100		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.0					**Direct Entry, DIRECT**

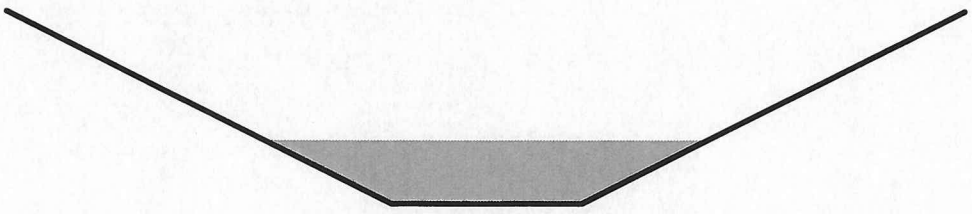
Summary for Reach 2R: EXISTING POA EXISTING CHANNEL

Inflow Area = 6.052 ac, 19.28% Impervious, Inflow Depth > 1.95" for 10 YEAR event
Inflow = 7.63 cfs @ 12.47 hrs, Volume= 0.985 af
Outflow = 7.62 cfs @ 12.49 hrs, Volume= 0.984 af, Atten= 0%, Lag= 0.9 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Max. Velocity= 3.48 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 1.60 fps, Avg. Travel Time= 1.2 min

Peak Storage= 263 cf @ 12.48 hrs
Average Depth at Peak Storage= 0.66'
Bank-Full Depth= 2.00' Flow Area= 12.0 sf, Capacity= 76.61 cfs

2.00' x 2.00' deep channel, n= 0.035
Side Slope Z-value= 2.0 '/' Top Width= 10.00'
Length= 120.0' Slope= 0.0200 '/'
Inlet Invert= 0.00', Outlet Invert= -2.40'



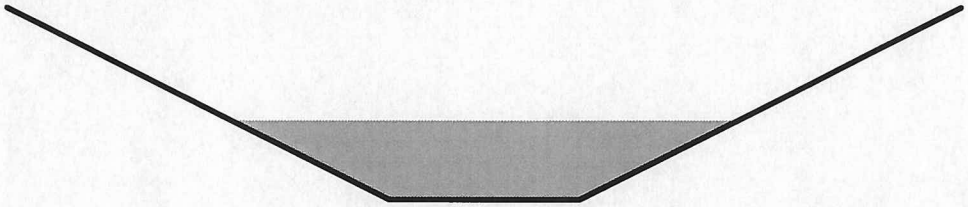
Summary for Reach 3R: EXISTING POA EXISTING CHANNEL

Inflow Area = 6.938 ac, 20.43% Impervious, Inflow Depth > 2.04" for 10 YEAR event
Inflow = 8.37 cfs @ 12.44 hrs, Volume= 1.182 af
Outflow = 8.37 cfs @ 12.44 hrs, Volume= 1.182 af, Atten= 0%, Lag= 0.1 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Max. Velocity= 2.78 fps, Min. Travel Time= 0.1 min
Avg. Velocity = 1.12 fps, Avg. Travel Time= 0.1 min

Peak Storage= 30 cf @ 12.44 hrs
Average Depth at Peak Storage= 0.83'
Bank-Full Depth= 2.00' Flow Area= 12.0 sf, Capacity= 54.17 cfs

2.00' x 2.00' deep channel, n= 0.035
Side Slope Z-value= 2.0 '/' Top Width= 10.00'
Length= 10.0' Slope= 0.0100 '/'
Inlet Invert= 0.00', Outlet Invert= -0.10'



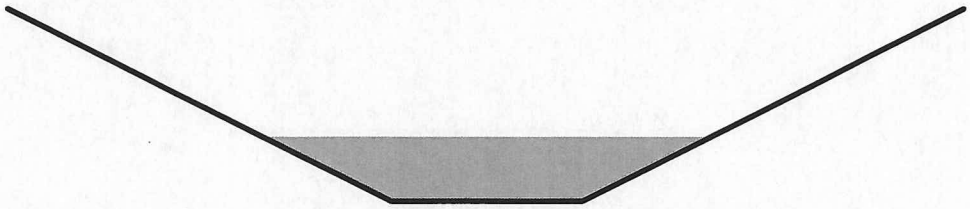
Summary for Reach 20R: EXISTING POA EXISTING CHANNEL

Inflow Area = 6.335 ac, 22.02% Impervious, Inflow Depth > 2.02" for 10 YEAR event
Inflow = 7.92 cfs @ 12.46 hrs, Volume= 1.068 af
Outflow = 7.91 cfs @ 12.47 hrs, Volume= 1.067 af, Atten= 0%, Lag= 0.9 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Max. Velocity= 3.52 fps, Min. Travel Time= 0.6 min
Avg. Velocity = 1.38 fps, Avg. Travel Time= 1.5 min

Peak Storage= 270 cf @ 12.46 hrs
Average Depth at Peak Storage= 0.67'
Bank-Full Depth= 2.00' Flow Area= 12.0 sf, Capacity= 76.61 cfs

2.00' x 2.00' deep channel, n= 0.035
Side Slope Z-value= 2.0 '/' Top Width= 10.00'
Length= 120.0' Slope= 0.0200 '/'
Inlet Invert= 0.00', Outlet Invert= -2.40'



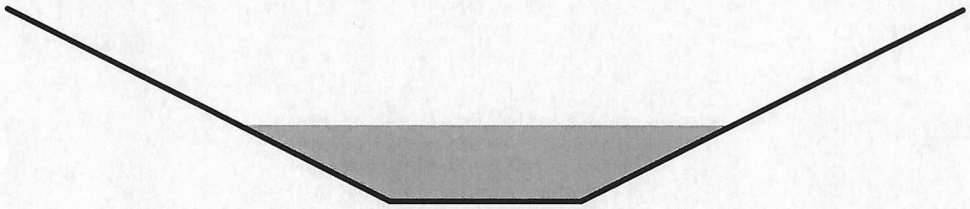
Summary for Reach 30R: POA EXISTING CHANNEL DEVELOPED

Inflow Area = 7.086 ac, 25.96% Impervious, Inflow Depth > 2.14" for 10 YEAR event
Inflow = 7.76 cfs @ 12.67 hrs, Volume= 1.264 af
Outflow = 7.76 cfs @ 12.67 hrs, Volume= 1.264 af, Atten= 0%, Lag= 0.1 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Max. Velocity= 2.72 fps, Min. Travel Time= 0.1 min
Avg. Velocity = 1.20 fps, Avg. Travel Time= 0.1 min

Peak Storage= 29 cf @ 12.67 hrs
Average Depth at Peak Storage= 0.79'
Bank-Full Depth= 2.00' Flow Area= 12.0 sf, Capacity= 54.17 cfs

2.00' x 2.00' deep channel, n= 0.035
Side Slope Z-value= 2.0 '/' Top Width= 10.00'
Length= 10.0' Slope= 0.0100 '/'
Inlet Invert= 0.00', Outlet Invert= -0.10'



Summary for Pond 5P: CULVERT AT WESSEX

Inflow Area = 3.902 ac, 25.17% Impervious, Inflow Depth > 2.20" for 10 YEAR event
Inflow = 7.51 cfs @ 12.26 hrs, Volume= 0.715 af
Outflow = 6.06 cfs @ 12.41 hrs, Volume= 0.715 af, Atten= 19%, Lag= 8.7 min
Primary = 6.06 cfs @ 12.41 hrs, Volume= 0.715 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 53.17' @ 12.41 hrs Surf.Area= 3,798 sf Storage= 1,957 cf

Plug-Flow detention time= 2.5 min calculated for 0.715 af (100% of inflow)
Center-of-Mass det. time= 2.2 min (806.4 - 804.3)

Volume	Invert	Avail.Storage	Storage Description
#1	51.30'	18,663 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
51.30	100	0	0
52.00	150	88	88
53.00	2,500	1,325	1,413
54.00	10,000	6,250	7,663
55.00	12,000	11,000	18,663

Device	Routing	Invert	Outlet Devices
#1	Primary	51.30'	**15.0" Round Culvert** L= 26.0' Ke= 0.500 Inlet / Outlet Invert= 51.30' / 51.05' S= 0.0096 '/' Cc= 0.900 n= 0.015, Flow Area= 1.23 sf
#2	Primary	54.00'	**10.0' long x 5.0' breadth Broad-Crested Rectangular Weir** 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) 2.34 2.50 2.70 2.68 2.68 2.66 2.65 2.65 2.65 2.65 2.67 2.66 2.68 2.70 2.74 2.79 2.88

Primary OutFlow Max=6.05 cfs @ 12.41 hrs HW=53.17' (Free Discharge)
↑—**1=Culvert** (Barrel Controls 6.05 cfs @ 4.93 fps)
└—**2=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Pond 6P: CHAMBER SYSTEM

Inflow Area = 0.556 ac, 78.93% Impervious, Inflow Depth > 3.62" for 10 YEAR event
Inflow = 2.20 cfs @ 12.09 hrs, Volume= 0.167 af
Outflow = 0.86 cfs @ 12.33 hrs, Volume= 0.167 af, Atten= 61%, Lag= 14.2 min
Primary = 0.86 cfs @ 12.33 hrs, Volume= 0.167 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 51.84' @ 12.33 hrs Surf.Area= 1,757 sf Storage= 1,060 cf

Plug-Flow detention time= 6.6 min calculated for 0.167 af (100% of inflow)
Center-of-Mass det. time= 6.4 min (749.9 - 743.5)

Volume	Invert	Avail.Storage	Storage Description
#1	51.00'	5,368 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
51.00	780	0	0
52.00	1,950	1,365	1,365
53.00	1,950	1,950	3,315
53.50	780	683	3,998
54.00	100	220	4,218
55.00	100	100	4,318
56.00	2,000	1,050	5,368

Device	Routing	Invert	Outlet Devices
#1	Primary	50.00'	**6.0" Round Culvert** L= 100.0' Ke= 0.500 Inlet / Outlet Invert= 50.00' / 49.50' S= 0.0050 '/' Cc= 0.900 n= 0.010, Flow Area= 0.20 sf
#2	Primary	55.50'	**5.0' long x 2.0' breadth Broad-Crested Rectangular Weir** 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 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=0.86 cfs @ 12.33 hrs HW=51.83' (Free Discharge)
1=Culvert (Barrel Controls 0.86 cfs @ 4.37 fps)
2=Broad-Crested Rectangular Weir (Controls 0.00 cfs)

Summary for Pond 21P: CULVERT AT PARKING

Inflow Area = 6.335 ac, 22.02% Impervious, Inflow Depth > 2.02" for 10 YEAR event
Inflow = 7.91 cfs @ 12.47 hrs, Volume= 1.067 af
Outflow = 6.90 cfs @ 12.68 hrs, Volume= 1.063 af, Atten= 13%, Lag= 12.7 min
Primary = 6.90 cfs @ 12.68 hrs, Volume= 1.063 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 51.40' @ 12.68 hrs Surf.Area= 7,014 sf Storage= 4,968 cf

Plug-Flow detention time= 10.0 min calculated for 1.059 af (99% of inflow)
Center-of-Mass det. time= 8.6 min (820.9 - 812.4)

Volume	Invert	Avail.Storage	Storage Description
#1	50.00'	10,100 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
50.00	100	0	0
52.00	10,000	10,100	10,100

Device	Routing	Invert	Outlet Devices
#1	Primary	50.00'	**18.0" Round Culvert** L= 100.0' Ke= 0.500 Inlet / Outlet Invert= 50.00' / 49.00' S= 0.0100 '/' Cc= 0.900 n= 0.010, Flow Area= 1.77 sf
#2	Primary	51.80'	**10.0' long x 5.0' breadth Broad-Crested Rectangular Weir** 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) 2.34 2.50 2.70 2.68 2.68 2.66 2.65 2.65 2.65 2.65 2.67 2.66 2.68 2.70 2.74 2.79 2.88

Primary OutFlow Max=6.89 cfs @ 12.68 hrs HW=51.39' (Free Discharge)
1=Culvert (Inlet Controls 6.89 cfs @ 4.02 fps)
2=Broad-Crested Rectangular Weir (Controls 0.00 cfs)

Summary for Pond 50P: CULVERT AT WESSEX

Inflow Area = 3.917 ac, 25.45% Impervious, Inflow Depth > 2.20" for 10 YEAR event
Inflow = 7.54 cfs @ 12.26 hrs, Volume= 0.718 af
Outflow = 6.07 cfs @ 12.41 hrs, Volume= 0.717 af, Atten= 19%, Lag= 8.7 min
Primary = 6.07 cfs @ 12.41 hrs, Volume= 0.717 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 53.18' @ 12.41 hrs Surf.Area= 3,832 sf Storage= 1,975 cf

Plug-Flow detention time= 2.5 min calculated for 0.715 af (100% of inflow)

Center-of-Mass det. time= 2.2 min (806.4 - 804.3)

Volume	Invert	Avail.Storage	Storage Description
#1	51.30'	18,663 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
51.30	100	0	0
52.00	150	88	88
53.00	2,500	1,325	1,413
54.00	10,000	6,250	7,663
55.00	12,000	11,000	18,663

Device	Routing	Invert	Outlet Devices
#1	Primary	51.30'	**15.0" Round Culvert** L= 26.0' Ke= 0.500 Inlet / Outlet Invert= 51.30' / 51.05' S= 0.0096 '/' Cc= 0.900 n= 0.015, Flow Area= 1.23 sf
#2	Primary	54.00'	**10.0' long x 5.0' breadth Broad-Crested Rectangular Weir** 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) 2.34 2.50 2.70 2.68 2.68 2.66 2.65 2.65 2.65 2.65 2.67 2.66 2.68 2.70 2.74 2.79 2.88

Primary OutFlow Max=6.07 cfs @ 12.41 hrs HW=53.18' (Free Discharge)
└─**1=Culvert** (Barrel Controls 6.07 cfs @ 4.94 fps)
└─**2=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Pond 51P: FOCAL POINT 4-2

Inflow Area = 0.097 ac, 97.63% Impervious, Inflow Depth > 3.98" for 10 YEAR event
Inflow = 0.45 cfs @ 12.06 hrs, Volume= 0.032 af
Outflow = 0.45 cfs @ 12.06 hrs, Volume= 0.032 af, Atten= 1%, Lag= 0.4 min
Primary = 0.45 cfs @ 12.06 hrs, Volume= 0.032 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 54.68' @ 12.06 hrs Surf.Area= 89 sf Storage= 22 cf

Plug-Flow detention time= 0.6 min calculated for 0.032 af (100% of inflow)
Center-of-Mass det. time= 0.6 min (738.2 - 737.6)

Volume	Invert	Avail.Storage	Storage Description
#1	54.20'	68 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
54.20	21	0	0
54.60	60	16	16
55.00	200	52	68

Device	Routing	Invert	Outlet Devices
#1	Primary	54.20'	**100.000 in/hr Exfiltration over Horizontal area**
#2	Primary	54.60'	**12.0" Horiz. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#3	Primary	54.82'	**2.0' long x 1.0' breadth Broad-Crested Rectangular Weir** 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 Coef. (English) 2.69 2.72 2.75 2.85 2.98 3.08 3.20 3.28 3.31 3.30 3.31 3.32

Primary OutFlow Max=0.43 cfs @ 12.06 hrs HW=54.68' (Free Discharge)
- **1=Exfiltration** (Exfiltration Controls 0.20 cfs)
- **2=Orifice/Grate** (Weir Controls 0.23 cfs @ 0.92 fps)
- **3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Pond 53P: FOCAL POINT 2

Inflow Area = 0.439 ac,100.00% Impervious, Inflow Depth > 4.05" for 10 YEAR event
Inflow = 1.93 cfs @ 12.09 hrs, Volume= 0.148 af
Outflow = 1.93 cfs @ 12.09 hrs, Volume= 0.148 af, Atten= 0%, Lag= 0.5 min
Primary = 1.93 cfs @ 12.09 hrs, Volume= 0.148 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 55.01' @ 12.09 hrs Surf.Area= 238 sf Storage= 108 cf

Plug-Flow detention time= 0.8 min calculated for 0.148 af (100% of inflow)
Center-of-Mass det. time= 0.7 min (736.4 - 735.6)

Volume	Invert	Avail.Storage	Storage Description
#1	54.30'	818 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
54.30	75	0	0
55.00	225	105	105
56.00	1,200	713	818

Device	Routing	Invert	Outlet Devices
#1	Primary	54.30'	**100.000 in/hr Exfiltration over Horizontal area**
#2	Primary	54.75'	**12.0" Horiz. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#3	Primary	55.50'	**10.0' long x 2.0' breadth Broad-Crested Rectangular Weir** 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 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=1.90 cfs @ 12.09 hrs HW=55.01' (Free Discharge)
- **1=Exfiltration** (Exfiltration Controls 0.54 cfs)
- **2=Orifice/Grate** (Weir Controls 1.36 cfs @ 1.67 fps)
- **3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Pond 56P: FOCAL POINT 4-1

Inflow Area = 0.171 ac, 69.68% Impervious, Inflow Depth > 3.40" for 10 YEAR event
Inflow = 0.73 cfs @ 12.06 hrs, Volume= 0.048 af
Outflow = 0.72 cfs @ 12.06 hrs, Volume= 0.048 af, Atten= 1%, Lag= 0.3 min
Primary = 0.72 cfs @ 12.06 hrs, Volume= 0.048 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 54.73' @ 12.06 hrs Surf.Area= 105 sf Storage= 27 cf

Plug-Flow detention time= 0.6 min calculated for 0.048 af (100% of inflow)
Center-of-Mass det. time= 0.6 min (758.9 - 758.3)

Volume	Invert	Avail.Storage	Storage Description
#1	54.20'	68 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
54.20	21	0	0
54.60	60	16	16
55.00	200	52	68

Device	Routing	Invert	Outlet Devices
#1	Primary	54.20'	**100.000 in/hr Exfiltration over Horizontal area**
#2	Primary	54.60'	**12.0" Horiz. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#3	Primary	54.82'	**2.0' long x 1.0' breadth Broad-Crested Rectangular Weir** 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 Coef. (English) 2.69 2.72 2.75 2.85 2.98 3.08 3.20 3.28 3.31 3.30 3.31 3.32

Primary OutFlow Max=0.69 cfs @ 12.06 hrs HW=54.73' (Free Discharge)
- **1=Exfiltration** (Exfiltration Controls 0.24 cfs)
- **2=Orifice/Grate** (Weir Controls 0.45 cfs @ 1.16 fps)
- **3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: EAST SIDE OF Runoff Area=13,155 sf 19.07% Impervious Runoff Depth>3.28"
Tc=5.0 min CN=79 Runoff=1.24 cfs 0.082 af

Subcatchment 2S: WEST SIDE OF Runoff Area=18,709 sf 17.07% Impervious Runoff Depth>3.67"
Tc=6.0 min CN=83 Runoff=1.91 cfs 0.131 af

Subcatchment 3S: WESSEX STREET Runoff Area=6,710 sf 77.94% Impervious Runoff Depth>4.70"
Tc=4.0 min CN=93 Runoff=0.88 cfs 0.060 af

Subcatchment 4S: SAGAMORE WEST OF Runoff Area=169,980 sf 25.17% Impervious Runoff Depth>3.17"
Flow Length=400' Tc=18.6 min CN=78 Runoff=10.79 cfs 1.030 af

Subcatchment 5S: NORTH OF THE END OF Runoff Area=93,646 sf 8.59% Impervious Runoff Depth>2.33"
Flow Length=400' Tc=44.1 min CN=69 Runoff=2.98 cfs 0.417 af

Subcatchment 10S: EAST SIDE OF Runoff Area=8,533 sf 2.81% Impervious Runoff Depth>2.99"
Tc=5.0 min CN=76 Runoff=0.74 cfs 0.049 af

Subcatchment 20S: WEST SIDE OF Runoff Area=19,105 sf 100.00% Impervious Runoff Depth>5.15"
Tc=6.0 min CN=98 Runoff=2.43 cfs 0.188 af

Subcatchment 30S: WESSEX STREET Runoff Area=7,438 sf 69.68% Impervious Runoff Depth>4.50"
Tc=4.0 min CN=91 Runoff=0.95 cfs 0.064 af

Subcatchment 40S: SAGAMORE WEST Runoff Area=170,635 sf 25.45% Impervious Runoff Depth>3.17"
Flow Length=400' Tc=18.6 min CN=78 Runoff=10.83 cfs 1.034 af

Subcatchment 41S: WESSEX STREET Runoff Area=4,214 sf 97.63% Impervious Runoff Depth>5.07"
Tc=4.0 min CN=97 Runoff=0.57 cfs 0.041 af

Subcatchment 50S: NORTH OF THE END Runoff Area=93,646 sf 8.59% Impervious Runoff Depth>2.33"
Flow Length=400' Tc=44.1 min CN=69 Runoff=2.98 cfs 0.417 af

Subcatchment 55S: LAWN AREA Runoff Area=5,100 sf 0.00% Impervious Runoff Depth>2.90"
Tc=3.0 min CN=75 Runoff=0.46 cfs 0.028 af

Reach 2R: EXISTING POA EXISTING Avg. Flow Depth=0.77' Max Vel=3.78 fps Inflow=10.26 cfs 1.446 af
n=0.035 L=120.0' S=0.0200 '/' Capacity=76.61 cfs Outflow=10.26 cfs 1.445 af

Reach 3R: EXISTING POA EXISTING Avg. Flow Depth=0.95' Max Vel=2.99 fps Inflow=11.02 cfs 1.719 af
n=0.035 L=10.0' S=0.0100 '/' Capacity=54.17 cfs Outflow=11.02 cfs 1.719 af

Reach 20R: EXISTING POA EXISTING Avg. Flow Depth=0.78' Max Vel=3.81 fps Inflow=10.53 cfs 1.555 af
n=0.035 L=120.0' S=0.0200 '/' Capacity=76.61 cfs Outflow=10.52 cfs 1.554 af

Reach 30R: POA EXISTING CHANNEL Avg. Flow Depth=0.89' Max Vel=2.89 fps Inflow=9.71 cfs 1.814 af
n=0.035 L=10.0' S=0.0100 '/' Capacity=54.17 cfs Outflow=9.70 cfs 1.814 af

Pond 5P: CULVERT AT WESSEX Peak Elev=53.62' Storage=4,411 cf Inflow=10.79 cfs 1.030 af
Outflow=7.45 cfs 1.029 af

Pond 6P: CHAMBER SYSTEM Peak Elev=52.18' Storage=1,720 cf Inflow=2.83 cfs 0.216 af
Outflow=0.94 cfs 0.216 af

Pond 21P: CULVERT AT PARKING Peak Elev=51.80' Storage=8,241 cf Inflow=10.52 cfs 1.554 af
Outflow=8.75 cfs 1.549 af

Pond 50P: CULVERT AT WESSEX Peak Elev=53.63' Storage=4,449 cf Inflow=10.83 cfs 1.034 af
Outflow=7.47 cfs 1.033 af

Pond 51P: FOCAL POINT 4-2 Peak Elev=54.70' Storage=24 cf Inflow=0.57 cfs 0.041 af
Outflow=0.57 cfs 0.041 af

Pond 53P: FOCAL POINT 2 Peak Elev=55.06' Storage=120 cf Inflow=2.43 cfs 0.188 af
Outflow=2.44 cfs 0.188 af

Pond 56P: FOCAL POINT 4-1 Peak Elev=54.76' Storage=31 cf Inflow=0.95 cfs 0.064 af
Outflow=0.94 cfs 0.064 af

Total Runoff Area = 14.024 ac Runoff Volume = 3.542 af Average Runoff Depth = 3.03"
76.78% Pervious = 10.767 ac 23.22% Impervious = 3.257 ac

Summary for Subcatchment 1S: EAST SIDE OF EXISTING SITE

Runoff = 1.24 cfs @ 12.08 hrs, Volume= 0.082 af, Depth> 3.28"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	1,744	98	BUILDING
*	10,646	75	LANDSCAPED
*	765	98	PAVED
	13,155	79	Weighted Average
	10,646		80.93% Pervious Area
	2,509		19.07% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, DIRECT**

Summary for Subcatchment 2S: WEST SIDE OF EXISTING SITE

Runoff = 1.91 cfs @ 12.09 hrs, Volume= 0.131 af, Depth> 3.67"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	1,560	98	PAVED
*	10,903	75	LANDSCAPED
*	4,612	93	GRAVEL
*	1,634	98	BUILDING
	18,709	83	Weighted Average
	15,515		82.93% Pervious Area
	3,194		17.07% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, DIRECT**

Summary for Subcatchment 3S: WESSEX STREET

Runoff = 0.88 cfs @ 12.06 hrs, Volume= 0.060 af, Depth> 4.70"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	720	98	PAVED
*	1,480	75	LANDSCAPED
*	4,510	98	GRAVEL
	6,710	93	Weighted Average
	1,480		22.06% Pervious Area
	5,230		77.94% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
4.0					**Direct Entry, DIRECT**

Summary for Subcatchment 4S: SAGAMORE WEST OF SITE

Runoff = 10.79 cfs @ 12.26 hrs, Volume= 1.030 af, Depth> 3.17"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	94,385	75	landscaped
*	32,815	60	woods
*	27,460	98	paved
*	1,340	98	GRAVEL
*	13,980	98	BUILDINGS
	169,980	78	Weighted Average
	127,200		74.83% Pervious Area
	42,780		25.17% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.3	100	0.0300	0.14		**Sheet Flow, SHEET** Grass: Dense n= 0.240 P2= 3.10"
2.5	200	0.0700	1.32		**Shallow Concentrated Flow, SHALLOW 1** Woodland Kv= 5.0 fps
3.8	100	0.0300	0.43		**Shallow Concentrated Flow, SHALLOW 2** Forest w/Heavy Litter Kv= 2.5 fps
18.6	400	Total			

Summary for Subcatchment 5S: NORTH OF THE END OF WESSEX

Runoff = 2.98 cfs @ 12.62 hrs, Volume= 0.417 af, Depth> 2.33"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	33,406	75	LANDSCAPED
*	52,200	60	WOODS
*	3,340	98	PAVED
*	1,340	98	GRAVEL
*	3,360	98	BUILDING
	93,646	69	Weighted Average
	85,606		91.41% Pervious Area
	8,040		8.59% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
32.3	100	0.0300	0.05		**Sheet Flow, SHEET** Woods: Dense underbrush n= 0.800 P2= 3.10"
2.4	100	0.0800	0.71		**Shallow Concentrated Flow, SHALLOW 1** Forest w/Heavy Litter Kv= 2.5 fps
9.4	200	0.0200	0.35		**Shallow Concentrated Flow, SHALLOW 2** Forest w/Heavy Litter Kv= 2.5 fps
44.1	400	Total			

Summary for Subcatchment 10S: EAST SIDE OF DEVELOPED SITE

Runoff = 0.74 cfs @ 12.08 hrs, Volume= 0.049 af, Depth> 2.99"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	240	98	PAVED
*	8,293	75	LANDSCAPED
	8,533	76	Weighted Average
	8,293		97.19% Pervious Area
	240		2.81% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, DIRECT**

Summary for Subcatchment 20S: WEST SIDE OF DEVELOPED SITE

Runoff = 2.43 cfs @ 12.09 hrs, Volume= 0.188 af, Depth> 5.15"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	11,280	98	PAVED
*	7,825	98	BUILDING
	19,105	98	Weighted Average
	19,105		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, DIRECT**

Summary for Subcatchment 30S: WESSEX STREET

Runoff = 0.95 cfs @ 12.06 hrs, Volume= 0.064 af, Depth> 4.50"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	5,183	98	PAVED
*	2,255	75	LANDSCAPED
	7,438	91	Weighted Average
	2,255		30.32% Pervious Area
	5,183		69.68% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
4.0					**Direct Entry, DIRECT**

Summary for Subcatchment 40S: SAGAMORE WEST OF SITE

Runoff = 10.83 cfs @ 12.26 hrs, Volume= 1.034 af, Depth> 3.17"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	94,385	75	landscaped
*	32,815	60	woods
*	25,295	98	paved
*	4,160	98	GRAVEL
*	13,980	98	BUILDINGS
	170,635	78	Weighted Average
	127,200		74.55% Pervious Area
	43,435		25.45% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.3	100	0.0300	0.14		**Sheet Flow, SHEET** Grass: Dense n= 0.240 P2= 3.10"
2.5	200	0.0700	1.32		**Shallow Concentrated Flow, SHALLOW 1** Woodland Kv= 5.0 fps
3.8	100	0.0300	0.43		**Shallow Concentrated Flow, SHALLOW 2** Forest w/Heavy Litter Kv= 2.5 fps
18.6	400	Total			

Summary for Subcatchment 41S: WESSEX STREET

Runoff = 0.57 cfs @ 12.06 hrs, Volume= 0.041 af, Depth> 5.07"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	4,114	98	PAVED
*	100	75	LANDSCAPED
	4,214	97	Weighted Average
	100		2.37% Pervious Area
	4,114		97.63% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
4.0					**Direct Entry, DIRECT**

Summary for Subcatchment 50S: NORTH OF THE END OF WESSEX

Runoff = 2.98 cfs @ 12.62 hrs, Volume= 0.417 af, Depth> 2.33"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	33,406	75	LANDSCAPED
*	52,200	60	WOODS
*	3,340	98	PAVED
*	1,340	98	GRAVEL
*	3,360	98	BUILDING
	93,646	69	Weighted Average
	85,606		91.41% Pervious Area
	8,040		8.59% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
32.3	100	0.0300	0.05		**Sheet Flow, SHEET** Woods: Dense underbrush n= 0.800 P2= 3.10"
2.4	100	0.0800	0.71		**Shallow Concentrated Flow, SHALLOW 1** Forest w/Heavy Litter Kv= 2.5 fps
9.4	200	0.0200	0.35		**Shallow Concentrated Flow, SHALLOW 2** Forest w/Heavy Litter Kv= 2.5 fps
44.1	400	Total			

Summary for Subcatchment 55S: LAWN AREA

Runoff = 0.46 cfs @ 12.05 hrs, Volume= 0.028 af, Depth> 2.90"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	5,100	75	LAWN
	5,100		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.0					**Direct Entry, DIRECT**

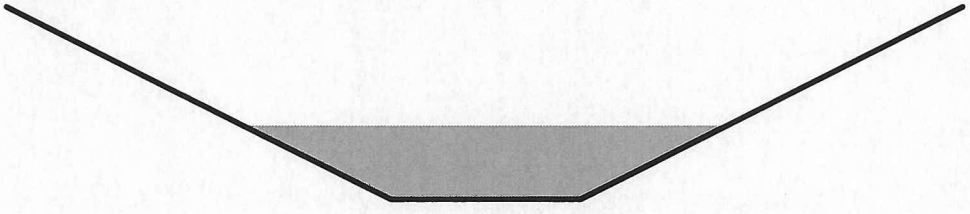
Summary for Reach 2R: EXISTING POA EXISTING CHANNEL

Inflow Area = 6.052 ac, 19.28% Impervious, Inflow Depth > 2.87" for 25 YEAR event
Inflow = 10.26 cfs @ 12.55 hrs, Volume= 1.446 af
Outflow = 10.26 cfs @ 12.56 hrs, Volume= 1.445 af, Atten= 0%, Lag= 0.9 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Max. Velocity= 3.78 fps, Min. Travel Time= 0.5 min
Avg. Velocity = 1.74 fps, Avg. Travel Time= 1.2 min

Peak Storage= 326 cf @ 12.55 hrs
Average Depth at Peak Storage= 0.77'
Bank-Full Depth= 2.00' Flow Area= 12.0 sf, Capacity= 76.61 cfs

2.00' x 2.00' deep channel, n= 0.035
Side Slope Z-value= 2.0 '/' Top Width= 10.00'
Length= 120.0' Slope= 0.0200 '/'
Inlet Invert= 0.00', Outlet Invert= -2.40'



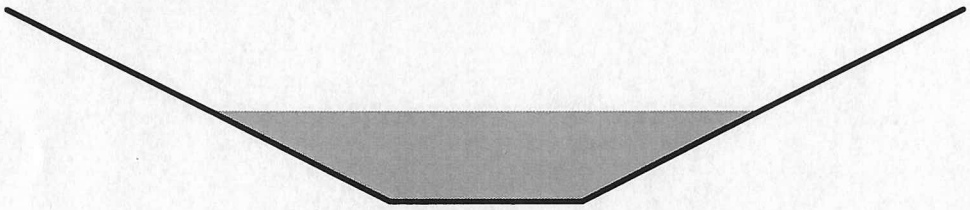
Summary for Reach 3R: EXISTING POA EXISTING CHANNEL

Inflow Area = 6.938 ac, 20.43% Impervious, Inflow Depth > 2.97" for 25 YEAR event
Inflow = 11.02 cfs @ 12.48 hrs, Volume= 1.719 af
Outflow = 11.02 cfs @ 12.49 hrs, Volume= 1.719 af, Atten= 0%, Lag= 0.1 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Max. Velocity= 2.99 fps, Min. Travel Time= 0.1 min
Avg. Velocity = 1.28 fps, Avg. Travel Time= 0.1 min

Peak Storage= 37 cf @ 12.48 hrs
Average Depth at Peak Storage= 0.95'
Bank-Full Depth= 2.00' Flow Area= 12.0 sf, Capacity= 54.17 cfs

2.00' x 2.00' deep channel, n= 0.035
Side Slope Z-value= 2.0 '/' Top Width= 10.00'
Length= 10.0' Slope= 0.0100 '/'
Inlet Invert= 0.00', Outlet Invert= -0.10'



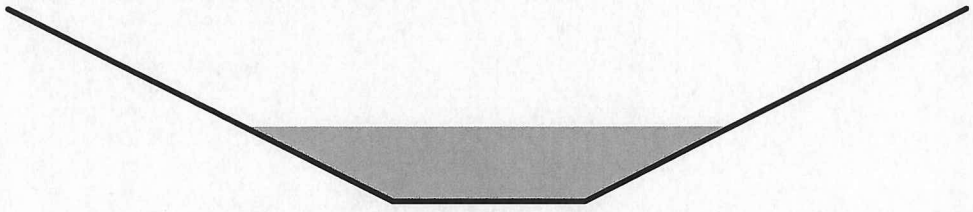
Summary for Reach 20R: EXISTING POA EXISTING CHANNEL

Inflow Area = 6.335 ac, 22.02% Impervious, Inflow Depth > 2.95" for 25 YEAR event
Inflow = 10.53 cfs @ 12.53 hrs, Volume= 1.555 af
Outflow = 10.52 cfs @ 12.54 hrs, Volume= 1.554 af, Atten= 0%, Lag= 1.1 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Max. Velocity= 3.81 fps, Min. Travel Time= 0.5 min
Avg. Velocity = 1.57 fps, Avg. Travel Time= 1.3 min

Peak Storage= 332 cf @ 12.53 hrs
Average Depth at Peak Storage= 0.78'
Bank-Full Depth= 2.00' Flow Area= 12.0 sf, Capacity= 76.61 cfs

2.00' x 2.00' deep channel, n= 0.035
Side Slope Z-value= 2.0 '/' Top Width= 10.00'
Length= 120.0' Slope= 0.0200 '/'
Inlet Invert= 0.00', Outlet Invert= -2.40'



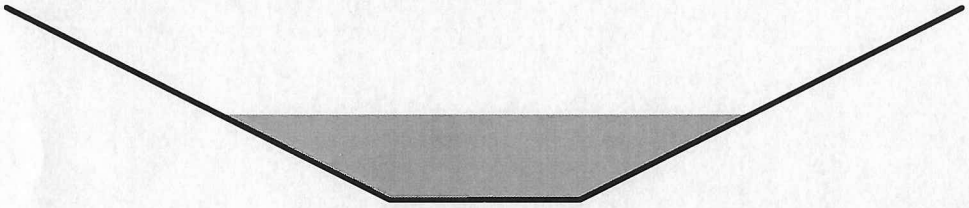
Summary for Reach 30R: POA EXISTING CHANNEL DEVELOPED

Inflow Area = 7.086 ac, 25.96% Impervious, Inflow Depth > 3.07" for 25 YEAR event
Inflow = 9.71 cfs @ 12.80 hrs, Volume= 1.814 af
Outflow = 9.70 cfs @ 12.81 hrs, Volume= 1.814 af, Atten= 0%, Lag= 0.1 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Max. Velocity= 2.89 fps, Min. Travel Time= 0.1 min
Avg. Velocity = 1.35 fps, Avg. Travel Time= 0.1 min

Peak Storage= 34 cf @ 12.81 hrs
Average Depth at Peak Storage= 0.89'
Bank-Full Depth= 2.00' Flow Area= 12.0 sf, Capacity= 54.17 cfs

2.00' x 2.00' deep channel, n= 0.035
Side Slope Z-value= 2.0 '/' Top Width= 10.00'
Length= 10.0' Slope= 0.0100 '/'
Inlet Invert= 0.00', Outlet Invert= -0.10'



Summary for Pond 5P: CULVERT AT WESSEX

Inflow Area = 3.902 ac, 25.17% Impervious, Inflow Depth > 3.17" for 25 YEAR event
Inflow = 10.79 cfs @ 12.26 hrs, Volume= 1.030 af
Outflow = 7.45 cfs @ 12.47 hrs, Volume= 1.029 af, Atten= 31%, Lag= 12.5 min
Primary = 7.45 cfs @ 12.47 hrs, Volume= 1.029 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 53.62' @ 12.47 hrs Surf.Area= 7,157 sf Storage= 4,411 cf

Plug-Flow detention time= 4.0 min calculated for 1.026 af (100% of inflow)
Center-of-Mass det. time= 3.7 min (799.7 - 796.0)

Volume	Invert	Avail.Storage	Storage Description
#1	51.30'	18,663 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
51.30	100	0	0
52.00	150	88	88
53.00	2,500	1,325	1,413
54.00	10,000	6,250	7,663
55.00	12,000	11,000	18,663

Device	Routing	Invert	Outlet Devices
#1	Primary	51.30'	**15.0" Round Culvert** L= 26.0' Ke= 0.500 Inlet / Outlet Invert= 51.30' / 51.05' S= 0.0096 '/' Cc= 0.900 n= 0.015, Flow Area= 1.23 sf
#2	Primary	54.00'	**10.0' long x 5.0' breadth Broad-Crested Rectangular Weir** 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) 2.34 2.50 2.70 2.68 2.68 2.66 2.65 2.65 2.65 2.65 2.67 2.66 2.68 2.70 2.74 2.79 2.88

Primary OutFlow Max=7.44 cfs @ 12.47 hrs HW=53.62' (Free Discharge)
└**1=Culvert** (Barrel Controls 7.44 cfs @ 6.07 fps)
└**2=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Pond 6P: CHAMBER SYSTEM

Inflow Area = 0.556 ac, 78.93% Impervious, Inflow Depth > 4.67" for 25 YEAR event
Inflow = 2.83 cfs @ 12.09 hrs, Volume= 0.216 af
Outflow = 0.94 cfs @ 12.38 hrs, Volume= 0.216 af, Atten= 67%, Lag= 17.7 min
Primary = 0.94 cfs @ 12.38 hrs, Volume= 0.216 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 52.18' @ 12.38 hrs Surf.Area= 1,950 sf Storage= 1,720 cf

Plug-Flow detention time= 10.2 min calculated for 0.216 af (100% of inflow)
Center-of-Mass det. time= 10.0 min (752.2 - 742.2)

Volume	Invert	Avail.Storage	Storage Description
#1	51.00'	5,368 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
51.00	780	0	0
52.00	1,950	1,365	1,365
53.00	1,950	1,950	3,315
53.50	780	683	3,998
54.00	100	220	4,218
55.00	100	100	4,318
56.00	2,000	1,050	5,368

Device	Routing	Invert	Outlet Devices
#1	Primary	50.00'	**6.0" Round Culvert** L= 100.0' Ke= 0.500 Inlet / Outlet Invert= 50.00' / 49.50' S= 0.0050 '/' Cc= 0.900 n= 0.010, Flow Area= 0.20 sf
#2	Primary	55.50'	**5.0' long x 2.0' breadth Broad-Crested Rectangular Weir** 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 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=0.94 cfs @ 12.38 hrs HW=52.18' (Free Discharge)
└**1=Culvert** (Barrel Controls 0.94 cfs @ 4.77 fps)
└**2=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Pond 21P: CULVERT AT PARKING

Inflow Area = 6.335 ac, 22.02% Impervious, Inflow Depth > 2.94" for 25 YEAR event
Inflow = 10.52 cfs @ 12.54 hrs, Volume= 1.554 af
Outflow = 8.75 cfs @ 12.82 hrs, Volume= 1.549 af, Atten= 17%, Lag= 16.3 min
Primary = 8.75 cfs @ 12.82 hrs, Volume= 1.549 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 51.80' @ 12.82 hrs Surf.Area= 9,033 sf Storage= 8,241 cf

Plug-Flow detention time= 11.3 min calculated for 1.544 af (99% of inflow)
Center-of-Mass det. time= 10.0 min (816.0 - 806.1)

Volume	Invert	Avail.Storage	Storage Description
#1	50.00'	10,100 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
50.00	100	0	0
52.00	10,000	10,100	10,100

Device	Routing	Invert	Outlet Devices
#1	Primary	50.00'	**18.0" Round Culvert** L= 100.0' Ke= 0.500 Inlet / Outlet Invert= 50.00' / 49.00' S= 0.0100 '/' Cc= 0.900 n= 0.010, Flow Area= 1.77 sf
#2	Primary	51.80'	**10.0' long x 5.0' breadth Broad-Crested Rectangular Weir** 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) 2.34 2.50 2.70 2.68 2.68 2.66 2.65 2.65 2.65 2.65 2.67 2.66 2.68 2.70 2.74 2.79 2.88

Primary OutFlow Max=8.74 cfs @ 12.82 hrs HW=51.80' (Free Discharge)
└**1=Culvert** (Inlet Controls 8.73 cfs @ 4.94 fps)
└**2=Broad-Crested Rectangular Weir** (Weir Controls 0.00 cfs @ 0.13 fps)

Summary for Pond 50P: CULVERT AT WESSEX

Inflow Area = 3.917 ac, 25.45% Impervious, Inflow Depth > 3.17" for 25 YEAR event
Inflow = 10.83 cfs @ 12.26 hrs, Volume= 1.034 af
Outflow = 7.47 cfs @ 12.47 hrs, Volume= 1.033 af, Atten= 31%, Lag= 12.5 min
Primary = 7.47 cfs @ 12.47 hrs, Volume= 1.033 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 53.63' @ 12.47 hrs Surf.Area= 7,197 sf Storage= 4,449 cf

Plug-Flow detention time= 4.0 min calculated for 1.033 af (100% of inflow)

Center-of-Mass det. time= 3.7 min (799.7 - 796.0)

Volume	Invert	Avail.Storage	Storage Description
#1	51.30'	18,663 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
51.30	100	0	0
52.00	150	88	88
53.00	2,500	1,325	1,413
54.00	10,000	6,250	7,663
55.00	12,000	11,000	18,663

Device	Routing	Invert	Outlet Devices
#1	Primary	51.30'	**15.0" Round Culvert** L= 26.0' Ke= 0.500 Inlet / Outlet Invert= 51.30' / 51.05' S= 0.0096 '/' Cc= 0.900 n= 0.015, Flow Area= 1.23 sf
#2	Primary	54.00'	**10.0' long x 5.0' breadth Broad-Crested Rectangular Weir** 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) 2.34 2.50 2.70 2.68 2.68 2.66 2.65 2.65 2.65 2.65 2.67 2.66 2.68 2.70 2.74 2.79 2.88

Primary OutFlow Max=7.46 cfs @ 12.47 hrs HW=53.62' (Free Discharge)
↑—**1=Culvert** (Barrel Controls 7.46 cfs @ 6.08 fps)
└—**2=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Pond 51P: FOCAL POINT 4-2

Inflow Area = 0.097 ac, 97.63% Impervious, Inflow Depth > 5.07" for 25 YEAR event
Inflow = 0.57 cfs @ 12.06 hrs, Volume= 0.041 af
Outflow = 0.57 cfs @ 12.06 hrs, Volume= 0.041 af, Atten= 1%, Lag= 0.3 min
Primary = 0.57 cfs @ 12.06 hrs, Volume= 0.041 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 54.70' @ 12.06 hrs Surf.Area= 97 sf Storage= 24 cf

Plug-Flow detention time= 0.6 min calculated for 0.041 af (100% of inflow)
Center-of-Mass det. time= 0.6 min (736.1 - 735.5)

Volume	Invert	Avail.Storage	Storage Description
#1	54.20'	68 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
54.20	21	0	0
54.60	60	16	16
55.00	200	52	68

Device	Routing	Invert	Outlet Devices
#1	Primary	54.20'	**100.000 in/hr Exfiltration over Horizontal area**
#2	Primary	54.60'	**12.0" Horiz. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#3	Primary	54.82'	**2.0' long x 1.0' breadth Broad-Crested Rectangular Weir** 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 Coef. (English) 2.69 2.72 2.75 2.85 2.98 3.08 3.20 3.28 3.31 3.30 3.31 3.32

Primary OutFlow Max=0.55 cfs @ 12.06 hrs HW=54.70' (Free Discharge)
- **1=Exfiltration** (Exfiltration Controls 0.22 cfs)
- **2=Orifice/Grate** (Weir Controls 0.33 cfs @ 1.04 fps)
- **3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Pond 53P: FOCAL POINT 2

Inflow Area = 0.439 ac,100.00% Impervious, Inflow Depth > 5.15" for 25 YEAR event
Inflow = 2.43 cfs @ 12.09 hrs, Volume= 0.188 af
Outflow = 2.44 cfs @ 12.09 hrs, Volume= 0.188 af, Atten= 0%, Lag= 0.5 min
Primary = 2.44 cfs @ 12.09 hrs, Volume= 0.188 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 55.06' @ 12.09 hrs Surf.Area= 284 sf Storage= 120 cf

Plug-Flow detention time= 0.8 min calculated for 0.187 af (100% of inflow)
Center-of-Mass det. time= 0.7 min (735.1 - 734.3)

Volume	Invert	Avail.Storage	Storage Description
#1	54.30'	818 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
54.30	75	0	0
55.00	225	105	105
56.00	1,200	713	818

Device	Routing	Invert	Outlet Devices
#1	Primary	54.30'	**100.000 in/hr Exfiltration over Horizontal area**
#2	Primary	54.75'	**12.0" Horiz. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#3	Primary	55.50'	**10.0' long x 2.0' breadth Broad-Crested Rectangular Weir** 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 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=2.40 cfs @ 12.09 hrs HW=55.06' (Free Discharge)
- **1=Exfiltration** (Exfiltration Controls 0.65 cfs)
- **2=Orifice/Grate** (Weir Controls 1.75 cfs @ 1.81 fps)
- **3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Pond 56P: FOCAL POINT 4-1

Inflow Area = 0.171 ac, 69.68% Impervious, Inflow Depth > 4.50" for 25 YEAR event
Inflow = 0.95 cfs @ 12.06 hrs, Volume= 0.064 af
Outflow = 0.94 cfs @ 12.06 hrs, Volume= 0.064 af, Atten= 1%, Lag= 0.3 min
Primary = 0.94 cfs @ 12.06 hrs, Volume= 0.064 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 54.76' @ 12.06 hrs Surf.Area= 117 sf Storage= 31 cf

Plug-Flow detention time= 0.6 min calculated for 0.064 af (100% of inflow)
Center-of-Mass det. time= 0.6 min (753.2 - 752.6)

Volume	Invert	Avail.Storage	Storage Description
#1	54.20'	68 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
54.20	21	0	0
54.60	60	16	16
55.00	200	52	68

Device	Routing	Invert	Outlet Devices
#1	Primary	54.20'	**100.000 in/hr Exfiltration over Horizontal area**
#2	Primary	54.60'	**12.0" Horiz. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#3	Primary	54.82'	**2.0' long x 1.0' breadth Broad-Crested Rectangular Weir** 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 Coef. (English) 2.69 2.72 2.75 2.85 2.98 3.08 3.20 3.28 3.31 3.30 3.31 3.32

Primary OutFlow Max=0.91 cfs @ 12.06 hrs HW=54.76' (Free Discharge)
- **1=Exfiltration** (Exfiltration Controls 0.27 cfs)
- **2=Orifice/Grate** (Weir Controls 0.64 cfs @ 1.30 fps)
- **3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

977 BRIGHTON AVENUE ELDERLY APARTMENTS
PORTLAND, MAINE

INSPECTION AND MAINTENANCE
OF STORMWATER MANAGEMENT FACILITIES

Stormwater Management Facilities include swales, paved surfaces, drain pipe, riprapped aprons, level spreaders, buffers detention basins/treatment ponds. Periodic inspection and maintenance of these site features and devices is necessary to prevent erosion, protect roadways and other paved areas, and remove pollutants from stormwater runoff.

The operation and maintenance will be the responsibility of the developer.

POST CONSTRUCTION MONITORING:

32-38. Post-construction stormwater management plan compliance.

Any person owning, operating, or otherwise having control over a BMP required by a post Construction stormwater management plan shall maintain the BMPs in accordance with the approved plan and shall demonstrate compliance with that plan as follows:

(a) Inspections. The owner or operator of a BMP shall hire a qualified post-construction stormwater inspector to at least annually, inspect the BMPs, including but not limited to any parking areas, catch basins, drainage swales, detention basins and ponds, pipes and related structures, in accordance with all municipal and state inspection, cleaning and maintenance requirements of the approved post-construction stormwater management plan.

(b) Maintenance and repair. If the BMP requires maintenance, repair or replacement to function as intended by the approved post-construction stormwater management plan, the owner or operator of the BMP shall take corrective action(s) to address the deficiency or deficiencies as soon as possible after the deficiency is discovered and shall provide a record of the deficiency and corrective action(s) to the department of public services (“DPW”) in the annual report.

(c) Annual report. The owner or operator of a BMP or a qualified post-construction stormwater inspector hired by that person, shall, on or by June 30 of each year, provide a completed and signed certification to DPW in a form provided by DPW, certifying that the person has inspected the BMP(s) and that they are adequately maintained and functioning as intended by the approved post-construction stormwater management plan, or that they require maintenance or repair, including the record of the deficiency and corrective action(s) taken.

(d) Filing fee. Any persons required to file and annual certification under this section shall include with the annual certification a filing fee established by DPW to pay the administrative and technical costs of review of the annual certification.

(e) Right of entry. In order to determine compliance with this article and with the post-construction stormwater management plan, DPW may enter upon property at reasonable hours with the consent of the owner, occupant or agent to inspect the BMPs.

(Ord. No. 35-09/10, 8-17-09; Ord. 108-15/16, 11-16-2015)

SWALES, DITCHES, CURBS AND PAVED AREAS:

Swales, ditches, curbs and paved areas are easily inspected during a site walk or even a ride-by. Since visual inspection is easy, their condition should be assessed during and/or after significant rainfall events such as thunder showers and periods of heavy or extended rainfall and during periods of significant snowmelt. Any damage or unusual condition such as sedimentation of a ditch, erosion, damaged curb or dying vegetation should be recorded, dated and initialed by the inspector when observed. Even if there is no damage, the inspector should make record of these inspections at least twice annually.

Paved areas should be visually inspected monthly during the winter. The inspector should pay particular attention to the build up of sand around catch basin grates and remove accumulations that block the free flow of surface runoff to the catch basins. The date and initials of the inspector should be recorded on the forms provided as well as a notation of any cleanup effort that was made and the approximate volume of sand that was removed.

CATCH BASINS, FIELD INLETS AND DRAIN MANHOLES:

Catch Basins and field inlets are precast concrete structures with sumps and cast iron grates used to collect stormwater and trap heavy sediments. Drain Manholes are similar structures constructed with a channel instead of a sump and a solid cast iron cover instead of a grate. Drain Manholes exist at changes in direction and/or size of storm drain pipe. Catch Basins, field inlets and drain manholes provide access to the closed storm drain system for inspection and maintenance.

Throughout the winter / spring sanding period, inspect catch basins and field inlets monthly and after every significant rainfall event or period of heavy snowmelt. Clean catch basin and field inlet sumps when sediment level is within 3 inches of the outlet pipe invert. Record dates of inspections, observations and maintenance measures implemented (if any) on the forms provided and initial the entry.

Confined space entry safety procedures should be practiced when entering these structures.

DRAIN PIPES:

Drain pipes are road culverts and pipes connecting drain manholes. Inspect drain pipes when inspecting other stormwater maintenance facilities. At least annually make a visual inspection of the pipe. During the daylight you should be able to see light through most pipes as they have been laid to a straight line and grade. In some cases (e.g. pipe runs to a drain

manhole, or is blocked) you will need a light to inspect pipes.

Clean pipes as necessary. Record inspections on the forms provided noting condition of pipe and any maintenance procedures implemented.

FOCAL POINT SYSTEMS:

Manufacturer's Maintenance Requirements

1. Each correctly installed HPMBS is to be maintained by the supplier for a mm1mum period of one year. The cost of this service is to be included in the supplier's price of the system.
2. Annual maintenance consists of two (2) scheduled visits unless otherwise specified.

3. Each maintenance visit consists of the following:

    a. Complete system inspection

    b. Removal of foreign debris, silt, plant material, trash and mulch (if needed)

    c. Evaluation of biofiltration media

    d. Evaluation of plant health

    e. Inspection of underdrain/storage system via Observation/Maintenance Port

    f. Properly dispose of all maintenance refuse items (trash, mulch, etc.)

    g. Take photographs documenting plant growth and general system health

    h. Update and store maintenance records

    i. To ensure long term performance of the HPM BS, continuing annual maintenance should be performed per the supplier's Operations and Maintenance Manual.

4. If sediment accumulates beyond an acceptable level in the underdrain/ storage system, it will be necessary to flush the underdrain. This can be done by pumping water into the Observation/Maintenance Port or adjacent overflow structure, allowing the turbulent flows through the underdrain to re- suspend the fine sediments. If multiple Observation/Maintenance Ports have been installed, water should be pumped into each port to maximize flushing efficiency.

    Sediment-laden water can be pumped out and either captured for disposal or filtered through a Dirtbag filter bag, if permitted by the locality.

CHAMBER SYSTEM:

The chamber system is designed to temporarily store runoff, which will drain through the Focal Points into the underdrains.

Sediment Removal: Sediment and plant debris should be removed from the catch basins at least annually.

Inspection and Maintenance

Step 1 Inspect Isolator Row for Sediment

A. Inspection Ports

A.1 Remove/open lid on clean out pipe inline drain.

A.2 Using a flashlight and stadia rod, measure depth of sediment and record on maintenance log.

A.3 Lower a camera into isolator row for visual inspection of sediment levels (Optional)

A.4 If sediment is at, or above, 3" (80 mm) Proceed to Step 2. If not, Proceed to Step 3.

B. All Isolator Rows

B.1 Remove cover from structure at the upstream end of isolator row.

B.2 Using a flashlight, inspect down the isolator row through outlet pipe.

i) Mirrors on poles or cameras may be used to avoid a confined space entry.

ii) Follow OSHA Regulations for confined space entry if entering cleanout Structure.

B.3 If Sediment is at, or above, 3” (80 mm) Proceed to Step 2. If not, Proceed to Step 3.

Step 2 Clean out Isolator Row using JETVAC process.

A. Fixed culvert cleaning nozzle with rear facing spread of 45” (1.1 m) or more is preferred.

B. Apply multiple passes of JETVAC until backflush water is clean.

C. Vacuum structure sump as required.

Step 3 Replace all covers, grates, filters, and lids. Record observations and actions.

Step 4 Inspect and clean basins upstream of the Chamber System.

General Notes

1. Inspect every 6 months during the first year of operation. Adjust the inspection interval based on previous observations of sediment accumulation and high water elevations.
2. Conduct jetting and vactoring annually or when inspection shows that maintenance

is necessary.

Record all maintenance on forms provided.

977 BRIGHTON AVENUE ELDERLY APARTMENTS PORTLAND, MAINE			
INSPECTION / MAINTENANCE LOG			
SWALES, DITCHES, CURBS AND PAVED SURFACES			
I: INSPECTED - C: CLEANED - S: SWEPT - R: REPAIRED			
DATE	**INITIALS**	**ACTION**	**COMMENT**
10-2-17	TSG	I, C	EXAMPLE: removed sand around CB's 1, 2 and 3. Heavy rain over the weekend.

977 BRIGHTON AVENUE ELDERLY APARTMENTS
PORTLAND, MAINE

INSPECTION / MAINTENANCE LOG

CATCH BASIN, FIELD INLETS & DRAIN MANHOLES

I: INSPECTED - C: CLEANED - R: REPAIRED

DATE	INITIALS	ACTION	COMMENT
10/2/17	JKL	I, C	EXAMPLE: Called ACME to clean catch basins, cleaned debris from culvert inlets along access road.

977 BRIGHTON AVENUE ELDERLY APARTMENTS PORTLAND, MAINE			
INSPECTION / MAINTENANCE LOG			
DRAIN PIPES			
I: INSPECTED - C: CLEANED - R: REPAIRED			
DATE	**INITIALS**	**ACTION**	**COMMENT**
10-2-17	TSG	I, C	EXAMPLE: Called ACME to clean catch basins, cleaned debris from culvert inlets along access road.

977 BRIGHTON AVENUE ELDERLY APARTMENTS PORTLAND, MAINE			
INSPECTION / MAINTENANCE LOG			
FOCAL POINT FILTERS			
I: INSPECTED - C: CLEANED - S: SWEPT - R: REPAIRED			
DATE	**INITIALS**	**ACTION**	**COMMENT**
10-2-17	TSG	I, C	EXAMPLE: Unit cleaned by ACME, 2 truckloads to Pike

977 BRIGHTON AVENUE ELDERLY APARTMENTS PORTLAND, MAINE			
INSPECTION / MAINTENANCE LOG			
CHAMBER SYSTEM			
I: INSPECTED - C: CLEANED - S: SWEPT - R: REPAIRED			
DATE	**INITIALS**	**ACTION**	**COMMENT**
10-2-17	TSG	I, C	EXAMPLE: Unit cleaned by ACME, 2 truckloads to Pike

STORMWATER MANAGEMENT SYSTEM MAINTENANCE PROGRAM SUMMARY CHECKLIST					
		Frequency			
Item	Commentary	Month	Semi-Annual	Annual	Long-Term
Open Swale, Ditches & Inlet Structures	Inspect for debris accumulation, erosion and excessive vegetation. Mow monthly, remove debris, repair and revegetate any area of erosion	**X Mow**		**X**	
Pavement	Review for damage and buildup of debris and sand.	**X**	**X Sweep**		
Pipelines	Inspect for sediment build-up in pipe. Flush and remove as required.			**X**	
Focal Point Filters	The filter should be inspected after every major storm in the first few months to ensure proper function			**X Sediment Removal**	**X Weed, Repl. Media**
Chamber System			**X**		

HOUSEKEEPNG REPORT

977 BRIGHTON AVENUE ELDERLY APARTMENTS
PORTLAND, MAINE

December 22, 2017

Housekeeping: The developer is responsible for notifying the contractor and owner of the housekeeping standards.

1. Spill Prevention: The contractor and owners need to take care with construction and waste materials such that contaminates do not enter the stormwater. The storage of materials such as paint, petroleum products, cleaning agents and the like are to be stored in watertight containers. The use of the products should be in accordance with manufacturer recommendations. When fueling equipment, including snowblowers and lawnmowers, have oil absorbent pads available below the fueling.

   Staging areas are noted on the plans for the contractor's use. Refueling of small engines by the owner should occur in the garage or on a paved surface.

   Any spill or release of toxic or hazardous substances must be reported to the Department. For oil spills, call 1-800-482-0777 which is available 24 hours a day. For spills of toxic or hazardous material, call 1-800-452-4664 which is available 24 hours a day. For more information, visit the Department's website at: http:/www.maine.gov/dep/spills/emergspillresp/

2. Groundwater Protection: Protection of the groundwater is required by the contractor and owner. Petroleum products should be stored in manufactured cans designed for the purpose. Spill preventions procedures should be followed.

3. Fugitive Sediment and Dust: The contractor is required to minimize dust from the construction operation. The road should be swept regularly (weekly) and prior to any rain event. The gravel areas are to be watered regularly to minimize dust. Any mud that is tracked off site should be cleaned up prior to it drying and becoming a dust issue.

   Do not use oil to control dust.

   Dewatering a stream without a permit from the Department may violate state water quality standards and the Natural Resources Protection Act.

4. Debris and Other Materials: Construction materials and construction debris should be covered to prevent rainwater from washing contaminants off the site. Any fertilizers, cleaning products, herbicides should be protected from the weather and used in accordance with manufacturers recommendations.

   Note any contaminants that are washed off the site by rainwater is a violation of the Clean Waters Act.

Storage Handling and Disposal of Solid Waste items must comply with Maine's Solid Waste Management Rules. Lack of appropriate pollutant control may result in violations of the Groundwater Quality Standards.

This project has a written Erosion Control Plan and Stormwater Maintenance Plan. Modifications to the plan must be approved by the Town.

Maintenance of stormwater treatment and control systems must occur regularly. The Stormwater Maintenance Report provides inspection details and time lines for doing the inspections and reporting to the Town and DEP

WALSH
ENGINEERING ASSOCIATES, INC.

Neighborhood Meeting Certification

I, Thomas S. Greer hereby certify that a neighborhood meeting was held on April 26, 2018 at 23 Orono Road (Hall Elementary School), in Portland at 6:30PM concerning a 40 unit senior housing building on the corner of Brighton Avenue and Wessex Street.

I also certify that on April 12, 2018, invitations were mailed to all addresses on the mailing list provided by the Planning Division, including property owners within 500 feet of the proposed development and the residents on the "interested parties" list.

A digital copy of the notice was also provided to the Planning Division (jmy@portlandmaine.gov and the assigned planner to be forwarded to those on the interested citizen list who receive email notices.

Signed,

Thomas S. Greer _____ 4/30/18 (date)

Attached to this certification are:

1. Copy of the invitation sent
2. Sign-in sheet
3. Meeting minutes

WALSH
ENGINEERING ASSOCIATES, INC.

Neighborhood Meeting

April 12, 2018

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for a 40 unit senior housing building on the corner of Brighton Avenue and Wessex Street.

Meeting Location: Hall Elementary School (Conference Room)
23 Orono Road, Portland

Meeting Date: April 26, 2018 (Thursday)
Meeting Time: 6:30-7:30pm

The purpose of this meeting is to introduce the project to our neighbors as part of the City approval process.

- The project includes the removal of the existing house and garage and replaces it with a 40 unit senior housing project with 32 parking spaces.
- The application is filed with the City.
- The developer, Avesta Housing can be contacted at:

  Address: Avesta Housing, Greg Payne
  307 Cumberland Avenue
  Portland, ME 04101
  Phone #: (207) 553-7780 x3341
  Email: gpayne@avestahousing.org

- The City Planning Authority can be contacted at :
  Website: https://www.portlandmaine.gov/314/Planning-Urban-Development
  Phone #: (207) 756-8246

ZONE: R-3
ZONE: R-P
WESSEX STREET
BRIGHTON AVENUE
MOSS STREET

NEIGHBORHOOD MEETING ATTENDEE LIST
977 Brighton Avenue Elderly Apartments
April 26, 2018

Name & Address	Name & Address
Thomas S. Greer Walsh Engineering Associates, Inc. One Karen Drive, Suite 2A Westbrook, ME 04092	
Tom / Regina Houston 14 Cedarhurst Lane Portland 04102	
Maya Lena 51 Essex Street 04102	
BILL MONTGOMERY 989 BRIGHTON AVENUE PORTLAND, ME 04103	
Mr & Mrs Paul Olsen 8 Lomond St. Pthd Me 04103	
Judith Stanhope 1001 Brighton Ave. Portland Maine 04102	
Mark Adelson 87 Essex ST. Portland, ME 04102	
Tracie Crommett Jamie Staples 6 wessex st Portland ME 04102	
Jaime Parker 73 Atlantic St. Portland 04101	

WALSH
ENGINEERING ASSOCIATES, INC.

977 Brighton Avenue
Avesta Senior Housing
April 26, 2018

SUMMARY OF PUBLIC INFORMATIONAL MEETING

The meeting began at 6:30 and ran until 7:30. There were 11 interested people in attendance. Tom Greer of Walsh Engineering Associates, Inc. presented the site plan aspects of the project and summarized the Planning Board Meeting held Tuesday the 24th. Ben Walter of CWS Architects summarized the building layout and design. Greg Payne of Avesta noted the need for senior housing and responded to questions.

The comments centered around two issues. The traffic generated by the new use and access onto Brighton Avenue at peak times. It was suggested that a turning lane would help. Many people currently turn right, do a u-turn and go left. Cutting across traffic is difficult. We noted the concerns and have a Traffic Study underway looking as this issue as well as pedestrian movements to the bus stops.

The next issue of concern is stormwater. It was noted that the area is low, flat and wet. The storm drain on Lomond Street is critical to the area. Our new pavement will increase the stress on the existing system. One neighbor noted they have a sump pump that sends water to the ditch all the time that can't be disrupted. It is likely the current discharge is in the right of way. Additional investigations need to occur to create the final plan.

Jamie Parker spoke for Portland Trails. He was encouraging a connection off Wessex Street would be appreciated. The existing trails in the area need additional work to extend them.

There was a lengthy discussion about the width of the road. The existing road is poorly maintained and plowing is an issue. Public Works does not plow the snow back far enough so mid-winter the road is very narrow. This will likely change with the upgrade.

Widening the road at the entrance with a turning lane was suggested but the remainder of the road at 24 feet seemed acceptable. Jamie Parker noted narrower roads are traffic calming as well as parked cars on the street. We noted we would ask for a waiver for the road width. That seemed ok with the neighbors.

Respectfully Submitted

Thomas S. Greer P.E.
Walsh Engineering Associates, Inc.

File: 16150

Construction Management Plan Narrative
977 Brighton Avenue
Avesta Housing Development Corporation

A construction management site plan has been prepared and is attached to this document.

The Construction Management narrative and plan depict the overall planning, coordination, and control of a construction site, including phases as applicable, from beginning to completion. The goal for the plan is to support a safe construction site and protect the public safety, accessibility (including preserving accessible pedestrian, bicycle, and vehicular modes of transport throughout the city), and welfare during construction. In addition, the construction management plan shall minimize construction impacts in their duration and magnitude to the surrounding area and develop an effective communication process for resolving concerns and conflicts.

A. Construction Management Principles

The following narrative provides an overview of the construction management principles that Avesta Housing Development Corporation and its contractor has identified to minimize impacts from the construction, such as noise, vibrations, ground movement, truck traffic, and other construction related factors to the surrounding building and communities.

The following details define the intended approach to the successful management of the project construction and the construction management plan will address the general conditions contained below.

B. Development Review of Construction Management Plan

Avesta Housing Development Corporation and its contractor shall submit a construction management plan that provides a comprehensive logistics and safety program for the construction project, which will be reviewed and approved as part of the site plan review process. The plan minimizing impacts to areas surrounding the building/construction site will be primary considerations in the process. The following details define the intended approach to the successful management of the project construction and the construction management plan will address the general conditions contained below.

C. Performance Guarantees, Inspection Fees, Preconstruction Meeting, and Permits

Prior to scheduling a preconstruction meeting and the issuance of any city required permits, Avesta Housing Development Corporation and its contractor shall meet all of the requirements contained in Section 14-530. Development review fees and post approval requirements and 14-532.
General requirements and enforcement of Portland's Land Use Code.

Other permits, as applicable, include:

1. **Street Opening Permits:** A street opening permit will be required for all subsurface utility connections within Wessex Street (including water, gas, and electric/ communications, and curbing). Schedule and duration of work are unknown at this time.

2. **Blasting:** No blasting is anticipated for this project.

D. Construction Administration and Communication

Avesta Housing Development Corporation and its contractor will work diligently to implement a communication strategy as outlined below. The communication strategy is intended to ensure that all construction operations are performed in accordance with all agreements, ordinances and special permits applicable to this project. The Construction Manager will work closely with adjacent abutters, businesses and all parties informed, as far in advance as possible, of scheduled work, particularly work anticipated to cause significant noise, vibrations, or dust.

1. Contact Person and contact information for the Avesta Housing Development Corporation and its contractor and who is available 24 hours.
   Contractor and contact person: Unknown at this time

   Developer/owner contact person:Avesta Housing Development Corporation
   Greg Payne
   (207) 553-7780 x3341

2. Contractor will have a project sign with the contact information.
3. Phone numbers will on sign and available for issues at all times of day during the construction period
4. All construction site signage is temporary and shall be removed at project completion.

E. Construction Schedule

1. The contractor shall submit a schedule or time line for the construction project, including any Phasing.
   Construction schedule:
   - **Commencement of construction: spring/summer of 2018**
   - **Duration of construction: 12 months**
   - **Schedule of major construction events: See construction timeline at end of document**

2. Hours of Construction: **7:00 AM – 7:00 PM Monday – Friday. Construction activities shall start no earlier than 8:00 AM on Saturdays, Sundays or Holidays.** Construction may occur during the daytime hours as defined in Section 17-18. Construction Activities for Building permit and Section 25-129. Noise, dust and debris.
3. There is no anticipation of night work on this project.
4. All deliveries for materials will comply with the noise requirements listed above or will be restricted to the hours allowed for construction.

5. Material Deliveries: Schedule and designated location for delivery of materials and boxed goods.
   Deliveries may only occur during normal hours of construction and must be taken on-site. No deliveries are allowed to occur from Wessex Street.

F. Security & Public Safety

1. The site construction fence will be placed either on the property line, at back of curb, or at limit of work; as depicted on the plan to allow for construction equipment and construction employees to access the exterior walls of the building and for the site work.
2. Structures undergoing construction, alteration, or demolition operations, including those in underground locations, shall comply with NFPA 1 Chapter 16.
3. Demolition of the existing house and garage and other associated site items will occur. A demolition fire safety program is needed and will be prepared and supplied when a contractor is selected.
4. Avesta Housing Development Corporation and its contractor shall develop a fire safety and emergency protocol plan and contact the nearest Fire Station to advise them of the ongoing construction project.
5. Blasting, if required, shall conform with all measures of Article VIII. Regulation of Explosives in the Land Use Code and Section 3.7 Standards for Blasting and Regulation of Explosives in Portland's Technical Manual. (not anticipated)
6. Any proposed temporary security lighting shall be shown on the CMP and all fixtures shall be full cutoffs. (not anticipated)

G. Construction Permitting and Traffic Control Plans

1. Construction Activity in Public Streets: Will occur when making connection to utilities within the adjacent street and when new curbing is set. All required permits will be obtained at the responsibility of the general contractor. Traffic and bicycle flow will be maintained and controlled as necessary for this work to occur. Reconstruction of Wessex Street will require maintaining one way emergency traffic.

2. Sewer and Stormwater: All sewer and stormwater water system connections will be per the City's requirements/standards and are controlled by Chapters 24 and 32 of the City Code of Ordinance. Required permits for new connections and/or abandonment of existing connections are available through the Street Opening Clerk at the Department of Public Works. Rules and Regulations for these utility systems are available through the City Engineer's office of the Department of Public Works and in Section II of the Technical Manual. Sewer connection is required for this project.

   Other utilities: All other utilities (gas, water, underground electric/communications) will be per the utility provider requirements/standards. Required permits for new connections and/or abandonment of existing connections are available through the Street Opening Clerk at the Department of Public Works.

3. Traffic Control Plans: Construction activity that impacts the existing public street system must be controlled to protect the safety of the construction workers and all modes of the traveling public. Projects that will occur along arterial and or collector streets are required to submit a satisfactory 'maintenance of traffic" (MOT) plan prior to any site plan, subdivision, or street opening permit approval. MOT plan is required for this project for reconstruction of Wessex Street.

   Maintenance of Traffic (MOT) plans shall provide for the safe passage of the public through or along the construction work zone. On a case-by-case basis, applicants may be allowed to close a street and/or detour a mode of traffic when absolutely necessary for safety. MOT plans shall employ the appropriate techniques and devices as called for in the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD). In addition:

   - Construction speed signing may be used as needed to slow traffic
   - Traffic Control signs shall not be placed where they are an obstruction to bicycles or pedestrians.
   - Flaggers will be used during utility connection within the adjacent streets.
   - No police detail or lighted intersections are anticipated for this project.

   All existing modes of travel in work zone area shall be accommodated if impacted by the activity. The safe passage of pedestrians, bicyclists, transit providers, and motorists are of equal importance when planning out the work zone; no pre-existing travel mode may be eliminated without the express approval of the Department of Public Works. The MOT should also address on-street parking impacts, including deliveries and parking for adjoining businesses and property owners, analysis of roadway capacity or diversion capacity if street closure or change to roadway capacity is required, and coordination with other on-going or future construction or utility projects in the vicinity.

   - Typical construction fencing will be used to secure the site. Alternate sidewalks are available on the other side of the adjacent streets.
   - ADA compliance shall be maintained.
   - A short duration sidewalk relocation on Brighton Avenue is anticipated.

   Use of public parking spaces or the blockage of any portion of sidewalk for the purpose of construction activity shall require an occupancy permit and appropriate fee as assessed by the Department of Public Works. Avesta Housing Development Corporation and its contractor shall apply for the necessary permits.

H. Site Management and Controls

The final Construction Management Plan will address maintaining the site in a safe condition and will include the following:

1. Regular trash and debris removal
2. Street cleaning and damage controls

3. Dust controls: The construction shall comply with Portland's requirements under Section 25-129 on Noise, dust and debris (Attachment 2).
4. Noise: The construction shall comply with Portland's requirements under Section 17- 18 of the City Code (Attachment 1) and Section 25-129 on Noise, dust and debris Attachment 2).
5. Rodent Control will be provided, if applicable, by a professional exterminator and consistent with Chapter 22 of the City Code.
6. Snow Removal: Pursuant to Section 25-173 Contractors to ensure a safe means of travel within the work zone.
    1) Snow/ice removal or commence automatically from (1" of snow and up) or Ice
    2) Remove snow as needed within the work zone, including parking spaces & not to block any driveways or site lines with the piles of snow.
    3) Clear all walks & ramps with the work zone
    4) Sand or Salt as needed
    5) Clear all basin or drainage to help snow melt
    6) This would include Monday-Friday Sat/Sunday/Holidays

I. Erosion Control and Preservation of Trees

1. Avesta Housing Development Corporation's selects contractors that shall install all erosion and sedimentation controls as depicted on the approved erosion and sedimentation control plan prior to the pre-construction meeting for inspection by the City. The contractor shall regularly inspect the control measures, no less than weekly and after significant storm events, and maintain any installed temporary or permanent stormwater management systems in working order. The contractor shall document all inspection activities and corrective actions and be prepared to provide these documents for inspection by the City, Maine Department of Environmental Protection or the U.S. Environmental Protection Agency upon request.
2. The storage of materials shall be identified and avoid being located under/near trees.

J. Construction Staging Area

1. The Construction Management Plan depicts locations of the material staging areas, the location on onsite temporary construction job trailers, the location on onsite truck delivery/holding areas, the location onsite parking, the general location of the construction security fence, temporary toilets, and the general location of temporary construction dumpsters.
2. Delivery Truck Holding Areas On-Site: The delivery holding area is shown on the plan and shall not be blocked during construction. On days when the construction activities require multiple truck deliveries, these deliveries will be carefully scheduled so that there is always adequate on-site area for the holding of the trucks until they can be unloaded. Once at the site all vehicles well be brought within the fence line and will make every attempt to avoid queuing on public streets.
3. Delivery Truck Holding Areas Off-Site: In the event that adequate on-site area for holding of trucks is not available, an off-site marshaling area will be utilized for trucking. The designated off-site location will be identified in the construction management plan (side of Wessex Street).

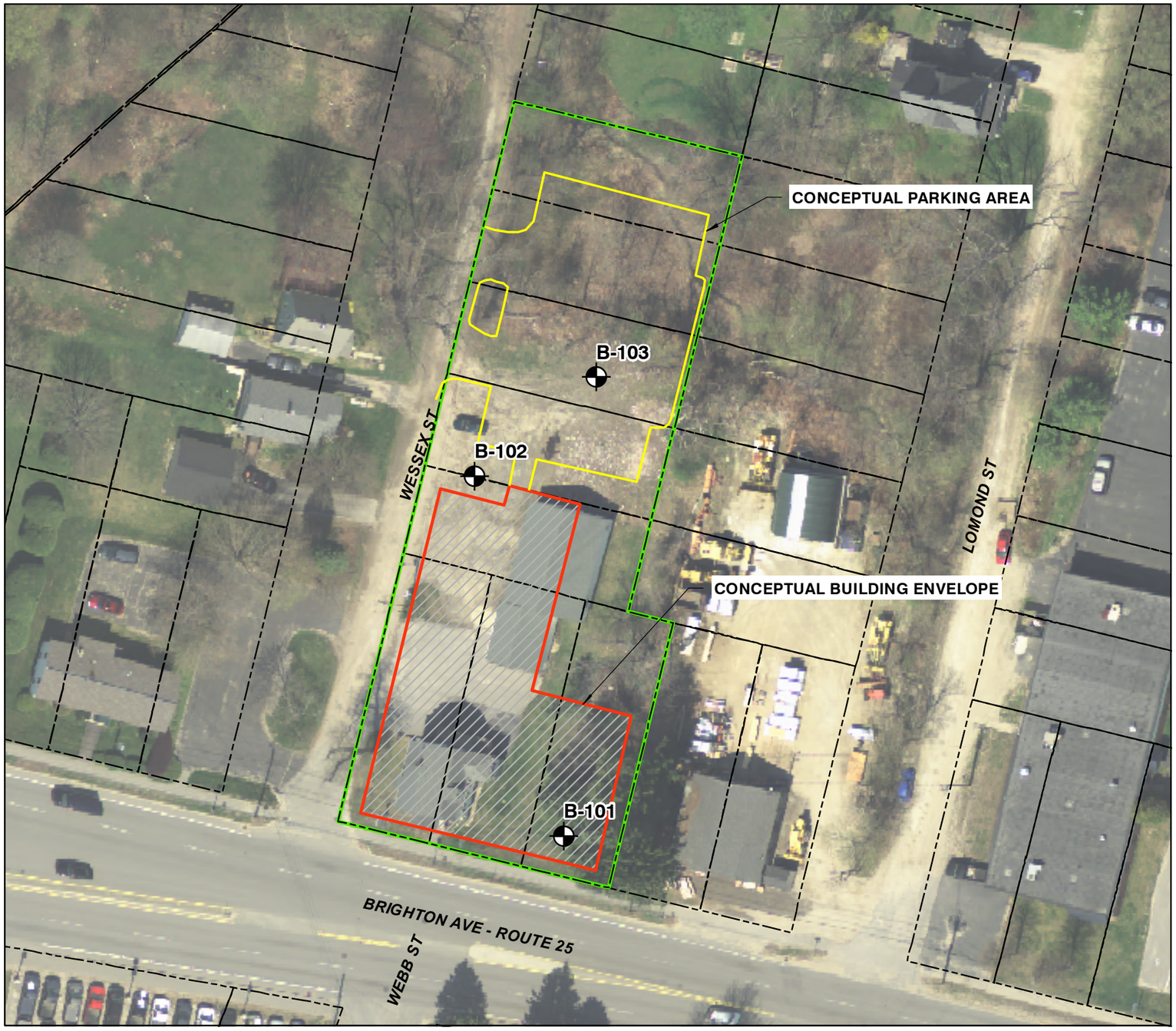
K. Parking During Construction

1. Construction Parking: Parking for construction workers is provided on site. If it is found that more parking is required separate arrangements for off-street parking at an off-site location shall be provided (at one of the many nearby private or public parking lots.
2. Parking: The existing site has parking available and will be expanded as part of the first phase of construction.
3. Truck Routes and Volumes: The Construction Management Plan shall address the designated truck routes and expected truck volumes. All deliveries to the site shall be via Wessex Street. All deliveries will be made on site within the secure construction fence. Delivery volumes will vary depending on construction sequencing but will only occur during allowable hours of operation.

L. Special Measures as Necessary

For construction work that will take place over a long period (e.g. 12 months or more), involve major demolition/deep excavation/ piling and/or special construction techniques, or are located near sensitive uses e.g. medical care facilities, schools), the Construction Management Plan should provide details and demonstrate that all appropriate special measures have been taken to avoid, minimize, or possibly compensate for potential impacts. This may include taking baseline measurements before construction, such as arranging to photograph the foundations of nearby properties upon consent of the owners, in order to assess any future impacts of vibration, noise, etc.

No special measures of construction are anticipated for this project.



50 0 50 100

Scale in Feet

TRUE

LEGEND

APPROXIMATE BORING LOCATION

NOTES:

1. EXPLORATION LOCATION PLAN PREPARED FROM IMAGERY FROM STATE OF MAINE AERIAL ORTHOPHOTOS ENTITLED "GEOLIBRARY_3IN_2012," PROVIDED BY THE STATE OF MAINE, MAINE OFFICE OF GIS AND MAINE GEOLIBRARY BOARD.
2. THE BORINGS WERE LOCATED IN THE FIELD BY S. W. COLE ENGINEERING, INC. USING A MAPPING GRADE TRIMBLE GPS RECEIVER AND OVERLAID ON THE ABOVE IMAGERY.
3. CONCEPTUAL BUILDING ENVELOPE AND PARKING AREA FROM A 1"=60' SCALE PLAN OF THE SITE ENTITLED "SITE PLAN," PREPARED BY ALBERT FRICK ASSOCIATES, INC., DATED 4/18/2016.
4. PARCEL LINES FROM MAINE LIBRARY OF GEOGRAPHIC INFORMATION (MLGI), MAINE OFFICE OF GEOGRAPHIC INFORMATION SYSTEMS (MEGIS) (COMP., ED.)
5. THIS PLAN SHOULD BE USED IN CONJUNCTION WITH THE ASSOCIATED S. W. COLE ENGINEERING, INC. GEOTECHNICAL REPORT.
6. THE PURPOSE OF THIS PLAN IS ONLY TO DEPICT THE LOCATION OF THE EXPLORATIONS IN RELATION TO THE EXISTING CONDITIONS AND PROPOSED CONSTRUCTION AND IS NOT TO BE USED FOR CONSTRUCTION.

S.W.COLE ENGINEERING, INC.

AVESTA HOUSING

EXPLORATION LOCATION PLAN

PROPOSED HOUSING
977 BRIGHTON AVENUE
PORTLAND, MAINE

Job No.	16-0368	Scale	1"=50'
Date:	05/18/2016	Sheet	1

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S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-101**
SHEET: 1 OF 1
PROJECT NO.: 16-0368

PROJECT / CLIENT: PROPOSED 3-STORY HOUSING BUILDING / AVESTA
LOCATION: 977 BRIGHTON AVENUE
DRILLING CO. : GREAT WORKS TEST BORINGS, INC. DRILLER: JEFF LEE

DATE START: 5/12/2016
DATE FINISH: 5/12/2016
ELEVATION:
SWC REP.: P. OTTO

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"		
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS WET AT 6'

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									1.0'	DARK BROWN SAND Y SILT WITH ORGANICS (TOPSOIL)
	1D	24"	15"	2.0'	2	2	3	8	2.0'	GRAY-BROWN CLAYEY SILT
	2D	24"	18"	4.0'	6	14	15	19		BROWN SILTY CLAY WITH SAND PARTINGS q_p = 8 to 9 ksf ~HARD TO VERY STIFF~
	3D	24"	18"	7.0'	6	7	11	11		q_p = 5.5 to 7.5 ksf
									9.0'	
	4D	24"	20"	12.0'	W O H / 12"		1	1		GRAY SILTY CLAY q_p = < 0.5 ksf
	1V			16.0'	3 5/8" X 7" TVANE					S_v = 0.35 / 0.0 ksf ~SOFT~
	1V'			16.7'	3 5/8" X 7" TVANE					S_v = 0.39 / 0.0 ksf
	2V			25.7'	3 5/8" X 7" TVANE					S_v = 0.28 / 0.0 ksf
	2V'			26.4'	3 5/8" X 7" TVANE					S_v = 0.33 / 0.0 ksf
										HYDRAULIC PUSH ROD PROBE FROM 26.4' - 70'
										PROBABLE GRAY SILTY CLAY

SAMPLES:
D = SPLIT SPOON
C = 2" SHELBY TUBE
S = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:

	DRILLER - VISUALLY
X	SOIL TECH. - VISUALLY
	LABORATORY TEST

REMARKS:

STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: **B-101**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-101**
SHEET: 1 OF 1
PROJECT NO.: 16-0368

PROJECT / CLIENT: PROPOSED 3-STORY HOUSING BUILDING / AVESTA
LOCATION: 977 BRIGHTON AVENUE
DRILLING CO. : GREAT WORKS TEST BORINGS, INC. DRILLER: JEFF LEE

DATE START: 5/12/2016
DATE FINISH: 5/12/2016
ELEVATION:
SWC REP.: P. OTTO

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"		
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS WET AT 6'

CASING BLOWS PER FOOT	SAMPLE NO.	SAMPLE PEN.	SAMPLE REC.	SAMPLE DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
										HYDRAULIC PUSH ROD PROBE FROM 26.4' - 70'
										PROBABLE GRAY SILTY CLAY
									60.0'	
										PROBABLE GRAY SILTY CLAY WITH FREQUENT SAND LAYERS
									70.0'	25 BLOWS FOR 0"
										REFUSAL AT 70.0'
										PROBABLE BEDROCK

SAMPLES:
D = SPLIT SPOON
C = 2" SHELBY TUBE
S = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:

	DRILLER - VISUALLY
X	SOIL TECH. - VISUALLY
	LABORATORY TEST

REMARKS:

STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: **B-101**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-102**
SHEET: 1 OF 1
PROJECT NO.: 16-0368

PROJECT / CLIENT: PROPOSED 3-STORY HOUSING BUILDING / AVESTA
LOCATION: 977 BRIGHTON AVENUE
DRILLING CO. : GREAT WORKS TEST BORINGS, INC. DRILLER: JEFF LEE

DATE START: 5/13/2016
DATE FINISH: 5/13/2016
ELEVATION:
SWC REP.: P. OTTO

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"		
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
FREE WATER AT 1.5 - 2'

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
										BROWN GRAVELLY SILTY SAND (FILL)
	1D	24"	5"	2.0'	8	7	7	5	1.5'	~MEDIUM DENSE~
										BROWN-GRAY SILTY SAND, SOME GRAVEL (FILL)
	2D	24"	4"	4.0'	4	2	3	2		~LOOSE~
									4.5'	
										BROWN SILTY CLAY
	3D	24"	18"	7.0'	6	10	12	14		~VERY STIFF TO HARD BECOMING… q_p = 8 to 9 ksf
	4D	24"	12"	9.0'	8	8	4	4	9.0'	...STIFF~ q_p = 3 to 4 ksf
										GRAY SILTY CLAY
	5D	24"	4"	12.0'	2	2	1	2		q_p = < 0.5 ksf
	1S	24"	24"	17.0'	PISTON SAMPLER					
	1V			17.7'	3 5/8" X 7" TVANE					S_v = 0.33 / 0.0 ksf ~SOFT~
	1V'			18.4'	3 5/8" X 7" TVANE					S_v = 0.33 / 0.0 ksf
	2S	24"	24"	27.0'	PISTON SAMPLER					
	2V			27.7'	3 5/8" X 7" TVANE					S_v = 0.43 / 0.0 ksf
	2V'			28.4'	3 5/8" X 7" TVANE					S_v = 0.41 / 0.0 ksf
										HYDRAULIC PUSH ROD PROBE FROM 28.4' - 53'
										PROBABLE GRAY SILTY CLAY

SAMPLES:
D = SPLIT SPOON
C = 2" SHELBY TUBE
S = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:

	DRILLER - VISUALLY
X	SOIL TECH. - VISUALLY
	LABORATORY TEST

REMARKS:

STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: **B-102**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-102**
SHEET: 1 OF 1
PROJECT NO.: 16-0368

PROJECT / CLIENT: PROPOSED 3-STORY HOUSING BUILDING / AVESTA
LOCATION: 977 BRIGHTON AVENUE
DRILLING CO. : GREAT WORKS TEST BORINGS, INC. DRILLER: JEFF LEE

DATE START: 5/13/2016
DATE FINISH: 5/13/2016
ELEVATION:
SWC REP.: P. OTTO

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"		
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
FREE WATER AT 1.5 - 2'

CASING BLOWS PER FOOT	SAMPLE NO.	SAMPLE PEN.	SAMPLE REC.	SAMPLE DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
										HYDRAULIC PUSH ROD PROBE FROM 28.4' - 53'
										PROBABLE GRAY SILTY CLAY
									45.0'	
										PROBABLE GRAY SILTY CLAY WITH FREQUENT SAND LAYERS
									53.0'	25 BLOWS FOR 0"
										REFUSAL AT 53.0'
										PROBABLE BEDROCK

SAMPLES:
D = SPLIT SPOON
C = 2" SHELBY TUBE
S = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:

	DRILLER - VISUALLY
X	SOIL TECH. - VISUALLY
	LABORATORY TEST

REMARKS:

STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: **B-102**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-103**
SHEET: 1 OF 1
PROJECT NO.: 16-0368

PROJECT / CLIENT: PROPOSED 3-STORY HOUSING BUILDING / AVESTA
LOCATION: 977 BRIGHTON AVENUE
DRILLING CO. : GREAT WORKS TEST BORINGS, INC. DRILLER: JEFF LEE

DATE START: 5/12/2016
DATE FINISH: 5/12/2016
ELEVATION:
SWC REP.: P. OTTO

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	SSA	2 1/4"		
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
FREE WATER AT 5.0' ON 5/12/2016
FREE WATER AT 2.0' ON 5/13/2016

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
										BROWN SILTY GRAVELLY SAND (FILL)
	1D	24"	15"	2.0'	4	8	7	8		~MEDIUM~
									3.5'	
	2D	24"	18"	4.0'	7	8	7	3		DARK GRAY SANDY SILT
										AND CLAYEY SANDY SILT ~MEDIUM~
									5.5'	
	3D	24"	20"	7.0'	4	7	8	11		BROWN SILTY CLAY q_p = 7 to 8 ksf
										~VERY STIFF TO HARD~
									9.0'	
										GRAY SILTY CLAY
										~SOFT~ q_p = ≤ 1.0 ksf
	4D	24"	24"	12.0'	2	2	1	2	12.0'	q_p = < 0.5 ksf
										BOTTOM OF EXPLORATION AT 12.0'

SAMPLES:
D = SPLIT SPOON
C = 2" SHELBY TUBE
S = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:

	DRILLER - VISUALLY
X	SOIL TECH. - VISUALLY
	LABORATORY TEST

REMARKS:

STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: **B-103**

KEY TO NOTES & SYMBOLS
Test Boring and Test Pit Explorations

All stratification lines represent the approximate boundary between soil types and the transition may be gradual.

Key to Symbols Used:

w	-	water content, percent (dry weight basis)
q_u	-	unconfined compressive strength, kips/sq. ft. - laboratory test
S_v	-	field vane shear strength, kips/sq. ft.
L_v	-	lab vane shear strength, kips/sq. ft.
q_p	-	unconfined compressive strength, kips/sq. ft. – pocket penetrometer test
O	-	organic content, percent (dry weight basis)
W_L	-	liquid limit - Atterberg test
W_P	-	plastic limit - Atterberg test
WOH	-	advance by weight of hammer
WOM	-	advance by weight of man
WOR	-	advance by weight of rods
HYD	-	advance by force of hydraulic piston on drill
RQD	-	Rock Quality Designator - an index of the quality of a rock mass.
γ_T	-	total soil weight
γ_B	-	buoyant soil weight

Description of Proportions:

Trace:	0 to 5%
Some:	5 to 12%
"Y"	12 to 35%
And	35+%
With	Undifferentiated

Description of Stratified Soils

Parting:	0 to 1/16" thickness
Seam:	1/16" to 1/2" thickness
Layer:	½" to 12" thickness
Varved:	Alternating seams or layers
Occasional:	one or less per foot of thickness
Frequent:	more than one per foot of thickness

REFUSAL: **Test Boring Explorations** - Refusal depth indicates that depth at which, in the drill foreman's opinion, sufficient resistance to the advance of the casing, auger, probe rod or sampler was encountered to render further advance impossible or impracticable by the procedures and equipment being used.

REFUSAL: **Test Pit Explorations** - Refusal depth indicates that depth at which sufficient resistance to the advance of the backhoe bucket was encountered to render further advance impossible or impracticable by the procedures and equipment being used.

Although refusal may indicate the encountering of the bedrock surface, it may indicate the striking of large cobbles, boulders, very dense or cemented soil, or other buried natural or man-made objects or it may indicate the encountering of a harder zone after penetrating a considerable depth through a weathered or disintegrated zone of the bedrock.

Portland, Maine — Yes. Life's good here.

Christopher C. Branch, P.E.
Director of Public Works

Date: March 20, 2018

Re: Wastewater Capacity Authorization

Address: 977 Brighton Avenue
Applicant: Avesta Housing

Planner: Victoria Volent

Anticipated Wastewater Flow:

Estimate of Anticipated Design Flows				
Development	Unit Size	Number of Units	Gallons per Day per Unit	Total Gallons per Day
Existing flow to be removed				
Residential	3 Bedroom	1	270 GPD	- 270
Proposed flow				
Multiple Family Dwelling Units	1-Bedroom	40	90*	+3600
			Net Change	**+ 3330**

*Values based on EPA 2002-02 Onsite Wastewater Treatment Systems Manual – Chapter 3 – 1.5 persons/ unit x 60 GPD/ Person = 90 GPD

Comments:
The Department of Public Works, which includes the Water Resource Division, have reviewed and determined that the downstream sewers from the project address have the capacity to convey the estimated dry weather wastewater flows which will be generated from this development.

You are reminded that the sewers you are proposing to connect into convey both sanitary and stormwater (Combined Sewer) and therefore a backflow preventer is suggested.

If the City can be of further assistance, please contact me at all 874-8840 or brad@portlandmaine.gov

Sincerely,
CITY OF PORTLAND

Bradley A. Roland, P.E.
Senior Project Engineer

CC:

Jeffrey Levine, Director, Department of Planning and Urban Development, City of Portland
Stuart O'Brien, Planning Director, Department of Planning and Urban Development, City of Portland
Barbara Barhydt, Development Review Services Mgr., Dep't. of Planning and Urban Development, City of Portland

Keith Gray, City Engineer/Engineering Manager, Portland Department of Public Works

Nancy Gallinaro, Water Resources Manager, Portland Department of Public Works
Rachel Smith, Industrial Pretreatment Coordinator, Portland Department of Public Works
John Emerson, Wastewater Coordinator, Portland Department of Public Works

Lauren Swett, Woodard & Curran, DPW Development Review
Scott Firmin, Director of Wastewater, Portland Water District
Charlene Poulin, Wastewater Chief Operator – Systems

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

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

Date: December 20, 2017

Bradley Roland, P.E.
Water Resources Division

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

Site Address: 977 Brighton Avenue, Portland, ME

Chart Block Lot Number: 275/C/1, 2, 3, 6, 7, 8 & 9

Proposed Use: Rresidential
Previous Use: Residential
Existing Sanitary Flows: 300 +/- GPD
Existing Process Flows: 0 GPD
Description and location of City sewer that is to receive the proposed building sewer lateral.
Brighton Avenue

Site Category		
	Commercial *(see part 4 below)*	
	Industrial *(complete part 5 below)*	
	Governmental	
	Residential	x
	Other *(specify)*	

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

2. Please, Submit Contact Information.

City Planner's Name: Barbara Barhydt Phone: 207-874-8699
Owner/Developer Name: Avesta Housing Development Corporation
Owner/Developer Address: 307 Cumberland Avenue, Portland, ME 04101
Phone: 207-553-7780 Fax: E-mail: gpayne@avestahousing.org
Engineering Consultant Name: Pinkham & Greer, Civil Engineers (Thomas S. Greer)
Engineering Consultant Address: 28 Vannah Avenue, Portland, ME 04103
Phone: 207-781-5242 Fax: 207-781-4245 E-mail: tgreer@pinkhamandgreer.com

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

3. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: 3,600 GPD
Peaking Factor/ Peak Times: 4 at 7-8 am, 6-8 pm
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)* 40 units, 1.5 people/unit x 60 gpd/person

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.

4. Please, Submit External Grease Interceptor Calculations.

Total Drainage Fixture Unit (DFU) Values: n/a

Size of External Grease Interceptor: _____

Retention Time: _____

Peaking Factor/ Peak Times: _____

Note: In determining your restaurant process water flows, and the size of your external grease interceptor, please use The Uniform Plumbing Code. Note: In determining the retention time, sixty (60) minutes is the minimum retention time. Note: Please submit detailed calculations showing the derivation of your restaurant process water design flows, and please submit detailed calculations showing the derivation of the size of your external grease interceptor, either in the space provided below, or attached, as a separate sheet.

5. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated: n/a 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: _____

Note: On the submitted plans, please show where the building's domestic sanitary sewer laterals, as well as the building's industrial-commercial process wastewater sewer laterals exits the facility. Also, show where these building sewer laterals enter the city's sewer. Finally, show the location of the wet wells, control manholes, or other access points; and, the locations of filters, strainers, or grease traps.

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

SEP - 8 2016

Albert Frick Associates, Inc.
Environmental Consultants
95A County Road Gorham, ME 04038
Office: (207)839-5563 Fax: (207)839-5564
www.albertfrick.com info@albertfrick.com

Albert Frick, CSS, LSE
Chris Coppi, CWS, LSE
Brady Frick, LSE
Bryan Jordan, LSE
Matthew Logan, LSE
Jamie Latorre, Office Manager

September 6, 2016

Seth Parker
Director of Real Estate Development
Avesta Housing
307 Cumberland Avenue
Portland, ME 04101

Re: Wetlands Report, 977 Brighton Ave, Portland.

Dear Mr. Parker:

On April 13th and August 25th, Albert Frick Associates, Inc. (AFA) conducted a wetland review of the above-mentioned property for the purpose of determining permitting requirements for a potential parking area. Initially, AFA visited the property on April 13th and identified a small freshwater, shrub/wet meadow wetland which was delineated with blue flagging. The delineated wetland was located with a GPS Trimble, Geo 7x unit in order to illustrate the extent of the wetland which is shown on the site plan attached with this report. The proposed parking area is located within the wetland impacting approximately 3,633 square feet of the shrub/wet meadow as shown on the attached plan. This plan is a conceptual in nature and should not be used for permitting purposes since actual grading elevations have not been completed by site engineering at this time.

No vernal pools, as defined by Maine's Natural Resources Protection Act (NRPA), were observed on the property.

Jurisdictional Natural Resources:

Wetlands
The freshwater wetland is classified as a Palustrine Scrub-Shrub/Emergent Wetland (PSS/EM1) "shrub and wet meadow" because it is dominated by shrubs and low growing herbaceous plant species, namely flowering herbs (goldenrod- *Solidago*). The wetland was observed in the northern corner of the property.

A drainage way, originating from the Wessex Street road culvert, was observed at the northwest corner of the property. The drainage way conveys stormwater west of Wessex Street to the property

which then flows diagonally south across the property and eventually discharging through another culvert on Lomond Street to the east. Upon entering the property, the drainage way quickly becomes a flat, drainage way without defined banks and little mineral deposition along its course. Therefore, this drainage way would **not** be considered to be a river, stream or brook as defined by the Natural Resources Protection Act, 38 M.R.S. 480 (B) (9).

Permitting:

Maine Department of Environmental Protection (DEP)

Research of the property and review of DEP records has revealed that the wetland on the property is eligible for the wetland alteration exemption which allows up to, but not to exceed, 4,300 square feet of wetland alteration pursuant to the Natural Resources Protection Act, 38 M.R.S. 480 (Q) (17). Wetland alterations result from regulated activities which cause a direct or indirect impact to the wetland which include, but are not limited to, filling, soil displacement, vegetation removal and the construction of permanent structures. If a proposed activity on the property results in 4,300 square feet or less of wetland impact, then a permit from the Department is not required in accordance with 480 (Q) (17).

Since the proposed parking area results in less than 4,300 square feet of wetland impact, then a DEP permit is not required. See the attached site plan which illustrates the extent of fill tentatively proposed in the wetland. **Please note that this conceptual plan assumes that the edge of the wetland alteration is the bottom of the fill slope and not the edge of the parking surface. Furthermore, wetland impacts required to redirect the drainage way, namely the area of the excavation ditch, must be included when determining the total wetland impact.**

If a proposed project results in over 4,300 square feet of wetland impact on the property, in total, then a Natural Resources Protection Act Permit (Tier permit) from the Maine Department of Environmental Protection (DEP) is required.

Lastly, the wetlands on the property do not require a setback to the regulated activities mentioned above, in accordance with the NRPA, 480 (C).

City of Portland

The wetland on the property is not shown on the shoreland zoning map in accordance with the City of Portland's Zoning Map.

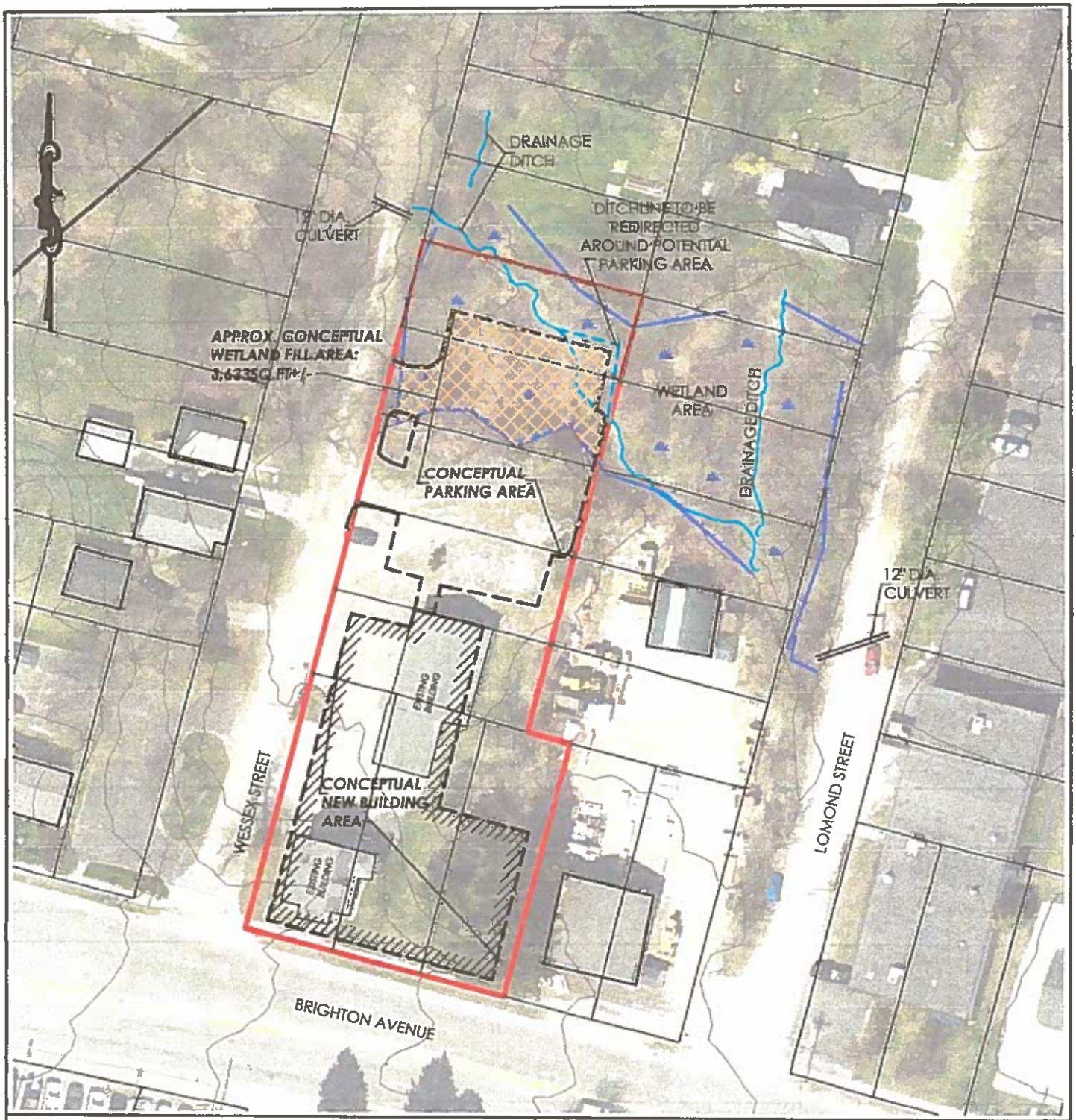
Please contact me if you have any questions or matters for further discussion. If the parking project requires DEP review, we can certainly assist you with the preparation of a Tier permit if necessary. I can be reached by phone at 839-5563 or by email at chris@albertfrick.com.

Sincerely,

Chris Coppi

Chris Coppi, CWS
Wetland Scientist
Licensed Site Evaluator

Enc. Site Plan and photos



SITE PLAN

PREPARED FOR

AVESTA HOUSING

977 BRIGHTON AVE

PORTLAND, MAINE

Albert Frick Associates, Inc.

Environmental Consultants

Gorham, Maine

Date:	Revision Description

Drawn By: B.J.	Checked By: A.F
Date: 4/18/16	Scale: 1" = 60'

8/25/16 Site Photos- 977 Brighton Ave, Portland

Photo 1: View of shrub/wet meadow wetland consisting of flowering herbs and shrubs.

Photo 2: View of drainage way channel moving onto the property (and wetland boundary in blue). Notice the absence of a mineral bottom soon after the drainage way enters the wetland.

8/25/16 Site Photos- 977 Brighton Ave, Portland

Photo 3: View of drainage way inside wetland- Very flat channel, with little mineral deposition. Lack of aquatic or obligate wetland plants (Likely Thyme-leaved Speedwell, FAC-*Veronica serpyllifolia shown in channel)* suggest an ephemeral (resulting from rain events) drainage course.

Waiver Request
977 Brighton Avenue
May 31, 2018

The building has 40 one bedroom units; 15 will be accessible units and 85% are affordable. The parking consists of 12 ADA spaces, 12 compact spaces (4 ADA), 8-9'x18' and 4-8'x18' spaces. This is 32 spaces or 0.80 spaces per unit. Based on previous Avesta parking studies this will meet the demand for parking, confirmed by the current Study by William Bray, PE, Traffic Solutions.

1. The project will require a waiver for the drive aisle width behind the compact spaces. The plan has 3 aisles, one with a 24' wide aisle, one with a row of 25' wide aisle and one with an aisle width of 21', 3' less than the required 24' width. These spaces back out toward the stripped 8' access area and crosswalk providing the ADA spaces access to the building. This will make the affective maneuvering area 29' wide for the compact spaces. The waiver is required based on the geometry of the site. The parking is adjacent the Wessex Street Right Of Way and the grading is adjacent the boundary line on the back side of the lot, this also reduces wetland impacts. The desire is to provide as much on site parking as possible.

2. The project will require a waiver for the number of compact spaces. The site's geometry and wetland impacts are the impetus for the waiver. The spaces are reduced in length to avoid wetlands in the rear. Two compact spaces are shown in the front parking area. This area is dedicated to pedestrian usage as much as possible, minimizing the area available for parking.

3. We request a waiver from the street width standard. The waiver would reduce Wessex Street pavement width from 28' to 24'. This would minimize the impact on the neighborhood, reduce stormwater runoff while providing adequate access to the neighborhood. This was discussed at the neighborhood meeting and was generally acceptable to the neighbors.

Drawings Notes:

1. The Planning Board waives / does not waive Section 14-526 (a) 4 (iv) of the City of Portland Chapter 14 Land Use Ordinance for reduction of drive aisle from 24 feet to 21 feet.
2. The Planning Board waives / does not waive Section 1.14 of the City of Portland's Technical Manual Standard that parking lots with greater than 10 spaces may be comprised of up to 20% compact parking spaces, to allow 12 compact spaces which is 37.5% of the total number.
3. The Planning Board waives / does not waive Section 1 of the City of Portland's Technical Manual Standard for the reduction of Wessex Street pavement width from 28' to 24'.

ZONING ANALYSIS

DIVISION 8. R-P RESIDENCE-PROFESSIONAL ZONE

This project is located in the R-P Residential-Professional Zone. It is also an affordable housing project meeting the requirements of Division 30 Affordable Housing. The setbacks and density have been calculated using the density bonus' from Division 30.

Below are selected sections of the R-P Zone that we believe apply to the project.

Sec. 14-146. Purposes.

The purposes of the R-P residence-professional zone are:

(b) To serve as a transition or buffer zone between residential and more intensive nonresidential zones.

This project is a more intensive residential use making the transition.

Sec. 14-147. Permitted uses.

The following uses are permitted in the R-P district:

(a) Residential: Any residential use is permitted in the residential zone abutting the lot. If there is no abutting residential zone, the nearest residential zone to the lot. In the case of two (2) or more abutting residential zones, the most restrictive such zone.

This project abuts the R-3 Residential Zone.

Sec. 14-149. Dimensional requirements.

In addition to the provisions of division 25 (space and bulk regulations and exceptions) of this article, the following requirements shall apply. Residential uses permitted under section 14-147(a) shall meet the requirements of such abutting or nearest residential zone. Nonresidential uses in the R-P zone shall meet the following minimum requirements:

See Chart below comparing dimensional requirements.

(a) *Minimum lot size:* Six thousand (6,000) square feet.
(b) *Minimum street frontage:* Sixty (60) feet.
(c) *Minimum yard dimensions:*
    1. *Front yard:*
        a. *Principal or accessory structures: Twenty (20) feet, except that:*
            i. *The front yard need not exceed the average depth of immediately abutting front yards; and*
            ii. *The front yard of a lot existing as of April 4, 1988, which lot is less than one hundred (100) feet deep, need not be deeper than ten (10) percent of the depth of the lot.*
    2. *Rear yard:*
        a. *Principal structures: Twenty (20) feet.*
        b. *Accessory structures (detached): Seven (7) feet.*

3. *Side yard:*

a. *Principal structures:*

Number of Stories	*Required Side Yard*
1 story . . . . . 10 feet	
2 stories . . . . . 12 feet	
3 or more stories . . 14 feet	

The width of one (1) side yard may be reduced one (1) foot for each foot that the other side yard is correspondingly increased, provided, however, no side yard shall be reduced to less than seven (7) feet in width.

b. *Accessory structures (detached): Seven (7) feet.*

c. *Side yards on side streets (corner lot): For both principal or accessory structures:*

i. *One (1) or two (2) stories: Fifteen (15) feet; and*

ii. *Three (3) or more stories: Eighteen (18) feet.*

(d) *Minimum lot width: Sixty (60) feet.*

(e) *Maximum structure height: Forty-five (45) feet. Where the lot abuts an R-6 residential zone, the maximum permitted height shall be the maximum permitted height of the R-6 zone. If there is a difference in height between abutting R-6 zones, the least restrictive height limitation shall apply.*

(f) *Maximum impervious surface ratio: The maximum impervious surface ratio is established according to the abutting residential zone. If there is no abutting residential zone to the lot in question, the nearest residential zone to the lot. In the case of two (2) or more abutting residential zones, the least restrictive such zone. The ratios are as follows:*

Residential Zone	*Maximum Impervious Surface Ratio*
R-1/R-2	*0.60*
R-3	*0.70*
R-4/R-5/R-5A/R-6	*0.80*

(g) *Floor area ratio (F.A.R.): The maximum floor area ratio is established according to the abutting residential zone. If there is no abutting residential zone to the lot in question, the nearest residential zone to the lot. In the case of two (2) or more abutting residential zones, the least restrictive such zone. The ratios are as follows:*

Residential	*Floor Area Ratio*
R-1/R-2	*0.45*
R-3	*0.55*
R-4/R-5/R-5A/R-6	*0.65*

ZONE INFORMATION

ZONE: RESIDENTIAL 3 (R-3) & RESIDENTIAL-PROFESSIONAL
PERMITTED USE: MULTI-FAMILY RESIDENTIAL PROPOSED USE: AFFORDABLE SENIOR HOUSING

SPACE STANDARDS	R-3	R-P	14-488 BONUS	ALLOWED	PROVIDED
LOW INCOME UNITS			85%		34
WORKFORCE UNITS			0%		0
MARKET UNITS			15%		6
TOTAL NUMBER OF UNITS			100%		40
LOT AREA PER UNIT	6,500 SQ. FT.	1500/UNIT *	2.5x1500	= 600	800
MINIMUM LOT SIZE	6,500 SQ. FT.	6,500 SQ. FT.			32,000
MINIMUM STREET FRONTAGE	50 FEET	50 FEET			420 FEET
MAXIMUM FRONT YARD					10 FEET
MINIMUM FRONT YARD	25 FEET	25 FEET **	-5 FEET	= 20 FEET	17 FEET
MINIMUM REAR YARD	25 FEET	25 FEET			140 FEET
MINIMUM SIDE YARD					
2 1/2 STORY STRUCTURE	16 FEET	16 FEET	-5 FEET	= 11 FEET	20 FEET
SIDE YARD ON A SIDE STREET	20 FEET	20 FEET	-5 FEET	= 15 FEET	15 FEET
MINIMUM UNIT SIZE					528 SQ. FT.
OVERALL BUILDING AREA (GROSS)					30,089 SQ. FT.
ACTUAL LOT COVERAGE (FOOTPRINT)					7,522 SQ. FT.
MAXIMUM LOT COVERAGE	35%	35%			24%
MINIMUM LOT WIDTH	65 FEET	65 FEET			150 FEET
MAXIMUM BUILDING HEIGHT	35 FEET	35 FEET	+15 FEET	= 50 FEET	46 FEET

* PER 14-488

** OR AVERAGE OF ABUTTING FRONT YARDS

Sec. 14-150. Other requirements.

All nonresidential uses in the R-P zone shall meet the requirements of division 25 (space and bulk regulations and exceptions) of this article in addition to the following requirements:

Not Applicable, this is a residential use.

Sec. 14-151. External effects.

Every use in a R-P zone shall be subject to the following requirements:

(a) *Enclosed structure: The use shall be operated within a completely enclosed structure, except for those customarily operated in the open air.*

Residential use, all indoors.

(b) *Noise: The volume of sound, measured by a sound level meter with frequency weighting network (manufactured according to standards prescribed by the American Standards Association), generated shall not exceed fifty-five (55) decibels on the A scale, on impulse (less than one (1) second), at lot boundaries, excepting air raid sirens and similar warning devices.*

Mechanical equipment to be located on the roof and meet these levels.

(c) *Vibration and heat: Vibration inherently and recurrently generated and heat*

shall be imperceptible without instruments at lot boundaries.

No items should generate heat or vibrations.

(d) *Glare, radiation or fumes: Glare, radiation or fumes shall not be emitted to an obnoxious or dangerous degree beyond lot boundaries.*

All lighting will be shielded, see Lighting Plan.

(e) *Smoke: Smoke shall not be emitted at a density in excess of twenty (20) percent opacity level, as classified in Method 9 (Visible Emissions) of the*

Opacity Evaluation System of the U.S. Environmental Protection Agency.

No items generate smoke.

(f) *Materials or wastes: No materials or wastes shall be deposited on any lot in such form or manner that they may be transferred beyond the lot boundaries by natural causes or forces. All material which might cause fumes or dust, or constitute a fire hazard if stored out-of-doors, shall be only in closed containers. Areas attracting large numbers of birds, rodents or insects are prohibited.*

All waste will be handled indoors in the trash room and picked up by a private waste hauler.

DIVISION 30. AFFORDABLE HOUSING

Sec.14-484. Purpose.

It is in the public interest to promote an adequate supply of affordable housing for the city's residents. The purpose of this division therefore is to offer incentives to developers to include units of affordable housing within development projects, thereby mitigating the impact of market rate housing construction on the limited supply of available land for suitable housing, and helping to meet the housing needs of all economic groups within the city. The city believes that this division will assist in meeting the city's comprehensive goals for affordable housing, in the prevention of overcrowding and deterioration of the limited supply of affordable housing, and by doing so promote the health, safety and welfare of its citizens.

Sec. 14-485. Definitions.

Affordable means that the percentage of income a household is charged in rent and other housing expenses, or must pay in monthly mortgage payments (including insurance and taxes), does not exceed 30% of a household's income, or other amount established in city regulations that does not vary significantly from this amount.

Low-income housing unit for rent means a dwelling unit for which:

(a) *The rent is affordable to a household earning 80% or less of Area Median Income (AMI) as defined by the United States Department of Housing and Urban Development (HUD); and*

(b) *Annual rent increases for that unit are limited in perpetuity by deed restriction or other legally binding agreement to the percentage increase in the*

U.S. Department of Housing and Urban Development moderate-income figure for metropolitan Cumberland county Maine for a household of that size.

These units will be for rent.

Dwelling unit has the same meaning as that term is defined in section 14-47.

Eligible project means a development project:

(a) *That is permissible under the provisions of this chapter in the zone in which it is proposed;*

This project qualifies as a residential project.

(b) *That will be a multi-family dwelling ,as defined in section 14-47, and will not be located in an R-1 or R-2 zone;*

This project is in the R-P Zone, qualifying for this chapter.

(c) *That creates new dwelling units, among which is at least one low-income housing unit for rent or workforce housing for sale, through new construction, substantial rehabilitation of existing structures, adaptive reuse or conversion of a non-residential use to residential use, or any combination of these elements. Affordable housing units for sale or rent may not differ in exterior design from other units within an eligible project; and*

The project will have a mix of affordable units and market rate units, all the same.

(d) *Projects shall not be considered "eligible projects" solely because they are subject to Section 14-487 ("Ensuring Workforce Housing").*

This project goes beyond the workforce housing unit numbers required.

Workforce housing unit for rent means a dwelling unit which:

(a) *Is affordable to a household earning less than 100% of HUD AMI; and*

The project will have at 24 at 50% AMI 10 at 60% AMI and 6 Market Rate units.

(b) *Annual rent increases for that unit are limited by deed restriction or other legally binding agreement to the percentage increase in the HUD Greater Portland Metropolitan Statistical Area median income figures for a household of that size.*

Avesta will manage these units and will conform to the rent restrictions.

Sec. 14-487. Ensuring Workforce Housing.

(a) *Purpose. Based on the city's Comprehensive Plan and the housing study completed in 2015, it is in the public interest to promote an adequate supply of housing that is affordable to a range of households at different income levels. The purpose of this section is to ensure that housing developments over a certain size provide a portion of workforce housing units and, by doing so, promote the health, safety, and welfare of Portland citizens.*

This project provides excess workforce housing.

(c) *All Developments of Ten Units or More Conditional Uses.*

Notwithstanding any language to the contrary in Chapter 14, all developments of ten units or more are conditional uses subject to Planning Board review on the condition that they comply with the requirements of this section, 14-487.

This project falls under this provision having 40 units.

(d) *Workforce Housing Minimum. At least ten percent (10%) of the units in the project shall meet the definition of workforce housing unit for sale or for rent. The number of units required is rounded down to a whole number if providing units as per (e)2. below, or shall include a fractional value in cases where a project prefers to pay a fee-in-lieu as per (e)3. below.*

(e) *Standards.*

1. *Projects shall not be segmented or phased to avoid compliance with these provisions. In cases where projects are completed in phases, affordable units shall be provided in proportion to the development of market rate units unless otherwise permitted through regulations.*

   This project is not phased.

2. *Workforce units are encouraged to be integrated with the rest of the development, should use a common entrance and should provide no indications from common areas that these units are workforce housing units.*

   All units will be integrated into the building.

3. *Workforce units need not be the same size as other units in the development but the number of bedrooms in such units, either on- or off-site, shall be 10 percent of the total number of bedrooms in the development. For the purposes of this section, for every 400 square feet in a market rate unit will count as a bedroom if the actual number of bedrooms in the unit is lower.*

   All units are one bedroom.

4. *As an alternative to providing workforce housing units, projects may pay a fee in lieu of some or all of the units. In-lieu fees shall be paid into the Housing Trust Fund as defined in Sec. 14-489. The fee for affordable units not provided shall be $100,000 per unit, adjusted annually in the same way as the fee under Division 29 for Housing Replacement.*

   No fees required.

5. *Workforce housing units for sale, if converted to workforce housing units for rent, shall become subject to the income limits and other requirements of such units.*

   These units will not be offered for sale.

6. *If at least 33 percent of the units in a development are workforce units, the development is eligible for subsidy through an Affordable Housing*

TIF, subject to City Council approval.

This project exceeds the 33% and is eligible for a TIF.

7. *The term of affordability for the required 10 percent workforce units provided shall be defined as follows:*

Percentage of Workforce Units Provided	*Minimum Term of Affordability for Required Workforce Units*
10%	*Longest term permitted under federal, state and local laws and ordinances*
25%	*30 years*
50%	*20 years*
100%	*10 years*

This project has 34 affordable units and 6 market rate units.

Sec. 14-488. Density, parking and dimensional bonuses and reductions.

Notwithstanding any other provision of this chapter to the contrary, in order to encourage low income and workforce units in designated growth areas, eligible projects may avail themselves of the following options.

(a) Density bonuses. The maximum number of units that would otherwise be allowed under this chapter shall be increased for an eligible project in the manner described in the following table.

Eligible projects in all B-1, B-1b, B-2, B-2b, B-2c, B-3, B-3b, B-3c, B-5, R-7, and R-P Zones

Percentage Low Income Units for Sale/Rent	*Percentage Workforce Units for Sale/Rent*	*Density Permitted**	*Additional Height Permitted***	*Setback Reductions***
10%	*20%*	*1.1 x base*	*N/A*	*N/A*
20%	*40%*	*1.2 x base*	*10 feet*	*N/A*
30%	*60%*	*1.3 x base*	*10 feet*	*5'*
50%	*100%*	*2.0 x base*	*15 feet*	*5'*
75%	*N/A*	*2.5 x base*	*25 feet*	*10'*

This project has 85% affordable units and qualifies for the maximum relief.

**: "Base" is the number of units allowed under the zoning without this bonus but with any other bonuses applied. In R-P zones, multifamily is permitted with a "base" no less than 1 unit per 1,500 sf. of land area. If an eligible project is providing both workforce and affordable housing units, the applicant shall have the option of utilizing applicable incentives, but not cumulatively.*

This project is in the R-P District.

***: Setback reductions are absolute reductions in front, side and/or rear yard setback requirements. The maximum setback reductions in the B-1, B-1b and R-P*

zones shall be 5 feet.

This project will use the maximum reduction of 5'.

**** The maximum additional height permitted in the B-1 zones and the R-P zone shall be 15 feet. In addition, the maximum structure height is 50 feet within 750 feet of the Portland Observatory.*

This project will use the maximum 15' height addition.

(b) *Off-street parking. Off-street parking is required as provided in Division 20 (off-street parking) of this article.*

The parking will be reviewed with the Board to reduce the total required.

(e) *Unit Size and Term of Affordability. In order to be eligible for this section, the low income and workforce housing units must:*

1. *Meet Section 14-487 Ensuring Workforce Housing, subsection (e) Standards 1,2 and 3; and*

2. *Be affordable for the longest term permitted under federal, state and local laws.*

Avesta will keep these units affordable long term.

(f) *Required Public Process. The developer of the project must also commit to a good faith effort to communicate openly with affected properties as their process moves forward. At a minimum, no less than 30 days prior to application for site plan review, any project that wishes to take advantage of this section must (1) hold a public meeting noticed to all properties within 500 feet of their site and (2) post a sign on the property in question describing the proposed project; intent to submit an application to the city in 30 days (cite anticipated submission date); and contact information for the developer and the Planning Authority (Department of Planning and Urban Development website link). The Planning Board may adopt regulations regarding the content and processes for noticing as part of the Technical Manual.*

This project will hold a Public Informational Meeting.

(g) *Projects under 14-487. Projects that are subject to 14-487 that choose to provide the required workforce housing units on site are eligible for a 25% increase in total permitted units. If an eligible project is also subject to 14- 487, the applicant shall have the option of utilizing either this bonus or any bonuses they are eligible for under 14-488.1 but not both.*

See the zone chart to see the bonus allowed and used.

WALSH
ENGINEERING ASSOCIATES, INC.

File: 16150

June 4, 2018

Mr. Christian Roadman
City of Portland, Planning
389 Congress Street 4th Floor
Portland, ME 04101

RE: Response to City Review Comments
977 Brighton Avenue Elderly Apartments, Avesta Housing

Dear Christian,

Below are our responses to comments:

Woodard & Curran Memorandum dated April 18, 2018

1) *It is noted that this is a preliminary application. The follow comments reflect items required for the final plan submission.*
   No comment required.
2) In accordance with the City of Portland Land Use Code (Chapter 14) Subdivisions and Site Plan Standards, please address the following comments:
   a) *Note 1 on the Snow Clearance Notes on sheet C1.2 indicates that snow may be stored within the snow storage areas, but the location of the designated areas are unclear on the site plan. Please indicate snow storage locations that are sited outside of existing and proposed drainage courses.*
      Snow Storage areas are noted on Sheet C1.1.
3) *In accordance with the City of Portland Technical Manual, please address the following comments:*
   a) *Stormwater Management Standards (Section 5)*
      - *In accordance with Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards. The Applicant proposes four FocalPoint systems and storage chambers. We offer the following comments:*
        - *Basic Standard: Plans, notes, and details are provided to address erosion and sediment control requirements, inspection and maintenance requirements, and good*

housekeeping practices in accordance with Appendix A, B, & C of MaineDEP Chapter 500. Please address the following comments related to the Erosion Control Plan:

a. *The stone filter protection icon does not appear to align with Focal Point Systems 1, 4-1 and 4-2. Please revise accordingly.*

   The graphics have been corrected.

b. *Stone filter protection is provided northeast of the site building. Based on other sheets, it does not appear that infrastructure is proposed in this area. Please revise to reflect proposed conditions.*

   The graphics have been corrected

c. *The erosion control berm line does not appear to extend downgradient of all proposed work on the northern end of the property. Please revise accordingly.*

   Erosion Control Berm has been corrected.

d. *Please provide a detail for riprap outlet protection.*

   A detail has been added.

- *General Standard: The Applicant needs to distinguish between new impervious surface and redeveloped non-roof impervious surface. New impervious surface (if greater than 1,000 SF) shall comply with the Maine Chapter 500 General Standard by providing treatment of no less than 95% of the impervious area and 80% of the developed area. Areas of redeveloped non-roof impervious area shall comply to the redevelopment standard, providing treatment of 50% of the area. All stormwater calculations shall include the Wessex Street area.*

  a. *The Applicant should provide sizing calculations per the Maine DEP Stormwater BMP Manual for all proposed treatment BMPs.*

     The sizing for the 3 Focal Point Systems is provided as the WQV1 Calculations.

  b. *The Applicant should provide details for all proposed treatment BMPs and related infrastructure (FocalPoint System, Storage Chambers and Outlet Control Structure), including invert elevations.*

     The drainage systems have been detailed with inverts and slopes as required.

  c. *Please include a maintenance description and update tables to include the chamber system in the Inspection and Maintenance Report.*

     The Maintenance Report has been revised.

- *Flooding Standard: The Applicant has noted that post-development peak flows are smaller than pre-development peak flows for the 2-, 10- and 25-year storm events.*

  a. *Wessex Street should be included in both Drainage Plans and all stormwater calculations.*

     We have provided summaries for the water quality event and the 2, 10 and 25 year events.

  b. *Please provide the 10- and 25- year storm event models for the post-development HydroCAD model.*

     We have provided 10 and 25 year storm event models.

b) *Boundary Survey Requirements (Section 13)*

- *The submitted boundary survey date July 13, 2016 does not include a professional surveyor stamp/signature. Applicant is required to submit a Boundary Survey that has been Stamped by a Maine Licensed Professional Surveyor.*

  A stamped Boundary Plan will be provided.

4) *Please address the following comments regarding the Construction Management Plan (CMP):*
   a) *Per Section C. of the City of Portland CMP Template, please add the following under 'other applicable permits':*

      ***Building Code:** Employ the best practices, as applicable, of Chapter 33 Safeguards During Construction, from the International Building Code.*
   b) *The CMP Narrative references a construction timeline at end of the document in Section E. Construction Schedule. It does not appear that the timeline was attached to the document.*

      The time line will be provided once we have a firm date on the construction.
5) *General Comments*
   a) *Please reevaluate the 55 and 56 foot contours respectively on the Grading Plan in the following locations:*

      The contours have been revised.
   b) *Please provide details for the following items: driveway culvert, drainage manhole, stormwater infrastructure (see Stormwater Section above) stockade fence and concrete pavement.*

      The details have been added.
   c) *The Applicant has not provided a location for a dumpster or other solid waste receptacle. Does the applicant intend that all solid waste disposal be handled internal to the building?*

      All solid waste will be handled internally.
   d) *Please indicate locations of the extruded concrete curb (detail 4 on sheet C3.2) or describe locations in the note section for that detail.*

      Curb locations are clarified.
   e) *The Applicant submitted letters to Portland Water District and the City of Portland Department of Public Works to request utility capacity to serve documentation for the proposed project. A response letter from the Department of Public Works confirmed downstream sewers have the capacity to convey the estimated wastewater flow. Since the project is connecting into a combined sewer, a backflow preventer is recommended; a detail should be provided in the plan set. Response letters from other utilities confirming ability to serve the proposed development should be submitted to the City upon receipt.*

      A backflow preventer detail has been added. The Wastewater Capacity Letter is included. We do not have a letter from Portland Water District yet but will provide it when it becomes available.

Jeff Tarling Email dated April 20, 2018

Would recommend that the project 'street-trees' along Brighton Avenue and Wessex Street be a uniform planting of like tree types vs 'two & two', that could be 7 of the same species along Wessex Street, most likely the overhead utility wires will remain thus the trees should be ornamental types - perhaps 'Accolade' Cherry or Crabapple.

Trees have been changed to flowering crabs.

Silver Maple are not recommended near any City street, but would be OK in backyard situations. Thus we would want to see that type changed in this plan.

One silver maple remains in the backyard.

Tom Errico Traffic Comments Email dated April 19, 2018

The Wessex Street cross-section shall meet City standards or 28 feet in width. This width will permit on-street parking on one side of the street.

A waiver is requested.

The sidewalk on Wessex Street shall extend along the entire property frontage.

The sidewalk has been extended.

Supporting documentation on the number of handicap parking spaces shall be provided.

The ADA spaces are provided as required by the funding agency and exceed ADA requirements.

Supporting documentation on the number of parking spaces provided for the site shall be provided.

A Parking Study by William Bray PE, Traffic Solutions is provided.

Supporting documentation on the number of compact parking spaces shall be provided.

We anticipate the units as affordable units and will have small vehicles on average

The Traffic Study has been uploaded to Eplan for Traffic Review.

Robert Thompson/Fire on 4/4/2018

Street addresses shall be marked on the structure and shall be as approved by the City E-911 Addressing Officer.

General note 11 has been revised to include this requirement.

The main entrance of the building must be the address for the property. This should be consistent with 911, tax assessor, Inspections Division and future mailing address.

The address will be added to the building at the Brighton Entrance.

Emergency access for fire apparatus is available with the plans.

No comment required.

Adequate water supply is available for the building.

Portland Water District will provide a Capacity Letter.

Caitlin Cameron Design Review Comments dated April 11, 2018:

- *Applicant did not provide renderings of the project in context*
  The Applicant has provided renderings
- *More information on material finishes is requested*
  The Applicant has provided material finishes.

(a) R-P Residential Professional Zone
Standard (1) . For development within the R-P zone where there is a consistent established architectural style or character to the existing structures in the immediate vicinity tin which the development is proposed, that the concurrently visible architectural style or character of the proposed development would not be incongruous to that established style or character.

Staff determined that there is not a consistent, established architectural style or character to the immediate vicinity.

(i) Two-Family, Special Needs Independent Living Units, Multiple-Family . . . :
Standard (1) . Exterior Design – Building is multi-family and its 4-story scale relates that use. The context includes one-story commercial buildings and many small-scale vernacular residential buildings; other than the Barron Center, there is not much in the way of multi-family buildings in this area. Most of the residential context is from the early 20th century with the commercial corridor on Brighton Avenue having more recent buildings. The project varies the massing somewhat on the sides and rear of the building - this helps to mitigate the scale of this multi- family building which is larger than the single-family homes nearby. The central entrance is emphasized with a canopy. Aside from the canopy and the material variation, the façade and form appear flat and boxy. The window proportions are also inconsistent with those found in the residential context. In essence, the building does not look very residential. Staff suggests possible ways to bring more visual interest and a residential character to the building:

- *- Articulation elements*
  Refer to submitted 'Exterior Building Forms and Submission'
- *- More fine grain material than panel*
  Refer to submitted 'Exterior Building Forms and Submission'
- *- Different roofline treatment*
  Refer to submitted 'Exterior Building Forms and Submission'
- *- Depth at the windows*
  Refer to submitted 'Exterior Building Forms and Submission', see below
- *Reduce the number of materials, or adjust the placement*
  Refer to submitted 'Exterior Building Forms and Submission'

Questions:

- *What finishes on the materials are proposed?*
  Refer to submitted 'Exterior Building Forms and Submission'

- *What is the detail of the window openings? Do the windows have a reveal?*
  Refer to submitted 'Exterior Building Forms and Submission'

Additional Comments: The north side of Brighton Avenue in the vicinity of the project lot is defined by low rise, low density and low value early 20th century structures on lots that are capable of supporting higher density and more productive new structures. The south side of Brighton Avenue is defined by contemporary – mostly retail – forms and massing. 977 Brighton Avenue is designed to a) respond to residential development massing and densities permitted by the current comprehensive plan and zoning ordinance for this location, and b) establish a street wall that will relate to future residential improvements that could, over time, replace existing neighboring structures.

Standard (2). Relationship to Street –Building relationship to the street varies in this context – some buildings face the street, some are set back from the street, some turn the side to the street. The front orientation is to Brighton Street with a 17' front setback from the busy street and an entry porch.
Standard (3). Open Space – Open spaces provided on property – covered entry porch and landscape buffer surrounding building but no seating or yard space proposed.
Standard (4). Light and Air – All units provided with ample windows, some storage space.
Standard (5). Parking – Parking is away from Brighton Avenue, hidden by the building.
On the Wessex Street side, surface parking is not adequately screened from view – only two trees shown currently between parking and public ROW; no apparent screening provided between the surface parking and the neighboring properties.
A hedge of arborvitaes has been added.
Standard (6). Not applicable

Respectfully,

Thomas S. Greer, PE
Walsh Engineering Associates, Inc.

cc: Ben Walter, Greg Payne, File

Enc.

TRAFFIC IMPACT STUDY

FOR

PROPOSED

977 Brighton Ave
Elderly Apartments

Prepared For – Avesta 977 Brighton LP
Prepared By – William J. Bray, P.E.

May 2018

INTRODUCTION

Avesta 977 Brighton LP is proposing to construct a 40-unit one-bedroom elderly apartment building at 977 Brighton Avenue in the City of Portland. The proposed development site is located on the corner of Brighton Avenue and Wessex Street near the Brighton Avenue/Rand Road/Cabot Street intersection. The proposed project will provide a mix of both low income (34 units) and market rate units (6 units).

The proposed apartment building is accessed from two proposed driveway entrances that connect directly to Wessex Street, a short gravel dead-end private road.

The purpose of this study is to examine existing traffic conditions in the general vicinity of the proposed project, estimate the total number of site trips generated by the project and, make a determination as to whether the existing transportation system can safely accommodate the added traffic demand generated by the project.

EXISTING CONDITIONS

Existing Design Hour Traffic: Manual turning movement counts were conducted at both the Brighton Avenue/Warwick Street/Rowe Avenue and Brighton Avenue/Rand Road/Cabot Street intersections during the month of April, 2018. All traffic entering and exiting both intersections were recorded in 15-minute intervals between 7:00 and 9:00 AM and, again, between 3:00 and 6:00 PM (A copy of the traffic data is attached as an appendix to the report). From a summary of the data, peak hour times were established for both commuter travel periods. The "*morning*" peak hour occurs between 7:15 and 8:15 AM at the Rand Road intersection and between 7:45 and 8:45 AM at the Warwick intersection. The "*evening*" peak hour falls between 4:30 and 5:30 PM at Rand Road and between 4:45 and 5:45 PM at the Warwick Street/Brighton Avenue intersection.

Traffic data collected during the month of April requires an adjustment to reflect "*peak*" travel conditions experienced during the summer months of July and August. MaineDOT provides factors for adjusting traffic data collected during other periods of time. MaineDOT utilizes highway classifications of I, II, or III for all State and Local roadways. Group I roadways are defined as urban roadways or those roads that typically see commuter traffic and experience little fluctuation from week to week throughout the year. Group II roadways or arterial roads are those that see a combination of commuter and recreational traffic and; therefore, experience moderate fluctuations during the year. Group III roads or recreational roadways are typically used for recreational purposes and experience significant seasonal fluctuations. MaineDOT has designated the section of Brighton Avenue a Group I roadway, which requires the collected traffic data to be adjusted by a factor of approximately 1.093. Figure 1 illustratively presents the estimated 2018 Design Hour Traffic volumes for the two study intersections.

Roadway Safety Conditions: MaineDOT's Accident Records Section provided the latest three-year (2014 through 2016) crash data for the section of Brighton Avenue between Warwick Street and Rand Road, approximately 0.27 miles. MaineDOT's report is presented as follows:

2014 -2016 Traffic Accident Summary

Location	Total Crashes	Critical Rate Factor
1. Brighton Avenue/Warwick Street/Rowe Avenue	13	0.50
2. Brighton Avenue @ Terrace Avenue	1	0.11
3. Brighton Avenue/Rand Road/Cabot Street	18	0.54
4. Brighton Avenue btw, Rowe Avenue and Lomond Street	5	1.09
5. Brighton Avenue btw. Terrace Avenue to Webb Street	1	0.21
6. Brighton Avenue (WB Lane) Wessex Street to Cabot Street	4	0.64
7. Brighton Avenue (EB Lane) Rand Road to Wessex Street	3	0.58

The MaineDOT considers any roadway intersection or segment a high crash location if both of the following criteria are met:

- ***8 or more accidents***
- ***A Critical Rate Factor greater than 1.00***

As the data presented in the chart shows, there are no high crash locations within the defined study area.

SITE TRAFFIC

Site Trip Generation: Trip generation was determined for the proposed elderly apartment building based upon trip tables presented in the ninth edition of the Institute of Transportation Engineers (ITE) "**TRIP GENERATION**" handbook and local data collected at a similar Avesta Housing project located in the City of Saco. The ITE publication provides the following trip rates for an attached senior adult housing project:

Land-Use Code 252 – Senior Adult Housing - Attached

Street Peak Hour – AM Peak	*= 0.20 trips/unit*
Street Peak Hour – PM Peak	*= 0.25 trips/unit*

Avesta Housing operates a 30-unit senior housing project in the City of Saco on Dawn Marie Drive with very similar housing characteristics as the proposed Wessex Street project. Manual traffic data was collected at the Saco site on April 17/18 between 7:00 and 9:00 AM and, again, between 3:00 and 6:00 PM recording all entry and exiting trips to the existing facility. That data was summarized with peak hour totals determined for both commuter time periods. In the morning peak hour, a total of 6 vehicle trips were recorded and a total of 8 trips were counted in the afternoon peak hour. The 30-unit Saco facility, with a total of 29 units occupied, generates approximately 0.14 trips per unit in the morning peak hour and 0.28 vehicle trips in the afternoon peak hour.

The estimate of peak hour trip generation for the proposed Wessex Street facility was determined applying the higher trip rate from both noted sources. In the AM peak hour, a trip rate of 0.20 trips per unit was used and for the PM peak hour a trip rate of 0.28 trips per unit was applied. Accordingly, the proposed 40-unit senior apartment facility can be expected to generate a total of 8 trips in the morning peak hour and 11 trips in the afternoon peak hour.

Site Trip Distribution: The Institute of Transportation Engineers handbook provides the following directional distribution rates for a residential condominium for both the AM and PM peak hours:

Land-Use Code 252 – Senior Adult Housing - Attached

Street Peak Hour – AM Peak	*= 34% enter site/66% exit site*
Street Peak Hour – PM Peak	*= 54% enter site/46% exit site*

Based upon the noted directional distribution patterns, 3 trips during the morning peak hour and 6 trips in the evening peak hour will enter the site and the remaining trips (5 AM trips and 5 PM trips) will exit the site.

Vehicle Trip Composition: This report has assumed all vehicle trips generated by the proposed project are "*primary*" or "*new*" vehicle trips to the area street network.

Vehicle Trip Assignment: Peak hour site trips generated by the proposed Avesta Housing project were assigned to the adjacent roadway system based upon existing travel patterns of Wessex Street residents and the Consultant's knowledge of travel patterns in the City of Portland. The traffic assignment model assigns a total of 5 of the 8 trips generated in the AM peak hour through the Brighton Avenue/Warwick Street intersection with the remaining

trips traveling through the Rand Road/Brighton Avenue intersection. The PM peak hour travel model assigns 7 of the 11 trips generated by the project easterly through the Brighton Avenue/Warwick Street intersection and the balance of trips (4) will circulate through the Rand Road/Brighton Avenue intersection.

Figure 2 is a "*stick*" diagram that presents the assignment of the site trips to the study intersections.

FUTURE TRAFFIC

Annual Growth: The Traffic Impact Study has been prepared based upon a project completion in 2019. MaineDOT's historical traffic data is limited in the area of the proposed project. MaineDOT's traffic count data for the outer portion of Brighton Avenue would suggest the appropriateness of a 1% per year growth in traffic.

Figure 3 presents the estimated 2019 Design Hour Traffic volumes for the study intersections.

Other Development Traffic: Traffic generated by projects that have been approved by the local Planning Board and/or the Maine Department of Transportation, yet are not open, must be included in the estimate of pre-development traffic. Trips generated by the proposed Dirigo Plaza project in the neighboring City of Westbrook and projected trip generation of the Hall School expansion project were appropriately distributed through both study intersections.

Figure 4 graphically presents the estimated other development trips impacting the two study intersections for each peak hour time period.

2019 Pre-Development Traffic: 2019 Pre-Development traffic forecasts were prepared for the study intersections by combining the estimated 2019 design hour traffic volumes highlighted on Figure 3 and the Other Development traffic values displayed on Figure 4. Figure 5 presents the 2019 pre-development traffic forecasts for the site driveway intersections.

2019 Post-Development Traffic: 2019 Post-Development traffic forecasts were prepared for the study intersections by combining the 2019 Pre-Development travel forecasts illustrated on Figure 5 with the estimated site generated trips highlighted on Figure 2. Figure 6 presents the estimated 2019 Post-Development Traffic forecasts at the study intersections.

MOBILITY ANALYSIS

Capacity analyses of 2019 post-development traffic conditions were performed utilizing the Synchro and SimTraffic computer models. Level of Service rankings are similar to the academic grading system, where an "*A*" is very good with little delay and "*F*" represents very poor conditions.

The following table summarizes the relationship between delay and Level of Service for a signalized intersection:

Level of Service Criteria for Signalized Intersections

Level of Service	Total Control Delay (sec/veh)
A	Up to 10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	Greater than 80.0

The results of the capacity analyses for both signalized study intersections, at Rand Road and Warwick Street, is presented in the following table:

Level of Service Summary – (Signalized Intersection)
2019 Post-Development Condition

	2019 Post-Development			
	AM Peak Hour		PM Peak Hour	
Intersection/Approach	Delay (sec.)	LOS	Delay (sec.)	LOS
Brighton Avenue/Rand Road/Cabot Street				
- Brighton Avenue EB	22 sec.	C	20 sec.	C
- Brighton Avenue WB	13 sec.	B	17 sec.	B
- Rand Road NB	15 sec.	B	15 sec.	B
- Cabot Street SB	48 sec.	D	55 sec.	D
- Overall Intersection	17 sec.	B	18 sec.	B
Brighton Avenue/Warwick Street/Cabot Street				
- Brighton Avenue EB	17 sec.	B	45 sec.	D
- Brighton Avenue WB	13 sec.	B	31 sec.	C
- Warwick Street SB	47 sec.	D	47 sec.	D
- Rowe Avenue NB	40 sec.	D	53 sec.	D
- Overall Intersection	17 sec.	B	39 sec.	D

Both signalized intersections, highlighted in the preceding table, are expected to operate overall at acceptable levels of service under forecast 2019 post-development travel conditions. Vehicles entering the Brighton Avenue/Rand Road/Cabot Street intersection from the Cabot Street approach experience somewhat long delays; this is a pre-existing condition not directly impacted by the proposed project. A similar condition is forecast for both side-street approaches at the Brighton Avenue/Warwick Street/Rowe Avenue intersection. The eastbound approach of Brighton Avenue also experiences lengthy delays, resulting from left-turn movements onto Warwick Street interrupting or "*blocking*" through vehicle travel on Brighton Avenue.

A capacity analysis was also performed for the unsignalized Wessex Street/Brighton Avenue intersection for both 2019 Pre- and Post-development conditions.

The following table summarizes the relationship between delay and Level of Service for an unsignalized intersection:

Level of Service Criteria for Unsignalized Intersections

Level of Service	Total Control Delay (sec/veh)
A	Up to 10.0
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	Greater than 50.0

The results of the capacity analysis are presented in the following table:

Unsignalized Intersection Level of Service Summary
2019 Pre- and Post-Development Conditions

	2019 Pre-Development				2019 Post-Development			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection/Approach	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
Brighton Avenue @ Wessex Street								
- Brighton Avenue EB	7 sec.		19 sec.		7 sec.		16 sec.	
- Brighton Avenue WB	2 sec.		3 sec.		2 sec.		3 sec.	
- Wessex Street SB	17 sec.		0		24 sec.		50 sec. (1)	
- Overall Intersection	5 sec.		10 sec.		5 sec.		9 sec.	

NOTE: (1) The table presents a very marked difference in vehicle delay during the PM peak hour on the Wessex Street approach for the pre- and post-development condition. In actuality, the pre-development condition assumed zero trips exiting Wessex Street, which would result in zero delay. One or two trips added to the pre-development condition would result in similar results as shown for the post-development condition.

The results of the capacity analysis completed for the Wessex Street intersection shows the intersection operates at acceptable levels of service during both travel time periods. Traffic exiting Wessex Street will encounter somewhat lengthy delays; a travel condition that generally occurs from side-streets intersecting a busy arterial highway.

VEHICLE QUEUE ASSESSMENT

Ninety-fifth (95%) percentile vehicle queues, an output of the detailed capacity analyses, were calculated for the westbound approach of Brighton Avenue at Rowe Avenue and the westbound approach of Brighton Avenue at Rand Road for both 2019 pre- and post-development conditions. The following table summarizes the queuing results:

Summary of 95th Percentile Queues
2019 Pre and Post-Development Conditions

Intersection/Approach	2019 Pre-Development Queues – AM Peak Hour	2019 Pre-Development Queues – PM Peak Hour	2019 Post-Development Queues– AM Peak Hour	2019 Post-Development Queues - PM Peak Hour
Brighton Avenue/Rand Road/Cabot Street				
- Brighton Avenue WB	184 feet	304 feet	192 feet	316 feet
Brighton Avenue/Warwick Street/Rowe Avenue				
- Brighton Avenue EB	337 feet	447 feet	349 feet	465 feet

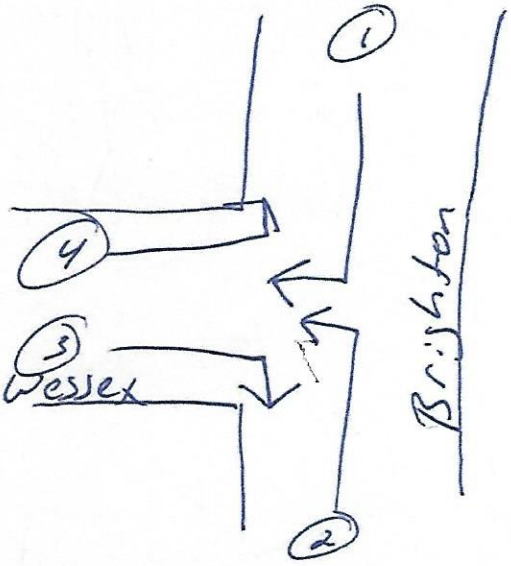
The measured distance from stop bar in the westbound lanes of Brighton Avenue at Rand Road to Wessex Street is approximately 418 feet. A similar distance (405) feet was measured in the eastbound lane of Brighton Avenue between the stop bar at Rowe Avenue to a point opposite Wessex Street. The queuing analysis of both pre- and post-development travel conditions shows the 95th percentile queues in the westbound lanes of Brighton Avenue do not block egress from the Wessex Street approach under all travel scenarios. The queuing analysis completed for the eastbound travel lanes show the 95th percentile queues very minimally block left-turn egress from the Wessex Street approach to Brighton Avenue eastbound. As highlighted in the chart this is a pre-existing condition that is reflective of the heavy through traffic volumes on Brighton Avenue and the geometry of the intersection. The proposed project has virtually no impact on the length of vehicle queues at either study intersection.

CONCLUSIONS/RECOMMENDATIONS

1. The proposed 977 Brighton Avenue apartment building project is forecast to generate a total of 8 trips during the morning peak hour and an additional 11 trips in the evening peak hour. Three (3) trips during the morning peak hour and 6 trips in the evening peak hour will enter the site and the remaining trips (5 AM trips and 5 PM trips) will exit the site.
2. Wessex Street is a very short street with a gravel surface that provides street access to a few residential properties. Existing peak hour traffic entering/exiting the street is exceptionally low, with total peak hour volumes of less than 7 vehicles recorded during both peak hour time periods.
3. MaineDOT's most recent three-year safety audit for the section of Brighton Avenue between Rand Road and the Warwick Street/Rowe Avenue intersection, a distance of 0.27 miles, shows the frequency of traffic crashes reported for each identified roadway segment and intersection is below MaineDOT's threshold criteria for identification of a high crash location.
4. Both signalized intersections (Brighton Avenue/Rand Road/Cabot Street and Brighton Avenue/Warwick Street/Rowe Avenue), located within the study area, experience heavy traffic flows during peak hour times. The Brighton Avenue/Rand Road/Cabot Street intersection presently serves a total of 2,498 vehicles in the morning peak hour and a slightly higher volume of 2,822 vehicles in the evening peak hour. The proposed project will add an additional 5 trips to the intersection in the morning peak hour and 7 trips in the afternoon peak hour. Both projected trip increases represent less than a one-quarter percent increase in traffic. The Brighton Avenue/Rand Road/Cabot Street intersection handles a total of 2,370 vehicles in the AM peak hour and a total of 2,718 vehicles in the PM peak hour. The proposed project will add a total of 3 new vehicle trips in the morning peak hour and 4 trips in the afternoon peak hour, representing increases of much less than one-quarter of a percent.
5. Intersection capacity analyses were performed for both signalized intersections for the 2019 Post-development condition, to determine the operational performance of both locations. The analysis shows both intersections operate at acceptable levels of service during peak travel times. Traffic entering the intersection from the side-street approaches at both intersections do experience somewhat lengthy levels of delay, an existing condition. Eastbound traffic on Brighton Avenue in the afternoon peak hour is slowed somewhat because of the number of drivers turning left from Brighton Avenue to Warwick Street, again, an existing operating problem at this location.
6. Ninety-fifth (95%) percentile vehicle queues, an output of the detailed capacity analyses, were calculated for the westbound lanes of Brighton Avenue at Rand Road and the eastbound lanes at Brighton Avenue and Warwick Street for both 2019 pre and post-development traffic loadings. The queuing analysis of both pre- and post-development travel conditions shows the 95th percentile queues in the westbound lanes of Brighton Avenue do not block egress from the Wessex Street approach under all travel scenarios. The queuing analysis completed for the eastbound travel lanes show the 95th percentile queues very minimally block left-turn egress from the Wessex Street approach to Brighton Avenue eastbound. As highlighted in the chart, this is a pre-existing condition that is reflective of the heavy through traffic volumes on Brighton Avenue and the geometry of the intersection. The proposed project, which adds very few trips to either intersection, has virtually no impact on the length of vehicle queues at either study intersection.

Job No._____

INTERSECTION PLAN
WITH NUMBERED MOVEMENTS:



INTERSECTION Wessex & Brighton
DATE 4/5/18
DAY OF WEEK Thursday
WEATHER Clear
REMARKS:

COUNT SUMMARY
MOVEMENT

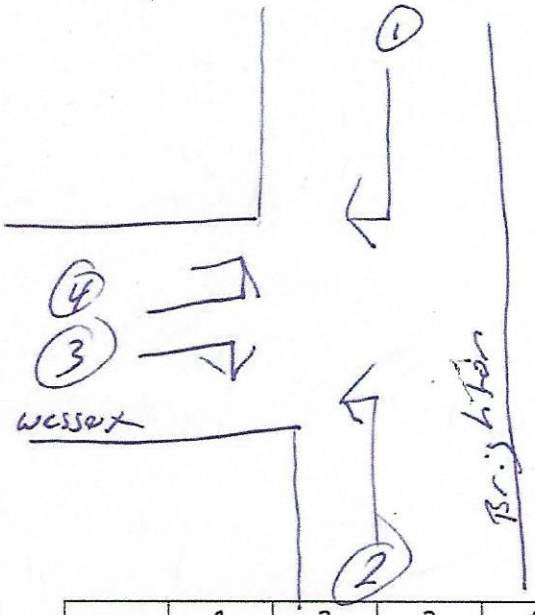
Am	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
7:00 7:15	0	1	0	0									
7:15 7:30	0	0	0	0									
7:30 7:45	0	0	0	1									1
7:45 8:00	2	0	0	1									3
8:00 8:15	0	0	0	2									2
8:15 8:30	0	0	0	0									0
8:30 8:45	0	0	0	0									
8:45 9:00	1	0	0	0									
:00 :15													
:15 :30													
:30 :45													
:45 :00													

PEAK HOUR COUNT TIME: To:

	2			4								

Job No._____

INTERSECTION PLAN
WITH NUMBERED MOVEMENTS:



INTERSECTION Wessex & Brighton
DATE 4/4/18
DAY OF WEEK Wednesday
WEATHER Rain
REMARKS:

COUNT SUMMARY
MOVEMENT

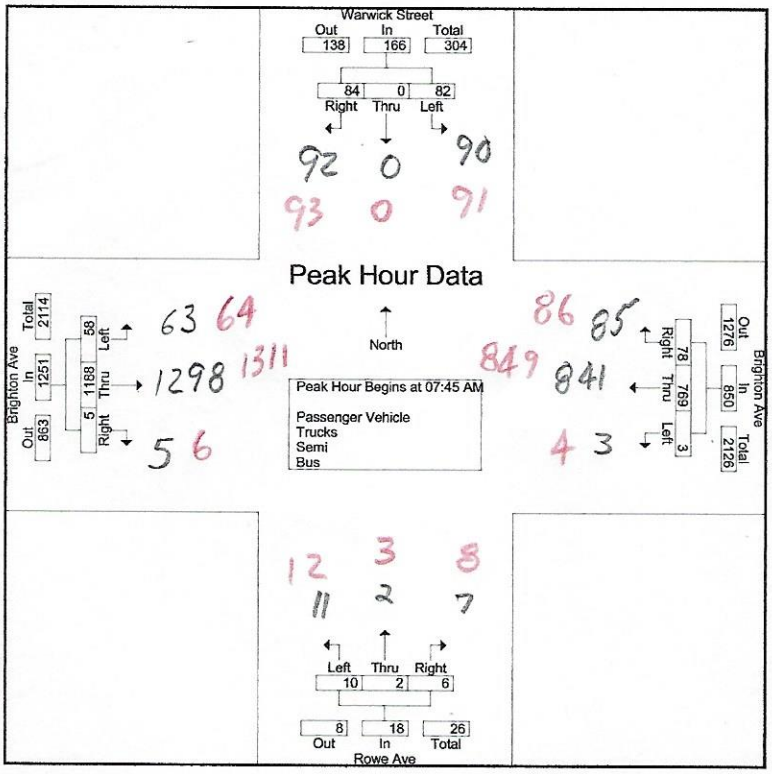
PM	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
3 :00 3 :15	0	1	0	0									
3 :15 3 :30	0	1	0	0									
3 :30 3 :45	0	0	0	0									
3 :45 4 :00	0	0	0	0									
4 :00 4 :15	0	0	0	0									
4 :15 4 :30	0	0	0	0									
4 :30 4 :45	0	0	0	0									
4 :45 5 :00	0	0	0	0									
5 :00 5 :15	0	0	1	0									
5 :15 5 :30	0	0	0	0									
5 :30 5 :45	0	0	0	0									
5 :45 6 :00	0	0	0	0									

PEAK HOUR COUNT TIME: To:

		2										

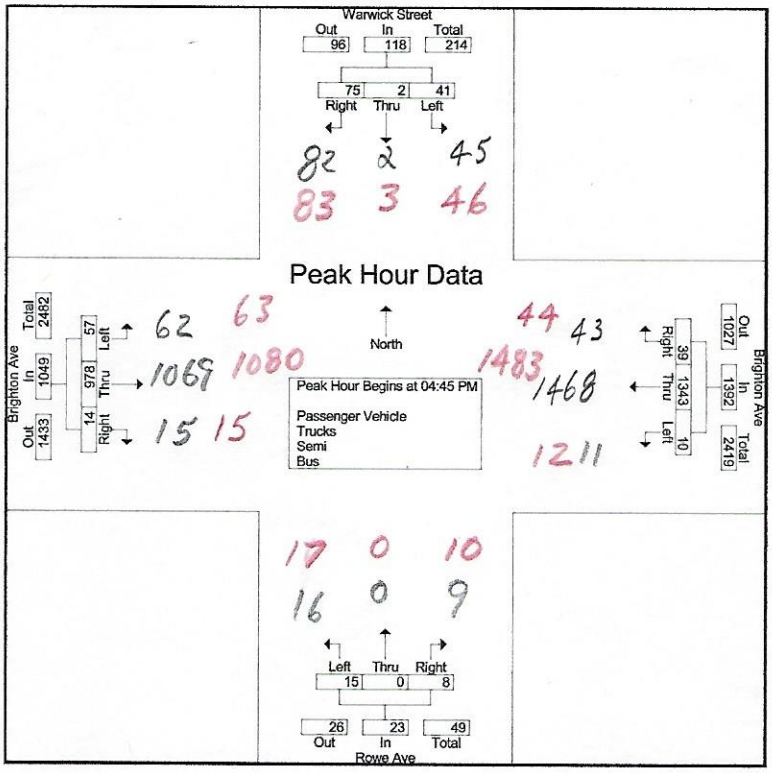
Portland Warwick, Brighton & Rowe
Tuesday April 3, 2018
Clear
Count By: Dawn-Marie Fahey

File Name : Portland Warwick & Brighton AM 040318
Site Code : 00040318
Start Date : 4/3/2018
Page No : 6



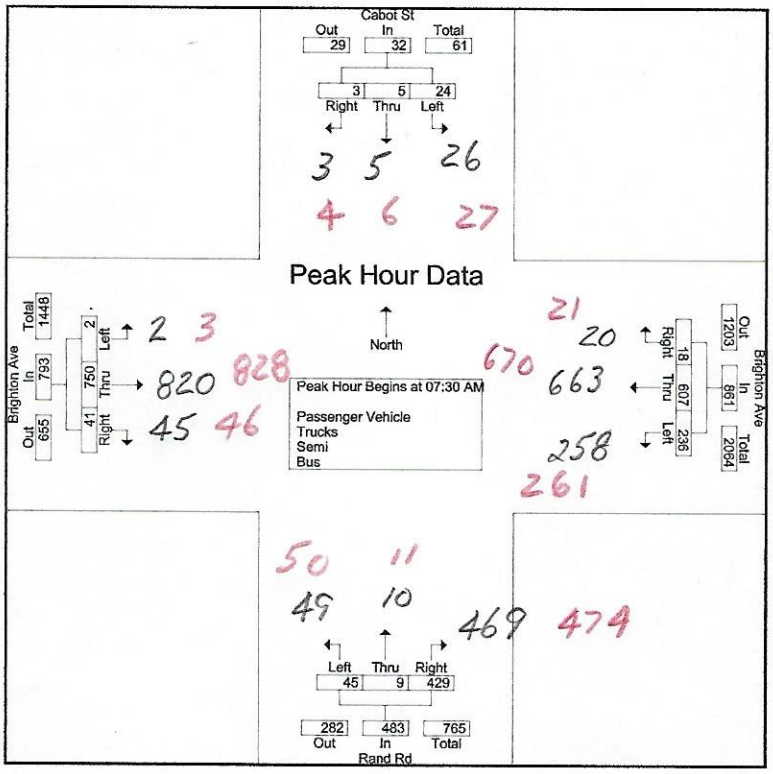
Portland: Brighton, Warwick & Rowe
Monday April 2, 2018
Partly Cloudy
Count By: Dawn-Marie Fahey

File Name : Portland Warwick & Brighton PM 040218
Site Code : 00040218
Start Date : 4/2/2018
Page No : 6



Portland: Brighton/Rand/Cabot
Friday April 27, 2018
Cloudy
Count By:Dawn-Marie Fahey

File Name : portland brighton & rand am 042718
Site Code : 00427181
Start Date : 4/27/2018
Page No : 6

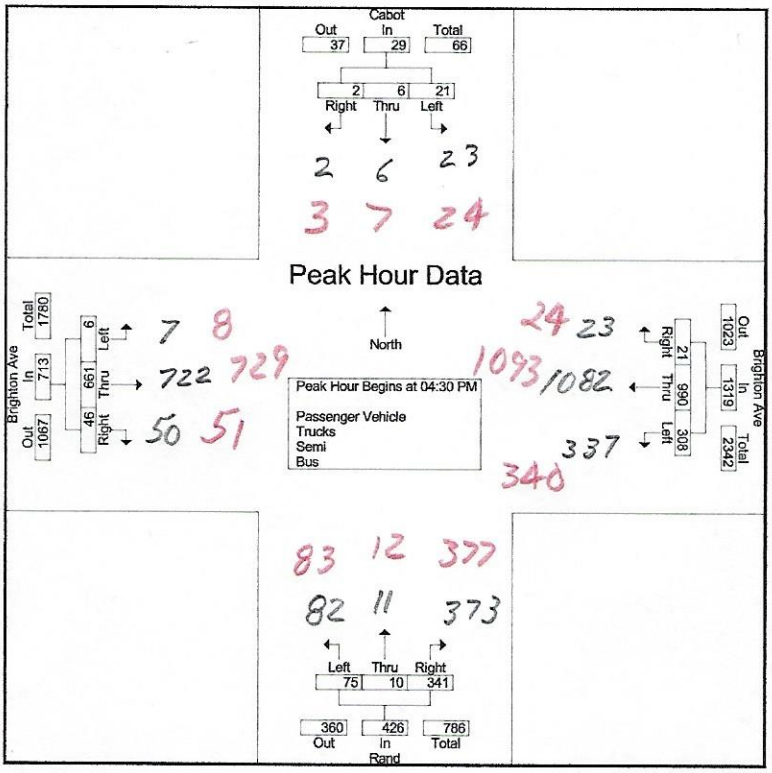


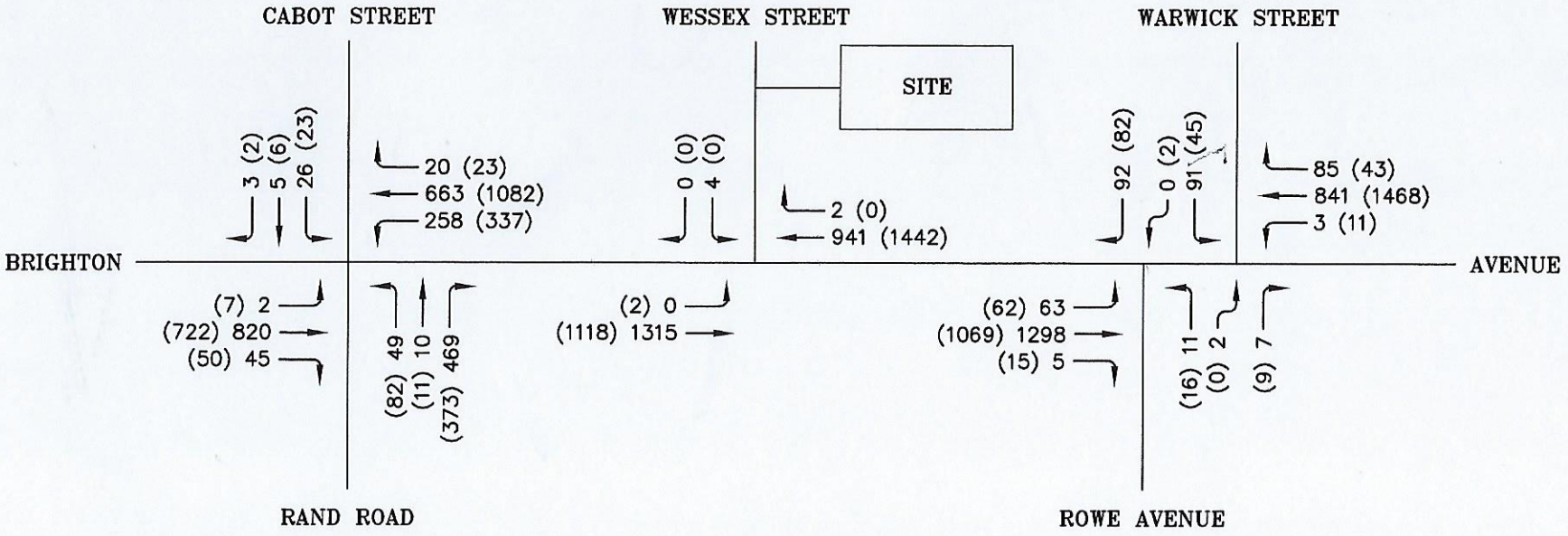
XX = Seasonal Adjustment x 1.093

XX = 2019 DHV x 1.01%

Portland: Brighton/Rand/Cabot
Thursday April 26, 2018
Clear
Count By: Dawn-Marie & James Fahey

File Name : Portland Brighton & Rand PM 042618
Site Code : 00426182
Start Date : 4/26/2018
Page No : 6





LEGEND

XX = AM PEAK HOUR

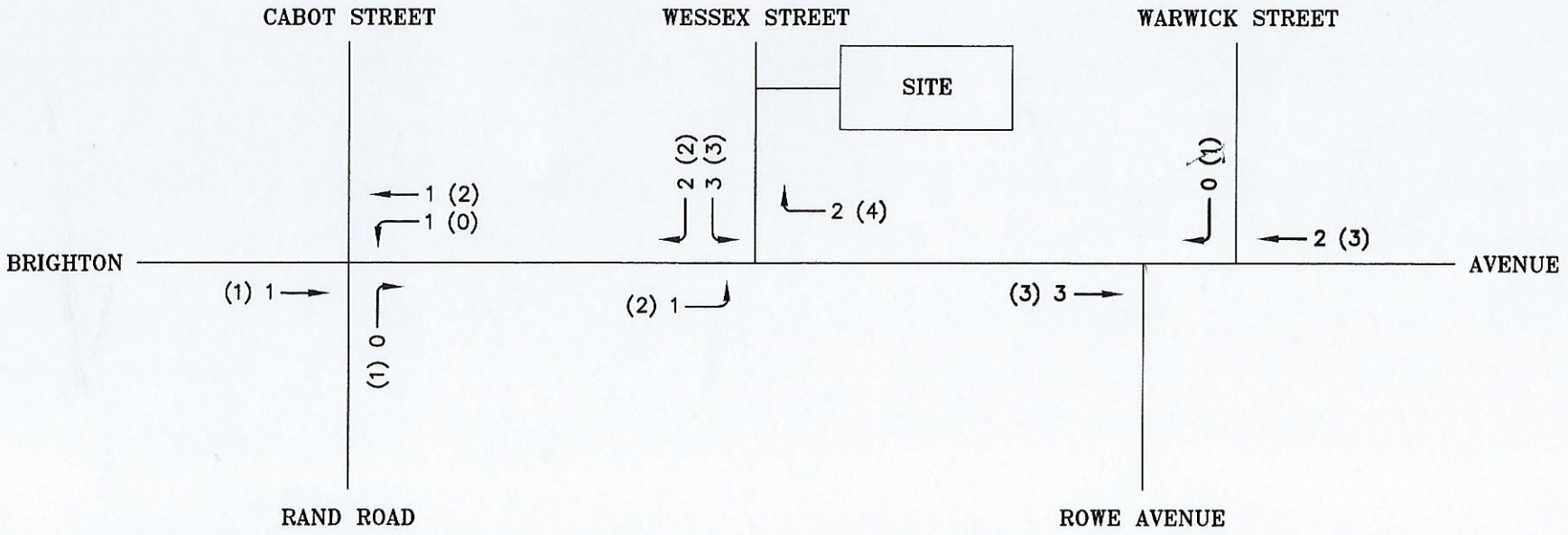
(XX) = PM PEAK HOUR

2018 DESIGN HOUR TRAFFIC

FIGURE 1

E:\LAND PROJECTS\34000\344399 TRAFFIC SOLUTIONS\977 BRIGHTON AVE\PLANSET\977 BRIGHTON AVE.DWG

Project Name and Location: 977 BRIGHTON AVE – ELDERLY APTS.	TRAFFIC SOLUTIONS 235 BANCROFT STREET, PORTLAND, MAINE 04102-1730
DATE: MAY, 2018	FIGURE: 1



LEGEND

XX = AM PEAK HOUR

(XX) = PM PEAK HOUR

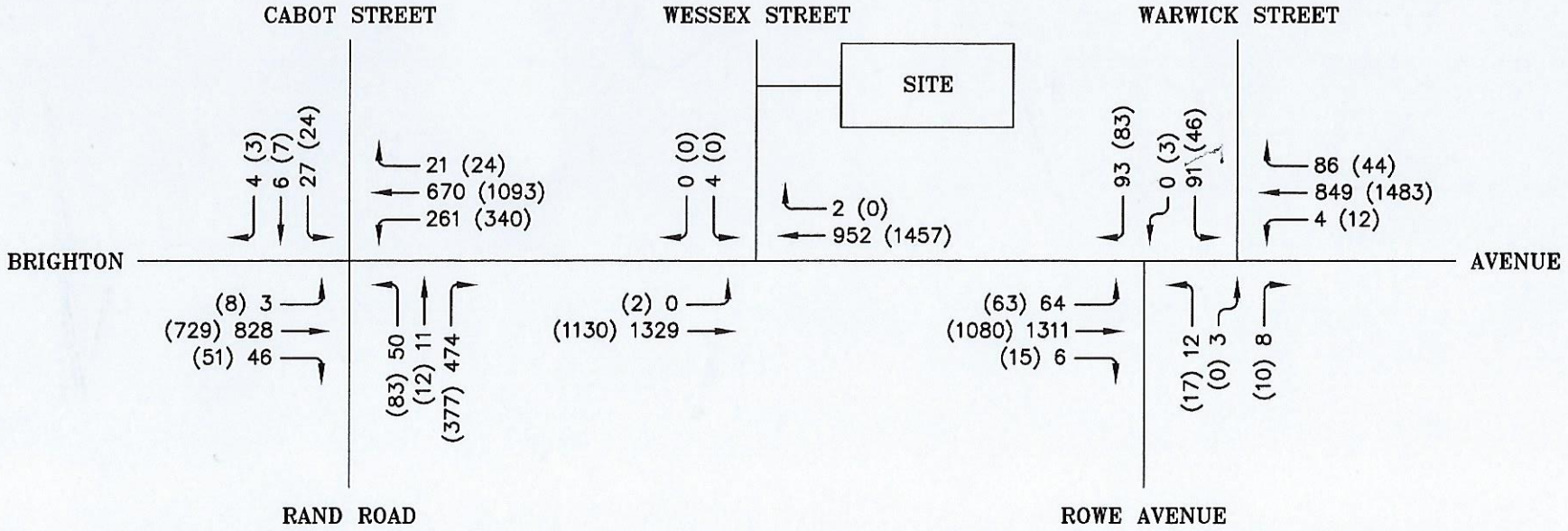
SITE TRIP ASSIGNMENT

FIGURE 2

E:\LAND PROJECTS\34000\344399 TRAFFIC SOLUTIONS\977 BRIGHTON AVE\PLANSET\977 BRIGHTON AVE.DWG

Project Name and Location: 977 BRIGHTON AVE – ELDERLY APTS.	TRAFFIC SOLUTIONS
DATE: MAY, 2018	FIGURE: 2

235 BANCROFT STREET, PORTLAND, MAINE 04102-1730



LEGEND

XX = AM PEAK HOUR

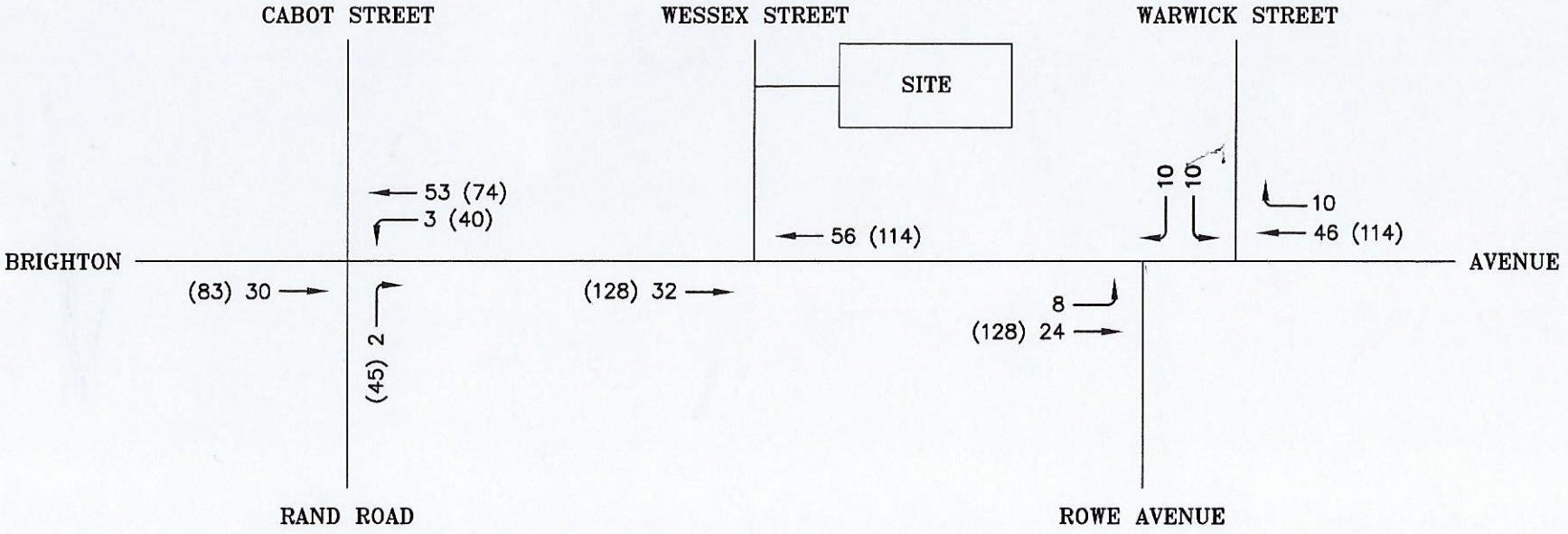
(XX) = PM PEAK HOUR

2019 DESIGN HOUR TRAFFIC

FIGURE 3

E:\LAND PROJECTS\34000\344399 TRAFFIC SOLUTIONS\977 BRIGHTON AVE\PLANSET\977 BRIGHTON AVE.DWG

Project Name and Location: 977 BRIGHTON AVE – ELDERLY APTS.	TRAFFIC SOLUTIONS
DATE: MAY, 2018 / FIGURE: 3	235 BANCROFT STREET, PORTLAND, MAINE 04102-1750



LEGEND

XX = AM PEAK HOUR

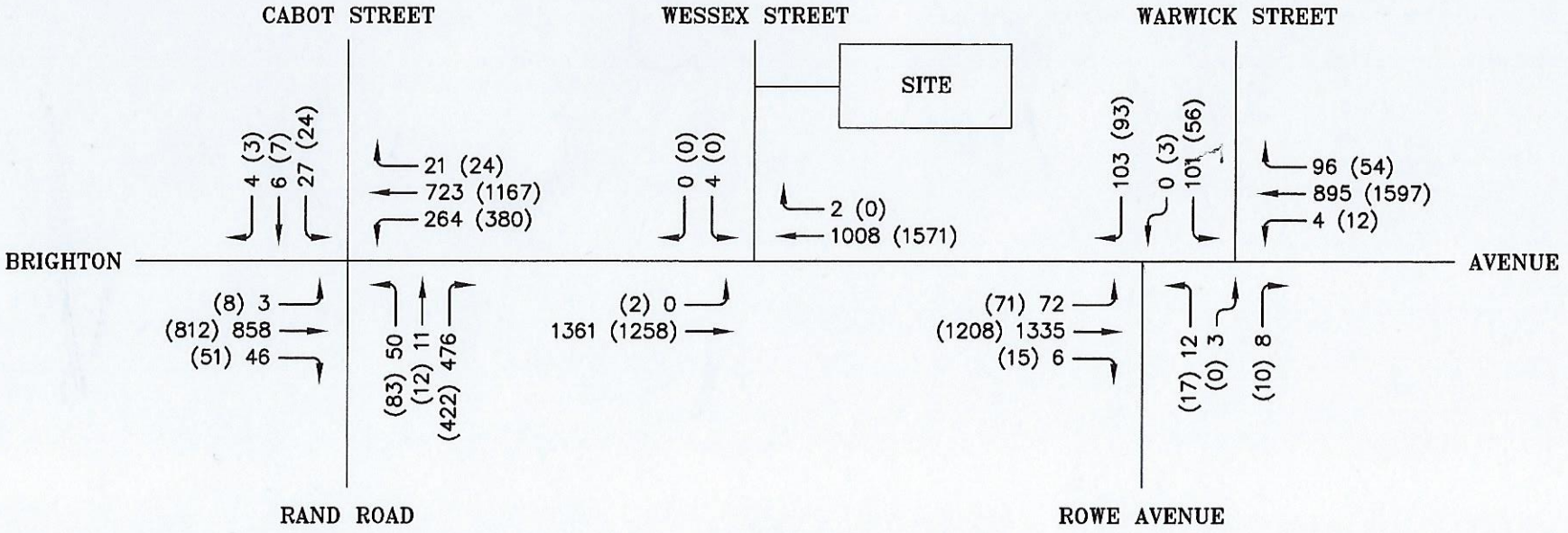
(XX) = PM PEAK HOUR

OTHER DEVELOPMENT TRAFFIC

FIGURE 4

E:\LAND PROJECTS\34000\344399 TRAFFIC SOLUTIONS\977 BRIGHTON AVE\PLANSET\977 BRIGHTON AVE.DWG

Project Name and Location: 977 BRIGHTON AVE – ELDERLY APTS.	TRAFFIC SOLUTIONS 235 BANCROFT STREET, PORTLAND, MAINE 04102-1730
DATE: MAY, 2018	FIGURE: 4



LEGEND

XX = AM PEAK HOUR

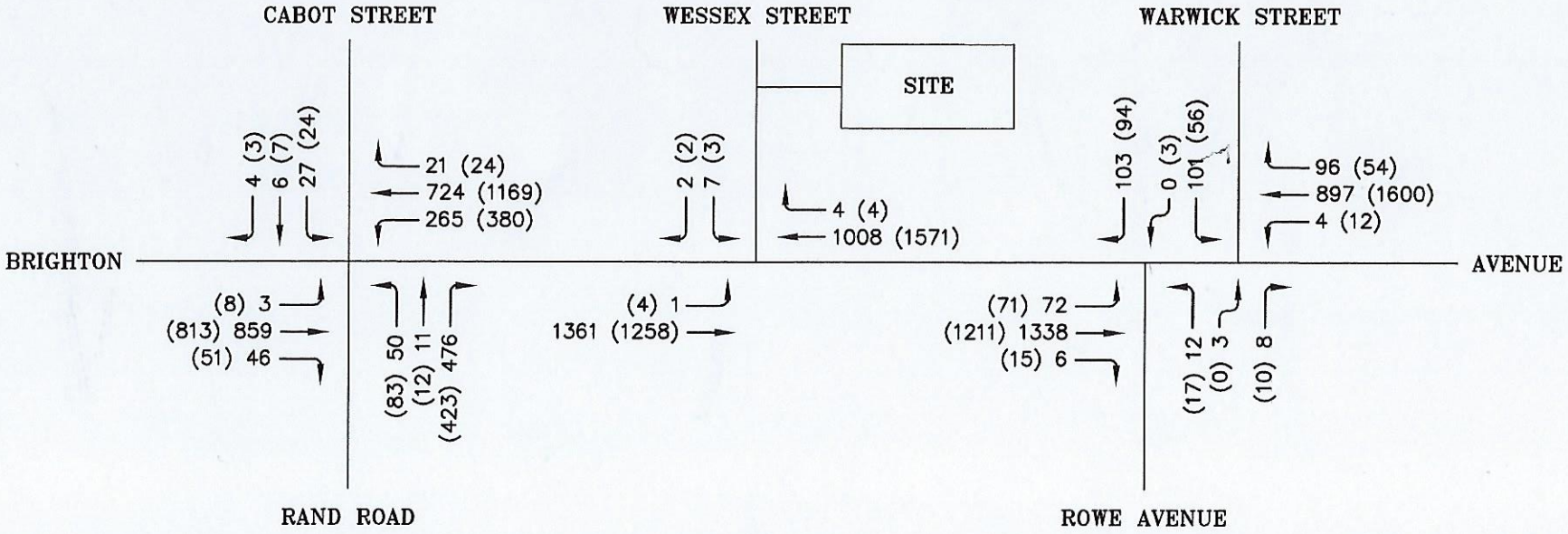
(XX) = PM PEAK HOUR

2019 PRE-DEVELOPMENT TRAFFIC

FIGURE 5

E:\LAND PROJECTS\34000\344399 TRAFFIC SOLUTIONS\977 BRIGHTON AVE\PLANSET\977 BRIGHTON AVE.DWG

Project Name and Location: 977 BRIGHTON AVE – ELDERLY APTS.	TRAFFIC SOLUTIONS
DATE: MAY, 2018 FIGURE: 5	235 BANCROFT STREET, PORTLAND, MAINE 04102-1730



LEGEND

XX = AM PEAK HOUR

(XX) = PM PEAK HOUR

2019 POST-DEVELOPMENT TRAFFIC

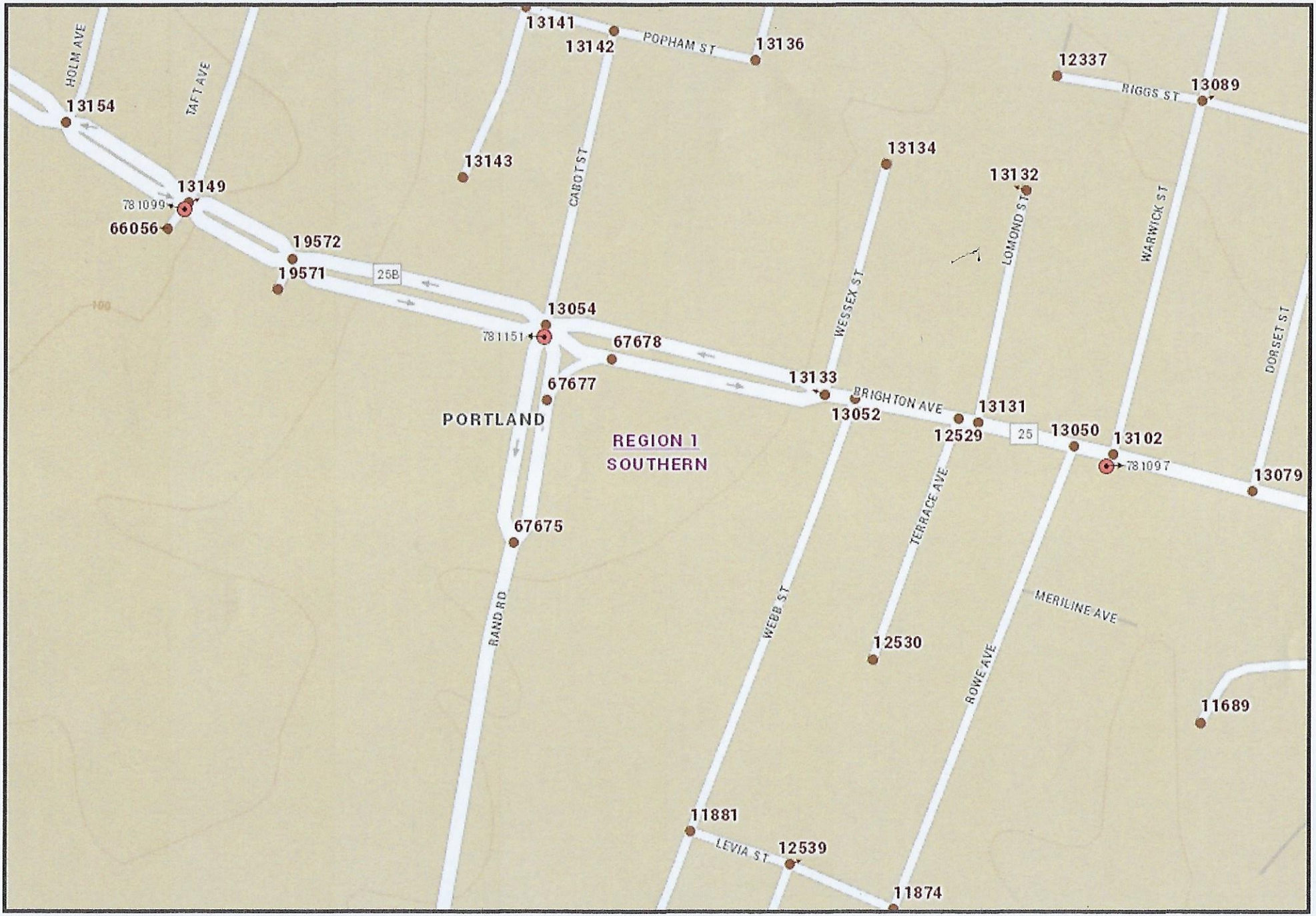
FIGURE 6

E:\LAND PROJECTS\34000\344399 TRAFFIC SOLUTIONS\977 BRIGHTON AVE\PLANSET\977 BRIGHTON AVE.DWG

Project Name and Location: 977 BRIGHTON AVE – ELDERLY APTS.	TRAFFIC SOLUTIONS
DATE: MAY, 2018	FIGURE: 6

235 BANCROFT STREET, PORTLAND, MAINE 04102-1730

DEFAULT TITLE FROM MAP DOCUMENT



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0.08 Miles

1 inch = 0.06 miles

Date: 3/26/2018
Time: 9:41:07 AM

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I ☐ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Brighton Ave in Portland

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: **0025X**	Start Node: **13102**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **13054**	End Offset: **0**	☐ **Exclude Last Node**
Route: **0025E**	Start Node: **13054**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **13133**	End Offset: **0**	☑ **Exclude Last Node**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
P13102	0025X - 2.84	Int of BRIGHTON AV WARWICK ST	9	17	0	0	1	3	13	23.5	10.236	0.55	1.09	0.00
												Statewide Crash Rate:	0.71	
A13050	0025X - 2.85	Int of BRIGHTON AV, ROWE AV	9	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.71	
A13131	0025X - 2.88	Int of BRIGHTON AV LOMOND ST	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.13	
P12529	0025X - 2.89	Int of BRIGHTON AV TERRACE AV	2	1	0	0	0	0	1	0.0	10.053	0.03	0.28	0.00
												Statewide Crash Rate:	0.13	
13052	0025X - 2.92	Int of BRIGHTON AV WEBB ST	2	0	0	0	0	0	0	0.0	10.146	0.00	0.28	0.00
												Statewide Crash Rate:	0.13	
13133	0025X - 2.93	Int of BRIGHTON AV WESSEX ST	2	0	0	0	0	0	0	0.0	10.048	0.00	0.28	0.00
												Statewide Crash Rate:	0.13	
P13054	0025X - 3.02	Int of BRIGHTON AV CABOT ST RAND RD	9	18	0	0	0	3	15	16.7	10.372	0.58	1.08	0.00
												Statewide Crash Rate:	0.71	
A67678	0025E - 2.67	Int of BRIGHTON AV RD INV 3209763	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.13	
Study Years:	3.00	**NODE TOTALS:**		36	0	0	1	6	29	19.4	50.855	0.24	0.49	0.48

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
13050	13102	3131552	0 - 0.01	0025X - 2.84	0.01	2	0	0	0	0	0	0	0.0	0.00097	0.00	685.51	0.00
Int of BRIGHTON AV, ROWE AV				ST RTE 25											Statewide Crash Rate: 193.37		
13050	13131	3131553	0 - 0.03	0025X - 2.85	0.03	2	5	0	0	0	1	4	20.0	0.00295	565.19	517.70	1.09
Int of BRIGHTON AV, ROWE AV				ST RTE 25											Statewide Crash Rate: 193.37		
12529	13131	3120019	0 - 0.01	0025X - 2.88	0.01	2	0	0	0	0	0	0	0.0	0.00098	0.00	683.46	0.00
Int of BRIGHTON AV TERRACE AV				ST RTE 25											Statewide Crash Rate: 193.37		
12529	13052	3130457	0 - 0.03	0025X - 2.89	0.03	2	1	0	0	0	0	1	0.0	0.00306	108.90	512.74	0.00
Int of BRIGHTON AV TERRACE AV				ST RTE 25											Statewide Crash Rate: 193.37		
13052	13133	3123711	0 - 0.01	0025X - 2.92	0.01	2	0	0	0	0	0	0	0.0	0.00100	0.00	680.21	0.00
Int of BRIGHTON AV WEBB ST				ST RTE 25											Statewide Crash Rate: 193.37		
13054	13133	3139185	0 - 0.09	0025X - 2.93	0.09	2	4	0	0	0	1	3	25.0	0.00447	298.20	465.39	0.00
Int of BRIGHTON AV CABOT ST RAND RD				ST RTE 25											Statewide Crash Rate: 193.37		
13054	67678	3416044	0 - 0.02	0025E - 2.65	0.02	2	0	0	0	0	0	0	0.0	0.00068	0.00	742.17	0.00
Int of BRIGHTON AV CABOT ST RAND RD				ST RTE 25E											Statewide Crash Rate: 193.37		
67678	13133	3416045	0 - 0.07	0025E - 2.67	0.07	2	3	0	0	0	2	1	66.7	0.00351	284.77	494.91	0.00
Int of BRIGHTON AV RD INV 3209763				ST RTE 25E											Statewide Crash Rate: 193.37		
Study Years: 3.00				**Section Totals:**	0.27		13	0	0	0	4	9	30.8	0.01763	245.86	339.69	0.72
				Grand Totals:	0.27		49	0	0	1	10	38	22.4	0.01763	926.69	470.31	1.97

Summary of All Intervals

Run Number	2	3	4	5	6	Avg
Start Time	6:55	6:55	6:55	6:55	6:55	6:55
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2725	2762	2759	2805	2884	2789
Vehs Exited	2726	2727	2770	2795	2864	2776
Starting Vehs	53	52	54	45	33	45
Ending Vehs	52	87	43	55	53	56
Travel Distance (mi)	999	995	1008	1021	1048	1014
Travel Time (hr)	58.1	57.2	58.9	77.9	61.3	62.7
Total Delay (hr)	26.8	26.1	27.2	45.8	28.4	30.9
Total Stops	2619	2499	2586	3317	2604	2725
Fuel Used (gal)	44.8	44.2	44.9	50.4	47.2	46.3

Interval #0 Information Seeding

Start Time	6:55
End Time	7:00
Total Time (min)	5

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	2	3	4	5	6	Avg
Vehs Entered	2725	2762	2759	2805	2884	2789
Vehs Exited	2726	2727	2770	2795	2864	2776
Starting Vehs	53	52	54	45	33	45
Ending Vehs	52	87	43	55	53	56
Travel Distance (mi)	999	995	1008	1021	1048	1014
Travel Time (hr)	58.1	57.2	58.9	77.9	61.3	62.7
Total Delay (hr)	26.8	26.1	27.2	45.8	28.4	30.9
Total Stops	2619	2499	2586	3317	2604	2725
Fuel Used (gal)	44.8	44.2	44.9	50.4	47.2	46.3

4: Rand/Cabot & Brighton Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.4	0.1	0.2
Total Del/Veh (s)	21.6	13.4	14.9	47.7	17.2

6: Rowe/Warwick & Brighton Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.5	3.9	0.1	0.2	1.8
Total Del/Veh (s)	16.8	12.9	47.2	39.6	17.4

9: Brighton & Development Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	6.9	1.8	23.6	4.8

Total Network Performance

Denied Del/Veh (s)	1.8
Total Del/Veh (s)	37.4

Intersection: 4: Rand/Cabot & Brighton

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	L	T	TR	LT	R	LTR
Maximum Queue (ft)	121	401	339	189	203	217	225	122	275	81
Average Queue (ft)	6	225	170	75	101	90	96	56	111	31
95th Queue (ft)	48	340	295	150	171	178	192	107	246	68
Link Distance (ft)		486	486			434	434	572	572	387
Upstream Blk Time (%)		0								
Queuing Penalty (veh)		0								
Storage Bay Dist (ft)	75			275	275					
Storage Blk Time (%)		37			0					
Queuing Penalty (veh)		1			0					

Intersection: 6: Rowe/Warwick & Brighton

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	354	360	361	321	57	267
Average Queue (ft)	175	183	146	101	21	124
95th Queue (ft)	336	349	331	286	50	218
Link Distance (ft)	363	363	530	530	454	530
Upstream Blk Time (%)	0	1	2	0		
Queuing Penalty (veh)	3	5	0	0		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 9: Brighton & Development

Movement	EB	EB	SB
Directions Served	LT	T	LR
Maximum Queue (ft)	93	77	38
Average Queue (ft)	12	9	7
95th Queue (ft)	77	58	28
Link Distance (ft)	434	434	154
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 10

Summary of All Intervals

Run Number	1	2	5	6	7	Avg
Start Time	4:55	4:55	4:55	4:55	4:55	4:55
End Time	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	3362	3352	3210	3342	3409	3333
Vehs Exited	3337	3350	3135	3322	3413	3311
Starting Vehs	77	96	53	80	82	77
Ending Vehs	102	98	128	100	78	99
Travel Distance (mi)	1208	1209	1139	1203	1229	1197
Travel Time (hr)	114.7	104.7	108.5	96.7	109.2	106.7
Total Delay (hr)	77.2	67.1	73.1	59.4	71.0	69.6
Total Stops	4303	4154	3819	4125	4062	4094
Fuel Used (gal)	65.1	62.0	60.6	60.7	64.5	62.6

Interval #0 Information Seeding

Start Time	4:55
End Time	5:00
Total Time (min)	5

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	5	6	7	Avg
Vehs Entered	3362	3352	3210	3342	3409	3333
Vehs Exited	3337	3350	3135	3322	3413	3311
Starting Vehs	77	96	53	80	82	77
Ending Vehs	102	98	128	100	78	99
Travel Distance (mi)	1208	1209	1139	1203	1229	1197
Travel Time (hr)	114.7	104.7	108.5	96.7	109.2	106.7
Total Delay (hr)	77.2	67.1	73.1	59.4	71.0	69.6
Total Stops	4303	4154	3819	4125	4062	4094
Fuel Used (gal)	65.1	62.0	60.6	60.7	64.5	62.6

4: Rand/Cabot & Brighton Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.3	0.1	0.1
Total Del/Veh (s)	20.4	16.5	15.4	54.9	17.9

6: Rowe/Warwick & Brighton Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	3.7	22.8	0.1	0.3	13.5
Total Del/Veh (s)	45.4	31.4	47.1	53.1	38.6

9: Brighton & Development Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	15.7	3.2	49.4	8.6

Total Network Performance

Denied Del/Veh (s)	12.9
Total Del/Veh (s)	60.8

Intersection: 4: Rand/Cabot & Brighton

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	L	T	TR	LT	R	LTR
Maximum Queue (ft)	118	352	333	349	360	321	277	150	244	94
Average Queue (ft)	9	209	158	149	171	119	125	68	61	32
95th Queue (ft)	52	322	288	299	316	245	229	125	179	73
Link Distance (ft)		486	486			434	434	572	572	387
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	75			275	275					
Storage Blk Time (%)		35		2	3	0				
Queuing Penalty (veh)		3		10	16	1				

Intersection: 6: Rowe/Warwick & Brighton

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	394	416	567	548	75	304
Average Queue (ft)	307	319	400	349	21	136
95th Queue (ft)	446	465	664	634	59	250
Link Distance (ft)	363	363	530	530	454	530
Upstream Blk Time (%)	14	13	21	9		
Queuing Penalty (veh)	89	80	0	0		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 9: Brighton & Development

Movement	EB	EB	SB
Directions Served	LT	T	LR
Maximum Queue (ft)	362	370	32
Average Queue (ft)	89	86	4
95th Queue (ft)	273	289	20
Link Distance (ft)	434	434	154
Upstream Blk Time (%)	0	1	
Queuing Penalty (veh)	0	6	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 205

Traffic Solutions
William J. Bray, P.E.
235 Bancroft Street
Portland, ME 04102
(207) 774-3603
(207) 400-6890 mobile
trafficsolutions@maine.rr.com

May 26, 2018

Parking Assessment
Proposed
977 Brighton Avenue
Portland, Maine

INTRODUCTION

Avesta 977 Brighton LP is proposing to construct a 40-unit one-bedroom elderly apartment building at 977 Brighton Avenue in the City of Portland. The proposed development site is located on the corner of Brighton Avenue and Wessex Street near the Brighton Avenue/Rand Road/Cabot Street intersection. The proposed project will provide a mix of both low income (34 units) and market rate units (6 units). The current site plan proposes to construct a total of 32 spaces, which includes a combination of both full size and compact parking spaces.

Parking demand requirements of the proposed 977 Brighton Avenue site were established based upon existing parking trends measured at Avesta Housing's senior housing project located in the City of Saco.

PARKING DEMAND

Avesta Housing operates a 30-unit senior apartment housing project on Dawn Marie Drive in the City of Saco with a comparative number of apartments and units as the proposed Brighton Avenue site. Currently, 29 of the 30 apartment units are occupied. A total of 30 parking spaces are provided at the Saco apartment complex.

Parking utilization data was collected at the Saco apartment site on both Monday, May 7 and again on Tuesday, May 8. The number of occupied parking spaces was recorded in the early morning and evening hours on both days. The survey results are presented as follows:

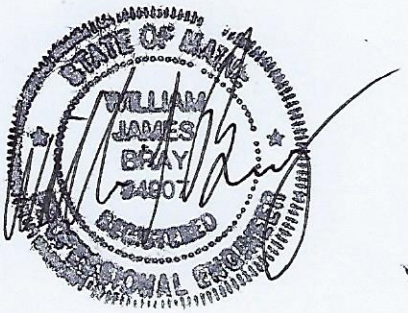
May 7, 2018
5:15 AM = 23 parked vehicles
5:50 PM = 20 parked vehicles

May 8, 2018
5:17 AM = 23 parked vehicles
5:30 PM = 17 parked vehicles

Average Occupied Parking Spaces = 20.75 spaces

Based upon the parking survey results, the existing Saco apartment site generates a per unit parking requirement of 0.72 spaces per apartment unit (20.75 ÷ 29 occupied units = 0.72 spaces).

Traffic Solutions recommends a similar per unit parking space requirement is warranted for the proposed 977 Brighton Avenue project. Accordingly, a minimum of 29 parking spaces should be provided at the project site.



AVESTA HOUSING

977 Brighton Apartments
977 Brighton Avenue
Supplemental Information on Parking

Avesta is requesting approval for a ratio of parking spaces to units in our proposed 977 Brighton Apartments project that is lower than 1:1.

The project will include 32 parking spaces in one parking lot adjacent to the building, 12 of which will be handicapped accessible. Given that we are proposing a total of 40 apartments in this project, the parking ratio would be .80 spaces per unit.

This ratio is in line with or higher than other Avesta Housing properties on the peninsula in downtown Portland. For example, our 409 Cumberland building has the equivalent of 25 spaces, accounting for a car-share vehicle, and 57 units for a .44 ratio; our Pearl Place and Pearl Place II family campus has 90 spaces and 114 units for a .79 ratio. Parking studies conducted by the City and other consultants over the past 10+ years for a range of projects developed by Avesta and others (e.g., for 58 Boyd St, Bayside Anchor, 409 Cumberland Ave), have consistently demonstrated that the level of demand for parking on the Portland peninsula is frequently less than 1 space/unit and often less than .7 spaces/unit.

In Avesta Housing properties, vehicle ownership rates are a significant driver of this lower than 1:1 demand. We collect information on vehicle ownership from our tenants during initial lease-up and on an on-going basis through resident surveys. Because we issue and monitor parking permit stickers for our parking areas, we also require that tenants inform us of any change in or addition of vehicles. Here is vehicle ownership information for four comparable Avesta Housing properties on the peninsula:

Property	Units	Parking Spaces	Parking : Unit Ratio	# of Households w/ Vehicles	% of Households w/ Vehicles
Munjoy Commons	39	39	1.00	37	95%
Pearl Place 1 & 2	114	90	0.79	76	67%
409 Cumberland	57	25	0.44	25	44%
Oak Street Lofts	37	8	0.22	17	46%

In addition to accessing the parking on-site, residents will live in close proximity to employment hubs, amenities, and services within easy walking distance or via public transportation on the Portland METRO and longer-distance bus routes (e.g., ZOOM Turnpike Express and Intercity Shuttle Bus). We have established a partnership with METRO to promote ridership among our tenants, to include informational materials and maps in building common areas, free ride tickets in resident welcome packets, and on-site educational sessions, among other efforts.

307 Cumberland Avenue • Portland, Maine 04101
207-553-7777 • 1-800-339-6516 Voice/TTY
207-553-7778 Fax • www.avestahousing.org

NeighborWorks® CHARTERED MEMBER

ACF Environmental
2831 Cardwell Rd
Richmond, VA 23234

Tom Greer, PE
Walsh Engineering Associates, Inc.

June 14, 2018,

SUBJECT: 977 Brighton Ave Elderly Apartments, Portland, Maine
Plan Review and Construction Oversight Commitment

Dear Tom,

Thank you for forwarding the permit plans and computations for the proposed 977 Brighton Ave Elderly Apartments project in Portland, Maine project to ACF environmental for review of the proposed FocalPoint biofiltration systems.

Our team has reviewed the plans (with latest revision date of 5/31/2018) and made the following observations:

- There are three FocalPoint systems as follows:
  - Focalpoint 2 – 76 sf
  - FocalPoint 4-1 – 21 sf
  - FocalPoint 4-2 – 21 sf
- The systems have the approved FocalPoint section (3" mulch, 18" media, 6" bridging stone and 9" modular underdrain.
- The systems have a peak elevation of less than 6 inches of temporary ponding volume for the 0.95" storm – which is within the recommended temporary ponding range for the system.
- The volume associated with the 0.95" 24hr storm is treated prior to activation of the overflow device (WQ goal met). Overflow catch basis convey that larger storms.
- The systems direct runoff to a downstream combined chamber system which include a "treatment" row as required by the MeDEP FocalPoint design guidance and is sized per the State guidance.
- The expanded chamber system is used for channel protection and flood control.

Overall, ACF takes no exceptions to the location and application of the FocalPoint systems for this project.

It appears that the systems have been designed in accordance with the design criteria set forth by Maine DEP in the FocalPoint system approval letter and meet the system specifications etc.

Once the final plans are prepared, ACF will review and confirm that the systems are sited correctly and that all elevations match and allow the systems to function and perform as intended.

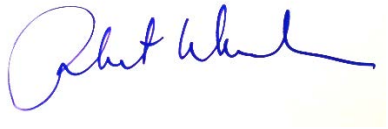
With regard to the installation, ACF Environmental will host a preconstruction meeting with the site contractor and will be on-site during the entire installation to ensure that the installation is being conducted in accordance with our standard installation procedures.

ACF Environmental will also provide the first year's maintenance on the FocalPoint bed areas.

Please review and contact me with any questions from your office.

We look forward to working with you on this project.

Sincerely,



Robert J Woodman,
Senior Stormwater Engineer
ACF Environmental

Cc: Scott Gorneau, ACF Environmental

CWS ARCHITECTS
ARCHITECTURE | INTERIOR DESIGN

977 Brighton Avenue Senior Apartments
Exterior Building Forms and Materials

PLANNING BOARD SUBMISSION

CWS has made revisions to exterior details, forms, textures and materials based on planning staff and board comments. The covered porch design was modified to provide a more formal, and traditional rectilinear appearance. The updated scheme of exterior materials is all Fiber Cement siding. Windows are proposed to be framed of a durable fibrex, fiberglass or UPVC materials. The materials are broken into three textures as follows:

1. Hardieplank Lap Siding – 12", 10.75" exposure (DARK GREY)
2. Hardie Reveal Panel System – cut horizontal bands at base (DARK GREY)
3. Hardie Reveal Panel System – cut horizontal, stacked bond at indicated heights (LIGHT GREY/LIGHT BLUE)

View from across Brighton Avenue

View from corner and Brighton and Essex Street

View down Essex Street Sidewalk

View from Parking Lot down Essex Street Sidewalk

CWS ARCHITECTS
ARCHITECTURE | INTERIOR DESIGN

977 Brighton Avenue Senior Apartments
Building Shadows

PLANNING BOARD SUBMISSION

The buildings mass is designed within the envelope permitted by the zoning ordinance for the site. Below is a series of images that illustrate the shadows of the building throughout the year and morning, noon and evening.

DEC 21st

9am

Noon

3pm

MAR 21st & SEP 21st

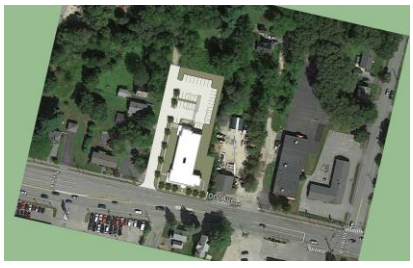
9am

Noon

5pm

JUN 21st

9am


Noon

5pm

Portland Maine Yes. Google's good here.

Christian Roadman <croadman@portlandmaine.gov>

Re: Fe: I.D.#2017-299, proposed "Aquesta Housing Project" for 977 Brighton Avenue

3 messages

Barbara Barhydt <bab@portlandmaine.gov> Tue, Feb 13, 2018 at 12:48 PM
To: jmy <jmy@portlandmaine.gov>, Christian Roadman <croadman@portlandmaine.gov>
Cc: Victoria Volent <vvolent@portlandmaine.gov>

This is Christian's project as well. Victoria, this project is on hold. They did not hold their required meeting 30 days before submitting the application, so Jeff Levine wants us to put this on hold until they meet the requirements of Division 30.

Thanks.

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

On Tue, Feb 13, 2018 at 12:46 PM, jmy <jmy@portlandmaine.gov> wrote:

> Victoria,
>
> This is public comment for the 977 Brighton Avenue project for your files.
>
> Jen
>
> On Monday, February 12, 2018 at 4:29:15 PM UTC-5, Joe Martelle wrote:
>
> > Att: Members of the Portland Planning Board
> >
> > Re: I.D. # 2017-299, Proposed "Aquesta Housing Project" sub division of 40 housing units and proposed leveling of property
> > at 977 Brighton Avenue, Portland
> >
> > Please be advised that Portland is the city of my birth, having lived at 977 Brighton Avenue while growing up. I believe the house, now offices, should be preserved as a Portland landmark. Therefore, I am opposed to this proposed project or the following reasons.
> >
> > My late father, Ameido Martelle, known to his many friends and customers as 'Marty' operated greenhouses [since torn down] , seedling nursery and pansies garden on this land for over 30 years. The property also served as our family home. My parents worked long hours in the garden and greenhouses, usually nights and on weekends, since they both had full-time jobs. Dad';s specialty was growing native garlic and tomatoes, along with other seedlings, flowers and his beautiful pansies. Regular customers from the Greater Portland area and from all over Maine annually visited dad's greenhouses to purchase geraniums on Memorial Day. Anyone who grew-up in Portland from the 50s through the 70s will usually associate Memorial Day with my dad's geraniums which adorned the grave sites of their loved ones. I can still see the countless cars lined-up on Brighton Ave., and the smiles on the faces of his loyal customers as they returned year after year to greet him. Quite often, my dad's photo appeared in the Portland Press Herald and Evening Express praising his green thumb. He was also interviewed numerous times by the late Clif Reynolds on Ch. 6 regarding my father's ability to grow native garlic, and what a special gift "our dad" had.
> >
> > I am not sure when the house was built, but do know, I was around five years old when we moved to the house at the conclusion of WWII. Therefore, the structure is at least 73 years old and probably much older.
> >
> > I also believe our former home at 977 Brighton Avenue should not be demolished because I 'spun' records, as a future radio wannabe, in the basement of this wonderful ole home. After graduating from Cheverus High School in '59, and attending St Francis Xavier Univ. in Nova Scotia and Emerson College for Broadcasting in Boston, I went on to enjoy a 40 year career in broadcasting. I was on the air in Portland at WGAN, WLOB and WCSH. I also managed WCSH Radio in the late 70s, before heading to Boston where I was a radio-TV personality for 20 years. My other radio stops were Cincinnati, Houston and West Palm Beach. In 2013, it was my honor to be inducted to the Maine Broadcasters Hall of Fame. My successful career all began in he basement of that grand old home on Brighton Avenue. These are just a few reasons why I feel strongly that this house should not be leveled. Therefore, I am asking you in behalf of my late mom and dad, the entire Martelle family and thousands of satisfied folks who benefited from the fruits of their hard labor to block any proposed destruction of the property at 977 Brighton Avenue. I truly believe this home is a Portland Landmark and should be labeled as such.
> >
> > Please feel free to contact me for any additional information. I stand ready to assist you any way I can to hopefully preserve the integrity of this property.
> >
> > Thanking you kindly for your time and consideration,,
> >
> > I remain,
> >
> > Respectfully,
> >
> > Joe Martelle
> > Box386
> > Mesa, Colorado 81643
> > Tel: 970-268-5693
> > e-mail: joemartell@aolcom

Jennifer Munson <jmy@portlandmaine.gov> Tue, Feb 13, 2018 at 2:32 PM
To: Barbara Barhydt <bab@portlandmaine.gov>
Cc: Christian Roadman <croadman@portlandmaine.gov>, Victoria Volent <vvolent@portlandmaine.gov>

I did not send it to Christian because I noticed the project was no longer in UI and I didn't know who had the project.

Jennifer Munson, Office Manager
Planning and Urban Development
City of Portland
389 Congress St., 4th Floor
Portland ME 04101
jmy@portlandmaine.gov
(207) 874-8719
(207) 756-8258 (fax)

[Quoted text hidden]

Barbara Barhydt <bab@portlandmaine.gov> Tue, Feb 13, 2018 at 2:41 PM
To: Jennifer Munson <jmy@portlandmaine.gov>
Cc: Christian Roadman <croadman@portlandmaine.gov>, Victoria Volent <vvolent@portlandmaine.gov>

I am fairly sure I assigned it to him and I did send out the councilor note. Maybe I lost it somehow, but I worked with it.

Thank you for checking with Vicki

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

[Quoted text hidden]

Portland Maine | Yes. Google's good here.

Jennifer Munson <jmy@portlandmaine.gov>

Fwd: 977 Brighton Ave

1 message

Matthew Grooms <mgrooms@portlandmaine.gov> Mon, Mar 19, 2018 at 9:18 AM
To: Jennifer Munson <jmy@portlandmaine.gov>
Cc: Christian Roadman <croadman@portlandmaine.gov>

Hi Jen,

Here is a public comment for 977 Brighton Avenue. I believe this is one of Christian's projects.

Thanks,

Matt

---------- Forwarded message ----------
From: **Gene Leighton** <geno34243@outlook.com>
Date: Sun, Mar 18, 2018 at 2:55 PM
Subject: 977 Brighton Ave
To: "mgrooms@portlandmaine.gov" <mgrooms@portlandmaine.gov>

Dear Sir,

My name is Gene Leighton, I spent many years living on Brighton Avenue in Portland.

Regarding the plans for senior housing at 977 Brighton Ave, I would ask that you consider the age and history of the property being considered for development before any plans are approved.

Mr Martelle , the former owner for decades raised tomatoes, assorted flowers and the like. In its day it was as a very successful family run business.

While the property may not be within an historic district such as properties on the peninsula, I feel considering it's past has merit.

Thank you in advance for your consideration.

Gene Leighton

Sent from my iPhone

--
Matthew Grooms
Planner
Planning Division
City Hall, 389 Congress Street, 4th Floor
Portland, Maine 04101
(207) 874-8725 (T)
(207) 756-8258 (F)
mgrooms@portlandmaine.gov

977 Brighton Avenue project by Avesta

W M <wmontdmd@yahoo.com> Apr 6, 2018 4:48 PM
Posted in group: **Planning Board**

Dear Planning Board Members:

I have attended the one public meeting of which I am aware presented by Avesta about this project. I own the adjacent property across Wessex Street from 977. I have my office there and have been there since 1989.

Traffic flow could be the weakest link and may well prove to be a safety problem. It can at times be challenging to get onto Brighton from Wessex due to the high traffic volume on Brighton. If the number of vehicles trying to get out of Wessex onto Brighton at one time becomes increased substantially, which is very likely with this project, there are going to be routine back- ups and people trying to get out when perhaps they should wait. Think "rush time". Contributing to the problem is that snow clearance and sanding at the Brighton-Wessex intersection are not as they should be. Slippery winter conditions are going to make it worse. A traffic light responsive to vehicles on Wessex at the intersection would do it, but somehow I doubt that will be an option.

It will be convenient for drivers to use my parking lot to cut through and to turn around. A little of that is OK; a lot, not so much.

On a positive side, the improvement of Wessex Street itself, which is much needed, is a major plus.

I know the engineers are aware of the very wet soil conditions at the back end of the property.

Four stories will make for a large structure, unique to the immediate area. It won't affect my property this way, I believe, but it will cut off at least some morning sunlight to the property immediately adjacent me next back on Wessex. I know that is a concern for the young couple living there. They purchased their home last year.

If dogs are allowed, I suspect they will get "walked" on the grass at the edge of my parking lot as there will not be a good area on the grounds at 977. "Across the street and out of mind". That will not be welcomed. It would be good if there were severe penalties "in house" for that. The Portland leash law recognizes the problems associated with dog waste, but I doubt the law alone will do it.

No doubt you will hear from others, and I may have other thoughts. This is not an anti-project e-mail necessarily, but I wanted to get this information to you. Thank you.

Bill Montgomery, 989 Brighton Avenue

Development in vincity of 977 Brighton Ave.

Judy Stanhope <jstanhope@scarboroughschools.org> Apr 18, 2018 2:44 PM
Posted in group: **Planning Board**

I am writing to express my concern over the proposal to build a 40 unit senior housing building on the corner of Brighton Avenue an Wessex Street. I own and reside in the home at 1001 Brighton Avenue. My house would be separated from the proposed development by one building.

My concerns are as follows:

- **Traffic, traffic, traffic: Traffic at this location is heavy and it is unclear how the traffic associated with a 40 unit development can safely enter and exit Brighton Ave. At this location Brighton Avene begins to expand into 6 lanes. The residents on Wessex already have difficulty, as do I. Does the city intend to install another traffic light? This presents more problems because there are already several traffic lights in the area.**

  I

- **Scale:**

  - **The size of the building is not compatible with the residential / professional buildings in the area.**
  - **The proposed 4 story height will block sunlight to neighboring residences.**
  - **The building and associated parking seems to be too large for the lot.**

- **Impact of exterior lighting on neighboring residence**

- **Maintenance: Currently the property is not adequately maintained by Avesta. What assurances do we have the property will be well maintained?**

Thank you for considering my concerns.

Judith Stanhope
1001 Brighton Avenue
Portland, Maine 04102

Google Groups

the 977 Brighton workshop

W M <wmontdmd@yahoo.com> Apr 25, 2018 9:30 AM

Posted in group: **Planning Board**

I attended yesterday's Planning Board session about Avesta's project for senior housing at 977 Brighton Avenue. I was impressed with the presentation and the knowledgeable conversations between the Avesta representatives and members of the Board. I appreciated the efficiency of the meeting as well. Thank you. Bill Montgomery, 989 Brighton Avenue

Portland Maine Yes. Google's good here.

Christian Roadman <croadman@portlandmaine.gov>

Planning change 977 Brighton Ave

Bob Kuni <bkuni@haletrailer.com> Tue, May 15, 2018 at 1:25 PM
To: croadman@portlandmaine.gov

Good afternoon Mr. Roadman,

My name is Robert Kuni and I reside at 32 Warwick Street in Portland. I'm reaching out to you about the zoning change that Avesta has requested to put up a 4 story 40 unit building. I was out of the country and not available for the workshop that was held in April. My house is just a block behind the proposed project. There was a meeting held back in March at The Hall School where Avesta had drawing and site maps of their project. The informed the local residents that attended that the zoning change had already been done and that there was nothing that could stop them. I found that very misleading and am wondering if anyone attended the workshop.

I have some other major concerns about this project. One of the questions that I asked if they had done a traffic study. No they have not. The traffic on Brighton Ave is heavy and at times backed up depending on the time of day. Their maps showed parking off of Wessex St. How is a 40 unit affordable retirement building going to make their way onto Brighton Ave?

They are also proposing to eliminate wetlands, I was under the understanding that you could not. With the new school going up and new access road, I am seeing more run off water running past the property behind my house into a storage drain, if they intend on putting their run off into that, not sure it could handle a major storm, it would back water into my yard but worse, my next door neighbor has a septic system. I feel sorry for the people on Wessex, one of the couples that was at the meeting informed me that the building would block the sun from hitting their house.

I understand that there is a need for affordable housing, but they picked a location that really doesn't have that much space. I spoke with Mr Davis who owns the woodshop next to the property, he is against but doesn't have time to get involved. With setbacks, I'm wondering how they have the space to put up a building of that size?

It just really frustrates me that we were lied to at the meeting about zoning changes that they said were already done. Not the type of company I want near me. Is there anything that will stop this from happening?

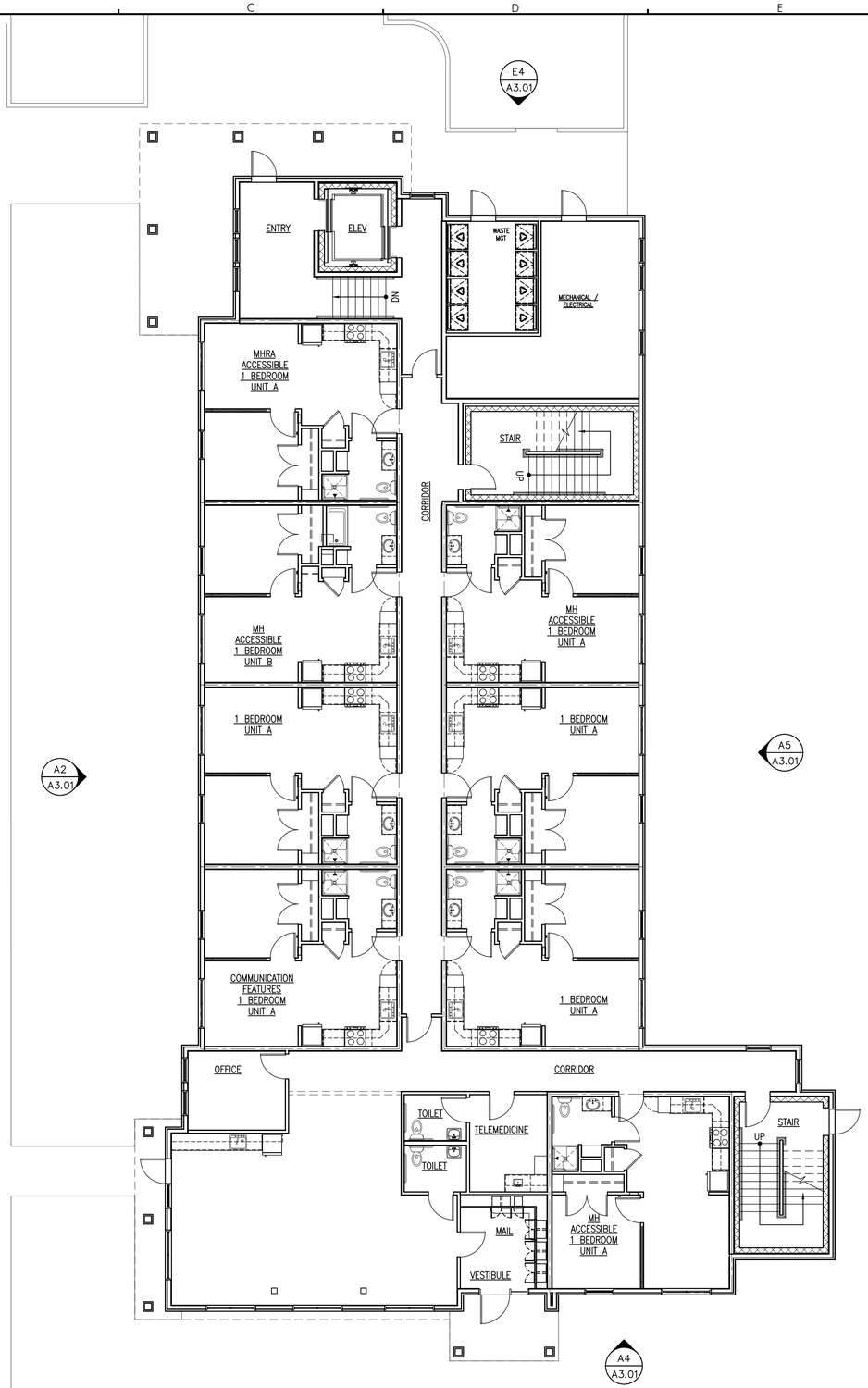
Respectfully,

Robert Kuni

32 Warwick St.

Portland, ME

207-232-9521



UNIT TOTAL	
1ST FLOOR:	8
2ND FLOOR:	11
3RD FLOOR:	11
4TH FLOOR:	10
TOTAL UNITS:	40
1-BEDROOM UNITS	

ALL UNITS DESIGNED WITH THE SAME LAYOUT FOR ADAPTABLE OR ACCESSIBLE UNIT. DESIGNATION OF ACCESSIBLE UNIT QUANTITY AND LOCATION TO BE PROVIDED WITH APPLICATION. ALL UNITS MEET DIMENSIONAL REQUIREMENTS

A5 FIRST FLOOR PLAN

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

W:\2015 Design Projects\15040 Avesta 977 Brighton Apartments\1-Drawings\Arch\- 1st Floor plan

CWS ARCHITECTS
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OWNER

AVESTA 977 BRIGHTON LP c/o AVESTA HOUSING

307 CUMBERLAND AVE.
PORTLAND, MAINE 04101

PROJECT

977 BRIGHTON AVE SENIOR APARTMENTS

977 BRIGHTON AVENUE
PORTLAND, MAINE 04102

DRAWING

FIRST FLOOR PLAN

CWS PROJECT NUMBER: 15.040

REVISIONS

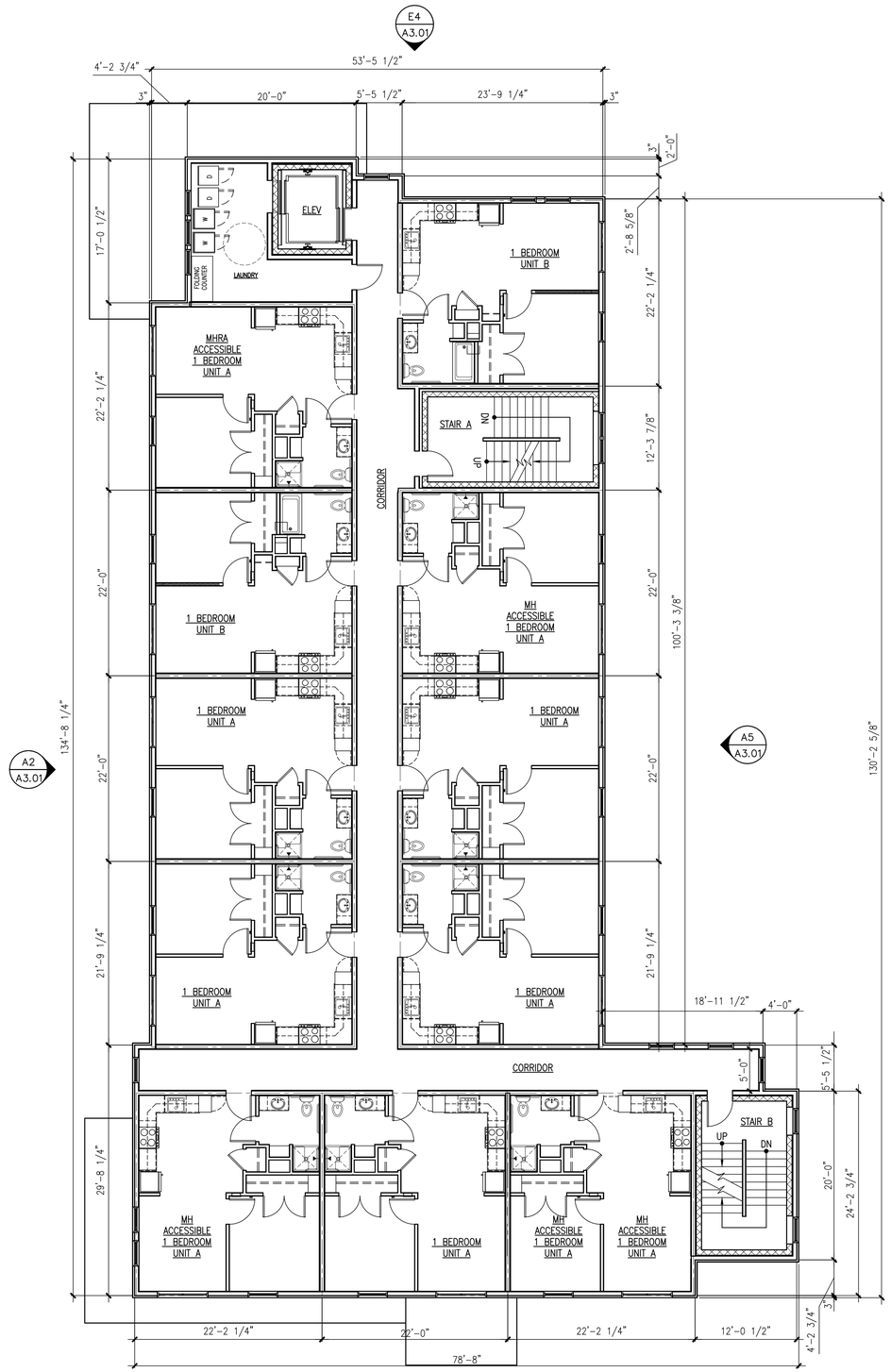
DRAWING NUMBER

A1.10

SCALE: AS NOTED

DATE: 05/30/2017

ISSUED FOR: MUNICIPAL APPROVALS



SECOND FLOOR PLAN
7684 SQ. FT.

ALL UNITS DESIGNED WITH THE SAME LAYOUT FOR ADAPTABLE OR ACCESSIBLE UNIT. DESIGNATION OF ACCESSIBLE UNIT QUANTITY AND LOCATION TO BE PROVIDED WITH APPLICATION. ALL UNITS MEET DIMENSIONAL REQUIREMENTS

A5 SECOND FLOOR PLAN
REFERENCED FROM: SCALE: 1/8" = 1'-0"

W:\2015 Design Projects\15040 Avesta 977 Brighton Apartments\1-Drawings\Arch - 2nd Floor plan

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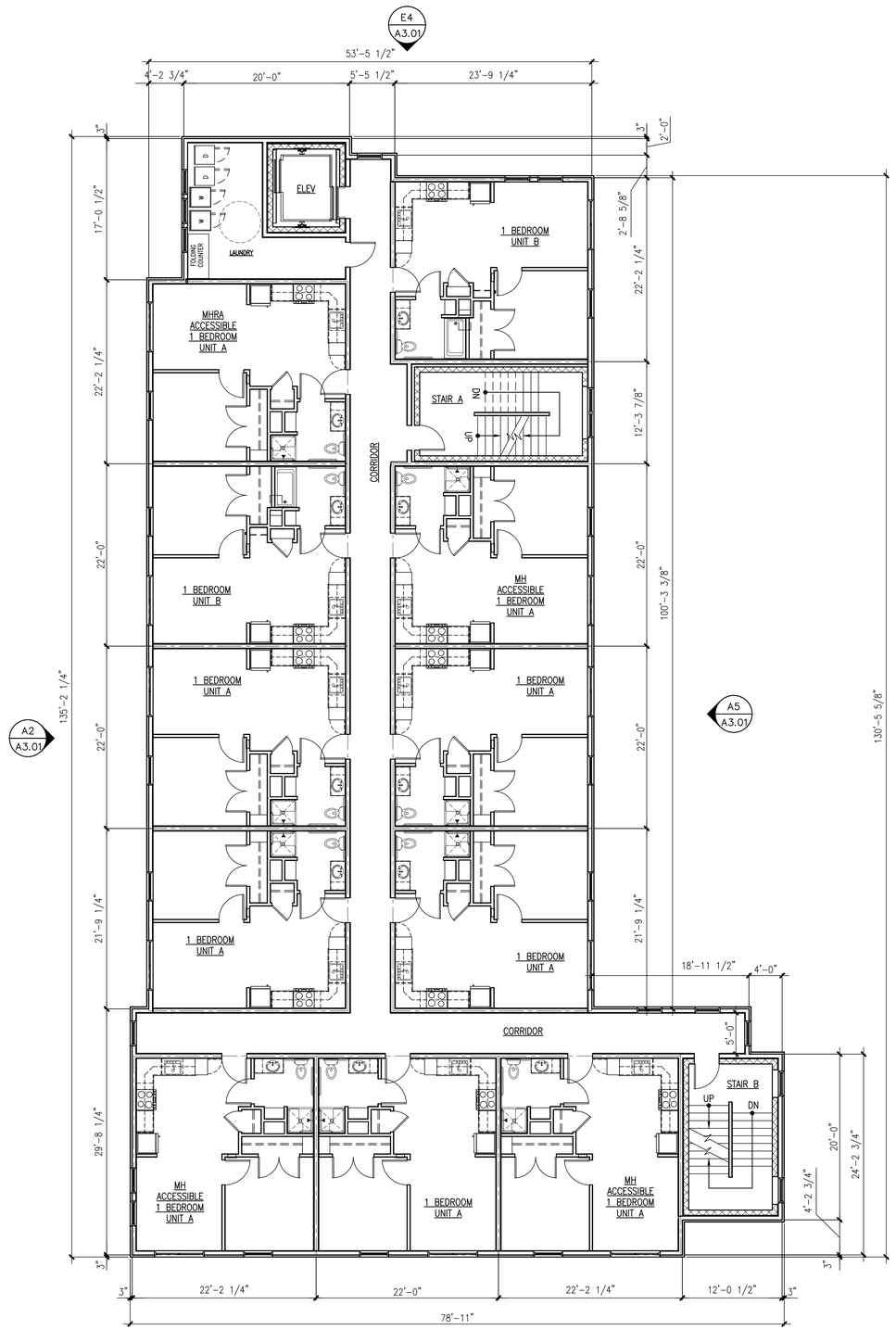
SECOND FLOOR PLAN
CWS PROJECT NUMBER: 15.040

REVISIONS

DRAWING NUMBER
A1.20

SCALE: AS NOTED
DATE: 05/30/2017

ISSUED FOR: MUNICIPAL APPROVALS



THIRD FLOOR PLAN
7684 SQ. FT.

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A5 THIRD FLOOR PLAN
SCALE: 1/8" = 1'-0"

W:\2015 Design Projects\15040 Avesta 977 Brighton Apartment\1-Drawings\Arch - 3rd Floor plan

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THIRD FLOOR PLAN

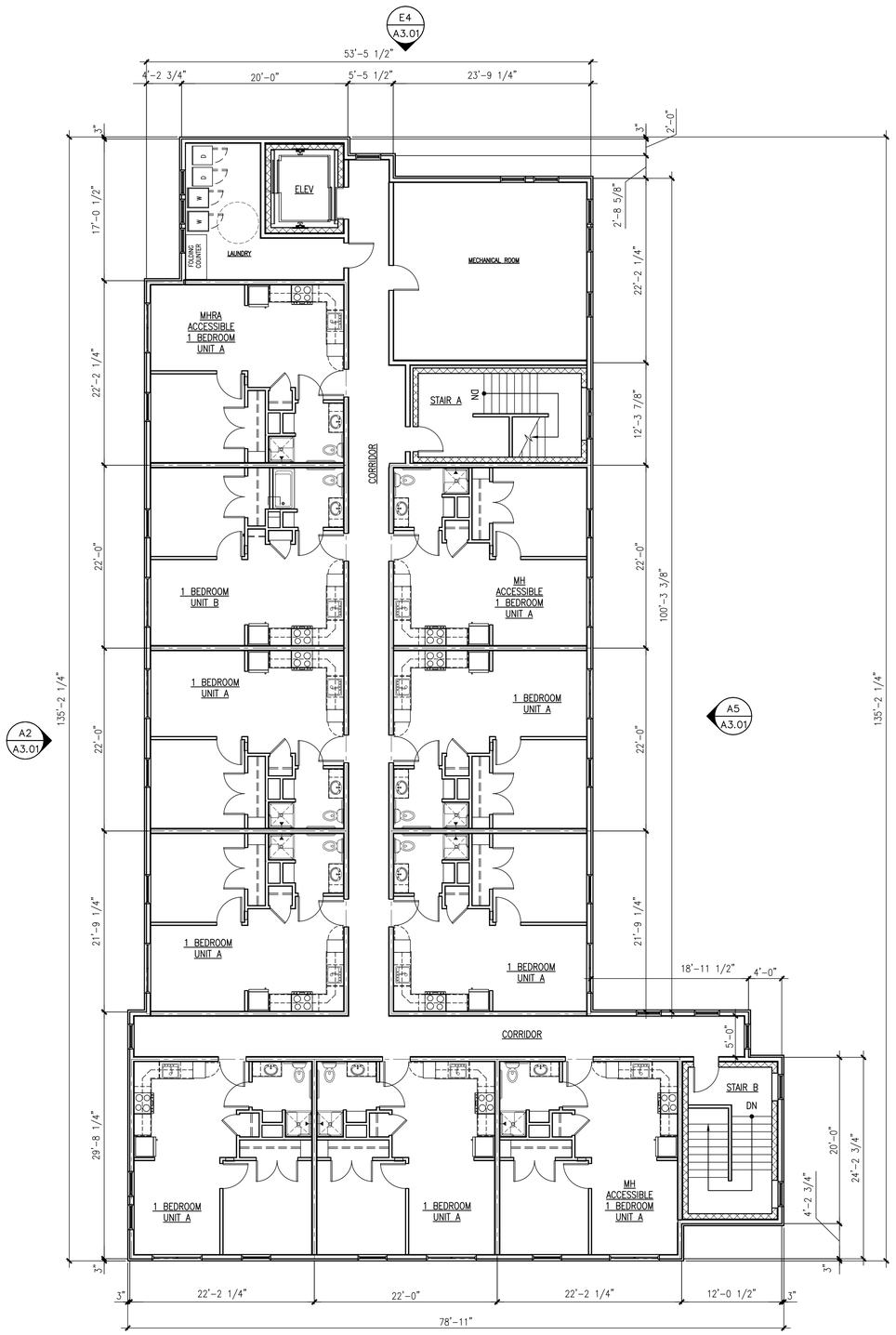
CWS PROJECT NUMBER: 15.040

REVISIONS

DRAWING NUMBER
A1.30

SCALE: AS NOTED
DATE: 05/30/2017

ISSUED FOR: MUNICIPAL APPROVALS



A4
A3.01

FOURTH FLOOR PLAN
7684 SQ. FT.

ALL UNITS DESIGNED WITH THE SAME LAYOUT FOR ADAPTABLE OR ACCESSIBLE UNIT. DESIGNATION OF ACCESSIBLE UNIT QUANTITY AND LOCATION TO BE PROVIDED WITH APPLICATION. ALL UNITS MEET DIMENSIONAL REQUIREMENTS

A5 FOURTH FLOOR PLAN
SCALE: 1/8" = 1'-0"

W:\2015 Design Projects\15040 Avesta 977 Brighton Apartments\A-Drawings\Arch - 4th Floor plan

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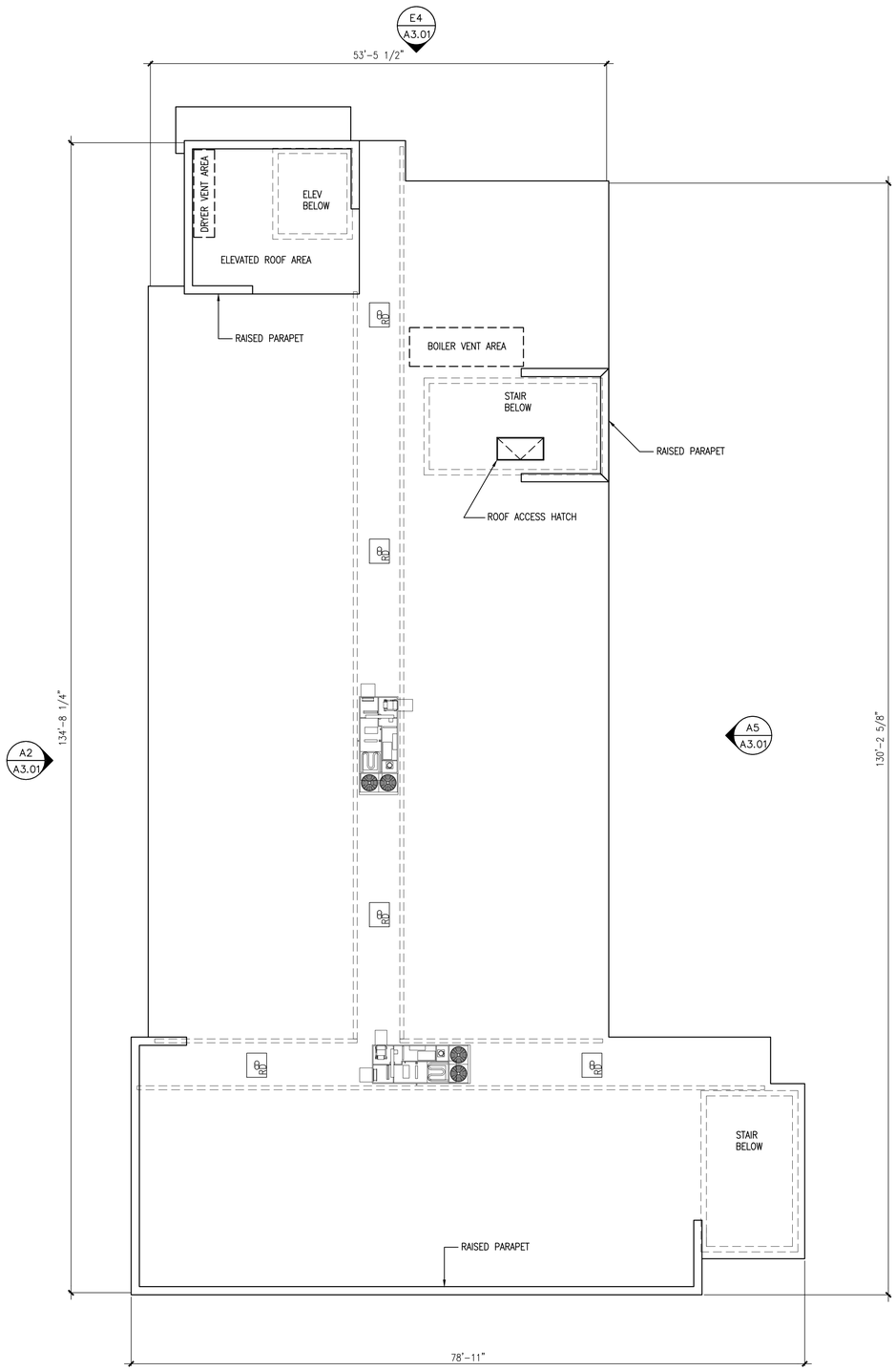
DRAWING
FOURTH FLOOR PLAN
CWS PROJECT NUMBER: 15.040

REVISIONS

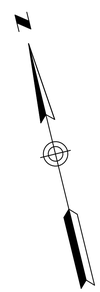
DRAWING NUMBER
A1.40

SCALE: AS NOTED
DATE: 05/30/2017

ISSUED FOR: MUNICIPAL APPROVALS



ROOF PLAN



A5 ROOF PLAN

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

W:\2015 Design Projects\15040 Avesta 977 Brighton Apartments\1-Drawings\Arch\ Roof plan

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PORTLAND, MAINE 04102

DRAWING

ROOF PLAN

CWS PROJECT NUMBER: 15.040

REVISIONS

DRAWING NUMBER

A1.R0

SCALE: AS NOTED
DATE: 05/30/2017

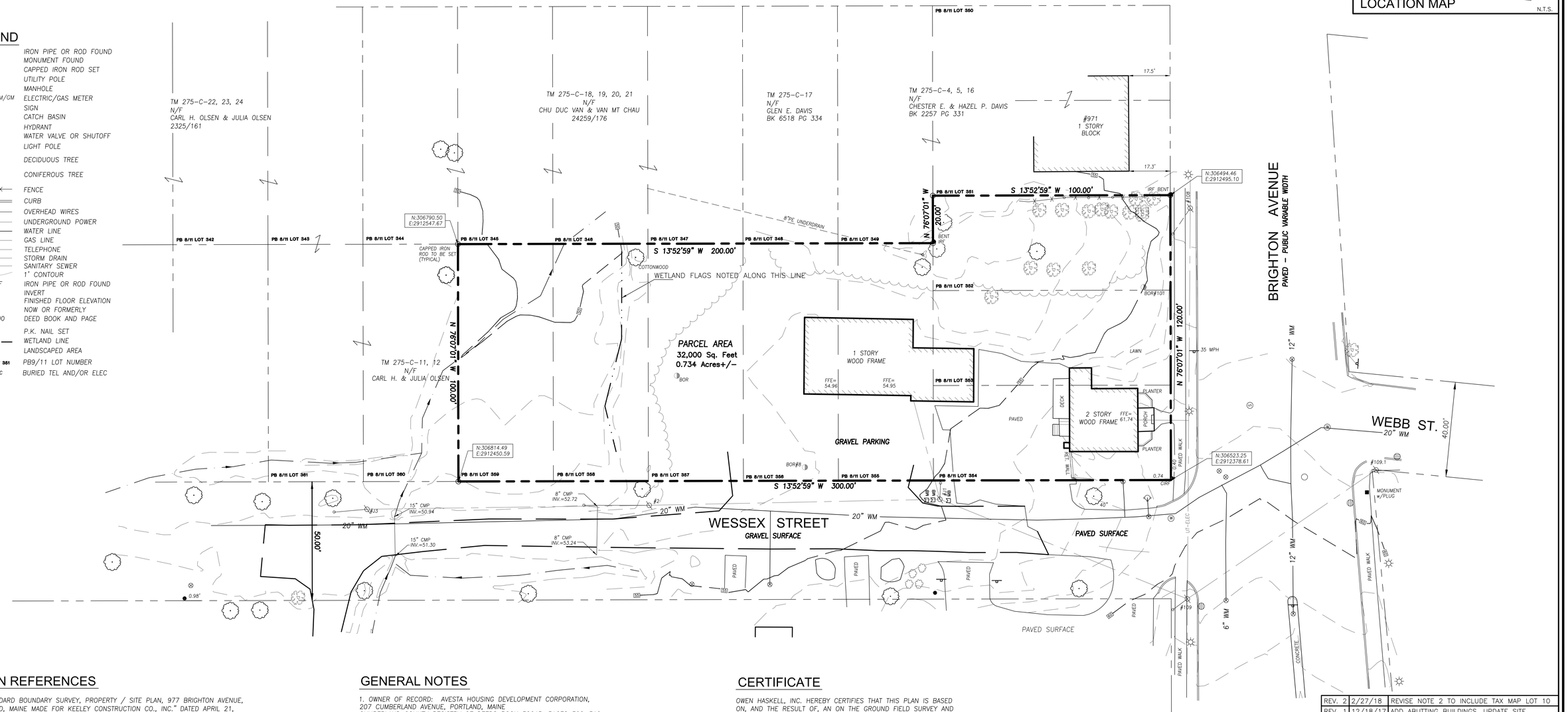
ISSUED FOR: MUNICIPAL APPROVALS

UTILITY NOTE

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

LEGEND

●	IRON PIPE OR ROD FOUND
■	MONUMENT FOUND
●	CAPPED IRON ROD SET
⌀	UTILITY POLE
○	MANHOLE
☒ EM/GM	ELECTRIC/GAS METER
▭	SIGN
▤ ◍	CATCH BASIN
◇	HYDRANT
⊗	WATER VALVE OR SHUTOFF
☼	LIGHT POLE
	DECIDUOUS TREE
	CONIFEROUS TREE
X X	FENCE
	CURB
OHW	OVERHEAD WIRES
E	UNDERGROUND POWER
W	WATER LINE
G	GAS LINE
T	TELEPHONE
SD	STORM DRAIN
SS	SANITARY SEWER
100	1' CONTOUR
IPF/IRF	IRON PIPE OR ROD FOUND
INV.	INVERT
FFE	FINISHED FLOOR ELEVATION
N/F	NOW OR FORMERLY
000/000	DEED BOOK AND PAGE
▲	P.K. NAIL SET
. . .	WETLAND LINE
L/S	LANDSCAPED AREA
PB 8/11 LOT 351	PB9/11 LOT NUMBER
UT-ELEC	BURIED TEL AND/OR ELEC



PLAN REFERENCES

1. *"STANDARD BOUNDARY SURVEY, PROPERTY / SITE PLAN, 977 BRIGHTON AVENUE, PORTLAND, MAINE MADE FOR KEELEY CONSTRUCTION CO., INC." DATED APRIL 21, 1989 BY TITCOMB ASSOCIATES.*

2. *"RAND ROAD SIDELINE SURVEY FROM PORTLAND TERMINAL RAILROAD TO BRIGHTON AVE. AND A PORTION OF BRIGHTON AVE., CITY OF PORTLAND, MAINE PUBLIC WORKS DEPARTMENT, ENGINEERING SECTION" DATED NOV. 13, 2003.*

3. *"SAGAMORE VILLAGE, OWNER-UNITED STATES OF AMERICA, CITY OF PORTLAND, CUMBERLAND COUNTY, MAINE" DATED SEPTEMBER 28, 1947 BY H.B. ULLIAN, C.E. RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS PLAN BOOK 34, PAGE 38.*

4. *"PLAN OF GLENWOOD, DEERING, MAINE, WOOD, HARMON & CO." DATED MAY 1895 BY JORDAN & RICHARDSON RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS PLAN BOOK 8, PAGE 17.*

5. *CITY OF PORTLAND BLUE SHEETS.*

6. *PLAN OF BOUNDARY AND TOPOGRAPHIC SURVEY OF HALL SCHOOL MADE FOR OAK POINT ASSOCIATES BY OWEN HASKELL, INC. DATED 2-14-2013.*

GENERAL NOTES

1. *OWNER OF RECORD: AVESTA HOUSING DEVELOPMENT CORPORATION, 207 CUMBERLAND AVENUE, PORTLAND, MAINE CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK 32645, PAGES 302-310*

2. *PARCEL IS SHOWN AS LOTS 1, 2, 3, 6, 7, 8, 9 AND 10, BLOCK C, ON CITY OF PORTLAND'S ASSESSORS MAP 275.*

3. *BEARINGS ARE BASED ON GRID NORTH NAD83. CITY COORDINATES FOR MONUMENT AT NORTHWEST CORNER OF RIGGS STREET AND WARWICK STREET AND MONUMENT AT SOUTHEAST CORNER OF HALL SCHOOL PROPERTY USED.*

4. *ELEVATIONS ARE BASED ON CITY DATUM. BENCH MARK: 3' OFFSET MONUMENT AT RIGGS AND WARWICK STREET, ELEVATION 63.61 ESTABLISHED BY LEVEL RUN FROM CITY 3' OFFSET MONUMENT OPPOSITE ESSEX STREET ELEVATION 61.39 MAY 1999, PRIOR TO MONUMENT BEING CUT DOWN.*

5. *SCATTERED WETLAND FLAGS WERE FOUND, ALONG THE NOTED WETLAND LINE BY UNKNOWN WETLANDS DELINEATOR.*

CERTIFICATE

OWEN HASKELL, INC. HEREBY CERTIFIES THAT THIS PLAN IS BASED ON, AND THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE, EXCEPT IRONS NOT SET TO DATE.

2-27-2018
DATE

JOHN C. SCHWANDA PLS 1252

ORIGINALLY PREPARED BY REGINALD S. PARKER PLS#1154

GRAPHIC SCALE

0 10' 20' 40' 80'

STATE OF MAINE
JOHN C. SCHWANDA 1252
PROFESSIONAL LAND SURVEYOR

REV.		
REV. 2	2/27/18	REVISE NOTE 2 TO INCLUDE TAX MAP LOT 10
REV. 1	12/18/17	ADD ABUTTING BUILDINGS, UPDATE SITE

BOUNDARY & TOPOGRAPHIC SURVEY

AT

977 BRIGHTON AVENUE, PORTLAND, MAINE

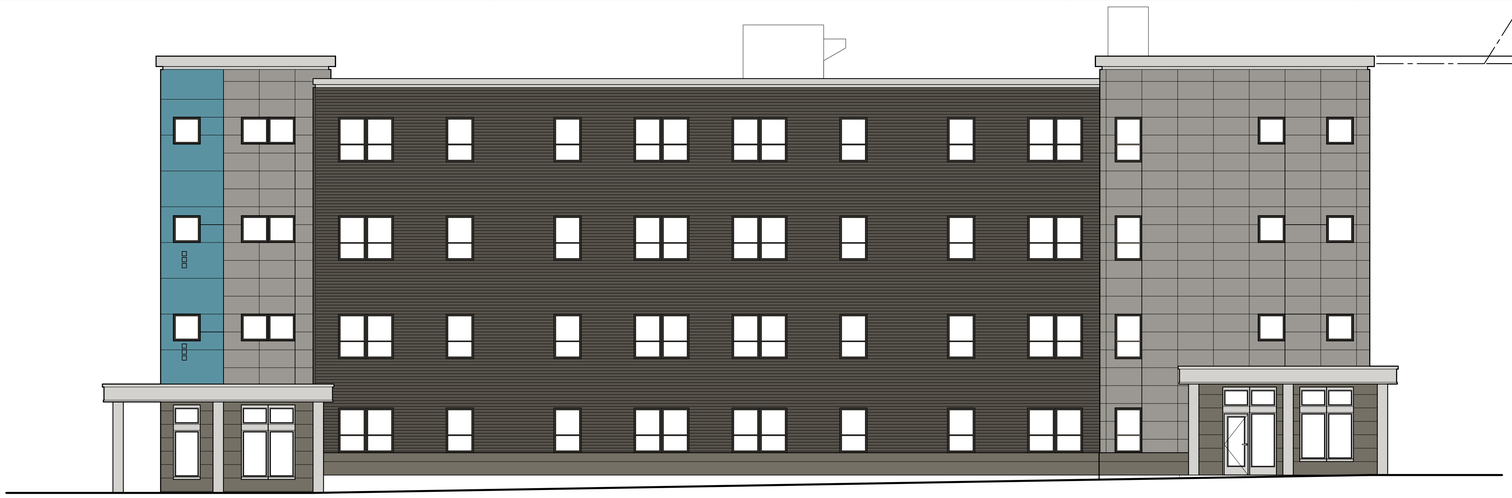
MADE FOR

AVESTA HOUSING

307 CUMBERLAND AVENUE, PORTLAND, MAINE

OWEN HASKELL, INC.
390 U.S. ROUTE ONE, FALMOUTH, ME 04105 (207)774-0424
PROFESSIONAL LAND SURVEYORS

Drwn By	TMK, RSP	Date	Job No.
Trace By	TMK/JLW	JULY 13, 2016	2016-171P
Check By	RSP	Scale	Drwg. No.
Book No.	FILE	1" = 20'	1



A2 WEST ELEVATION - WESSEX ST

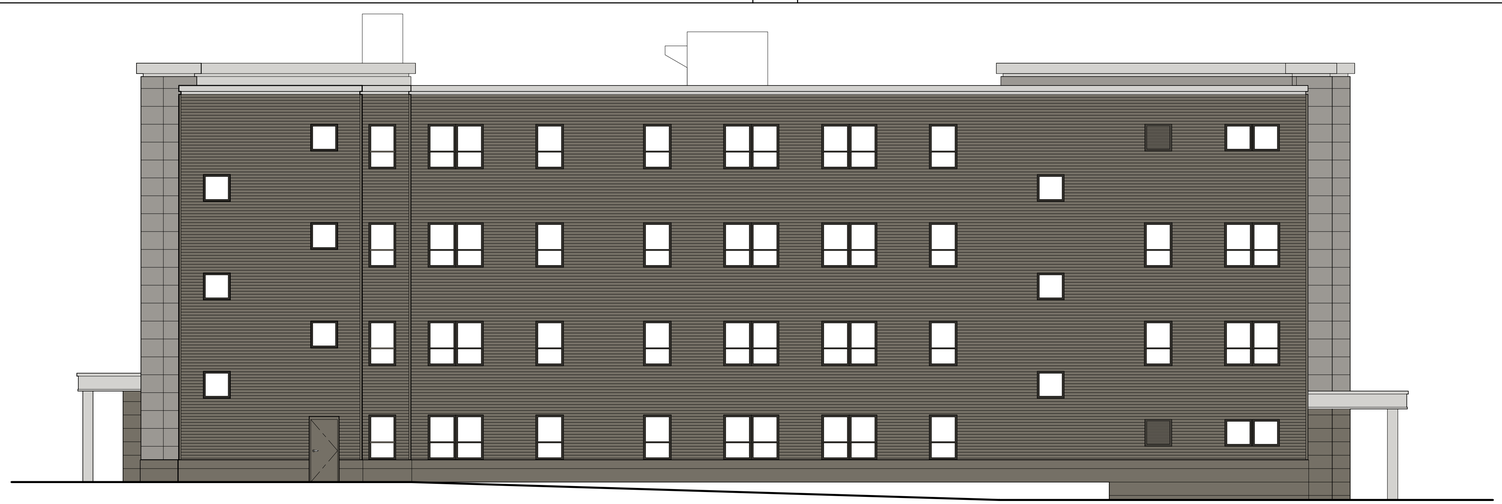
REFERENCED FROM: A1 SERIES BUILDING PLANS

A4 SOUTH ELEVATION - BRIGHTON AVE

REFERENCED FROM: A1 SERIES BUILDING PLANS

E4 NORTH ELEVATION

REFERENCED FROM: A1 SERIES BUILDING PLANS



A5 EAST ELEVATION

REFERENCED FROM: A1 SERIES BUILDING PLANS

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PORTLAND, MAINE 04101

PROJECT

977 BRIGHTON AVE SENIOR APARTMENTS

977 BRIGHTON AVENUE
PORTLAND, MAINE 04102

DRAWING

EXTERIOR ELEVATIONS

CWS PROJECT NUMBER: 15.040

REVISIONS

DRAWING NUMBER

A3.10

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

DATE: 05/30/2017

ISSUED FOR: MUNICIPAL APPROVALS

M:\2015 Design Projects\15040 Avesta 977 Brighton Apartments\1-Drawings\3D-Elevations

A2 WEST ELEVATION - WESSEX ST

REFERENCED FROM: A1 SERIES BUILDING PLANS

A4 SOUTH ELEVATION - BRIGHTON AVE

REFERENCED FROM: A1 SERIES BUILDING PLANS

E4 NORTH ELEVATION

REFERENCED FROM: A1 SERIES BUILDING PLANS

A5 EAST ELEVATION

REFERENCED FROM: A1 SERIES BUILDING PLANS

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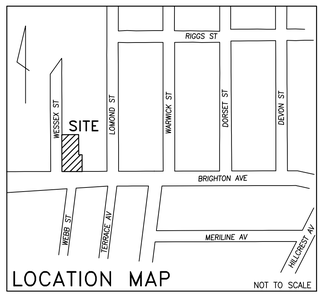
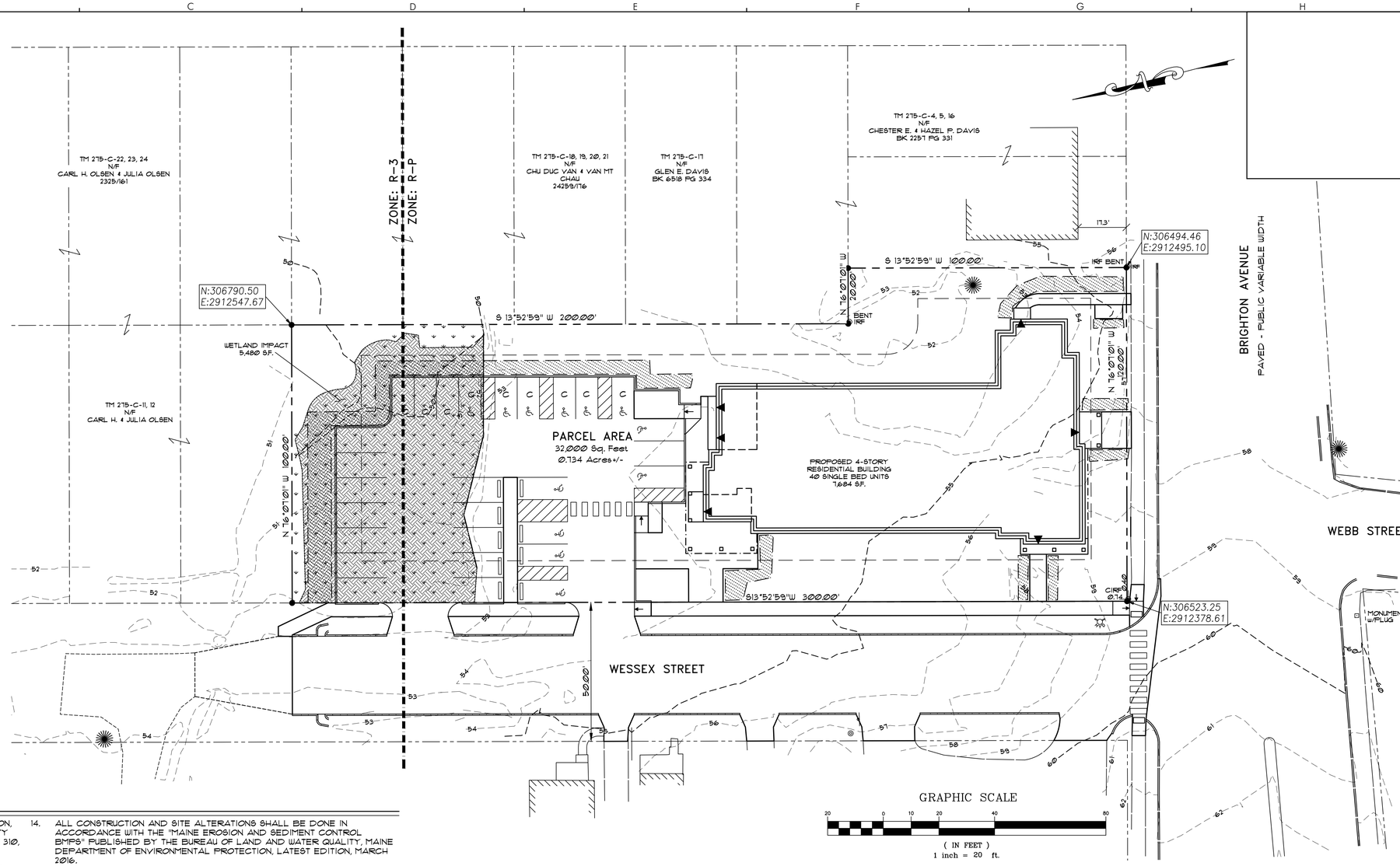
W:\2015 Design Projects\15040 Avesta 977 Brighton Apartments\11-Drawings\30-Elevations





GENERAL NOTES

1. OWNER/DEVELOPER: AVESTA HOUSING DEVELOPMENT CORPORATION, 307 CUMBERLAND AVENUE, PORTLAND MAINE, CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK 33190, PAGE 302 & BOOK 33190, PAGE 310, RECORDED DATES 10/6/15.
2. ENGINEER: PINKHAM & GREER CIVIL ENGINEERS, 28 VANNAH AVEUNE, PORTLAND, MAINE.
3. ARCHITECT: CWS ARCHITECTS, 264 U.S. ROUTE ONE #2A, SCARBOROUGH, MAINE.
4. TOPOGRAPHIC, UTILITY AND BOUNDARY INFORMATION TAKEN FROM "BOUNDARY & TOPOGRAPHIC SURVEY AT 977 BRIGHTON AVENUE, PORTLAND, MAINE MADE FOR AVESTA HOUSING 307 CUMBERLAND AVENUE, PORTLAND, MAINE" BY OWEN HASKELL, INC., 390 U.S. ROUTE ONE, FALMOUTH, MAINE. PLAN DATED JULY 13, 2016. BENCHMARK: 3' OFFSET MONUMENT AT RIGGS AND WARWICK STREET, ELEVATION 63.61.
5. WETLAND MAPPING PROVIDED BY ALBERT FRICK ASSOCIATES, INC., 95A GORHAM ROAD, GORHAM, MAINE.
6. SOILS MAPPING TAKEN FROM SOIL CONSERVATION STUDY OF CUMBERLAND COUNTY AND ARE SCANTIC (Sn), SILT LOAM, AT THE SOUTH HALF OF THE SITE AND ELMWOOD (EmB), FINE SANDY LOAM AT THE NORTH HALF OF THE PARCEL.
7. ZONE: RESIDENTIAL PROFESSIONAL AND RESIDENTIAL 3
   CHANGED TO AFFORDABLE SENIOR HOUSING
   PROPOSED USE: AFFORDABLE SENIOR HOUSING
8. TAX MAP REFERENCE: MAP 275 / BLOCK C / LOTS 1, 2, 3, 6, 7, 8 AND 9.
9. TOTAL PARCEL = 0.734 ACRES
10. CALL DIG-SAFE PRIOR TO COMMENCING WORK, 811 OR 1-888-DIG-SAFE.
11. BUILDING SHALL HAVE A STREET NUMBER CLEARLY VISIBLE FROM THE ROAD MARKED ON THE BUILDING. STREET NUMBER TO BE AS APPROVED BY THE CITY E-911 ADDRESSING OFFICER.
12. LOT TO BE SERVICED BY PUBLIC WATER AND SEWER. THESE SERVICES, INCLUDING HYDRANTS, ARE AS SHOWN ON SHEET C2.3, GRADING AND UTILITIES PLAN.
13. POWER, TELEPHONE AND CABLE ARE TO BE UNDERGROUND FROM AN EXISTING POLE. THESE SERVICES ARE SHOWN ON SHEET C2.3, GRADING AND UTILITIES PLAN.
14. ALL CONSTRUCTION AND SITE ALTERATIONS SHALL BE DONE IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL BMPS" PUBLISHED BY THE BUREAU OF LAND AND WATER QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, LATEST EDITION, MARCH 2016.
15. NO CONSTRUCTION OR FILLING OF WETLANDS OTHER THAN THAT SHOWN ON THE PLAN ARE ALLOWED. NRPA PERMIT IS REQUIRED FOR THIS PROJECT.
16. ALL WORK WITHIN THE PUBLIC RIGHT OF WAY SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
17. THE SUBJECT PARCEL KNOWN AS 977 BRIGHTON AVENUE IS SUBJECT TO A CITY OF PORTLAND LEVEL III SITE PLAN AND SUBDIVISION PERMIT.
18. DETAILS OF STREET TREES ARE INCLUDED ON THE LANDSCAPE PLAN AS PART OF THE APPROVAL FOR 977 BRIGHTON SITE PLAN.
19. FLOODPLAIN: THIS PROPERTY IS IN ZONE X OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL 230051 0006 C, EFFECTIVE DATE DECEMBER 8, 1998. IT IS NOT IN A SPECIAL FLOOD HAZARD ZONE.
20. SNOW CLEARANCE REQUIREMENTS ARE AS NOTED ON SHEET C1.2 UNDER SNOW CLEARANCE NOTES.
21. MECHANICAL EQUIPMENT IS TO BE INSTALLED ON THE ROOF.
22. NEW PROPERTY PINS TO BE SET AT THE EXPENSE OF THE OWNER AT THE END OF CONSTRUCTION. ANY MONUMENTATION DAMAGED BY CONSTRUCTION IS TO BE REPLACED.
23. THIS PROJECT HAS A GEOTECHNICAL REPORT BY S.W. COLE ENGINEERING INC. ALL RECOMMENDATIONS OF THE REPORT ARE TO BE FOLLOWED WHILE CONDUCTING AND COMPLETING SITE EARTHWORK.

LEGEND

EXISTING

- PROPERTY LINE
- ABUTTERS PROPERTY
- BUILDING SETBACK
- ZONING DISTRICT
- EDGE OF PAVEMENT
- CONTOURS
- BUILDING
- EDGE OF GRAVEL
- CURB
- WETLAND LIMIT
- WETLAND
- IRON ROD OR PIPE FOUND
- BOUND FOUND
- TREES

PROPOSED

- EDGE OF PAVEMENT
- SLOPED CONCRETE CURB
- VERTICAL GRANITE CURB
- GRADE BREAKS AT PLAZAS
- GRADE BREAKS AT SIDEWALK
- EDGE OF GRAVEL
- BUILDING
- BUILDING ENTRY/EGRESS
- BUILDING CANOPY
- CONCRETE WHEELSTOPS
- CAPPED IRON ROD TO BE SET
- HANDICAP PARKING
- "NO PARKING" AREA
- PAINTED CROSSWALK
- DETECTABLE SURFACE AT RAMP
- WETLAND IMPACT
- SNOW STORAGE AREAS

SUBDIVISION PLAT, APPROVED BY THE CITY OF PORTLAND PLANNING BOARD

DATE

Date

John C. Schwanda, PLS No. 1252

For Boundary and Existing Conditions Only

CWS ARCHITECTS
ARCHITECTURE | INTERIOR DESIGN
434 Cumberland Avenue Portland ME 04101
OFFICE: 207 774 4441 CWSARCH.COM

DESIGNER
STATE OF MAINE THOMAS GREER No. 4206 LICENSED PROFESSIONAL ENGINEER 6/18/18
WALSH
ENGINEERING ASSOCIATES, INC.
One Karen Dr., Suite 2A | Westbrook, Maine 04092
ph. 207.553.9888 | www.walsh-eng.com

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OWNER
AVESTA 977 BRIGHTON LP
c/o AVESTA HOUSING
307 CUMBERLAND AVE.
PORTLAND, MAINE 04101

PROJECT
977 BRIGHTON AVE ELDERLY APARTMENTS
977 BRIGHTON AVENUE
PORTLAND, MAINE 04102

DRAWING
SUBDIVISION RECORDING PLAT
SHEET 1 OF 2
CWS PROJECT NUMBER: 15.040

REVISIONS

1	REV'D PER CITY REVIEW	5/31/18
2	WIDEN WESSEX ST TO 28'; REDUCE PARKING; REDUCE WETLAND IMPACT	6/18/18

DRAWING NUMBER
C1.1

SCALE: AS SHOWN
DATE: 12/21/2017

CITY OF PORTLAND
CONDITIONS OF APPROVAL

IMPERVIOUS INFORMATION

	EXISTING	PROPOSED
BUILDINGS	3,128 SQ. FT.	7,825 SQ. FT.
PAVEMENT & GRAVEL	5,040 SQ. FT.	10,450 SQ. FT.
	8,168 SQ. FT.	18,275 SQ. FT.
NET IMPERVIOUS	+ 10,107 SQ. FT.	

PARKING & BICYCLES

PARKING SPACES PROVIDED:	28
STANDARD SPACES:	
9x18	13
8x15 (COMPACT)	3
ACCESSIBLE SPACES:	
8x18	6
8X15 (COMPACT)	6
BICYCLE SPACES PROVIDED:	16 (8 RACKS)
BIKE SPACES REQUIRED:	
2 BIKE SPACES PER	
5 DWELLING UNITS (40/2.5):	16

UNIT ANALYSIS

UNITS:	40 1-BEDROOM UNITS
UNIT COMPOSITION:	
50% OF ANNUAL MEDIAN INCOME:	24
60% OF ANNUAL MEDIAN INCOME:	10
MARKET RATE:	6
WORKFORCE UNITS:	0

SURVEY GENERAL NOTES

1. OWNER OF RECORD: AVESTA HOUSING DEVELOPMENT CORPORATION, 307 CUMBERLAND AVENUE, PORTLAND, MAINE CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK 32645, PAGES 302-310
2. PARCEL IS SHOWN AS LOTS 1, 2, 3, 6, 7, 8 AND 9, BLOCK C, ON CITY OF PORTLAND'S ASSESSORS MAP 275.
3. BEARINGS ARE BASED ON GRID NORTH NAD83. CITY COORDINATES FOR MONUMENT AT NORTHWEST CORNER OF RIGGS STREET AND WARWICK STREET AND MONUMENT AT SOUTHEAST CORNER OF HALL SCHOOL PROPERTY USED.
4. ELEVATIONS ARE BASED ON CITY DATUM. BENCH MARK: 3' OFFSET MONUMENT AT RIGGS AND WARWICK STREET, ELEVATION 63.61 ESTABLISHED BY LEVEL RUN FROM CITY 3' OFFSET MONUMENT OPPOSITE ESSEX STREET ELEVATION 61.39 MAY 1999, PRIOR TO MONUMENT BEING CUT DOWN.
5. SCATTERED WETLAND FLAGS WERE FOUND, ALONG THE NOTED WETLAND LINE BY UNKNOWN WETLANDS DELINEATOR.

SURVEY PLAN REFERENCES

1. "STANDARD BOUNDARY SURVEY, PROPERTY / SITE PLAN, 977 BRIGHTON AVENUE, PORTLAND, MAINE MADE FOR KEELEY CONSTRUCTION CO., INC." DATED APRIL 21, 1988 BY TITCOMB ASSOCIATES.
2. "RAND ROAD SIDELINE SURVEY FROM PORTLAND TERMINAL RAILROAD TO BRIGHTON AVE. AND A PORTION OF BRIGHTON AVE., CITY OF PORTLAND, MAINE PUBLIC WORKS DEPARTMENT, ENGINEERING SECTION" DATED NOV. 13, 2003.
3. "SAGAMORE VILLAGE, OLNER-UNITED STATES OF AMERICA, CITY OF PORTLAND, CUMBERLAND COUNTY, MAINE" DATED SEPTEMBER 28, 1967 BY H.B. ULLIAN, C.E. RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS PLAN BOOK 34, PAGE 38.
4. "PLAN OF GLENWOOD, DEERING, MAINE, WOOD, HARMON & CO." DATED MAY 1895 BY JORDAN & RICHARDSON RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS PLAN BOOK 8, PAGE 17.
5. CITY OF PORTLAND BLUE SHEETS.
6. PLAN OF BOUNDARY AND TOPOGRAPHIC SURVEY OF HALL SCHOOL MADE FOR OAK POINT ASSOCIATES BY OWEN HASKELL, INC. DATED 2-14-2013.

SNOW CLEARANCE NOTES

1. SNOW MAY BE STORED WITHIN THE SNOW STORAGE AREAS.
2. ANY SNOW THAT CAN NOT BE STORED ON SITE SHALL BE PHYSICALLY REMOVED AND TRANSPORTED OFFSITE IF NECCESSARY.
3. SNOW TRANSPORTED OFFSITE SHALL BE BROUGHT TO A MAINE DEP APPROVED "SNOW DUMP" OR MEET THE EXEMPTION REQUIREMENTS SPECIFIED WITHIN CHAPTER 573 WHEN THE ABOVE REQUIREMENTS CANNOT BE MET DUE TO AN ABUNDANCE OF SNOW.
4. THE SNOW CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO VEGETATION, LANDSCAPING, CURBING, LIGHTING, FENCING ETC. RESULTING FROM THEIR ACTIVITIES.
5. THE SNOW CONTRACTOR SHALL USE SALT OR CHLORIDE SUBSTITUTE TO DEICE THE PARKING LOT.
6. THE OWNER IS RESPONSIBLE FOR SNOW REMOVAL BEING UNDERTAKEN IN A TIMELY FASHION.

WAIVERS REQUESTED

1. THE PLANNING BOARD WAIVES / DOES NOT WAIVE SECTION 14-526 (a) 4 (iv) OF THE CITY OF PORTLAND CHAPTER 14 LAND USE ORDINANCE FOR REDUCTION OF DRIVE AISLE FROM 24 FEET TO 21 FEET.
2. THE PLANNING BOARD WAIVES / DOES NOT WAIVE SECTION 1.14 OF THE CITY OF PORTLAND'S TECHNICAL MANUAL STANDARD THAT PARKING LOTS WITH GREATER THAN 10 SPACES MAY BE COMPRISED OF UP TO 20% COMPACT PARKING SPACES, TO ALLOW 12 COMPACT SPACES WHICH IS 37.5% OF THE TOTAL NUMBER.
3. THE PLANNING BOARD WAIVES / DOES NOT WAIVE SECTION 1 (FIGURE 1-1) OF THE CITY OF PORTLAND TECHNICAL MANUAL STANDARD FOR SIDEWALKS ON BOTH SIDES OF WESSEX STREET.

SUBDIVISION PLAT, APPROVED BY THE CITY OF PORTLAND PLANNING BOARD

DATE

CITY OF PORTLAND SUBDIVISION NOTES

1. LANDSCAPING SHALL MEET THE "ARBORICULTURAL SPECIFICATIONS AND STANDARDS OF PRACTICE AND LANDSCAPE GUIDELINES" OF THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
2. THE ENTIRE SITE SHALL BE DEVELOPED AND/OR MAINTAINED AS DEPICTED ON THE SITE PLAN. APPROVAL OF THE PLANNING AUTHORITY OR PLANNING BOARD SHALL BE REQUIRED FOR ANY ALTERATION TO OR DEVIATION FROM THE APPROVED SITE PLAN, INCLUDING, WITHOUT LIMITATION, TOPOGRAPHY, DRAINAGE, LANDSCAPING, RETENTION OF WOODED OR LAWN AREAS, ACCESS, SIZE, LOCATION, AND SURFACING OF PARKING AREAS AND LOCATION AND SIZE OF BUILDINGS.
3. ALL POWERLINE UTILITIES SHALL BE OVERHEAD.
4. SIDEWALKS AND CURBING SHALL BE DESIGNED AND BUILT WITH TIPDOWN RAMPS AT ALL STREET CORNERS, CROSSWALKS AND DRIVEWAYS IN CONFORMANCE WITH THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
5. ALL EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL BMPS PUBLISHED BY THE BUREAU OF LAND AND QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003.
6. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR REGRADING.
7. ALL DISTURBED AREAS ON THE SITE NOT COVERED BY BUILDINGS OR PAVED AREAS SHALL BE STABILIZED WITH LOAM AND SEED OR OTHER METHODS AS REQUIRED BY BEST MANAGEMENT PRACTICES (SEE ABOVE).
8. PRIOR TO CONSTRUCTION, A PRECONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR, DEVELOPMENT REVIEW COORDINATOR, PUBLIC WORK'S REPRESENTATIVE AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE SITE/BUILDING CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE TO THE ATTENDING CITY REPRESENTATIVE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE A MUTUALLY AGREEABLE TIME FOR THE PRECONSTRUCTION MEETING.
9. EXISTING VEGETATION SHALL BE CONSERVED IN AREAS SHOWN ON THIS SITE. FENCING OR OTHER PROTECTIVE BARRIERS SHALL BE ERECTED OUTSIDE THE DRIP-LINE OF INDIVIDUAL GROUPINGS OF TREES DESIGNATED FOR PRESERVATION PRIOR TO THE ONSET OF CONSTRUCTION. REGRADING SHALL NOT TAKE PLACE WITHIN THE DRIP-LINE OF TREES DESIGNATED FOR PRESERVATION. NO STORAGE OR CONSTRUCTION MATERIALS SHALL BE PERMITTED WITHIN THE DRIP-LINE OF TREES TO BE PRESERVED.
10. SUBDIVISION AT THE TIME OF APPROVAL IS DEFINED AS "SUBDIVISION SHALL MEAN THE DIVISION OF A LOT, TRACT OR PARCEL OF LAND INTO THREE (3) OR MORE LOTS, INCLUDING LOTS OF FORTY (40) ACRES OR MORE, WITHIN ANY FIVE-YEAR PERIOD WHETHER ACCOMPLISHED BY SALE, LEASE, DEVELOPMENT, BUILDINGS OR OTHERWISE AND AS FURTHER DEFINED IN 30-A M.R.S.A. SECTION 4401. THE TERM SUBDIVISION SHALL ALSO INCLUDE THE DIVISION OF A NEW STRUCTURE OR STRUCTURES ON A TRACT OR PARCEL OF LAND INTO THREE (3) OR MORE DWELLING UNITS WITHIN A FIVE-YEAR PERIOD AND THE DIVISION OF AN EXISTING STRUCTURE OR STRUCTURES PREVIOUSLY USED FOR COMMERCIAL OR INDUSTRIAL USE INTO THREE (3) OR MORE DWELLING UNITS WITHIN A FIVE-YEAR PERIOD. THE AREA INCLUDED IN THE EXPANSION OF AN EXISTING STRUCTURE IS DEEMED TO BE A NEW STRUCTURE FOR THE PURPOSE OF THIS PARAGRAPH. A DWELLING UNIT SHALL INCLUDE ANY PART OF A STRUCTURE WHICH, THROUGH SALE OR LEASE, IS INTENDED FOR HUMAN HABITATION, INCLUDING SINGLE-FAMILY AND MULTIFAMILY HOUSING CONDOMINIUMS, TIME-SHARE UNITS AND APARTMENTS."

ZONE INFORMATION

ZONE: RESIDENTIAL 3 (R-3) & RESIDENTIAL-PROFESSIONAL
PERMITTED USE: MULTI-FAMILY RESIDENTIAL PROPOSED USE: AFFORDABLE SENIOR HOUSING

SPACE STANDARDS	R-3	R-P	14-488 BONUS	ALLOWED	PROVIDED
LOW INCOME UNITS			85%		34
WORKFORCE UNITS			0%		0
MARKET UNITS			15%		6
TOTAL NUMBER OF UNITS			100%		40
LOT AREA PER UNIT	6,500 SQ. FT.	1500/UNIT *	2.5x1500	= 600	800
MINIMUM LOT SIZE	6,500 SQ. FT.	6,500 SQ. FT.			32,000
MINIMUM STREET FRONTAGE	50 FEET	50 FEET			420 FEET
MAXIMUM FRONT YARD					10 FEET
MINIMUM FRONT YARD	25 FEET	17.6 FEET**	-5 FEET	= 12.85 FEET	17 FEET
MINIMUM REAR YARD	25 FEET	25 FEET			140 FEET
MINIMUM SIDE YARD					
2 1/2 STORY STRUCTURE	16 FEET	16 FEET	-5 FEET	= 11 FEET	20 FEET
SIDE YARD ON A SIDE STREET	20 FEET	20 FEET	-5 FEET	= 15 FEET	15 FEET
MINIMUM UNIT SIZE					528 SQ. FT.
OVERALL BUILDING AREA (GROSS)					30,089 SQ. FT.
ACTUAL LOT COVERAGE (FOOTPRINT)					7,522 SQ. FT.
MAXIMUM LOT COVERAGE	35%	35%			24%
MINIMUM LOT WIDTH	65 FEET	65 FEET			150 FEET
MAXIMUM BUILDING HEIGHT	35 FEET	35 FEET	45 FEET	= 50 FEET	46 FEET

* PER 14-488

** 25' OR AVERAGE OF ABUTTING FRONT YARDS, AVERAGE OF YARDS ABUTTING 977 = 17.85'

Date

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OWNER

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PORTLAND, MAINE 04101

PROJECT

977 BRIGHTON AVE ELDERLY APARTMENTS

977 BRIGHTON AVENUE
PORTLAND, MAINE 04102

DRAWING

SUBDIVISION
RECORDING PLAT
SHEET 2 OF 2

CWS PROJECT NUMBER: 15.040

REVISIONS

1	REVD PER CITY REVIEW	5/31/18
2	WIDEN WESSEX ST TO 28', REDUCE PARKING, REDUCE WETLAND IMPACT	6/18/18

DRAWING NUMBER
C1.2

SCALE: AS SHOWN
DATE: 12/21/2017

N:\2015\15100-977 BRIGHTON AVE. APARTMENTS, PORTLAND\DWG\15100 SHEET

ZONE INFORMATION

ZONE: RESIDENTIAL 3 (R-3) & RESIDENTIAL-PROFESSIONAL
PERMITTED USE: MULTI-FAMILY RESIDENTIAL PROPOSED USE: AFFORDABLE SENIOR HOUSING

SPACE STANDARDS	R-3	R-P	14-488 BONUS	ALLOWED	PROVIDED
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* PER 14-488

**25' OR AVERAGE OF ABUTTING FRONT YARDS, AVERAGE OF YARDS ABUTTING 977 = 17.85'

GENERAL NOTES

1. OWNER/DEVELOPER: AVESTA HOUSING DEVELOPMENT CORPORATION, 307 CUMBERLAND AVENUE, PORTLAND MAINE, CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK 31390, PAGE 302 & BOOK 31390, PAGE 310, RECORDED DATES 10/6/15.
2. ENGINEER: PINKHAM & GREER CIVIL ENGINEERS, 28 VANNAH AVENUE, PORTLAND, MAINE.
3. ARCHITECT: CWS ARCHITECTS, 264 U.S. ROUTE ONE #2A, SCARBOROUGH, MAINE.
4. TOPOGRAPHIC, UTILITY AND BOUNDARY INFORMATION TAKEN FROM "BOUNDARY & TOPOGRAPHIC SURVEY AT 977 BRIGHTON AVENUE, PORTLAND, MAINE MADE FOR AVESTA HOUSING 307 CUMBERLAND AVENUE, PORTLAND, MAINE" BY OWEN HASKELL, INC., 390 U.S. ROUTE ONE, FALMOUTH, MAINE. PLAN DATED JULY 13, 2016. BENCHMARK: 3' OFFSET MONUMENT AT RIGGS AND WARWICK STREET, ELEVATION 63.61.
5. WETLAND MAPPING PROVIDED BY ALBERT FRICK ASSOCIATES, INC., 95A GORHAM ROAD, GORHAM, MAINE.
6. SOILS MAPPING TAKEN FROM SOIL CONSERVATION STUDY OF CUMBERLAND COUNTY AND ARE SCANTIC (Sn), SILT LOAM, AT THE SOUTH HALF OF THE SITE AND ELMWOOD (EmB), FINE SANDY LOAM AT THE NORTH HALF OF THE PARCEL.
7. ZONE: RESIDENTIAL PROFESSIONAL AND RESIDENTIAL 3 CHANGED TO AFFORDABLE SENIOR HOUSING PROPOSED USE: AFFORDABLE SENIOR HOUSING
8. TAX MAP REFERENCE: MAP 275 / BLOCK C / LOTS 1, 2, 3, 6, 7, 8 AND 9.
9. TOTAL PARCEL = 0.734 ACRES
10. CALL DIG-SAFE PRIOR TO COMMENCING WORK, 811 OR 1-888-DIG-SAFE.
11. BUILDING SHALL HAVE A STREET NUMBER CLEARLY VISIBLE FROM THE ROAD MARKED ON THE BUILDING. STREET NUMBER TO BE AS APPROVED BY THE CITY E-911 ADDRESSING OFFICER.
12. LOT TO BE SERVICED BY PUBLIC WATER AND SEWER. THESE SERVICES, INCLUDING HYDRANTS, ARE AS SHOWN ON SHEET C2.3, GRADING AND UTILITIES PLAN.
13. POWER, TELEPHONE AND CABLE ARE TO BE UNDERGROUND FROM AN EXISTING POLE. THESE SERVICES ARE SHOWN ON SHEET C2.3, GRADING AND UTILITIES PLAN.
14. ALL CONSTRUCTION AND SITE ALTERATIONS SHALL BE DONE IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL BMPS" PUBLISHED BY THE BUREAU OF LAND AND WATER QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, LATEST EDITION, MARCH 2016.
15. NO CONSTRUCTION OR FILLING OF WETLANDS OTHER THAN THAT SHOWN ON THE PLAN ARE ALLOWED. NRPA PERMIT IS REQUIRED FOR THIS PROJECT.
16. ALL WORK WITHIN THE PUBLIC RIGHT OF WAY SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
17. THE SUBJECT PARCEL KNOWN AS 977 BRIGHTON AVENUE IS SUBJECT TO A CITY OF PORTLAND LEVEL III SITE PLAN AND SUBDIVISION PERMIT.
18. DETAILS OF STREET TREES ARE INCLUDED ON THE LANDSCAPE PLAN AS PART OF THE APPROVAL FOR 977 BRIGHTON SITE PLAN.
19. FLOODPLAIN: THIS PROPERTY IS IN ZONE X OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL 230051 0006 C, EFFECTIVE DATE DECEMBER 8, 1998. IT IS NOT IN A SPECIAL FLOOD HAZARD ZONE.
20. SNOW CLEARANCE REQUIREMENTS ARE AS NOTED ON SHEET C1.2 UNDER SNOW CLEARANCE NOTES.
21. MECHANICAL EQUIPMENT IS TO BE INSTALLED ON THE ROOF.
22. NEW PROPERTY PINS TO BE SET AT THE EXPENSE OF THE OWNER AT THE END OF CONSTRUCTION. ANY MONUMENTATION DAMAGED BY CONSTRUCTION IS TO BE REPLACED.
23. THIS PROJECT HAS A GEOTECHNICAL REPORT BY S.W. COLE ENGINEERING INC. ALL RECOMMENDATIONS OF THE REPORT ARE TO BE FOLLOWED WHILE CONDUCTING AND COMPLETING SITE EARTHWORK.

WAIVERS REQUESTED

1. THE PLANNING BOARD WAIVES / DOES NOT WAIVE SECTION 14-526 (a) 4 (iv) OF THE CITY OF PORTLAND CHAPTER 14 LAND USE ORDINANCE FOR REDUCTION OF DRIVE AISLE FROM 24 FEET TO 21 FEET.
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IMPERVIOUS INFORMATION

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PAVEMENT & GRAVEL	5,040 SQ. FT.	10,450 SQ. FT.
	8,168 SQ. FT.	18,275 SQ. FT.
NET IMPERVIOUS	+ 10,107 SQ. FT.	

CITY OF PORTLAND SITE PLAN NOTES

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3. ALL POWERLINE UTILITIES SHALL BE OVERHEAD.
4. SIDEWALKS AND CURBING SHALL BE DESIGNED AND BUILT WITH TIPDOWN RAMPS AT ALL STREET CORNERS, CROSSWALKS AND DRIVEWAYS IN CONFORMANCE WITH THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
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7. ALL DISTURBED AREAS ON THE SITE NOT COVERED BY BUILDINGS OR PAVED AREAS SHALL BE STABILIZED WITH LOAM AND SEED OR OTHER METHODS AS REQUIRED BY BEST MANAGEMENT PRACTICES (SEE ABOVE).
8. PRIOR TO CONSTRUCTION, A PRECONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR, DEVELOPMENT REVIEW COORDINATOR, PUBLIC WORK'S REPRESENTATIVE AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE SITE/BUILDING CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE TO THE ATTENDING CITY REPRESENTATIVE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE A MUTUALLY AGREEABLE TIME FOR THE PRECONSTRUCTION MEETING.
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PARKING & BICYCLES

PARKING SPACES PROVIDED: 28

STANDARD SPACES:
9x18: 13
8x15 (COMPACT): 3

ACCESSIBLE SPACES:
8x18: 6
8x15 (COMPACT): 6

BICYCLE SPACES PROVIDED: 16 (8 RACKS)

BIKE SPACES REQUIRED:
2 BIKE SPACES PER 5 DWELLING UNITS (40/2.5): 16

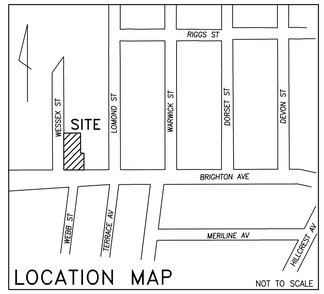
LEGEND

EXISTING

- PROPERTY LINE
- ABUTTERS PROPERTY
- BUILDING SETBACK
- EDGE OF PAVEMENT
- BUILDING
- EDGE OF GRAVEL
- CURB
- WATERCOURSE
- WETLAND LIMIT
- WETLAND
- CATCH BASIN
- DRAIN MANHOLE
- TELEPHONE MANHOLE
- WATER DISTRICT MANHOLE
- TRANSFORMER
- SEWER MANHOLE
- UTILITY POLE
- UTILITY POLE W/ GUY WIRE
- SIGN
- LIGHT POLE
- TREES

PROPOSED

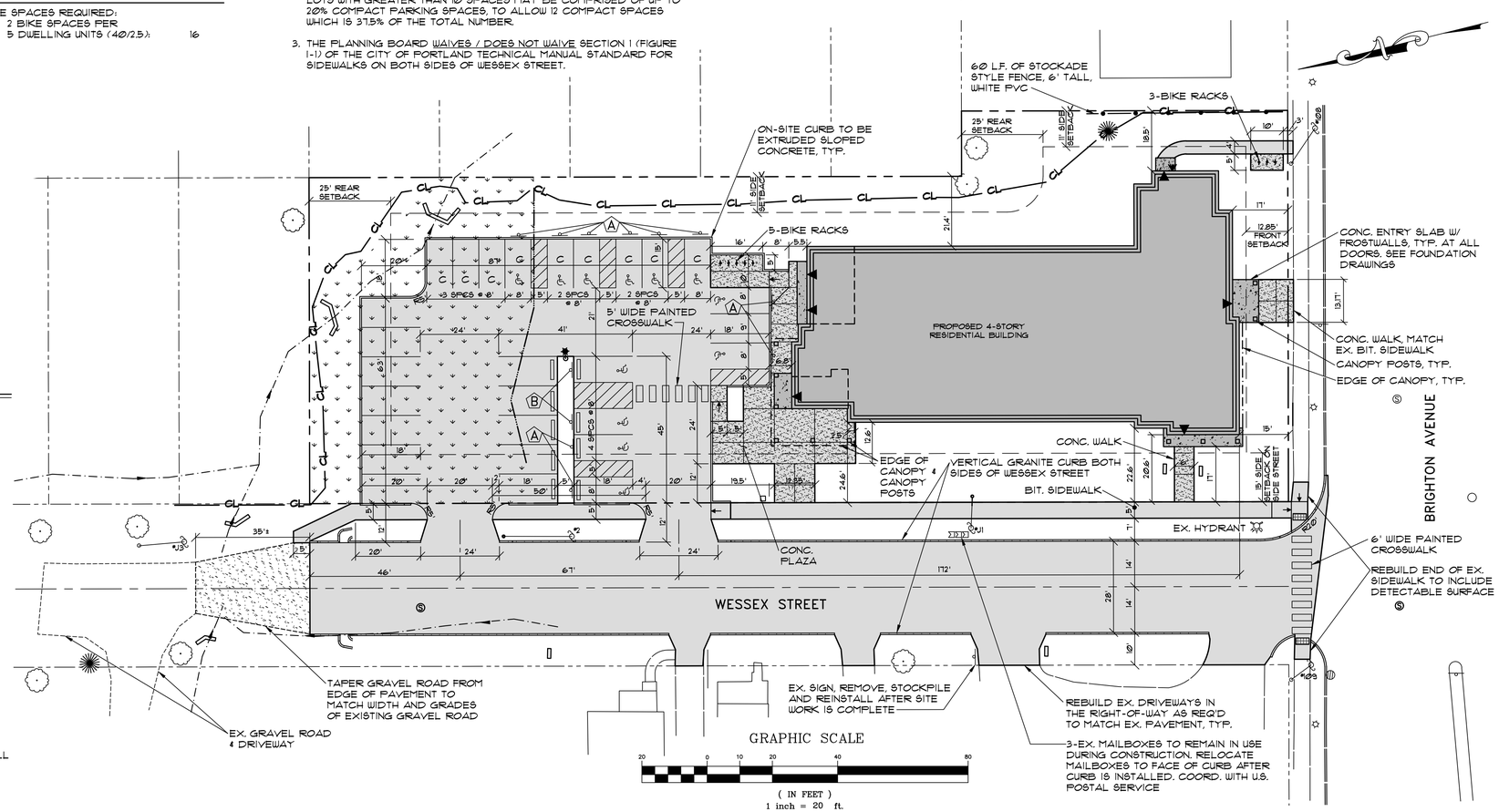
- EDGE OF PAVEMENT
- EXTRUDED CONCRETE CURB
- VERTICAL GRANITE CURB
- GRADE BREAKS AT PLAZAS
- GRADE BREAKS AT SIDEWALK
- EDGE OF GRAVEL
- BUILDING
- BUILDING ENTRY/EGRESS
- BUILDING CANOPY
- CLEARING LIMIT
- CENTERLINE
- STOCKADE FENCE
- STONE HEADWALL
- LIGHT POLE
- WALL MOUNTED LIGHT
- UTILITY POLE
- SIGN & SIGN IDENTIFICATION
- RELOCATED MAILBOX
- BIKE RACK
- CONCRETE WHEELSTOPS
- HANDICAP PARKING
- "NO PARKING" AREA
- PAINTED CROSSWALK
- DETECTABLE SURFACE AT RAMP
- RIPRAP
- CONCRETE PAVEMENT
- CONCRETE SLAB W/ FROST WALL
- BITUMINOUS PAVEMENT
- BUILDING HATCH



LOCATION MAP NOT TO SCALE

PROJECT DRAWINGS

C1.1	SUBDIVISION RECORDING PLAT, SHEET 1 of 2
C1.2	SUBDIVISION RECORDING PLAT, SHEET 2 of 2
C2.1	SITE PLAN
C2.2	EXISTING CONDITIONS AND DEMOLITION PLAN
C2.3	GRADING AND UTILITIES PLAN
C2.4	EROSION CONTROL PLAN, NOTES AND DETAILS
C2.5	LANDSCAPE PLAN, NOTES AND DETAILS
C2.6	SITE LIGHTING
C3.1	SITE DETAILS
C3.2	SITE DETAILS
C3.3	SITE DETAILS
C3.4	STORMWATER TREATMENT DETAILS
C3.5	STORMWATER TREATMENT DETAILS
D1.0	DRAINAGE ANALYSIS
1	BOUNDARY & TOPOGRAPHIC SURVEY



CWS ARCHITECTS
ARCHITECTURE | INTERIOR DESIGN
434 Cumberland Avenue Portland ME 04101
OFFICE: 207 774 4441 CWSARCH.COM

DESIGNER

WALSH
ENGINEERING ASSOCIATES, INC.
One Karen Dr. - Suite 2A | Westbrook, Maine 04092
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OWNER

AVESTA 977 BRIGHTON LP
c/o AVESTA HOUSING
307 CUMBERLAND AVE.
PORTLAND, MAINE 04101

PROJECT

977 BRIGHTON AVE ELDERLY APARTMENTS
977 BRIGHTON AVENUE
PORTLAND, MAINE 04102

DRAWING

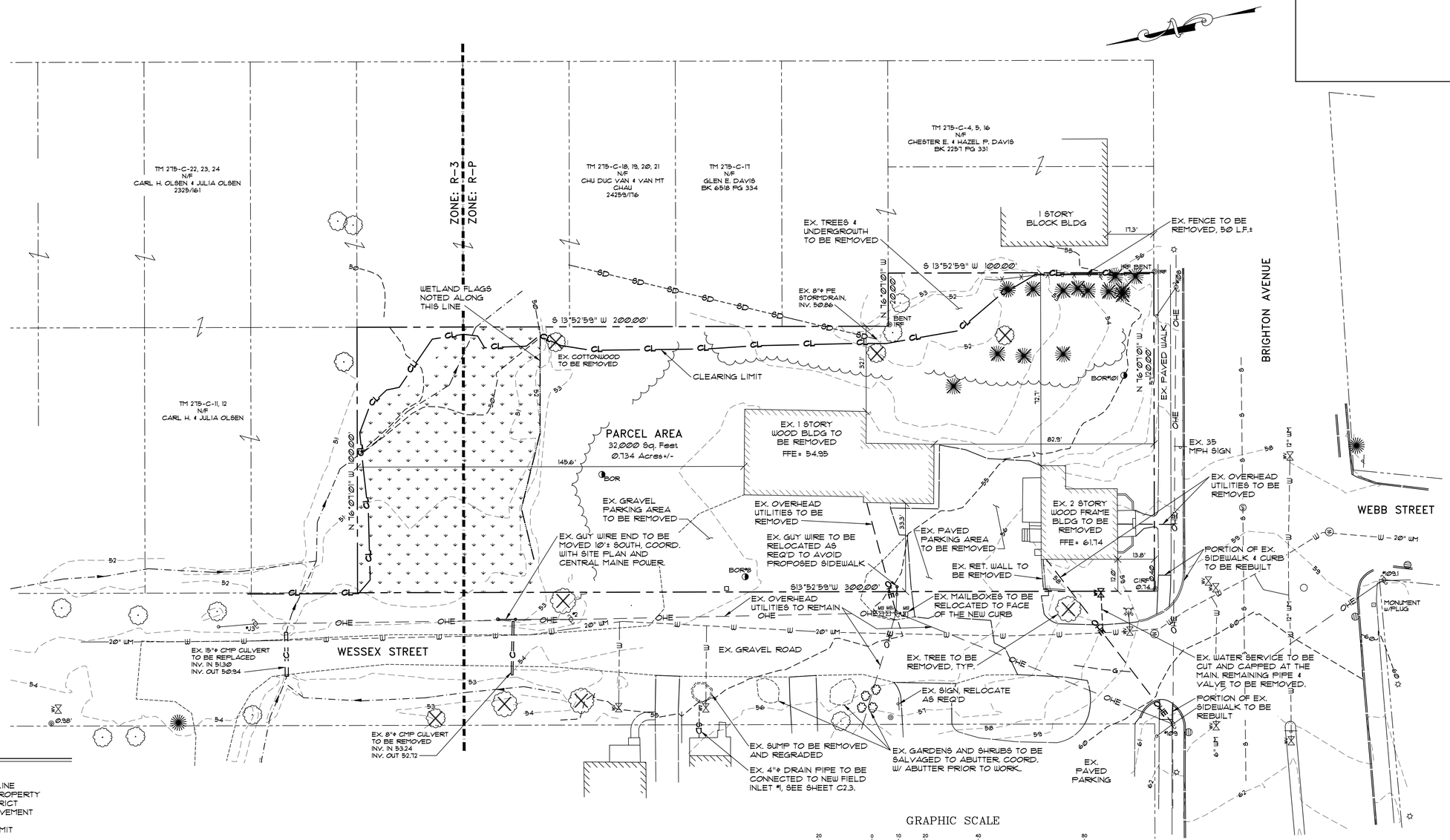
SITE PLAN
CWS PROJECT NUMBER: 15.040

REVISIONS

1	RE'D PER CITY REVIEW	5/31/18
2	WIDEN WESSEX ST TO 28', REDUCE PARKING, REDUCE WETLAND IMPACT	6/18/18

DRAWING NUMBER
C2.1

SCALE: AS SHOWN
DATE: 12/21/2017



LEGEND

EXISTING

- PROPERTY LINE
- ABUTTERS PROPERTY
- ZONING DISTRICT
- EDGE OF PAVEMENT
- BUILDING
- CLEARING LIMIT
- CONTOURS
- EDGE OF GRAVEL
- CURB
- WATERCOURSE
- WETLAND LIMIT
- WETLAND
- CATCH BASIN
- DRAIN MANHOLE
- TELEPHONE MANHOLE
- WATER DISTRICT MANHOLE
- TRANSFORMER
- SEWER MANHOLE
- UTILITY POLE
- UTILITY POLE W/ GUY WIRE
- SIGN
- LIGHT POLE
- GAS LINE
- STORMDRAIN
- CULVERT
- OVERHEAD UTILITY
- WATER LINE
- HYDRANT
- GATE VALVE
- FENCE
- IRON ROD OR PIPE FOUND
- BOUND FOUND
- TREES
- TREELINE

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

CWS ARCHITECTS
ARCHITECTURE | INTERIOR DESIGN
434 Cumberland Avenue Portland ME 04101
OFFICE: 207 774 4441 CWSARCH.COM

DESIGNER

STATE OF MAINE — THOMAS O GREER No. 4206 — LICENSED PROFESSIONAL ENGINEER — 6/18/18

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977 BRIGHTON AVE ELDERLY APARTMENTS

977 BRIGHTON AVENUE
PORTLAND, MAINE 04102

DRAWING

EXISTING SITE & DEMOLITION PLAN

CWS PROJECT NUMBER: 15.040

REVISIONS

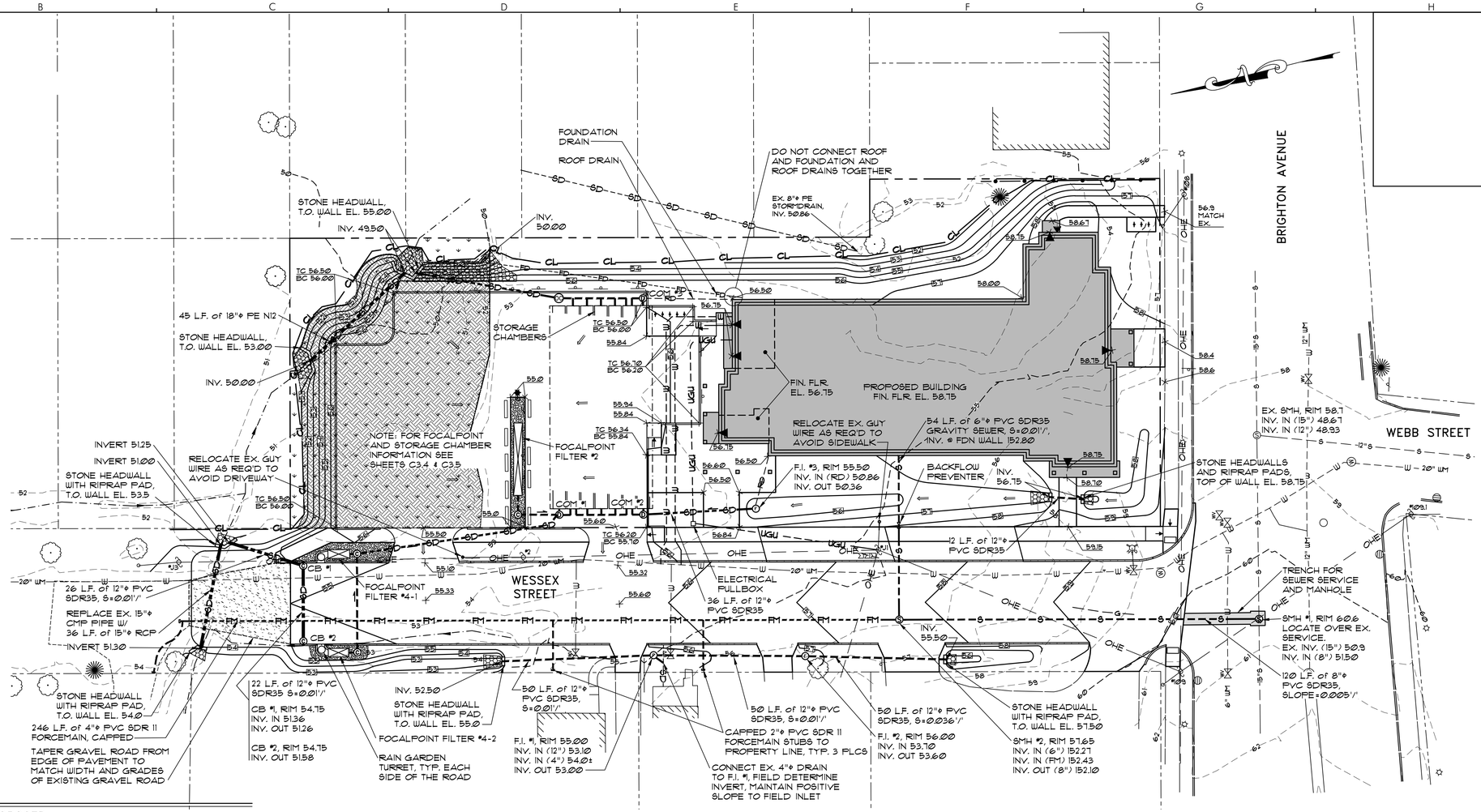
1	RE'D PER CITY REVIEW	5/31/18
2	WIDEN WESSEX ST TO 28', REDUCE PARKING, REDUCE WETLAND IMPACT	6/18/18

DRAWING NUMBER

C2.2

SCALE: AS SHOWN

DATE: 12/21/2017



GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

LEGEND

EXISTING

- PROPERTY LINE
- ABUTTERS PROPERTY
- EDGE OF PAVEMENT
- BUILDING
- EDGE OF GRAVEL
- CURB
- WATERCOURSE
- WETLAND LIMIT
- WETLAND
- CONTOURS
- STORMDRAIN
- CULVERT
- OVERHEAD UTILITY
- WATER LINE
- GAS LINE
- HYDRANT
- GATE VALVE
- CATCH BASIN
- DRAIN MANHOLE
- TELEPHONE MANHOLE
- WATER DISTRICT MANHOLE
- SEWER MANHOLE
- UTILITY POLE
- UTILITY POLE W/ GUY WIRE
- SIGN
- LIGHT POLE
- TREES
- STOCKADE FENCE

PROPOSED

- EDGE OF PAVEMENT
- EXTRUDED CONCRETE CURB
- VERTICAL GRANITE CURB
- GRADE BREAKS AT PLAZAS
- GRADE BREAKS AT SIDEWALK
- EDGE OF GRAVEL
- BUILDING
- BUILDING ENTRY/EGRESS
- BUILDING CANOPY
- CLEARING LIMIT
- SANITARY SEWER
- STORMDRAIN
- GRAVITY SEWER
- SEWER FORCEMAIN
- WATER LINE
- UNDERGROUND UTILITY
- ROOF DRAIN
- FOUNDATION DRAIN
- CATCH BASIN (CB #)
- CLEANOUT MANHOLE (COM #)
- SANITARY MANHOLE
- FIELD INLET (FI #)
- OUTLET CONTROL MANHOLE
- FOCALPOINT TREATMENT (FP #)
- CONTOURS
- SURFACE DRAINAGE
- SPOT GRADE
- TOP OF CURB/BOTTOM OF CURB SPOT GRADE
- STOCKADE FENCE
- STONE HEADWALL
- UTILITY POLE
- LIGHT POLE
- WALL MOUNTED LIGHT
- SIGN
- RELOCATED MAILBOX
- BIKE RACK
- CONCRETE WHEELSTOPS
- DETECTABLE SURFACE AT RAMP
- RIPRAP
- CONCRETE PAVEMENT
- CONCRETE SLAB W/ FROST WALL
- BITUMINOUS PAVEMENT
- BUILDING HATCH
- WETLAND IMPACT
- ROUND RIVER STONE BARRIER

SURVEYORS UTILITY NOTE

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

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PROJECT
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977 BRIGHTON AVENUE
PORTLAND, MAINE 04102

DRAWING
GRADING & UTILITIES PLAN
CWS PROJECT NUMBER: 15.040

REVISIONS

1	REV'D PER CITY REVIEW	5/31/18
2	REV'D STORMWATER TREATMENT DESIGN	6/4/18
3	REV'D SW TREATMENT PER MFR REVIEW	6/8/18
4	WIDEN WESSEX ST TO 28', REDUCE PARKING, REDUCE WETLAND IMPACT	6/18/18
5	ADDED SEWER IN WESSEX STREET	6/21/18

DRAWING NUMBER
C2.3

SCALE: AS SHOWN
DATE: 12/21/2017

N:\2015\15100-977 BRIGHTON AVE. APARTMENTS, PORTLAND\DWG\15100 SHEET

EROSION CONTROL NOTES

GENERAL:

1. DURING CONSTRUCTION THE CONTRACTOR IS REQUIRED TO HAVE A MAINTENANCE AND INSPECTION PLAN FOR STORMWATER CONTROL AND EROSION CONTROL DEVICES. INSPECT THE DISTURBED AREAS ONCE PER WEEK AND BEFORE AND AFTER RAIN STORMS. REPAIR OR CORRECT ANY AREAS THAT ARE DEFICIENT WITHIN 7 CALENDAR DAYS. KEEP A LOG OF THE INSPECTIONS AND NOTE ANY CORRECTIVE ACTION TAKEN. THE LOG MUST BE AVAILABLE FOR REVIEW BY THE TOWN AND DEP. KEEP RECORDS FOR 3 YEARS.

2. THE DRAWINGS DEPICT THE REQUIRED SOIL EROSION CONTROL MEASURES. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE CONSTRUCTION SITE IN SUCH A MANNER THAT:

   1. SOIL EROSION IS KEPT TO A MINIMUM.
   2. NO SEDIMENT LEAVES THE CONSTRUCTION SITE PROPER.
   3. ALL POSSIBLE MEASURES ARE EMPLOYED TO PREVENT SEDIMENT FROM ENTERING DRAINAGE COURSES AND WETLANDS EVEN BEYOND THE DETAILS SHOWN ON THIS PLAN IF NECESSARY.

3. ALL EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL BMPS PUBLISHED BY THE BUREAU OF LAND AND WATER QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2016.

4. THE CONTRACTOR IS RESPONSIBLE FOR ALL FINES RESULTING FROM EROSION OR SEDIMENTATION FROM THE SITE TO SURROUNDING PROPERTIES, WATERBODIES, OR WETLAND AS A RESULT OF THIS PROJECT.

5. LOAM AND SEED ALL DISTURBED AREAS AS SOON AS POSSIBLE AFTER DISTURBANCE, BUT NO LONGER THAN 7 DAYS. LOAM AND SEED ANY DISTURBED AREA WITHIN 75' OF WETLANDS OR WATERBODEIS WITHIN 48 HOURS OR PRIOR TO AND STORM EVENT. USE WINTER SEED RATES AND SPECIFICATIONS IF APPROPRIATE.

6. INSPECT SOIL EROSION MEASURES WEEKLY AND AFTER SIGNIFICANT STORM EVENTS. MAKE ALL NECESSARY REPAIRS TO FACILITIES AS SOON AS POSSIBLE, BUT NO LONGER THAN 2 DAYS. CLEAN AND RESET SILT FENCES AND STONE CHECK DAMS WHICH ACCUMULATE SEDIMENT AND DEBRIS.

7. PROTECT AND STABILIZE ALL AREAS NOT SCHEDULED FOR EROSION PREVENTION OR STABILIZATION BUT THAT SHOW SIGNS OF EROSION. NOTIFY OWNER OF ANY SIGNIFICANT EROSION PROBLEM.

8. APPLY MULCH TO BARE SOILS WITHIN 7 DAYS OF INITIAL DISTURBANCE OF SOILS, WITHIN 48 HOURS IF WITHIN 75' OF WETLAND OR WATERBODY, PRIOR TO ANY RAIN EVENT, OR PRIOR TO ANY WORK SHUTDOWN LASTING MORE THAN ONE DAY.

9. TEMPORARILY SEED WITHIN 7 DAYS ANY AREA WHICH WILL BE LEFT DISTURBED AND UNWORKED FOR MORE THAN 14 DAYS WITH THE TEMPORARY SEED MIX LISTED BELOW. IF AREA IS WITHIN 75' OF A WETLAND OR WATERBODY, SEED WITHIN 48 HOURS. PERMANENTLY SEED ANY AREA WHICH CAN BE LOAMED AS SOON AS POSSIBLE WITH THE PERMANENT SEED MIX LISTED BELOW. DO NOT USE PERMANENT SEED MIX AFTER SEPTEMBER 15.

10. MULCH ALL AREAS SEEDED SO THAT SOIL IS NOT VISIBLE THROUGH THE MULCH REGARDLESS OF THE APPLICATION RATE. DURING THE GROWING SEASON (APRIL 15 - SEPT. 30) USE EROSION CONTROL MESH (OR MULCH AND NETTING) ON:
    - -THE BASE OF GRASSED WATERWAYS
    - -SLOPES STEEPER THAN 15%
    - -WITHIN 100 FT. OF STREAMS AND WETLANDS

    BETWEEN OCT. 1 AND APRIL 14 USE EROSION CONTROL MESH (OR MULCH AND NETTING) ON:
    - -SIDE SLOPES OF GRASSED WATERWAYS
    - -SLOPES STEEPER THAN 8%

11. INSTALL EROSION CONTROL MESH IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS. MESH TO BE EQUAL TO NORTH AMERICAN GREEN PRODUCT C125BN.

12. FOLLOW SILT FENCE MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS FOR INSTALLATION OF SILT FENCE. SECURE ENTIRE BOTTOM OF FENCE EITHER BY BURYING BOTTOM OF FENCE IN A TRENCH OR BERMING WITH SOIL OR CHIPPED GRUBBINGS. REFER TO SILT FENCE DETAILS.

13. PLACE AND GRADE LOAM IN A REASONABLY UNIFORM MANNER. WORK LIME AND FERTILIZER INTO THE SOIL TO A DEPTH OF 4 INCHES WITH A DISC, SPRING TOOTH HARROW OR OTHER SUITABLE EQUIPMENT. CONTINUE TILLAGE UNTIL A REASONABLY UNIFORM SEED BED IS PREPARED. REMOVE FROM SURFACE ALL STONES LARGER THAN 2" AND ALL OTHER UNSUITABLE MATERIAL. LIME AND FERTILIZER SHOULD BE MIXED INTO SOIL PRIOR TO ROLLING EXCEPT IF INCLUDED IN HYDROSEED MIXTURE. PERMANENT STABILIZATION OF REVEGETATED AREAS IS CONSIDERED AS 95% CATCH.

14. ALL CATCH BASINS, NEW OR EXISTING, THAT MAY RECEIVE RUNOFF FROM DISTURBED AREAS MUST BE PROTECTED BY INSTALLING AND MAINTAINING SILT SACKS DURING CONSTRUCTION.

15. WATER FROM CONSTRUCTION TRENCH DEWATERING OR TEMPORARY STREAM DIVERSION WILL PASS FIRST THROUGH A FILTER BAG OR SECONDARY CONTAINMENT STRUCTURE (E.G. HAY BALE OR EROSION CONTROL MIX LINED POOL) PRIOR TO DISCHARGE. THE DISCHARGE SITE SHALL BE SELECTED TO AVOID FLOODING, ICING, AND SEDIMENT DISCHARGES TO A PROTECTED RESOURCE. IN NO CASE SHALL THE FILTER BAG OR CONTAINMENT STRUCTURE BE LOCATED WITHIN 100 FEET OF A PROTECTED NATURAL RESOURCE.

TOPSOIL:

1. SUITABLE TOPSOIL SALVAGED FROM SITE OR SCREENED, LOOSE AND FRIABLE SANDY LOAM OR LOAM AS DEFINED BY THE USDA SOIL CONSERVATION SERVICE CLASSIFICATION SYSTEM, FREE FROM ADMIXTURE OF SUBSOIL, REFUSE, LARGE STONES, CLODS, ROOTS, WEEDS, RHIZOMES OR OTHER UNDESIREABLE FOREIGN MATTER AS DETERMINED BY THE INSPECTING AUTHORITY. CONTRACTOR SHALL SUBMIT REPORTS OF LOAM TEST RESULTS PERFORMED BY AN INDEPENDENT TESTING LABORATORY FOR TOPSOIL FROM DIFFERENT SOURCES PRIOR TO PLACING. THE COST OF TESTING SHALL BE INCIDENTAL TO THE COST OF TOPSOIL. TOPSOIL SHALL MEET THE FOLLOWING SPECIFICATIONS:

2. MATERIAL

   SAND - 0.08 IN. TO 0.002 IN. DIAMETER (% BY VOLUME) . . . . . 45 - 75
   SILT - 0.002 IN. TO 0.000008 IN. DIAMETER (% BY VOLUME) . . . 20 - 40
   CLAY - LESS THAN 0.000008 IN. DIAMETER (% BY VOLUME) . . . . 5 - 15

   ORGANICS (SHALL MEET THE REQUIREMENTS OF MDOT STANDARD SPECIFICATION 717.03 PEAT HUMUS) (% BY VOLUME) . 10 - 20

   NUTRIENTS:
   CALCIUM (CA) (% SATURATION) . . . . . 60 - 80
   MAGNESIUM (MG) (% SATURATION) . . . . . 10 - 25
   POTASSIUM (K) (% SATURATION) . . . . . 2.1 - 3.0
   PHOSPHORUS (P) (POUNDS/ACRE) . . . . . 10 - 40
   PH . . . . . 6.0 - 6.5

   PERMEABILITY (INCHES PER HOUR) . . . . . 3 - 10

   MAXIMUM STONE SIZE (INCHES) 3/4

SEEDING:

USE PERMANENT SEED MIXES AND RATES BETWEEN 5/15 AND 9/30. USE TEMPORARY SEED MIXES FOR PERIODS LESS THAN 12 MONTHS. IF USING TEMPORARY SEED MIXES AND RATES BETWEEN 10/1 AND 5/14, RE-SEED WITH PERMANENT SEED MIX AFTER 5/15.

PERMANENT SEED:

MDOT 717.03(a) METHOD NUMBER 3

TEMPORARY SEED:

OATS	80.00 LBS/ACRE	4/01 - 5/14
ANNUAL RYEGRASS	40.00 LBS/ACRE	
SUDANGRASS	40.00 LBS/ACRE	5/15 - 8/14
ANNUAL RYEGRASS	80.00 LBS/ACRE	5/15 - 9/14
WINTER RYE	112.00 LBS/ACRE	9/15 - 9/30
WINTER RYE (W/ MULCH COVER)	112.00 LBS/ACRE	10/01 - 3/31

LIME AND FERTILIZER:

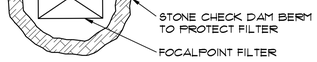
APPLY GROUND LIMESTONE (EQUIVALENT TO 50% CALCIUM PLUS MAGNESIUM OXIDE) AT A RATE OF 3 TONS PER ACRE (138 POUNDS PER 1000 SQUARE FEET). APPLY FERTILIZER (10-20-20) AT A RATE OF 800 POUNDS PER ACRE (18.4 POUNDS PER 1000 SQUARE FEET).

MULCH:

STRAW OR HAY (ANCHORED)	70 - 90 LBS	PROTECTED AREAS
STRAW OR HAY (ANCHORED)	185 - 215 LBS	WINDY AREAS
SHREDDED OR CHOPPED	185 - 215 LBS	
JUTE MESH	AS REQUIRED	MODERATE TO HIGH VELOCITY AREAS & STEEP SLOPES
EXCELSIOR MAT	AS REQUIRED	

MULCH ANCHORING

PEG AND TWINE	LIQUID ASPHALT
MULCH NETTING	WOOD CELLULOSE FIBER
ASPHALT EMULSION	CHEMICAL TACK



NOTES:
1. WHILE THIS PRACTICE IS NOT INTENDED TO BE USED PRIMARILY FOR SEDIMENT TRAPPING, SOME SEDIMENT WILL ACCUMULATE BEHIND THE DAM. SEDIMENT SHOULD BE REMOVED FROM BEHIND DAM IF IT ACCUMULATES TO ONE HALF THE ORIGINAL HEIGHT OF THE DAM.
2. STONE: 2"-3" CRUSHED STONE (MDOT 703.31)

STONE CHECK DAM, FILTER PROTECTION PLAN

3 NOT TO SCALE

HOUSEKEEPING NOTES

THE DEVELOPER IS RESPONSIBLE FOR NOTIFYING THE CONTRACTOR AND OWNER OF THE HOUSEKEEPING STANDARDS.

1. SPILL PREVENTION: THE CONTRACTOR AND OWNERS NEED TO TAKE CARE WITH CONSTRUCTION AND WASTE MATERIALS SUCH THAT CONTAMINATES DO NOT ENTER THE STORMWATER. THE STORAGE OF MATERIALS SUCH AS PAINT, PETROLEUM PRODUCTS, CLEANING AGENTS AND THE LIKE ARE TO BE STORED IN WATERTIGHT CONTAINERS. THE USE OF THE PRODUCTS SHOULD BE IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS. WHEN FUELING EQUIPMENT, INCLUDING SNOWBLOWERS AND LAWNMOWERS, HAVE OIL ABSORBENT PADS AVAILABLE BELOW THE FUELING.

   STAGING AREAS ARE NOTED ON THE CONSTRUCTION MANAGEMENT PLAN FOR THE CONTRACTOR'S USE. REFUELING OF SMALL ENGINES BY THE OWNER SHOULD OCCUR IN THE GARAGE OR ON A PAVED SURFACE.

   ANY SPILL OR RELEASE OF TOXIC OR HAZARDOUS SUBSTANCES MUST BE REPORTED TO THE DEPARTMENT. FOR OIL SPILLS, CALL 1-800-482-0777 WHICH IS AVAILABLE 24 HOURS A DAY. FOR SPILLS OF TOXIC OR HAZARDOUS MATERIAL, CALL 1-800-452-4664 WHICH IS AVAILABLE 24 HOURS A DAY. FOR MORE INFORMATION, VISIT THE DEPARTMENT'S WEBSITE AT: HTTP://WWW.MAINE.GOV/DEP/SPILLS/EMERGSPILLRESP/

2. GROUNDWATER PROTECTION: PROTECTION OF THE GROUNDWATER IS REQUIRED BY THE CONTRACTOR AND OWNER. PETROLEUM PRODUCTS SHOULD BE STORED IN MANUFACTURED CANS DESIGNED FOR THE PURPOSE. SPILL PREVENTIONS PROCEDURES SHOULD BE FOLLOWED.

3. FUGITIVE SEDIMENT AND DUST: THE CONTRACTOR IS REQUIRED TO MINIMIZE DUST FROM THE CONSTRUCTION OPERATION. THE ROAD SHOULD BE SWEPT REGULARLY (WEEKLY) AND PRIOR TO ANY RAIN EVENT. THE GRAVEL AREAS ARE TO BE WATERED REGULARLY TO MINIMIZE DUST. ANY MUD THAT IS TRACKED OFF SITE SHOULD BE CLEANED UP PRIOR TO IT DRYING AND BECOMING A DUST ISSUE. DO NOT USE OIL TO CONTROL DUST. DEWATERING A STREAM WITHOUT A PERMIT FROM THE DEPARTMENT MAY VIOLATE STATE WATER QUALITY STANDARDS AND THE NATURAL RESOURCES PROTECTION ACT.

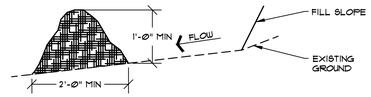
4. DEBRIS AND OTHER MATERIALS: CONSTRUCTION MATERIALS AND CONSTRUCTION DEBRIS SHOULD BE COVERED TO PREVENT RAINWATER FROM WASHING CONTAMINANTS OFF THE SITE. ANY FERTILIZERS, CLEANING PRODUCTS, HERBICIDES SHOULD BE PROTECTED FROM THE WEATHER AND USED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.

   NOTE ANY CONTAMINANTS THAT ARE WASHED OFF THE SITE BY RAINWATER IS A VIOLATION OF THE CLEAN WATERS ACT.

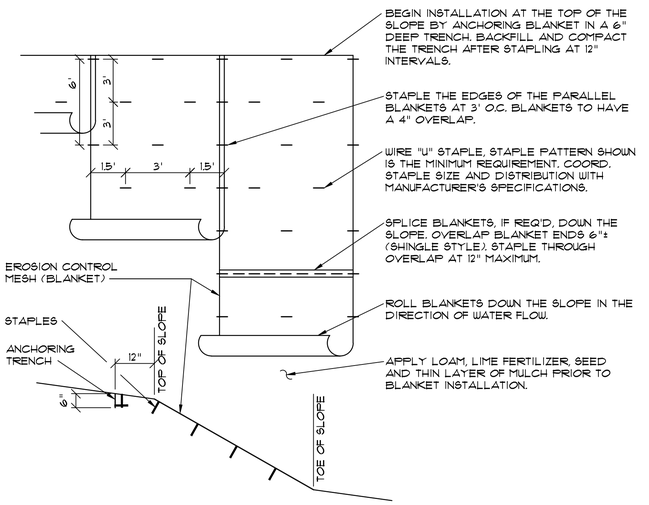
   STORAGE HANDLING AND DISPOSAL OF SOLID WASTE ITEMS MUST COMPLY WITH MAINE'S SOLID WASTE MANAGEMENT RULES. LACK OF APPROPRIATE POLLUTANT CONTROL MAY RESULT IN VIOLATIONS OF THE GROUNDWATER QUALITY STANDARDS.

   THIS PROJECT HAS A WRITTEN EROSION CONTROL PLAN AND STORMWATER MAINTENANCE PLAN. MODIFICATIONS TO THE PLAN MUST BE APPROVED BY THE CITY.

   MAINTENANCE OF STORMWATER TREATMENT AND CONTROL SYSTEMS MUST OCCUR REGULARLY. THE STORMWATER MAINTENANCE REPORT PROVIDES INSPECTION DETAILS AND TIME LINES FOR DOING THE INSPECTIONS AND REPORTING TO THE CITY AND DEP.



NOTES:
1. EROSION CONTROL MIX CAN BE MANUFACTURED ON OR OFF THE SITE. IT MUST CONSIST PRIMARILY OF ORGANIC MATERIAL SEPARATED AT THE POINT OF GENERATION, AND MAY INCLUDE: SHREDDED BARK, STUMP GRINDINGS, COMPOSTED BARK, OR FLUME GRIT AND FRAGMENTED WOOD GENERATED FROM WATER-FLUME LOG HANDLING SYSTEMS.
   WOOD CHIPS, GROUND CONSTRUCTION DEBRIS, REPROCESSED WOOD PRODUCTS OR BARK CHIPS WILL NOT BE ACCEPTABLE AS THE ORGANIC COMPONENT OF THE MIX.
   EROSION CONTROL MIX SHALL CONTAIN A WELL-GRADED MIXTURE OF PARTICLE SIZES AND MAY CONTAIN ROCKS LESS THAN 4" IN DIAMETER.
   EROSION CONTROL MIX MUST BE FREE OF REFUSE, PHYSICAL CONTAMINANTS, AND MATERIAL TOXIC TO PLANT GROWTH.
   THE MIX COMPOSITION SHALL MEET THE FOLLOWING STANDARDS:
   A. ORGANIC MATERIAL: BETWEEN 20% - 100% (DRY WEIGHT BASIS)
   B. PARTICLE SIZE: BY WEIGHT, 100% PASSING 6" SCREEN, 70-85% PASSING 0.75" SCREEN
   C. THE ORGANIC PORTION NEEDS TO BE FIBROUS AND ELONGATED.
   D. LARGE PORTIONS OF SILTS, CLAYS OR FINE SANDS ARE NOT ACCEPTABLE IN THE MIX.
   E. SOLUBLE SALTS CONTENT SHALL BE LESS THAN 4.0 MMHOS/CM.
   F. PH: 5.0 - 8.0
2. ON SLOPES LESS THAN 5% OR AT THE BOTTOM OF SLOPES 2:1 OR LESS UP TO 20 FEET LONG, THE BARRIER MUST CONFORM TO THE ABOVE DIMENSIONS. ON THE LONGER OR STEEPER SLOPES, THE BARRIER SHOULD BE WIDER TO ACCOMMODATE THE ADDITIONAL FLOW.



EROSION CONTROL MESH INSTALLATION DETAIL

1 NOT TO SCALE

3. THE BARRIER MUST BE PLACED ALONG A RELATIVELY LEVEL ELEVATION. IT MAY BE NECESSARY TO CUT TALL GRASSES OR WOODY VEGETATION TO AVOID CREATING VOIDS AND BRIDGES THAT WOULD ENABLE FINES TO WASH UNDER THE BARRIER THROUGH THE GRASS BLADES OR PLANT STEMS.

4. LOCATIONS WHERE OTHER BMP'S SHOULD BE USED:
   A. AT LOW POINTS OF CONCENTRATED FLOW
   B. BELOW CULVERT OUTLET APRONS
   C. WHERE A PREVIOUS STAND-ALONE EROSION CONTROL MIX APPLICATION HAS FAILED
   D. AT THE BOTTOM OF STEEP PERIMETER SLOPES THAT ARE MORE THAN 50 FEET FROM TOP TO BOTTOM (LARGE UPGRADIENT WATERSHED)
   E. AROUND CATCH BASINS AND CLOSED STORM DRAIN SYSTEMS.

5. THE EROSION CONTROL MIX BARRIERS SHOULD BE INSPECTED REGULARLY AND AFTER EACH LARGE RAINFALL. REPAIR ALL DAMAGED SECTIONS OF BERM IMMEDIATELY BY REPLACING OR ADDING ADDITIONAL MATERIAL PLACED ON THE BERM TO THE DESIRED HEIGHT AND WIDTH.

6. IT MAY BE NECESSARY TO REINFORCE THE BARRIER WITH SILT FENCE OR STONE CHECK DAMS IF THERE ARE SIGNS OF UNDERCUTTING OR THE IMPOUNDMENT OF LARGE VOLUMES OF WATER.

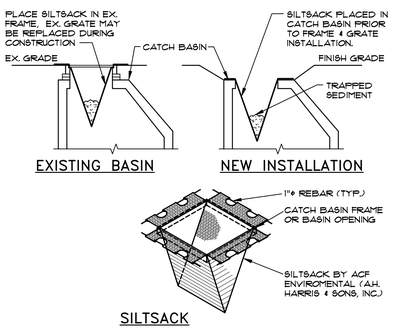
7. SEDIMENT DEPOSITS SHOULD BE REMOVED WHEN THEY REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE BARRIER.

8. REPLACE SECTIONS OF BERM THAT DECOMPOSE, BECOME CLOGGED WITH SEDIMENT OR OTHERWISE BECOME INEFFECTIVE. THE BARRIER SHOULD BE RESHAPED AS NEEDED.

9. EROSION CONTROL MIX BARRIERS CAN BE LEFT IN PLACE AFTER CONSTRUCTION. ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER BARRIER IS NO LONGER REQUIRED SHOULD BE SPREAD TO CONFORM TO THE EXISTING GRADE AND BE SEEDED AND MULCHED. WOODY VEGETATION CAN BE PLANTED INTO THE BARRIERS, OR THEY CAN BE OVER-SEEDED WITH LEGUMES. IF THE BARRIER NEEDS TO BE REMOVED, IT CAN BE SPREAD OUT INTO THE LANDSCAPE.

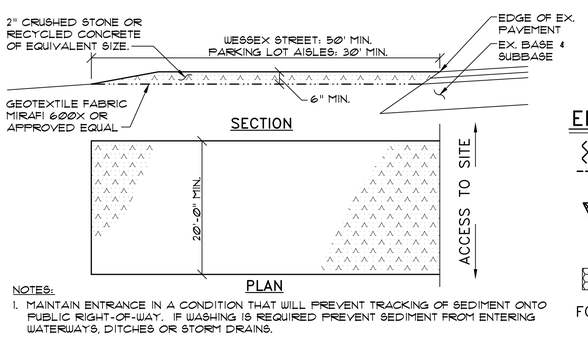
EROSION CONTROL MIX SEDIMENT BARRIER

2 NOT TO SCALE



CATCH BASIN PROTECTION

5 NOT TO SCALE



NOTES:
1. MAINTAIN ENTRANCE IN A CONDITION THAT WILL PREVENT TRACKING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. IF WASHING IS REQUIRED PREVENT SEDIMENT FROM ENTERING WATERWAYS, DITCHES OR STORM DRAINS.
2. REMOVE STABILIZED CONSTRUCTION ENTRANCE AFTER EXCAVATION OS COMPLETE.

STABILIZED CONSTRUCTION ENTRANCE DETAIL

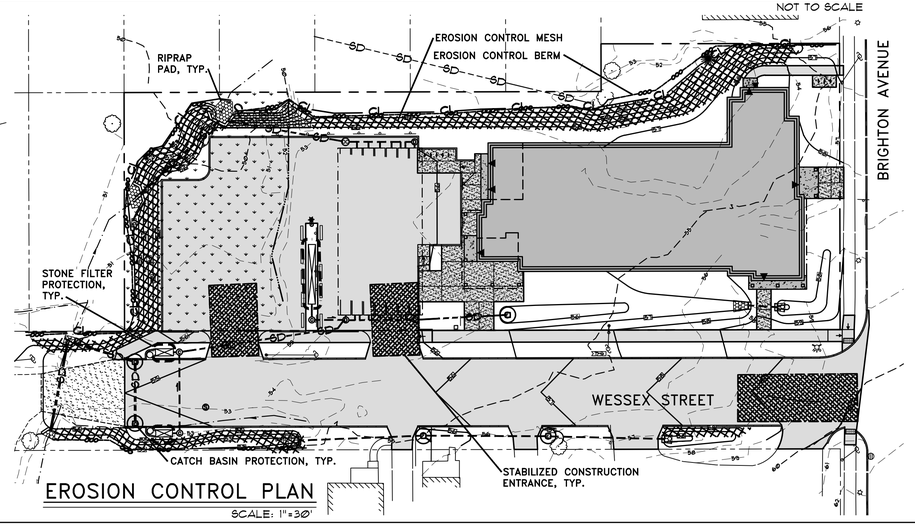
4 NOT TO SCALE

EROSION CONTROL LEGEND

- EROSION CONTROL MESH
- EROSION CONTROL BERM
- STONE FILTER PROTECTION
- STABILIZED CONDTRUVTION ENTRANCE
- CATCH BASIN PROTECTION WITH SILTSACK
- RIPRAP

FOR PLAN LEGEND SEE SHEET C2.3

GRAPHIC SCALE
30 0 15 30 60
1 inch = 30 ft.



EROSION CONTROL PLAN

SCALE: 1"=30'

CWS ARCHITECTS
ARCHITECTURE | INTERIOR DESIGN
434 Cumberland Avenue Portland ME 04101
OFFICE: 207 774 4441 CWSARCH.COM

DESIGNER
STATE OF MAINE THOMAS S GREER No. 4206 REGISTERED LANDSCAPE ARCHITECT 6/18/18
WALSH
ENGINEERING ASSOCIATES, INC.
One Kenrick Dr., Suite 2A | Westbrook, Maine 04092
ph. 207.553.9898 | www.walsh-eng.com
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OWNER
AVESTA 977 BRIGHTON LP
c/o AVESTA HOUSING
307 CUMBERLAND AVE.
PORTLAND, MAINE 04101

PROJECT
977 BRIGHTON AVE ELDERLY APARTMENTS
977 BRIGHTON AVENUE
PORTLAND, MAINE 04102

DRAWING
EROSION CONTROL PLAN, NOTES AND DETAILS
CWS PROJECT NUMBER: 15.040

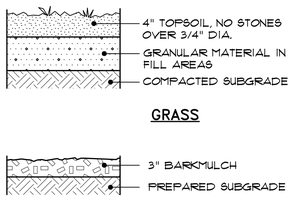
REVISIONS

1	REVD PER CITY REVIEW	5/31/18
2	WIDEN WESSEX ST TO 28'; REDUCE PARKING; REDUCE WETLAND IMPACT	6/18/18

DRAWING NUMBER
C2.4

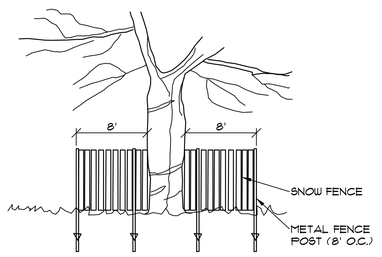
SCALE: AS SHOWN
DATE: 12/21/2017

N:\2015\15100-977 BRIGHTON AVE. APARTMENTS, PORTLAND\DWG\15100.DWG



4 LANDSCAPE SURFACE FINISHES

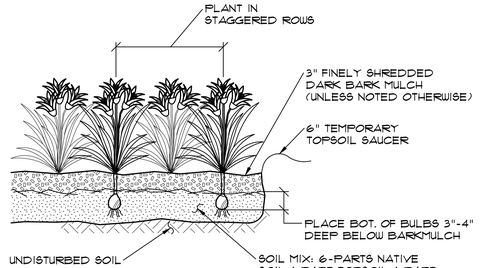
NOT TO SCALE



TREE PROTECTION IS REQUIRED FOR THE EXISTING TREES ALONG CUMBERLAND AVENUE

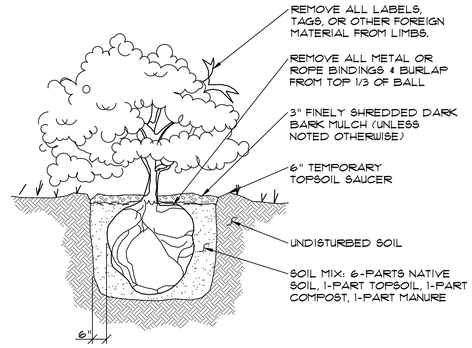
3 TREE PROTECTION FENCE

NOT TO SCALE



2 DAYLILY PLANTING DETAIL

NOT TO SCALE



1 SHRUB PLANTING DETAIL

NOT TO SCALE

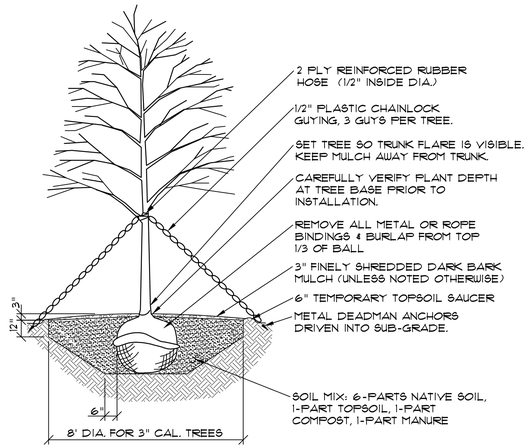
LANDSCAPE NOTES

GENERAL:

1. SAVE EXISTING TREES AS SHOWN. DO NOT CUT OR CLEAR ANY VEGETATION BEYOND THE IMPACT LIMIT LINE.
2. ALL PLANT MATERIALS INSTALLED ARE TO MEET THE SPECIFICATIONS OF THE "AMERICAN STANDARDS FOR NURSERY STOCK" BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
3. ALL PROPOSED PLANT LOCATIONS SHALL BE AS SHOWN ON PLANS. CONTRACTOR SHALL VERIFY LOCATION OF ALL UTILITIES PRIOR TO PLANTING AND WILL NOTIFY OWNER'S REPRESENTATIVE IN THE EVENT OF CONFLICTS.
4. PLANT LOCATIONS ARE TO BE SCALED FROM THELANDSCAPE PLAN UNLESS NOTED OTHERWISE.
5. NO PLANT MATERIAL SHALL BE INSTALLED UNTIL FINAL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
6. FINAL QUANTITY FOR EACH PLANT TYPE IS NOTED IN THE PLANT LIST. THIS NUMBER SHALL TAKE PRECEDENCE IN THE CASE OF ANY DISCREPANCY BETWEEN QUANTITIES SHOWN IN THE LIST AND ON THE PLAN.
7. ANY PROPOSED SUBSTITUTIONS MUST BE APPROVED BY THE OWNER OR THE OWNER'S REPRESENTATIVE.
8. ALL DISTURBED AREAS TO BE LOAMED AND SEEDED.

MAINTENANCE:

1. LAWNS: SHALL BE WATERED, FERTILIZED AND MOWN ON A REGULAR BASIS ACCORDING TO SEASON AND RAINFALL, TO PRODUCE A STRONG TURF OF 80% MIN. COVERAGE WITHIN THE FIRST YEAR, FREE FROM SIZABLE THIN OR BARE SPOTS. REGRADING AND RESEEDING WILL BE PERFORMED ON BARE SPOTS UNTIL COVERAGE IS COMPLETE.
2. TREES & SHRUBS: THE ESTABLISHMENT PERIOD SHALL BE TWO CALENDAR YEARS FROM THE DATE OF FINAL ACCEPTANCE. DURING THE ESTABLISHMENT PERIOD THE OWNER OR OWNER'S CONTRACTOR SHALL WATER, CULTIVATE AND PRUNE AS REQUIRED TO MAINTAIN A HEALTHY GROWING CONDITION.
3. AT THE END OF THE ESTABLISHMENT PERIOD AND UPON SUBSEQUENT ANNUAL INSPECTIONS, PLANTS WHICH HAVE DIED OR FAILED TO THRIVE SHALL BE REPLACED WITH EQUIVALENT SIZE AND SPECIES. AFTER THE CONTRACTOR'S GUARANTEE PERIOD HAS ENDED, IT IS THE OWNER'S RESPONSIBILITY TO MAINTAIN AND REPLACE PLANTINGS.
4. TREES, SHRUBS AND LAWNS WHICH ARE NOT IRRIGATED WITH AN AUTOMATIC SPRINKLER OR DRIP SYSTEM SHALL BE THOROUGHLY WATERED ON A REGULAR BASIS DURING PERIODS OF BELOW AVERAGE RAINFALL. SOIL SHOULD BE SAMPLED AT A DEPTH OF 12" AND IF DRY, WATER TO DEPTH OF 24".
5. MULCH IS TO BE MAINTAINED AT A DEPTH TO COMPLETELY COVER THE SOIL AND TO PRESERVE MOISTURE AND MINIMIZE WEEDS.
6. TREES, SHRUBS AND LAWNS SHALL BE FERTILIZED ANNUALLY AND TREATED WITH INSECTICIDES AND/OR FUNGICIDES AS REQUIRED FOR CONTINUED HEALTHY GROWTH.
7. SUCKERS, WEEDS, AND DEAD WOOD SHALL BE REMOVED ON A SEASONAL BASIS, AND SHRUBS SHALL BE PRUNED TWICE A YEAR ACCORDING TO THE REQUIREMENTS OF EACH SPECIES (I.E. SOME SPECIES SHOULD NOT BE PRUNED AT ALL). SHRUBS SHALL NOT BE PRUNED INTO INDIVIDUALS BUT ALLOWED TO GROW INTO A MASS.
8. WHERE TREES ARE LOCATED NEAR SIDEWALKS OR PARKING LOTS, THE CANOPY SHALL BE LIMBED UP TO PROMOTE SAFE CLEARANCE TO 8' ABOVE GRADE.
9. LAWN AREAS SHALL BE MOWN AS OFTEN AS NECESSARY TO KEEP LAWNS TO A 2 1/2 - 3" HEIGHT, AND AERATED ON A SEASONAL BASIS.
10. BEDS AND LAWN EDGES SHALL BE REGULARLY TRIMMED AND EDGED.
11. PERENNIAL AND ANNUAL BEDS SHALL BE DESIGNED, PLANTED AND MAINTAINED FOR SEASONAL COLOR AND INTEREST. ANNUALS MAY BE INCORPORATED TO A MAXIMUM LIMIT OF 25% OF THE BED AREA OF MAINTAINED BEDS FROM MAY 15 THROUGH NOVEMBER 15. PERENNIAL BEDS SHALL BE WATERED AS REQUIRED FOR HEALTHY PLANT GROWTH, AND WEEDED AND DEADHEADED ON A MONTHLY BASIS.



NOTES:
1. PRUNE ALL DEAD AND BROKEN BRANCHES. RETAIN NATURAL SHAPE, NEVER CUT LEADER.
2. IN LEDGE CONDITIONS, BLASTING SHALL BE 10' DIA AND 4' BELOW TREE HOLE BOTTOM GRADE.

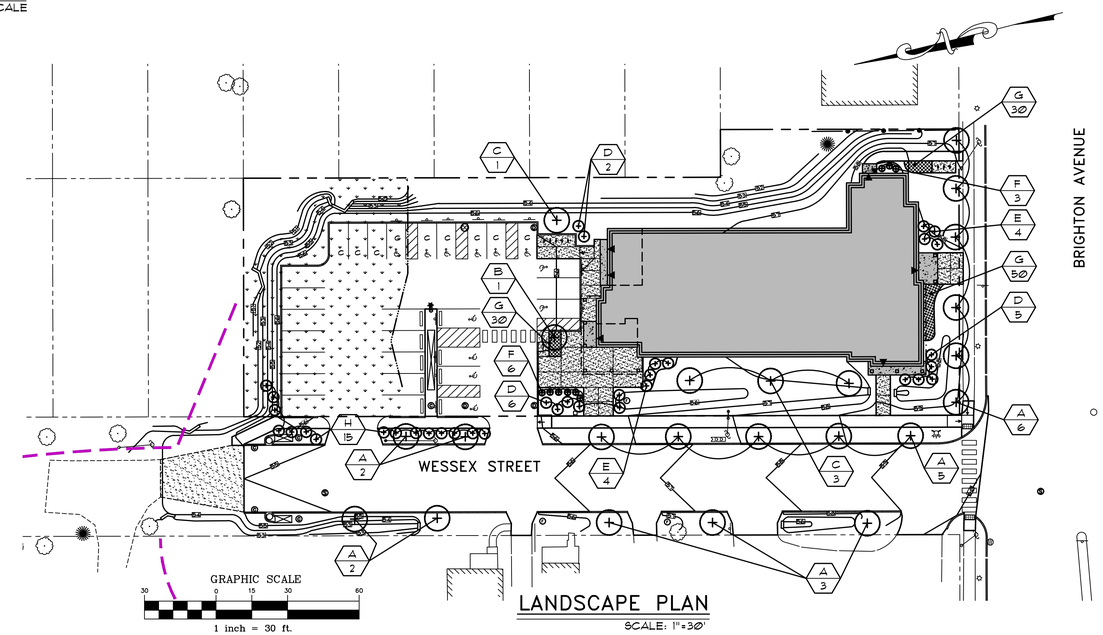
5 DECIDUOUS TREE PLANTING DETAIL

NOT TO SCALE

PLANT LIST

(A / 12) SYMBOL / QUANTITY

SYMBOL	COMMON NAME/BOTANICAL NAME	SIZE	QUANTITY	ROOT	NOTES
A	FLOWERING CRAB / malus "Snowdrift"	1 1/2" cal.	18	B&B	X
B	SILVER MAPLE / acer saccharinum	2 1/2" cal.	1	B&B	X
C	PAPERBARK MAPLE / acer Griseum	7'-8' tall	4	B&B	X
D	AMUR PRIVET / L. Amurense	4' tall	13	B&B	3 Canes min.
E	CORNELIAN CHERRY DOGWOOD / C. Mas	5'-6' tall	8	B&B	3 Trunks
F	BLUE BILLOW HYDRANGEA / H. Serrata 'Blue billow'	#3	9	Cont.	
G	DAYLILY VARIETIES / Hemerocallis	1 gal.	110	Cont.	select for bloom Early Summer to Fall
H	ARBORVITAE / 'Techny' Mission Arborvitae	4'-5' tall	15	B&B	



LANDSCAPE PLAN

SCALE: 1"=30'

CWS ARCHITECTS
ARCHITECTURE | INTERIOR DESIGN
434 Cumberland Avenue Portland ME 04101
OFFICE: 207 774 4441 CWSARCH.COM

DESIGNER

STATE OF MAINE THOMAS S GREER No. 4206 LICENSED LANDSCAPE ARCHITECT 6/18/18

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One Karen Dr. - Suite 2A | Westbrook, Maine 04092
ph. 207.553.9898 | www.walsh-eng.com

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c/o AVESTA HOUSING
307 CUMBERLAND AVE.
PORTLAND, MAINE 04101

PROJECT

977 BRIGHTON AVE ELDERLY APARTMENTS
977 BRIGHTON AVENUE
PORTLAND, MAINE 04102

DRAWING

LANDSCAPE PLAN.
NOTES AND DETAILS

CWS PROJECT NUMBER: 15.040

REVISIONS

1	RE'D PER CITY REVIEW	5/31/18
2	WIDEN WESSEX ST TO 28'; REDUCE PARKING; REDUCE WETLAND IMPACT	6/18/18

DRAWING NUMBER
C2.5

SCALE: AS SHOWN
DATE: 12/21/2017

McGRAW-EDISON®

energy solutions

Catalog #		Type
Project		
Comments		Date
Prepared by		

DESCRIPTION

The IMPACT Elite family of cutoff wall luminaires is the ideal complement to site design. Incorporating modular LightBAR™ technology, Impact Elite provides outstanding uniformity and energy-conscious illumination. Combined with a rugged construction, the Impact Elite is the ideal facade and security luminaire for zones surrounding schools, office complexes, apartments, and recreational facilities. UL/cUL listed for wet locations.

SPECIFICATION FEATURES

Construction
Heavy-wall, die-cast aluminum housing and removable hinged door frame for precise tolerance control and repeatability. Hinged door inset for clean mating with housing surface and secured via two (2) captive fasteners. Optional tamper-resistant Torx™-head fasteners offer vandal resistant access to the electrical chamber.

Optics
Choice of six (6) patented, high efficiency AccuLED Optics™ that maximize light collection and direction distribution onto the application region. Each optical lens is precision manufactured via injection-molding, then precisely arranged and sealed to the board media. BL optics offer backlight control to decrease wall brightness while the optional uplight glow provides soft illumination to highlight architectural surfaces. Offered standard in 4000K (+/- 275K) CCT and nominal 70 CRI.

Electrical
LED drivers mount to die-cast aluminum back casting for optimal heat sinking and operation efficiency. Impact Elite Watt Series LED operates from 120-277V 50/60Hz, 347V 60Hz or 480V 60Hz. Shipped standard with Cooper Lighting proprietary circuit module designed to withstand 10kV of transient line surge. 80% lumen maintenance expected at 60,000 hours. The Impact Elite Wall Series LED luminaire is suitable for operation in -40°C to 40°C ambient environments. LightBARs™ feature an IP66 enclosure rating. Emergency egress options for -20°C ambient environments and optional occupancy sensor available.

Mounting
Gasketed and zinc plated rigid steel mounting attachment fits directly to 4" j-box or wall with the Impact Elite "Hook-N-Lock" mechanism for quick installation. Secured with two (2) captive corrosion resistant black oxide coated allen head set screws concealed but accessible from bottom of fixture.

Finish
Cast components finished in a 5-stage Super TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Standard colors include black, bronze, grey, white, dark platinum, and graphite metallic. RAL and custom color matches available. Consult the McGraw-Edison Architectural Colors brochure for the complete selection.

Warranty
Five-year warranty.

ISC
IMPACT ELITE LED CYLINDER

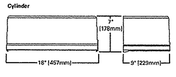
1 - 2 LightBARs
Solid State LED

WALL MOUNT LUMINAIRE

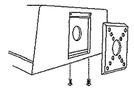
DESIGNLIGHTS CONSORTIUM

STANDARD DIMENSIONS

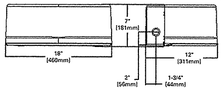
Cylinder



HOOK-N-LOCK MOUNTING



STANDARD DIMENSIONS WITH BACK BOX



CERTIFICATION DATA
UL/cUL Listed
LM79 / LM80 Compliant
IP65 LightBARs
ARRA Compliant
ISO 9001

ENERGY DATA
Electronic LED Driver
>0.9 Power Factor
<20% Total Harmonic Distortion
120-277V/50 & 60hz, 347V/60hz, 480V/60hz
-40°C Minimum Temperature
40°C Ambient Temperature Rating

SHIPPING DATA
Approximate Net Weight:
18 lbs. (8 kgs.)

ADH100102
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COOPER Lighting
www.cooperlighting.com

McGRAW-EDISON®

energy solutions

Catalog #		Type
Project		
Comments		Date
Prepared by		

DESCRIPTION

The Galloon™ LED luminaire delivers exceptional performance in a highly scalable, low-profile design. Patented, high-efficiency AccuLED Optics™ system provides uniform and energy conscious illumination to walkways, parking lots, roadways, building areas and security lighting applications. IP66 rated.

SPECIFICATION FEATURES

Construction
Extruded aluminum driver enclosure thermally isolated from Light Squares for optimal thermal performance. Heavy-wall, die-cast aluminum end caps enclose housing and die-cast aluminum heat sinks. A unique, patent pending interlocking housing and heat sink provides scalability with superior structural rigidity. 3G vibration tested. Optional tool-less hardware available for ease of entry into electrical chamber. Housing is IP66 rated.

Optics
Choice of 16 patented, high-efficiency AccuLED Optics. The optics are precisely designed to shape the distribution maximizing efficiency and application spacing. AccuLED Optics create consistent distributions with the scalability to meet customized application requirements. Offered standard in 4000K (+/- 275K) CCT and minimum 70 CRI. Optional 6000K CCT and 3000K CCT. For the ultimate level of spill light control, an optional house side shield accessory can be field or factory installed. The house side shield is designed to seamlessly integrate with the SL2, SL3, SL4 or AFL optics.

Electrical
LED drivers are mounted to removable tray assembly for ease of maintenance. 120-277V 50/60Hz, 347V 60Hz or 480V 60Hz operation. Standard with 0-10V dimming. Shipped standard with Cooper Lighting proprietary circuit module designed to withstand 10kV of transient line surge. The Galloon LED luminaire is suitable for operation in -40°C to 40°C ambient environments. For applications with ambient temperatures exceeding 40°C, specify the HA (High Ambient) option. Light Squares are IP66 rated. Greater than 90% lumen maintenance expected at 60,000 hours. Available in standard 1A drive current and optional 530mA and 700mA drive currents.

Mounting
Extruded aluminum arm includes internal bolt guides allowing for easy positioning of fixture during assembly. Designed for pole or wall mounting. When mounting two or more luminaires at 90° or 120° apart, the EA extended arm may be required. Refer to the arm mounting requirement table on page 3. For wall mounting, specify wall mount bracket option. 3G vibration rated.

Finish
Housing finished in super durable TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Heat sink is powder coated black. Standard colors include black, bronze, gray, white, dark platinum and graphite metallic. RAL and custom color matches available. Consult the McGraw-Edison Architectural Colors brochure for the complete selection.

Warranty
Five-year warranty.

GLEON
GALLEON LED

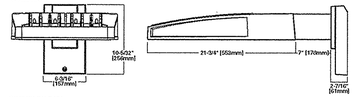
1-10 Light Squares
Solid State LED

AREA/SITE LUMINAIRE

DIMENSIONS

POLE MOUNT

WALL MOUNT



DIMENSION DATA

Number of Light Squares	"A" Width	"B" Standard Arm Length	"B" Optional Arm Length [1]	Weight with Arm (lbs.)	EPA with Arm [2] (Sq. Ft)
1-4	15-1/2" (394mm)	7" (178mm)	10" (254mm)	38 (16.0 kgs)	0.96
5-6	21-5/8" (548mm)	7" (178mm)	10" (254mm)	44 (20.0 kgs)	1.00
7-8	27-5/8" (702mm)	7" (178mm)	13" (330mm)	54 (24.5 kgs)	1.07
9-10	33-3/4" (857mm)	7" (178mm)	16" (406mm)	63 (28.6 kgs)	1.12

NOTES: 1. Optional arm length to be used when mounting two fixtures at 90° on a single pole. 2. EPA calculated with optional arm length.

Cooper Lighting
by EATON

CERTIFICATION DATA
UL/cUL Wet Location Listed
ISO 9001
LM79 / LM80 Compliant
3G Vibration Rated
ARRA Compliant
IP66 Rated

ENERGY DATA
Electronic LED Driver
>0.9 Power Factor
<20% Total Harmonic Distortion
120V-277V 50/60Hz
347V & 480V 60Hz
-40°C Min. Temperature
40°C Max. Temperature
50°C Max. Temperature (HA Option)

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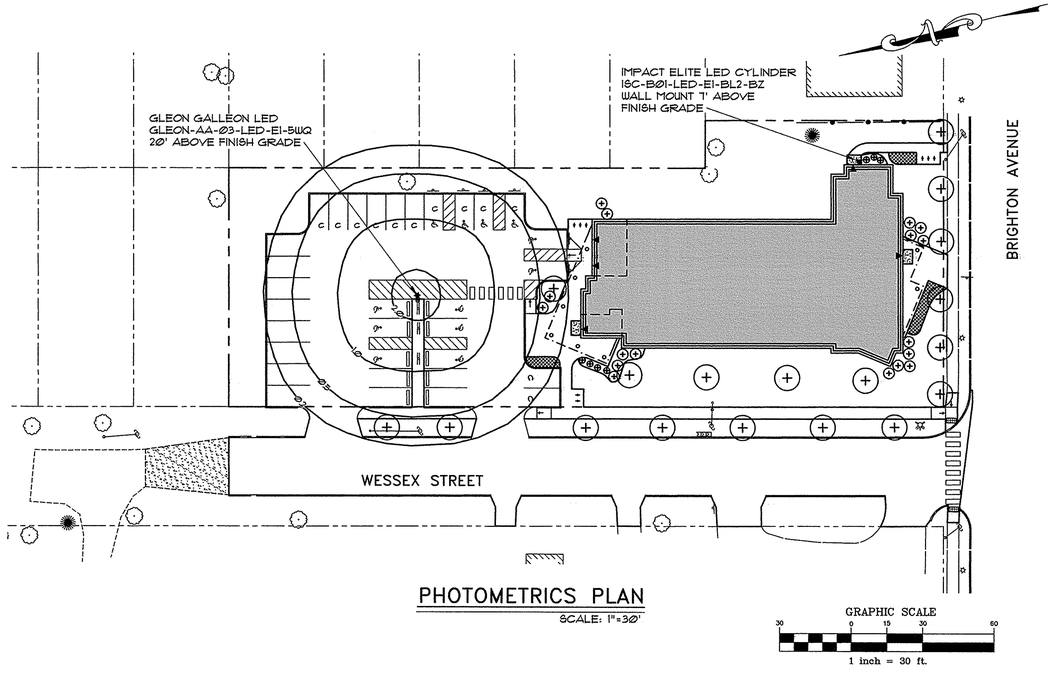

PHOTOMETRICS PLAN

SCALE: 1"=30'

GRAPHIC SCALE
30 0 15 30 60
1 inch = 30 ft.

CWS ARCHITECTS
ARCHITECTURE | INTERIOR DESIGN
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OFFICE: 207 774 4441 CWSARCH.COM

STATE OF MAINE — THOMAS S. GREER — No. 4205 — LICENSED PROFESSIONAL ENGINEER — 12/21/17

DESIGNER
PINKHAM & GREER
CIVIL ENGINEERS
28 WINN AVE, PORTLAND, ME. 04102
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PORTLAND, MAINE 04101

PROJECT
977 BRIGHTON AVE ELDERLY APARTMENTS
977 BRIGHTON AVENUE
PORTLAND, MAINE 04102

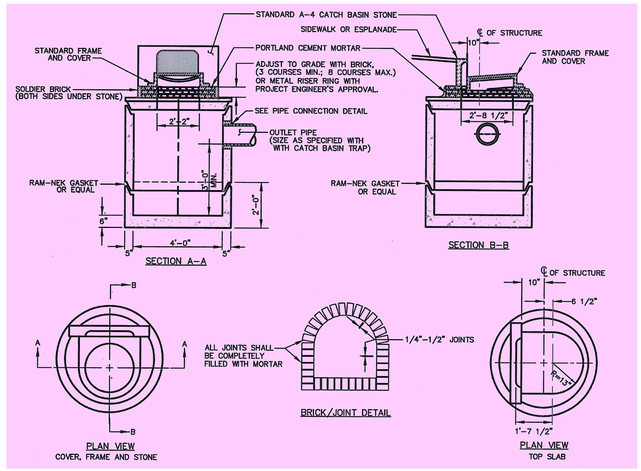
DRAWING
SITE LIGHTING
CWS PROJECT NUMBER: 15.040

REVISIONS

DRAWING NUMBER
C2.6

SCALE: AS SHOWN
DATE: 12/21/2017

© Land Projects\2015\1510-977 BRIGHTON AVE, APARTMENTS, PORTLAND\DWG\1510 SITE



3 PRECAST CONCRETE CATCH BASINS (II-2)

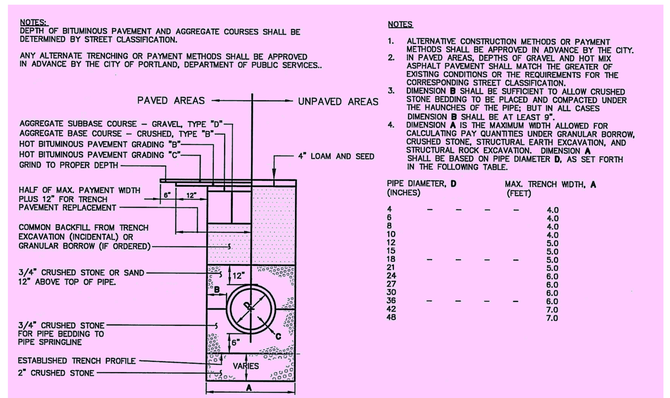
NOT TO SCALE

GENERAL NOTES FOR MANHOLES AND CATCH BASINS

1. ALL CONCRETE SHALL HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 4000 lbs. PER SQ. INCH AT THE END OF 28 DAYS, UNLESS OTHERWISE NOTED.
2. MANHOLES MAY BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE, OR CAST IN PLACE.
3. PRECAST REINFORCED CONE BARREL MANUFACTURED PER ASTM SPEC. C-478.
4. ALL STORM AND SEWER MANHOLE COVERS SHALL BE SOLID AND SHALL HAVE ONE 7/8" DIAMETER DRILLED PICK HOLE LOCATED 8" FROM THE CENTER OF THE COVER.
5. ALL SANITARY MANHOLE COVERS SHALL HAVE "SEWER" CAST INTO THE COVER. ALL STORMWATER/DRAIN MANHOLE COVERS SHALL HAVE "DRAIN" CAST INTO THE COVER.
6. ALL MANHOLE RISERS SHALL BE ETHERIDGE 24" OR APPROVED EQUAL.
7. SEWER BRICK SHALL CONFORM TO ASTM SPEC. DESIGNATE ON C-32-63, GRADE MA AND SA.
8. ALL SANITARY MANHOLES SHALL HAVE A WATERPROOFING COATING APPLIED TO THE EXTERIOR SURFACE.
9. CATCH BASIN FRAMES FOR TYPE A4 CATCH BASIN CURB INLETS SHALL BE ETHERIDGE DR5A OR APPROVED EQUAL.
10. CASTINGS SHALL CONFORM TO ASTM DESIGNATION A48-CLASS 35.
11. EXISTING MANHOLES, CATCH BASINS, FRAMES, AND COVERS SHALL BE SALVAGED BY THE CONTRACTOR, AND SHALL REMAIN THE PROPERTY OF THE CITY OF PORTLAND.
12. ALL CATCH BASIN OUTLETS SHALL BE INSTALLED WITH A CASCO TRAP. SEE FIGURE II-09.

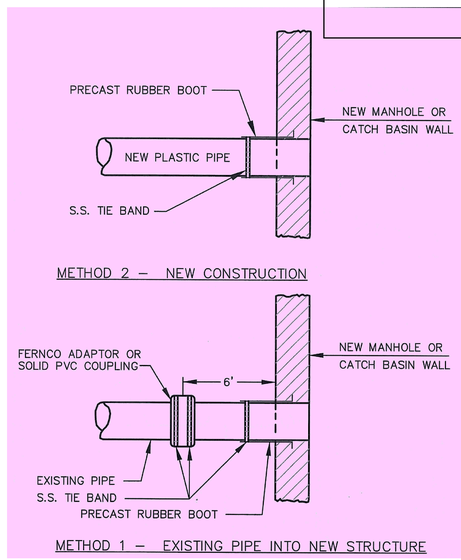
2 GENERAL NOTES FOR MANHOLES & CATCH BASINS (II-4)

NOT TO SCALE



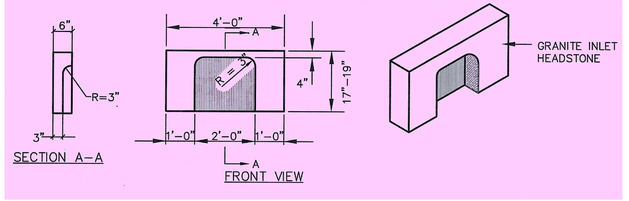
5 TYPICAL PIPE TRENCH INSTALLATION (II-14)

NOT TO SCALE



1 PLASTIC PIPE CONNECTION METHOD 2 (II-13)

NOT TO SCALE



6 4' GRANITE HEADSTONE FOR CATCH BASIN INLET (II-11)

NOT TO SCALE

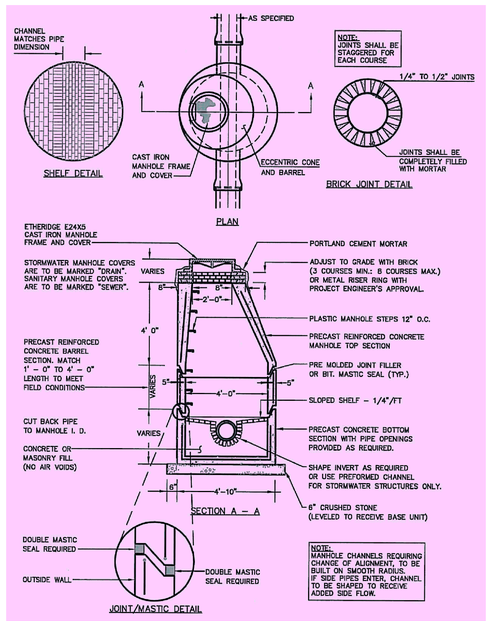
IDENTIFICATION TAPE TO BE INSTALLED ABOVE ALL NEW UNDERGROUND UTILITIES AND ABOVE ANY EXISTING UTILITIES THAT MAY BE EXPOSED BY THIS CONSTRUCTION.

DETECTABLE UNDERGROUND MARKING TAPE TO BE PERMANENT, BRIGHT COLORED, CONTINUOUS-PRINTED PLASTICIZED ALUMINUM TAPE, INTENDED FOR DIRECT-BURIAL SERVICE NOT LESS THAN 3" WIDE x 5 MILS THICK. PROVIDE TAPE WITH BLACK PRINTING IDENTIFYING THE UTILITY. DETECTABLE WARNING TAPE REQUIRED OVER ALL WATER, SEWER, DRAINAGE, OR GAS UTILITIES. TAPE TO BE TERRA TAPE BY REEF INDUSTRIES, INC., www.reefindustries.com, OR EQUAL.

APWA UNIFORM COLOR CODE:

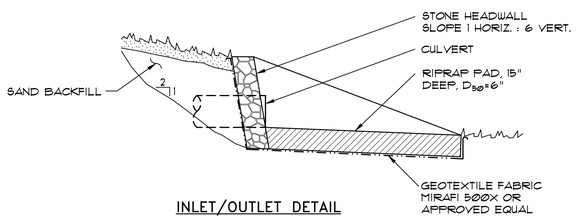
WHITE	PROPOSED EXCAVATION
PINK	TEMPORARY SURVEY MARKINGS
RED	ELECTRIC POWER LINES, CABLES, CONDUIT AND LIGHTING CABLES
YELLOW	GAS, OIL, STEAM, PETROLEUM OR GASEOUS MATERIALS
ORANGE	COMMUNICATION, ALARM OR SIGNAL LINES, CABLES OR CONDUIT
BLUE	POTABLE WATER
PURPLE	RECLAIMED WATER, IRRIGATION AND SLURRY LINES
GREEN	SEWERS AND DRAIN LINES

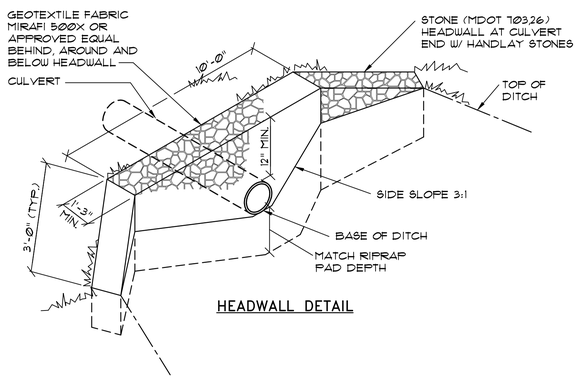
4 UNDERGROUND UTILITIES WARNING TAPE



10 PRECAST CONCRETE MANHOLE (II-1)

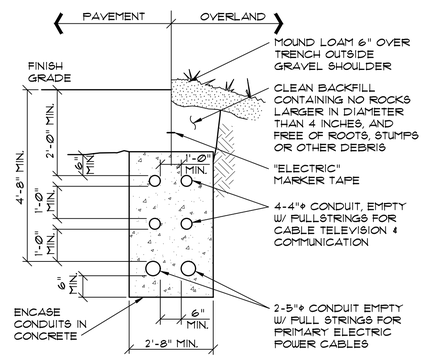
NOT TO SCALE





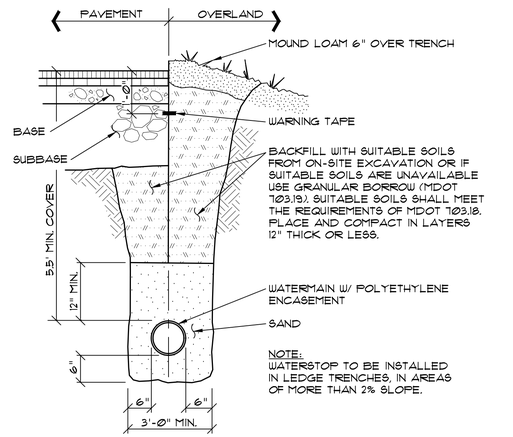
9 STONE HEADWALL

NOT TO SCALE



8 CABLE TRENCH SECTION

NOT TO SCALE



7 TYPICAL WATER MAIN SECTION

NOT TO SCALE

CWS ARCHITECTS
ARCHITECTURE | INTERIOR DESIGN
434 Cumberland Avenue Portland ME 0410
OFFICE: 207 774 4441 CWSARCH.COM

DESIGNER

STATE OF MAINE
THOMAS GREER
No. 4206
LICENSED PROFESSIONAL ENGINEER
WALSH
ENGINEERING ASSOCIATES, INC.
One Karen Dr., Suite 2A | Westbrook, Maine 04092
ph. 207.553.9898 | www.walsh-eng.com

OWNER

AVESTA 977 BRIGHTON LP
c/o AVESTA HOUSING
307 CUMBERLAND AVE.
PORTLAND, MAINE 04101

PROJECT

977 BRIGHTON AVE ELDERLY APARTMENTS
977 BRIGHTON AVENUE
PORTLAND, MAINE 04109

DRAWING

SITE DETAILS

CWS PROJECT NUMBER: 15.049

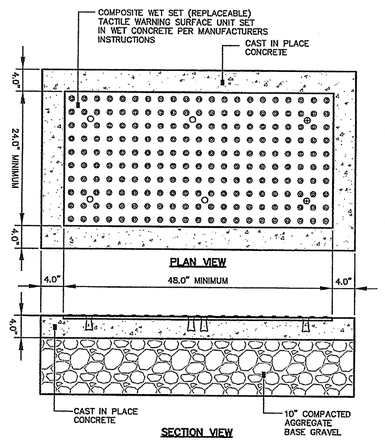
REVISIONS

1	REVD PER CITY REVIEW	5/31/18
2	WIDEN VESSEY ST TO 28', REDUCE PARKING, REDUCE WETLAND IMPACT	6/18/18

DRAWING NUMBER
C3.1

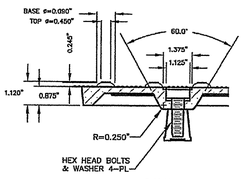
SCALE: AS SHOWN
DATE: 12/21/2017

N:\2015\15100-977 BRIGHTON AVE. APARTMENTS, PORTLAND\DWG\15100 DETAILS



NOTES:

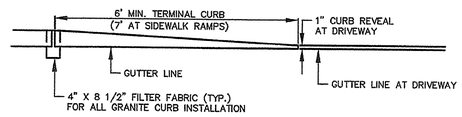
1. COMPOSITE WET SET (REPLACEABLE) TACTILE WARNING SURFACE UNITS SHALL BE AS MANUFACTURED BY ADA SOLUTIONS, INC. (WWW.ADATILE.COM), OR APPROVED EQUAL.
2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MDOT CLASS A STRUCTURAL CONCRETE, MINIMUM COMPRESSIVE STRENGTH 4,000 PSI. THE CONCRETE SHALL BE SEALED PRIOR TO SETTING PANELS. THE EXPOSED CONCRETE BORDER SHALL RECEIVE A GROOVED EDGE BETWEEN THE TILE AND CONCRETE, ALONG WITH A UNIFORM BROOM FINISH PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.
3. TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. TRUNCATED DOME BRICKS AND GRANITE PAVERS ARE NOT ALLOWED.
4. FOR ALL SIDEWALK RAMPS MADE OF CONCRETE OR ASPHALT, FEDERAL YELLOW COLORED (#33538) TILES SHALL BE USED. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
5. FOR ALL SIDEWALK RAMPS MADE OF BRICK, SEATTLE YELLOW (#23594) COATED COLORED TILES SHALL BE USED.



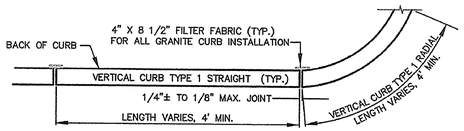
BOLT DETAIL

2 SIDEWALK RAMP DETECTABLE WARNING TILE (I-7)

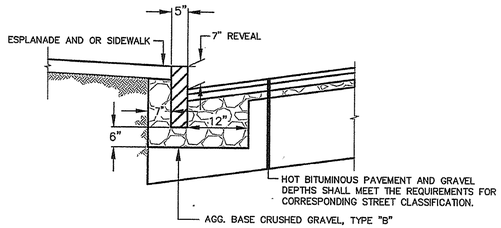
NOT TO SCALE



TERMINAL CURB PROFILE



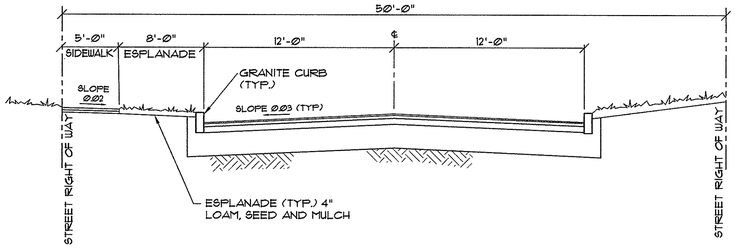
VERTICAL GRANITE CURB PLAN VIEW



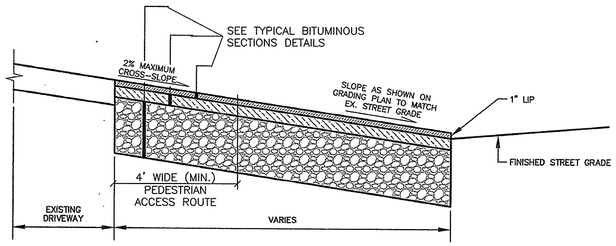
VERTICAL GRANITE CURB CROSS SECTION

3 VERTICAL GRANITE CURB INSTALLATION IN EXISTING STREET (I-17)

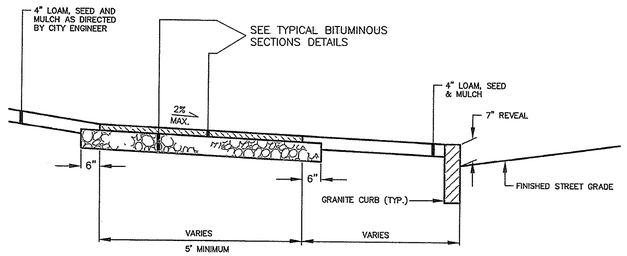
NOT TO SCALE



LOCAL STREET SECTION (I-1)



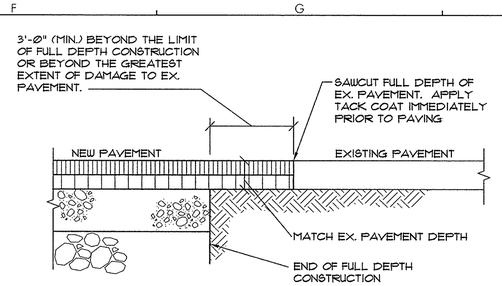
BITUMINOUS DRIVEWAY APRON SECTION (I-13)



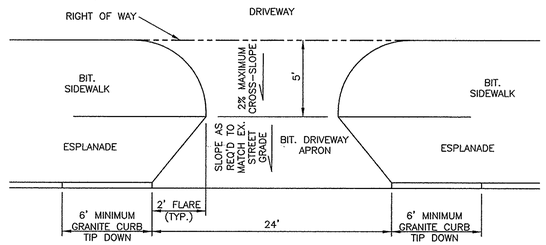
BITUMINOUS SIDEWALK SECTION (I-12)

1 BITUMINOUS PAVEMENT DETAILS

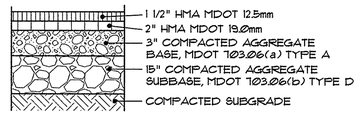
NOT TO SCALE



PAVEMENT CUTTING & MATCHING SECTION

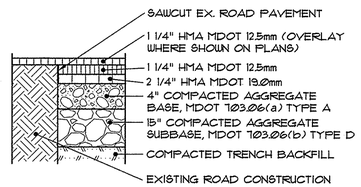


DRIVEWAY APRON LAYOUT (I-9)



FULL DEPTH PAVEMENT
WESSEX STREET, PARKING LOT
& DRIVEWAY APRONS

FULL DEPTH PAVEMENT
SIDEWALKS AND PLAZA AREAS

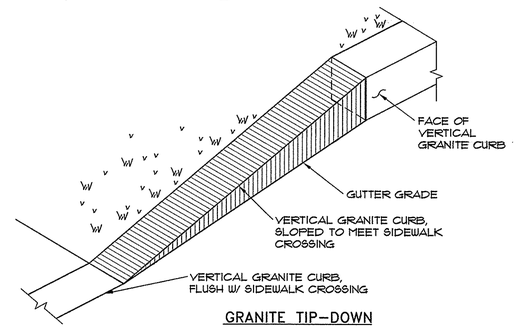


PAVEMENT REPAIR AT TRENCHES
IN THE RIGHT-OF-WAYS

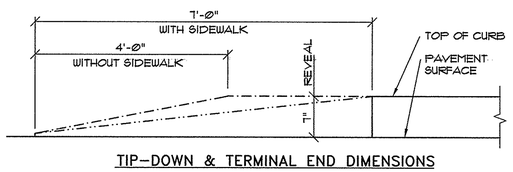
NOTES:

1. HMA = HOT MIX ASPHALT.
   MDOT = MAINE DEPARTMENT OF TRANSPORTATION.
2. ALL COURSE THICKNESS AFTER FINAL COMPACTION.

TYPICAL BITUMINOUS PAVEMENT DETAILS



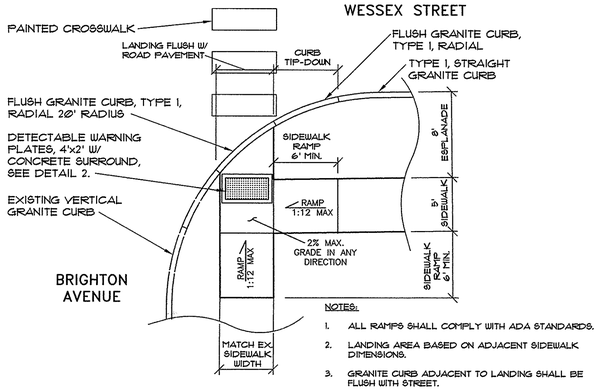
GRANITE TIP-DOWN



TIP-DOWN & TERMINAL END DIMENSIONS

6 CURB TERMINATION & TRANSITIONS

NOT TO SCALE

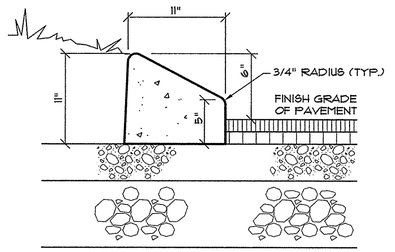


NOTES:

1. ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.
2. LANDING AREA BASED ON ADJACENT SIDEWALK DIMENSIONS.
3. GRANITE CURB ADJACENT TO LANDING SHALL BE FLUSH WITH STREET.
4. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.
5. RAMP SECTIONS SHOULD MATCH THE SURFACE MATERIAL USED FOR THE SIDEWALK CONSTRUCTION.

5 SIDEWALK RAMP DETAIL

NOT TO SCALE

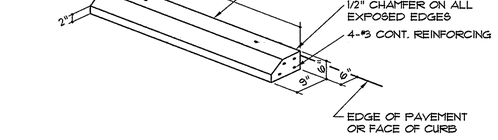


CONCRETE NOTES:

1. MIN. 28 DAY COMPRESSIVE STRENGTH: 4000 PSI
2. AIR ENTRAINMENT: 4% TO 6%
3. REINFORCING: FIBERMESH OR EQUIVALENT GRACE PRODUCT. STRAND LENGTH 1 1/2", 1" TO 1 1/2 LB/CUBIC YARD.
4. SLUMP: 1" TO 1 1/2"
5. FINISH: VERTICAL AND TOP FACES: SMOOTH SLIPFORM
   SLOPED FACES: BROOM
6. JOINTS: SAWCUT 10' O.C. 3" DEEP THE DAY AFTER PLACING.
7. SEALER: SALTGUARD OR EQUAL WATER BASED SEALER.

4 EXTRUDED CONCRETE CURB

NOT TO SCALE



7 CONCRETE WHEELSTOP DETAIL

NOT TO SCALE

CWS ARCHITECTS
ARCHITECTURE | INTERIOR DESIGN
434 Cumberland Avenue Portland ME 04101
OFFICE: 207 774 4441 CWSARCH.COM

DESIGNER
PINKHAM & GREER CIVIL ENGINEERS
28 WINNIK AVE, PORTLAND, ME. 04103
TEL: 207.797.5477 FAX: 207.775.1449

OWNER
AVESTA 977 BRIGHTON LP
c/o AVESTA HOUSING
307 CUMBERLAND AVE.
PORTLAND, MAINE 04101

PROJECT
977 BRIGHTON AVE ELDERLY APARTMENTS
977 BRIGHTON AVENUE
PORTLAND, MAINE 04102

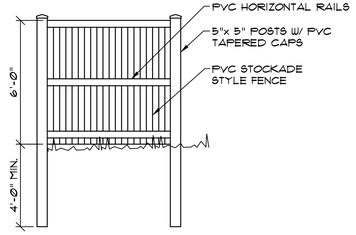
DRAWING
SITE DETAILS
CWS PROJECT NUMBER: 15.040

REVISIONS

DRAWING NUMBER
C3.2

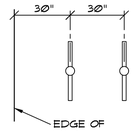
SCALE: AS SHOWN
DATE: 12/21/2017

O:\Land Projects\2015\1510-977 BRIGHTON AVE. APARTMENTS, PORTLAND\DWG\1510 STD3.dwg



4 STOCKADE STYLE FENCE DETAIL

NOT TO SCALE

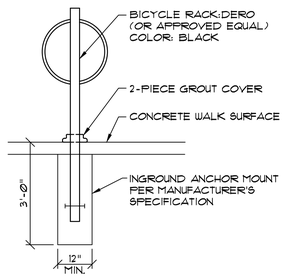


LAYOUT DETAIL

DISTANCE BETWEEN RACKS:
MINIMUM: 24"
RECOMMENDED: 38"

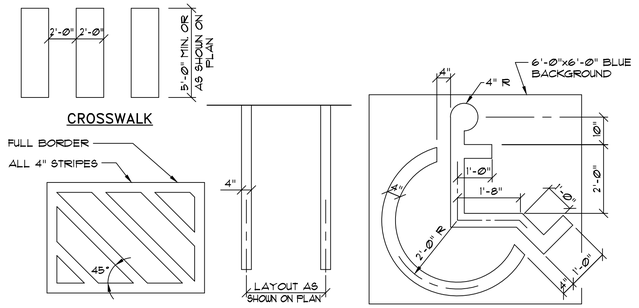
STREET SETBACKS:
MINIMUM: 36"

DERO BIKE HITCH AS MANUFACTURED BY DERO BIKE RACKS



3 EXTERIOR RACK DETAIL

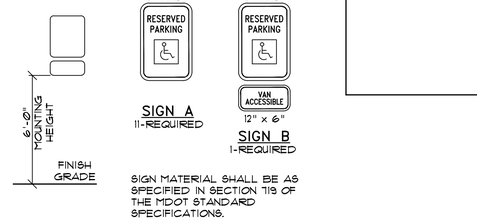
NOT TO SCALE



NO PARKING | PARKING SPACE | BARRIER FREE STALL SYMBOL

2 STRIPING DETAILS

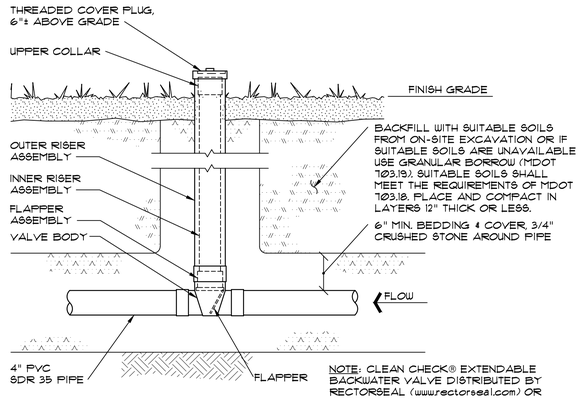
NOT TO SCALE



SIGN MATERIAL SHALL BE AS SPECIFIED IN SECTION 719 OF THE MDOT STANDARD SPECIFICATIONS.

1 ACCESSIBLE PARKING SPACE SIGN DETAILS

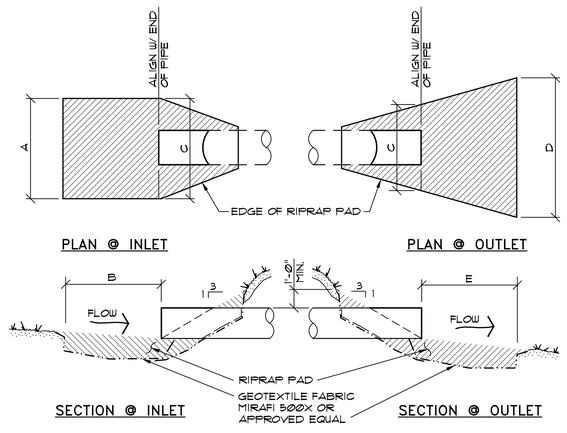
NOT TO SCALE

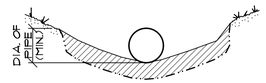


NOTE: CLEAN CHECK® EXTENDABLE BACKWATER VALVE DISTRIBUTED BY RECTORSEAL (www.rectorseal.com) OR APPROVAL EQUAL.

7 TYPICAL BACKFLOW PREVENTOR DETAIL

NOT TO SCALE





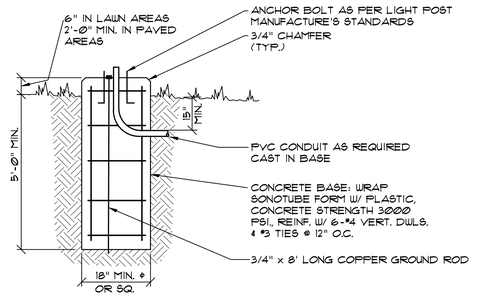
CROSS SECTION

RIPRAP PAD MUST BE INSTALLED WITHIN 48 HOURS OF INSTALLING NEW PIPE OR CULVERT.

PIPE	A	B	C	D	E	PAD DEPTH	D_{50}
12"ø	3 FT.	2 FT.	3 FT.	5 FT.	6 FT.	15"	6
15"ø	3.75 FT.	2.5 FT.	3.75 FT.	11.5 FT.	10 FT.	15"	6
18"ø	4.5 FT.	3 FT.	4.5 FT.	11.5 FT.	10 FT.	15"	6
24"ø	6 FT.	4 FT.	6 FT.	15 FT.	12 FT.	24"	8

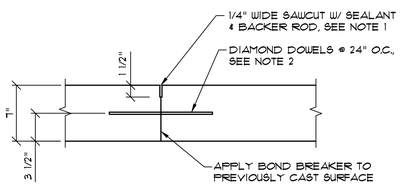
6 PIPE INLET/OUTLET DETAILS

NOT TO SCALE



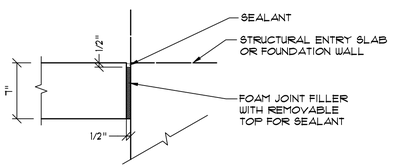
5 LIGHT POLE BASE DETAIL

NOT TO SCALE

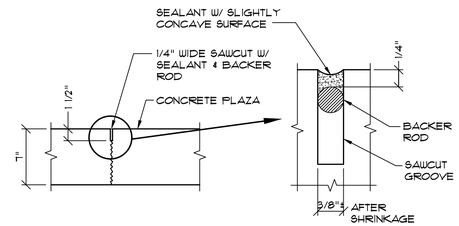


NOTES:
1. MAKE SAWCUT AFTER SHRINKAGE CRACK FORMS AT SLAB SURFACE. FOLLOW CRACK WITH SAWCUT.
2. DIAMOND DOWELS FOR CONSTRUCTION JOINTS: DIAMOND DOWEL SYSTEM BY P.N.A. INC., INCLUDING 3/8" x 4 1/2" x 4 1/2" STAINLESS STEEL PLATES WITH PLASTIC BASES AND SLEEVES. INSTALL SLEEVES PARALLEL TO THE SLAB SURFACE AT SPACINGS INDICATED ON THE DRAWINGS AND IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.

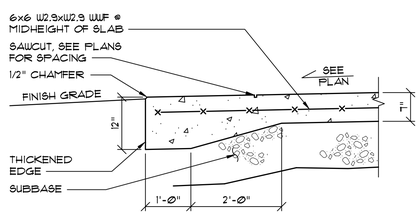
CONSTRUCTION JOINT DETAIL



TYP. ISOLATION JOINT



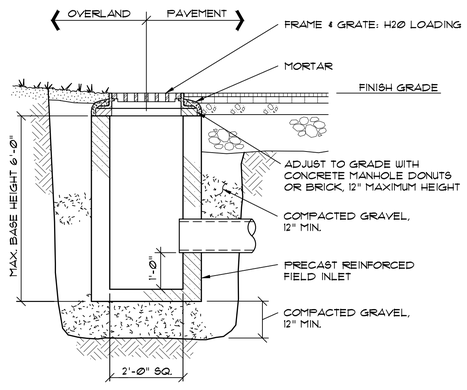
SAWCUT CONTROL JOINT DETAIL



CONCRETE PLAZA OR WALK DETAIL

9 CONCRETE PLAZA OR WALK DETAIL AND SITE CONCRETE JOINTS

NOT TO SCALE



8 FIELD INLET DETAIL

NOT TO SCALE

CWS ARCHITECTS
ARCHITECTURE | INTERIOR DESIGN
434 Cumberland Avenue Portland ME 04101
OFFICE: 207 774 4441 CWSARCH.COM

DESIGNER

WALSH
ENGINEERING ASSOCIATES, INC.
One Karen Dr. Suite 2A | Westbrook, Maine 04092
ph. 207.553.9898 | www.walsh-eng.com

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OWNER

AVESTA 977 BRIGHTON LP
c/o AVESTA HOUSING
307 CUMBERLAND AVE.
PORTLAND, MAINE 04101

PROJECT

977 BRIGHTON AVE ELDERLY APARTMENTS
977 BRIGHTON AVENUE
PORTLAND, MAINE 04102

DRAWING

SITE DETAILS

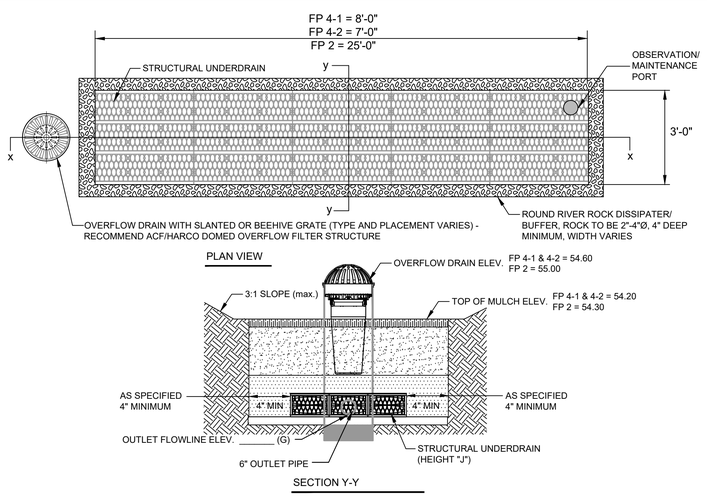
CWS PROJECT NUMBER: 13.040

REVISIONS

1	REVD PER CITY REVIEW	5/31/18
2	MOVE DETAIL 8 TO C3.4, ADD FIELD INLET	6/4/18

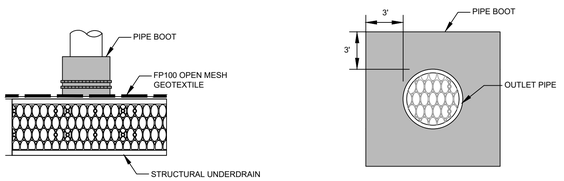
DRAWING NUMBER
C3.3

SCALE: AS SHOWN
DATE: 12/21/2017



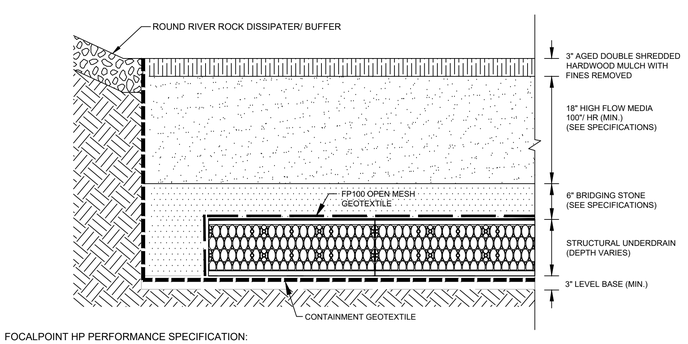
1 FOCALPOINT CONSTRUCTION GUIDE

NOT TO SCALE



4 FOCALPOINT PIPE CONNECTION DETAIL

NOT TO SCALE



FOCALPOINT HP PERFORMANCE SPECIFICATION:

HIGH PERFORMANCE MEDIA

HIGH PERFORMANCE MEDIA MUST MEET A MINIMUM OF 100" PER HOUR INFILTRATION RATE.

HIGH PERFORMANCE STRUCTURAL UNDERDRAIN

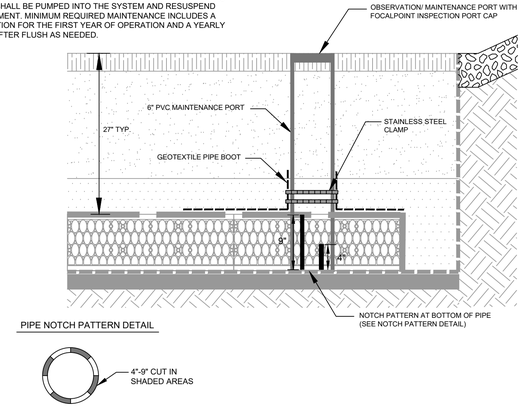
MUST HAVE A MINIMUM OF 19 SQUARE INCHES OF ORIFICE OPENING PER SQUARE FOOT.
MUST MEET H20 LOADING REQUIREMENTS.
MUST BE MODULAR IN NATURE AND ASSEMBLED ON SITE.
MUST HAVE MINIMUM 90% INTERIOR VOID SPACE.

2 FOCALPOINT DETAILED CROSS SECTION

NOT TO SCALE

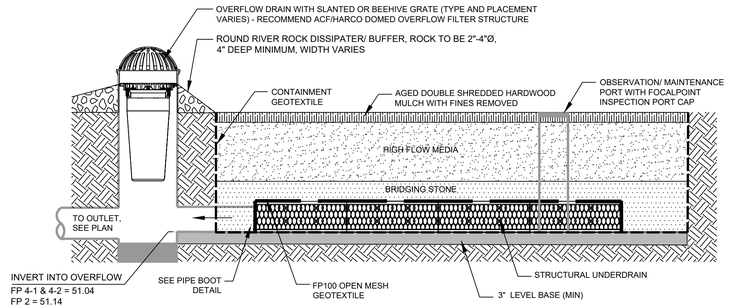
OBSERVATION/ MAINTENANCE PORT

PORT USED FOR INSPECTION PURPOSES AND FOR SYSTEM MAINTENANCE AS REQUIRED. WATER SHALL BE PUMPED INTO THE SYSTEM AND RESUSPEND ACCUMULATED SEDIMENT. MINIMUM REQUIRED MAINTENANCE INCLUDES A QUARTERLY INSPECTION FOR THE FIRST YEAR OF OPERATION AND A YEARLY INSPECTION THEREAFTER FLUSH AS NEEDED.



5 FOCALPOINT OBSERVATION PORT DETAIL

NOT TO SCALE

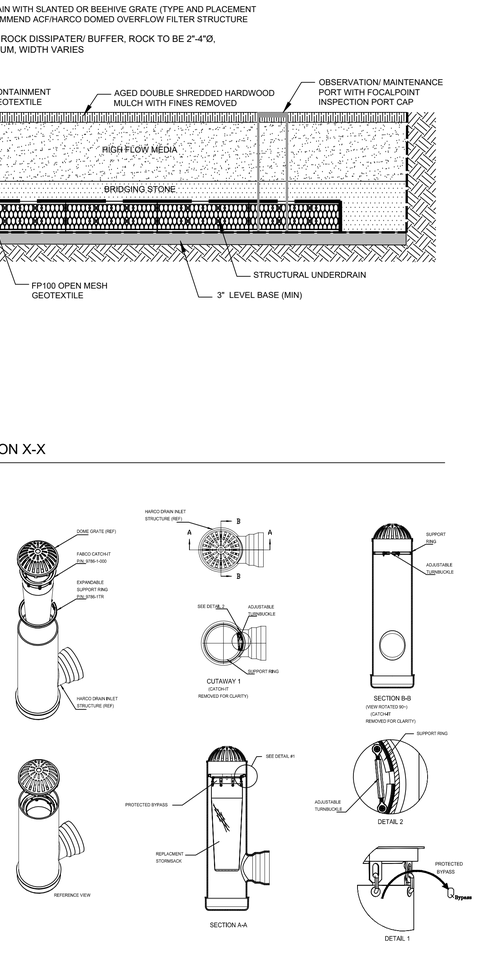


3 FOCALPOINT SECTION X-X

NOT TO SCALE

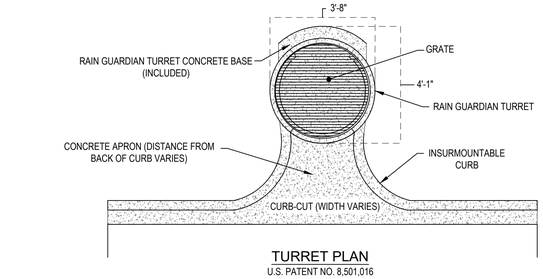
NOTES:
1. STORMSACK WEIGHT (EMPTY): 12 LB MAX
2. MATERIAL:
   A) SHROUD: HIGH DENSITY POLYETHYLENE (TYPICAL WALL THICKNESS .125")
   B) SUPPORT HUB: CRS, POWDER COATED
   C) STORMSACK: WOVEN POLYPROPYLENE GEOTEXTILE (GEOTEX 117F)
   D) HARDWARE: ALUMINUM POP-RIVETS
3. RECOMMENDED MINIMUM VAULT DEPTH: 24N BELOW CARTRIDGE
4. TYPICAL INSTALLATION: RAISE STORM GRATE, PUSH CATCH-IT SHROUD DOWN ON FRAME SUPPORT LEDGE UNTIL LOCKING-CLIPS CLICK IN PLACE, LOWER STORM GRATE.
5. USE ONLY WITH FABCO REPLACEABLE STORMSACK.

STRUCTURE DIAMETER (INCHES)	DEBRIS CAPACITY (CF)	FILTERED FLOWRATE (CFS)	BYPASS FLOWRATE (CFS)	TOTAL SYSTEM FLOWRATE (CFS)
12	0.77	2.2	1.2	3.4



6 ACF/HARCO DOMED OVERFLOW FILTER RISER

NOT TO SCALE



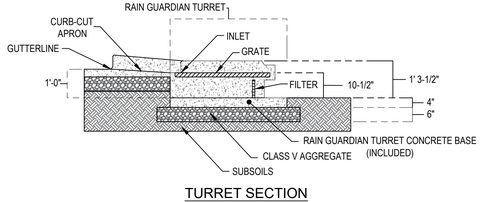
TURRET PLAN
U.S. PATENT NO. 8,501,016

SPECIFICATIONS:

1. STEEL REINFORCED, COLD JOINT SECURED MONOLITHIC CONCRETE STRUCTURE (1,030 LBS).
2. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI AT 28 DAYS. CONCRETE AIR ENTRAINED (4 PERCENT TO 8 PERCENT BY VOLUME).
3. MANUFACTURED AND DESIGNED TO ASTM C858.
4. THREE-POINT PICK USING RECESSED LIFTING POCKETS WITH A STANDARD HOOK.
5. SOIL UNDER BASE TO BE COMPACTED TO 95 PERCENT STANDARD PROCTOR.
6. TWO-PIECE LIGHT-DUTY GALVANIZED GRATE (34.5 LBS/PIECE) FOR 541 LB CONCENTRATED LOAD OR 309 LB/SQFT UNIFORM LOAD.
7. TWO-PIECE HEAVY-DUTY GALVANIZED GRATE (77.5 LBS/PIECE) FOR 2,456 LB CONCENTRATED LOAD OR 1,404 LB/SQFT UNIFORM LOAD.
8. USE EXPANSION JOINT MATERIAL BETWEEN TURRET AND BIORETENTION INLET.

7 RAIN GUARDIAN TURRET

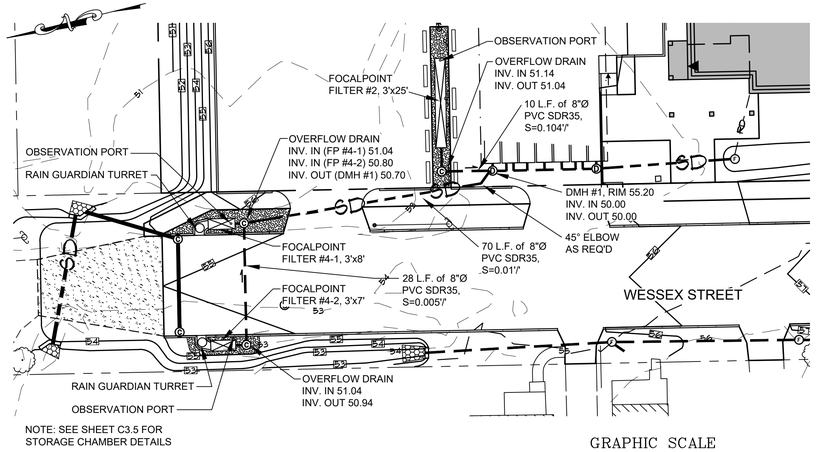
NOT TO SCALE



TURRET SECTION
U.S. PATENT NO. 8,501,016

1. FOCALPOINT DESIGN BY ACF ENVIRONMENTAL.
2. FOR ADDITIONAL INFORMATION CONTACT ACF ENVIRONMENTAL, WWW.ACFENVIRONMENTAL.COM, 800.448.3636.
3. ENGINEER OF RECORD TO REVIEW, APPROVE AND ENDORSE FINAL SITE SPECIFIC DESIGN.

8 DESIGN NOTES



NOTE: SEE SHEET C3.5 FOR STORAGE CHAMBER DETAILS

9 FOCALPOINT PLAN

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

CWS ARCHITECTS
ARCHITECTURE | INTERIOR DESIGN
434 Cumberland Avenue Portland ME 04101
OFFICE: 207 774 4441 CWSARCH.COM

DESIGNER

WALSH
ENGINEERING ASSOCIATES, INC.
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307 CUMBERLAND AVE.
PORTLAND, MAINE 04101

PROJECT

977 BRIGHTON AVE ELDERLY APARTMENTS
977 BRIGHTON AVENUE
PORTLAND, MAINE 04102

DRAWING

STORMWATER TREATMENT DETAILS

CWS PROJECT NUMBER: 15.040

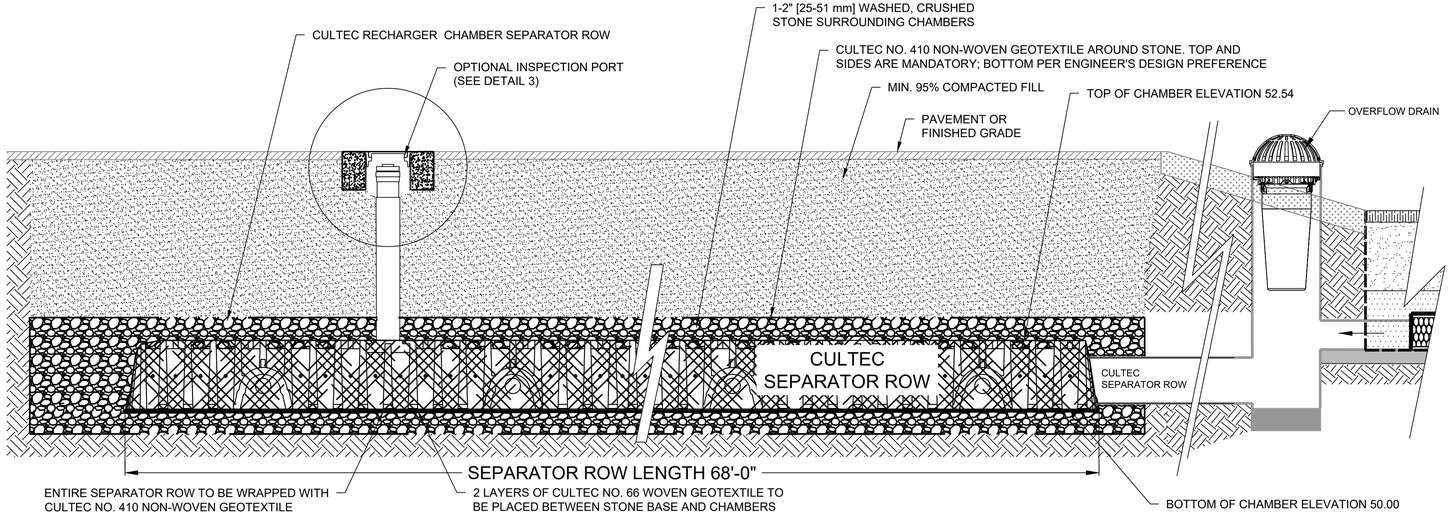
REVISIONS

1	ADD STORMWATER TREATMENT DETAILS	6/4/18
2	REV'D SW TREATMENT PER MFR REVIEW	6/8/18
3	WIDEN WESSEX ST TO 28', REDUCE PARKING, REDUCE WETLAND IMPACT	6/18/18

DRAWING NUMBER
C3.4

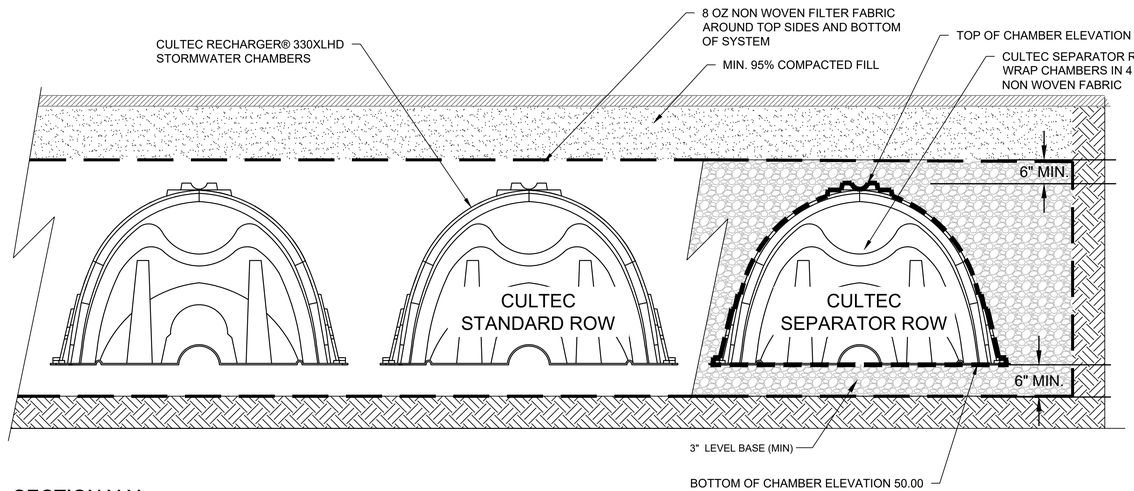
SCALE: AS SHOWN
DATE: 6/4/2018

N:\2015\15040-977 BRIGHTON AVE. APARTMENTS, PORTLAND\DWG\15040 DETAILS-STORMWATER



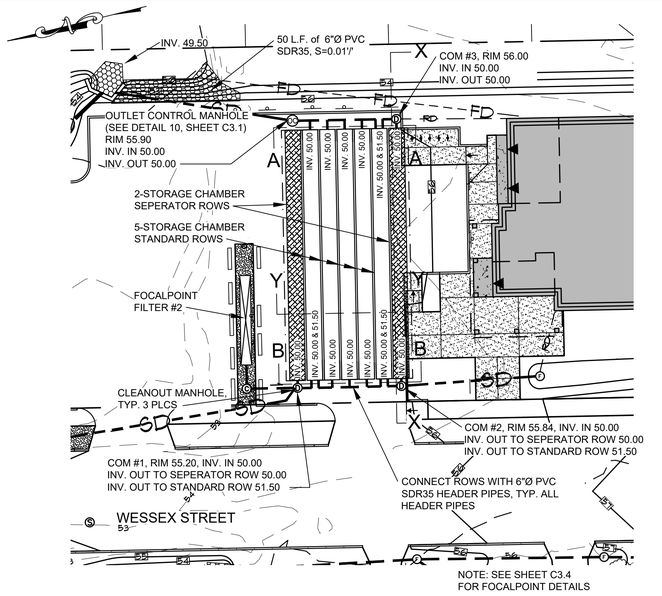
1 SECTION X-X (NTS)

NOT TO SCALE



2 SECTION Y-Y

NOT TO SCALE



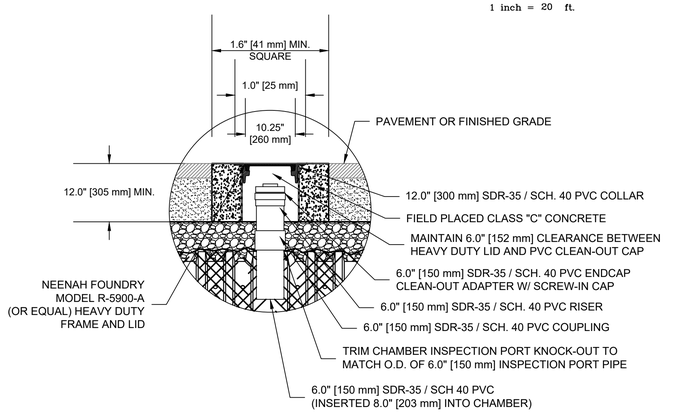
FOCALPOINT PLAN

GRAPHIC SCALE

20 0 10 20 40 80

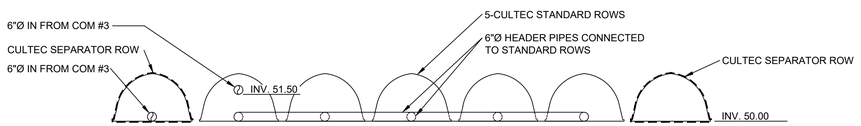
(IN FEET)

1 inch = 20 ft.



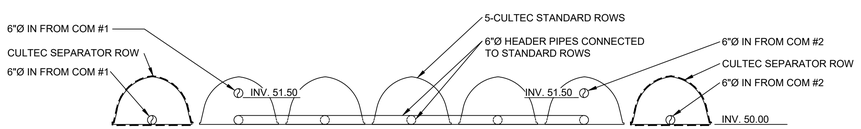
3 CULTEC SEPARATOR ROW INSPECTION PORT DETAIL

NOT TO SCALE



4 SECTION A-A

NOT TO SCALE



5 SECTION B-B

NOT TO SCALE

1. STORAGE CHAMBER DESIGN BY ACF ENVIRONMENTAL.
2. FOR ADDITIONAL INFORMATION CONTACT ACF ENVIRONMENTAL, WWW.ACFENVIRONMENTAL.COM, 800.448.3636.
3. ENGINEER OF RECORD TO REVIEW, APPROVE AND ENDORSE FINAL SITE SPECIFIC DESIGN.

DESIGN NOTES

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434 Cumberland Avenue Portland ME 04101
OFFICE: 207 774 4441 CWSARCH.COM

DESIGNER
STATE OF MAINE THOMAS S. GREER No. 4206 REGISTERED PROFESSIONAL ENGINEER 6/18/18
WALSH
ENGINEERING ASSOCIATES, INC.
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PROJECT
977 BRIGHTON AVE ELDERLY APARTMENTS
977 BRIGHTON AVENUE
PORTLAND, MAINE 04102

DRAWING
STORMWATER TREATMENT DETAILS
CWS PROJECT NUMBER: 15.040

REVISIONS

1	ADD STORMWATER TREATMENT DETAILS	6/4/18
2	REVD SW TREATMENT PER MFR REVIEW	6/8/18
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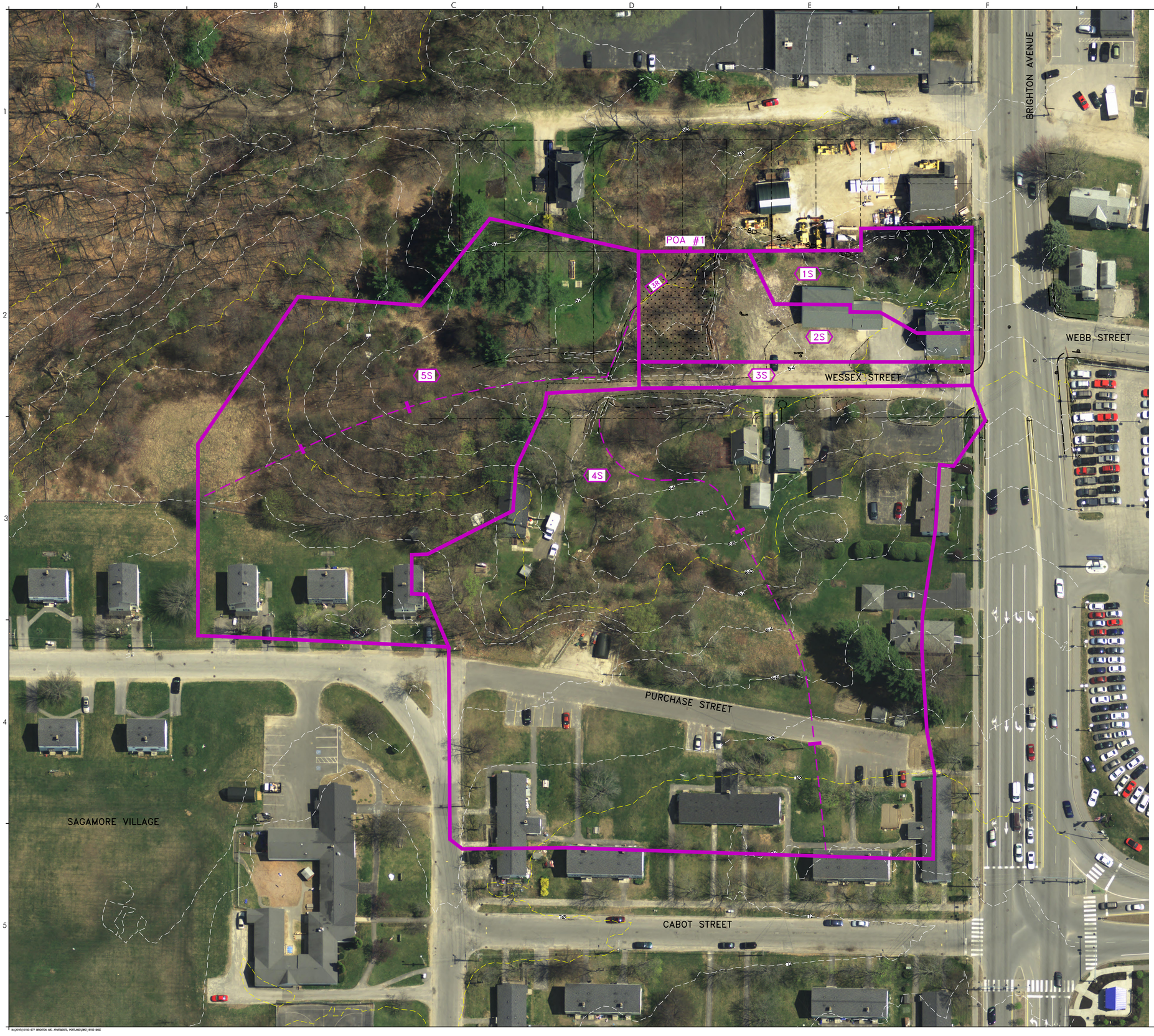
DRAWING NUMBER
C3.5

SCALE: AS SHOWN
DATE: 6/4/2018

N:\2015\15150-977 BRIGHTON AVE. APARTMENTS, PORTLAND\PROJ\15150 DETAILS-STORMWATER



DRAINAGE LEGEND

- SUBCATCHMENT PERIMETER
- TIME OF CONCENTRATION (Tc)
- 10S — SUBCATCHMENT NUMBER
- POA #1 ● — POINT OF ANALYSIS
- 10R — REACH
- 10P — POND

TIME OF CONCENTRATION

SUBCATCHMENT 4S
100' @ 3% SHEET FLOW
200' @ 1% SHA. CONC. FLOW
100' @ 3% SHA. CONC. FLOW

SUBCATCHMENT 5S
100' @ 3% SHEET FLOW
100' @ 8% SHA. CONC. FLOW
200' @ 2% SHA. CONC. FLOW

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

CWS ARCHITECTS
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434 Cumberland Avenue Portland ME 04101
OFFICE: 207 774 4441 CWSARCH.COM

DESIGNER
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977 BRIGHTON AVENUE
PORTLAND, MAINE 04102

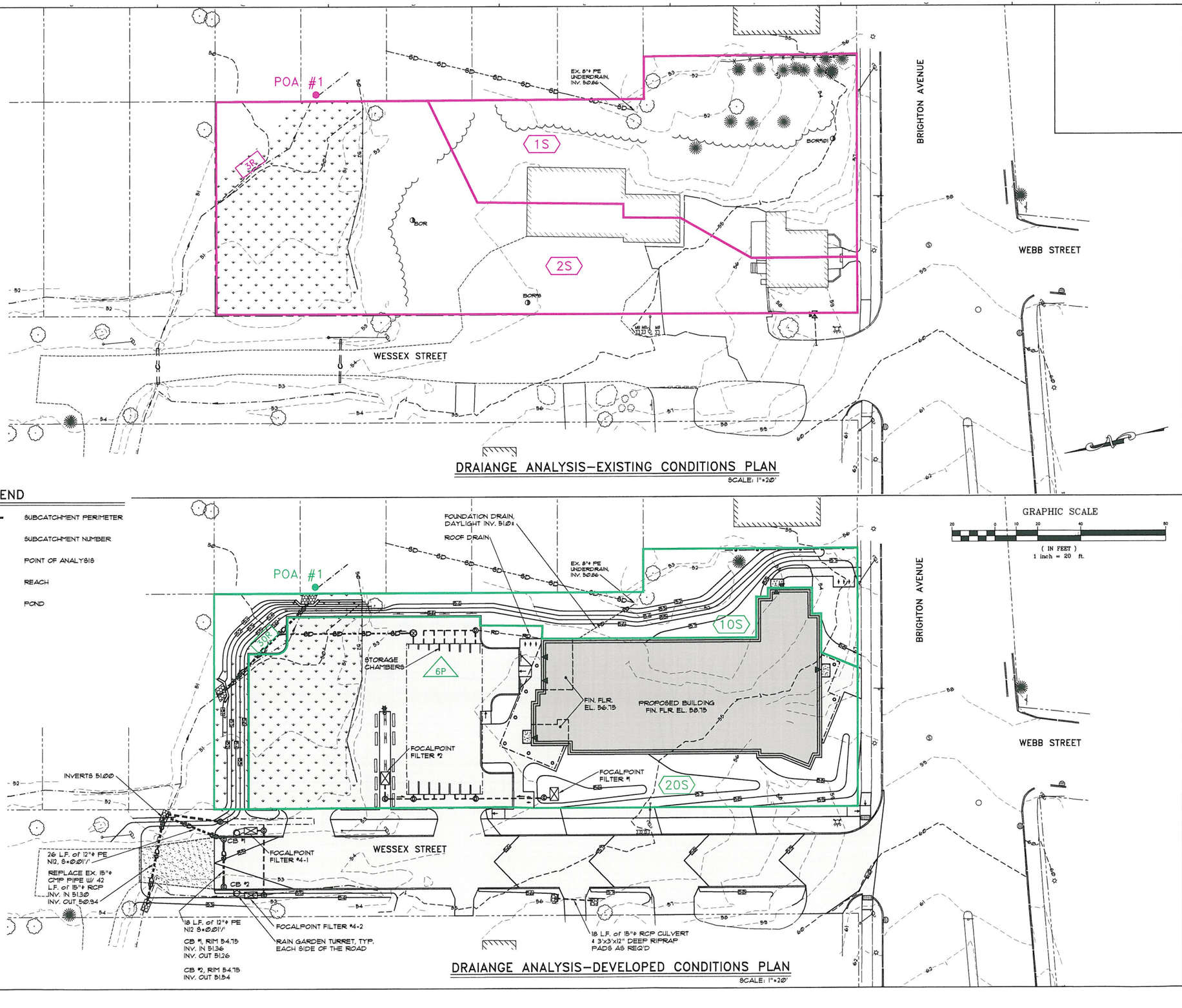
DRAWING
DRAINAGE ANALYSIS
EXISTING CONDITIONS
CWS PROJECT NUMBER: 15.040

REVISIONS

1	REVD PER CITY REVIEW	5/31/18
2	ADDED Tc PATHS & DESIGN	6/4/18

DRAWING NUMBER
D1.0

SCALE: AS SHOWN
DATE: 12/21/2017



DRAIANGE ANALYSIS–EXISTING CONDITIONS PLAN

SCALE: 1"=20'

DRAINAGE LEGEND

- SUBCATCHMENT PERIMETER
- 10S — SUBCATCHMENT NUMBER
- POA #1 — POINT OF ANALYSIS
- 10R — REACH
- 10P — POND

DRAIANGE ANALYSIS–DEVELOPED CONDITIONS PLAN

SCALE: 1"=20'

CWS ARCHITECTS
ARCHITECTURE | INTERIOR DESIGN
434 Cumberland Avenue Portland ME 04101
OFFICE: 207 774 4441 CWSARCH.COM

DESIGNER
STATE OF MAINE THOMAS S. GREER No. 4206 LICENSED PROFESSIONAL ENGINEER
12/18/17
PINKHAM & GREER CIVIL ENGINEERS
94 MAIN ST. YARMOUTH, ME 04096
TEL: 207.846.9340 FAX: 207.846.9349

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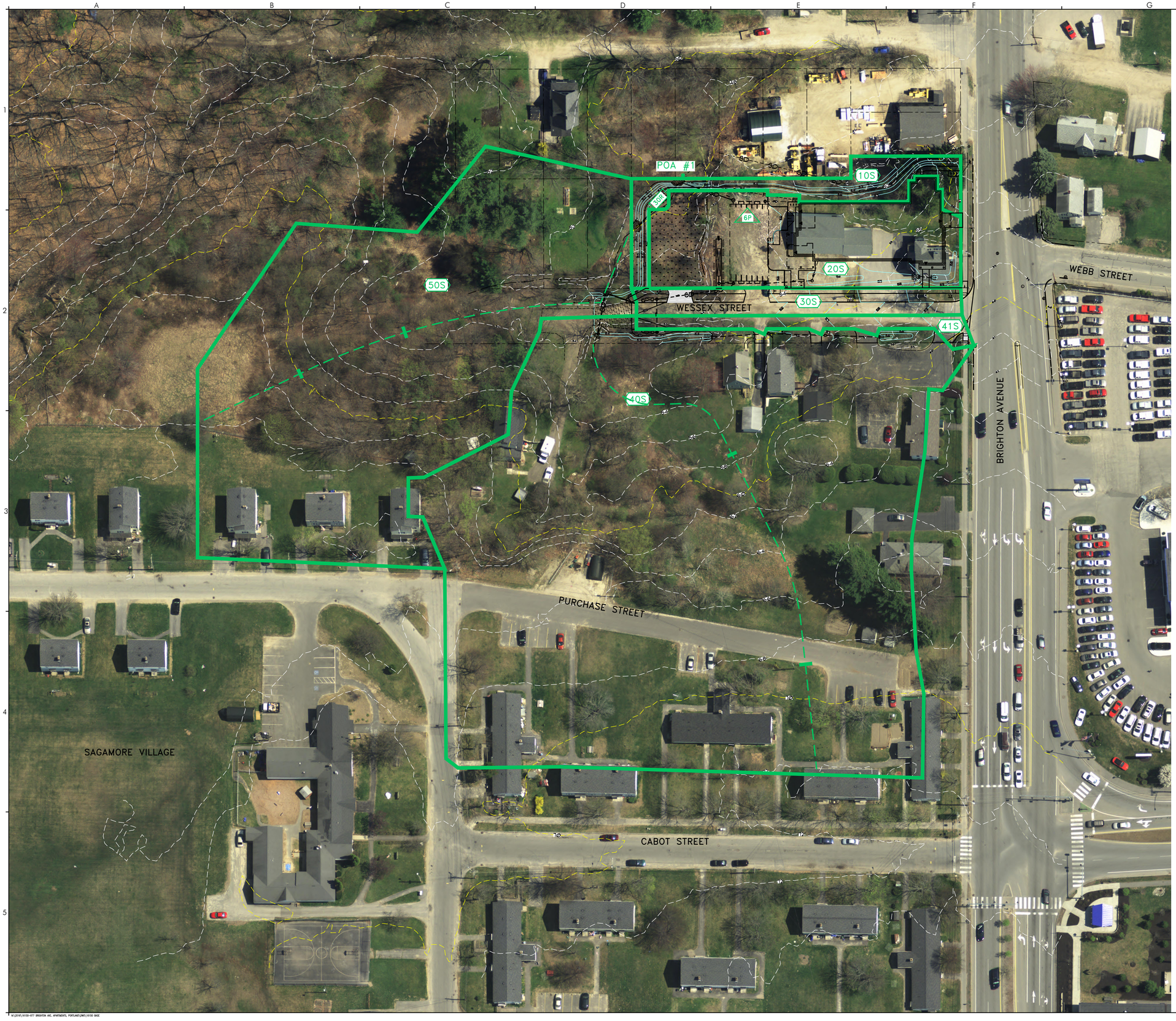
PORTLAND, MAINE 04102

DRAWING
DRAINAGE ANALYSIS
CWS PROJECT NUMBER: 15.040

REVISIONS

DRAWING NUMBER
D1.0

SCALE: AS SHOWN
DATE: 12/21/2017



DRAINAGE LEGEND

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- 10S — SUBCATCHMENT NUMBER
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TIME OF CONCENTRATION

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200' @ 7% SHA. CONC. FLOW
100' @ 3% SHA. CONC. FLOW

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100' @ 3% SHEET FLOW
100' @ 8% SHA. CONC. FLOW
200' @ 2% SHA. CONC. FLOW

GRAPHIC SCALE

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(IN FEET)
1 inch = 40 ft.

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434 Cumberland Avenue Portland ME 04101
OFFICE: 207 774 4441 CWSARCH.COM

DESIGNER

STATE OF MAINE — THOMAS GREER No. 4206 — REGISTERED PROFESSIONAL ENGINEER — 6/4/18

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APARTMENTS
977 BRIGHTON AVENUE
PORTLAND, MAINE 04102

DRAWING

DRAINAGE ANALYSIS
DEVELOPED CONDITIONS

CWS PROJECT NUMBER: 15.040

REVISIONS

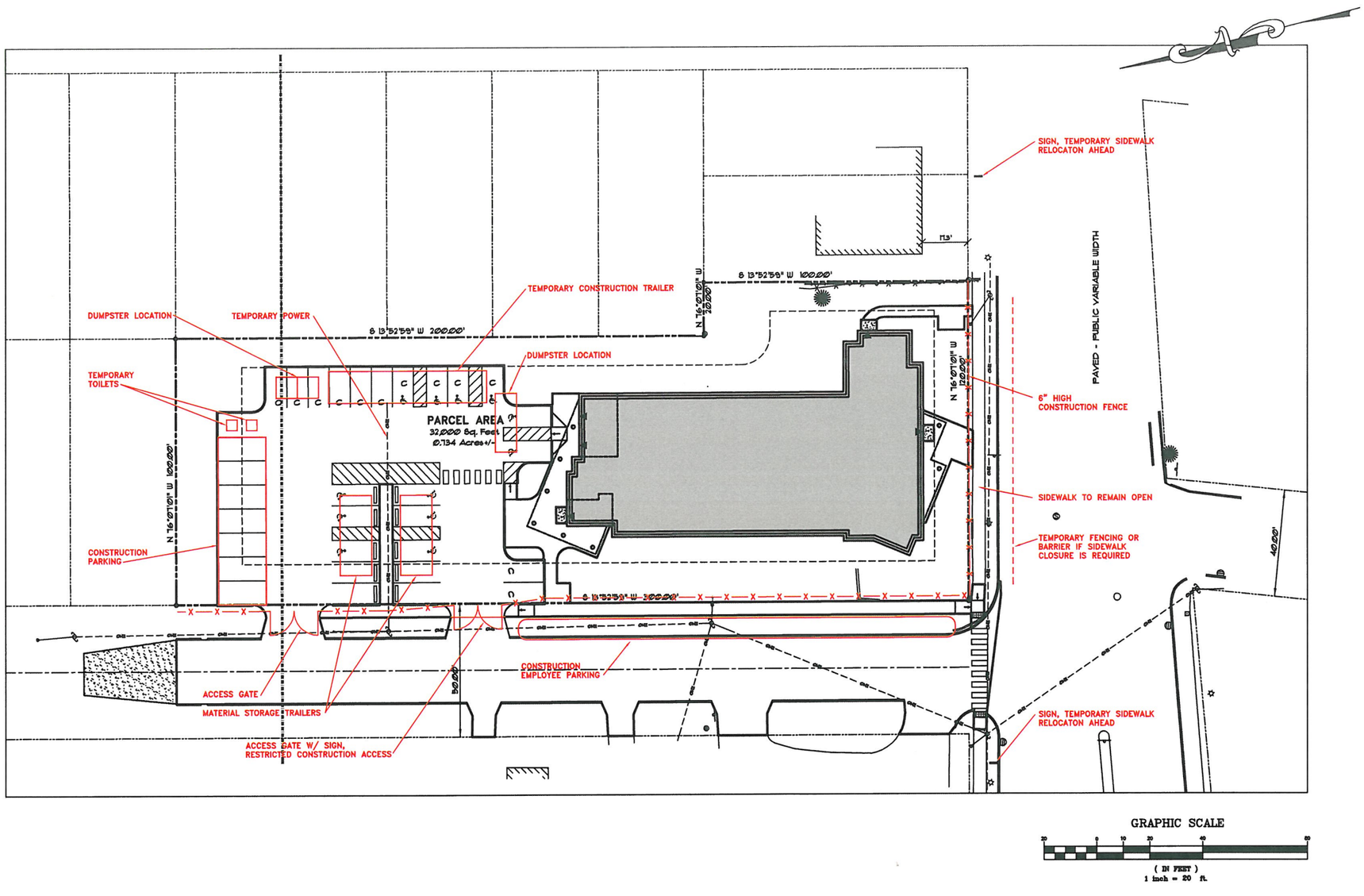
1	REV'D PER CITY REVIEW	5/31/18
2	ADDED Tc PATHS & DESIGN	6/4/18

DRAWING NUMBER
D2.0

SCALE: AS SHOWN
DATE: 12/21/2017

NOTES

1. PROVIDE SAFETY CONES, BARRELS, FENCING, WARNING TAPE AS REQUIRED TO RESTRICT ACCESS TO THE SITE AND PROVIDE FOR PEDESTRIAN SAFETY.
2. REMOVE EXISTING BUILDING USING THE EXISTING PARKING AREA AS STAGING AREA.
3. CONSTRUCT PARKING LOT AREA TO EXPAND THE CONSTRUCTION STAGING AREA. USE WESSEX STREET FOR ACCESS AND MAKE ALL DELIVERIES IN THE STAGING AREA. WESSEX STREET TO REMAIN OPEN AT ALL TIMES FOR EMERGENCY ACCESS.
4. PROVIDE DUMPSTERS ON SITE THROUGHOUT THE CONSTRUCTION PROCESS.
5. TEMPORARY TRAILERS AND EMPLOYEES CONVENIENCE FACILITIES TO BE MAINTAINED ON SITE THROUGHOUT THE PROJECT.
6. CONSTRUCTION EMPLOYEE PARKING TO BE MAINTAINED ON SITE. ANY PARKING ALONG WESSEX STREET MUST LEAVE ROOM FOR TWO WAY TRAFFIC.



CWS ARCHITECTS
ARCHITECTURE | INTERIOR DESIGN
121 Middle Street, Portland, ME 04101
OFFICE 207.774.1681 CWSARCH.COM

DESIGNER

THOMAS GREER No. 4205 REGISTERED PROFESSIONAL ENGINEER
12/22/17

PINKHAM & GREER CIVIL ENGINEERS
28 Vaughan St., Portland, ME 04102
Tel: 207.253.2412 Fax: 207.253.0486

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PORTLAND, MAINE 04101

PROJECT

977 BRIGHTON AVE ELDERLY APARTMENTS
977 BRIGHTON AVENUE
PORTLAND, MAINE 04102

DRAWING

CONSTRUCTION MANAGEMENT PLAN
CWS PROJECT NUMBER: 15.040

REVISIONS

DRAWING NUMBER
CM-1

SCALE: AS SHOWN
DATE: 12/22/2017

PLANNING BOARD REPORT
PORTLAND, MAINE

415 Cumberland Avenue
Building Renovation: Commercial & Residential
Subdivision Amendment
2018-011
Applicant: 415 CA, LLC.

Submitted to Portland Planning Board Public Hearing Date: June 26, 2018	Prepared by: Christian Roadman Date: June 22, 2018

I. Project Summary

The owner of 415 Cumberland Avenue seeks a subdivision amendment for this previously approved project, which the Planning Board reviewed at an April 24 public hearing. The applicant's original proposal included renovation of the building into eight residential units and two commercial units. The applicant now seeks to create nine residential units and two commercial units. The extra unit will be created out of square footage previously reserved for one of the two commercial spaces. The proposed amendment is intended to allow the project to better respond to market demand.

The property is not within a historic district, nor the downtown pedestrian overlay district, but it is within 100 feet of the Congress Street historic district. As such, this project's previous review process included historic preservation advisory review. The newly proposed residential unit will primarily impact the interior of the building, but may result in replacement of four windows which the applicant now desires to be made operable. Review and approval of proposed window specifications by historic preservation staff is one of the existing, outstanding conditions of approval for the site plan (approved 4/24/18, Attachment 2).

The Planning Department sent 188 notices of this agenda item to property owners within 500 feet of the site. Notice of this item also appeared in legal advertisements on June 18 and June 19, 2018.

Applicant: Sam Reiche, 415 CA, LLC
Consultants: Walsh Engineering Associates (Thomas Greer, P.E.); Downeast Surveying & Development (Elwood Ellis); Archetype Architects (Barry Yudaken)

II. REQUIRED REVIEWS

Waiver Requests	Applicable Standards
None	n.a.
Review	**Relevant Code**
Subdivision	*Section 14-497*

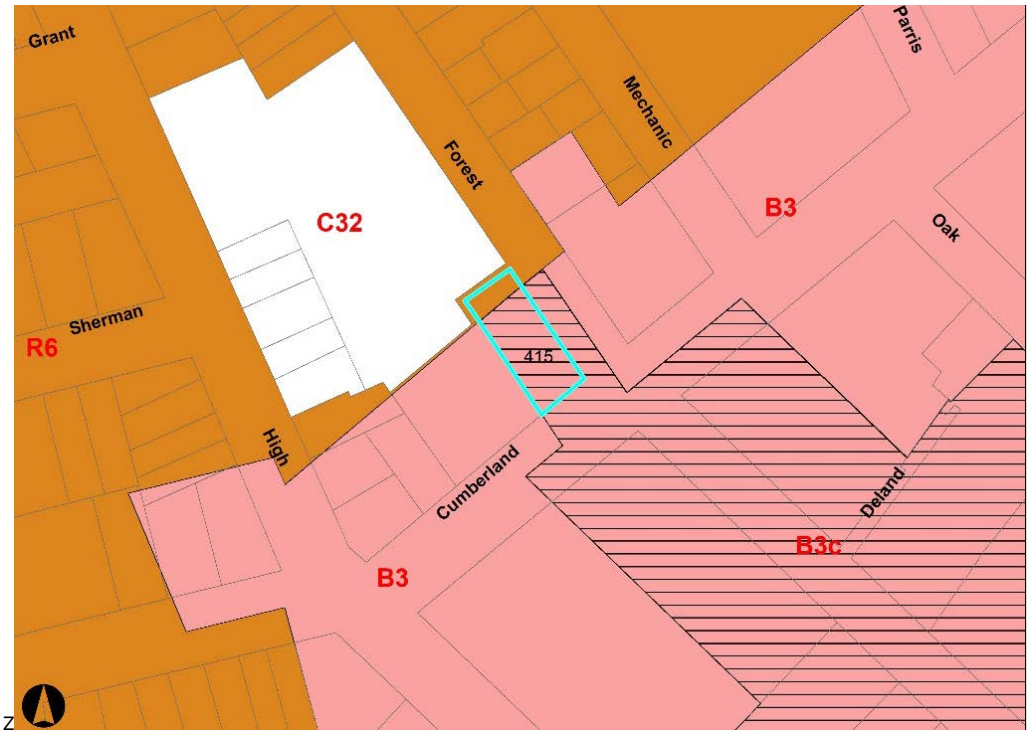
III. PROJECT DATA

Existing Zoning	B-3c Downtown Business, R-6 Residential
Existing Use	Commercial
Proposed Use	Commercial and Residential
Proposed Development Program	2 Commercial Units, 8 Residential Units
- Bedroom Mix	One Studio, Four 1-Bedroom, Three 2-Bedroom , One 3-Bedroom
Parcel Size	6,098 sq. ft.

	Existing	*Proposed*	*Net Change*
Building Footprint (sq. ft.)	4,929	4,929	0
Building Floor Area (sq. ft.)	15,820	15,820	0
Impervious Surface Area (sq. ft.)	5,762	5,786	24
Parking Spaces	6	6	0
Bicycle Parking Spaces	0	4	4
Estimated Cost of Project	$800,000		

VIII. ZONING ANALYSIS

The majority of the property at 415 Cumberland Avenue is located within the B-3c downtown business zone, while approximately 20 feet of the property's northwest area is located in the R-6 residential zone (this area includes proposed apartments, but not the proposed commercial spaces). No additional parking is required for the project in either zone, and the six tandem-parked garage spaces will remain. Staff find the proposed project in conformance with zoning requirements.



Zoning context of proposed 415 Cumberland Avenue. The project parcel is outlined in light blue.

IX. DEVELOPMENT REVIEW

A. SUBDIVISION (Section 14-497)
The proposed development prompts review for conformance with relevant standards of Portland's subdivision ordinance and applicable regulations.

Will Not Result in Undue Water and Air Pollution; Will Not Result in Undue Soil Erosion
Staff find the proposed project in conformance with this standard.

Sufficient Water Available
The applicant provided a capacity to serve letter from the Portland Water District.

Will Not Cause Unreasonable Traffic Congestion
Staff find the proposed project in conformance with this standard.

Will Provide for Adequate Sanitary Sewer and Stormwater Disposal; Will Not Cause an Unreasonable Burden on Municipal Solid Waste and Sewage
Staff confirmed wastewater capacity for the additional unit with the Department of Public Works.

Scenic Beauty, Natural, Historic, Habitat and other Resources
Staff find the proposed project will not have an adverse effect on the scenic or natural beauty of the area.

Comprehensive Plan
Staff find the proposed project compatible with the Comprehensive Plan, which includes the following applicable goals:
- "create economic prosperity by growing Portland's tax and employment base"
- "encourage additional contextually appropriate housing density in and proximate to neighborhood centers, concentrations of services, and transit nodes and corridors as a means of supporting complete neighborhoods"

XII. PROPOSED MOTIONS

This application deals with an increase in number of units and amends the subdivision plat. The site plan approval granted by the Board on April 24, 2018 remains in effect, including all conditions, for this amendment.

A. AMENDED SUBDIVISION
On the basis of the application, plans, reports, and other information submitted by the applicant; findings and recommendations contained in the Planning Board report for the public hearing on June 26, 2018 for application 2017-011 (415 Cumberland Avenue) relevant to the subdivision regulations; and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan [is / is not] in conformance with the subdivision standards of the land use code.

XIII. ATTACHMENTS

PLANNING BOARD REPORT ATTACHMENTS

1. 415 Cumberland Planning Board Workshop Staff Report 4-24-18
2. 415 Cumberland Approval Letter - Level III & Subdivision

APPLICANT'S SUBMITTALS

A. Cover Letter
B. Level III Application

APPLICANT'S PLANS

P1 FLOOR PLANS
P2 ELEVATIONS
P3 SUBDIVISION PLAN
P4 SITE PLAN
P5 LANDSCAPE PLAN
P6 DEMOLITION PLAN & DETAILS
P7 SURVEY

WALSH
ENGINEERING ASSOCIATES, INC.

File: 17164

June 20, 2018

Mr. Christian Roadman
City of Portland, Planning Department
389 Congress Street 4th Floor
Portland, ME 04101

RE: **415 CUMBERLAND AVENUE**

Dear Christian,

We have uploaded revised drawings for the 415 Cumberland Avenue Project. The changes include revisions to the unit mix. The new project includes 9 residential units and one commercial unit.

We have included the sidewalk repair, as noted by the staff, on Forest Avenue. The project remains as originally proposed with the above noted.

Respectfully,

Thomas S. Greer, P.E.
Walsh Engineering Associates, Inc.

cc: Barry Yudaken, Sam Reiche, File

enc.

Level III – Preliminary and Final Site Plans
Development Review Application
Portland, Maine

Planning and Urban Development Department
Planning Division

Portland's Planning and Urban Development Department coordinates the development review process for site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Level III: Preliminary or Final Site Plan. Please note that Portland has delegated review from the State of Maine for reviews under the Site Location of Development Act, Chapter 500 Stormwater Permits, and Traffic Movement Permits.

Level III: Site Plan Development includes:

- New structures with a total floor area of 10,000 sq. ft. or more except in Industrial Zones.
- New structures with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- New temporary or permanent parking area(s) or paving of existing unpaved parking areas for more than 75 vehicles.
- Building addition(s) with a total floor area of 10,000 sq. ft. or more (cumulatively within a 3 year period) except in Industrial Zones.
- Building addition(s) with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- A change in the use of a total floor area of 20,000 sq. ft. or more in any existing building (cumulatively within a 3 year period).
- Multiple family development (3 or more dwelling units) or the addition of any additional dwelling unit if subject to subdivision review.
- Any new major or minor auto business in the B-2 or B-5 Zone, or the construction of any new major or minor auto business greater than 10,000 sq. ft. of building area in any other permitted zone.
- Correctional prerelease facilities.
- Park improvements: New structures greater than 10,000 sq. ft. and/or facilities encompassing 20,000 sq. ft. or more (excludes rehabilitation or replacement of existing facilities); new nighttime outdoor lighting of sports, athletic or recreation facilities not previously illuminated.
- Land disturbance of 3 acres or more (includes stripping, grading, grubbing, filling or excavation).

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14), Design Manual and Technical Manual.

Planning Division
Fourth Floor, City Hall
389 Congress Street
(207) 874-8719
planning@portlandmaine.gov

Office Hours
Monday thru Friday
8:00 a.m. – 4:30 p.m.

I. Project Information (Please enter n/a on those fields that are not applicable)

Project Name:	415 Cumberland Avenue
Proposed Development Address:	415 Cumberland Avenue
Project Description:	Convert Existing Building to 9 Residential Units and 1 Commercial Unit
Chart/Block/Lot:	036 G033001
Preliminary Plan	x
Final Plan	

II. Contact Information (Please enter n/a on those fields that are not applicable)

APPLICANT

Name:	Sam Reiche
Business Name:	415 CA, LLC
Address:	25 Edgehill Rd
City/State:	Brookline MA
Zip Code:	02445
Work #:	
Home #:	
Cell #:	
Fax #:	
E-mail:	reiche.sam@gmail.com

OWNER

Name:	Same as Applicant
Address:	
City/State:	
Zip Code:	
Work #:	
Home #:	
Cell #:	
Fax #:	
E-mail:	

AGENT/REPRESENTATIVE

Name:	Walsh Engineering Associates, Inc. (Thomas S. Greer, PE)
Address:	One Karen Drive, Suite 2A
City/State:	Westbrook, ME
Zip Code:	04092
Work #:	207-553-9898
Home #:	
Cell #:	
Fax #:	
E-mail:	tgreer@walsh-eng.com

BILLING (to whom invoices will be forwarded to)

Name:	415 CA, LLC (Sam Reiche)
Address:	25 Edgehill Rd
City/State:	Brookline MA
Zip Code:	02445
Work #:	
Home #:	
Cell #:	
Fax #:	
E-mail:	reiche.sam@gmail.com

ENGINEER

Name:	Walsh Engineering Associates, Inc. (Thomas S. Greer, P.E.)
Address:	One Karen Drive, Suite 2A
City/State:	Westbrook, ME
Zip Code:	04092
Work #:	207-553-9898
Home #:	
Cell #:	
Fax #:	
E-mail:	tgreer@walsh-eng.com

SURVEYOR

Name:	D.S.D. Downeast Surveying & Development (Elwood Ellis)
Address:	PO Box 6234
City/State:	China Village, ME
Zip Code:	04926
Work #:	207-968-2507
Home #:	
Cell #:	
Fax #:	
E-mail:	

ARCHITECT

Name:	Archetype Architects (Barry Yudaken)
Address:	48 Union Wharf
City/State:	Portland, ME
Zip Code:	04101
Work #:	(207) 772-6022
Home #:	
Cell #:	
Fax #:	
E-mail:	yudaken@archetypepa.com

ATTORNEY

Name:	
Address:	
City/State:	
Zip Code:	
Work #:	
Home #:	
Cell #:	
Fax #:	
E-mail:	

DESIGNATED PERSON(S) FOR UPLOADING INTO e-PLAN

Name:	Thomas S. Greer
E-mail:	tgreer@walsh-eng.com
Name:	Rita J. Sawyer
E-mail:	rita@walsh-eng.com
Name:	
E-mail:	

III. APPLICATION FEES

LEVEL III DEVELOPMENT (check applicable review)

☑	Less than 50,000 sq. ft.	$750.00
☐	50,000 – 100,000 sq. ft.	$1,000.00
☐	100,000 – 200,000 sq. ft.	$2,000.00
☐	200,000 – 300,000 sq. ft.	$3,000.00
☐	Over 300,000 sq. ft.	$5,000.00
☐	Parking lots over 100 spaces	$1,000.00
☐	After-the-fact Review	$1,000.00 + applicable application fee above

PLAN AMENDMENTS (check applicable review)

☐	Planning Staff Review	$250.00
☑	Planning Board Review	$500.00

OTHER REVIEWS (check applicable review)

☐	Traffic Movement	$1,500.00
☐	Stormwater Quality	$250.00
☑	Subdivision	$500.00 + applicable fee for lots/units below
	# of Subdivision Lots/Units [9] x $25.00 each	$ 225.00
☐	Site Location	$3,500.00 + applicable fee for lots/units below
	# of Site Location Lots/Units [ ] x $200.00 each	$
☐	Change of Use	
☐	Flood Plain	
☐	Shoreland	
☐	Design Review	
☐	Housing Replacement	
☐	Historic Preservation	
	TOTAL APPLICATION FEE DUE:	$ 1,975.00

IV. FEES ASSESSED AND INVOICED SEPARATELY

- Notices to abutters (receipt of application, workshop and public hearing meetings) ($.75 each)
- Legal Ad in the Newspaper (% of total ad)
- Planning Review ($52.00 hour)
- Legal Review ($75.00 hour)
- Third Party Review (all outside reviews or analysis, eg. Traffic/Peer Engineer, are the responsibility of the applicant and will be assessed and billed separately)

V. PROJECT DATA (Please enter n/a on those fields that are not applicable)

TOTAL AREA OF SITE	6,098	sq. ft.
PROPOSED DISTURBED AREA OF THE SITE	25	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.		
IMPERVIOUS SURFACE AREA		
Impervious Area (Total Existing)	5,762	sq. ft.
Impervious Area (Total Proposed)	5,787	sq. ft.
Building Ground Floor Area and Total Floor		
Building Footprint (Total Existing)	4929	sq. ft.
Building Footprint (Total Proposed)	4929	sq. ft.
Building Floor Area (Total Existing)	15,820	sq. ft.
Building Floor Area (Total Proposed)	15,820	sq. ft.
ZONING		
Existing	B3c	
Proposed, if applicable	B3c	
LAND USE		
Existing	Commercial	
Proposed	Commercial & Residential	
RESIDENTIAL, IF APPLICABLE		
# of Residential Units (Total Existing)	0	
# of Residential Units (Total Proposed)	7	
# of Lots (Total Proposed)	0	
# of Affordable Housing Units (Total Proposed)	0	
PROPOSED BEDROOM MIX		
# of Efficiency Units (Total Proposed)	0	
# of One-Bedroom Units (Total Proposed)	3	
# of Two-Bedroom Units (Total Proposed)	4	
# of Three-Bedroom Units (Total Proposed)	0	
PARKING SPACES		
# of Parking Spaces (Total Existing)	6	
# of Parking Spaces (Total Proposed)	6	
# of Handicapped Spaces (Total Proposed)	0	
BICYCLE PARKING SPACES		
# of Bicycle Spaces (Total Existing)	0	
# of Bicycle Spaces (Total Proposed)	4	
ESTIMATED COST OF THE PROJECT	$800,000.00	

VI. APPLICANT SIGNATURE

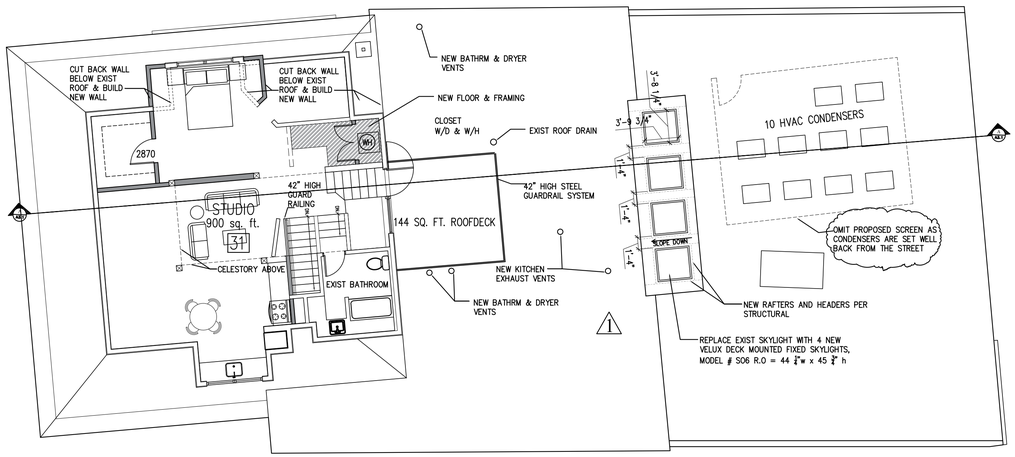
By digitally signing the attached document(s), you are signifying your understanding this is a legal document and your electronic signature is considered a ***legal signature*** per Maine state law.

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 III 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.

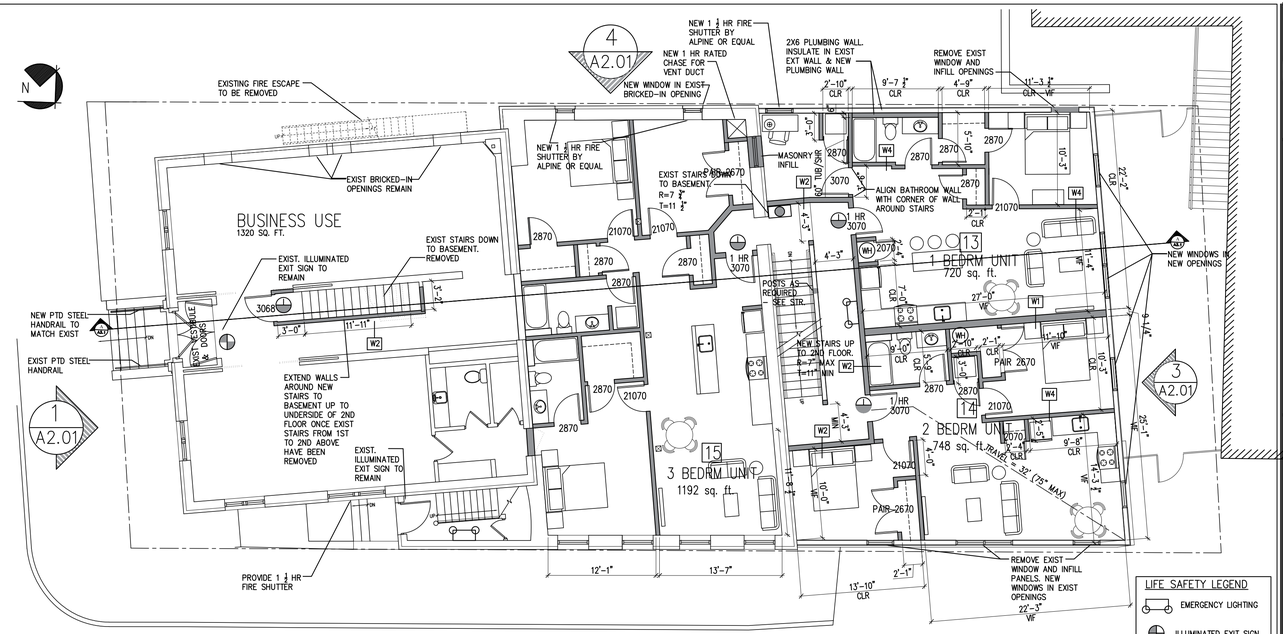
Signature of Applicant:	Thomas Saint Agent
Date:	4/20/18

PRELIMINARY PLAN (Optional) - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	**GENERAL WRITTEN SUBMISSIONS CHECKLIST**
x		1	Completed Application form
x		1	Application fees
x		1	Written description of project
x		1	Evidence of right, title and interest
n/a		1	Evidence of state and/or federal approvals, if applicable
x		1	Written assessment of proposed project's compliance with applicable zoning requirements
x		1	Summary of existing and/or proposed easement, covenants, public or private rights-of-way, or other burdens on the site
n/a		1	Written requests for waivers from site plan or technical standards, if applicable.
x		1	Evidence of financial and technical capacity
n/a		1	Traffic Analysis (may be preliminary, in nature, during the preliminary plan phase)
Applicant Checklist	Planner Checklist	# of Copies	**SITE PLAN SUBMISSIONS CHECKLIST**
x		1	Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
x		1	**Preliminary Site Plan including the following: (information provided may be preliminary in nature during preliminary plan phase)**
n/a		Proposed grading and contours;	
x		Existing structures with distances from property line;	
x		Proposed site layout and dimensions for all proposed structures (including piers, docks or wharves in Shoreland Zone), paved areas, and pedestrian and vehicle access ways;	
n/a		Preliminary design of proposed stormwater management system in accordance with Section 5 of the Technical Manual (note that Portland has a separate applicability section);	
n/a		Preliminary infrastructure improvements;	
x		Preliminary Landscape Plan in accordance with Section 4 of the Technical Manual;	
n/a		Location of significant natural features (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features) located on the site as defined in Section 14-526 (b) (1);	
n/a		Proposed buffers and preservation measures for significant natural features, as defined in Section 14-526 (b) (1);	
x		Location , dimensions and ownership of easements, public or private rights of way, both existing and proposed;	
x		Exterior building elevations.	



3 | PENTHOUSE FLOOR PLAN
1/8" = 1'-0"

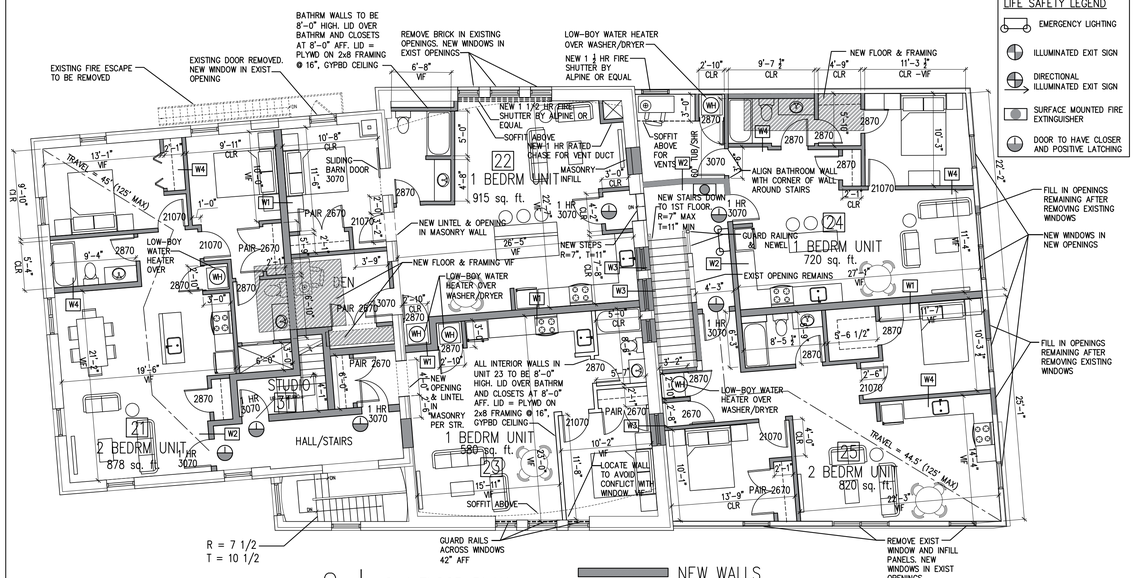
NEW WALLS
DEMOLISHED WALLS, STAIRS & FIXTURES
NEW FLOOR & FRAMING



1 | 1st FLOOR PLAN
1/8" = 1'-0"

NEW WALLS
DEMOLISHED WALLS, STAIRS & FIXTURES
NEW FLOOR & FRAMING

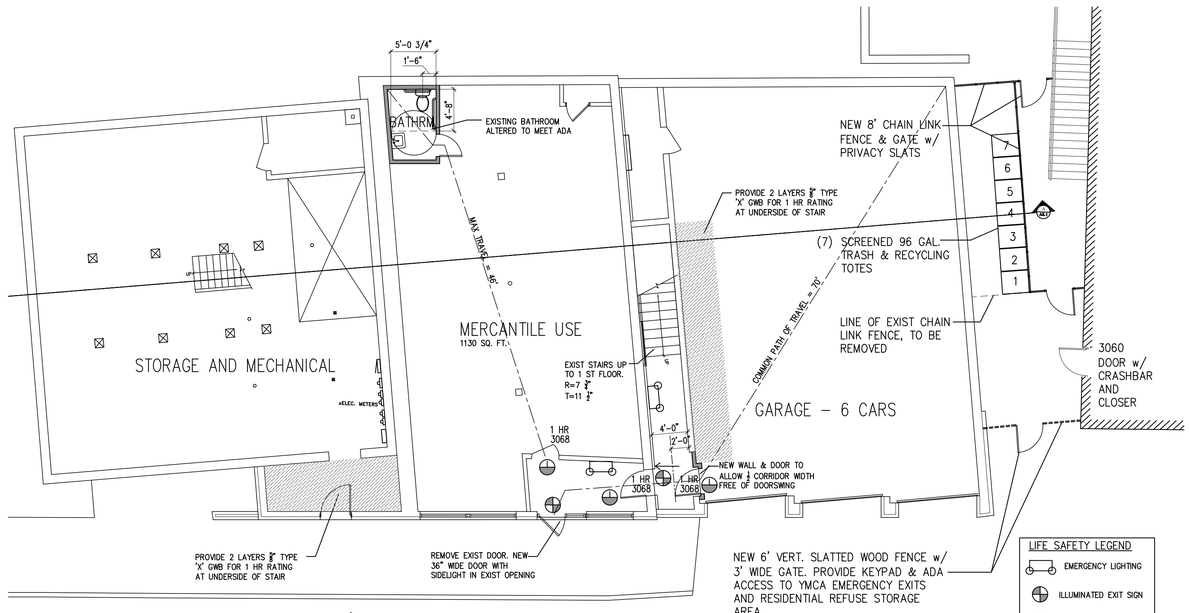
LIFE SAFETY LEGEND
- EMERGENCY LIGHTING
- ILLUMINATED EXIT SIGN
- DIRECTIONAL ILLUMINATED EXIT SIGN
- SURFACE MOUNTED FIRE EXTINGUISHER
- DOOR TO HAVE CLOSER AND POSITIVE LATCHING



2 | 2nd FLOOR PLAN
1/8" = 1'-0"

NEW WALLS
DEMOLISHED WALLS, STAIRS & FIXTURES
NEW FLOOR & FRAMING

LIFE SAFETY LEGEND
- EMERGENCY LIGHTING
- ILLUMINATED EXIT SIGN
- DIRECTIONAL ILLUMINATED EXIT SIGN
- SURFACE MOUNTED FIRE EXTINGUISHER
- DOOR TO HAVE CLOSER AND POSITIVE LATCHING



0 | BASEMENT PLAN
1/8" = 1'-0"

LIFE SAFETY LEGEND
- EMERGENCY LIGHTING
- ILLUMINATED EXIT SIGN
- DIRECTIONAL ILLUMINATED EXIT SIGN
- SURFACE MOUNTED FIRE EXTINGUISHER
- DOOR TO HAVE CLOSER AND POSITIVE LATCHING

LICENSED ARCHITECT
DAVID LLOYD NO. 936
STATE OF MAINE

OWNER:

ARCHETYPE, P.A.
ARCHITECTS
48 Union Wharf Portland, Maine 04101
(207) 772-6022 Fax (207) 772-4056

Project:
415 CUMBERLAND AVENUE
PORTLAND, MAINE

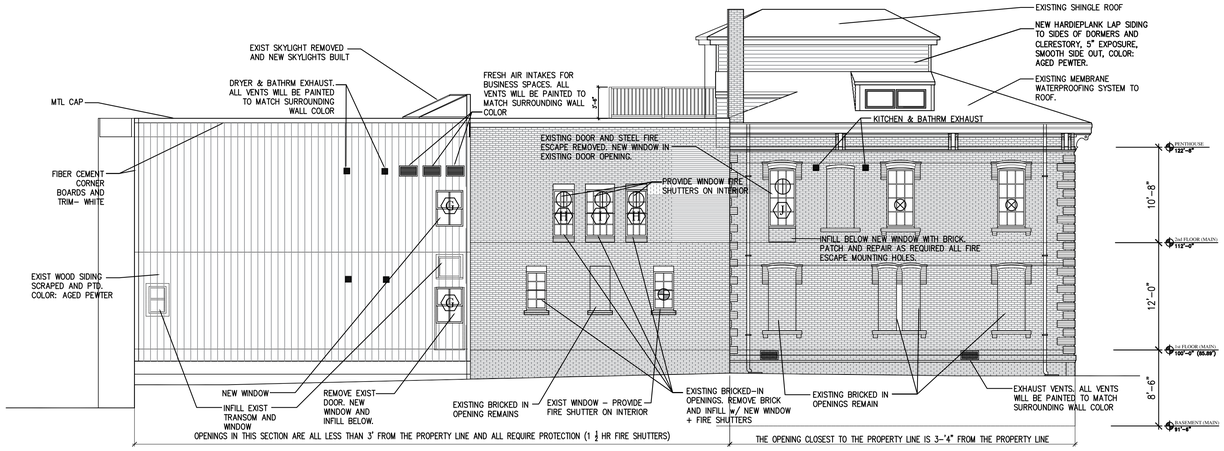
Revisions:
6/19/18 New Skylights on Roofplan

Scale 1/8" = 1'-0"

Date 18 June 2018

NEW FLOOR PLANS

A1.03



4 | SOUTH WEST ELEVATION

1/8" = 1'–0"

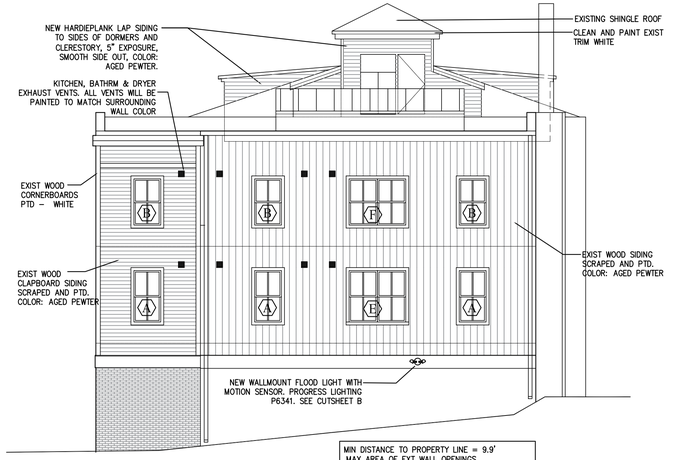
MIN DISTANCE TO PROPERTY LINE = 3.3'
MAX AREA OF EXT WALL OPENINGS (UNPROTECTED SPRINKLERED) =15%
AREA OF EXT WALL OPENINGS (INCL DORMER) PROPOSED = 13.6%

EXISTING WINDOW PROPOSED TREATMENT LEGEND

THE INTENT IS TO TREAT THE EXISTING WINDOWS AS DEMARCATED ON THE ELEVATION. CLOSER INSPECTION BY AN EXPERT MAY INDICATE THAT SOME WINDOWS INTENDED FOR REFURBISHMENT ARE NOT IN A GOOD ENOUGH CONDITION FOR REFURBISHMENT

- REFURBISHED EXIST WINDOW
- EXIST WINDOW REPLACED WITH MATCHING NEW WINDOW
- NEW WINDOW IN NEW OPENING
- EXISTING WINDOW REMAINING IN PLACE

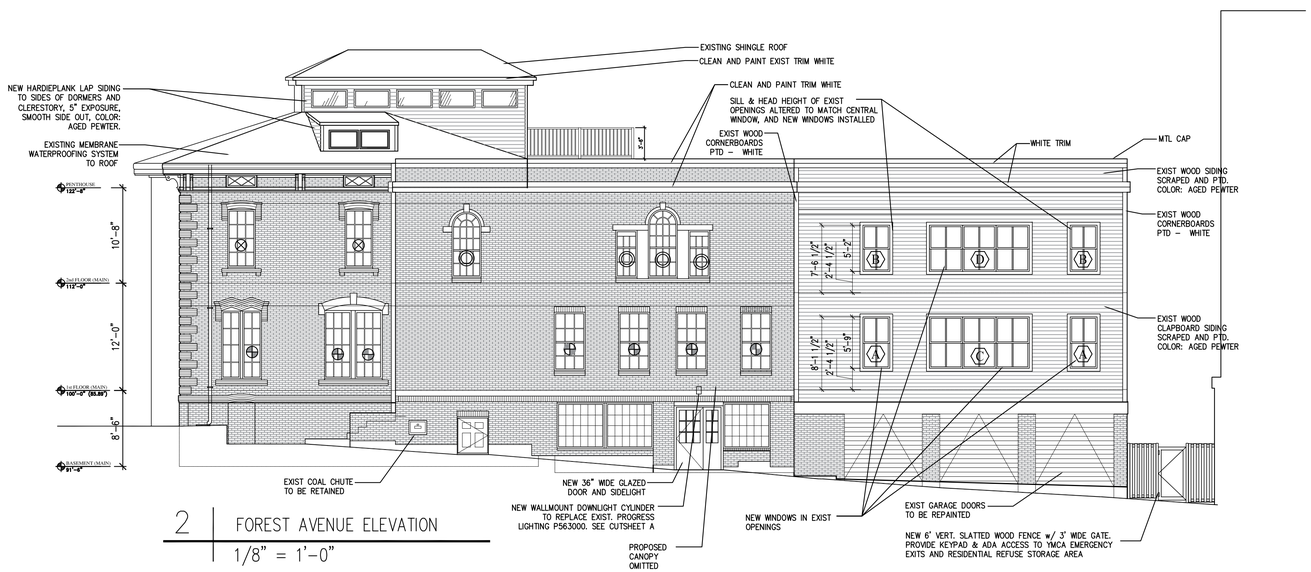
EXISTING BRICK MOLDS TO BE PAINTED AND REMAIN IN PLACE ON REFURBISHED WINDOWS AND REUSED WHERE WINDOWS ARE REPLACED. NEW WINDOWS IN NEW OPENINGS WILL HAVE THE SELECTED WINDOW MANUFACTURER'S STANDARD BRICKMOLD.



3 | NORTH WEST ELEVATION

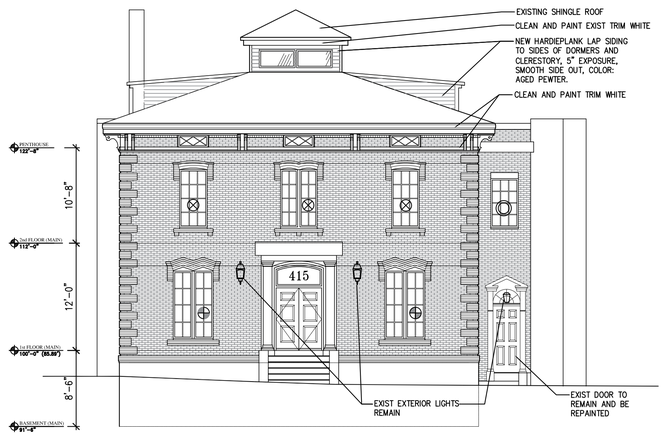
1/8" = 1'–0"

MIN DISTANCE TO PROPERTY LINE = 9.9'
MAX AREA OF EXT WALL OPENINGS (UNPROTECTED SPRINKLERED) =25%
AREA OF EXT WALL OPENINGS PROPOSED = 9.8%



2 | FOREST AVENUE ELEVATION

1/8" = 1'–0"



1 | CUMBERLAND AVENUE ELEVATION

1/8" = 1'–0"

LICENSED ARCHITECT
DAVID LLOYD NO. 936
STATE OF MAINE

OWNER:

ARCHETYPE, P.A.
ARCHITECTS
48 Union Wharf Portland, Maine 04101
(207) 772-6022 Fax (207) 772-4056

Project:
415 CUMBERLAND AVENUE
PORTLAND, MAINE

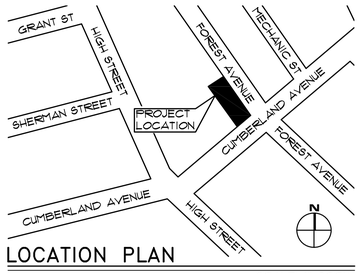
Revisions:

Scale 1/8" = 1'-0"

Date 18 June 2018

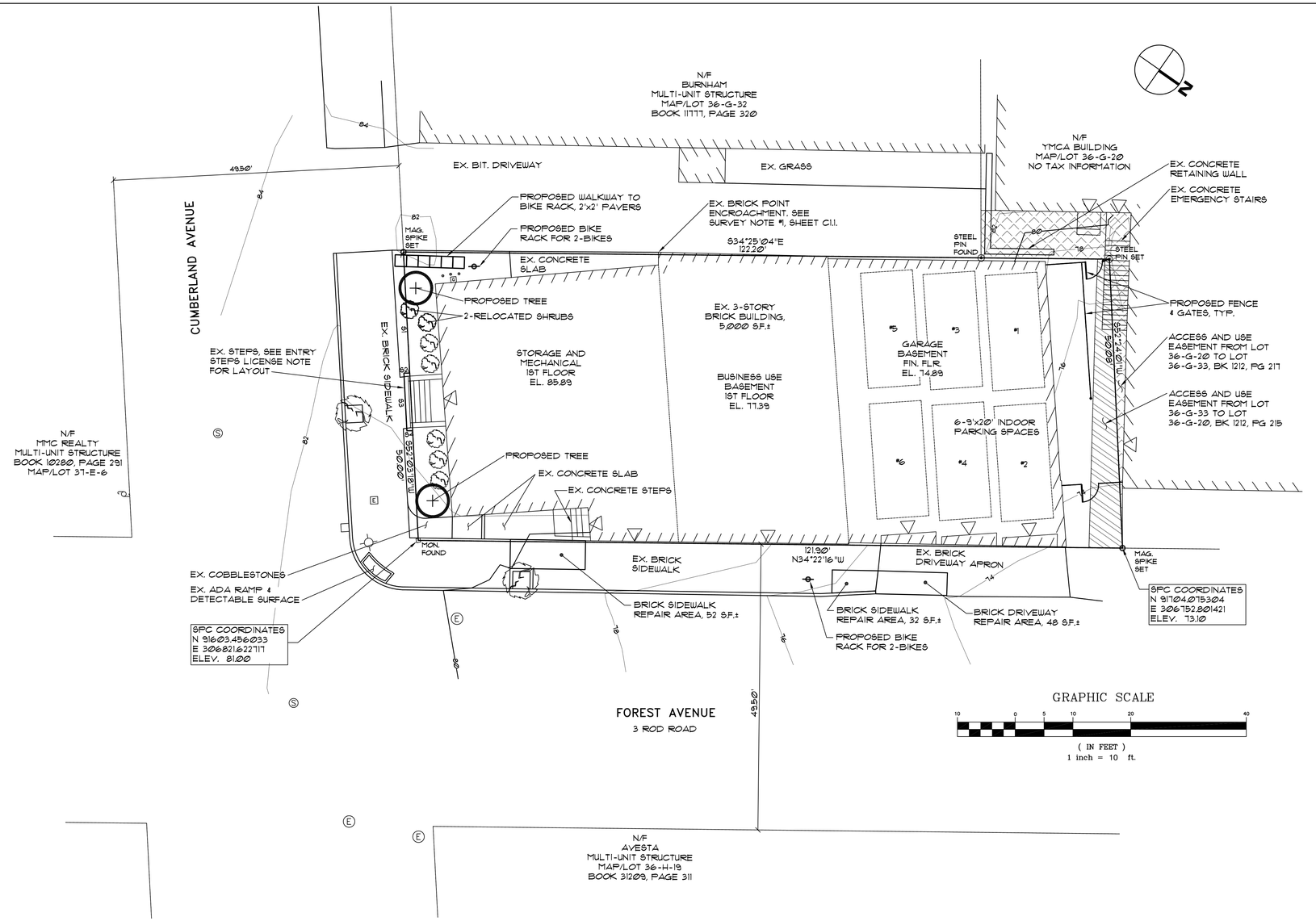
ELEVATIONS

A2.01



LOCATION PLAN

SCALE: 1"=200'±



LEGEND

EXISTING

- PROPERTY LINE
- ABUTTERS PROPERTY
- EASEMENT
- EDGE OF PAVEMENT
- CURB
- 80 CONTOURS
- BUILDING
- BUILDING ENTRY/EGRESS
- E ELECTRIC PULLBOX
- E ELECTRIC MANHOLE
- S SEWER MANHOLE
- G GAS METER
- UTILITY POLE
- LIGHT SIGNAL SUPPORT
- MONUMENT
- MAGNETIC SPIKE
- STEEL PIN
- SHRUB
- BOLLARD
- EASEMENT AREAS

PROPOSED

- BICYCLE RACK
- WOOD FENCE
- CHAINLINK FENCE
- FENCE GATE
- STREET TREE
- CONCRETE PAVERS

BUILDING UNIT USE SCHEDULE

APT. #	FLOOR LEVEL	FLOOR AREA (SF)
13	1ST	720
14	1ST	748
15	1ST	1,192
21	2ND	878
22	2ND	915
23	2ND	634
24	2ND	720
25	2ND	820
31	PENTHOUSE	900
RESIDENTIAL TOTAL		7,527
COMMERCIAL	@ & 1ST	2,450
GARAGE	@	1,600
BASEMENT	@	1,550
COMMON AREA	@	750
COMMERCIAL TOTAL		6,350

ENTRY STEPS LICENSE

PROPOSED LICENSE:
FROM THE CITY OF PORTLAND TO
415 CA, LLC FOR ENTRY STEPS

LINE	BEARING	DISTANCE
S1	N 52°03'18" E	21.00'
S2	S 34°25'04" E	1.00'
S3	N 52°03'18" E	10.00'
S4	N 34°22'16" W	1.00'

SUBDIVISION PLAT, APPROVED BY THE CITY OF PORTLAND PLANNING BOARD

DATE

WALSH
ENGINEERING ASSOCIATES, INC.
One Karen Dr., Suite 2A | Westbrook, Maine 04092
ph: 207.553.9898 | www.walsh-eng.com

Copyright © 2018

STATE OF MAINE — THOMAS S. GREER No. 4206 — LICENSED PROFESSIONAL ENGINEER — 6/20/18

STATE OF MAINE — ELWOOD ELLIS 1176 — REGISTERED PROFESSIONAL LAND SURVEYOR

415 CUMBERLAND AVENUE

415 CUMBERLAND AVENUE
PORTLAND, MAINE

415 CA, LLC
25 EDGEHILL ROAD
BROOKLINE, MA 02445

Rev.	Date	Description	Drawn	Check
1	3/26/18	REV'D PER PRELIM. CITY REVIEW	JDC	TSG
2	4/17/18	REV'D PER CITY REVIEW	JDC	TSG
3	6/19/18	REV'D NUMBER OF UNITS	JDC	TSG

Sheet Title:
SUBDIVISION RECORDING PLAT
SHEET 1 OF 2

Job No.:	17164
Date:	1/16/18
Scale:	AS SHOWN
Drawn:	RJS
Checked:	TSG

Sheet No.: C1.0

N:\2017\17164-CUMBERLAND AVE, 415, PORTLAND\dwg\17164 BASE.dwg plot date 6/20/2018 3:09 PM

CITY OF PORTLAND STANDARD CONDITIONS OF APPROVAL

1. SUBDIVISION RECORDING PLAT A REVISED RECORDING PLAT, LISTING ALL CONDITIONS OF SUBDIVISION APPROVAL, MUST BE SUBMITTED TO THE PLANNING AND URBAN DEVELOPMENT DEPARTMENT FOR REVIEW. ONCE APPROVED, THE PLAT SHALL BE SIGNED BY THE PLANNING BOARD PRIOR TO THE ISSUANCE OF A PERFORMANCE GUARANTEE. THE PERFORMANCE GUARANTEE MUST BE ISSUED, PRIOR TO THE RELEASE OF THE RECORDING PLAT, FOR RECORDING AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS.

2. SUBDIVISION WAIVERS PURSUANT TO 30-A MRSA SECTION 4406(B)(1), ANY WAIVER MUST BE SPECIFIED ON THE SUBDIVISION PLAN OR OUTLINED IN A NOTICE. THE PLAN OR NOTICE MUST BE RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS WITHIN TWO (2) YEARS OF THE FINAL SUBDIVISION APPROVAL.

3. DEVELOP SITE ACCORDING TO PLAN THE SITE SHALL BE DEVELOPED AND MAINTAINED AS DEPICTED ON THE SITE PLAN AND IN THE WRITTEN SUBMISSION OF THE APPLICANT. MODIFICATION OF ANY APPROVED SITE PLAN OR ALTERATION OF A PARCEL WHICH WAS THE SUBJECT OF SITE PLAN APPROVAL AFTER MAY 20, 1974, SHALL REQUIRE THE PRIOR APPROVAL OF A REVISED SITE PLAN BY THE PLANNING BOARD OR PLANNING AUTHORITY PURSUANT TO THE TERMS OF CHAPTER 14, LAND USE, OF THE PORTLAND CITY CODE.

4. SEPARATE BUILDING PERMITS ARE REQUIRED THIS APPROVAL DOES NOT CONSTITUTE APPROVAL OF BUILDING PLANS, WHICH MUST BE REVIEWED AND APPROVED BY THE CITY OF PORTLAND'S PERMITTING AND INSPECTIONS DEPARTMENT.

5. SITE PLAN EXPIRATION THE SITE PLAN APPROVAL WILL BE DEEMED TO HAVE EXPIRED UNLESS WORK HAS COMMENCED WITHIN ONE (1) YEAR OF THE APPROVAL OR WITHIN A TIME PERIOD UP TO THREE (3) YEARS FROM THE APPROVAL DATE AS AGREED UPON IN WRITING BY THE CITY AND THE APPLICANT. REQUESTS TO EXTEND APPROVALS MUST BE RECEIVED BEFORE THE ONE (1) YEAR EXPIRATION DATE.

6. SUBDIVISION EXPIRATION THE SUBDIVISION APPROVAL IS VALID FOR UP TO THREE (3) YEARS FROM THE DATE OF PLANNING BOARD APPROVAL.

7. PERFORMANCE GUARANTEE AND INSPECTION FEES A PERFORMANCE GUARANTEE COVERING THE SITE IMPROVEMENTS, INSPECTION FEE PAYMENT OF 2.0% OF THE GUARANTEE AMOUNT AND SEVEN (7) FINAL SETS OF PLANS MUST BE SUBMITTED TO AND APPROVED BY THE PLANNING AND URBAN DEVELOPMENT DEPARTMENT AND PUBLIC WORKS DEPARTMENT PRIOR TO THE RELEASE OF A BUILDING PERMIT, STREET OPENING PERMIT OR CERTIFICATE OF OCCUPANCY FOR SITE PLANS. IF YOU NEED TO MAKE ANY MODIFICATIONS TO THE APPROVED PLANS, YOU MUST SUBMIT A REVISED SITE PLAN APPLICATION FOR STAFF REVIEW AND APPROVAL.

8. DEFECT GUARANTEE A DEFECT GUARANTEE, CONSISTING OF 10% OF THE PERFORMANCE GUARANTEE, MUST BE POSTED BEFORE THE PERFORMANCE GUARANTEE WILL BE RELEASED.

9. PRECONSTRUCTION MEETING PRIOR TO THE RELEASE OF A BUILDING PERMIT OR SITE CONSTRUCTION, A PRE-CONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE. THIS MEETING WILL BE HELD WITH THE CONTRACTOR, DEVELOPMENT REVIEW COORDINATOR, PUBLIC WORKS REPRESENTATIVE AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE DEVELOPMENT REVIEW COORDINATOR WILL CONFIRM THAT THE CONTRACTOR IS WORKING FROM THE APPROVED SITE PLAN. THE SITE/BUILDING CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE TO THE ATTENDING CITY REPRESENTATIVES. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE A MUTUALLY AGREEABLE TIME FOR THE PRE-CONSTRUCTION MEETING.

10. CONSTRUCTION MANAGEMENT PLANS THE APPLICANT, CONTRACTOR AND SUBCONTRACTORS ARE REQUIRED TO CONFORM TO THE APPROVED CONSTRUCTION MANAGEMENT PLAN, AND ALL CONDITIONS CONTAINED WITHIN THE PROJECT'S APPROVAL, FOR THE ENTIRE DURATION OF THE PROJECT. ANY AMENDMENTS TO THE APPROVED CONSTRUCTION MANAGEMENT PLAN SHALL BE REVIEWED AND APPROVED BY THE DEPARTMENT OF PUBLIC WORKS PRIOR TO THE EXECUTION. THE PLANNING AUTHORITY AND THE DEPARTMENT OF PUBLIC WORKS HAVE THE RIGHT TO SEEK REVISIONS TO AN APPROVED CONSTRUCTION MANAGEMENT PLAN. THE APPLICANT SHALL COORDINATE THE PROJECT'S CONSTRUCTION SCHEDULE WITH THE TIMING OF NEARBY CONSTRUCTION ACTIVITIES TO AVOID CUMULATIVE IMPACTS ON A NEIGHBORHOOD AND PREVENT UNSAFE VEHICLE AND PEDESTRIAN MOVEMENTS. ACCORDINGLY, NEARBY CONSTRUCTION ACTIVITIES COULD INVOLVE A DELAY IN THE COMMENCEMENT OF CONSTRUCTION.

11. DEPARTMENT OF PUBLIC WORKS PERMITS IF WORK OR OBSTRUCTIONS WILL OCCUR WITHIN THE PUBLIC RIGHT-OF-WAY, SUCH AS UTILITIES, CURB, SIDEWALK, DRIVEWAY CONSTRUCTION, SITE DELIVERIES AND EQUIPMENT SITING, A STREET OPENING AND/OR OCCUPANCY PERMIT(S) IS REQUIRED FOR YOUR SITE. PLEASE CONTACT THE DEPARTMENT OF PUBLIC WORKS PERMIT CLERK AT 874-8300, EXT. 8828. (ONLY EXCAVATORS LICENSED BY THE CITY OF PORTLAND ARE ELIGIBLE.)

12. AS-BUILT FINAL PLANS FINAL SETS OF AS-BUILT PLANS SHALL BE SUBMITTED DIGITALLY TO THE PLANNING AND URBAN DEVELOPMENT DEPARTMENT, ON A CD OR DVD, IN AUTOCAD FORMAT (*.DWG), RELEASE AUTOCAD 2005 OR GREATER.

13. MYLAR COPIES MYLAR COPIES OF THE AS-BUILT DRAWINGS FOR THE PUBLIC STREETS AND OTHER PUBLIC INFRASTRUCTURE IN THE SUBDIVISION MUST BE SUBMITTED TO PUBLIC WORKS PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY.

CITY OF PORTLAND SUBDIVISION CONDITIONS OF APPROVAL

1. CONFIRMATION OF ADEQUATE WASTEWATER CAPACITY SHALL BE PROVIDED TO AND REVIEWED BY CITY STAFF.

CITY OF PORTLAND SUBDIVISION NOTES

1. LANDSCAPING SHALL MEET THE "ARBORICULTURAL SPECIFICATIONS AND STANDARDS OF PRACTICE AND LANDSCAPE GUIDELINES" OF THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.

2. THE ENTIRE SITE SHALL BE DEVELOPED AND/OR MAINTAINED AS DEPICTED ON THE SITE PLAN. APPROVAL OF THE PLANNING AUTHORITY OR PLANNING BOARD SHALL BE REQUIRED FOR ANY ALTERATION TO OR DEVIATION FROM THE APPROVED SITE PLAN, INCLUDING, WITHOUT LIMITATION: TOPOGRAPHY, DRAINAGE, LANDSCAPING, RETENTION OF WOODED OR LAWN AREAS, ACCESS, SIZE, LOCATION, AND SURFACING OF PARKING AREAS AND LOCATION AND SIZE OF BUILDINGS.

3. ALL POWERLINE UTILITIES SHALL BE UNDERGROUND.

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

5. ALL EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL BMPS PUBLISHED BY THE BUREAU OF LAND AND QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003.

6. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR REGRADING.

7. ALL DISTURBED AREAS ON THE SITE NOT COVERED BY BUILDINGS OR PAVED AREAS SHALL BE STABILIZED WITH LOAM AND SEED OR OTHER METHODS AS REQUIRED BY BEST MANAGEMENT PRACTICES (SEE ABOVE).

8. PRIOR TO CONSTRUCTION, A PRECONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR, DEVELOPMENT REVIEW COORDINATOR, PUBLIC WORK'S REPRESENTATIVE AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE SITE/BUILDING CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE TO THE ATTENDING CITY REPRESENTATIVE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE A MUTUALLY AGREEABLE TIME FOR THE PRECONSTRUCTION MEETING.

9. EXISTING VEGETATION SHALL BE CONSERVED IN AREAS SHOWN ON THIS SITE. FENCING OR OTHER PROTECTIVE BARRIERS SHALL BE ERECTED OUTSIDE THE DRIP-LINE OF INDIVIDUAL, GROUPINGS OF TREES DESIGNATED FOR PRESERVATION PRIOR TO THE ONSET OF CONSTRUCTION. REGRADING SHALL NOT TAKE PLACE WITHIN THE DRIP-LINE OF TREES DESIGNATED FOR PRESERVATION. NO STORAGE OR CONSTRUCTION MATERIALS SHALL BE PERMITTED WITHIN THE DRIP-LINE OF TREES TO BE PRESERVED.

10. SUBDIVISION AT THE TIME OF APPROVAL IS DEFINED AS "SUBDIVISION SHALL MEAN THE DIVISION OF A LOT, TRACT OR PARCEL OF LAND INTO THREE (3) OR MORE LOTS, INCLUDING LOTS OF FORTY (40) ACRES OR MORE, WITHIN ANY FIVE-YEAR PERIOD WHETHER ACCOMPLISHED BY SALE, LEASE, DEVELOPMENT, BUILDINGS OR OTHERWISE AND AS FURTHER DEFINED IN 30-A M.R.S.A. SECTION 4401. THE TERM SUBDIVISION SHALL ALSO INCLUDE THE DIVISION OF A NEW STRUCTURE OR STRUCTURES ON A TRACT OR PARCEL OF LAND INTO THREE (3) OR MORE DWELLING UNITS WITHIN A FIVE-YEAR PERIOD AND THE DIVISION OF AN EXISTING STRUCTURE OR STRUCTURES PREVIOUSLY USED FOR COMMERCIAL OR INDUSTRIAL USE INTO THREE (3) OR MORE DWELLING UNITS WITHIN A FIVE-YEAR PERIOD. THE AREA INCLUDED IN THE EXPANSION OF AN EXISTING STRUCTURE IS DEEMED TO BE A NEW STRUCTURE FOR THE PURPOSE OF THIS PARAGRAPH. A DWELLING UNIT SHALL INCLUDE ANY PART OF A STRUCTURE WHICH, THROUGH SALE OR LEASE, IS INTENDED FOR HUMAN HABITATION, INCLUDING SINGLE-FAMILY AND MULTIFAMILY HOUSING CONDOMINIUMS, TIME-SHARE UNITS AND APARTMENTS."

SURVEY NOTES

1. BRICK POINTS ENCROACH ON LOT INDICATED AS MAP/LOT 36-G-32 BY LESS THAN 2 INCHES.
2. COORDINATE SYSTEM IS STATE PLANE COORDINATES, WEST ZONE.
3. VERTICAL DATUM IS USGS 1929. CUSTOM HOUSE STEPS 29 NGVD.
4. UTILITIES SHOWN ARE EXISTING.
5. THE EASEMENTS AS NOTED ARE FOR THE YMCA (1212-215) TO USE PART OF THIS PARCEL TO BUILD AND MAINTAIN A CONCRETE EXTERIOR EGRESS WITH ACCESS TO FOREST AVENUE.
6. IN BOOK 1212 PAGE 217 THE YMCA GRANTS THIS PARCEL USE OF THE PARCEL BELONGING TO THE YMCA BETWEEN THE STRUCTURES SUBJECT TO THE STAIRS AND EGRESS TO FOREST AVENUE.

WAIVERS

1. NONE REQUESTED

SNOW CLEARANCE NOTES

1. SNOW IS TO BE STORED WITHIN THE SNOW STORAGE AREAS.
2. SNOW MAY BE PHYSICALLY REMOVED AND TRANSPORTED OFFSITE IF NECCESSARY.
3. SNOW TRANSPORTED OFFSITE SHALL BE BROUGHT TO A MAINE DEP APPROVED "SNOW DUMP" OR MEET THE EXEMPTION REQUIREMENTS SPECIFIED WITHIN CHAPTER 573 WHEN THE ABOVE REQUIREMENTS CANNOT BE MET DUE TO AN ABUNDANCE OF SNOW.
4. THE SNOW CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO VEGETATION, LANDSCAPING, CURBING, LIGHTING, FENCING ETC. RESULTING FROM THEIR ACTIVITIES.
5. THE SNOW CONTRACTOR SHALL USE SALT OR CHLORIDE SUBSTITUTE TO DEICE THE PARKING LOT.
6. THE OWNER IS RESPONSIBLE FOR SNOW REMOVAL BEING UNDERTAKEN IN A TIMELY FASHION.

ZONE INFORMATION

ZONE: B3C, DOWNTOWN BUSINESS
PERMITTED USE: RESIDENTIAL, BUSINESS & PROFESSIONAL OFFICES, PERSONAL SERVICES, TRADESMAN OFFICES

SPACE STANDARDS	REQUIRED	PROPOSED TOTAL SUBDIVISION
MINIMUM LOT SIZE	NONE	6,098 SQ. FT.
MINIMUM STREET FRONTAGE	15 FEET	121.90 FEET
MAXIMUM SETBACK	5 FEET	0 FEET
MINIMUM YARD	NONE	0 FEET
MINIMUM LOT WIDTH	NONE	121.90 FEET
MAXIMUM LOT COVERAGE (BUILDINGS)	100%	81%
MINIMUM BUILDING HEIGHT	35 FEET	EX. NO CHANGE
MAXIMUM BUILDING HEIGHT	40 FEET	EX. NO CHANGE

PARKING INFORMATION

EXISTING VEHICLE SPACES:	6
9 UNITS PROPOSED:	
FIRST 3 UNITS:	0
REMAINING UNITS, 1 PER UNIT:	6
TOTAL VEHICLE SPACES REQUIRED:	6
TOTAL PROVIDED:	6
BIKE SPACES REQUIRED:	
2 BIKE SPACES PER 5 DWELLING UNITS	
9 UNITS PROPOSED = 9/2.5:	3.6
PROVIDED	4

IMPERVIOUS INFORMATION

EXISTING IMPERVIOUS	5,762 SQ. FT.
PROPOSED IMPERVIOUS	24 SQ. FT.
NET IMPERVIOUS	5,786 SQ. FT.

GENERAL NOTES

1. OWNER/DEVELOPER: 415 CA, LLC, 25 EDGEHILL RD, BROOKLINE, MA. 02445, RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS, BK 34152, PG 38, DATED JULY 12, 2017.
2. ENGINEER: WALSH ENGINEERING ASSOCIATES, INC., 28 VANNAH AVENUE, PORTLAND, MAINE, 04103.
3. ARCHITECT: ARCHETYPE ARCHITECTS, 48 UNION WHARF, PORTLAND, MAINE 04101.
4. TOPOGRAPHIC AND BOUNDARY INFORMATION TAKEN FROM SURVEY PROVIDED BY: DOWNEAST SURVEYING & DEVELOPMENT, P.O. BOX 234, CHINA, MAINE 04926
   415 CUMBERLAND AVENUE
   415 CUMBERLAND AVENUE, PORTLAND, MAINE
   BOUNDARY & BOUNDARY SURVEY
   PLAN ISSUED 6/18/16 AND REVISED 3/20/18.
5. UTILITY INFORMATION TAKEN FROM PLAN BY: ACORN ENGINEERING, INC., TITLED "UTILITY PLAN", DATED 10/12/16, PORTLAND WATER DISTRICT RECORDS AND CITY OF PORTLAND ENGINEERING DEPART RECORDS.
6. ZONE: B3C, DOWNTOWN BUSINESS ZONE
   PROPOSED USE: GENERAL BUSINESS & PROFESSIONAL OFFICES, PERSONAL SERVICES, TRADESMAN OFFICES, RESIDENTIAL
7. TAX MAP REFERENCE: MAP 036 LOT G033001
8. TOTAL PARCEL = 0.14 ACRES
9. CALL DIG-SAFE PRIOR TO COMMENCING WORK, 811 OR 1-888-DIG-SAFE.
10. UNITS TO BE SERVICED BY EXISTING PUBLIC WATER, SEWER, AND GAS FROM CUMBERLAND OR FOREST AVENUES.
11. POWER, TELEPHONE AND CABLE SERVICES ARE UNDERGROUND FROM FOREST AVENUE.
12. ALL WORK WITHIN THE PUBLIC RIGHT OF WAY SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
13. THE SUBJECT PARCEL KNOWN AS 415 CUMBERLAND AVENUE IS SUBJECT TO A CITY OF PORTLAND LEVEL III SITE PLAN AND SUBDIVISION PERMIT.
14. DETAILS OF STREET TREES ARE INCLUDED ON THE SITE PLAN AS PART OF THE APPROVAL FOR 415 CUMBERLAND AVENUE SITE PLAN. TWO STREET TREES ARE PLANNED.
15. FLOODPLAIN: THIS PROPERTY IS IN ZONE C OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL 230051 0014 B, EFFECTIVE DATE JULY 17, 1986. IT IS NOT IN A SPECIAL FLOOD HAZARD ZONE.
16. SNOW CLEARANCE REQUIREMENTS ARE AS NOTED ON THIS SHEET UNDER SNOW CLEARANCE NOTES.
17. NEW PROPERTY PINS TO BE SET AT THE EXPENSE OF THE DEVELOPER AT THE END OF CONSTRUCTION AS REQUIRED. ANY MONUMENTATION DAMAGED BY CONSTRUCTION IS TO BE REPLACED.
18. ALL CONSTRUCTION AND SITE ALTERATIONS SHALL BE DONE IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL BMPS" PUBLISHED BY THE BUREAU OF LAND AND WATER QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, LATEST EDITION 2016.
19. THE FIRST FLOOR RE-USE SPACE IS TO REMAIN AS COMMERCIAL USE.
20. PROJECT PROPOSES TO LOCATE OUTDOOR STORAGE FOR FOUR (4) BICYCLES ON THE SOUTH SIDE OF THE BUILDING.

SUBDIVISION PLAT, APPROVED BY THE CITY OF PORTLAND PLANNING BOARD

DATE

WALSH
ENGINEERING ASSOCIATES, INC.
One Karen Dr., Suite 2A | Westbrook, Maine 04092
ph: 207.553.9898 | www.walsh-eng.com

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STATE OF MAINE — THOMAS GREER No. 4206 — REGISTERED PROFESSIONAL ENGINEER — 6/19/18

STATE OF MAINE — ELWOOD ELLIS 1176 — REGISTERED PROFESSIONAL LAND SURVEYOR

415 CUMBERLAND AVENUE

415 CUMBERLAND AVENUE
PORTLAND, MAINE

415 CA, LLC
25 EDGEHILL ROAD
BROOKLINE, MA 02445

Rev.	Date	Description	Drawn	Check
1	3/20/18	REV'D PER PRELIM. CITY REVIEW	JDC	TSG
2	4/17/18	REV'D PER CITY REVIEW	JDC	TSG
3	5/3/18	ADDED COA	RJS	TSG
4	5/16/18	ADDED ADD'L COA	RJS	TSG
5	6/19/18	REV'D NUMBER OF UNITS	JDC	TSG

Sheet Title:
SUBDIVISION RECORDING PLAT
SHEET 2 OF 2

Job No.:	17164
Date:	1/16/18
Scale:	AS SHOWN
Drawn:	RJS
Checked:	TSG

Sheet No.: C1.1

N:\2017\17164-CUMBERLAND AVE. 415, PORTLAND\dwg\17164_BASE.dwg, plot1, ellis, 6/19/2018 10:23 AM

GENERAL NOTES

1. OWNER/DEVELOPER: 415 CA, LLC, 25 EDGEHILL RD, BROOKLINE, MA. 02445, RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS, BK 34152, PG 38, DATED JULY 12, 2017.
2. ENGINEER: WALSH ENGINEERING ASSOCIATES, INC., 28 VANNAH AVENUE, PORTLAND, MAINE, 04103.
3. ARCHITECT: ARCHETYPE ARCHITECTS, 48 UNION WHARF, PORTLAND, MAINE 04101.
4. TOPOGRAPHIC AND BOUNDARY INFORMATION TAKEN FROM SURVEY PROVIDED BY: DOWNEAST SURVEYING & DEVELOPMENT, P.O. BOX 6234, CHINA VILLAGE, MAINE 04926, TITLED "415 CUMBERLAND, LLC SUBDIVISION PLAT", DATED 12/14/17.
5. UTILITY INFORMATION TAKEN FROM PLAN BY: ACORN ENGINEERING, INC., TITLED "UTILITY PLAN", DATED 10/12/16, PORTLAND WATER DISTRICT RECORDS AND CITY OF PORTLAND ENGINEERING DEPART RECORDS.
6. ZONE: B3C, DOUNTOUN BUSINESS ZONE
   PROPOSED USE: GENERAL BUSINESS & PROFESSIONAL OFFICES, PERSONAL SERVICES, TRADESMAN OFFICES, RESIDENTIAL
7. TAX MAP REFERENCE: MAP 036 LOT G033001
8. TOTAL PARCEL = 0.14 ACRES
9. CALL DIG-SAFE PRIOR TO COMMENCING WORK, 811 OR 1-888-DIG-SAFE.
10. UNITS TO BE SERVICED BY EXISTING PUBLIC WATER, SEWER, AND GAS FROM CUMBERLAND OR FOREST AVENUES.
11. POWER, TELEPHONE AND CABLE SERVICES ARE UNDERGROUND FROM FOREST AVENUE.
12. ALL WORK WITHIN THE PUBLIC RIGHT OF WAY SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
13. THE SUBJECT PARCEL KNOWN AS 415 CUMBERLAND AVENUE IS SUBJECT TO A CITY OF PORTLAND LEVEL III SITE PLAN AND SUBDIVISION PERMIT.
14. DETAILS OF STREET TREES ARE INCLUDED ON THE SITE PLAN AS PART OF THE APPROVAL FOR 415 CUMBERLAND AVENUE SITE PLAN. TWO STREET TREES ARE PLANNED.
15. FLOODPLAIN: THIS PROPERTY IS IN ZONE C OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL 230051 0014 B, EFFECTIVE DATE JULY 17, 1986. IT IS NOT IN A SPECIAL FLOOD HAZARD ZONE.
16. SNOW CLEARANCE REQUIREMENTS ARE AS NOTED ON THIS SHEET UNDER SNOW CLEARANCE NOTES.
17. NEW PROPERTY PINS TO BE SET AT THE EXPENSE OF THE DEVELOPER AT THE END OF CONSTRUCTION AS REQUIRED. ANY MONUMENTATION DAMAGED BY CONSTRUCTION IS TO BE REPLACED.
18. ALL CONSTRUCTION AND SITE ALTERATIONS SHALL BE DONE IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL BMPS" PUBLISHED BY THE BUREAU OF LAND AND WATER QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, LATEST EDITION 2016.
19. THE FIRST FLOOR RE-USE SPACE IS TO REMAIN AS COMMERCIAL USE.
20. PROJECT PROPOSES TO LOCATE OUTDOOR STORAGE FOR FOUR (4) BICYCLES ON THE SOUTH SIDE OF THE BUILDING.

CITY OF PORTLAND SITE PLAN NOTES

1. LANDSCAPING SHALL MEET THE "ARBORICULTURAL SPECIFICATIONS AND STANDARDS OF PRACTICE AND LANDSCAPE GUIDELINES" OF THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
2. THE ENTIRE SITE SHALL BE DEVELOPED AND/OR MAINTAINED AS DEPICTED ON THE SITE PLAN. APPROVAL OF THE PLANNING AUTHORITY OR PLANNING BOARD SHALL BE REQUIRED FOR ANY ALTERATION TO OR DEVIATION FROM THE APPROVED SITE PLAN, INCLUDING, WITHOUT LIMITATION: TOPOGRAPHY, DRAINAGE, LANDSCAPING, RETENTION OF WOODED OR LAWN AREAS, ACCESS, SIZE, LOCATION, AND SURFACING OF PARKING AREAS AND LOCATION AND SIZE OF BUILDINGS.
3. ALL POWERLINE UTILITIES SHALL BE OVERHEAD.
4. SIDEWALKS AND CURBING SHALL BE DESIGNED AND BUILT WITH TIPDOWN RAMPS AT ALL STREET CORNERS, CROSSWALKS AND DRIVEWAYS IN CONFORMANCE WITH THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
5. ALL EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL BMPS PUBLISHED BY THE BUREAU OF LAND AND QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003.
6. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR REGRADING.
7. ALL DISTURBED AREAS ON THE SITE NOT COVERED BY BUILDINGS OR PAVED AREAS SHALL BE STABILIZED WITH LOAM AND SEED OR OTHER METHODS AS REQUIRED BY BEST MANAGEMENT PRACTICES (SEE ABOVE).
8. PRIOR TO CONSTRUCTION, A PRECONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR, DEVELOPMENT REVIEW COORDINATOR, PUBLIC WORK'S REPRESENTATIVE AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE SITE/BUILDING CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE TO THE ATTENDING CITY REPRESENTATIVE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE A MUTUALLY AGREEABLE TIME FOR THE PRECONSTRUCTION MEETING.
9. EXISTING VEGETATION SHALL BE CONSERVED IN AREAS SHOWN ON THIS SITE. FENCING OR OTHER PROTECTIVE BARRIERS SHALL BE ERECTED OUTSIDE THE DRIP-LINE OF INDIVIDUAL, GROUPINGS OF TREES DESIGNATED FOR PRESERVATION PRIOR TO THE ONSET OF CONSTRUCTION. REGRADING SHALL NOT TAKE PLACE WITHIN THE DRIP-LINE OF TREES DESIGNATED FOR PRESERVATION. NO STORAGE OR CONSTRUCTION MATERIALS SHALL BE PERMITTED WITHIN THE DRIP-LINE OF TREES TO BE PRESERVED.

WAIVERS

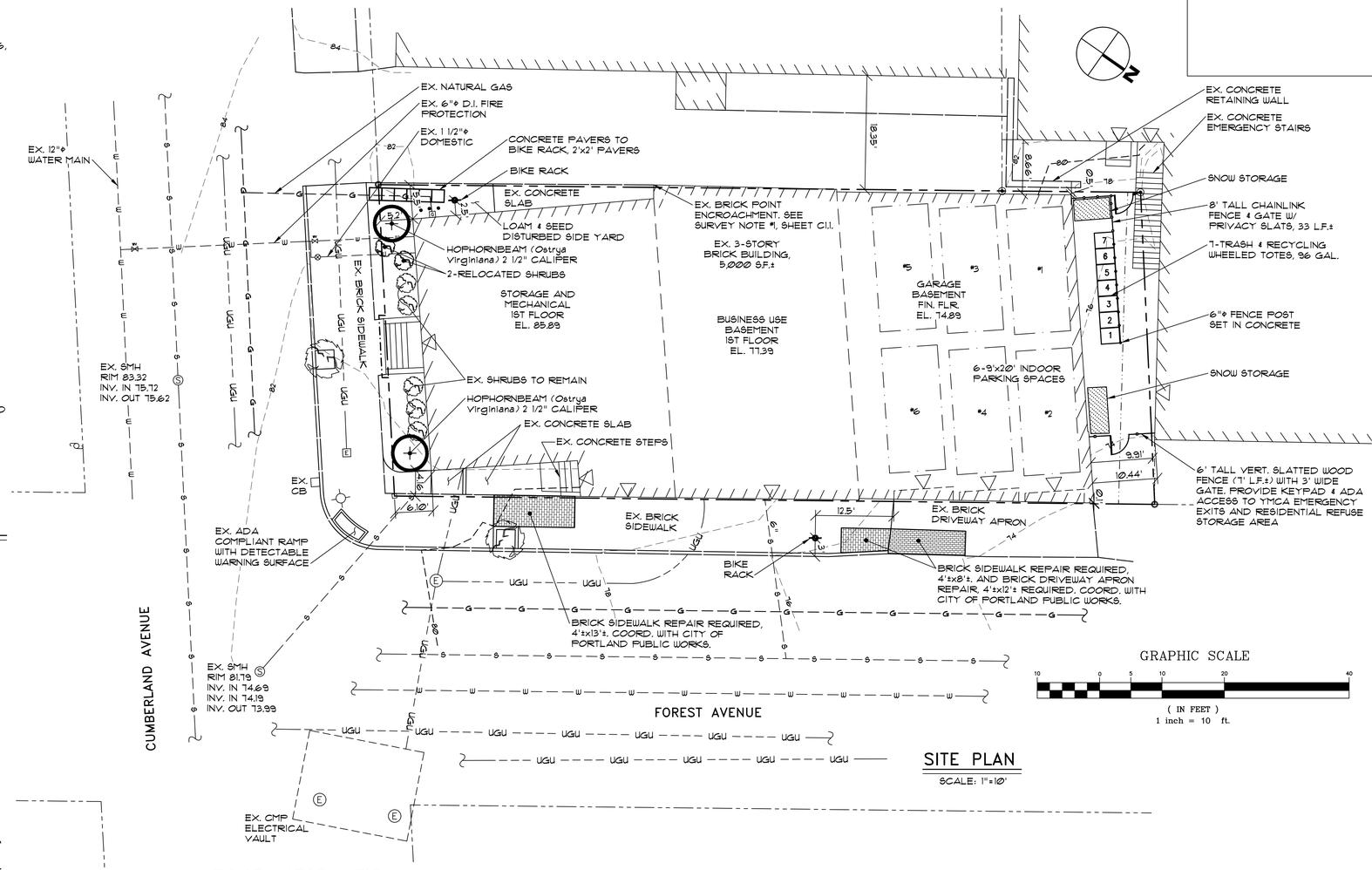
1. NONE REQUESTED

PROJECT DRAWING LIST

C1.0	SUBDIVISION RECORDING PLAT SHEET 1 OF 2
C1.1	SUBDIVISION RECORDING PLAT SHEET 2 OF 2
C1.2	SITE PLAN
C1.3	DEMOLITION PLAN & SITE DETAILS SURVEY PLAN
A1.01	FLOOR PLANS
A2.01	ELEVATIONS OF COMMERCIAL AREAS

IMPERVIOUS INFORMATION

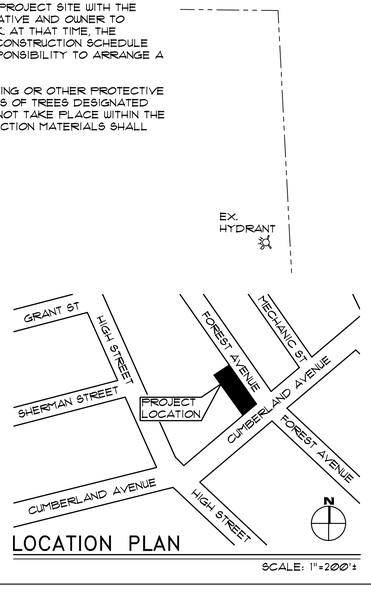
EXISTING IMPERVIOUS	5,762 SQ. FT.
PROPOSED IMPERVIOUS	24 SQ. FT.
NET IMPERVIOUS	5,786 SQ. FT.



GRAPHIC SCALE

(IN FEET)
1 inch = 10 ft.

SITE PLAN
SCALE: 1"=10'



LOCATION PLAN
SCALE: 1"=200'±

ZONE INFORMATION

ZONE: B3C, DOWNTOWN BUSINESS
PERMITTED USE: RESIDENTIAL, BUSINESS & PROFESSIONAL OFFICES, PERSONAL SERVICES, TRADESMAN OFFICES

	REQUIRED	PROPOSED TOTAL SUBDIVISION
SPACE STANDARDS		
MINIMUM LOT SIZE	NONE	6,098 SQ. FT.
MINIMUM STREET FRONTAGE	15 FEET	121.90 FEET
MAXIMUM SETBACK	5 FEET	0 FEET
MINIMUM YARD	NONE	0 FEET
MINIMUM LOT WIDTH	NONE	121.90 FEET
MAXIMUM LOT COVERAGE (BUILDINGS)	100%	81%
MINIMUM BUILDING HEIGHT	35 FEET	EX. NO CHANGE
MAXIMUM BUILDING HEIGHT	40 FEET	EX. NO CHANGE

PARKING INFORMATION

EXISTING VEHICLE SPACES:	6
8 UNITS PROPOSED:	
FIRST 3 UNITS:	0
REMAINING UNITS, 1 PER UNIT:	5
TOTAL VEHICLE SPACES REQUIRED:	5
TOTAL PROVIDED:	6
BIKE SPACES REQUIRED:	
2 BIKE SPACES PER 5 DWELLING UNITS	
8 UNITS PROPOSED = 8/2.5:	3.2
PROVIDED	4

LEGEND

EXISTING

- PROPERTY LINE
- ABUTTERS PROPERTY
- EASEMENT
- EDGE OF PAVEMENT
- CURB
- 80 CONTOURS
- BUILDING
- GAS LINE
- S SANITARY SEWER
- UGU UNDERGROUND UTILITY
- W WATER LINE
- E ELECTRIC PULLBOX
- E ELECTRIC MANHOLE
- S SEWER MANHOLE
- G GAS METER
- UTILITY POLE
- LIGHT SIGNAL SUPPORT
- GATE VALVE
- HYDRANT
- MONUMENT
- MAGNETIC SPIKE
- STEEL PIN
- SHRUB
- BOLLARD

PROPOSED

- BICYCLE RACK
- WOOD FENCE
- CHAINLINK FENCE
- FENCE GATE
- STREET TREE
- 7 DUMPSTERS
- CONCRETE PAVERS
- SNOW STORAGE
- BRICK SIDEWALK REPAIR
- BRICK DRIVEWAY REPAIR

WALSH
ENGINEERING ASSOCIATES, INC.
One Karen Dr., Suite 2A | Westbrook, Maine 04092
ph: 207.553.9898 | www.walsh-eng.com

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STATE OF MAINE
THOMAS S. GREER No. 4206
REGISTERED PROFESSIONAL ENGINEER
LICENSED
6/19/18

415 CUMBERLAND AVENUE

415 CUMBERLAND AVENUE
PORTLAND, MAINE

415 CA, LLC
25 EDGEHILL ROAD
BROOKLINE, MA 02445

Rev.	Date	Description	Drawn	Check
1	3/20/18	REV'D PER PRELIM. CITY REVIEW	JDC	TSG
2	4/17/18	REV'D PER CITY REVIEW	JDC	TSG
3	6/19/18	REV'D NUMBER OF UNITS	JDC	TSG

Sheet Title:
SITE PLAN

Job No.:	17164
Date:	1/16/18
Scale:	AS SHOWN
Drawn:	RJS
Checked:	TSG

Sheet No.: C1.2

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LANDSCAPE NOTES

GENERAL:

1. SAVE EXISTING TREES AS SHOWN. DO NOT CUT OR CLEAR ANY VEGETATION BEYOND THE IMPACT LIMIT LINE.
2. ALL PLANT MATERIALS INSTALLED ARE TO MEET THE SPECIFICATIONS OF THE "AMERICAN STANDARDS FOR NURSERY STOCK" BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
3. ALL PROPOSED PLANT LOCATIONS SHALL BE AS SHOWN ON PLANS. CONTRACTOR SHALL VERIFY LOCATION OF ALL UTILITIES PRIOR TO PLANTING AND WILL NOTIFY OWNER'S REPRESENTATIVE IN THE EVENT OF CONFLICTS.
4. PLANT LOCATIONS ARE TO BE SCALED FROM THELANDSCAPE PLAN UNLESS NOTED OTHERWISE.
5. NO PLANT MATERIAL SHALL BE INSTALLED UNTIL FINAL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
6. FINAL QUANTITY FOR EACH PLANT TYPE IS NOTED IN THE PLANT LIST. THIS NUMBER SHALL TAKE PRECEDENCE IN THE CASE OF ANY DISCREPANCY BETWEEN QUANTITIES SHOWN IN THE LIST AND ON THE PLAN.
7. ANY PROPOSED SUBSTITUTIONS MUST BE APPROVED BY THE OWNER OR THE OWNER'S REPRESENTATIVE.
8. ALL DISTURBED AREAS TO BE LOAMED AND SEEDED.

MAINTENANCE:

1. LAWNS: SHALL BE WATERED, FERTILIZED AND MOWN ON A REGULAR BASIS ACCORDING TO SEASON AND RAINFALL, TO PRODUCE A STRONG TURF OF 80% MIN. COVERAGE WITHIN THE FIRST YEAR, FREE FROM SIZABLE THIN OR BARE SPOTS. REGRADING AND RESEEDING WILL BE PERFORMED ON BARE SPOTS UNTIL COVERAGE IS COMPLETE.
2. TREES & SHRUBS: THE ESTABLISHMENT PERIOD SHALL BE TWO CALENDAR YEARS FROM THE DATE OF FINAL ACCEPTANCE. DURING THE ESTABLISHMENT PERIOD THE OWNER OR OWNER'S CONTRACTOR SHALL WATER, CULTIVATE AND PRUNE AS REQUIRED TO MAINTAIN A HEALTHY GROWING CONDITION.
3. AT THE END OF THE ESTABLISHMENT PERIOD AND UPON SUBSEQUENT ANNUAL INSPECTIONS, PLANTS WHICH HAVE DIED OR FAILED TO THRIVE SHALL BE REPLACED WITH EQUIVALENT SIZE AND SPECIES. AFTER THE CONTRACTOR'S GUARANTEE PERIOD HAS ENDED, IT IS THE OWNER'S RESPONSIBILITY TO MAINTAIN AND REPLACE PLANTINGS.
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5. MULCH IS TO BE MAINTAINED AT A DEPTH TO COMPLETELY COVER THE SOIL AND TO PRESERVE MOISTURE AND MINIMIZE WEEDS.
6. TREES, SHRUBS AND LAWNS SHALL BE FERTILIZED ANNUALLY AND TREATED WITH INSECTICIDES AND/OR FUNGICIDES AS REQUIRED FOR CONTINUED HEALTHY GROWTH.
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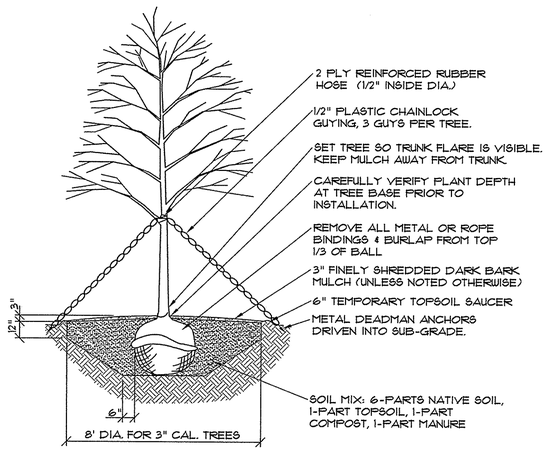
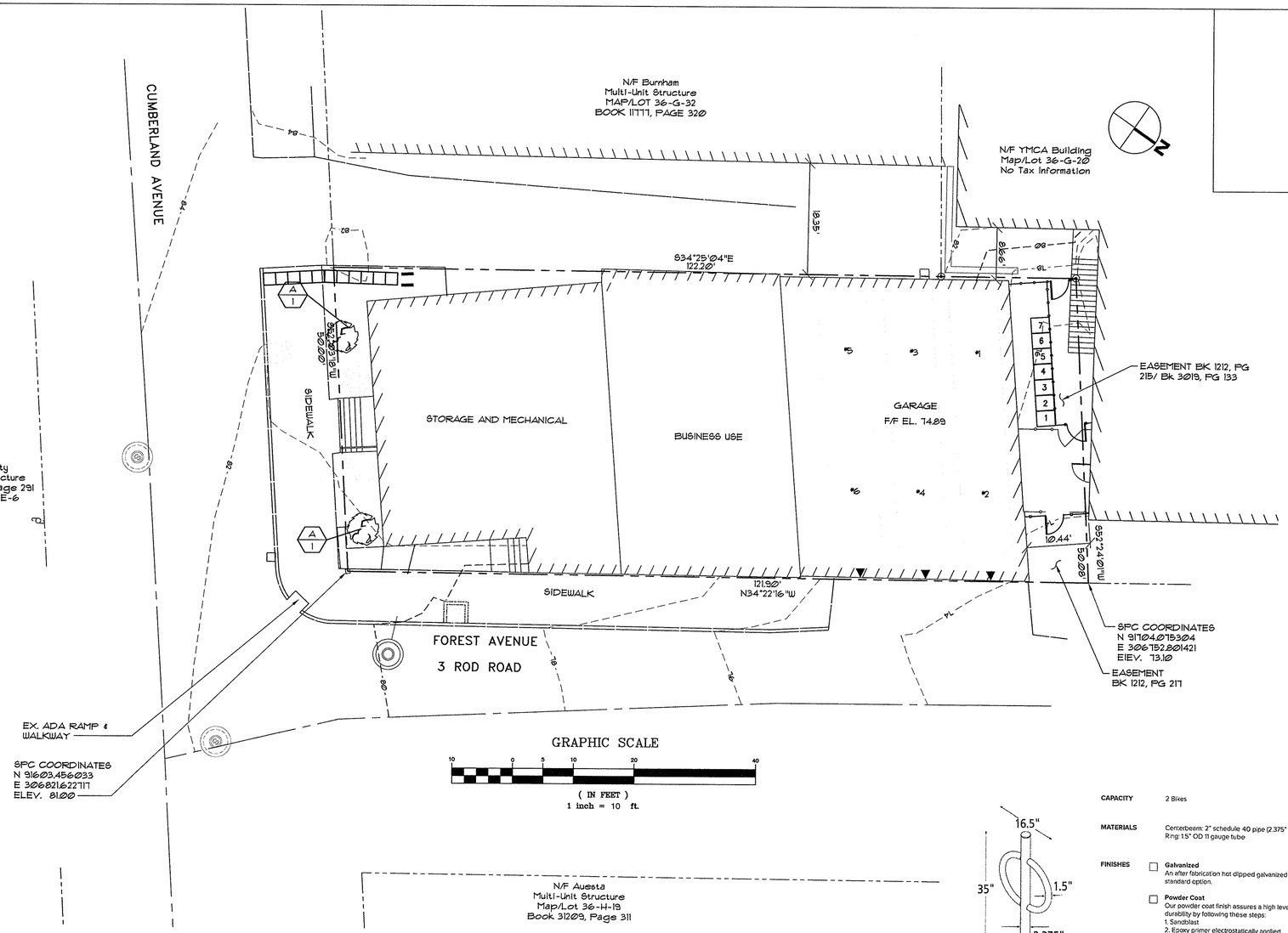
8. WHERE TREES ARE LOCATED NEAR SIDEWALKS OR PARKING LOTS, THE CANOPY SHALL BE LIMBED UP TO PROMOTE SAFE CLEARANCE TO 8' ABOVE GRADE.
9. LAWN AREAS SHALL BE MOWN AS OFTEN AS NECESSARY TO KEEP LAWNS TO A 2 1/2 - 3" HEIGHT, AND AERATED ON A SEASONAL BASIS.
10. BEDS AND LAWN EDGES SHALL BE REGULARLY TRIMMED AND EDGED.
11. PERENNIAL AND ANNUAL BEDS SHALL BE DESIGNED, PLANTED AND MAINTAINED FOR SEASONAL COLOR AND INTEREST. ANNUALS MAY BE INCORPORATED TO A MAXIMUM LIMIT OF 25% OF THE BED AREA OF MAINTAINED BEDS FROM MAY 15 THROUGH NOVEMBER 15. PERENNIAL BEDS SHALL BE WATERED AS REQUIRED FOR HEALTHY PLANT GROWTH, AND WEEDED AND DEADHEADED ON A MONTHLY BASIS.



NOTES:
1. PRUNE ALL DEAD AND BROKEN BRANCHES. RETAIN NATURAL SHAPE, NEVER CUT LEADER.
2. IN LEDGE CONDITIONS, BLASTING SHALL BE 10' DIA AND 4' BELOW TREE HOLE BOTTOM GRADE.

2 DECIDUOUS TREE PLANTING DETAIL

NOT TO SCALE



PLANT LIST

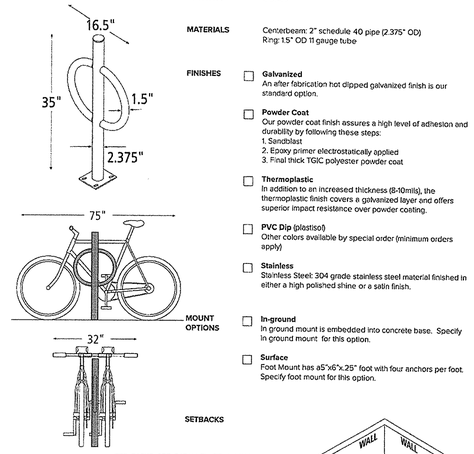
A = SYMBOL; 12 = QUANTITY

SYMBOL	COMMON NAME/BOTANICAL NAME	SIZE	QUANTITY	ROOT	NOTES
A	Hophornbeam / Ostrya Virginiana	2 1/2" Cal.	2	B&B	

LEGEND

EXISTING

- PROPERTY LINE
- ABUTTERS PROPERTY
- EDGE OF PAVEMENT
- 80 CONTOURS
- BUILDING
- G GAS LINE
- S SANITARY SEWER
- UGT UNDERGROUND TELEPHONE
- UGU UNDERGROUND UTILITY
- W WATER LINE
- E ELECTRIC MANHOLE
- S SEWER MANHOLE
- UTILITY POLE
- CHAINLINK FENCE
- GATE VALVE



CAPACITY 2 Bikes

MATERIALS Centerbeam: 2" schedule 40 pipe (2.375" OD)
Ring: 1.5" OD 11 gauge tube

FINISHES

- ☐ **Galvanized** — An after fabrication hot dipped galvanized finish is our standard option.
- ☐ **Powder Coat** — Our powder coat finish assures a high level of adhesion and durability by following these steps: 1. Sandblast 2. Epoxy primer electrostatically applied 3. Final thick TGIC polyester powder coat
- ☐ **Thermoplastic** — In addition to an increased thickness (8-10mils), the thermoplastic finish covers a galvanized layer and offers superior impact resistance over powder coating.
- ☐ **PVC Dip** (plastisol) — Other colors available by special order (minimum orders apply)
- ☐ **Stainless** — Stainless Steel: 304 grade stainless steel material finished in either a high polished shine or a satin finish.

MOUNT OPTIONS

- ☐ **In-ground** — In ground mount is embedded into concrete base. Specify in ground mount for this option.
- ☐ **Surface** — Foot Mount has a5"x6"x.25" foot with four anchors per foot. Specify foot mount for this option.

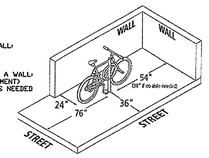
SETBACKS

FOR RACKS SET PARALLEL TO A WALL:
MINIMUM: 12"
RECOMMENDED: 24"

FOR RACKS SET PERPENDICULAR TO A WALL:
MINIMUM: 35" (CENTERLINE MEASUREMENT)
RECOMMENDED: 38" (54" IF AISLE IS NEEDED BETWEEN BIKE AND WALL)

DISTANCE BETWEEN RACKS:
MINIMUM: 24"
RECOMMENDED: 38"

STREET SETBACKS:
MINIMUM: 36"



DERO BIKE HITCH AS MANUFACTURED BY DERO BIKE RACKS

BICYCLE RACK SPECIFICATION – BIKE HITCH (I-33a)

1

NOT TO SCALE

WALSH
ENGINEERING ASSOCIATES, INC.
One Karen Dr., Suite 2A | Westbrook, Maine 04092
ph: 207.553.9898 | www.walsh-eng.com

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STATE OF MAINE
THOMAS S GREER
No. 4206
LICENSED PROFESSIONAL ENGINEER

415 CUMBERLAND AVENUE
415 CUMBERLAND AVENUE
PORTLAND, MAINE

415 CA, LLC
25 EDGEHILL ROAD
BROOKLINE, MA 02445

Rev.	Date	Description	Drawn	Check

Sheet Title:
LANDSCAPE PLAN & NOTES

Job No.:	17164
Date:	1/16/18
Scale:	AS SHOWN
Drawn:	RS
Checked:	TSG

Sheet No.: C1.2

M:\2017\17164-CUMBERLAND AVE. 415, PORTLAND\dwg\17164-BASE.dwg plot date: 1/16/2018 8:23 AM

LANDSCAPE NOTES

GENERAL:

1. SAVE EXISTING TREES & SHRUBS AS SHOWN. .
2. PLANT MATERIALS INSTALLED ARE TO MEET THE SPECIFICATIONS OF THE "AMERICAN STANDARDS FOR NURSERY STOCK" BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
3. PROPOSED PLANT LOCATIONS SHALL BE AS SHOWN ON PLANS. CONTRACTOR SHALL VERIFY LOCATION OF ALL UTILITIES PRIOR TO PLANTING AND WILL NOTIFY OWNER'S REPRESENTATIVE IN THE EVENT OF CONFLICTS.
4. PLANT LOCATIONS ARE TO BE SCALED FROM THE SITE PLAN UNLESS NOTED OTHERWISE.
5. NO PLANT MATERIAL SHALL BE INSTALLED UNTIL FINAL CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
6. ANY PROPOSED SUBSTITUTIONS MUST BE APPROVED BY THE OWNER OR THE OWNER'S REPRESENTATIVE.
7. ALL DISTURBED AREAS TO BE RESTORED, LOAMED AND SEED AS REQUIRED.

MAINTENANCE:

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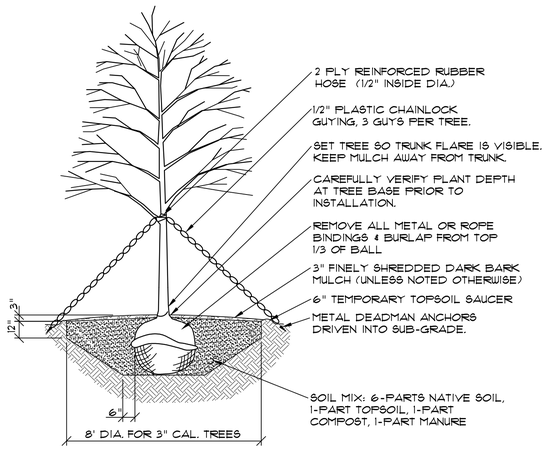

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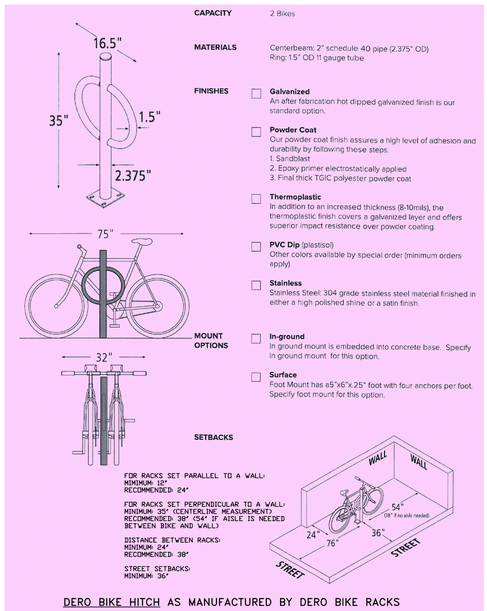
4 DECIDUOUS TREE PLANTING DETAIL

NOT TO SCALE



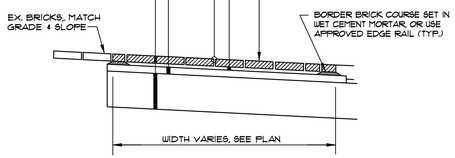
DERO BIKE HITCH AS MANUFACTURED BY DERO BIKE RACKS

5 BICYCLE RACK SPECIFICATION – BIKE HITCH (I–33a)

NOT TO SCALE

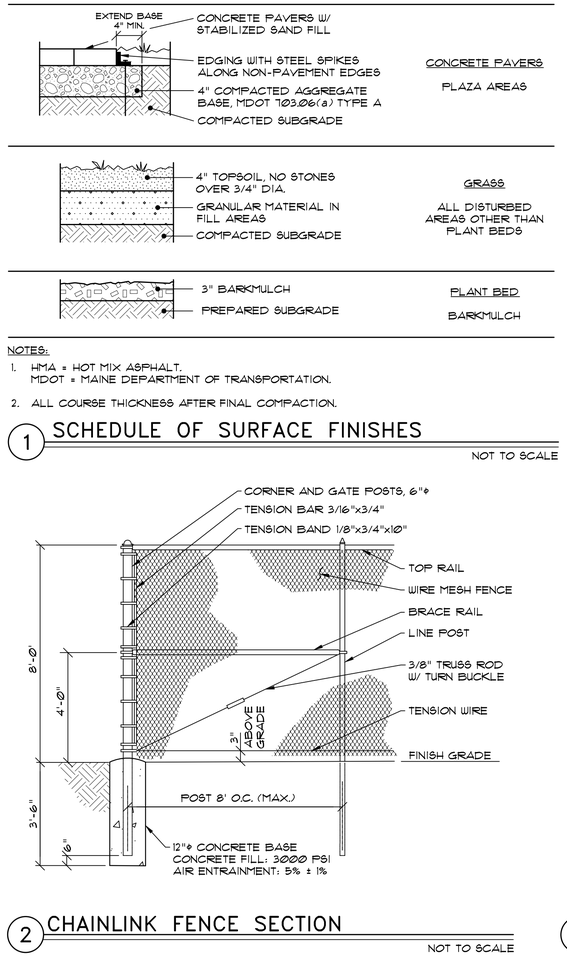
BRICKS TO BE USED:

REPAIR /MAINTENANCE TO EXISTING BRICK SIDEWALKS: VERMONT PAVERS SUPPLIED BY GAGNE AND SONS. SPECIFICATION NUMBER; "VERMONT BACKER BRICK", ITEM NUMBER # VBBB



6 BRICK SIDEWALK WITH BITUMINOUS BASE (I–9)

NOT TO SCALE



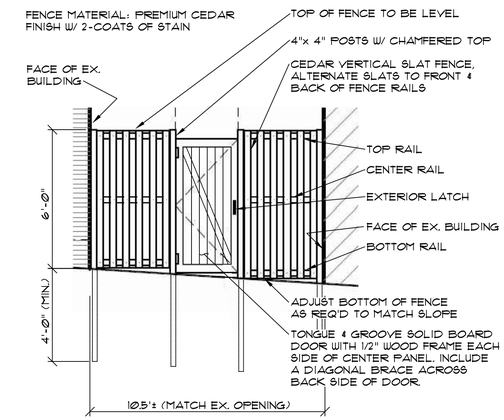
NOTES:
1. HMA = HOT MIX ASPHALT.
   MDOT = MAINE DEPARTMENT OF TRANSPORTATION.
2. ALL COURSE THICKNESS AFTER FINAL COMPACTION.

1 SCHEDULE OF SURFACE FINISHES

NOT TO SCALE

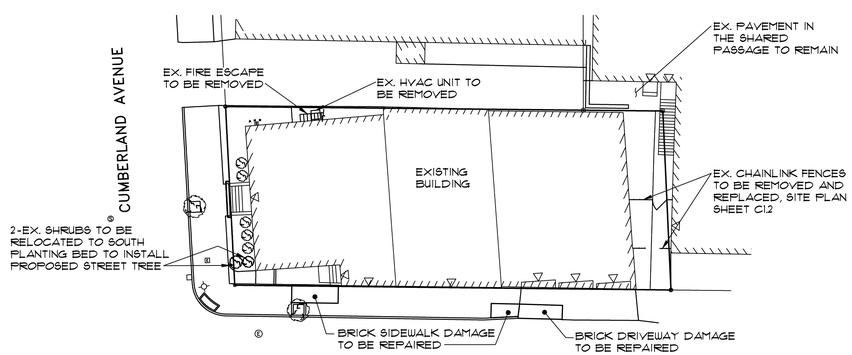
2 CHAINLINK FENCE SECTION

NOT TO SCALE



3 WOOD FENCE DETAIL

NOT TO SCALE



GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

DEMOLITION PLAN

SCALE: 1"=20'

WALSH
ENGINEERING ASSOCIATES, INC.
One Karen Dr., Suite 2A | Westbrook, Maine 04092
ph: 207.553.9898 | www.walsh-eng.com

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STATE OF MAINE
THOMAS S. GREER
No. 4206
REGISTERED LICENSED PROFESSIONAL ENGINEER
6/19/18

415 CUMBERLAND AVENUE
415 CUMBERLAND AVENUE
PORTLAND, MAINE

415 CA, LLC
25 EDGEHILL ROAD
BROOKLINE, MA 02445

Rev.	Date	Description	Drawn	Check
1	6/19/18	REV'D NUMBER OF UNITS	JDC	TSG

Sheet Title:
DEMOLITION PLAN & SITE DETAILS

Job No.:	17164
Date:	3/20/18
Scale:	AS SHOWN
Drawn:	JDC
Checked:	

Sheet No.: C1.3

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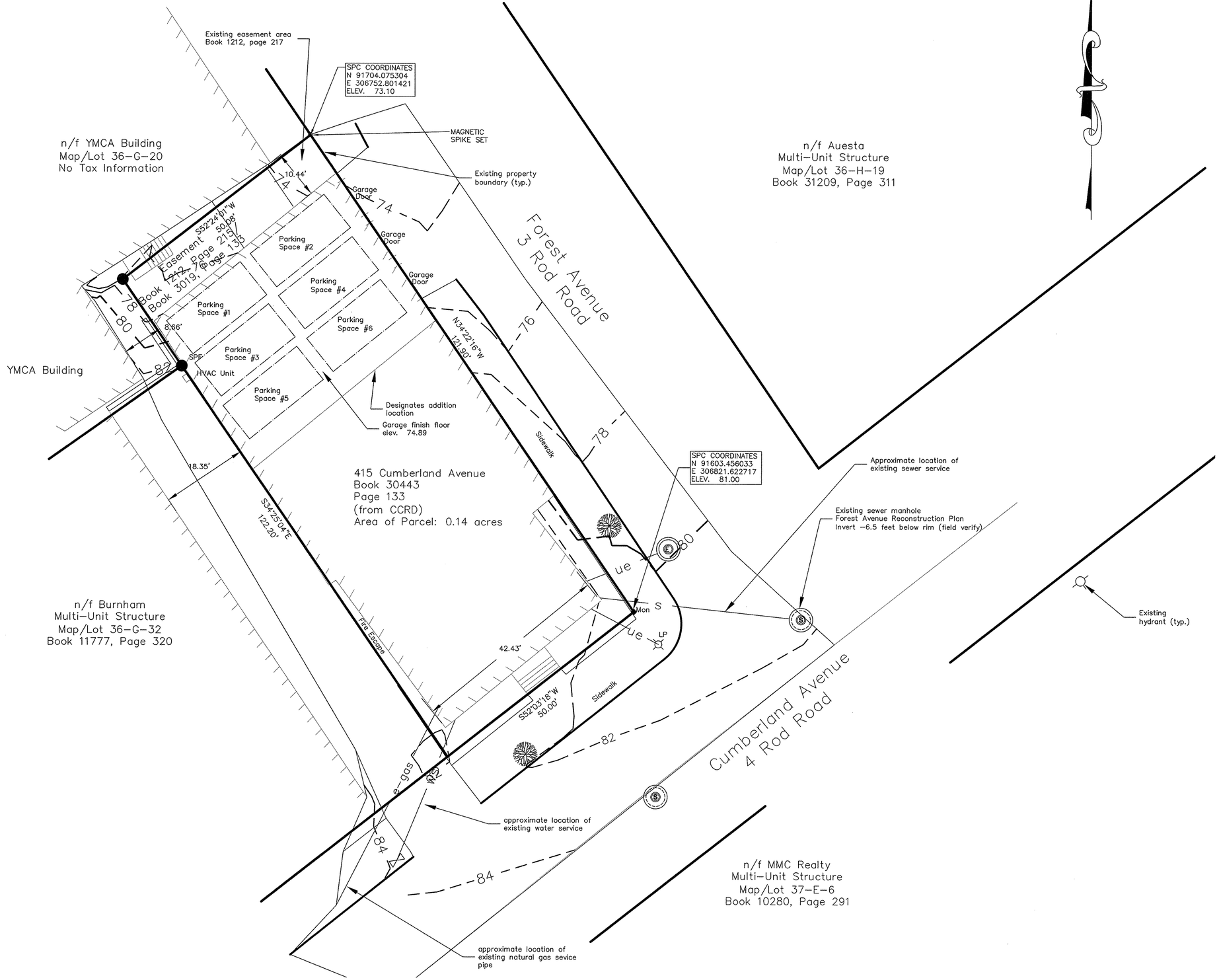


NO.	REVISIONS	DATE
1	Plan revisions	10/22/15
2	Plan revisions	07/14/16
3	Plan revisions	07/21/16
4	Revised Owner & Project Name	03/20/18
5	Add Parking Spaces per City Review	04/16/18

OWNER
415 CA, LLC
25 EDGEHILL ROAD
BROOKLINE, MA 02445

DATE: 06/18/16
SCALE 1" = 10'

PROJECT:
415 CUMBERLAND AVENUE
415 CUMBERLAND AVENUE, PORTLAND, MAINE
BOUNDARY & TOPOGRAPHIC SURVEY

ADDRESS: 415 Cumberland Avenue
CITY: Portland
COUNTY: Cumberland
STATE: Maine

D. S. D.
DOWNEAST SURVEYING & DEVELOPMENT
ELWOOD ELLIS, P.L.S. # 1176
P.O. Box 224
Dover-Foxcroft, ME 04426
(207) 968-2507
MEMBER MAINE SOCIETY OF LAND SURVEYORS

This plan was prepared by Downeast Surveying and Development for a specific use. Downeast Surveying and Development assumes no liability for any unauthorized additions, deletions or alterations made to this plan.

1 OF 1
SHEET NUMBER

STATE OF MAINE
ELWOOD ELLIS 1176
REGISTERED LAND SURVEYOR

NOT VALID UNLESS EMBOSSED HERE

PLANNING BOARD REPORT
PORTLAND, MAINE

415 Cumberland Avenue
Building Renovation: Commercial & Residential
Level III Site Plan and Subdivision Plan
2018-011
Applicant: 415 CA, LLC.

Submitted to Portland Planning Board Public Hearing Date: April 24, 2018	Prepared by: Christian Roadman Date: April 20, 2018

I. INTRODUCTION

The owner of 415 Cumberland Avenue seeks to renovate the property's existing building to include two commercial and eight residential units. The Planning Board previously approved property renovations / building conversion for this site in 2016 and 2015, but neither previous project came to fruition.

The current proposed project includes some exterior work, such as window infill, installation, replacement, and refurbishment; installation of cement board siding; installation of a metal side entrance canopy; and creation of a small rooftop deck. However, most of the proposed work will impact the interior of the building.

The property is not within a historic district, nor the downtown pedestrian overlay district, but it is within 100 feet of the Congress Street historic district. As such, this project's review process includes historic preservation advisory review. The Planning Department sent 189 notices of this agenda item to property owners within 500 feet of the site. Notice of this item also appeared in legal advertisements on April 16 and April 17, 2018.

Applicant: Sam Reiche, 415 CA, LLC
Consultants: Walsh Engineering Associates (Thomas Greer, P.E.); Downeast Surveying & Development (Elwood Ellis); Archetype Architects (Barry Yudaken)

II. REQUIRED REVIEWS

Waiver Requests	Applicable Standards
None	n.a.
Review	**Relevant Code**
Site Plan	*Section 14-526*
Subdivision	*Section 14-497*

III. PROJECT DATA

Existing Zoning	B-3c Downtown Business, R-6 Residential
Existing Use	Commercial
Proposed Use	Commercial and Residential
Proposed Development Program	2 Commercial Units, 8 Residential Units
- Bedroom Mix	One Studio, Four 1-Bedroom, Three 2-Bedroom
Parcel Size	6,098 sq. ft.

	Existing	*Proposed*	*Net Change*
Building Footprint (sq. ft.)	4,929	4,929	0
Building Floor Area (sq. ft.)	15,820	15,820	0

Impervious Surface Area (sq. ft.)	5,762	5,786	24
Parking Spaces	6	6	0
Bicycle Parking Spaces	0	4	4
Estimated Cost of Project	$800,000		

IV. EXISTING CONDITIONS

Located at the corner of Forest and Cumberland Avenues, the property includes one existing building. Property records list the building as constructed in 1900, but it includes a more recent, wooden clapboard addition. Within that addition, a garage holds sufficient space for six tandem-parked cars.

415 Cumberland is immediatelty surrounded by buildings of a variety of styles and uses, including two apartment buildings, a parking garage, and the YMCA. The YMCA shares access, as well as an easement to, a pedestrian way between that building and 415 Cumberland.

The existing building is located on a slope, providing the basement level with frontage on Forest Avenue and the first floor with frontage on Cumberland Avenue.

V. PROPOSED DEVELOPMENT

The applicant intends to establish two commercial spaces, one on the basement level (with Forest Avenue frontage) and one on the first floor (with Cumberland Avenue frontage). Plans include two residential units on the first floor, five on the second floor, and one unit at the penthouse level. The penthouse unit will include access to a new, fenced roof deck.

The proposed renovations include window infill, installation, and replacement, new cement-board siding, and installation of a metal canopy over the side entrance. No proposed changes impact the existing building's footprint. A fence and code-entry gate will block public access to the space between the building at 415 Cumberland and the YMCA. The applicant proposes to provide this code to the YMCA in order to facilitate access by that organization.

Commercial tenants are not specified in the application, and the residential units are intended for rental. There is no elevator in the building, nor will one be installed. The six tandem parking spaces inside the garage will be retained, and four bicycle parking spaces will be provided via two bicycle racks.

VI. PUBLIC COMMENT / NEIGHBORHOOD MEETING

The applicant team held a neighborhood meeting for the project on March 14, 2018 at 415 Cumberland Street, which four people attended. Submitted notes represent feedback as positive, and reflect desire for the project to proceed (in contrast with the previous two development efforts).

VII. RIGHT, TITLE, INTEREST AND FINANCIAL / TECHNICAL CAPACITY

The applicant submitted a quitclaim deed evidencing ownership of the property in question, as well as documentation of easements granted both to and from the YMCA next door. The proposed project maintains the YMCA's emergency exit into and away from the space between the two buildings.

A letter signed by Roger C. Levesque, Executive Vice President at Gorham Savings Bank, attests to the applicant's "experience and financial capacity to successfully finance and complete the proposed property improvements." The estimated project cost is $800,000.

VIII. ZONING ANALYSIS

The majority of the property at 415 Cumberland Avenue is located within the B-3c downtown business zone, while approximately 20 feet of the property's northwest area is located in the R-6 residential zone (this area includes proposed apartments, but not the proposed commercial spaces). No additional parking is required for the project in either zone, and the six tandem-parked garage spaces will remain. Staff find the proposed project in conformance with zoning requirements.

IX. DEVELOPMENT REVIEW

A. SUBDIVISION (Section 14-497)

The proposed development prompts review for conformance with relevant standards of Portland's subdivision ordinance and applicable regulations.

Will Not Result in Undue Water and Air Pollution; Will Not Result in Undue Soil Erosion
Staff find the proposed project in conformance with this standard.

Sufficient Water Available
The applicant provided a capacity to serve letter from the Portland Water District.

Will Not Cause Unreasonable Traffic Congestion
Staff find the proposed project in conformance with this standard.

Will Provide for Adequate Sanitary Sewer and Stormwater Disposal; Will Not Cause an Unreasonable Burden on Municipal Solid Waste and Sewage
The applicant provided a wastewater capacity application, but no response from the Department of Public Works. Staff recommends that confirmation of adequate capacity be included as a condition of approval.

Scenic Beauty, Natural, Historic, Habitat and other Resources
Staff find the proposed project will not have an adverse effect on the scenic or natural beauty of the area.

Comprehensive Plan
Staff find the proposed project compatible with the Comprehensive Plan, which includes the following applicable goals:

- "create economic prosperity by growing Portland's tax and employment base"
- "encourage additional contextually appropriate housing density in and proximate to neighborhood centers, concentrations of services, and transit nodes and corridors as a means of supporting complete neighborhoods"

B. SITE PLAN (Section 14-526)

The proposed development prompts review for conformance with relevant standards of Portland's site plan ordinance and applicable regulations.

Transportation Standards

Traffic Impacts; Parking; Construction Management Plan
As mentioned above, neither the B-3c zone nor the R-6 zone require one parking space per dwelling unit in this instance. The proposed project is not anticipated to significantly impact surrounding street systems, access, or circulation. Tom Errico, consulting traffic engineer, provided comments regarding parking and construction management intended to minimize any impact.

- Tandem parking spaces shall be designated for the residential units only (or low turnover use) to minimize backing maneuvers onto Forest Avenue.
- The applicant submitted a general construction management plan, but a condition of approval shall require greater detail, including:
    - Pedestrian detour plan minimizing sidewalk impact
    - Construction material delivery / truck plan minimizing sidewalk and vehicle lane impact
    - Information on contractor parking such that public on-street parking is not impacted.

ADA Access
Bruce Hyman, the City's transportation program manager, expressed concern regarding the condition and grade of the sidewalk and driveway along Forest Avenue. As a condition of approval, existing and proposed grades shall be submitted for review and approval by the Planning Authority.

The applicant submitted an accessibility review finding that a range of accessibility measures were not required for this project. Staff shared this document with the Permitting and Inspections Department for review and input. Code Enforcement Officer Jeanie Bourke flagged the following statement for confirmation by the applicant: "complete change in occupancy does not apply as the entire building is not changing to Residential. Therefore an accessible entrance, and accessible route, and accessible parking is not required." Additionally, the most recent set of plans were not yet available. Staff suggests review and acceptance of ADA compliance by the Permitting and Inspections Department as a condition of approval, and that any required modifications to the site plan shall be reviewed and approved by the Planning Authority.

Environmental Quality Standards

The proposed project is not anticipated to significantly impact natural features or water quality. As it is located on a fully developed site, the project was not subject to additional stormwater controls.

Two existing street trees are to be maintained, and two new street trees are proposed.

Because the project proposes eight residential units, four street trees required under the City's Technical Standards are required. Applicant payment of the fee-in-lieu for four street trees is suggested as a condition of approval.

Public Infrastructure and Community Safety Standards

Division Chief Mike Thompson noted that the Fire Department has adequate capacity in the area for this project. During the application process, the applicant communicated with staff in the Permitting and Inspections Department to facilitate compliance with relevant standards.

Site Design Standards

The proposed project is not anticipated to create significant issues related to snow and ice loading, exterior lighting, noise and vibration. Waste/recycling materials are proposed to be screened by a new fence, and stored in the space between 415 Cumberland and the YMCA (while still allowing passage).

Proposed site changes are consistent with B-3c and multifamily design standards, subject to approval by Deb Andrews, the City's historic preservation program manager. Due to its location within 100 feet of the Congress Street historic district, the project prompted advisory historic preservation design review.

Ms. Andrews commented that new windows should match the existing windows in material, muntin configuration and profile, color, and operation. This is of particular importance on elevations in which new and existing windows will be present.

Additionally, Ms. Andrews requested a detail of the metal canopy proposed over the Forest Avenue entrance. Proposed window details, as well as the proposed metal canopy detail, should be submitted for review and approval by Ms. Andrews as a condition of approval.

XII. PROPOSED MOTIONS

A. SUBDIVISION

On the basis of the application, plans, reports, and other information submitted by the applicant; findings and recommendations contained in the Planning Board report for the public hearing on April 24, 2018 for application 2017-011 (415 Cumberland Avenue) relevant to the subdivision regulations; and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan [is / is not] in conformance with the subdivision standards of the land use code, subject to the following conditions of approval, which must be met prior to the signing of the plat:

1. Confirmation of adequate wastewater capacity shall be provided to and reviewed by City staff.

B. DEVELOPMENT REVIEW

On the basis of the application, plans, reports, and other information submitted by the applicant; findings and recommendations contained in the Planning Board report for the public hearing on April 24, 2018 for application 2017-011 (415 Cumberland Avenue) relevant to the site plan regulations; and the testimony presented at the Planning

Board hearing, the Planning Board finds that the plan [is / is not] in conformance with the site plan standards of the land use code, subject to the following conditions of approval, which must be met prior to issuance of a building permit:

1. Proposed window specifications and the proposed metal canopy detail shall be submitted for review and approval by historic preservation staff.
2. The applicant shall submit additional information pertaining to construction management, including: Pedestrian detour plan minimizing sidewalk impact; construction material delivery and truck plan minimizing sidewalk and vehicle lane impact; and, information on contractor parking such that public on-street parking is not impacted.
3. Existing and proposed grades of the property's sidewalk and driveway along Forest Avenue shall be submitted for review and approval by the Planning Authority.
4. The applicant shall ensure ADA accessibility compliance, to be reviewed and accepted by staff in the building and permitting department. Any required modifications to the site plan shall be reviewed and approved by the Planning Authority.
5. The applicant shall pay into the City's street tree, at a cost of $400 per tree, to account for each of the four trees not provided per the City's Technical Standards.

XIII. ATTACHMENTS

PLANNING BOARD REPORT ATTACHMENTS

A. NEIGHBORHOOD MEETING MATERIALS
B. CONSULTING TRAFFIC ENGINEEER COMMENTS 4-19-18
C. CONSULTING CIVIL ENGINEER EMAIL COMMENTS 3-1-18
D. HISTORIC PRESERVATION REVIEW COMMENTS 3-20-18
E. FIRE STAFF COMMENTS 3-7-18
F. DPW COMMENT 4-20-18
G. CODE ENFORCEMENT OFFICER COMMENT 4-2-18
H. TRANSPORTATION PROGRAM MANAGER COMMENTS 3-30-18

APPLICANT'S SUBMITTALS

1. COVER LETTER
2. LEVEL III APPLICATION
3. WASTEWATER APPLICATION
4. LAND USE CONFORMANCE NARRATIVE
5. FINANCIAL CAPABILITY
6. DEED
7. EMAIL TO CITY WASTEWATER FOR ABILITY TO SERVE
8. EMAIL TO PWD – REQUEST FOR ABILITITY TO SURVE
9. PWD ABILITY TO SERVE DETERMINATION
10. UPDATED COVER LETTER
11. ACCESSIBILITY EVALUATION
12. ADA RAMP PHOTO
13. EASEMENT INFORMATION
14. EXTERIOR LIGHT CUTSHEETS

PLANS

A. FLOOR PLANS
B. ELEVATIONS
C. LANDSCAPE PLAN
D. SITE PLAN
E. DEMOLITION PLAN & DETAILS
F. CONSTRUCTION MANAGEMENT PLAN NARRATIVE

G. SUBDIVISION PLAN
H. SURVEY PLAN

CITY OF PORTLAND, MAINE

PLANNING BOARD

Sean Dundon, Chair
Brandon Mazer, Vice Chair
David Eaton
David Silk
Austin Smith
Maggie Stanley
Lisa Whited

May 1, 2018

Sam Reiche
415 CA, LLC.
25 Edgehill Road
Brookline, MA 02445

Thomas Greer
Walsh Engineering Associates
1 Karen Drive
Westbrook, ME 04092

Project Name: Building Conversion
Address: 415 Cumberland Ave.
Applicant: Sam Reiche
Planner: Christian Roadman

Project ID: 2018-011
CBL: 36-G-33

Mr. Reiche,

On April 24, 2018, the Planning Board considered your proposed project at 415 Cumberland Avenue. The Planning Board reviewed the proposal for conformance with the standards of the Site Plan and Subdivision ordinances of Portland's Land Use Code. The Planning Board voted six to zero (David Eaton absent) to approve the application with the conditions presented below:

Site Plan Review
The Planning Board voted six to zero (David Eaton absent) that the plan is in conformance with the site plan standards of the Land Use Code, subject to the following conditions of approval:

1. Proposed window specifications and the proposed metal canopy detail shall be submitted for review and approval by historic preservation staff.

2. The applicant shall submit additional information pertaining to construction management, including:

   Pedestrian detour plan minimizing sidewalk impact; construction material delivery and truck plan minimizing sidewalk and vehicle lane impact; and, information on contractor parking such that public on-street parking is not impacted.

3. The applicant shall submit for review by the Planning Authority and the Department of Public Works data documenting the condition of the existing sidewalk and driveway, including: physical condition; elevation changes (back of sidewalk and driveway to street); and, calculated cross-slopes (including any grade-breaks for specific widths). The applicant shall document that better or full ADA-compliance is or is not feasible. The Planning Authority and Department of Public Works may grant a partial waiver of the technical manual standards, if there are detailed data documenting that better or full compliance is not feasible.

4. The applicant shall ensure ADA accessibility compliance, to be reviewed and accepted by staff in the building and permitting department. Any required modifications to the site plan shall be reviewed and approved by the Planning Authority.

5. The applicant shall pay into the City's street tree fund, at a cost of $400 per tree, to account for each of the four trees not provided per the City's Technical Standards.

6. The applicant shall secure a license from the city for the canopy.

The approval is based on the submitted plans and the findings related to site plan review standards as contained in the Planning Report for application 2018-011, which is attached.

Subdivision Review

The Planning Board voted six to zero (David Eaton absent) that the plan is in conformance with the subdivision standards of the Land Use Code, subject to the following condition of approval:

1. Confirmation of adequate wastewater capacity shall be provided to and reviewed by City staff.

The approval is based on the submitted plans and the findings related to subdivision review standards as contained in Planning Report for application 2018-011, which is attached.

Standard Conditions of Approval

Please Note: The following standard conditions of approval and requirements apply to all approved site plans:

1. Subdivision Recording Plat A revised recording plat, listing all conditions of subdivision approval, must be submitted to the Planning and Urban Development Department for review. Once approved, the plat shall be signed by the Planning Board prior to the issuance of a performance guarantee. The performance guarantee must be issued, prior to the release of the recording plat, for recording at the Cumberland County Registry of Deeds.

2. Subdivision Waivers Pursuant to 30-A MRSA section 4406(B)(1), any waiver must be specified on the subdivision plan or outlined in a notice. The plan or notice must be recorded in the Cumberland County Registry of Deeds within two (2) years of the final subdivision approval.

3. Develop Site According to Plan The site shall be developed and maintained as depicted on the site plan and in the written submission of the applicant. Modification of any approved site plan or alteration of a parcel which was the subject of site plan approval after May 20, 1974, shall require the prior approval of a revised site plan by the Planning Board or Planning Authority pursuant to the terms of Chapter 14, Land Use, of the Portland City Code.

4. Separate Building Permits Are Required This approval does not constitute approval of building plans, which must be reviewed and approved by the City of Portland's Permitting and Inspections Department.

5. Site Plan Expiration The site plan approval will be deemed to have expired unless work has commenced within one (1) year of the approval or within a time period up to three (3) years from the approval date as agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the one (1) year expiration date.

6. Subdivision Expiration The subdivision approval is valid for up to three (3) years from the date of Planning Board approval.

7. Performance Guarantee and Inspection Fees A performance guarantee covering the site improvements, inspection fee payment of 2.0% of the guarantee amount and seven (7) final sets of plans must be submitted to and approved by the Planning and Urban Development Department and Public Works Department prior to the release of a building permit, street opening permit or certificate of occupancy for site plans. If you need to make any modifications to the approved plans, you must submit a revised site plan application for staff review and approval.

8. Defect Guarantee A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.

9. Preconstruction Meeting Prior to the release of a building permit or site construction, a pre-construction meeting shall be held at the project site. This meeting will be held with the contractor, Development Review Coordinator, Public Works representative and owner to review the construction schedule and critical aspects of the site work. At that time, the Development Review Coordinator will confirm that the contractor is working from the approved site plan. The site/building contractor shall provide three (3) copies of a detailed

construction schedule to the attending City representatives. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting.

10. Construction Management Plans The applicant, contractor and subcontractors are required to conform to the approved Construction Management Plan, and all conditions contained within the project's approval, for the entire duration of the project. Any amendments to the approved Construction Management Plan shall be reviewed and approved by the Department of Public Works prior to the execution. The Planning Authority and the Department of Public Works have the right to seek revisions to an approved Construction Management Plan. The applicant shall coordinate the project's construction schedule with the timing of nearby construction activities to avoid cumulative impacts on a neighborhood and prevent unsafe vehicle and pedestrian movements. Accordingly, nearby construction activities could involve a delay in the commencement of construction.

11. Department of Public Works Permits If work or obstructions will occur within the public right-of-way, such as utilities, curb, sidewalk, driveway construction, site deliveries and equipment siting, a Street Opening and/or Occupancy Permit(s) is required for your site. Please contact the Department of Public Works Permit Clerk at 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)

12. As-Built Final Plans Final sets of as-built plans shall be submitted digitally to the Planning and Urban Development Department, on a CD or DVD, in AutoCAD format (*,dwg), release AutoCAD 2005 or greater.

13. Mylar Copies Mylar copies of the as-built drawings for the public streets and other public infrastructure in the subdivision must be submitted to Public Works prior to the issuance of a certificate of occupancy.

The Development Review Coordinator must be notified five (5) working days prior to the date required for final site inspection. The Development Review Coordinator can be reached at the Planning and Urban Development Department at 874-8719. All site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact Christian Roadman at (207) 874-8984.

Sincerely,

Sean T. Dundon

Sean Dundon, Chair
Portland Planning Board

Attachments:

1. Planning Board Report
2. Performance Guarantee Packet

Electronic Distribution:

cc: Jeff Levine, AICP, Director of Planning and Urban Development
Stuart G. O'Brien, City Planning Director, Planning and Urban Development
Barbara Barhydt, Development Review Services Manager, Planning and Urban Development
Christian Roadman, Planner, Planning and Urban Development
Philip DiPierro, DRC, Planning and Urban Development
Mike Russell, Director of Permitting and Inspections
Ann Machado, Zoning Administrator, Permitting and Inspections
Jonathan Rioux, Deputy Director, Permitting and Inspections
Jeanie Bourke, Plan Reviewer/CEO, Permitting and Inspections
Chris Branch, Director of Public Works
Keith Gray, Senior Engineer, Public Works
Doug Roncarati, Stormwater Coordinator, Public Works
Jane Ward, Engineering, Public Works
Rhonda Zazzara, Construction Engineering Coordinator, Public Works
Jeff Tarling, City Arborist, Public Works
Jeremiah Bartlett, Transportation Systems Engineer, Public Works
William Scott, Chief Surveyor, Public Works
Mike Thompson, Fire
Danielle West-Chuhta, Corporation Counsel
Jennifer Thompson, Corporation Counsel
Victoria Volent, Housing Program Manager, Housing and Community Development
Thomas Errico, P.E., TY Lin Associates
Lauren Swett, P.E., Woodard and Curran
Christopher Huff, Assessor

PLANNING BOARD REPORT
PORTLAND, MAINE

383 Commercial Street (former Rufus Deering Site) first phase
Level III Site Plan Lots 1 (Hotel) and 2 (Condominiums and Retail)
and Conditional Use Inclusionary Zoning (re Condominiums)

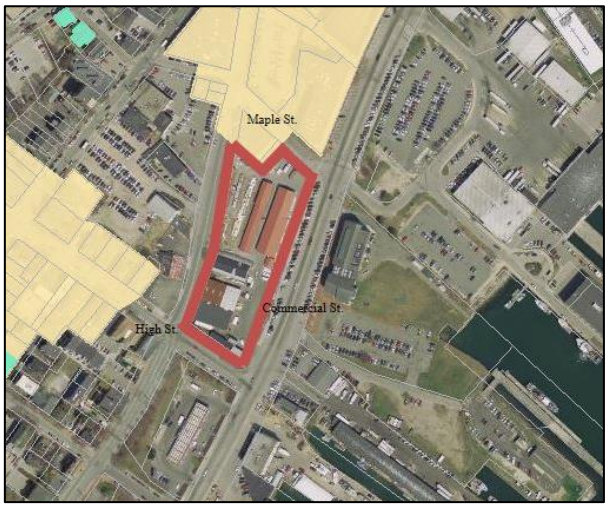
Deering Property Development, LLC, Applicant

Project #: 2017-053 (Subdivision and Site Plan)
Project #: 2017-055 (Conditional Use Inclusionary Zoning)
CBL: 042 A001001

Submitted to: Portland Planning Board Public Hearing Date: June 26, 2018	Prepared by: Jean Fraser Date: June 22, 2018

I. INTRODUCTION

Deering Property Development, LLC (Joe Dasco) has requested final approval to the Level III "Phase 1" development of the Rufus Deering site, located on the two eastern-most lots out of the three lots that made up the Master Development Plan that was approved in December, 2017. The current proposals comprise a hotel and public passageway on Lot 1 nearest to Maple Street, and 89 condominiums above 4 retail units along with structured parking on Lot 2. The application includes an interim treatment of the western end to include landscape and surface parking. The condominium element of the project on Lot 2 also requires a conditional use review for inclusionary zoning.



The Rufus Deering site is just over 2.5 acres and bounded by Commercial, Maple, York and High Streets in the B5b zone. The site does not include the building recently occupied by the Baxter Academy at the corner of York and Maple Streets. The overall site has approximately 600 feet of frontage on Commercial Street and abuts the Old Port Historic District (toned yellow on the aerial plan). The Historic Preservation Board has conducted an advisory review of the proposals, as summarized in Attachment 6.

Applicant: Deering Property Development LLC
Engineer: Sebago Technics, Inc
Architect: Archetype PA

This Hearing was noticed to 157 property owners within 500 feet of the site and interested parties, and a legal ad was published in the *Portland Press Herald* on June 18h and 19th, 2018. A Neighborhood meeting was held on 5.23.18 to update neighbors on the amendment to substitute a hotel for some of the originally proposed condominiums, and the Neighborhood Meeting Certification is included in Attachment WS S-15.

Required Reviews:

Applicant's Proposal	***Applicable Standards***
Division of site into three lots; division of lot 2 into 89 multifamily and 3 retail units	Subdivision Review
Hotel, Retail and Multifamily buildings totaling 280,300 sq ft floorspace	Level III Site Plan Review and B-5b Design Review
Provision of 9 Workforce units off site	Inclusionary Zoning Section 14-484
Traffic Movement Permit	Delegated Authority to the City

Waiver Requests: The project requires some minor waivers from the Technical Standards that are supported by staff; details and a motion for the Board to consider will be available at the hearing.

II. PROJECT DATA

Existing Zoning	B-5b			
Existing Use	Lumber company; retail.			
Proposed Use	Mixed use (including hotel, residential, retail and structured parking)			
Property Size	2.58 acres			
	Existing whole site	*Proposed for development subject to this review (phase 1- lots 1 & 2)*	*Net Change for development subject to this review*	*Master Development Plan*
Building Footprint	2,950 sq ft	47, 195 sq ft	44,245 sq ft	87,663 sq ft
Building Floor Area	5,900 sq ft	280,300 sq ft (includes 7,100 sq ft retail, 157 room hotel, 89 residential units)	274,400 sq ft	469,153 sq ft (includes 21,355sq ft retail; hotel, residential)
Residential Units		89	89	203
Impervious Surface Area	2.43 acres	2.30 acres	(.13 acre)	2.38 acres
Parking Spaces (on site)	10	210 (154 in parking garage; 56 in temporary surface parking lot)	200	313
Bicycle Parking Spaces	0	55	55	105
Estimated Cost of Project	To be determined			

III. THE SITE and BACKGROUND

The Site

The Rufus Deering site is a prominent parcel on Commercial Street, east of High Street. To the south is a gas station and to the north is the recently completed Marriott Courtyard Hotel. To the west across York Street is a recently completed 5 story mixed use development. To the west (across Commercial Street) is the Gulf of Maine Research Institute and the waterfront.

Background - Master Development Plan

The Master Development Plan (MDP) for the entire Rufus Deering Site was approved in December 2017 and the full build out is illustrated below. The MDP anticipated that the project would be phased, starting at the Maple Street end and there were four key issues during the MDP review:

- the appearance facing west of the project prior to completion of all the phases;
- the need for "mid block' permeability given the long frontage and the Board's requirement for a 24/7 public link between Commercial and York Streets;
- the impact of the increased numbers and intensity of pedestrians and cars on the already congested Commercial Street corridor; and
- the need for design standards.

The MDP conditions of approval addressed these issues and are outlined in the MDP Approval letter in Attachment 1.

Rendering showing full build out of the MDP:

It should be noted that the MDP and associated requirements established the general parameters to be adhered to for the development, including the supporting documentation for overall dimensions, general types of uses, building coverage, generalized open space plans and infrastructure systems. It is not a final authorization for development, but it does confer pending proceeding status upon the development with the effect of maintaining the applicability of regulations in effect at the time of the approval for as long as the MDP approval remains valid (6 years initially), including permissible extensions up to 10 years. All Level III site plans for each phase shall be in general conformance with the approved MDP.

The Staff Review below includes an evaluation of the proposals in the context of the MDP condition of approval.

IV. PROPOSED DEVELOPMENT

The proposals are described in detail in the applicant's submittal, plans and renderings and illustrated below:

Key elements include:

- Hotel with 157 bedrooms and ancillary services (Lot 1)
- 5-7 story condominium building (Lot 2) with 89 units
- 4 Retail Units (7,100 sq ft) under the condominium units
- Structured parking for 154 vehicles
- Open (interim) parking for 56 vehicles
- Public passageway (pedestrian), including landscaping, linking Commercial Street and York Street between the hotel and the condominiums
- In-only access from Commercial Street; two-way access from Maple Street; 2-way access from York Street into the upper level of the parking garage
- Upper level open plaza in the condominium building, plus two smaller plazas at ground level off Commercial Street

V. STAFF REVIEW

A. RIGHT, TITLE AND INTEREST and FINANCIAL CAPABILITY

The applicant has submitted the deeds that document ownership of the site (Attachment WS- D).
The applicant has submitted a letter confirming financial capability from Newmark Grubb Knight Frank (Att. WS- H.)

B. ZONING ANALYSIS

The hotel, retail and residential uses are allowed in the B5b zone as permitted uses, and the proposals comply with the dimensional requirements of this zone, which do not require any setbacks. This zone encourages dense development, as noted in the Purpose statement:

> ***Sec. 14-230. Purpose.***
>
> *The purpose of the B-5 and B-5b zones is to provide zones in areas of the peninsula near the central business district where a mixture of uses, including marine, industrial, commercial, and residential, is encouraged. The B-5 and B-5b zones are characterized by larger underdeveloped lots with great potential for denser, clustered, urban mixed use development and more efficient reuse of existing land and buildings.*
>
> *It is anticipated that such denser, mixed uses would rely on a shared infrastructure system, including service alleys, parking lots, public transportation facilities, stormwater management, and driveways.*

The colonnades along Commercial Street have been included to address the B5b zone requirements.

In this zone, parking is allowed as a principle use with no requirement for parking to be set back from the street by a specified distance, although the Design Standards encourage parking lots to be located to the rear of the site. The zoning requirement for parking is 40 spaces for the hotel and 89 spaces for the condominiums (total of 129 spaces). The four retail units are each under 2000 sq ft and do not require a dedicated parking provision. The applicant has provided 154 permanent off-street parking spaces in the proposed garage and therefore met the zoning requirements.

As confirmed in one of the MDP conditions of approval, staff confirm that from a zoning viewpoint the principle of the "stepped flat roofs" meets the intent of the zoning based on a comparison to the sloped roof height calculations. It reduces the height along York to a level below what would be allowed under a sloped roof scenario (and at or below the maximum height under zoning), and also results in a lower built volume overall than would have been allowed in the sloped roof scenario (see Stepped Height Zoning analysis). The proposals meet the height limits and other dimensional requirements of the B5b zone.

C. COMPLIANCE WITH MASTER DEVELOPMENT PLAN REQUIREMENTS

The applicant has outlined how the proposals conform to some of the approved MDP conditions (Attachment WS S-14) and staff generally agree with the assessment except that several conditions were not addressed. The key MDP conditions that apply to this site plan review are listed below with staff comments:

i. That the Planning Board approves the provision of up to 313 parking spaces as an acceptable maximum at full build out, noting that TDM measures will be part of the site plan review with a view to achieving a reduction in the trip generation and parking provision for future phases.

Staff comments: TDM measures are discussed below under Site Plan.

ii. That the interim surface parking lot on the Phase 3 part of the site shall be revised to meet the following objectives when submitted for site plan review:

- *Provide support uses for the local marine economy; and*
- *Identify a phased program of improvements that ensures the area presents a safe and attractive gateway, with improved green space available to the public, through all stages of the development.*

Staff comments: The applicant has outlined proposal to incorporate parking for marine-related businesses (Attachment WS S-6) and this is discussed in detail under condition vii below. The proposal for the interim surface parking area have been enhanced with treeplanting and decorative fencing along the frontage.

iii. That the site plan application that includes the public pedestrian walkway between Commercial Street and York Street shall include an associated pedestrian easement or similar legal mechanism to ensure ungated 24/7 public access and to clarify management arrangements, the design of such passageway to be revised as part of the site plan submission to ensure that it provides usable public space, visual connectivity of the pedestrian route between Commercial and York Streets, and meets CPTED principles.

Staff comments: The site plan proposals include a widened passageway and staff consider that it meets the MDP condition of approval subject to finalization of the public access easement. A draft easement was submitted (Attachment WS S-13) which was under review at the time this report was completed as staff question whether the detailed provisions are acceptable. An update will be provided at the Hearing and a condition is suggested that requires the easement to be finalized to staff satisfaction prior to the plat being signed. The Board may wish to give staff direction on this issue.

iv. That the applicant shall contribute, within 2 months of this MDP approval, $10,000 towards the feasibility study and start up costs for a Portland Transportation Management Association (TMA) or comparable project that would help progress the introduction and coordination of Transportation Demand Management in Portland, and that a TDM plan will be submitted in conjunction with the site plan that includes a hotel.

Staff comments: This contribution has been submitted to the City.

v. That the applicant shall apply for a TMP as part of the first phase site plan (hotel), and commit to a contribution of $150,000 towards the costs of implementing a signal at the intersection of High and Commercial streets, the timing of which shall be determined at the time of the first phase site plan review. Such contribution does not affect the possible request for additional contributions to items that are found eligible as mitigation under the TMP.

Staff comments: The TMP was submitted and reviewed as part of this site plan application, and the recommendations are reflected in two suggested conditions relating to the Traffic Movement Permit in this report.

vi. That the applicant shall contribute $50,000 to the implementation of future phases of the West Commercial Street Shared Use Path, or other bicycle/pedestrian amenities in the area of the project, in association with the last phase of the MDP development, prior to the issuance of a building permit for the western-most phase, along with the provision of a bicycle connection between any path and the other side of Commercial Street.

Staff comments: This condition relates to the final phase of the MDP which could be a number of years into the future. The condition has been restated in the suggested conditions of approval in this report.

vii. That the applicant shall commit to contribute or provide the following to help reduce congestion in Commercial Street and mitigate the impacts of the proposed MDP development:

- *Commitment in principle in MDP with details incorporated into first site plan and implemented as part of the first site plan*
  - *Provision of a car share program as part of the first phase residential development, preferably available to the public but at least for the condominium association members;*
  - *Provision of an electrical charging station in the parking garage;*
  - *Provision of public parking (10-15 spaces), to address the needs of marine related businesses, within the area of the interim surface parking area and to be implemented when construction of first phase begins; and*
  - *Provision of a shuttle/transit stop on the immediate frontage (within ROW and /or site depending on discussions).*
- *Contribution as part of first site plan, to be posted prior to the building permit for the first phase:*
  - *$40,000 contribution to the Commercial Street Operations and Master Plan.*

Staff comments: The status for each of these is noted below:

- *Car Share Program:* The applicant has submitted an outline proposal, and staff suggest that if this is acceptable to the Board then the details would be included in the Condominium Documents for finalization prior to the Board's signature of the plat.
- *Electrical charging station:* Staff understand this is intended to be in the garage and a suggested condition of approval clarifies the requirement.
- *Parking for Marine-related Businesses:* The applicant submitted a letter outlining a proposal for meeting this condition (Attachment WS S-6A). Staff considered the proposals and

suggested a number of detailed refinements, particularly regarding the timing, advertising and management responsibilities. Further discussions on the detail are recommended and the suggested condition requiring a Parking Management Plan would include clarification of the marine parking.

- *Provision of a shuttle/transit stop on frontage:* At present there is no regular public shuttle or bus service on Commercial Street and this issue will be considered as part of the *Commercial Street Operations and Master Plan* Study - the MDP condition was in anticipation of a proposal in the future. The applicant and staff agree that the curb extension/vicinity just west of Maple Street is a likely location for a future stop, though this is not anticipated to be used by any hotel shuttles which would be expected to use the off-street service area.
- *Contribution of $40,000 to the Commercial Street Operations and Master Plan* Study: This condition is reiterated in the motion presented in this report.

viii. The Design Standards outlined in the updated City's Urban Design Review Memo dated 12.13.2017 shall guide the site plan review of all the MDP phases and interim conditions; the approval of the MDP does not imply approval of individual building designs and the public realm details as presented, which shall be addressed in Site Plan application and review

Staff comments: See the Design Review comments in Attachment 3 and below.

ix. That the utility infrastructure and stormwater systems, on and in the vicinity of the full build-out site, shall comply with the Site Plan and Subdivision ordinance standards regarding design, capacity and installation, and may be eligible for waivers based on more detailed information submitted at the time of these reviews.

Staff comments: See the Peer Engineer comments in Attachment 2 and below.

x. That the MDP approval confirms that the project may rely on the interpretation of the zoning to determine the allowable height for the stepped roofs in a same manner as is applied to sloped roofs.

Staff comments: The proposals are consistent with the MDP zoning interpretation.

xi. That the cobbles in Maple Street along the site frontage in the ROW shall not be removed until they have been documented to the satisfaction of the Historic Preservation Manager, and shall be replaced in the existing location and form as part of the sidewalk construction.

Staff comments: The Historic Preservation Manager has requested a more detailed condition of approval regarding the site plan, in order to ensure the cobbles are appropriately restored (Attachment 6).

xii. That the applicant shall immediately undertake action to clean up the site to make it as safe and attractive as possible, to include removal of debris, trimming of vegetation, securing of buildings, and repairs; also to carry out ongoing maintenance of the site including sidewalk snow removal.

Staff comments: This condition has been met.

D. SUBDIVISION STANDARDS

14-496. Subdivision Plat Requirements

The applicant has submitted a draft plat (Plan 3A) which has not been reviewed in detail. Further graphics to clarify the location of the public access easement ad the cross-easements between the three lots are included in Attachment WS G-2. The draft Condominium Documents have been submitted (Attachment WS S -17) but staff have not had the opportunity to review these in detail. The usual conditions of approval require the plat to be finalized to cross reference the final easements and condominium documents and reflect the conditions of approval .

14-497. General Requirements (a) Review Criteria

Water, Air Pollution and Soil Erosion
The applicant has submitted erosion control information and the Peer Engineering reviewer has confirmed this is acceptable (Attachment 2). The water capacity letter (with conditions) from PWD was submitted (Att. WS N-2).

Traffic Impacts and Traffic Movement Permit (TMP)
The applicant has submitted a Traffic Movement Permit Application (Attachment WS J and S -12) for the entire MDP build out including the phase 1 development subject of this review. The consultant Traffic Engineer reviewer Tom Errico has reviewed the application under delegated authority from the MDOT, including a request for additional data and identified two mitigation measures (Attachment 8):

Mr Errico has outlined the following mitigation requirements:

- *The TMP Study suggested two specific strategies for improving conditions at the Beach Street intersection, adding additional capacity to outbound Commercial Street and improving intersection efficiency by prohibiting left turns from Beach Street. Based upon my review of the traffic models and analysis it is recommended that the applicant be responsible for implementing the Beach Street turn prohibition and upgrade the traffic signal to adaptive signal control. Final design details and specifications shall be reviewed and approved by City staff.*
- *The applicant has committed to contributing $150,000 towards a new signal at High Street, which will improve conditions at Park Street due to prohibition of left-turns. No further action is required.*

The TMP suggested conditions reflect these recommendations.

Sanitary Sewer/Soils
The application has been reviewed by the consulting Peer Engineer (Attachments 2) and is acceptable subject to revisions regarding connections in Maple Street and confirmation of wastewater capacity.

Storm water
The applicant proposes to install a Storm Filter system with subsurface detention, which is considered acceptable in principle subject to some detailed revisions and a Stormwater Maintenance Agreement (Attachment 2).

Scenic Beauty
The existing site is almost completely impervious surface and there is little scope in Phase 1 for additional street tree planting. The applicant has submitted a narrative outlining the areas of open space and streetscape elements (Attachment X). The treatment of the interim surface parking has been enhanced - see rendering to right:

Comprehensive Plan
The project is consistent with the Housing Goals and Policies of the Comprehensive Plan.

E. SITE PLAN STANDARDS - 14-526 Site Plan Standards

Traffic - Impact on Surrounding Street Systems - see comments regarding the Traffic Movement Permit in Section D above.

Traffic - Access, Circulation, Servicing and Loading
The proposals adhere to the broad principles approved as part of the Master Development Plan and include three driveways: in-only access from Commercial Street; two-way access from Maple Street; 2-way access from York Street into the upper level of the parking garage. These may technically require a waiver for the number of drives, but this waiver is supported by staff in view of the scale of the site and the objective of minimizing traffic generation on Commercial Street.

Servicing and loading for the hotel are accommodated in the servicing area largely under the hotel, which also provides access to the lower level of the parking garage.

The Traffic Engineering Reviewer has a number of detailed concerns as noted in his comments (Attachment 8) and this will be updated at the Hearing.

Sidewalks
The first phase proposals are consistent with the Master Development Plan framework and include brick sidewalks along the frontages of the proposed developments and a new public passageway (on private land) linking Commercial and York streets. Staff consider that these proposals are acceptable.

Commercial Street is a moratorium street (until 2021) so a suggested condition of approval allows for delaying the construction of the curb extensions into Commercial Street to avoid the moratorium fees given the width of Commercial Street at this location and the length of the construction period.

Public Transit Access - is not applicable to this project.

Parking
The Planning Board make the determination regarding the adequacy of the parking provision for this scale of project. The applicant has submitted a summary of the parking provision and broad allocation (Attachment WS S-6) and the permanent provision in the parking garage of 154 spaces exceeds the 129 required under zoning. Staff support the additional spaces as experience has shown that the hotel use will generate a higher need and the retail employees and patrons also should be served. The temporary surface parking on Lot 3 allows for the marine-related parking and additional spaces for hotel valet parking.

Staff supports the broad scale of the parking provision but would like to have more clarity regarding the allocation of spaces and their proximity to the uses they are serving, along with evidence that the management maximizes the off street parking associated with the retail units.

The staff suggest a condition requiring the submission of a Parking Management Plan that clarifies the way the parking will relate to the proposed uses on the site , including the 15 spaces for the marine-related businesses that is discussed under the MDP condition review.

Bicycle Parking
The applicant has included 20 bicycle parking spaces in the woonerf area near the hotel lobby and 35 spaces in the condominium garage levels and staff consider this to meet the site plan standards.

Snow Storage – this and a number of other details (such as apron and curb extension design) do not appear to be clarified in the site plan and a suggested condition requires the submission of a revised site plan for further review and approval by staff.

Transportation Demand Management - The applicant has submitted a TDM Plan and supplementary information in Attachments WS S10,10A and 10B and staff recommend that this be further developed to address the comments of the Transportation Program Manager (Attachment 7) and as included in a suggested condition of approval.

Construction Management Plan (CMP) - the applicant has submitted a Construction Management Plan in Attachment WS S-7 . The Traffic engineering reviewer has noted the need for revisions and further details (Attachment 8) and a suggested condition references his comments.

Landscape Preservation / Site Landscaping and Screening/Street Trees - staff consider the proposals to be acceptable.

Water quality, Stormwater Management and Erosion Control - see discussion under *Subdivision* Review above.

Public Safety
The Crime Prevention through Environmental Design (CPTED) standards in the site plan ordinance address the principles of natural surveillance, access control and territorial reinforcement so that the design of developments enhance the security of public and private spaces and reduce the potential for crime.

The public passageway and interim parking area both include lighting and otherwise address the CPTED principles and otherwise there do not appear to be any concerns.

Fire Prevention
The Fire Department indicated at the MDP review that they did not have any concerns regarding the proposed new buildings.

Public Utilities - Comments will be provided at the Hearing.

Massing, Ventilation and Wind Impact and Shadows – the proposal does not appear to raise any particular concerns.

Historic Resources
The revised design incorporating the hotel has been the subject of an advisory review by the Historic Preservation Board and this is summarized in Attachment 5.

The Maple Street frontage includes the remnants of the historic cobbles (see photo right). As part of the MDP review the applicant agreed to reinstate the cobbles as existing after the utilities and sidewalk work was completed. The plans reflect this commitment in diagrammatic form and the Historic Preservation Program manager has requested a more detailed condition of approval to ensure these historic remnants are adequately protected.

Exterior Lighting incl Street Lighting - The applicant has included lighting specifications and photometrics in the submission which are generally acceptable. However, they appear to include fixtures that do not meet the City's Technical Standards and also include a street light specification that may be revised in the near future. In order to ensure coordination a suggested condition requires that the final details be approved by staff.

F. DESIGN STANDARDS
The Phase 1 proposal are subject to the B5b and Multi family Design standards and the following review has been prepared by the City's Urban Designer:

Design Review Comments*:*

Cohesiveness: Though there are some revisions to the footprint and layout of the hotel building, staff find the Phase I and II follow the concept of the Master Plan layout. The physical forms and layout reflect the different uses of the buildings, create mid-block breaks, and provide logical circulation and servicing locations. The project layout and general massing is comprehensive and design-integrated internally and in a more context-sensitive way.

MDP Design Standards (adopted as part of the Master Plan to be applied to subsequent Site Plan applications)

The following architectural characteristics are integral to the approved Master Development Plan:

- *Mid-block breaks* – Met - the woonerf appears between the hotel and the residential buildings with public access through the site and providing a physical break between the hotel and residential uses. There is also a physical break in the residential building facing Commercial Street creating a light court and courtyard on the upper level for residents and breaking the massing of the building on Commercial Street.
- *Stepped roof forms* – Met - the stepped roof forms appear on the residential building.
- *Hotel building distinct in character and form from the residential buildings* – Met - the hotel building has a distinct but still related character from the residential buildings. Though both buildings include similar materials, the fenestration pattern and opening size, the material placement, and massing vary. The residential buildings have a more traditional character on Commercial Street while the hotel has a contemporary interpretation of the traditional materials and building forms setting it apart as a contemporary building of its time but also setting it apart visually as a different use as the mixed-use/residential buildings next door.
- *Consistent and cohesive character among the residential buildings* – the residential building has a consistent treatment across the project creating a cohesiveness. The one aspect of the residential buildings that staff feel lacks cohesive character is the interior white sections of the buildings that connect the traditional Commercial Street facades with the York Street contemporary "industrial" character. The stark white material and treatment of these sections does little to tie together the two brick portions of the building.
- *Street-facing, emphasized building entrances* – Met - this standard is met through highly transparent ground floors on Commercial, street-facing entries, and entry courts. On York Street, the entry is indicated with a canopy and massing variation.
- *Commercial Street: Strong, articulated building bases that follow the proportion and character of the historic Commercial Street buildings* – Met – details and openings articulate the base of each building that continues the established pattern of a tall base on Commercial Street. In the hotel, this base is treated differently with materials to set it apart from the residential building.
- *Commercial Street: Active ground floor* – Met – high level of fenestration, active uses (commercial, hotel lobby and dining spaces), direct entries, entry courts.
- *Commercial Street: Regular pattern of windows* - Met

Materials

- ***Commercial Street** – Material placement, detail, and articulation should emphasize the established historic Commercial Street patterns of massing, proportions, and façade composition regulating lines and building base. Material selection on the residential buildings will predominantly use red brick and granite with glass curtain wall as an accent. The hotel, in order to stand apart in character and use, will have a more contemporary expression but will continue the base and regulating lines found in the Commercial streetscape.*

Staff Comment: These guidelines established in the MDP above have been carried through in the Site Plan application.

- ***York, High, and Maple Streets*** *– These streets are not part of the historic district and the context is varied. Residential building materials should be consistent and be rationally placed based on interior uses or massing variation. A consistent base line is recommended to be carried through the residential buildings.*

  Staff Comment: There is a consistency on each street-facing façade of the buildings that reflects the cohesive and simple approach to the traditional buildings in the context. Materials are placed according to their nature, to create the base and floor delineation, and to add visual interest. However, the white connections mid-block do not relate well or cohesively connect the Commercial and York Street facades.

- ***Quality Exterior Materials*** *includes the detailing, articulation, transition, durability, and visual interest of the materials, not only their selection and placement. These aspects will be reviewed with special attention to the ground floors and areas most visible to pedestrians.*

  Staff Comment: Material labels are missing from Phase I elevations. Project proposes to use granite and brick with storefront on the ground levels (traditional and time-tested materials) with fiber cement above. The ground floor materials will provide texture, reveal, and a grounded, durable base. Metal panel accents should be thick gauge to avoid oil canning or rippling effects.

Façade Composition - *In Site Plan review the design shall provide depth, articulation, visual interest, and quality transitions. Historic buildings in the surrounding context should be considered precedent examples, especially on Commercial Street.*

- ***Commercial Street -*** *Commercial Street has a strong, consistent pattern of a tall base story, overall horizontal proportion, and regular window patterns. Commercial Street facades will continue these characteristics with contemporary interpretation. The ground floors will consider pedestrian comfort and scale, especially in the placement of doors, windows, canopies, and details in the materials and articulation. The residential buildings should have a cohesive visual relationship with material palette, window type and pattern, roofline, and articulation elements. Simple and consistent material type and color will be used across the Commercial Street streetscape.*

  Staff Comment: This standard is met.

- ***York Street*** *– Window and material placement should follow a rationale tied to the building uses or changes in massing. Visual interest should be provided through articulation, façade plane changes, and fenestration.*

  Staff Comment: This standard is met.

Streetscape Design

Lighting: The City is in the process of revising the Technical Manual Street Light section. The project should follow the proposed new fixture selection which for this site will be the City standard LED cobraheads. The decorative lighting on Commercial Street will not be continued. Staff will work with the applicant to determine the correct specification and spacing for these fixtures on all streets.

- ***Commercial, High, and Maple Streets*** *– Character = Predominantly commercial, active uses fronting the street. The sidewalk should be as wide as possible. Where the sidewalk is at least 13' wide, street trees should be provided in raised granite planters in the furnishing zone. Planters or landscape areas should not be placed between the sidewalk and the building – this is not consistent with the*

established urban streetscape. Final design shall be coordinated with City staff, especially to ensure viability of street trees and ease of maintenance.

Staff comment: Commercial Street continues to have a commercial character with the strong street wall and highly transparent and active storefront along most frontages. Regular street trees provided with a 13' sidewalk on Commercial. Maple Street sidewalks too narrow to provide the trees. Some curb extensions are also proposed where street tree and landscape will be provided per the standards. The sky bridge was removed from the project thus potentially helping the level of activity on the street.

- ***York Street –*** *Character = predominantly residential uses fronting the street. The private uses justify a landscape buffer between the street and the residential use. Landscape areas should be raised with either a curb or a seating wall. The sidewalk width should be consistent for the whole block.*

  Staff Comment: These standards are met. Refer to the detail sheets – planted buffer areas provided between sidewalk and building, shall have a raised granite curb, 8' wide sidewalk, and burmed landscape.

- ***Interior Passages, Plazas, Courtyards, or Entrances*** *–Interactive building edges should employ CPTED principles as a best practice to make spaces that are safe, active, and inviting. Material selection and design should indicate private or public access. Design shall be legible and intuitive for pedestrians and cars, especially for wayfinding.*

  Staff comment: In the woonerf, the applicant provides bollard lighting and active ground floor interface to address the CPTED design principles. At the York Street side of the mid-block permeability, the space is open at the street and provides clear visibility through the space. The "eyes on the street" will be provided by the hotel and residential windows above. Materials in the ground plane with the bollards help delineate the pedestrian space from the vehicle space. The visual connection through the woonerf and the sidewalk-level access void of steps help indicate the more public nature of this passage. Benches and landscape also provide a more "public" setting. Now that the sky bridge is gone, the visual connection through the passage is improved.

(c) B-5 and B-5b Urban Commercial Business Zones

Standard (1) a. Shared Infrastructure – Met – All phases of this project share infrastructure for parking and traffic circulation. A woonerf is proposed between the hotel and the residential buildings to provide a physical break in the block, a shared driveway for access to the parking structure and the hotel entrance.

Standard (1) b. Buildings and Uses shall be located close to the street . . . – Met- The buildings on Commercial Street and Maple Street are built close to the property line and continue the street wall established on Commercial Street. Retail and commercial uses are set close to the street. The residential portions of the building are set back slightly on York Street to provide a privacy buffer, to mitigate the scale of the buildings on a street with a narrow sidewalk, and to allow projections such as balconies to occur within the private property. Residential floors are slightly raised on this façade to provide privacy.

Future phase will be evaluated for how the building at the corners meets this standard.

Standard (1) c. Buildings shall be oriented toward the street . . . – Met – A hotel entrance is provided directly onto Commercial Street – this is not the primary entrance which is on the internal woonerf but this entrance does connect directly to the lobby and active space. Other commercial spaces on Commercial Street will be

accessed from plaza spaces. There is a primary residential entry on York Street emphasized with a massing change and a canopy.

Standard (1) d. Parking lots shall be located to the maximum extent practicable toward the rear . . . – Met – Parking shall be provided interior to the lot in structured parking lined by active buildings on the street frontages. A temporary surface lot is proposed but is set back from the street with a landscape and fence buffer.

(i) Multiple-family:

Standard (1) – Met – See comments above. Nearest residential context is the new multi-family building on York Street which is a similar scale and material palette. This building is mid-block and relates most immediately to the Old Port commercial buildings which is the rationale for the stylistic nod to the industrial building type in the fenestration patterns here. The building uses regular patterns in the vertical elements and window alignment. The Commercial Street facades are very regular in pattern and adopt the tall base with traditional materials as guided by the Historic Preservation, MDP, and staff review process.

Standard (2) – Met – This building is at the edge of existing development and is extending the existing built pattern and street wall edge established on Commercial Street. On York Street, this block is a transition area from the larger scale, more wharf buildings of the Old Port across High Street towards a smaller scale residential neighborhood. The architecture appropriately relates to the existing, brick industrial and medium-scale buildings preceding it to the east. These patterns include the height, the building materials, and an articulation and elements that make reference to those existing industrial and wharf buildings.

Standard (3) – Met – Open space is provided in the form of balconies for some units as well as an elevated, landscaped courtyard common area between the buildings for resident use only. The woonerf is a publicly-accessible open space that residents could also take advantage of.

Standard (4) – Met – Project includes ample windows for light and air and storage opportunities.

Standard (5) – Parking is predominantly provided in structured parking interior to the lot and screened by active building liners. The temporary surface parking lot is screened with a combination of fence and landscape. The grade change on York Street puts the surface parking below the sidewalk; a fence will remain there as well.

Standard (6) – Not applicable

G. WORKFORCE HOUSING CONDITIONAL USE (INCLUSIONARY ZONING)

The City's Housing Program Manager Victoria Volent has reviewed the Inclusionary Zoning application and provided a Memo (Attachment 4) outlining how the IZ requirements are proposed to be met. She comments:

The project located at 383 Commercial Street proposes the creation of 89 dwelling units of owner-occupied housing. The Applicant has chosen to fulfill the inclusionary zoning requirements by creating eight (8) dwelling units of rental housing consisting of eight two-bedroom units. The designated Workforce units will be restricted to households earning up to 100% of Area Median Income (AMI).

Based on the requirements outlined in Section 14-487, the development is required to provide a minimum of eight (8) workforce two-bedroom units. The Applicant has elected to provide eight (8) workforce two-bedroom off-site units located at 66 State Street or another location acceptable to staff to satisfy the ordinance's minimum requirements. The off-site project may not be the recipient of tax credit or other subsidies. As such, the project has met the minimum requirements set forth in Sec. 14-487. At the time of completion of the 89 units at 383

Commercial Street if the 8 off- site workforce units are not complete, but staff has determined they are under construction and moving towards completion the Certificate of Occupancy will be issued for the 89 units at 383 Commercial Street assuming all other conditions have been met. If staff determines that the 8 off-site workforce units are not moving towards completion staff will not issue the certificate of occupancy until either the 8 off-site workforce units are complete or the Applicant pays the fee-in-lieu of $931,821 as set forth in Sec. 14-487.

VI. PROPOSED MOTIONS FOR THE BOARD TO CONSIDER

1. TRAFFIC MOVEMENT PERMIT

Based upon the City of Portland's Delegated Review Authority, the Planning Board **approves/does not approve** the Traffic Movement Permit application, as submitted, subject to the following conditions:

i. That the applicant shall implement the left-tun prohibition on Beach Street and upgrade the signal for adaptive control prior to the issuance of the Certificate of Occupancy for the hotel development.

ii. That the applicant shall contribute $150,000 towards the costs of implementing a signal at the intersection of High and Commercial streets, payable prior to the issuance of the Certificate of Occupancy for the residential/retail part of the phase 1 project subject of this approval.

2. INCLUSIONARY ZONING

The Planning Board finds that the proposed development **is/is not** in conformance with the standards of the land use code and **approves/does not approve** the application subject to the following conditions:

i. At the time of completion of the 89 units at 383 Commercial Street if the 8 off- site workforce units are not complete, but staff has determined they are under construction and moving towards completion the Certificate of Occupancy will be issued for the 89 units at 383 Commercial Street assuming all other conditions have been met. If staff determines that the 8 off-site workforce units are not moving towards completion staff will not issue the certificate of occupancy until either the 8 off-site workforce units are complete or the Applicant pays the fee-in-lieu of $931,821 as set forth in Sec. 14-487.

ii. That the Applicant and the City enter into an agreed upon Affordable Housing Agreement (AHA) before a Building Permit may be issued. The Affordable Housing Agreement will outline the details of the affordability restrictions placed on the Workforce Units and will be filed as covenant to the property's deed with the Cumberland County Registry of Deeds prior to issuance of the certificate of occupancy.

3. SUBDIVISION

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board report for the public hearing on June 26, 2018 for application #2017-053 (383 Commercial Street) relevant to the subdivision regulations; and the testimony presented at the Planning Board hearing. The Planning Board finds that the plan **is/is not** in conformance with the subdivision standards of the land use code and **approves/does not approve** the application, subject to the following conditions of approval, which must be met prior to the signing of the plat unless otherwise noted:

i. **Subdivision Plat:** That the Subdivision Plat shall be finalized to the satisfaction of the Planning Authority, Department of Public Works and Corporation Counsel prior to signature by the Planning Board, to include references to the hotel and residential floorspace maximums, on and off site parking requirements, stormwater management, waste collection, public access easement and associated maintenance responsibilities; car sharing program for the residential units; TDM Plan; Condominium Association documents and other relevant conditions and information.

ii. **Public Access Easement:** That the pedestrian plaza/walkway/woonerf area connecting Commercial Street and York Street, located between the hotel and the condominiums, shall be ungated and allow 24/7 public access, and managed and maintained by the operator of the hotel. A public access easement confirming this and other details shall be finalized to the satisfaction of the Planning Authority, Department of Public Works, and Corporation Counsel prior to the Planning Board signature of the subdivision plat.

iii. **Easements and Licenses:** That other easement and licenses shall be finalized to the satisfaction of the Planning Authority, Department of Public Works, and Corporation Counsel prior to the Planning Board signature of the subdivision plat:

a. Pedestrian access easement for the areas of the sidewalk that are not in the right of way;
b. Stormwater management agreement;

iv. **Condominium Association documents**: That the Condominium Association documents shall be revised to include references to the Stormwater Management Plan (inspection and reporting requirements), TDM Plan, HVAC requirements, public access agreement, car sharing program, and floorspace of each of the units, and shall be finalized to the satisfaction of the Planning Authority, Department of Public Works prior to the issuance of the first Certificate of Occupancy for this project.

v. **Car Share Program**: The applicant shall establish a car share program within 6 months of the Certificate of Occupancy for the first phase residential development, substantially in accordance with the submitted program, which shall be finalized and submitted for review and approval prior to the issuance of the Certificate of Occupancy for the first phase residential development.

vi. **TDM Plan:** That the Transportation Demand Management (TDM) plan shall be revised to address staff and Planning Board comments and include the following:

i. Provision of an electrical charging station in the parking garage;
ii. Provision of a location for a future potential shuttle/transit stop;
iii. Provision for hotel and retail employee parking and/or transportation to discourage and minimize employee use of on street parking supply;
iv. Timeframe and responsibility for implementation of measures;
v. Targets
vi. Post-development monitoring.

The revised TDM shall be submitted for review and approval prior to the issuance of a building permit, and the approved TDM Plan shall be developed, implemented and managed by the Condominium Association. Until the Condominium Association is in place the Hotel owner shall be responsible for implementing those measures that pertain to the hotel use within one month of the issuance of a Certificate of Occupancy for the hotel.

vii **Interim parking:** That in the event that the garage parking on Lot 2 is not available to serve Lot 1 (hotel) when Lot 1 is ready to be occupied, the applicant shall identify the location for adequate interim off site parking to meet the site plan requirements; such location to be reviewed and approved by the Planning Authority prior to the Lot 1 occupation. The approved interim off site parking shall be implemented prior to the issuance of a Certificate of Occupancy for the Lot 1 building and used only until the garage parking on Lot 2 is complete. In the event that the parking on Lot 2 does not go forward as approved, the parking provision for Lot 1 shall be subject to an amendment application to confirm acceptable long term provision.

viii **Contribution:** That the applicant shall contribute $40,000 to the *Commercial Street Operations and Master Plan*, payable prior to the issuance of the first building permit for the phase 1 project subject of this approval. The Subdivision Plat shall note that the site plan for the last phase (lot 3) development may be required to incorporate recommendations from this study, to be confirmed during the site plan review of that phase. This may include a transit stop, revised cross walks or other measures.

ix. **Storm Water Management Condition of Approval:** The developer/contractor/subcontractor must comply with conditions of the submitted storm water management plan and sediment and erosion control plans, and the referenced Contech Manual for the maintenance requirements of the Stormfilter shall be incorporated into the Inspection and Maintenance Plan section. The owner/operator of the approved stormwater management system, and all assigns. shall comply with the City standards and state guidelines, including conditions of Chapter 32 Storm water including Article III, Post Construction Stormwater Management, which specifies the annual inspections and reporting requirements.

A maintenance agreement for the stormwater drainage system, as attached, or in substantially the same form, shall be submitted for review by Corporation Counsel. Once approved, the document shall be signed and recorded at the Cumberland County Registry of Deeds prior to the issuance of a building permit. Please submit final copies to both the Department of Planning and Urban Development and the Department of Public Works.

x. (carried forward from the MDP conditions of approval) That the applicant shall contribute $50,000 to the implementation of future phases of the West Commercial Street Shared Use Path, or other bicycle/pedestrian amenities in the area of the project, in association with the last phase of the MDP development, prior to the issuance of a building permit for the western-most phase, along with the provision of a bicycle connection between any path and the other side of Commercial Street.

4. SITE PLAN

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in Planning Board report for the public hearing on June 26, 2018 for application #2017-053 (383 Commercial Street) relevant to the Site Plan Ordinance and other regulations and the testimony presented at the Planning Board hearing. The Planning Board finds that the plan **is / is not** in conformance with the site plan standards of the land use code, subject to the following conditions:

i. **Parking Provision:** That the parking required for the proposed development has been determined by the Planning Board to be a total of 154 spaces within the parking garage and 56 temporary spaces in the surface parking area on Lot 3. The applicant shall submit a Parking Management Plan, for review and approval prior to the issuance of the building permit for the first building, to clarify the allocation and management of all of the parking, including which spaces are to be for valet parking and how the parking for the marine-related businesses will be managed.

ii. **Curb Extensions and moratorium timing:** The applicant may delay the construction of the curb extensions in Commercial Street if the construction schedule would "trigger" street moratorium fees as confirmed by the Department of Public Works (DPW), subject to advance notice to the Planning Authority and DPW and the prior posting of a separate performance guarantee for the cost of such construction to be returned upon satisfactory completion of the curb extensions.

iii. **Revisions to on-street parking:** That the applicant shall provide a revised parking schedule to document the approved revisions to the on-street parking on Commercial and Maple Streets, and work with staff to finalize the City's approval prior to the issuance of a Certificate of Occupancy. It should be noted that the on street parking near High Street is likely to revised to provide a commercial loading zone as part of the Lot 3 final phase development.

iv. **Tour bus/shuttle drop offs:** That all tour buses, shuttles and other "stopping" vehicles associated with the hotel shall stop/park off street, and only when necessary in Maple Street; in no circumstances shall these vehicles stop/park in Commercial Street.

v. **Infrastructure and ROW:** That the applicant shall revise the Site Plans and Construction Management Plan to address the comments of the Peer Engineer and Traffic Engineering Reviewer, for review and approval prior to the issuance of a building permit.

vi. **Historic Preservation Requirements:** That prior to the issuance of a building permit the applicant shall provide detail illustrating how the existing cobbles within the right of way immediately abutting the eastern edge of the property will be re-set as part of applicant's public infrastructure improvements. The cobbles remain as a rare example of early roadway treatment and have been determined to be historically significant. The reuse of the cobbles shall match to the extent possible their current placement and configuration.

vii. **Lighting:** That the applicant shall provide additional information to document that the final proposed building, site and ROW lighting is compliant with the City's Technical Standards and associated revisions, prior to the issuance of a building permit.

viii. **Wayfinding:** That the applicant shall submit for review and approval by the Planning Authority prior to the issuance of a Certificate of Occupancy, a signage and wayfinding plan that would assist the different users of the site.

ix. **Mechanical equipment and HVAC**: All HVAC systems and external mechanical equipment shall meet the site plan standards regarding location and screening, and meet the maximum allowable noise requirements of the zone. Each unit shall submit documentation of dBA output to confirm compliance of both the unit and the building in respect of rated noise levels and cumulative noise levels, to the satisfaction of the Zoning Administrator prior to the issuance of a Building Permit for that unit. Requirements regarding placement and noise documentation shall be included in the Condominium documents.

ATTACHMENTS

REPORT ATTACHMENTS

1. Master Development Plan Approval letter
2. Peer Engineer final comments
3. Design Review final comments
4. Housing Program Manager comments
5. Historic Preservation Board Advisory Review comments
6. Historic Preservation Program Manager suggested condition re cobbles
7. Transportation Program Manager comments on TDM
8. Traffic Engineer final comments

PUBLIC COMMENTS (None received to date)

Applicants Submittal

WS A - 2 Application form SP
WS A - 1 Application Form IZ May 21,2018
WS C - 1 Project Description May 21,2018
WS D Right Ttile Interest
WS F - 1 Zoning Assessment May 21, 2018
WS G - 1 Easement Summary May 21,2018
WS G - 2 Easement graphics Lots 1,2,3 and Public Access
WS H. Financial and Technical Capability
WS J TMP Sections 1-6_Phase1&2
WS L - 1 Stormwater Management Plan May 21, 2018
WS N - 2 PWD Ability to Serve May 24, 2018
WS S - 6 Parking Summary Revised May 21, 2018
WS S - 6A Fishermens Parking Narrative June 8, 2018
WS S - 7 CM Plan May 21,2018
WS S - 9A Landscape Civil Narrative May 21, 2018
WS S - 9B Architectural Narrative May 21, 2018
WS S - 11 Light Fixture Cut Sheets may 21,2018
WS S - 12 Deb Andrews HP
WS S - 12 TMP Section 7 May 24,2018
WS S N - 1 Utility Capacity Verification May 21, 2018
WS S- 7 Data Sheet Revised May 21,2018
WS S-8 Wastewater Capacity Revised May 21, 2018 (1)
WS S-10 Hotel TDM PLan
WS S-10A TDM Plan Addtional Information
WS S-10B TDM Update June 6,2018
WS S-13 Pedestrian Easement June 18,2018
WS S-14 Conformance with MDP Conditions June 19, 2018
WS S-15 Neighborhood Meeting Certificate & Info
WS S-16 Proposed Car Share Program
WS S-17 Draft Condo Documents 6-21-18

PLANS

Plan 6D Utility Plan May 21, 2018
Plan 7A Grading Plan June 21, 2018
Plan 7B Grading Plan June 19, 2018
Plan 7C Grading Plan May 21, 2018
Plan 7D Grading Plan May 21, 2018
Plan 8A Details Plan May 21, 2018
Plan 8B Details Plan May 21, 2018
Plan 8C Details Plan May 21, 2018
Plan 8D Details Plan May 21, 2018
Plan 8E Details Plan May 21, 2018
Plan 9A Landscape Plan June 21, 2018
Plan 9C Landscape Plan June 19, 2018
Plan 9C Landscape Plan May 21, 2018
Plan 9D Landscape Plan May 21, 2018
Plan P1 Photometric 1
Plan P2 Photometric 2

Plan 6D Utility Plan May 21, 2018
Plan 7A Grading Plan June 21, 2018
Plan 7B Grading Plan June 19, 2018
Plan 7C Grading Plan May 21, 2018
Plan 7D Grading Plan May 21, 2018
Plan 8A Details Plan May 21, 2018
Plan 8B Details Plan May 21, 2018
Plan 8C Details Plan May 21, 2018
Plan 8D Details Plan May 21, 2018
Plan 8E Details Plan May 21, 2018
Plan 9A Landscape Plan June 21, 2018
Plan 9C Landscape Plan June 19, 2018
Plan 9C Landscape Plan May 21, 2018
Plan 9D Landscape Plan May 21, 2018
Plan P1 Photometric 1
Plan P2 Photometric 2

Aerial Phase 1+2

Aerial Phase 1+2+3

Commercial Close Up

Commercial Context East

Commercial Context West

Commercial Context West

Commercial Passage

Commercial Rendered Elevation

Commercial View

Hotel View 1

Hotel View 2

Maple Rendered Elevation

Phase 2 York Entry

Site Rendering 1 Overall Site Plan June 14,2018

Site Rendering 2 Woonerf

Site Rendering 3 Public Walkway

Site Rendering 4 York Street Streetscape

Site Rendering 5 Level 3 Courtyard

Site Rendering 6 Commercial Street Courtyard

York Context

York Passage

York Rendered Elevation

York Street Phase 2

APPLICATION FORM

The Level III Site Plan application form is attached.

Level III – Preliminary and Final Site Plans
Development Review Application
Portland, Maine

Planning and Urban Development Department
Planning Division

Portland's Planning and Urban Development Department coordinates the development review process for site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Level III: Preliminary or Final Site Plan. Please note that Portland has delegated review from the State of Maine for reviews under the Site Location of Development Act, Chapter 500 Stormwater Permits, and Traffic Movement Permits.

Level III: Site Plan Development includes:

- New structures with a total floor area of 10,000 sq. ft. or more except in Industrial Zones.
- New structures with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- New temporary or permanent parking area(s) or paving of existing unpaved parking areas for more than 75 vehicles.
- Building addition(s) with a total floor area of 10,000 sq. ft. or more (cumulatively within a 3 year period) except in Industrial Zones.
- Building addition(s) with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- A change in the use of a total floor area of 20,000 sq. ft. or more in any existing building (cumulatively within a 3 year period).
- Multiple family development (3 or more dwelling units) or the addition of any additional dwelling unit if subject to subdivision review.
- Any new major or minor auto business in the B-2 or B-5 Zone, or the construction of any new major or minor auto business greater than 10,000 sq. ft. of building area in any other permitted zone.
- Correctional prerelease facilities.
- Park improvements: New structures greater than 10,000 sq. ft. and/or facilities encompassing 20,000 sq. ft. or more (excludes rehabilitation or replacement of existing facilities); new nighttime outdoor lighting of sports, athletic or recreation facilities not previously illuminated.
- Land disturbance of 3 acres or more (includes stripping, grading, grubbing, filling or excavation).

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14) which is available on our website:

Land Use Code: http://me-portland.civicplus.com/DocumentCenter/Home/View/1080
Design Manual: http://me-portland.civicplus.com/DocumentCenter/View/2355
Technical Manual: http://me-portland.civicplus.com/DocumentCenter/View/2356

Planning Division
Fourth Floor, City Hall
389 Congress Street
p.m. (207) 874-8719
planning@portlandmaine.gov

Office Hours
Monday thru Friday
8:00 a.m. – 4:30

PROJECT NAME:

383 COMMERCIAL STREET

PROPOSED DEVELOPMENT ADDRESS:

383 COMMERCIAL STREET

PROJECT DESCRIPTION:

PHASE 1 - MIXED USE RETAIL (4,934 SF), RESIDENTIAL CONDOMINIUMS (82 UNITS) AND STRUCTURED PARKING

CHART/BLOCK/LOT: 042/A/001

PRELIMINARY PLAN _____(date)
FINAL PLAN _____(date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: DEERING PROPERTY DEVELOPMENT, LLC Business Name, if applicable: Address: 2730 TRANSIT ROAD City/State: WEST SENECA, NY Zip Code: 14224	**Applicant Contact Information** Work #: Home #: Cell #: 413-244-9092 Fax#: e-mail: joedasco@comcast.com
Owner – (if different from Applicant) Name: MILLIKEN SMITH BLOCK, LLC Address: 5 HIGH ST. City/State: YARMOUTH, ME Zip Code: 04096	**Owner Contact Information** Work #: Home #: Cell #: Fax#: e-mail:
Agent/ Representative Name: SEBAGO TECHNICS, INC. Address: 75 JOHN ROBERTS ROAD City/State: So. PORTLAND, ME Zip Code: 04106	**Agent/Representative Contact information** Work #: 207-200-2055 Home #: Cell #: Fax#: e-mail: wconway@sebagotechnics.com
Billing Information Name: SEBAGO TECHNICS, INC. Address: City/State: Zip Code:	**Billing Contact Information** Work #: Home #: Cell #: Fax#: e-mail:

Engineer	Engineer Contact Information
Name: SEBAGO TECHNICS, INC. Address: City/State : Zip Code:	Work #: Home #: Cell #: Fax#: e-mail:
Surveyor	**Surveyor Contact Information**
Name: OWEN HASKELL, INC. Address: 390 U.S. ROUTE ONE City/State : FALMOUTH, ME Zip Code: 04105	Home #: Work #: 207-774-0424 Cell #: Fax#: e-mail:
Architect	**Architect Contact Information**
Name: ARCHETYPE PA Address: 48 UNION ST. City/State : PORTLAND, ME Zip Code: 04101	Work #: 207-772-6022 Home #: Cell #: Fax#: e-mail:
Attorney	**Attorney Contact Information**
Name: Address: City/State : Zip Code:	Work #: Home #: Cell #: Fax#: e-mail:

Designated person/person(s) for uploading to e-Plan:

Name: RICHARD MEEK
e-mail: rmeek@sebagotechnics.com

Name: WILLIAM CONWAY
e-mail: wconway@sebagotechnics.com

Name:
e-mail:

APPLICATION FEES:

Level III Development (check applicable reviews)	**Other Reviews (check applicable reviews)**
___Less than 50,000 sq. ft. ($750.00) ___50,000 - 100,000 sq. ft. ($1,000) ✓ 100,000 – 200,000 sq. ft. ($2,000) ___200,000 – 300,000 sq. ft. ($3,000) ___over 300,00 sq. ft. ($5,000) ✓ Parking lots over 11 spaces ($1,000) ___After-the-fact Review ($1,000.00 plus applicable application fee) **Plan Amendments (check applicable reviews)** ___Planning Staff Review ($250) ___Planning Board Review ($500) _____ The City invoices separately for the following: • Notices ($.75 each) • Legal Ad (% of total Ad) • Planning Review ($50.00 hour) • Legal Review ($75.00 hour) Third party review fees are assessed separately. Any outside reviews or analysis requested from the Applicant as part of the development review, are the responsibility of the Applicant and are separate from any application or invoice fees.	✓ ✓ Traffic Movement ($1,500) ✓ Stormwater Quality ($250) ✓ Subdivisions ($500 + $25/lot) # of Lots 82 x $25/lot = $2050.00 ___Site Location ($3,500, except for residential projects which shall be $200/lot) # of Lots___x $200/lot = _____ ___Other _____ ___Change of Use ___Flood Plain ___Shoreland ___Design Review ___Housing Replacement ___Historic Preservation

INSTRUCTIONS FOR ELECTRONIC SUBMISSION:

Please refer to the application checklist (attached) for a detailed list of submission requirements.

1. Fill out the application completely and e-mail the **application only** to planning@portlandmaine.gov (Please be sure to designate a person who will be responsible for uploading documents and drawings.) This step will generate the project ID number for your project.

2. An invoice for the application fee will be e-mail to you. Payments can be made on-line at Pay Your Invoice , by mail or in person at City Hall, 4th Floor. Please reference the Application Number when submitting your payment which is located in the upper left hand corner of the invoice.

3. The designated person responsible for uploading documents and drawings will receive an email from eplan@portlandmaine.gov with an invitation into the project. At this time, you will upload all corresponding documents and plans into the project. For first time users you will receive a temporary password which you must change on entry. Make note of your username and password for any future projects.

Reminder: Before the project can move forward, the application fee shall be paid in full and all required documents and drawings shall be uploaded into e-plan correctly.

4. Follow the link below (Applying Online Instructions) for step by step instructions on how to do the following:
   Tab 1 - Setting up the appropriate compatibility settings for your PC and getting started in e-plan.
   Tab 2 - Preparing your drawings, documents and photos for uploading using the correct naming conventions
   Tab 3 - Preparing and uploading revised drawings and documents

   Applying Online Instructions

5. When ready, upload your files and documents into the following folders:
   "Application Submittal – Drawings"
   "Application Submittal – Documents"

6. Once a preliminary check has been made of the submittal documents and drawings, staff will move them to permanent folders labeled Drawings and Documents. As the process evolves you will be able to log in and see markups, comments and upload revisions as requested into these folders.

APPLICANT SIGNATURE:

By digitally signing the attached document(s), you are signifying your understanding this is a legal document and your electronic signature is considered a legal signature per Maine state law.

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 III 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.

Signature of Applicant:	**Date:**
Manager Deering Property Development LLC	3/9/17

PROJECT DATA

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

Total Area of Site	112,647	sq. ft.
Proposed Total Disturbed Area of the Site	106,200	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.		
Impervious Surface Area		
Impervious Area (Total Existing)	105,900	sq. ft.
Impervious Area (Total Proposed)	108,900	sq. ft.
Building Ground Floor Area and Total Floor Area		
Building Footprint (Total Existing)	32,100	sq. ft.
Building Footprint (Total Proposed)	32,250	sq. ft.
Building Floor Area (Total Existing)	35,000	sq. ft.
Building Floor Area (Total Proposed)	144,600	sq. ft.
Zoning		
Existing	B5b	
Proposed, if applicable	B5b	
Land Use		
Existing	LUMBER COMPANY / RETAIL	
Proposed	RETAIL, RESIDENTIAL	
Residential, If applicable		
# of Residential Units (Total Existing)	0	
# of Residential Units (Total Proposed)	82	
# of Lots (Total Proposed)	1	
# of Affordable Housing Units (Total Proposed)	T.B.D.	
Proposed Bedroom Mix		
# of Efficiency Units (Total Proposed)	21	
# of One-Bedroom Units (Total Proposed)	28	
# of Two-Bedroom Units (Total Proposed)	33	
# of Three-Bedroom Units (Total Proposed)	0	
Parking Spaces		
# of Parking Spaces (Total Existing)	-	
# of Parking Spaces (Total Proposed)	233	
# of Handicapped Spaces (Total Proposed)	10	
Bicycle Parking Spaces		
# of Bicycle Spaces (Total Existing)	-	
# of Bicycle Spaces (Total Proposed)	57	
Estimated Cost of Project	T.B.D.	

PRELIMINARY PLAN (Optional) - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	**GENERAL WRITTEN SUBMISSIONS CHECKLIST**
✓		1	Completed Application form
✓		1	Application fees
✓		1	Written description of project
✓		1	Evidence of right, title and interest
		1	Evidence of state and/or federal approvals, if applicable
✓		1	Written assessment of proposed project's compliance with applicable zoning requirements
N/A		1	Summary of existing and/or proposed easement, covenants, public or private rights-of-way, or other burdens on the site
T.B.D		1	Written requests for waivers from site plan or technical standards, if applicable.
✓		1	Evidence of financial and technical capacity
✓		1	Traffic Analysis (may be preliminary, in nature, during the preliminary plan phase)
Applicant Checklist	Planner Checklist	# of Copies	**SITE PLAN SUBMISSIONS CHECKLIST**
✓		1	Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
✓		1	**Preliminary Site Plan including the following: (information provided may be preliminary in nature during preliminary plan phase)**
✓		Proposed grading and contours;	
✓		Existing structures with distances from property line;	
✓		Proposed site layout and dimensions for all proposed structures (including piers, docks or wharves in Shoreland Zone), paved areas, and pedestrian and vehicle access ways;	
✓		Preliminary design of proposed stormwater management system in accordance with Section 5 of the Technical Manual (note that Portland has a separate applicability section);	
✓		Preliminary infrastructure improvements;	
✓		Preliminary Landscape Plan in accordance with Section 4 of the Technical Manual;	
N/A		Location of significant natural features (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features) located on the site as defined in Section 14-526 (b)(1);	
N/A		Proposed buffers and preservation measures for significant natural features, as defined in Section 14-526 (b)(1);	
N/A		Location , dimensions and ownership of easements, public or private rights of way, both existing and proposed;	
✓		Exterior building elevations.	

FINAL PLAN - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	**GENERAL WRITTEN SUBMISSIONS CHECKLIST** **(* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)**
✓		1	* Completed Application form
✓		1	* Application fees
✓		1	* Written description of project
✓		1	* Evidence of right, title and interest
✓		1	* Evidence of state and/or federal permits
✓		1	* Written assessment of proposed project's specific compliance with applicable Zoning requirements
✓		1	* Summary of existing and/or proposed easements, covenants, public or private rights-of-way, or other burdens on the site
✓		1	* Evidence of financial and technical capacity
✓		1	Construction Management Plan
✓		1	A traffic study and other applicable transportation plans in accordance with Section 1 of the technical Manual, where applicable.
✓		1	Written summary of significant natural features located on the site (Section 14-526 (b) (a))
✓		1	Stormwater management plan and stormwater calculations
✓		1	Written summary of project's consistency with related city master plans
✓		1	Evidence of utility capacity to serve
✓		1	Written summary of solid waste generation and proposed management of solid waste
✓		1	A code summary referencing NFPA 1 and all Fire Department technical standards
✓		1	Where applicable, an assessment of the development's consistency with any applicable design standards contained in Section 14-526 and in City of Portland Design Manual
✓		1	Manufacturer's verification that all proposed HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

Applicant Checklist	Planner Checklist	# of Copies	**SITE PLAN SUBMISSIONS CHECKLIST** **(* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)**
✓		1	* Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
✓		1	**Final Site Plans including the following:**
✓			Existing and proposed structures, as applicable, and distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone);
✓			Existing and proposed structures on parcels abutting site;
✓			All streets and intersections adjacent to the site and any proposed geometric modifications to those streets or intersections;
✓			Location, dimensions and materials of all existing and proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines;
✓			Engineered construction specifications and cross-sectional drawings for all proposed driveways, paved areas, sidewalks;
✓			Location and dimensions of all proposed loading areas including turning templates for applicable design delivery vehicles;
✓			Existing and proposed public transit infrastructure with applicable dimensions and engineering specifications;
✓			Location of existing and proposed vehicle and bicycle parking spaces with applicable dimensional and engineering information;
✓			Location of all snow storage areas and/or a snow removal plan;
✓			A traffic control plan as detailed in Section 1 of the Technical Manual;
N/A			Proposed buffers and preservation measures for significant natural features, where applicable, as defined in Section 14-526(b)(1);
N/A			Location and proposed alteration to any watercourse;
N/A			A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;
N/A			Proposed buffers and preservation measures for wetlands;
N/A			Existing soil conditions and location of test pits and test borings;
✓			Existing vegetation to be preserved, proposed site landscaping, screening and proposed street trees, as applicable;
✓			A stormwater management and drainage plan, in accordance with Section 5 of the Technical Manual;
✓			Grading plan;
N/A			Ground water protection measures;
✓			Existing and proposed sewer mains and connections;

- Continued on next page -

✓		Location of all existing and proposed fire hydrants and a life safety plan in accordance with Section 3 of the Technical Manual;
✓		Location, sizing, and directional flows of all existing and proposed utilities within the project site and on all abutting streets;
✓		Location and dimensions of off-premises public or publicly accessible infrastructure immediately adjacent to the site;
✓		Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;
✓		Plans showing the location, ground floor area, floor plans and grade elevations for all buildings;
		A shadow analysis as described in Section 11 of the Technical Manual, if applicable;
N/A		A note on the plan identifying the Historic Preservation designation and a copy of the Application for Certificate of Appropriateness, if applicable, as specified in Section Article IX, the Historic Preservation Ordinance;
T.B.D		Location and dimensions of all existing and proposed HVAC and mechanical equipment and all proposed screening, where applicable;
✓		An exterior lighting plan in accordance with Section 12 of the Technical Manual;
N/A		A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;
N/A		Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.

PORTLAND FIRE DEPARTMENT
SITE REVIEW
FIRE DEPARTMENT CHECKLIST

A separate drawing[s] shall be provided as part of the site plan application for the Portland Fire Department's review.

1. Name, address, telephone number of applicant
2.
3. Name address, telephone number of architect

4. Proposed uses of any structures [NFPA and IBC classification]
5.
6. Square footage of all structures [total and per story]

7. Elevation of all structures

8. Proposed fire protection of all structures
   - As of September 16, 2010 all new construction of one and two family homesare required to be sprinkled in compliance with NFPA 13D. This is required by City Code. (NFPA 101 2009 ed.)

9. Hydrant locations

10. Water main[s] size and location

11. Access to all structures [min. 2 sides]

12. 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

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

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

Date: _____

Bradley Roland, P.E.
Water Resources Division

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

Site Address: 383 COMMERCIAL ST.

Chart Block Lot Number: 042/A/001

Proposed Use: RETAIL/RESIDENTIAL
Previous Use: LUMBER COMPANY/RETAIL
Existing Sanitary Flows: T.B.D. GPD
Existing Process Flows: 0 GPD
Description and location of City sewer that is to receive the proposed building sewer lateral.

MAPLE ST.

Site Category

Commercial *(see part 4 below)*	X
Industrial *(complete part 5 below)*	
Governmental	
Residential	X
Other *(specify)*	

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

2. Please, Submit Contact Information.

City Planner's Name: JEAN FRASER Phone: _____
Owner/Developer Name: DEERING PROPERTY DEVELOPMENT, LLC
Owner/Developer Address: 2730 TRANSIT ROAD, WEST SENECA, NY 14224
Phone: 413-244-9092 Fax: _____ E-mail: joedasco@comcast.com
Engineering Consultant Name: SEBAGO TECHNICS, INC.
Engineering Consultant Address: 75 JOHN ROBERTS RD., SO. PORTLAND, ME 04106
Phone: 207-200-2075 Fax: _____ E-mail: rmeek@sebagotechnics.com

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

3. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: 12,360 GPD
Peaking Factor/ Peak Times: 12,360 GPD (1D/16HR) X (1HR/60 MIN) X 6 = 77 GPM
Specify the source of design guidelines: *(i.e.* X *"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.

RETAIL: 45 EMPLOYEES @ 12 GPD = 540 GPD

RESIDENTIAL:

(49) EFFICIENCY/1 BR UNITS @ 120 GPD = 5,880 GPD

(33) 2 BR UNITS @ 180 GPD = 5,940 GPD

TOTAL = 12,360 GPD

4. Please, Submit External Grease Interceptor Calculations.

Total Drainage Fixture Unit (DFU) Values: T.B.D.

Size of External Grease Interceptor: _____

Retention Time: _____

Peaking Factor/ Peak Times: _____

Note: In determining your restaurant process water flows, and the size of your external grease interceptor, please use The Uniform Plumbing Code. Note: In determining the retention time, sixty (60) minutes is the minimum retention time. Note: Please submit detailed calculations showing the derivation of your restaurant process water design flows, and please submit detailed calculations showing the derivation of the size of your external grease interceptor, either in the space provided below, or attached, as a separate sheet.

5. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated: N/A 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: _____

Note: On the submitted plans, please show where the building's domestic sanitary sewer laterals, as well as the building's industrial-commercial process wastewater sewer laterals exits the facility. Also, show where these building sewer laterals enter the city's sewer. Finally, show the location of the wet wells, control manholes, or other access points; and, the locations of filters, strainers, or grease traps.

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

A Guide to Holding Neighborhood Meetings
Portland, Maine

Planning and Urban Development Department
Planning Division and Planning Board

In order to improve communication between applicants and neighbors, the City of Portland requires applicants who are proposing certain types of development review projects, to hold a neighborhood meeting.

Developments requiring a neighborhood meeting

- Proposed map amendments, contract zones and zoning text amendments that would result in major development;
- Subdivisions of five or more units or lots;
- Master Development Plans; and
- Level III site plan proposals as defined in Section 14-523.

(The Land Use Code, including Article II (Planning Board) and Article V (Site Plan – which contains the neighborhood meeting requirements), are available on the City's web site at www.portlandmaine.gov/citycode/chapter014.pdf)

Timing of meeting

- **Subdivisions of 5 or more units or lots, zone changes, contract zones, zoning text amendments and Level III site plans:**
  - Preliminary Site Plan - The meeting should be held within 30 calendar days of filing the application.
  - Final Site Plan – If only a final plan is submitted, the meeting should be held within 21 calendar days of filing the application and no less than 7 calendar days before the public hearing.
- **Master Plan Development:**
  - The meeting should be held within 30 calendar days of filing the application.
  - The meeting should be held on a date no less than 7 calendar days before a public workshop or public hearing.
  - The meeting shall not be combined with any required neighborhood meeting for the Level III applications.

Location of meeting

- The meeting should be held in the evening, during the week, at a convenient location within the Portland neighborhood surrounding the proposed site. Community meeting spaces at libraries, schools or other places of assembly are recommended. Neighborhood schools are usually available for evening meetings.
- Meetings should not be held on the same day as scheduled Planning Board or City Council meetings. The City Council generally meets on the 1st and 3rd Monday of each month and the Planning Board generally meets on the 2nd and 4th Tuesday of each month; however additional meetings may be scheduled. An updated schedule may be found on the City's website: www.portlandmaine.gov

Invitation List

- Property owners within 500 feet of the proposed development (1000 feet for proposed industrial subdivisions and industrial zone changes)
- Interested citizens and neighborhood groups.

The Planning Division provides the mailing labels. We require at least 48 hours notice to generate the mailing labels and a charge of $1.00 per sheet will be payable upon receipt of the labels. An electronic version (excel or word format) of the labels can also be e-mailed upon request.

A digital copy of the notice must be provided to the Planning Office (jmy@portlandmaine.gov and ldobson@portlandmaine.gov) and the assigned planner, which will then be forwarded to those on the interested citizen list who receive e-mail notices.

When to Send Invitations

- Invitations must be sent **no less than 10 days (to include weekends)** prior to the neighborhood meeting.
- Notices may be sent by regular mail and do not need to be sent by certified mail.

Notice Description

A recommended invitation format is included in this packet of material.

Attendance Sheet and Meeting Minutes

- Sign-in sheet must be circulated for those in attendance.
- Applicant shall take accurate minutes of the meeting.
- The sign-in sheet and minutes shall be submitted to the Planning Division.

A public hearing will not be scheduled until the meeting minutes and sign-up sheet are submitted to the Planning Division.

A Certification form is included with this packet to be completed and signed by the applicant.

Please call the Planning Division at 874-8721 or 874-8719 if you have any questions.

Attachments

1. Neighborhood Meeting Invitation Format
2. Neighborhood Meeting Certification

EXAMPLE: Neighborhood Meeting Invitation Format

Applicant/Consultant
Letterhead

(Date)

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for a (development proposal) located at (location/number and street address).

Meeting Location: _____
Meeting Date: _____
Meeting Time: _____

(The City code requires that property owners within 500 feet (1000 feet for proposed industrial subdivisions and industrial zone changes) of the proposed development and residents on an "interested parties list", be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.)

If you have any questions, please call (telephone number of applicant or consultant).

Sincerely,

(Applicant)

Note:
Under Section 14-32(C) and 14-524(a)d of the City Code of Ordinances, an applicant for a Level III development, subdivision of over five lots/units, or zone change is required to hold a neighborhood meeting within 30 days of submitting a preliminary application or 21 days of submitting a final site plan application, if a preliminary plans was not submitted. The neighborhood meeting must be held at least seven days prior to the Planning Board public hearing on the proposal. Should you wish to offer additional comments on this proposed development, you may contact the Planning Division at 874-8721 or send written correspondence to the Planning and Urban Development Department, Planning Division 4th Floor, 389 Congress Street Portland, ME 04101 or by email: to bab@portlandmaine.gov

EXAMPLE: Neighborhood Meeting Certification

I, (applicant/consultant) hereby certify that a neighborhood meeting was held on (date) at (location) at (time).

I also certify that on (date at least ten (10) days prior to the neighborhood meeting), invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development or within 1000 feet of a proposed industrial subdivision or industrial zone change.

2. Residents on the "interested parties" list.

3. A digital copy of the notice was also provided to the Planning Division (jmy@portlandmaine.gov and the assigned planner to be forwarded to those on the interested citizen list who receive e-mail notices.

Signed,

_____ _____(date)

Attached to this certification are:

1. Copy of the invitation sent
2. Sign-in sheet
3. Meeting minutes

APPLICATION FORM

The Conditional Use for Ensuring Workforce Housing application form is attached.

Conditional Use for Ensuring Workforce Housing
Inclusionary Zoning
Planning Board Review
Application
Portland, Maine

Planning and Urban Development Department
Planning Division and Housing and Community Development

Portland's Planning and Urban Development Department coordinates the development review process for site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Conditional Use review of applications to ensure workforce housing in development projects that create ten or more new dwelling units. The units may be for rent or for sale and created through new construction, substantial rehabilitation of existing structures, adaptive reuse or conversion of a non-residential use to residential use, or any combination of these elements. At least ten percent (10%) of the units in the project shall meet the definition of workforce housing unit for sale or rent. All developments of ten units or more a conditional uses subject to Planning Board review on the condition that they comply with the requirements of section 14-487.

A. Ensuring Workforce Housing: Standards -Section 14-484

(d) Workforce Housing Minimum At least ten percent (10%) of the units in the project shall meet the definition of workforce housing unit for sale or for rent. The number of units required is rounded down to a whole number if providing units on- or off-site, or shall include a fractional value in cases where a project prefers to pay a fee-in-lieu as per (e)3. below.

(e) Standards

1. Projects shall not be segmented or phased to avoid compliance with these provisions. In cases where projects are completed in phases, affordable units shall be provided in proportion to the development of market rate units unless otherwise permitted through regulations.

2. Workforce units are encouraged to be integrated with the rest of the development, should use a common entrance and should provide no indications from common areas that these units are workforce housing units.

3. Workforce units need not be the same size as other units in the development but the number of bedrooms in such units, either on- or off-site, shall be 10 percent of the total number of bedrooms in the development. For the purposes of this section, for every 400 square feet in a market rate unit will count as a bedroom if the actual number of bedrooms in the unit is lower.

4. As an alternative to providing workforce housing units, projects may pay a fee in lieu of some or all of the units. In-lieu fees shall be paid into the Housing Trust Fund as defined in Sec. 14-489. The fee for affordable units not provided shall be $100,000 per unit, adjusted annually in the same way as the fee under Division 29 for Housing Replacement.

5. Workforce housing units for sale, if converted to workforce housing units for rent, shall become subject to the income limits and other requirements of such units.

6. If at least 33 percent of the units in a development are workforce units, the development is eligible for subsidy through an Affordable Housing TIF, subject to City Council approval.

7. The term of affordability for the required 10 percent workforce units provided shall be defined as follows:

Percentage of Workforce Units Provided	Minimum Term of Affordability for Required Workforce Units
10%	Longest term permitted under federal, state and local laws and ordinances
25%	30 years
50%	20 years
100%	10 years

(f) Implementing Regulations. Regulations to further specify the details of this section shall be developed, including, but not limited to:

1. Specific methodology for income verification;
2. Situations where less than permanent affordability might be considered; and
3. Guidelines for meeting the requirement that off-site units be "in the same neighborhood".

B. Site Plan Application: Please submit the Conditional Use Application in addition to the applicable Site Plan Application.

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14) which is available on our website:

Land Use Code: http://me-portland.civicplus.com/DocumentCenter/Home/View/1080
Design Manual: http://me-portland.civicplus.com/DocumentCenter/View/2355
Technical Manual: http://me-portland.civicplus.com/DocumentCenter/View/2356

Planning Division
Fourth Floor, City Hall
389 Congress Street
(207)874-8719

Housing and Community Development
Room 313, Third Floor, City Hall
389 Congress Street
(207)482-5028

Office Hours
Monday thru Friday
8:00 a.m. – 4:30 p.m.

PROJECT NAME: 383 COMMERCIAL STREET

PROPOSED DEVELOPMENT ADDRESS: 383 COMMERCIAL STREET

CHART/BLOCK/LOT (s): 042/A/001 **Applicable Zone:** B5b

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: DEERING PROPERTY DEVELOPMENT, LLC Business Name, if applicable: Address: 2730 TRANSIT ROAD City/State: WEST SENECA, NY Zip Code: 14224	**Applicant Contact Information** Work # Home# Cell # 413-244-9092 Fax# e-mail: joedasco@comcast.com
Owner – (If different from Applicant) Name: MILLIKEN SMITH BLOCK, LLC Address: 5 HIGH ST. City/State: YARMOUTH, ME Zip Code: 04096	**Owner Contact Information** Work # Home# Cell # Fax# e-mail:
Billing Information Name: SEBAGO TECHNICS, INC. Address: 75 JOHN ROBERTS ROAD City/State: So. PORTLAND, ME Zip Code: 04106	**Billing Information** Work # 207-200-2055 Cell # Fax# e-mail: wconway@sebagotechnics.com

Designated person/person(s) for uploading to e-Plan:

Name: RICHARD MEEK
e-mail: rmeek@sebagotechnics.com

Name: WILLIAM CONWAY
e-mail: wconway@sebagotechnics.com

Name:
e-mail:

RIGHT, TITLE OR INTEREST:

P&S AGREEMENT

(Please identify the status provide documentary evidence, attached to this application, of the applicant's right, title, or interest in the subject property (ex: deed, option or contract to purchase or lease the property.)

EXISTING USE: Describe the existing use of the subject property.

LUMBER COMPANY / RETAIL

PROJECT DESCRIPTION:

MIXED USE - RETAIL (7,100 S.F.) & RESIDENTIAL CONDOMINIUMS (89 UNITS) AND STRUCTURED PARKING.

INCLUSIONARY ZONING:	
# IZ Units	9
On-Site IZ Units	-
Off-Site IZ Units	9
# IZ Homeownership Units	
# IZ Rental Units	-
# IZ Efficiencies	-
# IZ 1-Beds	
# IZ 2-Beds	
# IZ 3-Beds	-
IZ Fee In-Lieu	-

APPLICATION FEES:

✓ Conditional Use Review to Ensure Workforce Housing ($100.00) (Please submit a separate application for the applicable site plan review. Fees and charges are listed within the application)	The City invoices separately for the following: • Notices ($.75 each) • Legal Ad (% of total Ad) • Planning Review ($50.00 hour) • Legal Review ($75.00 hour) Third party review fees are assessed separately. Any outside reviews or analysis requested from the Applicant as part of the development review, are the responsibility of the Applicant and are separate from any application or invoice fees.

INSTRUCTIONS FOR ELECTRONIC SUBMISSION:

Please refer to the application checklist (attached) for a detailed list of submission requirements.

1. Fill out the application completely and e-mail the **application only** to planning@portlandmaine.gov (Please be sure to designate a person who will be responsible for uploading documents and drawings.) This step will generate the project ID number for your project.

2. An invoice for the application fee will be e-mail to you. Payments can be made on-line at Pay Your Invoice , by mail or in person at City Hall, 4th Floor. Please reference the Application Number when submitting your payment which is located in the upper left hand corner of the invoice.

3. The designated person responsible for uploading documents and drawings will receive an email from eplan@portlandmaine.gov with an invitation into the project. At this time, you will upload all corresponding documents and plans into the project. For first time users you will receive a temporary password which you must change on entry. Make note of your username and password for any future projects.

Reminder: Before the project can move forward, the application fee shall be paid in full and all required documents and drawings shall be uploaded into e-plan correctly.

4. Follow the link below (Applying Online Instructions) for step by step instructions on how to do the following:
   Tab 1 - Setting up the appropriate compatibility settings for your PC and getting started in e-plan.
   Tab 2 - Preparing your drawings, documents and photos for uploading using the correct naming conventions
   Tab 3 - Preparing and uploading revised drawings and documents

   Applying Online Instructions

5. When ready, upload your files and documents into the following folders:
   "Application Submittal – Drawings"
   "Application Submittal – Documents"

6. Once a preliminary check has been made of the submittal documents and drawings, staff will move them to permanent folders labeled Drawings and Documents. As the process evolves you will be able to log in and see markups, comments and upload revisions as requested into these folders.

Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST
✓		1	Completed Application Form
✓		1	Cover letter stating the nature of the project.
✓		1	Evidence of right, title and interest.
✓		1	Written Submittals that address the conditional use standards of Sec. 14-484, including unit size and bedroom count
✓		1	Proposed Marketing Strategy
✓		1	Written Proposal for providing workforce units on-site, off-site, or payment of fee-in-lieu.
✓		1	If the project is to be phased, provide written description of project phasing and accommodation of workforce units.
			Plans and Construction Details Submission Checklist
✓		1	An accompanying site plan application, as applicable.
✓		1	Floor Plans of all units and identifying proposed designated workforce housing units
✓		1	Interior Standards for Units for market rate and workforce housing units, including kitchen, bathroom, flooring and closet amenities
N/A		1	If workforce units are proposed off-site, provide vicinity map with project location and workforce unit locations within the applicable census block group map or within 1500 feet of the project.

APPLICANT SIGNATURE:

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 Conditional Use IZ 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.

Signature of Applicant:	**Date:**
Manager	3/9/18

Deering Property Development LLC

PROJECT DESCRIPTION

The site is located in the City block bordered by Commercial Street (east side), York Street (west side), High Street (south side) and Maple Street (north side). The parcel is fully developed and is the current location of Deering Lumber Company.

The developer proposes to construct a multi-story hotel with 157 rooms , a mixed-use building with 89 residential units and 7,100 square feet of retail , a parking garage on two levels with 154 parking spaces and a temporary surface parking lot with 56 parking spaces . The site will be accessed via a one - way driveway from Commercial Street. Additional access will be provided from Maple Street and York Street to two levels of a structured parking garage.

The project has three significant pedestrian oriented open spaces :

- A public walkway plaza with a connection to the York Street sidewalk, to be constructed on the top of the hotel parking garage
- A woonerf, connected to the public walkway with a stair, and continued access from York Street to Commercial Street and Maple Street
- A courtyard, with a colonnade at the Commercial Street right of way, with access to the residential lobby and to street level retail / restaurant spaces

Stormwater runoff from the building will be routed to a proposed StormFilter treatment unit located below the parking garage floor slab. Runoff from the parking lot will sheet flow to one of four proposed Filterra units. The Water Quality Volume and any bypass flow will be routed to the City's infrastructure on Maple Street and High Street.

The project will be served by public water, sanitary sewer, natural gas, electrical power, telephone and data services. All of the utilities are currently available within the four public right-of-ways bordering the site.

383 COMMERCIAL STREET
RIGHT, TITLE OR INTEREST

THERE ARE THREE DOCUMENTS ATTACHED. THE PURCHASE AND SALE AGREEMENT – NOTE THERE ARE (3) PAGE 10 DOCUMENTS – ONE SIGNED BY THE SELLER, ONE BY THE BUYER, AND ONE BY THE ESCROW AGENT.

THE SECOND DOCUMENT, A LETTER FOM REGER HOLDINGS, LLC, ASSURES THAT GORDON REGER IS THE MAJORITY SHAREHOLDER AND MANAGING MEMBER OF BOTH REGER HOLDINGS AND DEERING PROPERTY DEVELOPMENT, LLC.

THE THIRD DOCUMENT IS THE LLC AGREEMENT OF DEERING PROPERTY DEVELOPMENT LLC, SIGNED BY GORDON REGER, ITS SOLE MEMBER.

PURCHASE AND SALE AGREEMENT

This Purchase and Sale Agreement ("Agreement") is made and entered into as of this 8TH day of July 2016 (the "Effective Date"), by and between Milliken Smith Block, LLC, a Maine limited liability company with a mailing address of c/o William M. Moody Jr., 5 High Street, Yarmouth, ME., 04096 ("Seller") and Deering Property Development LLC, a Maine limited liability company with a mailing address of 2730 Transit Road, West Seneca, New York 14224 Attn: Gordon Reger ("Buyer").

In consideration of the mutual covenants and promises hereinafter set forth, Seller and Buyer agree as follows:

1. PREMISES. Seller agrees to sell and Buyer agrees to purchase, on the terms and conditions contained in this Agreement, the approximately 110,000 square foot parcel of land located at or near 383 Commercial Street in Portland, Cumberland County, Maine, and bounded by Commercial Street, High Street, York Street, and Maple Street, and all other improvements remaining thereon on the date of Closing and all rights and easements appurtenant thereto (together, the "Premises"). The Premises is approximately depicted on **Exhibit A** attached hereto and shown on Tax Map 42, Block A as Lot 1. The Premises does not include the building currently occupied by the Charter School and related land located on the northwest corner of the block described above and depicted on Tax Map 42, Block A as Lot 7, and the related 15-foot wide passageway depicted on Tax Map 42, Block A as Lot 8 (together, the "Charter School Property"). The Premises does not include the lumber business currently operated on the Premises by Rufus Deering Lumber Company ("RDC") pursuant to a lease by and between Seller and RDC (the "RDC Lease").

2. PURCHASE PRICE Subject to any adjustments and prorations hereinafter described, the purchase price for the Premises shall be [redacted] per square foot of land area in the Premises, which would be [redacted] based on the estimated land area of 110,000 square feet, to be paid by immediately-available funds at the Closing. The actual purchase price paid by Buyer at Closing shall be calculated using the foregoing price per square foot and the actual land area of the Premises as determined according to an ALTA/NSPS survey of the Premises performed by a reputable surveyor, which Buyer agrees to obtain at Buyer's expense.

Promptly upon full execution of this Agreement, Buyer shall deliver to Malone Commercial ("Escrow Agent"), an earnest money deposit (the "Deposit") [redacted] as security for Buyer's performance under this Agreement. The Deposit shall be held in escrow by Escrow Agent pursuant to this Agreement. Upon the expiration of the initial 60-day Inspection Contingency Period, unless Buyer has terminated this Agreement, the Deposit shall become non-refundable.

If Buyer has not terminated this Agreement by the expiration of the Inspection Contingency Period and not terminated this agreement pursuant to Buyer's Approvals Contingency in Paragraph 6 below, Buyer shall make the following monthly payments, all of which payments shall be nonrefundable (except in the event of a Seller default) and included in the definition of Deposit:

(a) Beginning on or before ninety (90) days from the Effective Date and continuing on or before the first day of each month until December 1, 2016, Buyer shall deliver to Escrow Agent [redacted] per month, prorated for any portion of a month.

(b) Beginning January 1, 2017, and continuing on or before the first day of each month until June 1, 2017, Buyer shall deliver to Escrow Agent [redacted] per month, prorated for any portion of a month.

(c) Beginning July 1, 2017, and continuing on or before the first day of each month until the Approvals Contingency Period Expiration, Buyer shall deliver to Escrow Agent [redacted] per month, prorated for any portion of a month.

Buyer shall not be in default of this Agreement for failure to make any of the Deposit payments above unless and until Buyer fails to make such payment within seven (7) days of when due. All of the Deposit shall credited towards the purchase price at the Closing or otherwise disbursed in accordance with this Agreement.

3. TITLE. Seller shall convey the Premises to Buyer at the Closing in fee simple, subject to the Permitted Encumbrances (as defined below), but free and clear of all liens, except for liens for real estate taxes not yet due and payable. Seller may, at the time of delivery of the deed, use the purchase proceeds or any portion thereof to clear the title of liens and encumbrances that are not Permitted Encumbrances, including without limitation consideration for the early termination of the RDC lease, provided that all instruments so procured are delivered simultaneously with the delivery of the deed.

Within sixty (60) days of the Effective Date (the "Title Review Period"), Buyer shall notify Seller in

11.6.16

writing (the "Title Objection Notice") of matters of record at the Cumberland County Registry of Deeds adversely affecting title to the Premises that are objectionable to Buyer in Buyer's sole discretion ("Title Defects"). Buyer shall be deemed to have waived the right to object to any matter affecting title as of the Effective Date, excluding any mortgage, tax lien, mechanics' lien, judgment lien, or other liens encumbering the Premises (for which no title objection is required), if Buyer fails to specifically identify such matters in the Title Objection Notice (each matter not objected to being a "Permitted Encumbrance"). The RDC Lease shall not be a Permitted Encumbrance. Seller shall use good faith efforts to cure such Title Defects and shall have a period of not more than sixty (60) days after Seller's receipt of the Title Objection Notice within which to cure any such Title Defects (the "Title Cure Period"). Seller agrees that after the Effective Date, it shall not permit or suffer encumbrance of the Premises with any liens, easements, leases, or other encumbrances. On or before the Closing, Seller shall remove at its sole cost any matters affecting the title to the Premises suffered or created by or consented to by Seller, whether voluntarily or involuntarily, after the Effective Date that are not approved in writing by Buyer. If Seller fails to cure any Title Defects within the Title Cure Period, then Buyer shall elect, by written notice to Seller on or before ten (10) days from the expiration of the Title Cure Period, either (i) to accept title to the Premises subject to such uncured Title Defects without reduction of the purchase price and without any liability on the part of Seller therefor, in which case such Title Defects shall be Permitted Encumbrances, or (ii) to terminate this Agreement, whereupon the Deposit immediately shall be returned to Buyer and neither party shall have any further obligations under this Agreement, except for provisions that expressly survive termination. In the event that Buyer does not timely elect either option (i) or (ii) above, Buyer shall be deemed to have elected option (i).

4. BUYER'S INSPECTION AND INVESTIGATIONS CONTINGENCY. Buyer or its agents may enter onto the Premises at any time after the date of this Agreement until the Closing, subject to compliance with the conditions below in this paragraph 4, in order to conduct surveys, engineering studies, soil studies, and such other investigations of the Premises as Buyer elects. Following the exercise of any of Buyer's inspection rights hereunder, Buyer promptly shall use reasonable efforts to restore any portion of the Premises disturbed to its condition prior to disturbance. Buyer shall indemnify and hold Seller harmless for all claims, damages, causes of action, judgments, penalties, fines, costs and expenses, including without limitation attorneys', paralegals' and expert witnesses' fees and court costs, incurred by Seller in connection with the exercise by Buyer or its employees, agents, or contractors, of the investigation and inspection rights contained in this paragraph except for pre-existing conditions and matters

resulting from Seller's negligence, which indemnity shall survive the Closing or any termination of this Agreement. Buyer also intends to investigate the zoning and other land use restrictions on the Premises, which investigations may include discussions with City of Portland officials, and investigate the feasibility of development of the Premises. In the event that Buyer is not satisfied with any of Buyer's inspections or other investigations of the Premises or the potential development of the Premises, in Buyer's sole discretion, Buyer shall so notify Seller in writing (which notice does not have to set forth the reasons for termination) within sixty (60) days from the Effective Date (the "Inspection Contingency Period"), whereupon this Agreement shall automatically terminate, and the Deposit promptly shall be returned to Buyer, and thereafter, neither party shall have any further obligations under this Agreement, except for indemnities and other provisions that expressly survive termination. In the event that Buyer does not terminate this Agreement by the expiration of the Inspection Contingency Period, Buyer shall be deemed to have waived the foregoing inspection contingency. In the event that Buyer terminates this Agreement pursuant to this Section 4, Buyer shall deliver to Seller simultaneously with such termination notice copies of all reports, studies, plans, surveys, title insurance commitments, and other matters prepared by or for Buyer in connection with its inspections and investigations.

Buyer shall coordinate all due diligence that requires physical inspection or investigation on the Premises with Seller and have such on-site work performed when RDC is not open to the public and only after Seller approves by email the scope, time, and manner of any physical inspection or investigation on the Property, such approval not to be unreasonably withheld, conditioned, or delayed. All of Buyer's due diligence reports relating to the Premises will be owned by Buyer. Buyer shall have such reports certified to Seller, or provide Seller with a reliance letter from the consultant producing such reports, and deliver copies of such reports to Seller, all to the end that Seller may rely on such reports in the event that Buyer does not proceed with the purchase of the Premises. Seller shall not use or disclose the contents of any such report unless the Agreement is terminated or the Closing otherwise fails to occur. Buyer shall obtain from those due diligence consultants conducting on-site investigations confidentiality agreements reasonably satisfactory to Seller, for the benefit of Seller and RDC, the parties acknowledging that RDC's business could be adversely impacted if the potential sale of the Premises became known to RDC's employees or the public.

5. SELLER DELIVERABLES. Within five (5) days of the Effective Date, Seller shall deliver to Buyer the following: (i) a copy of any surveys and plans of the Premises; (ii) any Phase I or Phase II Environmental

Site Assessments; (iii) copies of any soils engineering reports, all to the extent such items are in Seller's possession or control that are in effect on the date of this Agreement (together, the "Seller Deliverables"). For purposes of this paragraph, "control" means in the possession of a person who Seller has contractually engaged to provide services to Seller. Buyer acknowledges and agrees that (a) the Seller Deliverables are being provided by Seller to Buyer as a courtesy, and therefore, Seller makes no representation or warranty regarding the accuracy and/or completeness of the Seller Deliverables, and (b) Buyer and any person to whom Buyer provides the Seller Deliverables shall rely on the same at their own risk.

Buyer agrees, acknowledges and represents that except as specifically set forth in this Agreement, Buyer is entering into this Agreement and shall perform all of its obligations hereunder and consummate the transaction contemplated by this Agreement solely in reliance on and as a result of Buyer's own investigations and efforts (including Buyer's inspection of the Premises and such other investigations, examinations and inspections as Buyer has chosen to make or has made) and at Buyer's sole risk, cost and expense, including, without limitation, the risk that Buyer's inspection of the Premises and such other investigations, examinations and inspections may not reveal any or all adverse or existing conditions, aspects or attributes of the Premises. Buyer acknowledges that Seller has afforded, and, during the Inspection Contingency Period, shall afford, Buyer the opportunity for full and complete investigation, examination and inspection of the Land. Buyer acknowledges that this paragraph was a negotiated part of this Agreement and serves as an essential component of consideration for the same. Without limiting the generality of the foregoing, the parties specifically acknowledge that Buyer has had, and, during the Inspection Contingency Period shall have, an opportunity to fully inspect the Premises, including, but not limited to, the physical condition of the Premises (including all environmental concerns), and the purchase price has been negotiated to eliminate all claims except those arising under representations, warranties or agreements contained in this Agreement, whether known or unknown, relating to the condition of the Premises as of the date of this Agreement and all aspects and attributes thereof, including, without limitation, all environmental matters. Buyer acknowledges and agrees that Seller has made and shall make no representation or warranty with respect to the Premises, except as expressly set forth in this Agreement. The Premises shall be sold and conveyed "AS IS, WHERE IS" without representation or warranty of any kind except as otherwise explicitly set forth herein.

6. BUYER APPROVALS CONTINGENCY. Buyer's obligation to close on the purchase of the

Premises shall be conditioned upon Buyer's receipt of all necessary, final and unappealable, land-use approvals (the "Approvals") for Buyer's intended development of the Premises (the "Development") by June 30, 2017. Buyer shall notify Seller of the Approvals required for the Development by August 30, 2016, which notification shall include Buyer's estimate of the milestone dates to obtain the Approvals. In the event that Buyer is unable to obtain the Approvals by June 30, 2017, Buyer's approvals contingency deadline automatically shall be extended to November 1, 2017, provided that Buyer continues to make good faith effort to obtain the Approvals. In the event that Buyer is unable to obtain the Approvals (or Buyer's earlier determines in its sole discretion that the Approvals are unlikely to be obtained) by June 30, 2017, or November 1, 2017, if the Approvals deadline is extended as provided above (as such date is determined, the "Approvals Contingency Expiration"), Buyer shall so notify Seller in writing on or before the Approvals Contingency Expiration whereupon this Agreement shall automatically terminate, and the Deposit shall be delivered by Escrow Agent to Seller and thereafter neither party shall have any further obligations under this Agreement, except for indemnities and other provisions that expressly survive termination. Seller agrees to cooperate with Buyer is applying for and seeking any Approvals, such cooperation to include joining as the land owner in any applications for Approvals, provided that Seller shall not be obligated to incur any material out-of-pocket expense to provide such cooperation.

7. CLOSING; DEED. The closing shall take place on the business day that is closest to sixty (60) days from the Approvals Contingency Expiration at 10:00 a.m., at the offices of Bernstein Shur, 100 Middle Street, Portland, Maine, or at such other time and place as Seller and Buyer may mutually agree upon in writing (as determined, the "Closing"). At the Closing, Seller shall execute and deliver to Buyer, or Buyer's nominee, against payment of the balance of the purchase price, a Quitclaim Deed with Covenant for the Premises in accordance with the Short Form Deeds Act, 33 M.R.S.A. 761 et seq. (the "Deed"). Seller also shall execute and deliver to Buyer at the Closing the following: a customary and reasonable title insurance Seller's Affidavit regarding persons in possession and mechanics' liens; a 1099-S data form, a FIRPTA affidavit; REW-3; W-9 form; an underground storage tank affidavit to comply with 38 M.R.S.A. § 563(6); evidence of Seller's existence and authority to satisfy the customary seller authority requirements for issuance of an owner's title insurance policy; a real estate transfer tax declaration of value form; and a settlement statement.

8. REPRESENTATIONS.

(a) Except as actually known to Buyer prior to Closing as a result of Buyer's investigations of the

Land, Seller represents and warrants to Buyer as follows, which representations and warranties, and the restatement thereof at Closing, shall survive Closing for a period of one (1) year:

(i) Seller has the legal right, power and authority to enter into this Agreement and to perform all of its obligations hereunder, and the execution and delivery of this Agreement and the performance by Seller of its obligations hereunder will not conflict with, or result in breach of any regulation, order, judgment, injunction or decree of any court or governmental authority or any agreement or instrument to which Seller is a party or by which it is bound.

(ii) There are no tenancies, occupancies or licenses affecting the Premises, except for the RDC Lease.

(b) Buyer has the legal right, power and authority to enter into this Agreement and to perform all of its obligations hereunder, and the execution and delivery of this Agreement and the performance by Buyer of its obligations hereunder will not conflict with, or result in breach of any regulation, order, judgment, injunction or decree of any court or governmental authority or any agreement or instrument to which Buyer is a party or by which it is bound.

9. AFFIRMATIVE COVENANTS OF SELLER. Seller agrees, pending closing, that:

(a) Seller shall pay, when due, all taxes and assessments of every type or nature levied or assessed against the Premises and any valid lien against the Premises.

(b) Seller (i) shall not commit or suffer waste and (ii) shall materially comply with all laws, ordinances, regulations, covenants, conditions and restrictions affecting the Premises and will not suffer or permit any material violation thereof.

10. ADJUSTMENTS, PRORATIONS AND CLOSING COSTS.

(a) Real estate taxes and municipal assessments shall be prorated as of the Closing on the basis of the latest available tax bill.

(b) The Maine real estate transfer tax shall be paid equally by Seller and Buyer in accordance with 36 M.R.S.A. Section 4641-A.

(c) The recording fee for the deed of conveyance and any expenses related to any financing for Buyer in connection with the purchase of the Premises shall be paid by Buyer.

(d) A portion of the purchase price shall be withheld at the Closing by Buyer if required by 36 M.R.S.A. § 5250-A.

11. POSSESSION. Seller shall deliver possession of the Premises to Buyer at the Closing, free of all leases, tenancies or occupancies, including without limitation the RDC Lease. Seller or RDC may remove from the Premises any and all equipment, fixtures and improvements provide that no debris or waste therefrom remains on the Premises and none of RDC's hazardous, toxic, or special materials inventory or wastes remain on the Premises. RDC shall have the right to occupy the Premises for the operation of its business until the Closing.

12. DEFAULT; REMEDIES. In the event that Buyer fails to close hereunder for a reason other than the default of Seller, Seller may terminate this Agreement by written notice to Buyer and thereupon Seller shall be entitled to the Deposit as Seller's sole and exclusive remedy for Buyer's breach, and Escrow Agent shall be authorized to disburse the Deposit to Seller. Seller and Buyer acknowledge and agree that the damages for Buyer's breach of this Agreement are difficult to calculate and that the Deposit is a reasonable estimate of such damages. In the event that Seller breaches this Agreement for a reason other than the default of Buyer, Buyer shall be entitled to either (i) terminate this Agreement by written notice to the Seller, in which case Buyer shall be entitled to a return of the Deposit and Escrow Agent shall be authorized to disburse the Deposit to Buyer or (ii) pursue the remedy of specific performance. In the event of litigation regarding breach of this Agreement by either party, the party who obtains a final, un-appealable judgment in its favor shall be entitled to collect its reasonable attorneys' and paralegals' fees and court costs from the other party.

13. BROKERAGE/ESCROW AGENT. Seller and Buyer each represent to the other that they have not dealt or had contact with any broker in connection with this transaction other than Malone Commercial. Seller shall pay Malone Commercial a commission equal to two and one-half percent (2.5%) of the purchase price at the Closing, and Buyer shall pay Malone Commercial a commission equal to one percent (1.0%) of the purchase price at the Closing.

14. MISCELLANEOUS.

(a) Time. Time is of the essence hereof.

(b) Notices. Except as expressly provided to the contrary in this Agreement, all notices,

demands and other communications hereunder shall be in writing and shall be given by electronic mail: if to Seller:

William Moody (billmoody222@gmail.com) and Mike Pearce (mpearce@pearcedow.com), and if to Buyer: Gordon Reger (greger@regerholdings.com) and Tom Hanson (thanson@bssn.com), with a copy of such notice to Seller or Buyer at their addresses set forth in the preamble to this Agreement sent by certified mail, return receipt requested. Notices and communications of any kind shall never be sent to Bill Moody or anyone else at RDC or care of the RDC address. All notices shall be deemed to have been duly given if the electronic mail time stamp is prior to the expiration date and time specified herein. Attorneys are authorized to give notices on behalf of their clients. Either party may change the notice electronic mail addresses and certified mail notice addresses for purposes of this subparagraph by giving the other party notice of the new address in the manner described herein.

(c) Assignment. Buyer's rights under this Agreement may not be assigned without Seller's prior written approval, which approval shall be conditioned on Seller being satisfied that Buyer's assignee has in Seller's opinion the financial ability to acquire the Premises; notwithstanding the foregoing, Buyer may assign this Agreement to any entity of which Reger Holdings, LLC or Gordon Reger or his family or some combination thereof are the controlling principals without Seller consent, but with notice to the Seller. Buyer shall remain liable under this Agreement notwithstanding any such assignment. This Agreement will inure to the benefit of and bind the respective successors and assigns of Seller and Buyer.

(d) 1031 Exchange. Seller may elect to perform an IRC §1031 tax deferred exchange. Buyer agrees to cooperate in such an exchange and to sign the documents customarily used in such an exchange, provided that such documents do not modify the terms and conditions of this Agreement or impose additional liabilities or obligations on Buyer.

(e) Entire Agreement. This Agreement constitutes the entire agreement between Seller and Buyer with respect to the sale of the Premises, and there are no representations, warranties, agreements or understandings between the parties except as set forth herein.

(f) Construction. This Agreement shall be governed by and construed in accordance with the laws of Maine, without taking into account choice of law principles. If any provision of this Agreement is determined to be invalid or unenforceable, it shall not affect the validity or enforcement of the remaining provisions hereof.

(g) Confidentiality. Seller, Buyer and Escrow Agent agree not to disclose the terms, conditions or existence of this Agreement to any persons except lawyers, accountants, financial advisors, lenders,

appraisers, and consultants to the parties. The terms and conditions of a certain Confidentiality Agreement by and between Seller, RDC, Reger Holdings, LLC and Gordon Reger dated May 27, 2016 (the "CA"), are incorporated by reference. It shall not be a breach of this provision or the CA for Seller or its consultants to discuss the development of the Premises with City of Portland officials or to submit applications for Approvals to the City of Portland pursuant to Buyer's Approvals Contingency.

(h) Counterpart Execution. This Agreement may be executed in one or more counterpart signatures, and together the signed counterparts shall be deemed to be a fully-executed contract.

IN WITNESS WHEREOF, Seller and Buyer have executed this Agreement as of the date first above written.

WITNESS:

Seller: Milliken Smith Bock, LLC

By: _____
William Moody
Its duly-authorized Manager

Buyer: Deering Property Development LLC

By: _____
Gordon Reger
Its duly-authorized Manager

Malone Commercial Brokers as Escrow Agent

By: _____
Joseph Malone

appraisers, and consultants to the parties. The terms and conditions of a certain Confidentiality Agreement by and between Seller, RDC, Reger Holdings, LLC and Gordon Reger dated May 27, 2016 (the "CA"), are incorporated by reference. It shall not be a breach of this provision or the CA for Seller or its consultants to discuss the development of the Premises with City of Portland officials or to submit applications for Approvals to the City of Portland pursuant to Buyer's Approvals Contingency.

(h) Counterpart Execution. This Agreement may be executed in one or more counterpart signatures, and together the signed counterparts shall be deemed to be a fully-executed contract.

IN WITNESS WHEREOF, Seller and Buyer have executed this Agreement as of the date first above written.

WITNESS:

K Moody

Seller: Milliken Smith Bock, LLC

By: William A. Moody

William Moody
Its duly-authorized Manager

Buyer: Deering Property Development LLC

By: _____

Gordon Reger
Its duly-authorized Manager

Malone Commercial Brokers as Escrow Agent

By: _____

Joseph Malone

appraisers, and consultants to the parties. The terms and conditions of a certain Confidentiality Agreement by and between Seller, RDC, Reger Holdings, LLC and Gordon Reger dated May 27, 2016 (the "CA"), are incorporated by reference. It shall not be a breach of this provision or the CA for Seller or its consultants to discuss the development of the Premises with City of Portland officials or to submit applications for Approvals to the City of Portland pursuant to Buyer's Approvals Contingency.

(b) Counterpart Execution. This Agreement may be executed in one or more counterpart signatures, and together the signed counterparts shall be deemed to be a fully-executed contract.

IN WITNESS WHEREOF, Seller and Buyer have executed this Agreement as of the date first above written.

WITNESS:

Seller: Milliken Smith Rock, LLC

By: _____
William Moody
Its duly-authorized Manager

Buyer: Deering Property Development LLC

_____

By: _____
Gordon Reger
Its duly-authorized Manager

Malone Commercial Brokers as Escrow Agent

By: _____
Joseph Malone

Reger Holdings, LLC hereby joins this Agreement, jointly and severally with Buyer, with respect to Buyer's obligations under this Agreement.

Reger Holdings, LLC

Alan M. Blum

By: _____
Gordon Reger
Its duly-authorized Manager

REGER
HOLDINGS, LLC
2730 TRANSIT ROAD
WEST SENECA, NY 14224
PHONE: (716) 675-1200 www.REGERHOLDINGS.COM FAX: (716) 674-2947

SENT VIA EMAIL

March 13, 2017

To whom it may concern:

We are writing to help confirm the relationships between Gordon Reger, Reger Holdings, LLC, and Deering Property Development, LLC. Reger Holdings and our affiliated companies typically form a new LLC for each specific project we acquire which is the case with Deering Property Development LLC that was formed for the Commercial Street project. Gordon Reger is the majority shareholder and managing member of both Reger Holdings and Deering Property Development LLC. Therefore, Gordon Reger is the individual legally associated with and responsible for funding both of these entities.

The letter confirming financial capacity references Reger Holdings given that it is the portfolio company that is the main operating company for which Gordon Reger runs the day to day real estate investment and development operations. However, we believe the letter is intended to indirectly confirm the broader capacity of Gordon Reger as the individual with the financial capacity given the business dealings referenced in the letter have spanned across several companies affiliated directly with Reger Holdings and Gordon Reger all of which he has been the majority shareholder and managing member. We would be happy to request any clarification to the letter that may be necessary.

Should you need any additional information please feel free to contact me.

Regards,

Joesph Armenia
Chief Financial Officer

LIMITED LIABILITY COMPANY AGREEMENT
OF
DEERING PROPERTY DEVELOPMENT LLC

Dated as of June 30, 2016

In accordance with the Maine Limited Liability Company Act, 31 M.R.S.A. §1501 *et seq.* (the "Act"), this Limited Liability Company Agreement (this "Agreement") of the Maine limited liability company known as "Deering Property Development LLC" (the "Company"), is entered into as of the above date by Reger Holdings, LLC (the "Sole Member") and the Company.

ARTICLE 1
Formation; Business Purpose

1.1 Formation. The Company shall be formed upon the execution of this Agreement and the filing of a Certificate of Formation of the Company with the Secretary of State of the State of Maine.

1.2 Purpose. The Company is formed for the purpose of ownership, development, leasing, and management of real estate and any other business permitted under Maine law and approved by the Sole Member (the "Business"). The Company, acting through its Manager, shall have all authority and powers necessary or convenient to carry out the Business and to take such further actions as may be permitted by the laws of the State of Maine. The Company's principal business location shall be in Portland, Maine or such other location as the Sole Member shall select from time to time.

ARTICLE 2
Members

2.1 Members. The Sole Member shall be the only initial Member of the Company. No additional Members may be admitted without the written consent of the Sole Member. Each additional Member, as a condition to admission to the Company, shall enter into this Agreement, as it may be amended.

2.2 Meetings. The Sole Member may, but is not required to, hold formal meetings for the purpose of transacting business.

2.3 Action by the Sole Member Without a Meeting. Whenever the Sole Member is required or permitted to take any action by vote, such action may be taken without a meeting, prior notice or a vote if a written consent or consents setting forth the action so taken shall be signed by the Sole Member. For purposes of this Section 2.3, "written" includes a communication that is transmitted and/or received by electronic means, including but not limited to by electronic mail, and "signed" includes an electronic signature as defined in the Maine Uniform Electronic Transactions Act, 10 M.R.S.A. § 9401 *et seq.*

2.4 Outside Activities. The Sole Member may have business interests and engage in business activities in addition to those relating to the Company, including business interests and activities which compete with the Company, and shall have no duty or obligation to bring any "corporate opportunity" to the Company. The Company shall not have any rights by virtue of this Agreement in any business interests or activities of the Sole Member.

ARTICLE 3
Membership Interest; Capital Contribution

The Sole Member has made the initial contribution to the capital of the Company ("Capital Contribution") giving rise to his capital account representing the Sole Member's contribution to the Company as adjusted from time to time ("Capital Account") and is deemed to own the equity interest of the Company ("Membership Interest") all as set forth on ***Schedule A*** hereto. The Sole Member shall not be obligated to make any additional contribution to the Company.

ARTICLE 4
Liability; Loans

4.1 Liability. The Sole Member shall not have any liability for the debts and obligations of the Company.

4.2 Loans. The Sole Member may make loans to the Company on such terms as the Manager shall determine.

ARTICLE 5
Allocations; Distributions; Capital Account

5.1 Allocations. All net profits, net losses, tax items and distributions of cash or other property from the Company shall be allocated or distributed entirely to the Sole Member.

5.2 Distributions from Operations of the Company. Subject to any limitations imposed by the Act, the Manager shall make distributions to the Sole Member at such time and in such manner as the Manager may reasonably determine, taking into account the Company's working capital needs.

5.3 Capital Account. The Company shall maintain the Sole Member's Capital Account in accordance with Section 704(b) of the Internal Revenue Code of 1986, as amended, and the Treasury Regulations promulgated thereunder.

ARTICLE 6
Management

6.1 Authority. The Company shall be managed by one (1) Manager appointed by the Sole Member. The Manager shall be vested with the exclusive power and authority to manage the Company's Business. The Manager shall serve at the pleasure of the Sole Member and may

be removed and replaced by the Sole Member at any time without prior notice. Initially, the Sole Member shall serve as the Manager.

6.2 Powers. Without limitation, the Manager is authorized to purchase, sell, mortgage, lease and dispose of real, personal and intangible property, appoint officers, hire employees, contract with third parties, including affiliates, borrow money and pledge the assets of the Company.

6.3 Action by the Manager Without Meeting. The Manager may act by written consent in lieu of a formal meeting, provided that one or more written consents approving the action taken or to be taken, at any time before or after the intended effective date of such action, are signed by the Manager and included in the records of the Company. For purposes of this Section 6.3, "written" includes a communication that is transmitted and/or received by electronic means, including but not limited to by electronic mail, and "signed" includes an electronic signature as defined in the Maine Uniform Electronic Transactions Act, 10 M.R.S.A. § 9401 *et seq.*

ARTICLE 7
Term; Dissolution

7.1 Term. The Company shall exist perpetually until dissolved by consent of the Sole Member or as otherwise provided under Maine law.

7.2 Dissolution. Upon the Company's dissolution, the Manager shall take all necessary actions to wind up the Company's affairs and shall make all appropriate filings with the Secretary of State of the State of Maine. The Company's existence continues until completion of the winding up of the Company's affairs, or until a decree dissolving the Company has been entered by a court of competent jurisdiction.

ARTICLE 8
Dissociation; Successors

Upon the occurrence of any of the events specified in §1582 of the Act (including, without limitation, the death, adjudication of incompetency, bankruptcy or insolvency, dissolution or voluntary or involuntary dissociation of a Member), the dissociating Member's heirs, successors and assigns shall be entitled to all of the rights and benefits represented by such dissociating Member's Membership Interest, including the right to name a substitute Member in place of the dissociating Member. The dissociation of a Member shall not cause the dissolution of the Company.

ARTICLE 9
Charging Order

Notwithstanding anything to the contrary contained herein, a creditor of the Sole Member, notwithstanding any judgment received in the creditor's favor with respect to any interest in the Company, shall not acquire any rights of the Sole Member or have the ability to be involved in

the management of the Company or have the right to cause the dissolution and/or liquidation of the Company. The rights of such judgment creditor shall be expressly limited to the right to receive distributions, if any, made to the Sole Member in accordance with this Agreement, up to the amount of the judgment against the Sole Member.

ARTICLE 10
Indemnification

The doing of any act or the failure to do any act by a Manager or a Member, the effect which may cause or result in loss or damage to the Company or its property, shall not subject the Manager or Member to any personal liability to the Company or the other Members, unless the Manager's or Member's acts or omissions constituted bad faith, gross negligence, willful misconduct, fraud or, in the case of a Manager, a material violation of this Agreement. The Company shall indemnify the Manager(s) and Member(s) and make advances for expenses incurred in defense of claims of liability to the maximum extent permitted by law. The Company shall indemnify its employees and agents who are not Managers or Members to the fullest extent permitted by law provided that such indemnification is first approved by the Manager. The right to indemnification under this Agreement shall be fully vested with respect to any matter. No amendment to this Agreement shall have any retroactive effect except to enhance such right for the benefit of the indemnitee.

ARTICLE 11
Miscellaneous

11.1 Registered Agent and Office. The Company shall have the registered agent and office determined from time to time by the Manager and as reported on filings made with the Secretary of State of the State of Maine as required by the Act.

11.2 Ratification. All actions taken on behalf of the Company by the Organizer identified in the Certificate of Formation up to and including the date hereof are hereby ratified and confirmed.

11.3 Accounting Period and Methods. The Company's accounting period shall be the calendar year. The Company shall use such accounting methods as the Manager deems most advantageous.

11.4 Records. The Company shall maintain complete and accurate books and records of the Company's affairs. At a minimum, the Company shall maintain copies of its Certificate of Formation and Limited Liability Company Agreement, with all amendments, current and past lists of all members and their addresses, tax returns and financial statements for the past six (6) years, consents or minutes of all meetings of the Members and all documents relative to any Member's obligation to contribute cash, property or services.

11.5 Governing Law; Binding Effect. This Agreement shall be governed by and construed in accordance with Maine law. This Agreement is binding upon and inures to the benefit of the parties' heirs, successors and assigns.

11.6 Amendments. This Agreement, the Company's Certificate of Formation and any Statement of Authority of the Company on file with the Secretary of State of the State of Maine may be amended only by written consent of the Sole Member.

Executed by:

Sole Member:
Reger Holdings, LLC

By: _____
Gordon Reger, its Manager

Company:

Deering Property Development LLC
By: Reger Holdings, LLC, its Manager

By: _____
Gordon Reger, its Manager

Schedule A

DEERING PROPERTY DEVELOPMENT LLC

MEMBERS

As of June 30, 2016

Member's Name and Address	Capital Contribution	Membership Interest
Reger Holdings, LLC 2730 Transit Road West Seneca, New York 14224	$100.00	100%

ZONING ASSESSMENT

The project is located within the B5b zoning district, and conforms to the purpose of the district – to redevelop under developed lots with denser, mixed uses that rely on shared infrastructure, including service alleys, parking lots, public transportation facilities, stormwater management and driveways. The proposed hotel, residential, surface parking and parking garage uses are all permitted uses within the B5b district.

In the B5b district there are no dimensional requirements for lot size, street frontage, lot coverage or minimum yard setbacks. The project conforms to the requirement of a maximum front yard setback of 10 feet.

The project will conform to all of the performance standards in the B5b district, as stipulated in zoning section 14-230.5.

Archetype PA has designed buildings that compliment the Commercial Street corridor and has engaged in a review process with the HP Board.

LEVEL III SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION G – 1 EASEMENT SUMMARY MAY 21, 2018

The project is now proposed as a subdivision of the single parcel into three lots :
LOT 1 IS PROPOSED AS A HOTEL USE
LOT 2 IS PROPOSED AS A RESIDENTIAL CONDOMINIUM USE
LOT 3 IS PROPOSED AS A TEMPORARY SURFACE PARKING AREA

As depicted on the Subdivision Plat , the applicant is proposing the following easements :

- Pedestrian access easements from Lot 1 to the City of Portland at the public walkway, at the woonerf, and at locations where the proposed building is not built to the City rights of way at Maple Street and Commercial Street.
- A sanitary sewer easement from Lot 1 to Lot 2, across Lot 2 to Maple Street.
- Pedestrian access easements form Lot 2 to the City of Portland at locations where the proposed building is not built to the Commercial Street right of way.
- A reciprocal access easement across Lot 1 , Lot 2 , and Lot 3, granting each lot vehicular, pedestrian and parking easement rights.
- A reciprocal drainage and stormwater management easement across Lot 2 and Lot 3.

GENERAL NOTES:

1. THE RECORD OWNER OF THE PARCEL IS DEERING PROPERTY DEVELOPMENT LLC BY DEED RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CCRD) IN BOOK 34512, PAGE 192.
2. THE PROPERTY IS SHOWN AS LOT A-001 ON THE CITY OF PORTLAND TAX MAP 42 AND IS LOCATED IN THE B5-B URBAN COMMERCIAL MIXED USE ZONE.
3. SEBAGO TECHNICS, INC. HAS NOT PERFORMED ANY INDEPENDENT RECORDS RESEARCH OR FIELD SURVEY IN CONJUNCTION WITH THE ISSUANCE OF THIS PLAN. THIS PLAN, THE BOUNDARY AND TOPOGRAPHIC INFORMATION DEPICTED HEREON IS BASED SOLELY UPON PLAN REFERENCE 10-A. THE SURVEYORS STAMP ON THIS PLAN IS RELATIVE TO THE INTERNAL PROPERTY AND EASEMENT LINES ONLY.
4. LOT AREA IS 112,647 S.F. / 2.586 ACRES PER PLAN REFERENCE A.
5. BASIS OF BEARINGS ARE TRUE NORTH PER PLAN REFERENCE A.
6. ELEVATIONS ARE BASED ON CITY DATUM PER PLAN REFERENCE A.
7. ALL UTILITIES SHOWN HEREON ARE BASED SOLEY UPON PLAN REFERENCE A. UTILITIES DEPICTED HEREON MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. CONTRACTORS AND/OR DESIGNERS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION AND/OR EXCAVATION.
8. SPACE AND BULK REQUIREMENTS:

	REQUIRED	PROPOSED
MINIMUM LOT SIZE -	NONE	0.81 ACRES (LOT 1) 0.97 ACRES (LOT 2) 0.81 ACRES (LOT 3)
MINIMUM FRONTAGE -	NONE	144.68 FT. (LOT 1) 207.19 FT. (LOT 2) 214.64 FT. (LOT 3) ALL ON COMMERCIAL STREET
MINIMUM FRONT SETBACK -	NONE	0.68 FT. (LOT 1) 2.64 FT. (LOT 2) 3.75 FT. (LOT 3)
MINIMUM SIDE SETBACK -	NONE	1.98 FT. (LOT 1) 10.0 FT. (LOT 2) 11.36 FT. (LOT 3)
MINIMUM REAR SETBACK -	NONE	5.34 FT. (LOT 1) 5.76 FT. (LOT 2) 68.58 FT. (LOT 3)
MAXIMUM FRONT SETBACK -	10 FT.	NONE
MAXIMUM LOT COVERAGE -	100%	29,140 S.F., 82.9% (LOT 1) 37,992 S.F., 89.6% (LOT 2) 25,680 S.F., 73.1% (LOT 3)
MAXIMUM BUILDING HEIGHT -	65 FT.	65 FT.

9. PLAN REFERENCES:
   A. "BOUNDARY AND TOPOGRAPHIC SURVEY" ON 383 COMMERCIAL STREET, PORTLAND, MAINE MADE FOR BERNSTEIN SHUR, 100 MIDDLE STREET, P.O. BOX 9729, PORTLAND, MAINE AND PREPARED BY OWEN HASKELL, INC., 390 U.S. ROUTE ONE, FALMOUTH, MAINE, DATED SEPTEMBER 6, 2016, AND REVISED THROUGH NOVEMBER 16, 2016.
   B. "ALTA/ACSM LAND TITLE SURVEY ON HIGH, DANFORTH, MAPLE, & YORK STREETS FOR J.B. BROWN & SONS", BY OWEN HASKELL, INC. DATED DECEMBER 3, 2013.
   C. "STANDARD BOUNDARY SURVEY FOR WILLIAM J. DOWD LOCATED IN PORTLAND, MAINE", BY D.A. MAXFIELD, JR., DATED NOVEMBER, 1987.
   D. "PLAN OF LAND ON COMMERCIAL, HIGH, YORK, & MAPLE STREETS, PORTLAND, MAINE FOR RUFUS DEERING COMPANY", BY OWEN HASKELL, INC. DATED JANUARY 9, 1989. PROPOSED BUILDING FLOOR AREA - 136,988 SF.
10. THE LOCUS PROPERTY AS DEPICTED HEREON DOES NOT FALL WITHIN A SPECIAL FLOOD HAZARD AREA AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR PORTLAND, MAINE, CUMBERLAND COUNTY, COMMUNITY-PANEL NUMBER 230051-0013-B, HAVING AN EFFECTIVE DATE OF JULY 17, 1986. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS ZONE C, AREAS OF MINIMAL FLOODING.
11. PROPOSED HOTEL ON LOT 1 - 157 ROOMS
12. PROPOSED RESIDENTIAL MULTI - FAMILY RESIDENTIAL UNITS ON LOT 2 - 89
13. PROPOSED RETAIL AREA ON LOT 2 - 7,100 SF
14. OFF STREET PARKING REQUIREMENTS :
    A. 157 HOTEL ROOMS = 40 SPACES REQUIRED.
    B. 89 RESIDENTIAL UNITS = 89 SPACES.
    C. ALL RETAIL SPACES ARE LESS THAN 2,000 (NO REQUIRED PARKING).
    D. TOTAL REQUIRED PARKING = 129 SPACES.
    E. 22 SPACES PROPOSED ON LOT 1.
    F. 132 SPACES PROPOSED ON LOT 2.
    G. 56 SPACES PROPOSED ON LOT 3.
    H. TOTAL PROPOSED PARKING = 210 SPACES (97 SPACES FOR HOTEL, 113 SPACES FOR RESIDENTIAL UNITS).
15. BICYCLE PARKING REQUIREMENTS:
    A. HOTEL - 97 SPACES - 2 SPACES REQUIRED FOR EACH 10 SPACES = 20 SPACES REQUIRED; 20 SPACES PROVIDED.
    B. RESIDENTIAL UNITS - 2 SPACES REQUIRED FOR EACH 5 UNITS = 35 SPACES REQUIRED; 20 SPACES PROVIDED.

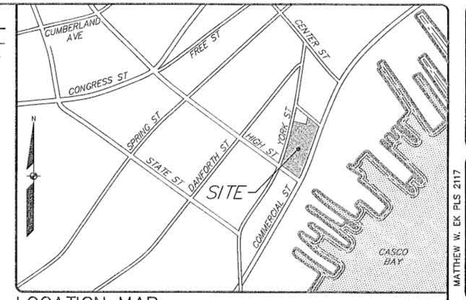
CONDITIONS OF APPROVAL:

1. TO BE DETERMINED.

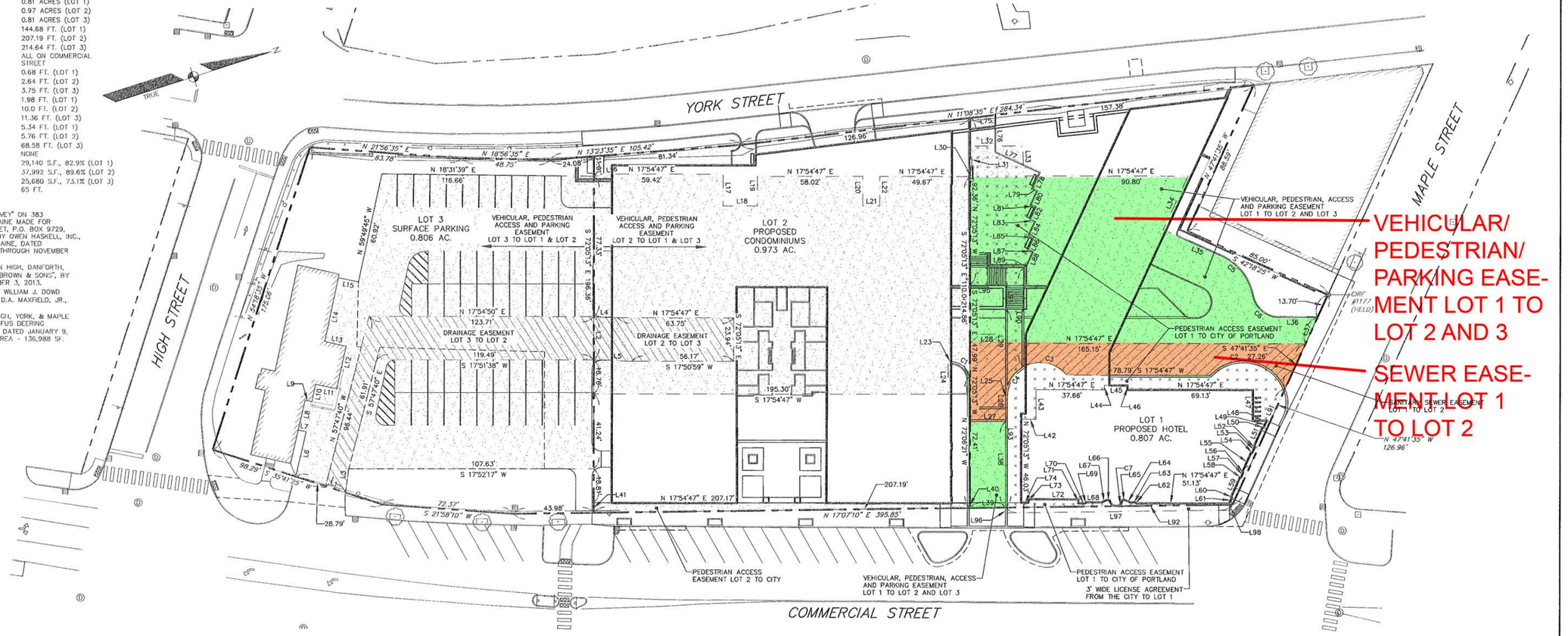
LEGEND

EXISTING	DESCRIPTION	PROPOSED
	PROPERTY LINE/R.O.W.	
	ABUTTER LINE/R.O.W.	
	EASEMENT	
⊡	MONUMENT	
●	IRON PIPE/ROD	
C1/L1	CURVE/LINE NO.	
	BUILDING	
	DECK/STEPS/ OVERHANG	
	EDGE PAVEMENT	
	EDGE CONCRETE	
	PAVEMENT PAINT	
	CURB LINE	
	NON-SKIP PAD	
o	CHAIN LINK FENCE	o
o	STOCKADE FENCE	
	GUARD RAIL	
	RETAINING WALL	

EXISTING	DESCRIPTION
	STONE MASONARY WALL
	DECIDUOUS TREE
	CONIFEROUS TREE
	BOLLARD
	SIGN
	GAS GATE VALVE
	WATER GATE VALVE
	HYDRANT
S	SANITARY MANHOLE
D	DRAINAGE MANHOLE
	CATCH BASIN
E	ELECTRICAL MANHOLE
T	TELEPHONE MANHOLE
	LIGHT POLE
	UTILITY POLE
	GUY WIRE



LOCATION MAP N.T.S.



EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L1	S 35°41'25" W	11.52'
L2	S 72°05'13" E	119.93'
L3	N 64°20'43" W	13.16'
L4	N 20°40'51" E	13.35'
L5	S 20°07'48" W	20.93'
L6	N 59°07'33" W	25.36'
L7	S 29°05'29" W	4.49'
L8	N 59°16'46" W	16.88'
L9	N 29°23'11" E	3.88'
L10	N 60°36'49" W	9.63'
L11	N 29°28'19" E	12.02'
L12	N 59°38'56" W	23.90'
L13	S 30°31'23" W	11.99'
L14	N 60°13'47" W	36.05'
L15	N 29°46'13" E	11.25'
L16	N 12°26'26" E	11.92'
L17	S 72°05'13" E	17.45'
L18	N 17°54'47" E	18.86'
L19	N 72°05'13" W	16.28'
L20	S 72°05'13" E	16.28'

EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L21	N 17°54'47" E	9.33'
L22	N 72°05'13" W	16.28'
L23	S 17°33'55" W	1.65'
L24	S 72°26'05" E	17.94'
L25	S 72°04'59" E	109.23'
L26	S 72°03'11" E	13.41'
L27	S 17°54'47" W	19.71'
L28	N 17°54'47" E	19.72'
L29	S 72°05'13" E	5.00'
L30	N 17°54'47" E	1.05'
L31	N 72°05'13" W	16.87'
L32	N 17°54'47" E	28.22'
L33	S 72°05'13" E	16.46'
L34	S 47°16'19" E	32.49'
L35	N 42°15'46" E	35.33'
L36	N 17°54'47" E	21.02'
L37	N 47°41'35" W	15.92'
L38	S 72°05'13" E	47.39'
L39	S 17°07'10" W	19.71'
L40	S 72°05'13" E	2.50'

EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L41	N 72°05'13" W	5.37'
L42	N 17°54'47" E	8.20'
L43	N 72°05'13" W	16.27'
L44	N 72°05'13" W	2.41'
L45	N 17°54'47" E	12.65'
L46	S 72°05'13" E	2.41'
L47	S 72°05'13" E	16.81'
L48	N 17°54'47" E	7.60'
L49	S 47°41'32" E	4.35'
L50	S 42°18'28" W	0.55'
L51	S 47°41'32" E	11.81'
L52	N 42°18'28" E	0.55'
L53	S 47°41'32" E	3.33'
L54	S 42°18'28" W	0.55'
L55	S 47°41'32" E	11.79'
L56	N 42°18'28" E	0.55'
L57	S 47°41'32" E	3.19'
L58	S 42°18'28" W	0.55'
L59	S 47°55'12" E	11.79'
L60	N 42°18'28" E	0.50'

EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L61	S 47°41'32" E	3.91'
L62	N 73°11'53" W	0.55'
L63	S 17°54'47" W	3.27'
L64	S 42°05'43" W	3.15'
L65	S 17°54'47" W	1.61'
L66	S 17°54'47" W	1.61'
L67	N 6°16'10" W	3.15'
L68	N 17°54'47" E	8.75'
L69	S 72°05'13" E	0.55'
L70	S 17°54'47" W	4.00'
L71	S 72°05'13" E	2.20'
L72	S 17°54'47" W	27.50'
L73	S 72°05'13" E	2.00'
L74	S 17°54'47" W	4.00'
L75	N 11°08'35" E	13.81'
L76	S 72°05'13" E	20.58'
L77	N 42°43'41" E	26.86'
L78	S 47°16'19" E	9.89'
L79	N 42°43'41" E	3.00'
L80	S 47°16'19" E	8.33'

EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L81	N 42°43'41" E	3.00'
L82	S 47°16'19" E	7.38'
L83	N 42°43'41" E	3.00'
L84	S 47°16'19" E	8.33'
L85	N 42°43'41" E	3.00'
L86	S 47°16'19" E	7.38'
L87	N 42°43'41" E	3.00'
L88	S 47°16'19" E	7.52'
L89	S 27°05'13" E	2.12'
L90	S 72°05'13" E	54.62'
L91	S 47°41'35" E	70.07'
L92	S 17°07'10" W	124.97'
L93	N 72°04'59" W	109.23'
L94	N 72°05'13" W	13.00'
L95	S 17°54'47" W	19.72'
L96	N 72°52'50" W	3.00'
L97	S 17°07'10" W	123.56'
L98	S 47°41'35" E	3.32'

EASEMENT CURVE TABLE

CURVE	LENGTH	RADIUS	CRD. BEARING	CRD. DIST.
C1	13.99'	11.35'	S 56°00'48" W	13.12'
C2	49.91'	25.00'	S 27°57'13" W	42.03'
C3	26.23'	19.00'	N 29°11'34" E	24.20'
C4	46.15'	19.00'	S 0°50'32" E	35.61'
C5	28.56'	30.00'	N 69°32'10" E	27.49'
C6	20.66'	15.00'	N 57°21'41" E	19.06'
C7	10.38'	3.44'	N 17°54'47" E	6.86'

GRAPHIC SCALE
10 0 10 20 40
(IN FEET)
1 INCH = 30 FT.

APPROVAL-
CITY OF PORTLAND
PLANNING BOARD

_____ DATE

_____ CHAIRPERSON

STATE OF MAINE
_____ COUNTY SS REGISTRY OF DEEDS
RECEIVED _____ 20____
AT ___h _____m _____M. AND RECORDED IN
PLAN BOOK _____ PAGE _____
ATTEST _____ REGISTRAR

STATE OF MAINE
MATTHEW W. EK
2117
PROFESSIONAL LAND SURVEYOR
MATTHEW W. EK PLS 2117
05/21/18

DESIGNED	CHECKED
WTC	MWE

REV.	BY	DATE	STATUS
A	WTC	05/21/18	LEVEL III SITE PLAN SUBMISSION

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC., ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

PRELIMINARY SUBDIVISION PLAN
OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR RECORD OWNER:
DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

PROJECT NO.	SCALE
16324	1" = 30'

SHEET 1 OF 1

16324SB.dwg, 1-PAB-SB

GENERAL NOTES:

1. THE RECORD OWNER OF THE PARCEL IS DEERING PROPERTY DEVELOPMENT LLC BY DEED RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CCRD) IN BOOK 34512, PAGE 192.
2. THE PROPERTY IS SHOWN AS LOT A-001 ON THE CITY OF PORTLAND TAX MAP 42 AND IS LOCATED IN THE B5-B URBAN COMMERCIAL MIXED USE ZONE.
3. SEBAGO TECHNICS, INC. HAS NOT PERFORMED ANY INDEPENDENT RECORDS RESEARCH OR FIELD SURVEY IN CONJUNCTION WITH THE ISSUANCE OF THIS PLAN. THIS PLAN, THE BOUNDARY AND TOPOGRAPHIC INFORMATION DEPICTED HEREON IS BASED SOLELY UPON PLAN REFERENCE 10-A. THE SURVEYORS STAMP ON THIS PLAN IS RELATIVE TO THE INTERNAL PROPERTY AND EASEMENT LINES ONLY.
4. LOT AREA IS 112,647 S.F. / 2.586 ACRES PER PLAN REFERENCE A.
5. BASIS OF BEARINGS ARE TRUE NORTH PER PLAN REFERENCE A.
6. ELEVATIONS ARE BASED ON CITY DATUM PER PLAN REFERENCE A.
7. ALL UTILITIES SHOWN HEREON ARE BASED SOLEY UPON PLAN REFERENCE A. UTILITIES DEPICTED HEREON MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. CONTRACTORS AND/OR DESIGNERS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION AND/OR EXCAVATION.
8. SPACE AND BULK REQUIREMENTS:

	REQUIRED	PROPOSED
MINIMUM LOT SIZE -	NONE	0.81 ACRES (LOT 1) 0.97 ACRES (LOT 2) 0.81 ACRES (LOT 3)
MINIMUM FRONTAGE -	NONE	144.68 FT. (LOT 1) 207.19 FT. (LOT 2) 214.64 FT. (LOT 3) ALL ON COMMERCIAL STREET
MINIMUM FRONT SETBACK -	NONE	0.68 FT. (LOT 1) 2.64 FT. (LOT 2) 3.75 FT. (LOT 3)
MINIMUM SIDE SETBACK -	NONE	1.98 FT. (LOT 1) 10.0 FT. (LOT 2) 11.36 FT. (LOT 3)
MINIMUM REAR SETBACK -	NONE	5.34 FT. (LOT 1) 5.76 FT. (LOT 2) 68.58 FT. (LOT 3)
MAXIMUM FRONT SETBACK -	10 FT.	NONE
MAXIMUM LOT COVERAGE -	100%	29,140 S.F., 82.9% (LOT 1) 37,992 S.F., 89.6% (LOT 2) 25,680 S.F., 73.1% (LOT 3)
MAXIMUM BUILDING HEIGHT -	65 FT.	65 FT.

9. PLAN REFERENCES:
   A. "BOUNDARY AND TOPOGRAPHIC SURVEY" ON 383 COMMERCIAL STREET, PORTLAND, MAINE MADE FOR BERNSTEIN SHUR, 100 MIDDLE STREET, P.O. BOX 9729, PORTLAND, MAINE AND PREPARED BY OWEN HASKELL, INC., 390 U.S. ROUTE ONE, FALMOUTH, MAINE, DATED SEPTEMBER 6, 2016, AND REVISED THROUGH NOVEMBER 16, 2016.
   B. "ALTA/ACSM LAND TITLE SURVEY ON HIGH, DANFORTH, MAPLE, & YORK STREETS FOR J.B. BROWN & SONS", BY OWEN HASKELL, INC. DATED DECEMBER 3, 2013.
   C. "STANDARD BOUNDARY SURVEY FOR WILLIAM J. DOWD LOCATED IN PORTLAND, MAINE", BY D.A. MAXFIELD, JR., DATED NOVEMBER, 1987.
   D. "PLAN OF LAND ON COMMERCIAL, HIGH, YORK, & MAPLE STREETS, PORTLAND, MAINE FOR RUFUS DEERING COMPANY", BY OWEN HASKELL, INC. DATED JANUARY 9, 1989. PROPOSED BUILDING FLOOR AREA - 136,988 SF.
10. THE LOCUS PROPERTY AS DEPICTED HEREON DOES NOT FALL WITHIN A SPECIAL FLOOD HAZARD AREA AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR PORTLAND, MAINE, CUMBERLAND COUNTY, COMMUNITY-PANEL NUMBER 230051-0013-B, HAVING AN EFFECTIVE DATE OF JULY 17, 1986. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS ZONE C, AREAS OF MINIMAL FLOODING.
11. PROPOSED HOTEL ON LOT 1 - 157 ROOMS
12. PROPOSED RESIDENTIAL MULTI - FAMILY RESIDENTIAL UNITS ON LOT 2 - 89
13. PROPOSED RETAIL AREA ON LOT 2 - 7,100 SF
14. OFF STREET PARKING REQUIREMENTS :
    A. 157 HOTEL ROOMS = 40 SPACES REQUIRED.
    B. 89 RESIDENTIAL UNITS = 89 SPACES.
    C. ALL RETAIL SPACES ARE LESS THAN 2,000 (NO REQUIRED PARKING).
    D. TOTAL REQUIRED PARKING = 129 SPACES.
    E. 22 SPACES PROPOSED ON LOT 1.
    F. 132 SPACES PROPOSED ON LOT 2.
    G. 56 SPACES PROPOSED ON LOT 3.
    H. TOTAL PROPOSED PARKING = 210 SPACES (97 SPACES FOR HOTEL, 113 SPACES FOR RESIDENTIAL UNITS).
15. BICYCLE PARKING REQUIREMENTS:
    A. HOTEL - 97 SPACES - 2 SPACES REQUIRED FOR EACH 10 SPACES = 20 SPACES REQUIRED, 20 SPACES PROVIDED.
    B. RESIDENTIAL UNITS - 2 SPACES REQUIRED FOR EACH 5 UNITS = 35 SPACES REQUIRED; 20 SPACES PROVIDED.

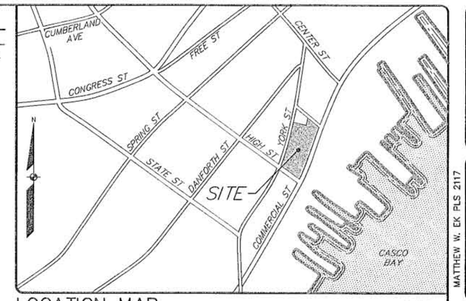
CONDITIONS OF APPROVAL:

1. TO BE DETERMINED.

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	PROPERTY LINE/R.O.W.	
	ABUTTER LINE/R.O.W.	
	EASEMENT	
⊡	MONUMENT	
●	IRON PIPE/ROD	
C1/L1	CURVE/LINE NO.	
	BUILDING	
	DECK/STEPS/ OVERHANG	
	EDGE PAVEMENT	
	EDGE CONCRETE	
	PAVEMENT PAINT	
	CURB LINE	
	NON-SKIP PAD	
o	CHAIN LINK FENCE	o
□	STOCKADE FENCE	
	GUARD RAIL	
	RETAINING WALL	

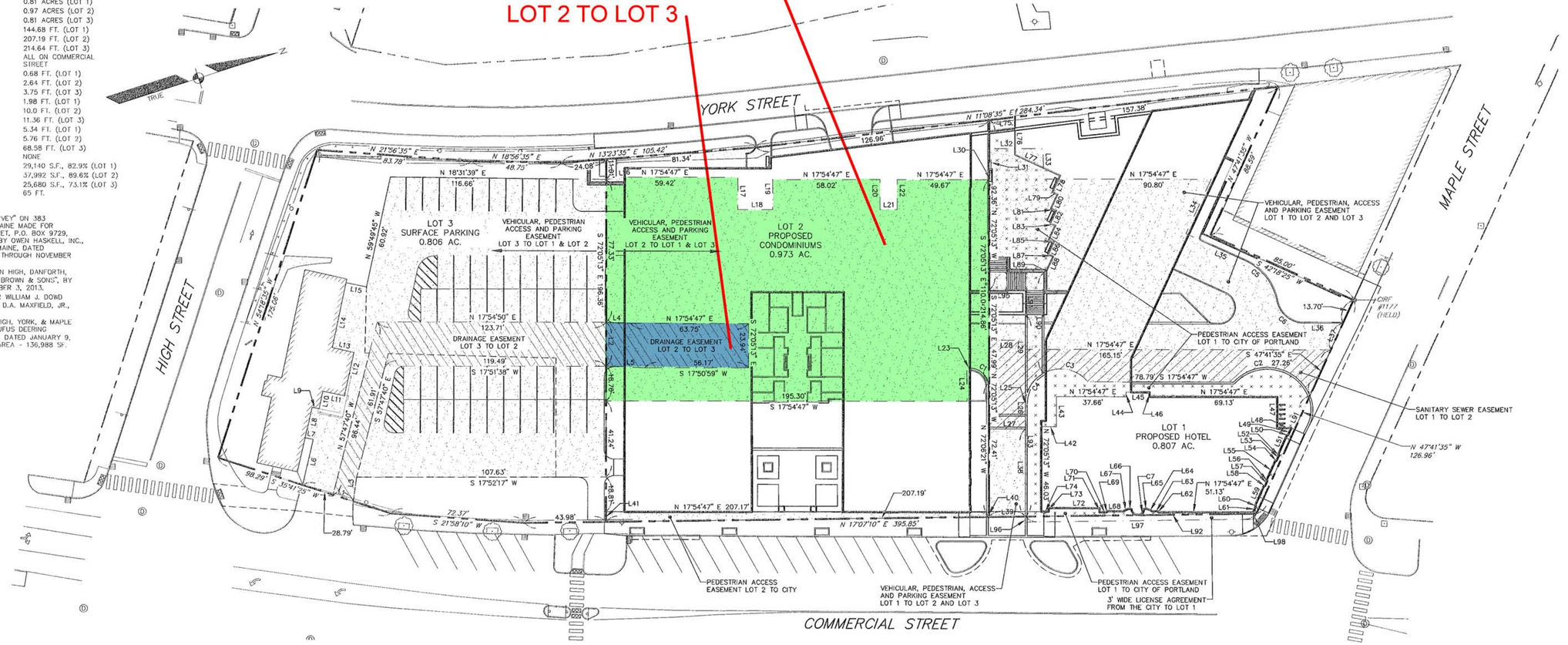
EXISTING	DESCRIPTION
	STONE MASONARY WALL
	DECIDUOUS TREE
	CONIFEROUS TREE
	BOLLARD
	SIGN
	GAS GATE VALVE
	WATER GATE VALVE
	HYDRANT
S	SANITARY MANHOLE
D	DRAINAGE MANHOLE
	CATCH BASIN
E	ELECTRICAL MANHOLE
T	TELEPHONE MANHOLE
	LIGHT POLE
	UTILITY POLE
	GUY WIRE



LOCATION MAP N.T.S.

VEHICULAR / PEDESTRIAN / PARKING ACCESS EASEMENT LOT 2 TO LOT 1 AND 3

DRAINAGE EASEMENT LOT 2 TO LOT 3



EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L1	S 35°41'25" W	11.52'
L2	S 72°05'13" E	119.93'
L3	N 64°20'43" W	13.16'
L4	N 20°40'51" E	13.35'
L5	S 20°07'48" W	20.93'
L6	N 59°07'33" W	25.36'
L7	S 29°05'29" W	4.49'
L8	N 59°16'46" W	16.88'
L9	N 29°23'11" E	3.88'
L10	N 60°36'49" W	9.63'
L11	N 29°28'19" E	12.02'
L12	N 59°38'56" W	23.90'
L13	S 30°31'23" W	11.99'
L14	N 60°13'47" W	36.05'
L15	N 29°46'13" E	11.25'
L16	N 12°26'26" E	11.92'
L17	S 72°05'13" E	17.45'
L18	N 17°54'47" E	18.86'
L19	N 72°05'13" W	16.28'
L20	S 72°05'13" E	16.28'

EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L21	N 17°54'47" E	9.33'
L22	N 72°05'13" W	16.28'
L23	S 17°33'55" W	1.65'
L24	S 72°26'05" E	17.94'
L25	S 72°04'59" E	109.23'
L26	S 72°03'11" E	13.41'
L27	S 17°54'47" W	19.71'
L28	N 17°54'47" E	19.72'
L29	S 72°05'13" E	5.00'
L30	N 17°54'47" E	1.05'
L31	N 72°05'13" W	16.87'
L32	N 17°54'47" E	28.22'
L33	S 72°05'13" E	16.46'
L34	S 47°16'19" E	32.49'
L35	N 42°15'46" E	35.33'
L36	N 17°54'47" E	21.02'
L37	N 47°41'35" W	15.92'
L38	S 72°05'13" E	47.39'
L39	S 17°07'10" W	19.71'
L40	S 72°05'13" E	2.50'

EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L41	N 72°05'13" W	5.37'
L42	N 17°54'47" E	8.20'
L43	N 72°05'13" W	16.27'
L44	N 72°05'13" W	2.41'
L45	N 17°54'47" E	12.65'
L46	S 72°05'13" E	2.41'
L47	S 72°05'13" E	16.81'
L48	N 17°54'47" E	7.60'
L49	S 47°41'32" E	4.35'
L50	S 42°18'28" W	0.55'
L51	S 47°41'32" E	11.81'
L52	N 42°18'28" E	0.55'
L53	S 47°41'32" E	3.33'
L54	S 42°18'28" W	0.55'
L55	S 47°41'32" E	11.79'
L56	N 42°18'28" E	0.55'
L57	S 47°41'32" E	3.19'
L58	S 42°18'28" W	0.55'
L59	S 47°55'12" E	11.79'
L60	N 42°18'28" E	0.50'

EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L61	S 47°41'32" E	3.91'
L62	N 73°11'53" W	0.55'
L63	S 17°54'47" W	3.27'
L64	S 42°05'43" W	3.15'
L65	S 17°54'47" W	1.61'
L66	S 17°54'47" W	1.61'
L67	N 61°16'10" W	3.15'
L68	N 17°54'47" E	8.75'
L69	S 72°05'13" E	0.55'
L70	S 17°54'47" W	4.00'
L71	S 72°05'13" E	2.20'
L72	S 17°54'47" W	27.50'
L73	S 72°05'13" E	2.00'
L74	S 17°54'47" W	4.00'
L75	N 11°08'35" E	13.81'
L76	S 72°05'13" E	20.58'
L77	N 42°43'41" E	26.86'
L78	S 47°16'19" E	9.89'
L79	N 42°43'41" E	3.00'
L80	S 47°16'19" E	8.33'

EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L81	N 42°43'41" E	3.00'
L82	S 47°16'19" E	7.38'
L83	N 42°43'41" E	3.00'
L84	S 47°16'19" E	8.33'
L85	N 42°43'41" E	3.00'
L86	S 47°16'19" E	7.38'
L87	N 42°43'41" E	3.00'
L88	S 47°16'19" E	7.52'
L89	S 27°05'13" E	2.12'
L90	S 72°05'13" E	54.62'
L91	S 47°41'35" E	70.07'
L92	S 17°07'10" W	124.97'
L93	N 72°04'59" W	109.23'
L94	N 72°05'13" W	13.00'
L95	S 17°54'47" W	19.72'
L96	N 72°52'50" W	3.00'
L97	S 17°07'10" W	123.56'
L98	S 47°41'35" E	3.32'

EASEMENT CURVE TABLE

CURVE	LENGTH	RADIUS	CRD. BEARING	CRD. DIST.
C1	13.99'	11.35'	S 56°00'48" W	13.12'
C2	49.91'	25.00'	S 27°57'13" W	42.03'
C3	26.23'	19.00'	N 29°11'34" E	24.20'
C4	46.15'	19.00'	S 0°50'32" E	35.61'
C5	28.56'	30.00'	N 69°32'10" E	27.49'
C6	20.66'	15.00'	N 57°21'41" E	19.06'
C7	10.38'	3.44'	N 17°54'47" E	6.86'

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 INCH = 30 FT.

APPROVAL-
CITY OF PORTLAND
PLANNING BOARD

DATE

CHAIRPERSON

STATE OF MAINE
COUNTY SS REGISTRY OF DEEDS
RECEIVED _____ 20____
AT ___h ___m ___M. AND RECORDED IN
PLAN BOOK _____ PAGE _____
ATTEST _____ REGISTRAR

STATE OF MAINE
MATTHEW W. EK
2117
PROFESSIONAL LAND SURVEYOR
05/21/18

DESIGNED	CHECKED
WTC	MWE

REV.	BY	DATE	STATUS
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2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	1" = 30'

SHEET 1 OF 1

16324SB.dwg, TAB: SB

GENERAL NOTES:

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8. SPACE AND BULK REQUIREMENTS:

	REQUIRED	PROPOSED
MINIMUM LOT SIZE -	NONE	0.81 ACRES (LOT 1) 0.97 ACRES (LOT 2) 0.81 ACRES (LOT 3)
MINIMUM FRONTAGE -	NONE	144.68 FT. (LOT 1) 207.19 FT. (LOT 2) 214.64 FT. (LOT 3) ALL ON COMMERCIAL STREET
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12. PROPOSED RESIDENTIAL MULTI - FAMILY RESIDENTIAL UNITS ON LOT 2 - 89
13. PROPOSED RETAIL AREA ON LOT 2 - 7,100 SF
14. OFF STREET PARKING REQUIREMENTS :
    A. 157 HOTEL ROOMS = 40 SPACES REQUIRED.
    B. 89 RESIDENTIAL UNITS = 89 SPACES.
    C. ALL RETAIL SPACES ARE LESS THAN 2,000 (NO REQUIRED PARKING).
    D. TOTAL REQUIRED PARKING = 129 SPACES.
    E. 22 SPACES PROPOSED ON LOT 1.
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    H. TOTAL PROPOSED PARKING = 210 SPACES (97 SPACES FOR HOTEL, 113 SPACES FOR RESIDENTIAL UNITS).
15. BICYCLE PARKING REQUIREMENTS:
    A. HOTEL - 97 SPACES - 2 SPACES REQUIRED FOR EACH 10 SPACES = 20 SPACES REQUIRED, 20 SPACES PROVIDED.
    B. RESIDENTIAL UNITS - 2 SPACES REQUIRED FOR EACH 5 UNITS = 35 SPACES REQUIRED; 20 SPACES PROVIDED.

CONDITIONS OF APPROVAL:

1. TO BE DETERMINED.

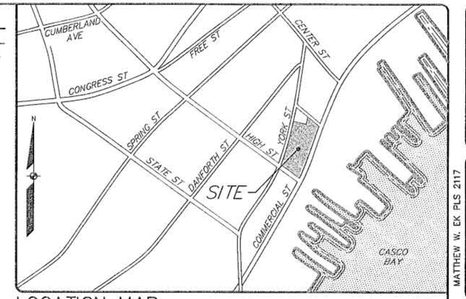
LEGEND

EXISTING	DESCRIPTION	PROPOSED
	PROPERTY LINE/R.O.W.	
	ABUTTER LINE/R.O.W.	
	EASEMENT	
⊡	MONUMENT	
●	IRON PIPE/ROD	
C1/L1	CURVE/LINE NO.	
	BUILDING	
	DECK/STEPS/ OVERHANG	
	EDGE PAVEMENT	
	EDGE CONCRETE	
	PAVEMENT PAINT	
	CURB LINE	
ooo	NON-SKIP PAD	
o	CHAIN LINK FENCE	o
	STOCKADE FENCE	
	GUARD RAIL	
	RETAINING WALL	

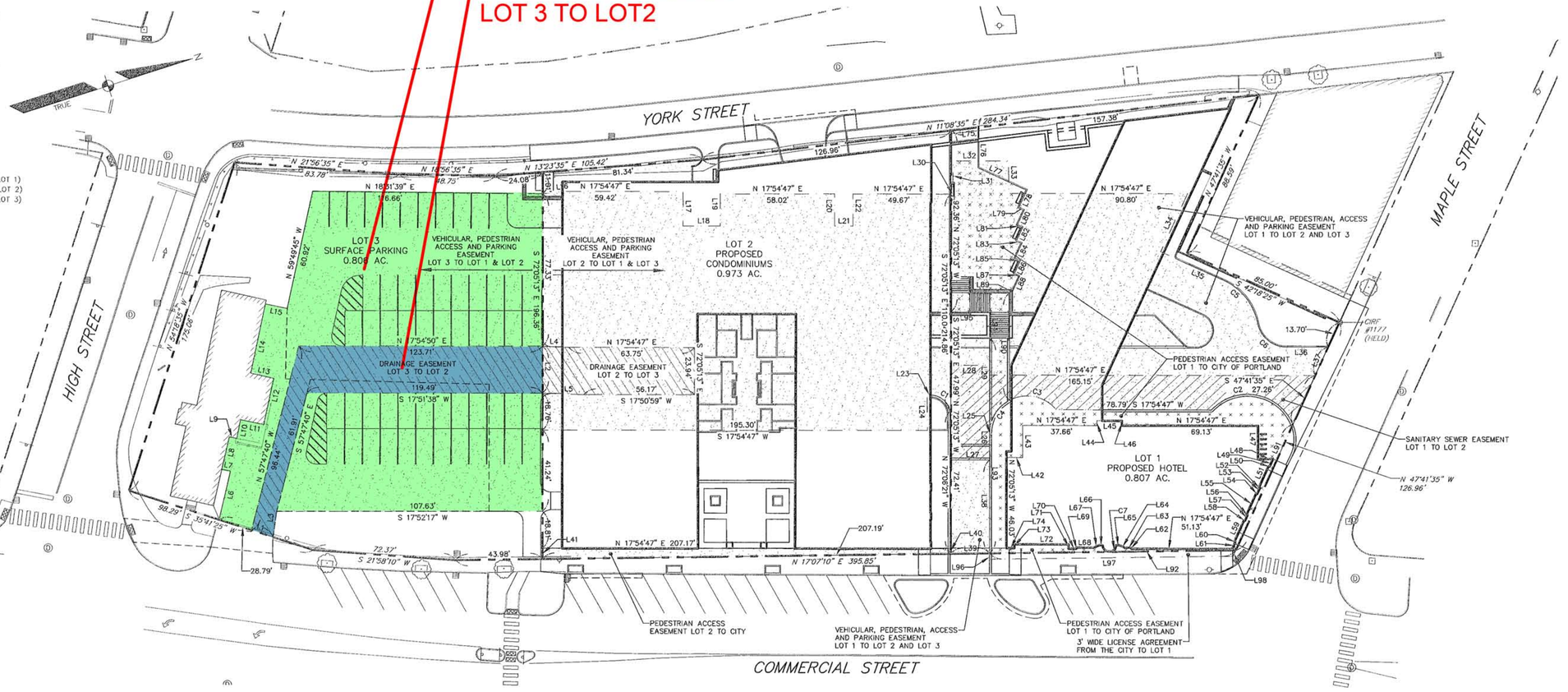
EXISTING	DESCRIPTION
	STONE MASONARY WALL
	DECIDUOUS TREE
	CONIFEROUS TREE
	BOLLARD
	SIGN
	GAS GATE VALVE
	WATER GATE VALVE
	HYDRANT
S	SANITARY MANHOLE
D	DRAINAGE MANHOLE
	CATCH BASIN
E	ELECTRICAL MANHOLE
T	TELEPHONE MANHOLE
	LIGHT POLE
	UTILITY POLE
	GUY WIRE

VEHICULAR / PEDESTRIAN / PARKING EASEMENT LOT 3 TO LOT 1 AND 2

DRAINAGE EASEMENT LOT 3 TO LOT2



LOCATION MAP N.T.S.



EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L1	S 35°41'25" W	11.52'
L2	S 72°05'13" E	119.93'
L3	N 64°20'43" W	13.16'
L4	N 20°40'51" E	13.35'
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EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L21	N 17°54'47" E	9.33'
L22	N 72°05'13" W	16.28'
L23	S 17°33'55" W	1.65'
L24	S 72°26'05" E	17.94'
L25	S 72°04'59" E	109.23'
L26	S 72°03'11" E	13.41'
L27	S 17°54'47" W	19.71'
L28	N 17°54'47" E	19.72'
L29	S 72°05'13" E	5.00'
L30	N 17°54'47" E	1.05'
L31	N 72°05'13" W	16.87'
L32	N 17°54'47" E	28.22'
L33	S 72°05'13" E	16.46'
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EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L41	N 72°05'13" W	5.37'
L42	N 17°54'47" E	8.20'
L43	N 72°05'13" W	16.27'
L44	N 72°05'13" W	2.41'
L45	N 17°54'47" E	12.65'
L46	S 72°05'13" E	2.41'
L47	S 72°05'13" E	16.81'
L48	N 17°54'47" E	7.60'
L49	S 47°41'32" E	4.35'
L50	S 42°18'28" W	0.55'
L51	S 47°41'32" E	11.81'
L52	N 42°18'28" E	0.55'
L53	S 47°41'32" E	3.33'
L54	S 42°18'28" W	0.55'
L55	S 47°41'32" E	11.79'
L56	N 42°18'28" E	0.55'
L57	S 47°41'32" E	3.19'
L58	S 42°18'28" W	0.55'
L59	S 47°55'12" E	11.79'
L60	N 42°18'28" E	0.50'

EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L61	S 47°41'32" E	3.91'
L62	N 73°11'53" W	0.55'
L63	S 17°54'47" W	3.27'
L64	S 42°05'43" W	3.15'
L65	S 17°54'47" W	1.61'
L66	S 17°54'47" W	1.61'
L67	N 6°16'10" W	3.15'
L68	N 17°54'47" E	8.75'
L69	S 72°05'13" E	0.55'
L70	S 17°54'47" W	4.00'
L71	S 72°05'13" E	2.20'
L72	S 17°54'47" W	27.50'
L73	S 72°05'13" E	2.00'
L74	S 17°54'47" W	4.00'
L75	N 11°08'35" E	13.81'
L76	S 72°05'13" E	20.58'
L77	N 42°43'41" E	26.86'
L78	S 47°16'19" E	9.89'
L79	N 42°43'41" E	3.00'
L80	S 47°16'19" E	8.33'

EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L81	N 42°43'41" E	3.00'
L82	S 47°16'19" E	7.38'
L83	N 42°43'41" E	3.00'
L84	S 47°16'19" E	8.33'
L85	N 42°43'41" E	3.00'
L86	S 47°16'19" E	7.38'
L87	N 42°43'41" E	3.00'
L88	S 47°16'19" E	7.52'
L89	S 27°05'13" E	2.12'
L90	S 72°05'13" E	54.62'
L91	S 47°41'35" E	70.07'
L92	S 17°07'10" W	124.97'
L93	N 72°04'59" W	109.23'
L94	N 72°05'13" W	13.00'
L95	S 17°54'47" W	19.72'
L96	N 72°52'50" W	3.00'
L97	S 17°07'10" W	123.56'
L98	S 47°41'35" E	3.32'

EASEMENT CURVE TABLE

CURVE	LENGTH	RADIUS	CRD. BEARING	CRD. DIST.
C1	13.99'	11.35'	S 56°00'48" W	13.12'
C2	49.91'	25.00'	S 27°57'13" W	42.03'
C3	26.23'	19.00'	N 29°11'34" E	24.20'
C4	46.15'	19.00'	S 0°50'32" E	35.61'
C5	28.56'	30.00'	N 69°32'10" E	27.49'
C6	20.66'	15.00'	N 57°21'41" E	19.06'
C7	10.38'	3.44'	N 17°54'47" E	6.86'

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 INCH = 30 FT.

APPROVAL-
CITY OF PORTLAND
PLANNING BOARD

DATE

CHAIRPERSON

STATE OF MAINE
COUNTY SS REGISTRY OF DEEDS
RECEIVED _____ 20____
AT ___h ____m ____M. AND RECORDED IN
PLAN BOOK _____ PAGE _____
ATTEST _____ REGISTRAR

STATE OF MAINE
MATTHEW W. EK
2117
PROFESSIONAL LAND SURVEYOR
05/21/18

DESIGNED	CHECKED
WTC	MWE

REV.	BY	DATE	STATUS
A	WTC	05/21/18	LEVEL III SITE PLAN SUBMISSION

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC., ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel: 207-200-2100

PRELIMINARY SUBDIVISION PLAN
OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR RECORD OWNER:
DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	1" = 30'

SHEET 1 OF 1

16324SB.dwg, TAB: SB

GENERAL NOTES:

1. THE RECORD OWNER OF THE PARCEL IS DEERING PROPERTY DEVELOPMENT LLC BY DEED RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CCRD) IN BOOK 34512, PAGE 192.
2. THE PROPERTY IS SHOWN AS LOT A-001 ON THE CITY OF PORTLAND TAX MAP 42 AND IS LOCATED IN THE B5-B URBAN COMMERCIAL MIXED USE ZONE.
3. SEBAGO TECHNICS, INC. HAS NOT PERFORMED ANY INDEPENDENT RECORDS RESEARCH OR FIELD SURVEY IN CONJUNCTION WITH THE ISSUANCE OF THIS PLAN. THIS PLAN, THE BOUNDARY AND TOPOGRAPHIC INFORMATION DEPICTED HEREON IS BASED SOLELY UPON PLAN REFERENCE 10-A. THE SURVEYORS STAMP ON THIS PLAN IS RELATIVE TO THE INTERNAL PROPERTY AND EASEMENT LINES ONLY.
4. LOT AREA IS 112,647 S.F. / 2.586 ACRES PER PLAN REFERENCE A.
5. BASIS OF BEARINGS ARE TRUE NORTH PER PLAN REFERENCE A.
6. ELEVATIONS ARE BASED ON CITY DATUM PER PLAN REFERENCE A.
7. ALL UTILITIES SHOWN HEREON ARE BASED SOLEY UPON PLAN REFERENCE A. UTILITIES DEPICTED HEREON MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. CONTRACTORS AND/OR DESIGNERS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION AND/OR EXCAVATION.
8. SPACE AND BULK REQUIREMENTS:

	REQUIRED	PROPOSED
MINIMUM LOT SIZE -	NONE	0.81 ACRES (LOT 1) 0.97 ACRES (LOT 2) 0.81 ACRES (LOT 3)
MINIMUM FRONTAGE -	NONE	144.68 FT. (LOT 1) 207.19 FT. (LOT 2) 214.64 FT. (LOT 3) ALL ON COMMERCIAL STREET
MINIMUM FRONT SETBACK -	NONE	0.68 FT. (LOT 1) 2.64 FT. (LOT 2) 3.75 FT. (LOT 3)
MINIMUM SIDE SETBACK -	NONE	1.98 FT. (LOT 1) 10.0 FT. (LOT 2) 11.36 FT. (LOT 3)
MINIMUM REAR SETBACK -	NONE	5.34 FT. (LOT 1) 5.76 FT. (LOT 2) 68.58 FT. (LOT 3)
MAXIMUM FRONT SETBACK -	10 FT.	NONE
MAXIMUM LOT COVERAGE -	100%	29,140 S.F., 82.9% (LOT 1) 37,992 S.F., 89.6% (LOT 2) 25,680 S.F., 73.1% (LOT 3)
MAXIMUM BUILDING HEIGHT -	65 FT.	65 FT.

9. PLAN REFERENCES:
   A. "BOUNDARY AND TOPOGRAPHIC SURVEY" ON 383 COMMERCIAL STREET, PORTLAND, MAINE MADE FOR BERNSTEIN SHUR, 100 MIDDLE STREET, P.O. BOX 9729, PORTLAND, MAINE AND PREPARED BY OWEN HASKELL, INC., 390 U.S. ROUTE ONE, FALMOUTH, MAINE, DATED SEPTEMBER 6, 2016, AND REVISED THROUGH NOVEMBER 16, 2016.
   B. "ALTA/ACSM LAND TITLE SURVEY ON HIGH, DANFORTH, MAPLE, & YORK STREETS FOR J.B. BROWN & SONS", BY OWEN HASKELL, INC. DATED DECEMBER 3, 2013.
   C. "STANDARD BOUNDARY SURVEY FOR WILLIAM J. DOWD LOCATED IN PORTLAND, MAINE", BY D.A. MAXFIELD, JR., DATED NOVEMBER, 1987.
   D. "PLAN OF LAND ON COMMERCIAL, HIGH, YORK, & MAPLE STREETS, PORTLAND, MAINE FOR RUFUS DEERING COMPANY", BY OWEN HASKELL, INC. DATED JANUARY 9, 1989. PROPOSED BUILDING FLOOR AREA - 136,988 SF.
10. THE LOCUS PROPERTY AS DEPICTED HEREON DOES NOT FALL WITHIN A SPECIAL FLOOD HAZARD AREA AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR PORTLAND, MAINE, CUMBERLAND COUNTY, COMMUNITY-PANEL NUMBER 230051-0013-B, HAVING AN EFFECTIVE DATE OF JULY 17, 1986. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS ZONE C, AREAS OF MINIMAL FLOODING.
11. PROPOSED HOTEL ON LOT 1 - 157 ROOMS
12. PROPOSED RESIDENTIAL MULTI - FAMILY RESIDENTIAL UNITS ON LOT 2 - 89
13. PROPOSED RETAIL AREA ON LOT 2 - 7,100 SF
14. OFF STREET PARKING REQUIREMENTS :
    A. 157 HOTEL ROOMS = 40 SPACES REQUIRED.
    B. 89 RESIDENTIAL UNITS = 89 SPACES.
    C. ALL RETAIL SPACES ARE LESS THAN 2,000 (NO REQUIRED PARKING).
    D. TOTAL REQUIRED PARKING = 129 SPACES.
    E. 22 SPACES PROPOSED ON LOT 1.
    F. 132 SPACES PROPOSED ON LOT 2.
    G. 56 SPACES PROPOSED ON LOT 3.
    H. TOTAL PROPOSED PARKING = 210 SPACES (97 SPACES FOR HOTEL, 113 SPACES FOR RESIDENTIAL UNITS).
15. BICYCLE PARKING REQUIREMENTS:
    A. HOTEL - 97 SPACES - 2 SPACES REQUIRED FOR EACH 10 SPACES = 20 SPACES REQUIRED; 20 SPACES PROVIDED.
    B. RESIDENTIAL UNITS - 2 SPACES REQUIRED FOR EACH 5 UNITS = 35 SPACES REQUIRED; 20 SPACES PROVIDED.

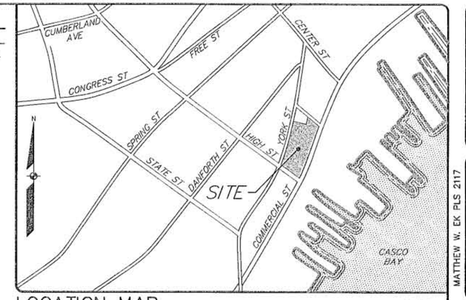
CONDITIONS OF APPROVAL:

1. TO BE DETERMINED.

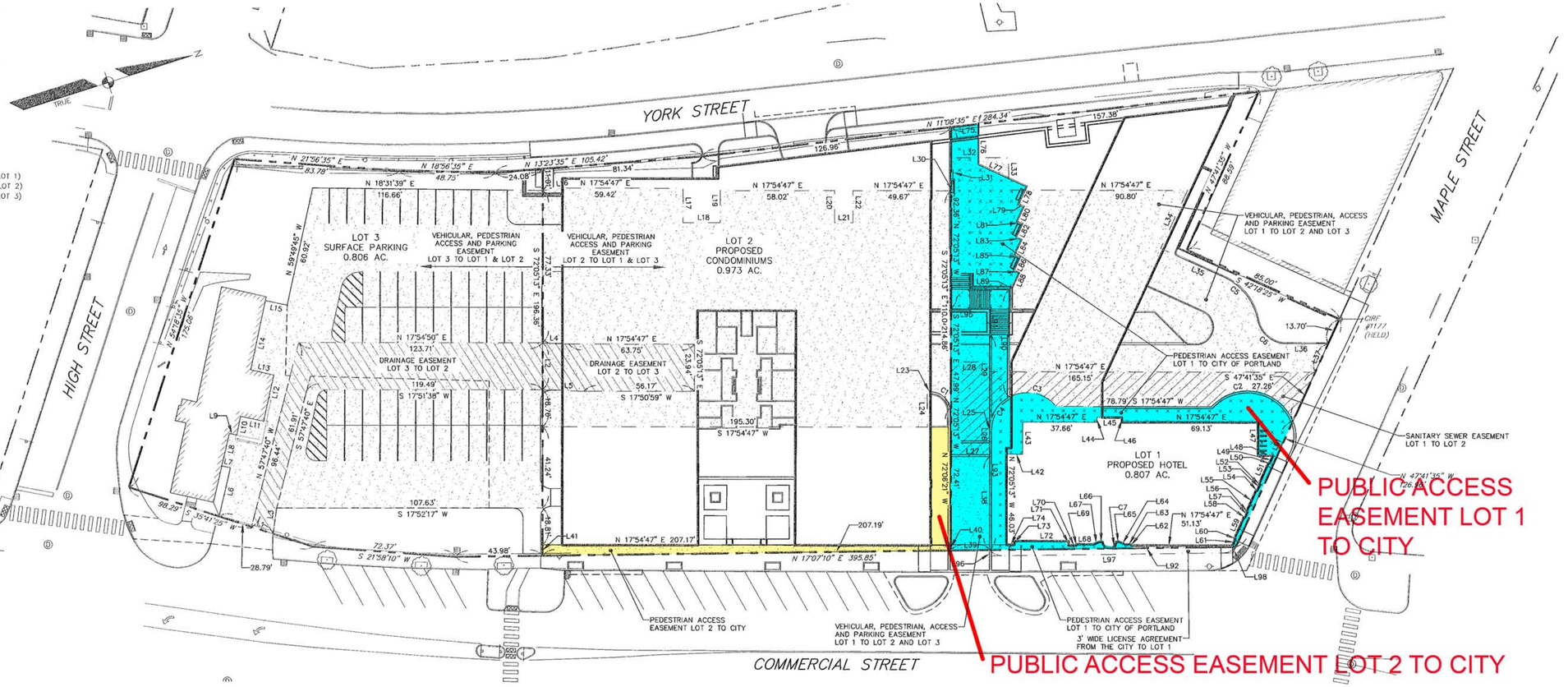
LEGEND

EXISTING	DESCRIPTION	PROPOSED
	PROPERTY LINE/R.O.W.	
	ABUTTER LINE/R.O.W.	
	EASEMENT	
⊡	MONUMENT	
●	IRON PIPE/ROD	
C1/L1	CURVE/LINE NO.	
	BUILDING	
	DECK/STEPS/ OVERHANG	
	EDGE PAVEMENT	
	EDGE CONCRETE	
	PAVEMENT PAINT	
	CURB LINE	
	NON-SKIP PAD	
o	CHAIN LINK FENCE	o
o	STOCKADE FENCE	
	GUARD RAIL	
	RETAINING WALL	

EXISTING	DESCRIPTION
	STONE MASONARY WALL
	DECIDUOUS TREE
	CONIFEROUS TREE
	BOLLARD
	SIGN
	GAS GATE VALVE
	WATER GATE VALVE
	HYDRANT
S	SANITARY MANHOLE
D	DRAINAGE MANHOLE
	CATCH BASIN
E	ELECTRICAL MANHOLE
T	TELEPHONE MANHOLE
	LIGHT POLE
	UTILITY POLE
	GUY WIRE



LOCATION MAP N.T.S.



EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L1	S 35°41'25" W	11.52'
L2	S 72°05'13" E	119.93'
L3	N 64°20'43" W	13.16'
L4	N 20°40'51" E	13.35'
L5	S 20°07'48" W	20.93'
L6	N 59°07'33" W	25.36'
L7	S 29°05'29" W	4.49'
L8	N 59°16'46" W	16.88'
L9	N 29°23'11" E	3.88'
L10	N 60°36'49" W	9.63'
L11	N 29°28'19" E	12.02'
L12	N 59°38'56" W	23.90'
L13	S 30°31'23" W	11.99'
L14	N 60°13'47" W	36.05'
L15	N 29°46'13" E	11.25'
L16	N 12°26'26" E	11.92'
L17	S 72°05'13" E	17.45'
L18	N 17°54'47" E	18.86'
L19	N 72°05'13" W	16.28'
L20	S 72°05'13" E	16.28'

EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L21	N 17°54'47" E	9.33'
L22	N 72°05'13" W	16.28'
L23	S 17°33'55" W	1.65'
L24	S 72°26'05" E	17.94'
L25	S 72°04'59" E	109.23'
L26	S 72°03'11" E	13.41'
L27	S 17°54'47" W	19.71'
L28	N 17°54'47" E	19.72'
L29	S 72°05'13" E	5.00'
L30	N 17°54'47" E	1.05'
L31	N 72°05'13" W	16.87'
L32	N 17°54'47" E	28.22'
L33	S 72°05'13" E	16.46'
L34	S 47°16'19" E	32.49'
L35	N 42°15'46" E	35.33'
L36	N 17°54'47" E	21.02'
L37	N 47°41'35" W	15.92'
L38	S 72°05'13" E	47.39'
L39	S 17°07'10" W	19.71'
L40	S 72°05'13" E	2.50'

EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L41	N 72°05'13" W	5.37'
L42	N 17°54'47" E	8.20'
L43	N 72°05'13" W	16.27'
L44	N 72°05'13" W	2.41'
L45	N 17°54'47" E	12.65'
L46	S 72°05'13" E	2.41'
L47	S 72°05'13" E	16.81'
L48	N 17°54'47" E	7.60'
L49	S 47°41'32" E	4.35'
L50	S 42°18'28" W	0.55'
L51	S 47°41'32" E	11.81'
L52	N 42°18'28" E	0.55'
L53	S 47°41'32" E	3.33'
L54	S 42°18'28" W	0.55'
L55	S 47°41'32" E	11.79'
L56	N 42°18'28" E	0.55'
L57	S 47°41'32" E	3.19'
L58	S 42°18'28" W	0.55'
L59	S 47°55'12" E	11.79'
L60	N 42°18'28" E	0.50'

EASEMENT LINE TABLE

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L61	S 47°41'32" E	3.91'
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L64	S 42°05'43" W	3.15'
L65	S 17°54'47" W	1.61'
L66	S 17°54'47" W	1.61'
L67	N 6°16'10" W	3.15'
L68	N 17°54'47" E	8.75'
L69	S 72°05'13" E	0.55'
L70	S 17°54'47" W	4.00'
L71	S 72°05'13" E	2.20'
L72	S 17°54'47" W	27.50'
L73	S 72°05'13" E	2.00'
L74	S 17°54'47" W	4.00'
L75	N 11°08'35" E	13.81'
L76	S 72°05'13" E	20.58'
L77	N 42°43'41" E	26.86'
L78	S 47°16'19" E	9.89'
L79	N 42°43'41" E	3.00'
L80	S 47°16'19" E	8.33'

EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L81	N 42°43'41" E	3.00'
L82	S 47°16'19" E	7.38'
L83	N 42°43'41" E	3.00'
L84	S 47°16'19" E	8.33'
L85	N 42°43'41" E	3.00'
L86	S 47°16'19" E	7.38'
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L96	N 72°52'50" W	3.00'
L97	S 17°07'10" W	123.56'
L98	S 47°41'35" E	3.32'

EASEMENT CURVE TABLE

CURVE	LENGTH	RADIUS	CRD. BEARING	CRD. DIST.
C1	13.99'	11.35'	S 56°00'48" W	13.12'
C2	49.91'	25.00'	S 27°57'13" W	42.03'
C3	26.23'	19.00'	N 29°11'34" E	24.20'
C4	46.15'	19.00'	S 0°50'32" E	35.61'
C5	28.56'	30.00'	N 69°32'10" E	27.49'
C6	20.66'	15.00'	N 57°21'41" E	19.06'
C7	10.38'	3.44'	N 17°54'47" E	6.86'

GRAPHIC SCALE
0 10 20 30 60
(IN FEET)
1 INCH = 30 FT.

APPROVAL-
CITY OF PORTLAND
PLANNING BOARD

DATE

CHAIRPERSON

STATE OF MAINE
COUNTY SS REGISTRY OF DEEDS
RECEIVED _____ 20____
AT ___h ____m ____M. AND RECORDED IN
PLAN BOOK _____ PAGE _____
ATTEST _____ REGISTRAR

STATE OF MAINE
MATTHEW W. EK
EK
2117
PROFESSIONAL LAND SURVEYOR
05/21/18

DESIGNED	CHECKED
WTC	MWE

REV.	BY	DATE	STATUS
A	WTC	05/21/18	LEVEL III SITE PLAN SUBMISSION

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC., ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel: 207-200-2100

PRELIMINARY SUBDIVISION PLAN
OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR RECORD OWNER:
DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	1" = 30'

SHEET 1 OF 1

632433.dwg, T-B1-SB

FINANCIAL AND TECHNICAL CAPABILITY

The applicant's financial capability is evidenced by the attached letter from its financing partner. In addition, a letter from Reger Holdings, LLC is provided to clarify the connection between Gordon Reger and Deering Property Development, LLC.

Deering Property Development, LLC has retained Archetype PA as project Architect and Sebago Technics, Inc. as the Landscape Architect/Civil Engineer.

The applicant has demonstrated its technical ability with the successful completion of the Bay House, a mixed use retail/residential project with a parking garage; and Seaport Lofts, a residential project. Both of these are located in the India Street neighborhood.

Archetype PA is an experienced Professional architecture and planning firm located on the Portland waterfront. Their staff, headed by Principal David Lloyd, has extensive design talent and knowledge of building construction requirements.

Sebago Technics, Inc. is providing landscape architecture and civil engineering services for the project. Sebago Technics is the design firm of record for the Bay House, Seaport Lofts, Maine Medical Center, Whole Foods, and several additional projects in Portland, including projects for the City.

Newmark Grubb
Knight Frank

December 22, 2016

Mrs. Barbara Barhydt
Portland Planning Staff
Portland City Hall
389 Congress Street
Portland, ME 04101

RE: Commercial Street in Portland

Dear Mrs. Barhydt:

I'm writing regarding the future development of Commercial Street in Portland being proposed by Reger Holdings. Our firm NGKF and my prior firm has acted as a financing intermediary for Reger Holdings for the past 15 years on numerous projects from condominiums to industrial. In the last 3 years alone, we arranged the financing for over $100 million of development in Maine, Massachusetts and South Carolina. One example locally was the Bay House Condominiums in Downtown Portland; a $20 million dollar construction loan arranged with a Boston Bank that had a very successful sellout.

NGKF Debt group in Boston has the capacity to finance large development projects thru our long term relationships. We also have access to sources thru our owner BGC Partners (NYSE: BGCP) and our proprietary lending platforms in Canter Commercial and Berkeley Point Capital.

Reger Holdings is a third generation well respected real estate company with numerous holdings and experience. The company is run and spearheaded by Mr. Gordon Reger. Our dealing with him and his firm have always been handled in a first class manner. As a result, we would highly recommend Reger Holdings for the development of Commercial Street.

If I can be of any assistance in your decision, please do not hesitate to give me a call. Thank you.

Regards,

David M. Douvadjian
Head of Mortgage Banking
New England
(617) 863-8388
ddouvadjian@ngkf.com

REGER
HOLDINGS, LLC
2730 TRANSIT ROAD
WEST SENECA, NY 14224
PHONE: (716) 675-1200 www.REGERHOLDINGS.COM FAX: (716) 674-2947

SENT VIA EMAIL

March 13, 2017

To whom it may concern:

We are writing to help confirm the relationships between Gordon Reger, Reger Holdings, LLC, and Deering Property Development, LLC. Reger Holdings and our affiliated companies typically form a new LLC for each specific project we acquire which is the case with Deering Property Development LLC that was formed for the Commercial Street project. Gordon Reger is the majority shareholder and managing member of both Reger Holdings and Deering Property Development LLC. Therefore, Gordon Reger is the individual legally associated with and responsible for funding both of these entities.

The letter confirming financial capacity references Reger Holdings given that it is the portfolio company that is the main operating company for which Gordon Reger runs the day to day real estate investment and development operations. However, we believe the letter is intended to indirectly confirm the broader capacity of Gordon Reger as the individual with the financial capacity given the business dealings referenced in the letter have spanned across several companies affiliated directly with Reger Holdings and Gordon Reger all of which he has been the majority shareholder and managing member. We would be happy to request any clarification to the letter that may be necessary.

Should you need any additional information please feel free to contact me.

Regards,

Joesph Armenia
Chief Financial Officer

SEBAGO TECHNICS

CIVIL ENGINEERING • SURVEYING • LANDSCAPE ARCHITECTURE

MaineDOT
Traffic Movement Permit Application
Sections 1-6

383 Commercial Street
Portland, Maine 04104

Applicant:
Deering Property Development, LLC
2730 Transit Road
West Seneca, New York 14224

Prepared By:
Sebago Technics, Inc.
75 John Roberts Road, Suite 4A
South Portland, Maine 04106

March 22, 2018

Table of Contents

Traffic Movement Permit Application

Notice of Intent to File

Abutter's List and Map

Section 1 Site and Traffic Information

Section 2 Traffic Accidents

Section 3 Development Entrances and Exits

Section 4 Title, Right, or Interest

Section 5 Public or Private Right-of-Ways

Section 6 Construction Schedule

Appendix

Traffic Volume Figures 1-6
Crash Diagrams
Sight Distance Plan
Site Plan
Crash Data
Traffic Count Data

Department of Transportation
Traffic Engineering Division
16 State House Station
Augusta, Maine 04333
Telephone: 207-287-3775

FOR MDOT USE 1/2000
ID #

Total Fees:
Date: Received

****

PERMIT APPLICATION - TRAFFIC
TRAFFIC MOVEMENT PERMIT, 23 M.R.S.A. § 704 - A

Please type or print:

This application is for: Traffic 100-200 PCE's **X**
Traffic 200+ PCE's __

Name of Applicant: Deering Property Development, LLC

Address: 2730 Transit Road West Seneca, NY 14224 Telephone: (413) 244-9092

Name of local contact or agent: Derek H. Caldwell, P.E. Sebago Technics, Inc.

Address: 75 John Roberts Road Suite 1A South Portland, ME 04106 Telephone: (207) 200-2100

Name and type of development: 383 Commercial Street, Mixed Use – Retail and Residential Condominiums, and structured Parking.

Location of development including road, street, or nearest route number: 383 Commercial Street (Route 1A)

City/Town/Plantation: Portland , County: Cumberland , Tax Map #42 , Lot #A01

Do you want a consolidated review with DEP pursuant to 23 M.R.S.A. § 704-A (7)? Yes ____ No _x_

Was this development started prior to obtaining a traffic permit? NO

Is the project located in an area designated as a growth area (as defined in M.R.S.A. title 30 - A, chapter 187)? Yes_ x___ No _____

Is this project located within a compact area of an urban compact municipality? Yes __x___ No _____

Is this development or any portion of the site currently subject to state or municipal enforcement action? _____No_____

Existing DEP or MDOT permit number (if applicable): _____N/A_____

Name(s) of DOT staff person(s) contacted concerning this application: Tom Errico, P.E., City of Portland Traffic Review Engineer

Name(s) of DOT staff person(s) present at the scoping meeting for 200+ applications: _____
_____

1/2000

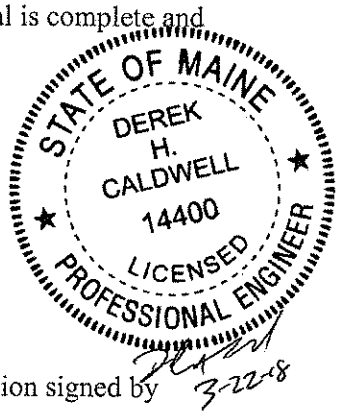
CERTIFICATION

The traffic engineer responsible for preparing this application and/or attaching pertinent site and traffic information hereto, by signing below, certifies that the application for traffic approval is complete and accurate to the best of his/her knowledge.

Signature: _____ Re/Cert/Lic No.: 14400

Name (print): Derek H. Caldwell, P.E.

Date: 3-22-18



If the signature below is not the applicant's signature, attach letter of agent authorization signed by applicant.

"I certify under penalty of law that I have personally examined the information submitted in this document and all attachments thereto and that, based on my inquiry of those individuals immediately responsible for obtaining the information, I believe the information is true, accurate, and complete. I authorize the Department to enter the property that is the subject of this application, at reasonable hours, including buildings, structures or conveyances on the property, to determine the accuracy of any information provided herein. I am aware there are significant penalties for submitting false information, including the possibility of fine and imprisonment."

_____ 3-22-18

Signature of applicant Date

FORM C 7/97

NOTICE OF INTENT TO FILE

Please take notice that

Deering Property Development, LLC
2730 Transit Road
West Seneca, NY 14224
(413) 244-9092

is intending to file a Traffic Movement Permit application with the City of Portland pursuant to the provisions of 23 M.R.S.A. § 704 - A on or about

March 9, 2018

The application is for

Phases 1 and 2 of a mixed-use development on the site of the former Rufus Deering Lumber Company at 383 Commercial Street in Portland. The first two phases of the development will consist of 117 residential condominium unit, a 139 Room Hotel, 7,557 square feet of retail space, and 2352 square feet of restaurant space. Also included is an indoor parking structure. The site will be served by proposed entrances on York Street, Maple Street and Commercial Street. New trips generated by the development will consist of 107 new trip ends during the AM Peak Hour and 117 new trip ends during the PM Peak Hour. Construction and occupancy are anticipated in 2018 thru 2019

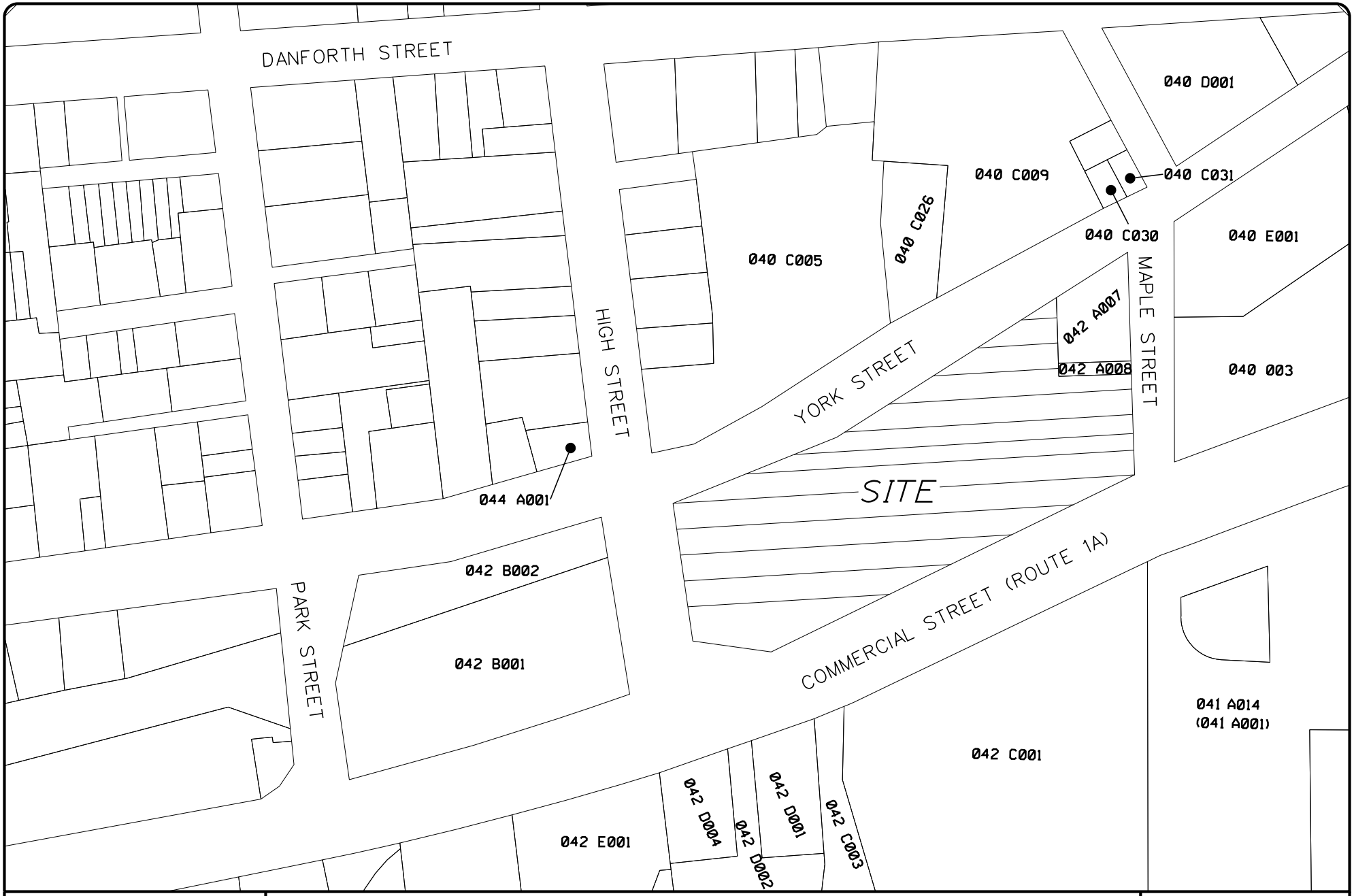
at the following location:

383 Commercial Street
Portland, ME

A request for a public hearing must be received by the City, in writing, no later than 20 days after the application is found by the City to be complete and is accepted for processing. Public comment on the application will be accepted throughout the processing of the application.

The application will be filed for public inspection at Portland City Hall during normal working hours.

Written public comments may be sent to the City of Portland, Planning and Urban Development Department, 389 Congress Street, 4th Floor, Portland, ME 04101.



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ABUTTERS MAP

OF: 383 COMMERCIAL STREET

LOCATION:
383 COMMERCIAL STREET (ROUTE 1A)
PORTLAND, MAINE

FOR: DEERING PROPERTY MANAGEMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NY 14224

SCALE: 1"=150'

DATE: 01/23/2017

SHEET: 1 OF 1

16324
383 Commercial Street Development Abutters List

Map-Book-LOT	PROPERTY LOCATION	OWNER NAME	MAILING ADDRESS	CITY	STATE	ZIP
040 C005001	101 YORK ST	101 YORK STREET LLC	PO BOX 207	PORTLAND	ME	04112
040 C026001	75 YORK ST	75 YORK STREET LLC	75 YORK ST	PORTLAND	ME	04101
040 C031001	53 YORK ST	CASTINE 53 LLC	152 COMMERCIAL ST	SUNNYVALE	CA	94086
040 E001001	40 YORK ST	BROWN J B & SONS	PO BOX 207	PORTLAND	ME	04112
040 E003001	311 COMMERCIAL ST CONDO 1	JR SEELY COMPANY LLC	24 CHRISTOPHER TOPPI DR	SOUTH PORTLAND	ME	04106
040 E003002	311 COMMERCIAL ST CONDO 2	BANKS, MICHAEL D	190 US ROUTE 1 BOX 122	FALMOUTH	ME	04106
040 E003003	311 COMMERCIAL ST CONDO 3	SMITH JANEW W TRUSTEE	7 MAPLE ST # 3	PORTLAND	ME	04101
040 E003004	311 COMMERCIAL ST CONDO 4	LEVIN-MARTIN MINDY F & ROGER L MARTIN JTS	220 S 31ST AVE # 3302	OMAHA	NE	68131
040 E003005	311 COMMERCIAL ST CONDO 5	TAYLOR-CHIARELLO, ROBIN	7 MAPLE ST # 5	PORTLAND	ME	04101
040 E003006	311 COMMERCIAL ST CONDO 6	JR SEELY COMPANY LLC	24 CHRISTOPHER TOPPI DR	SOUTH PORTLAND	ME	04106
040 E003007	311 COMMERCIAL ST CONDO 7	KRUITHOFF CATHERINE H & WAYNE A KRUITOFF TRUSTEE	7 MAPLE ST # 7	PORTLAND ME	ME	04101
040 E003008	311 COMMERCIAL ST CONDO 8	JR SEELY COMPANY LLC	24 CHRISTOPHER TOPPI DR	SOUTH PORTLAND	ME	04106
040 E003009	311 COMMERCIAL ST CONDO 9	KROON THOMAS J & MARIANNE M KROON TRUSTEES	7 MAPLE ST # 9	PORTLAND	ME	04101
040 E003010	311 COMMERCIAL ST CONDO 10	NSD 10-7 MAPLE LLC	819 GATEMORE RD	BRYN MAWR	PA	19010
040 E003011	311 COMMERCIAL ST CONDO 11	CLANCY, PAUL	3431 NW 103 RD DR	GAINESVILLE	FL	32606
040 E003012	311 COMMERCIAL ST CONDO 12	PIPER ,JOHN M & REBECCA A WEI JTS	7 MAPLE ST # 12	PORTLAND	ME	04101
040 E003013	311 COMMERCIAL ST CONDO 13	PARDI, KATHLEEN A	7 MAPLE ST # 13	PORTLAND	ME	04101
040 E003014	311 COMMERCIAL ST CONDO 14	SIMARK ACQUISITIONS LLC	9725 WOODS DR # 1905	SKOKIE	IL	60077
040 E00300H	311 COMMERCIAL ST CONDO H	JBB HOSPITALITY I LLC	15 MAIN ST STE 210	FREEPORT	ME	04032
040 E00300R	311 COMMERCIAL ST CONDO R	TIQA LEGACY LLC	327 COMMERCIAL ST	PORTLAND	ME	04101
041 A001001	1 PORTLAND FISH PIER	CITY OF PORTLAND	389 CONGRESS ST	PORTLAND	ME	04101
041 A001002	1 PORTLAND FISH PIER	VESSEL SERVICES INC	PORTLAND FISH PIER	PORTLAND	ME	04101
042 A007001	54 YORK ST	RUFUS DEERING COMPANY	383 COMMERCIAL ST	PORTLAND	ME	04101
042 B001001	393 COMMERCIAL ST	420 FORE LLC	PO BOX 4894	PORTLAND	ME	04112
042 C001001	344 COMMERCIAL ST	GULF OF MAINE PROPERTIES INC.	350 COMMERCIAL ST	PORTLAND	ME	04101
042 C003001	378 COMMERCIAL ST	GULF OF MAINE RESEARCH INSTITUTE	350 COMMERCIAL ST	PORTLAND	ME	04101
042 D001001	382 COMMERCIAL ST	GULF OF MAINE PROPERTIES INC.	350 COMMERCIAL ST	PORTLAND	ME	04101
042 D002001	390 COMMERCIAL ST	HOBSON PIER INC	PO BOX 924	PORTLAND	ME	04104
042 D004001	390 COMMERCIAL ST	RAND, REBECCA B	3 PINE GROVE WAY	FALMOUTH	ME	04105
044 A001001	20 HIGH ST	FERNALD, SETH W	20 HIGH ST	PORTLAND	ME	04101

Section 1 – Site and Traffic Information

A.) Site Plan

Deering Property Development, LLC is proposing to develop the 2.586 acre lot bounded by Commercial Street to the east, High Street to the south, York Street to the west and Maple Street to the north in Portland, Maine. The site is generally level and at similar elevation with Commercial Street and Maple Street and below the elevation of High and York Streets. The site features a stone masonry retaining wall along the westerly boundary and a granite block retaining wall along the southerly boundary. See attached site plan.

B.) Existing and Proposed Uses

The development area was formerly the site of the Rufus Deering Lumber Company at 383 Commercial Street in Portland, Maine. The company has closed permanently as of December 1, 2016. The site included a two story office structure and four separate enclosed materials storage areas. The site had access via entrance only and exit only drives on Commercial Street approximately 260 feet and 100 feet north of the intersection with High Street, respectively. The site also had a gated driveway onto Maple Street.

This project has been approved at the Master Development Plan level by the City of Portland to include the following uses built out in three phases:

Phase 1

- Hotel - 139 Rooms
- Restaurant - 2,352 square feet

Phase 2

- Condominiums – 117 Dwelling Units
- Retail – 7,557 square feet

Phase 3

- Condominiums – 94 Dwelling Units
- Retail – 11,446 square feet

This TMP application is for the Phases 1 and 2, which are to be built concurrently. The Hotel and restaurant are proposed on the south eastern portion of the site on the corner of Maple Street and Commercial Street. Access to the hotel pick up/drop off area and first level of the parking garage will be via a full access drive on Maple Street and an entrance only drive on Commercial Street. The retail portion of the development will be level with Commercial Street with 5 stories

of condominiums above. Access to the second level of the parking garage will be via a full access drive on York Street. The western portion of the site will contain surface parking until Phase 3 is constructed.

C.) Site and Vicinity Boundaries

The site is bordered by Commercial Street to the east, High Street to the south, York Street to the west, and Maple street to the north. The northwest corner of the site is adjacent to the existing Baxter Academy Building, which is to remain.

After discussions with City of Portland staff, the Study Area will include the following intersections in addition to the project access points:

- Maple Street and Commercial Street
- Maple Street and York Street
- York Street and High Street
- High Street and Commercial Street
- Commercial Street and Park Street
- Commercial Street and Beach Street

The attached locus map shows the project site in relation to the surrounding area.

D.) Proposed Uses in the Vicinity of the Proposed Development

Within the vicinity as described above, the following developments proposed by others and not as yet built but will generate additional traffic have been identified:

- ***York Street Mixed Used Development – Intersection of High Street and York Street.***

  According to a trip generation forecast conducted by Gorrill Palmer in August, 2015, this development will generate new trips as follows:

  1. AM Peak Hour of Generator – 93 Trips
  2. AM Peak Hour of Adjacent Street – 65 Trips
  3. PM Peak Hour of Generator - 83 Trips
  4. PM Peak Hour of Adjacent Street – 31 Trips.

  Trip distribution for this project is shown Figure 2.

- ***58 Fore Street***

  A traffic study completed by Gorrill Palmer dated April 20, 2017 was obtained for this project. This study provided trip distribution which is shown in Figure 3.

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South Portland, ME 04106
Tel. 207-200-2100
250 Goddard Rd. - Suite B
Lewiston, ME 40240
Tel. 207-783-5656

LOCUS MAP
OF 383 COMMERCIAL STREET

SCALE: 1 " = 0.1 miles
DATE: 01/24/2017

LOCATION:
383 COMMERCIAL STREET (ROUTE 1A)
PORTLAND, ME 04104

FOR:
DEERING PROPERTY MANAGEMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NY 14224

The following developments were identified as having an impact on the project study area, but did not provide anticipated trip distribution:

- ***West Commercial Zoning Change***

  In a memorandum by TY LIN dated May 4, 2017, trip generation due to a proposed Height Zone Change at the Cold Storage Facility and development of a New Yard Facility was estimated. The memo concluded that the two projects would generate approximately 12 peak hour trips. This amount of trips is assumed to be part of the growth factor applied to existing traffic volumes for the 383 Commercial Street Project.

- ***WEX***
  A parking assessment completed by Traffic Solutions Inc dated September 9, 2017 was obtained for the proposed WEX office building. This assessment identifies the number of parking spaces required, but does not provide trip generation and trip distribution estimates. For the purpose of the 383 Commercial Street development, it is assumed that this project is incorporated into the growth factor applied to existing traffic volumes.

- ***20 Thames Street***
  A trip generation evaluation completed by Gorrill Palmer dated February 27, 2017 estimated the trip generation for this residential condominium development. The calculate trip generation was less than that would require a TMP, and no trip distribution was shown. For the purpose of the 383 Commercial Street development, it is assumed that this development is incorporated into the growth factor applied to existing traffic volumes.

- ***Thompsons Point Hotel***
  A trip generation evaluation completed by Gorrill Palmer dated September 13, 2017 estimated the trip generation for the existing uses and the proposed hotel at Thompson's Point. The evaluation found that the additional trips due to the proposed hotel would be below the threshold that the site is already permitted for. No trip distribution was shown. For the purpose of the 383 Commercial Street development, it is assumed that this development is incorporated into the growth factor applied to existing traffic volumes.

- ***Thompsons Point Children's Museum***
  A trip generation evaluation completed by Gorrill Palmer dated October 6, 2017 estimated the trip generation for the existing uses and the Children's Museum at

Thompson's Point. The evaluation found that the additional trips due to the proposed museum would be below the threshold that the site is already permitted for. No trip distribution was shown. For the purpose of the 383 Commercial Street development, it is assumed that this development is incorporated into the growth factor applied to existing traffic volumes.

E.) Trip Generation

We have used the 10th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual to estimate the following trip generation for the proposed development. Tables 1 through 3 show the estimated trip generation for each proposed land use. Similar to the Trip Generation calculated during the Master Development Plan approval, the analysis for this portion is focused only on the Weekday AM and PM Peak Hours.

Table 1 –Trip Generation
Land Use Code 231– Mid-Rise Residential with 1st-Floor Commercial
Dense Multi-Use Urban
(117 Occupied Units and 7,557 Sq. Ft Retail)

Time Period	*Trip Generation Equation*	*Total Trips*	*Entering*	*Exiting*
AM Peak Hour of Generator	T= [1.64 x (Retail GFA (000))] + [0.14 x (Occupied Units)] + 3.9	29	7	22
AM Peak Hour of Adjacent Street (7-9 AM)	T = [2.65 x (Retail GFA (000))] + [0.03 x (Occupied Units)] + 5.2	29	7	22
PM Peak Hour of Adjacent Street (4-6 PM)[A]	T= [3.43 x (Retail GFA (000))] + [0.10 x (Occupied Units)] – 8.2	29	21	8

*T=Vehicle Trip Ends
Note A: The PM Peak Hour of the Generator for this land use is assumed to be the same as the Peak Hour of the Adjacent Street.

Table 2 –Trip Generation
Land Use Code 310 – Hotel
General Urban/Suburban
(139 Rooms)

Time Period	*Trip Generation Equation*	*Total Trips*	*Entering*	*Exiting*
AM Peak Hour of Generator	Ln(T) = 0.84 Ln(X) + 0.25	81	44	37
AM Peak Hour of Adjacent Street (7-9 AM)	T = 0.50(X) - 5.34	64	38	26
PM Peak Hour of Generator	Ln(T) = 0.93 Ln(X) - 0.14	86	50	36
PM Peak Hour of Adjacent Street (4-6 PM)	T = 0.75(X) - 26.02	78	40	38

*T=Trip Ends, X=Rooms

Table 3 –Trip Generation
Land Use Code 931 – Quality Restaurant
General Urban/Suburban
(2,352 Sq. Ft)

Time Period	*Trip Generation Rate*	*Total Trips*	*Entering*	*Exiting*
AM Peak Hour of Generator	4.47/1,000 SF	11	9	2
AM Peak Hour of Adjacent Street (7-9 AM)	0.73/1,000 SF	2	1	1
PM Peak Hour of Generator	8.28/1,000 SF	19	12	7
PM Peak Hour of Adjacent Street (4-6 PM)	7.8/1,000 SF	18	12	6

Table 4 shows the gross external trip generation for the proposed development. This is found by adding Tables 1 through 3.

Table 4 –Gross External Trip Generation

Time Period	*Total Trips*	*Entering*	*Exiting*
AM Peak Hour of Generator	121	60	61
AM Peak Hour of Adjacent Street (7-9 AM)	95	46	49
PM Peak Hour of Generator	134	83	51
PM Peak Hour of Adjacent Street (4-6 PM)	125	73	52

All trips are assumed to be primary. In addition, no internal capture was calculated as this is accounted for in Land Use 231 – Mid-Rise Residential with 1st Floor Commercial.

Furthermore, we calculated the existing trips from the former Rufus Deering Lumber site in order to establish a trip credit. This trip credit is subtracted from the above calculated gross external vehicle trips in order to establish the Net External Vehicle Trips for the proposed development. ITE Land use 812 – Building Materials and Lumber Store was used for this calculation. The gross floor area of the former building was found to be 6,028 square feet. Table 5 shows the results of the prior site use trip generation calculation.

Table 5 - Trip Generation
Land Use 812 –Building Materials and Lumber Store
General Urban/Suburban
(6,028 Sq. Ft.)

Time Period	*Trip Generation Rate*	*Total Trips*	*Entering*	*Exiting*
AM Peak Hour of Generator	2.37/1,000 SF	14	8	6
AM Peak Hour of Adjacent Street (7-9 AM)	1.57/1,000 SF	9	6	3
PM Peak Hour of Generator	2.77/1,000 SF	17	8	9
PM Peak Hour of Adjacent Street (4-6 PM)	2.06/1,000 SF	12	6	6

Table 6 shows the calculated total net external trip generation, found by subtracting the values in Table 5 from Table 4.

Table 6 –Net External Trip Generation

Time Period	*Total Trips*	*Entering*	*Exiting*
AM Peak Hour of Generator	107	52	55
AM Peak Hour of Adjacent Street (7-9 AM)	86	40	46
PM Peak Hour of Generator	117	75	42
PM Peak Hour of Adjacent Street (4-6 PM)	113	67	46

F.) Trip Distribution

Access to the development is to be by three proposed driveways. Access for the hotel, restaurant, retail and a portion of residential parking will be by a one-way in driveway located on Commercial Street and a full access driveway on Maple Street. These driveways will provide access to the proposed 'woonerf.' A driveway will also be located on York Street to provide access to the 2nd level of the parking garage. This level of the garage is to be for residents only.

Based upon the proposed parking configuration, it is assumed all traffic generated by the hotel and restaurant, as well as 35% of the traffic generated by the residential units will use either the Commercial Street or Maple Street Driveways. The additional 65% of traffic generated by the residential units is anticipated to use the York Street access. For the purpose of trip distribution, and ultimately the Section 7 Traffic Study, the trip generation numbers shown in Table 4 are used. This is because turning movement counts collected at the study area intersections were done after Rufus Deering permanently closed.

G.) Trip Assignment

Traffic was distributed from the access points based upon AADT volumes from the Maine Transportation Count Book at multiple locations on Commercial Street and York Street in the vicinity of the site. Approximately 8% of traffic is projected to be distributed to/from York Street to the north, 25% to/from Commercial Street to the north, 28% to/from Commercial Street to the south, and 39% to/from York Street to the south.

The proposed trip assignment for the AM and PM hour of the adjacent street is shown in Figure 5. The full build 2024 traffic volumes are shown in Figure 6.

Section 2 – Traffic Accidents

The most recent 3-year crash history (2014-2016) was obtained from MaineDOT for the intersections and roadway links in the vicinity of the project site. Intersections and roadway links are considered to be High Crash Locations (HCL's) if they have a Critical Rate Factor (CRF) greater than 1.0 and have minimum of 8 accidents in a three-year period. Four locations within the project Study Area have been identified as HCL's. A summary of this information is presented below and the MaineDOT Summary Report is contained in the Appendix.

Intersections

Node	Description	# of Crashes	CRF	HCL
16784	Commercial Street & High Street	10	1.56	Yes
16785	Commercial Street & Maple Street	4	0.65	No
16783	Commercial Street & Park Street	17	2.14	Yes
18980	Maple Street & York Street	1	0.38	No
18529	High Street & York Street	13	0.78	No

Roadway Segments

Link	Description	# of Crashes	CRF	HCL
16783-16784	Commercial Street – Park to High	11	1.76	Yes
16784-16785	Commercial Street – High to Maple	15	1.69	Yes
16785-18980	Maple Street	2	2.50	No
18529-18980	York Street	1	0.14	No
16784-18529	High Street	4	2.77	No

A review of the report summaries for the crashes occurring at the High Crash Locations reveals a number of common themes:

- At the intersection of Commercial Street and Park Street, numerous crashes occurred when two vehicles were waiting to turn right from Park Street onto Commercial Street. The second vehicle in line was reported to rear end the first vehicle, due to falsely anticipating that the vehicle had already turned right. Crashes were also reported of vehicles not yielding the right-of-way when turning onto Commercial Street.

- At the intersection of Commercial Street and High Street a majority of the crashes were vehicles failing to yield the right of way when turning from High Street onto Commercial Street, rear-end collisions while in stop and go traffic, or crashes with parked vehicles on the southern side of Commercial Street. The addition of a traffic signal at this location would likely reduce the crashes which involve vehicles turning from High Street to Commercial Street.

- On the segment of Commercial Street between Park Street and High Street there does not appear to be a clear pattern of crashes. Reported crashes are a combination of rear-end collisions in stop and go traffic, crashes involving parked vehicles, crashes due to vehicles turning in and out of the gas station parking lot, and one crash involving a pedestrian not in a crosswalk.

- On the segment of Commercial Street between High Street and Maple Street, a majority of the crashes involved a vehicle backing out a parking spot and hitting a vehicle travelling on Commercial Street. There were also three reported crashes of vehicles crashing into unattended legally park vehicles.

Crash diagrams for the HCLs are provided in the appendix.

Section 3 – Development Entrances and Exits

A.) Access to the full-build development is proposed by three separate driveways.

One drive will provide access to Maple Street at a point approximately 110 feet northwest of the intersection with Commercial Street. This entrance will provide direct access to the first level of the parking garage and “woonerf”. This entrance is proposed to be 28 feet wide - including one 13 foot ingress lane, one 13 foot egress lane, and a 1 foot curb offset on both sides. The drive is to be constructed of concrete.

An entry only drive will provide access on Commercial Street at a point approximately 150 feet to the south of the intersection with Maple Street. This entrance will provide direct access to the first level of the parking garage and “woonerf”. This entrance is proposed to be 22 feet wide with one ingress lane. The drive is to be constructed of concrete.

The other drive will provide access to York Street at a point approximately 475 feet north of the intersection with High Street. This entrance will provide direct access to the second level of the parking garage. This entrance is proposed to be 28 feet wide and include one 13 foot ingress lane, one 13 foot egress lane, and a 1 foot curb offset on both sides. The drive is to be constructed of concrete.

At the southwestern corner of the site, an existing driveway is to remain. This driveway will provide access to the surface parking which will be present during Phases 1 and 2. This drive will have a locked gate with access only for authorized users. It is anticipated that this access will be mainly for commercial fisherman who will use the surface parking. Traffic associated with the proposed development will not use this driveway.

B.) Maple Street is a functionally classified local two-way roadway oriented in a northwesterly/southeasterly direction. The roadway is 35 feet wide and contains no pavement markings. There is brick sidewalk present on both sides of the roadway. The posted speed limit is 25 miles per hour. On-street parking is currently permitted on both sides of the roadway. The segment on which the entrance is proposed is approximately 275 feet in length between Commercial Street and York Street. Both ends of this segment have stop control at each respective intersection. Due to this short segment length, sight distance of the drive will be limited to each adjacent intersection. Sight distance is measured to be to the intersection with Commercial Street when looking to the right from the proposed access drive, a distance of approximately 100 feet, and to the intersection with York Street when looking to the left, a distance of approximately 200 feet. Sight distance could also be limited if cars are parked on the southwesterly side of the road. Immediately to the northwest of the proposed entrance there is an existing driveway in which the property line travels thru the center of. This drive is presently used by the Baxter Academy Building. On the opposite side of Maple Street there is an existing 27 foot wide drive which provides access to parking at the adjacent Courtyard Marriott Hotel.

York Street is a functionally classified local two-way roadway oriented in a north-south direction. The roadway is approximately 45 feet wide consisting of one travel lane in each direction separated by a double yellow center line. On-street parking is prohibited on the eastern side of the road and permitted on the western side. There is sidewalk on both sides of the roadway. The posted speed limit of York Street is 25 miles per hour. Sight distance is measured to be to the intersection of High Street when looking left from the proposed access point, a distance of 270 feet, and to the intersection with Danforth Street when looking right, a distance of in excess of 500 feet. These distances exceed the minimum value of 200 feet for a 25 mile per hour roadway. On the opposite side of the road from the proposed entrance location there is an existing driveway which provides access to a private parking lot.

Commercial Street at this location is a two lane urban minor arterial oriented in a generally north-south direction. The roadway is approximately 90 feet wide consisting of one travel lane in each direction separated by a double yellow centerline and on-street angle parking on both sides of the roadway. The posted speed limit of Commercial Street is 30 miles per hour.

The attached plan shows the sight distance measurements completed on January 23rd, 2017.

Section 4 – Title, Right, or Interest

A Deed for the parcel comprising the proposed development follows.

Section 5 – Public or Private Rights-of-Way

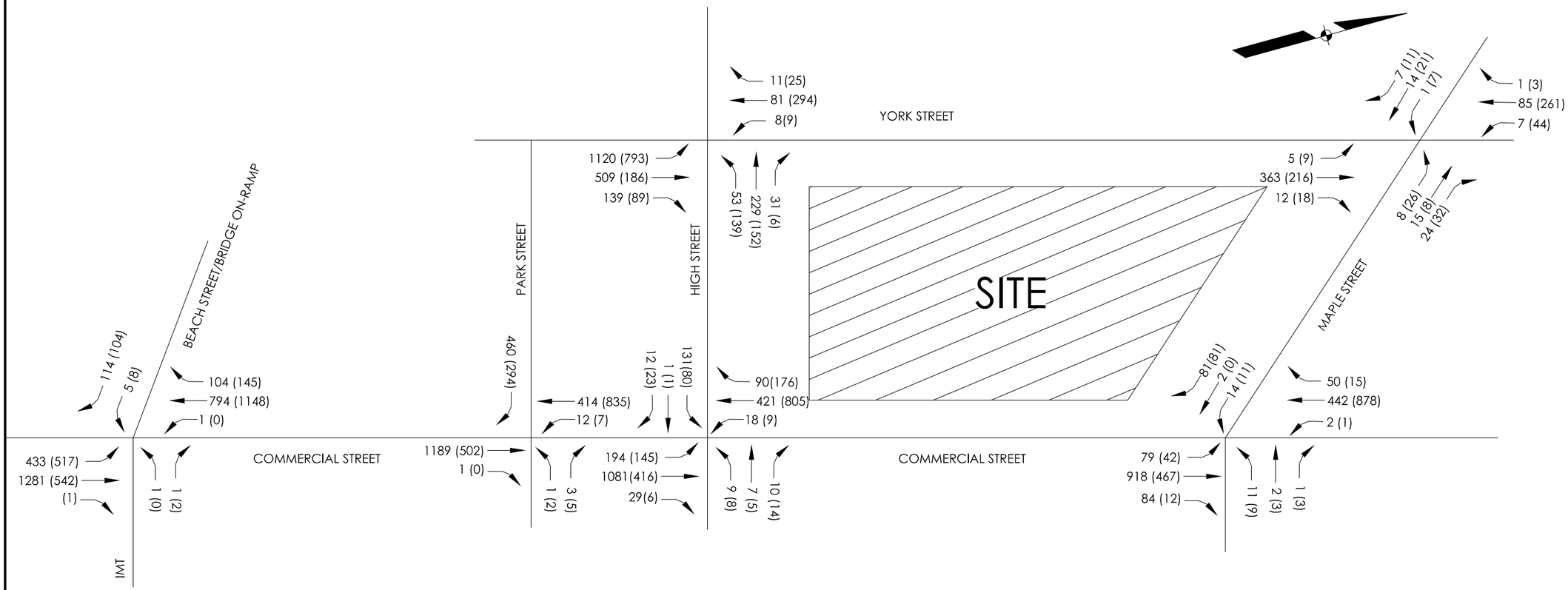
There are no public or private Rights-of-Way across the proposed development period.

Section 6 – Construction Schedule

Construction is scheduled to begin in 2018 once all approvals are obtained with occupancy being in 2019.

Appendix

Traffic Volume Figures 1-6



KEY

XX	AM PEAK HOUR
(XX)	PM PEAK HOUR

NOTES:

Traffic counts were completed for all intersections except for Commercial Street at Beach Street, were collected in April 2017. Counts were factored seasonaly to the 30th highest hour using MaineDOT 2016 Weekly Group Mean Factors: 0.94/0.86=1.09

Traffic Counts for the intersection of Commercial Street at Beach Street were collected in March 2017. Counts were factored seasonaly to the 30th highest hour using MaineDOT 2016 Weekly Group Mean Factors: 1.03/0.86=1.20

Traffic Counts were then factored annually from 2017 using an increase of 0.5% per year to a design year of 2024.

Existing left turns from Park Ave to Commercial St were rerouted to High St

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS. INC.

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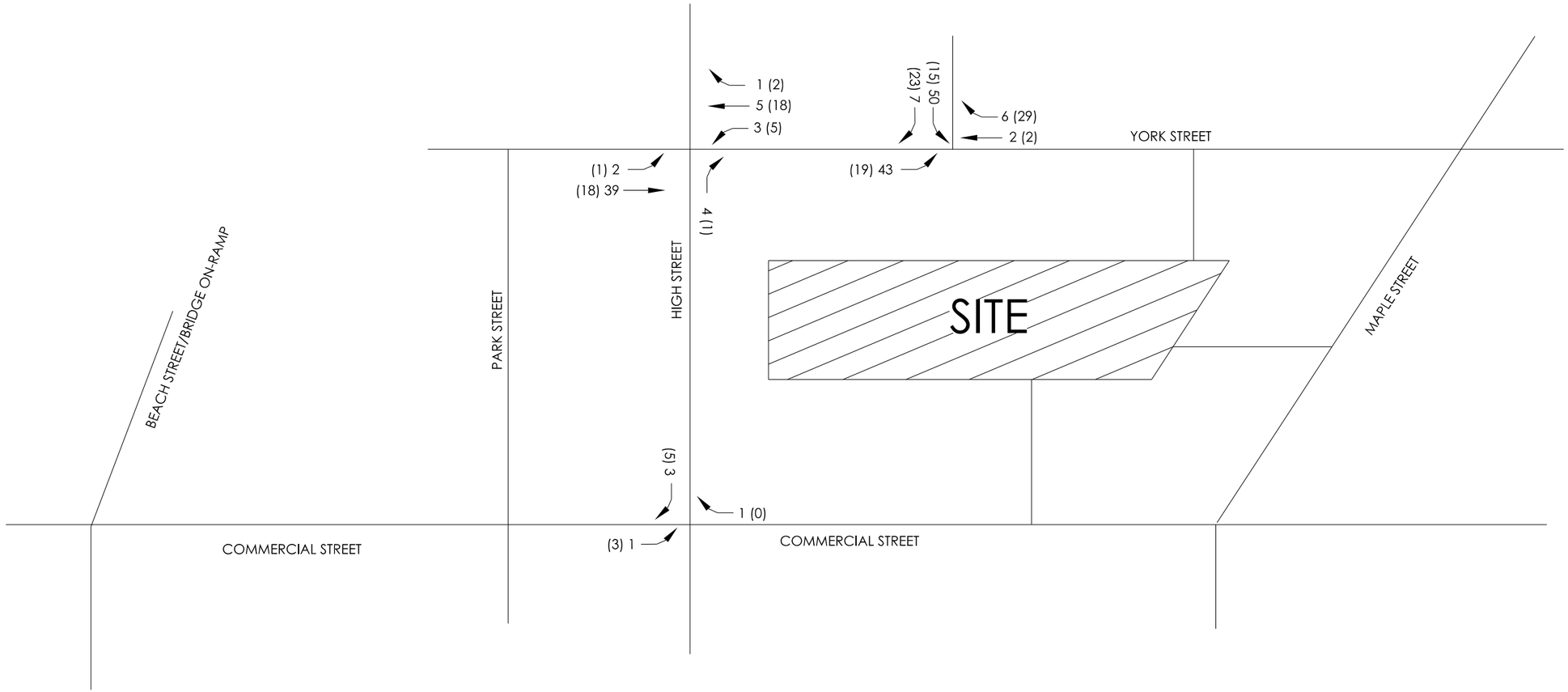
2024 BASE TRAFFIC VOLUMES

OF:
383 COMMERCIAL STREET
PORTLAND, MAINE

FOR:
DEERING PROPERTY DEVELOPMENT, LLC

PROJECT NO.
16324



KEY

XX	AM PEAK HOUR
(XX)	PM PEAK HOUR

101 YORK STREET TRIPS

NOTES:

TRIP DISTRIBUTION AS SHOWN IN FIGURE 4 OF GORRILL PALMER TRAFFIC STUDY FOR 101 YORK STREET.

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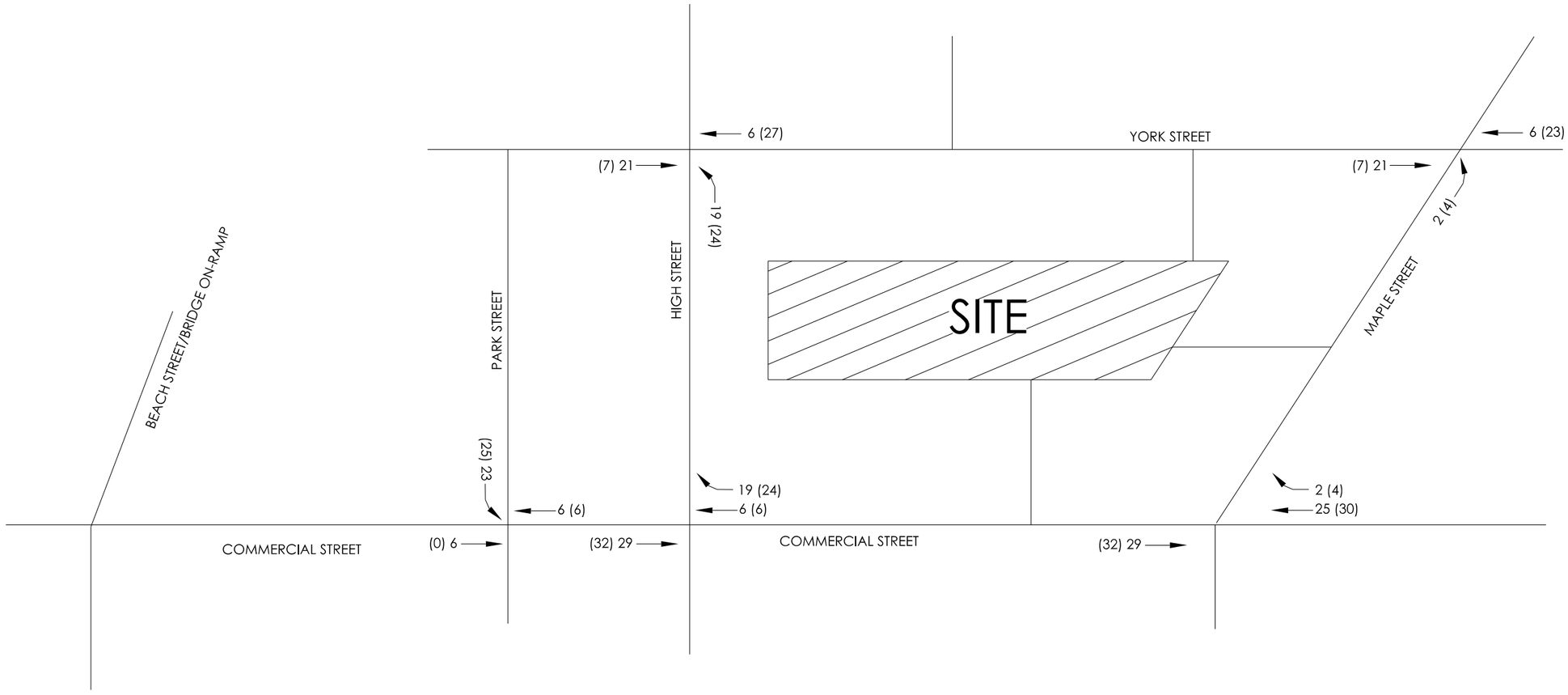
South Portland, ME 04106
Tel. 207-200-2100

PROPOSED USES BY OTHERS
OF:
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY DEVELOPMENT, LLC

PROJECT NO.
16324



KEY

XX	AM PEAK HOUR
(XX)	PM PEAK HOUR

58 FORE STREET TRIPS

NOTES:

TRIP DISTRIBUTION AS SHOWN IN FIGURES 10 & 11 OF GORRILL PALMER TRAFFIC STUDY FOR 58 FORE STREET

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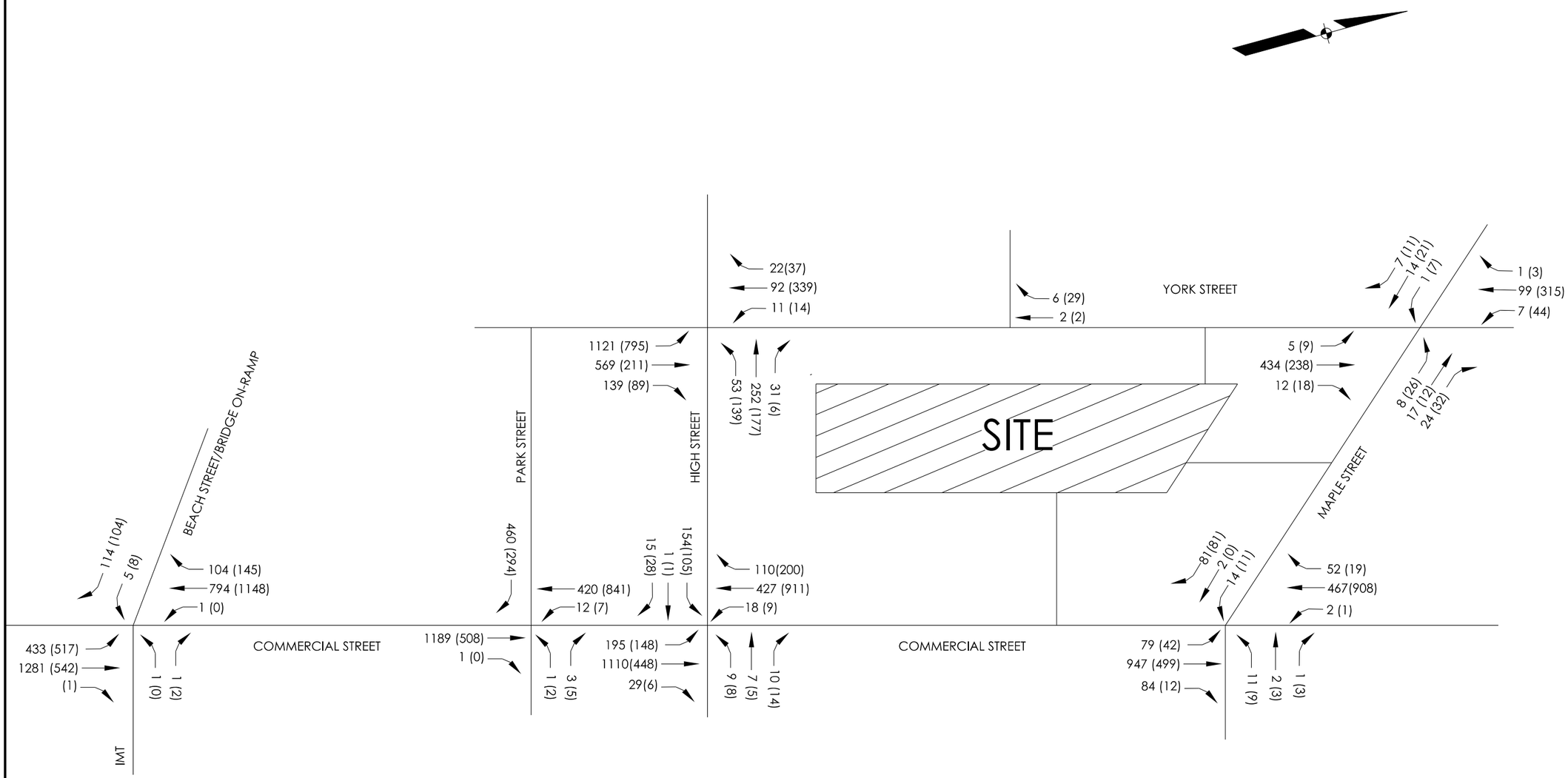
Tel. 207-200-2100

PROPOSED USES BY OTHERS
OF:
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY DEVELOPMENT, LLC

PROJECT NO.
16324



KEY

XX	AM PEAK HOUR
(XX)	PM PEAK HOUR

NOTES:

VOLUMES FOUND BY ADDING FIGURES 1 THRU 3

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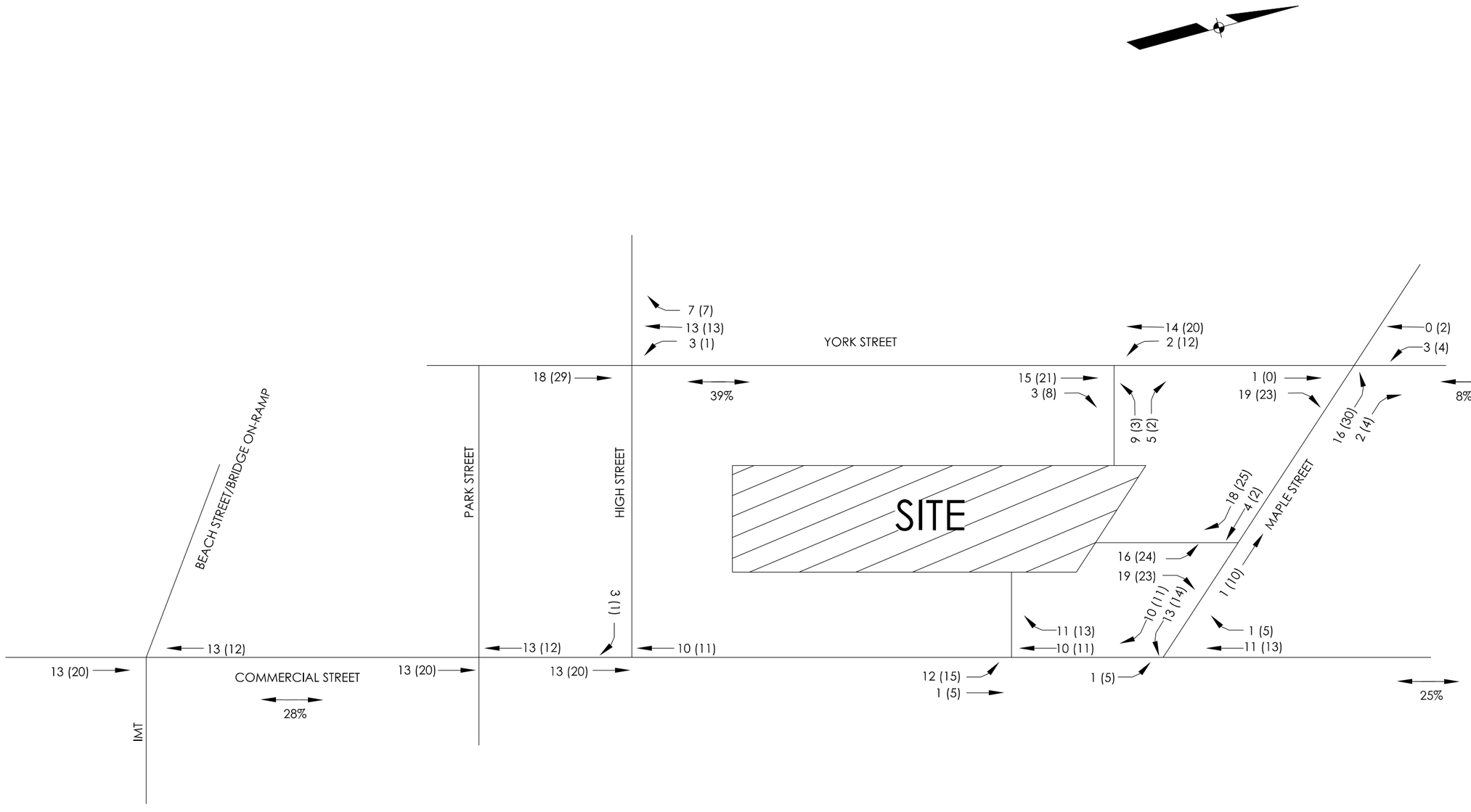
2024 NO-BUILD TRAFFIC VOLUMES

OF:
383 COMMERCIAL STREET
PORTLAND, MAINE

FOR:
DEERING PROPERTY DEVELOPMENT, LLC

PROJECT NO.
16324



KEY

XX	AM PEAK HOUR
(XX)	PM PEAK HOUR

NOTES:

Total Primary Trip Ends During Peak Hour:

	Entering	Exiting
AM	46	49
PM	73	52

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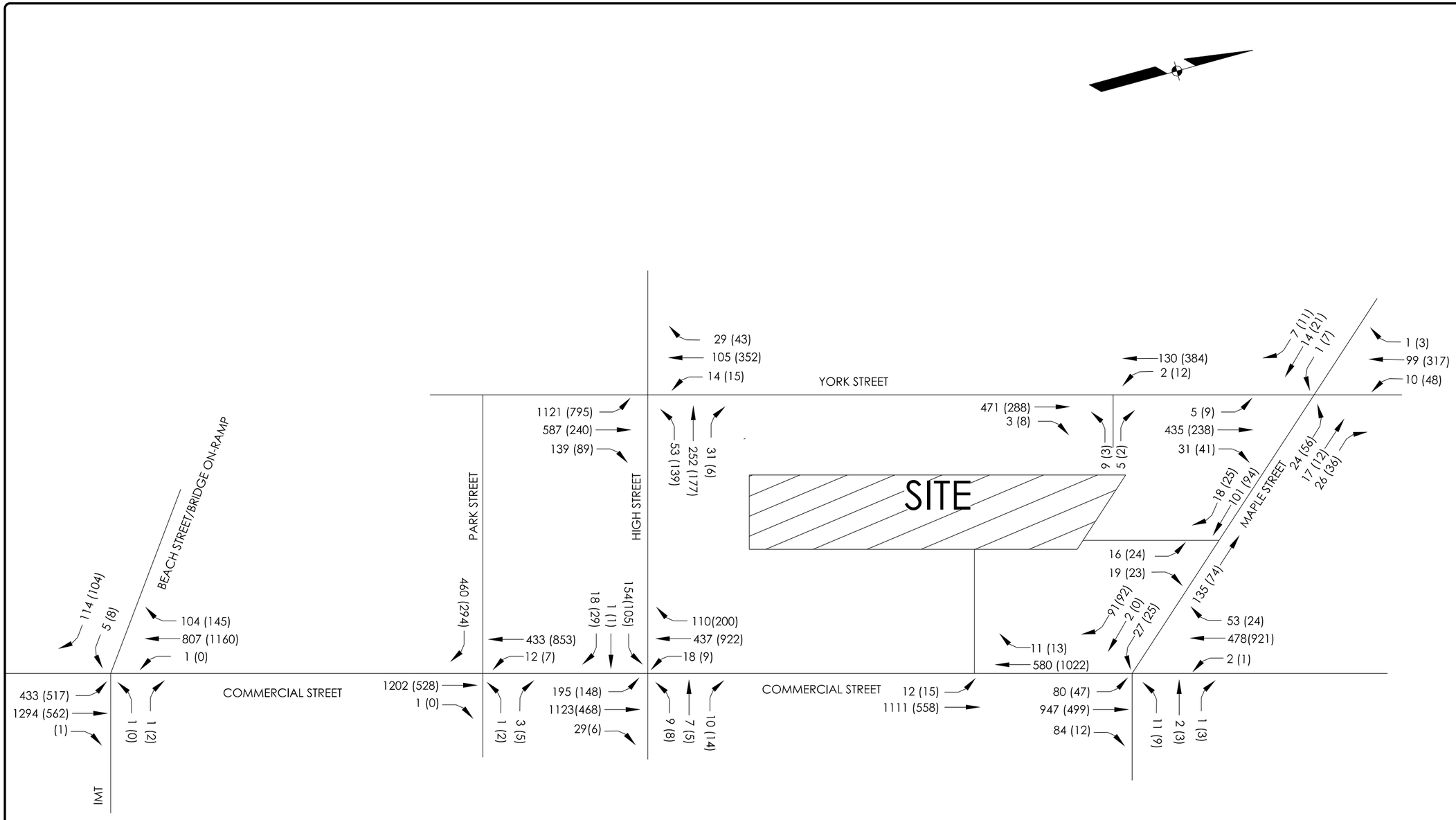
PROJECT GENERATED TRIPS
OF:
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY DEVELOPMENT, LLC

PROJECT NO.
16324



KEY

XX	AM PEAK HOUR
(XX)	PM PEAK HOUR

NOTES:

VOLUMES FOUND BY ADDING FIGURES 4 AND 5

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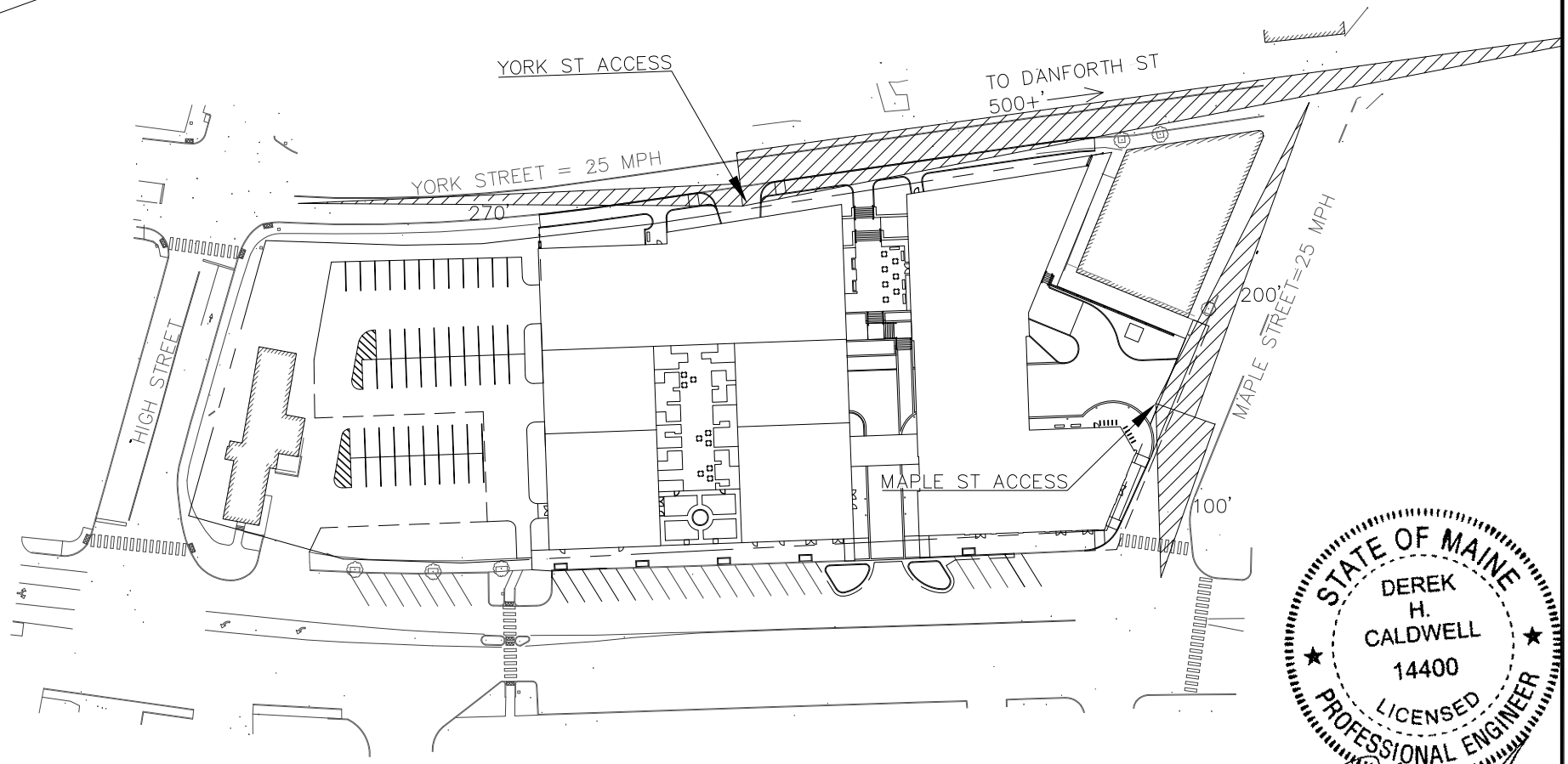
2024 BUILD VOLUMES
OF:
383 COMMERCIAL STREET
PORTLAND, MAINE

FOR:
DEERING PROPERTY DEVELOPMENT, LLC

PROJECT NO.
16324

SHEET 6 OF 6

Sight Distance Plan



STATE OF MAINE
DEREK H. CALDWELL
14400
LICENSED PROFESSIONAL ENGINEER
2-23-18

*FOR SIGHT DISTANCE ONLY. SITE PLAN BY OTHERS.

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SIGHT DISTANCE MEASUREMENTS
OF 383 COMMERCIAL STREET

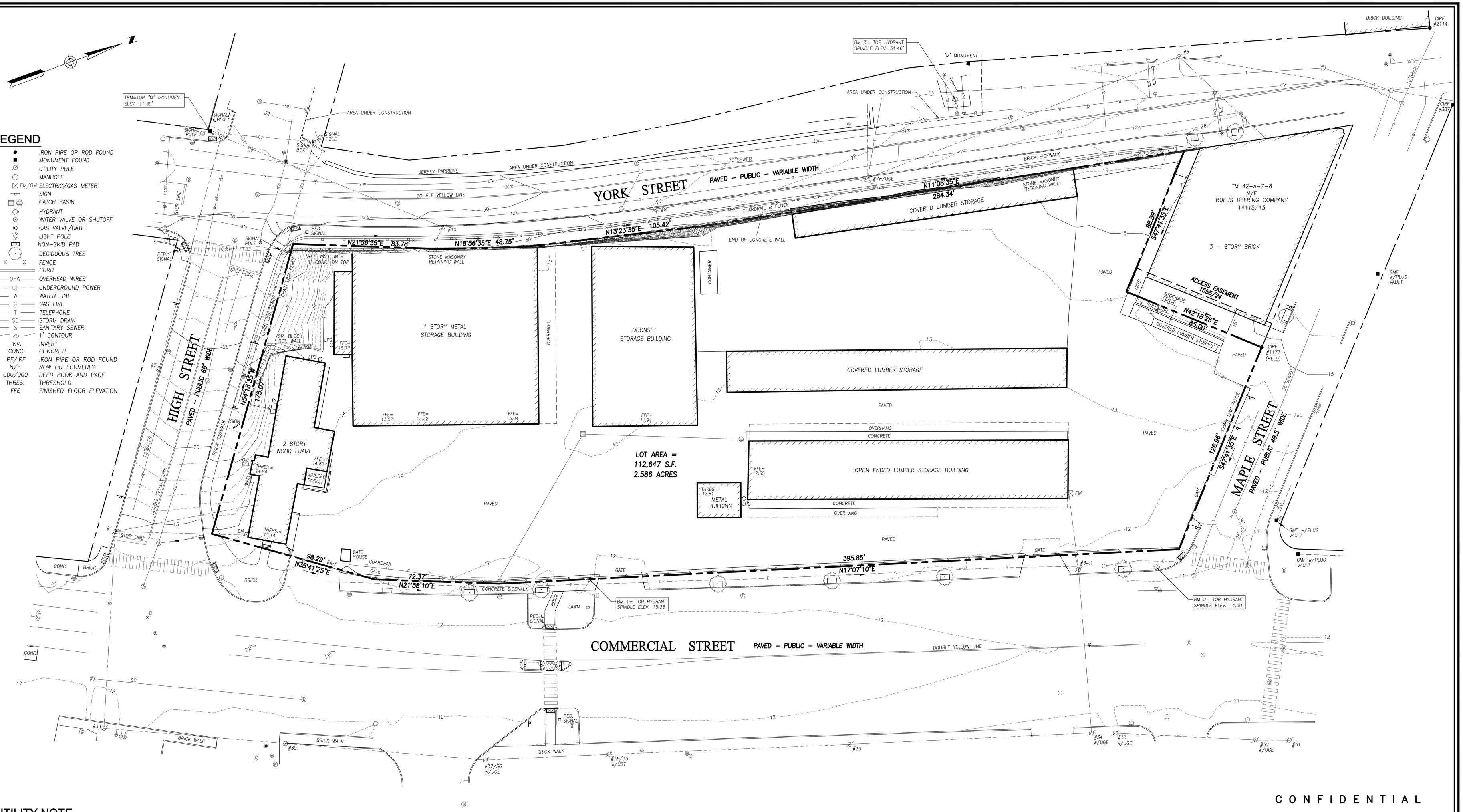
SCALE: 1"=100'
DATE: 02/08/2017

LOCATION:
383 COMMERCIAL STREET (ROUTE 1A)
PORTLAND, MAINE

FOR: DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NY 14224

SHEET: 1 OF 1

Site Plan



UTILITY NOTE

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

PLAN REFERENCES

1. *"PLAN OF LAND ON COMMERCIAL, HIGH, YORK, & MAPLE STREETS, PORTLAND, MAINE FOR RUFUS DEERING COMPANY," BY OWEN HASKELL, INC. DATED JANUARY 9, 1989.*

2. *STANDARD BOUNDARY SURVEY FOR WILLIAM J. DOWD LOCATED IN PORTLAND, MAINE," BY D.A. MAXFIELD, JR. DATED NOVEMBER, 1987.*

3. *"ALTA/ACSM LAND TITLE SURVEY ON HIGH, DANFORTH, MAPLE, & YORK STREETS MADE FOR J.B. BROWN & SONS," BY OWEN HASKELL, INC. DATED DECEMBER 3, 2013.*

GENERAL NOTES

1. *OWNER OF RECORD: MILLIKEN SMITH BLOCK LLC*
   TAX MAP 42 BLOCK A LOT 1
   C.C.R.D. BOOK 22473 PAGE 307

2. *BEARINGS ARE TRUE NORTH BASED ON PLAN REFERENCE 1.*

3. *ELEVATIONS ARE BASED ON CITY DATUM.*

CERTIFICATE

OWEN HASKELL, INC. HEREBY CERTIFIES THAT THIS PLAN IS BASED ON, AND THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE.

DATE

JOHN W. SWAN, PLS NO. 1038

CONFIDENTIAL

BOUNDARY & TOPOGRAPHIC SURVEY

ON

COMMERCIAL STREET, PORTLAND, MAINE

MADE FOR

BERNSTEIN SHUR

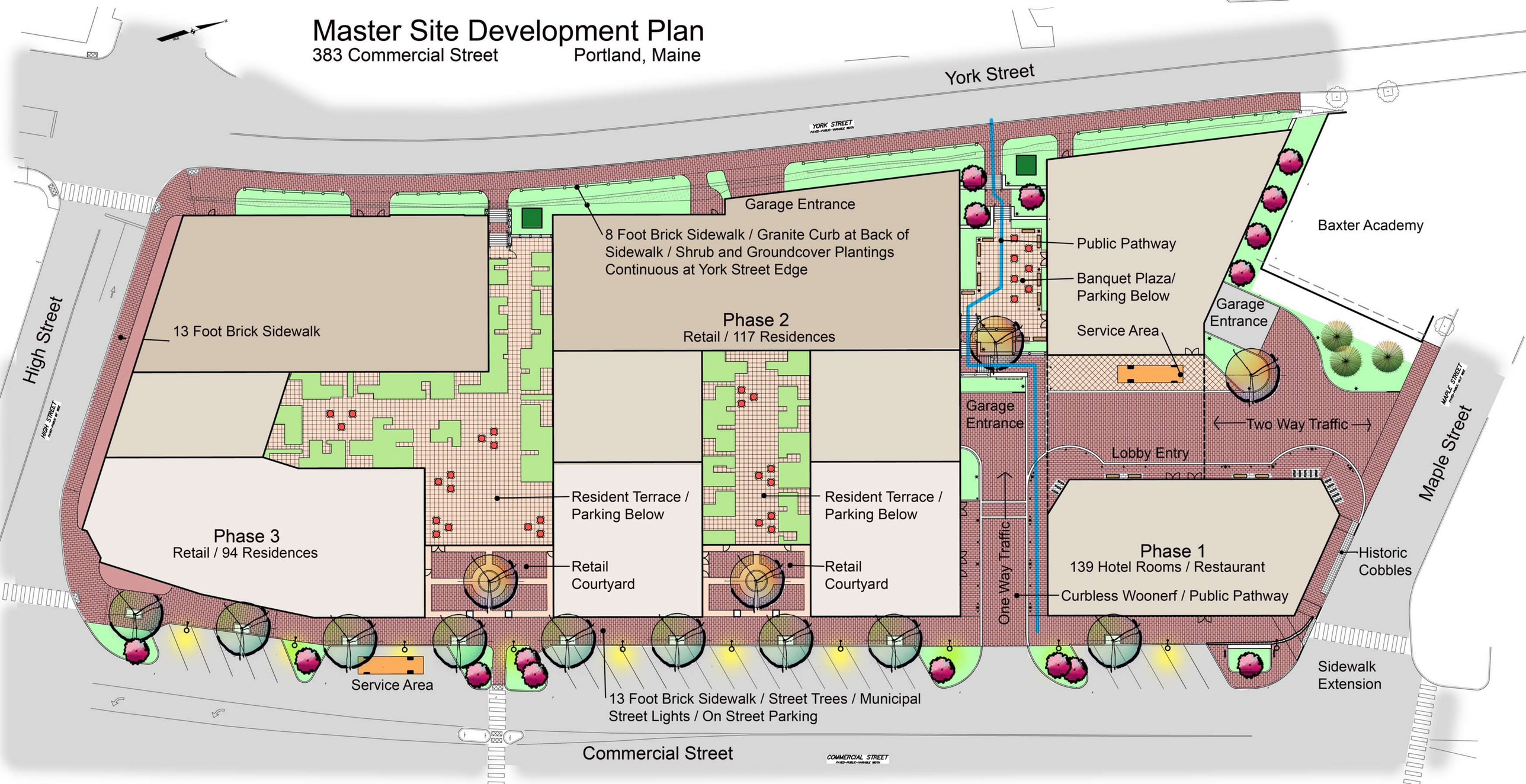
100 MIDDLE STREET, P.O. BOX 9729, PORTLAND, ME

OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE ONE, FALMOUTH, ME 04105 (207)774-0424

Drawn By SDG	Date	Job No.
Trace By JLW	SEPT. 6, 2016	2016-245P
Check By JWS	Scale	Drwg. No.
Book No. 1149	1" = 25'	1

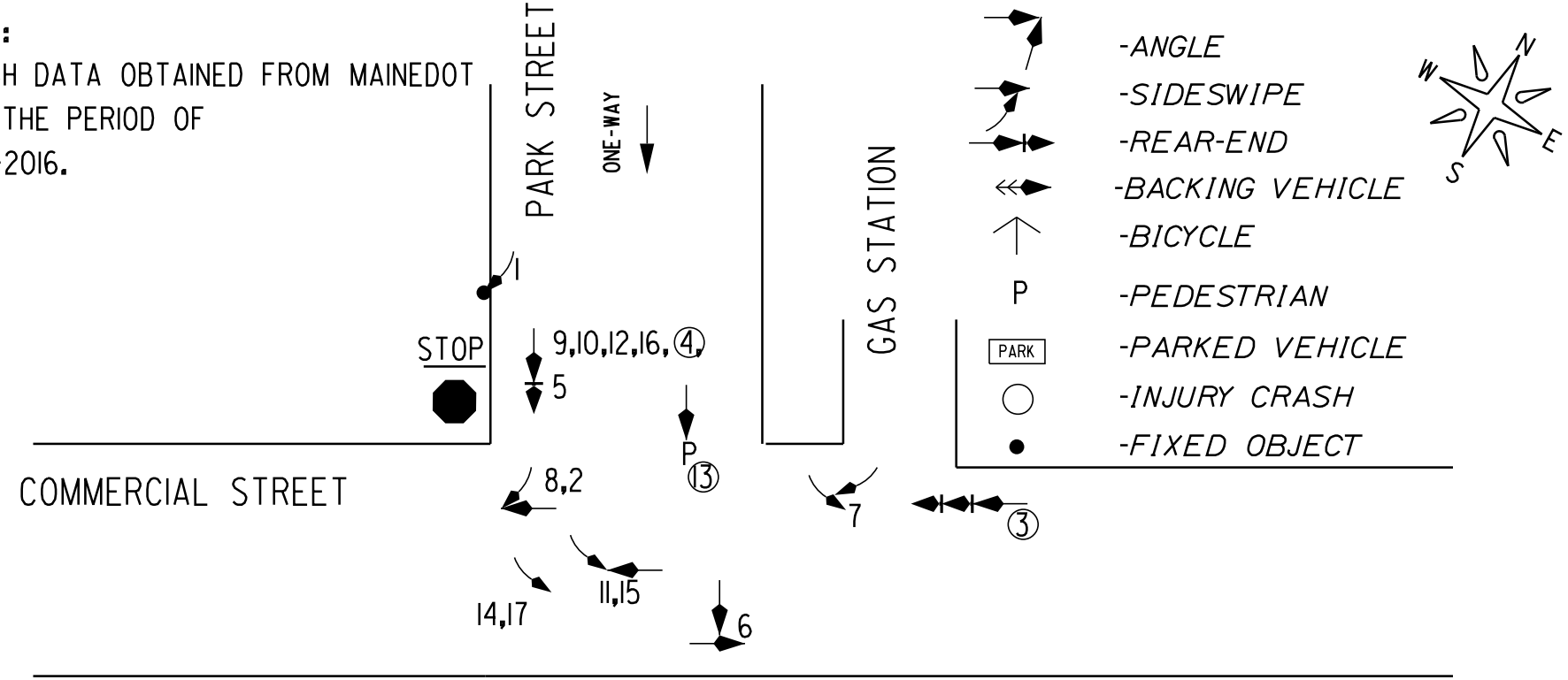
Master Site Development Plan

383 Commercial Street Portland, Maine



Crash Diagrams

NOTE:
CRASH DATA OBTAINED FROM MAINEDOT FOR THE PERIOD OF 2014-2016.



ID	CRASH #	DATE
1	2016-3222	1/18/2016
2	2016-4238	2/8/2016
3	2016-13203	5/11/2016
4	2016-17093	6/22/2016
5	2016-26798	9/22/2016
6	2014-761	1/1/2014
7	2014-8029	3/11/14
8	2014-11910	4/19/2014
9	2014-19107	7/15/2014
10	2014-22444	8/19/2014

ID	CRASH #	DATE
11	2014-23266	8/28/2014
12	2014-26357	9/30/2014
13	2014-30159	11/5/2014
14	2015-407	1/7/2015
15	2015-6968	2/20/15
16	2015-9928	3/19/2015
17	2015-15577	5/26/2015

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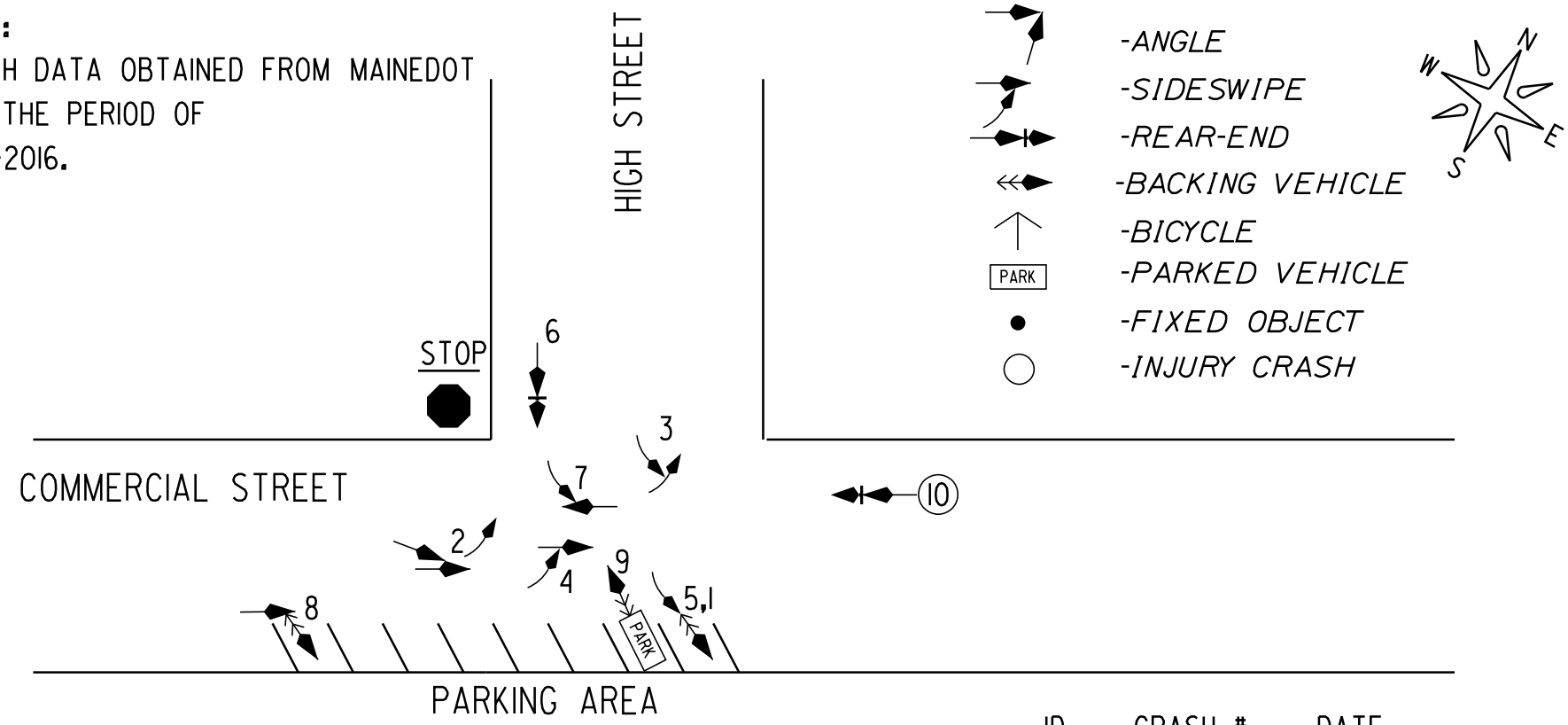
CRASH DIAGRAM

OF: COMMERCIAL STREET AND PARK STREET

LOCATION:
PORTLAND, MAINE

SCALE: NTS
DATE: 2/12/2018
SHEET: 1 OF 4

NOTE:
CRASH DATA OBTAINED FROM MAINEDOT FOR THE PERIOD OF 2014-2016.



ID	CRASH #	DATE
1	2016-37634	12/19/2016
2	2014-13371	5/10/2014
3	2014-16464	6/19/2014
4	2014-21974	8/13/2014
5	2014-35092	12/12/2014
6	2015-5543	2/10/2015
7	2015-8956	3/10/2015
8	2015-11833	4/9/2015
9	2015-50101	11/7/2015
10	2015-47740	11/12/2015

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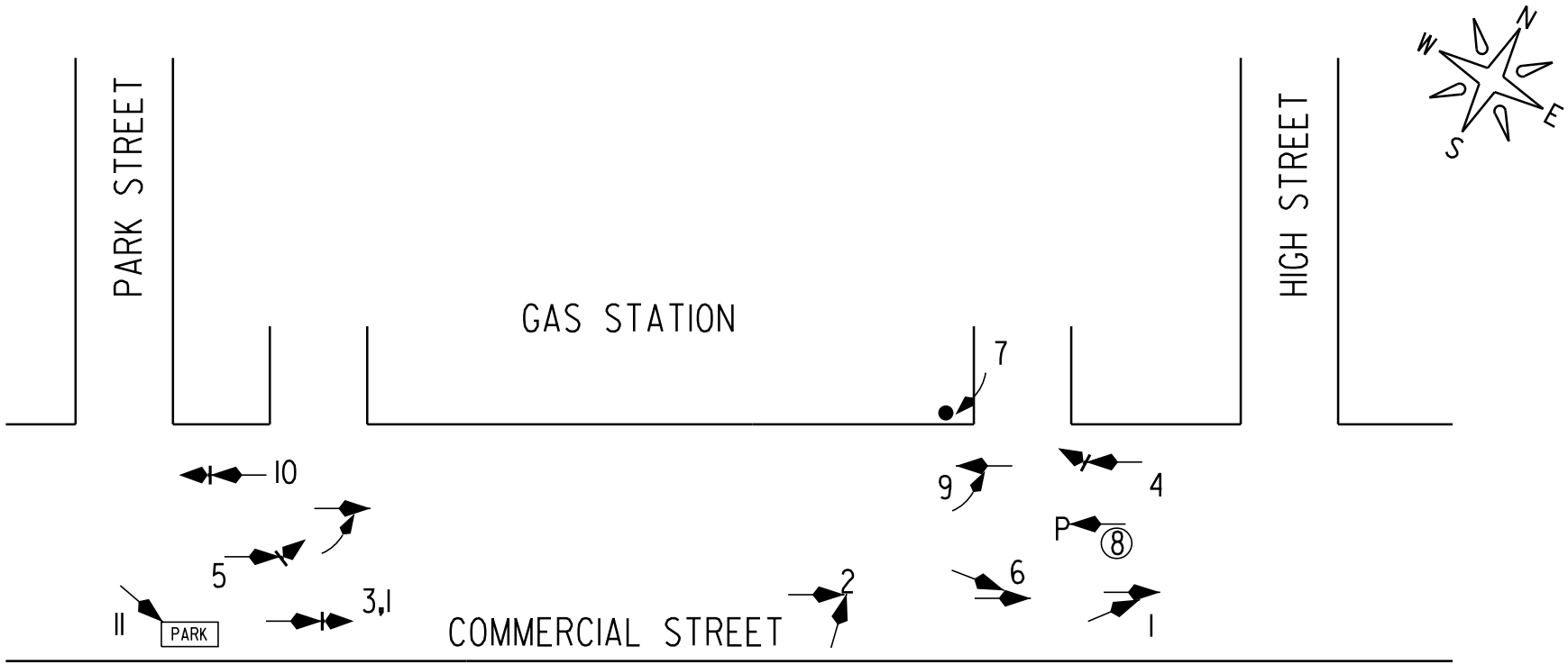
CRASH DIAGRAM

OF: COMMERCIAL STREET AND HIGH STREET

LOCATION:
PORTLAND, MAINE

SCALE: NTS

DATE: 2/12/2018



-ANGLE

-SIDESWIPE

-REAR-END

-BACKING VEHICLE

P -PEDESTRIAN

PARK -PARKED VEHICLE

-FIXED OBJECT

-INJURY CRASH

ID	CRASH #	DATE
1	2016-20666	7/22/2016
2	2016-24623	8/25/2016
3	2014-8599	3/14/2014
4	2015-3113	1/28/2015
5	2015-8353	3/1/2015
6	2015-10385	3/22/2015
7	2015-17700	6/17/2015
8	2015-17700	6/17/2015
9	2016-26137	9/15/2016
10	2016-34555	11/30/2016
11	2016-36110	12/5/2016

NOTE:
CRASH DATA OBTAINED FROM MAINEDOT FOR THE PERIOD OF 2014-2016.

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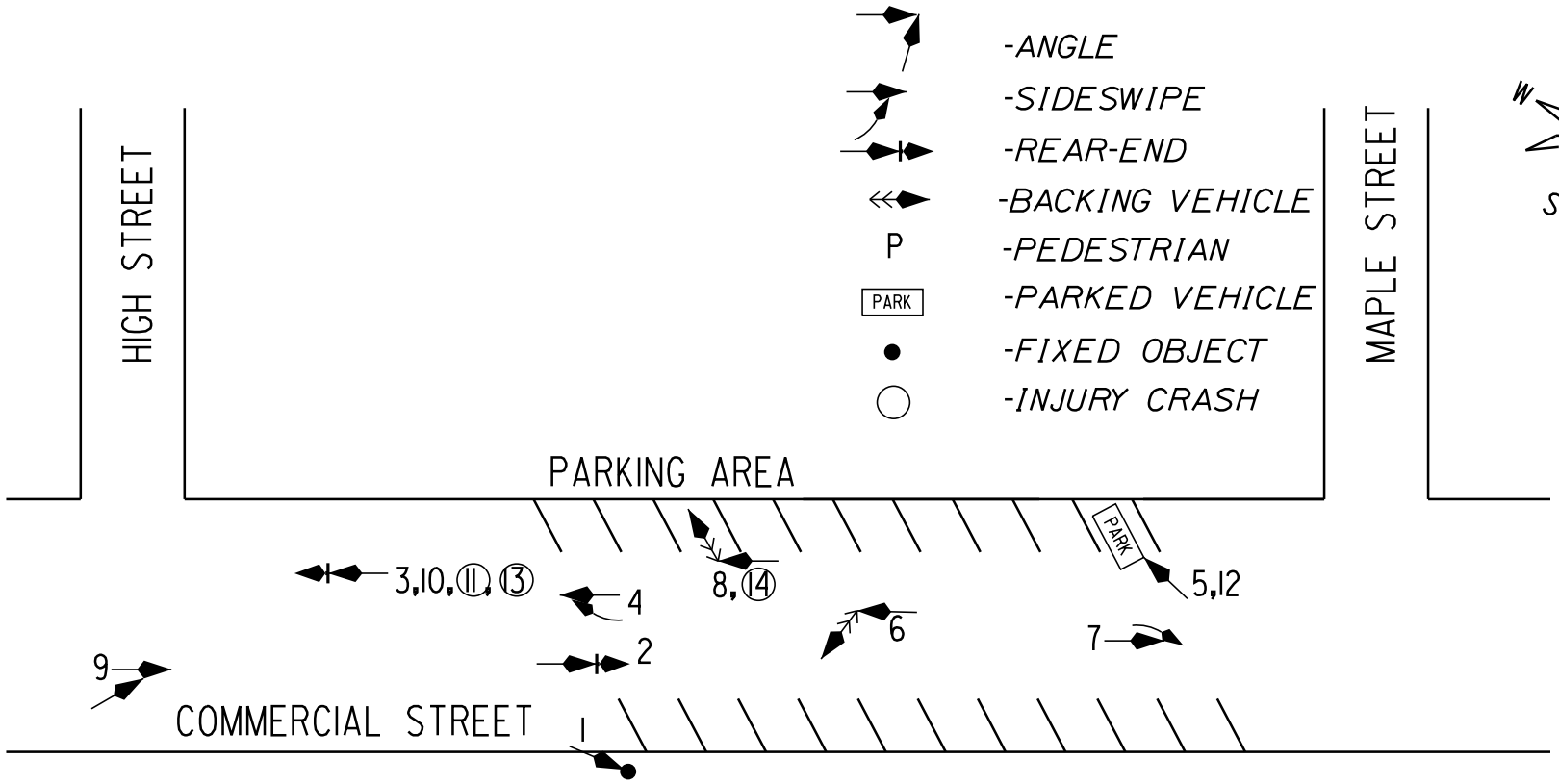
CRASH DIAGRAM

OF: COMMERCIAL STREET - PARK STREET TO HIGH STREET

LOCATION:
PORTLAND, MAINE

SCALE: NTS

DATE: 2/12/2018



ID	CRASH #	DATE
1	2016-12912	5/8/2016
2	2016-17788	6/24/2016
3	2016-19486	7/14/2016
4	2016-29658	10/5/2016
5	2014-1756	1/13/2014
6	2014-7699	3/7/2014
7	2014-14614	5/28/2014
8	2015-2402	1/21/2015
9	2015-8837	3/9/2015
10	2015-16251	6/2/2015

ID	CRASH #	DATE
11	2015-21518	7/26/2015
12	2015-21604	7/27/2015
13	2015-41542	9/13/2015
14	2016-32835	11/16/2016

NOTE:
CRASH DATA OBTAINED FROM MAINEDOT FOR THE PERIOD OF 2014-2016.

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CRASH DIAGRAM

OF: COMMERCIAL STREET - HIGH STREET TO MAPLE STREET

LOCATION:
PORTLAND, MAINE

SCALE: NTS

DATE: 2/12/2018

Crash Data

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

- [x] Crash Summary I - Single Node
- [ ] Section Detail
- [x] Crash Summary II
- [ ] 1320 Public
- [ ] 1320 Private
- [x] 1320 Summary

REPORT DESCRIPTION

Int of Commercial St and High St in Portland

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 0001A	Start Node: 16784	Start Offset: 0	☐ Exclude First Node
	End Node: 16784	End Offset: 0	☐ Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
16784	0001A - 11.15	Int of COMMERCIAL ST HIGH ST	2	10	0	0	0	1	9	10.0	5.981	0.56	0.36	1.56
												Statewide Crash Rate:	0.15	
Study Years:	3.00	NODE TOTALS:		10	0	0	0	1	9	10.0	5.981	0.56	0.36	1.56

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM													
	Hour of Day																									
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
TUESDAY	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
THURSDAY	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2
Totals	0	0	0	0	0	0	0	0	2	0	0	1	2	0	0	0	2	1	0	1	0	1	0	0	0	10

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	7
2-(Sport) Utility Vehicle	7
3-Passenger Van	0
4-Cargo Van (10K lbs or Less)	0
5-Pickup	5
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	1
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	0
24-Witness	1
25-Other	0
Total	21

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	6	4	0	0	0	0	10
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	1	2	0	0	0	0	3
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	1	0	0	0	0	1
Improper Turn	1	0	0	0	0	0	1
Improper Backing	1	2	0	0	0	0	3
Improper Passing	0	1	0	0	0	0	1
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	1	0	0	0	0	0	1
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	10	10	0	0	0	0	20

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	10	10	0	0	0	0	20
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	10	10	0	0	0	0	20

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	1	0	0	0	0	1
20-24	1	0	0	0	0	1
25-29	3	0	0	0	0	3
30-39	5	0	0	0	0	5
40-49	5	0	0	0	0	5
50-59	3	0	0	0	0	3
60-69	1	0	0	0	0	1
70-79	0	0	0	0	0	0
80-Over	1	0	0	0	0	1
Unknown	0	0	0	0	0	0
Total	20	0	0	0	0	20

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	20
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	18		
14-Parked Motor Vehicle	2		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	1	1
PD	9	0
Total	10	1

Road Character

Road Grade	Total
1-Level	9
2-On Grade	1
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	10

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	0
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	5
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	5
14-Other	0
Total	10

Light

Light Condition	Total
1-Daylight	7
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	3
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	10

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2014	2015	2016	Total
JANUARY	0	0	0	0
FEBRUARY	0	1	0	1
MARCH	0	1	0	1
APRIL	0	1	0	1
MAY	1	0	0	1
JUNE	1	0	0	1
JULY	0	0	0	0
AUGUST	1	0	0	1
SEPTEMBER	0	0	0	0
OCTOBER	0	0	0	0
NOVEMBER	0	2	0	2
DECEMBER	1	0	1	2
Total	4	5	1	10

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	0	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	10	0	0	0	0	0	0	0	0	0	0	0	10

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	2	0	0	0	0	0	0	0	0	0	0	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	2	0	0	0	0	0	0	1	0	0	1	4
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	1	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	6	0	0	0	0	0	0	1	0	0	3	10

Crash Date: 5/10/2014 Time: 12:30 City: Portland Street/Highway: HIGH ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node:

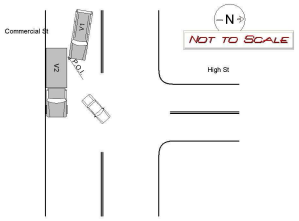
Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

V1 was stopped on Commercial st (heading in east direction) when an unknown vehicle was turning left onto High St. V1 went to go around unknown vehicle to continue east on Commercial St when V2 attempted to pass and go around both vehicles. In doing so, V2 hit the front passenger corner of V1 with the rear driver's side corner of V2.

No injuries.

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	15	1 - Male	5 - No Injury
8 - Passenger/Owner	50	1 - Male	5 - No Injury
2 - Passenger	19	1 - Male	5 - No Injury

Unit: 2

Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs)
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area:
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 18 - Overtaking Passing
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 12 - Improper Passing
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
1 - Driver	47	1 - Male	5 - No Injury

Crash Date: 6/19/2014 Time: 08:05 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

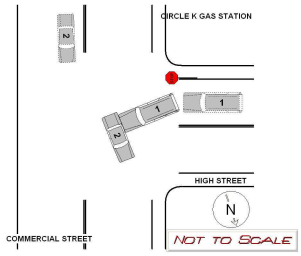
OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

Unit 1 stopped at stop sign. Unit 2 following roadway. Unit 2 initiated left hand turn onto High Street from Commercial Street. Unit 1 initiated left hand turn from High Street onto Commercial Street. Unit 1 failed to yield right of way to Unit 2. Unit 1 struck Unit 2.

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	36	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 1 - Northbound
Most Damaged Area: 7 - Rear Driver Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	34	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 8/13/2014 Time: 16:18 City: Portland Street/Highway: Commercial Street

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

OE Start Node: OE End Node:

Type of Crash: 2 - Rear End / Sideswipe Type of Location: 3 - Three Leg Intersection

Weather: 4 - Rain Light: 1 - Daylight

Road Grade: 1 - Level Surface Condition: 2 - Wet

Traffic Control: 13 - None

Cont. Circ. Env 1 1 - None Cont. Circ. Env 2

Cont. Circ. Road 1 1 - None Cont. Circ. Road 2

Narrative

On Wednesday, August 13, 2014 at 16:18:00, Officer Christopher Sibley responded to a crash at the intersection of Commercial Street and High Street in Portland Maine. At the time of the crash, the weather was rain and the road surface was wet.

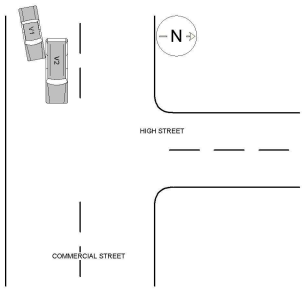
Vehicles...

Vehicle #1, operated by Elizabeth Webster, DOB 2/7/1956 was eastbound following roadway and attempted an improper turn to high street. Vehicle #1 sustained minor damage to the front driver corner.

Vehicle #1 occupant(s) are listed below:
Driver: Elizabeth Webster DOB 2/7/1956 Injury: No Injury

Vehicle #2, operated by Elke Perks, DOB 5/26/1972 was eastbound following roadway. Vehicle #2 was towed due to disabling damage...

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle

Veh. Travel Dir.: 3 - Eastbound

Most Damaged Area: 11 - Front Driver Corner

Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 1 - Following roadway

Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 2:

Seq. Events 3:

Seq. Events 4:

Driver Distracted By: 1 - Not Distracted

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 10 - Improper Turn

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	58	2 - Female	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle

Veh. Travel Dir.: 3 - Eastbound

Most Damaged Area: 4 - Rear Passenger Quarter Panel

Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 1 - Following roadway

Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 2:

Seq. Events 3:

Seq. Events 4:

Driver Distracted By: 1 - Not Distracted

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 1 - No Contributing Action

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	42	2 - Female	5 - No Injury
2 - Passenger	8	1 - Male	5 - No Injury
2 - Passenger	6	1 - Male	5 - No Injury
2 - Passenger	4	1 - Male	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number
14-002353

Narrative / Diagram Supplemental

On Wednesday, August 13, 2014 at 16:18:00, Officer Christopher Sibley responded to a crash at the intersection of Commercial Street and High Street in Portland Maine. At the time of the crash, the weather was rain and the road surface was wet.

Vehicles...

Vehicle #1, operated by Elizabeth Webster, DOB 2/7/1956 was eastbound following roadway and attempted an improper turn to high street. Vehicle #1 sustained minor damage to the front driver corner.

Vehicle #1 occupant(s) are listed below:
Driver: Elizabeth Webster DOB 2/7/1956 Injury: No Injury

Vehicle #2, operated by Elke Perks, DOB 5/26/1972 was eastbound following roadway. Vehicle #2 was towed due to disabling damage to the rear passenger quarter panel.

Vehicle #2 occupant(s) are listed below:
Driver: Elke Perks DOB 5/26/1972 Injury: No Injury
Passenger: Kai Perks DOB 8/9/2006 Injury: No Injury
Passenger: Mason Perks DOB 3/8/2008 Injury: No Injury
Passenger: Henry Perks DOB 2/23/2010 Injury: No Injury

Crash Date: 12/12/2014 Time: 12:53 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

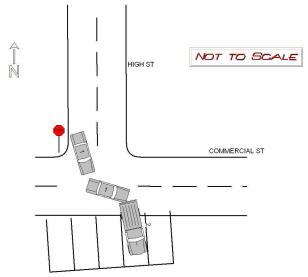
OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

V1 WAS COMING FROM HIGH ST (SOUTHBOUND) TURNING LEFT (EASTBOUND) ONTO COMMERCIAL ST.
V2 WAS PULLED INTO A FORWARD FACING PARKING SPOT ON THE SOUTHBOUND SIDE OF COMMERCIAL ST.
V2 WAS BACKING AS V1 WAS COMPLETING A LEFT TURN ONTO COMMERCIAL.
V2 DID NOT SEE V1 AND BACK INTO V1.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	44	2 - Female	5 - No Injury

Unit: 2

Type: 5 - Pickup
Veh. Travel Dir.: 1 - Northbound
Most Damaged Area: 5 - Rear Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 20 - Backing
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2: 11 - Improper Backing

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	69	1 - Male	5 - No Injury

Crash Date: 2/10/2015 Time: 08:00 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node:

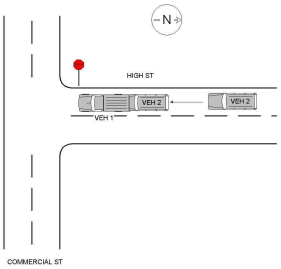
Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 3 - Snow
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 2 - Weather Conditions
Cont. Circ. Env 2
Cont. Circ. Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)
Cont. Circ. Road 2

Narrative

VEH #1 WAS STOPPED IN TRAFFIC. THE ROAD WAS COVERED IN SNOW. DUE TO THE ROAD CONDITIONS VEH#2 SLID DOWN THE HILL AND STRUCK THE REAR OF VEH#1.

2-10-15 jte.

Diagram



Unit: 1

Type: 5 - Pickup
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	30	1 - Male	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 16 - Skidding
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 9 - Drove Too Fast For Conditions
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	27	1 - Male	5 - No Injury

ME0030500/15-001130

Maine Crash Report Summary

2015-8956

Crash Date: 3/10/2015 Time: 11:00 City: Portland Street/Highway: HIGH ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node:

Type of Crash: 4 - Intersection Movement

Type of Location: 3 - Three Leg Intersection

Weather: 2 - Cloudy

Light: 1 - Daylight

Road Grade: 1 - Level

Surface Condition: 1 - Dry

Traffic Control: 5 - Stop Signs - Other

Cont. Circ. Env 1 1 - None

Cont. Circ. Env 2

Cont. Circ. Road 1 1 - None

Cont. Circ. Road 2

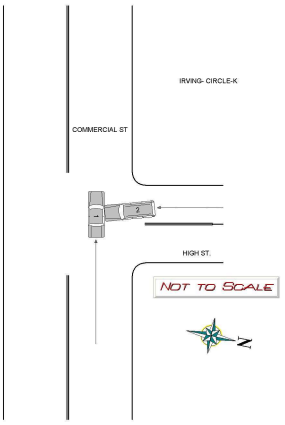
Narrative

UNIT NO. 1 FOLLOWING ROADWAY WESTBOUND ON COMMERCIAL STREET APPROACHING HIGH STREET. UNIT NO. 2 SOUTHBOUND ON HIGH STREET, STOPPED TO MAKE LEFT TURN ON COMMERCIAL STREET. UNIT NO. 2 THOUGHT IT WAS SAFE TO ENTER INTO INTERSECTION TO MAKE LEFT TURN. THE FRONT END OF UNIT NO. 2 STRUCK THE RIGHT SIDE (CENTER) OF UNIT NO. 1.

MEDCU CHECKED, NO INJURIES.

CHARLIE'S TOWING TOWED UNIT NO. 1.
ADAM'S TOWING TOWED UNIT NO. 2.

Diagram



Unit: 1

Type: 1 - Passenger Car

Veh. Travel Dir.: 4 - Westbound

Most Damaged Area: 3 - Center Passenger Side

Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 1 - Following roadway

Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 2: 50 - No Other Events

Seq. Events 3:

Seq. Events 4:

Driver Distracted By: 1 - Not Distracted

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 1 - No Contributing Action

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	37	2 - Female	5 - No Injury
2 - Passenger	2	2 - Female	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle

Veh. Travel Dir.: 2 - Southbound

Most Damaged Area: 12 - Front

Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 6 - Making left turn

Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 2: 50 - No Other Events

Seq. Events 3:

Seq. Events 4:

Driver Distracted By: 5 - Outside the Vehicle (includes unspecified external distractions)

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 3 - Failed to Yield Right-of-Way

Driver Action 2: 10 - Improper Turn

Person Type	Age	Sex	Injury Degree
1 - Driver	25	2 - Female	5 - No Injury

Crash Date: 4/9/2015 Time: 16:10 City: Portland Street/Highway: 390 Commercial Street

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

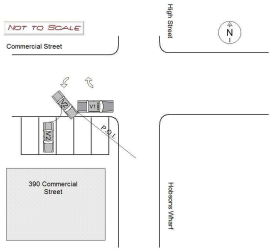
OE Start Node: OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 2 - Wet
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

V1 responded to a call at 390 Commercial Street. V1 parked facing east in the south travel lane in front of 390 Commercial Street. V2 was parking in a parking stall in front of 390 Commercial Street. V2 backed onto Commercial Street and impacted the passenger rear bumper of V1. V1 was unattended at that time. There was minor damage to V2 and V1 did not appear to have damage. Photographs were taken. There were no reported injuries. MTJ

Diagram



Unit: 1

Type: 5 - Pickup
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area:
Most Harmful Event: 14 - Parked Motor Vehicle
Pre-Crash Actions: 13 - Parked Legally
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 22 - Parked Motor Vehicle
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	48	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 1 - Northbound
Most Damaged Area: 11 - Front Driver Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 20 - Backing
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 22 - Parked Motor Vehicle
Seq. Events 3: 50 - No Other Events
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 11 - Improper Backing
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	85	2 - Female	5 - No Injury

Crash Date: 11/7/2015 Time: 21:59 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

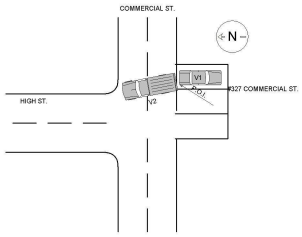
Narrative

V.#1 WAS PARKED LEGALLY UNATTENDED FACING TOWARD THE BECKY'S DINER STORE FRONT ON #327 COMMERCIAL ST. ON 11/07 AT 1700 HOURS. A POSSIBLE WITNESS, CYBIL ?/PH#317-0874, CALLED POLICE AT 2159 HOURS TO REPORT A GREY PICK-UP TRUCK WITH MAINE VETERAN REG#74412 ? WAS SEEN STRIKING THE REAR BUMPER TO V.#1 ALMOST TAKING IT OFF COMPLETELY AND THEN LEAVING THE AREA.

THE OFFICER ASSIGNED AT THE TIME WAS NOT ABLE TO LOCATE V.#1, EVEN THOUGH IT HAD A LOT OF VISIBLE DAMAGE TO THE REAR BUMPER. THE WITNESS CALLED POLICE WITH THE INFORMATION AND LEFT A NOTE FOR THE REGISTERED OWNER TO CALL POLICE LATER. POLICE AT THE TIME DID NOT IMMEDIATELY FOLLOW UP WITH THE WITNESS.

V.#1 LAST KNOWN OPERATOR/ OWNER CALLED POLICE TO...

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 14 - Parked Motor Vehicle
Pre-Crash Actions: 13 - Parked Legally
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 50 - No Other Events
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree
25 - Last Known Operator/Owner	49	1 - Male	5 - No Injury

Unit: 2

Type: 5 - Pickup
Veh. Travel Dir.: 6 - Unknown
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 20 - Backing
Contrib Circ. - Vehicle: 14 - Truck Coupling / Trailer Hitch / Safety Chains
Seq. Events 1: 50 - No Other Events
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 11 - Improper Backing
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	26	1 - Male	5 - No Injury

V.#1 WAS PARKED LEGALLY UNATTENDED FACING TOWARD THE BECKY'S DINER STORE FRONT ON #327 COMMERCIAL ST. ON 11/07 AT 1700 HOURS. A POSSIBLE WITNESS, CYBIL ?/PH#317-0874, CALLED POLICE AT 2159 HOURS TO REPORT A GREY PICK-UP TRUCK WITH MAINE VETERAN REG#74412 ? WAS SEEN STRIKING THE REAR BUMPER TO V.#1 ALMOST TAKING IT OFF COMPLETELY AND THEN LEAVING THE AREA.

THE OFFICER ASSIGNED AT THE TIME WAS NOT ABLE TO LOCATE V.#1, EVEN THOUGH IT HAD A LOT OF VISIBLE DAMAGE TO THE REAR BUMPER. THE WITNESS CALLED POLICE WITH THE INFORMATION AND LEFT A NOTE FOR THE REGISTERED OWNER TO CALL POLICE LATER. POLICE AT THE TIME DID NOT IMMEDIATELY FOLLOW UP WITH THE WITNESS.

V.#1 LAST KNOWN OPERATOR/ OWNER CALLED POLICE TO REPORT THE ACCIDENT ON 11/08 AT 0053 HOURS FROM THE CLARION HOTEL AT #1230 CONGRESS ST. HE FOUND THE NOTE AND THE DAMAGE AT 2300 HOURS ON 11/07 AT BECKY'S.

AFTER POLICE MET WITH V.#1 OWNER, WESTBROOK POLICE WAS CONTACTED TO CHECK THE REGISTERED OWNERS ADDRESS FOR THE GREY PICK-UP AT THE ADDRESS OF #2 CARLSON ST., WESTBOOK, ME. AND SPEAK WITH THE OWNER OF V.#2.

V.#2 DRIVER TOLD WESTBROOK POLICE HE DID NOT KNOW HE STRUCK ANOTHER VEHICLE AT THE TIME, HOWEVER THERE IS A LARGE TOW-HITCH ON THE REAR OF V.#2 THAT HAD VERY MINOR DAMAGE, POSSIBLY FROM BACKING AT THAT EARLIER LOCATION.

DISPATCH LEFT A VOICEMAIL FOR THE ORIGINAL WITNESS.

Reviewed by: Lt. Gary Hutcheson

Crash Date: 11/12/2015 Time: 17:26 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 4 - Rain
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 2 - Wet
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

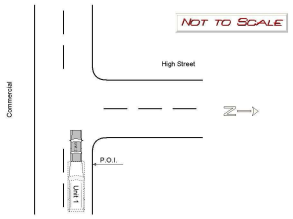
Narrative

Operator of Unit 1 stated while traveling behind Unit 2, he observed Unit 2 stop. Operator attempted to stop, however when he initiated his breaks, his vehicle skid into Unit 2 as a result of the wet roadway.

Operator of Unit 2 stated while stopped in traffic, Unit 1 collided with his vehicle.

Reviewed 11-12-15 by Joe Ezepek.

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 8 - Tires
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
1 - Driver	32	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	23	1 - Male	4 - Possible Injury

ME0030500/16-003886

Maine Crash Report Summary

2016-37634

Crash Date: 12/19/2016 Time: 19:00 City: Portland Street/Highway: HIGH ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node:

Type of Crash: 2 - Rear End / Sideswipe

Type of Location: 3 - Three Leg Intersection

Weather: 1 - Clear

Light: 4 - Dark - Lighted

Road Grade: 1 - Level

Surface Condition: 1 - Dry

Traffic Control: 5 - Stop Signs - Other

Cont. Circ. Env 1 1 - None

Cont. Circ. Env 2

Cont. Circ. Road 1 1 - None

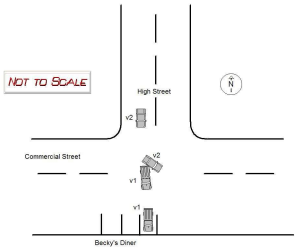
Cont. Circ. Road 2 1 - None

Narrative

Vehicle 1 was backing out of a parking spot on Commercial Street in front of Becky's Diner. Vehicle 2 was making a left hand turn from High Street onto Commercial Street. The operator of vehicle wanted to back so he could head eastbound on Commercial Street. The operator of vehicle 1 thought the road was clear and didn't see vehicle 2.

Reviewed C Libby

Diagram



Unit: 1

Type: 5 - Pickup

Veh. Travel Dir.: 1 - Northbound

Most Damaged Area: 6 - Rear

Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 20 - Backing

Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 2: 50 - No Other Events

Seq. Events 3:

Seq. Events 4:

Driver Distracted By: 1 - Not Distracted

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 11 - Improper Backing

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	54	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car

Veh. Travel Dir.: 3 - Eastbound

Most Damaged Area: 4 - Rear Passenger Quarter Panel

Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 6 - Making left turn

Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 2: 50 - No Other Events

Seq. Events 3:

Seq. Events 4:

Driver Distracted By: 1 - Not Distracted

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 1 - No Contributing Action

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	57	2 - Female	5 - No Injury

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I - Single Node ☐ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Int of Commercial St and Maple St in Portland

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 0001A	Start Node: 16785	Start Offset: 0	☐ Exclude First Node
	End Node: 16785	End Offset: 0	☐ Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
16785	0001A - 11.27	Int of COMMERCIAL ST MAPLE ST	2	4	0	0	0	2	2	50.0	5.668	0.24	0.36	0.00
												Statewide Crash Rate:	0.15	
Study Years:	3.00	NODE TOTALS:		4	0	0	0	2	2	50.0	5.668	0.24	0.36	0.65

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM												
	Hour of Day																								
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	3
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FRIDAY	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	4

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	5
2-(Sport) Utility Vehicle	3
3-Passenger Van	0
4-Cargo Van (10K lbs or Less)	0
5-Pickup	1
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	0
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	0
24-Witness	2
25-Other	0
Total	11

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	2	2	1	0	0	0	5
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	0	1	0	0	0	0	1
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	2	1	0	0	0	0	3
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	4	4	1	0	0	0	9

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	4	4	1	0	0	0	9
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	4	4	1	0	0	0	9

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	1	0	0	0	0	1
20-24	1	0	0	0	0	1
25-29	1	0	0	0	0	1
30-39	1	0	0	0	0	1
40-49	1	0	0	0	0	1
50-59	2	0	0	0	0	2
60-69	2	0	0	0	0	2
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	9	0	0	0	0	9

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	9
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	9		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	2	3
PD	2	0
Total	4	3

Road Character

Road Grade	Total
1-Level	4
2-On Grade	0
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	4

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	0
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	1
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	3
14-Other	0
Total	4

Light

Light Condition	Total
1-Daylight	3
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	1
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	4

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2014	2015	2016	Total
JANUARY	0	0	0	0
FEBRUARY	0	0	0	0
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	0	0	0	0
JULY	1	1	0	2
AUGUST	0	0	0	0
SEPTEMBER	0	0	0	0
OCTOBER	0	0	0	0
NOVEMBER	0	1	1	2
DECEMBER	0	0	0	0
Total	1	2	1	4

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	3	0	0	0	0	0	0	0	0	0	0	3
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	4	0	0	0	0	0	0	0	0	0	0	4

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I - Single Node	☐ Section Detail	☑ Crash Summary II	☐ 1320 Public	☐ 1320 Private	☑ 1320 Summary

REPORT DESCRIPTION

Int of Commercial St and Park St in Portland

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 0001A	Start Node: 16783	Start Offset: 0	☐ Exclude First Node
	End Node: 16783	End Offset: 0	☐ Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
16783	0001A - 11.07	Int of COMMERCIAL ST PARK ST	2	17	0	0	1	3	13	23.5	7.937	0.71	0.33	2.14
											Statewide Crash Rate:	0.15		
Study Years:	3.00	NODE TOTALS:		17	0	0	1	3	13	23.5	7.937	0.71	0.33	2.14

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM													
	Hour of Day																									
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
TUESDAY	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	1	0	0	0	0	0	0	0	5
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0	0	5
THURSDAY	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
FRIDAY	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Totals	0	0	0	0	0	0	0	0	1	0	3	0	3	2	2	0	3	3	0	0	0	0	0	0	0	17

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	20
2-(Sport) Utility Vehicle	7
3-Passenger Van	1
4-Cargo Van (10K lbs or Less)	0
5-Pickup	3
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	2
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	1
23-Bicyclist	0
24-Witness	1
25-Other	0
Total	35

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	6	8	1	0	0	0	15
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	1	4	0	0	0	0	5
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	1	0	0	0	0	1
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	1	0	0	0	0	0	1
Improper Turn	0	1	0	0	0	0	1
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	5	1	0	0	0	0	6
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	1	0	0	0	0	0	1
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	0	0	0	0	0	0	0
Unknown	2	0	0	0	0	0	2
Total	16	15	1	0	0	0	32

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	16	15	1	0	0	1	33
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	16	15	1	0	0	1	33

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	1	0	0	0	0	1
20-24	4	0	0	0	0	4
25-29	3	0	0	0	0	3
30-39	3	0	0	0	0	3
40-49	7	0	0	0	0	7
50-59	6	0	0	0	0	6
60-69	3	0	0	0	0	3
70-79	2	0	0	0	0	2
80-Over	2	0	0	0	0	2
Unknown	2	0	0	1	0	3
Total	33	0	0	1	0	34

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	32
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	32		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	1	1
C	3	3
PD	13	0
Total	17	4

Road Character

Road Grade	Total
1-Level	6
2-On Grade	9
3-Top of Hill	0
4-Bottom of Hill	2
5-Other	0
Total	17

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	0
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	2
5-Stop Signs - Other	14
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	1
14-Other	0
Total	17

Light

Light Condition	Total
1-Daylight	16
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	1
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	17

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2014	2015	2016	Total
JANUARY	1	1	1	3
FEBRUARY	0	1	1	2
MARCH	1	1	0	2
APRIL	1	0	0	1
MAY	0	1	1	2
JUNE	0	0	1	1
JULY	1	0	0	1
AUGUST	2	0	0	2
SEPTEMBER	1	0	1	2
OCTOBER	0	0	0	0
NOVEMBER	1	0	0	1
DECEMBER	0	0	0	0
Total	8	4	5	17

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Pedestrians	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	17	0	0	0	0	0	0	0	0	0	0	0	17

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	9	0	0	0	0	0	0	0	0	0	1	10
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	4	0	0	0	0	0	0	0	0	0	0	4
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	2	0	0	0	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	13	0	0	0	0	0	0	3	0	0	1	17

Maine Crash Report Summary

Crash Date: 1/1/2014 Time: 12:00 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 6 - Snow
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 3 - Snow
Traffic Control: 4 - Stop Signs - All Approaches
Cont. Circ. Env 1: 2 - Weather Conditions
Cont. Circ. Env 2:
Cont. Circ. Road 1: 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)
Cont. Circ. Road 2:

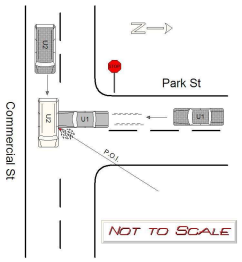
Narrative

UNIT 1 WAS TRAVELING SOUTHBOUND ON PARK STREET. UNIT 1 WAS UNABLE TO STOP AT THE STOP SIGN AT THE INTERSECTION OF PARK ST AND COMMERCIAL ST DUE TO THE SNOW AND OTHER WEATHER CONDITIONS.

UNIT 1 SLID THROUGH THE STOP SIGN INTO COMMERCIAL ST, STRIKING THE DRIVER'S SIDE FRONT OF UNIT 2, WHO WAS TRAVELING EASTBOUND ON COMMERCIAL ST, CAUSING MINOR DAMAGE.

BOTH PARTIES EXCHANGED INFORMATION AT THE SCENE WITH NO POLICE REPORT. UNIT 2 DRIVER LATER CAME INTO THE POLICE DEPARTMENT TO FILE A POLICE REPORT WITH LIMITED INFORMATION ON UNIT 1.

Diagram



Unit: 1

Type: 3 - Passenger Van
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	35	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 5 - Ran Stop Sign
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver		1 - Male	5 - No Injury

Crash Date: 3/11/2014 Time: 13:35 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

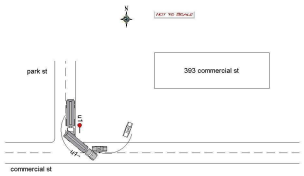
Unit 1 was making a left, from a side street. Unit 2 was pulling out of a business.

Unit 1 said "I was pulling out and it was ok to go. I started pulling out across both lanes of traffic and suddenly I saw a car coming at me. This car pulled out of the gas station and the driver was looking down. I used my horn, the driver looked up and she slammed on the brakes. The other car hit my truck in the center of the drivers side. I am not injured."

Unit 2 said "I was pulling out of the gas station. I saw a truck at coming down the hill. I figured he was going to stop so I went into traffic. I guess he did not stop and he pulled out in front of me. No one in my vehicle is injured."

No injuries reported at this incident.

Diagram



Unit: 1

Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs)
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 9 - Center Driver Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	39	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 5 - Making right turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	20	2 - Female	5 - No Injury
2 - Passenger	1	2 - Female	5 - No Injury

Crash Date: 4/19/2014 Time: 16:29 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

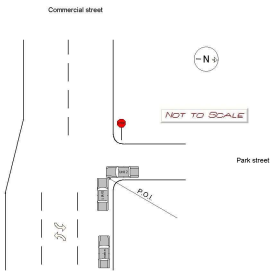
Narrative

Unit 1 was traveling westbound on Commercial street passing the intersection with Park street. She states that as she was going through the intersection Unit 2 suddenly drove in front of her. Unit 2 was traveling southbound on Park Ave. She states that she did not have time enough to stop and believes she was going approximately the speed limit. She struck unit 2 while still in the travel lane of Commercial.

Unit 2 states that they were stopped at the stop sign on Park street attempting to turn left onto Commercial. He states that he was inching forward into the intersection when Unit 1 came abruptly towards him. He estimates she was going approximately 50 mph. He pointed out where his vehicle had been during the crash which was just over the fog lane of Commercial street.

Witness 1 states that Unit 2 pulled in front of Unit 1 whom she was behind.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 20 - Unknown
Driver Action 2: 20 - Unknown

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	50	2 - Female	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 49 - Pressure Ridge
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2: 20 - Unknown

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	31	2 - Female	5 - No Injury
2 - Passenger	27	1 - Male	5 - No Injury
2 - Passenger	28	2 - Female	5 - No Injury
2 - Passenger	31	2 - Female	5 - No Injury

Crash Date: 7/15/2014 Time: 16:30 City: Portland Street/Highway: PARK ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

VEHICLE 2 WAS TRAVELLING SOUTHBOUND ON PARK STREET.

VEHICLE 1 WAS TRAVELLING SOUTHBOUND ON PARK STREET DIRECTLY BEHIND VEHICLE 2.

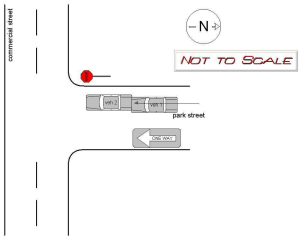
THERE WAS STOP AND GO TRAFFIC ON PARK STREET FOR VEHICLES ATTEMPTING TO TURN ONTO COMMERCIAL STREET.

VEHICLE 2 WAS ATTEMPTING TO TURN RIGHT ONTO COMMERCIAL STREET. VEHICLE 2 HAD TO STOP FOR A MOTORCYCLE TRAVELLING WESTBOUND ON COMMERCIAL STREET.

VEHICLE 1 COLLIDED WITH VEHICLE 2 CAUSING MINOR DAMAGE.

7-15-14 jte.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	58	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	66	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 8/19/2014 Time: 12:34 City: Portland Street/Highway: PARK ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

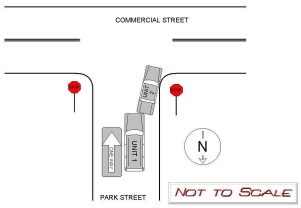
OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

UNIT 1 STUCK UNIT 2 CAUSING THE CRASH. UNIT 2 WAS MOVING SLOWLY ATTEMPTING TO MAKE A RIGHT TURN ONTO COMMERCIAL STREET WHEN SHE WAS STRUCK FROM BEHIND BY UNIT 1.

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 5 - Outside the Vehicle (includes unspecified external distractions)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	27	2 - Female	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 7 - Rear Driver Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 5 - Making right turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	82	2 - Female	5 - No Injury

Crash Date: 8/28/2014 Time: 12:47 City: Portland Street/Highway: PARK ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

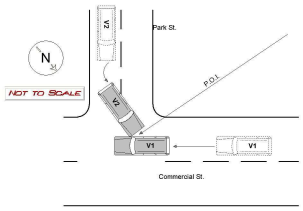
Narrative

Vehicle 1 was travelling westbound on Commercial St. Vehicle 2 was turning onto the Eastbound lane of Commercial St from Park St. Vehicle 2 struck Vehicle 1 causing damage.

Damage to Vehicle 1 consisted of a dent and scratches on the passenger side front door, rear door and fender. The operation of the passenger door was impaired due to the damage. Vehicle 1 would not start due to an electrical issue. There did not appear to be any damage that would have affected the engine. The owner of Vehicle 1 had AAA coming to assist him.

Damage to Vehicle 2 consisted of cracked and broken bumper cover on the front passenger side.

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 3 - Center Passenger Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	90	1 - Male	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 10 - Improper Turn
Driver Action 2: 19 - Other Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	71	1 - Male	5 - No Injury

Crash Date: 9/30/2014 Time: 17:25 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

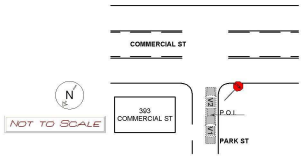
Narrative

V2 WAS STOPPED AT THE STOP SIGN ON PARK ST, SOUTHBOUND, WAITING TO TURN RIGHT (WEST) ONTO COMMERCIAL ST. V1 WAS STOPPED BEHIND V2. V2 STARTED TO PROCEED THEN STOPPED QUICKLY AS ANOTHER VEHICLE PULLED OUT OF THE PARKING LOT NEXT TO PARK ST, AND IN FRONT OF V2. V1 HAD ALSO PROCEEDED FORWARD AND WAS NOT ABLE TO STOP IN TIME WHEN V2 STOPPED. V1 RAN INTO THE BACK OF V2 CAUSING DAMAGE TO BOTH VEHICLES.

THERE WAS DAMAGE TO THE FRONT BUMPER OF V1.

THERE WAS DAMAGE TO THE REAR BUMPER OF V2.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	45	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	29	2 - Female	5 - No Injury

Crash Date: 11/5/2014 Time: 17:05 City: Portland Street/Highway: PARK ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 5 - Pedestrians Type of Location: 3 - Three Leg Intersection

Weather: 1 - Clear Light: 1 - Daylight

Road Grade: 2 - On Grade Surface Condition: 1 - Dry

Traffic Control: 5 - Stop Signs - Other

Cont. Circ. Env 1 1 - None Cont. Circ. Env 2

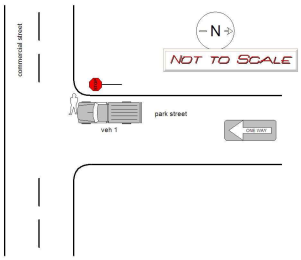
Cont. Circ. Road 1 1 - None Cont. Circ. Road 2

Narrative

SHAWN WAS WALKING WEST ON COMMERCIAL STREET. SHAWN WAS CROSSING PARK STREET. SHAWN STATED HE SAW AN OLDER MODEL BLACK PICK UP TRUCK STOP AT THE STOP SIGN. THE TRUCK HAD A RAISED SUSPENSION. SHAWN STATED THAT THE TRUCK THEN STARTED TO MOVE AFTER STOPPING WHILE SHAWN WAS IN FRONT OF THE TRUCK. SHAWN STATED THE PASSENGER HEADLIGHT HIT HIS RIGHT ELBOW. THIS CAUSED A MINOR CUT AND PAIN TO HIS ELBOW. SHAWN STATED HE WAS PROBABLY GOING TO GO TO THE HOSPITAL. IT IS IMPORTANT TO NOTE THAT I WAS WORKING THE FRONT DESK OF THE POLICE STATION AND WAS NOT ON SCENE AT THE TIME OF THIS ACCIDENT. I DID DRIVE BY THAT INTERSECTION TODAY AND NOTICED THERE IS NOT A CROSSWALK THERE.

11-5-14 jte.

Diagram



Unit: 1 Type: 5 - Pickup

Veh. Travel Dir.:

Most Damaged Area: Most Harmful Event:

Pre-Crash Actions: Contrib Circ. - Vehicle:

Seq. Events 1: Seq. Events 2:

Seq. Events 3: Seq. Events 4:

Driver Distracted By: Cond. at Time Crash:

Driver Action 1: Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver			

Unit: 50 Type: 22 - Pedestrian

Veh. Travel Dir.:

Most Damaged Area: 0 Most Harmful Event:

Pre-Crash Actions: Contrib Circ. - Vehicle:

Seq. Events 1: Seq. Events 2:

Seq. Events 3: Seq. Events 4:

Driver Distracted By: Cond. at Time Crash:

Driver Action 1: Driver Action 2:

Person Type	Age	Sex	Injury Degree
3 - Pedestrian	29	1 - Male	3 - Non-Incapacitating

Crash Date: 1/7/2015 Time: 13:22 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

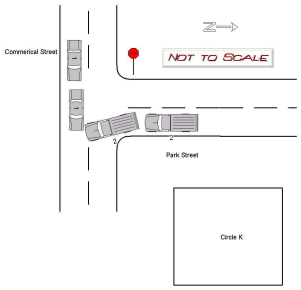
OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 4 - Bottom of Hill
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

Vehicle 1 was traveling east on Commercial Street passing Park Street. Vehicle 2 was stopped at the stop sign on Park Street and began to make a left hand turn onto Commercial Street. The driver of vehicle 2 stated he was distracted by a male walking by his vehicle and didn't realize he had struck vehicle 1.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 8 - Rear Driver Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	21	2 - Female	5 - No Injury
2 - Passenger	21	2 - Female	5 - No Injury

Unit: 2

Type: 5 - Pickup
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 2 - Front Passenger Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	70	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 2/20/2015 Time: 10:56 City: Portland Street/Highway: PARK ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 2 - Wet
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

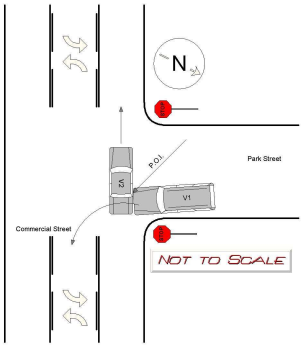
Narrative

The operator of vehicle 1 stated the following: He was stopped at the stop sign on Park Street at Commercial Street waiting for an opening in traffic in order to make a left turn. He saw an opening and began to inch forward. Vehicle 2 was travelling west on Commercial Street and slowed in traffic. Vehicle 1 struck vehicle 2 while attempting to turn left onto Commercial Street.

The operator of vehicle 2 confirmed this account.

No injuries were sustained and both vehicles suffered only minor damage.

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	63	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 4 - Rear Passenger Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	58	2 - Female	5 - No Injury
2 - Passenger	85	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 3/19/2015 Time: 10:45 City: Portland Street/Highway: PARK ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node: 19088 Int of PARK ST YORK ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 4 - Stop Signs - All Approaches
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

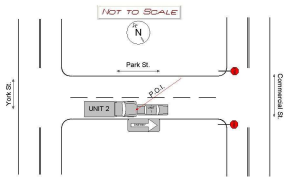
Narrative

Driver Unit 1 states she was stopped in traffic headed eastbound on Park Street.
Unit 2 did not stop and struck the rear of Unit 1.

Driver Unit 2 states he was heading eastbound down the hill towards Commercial Street on Park Street.
He took his eyes off the road for a second to move a jacket and did not see Unit 1 stop in front of him.

Unit 2 hit Unit 1 from behind. No observed damage to the exterior of the rear of Unit 1.
Driver Unit 1 transported to Maine Medical Center complaining of neck pain/injury.
Driver of Unit 2 not paying attention to traffic and hit Unit 1 from behind.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area:
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	29	2 - Female	4 - Possible Injury
2 - Passenger	29	2 - Female	5 - No Injury

Unit: 2

Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs)
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 4 - Other Inside the Vehicle (eating, personal hygiene, etc.)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	57	1 - Male	5 - No Injury
2 - Passenger	21	1 - Male	5 - No Injury

Crash Date: 5/26/2015 Time: 10:31 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

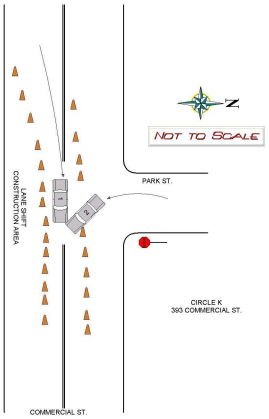
Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1: 1 - None
Cont. Circ. Env 2:
Cont. Circ. Road 1: 5 - Work Zones (Construction / Maintenance / Utility)
Cont. Circ. Road 2:

Narrative

UNIT NO. 1 TRAVELING EAST ON COMMERCIAL STREET IN A CONSTRUCTION AREA IN STOP AND GO TRAFFIC. THE CONSTRUCTION AREA IS BEING CONTROLLED BY A FLAGGER WITH A STOP/SLOW SIGN. UNIT NO. 1 WAS STOPPED IN TRAFFIC AT THE INTERSECTION AT PARK STREET. UNIT NO. 2 SOUTH ON PARK STREET, STOPPED AT STOP SIGN TO MAKE LEFT TURN ON TO COMMERCIAL STREET.

OPERATOR OF UNIT NO. 2 CAN SEE FLAGGER HAS EAST BOUND TRAFFIC STOPPED. AN UNKNOWN BLUE PICKUP IN FRONT OF UNIT NO. 1 BEGINS TO MOVE FORWARD, OPENING A GAP IN EASTBOUND TRAFFIC. OPERATOR OF UNIT NO. 2 STATES THAT UNIT NO. 1 WAS STOPPED FOR A COUPLE SECONDS. UNIT NO. 2 BEGINS TO MAKE LEFT TURN ON TO COMMERCIAL STREET FROM PARK STREET AND IS PARTIALLY IN EASTBOUND LANE AND...

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 11 - Front Driver Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 4 - Other Inside the Vehicle (eating, personal hygiene, etc.)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	51	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 19 - Merging
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 5 - Outside the Vehicle (includes unspecified external distractions)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2: 10 - Improper Turn

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	46	1 - Male	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number
15-001846

Narrative / Diagram Supplemental

UNIT NO. 1 TRAVELING EAST ON COMMERCIAL STREET IN A CONSTRUCTION AREA IN STOP AND GO TRAFFIC. THE CONSTRUCTION AREA IS BEING CONTROLLED BY A FLAGGER WITH A STOP/SLOW SIGN. UNIT NO. 1 WAS STOPPED IN TRAFFIC AT THE INTERSECTION AT PARK STREET. UNIT NO. 2 SOUTH ON PARK STREET, STOPPED AT STOP SIGN TO MAKE LEFT TURN ON TO COMMERCIAL STREET.

OPERATOR OF UNIT NO. 2 CAN SEE FLAGGER HAS EAST BOUND TRAFFIC STOPPED. AN UNKNOWN BLUE PICKUP IN FRONT OF UNIT NO. 1 BEGINS TO MOVE FORWARD, OPENING A GAP IN EASTBOUND TRAFFIC. OPERATOR OF UNIT NO. 2 STATES THAT UNIT NO. 1 WAS STOPPED FOR A COUPLE SECONDS. UNIT NO. 2 BEGINS TO MAKE LEFT TURN ON TO COMMERCIAL STREET FROM PARK STREET AND IS PARTIALLY IN EASTBOUND LANE AND STOPS.

UNIT NO. 1 DOES NOT SEE UNIT NO. 2 AND IS FOLLOWING ROADWAY WHEN LEFT FRONT CORNER OF UNIT NO. 1 HITS RIGHT FRONT CORNER OF UNIT NO. 2.

MINOR DAMAGE TO UNIT NO. 1. FUNCTIONAL DAMAGE TO UNIT NO. 2. NO INJURIES REPORTED.

THERE ARE NO KNOWN WITNESSES. FLAGGER HAD HIS BACK TO ACCIDENT AND DID NOT WITNESS CRASH.

Maine Crash Report Summary

Crash Date: 1/18/2016 Time: 14:30 City: Portland Street/Highway: PARK ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 7 - Went Off Road

Type of Location: 3 - Three Leg Intersection

Weather: 6 - Snow

Light: 1 - Daylight

Road Grade: 1 - Level

Surface Condition: 3 - Snow

Traffic Control: 5 - Stop Signs - Other

Cont. Circ. Env 1 1 - None

Cont. Circ. Env 2

Cont. Circ. Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)

Cont. Circ. Road 2 1 - None

Narrative

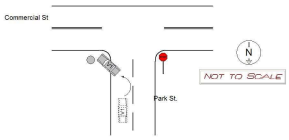
V1 was traveling South on Park St. and V1 slid into PFD call box.

Operator of V1 stated she slid into to the call box to avoid sliding into the intersection.

The damage observed is consistent with the statement of the operator.

Reviewed by EMN 1/31/16

Diagram



Unit: 1

Type: 1 - Passenger Car

Veh. Travel Dir.: 2 - Southbound

Most Damaged Area: 12 - Front

Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 1 - Following roadway

Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 2: 50 - No Other Events

Seq. Events 3:

Seq. Events 4:

Driver Distracted By: 1 - Not Distracted

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 17 - Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	47	2 - Female	5 - No Injury
2 - Passenger	14	1 - Male	5 - No Injury

Crash Date: 2/8/2016 Time: 17:30 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 6 - Snow
Light: 4 - Dark - Lighted
Road Grade: 2 - On Grade
Surface Condition: 3 - Snow
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 2 - Weather Conditions
Cont. Circ. Env 2 1 - None
Cont. Circ. Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)
Cont. Circ. Road 2 1 - None

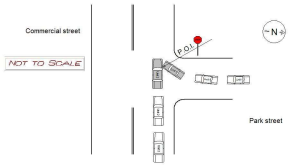
Narrative

Unit 1 states he was traveling down Park street toward Commercial street. As he approached the stop sign controlling the intersection his vehicle began sliding on the freshly falling snow. The antilock breaks activated but could not arrest the vehicles forward movement prior to his entering the intersection and into the path of Unit 2 who was traveling west on Commercial street. He activated the vehicles horn to no avail.

Unit 2 states she was traveling west on Commercial street approaching the intersection of Park street. As she was traveling through the intersection, in accordance with all traffic laws she noticed Unit 1 sliding down the hill towards her. She had no time to effect an action which would have avoided the crash.

Reviewed by Sgt Ben Noyes on 02/09/16

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 11 - Front Driver Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 16 - Skidding
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 9 - Drove Too Fast For Conditions
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	19	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 2 - Front Passenger Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	24	2 - Female	5 - No Injury

Crash Date: 5/11/2016 Time: 16:55 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node: 16784 Int of COMMERCIAL ST HIGH ST

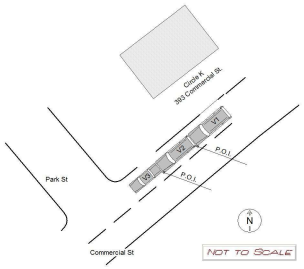
Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

Driver V1 said that she was just pulling out of the Circle K parking lot from picking up her passenger when V2 (located in traffic on Commercial St) backed into her. She said that she was going no more than 5 to 10 mph hour at the time and said that V2 struck V3 first and then backed into her. She also said that she had to slam on the brakes prior to the accident and there was no way this accident was her fault. Passenger of V1 said that they had just pulled out of the parking lot and were not going fast at the time. He said he was looking down and did not know what V2 was doing at the time of the collision.

Driver V2 said that she was stopped in traffic when she was struck very hard from behind by V1 which caused her to strike V3 which was directly in front of her. I asked her if she struck V3 prior to being struck by V1 and she said "no". I then asked if she was backing up for any reason prior to the accident and she said "no". She also later stated that the driver of V1 came up to her after the...

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	21	2 - Female	5 - No Injury
2 - Passenger	27	1 - Male	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	45	2 - Female	4 - Possible Injury

Unit: 3

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	44	2 - Female	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number
16-001397

Narrative / Diagram Supplemental

Driver V1 said that she was just pulling out of the Circle K parking lot from picking up her passenger when V2 (located in traffic on Commercial St) backed into her. She said that she was going no more than 5 to 10 mph hour at the time and said that V2 struck V3 first and then backed into her. She also said that she had to slam on the brakes prior to the accident and there was no way this accident was her fault. Passenger of V1 said that they had just pulled out of the parking lot and were not going fast at the time. He said he was looking down and did not know what V2 was doing at the time of the collision.

Driver V2 said that she was stopped in traffic when she was struck very hard from behind by V1 which caused her to strike V3 which was directly in front of her. I asked her if she struck V3 prior to being struck by V1 and she said "no". I then asked if she was backing up for any reason prior to the accident and she said "no". She also later stated that the driver of V1 came up to her after the accident and started yelling and screaming at her. She wanted no further contact with the driver of V1.

Driver V3 said that she was stopped in traffic when she was rear-ended by V2. I asked if she was struck by V2 prior to V2 being struck by V1 and she said that she thought V1 hit V2 which caused V2 to strike her.

Both front airbags were deployed in V1 and initially the driver wanted the car towed and later changed her mind and drove it from the scene.

reviewed 5-11-16 jte.

Crash Date: 6/22/2016 Time: 14:58 City: Portland Street/Highway: PARK ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

Vehicle 1, a tan jeep, was travelling south bound on Park Street, waiting to turn onto Commercial Street.

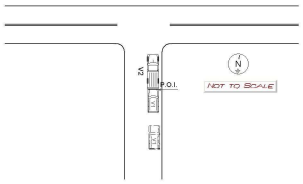
Vehicle 2, a silver ford, was in front of vehicle 1 and also waiting to turn onto Commercial Street.

According to driver of vehicle 1, vehicle 2 began to pull out onto Commercial Street, so driver of vehicle 1 started to look at traffic to see if she could also pull onto Commercial Street.

Driver of vehicle 1 stated that she rolled forward towards the stop sign, thinking that vehicle 2 was completing the turn onto Commercial Street. Driver of vehicle 1 stated that she looked back and realized that vehicle 2 was now stopped and she may have rolled into vehicle 2.

Driver of vehicle 2 stated that driver of vehicle 1 hit him "jolting"...

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area:
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 20 - Unknown
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	62	2 - Female	5 - No Injury

Unit: 2

Type: 5 - Pickup
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area:
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	54	1 - Male	4 - Possible Injury

STATE OF MAINE CRASH REPORT

Report Number
16-001907

Narrative / Diagram Supplemental

Vehicle 1, a tan jeep, was travelling south bound on Park Street, waiting to turn onto Commercial Street.

Vehicle 2, a silver ford, was in front of vehicle 1 and also waiting to turn onto Commercial Street.

According to driver of vehicle 1, vehicle 2 began to pull out onto Commercial Street, so driver of vehicle 1 started to look at traffic to see if she could also pull onto Commercial Street.

Driver of vehicle 1 stated that she rolled forward towards the stop sign, thinking that vehicle 2 was completing the turn onto Commercial Street. Driver of vehicle 1 stated that she looked back and realized that vehicle 2 was now stopped and she may have rolled into vehicle 2.

Driver of vehicle 2 stated that driver of vehicle 1 hit him "jolting" him "very hard". I looked at both vehicles and observed no damage. I asked the driver of vehicle 2 where the damage was to his vehicle and he walked to the rear of the vehicle searching for damage. No damage was found. I told driver of vehicle 2 that if there is no damage to either vehicle I could not confirm an accident had actually happened and I would not take an accident report. Driver of vehicle 2 then claimed that his neck was injured from the impact of vehicle 1. Driver of vehicle 2 refused medcu stating he had to get home because there were groceries in his car.

Both vehicles left scene without assistance.

reviewed 6-22-16 jte.

ME0030500/16-002927

Maine Crash Report Summary

2016-26798

Crash Date: 9/22/2016 Time: 08:15 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 4 - Bottom of Hill
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

U2 was stopped at the bottom of the hill on Park St at the intersection of Commercial St.

U2 was attempting to turn right onto Commercial St.

U1 was directly behind U2.

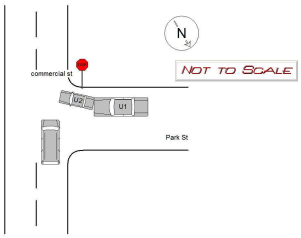
U2 proceeded forward and then stopped due to oncoming traffic.

U1 proceeded forward and failed to notice U2 stopping.

U1 hit U2 in the rear passenger corner bumper.

Reviewed JN

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	41	2 - Female	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 5 - Rear Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	49	2 - Female	5 - No Injury

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I - Single Element	☐ Section Detail	☑ Crash Summary II	☐ 1320 Public	☐ 1320 Private	☑ 1320 Summary

REPORT DESCRIPTION

Commercial St from High St to Maple St in Portland

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 0001A	Start Node: 16784	Start Offset: 0	☑ Exclude First Node	
	End Node: 16785	End Offset: 0	☑ Exclude Last Node	

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
16784	16785	3116402	0 - 0.12	0001A - 11.15	0.12	2	15	0	0	0	3	11	21.4	0.00664	753.00	445.02	1.69
Int of COMMERCIAL ST	HIGH ST			US 1A											Statewide Crash Rate: 207.32		
Study Years: 3.00				Section Totals:	0.12		15	0	0	0	3	11	20.0	0.00664	753.00	445.02	1.69

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
16784	16785	3116402	0 - 0.12	0001A - 11.15	15	0	0	0	3	11	2015-21518	07/26/2015	11.17	C
											2015-8837	03/09/2015	11.17	PD
											2016-17788	06/24/2016	11.17	PD
											2016-32835	11/16/2016	11.18	C
											2016-19486	07/14/2016	11.19	PD
											2016-12912	05/08/2016	11.20	
											2015-16251	06/02/2015	11.20	PD
											2015-41542	09/13/2015	11.22	C
											2014-7699	03/07/2014	11.22	PD
											2015-2402	01/21/2015	11.22	PD
											2014-20348	07/25/2014	11.23	PD
											2016-29658	10/05/2016	11.23	PD
											2014-1756	01/13/2014	11.24	PD
											2015-21604	07/27/2015	11.24	PD
											2014-14614	05/28/2014	11.26	PD
				Totals:	15	0	0	0	3	11				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												Hour of Day	PM												
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
MONDAY	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	1	0	0	0	0	0	4
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	1	1	0	0	0	0	0	0	1	0	3	0	0	0	1	1	1	3	1	1	0	0	1	0	15

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	16
2-(Sport) Utility Vehicle	6
3-Passenger Van	1
4-Cargo Van (10K lbs or Less)	0
5-Pickup	3
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	1
17-Medium/Heavy Trucks (More than 10,000 lbs)	0
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	0
24-Witness	1
25-Other	2
Total	30

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	3	11	0	0	0	0	14
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	1	1	0	0	0	0	2
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	1	0	0	0	0	0	1
Improper Passing	1	0	0	0	0	0	1
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	2	1	0	0	0	0	3
Failed to Keep in Proper Lane	3	0	0	0	0	0	3
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	1	0	0	0	0	0	1
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	12	13	0	0	0	0	25

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	10	13	0	0	0	0	23
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	1	0	0	0	0	0	1
Other	0	0	0	0	0	0	0
Total	11	13	0	0	0	0	24

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	2	0	0	0	0	2
20-24	3	0	0	0	0	3
25-29	3	0	0	0	0	3
30-39	7	0	0	0	0	7
40-49	3	0	0	0	0	3
50-59	5	0	0	0	0	5
60-69	2	0	0	0	0	2
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	4	0	0	0	0	4
Total	29	0	0	0	0	29

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	26
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	21		
14-Parked Motor Vehicle	4		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	1		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	3	4
PD	11	0
Total	14	4

Road Character

Road Grade	Total
1-Level	15
2-On Grade	0
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	15

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	0
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	1
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	1
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	13
14-Other	0
Total	15

Light

Light Condition	Total
1-Daylight	7
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	6
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	2
Total	15

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2014	2015	2016	Total
JANUARY	1	1	0	2
FEBRUARY	0	0	0	0
MARCH	1	1	0	2
APRIL	0	0	0	0
MAY	1	0	1	2
JUNE	0	1	1	2
JULY	1	2	1	4
AUGUST	0	0	0	0
SEPTEMBER	0	1	0	1
OCTOBER	0	0	1	1
NOVEMBER	0	0	1	1
DECEMBER	0	0	0	0
Total	4	6	5	15

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	10	0	0	0	0	3	0	0	0	0	0	0	0	0	13
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	0	0	0	0	4	0	0	0	0	0	0	0	0	15

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	4	0	0	0	0	0	0	0	0	0	0	4
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	4	0	0	0	0	0	0	0	0	0	0	4
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	1	0	0	1
Cloudy												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	1	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	1	0	0	1
Rain												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	2	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	10	0	0	0	0	0	0	0	2	0	3	15

Crash Date: 1/13/2014 Time: 20:30 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.09

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node: 16785 Int of COMMERCIAL ST MAPLE ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 7 - Unknown
Road Grade: 1 - Level
Surface Condition: 11 - Unknown
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

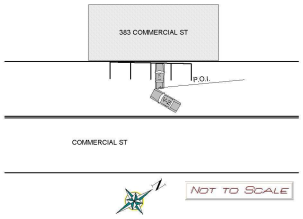
Narrative

V-1 WAS PARKED LEGALLY IN A PARKING STALL IN FRONT OF 383 COMMERCIAL ST. THE OWNER OF V-1 SAID SHE PARKED HER VEHICLE BETWEEN 2030HRS- 2100HRS ON 01/13/2014. THE OWNER SAID SHE RETURNED BACK TO HER VEHICLE ON 01/15/2014 AT 1130HRS AND NOTICED THAT THEIR WAS DAMAGE TO HER REAR DRIVERS SIDE. THE OTHER VEHICLE INVOLVED IS UNKNOWN AT THIS TIME.

****

Only possible suspect was involved in a crash in Boston in 2012. Confirmed the crash with BPD. At the time of this investigation there are no known suspects, suspect license plate, or any additional evidence that could assist with an investigation. This...

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 1 - Northbound
Most Damaged Area: 7 - Rear Driver Side
Most Harmful Event: 14 - Parked Motor Vehicle
Pre-Crash Actions: 13 - Parked Legally
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 22 - Parked Motor Vehicle
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree
25 - Last Known Operator/Owner	32	2 - Female	5 - No Injury

Unit: 2

Type: 25 - Other
Veh. Travel Dir.:
Most Damaged Area:
Most Harmful Event:
Pre-Crash Actions:
Contrib Circ. - Vehicle:
Seq. Events 1:
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree

STATE OF MAINE CRASH REPORT

Report Number
14-000217

Narrative / Diagram Supplemental

V-1 WAS PARKED LEGALLY IN A PARKING STALL IN FRONT OF 383 COMMERCIAL ST. THE OWNER OF V-1 SAID SHE PARKED HER VEHICLE BETWEEN 2030HRS- 2100HRS ON 01/13/2014. THE OWNER SAID SHE RETURNED BACK TO HER VEHICLE ON 01/15/2014 AT 1130HRS AND NOTICED THAT THEIR WAS DAMAGE TO HER REAR DRIVERS SIDE. THE OTHER VEHICLE INVOLVED IS UNKNOWN AT THIS TIME.

****

Only possible suspect was involved in a crash in Boston in 2012. Confirmed the crash with BPD. At the time of this investigation there are no known suspects, suspect license plate, or any additional evidence that could assist with an investigation. This case is inactive pending any further developments.

CJS 3714

Crash Date: 3/7/2014 Time: 18:51 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.07

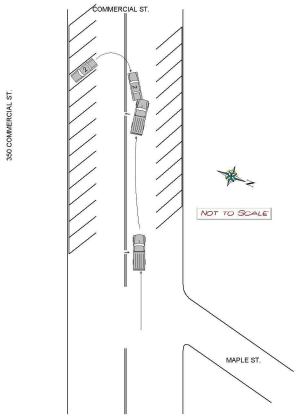
OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node: 16785 Int of COMMERCIAL ST MAPLE ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

UNIT NO. 1, FOLLOWING ROADWAY, WEST ON COMMERCIAL STREET JUST PAST MAPLE STREET. UNIT NO. 2 PARKED IN FRONT OF 350 COMMERCIAL STREET. UNIT NO. 2 BACKS OUT OF PARKING SPACE AND PULLS OUT IN FRONT OF UNIT NO. 1. UNIT NO. 2's REAR END HIT UNIT NO. 1's LEFT FRONT CORNER. NO INJURIES REPORTED. BOTH VEHICLES ABLE TO DRIVE AWAY FROM SCENE.

Diagram



Unit: 1

Type: 5 - Pickup
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 11 - Front Driver Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	52	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 8 - Starting from parked
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2: 16 - Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner

Person Type	Age	Sex	Injury Degree
8 - Passenger/Owner	22	2 - Female	5 - No Injury
2 - Passenger	20	2 - Female	5 - No Injury
1 - Driver	21	1 - Male	5 - No Injury

Crash Date: 5/28/2014 Time: 11:53 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.11

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node: 16785 Int of COMMERCIAL ST MAPLE ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 6 - Driveways
Weather: 4 - Rain
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 2 - Wet
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

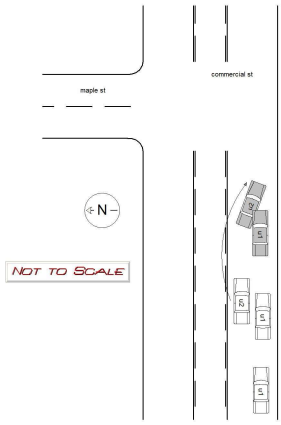
unit 1 and unit 2 were both heading east on commercial street. Unit 1 was behind unit 2.

Unit 2 said "I was going along and started turning right into a parking lot. I put my blinker on and started turning right. I did not see the car passing me on the right and struck a vehicle. No one is injured in my car."

Unit 1 said "I was going along and I saw the car in front of me slowing down. I thought they were turning left so I started passing on the right. The car was turning right and hit me as I passed. I am not injured."

No injuries reported at the scene. Unit 1 received a citation 14-2683.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 9 - Center Driver Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 18 - Overtaking Passing
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 12 - Improper Passing
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	51	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 5 - Making right turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	35	2 - Female	5 - No Injury
2 - Passenger	34	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 7/25/2014 Time: 18:00 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.08

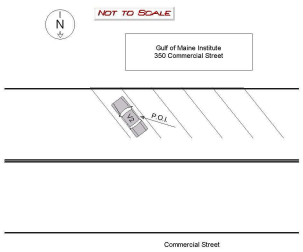
OE Start Node: 16782 RRX 837536 COMMERCIAL ST OE End Node: 16783 Int of COMMERCIAL ST PARK ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 10 - Other
Light: 7 - Unknown
Road Grade: 1 - Level
Surface Condition: 11 - Unknown
Traffic Control: 13 - None
Cont. Circ. Env 1 6 - Other
Cont. Circ. Env 2
Cont. Circ. Road 1 11 - Other
Cont. Circ. Road 2

Narrative

V2 was parked unoccupied overnight in front of 350 Commercial Street. When the last known operator returned to the vehicle, there was new damage to the rear passenger side quarter panel. There are no suspects.

Diagram



Unit: 1

Type: 25 - Other
Veh. Travel Dir.:
Most Damaged Area:
Most Harmful Event:
Pre-Crash Actions:
Contrib Circ. - Vehicle:
Seq. Events 1:
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 4 - Rear Passenger Quarter Panel
Most Harmful Event: 14 - Parked Motor Vehicle
Pre-Crash Actions: 13 - Parked Legally
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 22 - Parked Motor Vehicle
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree
24 - Last Known Operator	25	2 - Female	5 - No Injury

Crash Date: 1/21/2015 Time: 15:30 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.07

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node: 16785 Int of COMMERCIAL ST MAPLE ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

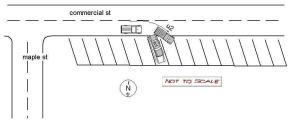
Unit 1 was backing out of a parking spot. Unit 2 was pulling into a parking spot.

Unit 1 said "I was backing out of a parking spot and started backing up. I could not see very well and was focused on the traffic coming. I backed into a vehicle that was parking next to me. I did not see the truck pulling into the spot next to me. I am not injured."

Unit 2 said "I was pulling into a parking spot when the vehicle beside me started pulling out. The car did not even look to see where I was and backed into the rear of my truck. I am not injured. The insurance card for this vehicle is expired but I will send the active one."

Unit 2 was issued a summons, 15-261 for failure to produce evidence of insurance.
No injuries reported.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 8 - Rear Driver Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 20 - Backing
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 11 - Improper Backing
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	51	2 - Female	5 - No Injury

Unit: 2

Type: 5 - Pickup
Veh. Travel Dir.: 1 - Northbound
Most Damaged Area: 5 - Rear Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 12 - Entering parked position
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	38	2 - Female	5 - No Injury

Crash Date: 3/9/2015 Time: 09:36 City: Portland Street/Highway: Commercial Street

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.02

OE Start Node: OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 6 - Driveways
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

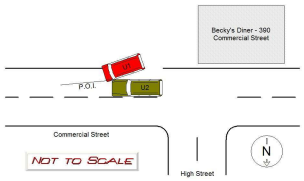
Narrative

Unit 2 was travelling east on Commercial Street approaching the parking lot of Becky's Diner, located at 390 Commercial Street and across from High Street intersection. Unit 1 was making a right turn out of the Becky's Diner parking lot onto Commercial Street facing east.

Unit 1 failed to yield the right of way to Unit 2, and the front passenger corner panel of Unit 2 struck the front driver side corner of Unit 1, causing minor damage to both vehicles.

The vehicles were able to both be driven into the Circkle K parking lot on Commercial Street where I made contact with both drivers. No injuries were reported.

Diagram



Unit: 1

Type: 3 - Passenger Van
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 10 - Front Driver Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 5 - Making right turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	62	1 - Male	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 2 - Front Passenger Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	47	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 6/2/2015 Time: 11:56 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.05

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node: 16785 Int of COMMERCIAL ST MAPLE ST

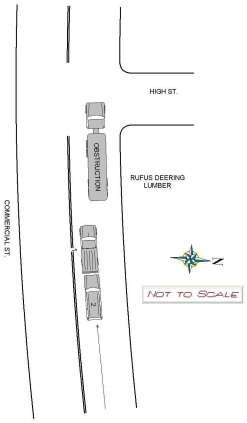
Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 4 - Rain
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 2 - Wet
Traffic Control: 3 - Advisory/Warning Sign
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

UNIT NO. 1 AND UNIT NO. 2 WESTBOUND ON COMMERCIAL STREET PRIOR TO HIGH STREET. UNIT NO. 1 STOPPED IN TRAFFIC FOR COMMERCIAL TRUCK IN ROAD WAY. UNIT NO. 2, FOLLOWING UNIT NO. 1, COULD NOT STOP IN TIME AND FRONT END OF UNIT NO. 2 STRUCK REAR END OF UNIT NO. 1. NO DAMAGE OBSERVED TO UNIT NO. 1. MINOR DAMAGE TO FRONT END OF UNIT NO. 2.

NO INJURIES REPORTED.

Diagram



Unit: 1

Type: 16 - Other Light Trucks (10,000 lbs or Less)
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area:
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
2 - Passenger	27	1 - Male	5 - No Injury
1 - Driver	34	1 - Male	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 4 - Other Inside the Vehicle (eating, personal hygiene, etc.)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2: 3 - Failed to Yield Right-of-Way

Person Type	Age	Sex	Injury Degree
1 - Driver	19	1 - Male	5 - No Injury

Crash Date: 7/26/2015 Time: 11:56 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.02

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node:

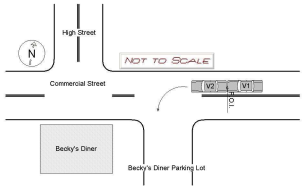
Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 6 - Driveways
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 2 - Wet
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

The operator of vehicle 2 stated the following in summary: She was stopped waiting to make a left turn into the Becky's Diner parking lot when she was struck from the rear by vehicle 1. She stated that she saw vehicle 1 farther down the road behind her and he had plenty of time to stop. The operator as well as a passenger had complaint of pain in their back. MEDCU responded for an evaluation but no one was transported. Minor scratches and hole puncture to the vehicle's rear bumper.

The operator of vehicle 1 stated the following in summary: He was not distracted while driving but thinks vehicle 2 stopped quickly because they are not from the area. He also stated his breaks were a factor due to the rain/humidity. No injuries and no damage to his vehicle.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area:
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 2 - Brakes
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 15 - Failed to Keep in Proper Lane
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	22	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	24	2 - Female	4 - Possible Injury
2 - Passenger	20	1 - Male	5 - No Injury
2 - Passenger	32	2 - Female	4 - Possible Injury
2 - Passenger	30	1 - Male	5 - No Injury

Crash Date: 7/27/2015 Time: 23:12 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.09

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node: 16785 Int of COMMERCIAL ST MAPLE ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

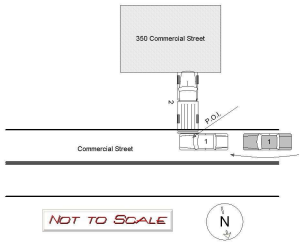
ON JULY 27, 2015 UNIT 1, OPERATED BY COWARD, AND UNIT 2, LAST OPERATED BY LEO, WERE INVOLVED IN A COLLISION NEAR THE INTERSECTION OF COMMERCIAL AND MAPLE STREETS, IN FRONT OF 350 COMMERCIAL STREET. THE WEATHER WAS CLEAR WITH DARK CONDITIONS ILLUMINATED BY STREETLIGHTS. THE ROAD SURFACE WAS DRY, TRAFFIC WAS LIGHT.

UNIT 1 STATED SHE WAS TRAVELLING EASTBOUND ON COMMERCIAL STREET AND FAILED TO KEEP IN THE PROPER LANE. UNIT 1 LEFT THE PROPER TRAVEL LANE AND SIDESWIPED UNIT 2.

UNIT 2 WAS LEGALLY PARKED FACING SOUTH IN FRONT OF 350 COMMERCIAL STREET.

UNIT 1 REPORTED NO DISTRACTIONS AND WAS APPARENTLY...

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 15 - Failed to Keep in Proper Lane
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	66	2 - Female	5 - No Injury

Unit: 2

Type: 5 - Pickup
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 14 - Parked Motor Vehicle
Pre-Crash Actions: 13 - Parked Legally
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree
25 - Last Known Operator/Owner	31	1 - Male	

STATE OF MAINE CRASH REPORT

Report Number
15-002536

Narrative / Diagram Supplemental

ON JULY 27, 2015 UNIT 1, OPERATED BY COWARD, AND UNIT 2, LAST OPERATED BY LEO, WERE INVOLVED IN A COLLISION NEAR THE INTERSECTION OF COMMERCIAL AND MAPLE STREETS, IN FRONT OF 350 COMMERCIAL STREET. THE WEATHER WAS CLEAR WITH DARK CONDITIONS ILLUMINATED BY STREETLIGHTS. THE ROAD SURFACE WAS DRY, TRAFFIC WAS LIGHT.

UNIT 1 STATED SHE WAS TRAVELLING EASTBOUND ON COMMERCIAL STREET AND FAILED TO KEEP IN THE PROPER LANE. UNIT 1 LEFT THE PROPER TRAVEL LANE AND SIDESWIPED UNIT 2.

UNIT 2 WAS LEGALLY PARKED FACING SOUTH IN FRONT OF 350 COMMERCIAL STREET.

UNIT 1 REPORTED NO DISTRACTIONS AND WAS APPARENTLY NORMAL AT THE TIME OF THE COLLISION.

UNIT 1 SUSTAINED FUNCTIONAL DAMAGE TO THE FRONT PASSENGER QUARTER PANEL. UNIT 1 WAS TOWED FROM THE SCENE DUE TO DISABLING DAMAGE BY AAA TOWING.

UNIT 2 SUSTAINED FUNCTIONAL DAMAGE TO THE REAR BUMPER AND TAILGATE. UNIT 2 LEFT THE SCENE WITHOUT ASSISTANCE.

Crash Date: 9/13/2015 Time: 01:21 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.07

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node: 16785 Int of COMMERCIAL ST MAPLE ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 4 - Rain
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

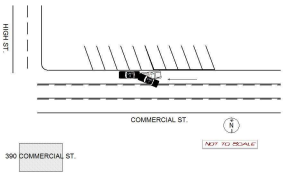
Narrative

DRIVER UNIT 2 STATES SHE WAS DRIVING WESTBOUND ON COMMERCIAL STREET AND PULLED TO THE RIGHT TO STOP BEHIND A LINE OF PARKED CARS.
SHE STATES THAT UNIT 1 HIT HER FROM BEHIND HARD AND SHE HIT HER HEAD OFF THE STEERING WHEEL OF THE CAR.
THE 3 PASSENGERS IN THE CAR ALSO STATED THAT THIS WAS HOW THE CRASH OCCURRED AND THAT THEY ALL WERE A LITTLE SORE BUT HAD NO COMPLAINTS OF INJURIES.

DRIVER UNIT 1 STATES THAT HE WAS DRIVING WESTBOUND AND DID NOT SEE UNIT 2 PULLED OFF ON THE SIDE OF THE ROAD. STATES THAT HE HIT THE REAR OF UNIT 2.

AFTER SPEAKING WITH THE DRIVER OF UNIT 1 EMERSON VELIZ HE APPEARED IMPAIRED. I PERFORMED SFST'S ROADSIDE AND ARRESTED HIM FOR OUI BASED ON MY FINDINGS.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 14 - Parked Motor Vehicle
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 22 - Parked Motor Vehicle
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 6 - Under the Influence of Medications/Drugs/Alcohol
Driver Action 1: 15 - Failed to Keep in Proper Lane
Driver Action 2: 14 - Followed Too Closely

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	26	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	28	2 - Female	4 - Possible Injury
2 - Passenger	24	1 - Male	5 - No Injury
2 - Passenger	21	1 - Male	5 - No Injury
2 - Passenger	29	2 - Female	5 - No Injury

Crash Date: 5/8/2016 Time: 02:45 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.05

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node:

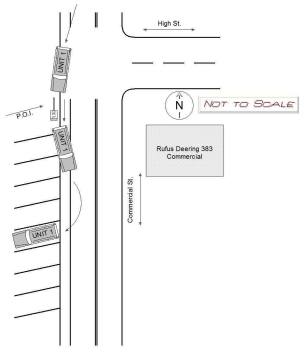
Type of Crash: 7 - Went Off Road
Type of Location: 1 - Straight Road
Weather: 2 - Cloudy
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

Was driving westbound on Commercial St. and flagged down about a vehicle that had "hit something", made a very loud noise, then the car parked with 2 flat tires on the right side. Found vehicle parked across from 383 Commercial St. with both passenger side tires flat and stop sign had been hit approximately 60 feet before this location on the same side of the road that the vehicle was parked. 5 Occupants had just exited the vehicle and were on foot walking eastbound away from the vehicle. The registered owner of the vehicle was arrested for leaving the scene, unknown who was driving at the time of the crash.

Reviewed by Sgt. Farris, 05/09/16.

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 3 - Center Passenger Side
Most Harmful Event: 24 - Curb
Pre-Crash Actions: 30 - Other Vehicle Action
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 8 - Went Off Roadway Right
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree

Crash Date: 6/24/2016 Time: 18:15 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.02

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node: 16784 Int of COMMERCIAL ST HIGH ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 6 - Driveways
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

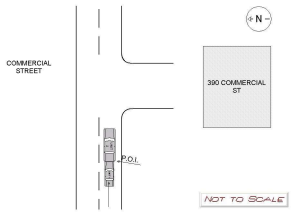
UNIT 1 WAS TRAVELLING EASTBOUND ON COMMERCIAL STREET.

UNIT 2 WAS TRAVELLING EASTBOUND ON COMMERCIAL STREET AND WAS IN FRONT OF UNIT 1.

UNIT 2 SLOWED DOWN TO LET A CAR PULL OUT OF THE PARKING LOT AT 390 COMMERCIAL STREET ONTO COMMERCIAL STREET. UNIT 1 WAS TRAVELLING BEHIND UNIT 2 AND WHEN UNIT 2 STOPPED, UNIT 1 RAN INTO THE BACK OF UNIT 2.
BOTH OPERATORS STATED THAT THE TRAFFIC WAS VERY BUSY AT THE TIME AND THEY BOTH PROVIDED THE SAME STORY OF WHAT HAPPENED.

reviewed 6-28-16 jte.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	36	2 - Female	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	49	1 - Male	5 - No Injury

Crash Date: 7/14/2016 Time: 16:36 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.04

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node: 16785 Int of COMMERCIAL ST MAPLE ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

UNIT 1 WAS TRAVELLING WESTBOUND ON COMMERCIAL STREET.

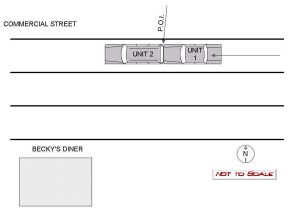
UNIT 2 WAS TRAVELLING WESTBOUND ON COMMERCIAL STREET IN FRONT OF UNIT 1.

TRAFFIC WAS HEAVY AND UNIT 2 SLOWED DOWN. UNIT 1 RAN INTO THE BACK OF UNIT 2. UNIT 1 OPERATOR ADMITTED THAT SHE WAS NOT PAYING ATTENTION.

UNIT 2 HAD VERY MINOR DAMAGE AND WAS DRIVEN AWAY BY OWNER. UNIT 1 WAS TOWED BY AAA DUE TO DISABLING FRONT END DAMAGE.

reviewed 7-14-16 jte.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
1 - Driver	16	2 - Female	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	38	2 - Female	5 - No Injury

Crash Date: 10/5/2016 Time: 17:30 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.08

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node: 16785 Int of COMMERCIAL ST MAPLE ST

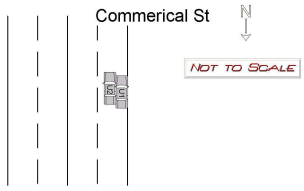
Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

On 10/5/2016 at approximately 1918 hours, I was dispatched to the information desk located at 109 Middle St for a hit and run accident. On scene I met with the driver of U2 who stated that earlier in the day she was traveling south bound on Commercial St in the right lane. U2 stated that she is currently driving a rental car form Enterprise and not her personal vehicle. U2 was traveling in the right hand lane when U1 attempted to pass her in the same lane. There was not enough space and U1 side swept the rental vehicle. U1 had minor cosmetic damages to her passenger side panel. U1 failed to stop for the incident and went on the high way. U2 stated that she followed the vehicle until she was able to get a license plate to make a report. U2 stated that she was scared due to the incident but not injured. There is no video or audio of this incident in vehicle 1015.

Lt. Hutcheson

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.:
Most Damaged Area:
Most Harmful Event:
Pre-Crash Actions:
Contrib Circ. - Vehicle:
Seq. Events 1:
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 3 - Center Passenger Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	51	2 - Female	5 - No Injury

Crash Date: 11/16/2016 Time: 19:39 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.03

OE Start Node: OE End Node:

Type of Crash: 2 - Rear End / Sideswipe Type of Location: 1 - Straight Road

Weather: 1 - Clear Light: 4 - Dark - Lighted

Road Grade: 1 - Level Surface Condition: 1 - Dry

Traffic Control: 13 - None

Cont. Circ. Env 1 1 - None Cont. Circ. Env 2

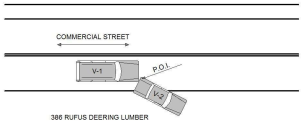
Cont. Circ. Road 1 1 - None Cont. Circ. Road 2

Narrative

V-2 WAS BACKING OUT OF A PARKING SPACE FRONTING 386 COMMERCIAL ST. V-1 TRAVELING WEST ON COMMERCIAL STREET. V-1 COLLIDES WITH REAR OF V-2 CAUSING SIGNIFICANT DAMAGE, STOPS BRIEFLY THEN FLEES THE SCENE. PPD OFFICERS LOCATE V-1 ABANDONED IN PARKING LOT BY ENTRANCE TO CASCO BAY BRIDGE. HUSBAND OF V-2 WAS CLOSE TO SCENE AND SPOKE TO DRIVER OF V-1 AND RELATED HE COULD IDENTIFY DRIVER. LICENSE PLATE AND VEHICLE DESCRIPTION WERE 100% ACCURATE AND DRIVER WHO FLED WAS LIKELY THE RO OF THE VEHICLE BASED ON WITNESS STATEMENTS AT SCENE. SEE LSOA CASE 16-9594 FOR DETAILS. EVIDENCE TECH WAS CALLED AND PROCESSED VEHICLES/SCENE. V-1 TOWED BY BROADWAY TOWING WITH HOLD FOR PPD TRAFFIC UNIT. V-2 TOWED BY AAA TO MOODY'S COLLISION CENTER IN SCARBOROUGH.

11-16-16...

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle Veh. Travel Dir.: 4 - Westbound

Most Damaged Area: 1 - Front Passenger Corner Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 1 - Following roadway Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 21 - Motor Vehicle In Transport Seq. Events 2:

Seq. Events 3: Seq. Events 4:

Driver Distracted By: Cond. at Time Crash:

Driver Action 1: Driver Action 2:

Person Type	Age	Sex	Injury Degree
25 - Last Known Operator/Owner	47	2 - Female	5 - No Injury

Unit: 2

Type: 1 - Passenger Car Veh. Travel Dir.: 2 - Southbound

Most Damaged Area: 8 - Rear Driver Quarter Panel Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 20 - Backing Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 21 - Motor Vehicle In Transport Seq. Events 2:

Seq. Events 3: Seq. Events 4:

Driver Distracted By: 1 - Not Distracted Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 1 - No Contributing Action Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	58	2 - Female	4 - Possible Injury

V-2 WAS BACKING OUT OF A PARKING SPACE FRONTING 386 COMMERCIAL ST. V-1 TRAVELING WEST ON COMMERCIAL STREET. V-1 COLLIDES WITH REAR OF V-2 CAUSING SIGNIFICANT DAMAGE, STOPS BRIEFLY THEN FLEES THE SCENE. PPD OFFICERS LOCATE V-1 ABANDONED IN PARKING LOT BY ENTRANCE TO CASCO BAY BRIDGE. HUSBAND OF V-2 WAS CLOSE TO SCENE AND SPOKE TO DRIVER OF V-1 AND RELATED HE COULD IDENTIFY DRIVER. LICENSE PLATE AND VEHICLE DESCRIPTION WERE 100% ACCURATE AND DRIVER WHO FLED WAS LIKELY THE RO OF THE VEHICLE BASED ON WITNESS STATEMENTS AT SCENE. SEE LSOA CASE 16-9594 FOR DETAILS. EVIDENCE TECH WAS CALLED AND PROCESSED VEHICLES/SCENE. V-1 TOWED BY BROADWAY TOWING WITH HOLD FOR PPD TRAFFIC UNIT. V-2 TOWED BY AAA TO MOODY'S COLLISION CENTER IN SCARBOROUGH.

11-16-16 jte.

****

ON 11/17/16 I, OFC BOMBA, WAS ASSIGNED THIS INCIDENT FOR INVESTIGATION. I REVIEWED OFC. MCCUSKER'S REPORT AND LEARNED THAT THE SUSPECT VEHICLE, UNIT 1, WAS STILL CURRENTLY BEING HELD AT THE BROADWAY TOWING IMPOUND LOT. I CALLED BROADWAY TOWING AND THEY TOLD ME THAT THE OWNER HAS NOT YET CALLED TO CLAIM THE VEHICLE.

THE REGISTERED OWNER AND PERSON MATCHING THE DESCRIPTION OF THE FEMALE MOST LIKELY OPERATING UNIT 1 AT THE TIME OF THE COLLISION WAS IDENTIFIED AS KATHRYN MORRISON (6/28/69). I ATTEMPTED TO LOCATE A CONTACT NUMBER FOR KATHRYN AND WAS UNABLE TO. I THEN VISITED THE ADDRESS LISTED ON UNIT 1 REGISTRATION FOR KATHRYN AND THERE WAS NO ANSWER. AT THIS TIME I LEFT MY BUSINESS CARD AND A SUSPECT LETTER TO HAVE KATHRYN CALL MY OFFICE AS SOON AS POSSIBLE.

ON 11/21/16, I HAVE STILL NOT HAD CONTACT WITH KATHRYN AND SHE HAS NOT ATTEMPTED TO CALL MY OFFICER OR PORTLAND PD. A STAFF MEMBER OF BROADWAY TOWING CALLED MY OFFICE AND INFORMED ME THAT KATHRYN TOOK BACK POSSESSION OF UNIT 1 FROM THEIR IMPOUND LOT BUT THEY DID NOT GET A PHONE CONTACT NUMBER FOR KATHRYN.

I CONTACTED THE OWNER OF UNIT 2, KAREN, AND SHE STATED THAT SHE DID NOT WISH TO PURSUE CRIMINAL CHARGES. THE INSURANCE INFORMATION WAS PREVIOUSLY FOUND IN UNIT 1 BY INVESTIGATING OFFICERS AND IT WAS CONFIRMED TO BE VALID. KAREN SAID THAT SHE WISHED TO HAVE HER VEHICLE REPAIRED AND THE MATTER KEPT CIVIL USING THE INSURANCE COMPANIES. AT THE TIME OF THIS WRITING, NO CRIMINAL CHARGES WERE FILED AGAINST KATHRYN.

LATER DURING THE DAY ON 11/21/16, I RECEIVED A CALL FROM KATHRYN. KATHRYN STATED THAT SHE WAS AT A PARTY DURING THE NIGHT OF THE INCIDENT. KATHRYN TOLD ME THAT DURING THE PARTY, A FEMALE ACQUAINTANCE NAMED "SUSAN" BORROWED UNIT 1 TO "GO TO THE STORE". KATHRYN TOLD ME THAT SHE HAD NO INFORMATION ON SUSAN, HER LAST NAME, HER CONTACT INFORMATION, WHERE SHE LIVED OR PEOPLE THAT MIGHT KNOW HER. KATHRYN SAID THAT THE NEXT MORNING SHE "DISCOVERED" THAT HER VEHICLE WAS MISSING AND CALLED PORTLAND PD DISPATCH TO INQUIRE WHERE IT WAS. AT THIS TIME, KATHRYN WAS INFORMED BY PPD DISPATCH THAT UNIT 1 WAS INVOLVED IN THE CRASH AND TOWED BY BROADWAY TOWING. KATHRYN EXPLAINED THAT SHE HAD NO FURTHER INFORMATION AND COULD NOT SUBSTANTIATE THE INFORMATION SHE GAVE ME.

AT THIS TIME, KATHRYN WILL BE KEPT AS THE LAST KNOWN OPERATOR OF UNIT 1 UNLESS FURTHER FACTS CAN BE GIVEN ON "SUSAN". KATHRYN DID STATE THAT SHE HAS BEEN IN CONTACT WITH HER INSURANCE COMPANY TO RESOLVE THE DAMAGE TO UNIT 2 AS WELL AS HER VEHICLE.

END OF NARRATIVE

EB

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I - Single Element	☐ Section Detail	☑ Crash Summary II	☐ 1320 Public	☐ 1320 Private	☑ 1320 Summary

REPORT DESCRIPTION

Commercial St from Park St to High St in Portland

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 0001A	Start Node: 16783	Start Offset: 0	☑ Exclude First Node	
	End Node: 16784	End Offset: 0	☑ Exclude Last Node	

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
16783	16784	3116401	0 - 0.08	0001A - 11.07	0.08	2	11	0	1	0	0	10	9.1	0.00418	876.28	498.54	1.76
Int of COMMERCIAL ST	PARK ST			US 1A											Statewide Crash Rate: 207.32		
Study Years: 3.00				Section Totals:	0.08		11	0	1	0	0	10	9.1	0.00418	876.28	498.54	1.76

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
16783	16784	3116401	0 - 0.08	0001A - 11.07	11	0	1	0	0	10	2016-36110	12/05/2016	11.08	PD
											2014-8599	03/14/2014	11.08	PD
											2015-8353	03/01/2015	11.09	PD
											2016-26137	09/15/2016	11.09	PD
											2016-24623	08/25/2016	11.10	PD
											2016-20666	07/22/2016	11.10	PD
											2015-10385	03/22/2015	11.12	PD
											2015-49315	11/25/2015	11.13	A
											2015-17700	06/17/2015	11.13	PD
											2015-3113	01/28/2015	11.13	PD
											2016-34555	11/30/2016	11.13	PD
				Totals:	11	0	1	0	0	10				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM												
	Hour of Day																								
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	4
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
FRIDAY	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	2	0	1	0	1	0	0	1	1	1	1	0	0	0	3	0	0	11

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	10
2-(Sport) Utility Vehicle	4
3-Passenger Van	0
4-Cargo Van (10K lbs or Less)	1
5-Pickup	1
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	3
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	1

Unit Type	Total
23-Bicyclist	0
24-Witness	1
25-Other	1
Total	22

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	2	6	0	0	0	0	8
Ran Off Roadway	1	0	0	0	0	0	1
Failed to Yield Right-of-Way	1	0	0	0	0	0	1
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	1	0	0	0	0	1
Improper Turn	2	0	0	0	0	0	2
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	3	1	0	0	0	0	4
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	1	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0
Total	10	8	0	0	0	0	18

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	9	8	0	0	0	1	18
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	1	0	0	0	0	0	1
Other	0	0	0	0	0	0	0
Total	10	8	0	0	0	1	19

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	0	0	0	0	0	0
20-24	2	0	0	0	0	2
25-29	1	0	0	0	0	1
30-39	8	0	0	0	0	8
40-49	5	0	0	0	0	5
50-59	1	0	0	0	0	1
60-69	2	0	0	0	0	2
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	1	0	0	1	0	2
Total	20	0	0	1	0	21

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	19
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	1		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	17		
14-Parked Motor Vehicle	1		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	1	1
B	0	0
C	0	0
PD	10	0
Total	11	1

Road Character

Road Grade	Total
1-Level	9
2-On Grade	2
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	11

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	1
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	0
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	10
14-Other	0
Total	11

Light

Light Condition	Total
1-Daylight	7
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	4
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	11

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2014	2015	2016	Total
JANUARY	0	1	0	1
FEBRUARY	0	0	0	0
MARCH	1	2	0	3
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	0	1	0	1
JULY	0	0	1	1
AUGUST	0	0	1	1
SEPTEMBER	0	0	1	1
OCTOBER	0	0	0	0
NOVEMBER	0	1	1	2
DECEMBER	0	0	1	1
Total	1	5	5	11

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	4	0	0	0	0	2	0	0	0	0	0	0	0	0	6
Head-on - Sideswipe	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Intersection Movement	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
Pedestrians	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	0	0	0	0	5	0	0	0	0	0	0	0	0	11

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	2	0	0	0	0	0	0	0	0	0	0	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	6	0	0	0	0	0	0	1	0	0	0	7
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	1	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	8	0	0	0	0	0	1	1	0	0	1	11

Crash Date: 3/14/2014 Time: 08:14 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.01

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node: 16784 Int of COMMERCIAL ST HIGH ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

On Friday, March 14, 2014 at 08:14:00, Officer Christopher Maher responded to a crash on COMMERCIAL ST approximately 102 feet North of PARK ST in Portland Maine. At the time of the crash, the weather was clear and the road surface was dry.

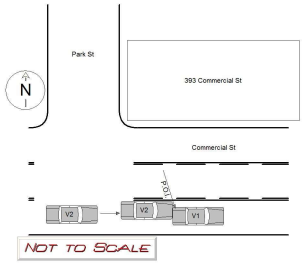
Vehicles...

Vehicle #1, operated by Douglas Thompson, DOB 11/10/1982 was eastbound stopped in traffic. Vehicle #1 sustained functional damage to the rear driver side.

Vehicle #1 occupant(s) are listed below:
Driver: Douglas Thompson DOB 11/10/1982 Injury: No Injury

Vehicle #2, operated by David Seder, DOB 5/14/1969 was eastbound slowing in traffic and followed too closely. Vehicle #2...

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 7 - Rear Driver Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	31	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	44	1 - Male	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number
14-000929

Narrative / Diagram Supplemental

On Friday, March 14, 2014 at 08:14:00, Officer Christopher Maher responded to a crash on COMMERCIAL ST approximately 102 feet North of PARK ST in Portland Maine. At the time of the crash, the weather was clear and the road surface was dry.

Vehicles...

Vehicle #1, operated by Douglas Thompson, DOB 11/10/1982 was eastbound stopped in traffic. Vehicle #1 sustained functional damage to the rear driver side.

Vehicle #1 occupant(s) are listed below:
Driver: Douglas Thompson DOB 11/10/1982 Injury: No Injury

Vehicle #2, operated by David Seder, DOB 5/14/1969 was eastbound slowing in traffic and followed too closely. Vehicle #2 was towed due to disabling damage to the front passenger corner.

Vehicle #2 occupant(s) are listed below:
Driver: David Seder DOB 5/14/1969 Injury: No Injury

Vehicle 1 was traveling eastbound on Commercial St and stopped in traffic in front of 393 Commercial St. Vehicle 2 was also traveling eastbound on Commercial St. Vehicle 2 was not able to stop in time and contacted the rear driver side corner of Vehicle 1.
Vehicle 2 was towed by Prime Collision due to the extent of the damage.

Crash Date: 1/28/2015 Time: 10:57 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.06

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 6 - Driveways
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 3 - Snow
Traffic Control: 13 - None
Cont. Circ. Env 1 2 - Weather Conditions
Cont. Circ. Env 2 1 - None
Cont. Circ. Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)
Cont. Circ. Road 2 1 - None

Narrative

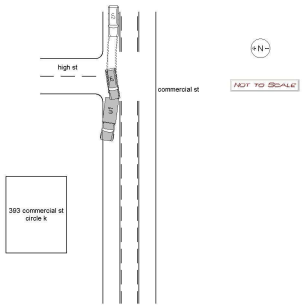
Unit 1 was slowing down turning right into a business. Unit 2 was following roadway.

Unit 2 said "I was going along and the truck in front of me stopped to turn into a business. I tried to stop but could not, sliding on the packed snow. I struck the back of the truck in front of me. I am not injured."

Unit 1 said "I was stopped, turning into a business. Suddenly I was hit from behind by a vehicle. I had my blinker on and did not see the vehicle prior to is hitting me. I am not injured."

No injuries were reported at the scene.

Diagram



Unit: 1

Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs)
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 5 - Making right turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	32	1 - Male	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 9 - Drove Too Fast For Conditions
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	69	1 - Male	5 - No Injury

Crash Date: 3/1/2015 Time: 15:31 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.02

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 6 - Driveways
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

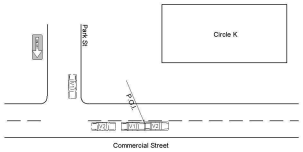
Vehicle 1, a blue subaru, was on Park Street, turning left onto Commercial Street.

Vehicle 2, a white subaru, was travelling east bound on Commercial Street and passed Park Street, before stopping to make left turn into Circle K.

Vehicle 1 entered east bound traffic on Commercial Street and did not observe that vehicle 2 was now stopped waiting to turn. Vehicle 1 failed to stop in time to avoid making contact with rear of vehicle 2.

No injuries reported at scene. Vehicle 1 towed due to disabling damage.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	33	2 - Female	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 4 - Rear Passenger Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	54	2 - Female	5 - No Injury
2 - Passenger	89	2 - Female	5 - No Injury

Crash Date: 3/22/2015 Time: 22:00 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.05

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node: 16784 Int of COMMERCIAL ST HIGH ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

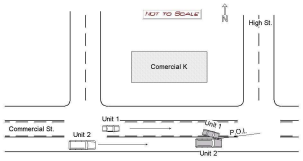
There was a 2 hour delay in the reporting of this accident.

Unit 1 was driving Eastbound on Commercial St. Unit 2 was behind Unit 1 also traveling Eastbound on Commercial St. Unit 1 turned on their left blinker as to turn into the Circle K on Commercial St. Unit 1 was in a turning lane. Unit 1 did not turn the first entrance and at the second entrance Unit 1 turned right into Unit 2 causing a large scrape down Unit 2 as Unit 2 attempted to pass Unit 1 then pulled a U-Turn and went Westbound on Commercial

Unit 2 stated they did not call when the accident happened because they did not know the non-emergency number for Portland. Unit 2 stated he had to bring a boat in and could not make the report at the time of the accident.

Unit 2 stated that the vehicle was a small red vehicle with nh plates.

Diagram



Unit: 1

Type: 25 - Other
Veh. Travel Dir.:
Most Damaged Area:
Most Harmful Event:
Pre-Crash Actions:
Contrib Circ. - Vehicle:
Seq. Events 1:
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 9 - Center Driver Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	44	1 - Male	5 - No Injury

Crash Date: 6/17/2015 Time: 18:25 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.06

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node: 16784 Int of COMMERCIAL ST HIGH ST

Type of Crash: 7 - Went Off Road
Type of Location: 6 - Driveways
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

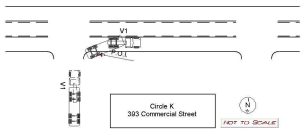
Driver of vehicle 1, a peterbilt tractor trailer, was exiting Circle K, making a left hand turn to travel west bound on Commercial Street.

Driver was entering roadway at end of construction zone where comes were placed to mark a lane change. While trying to navigate lane change, driver hit fire hydrant, stated that she thought it was a traffic cone initially.

Driver contacted dispatch, notifying them of accident and then continued on to business location, approximately 50 feet west of accident scene, to wait for arrival of police. Portland Water District responded and were given accident information. Hydrant did become detached and will be replaced tomorrow (6-17-15).

6-16-15 jte.

Diagram



Unit: 1

Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs)
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area:
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 10 - Improper Turn
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	29	2 - Female	5 - No Injury

Crash Date: 11/25/2015 Time: 22:04 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.06

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node: 16784 Int of COMMERCIAL ST HIGH ST

Type of Crash: 5 - Pedestrians
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

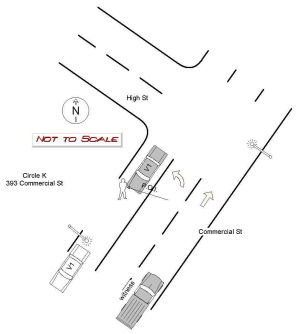
Narrative

Driver Unit 1 said that he was on Commercial St driving outbound when he thought he heard someone yell. He looked to his left and then to his right and then saw someone in the road right in front of him at the last minute. He tried to swerve but did not have enough time and he struck the pedestrian on the passenger side front corner of his car. Driver Unit 1 also said that he was probably travelling no more than 30 mph.

The witness said that he was travelling inbound on Commercial St when he saw a man enter the roadway from the south side of Commercial St. He slowed down and let the man pass in front of him and continued driving. He looked in his rearview mirror and saw the pedestrian in the air after being struck by Unit 1. He pulled over and tried to render aid.

There are no crosswalks in that area and there are street lights...

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area:
Most Harmful Event: 9 - Pedestrian
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 17 - Pedestrian
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 5 - Outside the Vehicle (includes unspecified external distractions)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 19 - Other Contributing Action
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	40	1 - Male	5 - No Injury

Unit: 50

Type: 22 - Pedestrian
Veh. Travel Dir.:
Most Damaged Area: 0
Most Harmful Event:
Pre-Crash Actions:
Contrib Circ. - Vehicle:
Seq. Events 1:
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree
3 - Pedestrian	31	1 - Male	2 - Incapacitating

STATE OF MAINE CRASH REPORT

Report Number
15-003947

Narrative / Diagram Supplemental

Driver Unit 1 said that he was on Commercial St driving outbound when he thought he heard someone yell. He looked to his left and then to his right and then saw someone in the road right in front of him at the last minute. He tried to swerve but did not have enough time and he struck the pedestrian on the passenger side front corner of his car. Driver Unit 1 also said that he was probably travelling no more than 30 mph.

The witness said that he was travelling inbound on Commercial St when he saw a man enter the roadway from the south side of Commercial St. He slowed down and let the man pass in front of him and continued driving. He looked in his rearview mirror and saw the pedestrian in the air after being struck by Unit 1. He pulled over and tried to render aid.

There are no crosswalks in that area and there are street lights

Unit 1 had no visible damage, the passenger side mirror was folded in.

Witness 207-310-3175.

Reviewed 11-25-15 by Joe Ezepek.

Crash Date: 7/22/2016 Time: 08:20 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.03

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node: 16784 Int of COMMERCIAL ST HIGH ST

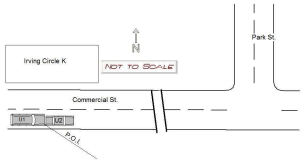
Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 1 - Traffic Signals (Stop & Go)
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

Unit 1 was following too closely to Unit 2 when traffic stopped for a pedestrian crossing the street. Unit 1 rear ended Unit 2 when traffic began to stop.

Reviewed by EMN 7/24/16

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	38	2 - Female	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	49	2 - Female	5 - No Injury

Crash Date: 8/25/2016 Time: 12:37 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.03

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node: 16784 Int of COMMERCIAL ST HIGH ST

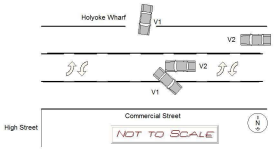
Type of Crash: 4 - Intersection Movement
Type of Location: 6 - Driveways
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

Vehicle 2 was traveling eastbound on Commercial Street. Vehicle 1 was attempting to make a left turn from Holyoke Wharf onto Commercial Street. Vehicle 2 went from travel lane to the middle turn lane to make a left turn onto High Street, which was about 100 feet away. Vehicle 1 saw a break in traffic in the eastbound travel lane pulled out turning left onto Commercial Street. The operator of vehicle 1 thought that vehicle 2 had stopped in the center turn lane to let her pull out. There was a minor crash with minimal damage.

Reviewed C Libby

Diagram



Unit: 1

Type: 5 - Pickup
Veh. Travel Dir.: 1 - Northbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	40	2 - Female	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	68	1 - Male	5 - No Injury

Crash Date: 9/15/2016 Time: 16:37 City: Portland Street/Highway: Commercial St

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.02

OE Start Node: OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 6 - Driveways
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

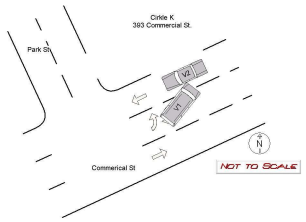
Narrative

Driver V1 said that he was waiting to turn left into the gas station parking lot. There were a line of cars in the w/b lane of Commercial St. and V2 was the last one in the line before he was going to make the turn. He said that he left off the brake and was going to roll past V2 and then turn when it was clear to do so, but his wheels must have already been turned all the way to the left because he just drove right into the side of V2.

Driver V2 said that she was just driving on Commercial St. and V1 was in the center turn lane when he suddenly just turned into the side of her car.

reviewed 9-15-16 jte.

Diagram



Unit: 1

Type: 4 - Cargo Van (10K lbs or Less)
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 11 - Front Driver Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 10 - Improper Turn
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
1 - Driver	38	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 9 - Center Driver Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	34	2 - Female	5 - No Injury

Crash Date: 11/30/2016 Time: 17:34 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.06

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node: 16784 Int of COMMERCIAL ST HIGH ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 4 - Rain
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 2 - Wet
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

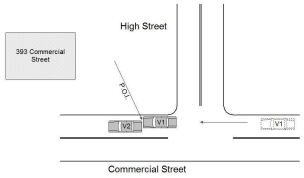
Narrative

The driver of V1 claimed that he was trying to clear fog that collected inside his windshield. As a result, he was following too closely behind V2 and crashed into its rear with the front driver's corner. As a result, minor damage was sustained to V1.

The driver of V2 said that he was following Commercial Street and going westbound. V1 crashed into the rear of V2 and minor damage was sustained to the rear passenger's corner of V2.

11-30-16 jte.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 11 - Front Driver Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 4 - Other Inside the Vehicle (eating, personal hygiene, etc.)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	24	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 5 - Rear Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	23	1 - Male	5 - No Injury
2 - Passenger	22	1 - Male	5 - No Injury
2 - Passenger	2	1 - Male	5 - No Injury

Crash Date: 12/5/2016 Time: 22:33 City: Portland Street/Highway: 393 Commerical Street

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.01

OE Start Node: OE End Node:

Type of Crash: 3 - Head-on / Sideswipe
Type of Location: 1 - Straight Road
Weather: 2 - Cloudy
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 4 - Slush
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

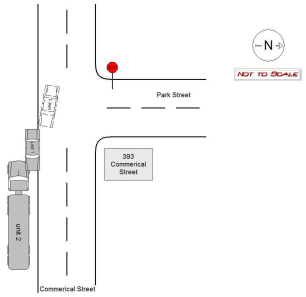
Narrative

UNIT 1 WAS TRAVELING EASTBOUND ON COMMERCIAL STREET WHEN IT WENT OFF THE ROADWAY AND MADE CONTACT WITH LEGALLY PARKED UNIT 2. THERE WAS SIGNIFICANT DAMAGE DONE TO THE FRONT PASSENGER CORNER OF BOTH VEHICLES.
WHEN CONTACT WAS MADE WITH UNIT 1 DRIVER HE STATED THAT HE HAD BEEN DRINKING BEFORE HE WAS DRIVING. HE ALSO SAID THAT THE TIRE CAME OFF WHICH IS WHY HE CRASHED. ALL FOUR TIRES WERE STILL ATTACHED TO THE VEHICLE.

DIGITAL PHOTOGRAPHS WERE TAKEN WITH CAMERA #21
PLEASE SEE CASE # 16-10143

REVIEWED BY: SGT. DTH 12/12/16

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 8 - Went Off Roadway Right
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 6 - Under the Influence of Medications/Drugs/Alcohol
Driver Action 1: 2 - Ran Off Roadway
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
1 - Driver	30	1 - Male	5 - No Injury

Unit: 2

Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs)
Veh. Travel Dir.: 5 - Not On Roadway
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 14 - Parked Motor Vehicle
Pre-Crash Actions: 13 - Parked Legally
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 50 - No Other Events
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree
24 - Last Known Operator	39	1 - Male	

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I - Single Element	☐ Section Detail	☑ Crash Summary II	☐ 1320 Public	☐ 1320 Private	☐ 1320 Summary

REPORT DESCRIPTION

High St from Commercial St to York St in Portland

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 0560365	Start Node: 16784	Start Offset: 0	☑ Exclude First Node	
	End Node: 18529	End Offset: 0	☑ Exclude Last Node	

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
16784	18529	3115419	0 - 0.05	0560365 - 0	0.05	2	4	0	0	0	0	3	0.0	0.00060	2227.42	804.15	2.77
Int of COMMERCIAL ST HIGH ST				RD INV 05 60365											Statewide Crash Rate: 207.32		
Study Years: 3.00				Section Totals:	0.05		4	0	0	0	0	3	0.0	0.00060	2227.42	804.14	2.77

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
16784	18529	3115419	0 - 0.05	0560365 - 0	4	0	0	0	0	3	2015-5667	02/11/2015	0.01	
											2016-18376	06/11/2016	0.01	PD
											2016-34989	12/02/2016	0.02	PD
											2016-22205	08/01/2016	0.03	PD
				Totals:	4	0	0	0	0	3				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												Hour of Day	PM											
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
SATURDAY	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Totals	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	4

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	5
2-(Sport) Utility Vehicle	1
3-Passenger Van	0
4-Cargo Van (10K lbs or Less)	0
5-Pickup	1
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	0
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	0
24-Witness	1
25-Other	1
Total	9

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	1	2	0	0	0	0	3
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	0	0	0	0	0	0	0
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	0	0	0	0	0	0	0
Failed to Keep in Proper Lane	1	0	0	0	0	0	1
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	1	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0
Total	3	2	0	0	0	0	5

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	1	2	0	0	0	0	3
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	1	0	0	0	0	0	1
Other	1	0	0	0	0	0	1
Total	3	2	0	0	0	0	5

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	0	0	0	0	0	0
20-24	2	0	0	0	0	2
25-29	1	0	0	0	0	1
30-39	1	0	0	0	0	1
40-49	0	0	0	0	0	0
50-59	1	0	0	0	0	1
60-69	0	0	0	0	0	0
70-79	2	0	0	0	0	2
80-Over	0	0	0	0	0	0
Unknown	1	0	0	0	0	1
Total	8	0	0	0	0	8

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	7
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	5		
14-Parked Motor Vehicle	2		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	0	0
PD	3	0
Total	3	0

Road Character

Road Grade	Total
1-Level	1
2-On Grade	3
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	4

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	1
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	1
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	2
14-Other	0
Total	4

Light

Light Condition	Total
1-Daylight	2
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	2
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	4

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2014	2015	2016	Total
JANUARY	0	0	0	0
FEBRUARY	0	1	0	1
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	0	0	1	1
JULY	0	0	0	0
AUGUST	0	0	1	1
SEPTEMBER	0	0	0	0
OCTOBER	0	0	0	0
NOVEMBER	0	0	0	0
DECEMBER	0	0	1	1
Total	0	1	3	4

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Head-on - Sideswipe	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Intersection Movement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	2	0	0	0	0	0	0	0	0	0	0	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	1	0	0	0	0	0	0	0	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	1	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	3	0	0	0	0	0	0	1	0	0	0	4

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

- [x] Crash Summary I - Single Node
- [ ] Section Detail
- [x] Crash Summary II
- [ ] 1320 Public
- [ ] 1320 Private
- [ ] 1320 Summary

REPORT DESCRIPTION

Int of Maple St and York St in Portland

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 0560475	Start Node: 18980	Start Offset: 0	☐ Exclude First Node
	End Node: 18980	End Offset: 0	☐ Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
18980	0560475 - 0.07	0509400 POR,MAPLE,YORK ST.	2	1	0	0	0	0	1	0.0	2.015	0.17	0.45	0.00
												Statewide Crash Rate:	0.14	
Study Years:	3.00	NODE TOTALS:		1	0	0	0	0	1	0.0	2.015	0.17	0.45	0.37

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM												
	Hour of Day																								
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	2
2-(Sport) Utility Vehicle	1
3-Passenger Van	0
4-Cargo Van (10K lbs or Less)	0
5-Pickup	0
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	0
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0
23-Bicyclist	0
24-Witness	0
25-Other	0
Total	3

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	0	0	1	0	0	0	1
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	0	0	0	0	0	0	0
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	1	1	0	0	0	0	2
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	1	1	1	0	0	0	3

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	1	0	1	0	0	0	2
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	2

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	1	0	0	0	0	1
20-24	1	0	0	0	0	1
25-29	1	0	0	0	0	1
30-39	0	0	0	0	0	0
40-49	0	0	0	0	0	0
50-59	0	0	0	0	0	0
60-69	0	0	0	0	0	0
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	3	0	0	0	0	3

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	3
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	3		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	0	0
PD	1	0
Total	1	0

Road Character

Road Grade	Total
1-Level	0
2-On Grade	1
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	1

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	0
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	0
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	1
14-Other	0
Total	1

Light

Light Condition	Total
1-Daylight	1
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	0
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	1

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2014	2015	2016	Total
JANUARY	0	0	0	0
FEBRUARY	0	0	0	0
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	0	0	1	1
JUNE	0	0	0	0
JULY	0	0	0	0
AUGUST	0	0	0	0
SEPTEMBER	0	0	0	0
OCTOBER	0	0	0	0
NOVEMBER	0	0	0	0
DECEMBER	0	0	0	0
Total	0	0	1	1

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	1	0	0	0	0	0	0	0	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0	0	0	0	0	0	1

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I - Single Element	☐ Section Detail	☑ Crash Summary II	☐ 1320 Public	☐ 1320 Private	☐ 1320 Summary

REPORT DESCRIPTION

Maple St from Commercial St to York St in Portland

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 0560475	Start Node: 16785	Start Offset: 0	☑ Exclude First Node	
	End Node: 18980	End Offset: 0	☑ Exclude Last Node	

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
16785	18980	192461	0 - 0.07	0560475 - 0	0.07	2	2	0	0	0	0	2	0.0	0.00016	4291.55	1718.70	2.50
Int of COMMERCIAL ST MAPLE ST				RD INV 05 60475											Statewide Crash Rate: 401.27		
Study Years: 3.00				Section Totals:	0.07		2	0	0	0	0	2	0.0	0.00016	4291.55	1718.58	2.50

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
16785	18980	192461	0 - 0.07	0560475 - 0	2	0	0	0	0	2	2015-4344	02/03/2015	0.04	PD
											2015-45726	10/19/2015	0.06	PD
				Totals:	2	0	0	0	0	2				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM												
	Hour of Day																								
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	2
2-(Sport) Utility Vehicle	1
3-Passenger Van	0
4-Cargo Van (10K lbs or Less)	0
5-Pickup	0
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	1
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0
23-Bicyclist	0
24-Witness	0
25-Other	0
Total	4

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	1	1	0	0	0	0	2
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	1	0	0	0	0	0	1
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	1	0	0	0	0	1
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	0	0	0	0	0	0	0
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	2	2	0	0	0	0	4

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	2	2	0	0	0	0	4
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	2	2	0	0	0	0	4

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	0	0	0	0	0	0
20-24	1	0	0	0	0	1
25-29	1	0	0	0	0	1
30-39	1	0	0	0	0	1
40-49	0	0	0	0	0	0
50-59	1	0	0	0	0	1
60-69	0	0	0	0	0	0
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	4	0	0	0	0	4

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	4
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	4		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	0	0
PD	2	0
Total	2	0

Road Character

Road Grade	Total
1-Level	0
2-On Grade	2
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	2

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	0
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	0
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	1
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	1
14-Other	0
Total	2

Light

Light Condition	Total
1-Daylight	2
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	0
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	2

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2014	2015	2016	Total
JANUARY	0	0	0	0
FEBRUARY	0	1	0	1
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	0	0	0	0
JULY	0	0	0	0
AUGUST	0	0	0	0
SEPTEMBER	0	0	0	0
OCTOBER	0	1	0	1
NOVEMBER	0	0	0	0
DECEMBER	0	0	0	0
Total	0	2	0	2

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	1	0	0	0	0	0	0	1	0	0	0	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0	0	1	0	0	0	2

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I - Single Node ☐ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Int of York St and High St in Portland

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 0077W	Start Node: 18529	Start Offset: 0	☐ Exclude First Node
	End Node: 18529	End Offset: 0	☐ Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
18529	0077W - 1.45	Int of HIGH ST YORK ST	9	13	0	0	0	4	9	30.8	4.385	0.99	1.27	0.00
												Statewide Crash Rate:	0.71	
Study Years:	3.00	NODE TOTALS:		13	0	0	0	4	9	30.8	4.385	0.99	1.27	0.78

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM												
	Hour of Day																								
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
WEDNESDAY	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
THURSDAY	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	4
FRIDAY	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SATURDAY	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
Totals	0	0	0	0	0	0	0	1	1	3	0	0	1	0	2	1	0	2	1	0	0	0	1	0	0	13

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	17
2-(Sport) Utility Vehicle	3
3-Passenger Van	1
4-Cargo Van (10K lbs or Less)	0
5-Pickup	1
6-Motor Home	0
7-School Bus	1
8-Transit Bus	1
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	1
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	1
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0
23-Bicyclist	1
24-Witness	3
25-Other	1
Total	31

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	6	8	0	0	0	0	14
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	0	0	0	0	0	0	0
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	3	0	0	0	0	0	3
Improper Backing	0	1	0	0	0	0	1
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	2	3	1	0	0	0	6
Failed to Keep in Proper Lane	1	0	0	0	0	0	1
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	1	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0
Total	13	12	1	0	0	0	26

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	13	12	1	0	0	1	27
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	13	12	1	0	0	1	27

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	0	0	0	0	0	0
20-24	3	0	0	0	0	3
25-29	5	0	0	0	0	5
30-39	6	0	0	0	0	6
40-49	3	0	0	0	0	3
50-59	5	0	0	0	0	5
60-69	3	0	0	0	0	3
70-79	1	0	0	0	0	1
80-Over	1	0	0	0	0	1
Unknown	0	1	0	0	0	1
Total	27	1	0	0	0	28

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	27
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	26		
14-Parked Motor Vehicle	1		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	4	4
PD	9	0
Total	13	4

Road Character

Road Grade	Total
1-Level	7
2-On Grade	5
3-Top of Hill	0
4-Bottom of Hill	1
5-Other	0
Total	13

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	13
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	0
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	0
14-Other	0
Total	13

Light

Light Condition	Total
1-Daylight	11
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	2
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	13

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2014	2015	2016	Total
JANUARY	0	0	1	1
FEBRUARY	1	0	1	2
MARCH	0	0	1	1
APRIL	0	0	0	0
MAY	0	0	1	1
JUNE	1	0	0	1
JULY	0	0	1	1
AUGUST	0	0	0	0
SEPTEMBER	0	1	1	2
OCTOBER	1	0	1	2
NOVEMBER	1	0	0	1
DECEMBER	1	0	0	1
Total	5	1	7	13

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	0	0	0	10	0	0	0	0	0	0	0	0	0	0	10
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	13	0	0	0	0	0	0	0	0	0	0	13

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	8	0	0	0	0	0	0	1	0	0	2	11
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	10	0	0	0	0	0	0	1	0	0	2	13

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I - Single Element	☐ Section Detail	☑ Crash Summary II	☐ 1320 Public	☐ 1320 Private	☐ 1320 Summary

REPORT DESCRIPTION

York St from Maple St to High St in Portland

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 3200508	Start Node: 18980	Start Offset: 0	☑ Exclude First Node
	End Node: 18529	End Offset: 0	☑ Exclude Last Node

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
18529	18980	194048	0 - 0.14	3200508 - 0.10	0.14	2	1	0	0	0	0	1	0.0	0.00268	124.27	914.38	0.00
Int of HIGH ST	YORK ST			RD INV 3200508											Statewide Crash Rate: 401.27		
Study Years: 3.00				Section Totals:	0.14		1	0	0	0	0	1	0.0	0.00268	124.27	914.38	0.14

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
18529	18980	194048	0 - 0.14	3200508 - 0.10	1	0	0	0	0	1	2014-12456	04/29/2014	0.12	PD
				Totals:	1	0	0	0	0	1				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM												
	Hour of Day																								
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	0
2-(Sport) Utility Vehicle	1
3-Passenger Van	1
4-Cargo Van (10K lbs or Less)	0
5-Pickup	0
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	0
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	0
24-Witness	0
25-Other	0
Total	2

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	0	1	0	0	0	0	1
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	0	0	0	0	0	0	0
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	0	0	0	0	0	0	0
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	1	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0
Total	1	1	0	0	0	0	2

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	1	1	0	0	0	0	2
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	1	1	0	0	0	0	2

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	0	0	0	0	0	0
20-24	0	0	0	0	0	0
25-29	0	0	0	0	0	0
30-39	2	0	0	0	0	2
40-49	0	0	0	0	0	0
50-59	0	0	0	0	0	0
60-69	0	0	0	0	0	0
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	2	0	0	0	0	2

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	2
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	1		
14-Parked Motor Vehicle	1		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	0	0
PD	1	0
Total	1	0

Road Character

Road Grade	Total
1-Level	1
2-On Grade	0
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	1

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	0
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	0
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	1
14-Other	0
Total	1

Light

Light Condition	Total
1-Daylight	1
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	0
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	1

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2014	2015	2016	Total
JANUARY	0	0	0	0
FEBRUARY	0	0	0	0
MARCH	0	0	0	0
APRIL	1	0	0	1
MAY	0	0	0	0
JUNE	0	0	0	0
JULY	0	0	0	0
AUGUST	0	0	0	0
SEPTEMBER	0	0	0	0
OCTOBER	0	0	0	0
NOVEMBER	0	0	0	0
DECEMBER	0	0	0	0
Total	1	0	0	1

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	1	0	0	0	0	0	0	0	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0	0	0	0	0	0	1

Traffic Count Data

Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017

Groups Printed- Cars - Trucks

	York St From North			Maple St From East			York St From South			Maple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	7	0	0	2	1	0	27	2	0	1	1	41
07:15 AM	1	15	2	0	2	3	3	44	1	0	2	0	73
07:30 AM	0	14	0	1	5	0	2	60	4	0	4	1	91
07:45 AM	3	16	0	2	7	5	0	91	3	0	2	3	132
Total	4	52	2	3	16	9	5	222	10	0	9	5	337
08:00 AM	1	18	0	0	3	9	2	79	3	1	3	1	120
08:15 AM	2	19	0	2	2	7	2	77	2	0	4	1	118
08:30 AM	0	22	1	3	1	0	0	74	3	0	5	2	111
08:45 AM	4	21	0	3	3	5	1	77	1	0	2	3	120
Total	7	80	1	8	9	21	5	307	9	1	14	7	469
Grand Total	11	132	3	11	25	30	10	529	19	1	23	12	806
Apprch %	7.5	90.4	2.1	16.7	37.9	45.5	1.8	94.8	3.4	2.8	63.9	33.3	
Total %	1.4	16.4	0.4	1.4	3.1	3.7	1.2	65.6	2.4	0.1	2.9	1.5	
Cars	11	125	3	11	25	30	10	528	19	1	23	11	797
% Cars	100	94.7	100	100	100	100	100	99.8	100	100	100	91.7	98.9
Trucks	0	7	0	0	0	0	0	1	0	0	0	1	9
% Trucks	0	5.3	0	0	0	0	0	0.2	0	0	0	8.3	1.1

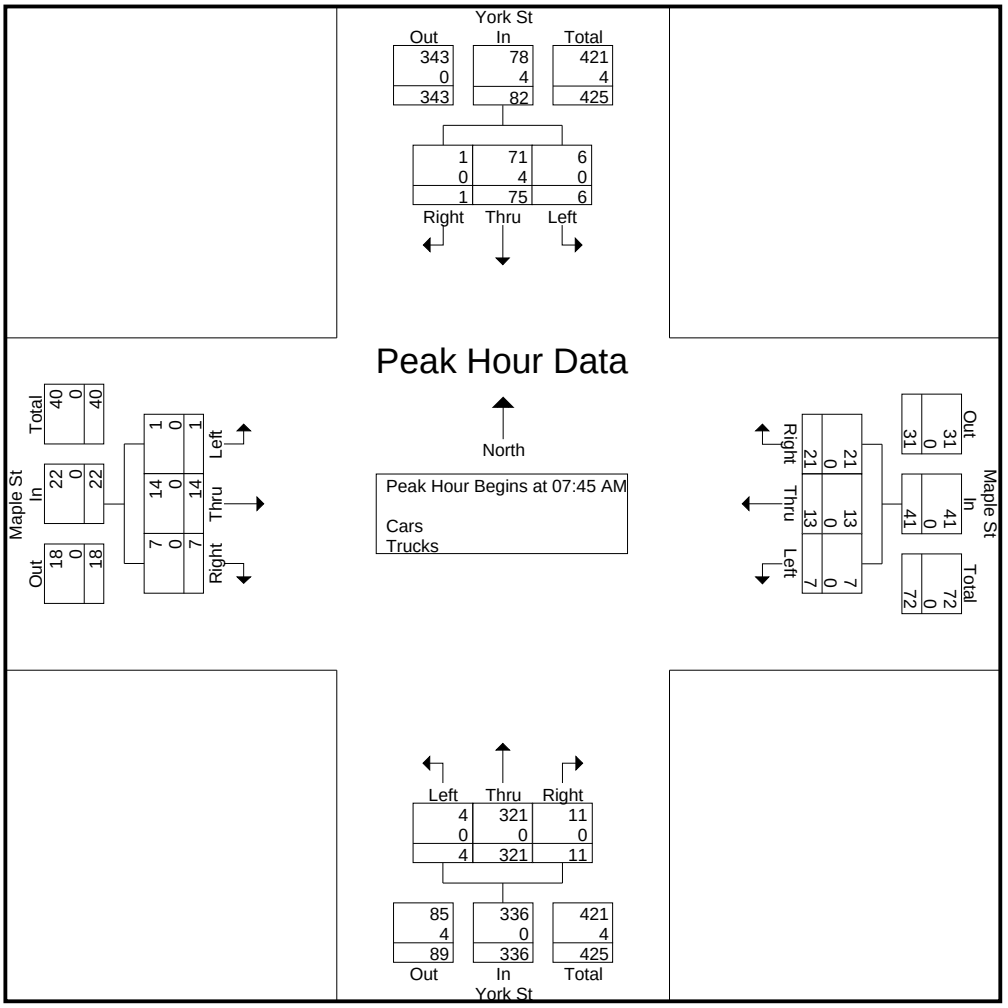
Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 2

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**3**	16	0	19	2	**7**	5	**14**	0	**91**	**3**	**94**	0	2	**3**	5	**132**
08:00 AM	1	18	0	19	0	3	**9**	12	**2**	79	3	84	**1**	3	1	5	120
08:15 AM	2	19	0	21	2	2	7	11	2	77	2	81	0	4	1	5	118
08:30 AM	0	**22**	**1**	**23**	**3**	1	0	4	0	74	3	77	0	**5**	2	**7**	111
Total Volume	6	75	1	82	7	13	21	41	4	321	11	336	1	14	7	22	481
% App. Total	7.3	91.5	1.2		17.1	31.7	51.2		1.2	95.5	3.3		4.5	63.6	31.8		
PHF	.500	.852	.250	.891	.583	.464	.583	.732	.500	.882	.917	.894	.250	.700	.583	.786	.911
Cars	6	71	1	78	7	13	21	41	4	321	11	336	1	14	7	22	477
% Cars	100	94.7	100	95.1	100	100	100	100	100	100	100	100	100	100	100	100	99.2
Trucks	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
% Trucks	0	5.3	0	4.9	0	0	0	0	0	0	0	0	0	0	0	0	0.8



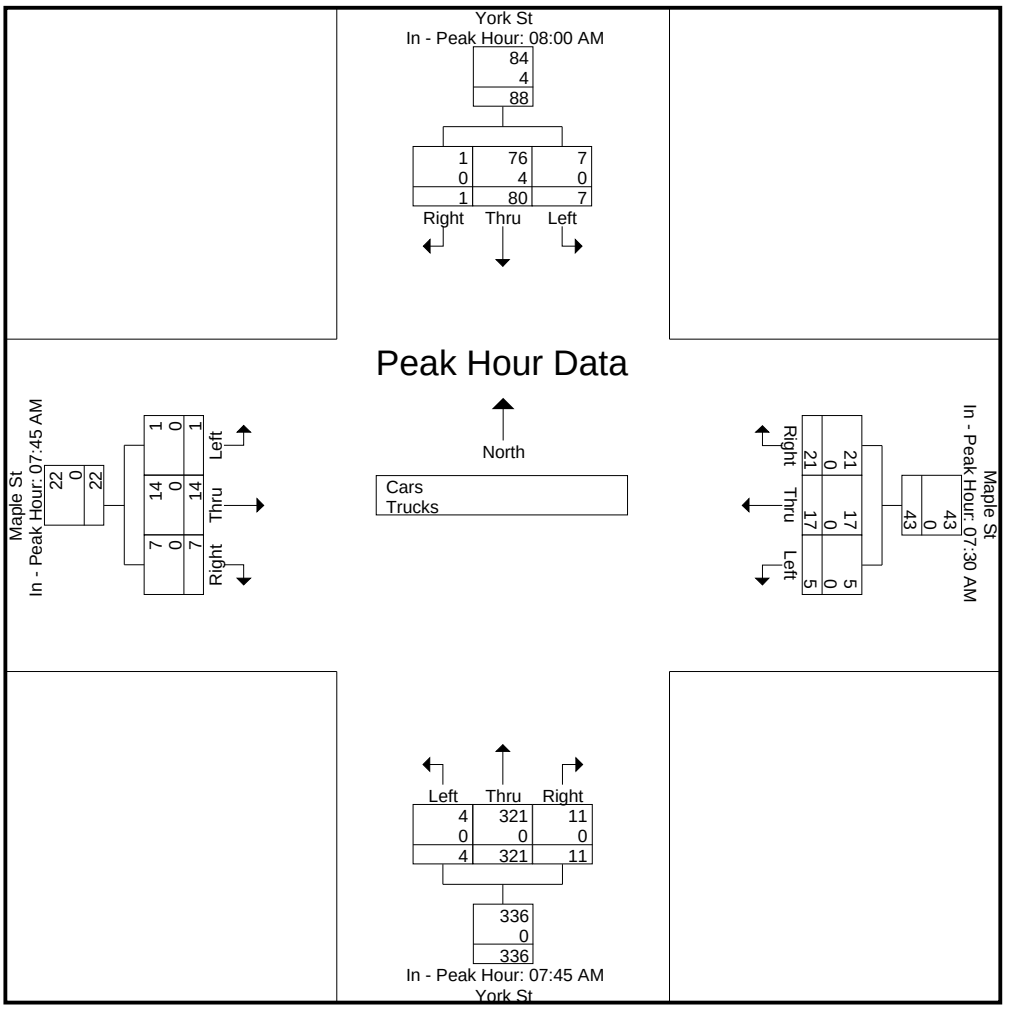
Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 3

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				07:30 AM				07:45 AM				07:45 AM				
+0 mins.	1	18	0	19	1	5	0	6	0	**91**	**3**	**94**	0	2	**3**	5	
+15 mins.	2	19	0	21	**2**	**7**	5	**14**	**2**	79	3	84	**1**	3	1	5	
+30 mins.	0	**22**	**1**	23	0	3	**9**	12	2	77	2	81	0	4	1	5	
+45 mins.	**4**	21	0	**25**	2	2	7	11	0	74	3	77	0	**5**	2	**7**	
Total Volume	7	80	1	88	5	17	21	43	4	321	11	336	1	14	7	22	
% App. Total	8	90.9	1.1		11.6	39.5	48.8		1.2	95.5	3.3		4.5	63.6	31.8		
PHF	.438	.909	.250	.880	.625	.607	.583	.768	.500	.882	.917	.894	.250	.700	.583	.786	
Cars	7	76	1	84	5	17	21	43	4	321	11	336	1	14	7	22	
% Cars	100	95	100	95.5	100	100	100	100	100	100	100	100	100	100	100	100	
Trucks	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	
% Trucks	0	5	0	4.5	0	0	0	0	0	0	0	0	0	0	0	0	



Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 4

Groups Printed- Cars

	York St From North			Maple St From East			York St From South			Maple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	6	0	0	2	1	0	26	2	0	1	1	39
07:15 AM	1	15	2	0	2	3	3	44	1	0	2	0	73
07:30 AM	0	13	0	1	5	0	2	60	4	0	4	0	89
07:45 AM	3	15	0	2	7	5	0	91	3	0	2	3	131
Total	4	49	2	3	16	9	5	221	10	0	9	4	332
08:00 AM	1	17	0	0	3	9	2	79	3	1	3	1	119
08:15 AM	2	19	0	2	2	7	2	77	2	0	4	1	118
08:30 AM	0	20	1	3	1	0	0	74	3	0	5	2	109
08:45 AM	4	20	0	3	3	5	1	77	1	0	2	3	119
Total	7	76	1	8	9	21	5	307	9	1	14	7	465
Grand Total	11	125	3	11	25	30	10	528	19	1	23	11	797
Apprch %	7.9	89.9	2.2	16.7	37.9	45.5	1.8	94.8	3.4	2.9	65.7	31.4	
Total %	1.4	15.7	0.4	1.4	3.1	3.8	1.3	66.2	2.4	0.1	2.9	1.4	

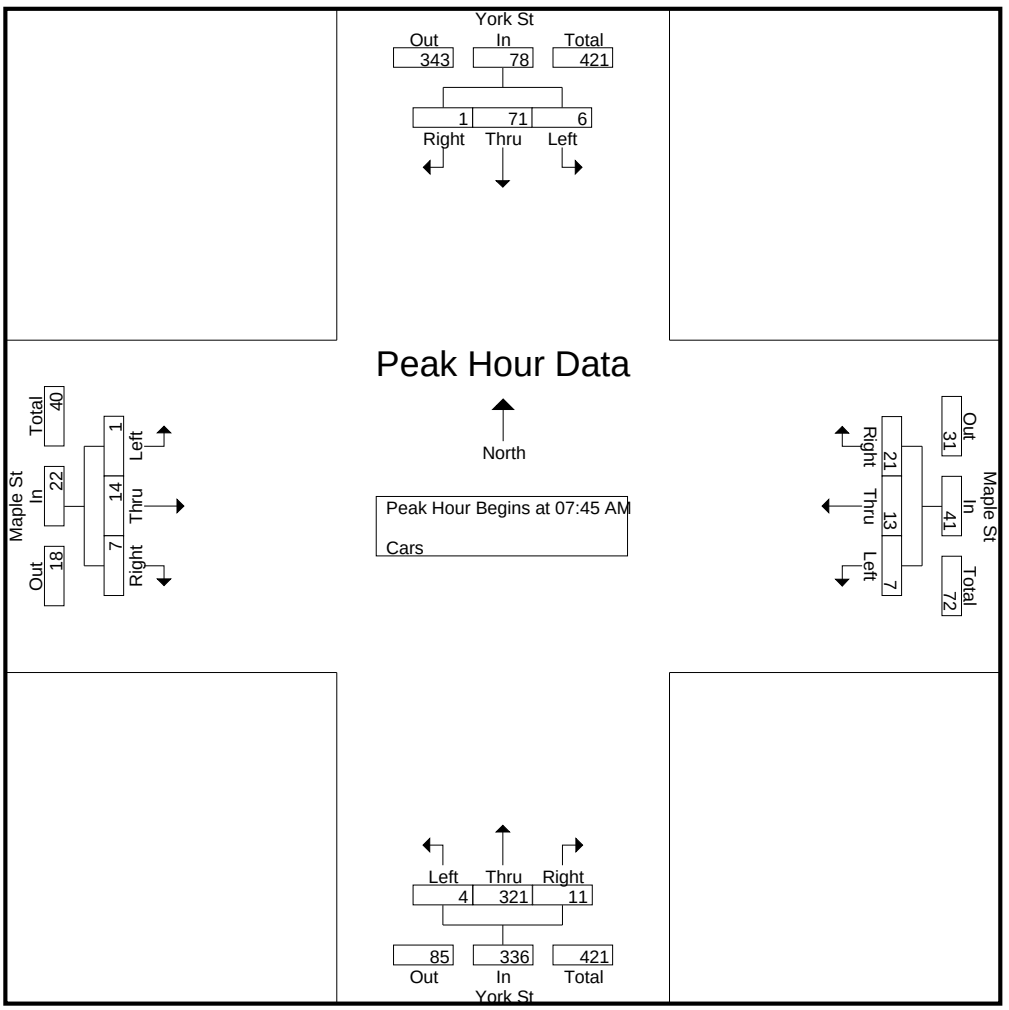
Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 5

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**3**	15	0	18	2	**7**	5	**14**	0	**91**	**3**	**94**	0	2	**3**	5	**131**
08:00 AM	1	17	0	18	0	3	**9**	12	**2**	79	3	84	**1**	3	1	5	119
08:15 AM	2	19	0	**21**	2	2	7	11	2	77	2	81	0	4	1	5	118
08:30 AM	0	**20**	**1**	21	**3**	1	0	4	0	74	3	77	0	**5**	2	**7**	109
Total Volume	6	71	1	78	7	13	21	41	4	321	11	336	1	14	7	22	477
% App. Total	7.7	91	1.3		17.1	31.7	51.2		1.2	95.5	3.3		4.5	63.6	31.8		
PHF	.500	.888	.250	.929	.583	.464	.583	.732	.500	.882	.917	.894	.250	.700	.583	.786	.910



Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

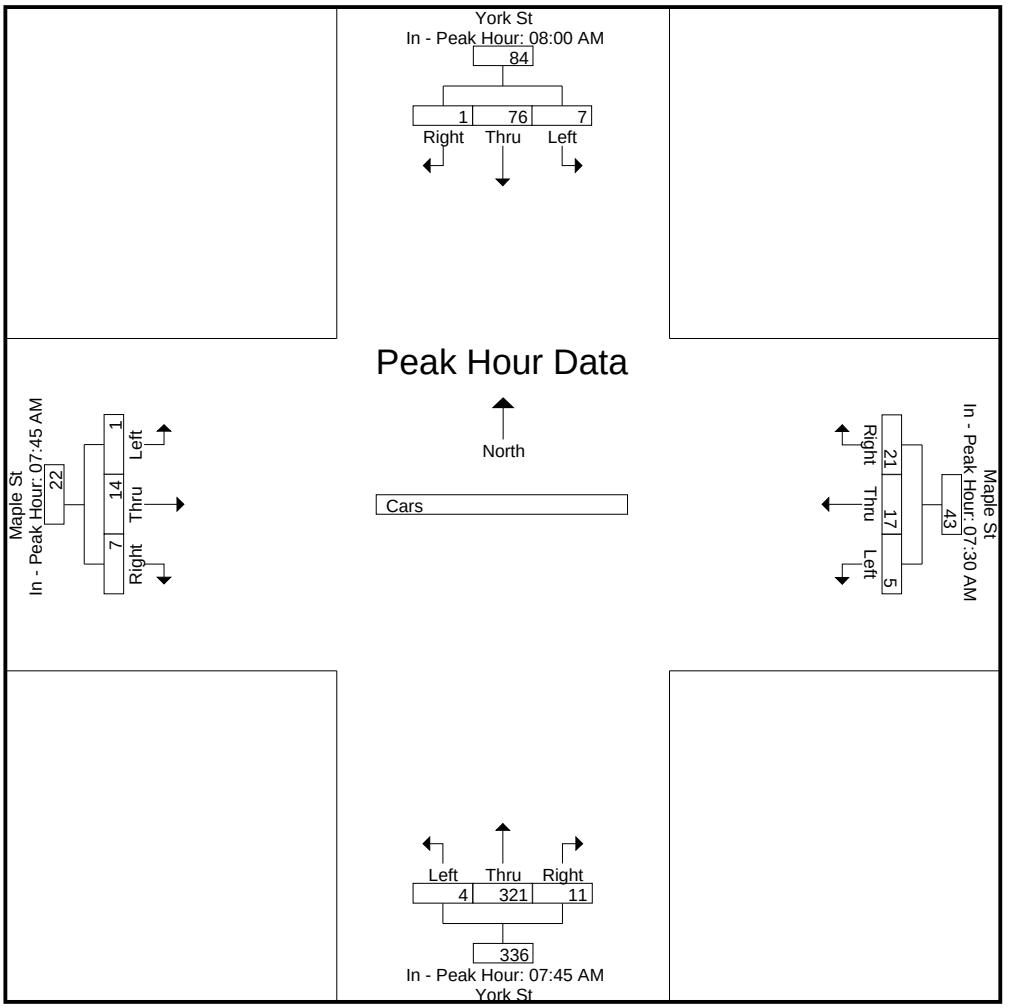
File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 6

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				07:45 AM				07:45 AM			
+0 mins.	1	17	0	18	1	5	0	6	0	**91**	**3**	**94**	0	2	**3**	5
+15 mins.	2	19	0	21	**2**	**7**	5	**14**	**2**	79	3	84	**1**	3	1	5
+30 mins.	0	**20**	**1**	21	0	3	**9**	12	2	77	2	81	0	4	1	5
+45 mins.	**4**	20	0	**24**	2	2	7	11	0	74	3	77	0	**5**	2	**7**
Total Volume	7	76	1	84	5	17	21	43	4	321	11	336	1	14	7	22
% App. Total	8.3	90.5	1.2		11.6	39.5	48.8		1.2	95.5	3.3		4.5	63.6	31.8	
PHF	.438	.950	.250	.875	.625	.607	.583	.768	.500	.882	.917	.894	.250	.700	.583	.786



Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017

Groups Printed- Trucks

	York St From North			Maple St From East			York St From South			Maple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	1	2
07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	0	0	0	1	0	0	0	1	5
08:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	7	0	0	0	0	0	1	0	0	0	1	9
Apprch %	0	100	0	0	0	0	0	100	0	0	0	100	
Total %	0	77.8	0	0	0	0	0	11.1	0	0	0	11.1	

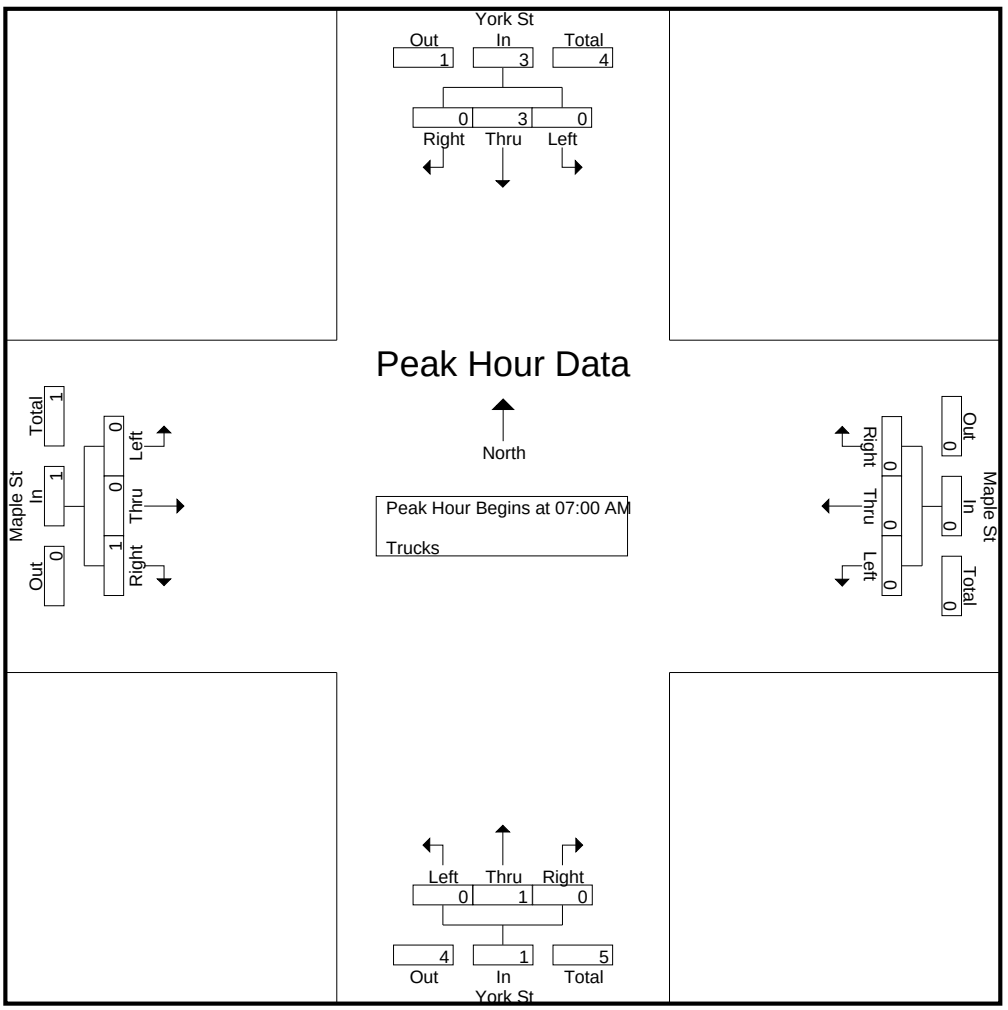
Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 8

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**	2
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	3	0	0	0	0	0	1	0	1	0	0	1	1	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.625



Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

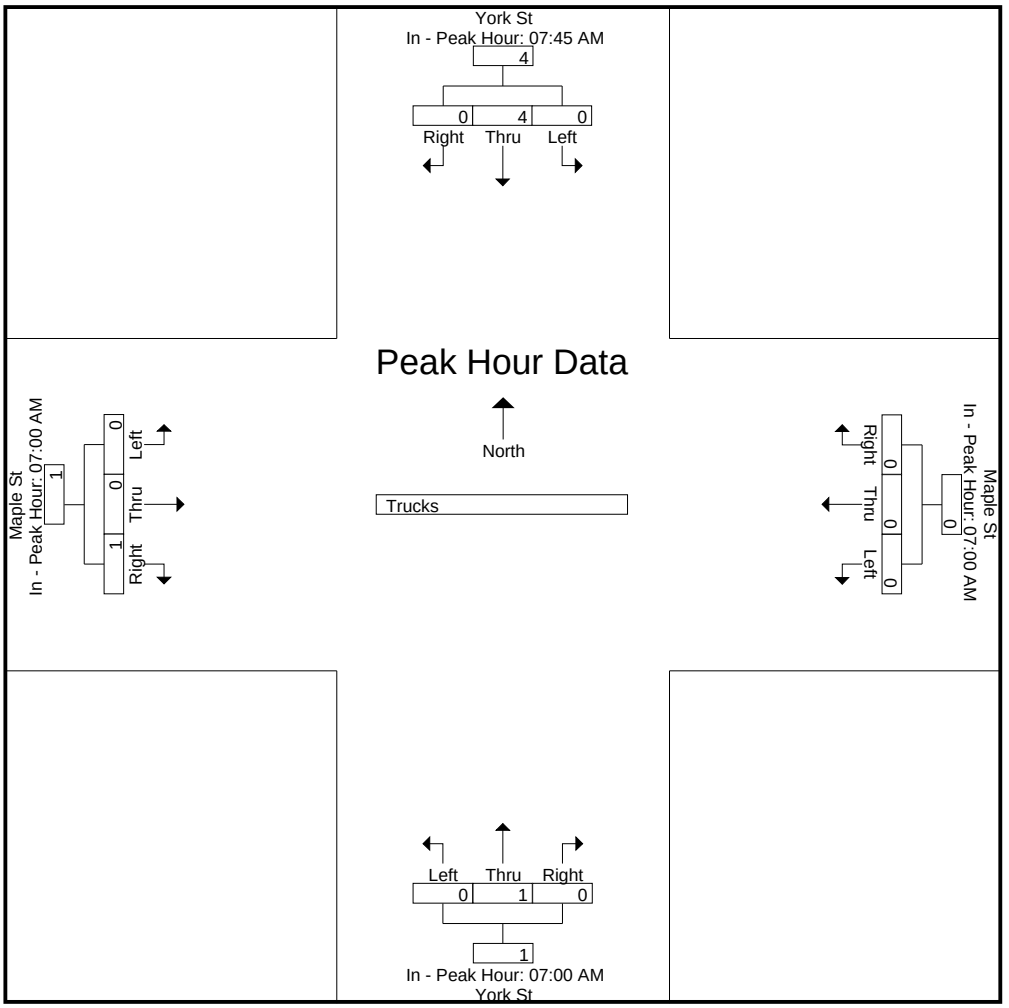
File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 9

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	
+45 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	4	0	4	0	0	0	0	0	1	0	1	0	0	1	1	
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	



Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017

Groups Printed- Bikes Peds

	York St From North				Maple St From East				York St From South				Maple St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	1	0	0	0	1	0	1	0	0	0	0	1	0	2	2	4
07:15 AM	0	1	0	3	0	0	0	1	0	1	0	1	0	0	0	1	6	2	8
07:30 AM	0	0	0	3	0	0	0	2	0	2	0	0	0	0	0	2	7	2	9
07:45 AM	0	1	0	0	0	0	0	2	0	3	0	0	0	1	0	2	4	5	9
Total	0	2	0	7	0	0	0	6	0	7	0	1	0	1	1	5	19	11	30
08:00 AM	0	2	0	4	0	0	0	7	0	0	0	1	0	0	0	2	14	2	16
08:15 AM	0	0	0	1	0	0	0	4	0	1	0	2	0	0	0	0	7	1	8
08:30 AM	0	0	0	5	0	0	0	2	0	1	0	0	0	0	0	2	9	1	10
08:45 AM	0	0	0	3	0	0	0	3	0	1	0	0	0	0	0	4	10	1	11
Total	0	2	0	13	0	0	0	16	0	3	0	3	0	0	0	8	40	5	45
Grand Total	0	4	0	20	0	0	0	22	0	10	0	4	0	1	1	13	59	16	75
Apprch %	0	100	0		0	0	0		0	100	0		0	50	50				
Total %	0	25	0		0	0	0		0	62.5	0		0	6.2	6.2		78.7	21.3	

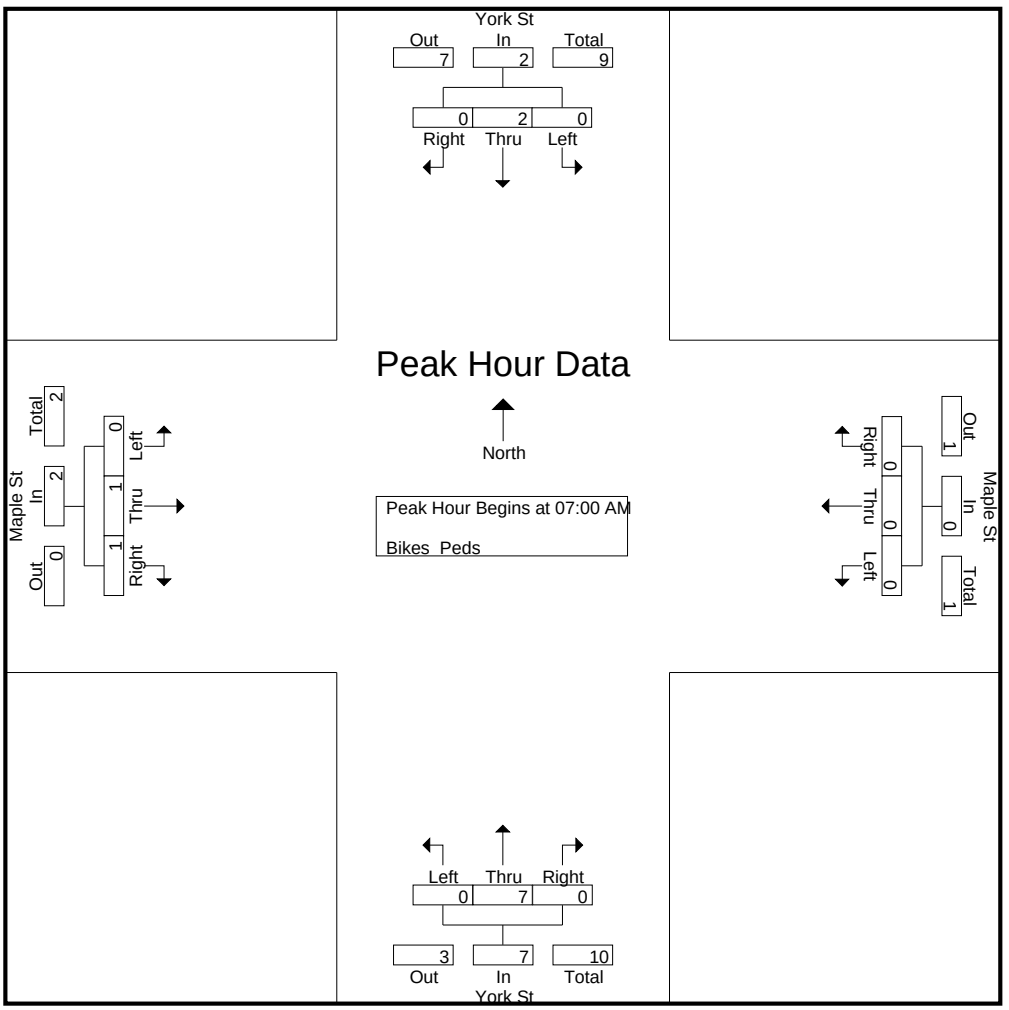
Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 11

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	**1**	**1**	2
07:15 AM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:45 AM	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	**1**	0	1	**5**
Total Volume	0	2	0	2	0	0	0	0	0	7	0	7	0	1	1	2	11
% App. Total	0	100	0		0	0	0		0	100	0		0	50	50		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.583	.000	.583	.000	.250	.250	.500	.550



Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

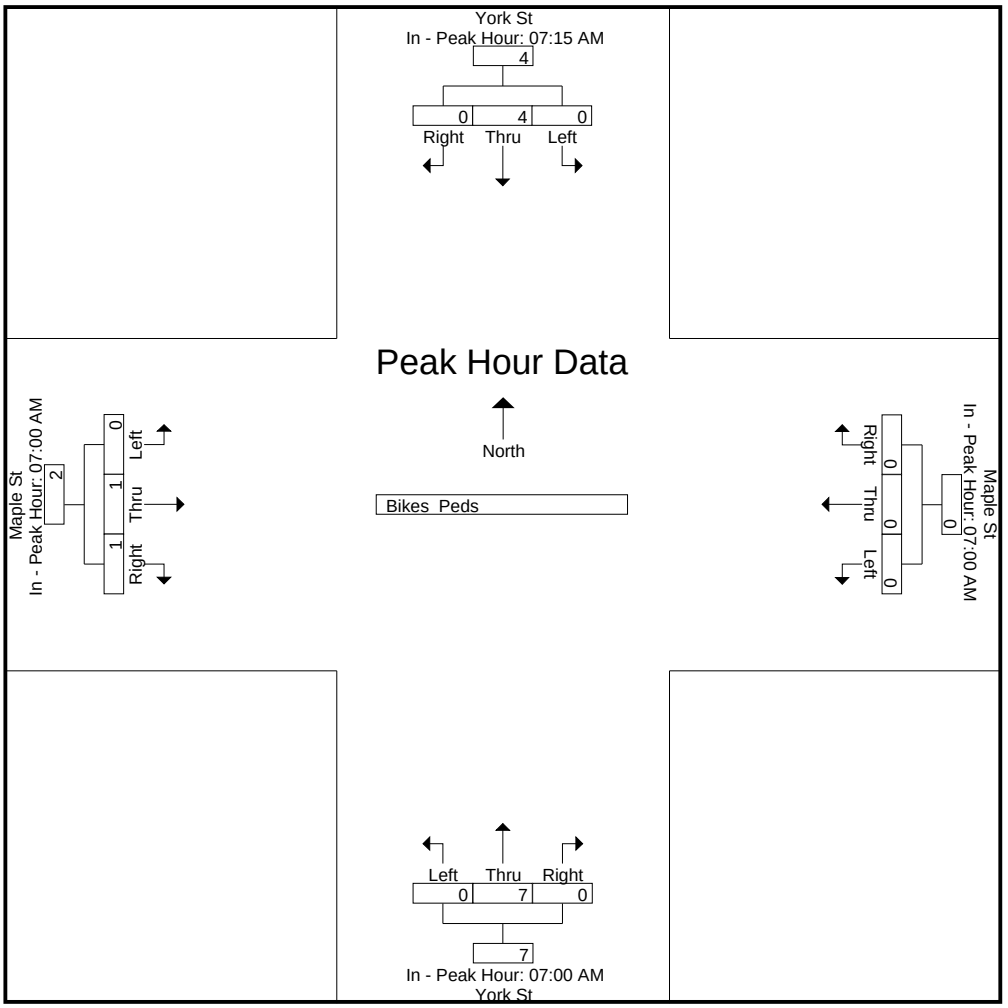
File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 12

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	**1**	**1**	
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
+30 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	
+45 mins.	0	**2**	0	**2**	0	0	0	0	0	**3**	0	**3**	0	**1**	0	1	
Total Volume	0	4	0	4	0	0	0	0	0	7	0	7	0	1	1	2	
% App. Total	0	100	0		0	0	0		0	100	0		0	50	50		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.583	.000	.583	.000	.250	.250	.500	



Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 1

Groups Printed- Cars - Trucks

	York St From North			Maple St From East			York St From South			Maple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	8	42	1	2	5	4	0	35	3	0	3	1	104
04:15 PM	6	38	0	2	0	3	1	36	2	1	3	1	93
04:30 PM	12	56	1	3	2	3	1	33	2	0	1	1	115
04:45 PM	8	54	1	5	1	5	0	43	5	0	2	2	126
Total	34	190	3	12	8	15	2	147	12	1	9	5	438
05:00 PM	7	59	1	8	3	8	4	52	4	2	5	5	158
05:15 PM	16	68	0	6	2	8	1	60	6	3	4	1	175
05:30 PM	8	50	1	4	1	7	3	36	1	1	8	2	122
05:45 PM	4	40	0	1	0	2	2	42	1	0	2	0	94
Total	35	217	2	19	6	25	10	190	12	6	19	8	549
Grand Total	69	407	5	31	14	40	12	337	24	7	28	13	987
Apprch %	14.3	84.6	1	36.5	16.5	47.1	3.2	90.3	6.4	14.6	58.3	27.1	
Total %	7	41.2	0.5	3.1	1.4	4.1	1.2	34.1	2.4	0.7	2.8	1.3	
Cars	69	399	5	31	14	40	12	336	24	6	28	13	977
% Cars	100	98	100	100	100	100	100	99.7	100	85.7	100	100	99
Trucks	0	8	0	0	0	0	0	1	0	1	0	0	10
% Trucks	0	2	0	0	0	0	0	0.3	0	14.3	0	0	1

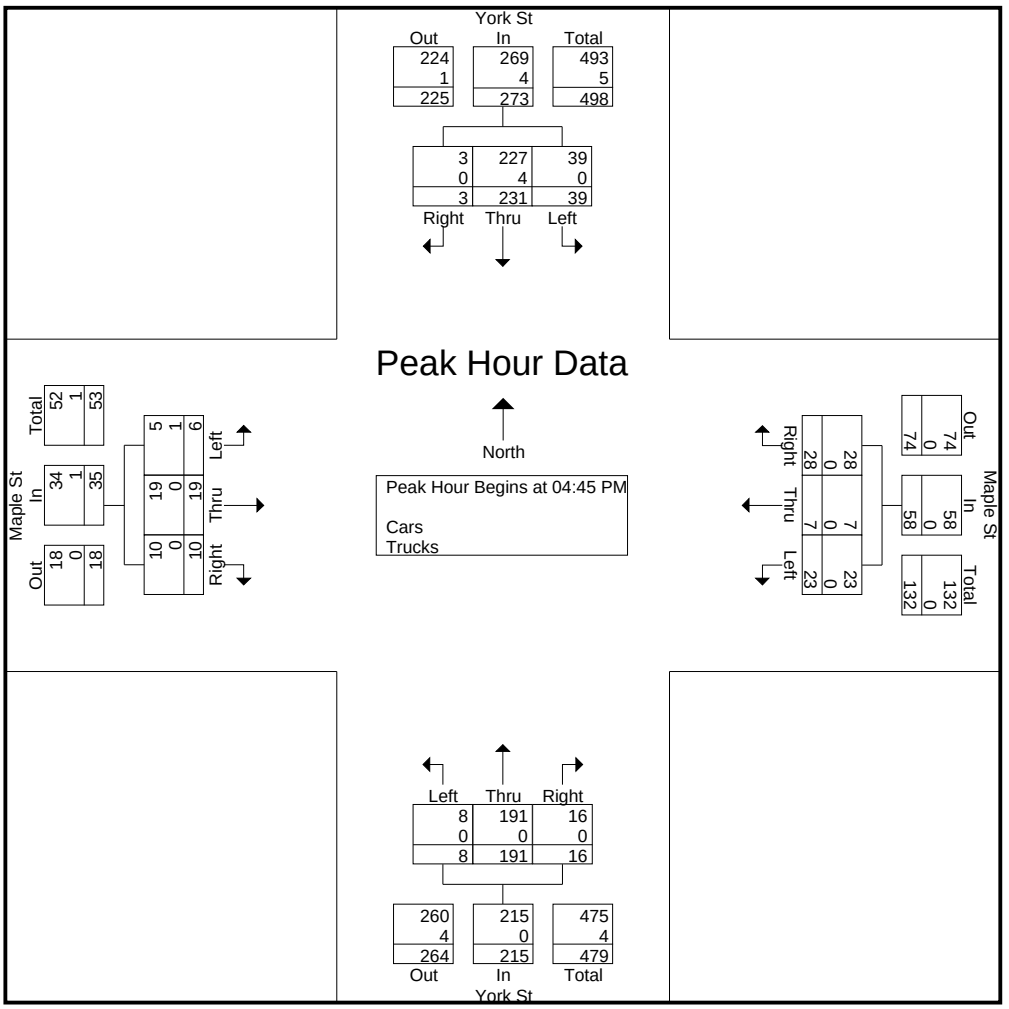
Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 2

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	8	54	**1**	63	5	1	5	11	0	43	5	48	0	2	2	4	126
05:00 PM	7	59	1	67	**8**	**3**	**8**	**19**	**4**	52	4	60	2	5	**5**	**12**	158
05:15 PM	**16**	**68**	0	**84**	6	2	8	16	1	**60**	**6**	**67**	**3**	4	1	8	**175**
05:30 PM	8	50	1	59	4	1	7	12	3	36	1	40	1	**8**	2	11	122
Total Volume	39	231	3	273	23	7	28	58	8	191	16	215	6	19	10	35	581
% App. Total	14.3	84.6	1.1		39.7	12.1	48.3		3.7	88.8	7.4		17.1	54.3	28.6		
PHF	.609	.849	.750	.813	.719	.583	.875	.763	.500	.796	.667	.802	.500	.594	.500	.729	.830
Cars	39	227	3	269	23	7	28	58	8	191	16	215	5	19	10	34	576
% Cars	100	98.3	100	98.5	100	100	100	100	100	100	100	100	83.3	100	100	97.1	99.1
Trucks	0	4	0	4	0	0	0	0	0	0	0	0	1	0	0	1	5
% Trucks	0	1.7	0	1.5	0	0	0	0	0	0	0	0	16.7	0	0	2.9	0.9



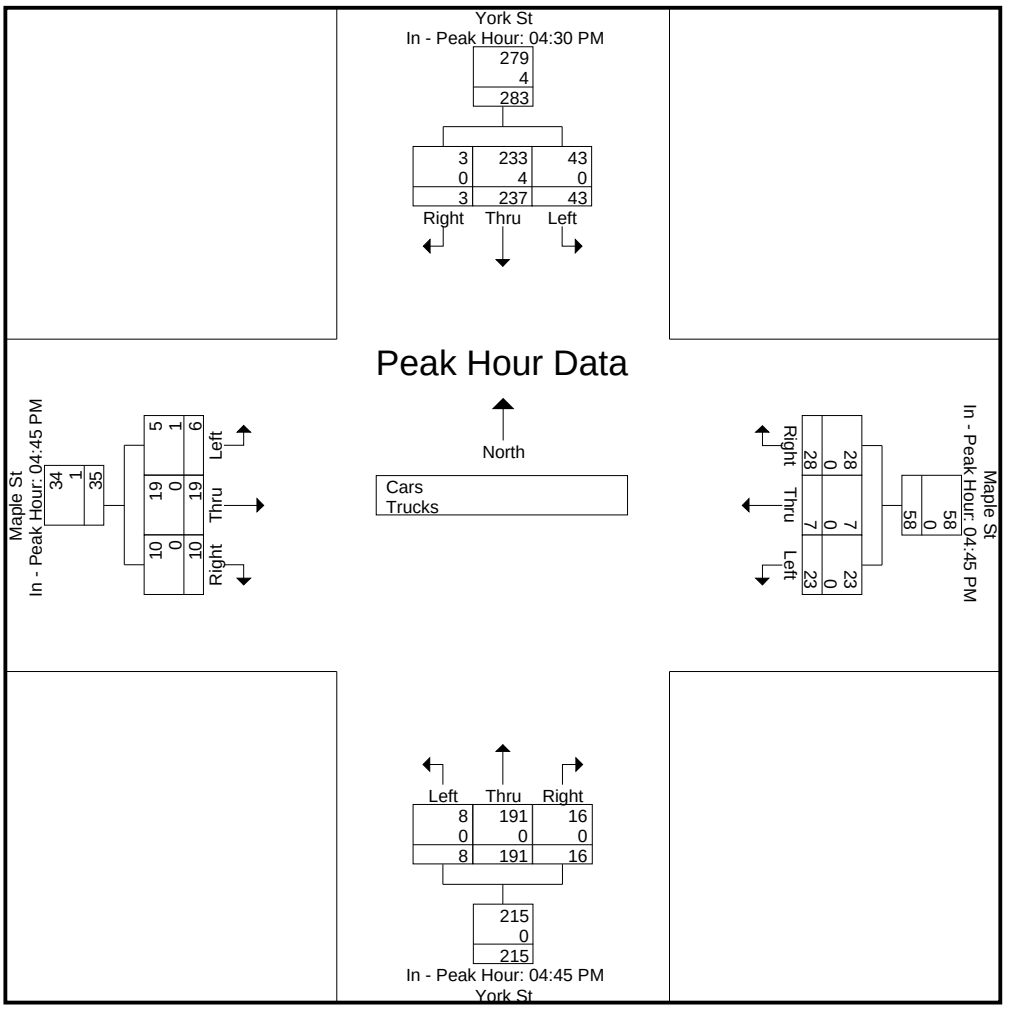
Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 3

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	12	56	**1**	69	5	1	5	11	0	43	5	48	0	2	2	4	
+15 mins.	8	54	1	63	**8**	**3**	**8**	**19**	**4**	52	4	60	2	5	**5**	**12**	
+30 mins.	7	59	1	67	6	2	8	16	1	**60**	**6**	**67**	**3**	4	1	8	
+45 mins.	**16**	**68**	0	**84**	4	1	7	12	3	36	1	40	1	**8**	2	11	
Total Volume	43	237	3	283	23	7	28	58	8	191	16	215	6	19	10	35	
% App. Total	15.2	83.7	1.1		39.7	12.1	48.3		3.7	88.8	7.4		17.1	54.3	28.6		
PHF	.672	.871	.750	.842	.719	.583	.875	.763	.500	.796	.667	.802	.500	.594	.500	.729	
Cars	43	233	3	279	23	7	28	58	8	191	16	215	5	19	10	34	
% Cars	100	98.3	100	98.6	100	100	100	100	100	100	100	100	83.3	100	100	97.1	
Trucks	0	4	0	4	0	0	0	0	0	0	0	0	1	0	0	1	
% Trucks	0	1.7	0	1.4	0	0	0	0	0	0	0	0	16.7	0	0	2.9	



Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017

Groups Printed- Cars

	York St From North			Maple St From East			York St From South			Maple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	8	41	1	2	5	4	0	35	3	0	3	1	103
04:15 PM	6	37	0	2	0	3	1	36	2	1	3	1	92
04:30 PM	12	55	1	3	2	3	1	32	2	0	1	1	113
04:45 PM	8	52	1	5	1	5	0	43	5	0	2	2	124
Total	34	185	3	12	8	15	2	146	12	1	9	5	432
05:00 PM	7	59	1	8	3	8	4	52	4	1	5	5	157
05:15 PM	16	67	0	6	2	8	1	60	6	3	4	1	174
05:30 PM	8	49	1	4	1	7	3	36	1	1	8	2	121
05:45 PM	4	39	0	1	0	2	2	42	1	0	2	0	93
Total	35	214	2	19	6	25	10	190	12	5	19	8	545
Grand Total	69	399	5	31	14	40	12	336	24	6	28	13	977
Apprch %	14.6	84.4	1.1	36.5	16.5	47.1	3.2	90.3	6.5	12.8	59.6	27.7	
Total %	7.1	40.8	0.5	3.2	1.4	4.1	1.2	34.4	2.5	0.6	2.9	1.3	

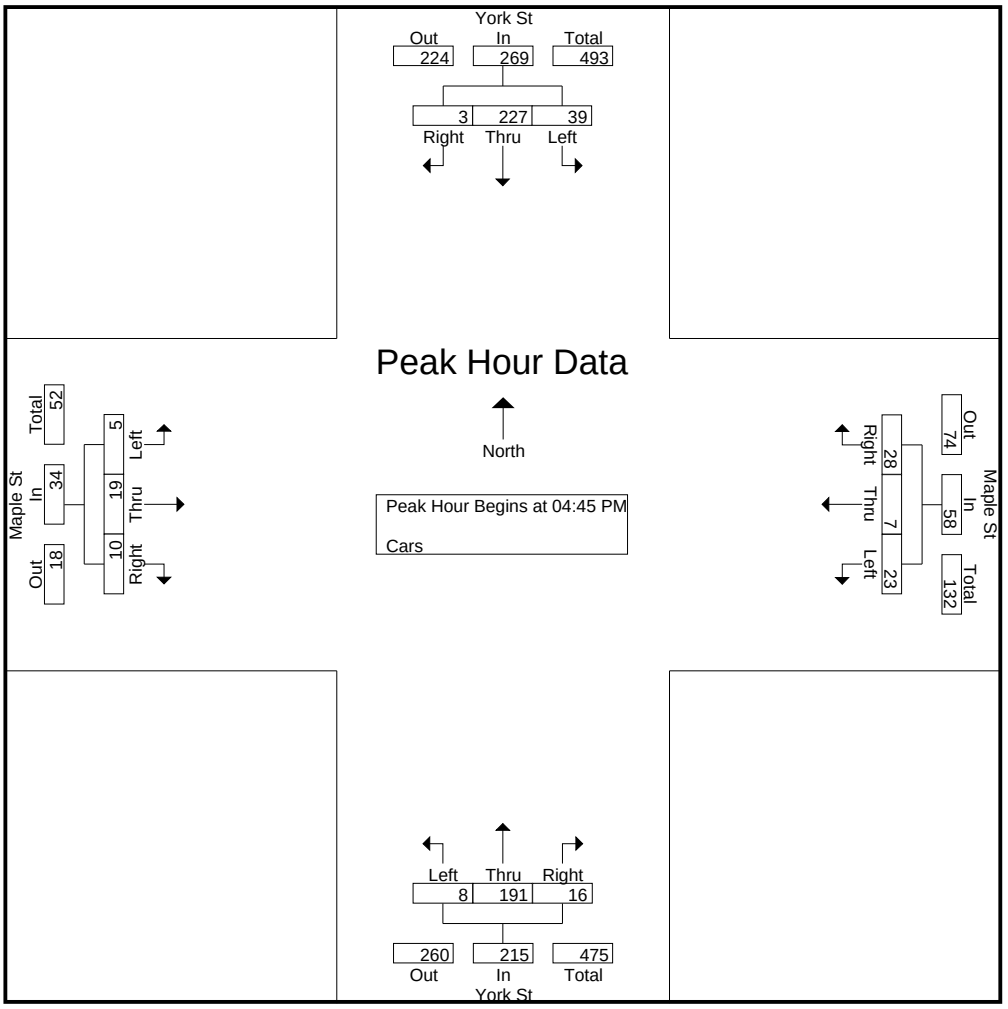
Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 5

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	8	52	**1**	61	5	1	5	11	0	43	5	48	0	2	2	4	124
05:00 PM	7	59	1	67	**8**	**3**	**8**	**19**	**4**	52	4	60	1	5	**5**	**11**	157
05:15 PM	**16**	**67**	0	**83**	6	2	8	16	1	**60**	**6**	**67**	**3**	4	1	8	**174**
05:30 PM	8	49	1	58	4	1	7	12	3	36	1	40	1	**8**	2	11	121
Total Volume	39	227	3	269	23	7	28	58	8	191	16	215	5	19	10	34	576
% App. Total	14.5	84.4	1.1		39.7	12.1	48.3		3.7	88.8	7.4		14.7	55.9	29.4		
PHF	.609	.847	.750	.810	.719	.583	.875	.763	.500	.796	.667	.802	.417	.594	.500	.773	.828



Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

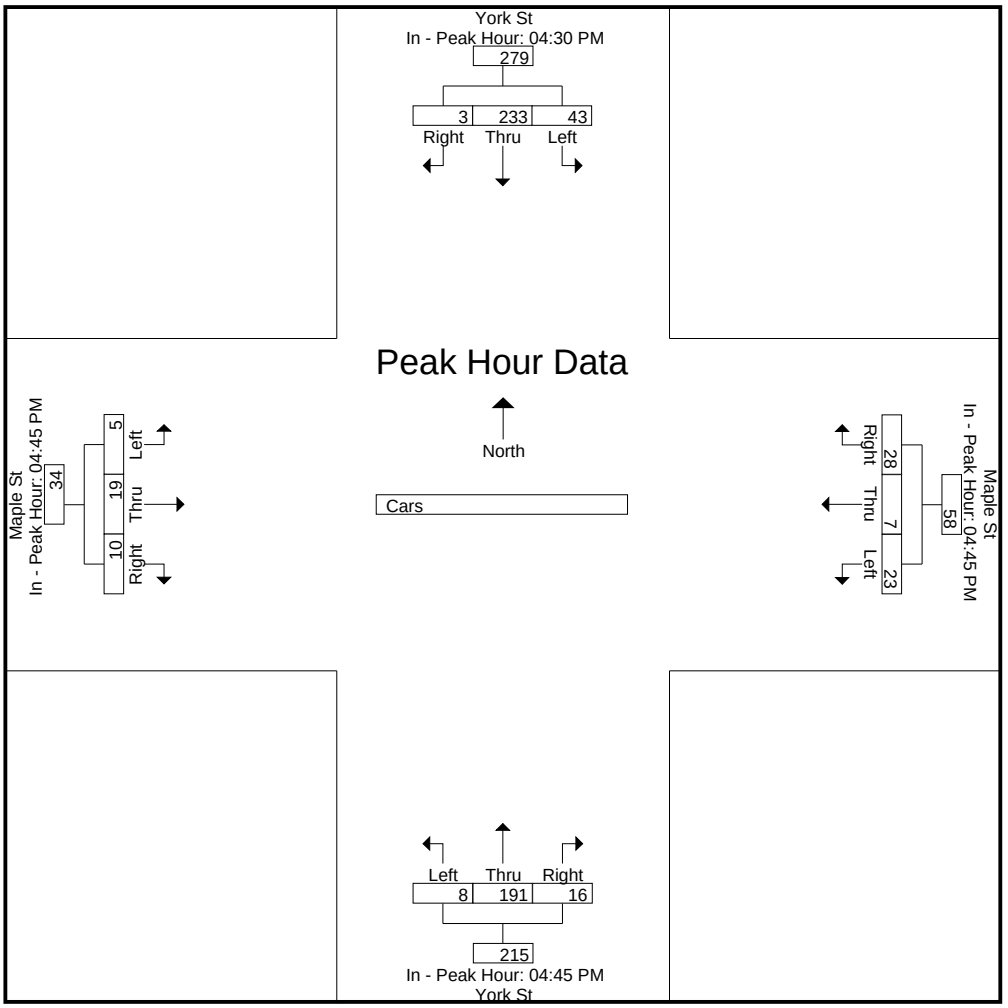
File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 6

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	12	55	**1**	68	5	1	5	11	0	43	5	48	0	2	2	4
+15 mins.	8	52	1	61	**8**	**3**	**8**	**19**	**4**	52	4	60	1	5	**5**	**11**
+30 mins.	7	59	1	67	6	2	8	16	1	**60**	**6**	**67**	**3**	4	1	8
+45 mins.	**16**	**67**	0	**83**	4	1	7	12	3	36	1	40	1	**8**	2	11
Total Volume	43	233	3	279	23	7	28	58	8	191	16	215	5	19	10	34
% App. Total	15.4	83.5	1.1		39.7	12.1	48.3		3.7	88.8	7.4		14.7	55.9	29.4	
PHF	.672	.869	.750	.840	.719	.583	.875	.763	.500	.796	.667	.802	.417	.594	.500	.773



Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017

Groups Printed- Trucks

	York St From North			Maple St From East			York St From South			Maple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
04:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	5	0	0	0	0	0	1	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	0	0	0	0	0	1	0	0	4
Grand Total	0	8	0	0	0	0	0	1	0	1	0	0	10
Apprch %	0	100	0	0	0	0	0	100	0	100	0	0	
Total %	0	80	0	0	0	0	0	10	0	10	0	0	

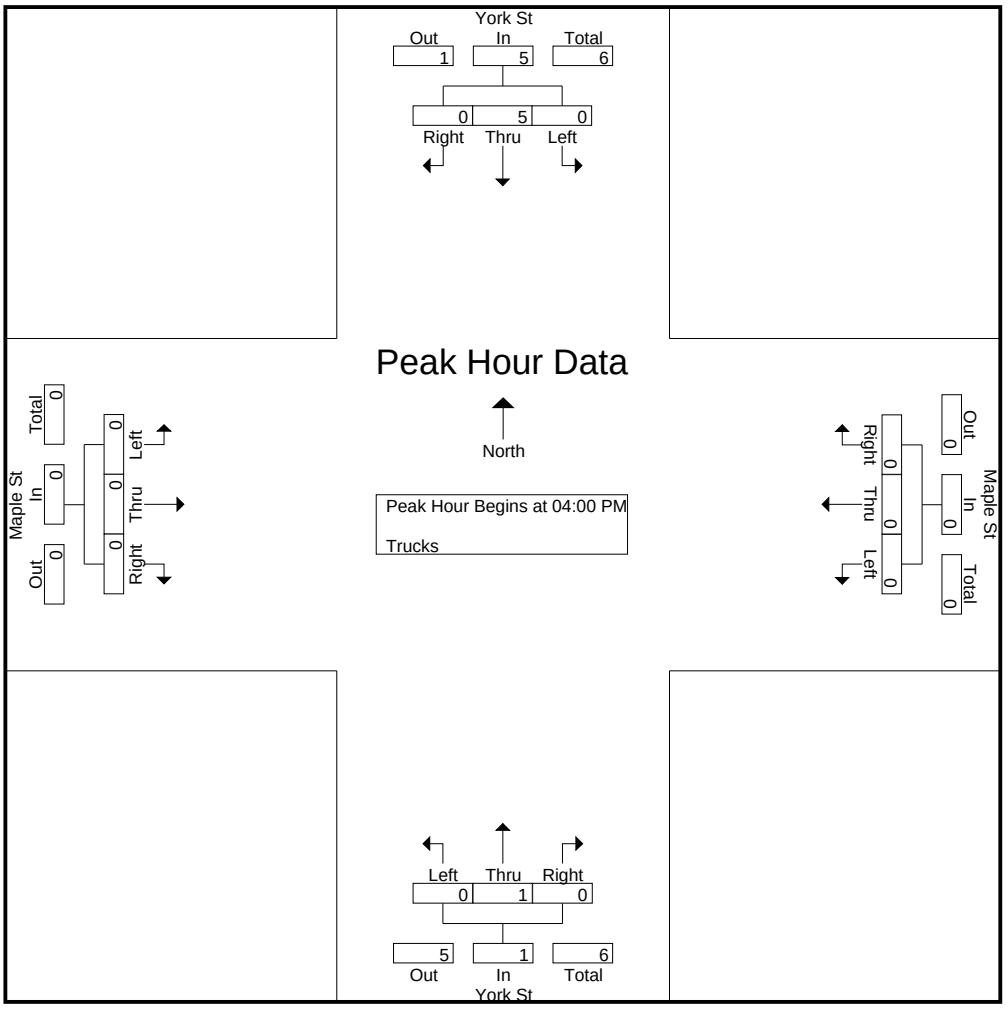
Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 8

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
04:45 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.750



Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

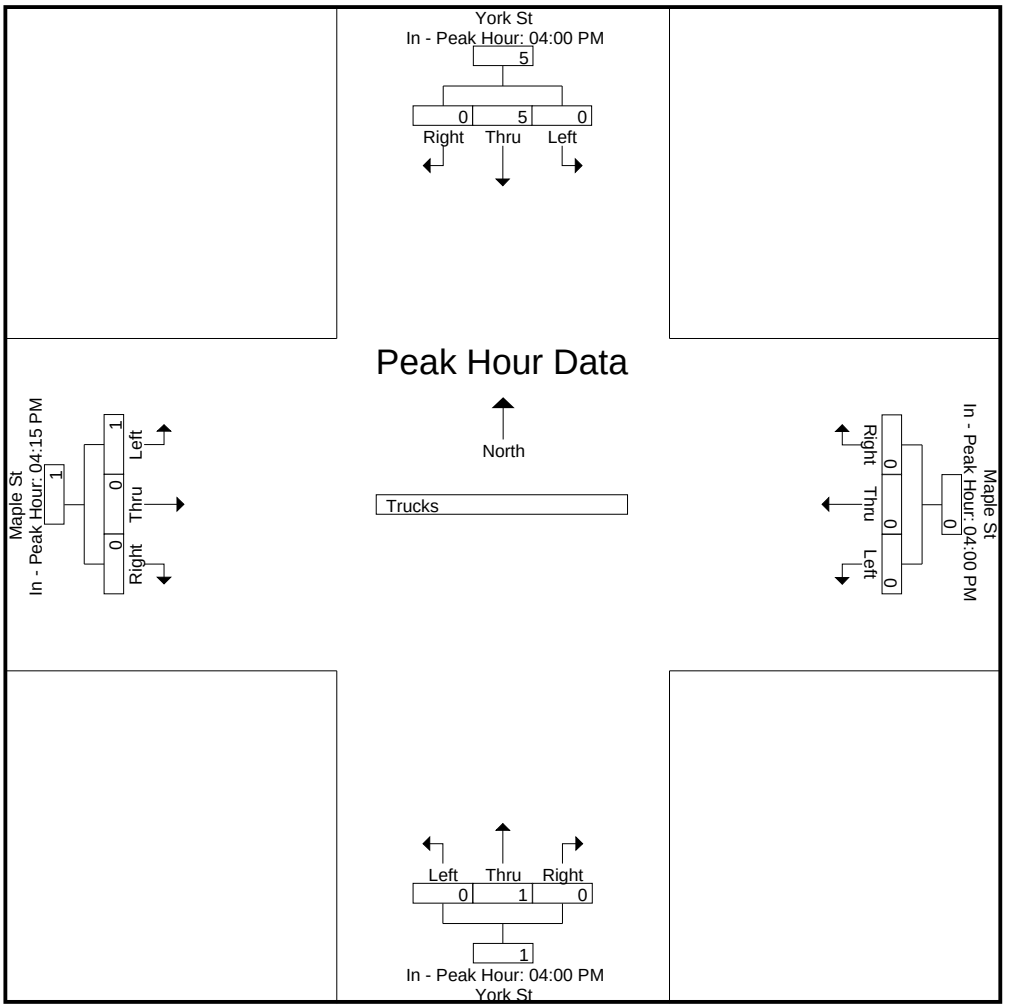
File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 9

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:15 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+45 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**1**	0	0	**1**
Total Volume	0	5	0	5	0	0	0	0	0	1	0	1	1	0	0	1
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0	
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250



Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017

Groups Printed- Bikes Peds

	York St From North				Maple St From East				York St From South				Maple St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	5	0	0	0	6	0	0	0	2	0	0	0	2	15	1	16
04:15 PM	0	0	0	2	0	0	0	5	0	1	0	0	0	0	0	2	9	1	10
04:30 PM	0	2	0	1	0	0	0	3	0	1	0	2	0	0	0	1	7	3	10
04:45 PM	0	0	0	5	0	0	0	2	0	1	0	1	0	0	0	1	9	1	10
Total	0	3	0	13	0	0	0	16	0	3	0	5	0	0	0	6	40	6	46
05:00 PM	0	1	0	4	1	0	0	1	0	1	0	1	0	0	0	2	8	3	11
05:15 PM	0	2	0	7	1	0	0	6	0	2	0	1	0	0	0	3	17	5	22
05:30 PM	0	0	0	2	0	0	0	7	0	2	0	3	0	1	0	4	16	3	19
05:45 PM	0	1	0	1	0	0	0	3	0	0	0	6	0	0	0	2	12	1	13
Total	0	4	0	14	2	0	0	17	0	5	0	11	0	1	0	11	53	12	65
Grand Total	0	7	0	27	2	0	0	33	0	8	0	16	0	1	0	17	93	18	111
Apprch %	0	100	0		100	0	0		0	100	0		0	100	0				
Total %	0	38.9	0		11.1	0	0		0	44.4	0		0	5.6	0		83.8	16.2	

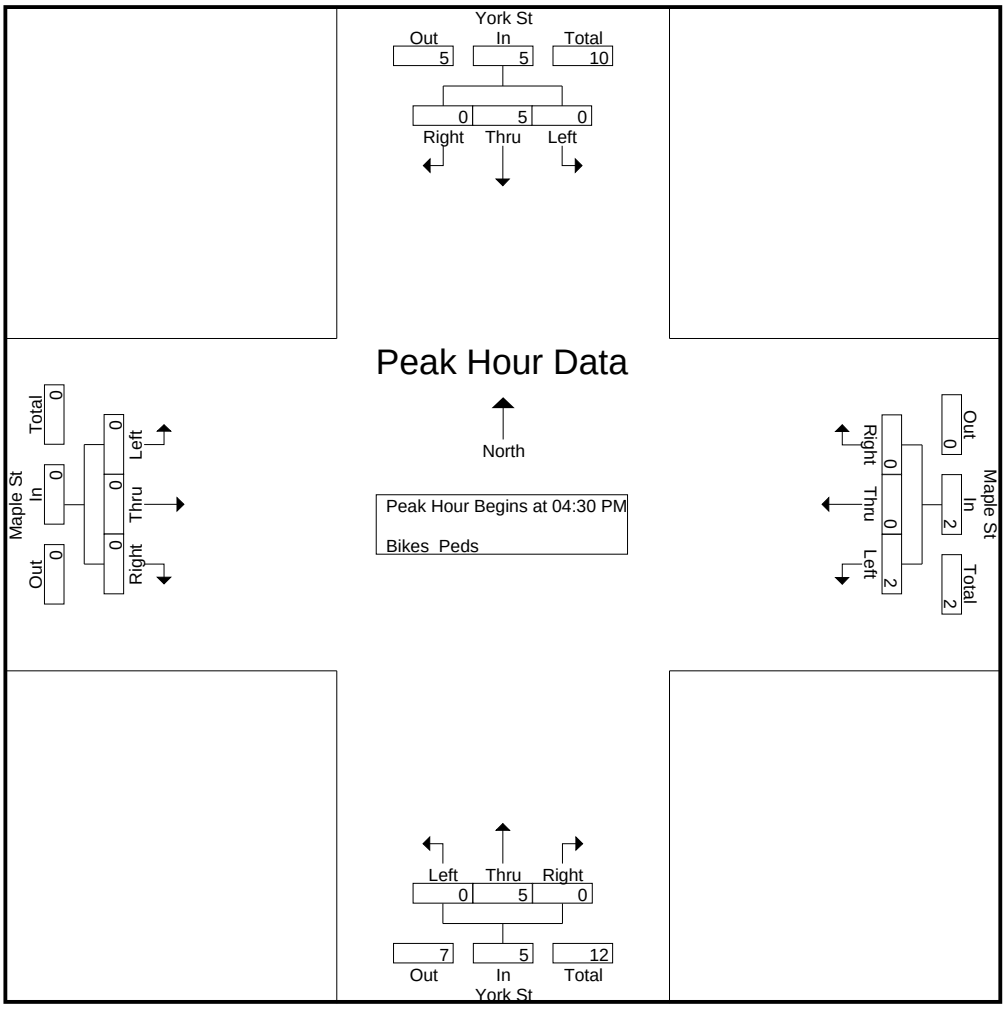
Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 11

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	1	0	1	**1**	0	0	**1**	0	1	0	1	0	0	0	0	3
05:15 PM	0	2	0	2	1	0	0	1	0	**2**	0	**2**	0	0	0	0	**5**
Total Volume	0	5	0	5	2	0	0	2	0	5	0	5	0	0	0	0	12
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.625	.000	.625	.500	.000	.000	.500	.000	.625	.000	.625	.000	.000	.000	.000	.600



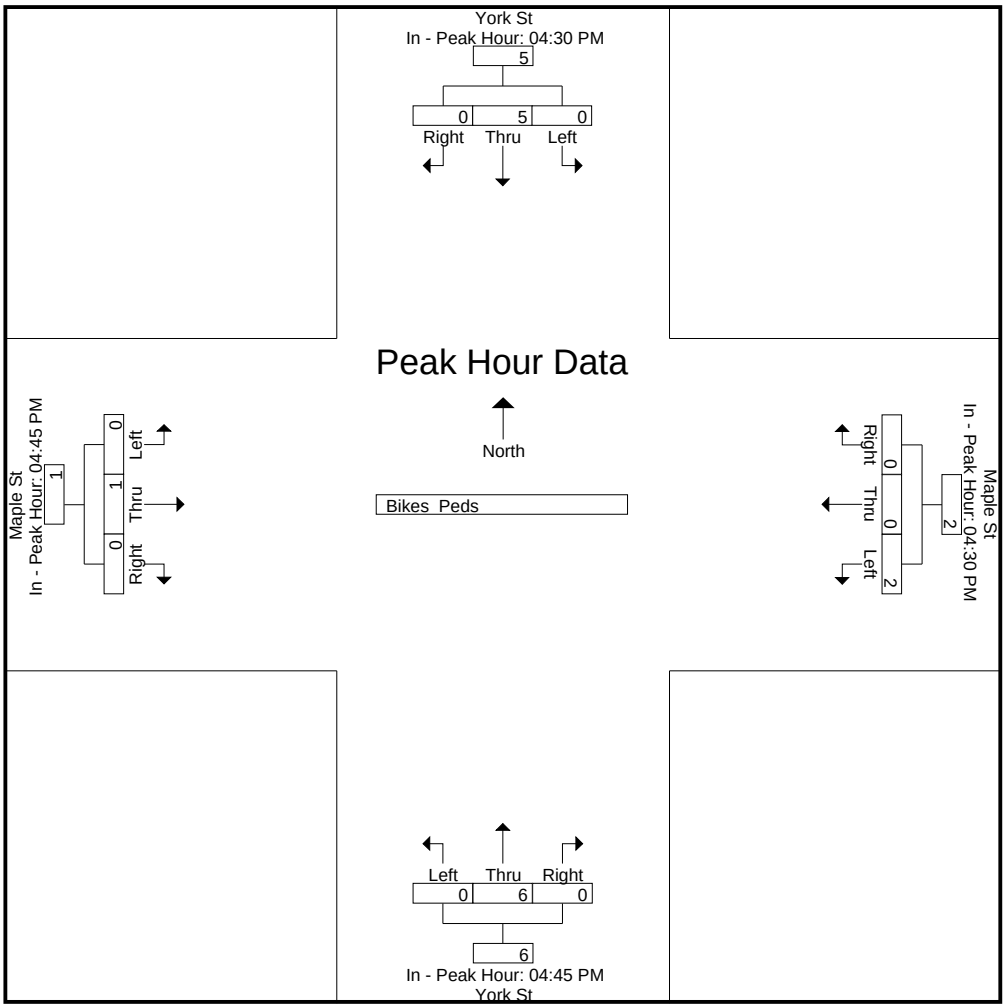
Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 12

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:45 PM				04:45 PM				
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
+30 mins.	0	1	0	1	**1**	0	0	**1**	0	**2**	0	**2**	0	0	0	0	
+45 mins.	0	2	0	2	1	0	0	1	0	2	0	2	0	**1**	0	**1**	
Total Volume	0	5	0	5	2	0	0	2	0	6	0	6	0	1	0	1	
% App. Total	0	100	0		100	0	0		0	100	0		0	100	0		
PHF	.000	.625	.000	.625	.500	.000	.000	.500	.000	.750	.000	.750	.000	.250	.000	.250	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 1

Groups Printed- Cars - Trucks

	Commercial St From North			Strudvants Wharf From East			Commercial St From South			Park St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	43	0	0	0	3	0	129	0	19	0	89	283
07:15 AM	2	73	0	0	0	2	0	169	0	22	1	92	361
07:30 AM	3	107	0	0	0	1	0	236	1	23	0	107	478
07:45 AM	3	81	0	0	0	1	0	274	0	24	0	119	502
Total	8	304	0	0	0	7	0	808	1	88	1	407	1624
08:00 AM	1	80	0	1	0	1	0	257	0	29	0	92	461
08:15 AM	4	98	0	0	0	0	0	285	0	29	0	89	505
08:30 AM	4	87	0	0	0	1	0	224	0	30	0	83	429
08:45 AM	1	86	0	1	0	1	0	213	0	18	0	83	403
Total	10	351	0	2	0	3	0	979	0	106	0	347	1798
Grand Total	18	655	0	2	0	10	0	1787	1	194	1	754	3422
Apprch %	2.7	97.3	0	16.7	0	83.3	0	99.9	0.1	20.4	0.1	79.5	
Total %	0.5	19.1	0	0.1	0	0.3	0	52.2	0	5.7	0	22	
Cars	17	638	0	1	0	8	0	1767	1	193	1	747	3373
% Cars	94.4	97.4	0	50	0	80	0	98.9	100	99.5	100	99.1	98.6
Trucks	1	17	0	1	0	2	0	20	0	1	0	7	49
% Trucks	5.6	2.6	0	50	0	20	0	1.1	0	0.5	0	0.9	1.4

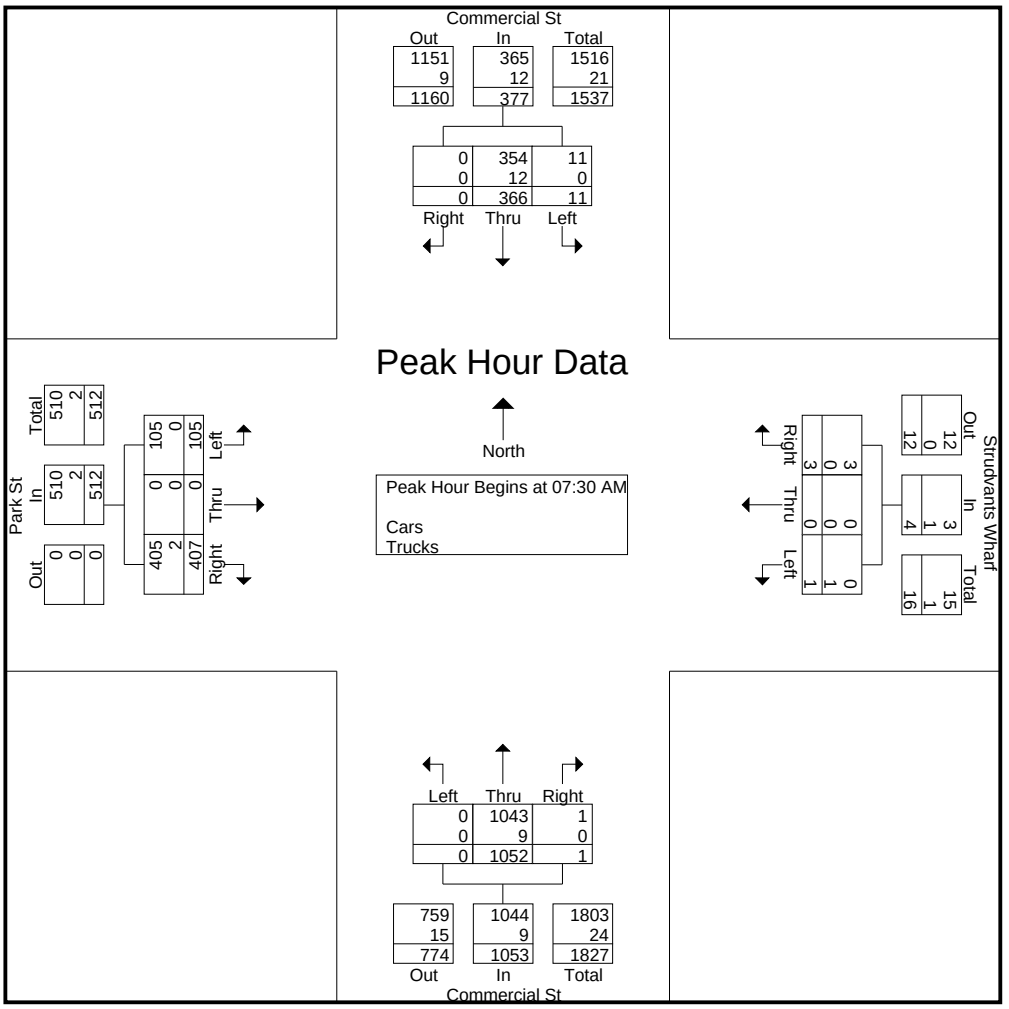
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 2

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	**107**	0	**110**	0	0	**1**	1	0	236	**1**	237	23	0	107	130	478
07:45 AM	3	81	0	84	0	0	1	1	0	274	0	274	24	0	**119**	**143**	502
08:00 AM	1	80	0	81	**1**	0	1	**2**	0	257	0	257	**29**	0	92	121	461
08:15 AM	**4**	98	0	102	0	0	0	0	0	**285**	0	**285**	29	0	89	118	**505**
Total Volume	11	366	0	377	1	0	3	4	0	1052	1	1053	105	0	407	512	1946
% App. Total	2.9	97.1	0		25	0	75		0	99.9	0.1		20.5	0	79.5		
PHF	.688	.855	.000	.857	.250	.000	.750	.500	.000	.923	.250	.924	.905	.000	.855	.895	.963
Cars	11	354	0	365	0	0	3	3	0	1043	1	1044	105	0	405	510	1922
% Cars	100	96.7	0	96.8	0	0	100	75.0	0	99.1	100	99.1	100	0	99.5	99.6	98.8
Trucks	0	12	0	12	1	0	0	1	0	9	0	9	0	0	2	2	24
% Trucks	0	3.3	0	3.2	100	0	0	25.0	0	0.9	0	0.9	0	0	0.5	0.4	1.2



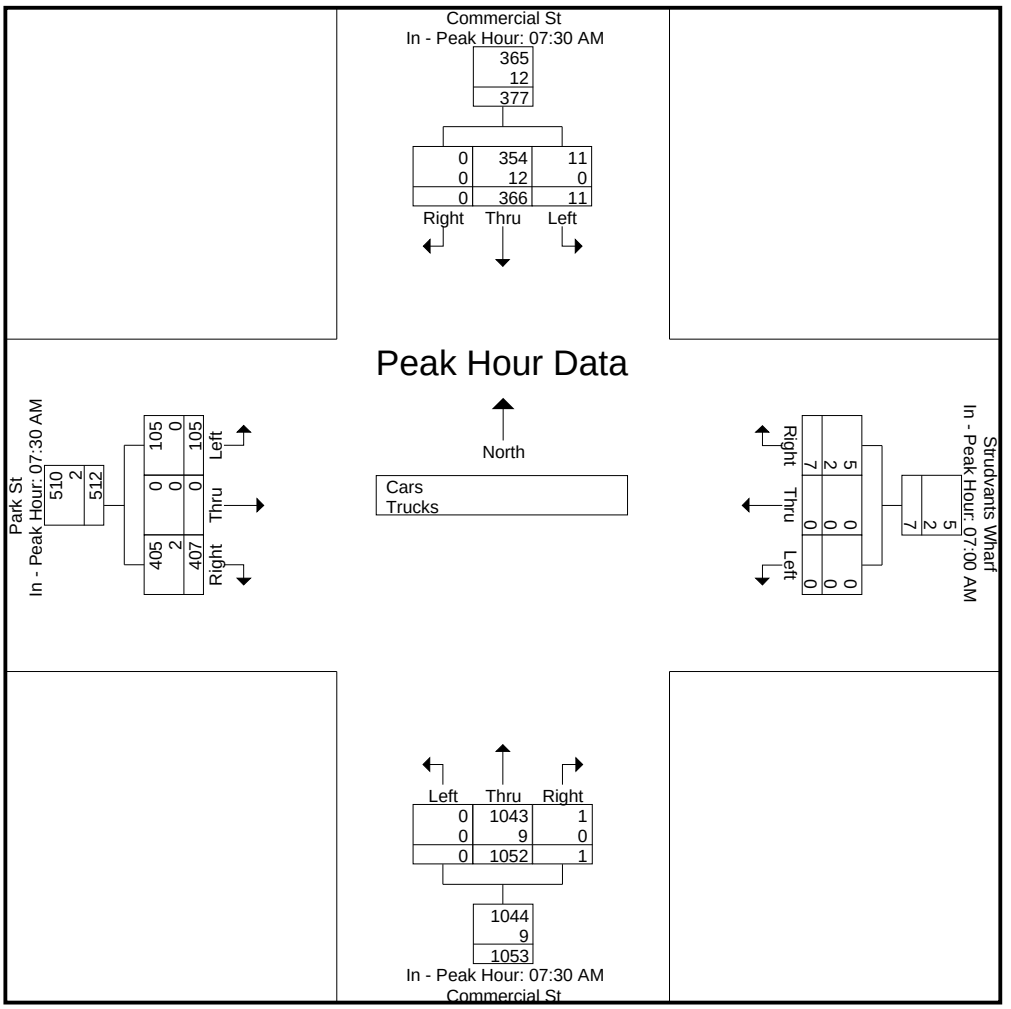
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 3

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:00 AM				07:30 AM				07:30 AM				
+0 mins.	3	**107**	0	**110**	0	0	**3**	**3**	0	236	**1**	237	23	0	107	130	
+15 mins.	3	81	0	84	0	0	2	2	0	274	0	274	24	0	**119**	**143**	
+30 mins.	1	80	0	81	0	0	1	1	0	257	0	257	**29**	0	92	121	
+45 mins.	**4**	98	0	102	0	0	1	1	0	**285**	0	**285**	29	0	89	118	
Total Volume	11	366	0	377	0	0	7	7	0	1052	1	1053	105	0	407	512	
% App. Total	2.9	97.1	0		0	0	100		0	99.9	0.1		20.5	0	79.5		
PHF	.688	.855	.000	.857	.000	.000	.583	.583	.000	.923	.250	.924	.905	.000	.855	.895	
Cars	11	354	0	365	0	0	5	5	0	1043	1	1044	105	0	405	510	
% Cars	100	96.7	0	96.8	0	0	71.4	71.4	0	99.1	100	99.1	100	0	99.5	99.6	
Trucks	0	12	0	12	0	0	2	2	0	9	0	9	0	0	2	2	
% Trucks	0	3.3	0	3.2	0	0	28.6	28.6	0	0.9	0	0.9	0	0	0.5	0.4	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017

Groups Printed- Cars

	Commercial St From North			Strudvants Wharf From East			Commercial St From South			Park St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	43	0	0	0	2	0	126	0	18	0	87	276
07:15 AM	1	71	0	0	0	1	0	166	0	22	1	91	353
07:30 AM	3	105	0	0	0	1	0	234	1	23	0	106	473
07:45 AM	3	76	0	0	0	1	0	273	0	24	0	118	495
Total	7	295	0	0	0	5	0	799	1	87	1	402	1597
08:00 AM	1	77	0	0	0	1	0	256	0	29	0	92	456
08:15 AM	4	96	0	0	0	0	0	280	0	29	0	89	498
08:30 AM	4	85	0	0	0	1	0	222	0	30	0	82	424
08:45 AM	1	85	0	1	0	1	0	210	0	18	0	82	398
Total	10	343	0	1	0	3	0	968	0	106	0	345	1776
Grand Total	17	638	0	1	0	8	0	1767	1	193	1	747	3373
Apprch %	2.6	97.4	0	11.1	0	88.9	0	99.9	0.1	20.5	0.1	79.4	
Total %	0.5	18.9	0	0	0	0.2	0	52.4	0	5.7	0	22.1	

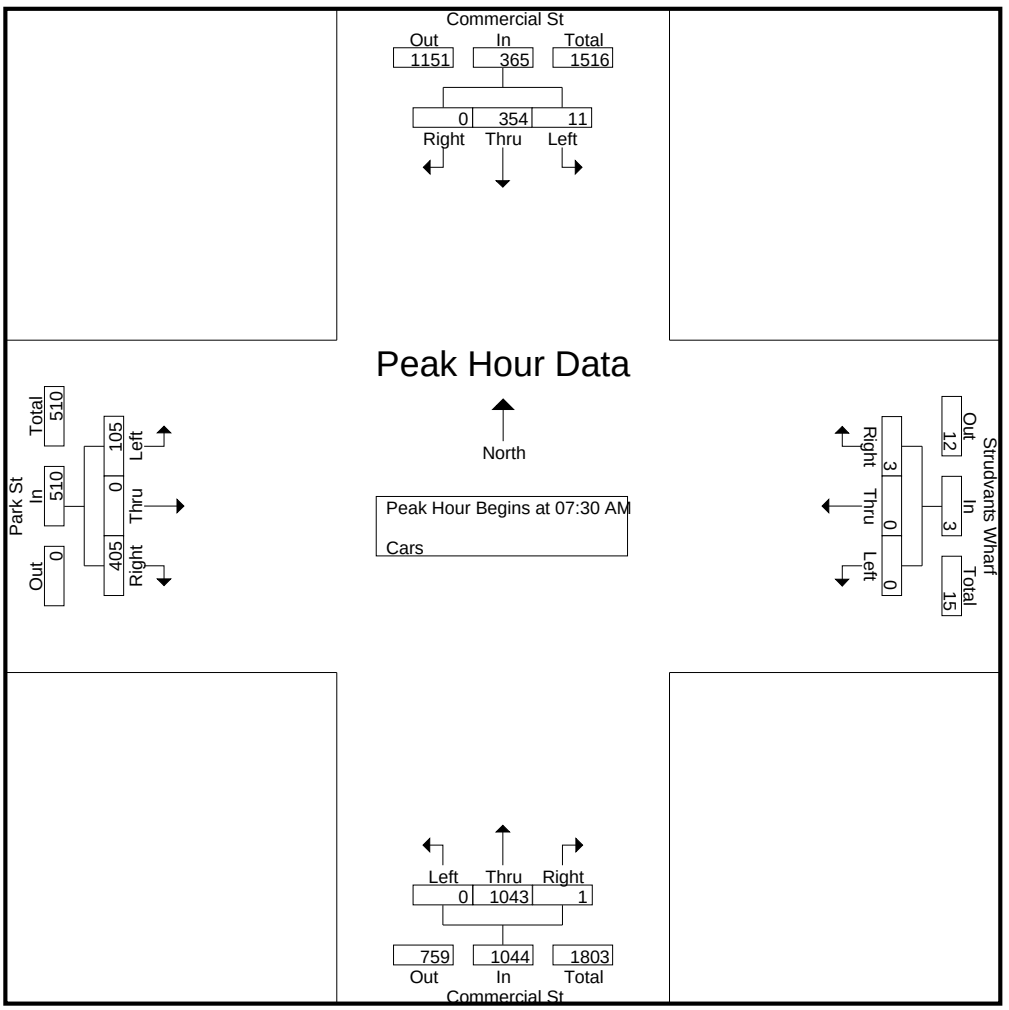
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 5

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	**105**	0	**108**	0	0	**1**	**1**	0	234	**1**	235	23	0	106	129	473
07:45 AM	3	76	0	79	0	0	1	1	0	273	0	273	24	0	**118**	**142**	495
08:00 AM	1	77	0	78	0	0	1	1	0	256	0	256	**29**	0	92	121	456
08:15 AM	**4**	96	0	100	0	0	0	0	0	**280**	0	**280**	29	0	89	118	**498**
Total Volume	11	354	0	365	0	0	3	3	0	1043	1	1044	105	0	405	510	1922
% App. Total	3	97	0		0	0	100		0	99.9	0.1		20.6	0	79.4		
PHF	.688	.843	.000	.845	.000	.000	.750	.750	.000	.931	.250	.932	.905	.000	.858	.898	.965



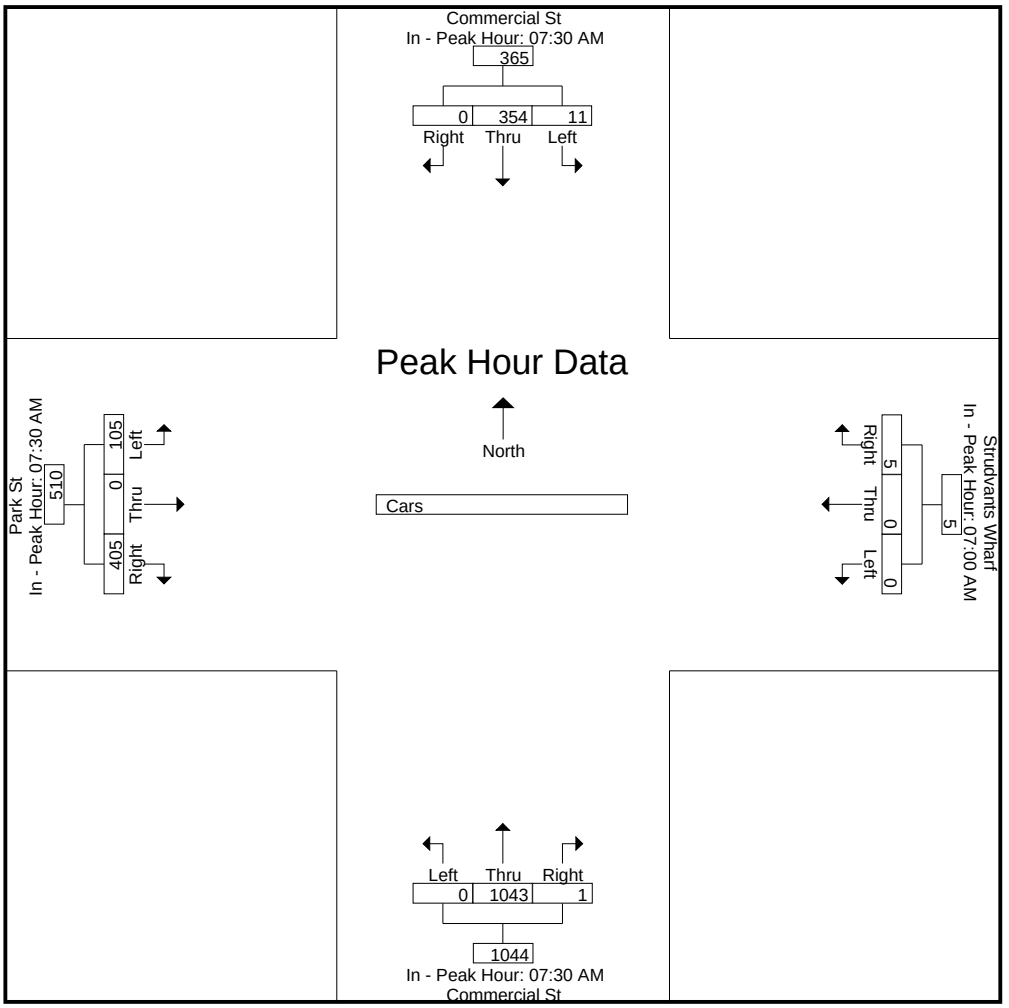
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 6

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:00 AM				07:30 AM				07:30 AM				
+0 mins.	3	**105**	0	**108**	0	0	**2**	**2**	0	234	**1**	235	23	0	106	129	
+15 mins.	3	76	0	79	0	0	1	1	0	273	0	273	24	0	**118**	**142**	
+30 mins.	1	77	0	78	0	0	1	1	0	256	0	256	**29**	0	92	121	
+45 mins.	**4**	96	0	100	0	0	1	1	0	**280**	0	**280**	29	0	89	118	
Total Volume	11	354	0	365	0	0	5	5	0	1043	1	1044	105	0	405	510	
% App. Total	3	97	0		0	0	100		0	99.9	0.1		20.6	0	79.4		
PHF	.688	.843	.000	.845	.000	.000	.625	.625	.000	.931	.250	.932	.905	.000	.858	.898	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017

Groups Printed- Trucks

	Commercial St From North			Strudvants Wharf From East			Commercial St From South			Park St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	1	0	3	0	1	0	2	7
07:15 AM	1	2	0	0	0	1	0	3	0	0	0	1	8
07:30 AM	0	2	0	0	0	0	0	2	0	0	0	1	5
07:45 AM	0	5	0	0	0	0	0	1	0	0	0	1	7
Total	1	9	0	0	0	2	0	9	0	1	0	5	27
08:00 AM	0	3	0	1	0	0	0	1	0	0	0	0	5
08:15 AM	0	2	0	0	0	0	0	5	0	0	0	0	7
08:30 AM	0	2	0	0	0	0	0	2	0	0	0	1	5
08:45 AM	0	1	0	0	0	0	0	3	0	0	0	1	5
Total	0	8	0	1	0	0	0	11	0	0	0	2	22
Grand Total	1	17	0	1	0	2	0	20	0	1	0	7	49
Apprch %	5.6	94.4	0	33.3	0	66.7	0	100	0	12.5	0	87.5	
Total %	2	34.7	0	2	0	4.1	0	40.8	0	2	0	14.3	

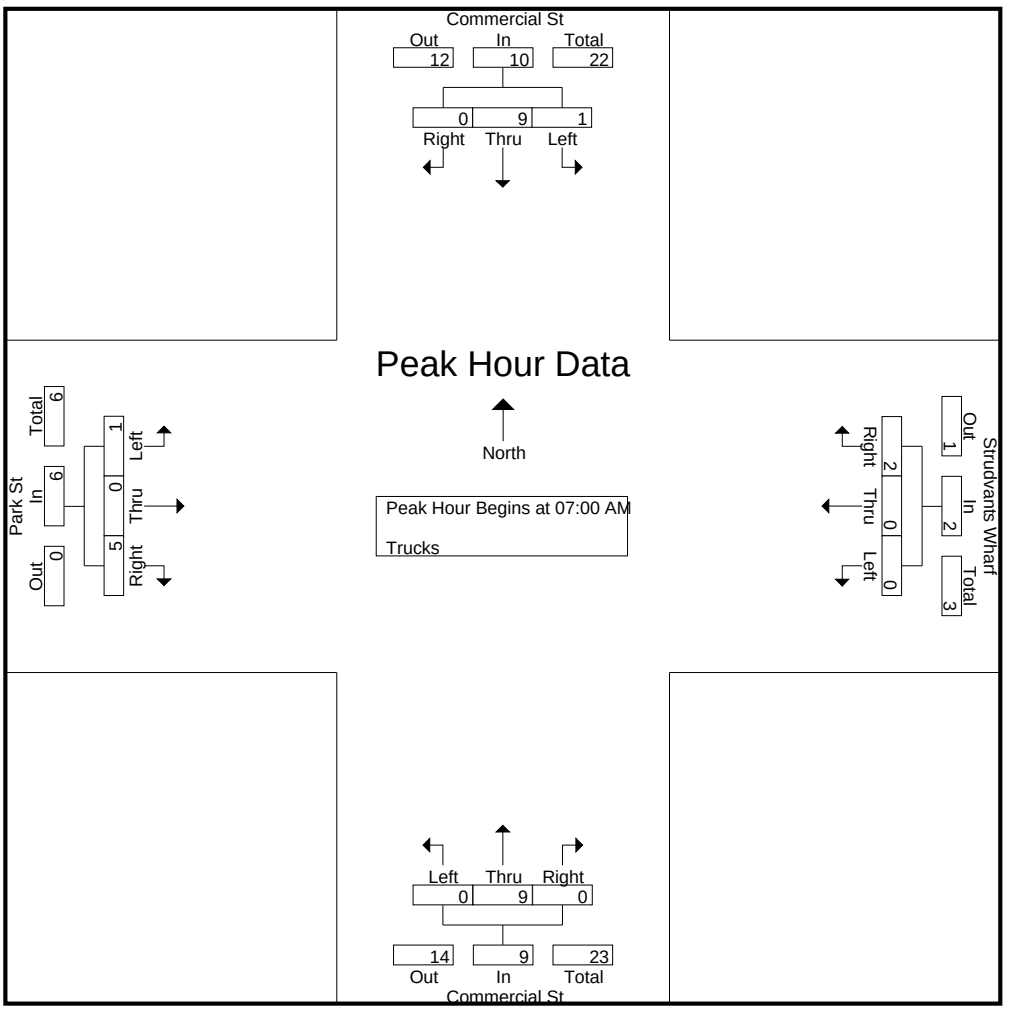
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 8

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	**1**	**1**	0	**3**	0	**3**	**1**	0	**2**	**3**	7
07:15 AM	**1**	2	0	3	0	0	1	1	0	3	0	3	0	0	1	1	**8**
07:30 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	1	1	5
07:45 AM	0	**5**	0	**5**	0	0	0	0	0	1	0	1	0	0	1	1	7
Total Volume	1	9	0	10	0	0	2	2	0	9	0	9	1	0	5	6	27
% App. Total	10	90	0		0	0	100		0	100	0		16.7	0	83.3		
PHF	.250	.450	.000	.500	.000	.000	.500	.500	.000	.750	.000	.750	.250	.000	.625	.500	.844



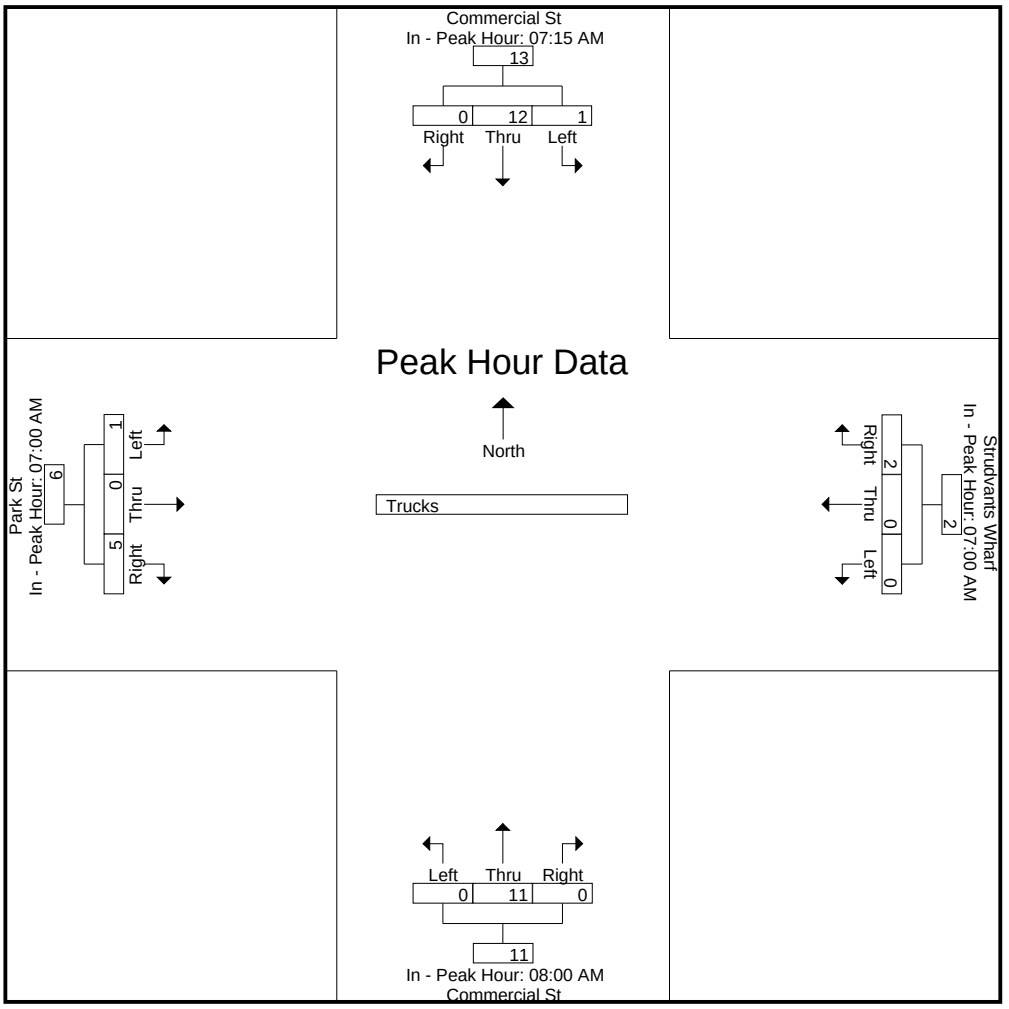
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 9

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:00 AM				08:00 AM				07:00 AM				
+0 mins.	**1**	2	0	3	0	0	**1**	**1**	0	1	0	1	**1**	0	**2**	**3**	
+15 mins.	0	2	0	2	0	0	1	1	0	**5**	0	**5**	0	0	1	1	
+30 mins.	0	**5**	0	**5**	0	0	0	0	0	2	0	2	0	0	1	1	
+45 mins.	0	3	0	3	0	0	0	0	0	3	0	3	0	0	1	1	
Total Volume	1	12	0	13	0	0	2	2	0	11	0	11	1	0	5	6	
% App. Total	7.7	92.3	0		0	0	100		0	100	0		16.7	0	83.3		
PHF	.250	.600	.000	.650	.000	.000	.500	.500	.000	.550	.000	.550	.250	.000	.625	.500	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 10

Groups Printed- Bikes Peds

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	0	2
07:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	1	3	1	4
08:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:45 AM	0	0	0	2	0	0	0	0	0	2	0	0	0	0	1	3	5	3	8
Total	0	2	0	3	0	0	0	0	0	2	0	0	0	0	1	3	6	5	11
Grand Total	0	2	0	4	0	0	0	1	0	2	0	0	1	0	1	4	9	6	15
Apprch %	0	100	0		0	0	0		0	100	0		50	0	50				
Total %	0	33.3	0		0	0	0		0	33.3	0		16.7	0	16.7		60	40	

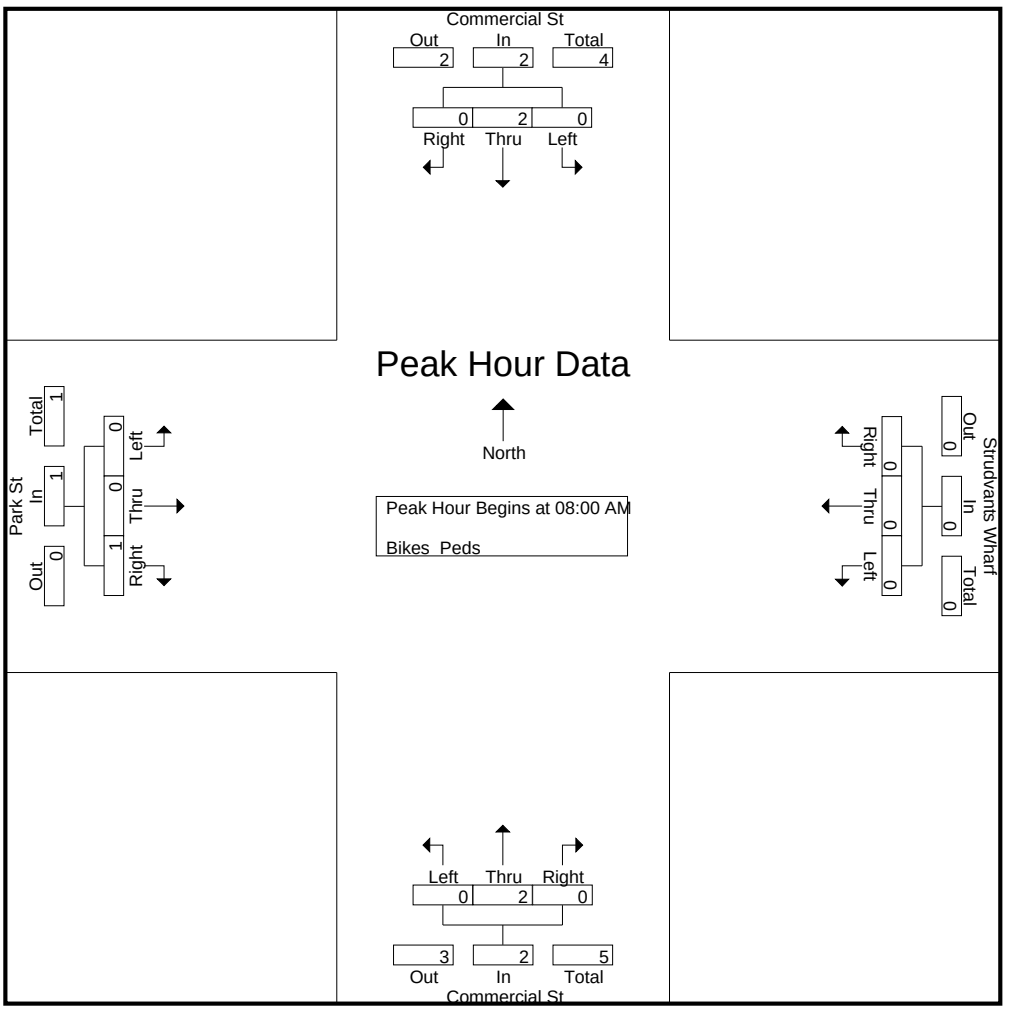
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 11

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	**1**	**1**	**3**
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	0	0	1	1	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.417



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

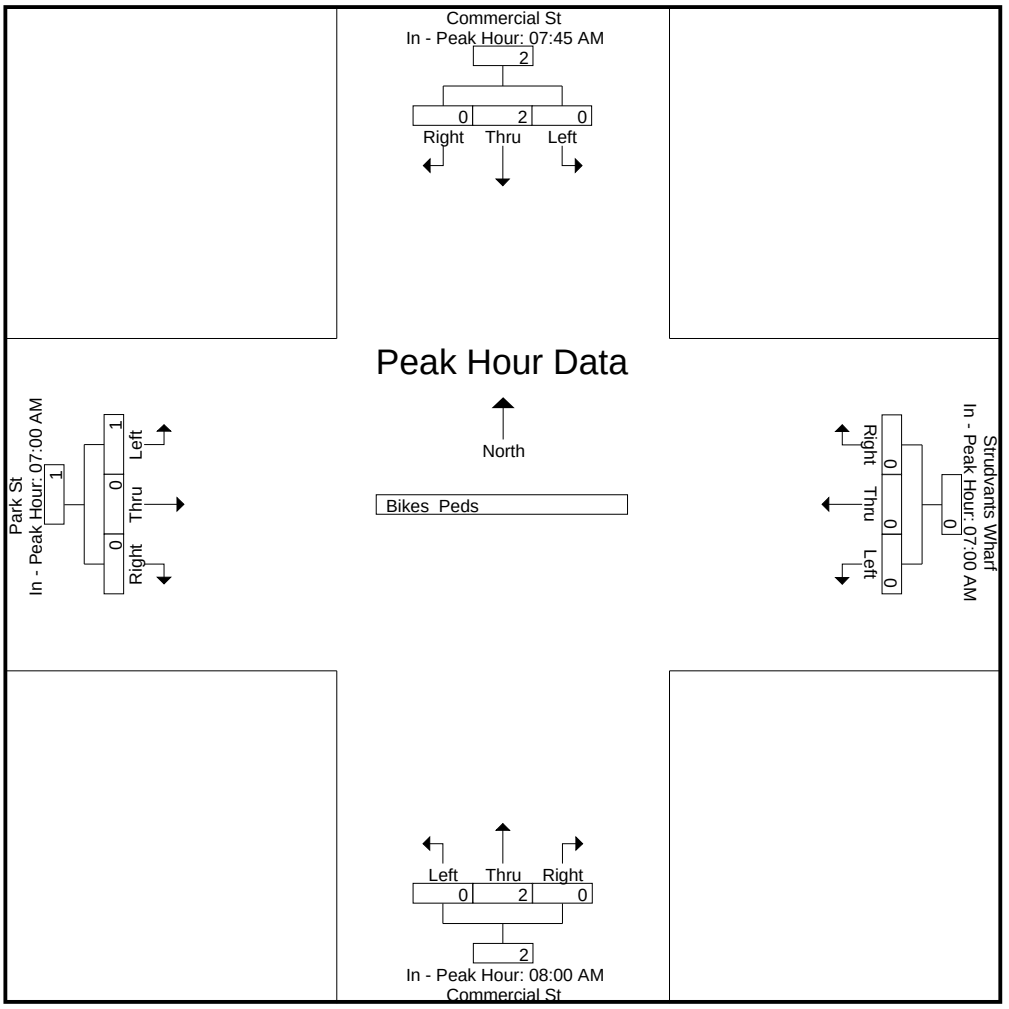
File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 12

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				08:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	1	0	0	1
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 1

Groups Printed- Cars - Trucks

	Commercial St From North			Strudvants Wharf From East			Commercial St From South			Park St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	4	177	0	0	0	1	0	85	0	26	0	76	369
04:15 PM	4	178	0	0	0	3	0	110	0	16	0	81	392
04:30 PM	0	190	0	1	0	0	0	95	0	20	0	59	365
04:45 PM	0	191	0	0	0	1	0	114	0	9	0	61	376
Total	8	736	0	1	0	5	0	404	0	71	0	277	1502
05:00 PM	2	180	0	1	0	1	0	125	0	16	0	59	384
05:15 PM	2	165	0	0	0	0	0	145	0	8	0	63	383
05:30 PM	1	145	0	0	0	1	0	96	0	14	0	68	325
05:45 PM	0	134	0	0	0	0	0	98	0	19	0	55	306
Total	5	624	0	1	0	2	0	464	0	57	0	245	1398
Grand Total	13	1360	0	2	0	7	0	868	0	128	0	522	2900
Apprch %	0.9	99.1	0	22.2	0	77.8	0	100	0	19.7	0	80.3	
Total %	0.4	46.9	0	0.1	0	0.2	0	29.9	0	4.4	0	18	
Cars	13	1350	0	2	0	7	0	867	0	128	0	519	2886
% Cars	100	99.3	0	100	0	100	0	99.9	0	100	0	99.4	99.5
Trucks	0	10	0	0	0	0	0	1	0	0	0	3	14
% Trucks	0	0.7	0	0	0	0	0	0.1	0	0	0	0.6	0.5

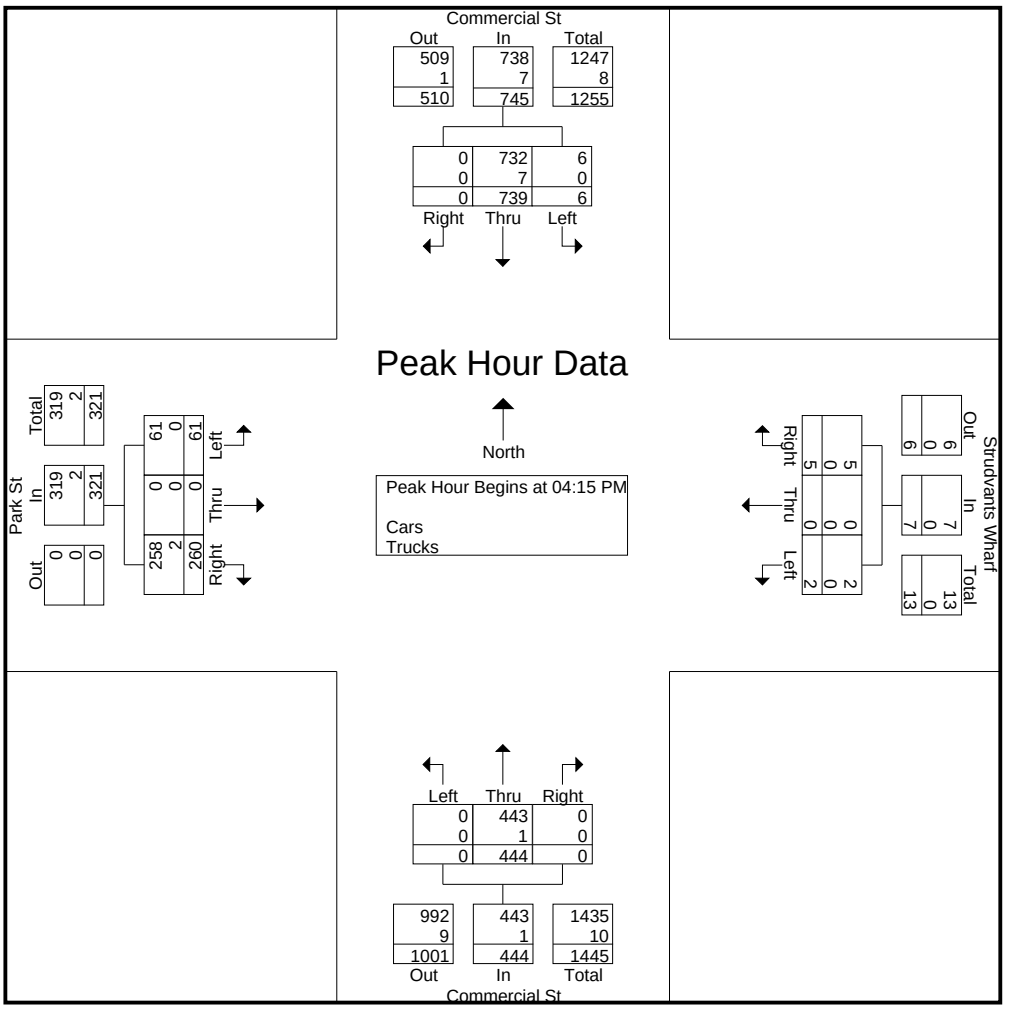
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 2

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**4**	178	0	182	0	0	**3**	**3**	0	110	0	110	16	0	**81**	**97**	**392**
04:30 PM	0	190	0	190	**1**	0	0	1	0	95	0	95	**20**	0	59	79	365
04:45 PM	0	**191**	0	**191**	0	0	1	1	0	114	0	114	9	0	61	70	376
05:00 PM	2	180	0	182	1	0	1	2	0	**125**	0	**125**	16	0	59	75	384
Total Volume	6	739	0	745	2	0	5	7	0	444	0	444	61	0	260	321	1517
% App. Total	0.8	99.2	0		28.6	0	71.4		0	100	0		19	0	81		
PHF	.375	.967	.000	.975	.500	.000	.417	.583	.000	.888	.000	.888	.763	.000	.802	.827	.967
Cars	6	732	0	738	2	0	5	7	0	443	0	443	61	0	258	319	1507
% Cars	100	99.1	0	99.1	100	0	100	100	0	99.8	0	99.8	100	0	99.2	99.4	99.3
Trucks	0	7	0	7	0	0	0	0	0	1	0	1	0	0	2	2	10
% Trucks	0	0.9	0	0.9	0	0	0	0	0	0.2	0	0.2	0	0	0.8	0.6	0.7



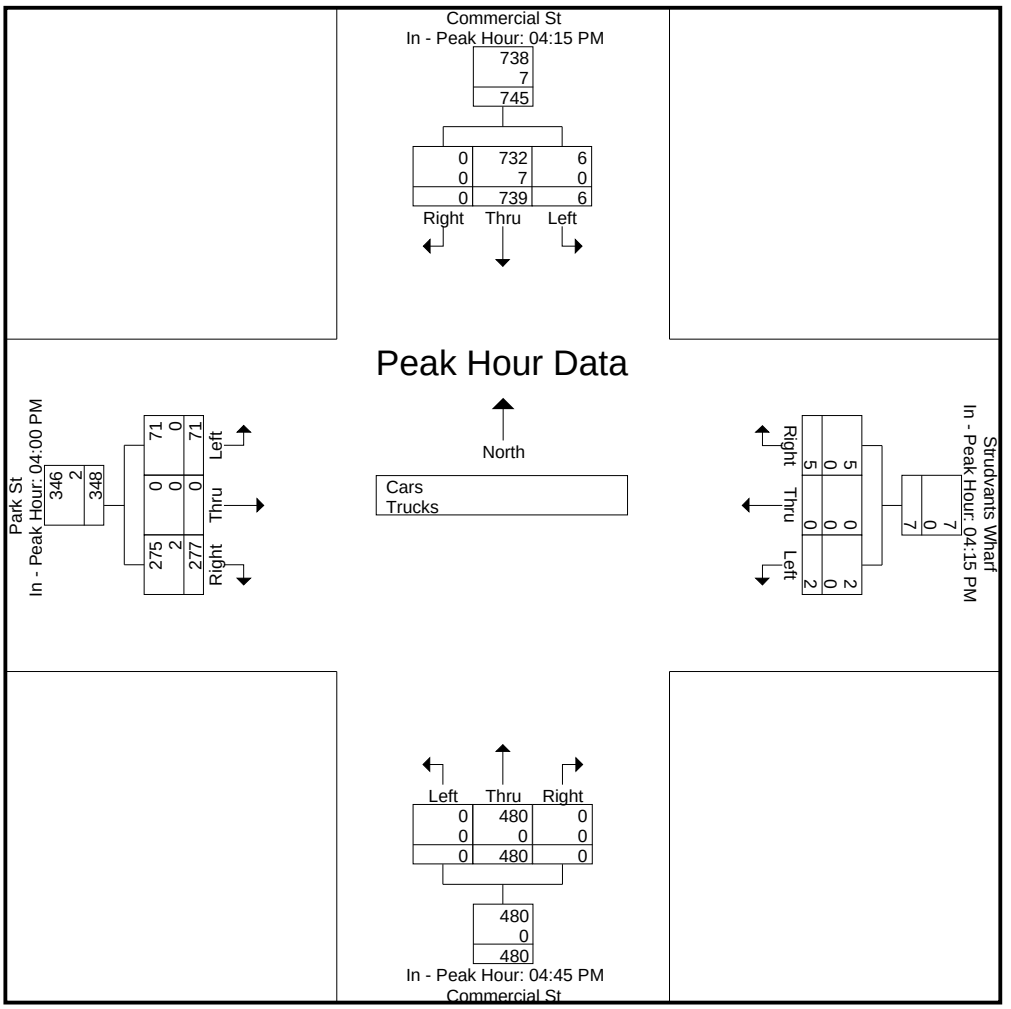
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 3

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:45 PM				04:00 PM				
+0 mins.	**4**	178	0	182	0	0	**3**	**3**	0	114	0	114	**26**	0	76	**102**	
+15 mins.	0	190	0	190	**1**	0	0	1	0	125	0	125	16	0	**81**	97	
+30 mins.	0	**191**	0	**191**	0	0	1	1	0	**145**	0	**145**	20	0	59	79	
+45 mins.	2	180	0	182	1	0	1	2	0	96	0	96	9	0	61	70	
Total Volume	6	739	0	745	2	0	5	7	0	480	0	480	71	0	277	348	
% App. Total	0.8	99.2	0		28.6	0	71.4		0	100	0		20.4	0	79.6		
PHF	.375	.967	.000	.975	.500	.000	.417	.583	.000	.828	.000	.828	.683	.000	.855	.853	
Cars	6	732	0	738	2	0	5	7	0	480	0	480	71	0	275	346	
% Cars	100	99.1	0	99.1	100	0	100	100	0	100	0	100	100	0	99.3	99.4	
Trucks	0	7	0	7	0	0	0	0	0	0	0	0	0	0	2	2	
% Trucks	0	0.9	0	0.9	0	0	0	0	0	0	0	0	0	0	0.7	0.6	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017

Groups Printed- Cars

	Commercial St From North			Strudvants Wharf From East			Commercial St From South			Park St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	4	177	0	0	0	1	0	85	0	26	0	76	369
04:15 PM	4	176	0	0	0	3	0	110	0	16	0	81	390
04:30 PM	0	187	0	1	0	0	0	94	0	20	0	58	360
04:45 PM	0	190	0	0	0	1	0	114	0	9	0	60	374
Total	8	730	0	1	0	5	0	403	0	71	0	275	1493
05:00 PM	2	179	0	1	0	1	0	125	0	16	0	59	383
05:15 PM	2	164	0	0	0	0	0	145	0	8	0	63	382
05:30 PM	1	143	0	0	0	1	0	96	0	14	0	67	322
05:45 PM	0	134	0	0	0	0	0	98	0	19	0	55	306
Total	5	620	0	1	0	2	0	464	0	57	0	244	1393
Grand Total	13	1350	0	2	0	7	0	867	0	128	0	519	2886
Apprch %	1	99	0	22.2	0	77.8	0	100	0	19.8	0	80.2	
Total %	0.5	46.8	0	0.1	0	0.2	0	30	0	4.4	0	18	

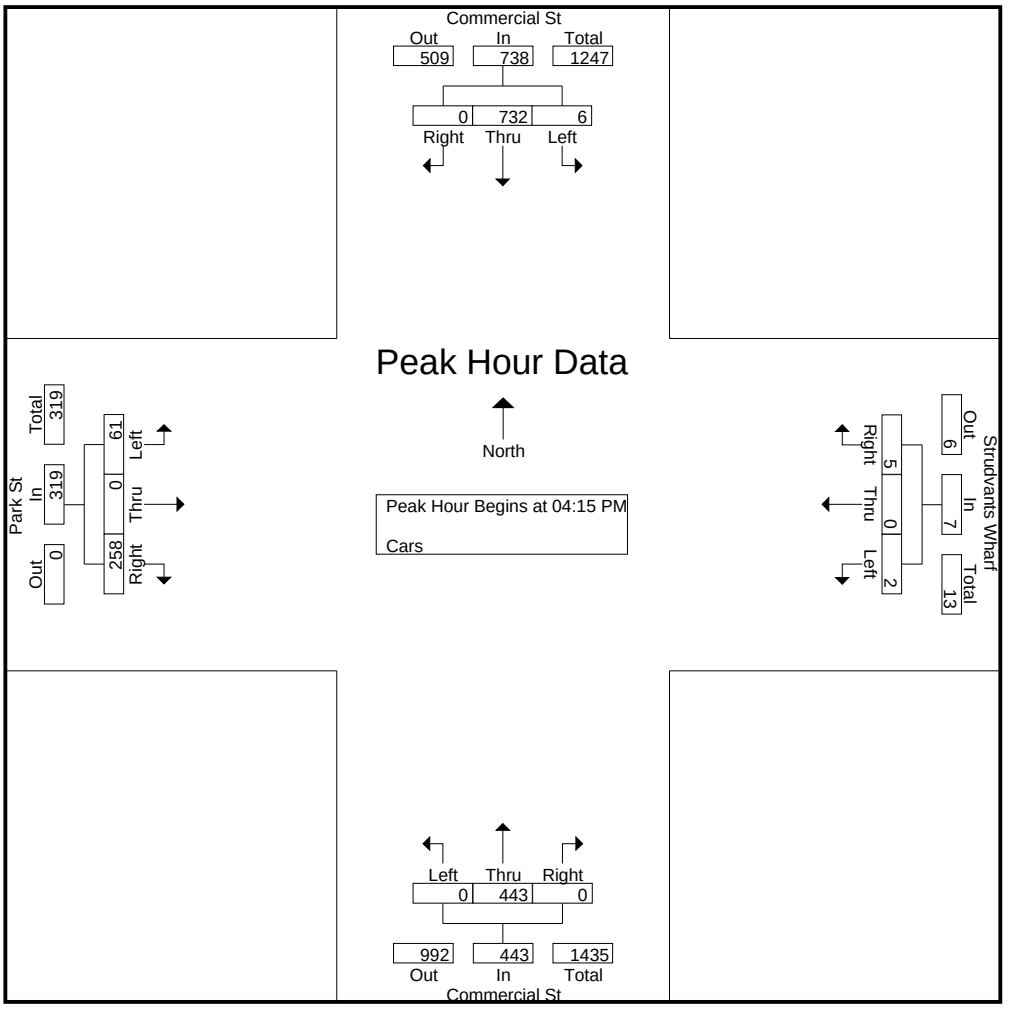
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 5

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**4**	176	0	180	0	0	**3**	**3**	0	110	0	110	16	0	**81**	**97**	**390**
04:30 PM	0	187	0	187	**1**	0	0	1	0	94	0	94	**20**	0	58	78	360
04:45 PM	0	**190**	0	**190**	0	0	1	1	0	114	0	114	9	0	60	69	374
05:00 PM	2	179	0	181	1	0	1	2	0	**125**	0	**125**	16	0	59	75	383
Total Volume	6	732	0	738	2	0	5	7	0	443	0	443	61	0	258	319	1507
% App. Total	0.8	99.2	0		28.6	0	71.4		0	100	0		19.1	0	80.9		
PHF	.375	.963	.000	.971	.500	.000	.417	.583	.000	.886	.000	.886	.763	.000	.796	.822	.966



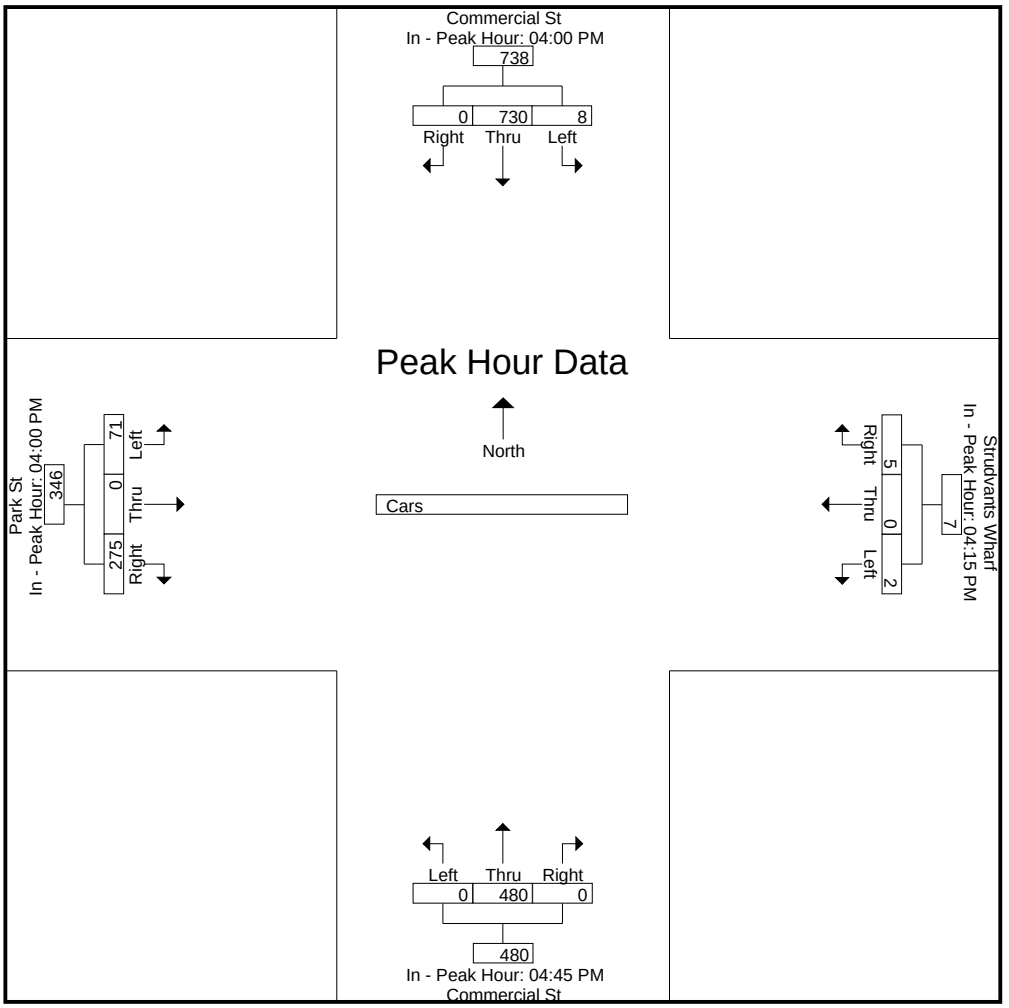
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 6

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:15 PM				04:45 PM				04:00 PM				
+0 mins.	**4**	177	0	181	0	0	**3**	**3**	0	114	0	114	**26**	0	76	**102**	
+15 mins.	4	176	0	180	**1**	0	0	1	0	125	0	125	16	0	**81**	97	
+30 mins.	0	187	0	187	0	0	1	1	0	**145**	0	**145**	20	0	58	78	
+45 mins.	0	**190**	0	**190**	1	0	1	2	0	96	0	96	9	0	60	69	
Total Volume	8	730	0	738	2	0	5	7	0	480	0	480	71	0	275	346	
% App. Total	1.1	98.9	0		28.6	0	71.4		0	100	0		20.5	0	79.5		
PHF	.500	.961	.000	.971	.500	.000	.417	.583	.000	.828	.000	.828	.683	.000	.849	.848	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017

Groups Printed- Trucks

	Commercial St From North			Strudvants Wharf From East			Commercial St From South			Park St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	3	0	0	0	0	0	1	0	0	0	1	5
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	1	2
Total	0	6	0	0	0	0	0	1	0	0	0	2	9
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	2	0	0	0	0	0	0	0	0	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	0	0	0	0	0	0	0	1	5
Grand Total	0	10	0	0	0	0	0	1	0	0	0	3	14
Apprch %	0	100	0	0	0	0	0	100	0	0	0	100	
Total %	0	71.4	0	0	0	0	0	7.1	0	0	0	21.4	

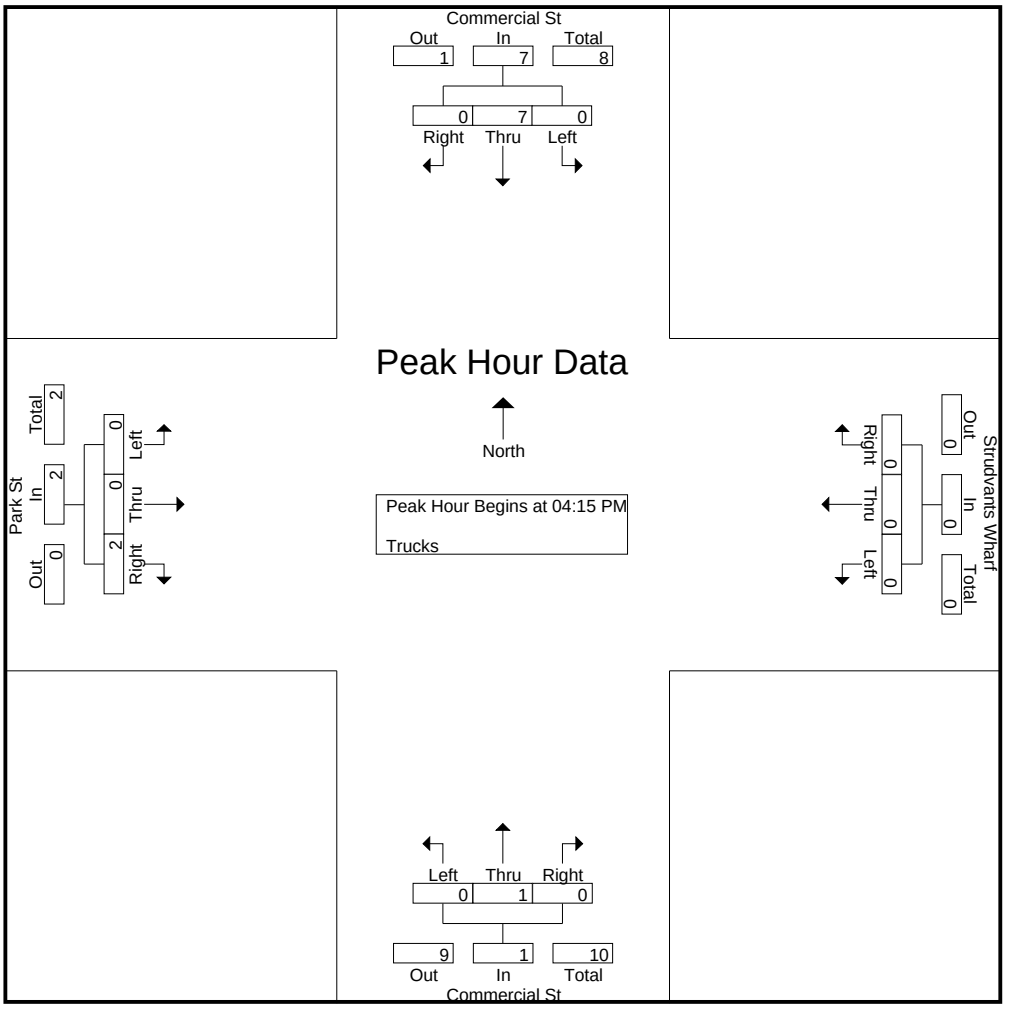
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 8

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	**3**	0	**3**	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	**5**
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	7	0	7	0	0	0	0	0	1	0	1	0	0	2	2	10
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.583	.000	.583	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.500	.500	.500



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

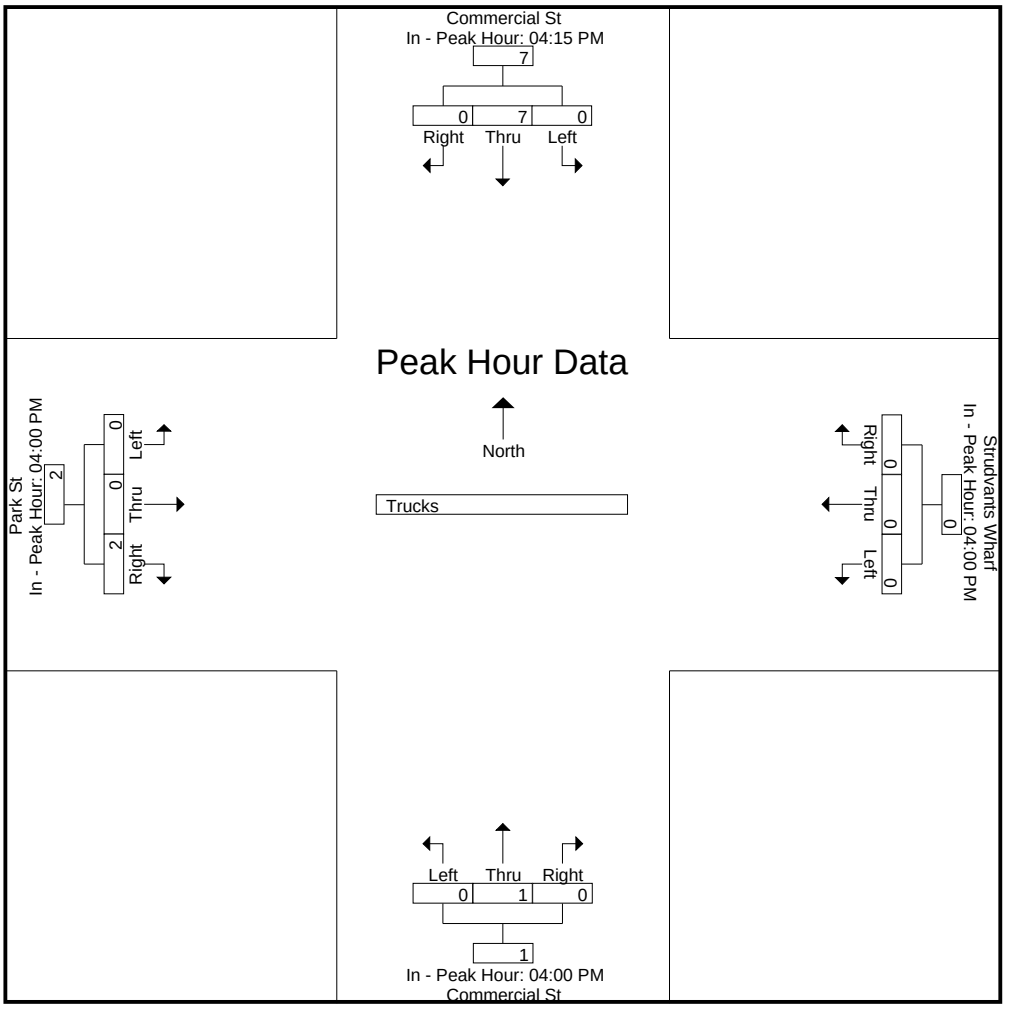
File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 9

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	
Total Volume	0	7	0	7	0	0	0	0	0	1	0	1	0	0	2	2	
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.583	.000	.583	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.500	.500	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 10

Groups Printed- Bikes Peds

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	5	6	1	7
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	8	9	1	10
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0				
Total %	0	0	0		0	0	0		0	100	0		0	0	0		90	10	

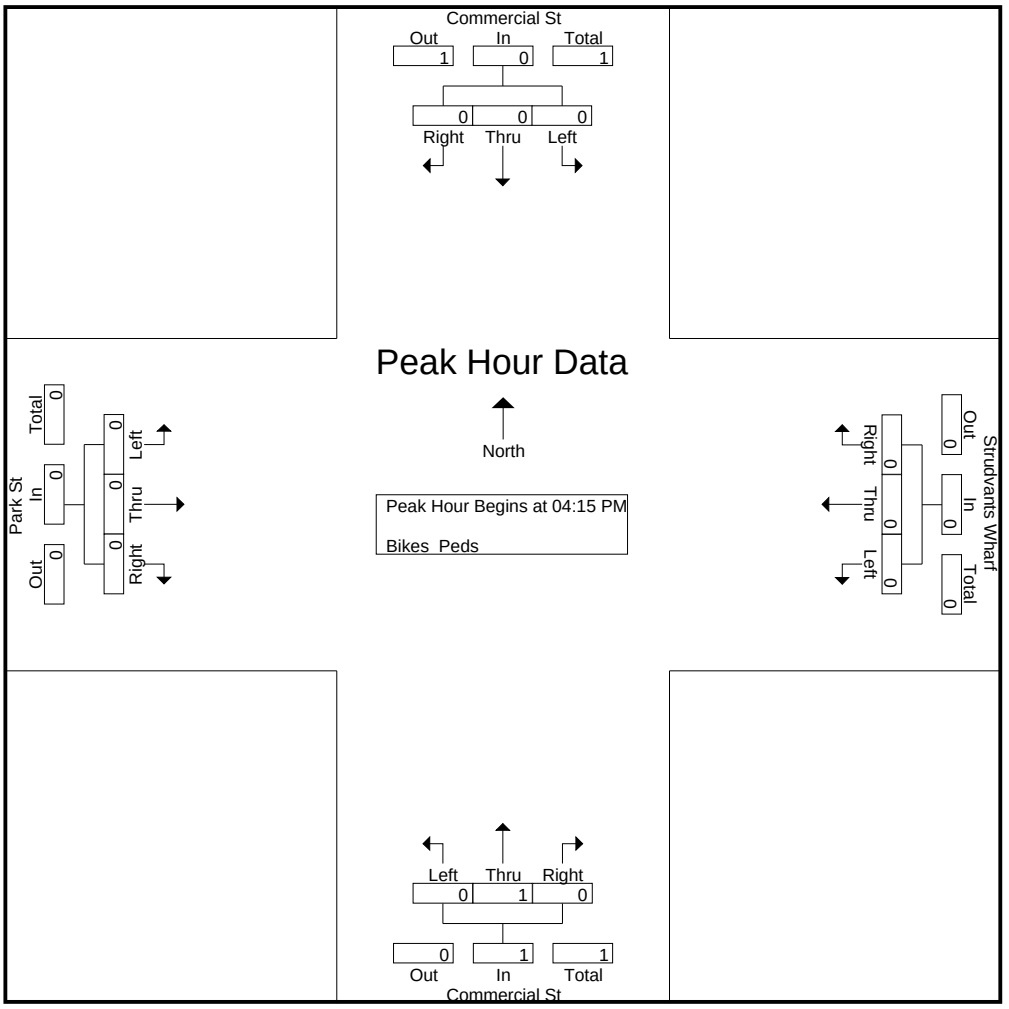
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 11

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250



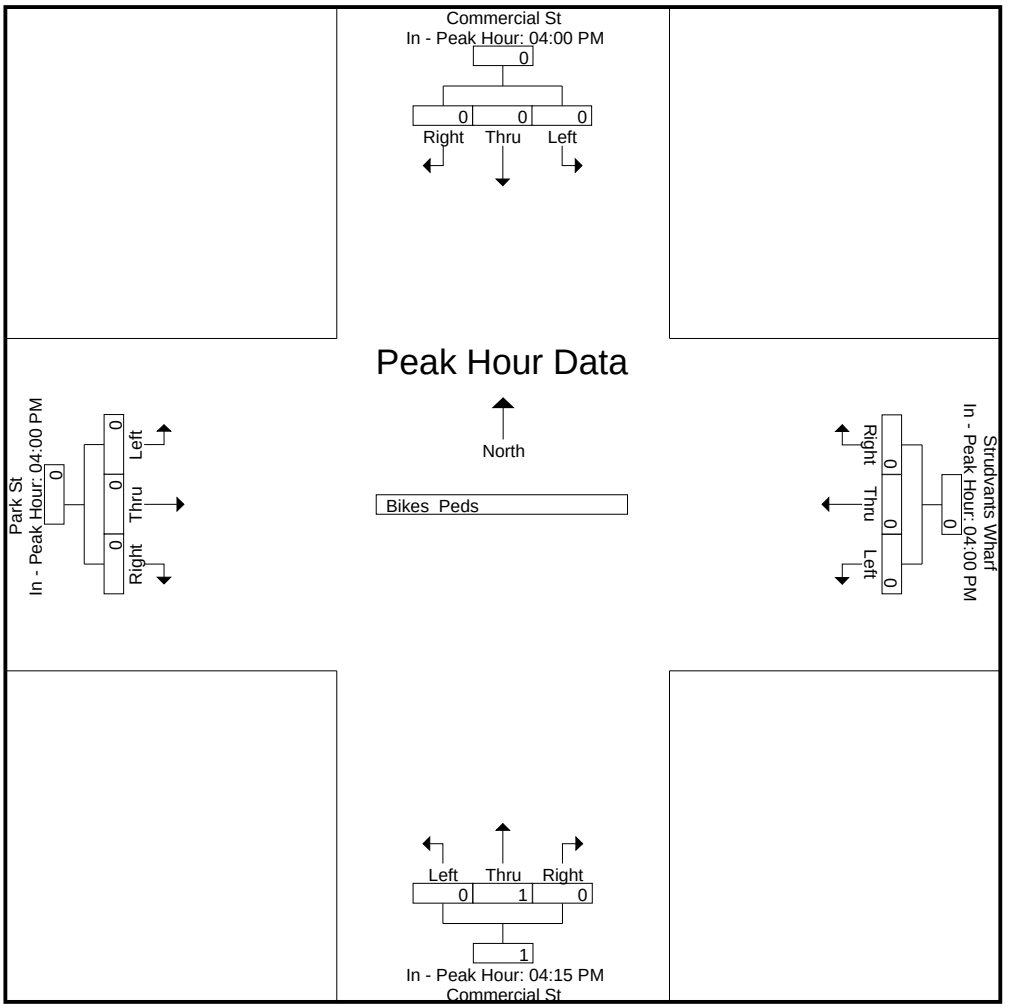
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 12

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:15 PM				04:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	



Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017

Groups Printed- Cars - Trucks

	Commercial St From North			Drwy From East			Commercial St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	3	45	9	1	2	3	24	117	2	1	1	3	211
07:15 AM	2	56	13	1	0	4	23	155	6	2	3	3	268
07:30 AM	3	101	12	3	1	3	27	225	7	1	0	5	388
07:45 AM	6	87	26	3	2	1	34	251	4	4	0	1	419
Total	14	289	60	8	5	11	108	748	19	8	4	12	1286
08:00 AM	3	76	23	1	2	3	55	226	10	3	0	2	404
08:15 AM	4	109	19	1	1	2	56	255	5	3	1	3	459
08:30 AM	2	80	10	2	1	3	43	210	4	5	2	1	363
08:45 AM	3	78	25	4	0	5	37	193	8	1	0	3	357
Total	12	343	77	8	4	13	191	884	27	12	3	9	1583
Grand Total	26	632	137	16	9	24	299	1632	46	20	7	21	2869
Apprch %	3.3	79.5	17.2	32.7	18.4	49	15.1	82.5	2.3	41.7	14.6	43.8	
Total %	0.9	22	4.8	0.6	0.3	0.8	10.4	56.9	1.6	0.7	0.2	0.7	
Cars	26	613	133	16	9	24	296	1610	46	20	7	21	2821
% Cars	100	97	97.1	100	100	100	99	98.7	100	100	100	100	98.3
Trucks	0	19	4	0	0	0	3	22	0	0	0	0	48
% Trucks	0	3	2.9	0	0	0	1	1.3	0	0	0	0	1.7

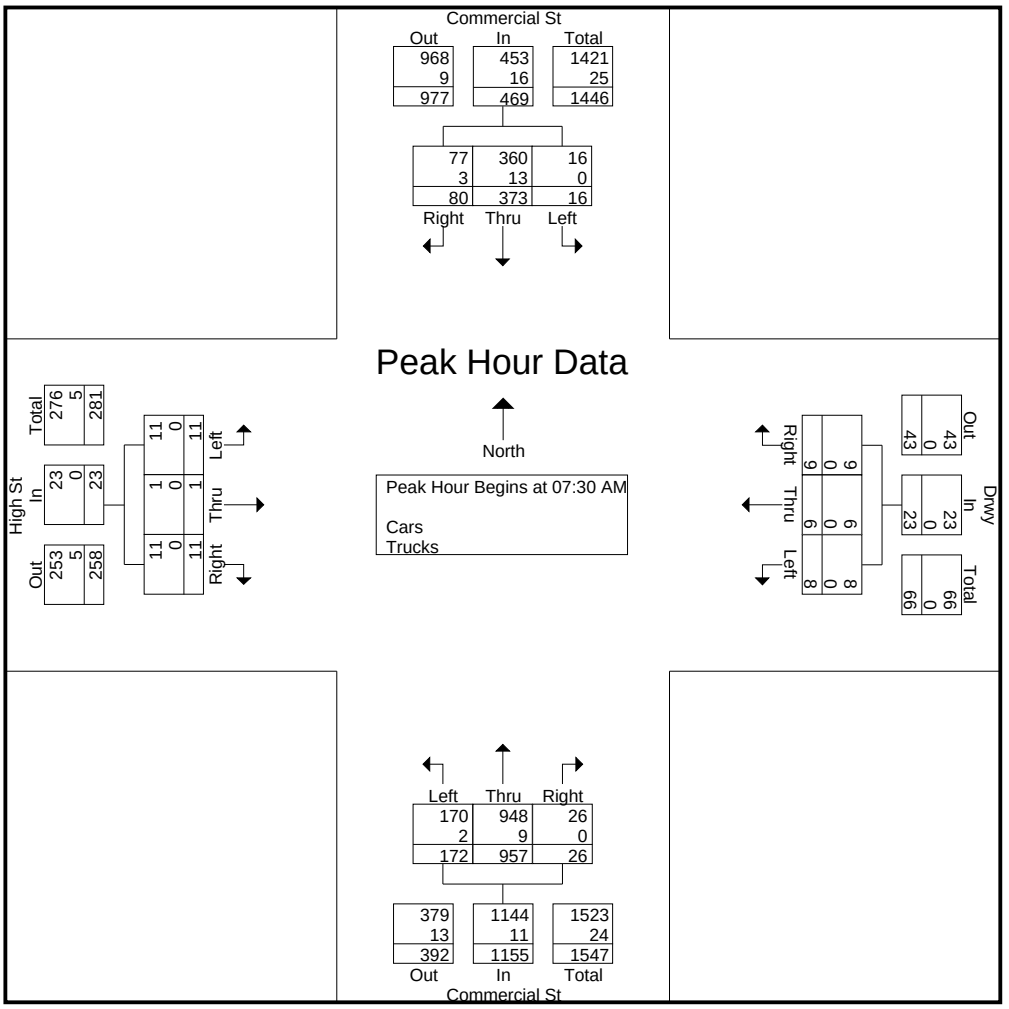
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 2

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	101	12	116	**3**	1	**3**	**7**	27	225	7	259	1	0	**5**	6	388
07:45 AM	**6**	87	**26**	119	3	**2**	1	6	34	251	4	289	**4**	0	1	5	419
08:00 AM	3	76	23	102	1	2	3	6	55	226	**10**	291	3	0	2	5	404
08:15 AM	4	**109**	19	**132**	1	1	2	4	**56**	**255**	5	**316**	3	**1**	3	**7**	**459**
Total Volume	16	373	80	469	8	6	9	23	172	957	26	1155	11	1	11	23	1670
% App. Total	3.4	79.5	17.1		34.8	26.1	39.1		14.9	82.9	2.3		47.8	4.3	47.8		
PHF	.667	.856	.769	.888	.667	.750	.750	.821	.768	.938	.650	.914	.688	.250	.550	.821	.910
Cars	16	360	77	453	8	6	9	23	170	948	26	1144	11	1	11	23	1643
% Cars	100	96.5	96.3	96.6	100	100	100	100	98.8	99.1	100	99.0	100	100	100	100	98.4
Trucks	0	13	3	16	0	0	0	0	2	9	0	11	0	0	0	0	27
% Trucks	0	3.5	3.8	3.4	0	0	0	0	1.2	0.9	0	1.0	0	0	0	0	1.6



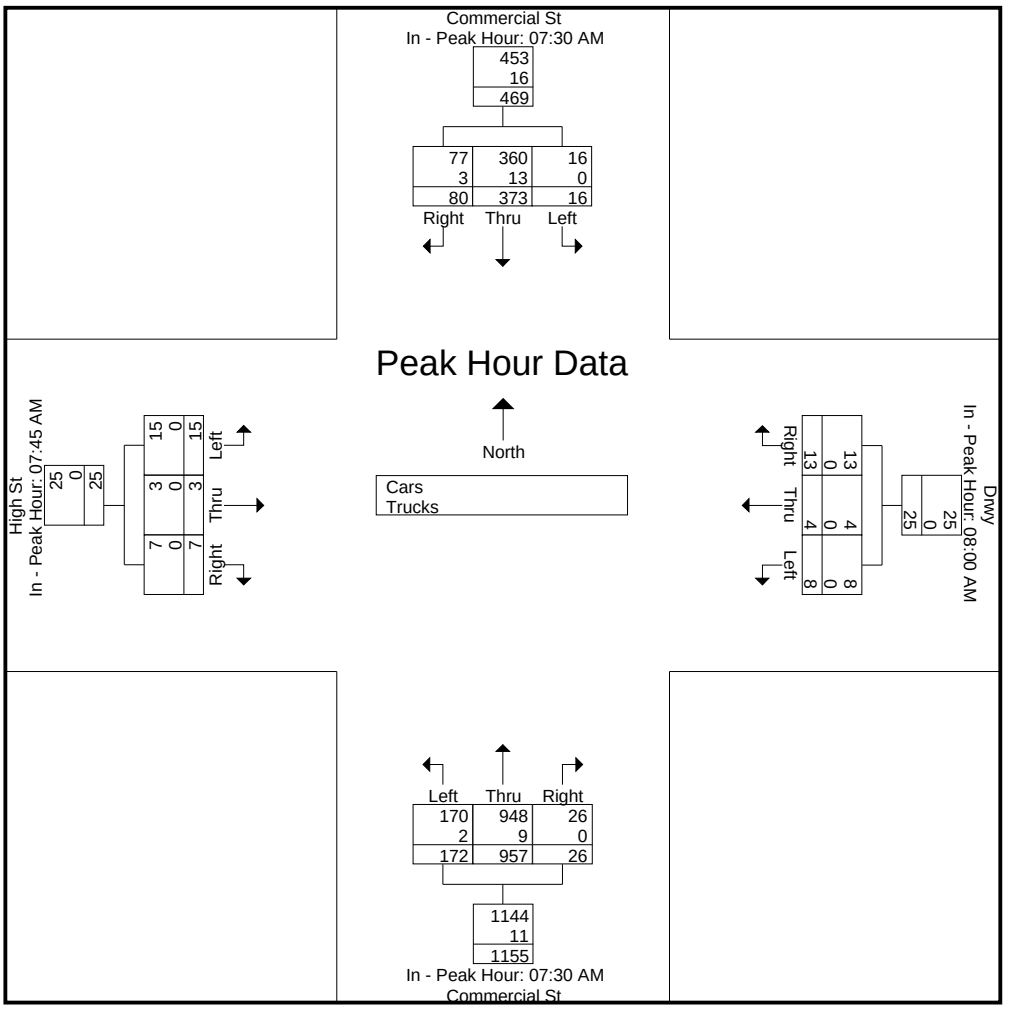
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 3

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				08:00 AM				07:30 AM				07:45 AM				
+0 mins.	3	101	12	116	1	**2**	3	6	27	225	7	259	4	0	1	5	
+15 mins.	**6**	87	**26**	119	1	1	2	4	34	251	4	289	3	0	2	5	
+30 mins.	3	76	23	102	2	1	3	6	55	226	**10**	291	3	1	**3**	7	
+45 mins.	4	**109**	19	**132**	**4**	0	**5**	**9**	**56**	**255**	5	**316**	**5**	**2**	1	**8**	
Total Volume	16	373	80	469	8	4	13	25	172	957	26	1155	15	3	7	25	
% App. Total	3.4	79.5	17.1		32	16	52		14.9	82.9	2.3		60	12	28		
PHF	.667	.856	.769	.888	.500	.500	.650	.694	.768	.938	.650	.914	.750	.375	.583	.781	
Cars	16	360	77	453	8	4	13	25	170	948	26	1144	15	3	7	25	
% Cars	100	96.5	96.2	96.6	100	100	100	100	98.8	99.1	100	99	100	100	100	100	
Trucks	0	13	3	16	0	0	0	0	2	9	0	11	0	0	0	0	
% Trucks	0	3.5	3.8	3.4	0	0	0	0	1.2	0.9	0	1	0	0	0	0	



Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017

Groups Printed- Cars

	Commercial St From North			Drwy From East			Commercial St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	3	45	9	1	2	3	24	114	2	1	1	3	208
07:15 AM	2	53	12	1	0	4	22	149	6	2	3	3	257
07:30 AM	3	99	11	3	1	3	27	221	7	1	0	5	381
07:45 AM	6	82	25	3	2	1	34	250	4	4	0	1	412
Total	14	279	57	8	5	11	107	734	19	8	4	12	1258
08:00 AM	3	73	23	1	2	3	53	226	10	3	0	2	399
08:15 AM	4	106	18	1	1	2	56	251	5	3	1	3	451
08:30 AM	2	78	10	2	1	3	43	208	4	5	2	1	359
08:45 AM	3	77	25	4	0	5	37	191	8	1	0	3	354
Total	12	334	76	8	4	13	189	876	27	12	3	9	1563
Grand Total	26	613	133	16	9	24	296	1610	46	20	7	21	2821
Apprch %	3.4	79.4	17.2	32.7	18.4	49	15.2	82.5	2.4	41.7	14.6	43.8	
Total %	0.9	21.7	4.7	0.6	0.3	0.9	10.5	57.1	1.6	0.7	0.2	0.7	

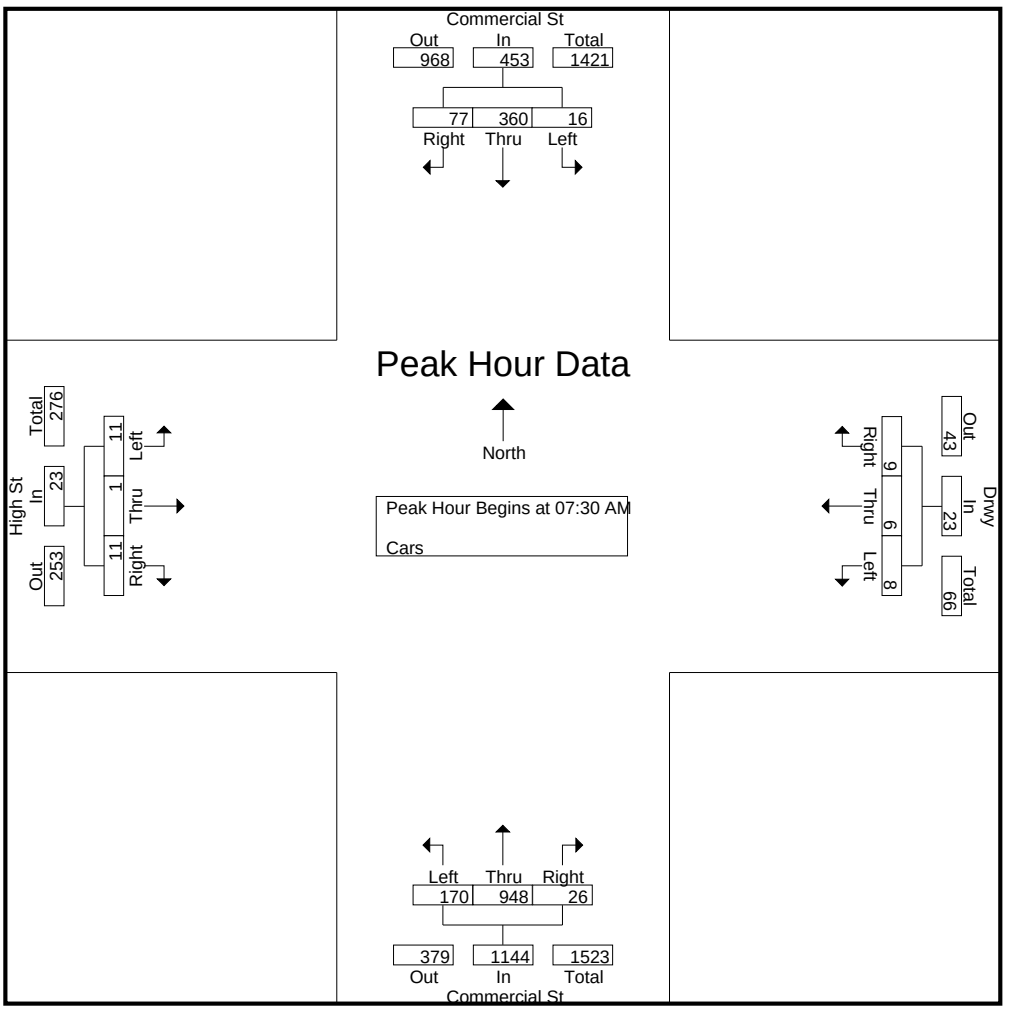
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 5

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	99	11	113	**3**	1	**3**	**7**	27	221	7	255	1	0	**5**	6	381
07:45 AM	**6**	82	**25**	113	3	**2**	1	6	34	250	4	288	**4**	0	1	5	412
08:00 AM	3	73	23	99	1	2	3	6	53	226	**10**	289	3	0	2	5	399
08:15 AM	4	**106**	18	**128**	1	1	2	4	**56**	**251**	5	**312**	3	**1**	3	**7**	**451**
Total Volume	16	360	77	453	8	6	9	23	170	948	26	1144	11	1	11	23	1643
% App. Total	3.5	79.5	17		34.8	26.1	39.1		14.9	82.9	2.3		47.8	4.3	47.8		
PHF	.667	.849	.770	.885	.667	.750	.750	.821	.759	.944	.650	.917	.688	.250	.550	.821	.911



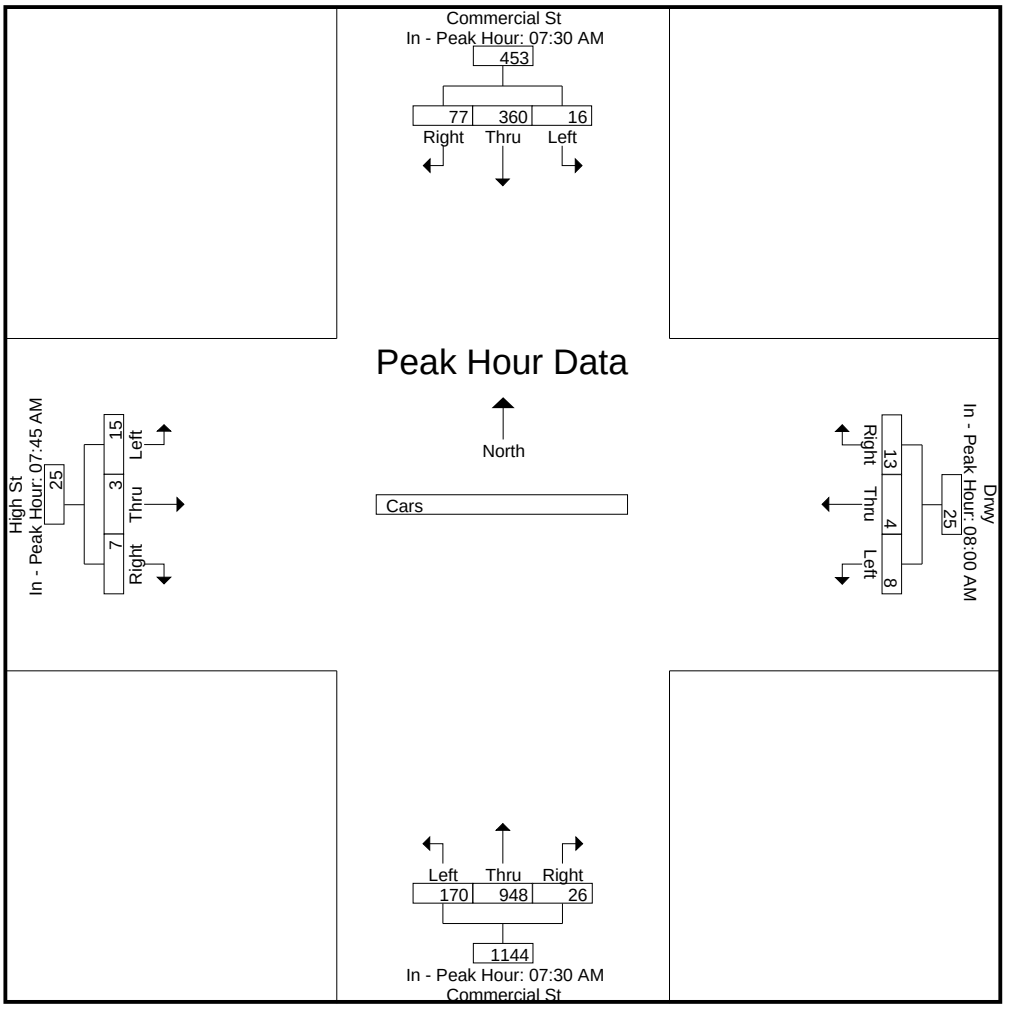
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 6

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				08:00 AM				07:30 AM				07:45 AM				
+0 mins.	3	99	11	113	1	**2**	3	6	27	221	7	255	4	0	1	5	
+15 mins.	**6**	82	**25**	113	1	1	2	4	34	250	4	288	3	0	2	5	
+30 mins.	3	73	23	99	2	1	3	6	53	226	**10**	289	3	1	**3**	7	
+45 mins.	4	**106**	18	**128**	**4**	0	**5**	**9**	**56**	**251**	5	**312**	**5**	**2**	1	**8**	
Total Volume	16	360	77	453	8	4	13	25	170	948	26	1144	15	3	7	25	
% App. Total	3.5	79.5	17		32	16	52		14.9	82.9	2.3		60	12	28		
PHF	.667	.849	.770	.885	.500	.500	.650	.694	.759	.944	.650	.917	.750	.375	.583	.781	



Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 7

Groups Printed- Trucks

	Commercial St From North			Drwy From East			Commercial St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
07:15 AM	0	3	1	0	0	0	1	6	0	0	0	0	11
07:30 AM	0	2	1	0	0	0	0	4	0	0	0	0	7
07:45 AM	0	5	1	0	0	0	0	1	0	0	0	0	7
Total	0	10	3	0	0	0	1	14	0	0	0	0	28
08:00 AM	0	3	0	0	0	0	2	0	0	0	0	0	5
08:15 AM	0	3	1	0	0	0	0	4	0	0	0	0	8
08:30 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
08:45 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
Total	0	9	1	0	0	0	2	8	0	0	0	0	20
Grand Total	0	19	4	0	0	0	3	22	0	0	0	0	48
Apprch %	0	82.6	17.4	0	0	0	12	88	0	0	0	0	
Total %	0	39.6	8.3	0	0	0	6.2	45.8	0	0	0	0	

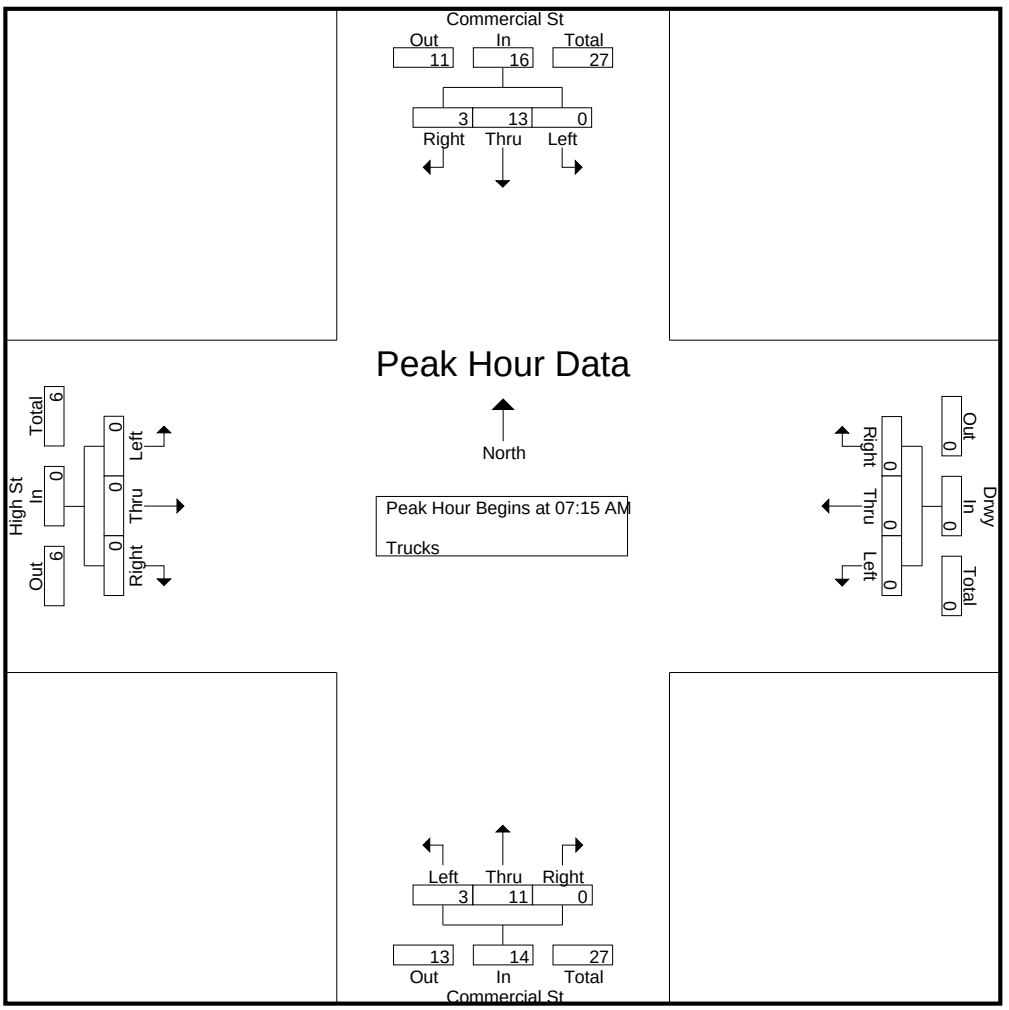
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 8

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	3	**1**	4	0	0	0	0	1	**6**	0	**7**	0	0	0	0	**11**
07:30 AM	0	2	1	3	0	0	0	0	0	4	0	4	0	0	0	0	7
07:45 AM	0	**5**	1	**6**	0	0	0	0	0	1	0	1	0	0	0	0	7
08:00 AM	0	3	0	3	0	0	0	0	**2**	0	0	2	0	0	0	0	5
Total Volume	0	13	3	16	0	0	0	0	3	11	0	14	0	0	0	0	30
% App. Total	0	81.2	18.8		0	0	0		21.4	78.6	0		0	0	0		
PHF	.000	.650	.750	.667	.000	.000	.000	.000	.375	.458	.000	.500	.000	.000	.000	.000	.682



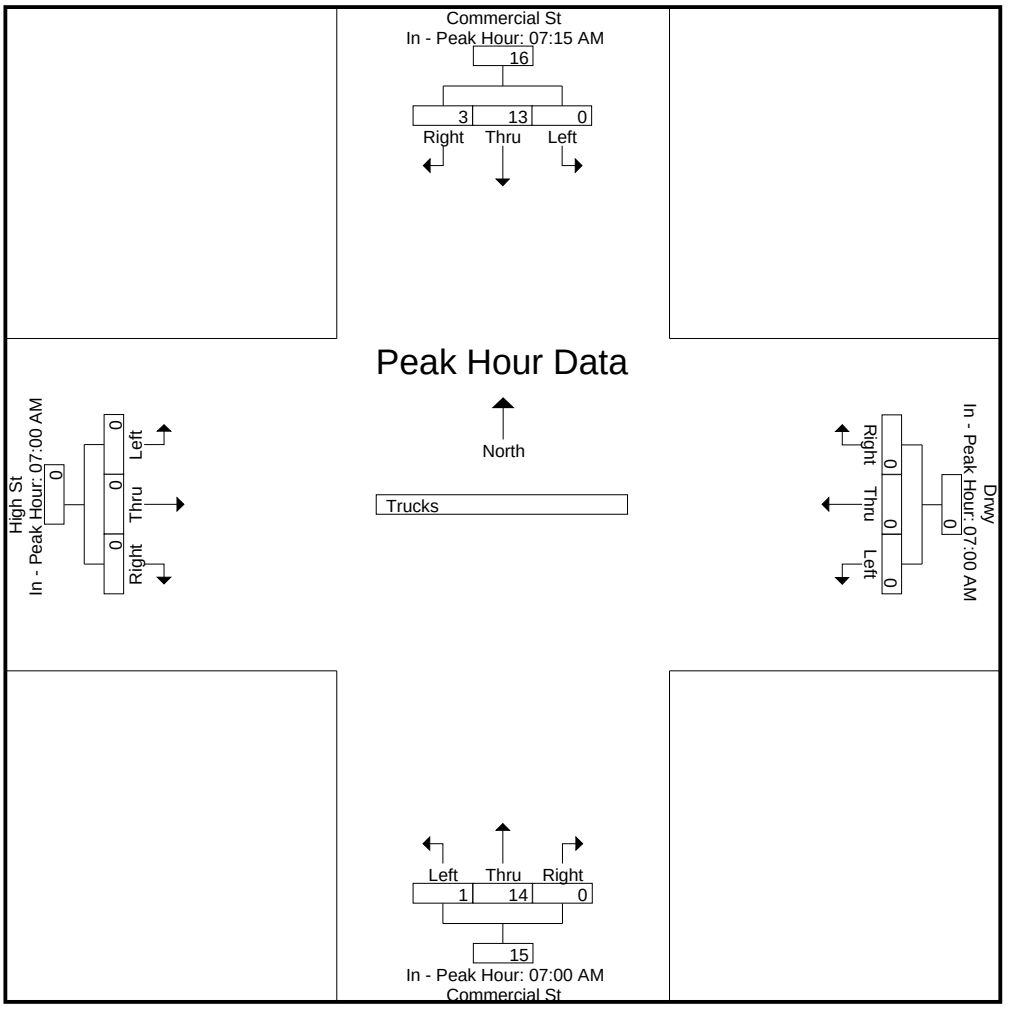
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 9

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	3	**1**	4	0	0	0	0	0	3	0	3	0	0	0	0	
+15 mins.	0	2	1	3	0	0	0	0	**1**	**6**	0	**7**	0	0	0	0	
+30 mins.	0	**5**	1	**6**	0	0	0	0	0	4	0	4	0	0	0	0	
+45 mins.	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	
Total Volume	0	13	3	16	0	0	0	0	1	14	0	15	0	0	0	0	
% App. Total	0	81.2	18.8		0	0	0		6.7	93.3	0		0	0	0		
PHF	.000	.650	.750	.667	.000	.000	.000	.000	.250	.583	.000	.536	.000	.000	.000	.000	



Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 10

Groups Printed- Bikes Peds

	Commercial St From North				Drwy From East				Commercial St From South				High St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	3	7	0	7
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	3	3
07:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	6	0	6
Total	0	0	0	1	0	0	0	2	0	3	0	3	1	0	0	8	14	4	18
08:00 AM	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	4	7	1	8
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	4	6	1	7
08:30 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	4	6	1	7
08:45 AM	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	5	6	3	9
Total	0	2	0	3	0	0	0	0	0	4	0	5	0	0	0	17	25	6	31
Grand Total	0	2	0	4	0	0	0	2	0	7	0	8	1	0	0	25	39	10	49
Apprch %	0	100	0		0	0	0		0	100	0		100	0	0				
Total %	0	20	0		0	0	0		0	70	0		10	0	0		79.6	20.4	

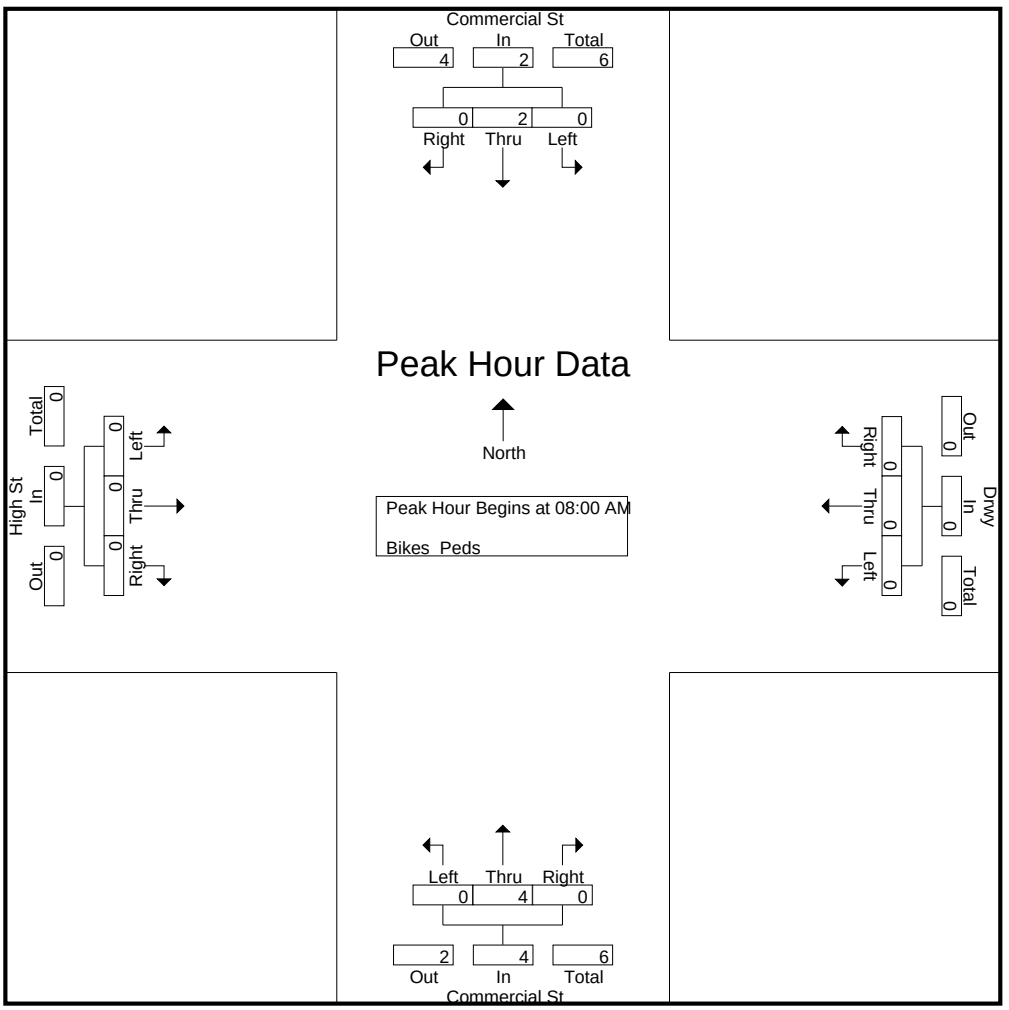
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 11

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**3**
Total Volume	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000	.500



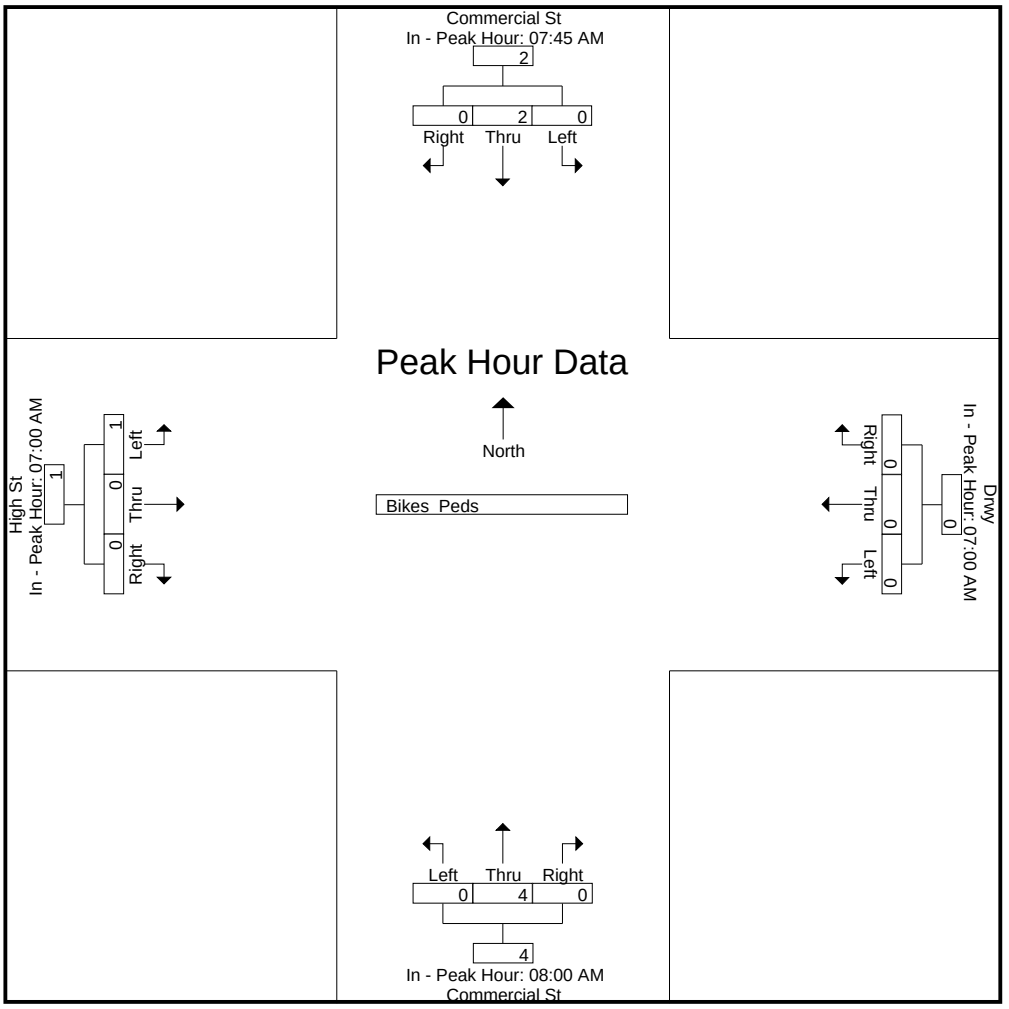
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 12

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:00 AM				08:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	1	0	1	**1**	0	0	**1**	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0	
Total Volume	0	2	0	2	0	0	0	0	0	4	0	4	1	0	0	1	
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.333	.000	.333	.250	.000	.000	.250	



Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 1

Groups Printed- Cars - Trucks

	Commercial St From North			Drwy From East			Commercial St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	170	35	6	1	1	19	80	2	4	0	8	326
04:15 PM	1	158	25	3	1	3	35	103	4	4	1	3	341
04:30 PM	5	192	35	3	2	1	21	93	2	2	1	6	363
04:45 PM	0	177	39	2	0	4	21	117	1	2	0	7	370
Total	6	697	134	14	4	9	96	393	9	12	2	24	1400
05:00 PM	1	180	42	2	2	6	32	102	2	0	0	0	369
05:15 PM	2	163	40	0	0	1	54	117	0	6	0	7	390
05:30 PM	1	142	27	4	0	3	36	88	1	2	0	6	310
05:45 PM	4	123	17	1	1	1	27	105	2	3	0	4	288
Total	8	608	126	7	3	11	149	412	5	11	0	17	1357
Grand Total	14	1305	260	21	7	20	245	805	14	23	2	41	2757
Apprch %	0.9	82.6	16.5	43.8	14.6	41.7	23	75.7	1.3	34.8	3	62.1	
Total %	0.5	47.3	9.4	0.8	0.3	0.7	8.9	29.2	0.5	0.8	0.1	1.5	
Cars	13	1296	259	21	7	19	245	801	14	23	2	41	2741
% Cars	92.9	99.3	99.6	100	100	95	100	99.5	100	100	100	100	99.4
Trucks	1	9	1	0	0	1	0	4	0	0	0	0	16
% Trucks	7.1	0.7	0.4	0	0	5	0	0.5	0	0	0	0	0.6

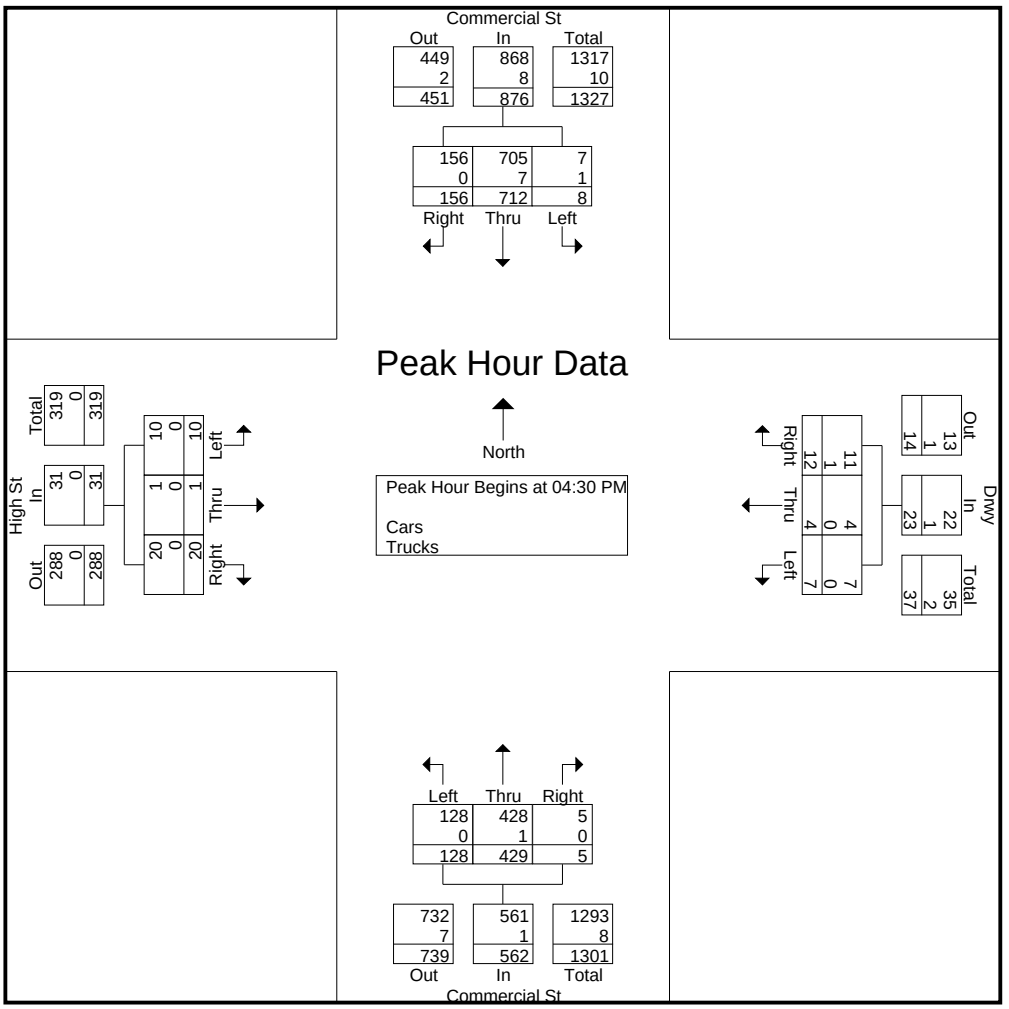
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 2

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**5**	**192**	35	**232**	**3**	**2**	1	6	21	93	**2**	116	2	**1**	6	9	363
04:45 PM	0	177	39	216	2	0	4	6	21	**117**	1	139	2	0	**7**	9	370
05:00 PM	1	180	**42**	223	2	2	**6**	**10**	32	102	2	136	0	0	0	0	369
05:15 PM	2	163	40	205	0	0	1	1	**54**	117	0	**171**	**6**	0	7	**13**	**390**
Total Volume	8	712	156	876	7	4	12	23	128	429	5	562	10	1	20	31	1492
% App. Total	0.9	81.3	17.8		30.4	17.4	52.2		22.8	76.3	0.9		32.3	3.2	64.5		
PHF	.400	.927	.929	.944	.583	.500	.500	.575	.593	.917	.625	.822	.417	.250	.714	.596	.956
Cars	7	705	156	868	7	4	11	22	128	428	5	561	10	1	20	31	1482
% Cars	87.5	99.0	100	99.1	100	100	91.7	95.7	100	99.8	100	99.8	100	100	100	100	99.3
Trucks	1	7	0	8	0	0	1	1	0	1	0	1	0	0	0	0	10
% Trucks	12.5	1.0	0	0.9	0	0	8.3	4.3	0	0.2	0	0.2	0	0	0	0	0.7



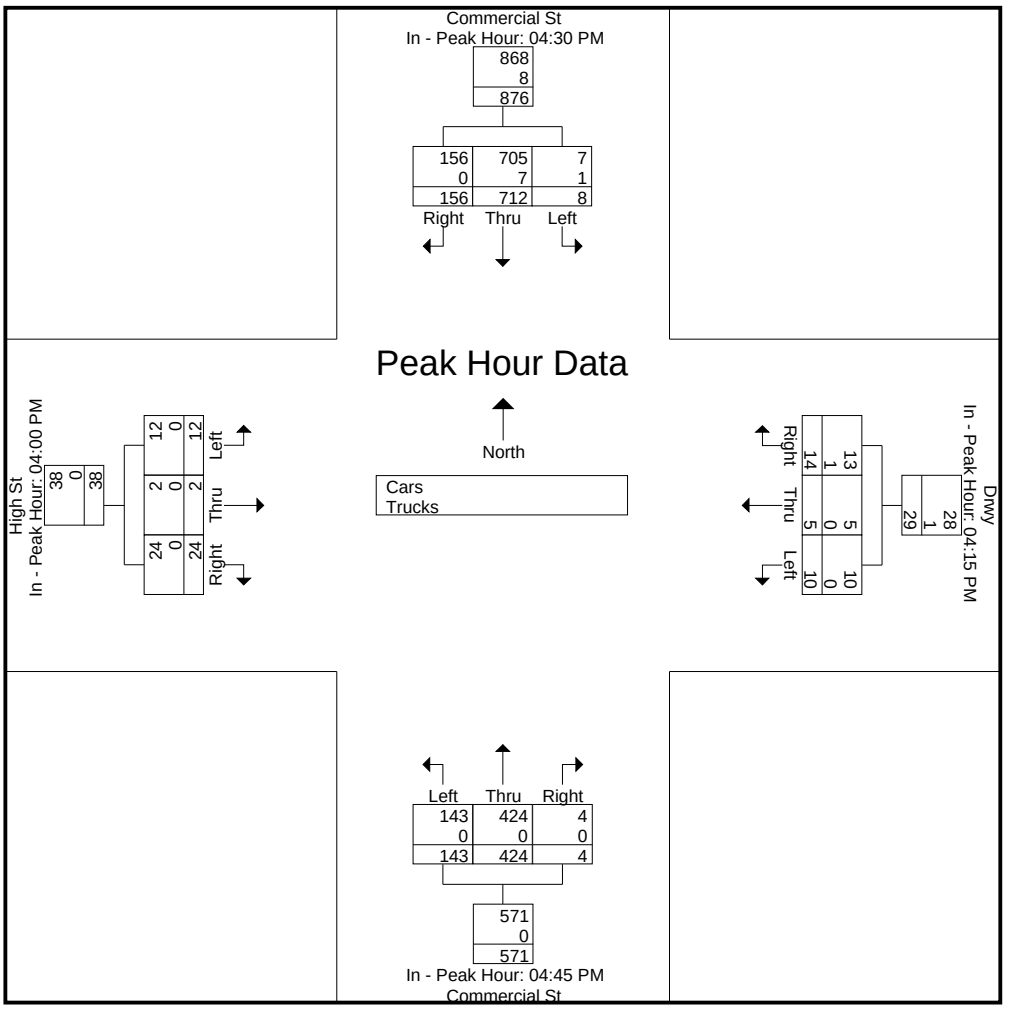
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 3

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:15 PM				04:45 PM				04:00 PM				
+0 mins.	**5**	**192**	35	**232**	**3**	1	3	7	21	**117**	1	139	**4**	0	**8**	**12**	
+15 mins.	0	177	39	216	3	**2**	1	6	32	102	**2**	136	4	**1**	3	8	
+30 mins.	1	180	**42**	223	2	0	4	6	**54**	117	0	**171**	2	1	6	9	
+45 mins.	2	163	40	205	2	2	**6**	**10**	36	88	1	125	2	0	7	9	
Total Volume	8	712	156	876	10	5	14	29	143	424	4	571	12	2	24	38	
% App. Total	0.9	81.3	17.8		34.5	17.2	48.3		25	74.3	0.7		31.6	5.3	63.2		
PHF	.400	.927	.929	.944	.833	.625	.583	.725	.662	.906	.500	.835	.750	.500	.750	.792	
Cars	7	705	156	868	10	5	13	28	143	424	4	571	12	2	24	38	
% Cars	87.5	99	100	99.1	100	100	92.9	96.6	100	100	100	100	100	100	100	100	
Trucks	1	7	0	8	0	0	1	1	0	0	0	0	0	0	0	0	
% Trucks	12.5	1	0	0.9	0	0	7.1	3.4	0	0	0	0	0	0	0	0	



Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017

Groups Printed- Cars

	Commercial St From North			Drwy From East			Commercial St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	170	35	6	1	1	19	79	2	4	0	8	325
04:15 PM	1	157	24	3	1	3	35	102	4	4	1	3	338
04:30 PM	5	188	35	3	2	1	21	92	2	2	1	6	358
04:45 PM	0	176	39	2	0	4	21	117	1	2	0	7	369
Total	6	691	133	14	4	9	96	390	9	12	2	24	1390
05:00 PM	1	179	42	2	2	5	32	102	2	0	0	0	367
05:15 PM	1	162	40	0	0	1	54	117	0	6	0	7	388
05:30 PM	1	141	27	4	0	3	36	88	1	2	0	6	309
05:45 PM	4	123	17	1	1	1	27	104	2	3	0	4	287
Total	7	605	126	7	3	10	149	411	5	11	0	17	1351
Grand Total	13	1296	259	21	7	19	245	801	14	23	2	41	2741
Apprch %	0.8	82.7	16.5	44.7	14.9	40.4	23.1	75.6	1.3	34.8	3	62.1	
Total %	0.5	47.3	9.4	0.8	0.3	0.7	8.9	29.2	0.5	0.8	0.1	1.5	

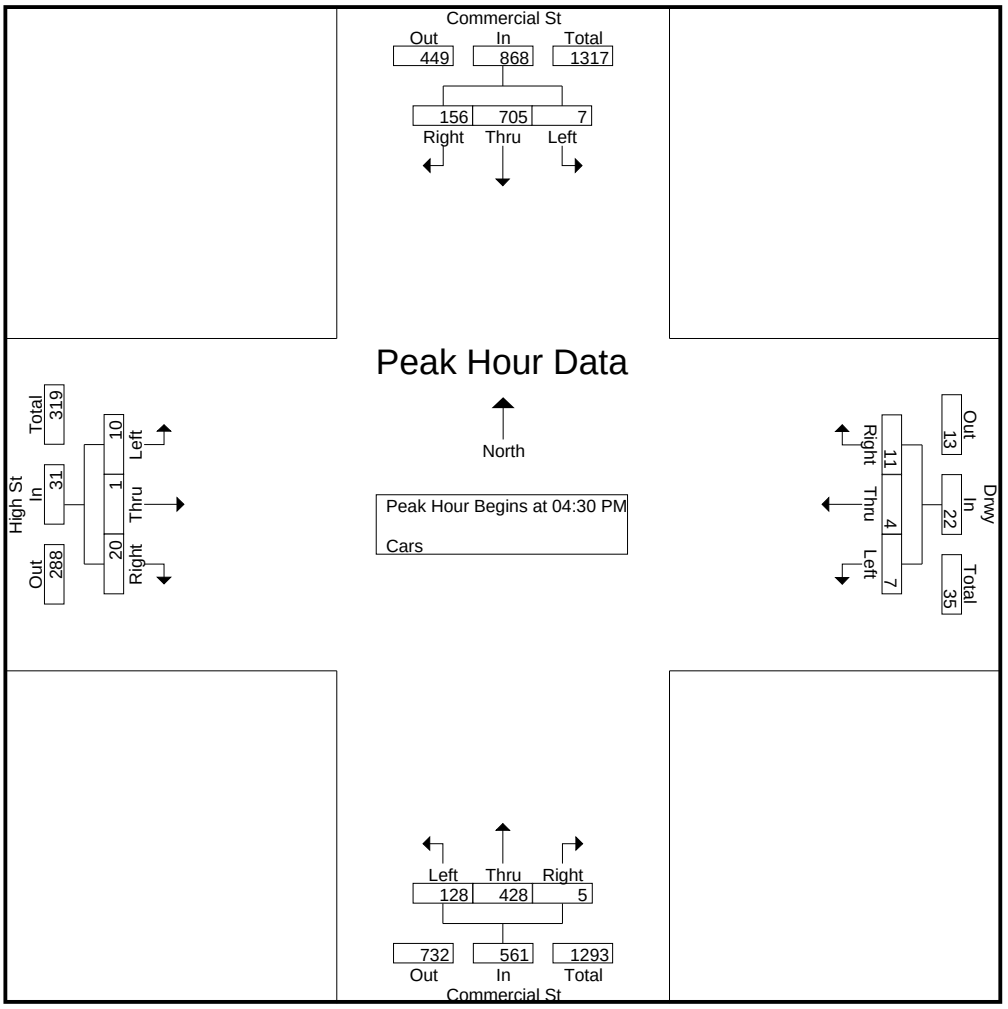
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 5

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**5**	**188**	35	**228**	**3**	**2**	1	6	21	92	**2**	115	2	**1**	6	9	358
04:45 PM	0	176	39	215	2	0	4	6	21	**117**	1	139	2	0	**7**	9	369
05:00 PM	1	179	**42**	222	2	2	**5**	**9**	32	102	2	136	0	0	0	0	367
05:15 PM	1	162	40	203	0	0	1	1	**54**	117	0	**171**	**6**	0	7	**13**	**388**
Total Volume	7	705	156	868	7	4	11	22	128	428	5	561	10	1	20	31	1482
% App. Total	0.8	81.2	18		31.8	18.2	50		22.8	76.3	0.9		32.3	3.2	64.5		
PHF	.350	.938	.929	.952	.583	.500	.550	.611	.593	.915	.625	.820	.417	.250	.714	.596	.955



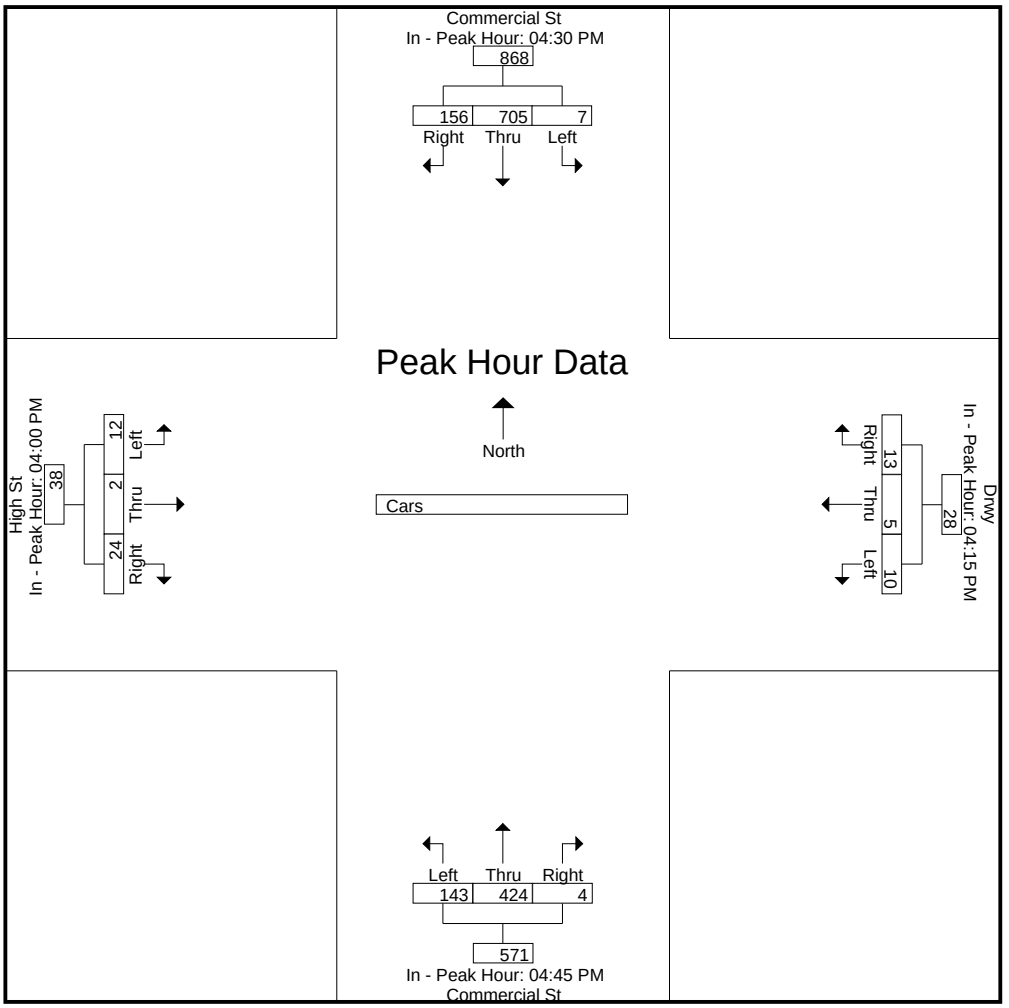
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 6

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:15 PM				04:45 PM				04:00 PM				
+0 mins.	**5**	**188**	35	**228**	**3**	1	3	7	21	**117**	1	139	**4**	0	**8**	**12**	
+15 mins.	0	176	39	215	3	**2**	1	6	32	102	**2**	136	4	**1**	3	8	
+30 mins.	1	179	**42**	222	2	0	4	6	**54**	117	0	**171**	2	1	6	9	
+45 mins.	1	162	40	203	2	2	**5**	**9**	36	88	1	125	2	0	7	9	
Total Volume	7	705	156	868	10	5	13	28	143	424	4	571	12	2	24	38	
% App. Total	0.8	81.2	18		35.7	17.9	46.4		25	74.3	0.7		31.6	5.3	63.2		
PHF	.350	.938	.929	.952	.833	.625	.650	.778	.662	.906	.500	.835	.750	.500	.750	.792	



Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017

Groups Printed- Trucks

	Commercial St From North			Drwy From East			Commercial St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:15 PM	0	1	1	0	0	0	0	1	0	0	0	0	3
04:30 PM	0	4	0	0	0	0	0	1	0	0	0	0	5
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	1	0	0	0	0	3	0	0	0	0	10
05:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	2
05:15 PM	1	1	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	1	3	0	0	0	1	0	1	0	0	0	0	6
Grand Total	1	9	1	0	0	1	0	4	0	0	0	0	16
Apprch %	9.1	81.8	9.1	0	0	100	0	100	0	0	0	0	
Total %	6.2	56.2	6.2	0	0	6.2	0	25	0	0	0	0	

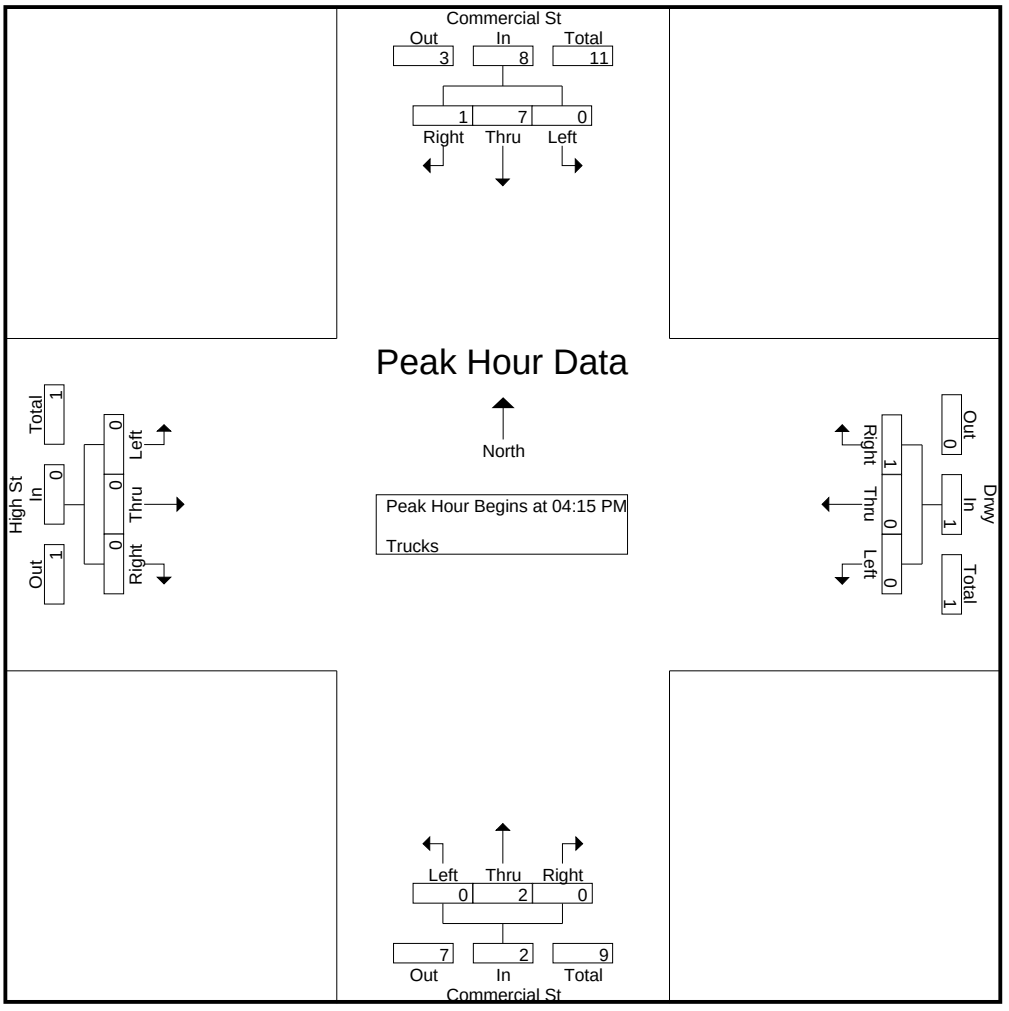
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 8

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	1	**1**	2	0	0	0	0	0	**1**	0	**1**	0	0	0	0	3
04:30 PM	0	**4**	0	**4**	0	0	0	0	0	1	0	1	0	0	0	0	**5**
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	1	0	1	0	0	**1**	**1**	0	0	0	0	0	0	0	0	2
Total Volume	0	7	1	8	0	0	1	1	0	2	0	2	0	0	0	0	11
% App. Total	0	87.5	12.5		0	0	100		0	100	0		0	0	0		
PHF	.000	.438	.250	.500	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.550



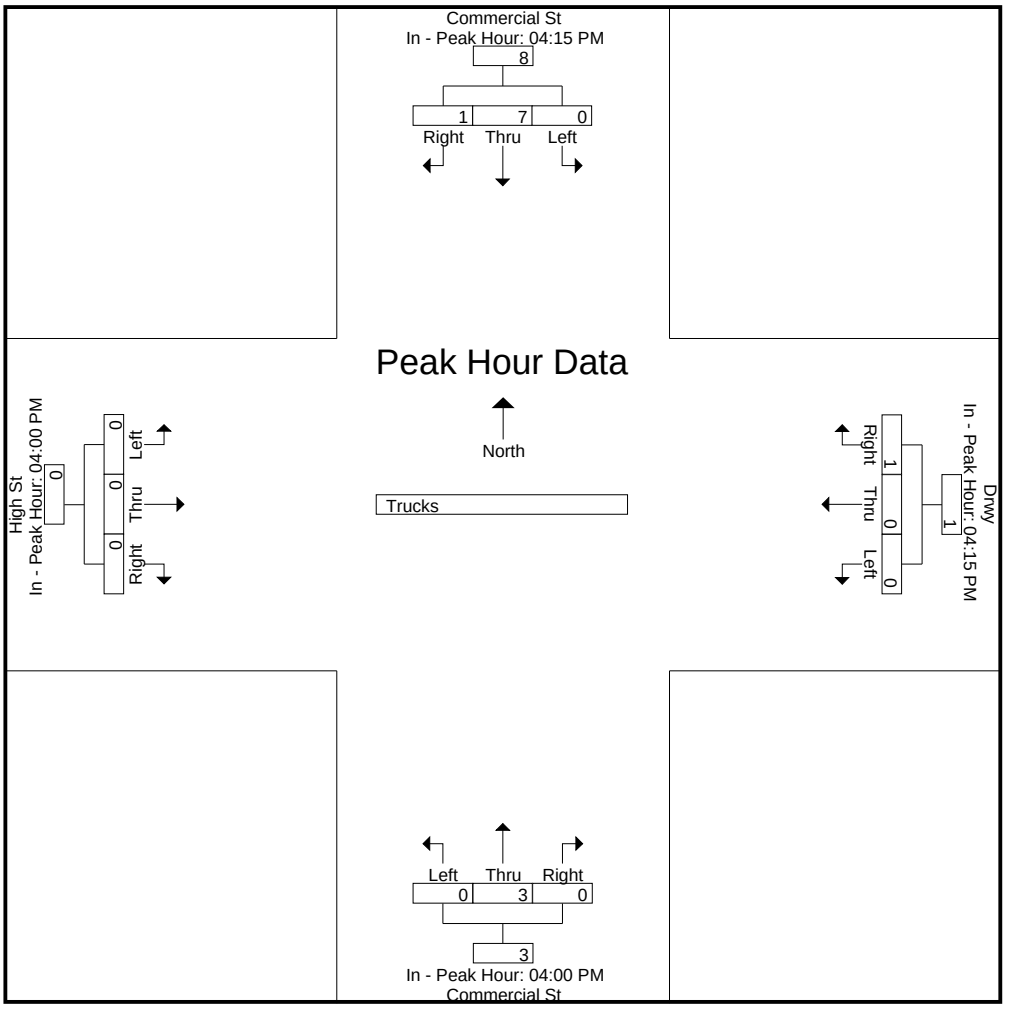
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 9

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:00 PM				04:00 PM				
+0 mins.	0	1	**1**	2	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+15 mins.	0	**4**	0	**4**	0	0	0	0	0	1	0	1	0	0	0	0	
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	
+45 mins.	0	1	0	1	0	0	**1**	**1**	0	0	0	0	0	0	0	0	
Total Volume	0	7	1	8	0	0	1	1	0	3	0	3	0	0	0	0	
% App. Total	0	87.5	12.5		0	0	100		0	100	0		0	0	0		
PHF	.000	.438	.250	.500	.000	.000	.250	.250	.000	.750	.000	.750	.000	.000	.000	.000	



Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 10

Groups Printed- Bikes Peds

	Commercial St From North				Drwy From East				Commercial St From South				High St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	1	9
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	4	1	5
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	3
Total	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	17	17	3	20
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3	4	1	5
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	3
05:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	3	1	4
Total	0	2	1	0	0	0	0	1	0	2	0	1	0	0	0	8	10	5	15
Grand Total	0	4	1	0	0	0	0	1	0	3	0	1	0	0	0	25	27	8	35
Apprch %	0	80	20		0	0	0		0	100	0		0	0	0				
Total %	0	50	12.5		0	0	0		0	37.5	0		0	0	0		77.1	22.9	

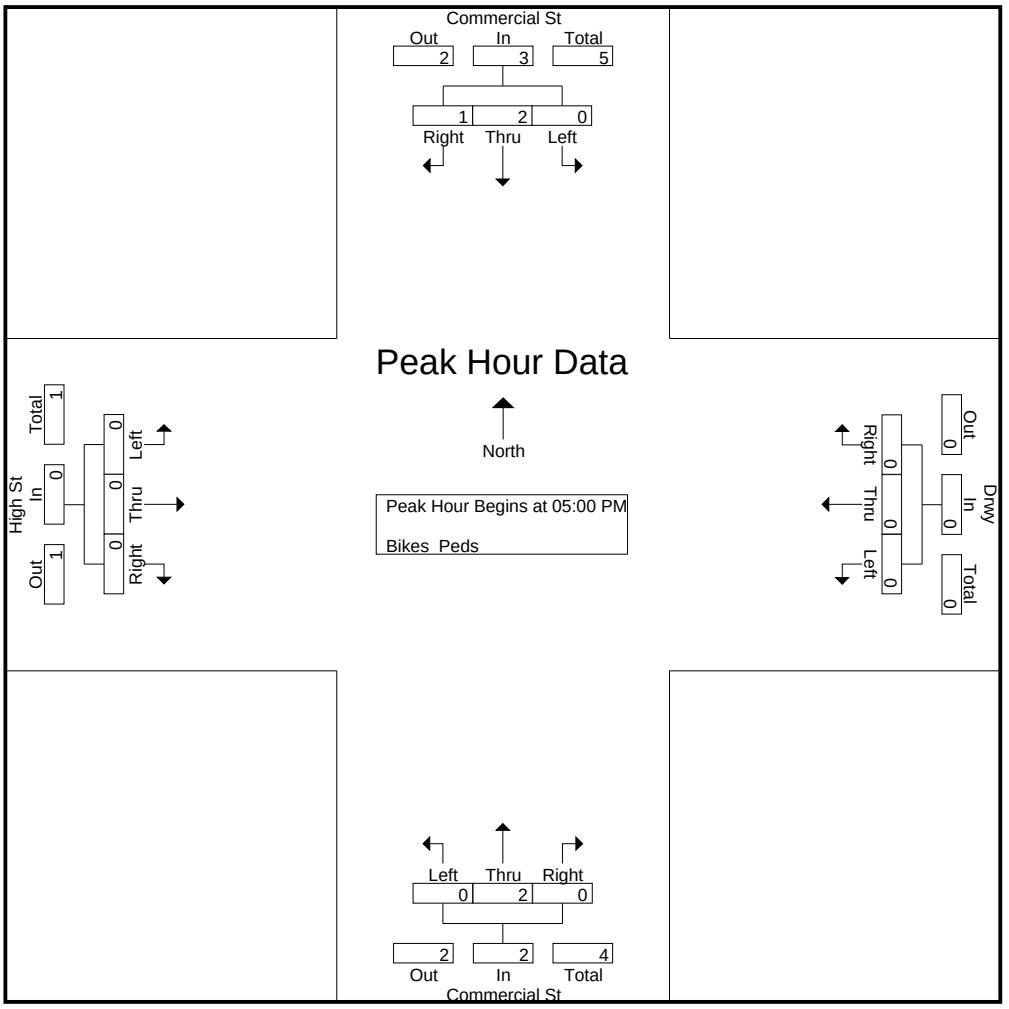
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 11

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
05:15 PM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	**1**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	2	1	3	0	0	0	0	0	2	0	2	0	0	0	0	5
% App. Total	0	66.7	33.3		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.250	.375	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.625



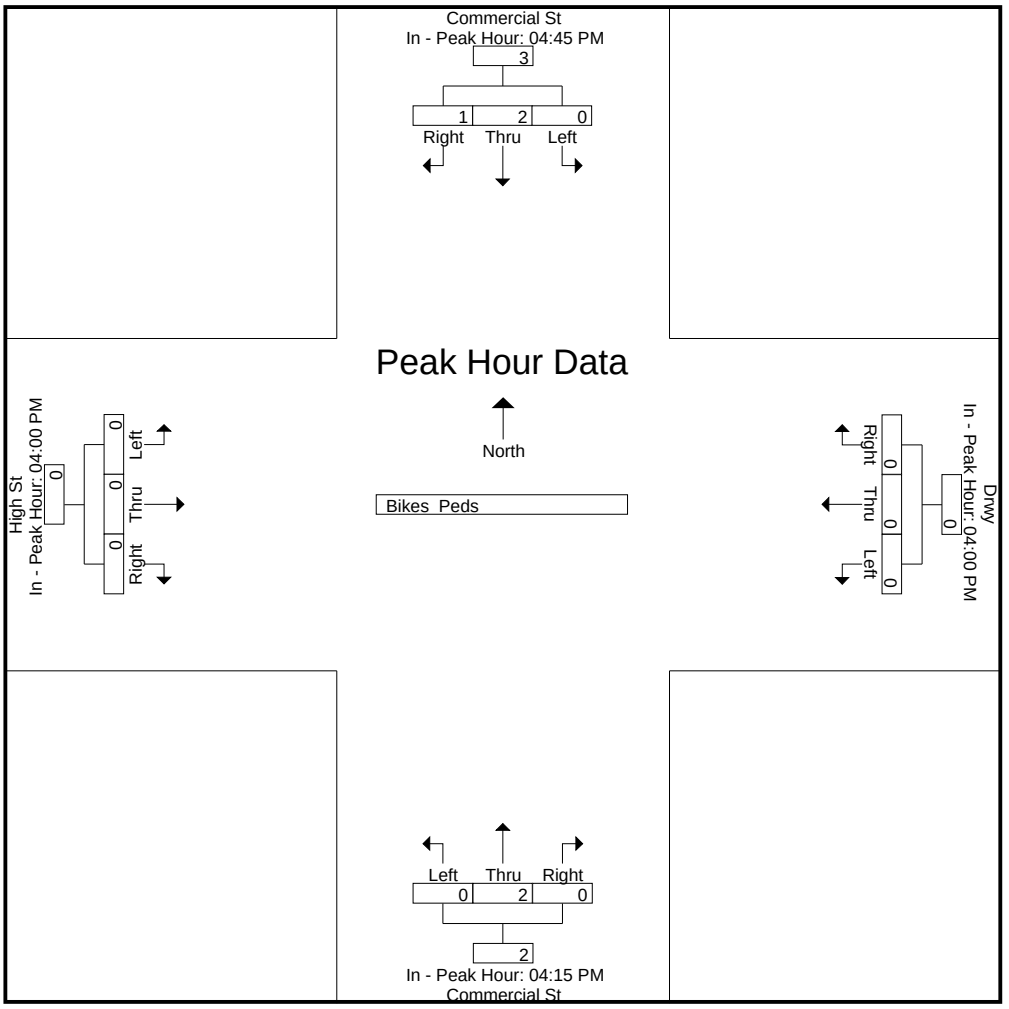
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 12

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:00 PM				04:15 PM				04:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	1	**1**	**2**	0	0	0	0	0	1	0	1	0	0	0	0	
Total Volume	0	2	1	3	0	0	0	0	0	2	0	2	0	0	0	0	
% App. Total	0	66.7	33.3		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.250	.375	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 1

Groups Printed- Cars - Trucks

	Commercial St From North			Browns Wharf From East			Commercial St From South			Maple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	52	0	1	0	0	6	102	6	1	0	4	172
07:15 AM	1	75	3	2	0	0	14	139	10	2	0	2	248
07:30 AM	0	102	4	4	1	0	10	188	12	3	1	9	334
07:45 AM	1	109	7	4	1	0	11	206	20	4	1	14	378
Total	2	338	14	11	2	0	41	635	48	10	2	29	1132
08:00 AM	1	87	15	0	0	0	20	200	13	4	0	21	361
08:15 AM	0	109	8	4	1	1	22	217	24	2	0	22	410
08:30 AM	0	86	14	2	0	0	17	189	17	2	1	15	343
08:45 AM	0	103	0	4	0	0	15	177	13	0	0	2	314
Total	1	385	37	10	1	1	74	783	67	8	1	60	1428
Grand Total	3	723	51	21	3	1	115	1418	115	18	3	89	2560
Apprch %	0.4	93.1	6.6	84	12	4	7	86	7	16.4	2.7	80.9	
Total %	0.1	28.2	2	0.8	0.1	0	4.5	55.4	4.5	0.7	0.1	3.5	
Cars	3	701	49	21	3	1	115	1397	115	18	3	87	2513
% Cars	100	97	96.1	100	100	100	100	98.5	100	100	100	97.8	98.2
Trucks	0	22	2	0	0	0	0	21	0	0	0	2	47
% Trucks	0	3	3.9	0	0	0	0	1.5	0	0	0	2.2	1.8

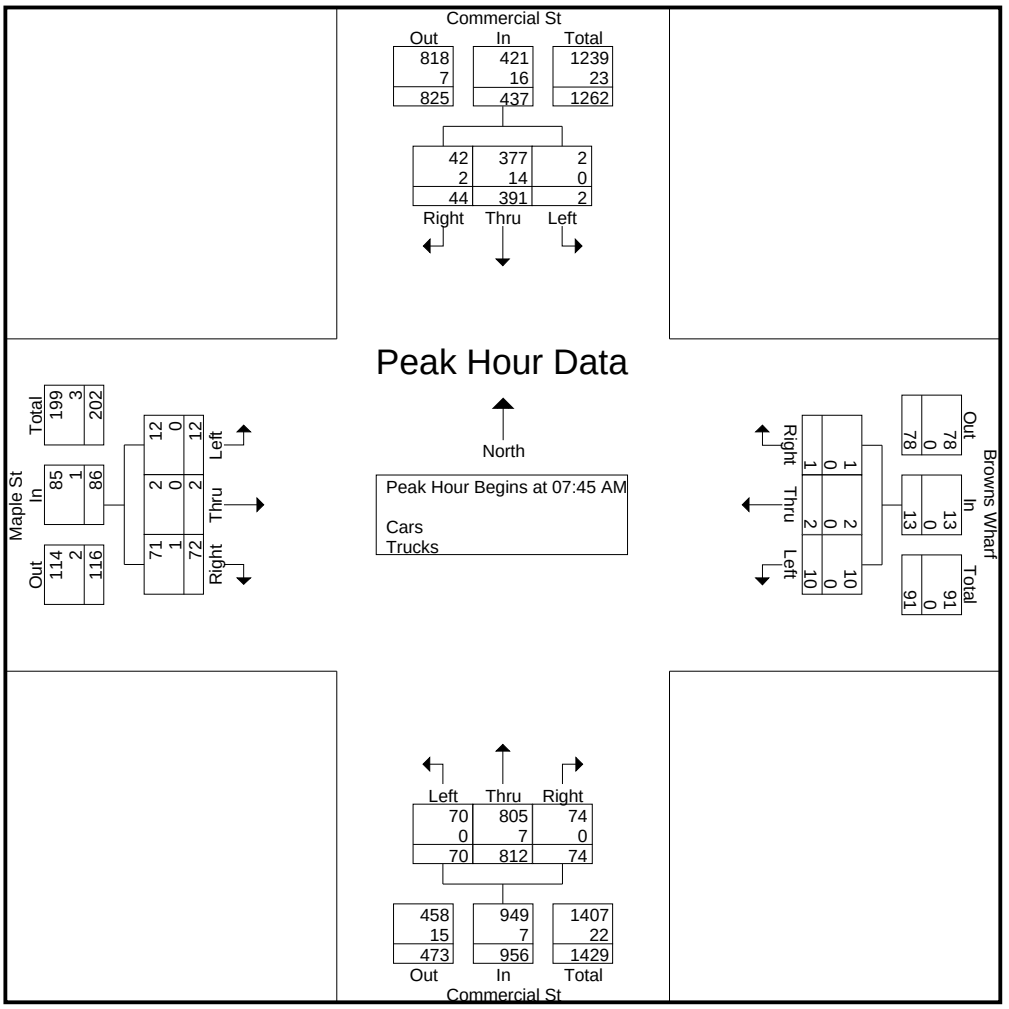
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 2

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**1**	**109**	7	**117**	**4**	**1**	0	5	11	206	20	237	**4**	**1**	14	19	378
08:00 AM	1	87	**15**	103	0	0	0	0	20	200	13	233	4	0	21	**25**	361
08:15 AM	0	109	8	117	4	1	**1**	**6**	**22**	**217**	**24**	**263**	2	0	**22**	24	**410**
08:30 AM	0	86	14	100	2	0	0	2	17	189	17	223	2	1	15	18	343
Total Volume	2	391	44	437	10	2	1	13	70	812	74	956	12	2	72	86	1492
% App. Total	0.5	89.5	10.1		76.9	15.4	7.7		7.3	84.9	7.7		14	2.3	83.7		
PHF	.500	.897	.733	.934	.625	.500	.250	.542	.795	.935	.771	.909	.750	.500	.818	.860	.910
Cars	2	377	42	421	10	2	1	13	70	805	74	949	12	2	71	85	1468
% Cars	100	96.4	95.5	96.3	100	100	100	100	100	99.1	100	99.3	100	100	98.6	98.8	98.4
Trucks	0	14	2	16	0	0	0	0	0	7	0	7	0	0	1	1	24
% Trucks	0	3.6	4.5	3.7	0	0	0	0	0	0.9	0	0.7	0	0	1.4	1.2	1.6



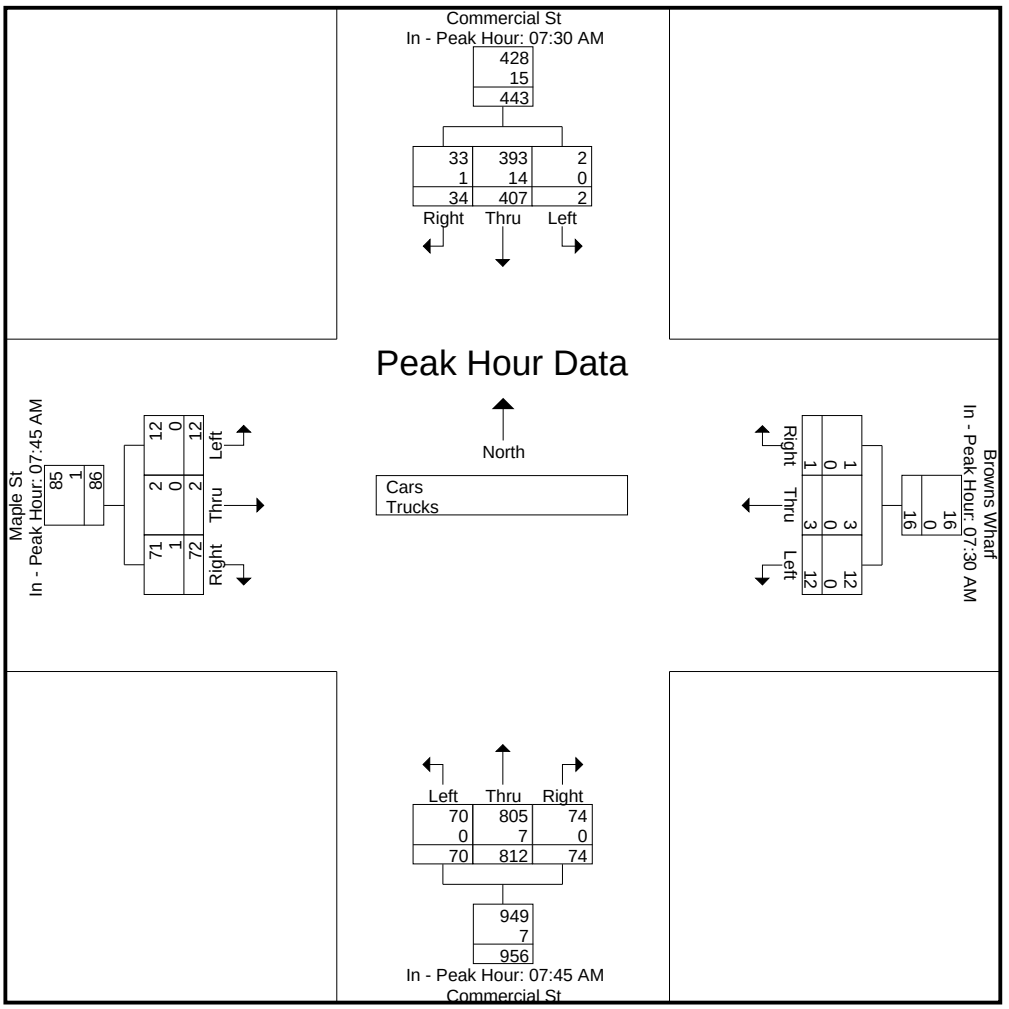
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 3

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:45 AM				07:45 AM				
+0 mins.	0	102	4	106	**4**	**1**	0	5	11	206	20	237	**4**	**1**	14	19	
+15 mins.	**1**	**109**	7	**117**	4	1	0	5	20	200	13	233	4	0	21	**25**	
+30 mins.	1	87	**15**	103	0	0	0	0	**22**	**217**	**24**	**263**	2	0	**22**	24	
+45 mins.	0	109	8	117	4	1	**1**	**6**	17	189	17	223	2	1	15	18	
Total Volume	2	407	34	443	12	3	1	16	70	812	74	956	12	2	72	86	
% App. Total	0.5	91.9	7.7		75	18.8	6.2		7.3	84.9	7.7		14	2.3	83.7		
PHF	.500	.933	.567	.947	.750	.750	.250	.667	.795	.935	.771	.909	.750	.500	.818	.860	
Cars	2	393	33	428	12	3	1	16	70	805	74	949	12	2	71	85	
% Cars	100	96.6	97.1	96.6	100	100	100	100	100	99.1	100	99.3	100	100	98.6	98.8	
Trucks	0	14	1	15	0	0	0	0	0	7	0	7	0	0	1	1	
% Trucks	0	3.4	2.9	3.4	0	0	0	0	0	0.9	0	0.7	0	0	1.4	1.2	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 4

Groups Printed- Cars

	Commercial St From North			Browns Wharf From East			Commercial St From South			Maple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	52	0	1	0	0	6	98	6	1	0	4	168
07:15 AM	1	71	3	2	0	0	14	134	10	2	0	2	239
07:30 AM	0	100	4	4	1	0	10	184	12	3	1	8	327
07:45 AM	1	104	7	4	1	0	11	205	20	4	1	14	372
Total	2	327	14	11	2	0	41	621	48	10	2	28	1106
08:00 AM	1	83	15	0	0	0	20	199	13	4	0	21	356
08:15 AM	0	106	7	4	1	1	22	214	24	2	0	21	402
08:30 AM	0	84	13	2	0	0	17	187	17	2	1	15	338
08:45 AM	0	101	0	4	0	0	15	176	13	0	0	2	311
Total	1	374	35	10	1	1	74	776	67	8	1	59	1407
Grand Total	3	701	49	21	3	1	115	1397	115	18	3	87	2513
Apprch %	0.4	93.1	6.5	84	12	4	7.1	85.9	7.1	16.7	2.8	80.6	
Total %	0.1	27.9	1.9	0.8	0.1	0	4.6	55.6	4.6	0.7	0.1	3.5	

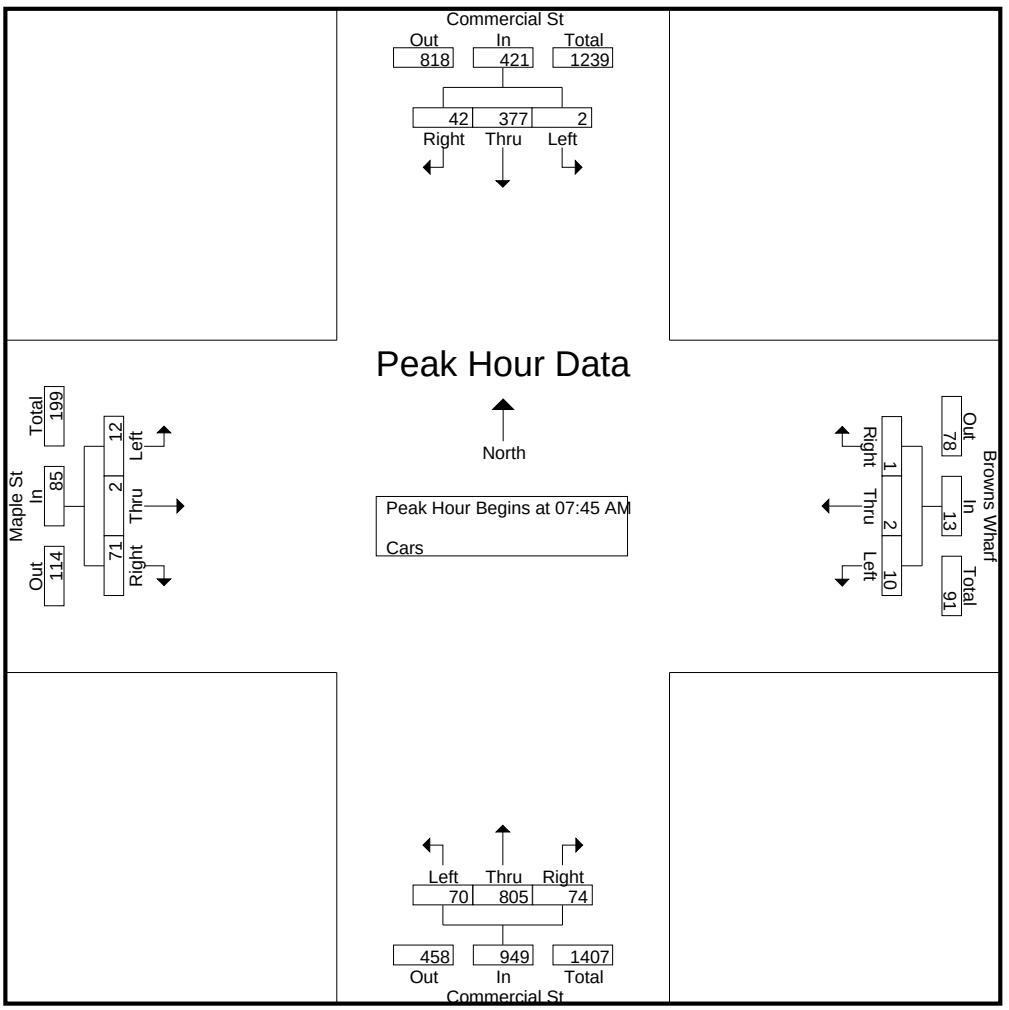
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 5

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**1**	104	7	112	**4**	**1**	0	5	11	205	20	236	**4**	**1**	14	19	372
08:00 AM	1	83	**15**	99	0	0	0	0	20	199	13	232	4	0	**21**	**25**	356
08:15 AM	0	**106**	7	**113**	4	1	**1**	**6**	**22**	**214**	**24**	**260**	2	0	21	23	**402**
08:30 AM	0	84	13	97	2	0	0	2	17	187	17	221	2	1	15	18	338
Total Volume	2	377	42	421	10	2	1	13	70	805	74	949	12	2	71	85	1468
% App. Total	0.5	89.5	10		76.9	15.4	7.7		7.4	84.8	7.8		14.1	2.4	83.5		
PHF	.500	.889	.700	.931	.625	.500	.250	.542	.795	.940	.771	.913	.750	.500	.845	.850	.913



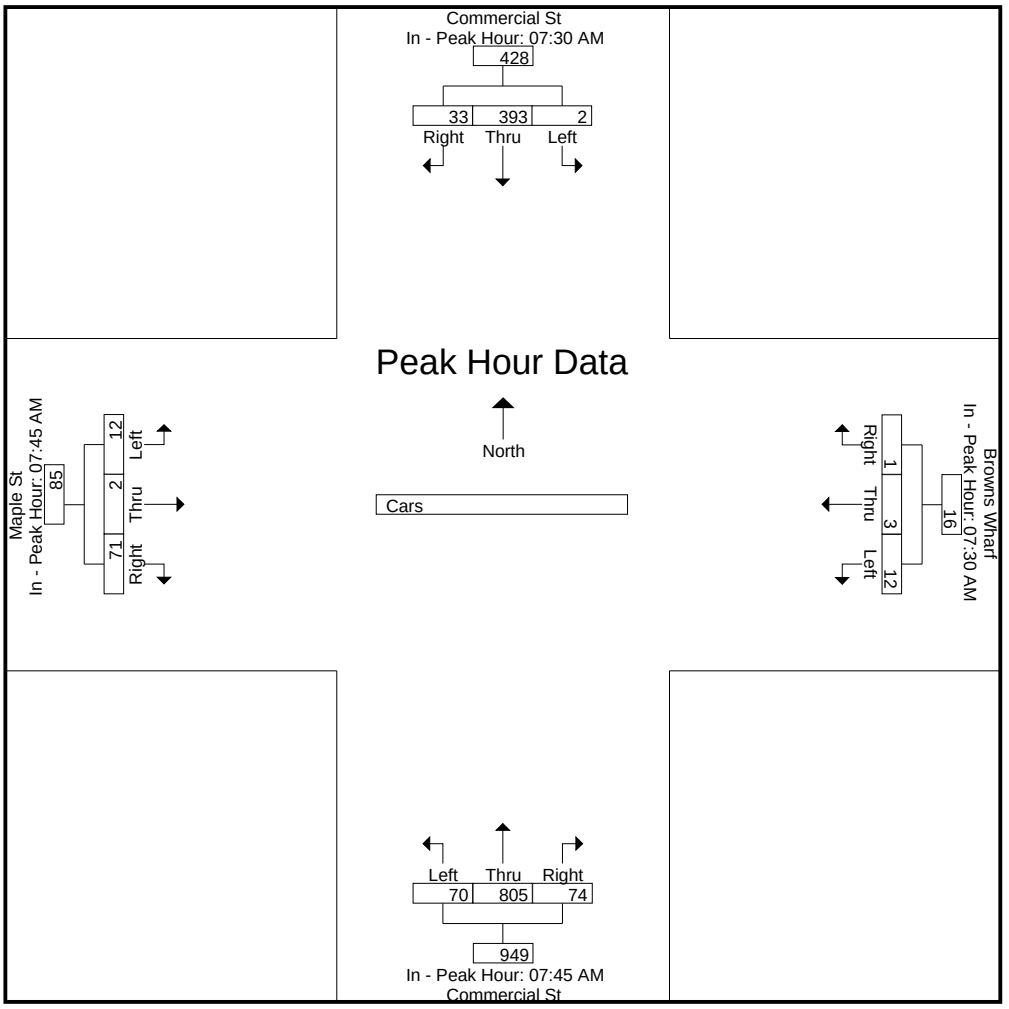
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 6

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:45 AM				07:45 AM				
+0 mins.	0	100	4	104	**4**	**1**	0	5	11	205	20	236	**4**	**1**	14	19	
+15 mins.	**1**	104	7	112	4	1	0	5	20	199	13	232	4	0	**21**	**25**	
+30 mins.	1	83	**15**	99	0	0	0	0	**22**	**214**	**24**	**260**	2	0	21	23	
+45 mins.	0	**106**	7	**113**	4	1	**1**	**6**	17	187	17	221	2	1	15	18	
Total Volume	2	393	33	428	12	3	1	16	70	805	74	949	12	2	71	85	
% App. Total	0.5	91.8	7.7		75	18.8	6.2		7.4	84.8	7.8		14.1	2.4	83.5		
PHF	.500	.927	.550	.947	.750	.750	.250	.667	.795	.940	.771	.913	.750	.500	.845	.850	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 7

Groups Printed- Trucks

	Commercial St From North			Browns Wharf From East			Commercial St From South			Maple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	4	0	0	0	0	4
07:15 AM	0	4	0	0	0	0	0	5	0	0	0	0	9
07:30 AM	0	2	0	0	0	0	0	4	0	0	0	1	7
07:45 AM	0	5	0	0	0	0	0	1	0	0	0	0	6
Total	0	11	0	0	0	0	0	14	0	0	0	1	26
08:00 AM	0	4	0	0	0	0	0	1	0	0	0	0	5
08:15 AM	0	3	1	0	0	0	0	3	0	0	0	1	8
08:30 AM	0	2	1	0	0	0	0	2	0	0	0	0	5
08:45 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
Total	0	11	2	0	0	0	0	7	0	0	0	1	21
Grand Total	0	22	2	0	0	0	0	21	0	0	0	2	47
Apprch %	0	91.7	8.3	0	0	0	0	100	0	0	0	100	
Total %	0	46.8	4.3	0	0	0	0	44.7	0	0	0	4.3	

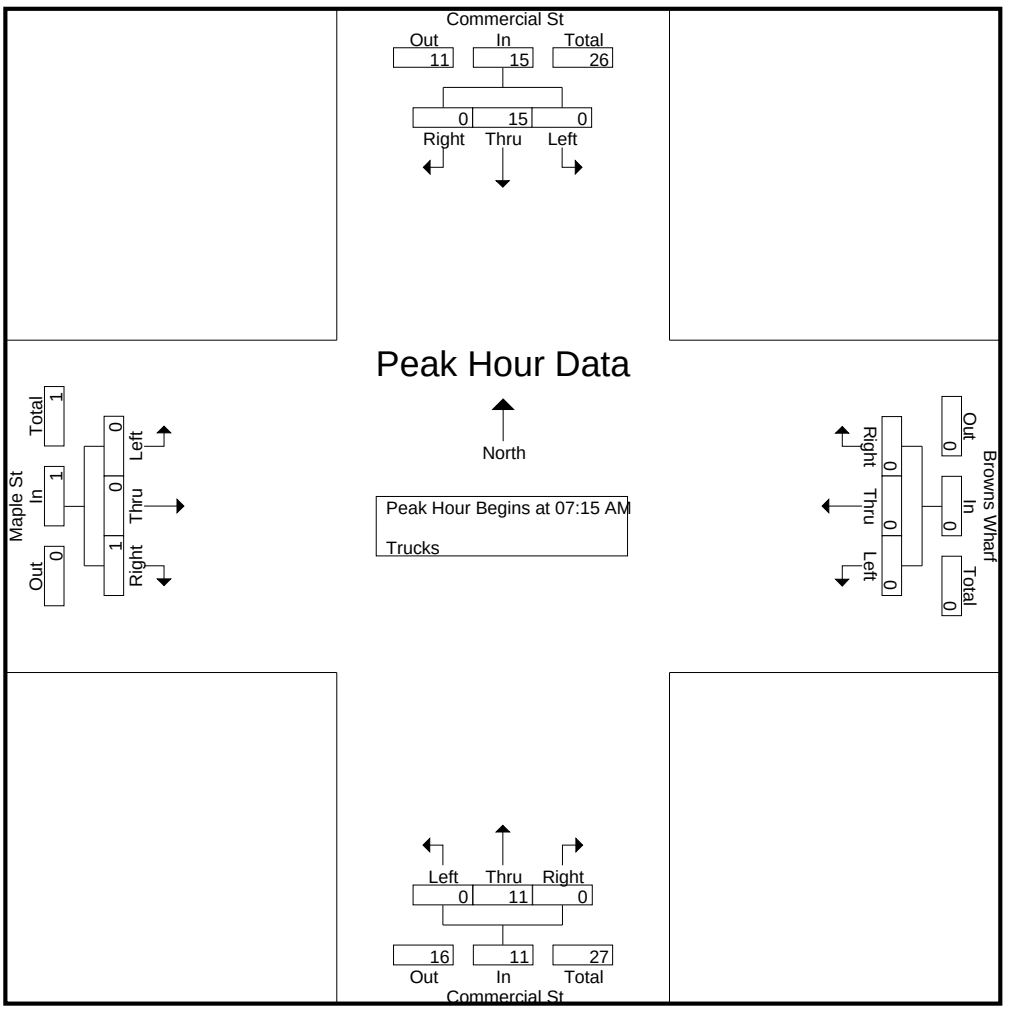
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 8

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	4	0	4	0	0	0	0	0	**5**	0	**5**	0	0	0	0	**9**
07:30 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	**1**	**1**	7
07:45 AM	0	**5**	0	**5**	0	0	0	0	0	1	0	1	0	0	0	0	6
08:00 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Total Volume	0	15	0	15	0	0	0	0	0	11	0	11	0	0	1	1	27
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.550	.000	.550	.000	.000	.250	.250	.750



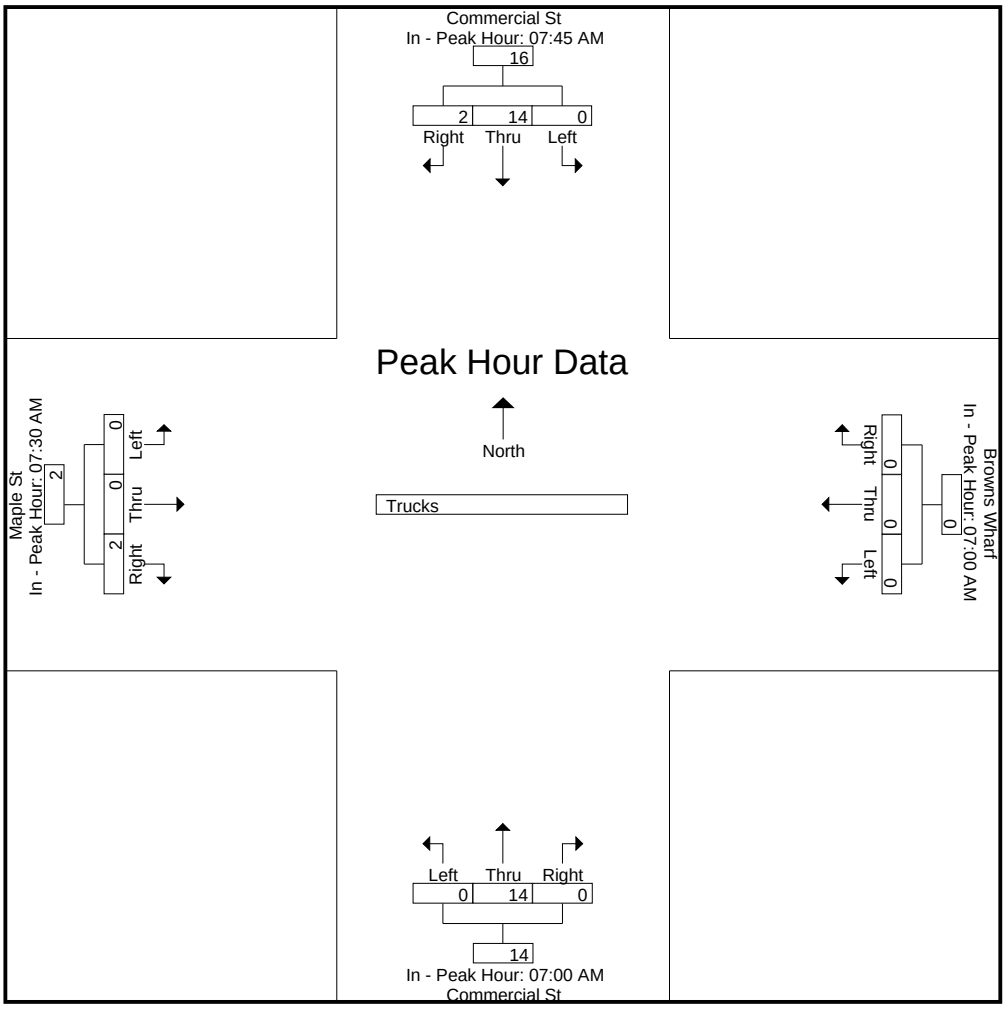
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 9

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:00 AM				07:00 AM				07:30 AM				
+0 mins.	0	**5**	0	**5**	0	0	0	0	0	4	0	4	0	0	**1**	**1**	
+15 mins.	0	4	0	4	0	0	0	0	0	**5**	0	**5**	0	0	0	0	
+30 mins.	0	3	**1**	4	0	0	0	0	0	4	0	4	0	0	0	0	
+45 mins.	0	2	1	3	0	0	0	0	0	1	0	1	0	0	1	1	
Total Volume	0	14	2	16	0	0	0	0	0	14	0	14	0	0	2	2	
% App. Total	0	87.5	12.5		0	0	0		0	100	0		0	0	100		
PHF	.000	.700	.500	.800	.000	.000	.000	.000	.000	.700	.000	.700	.000	.000	.500	.500	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 10

Groups Printed- Bikes Peds

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	2	0	0	0	10	0	0	0	0	0	0	0	0	12	0	12
07:15 AM	0	0	0	6	0	0	0	5	0	2	0	0	0	0	0	0	11	2	13
07:30 AM	0	0	0	5	0	0	0	8	0	0	0	1	0	0	0	0	14	0	14
07:45 AM	0	0	0	11	0	0	0	11	0	0	0	0	0	0	0	0	22	0	22
Total	0	0	0	24	0	0	0	34	0	2	0	1	0	0	0	0	59	2	61
08:00 AM	0	1	0	2	0	0	0	3	0	0	0	0	0	0	0	3	8	1	9
08:15 AM	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0	1	8	0	8
08:30 AM	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	7	0	7
08:45 AM	0	0	0	6	0	0	0	3	0	3	0	0	0	0	0	1	10	3	13
Total	0	1	0	15	0	0	0	13	0	3	0	0	0	0	0	5	33	4	37
Grand Total	0	1	0	39	0	0	0	47	0	5	0	1	0	0	0	5	92	6	98
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0				
Total %	0	16.7	0		0	0	0		0	83.3	0		0	0	0		93.9	6.1	

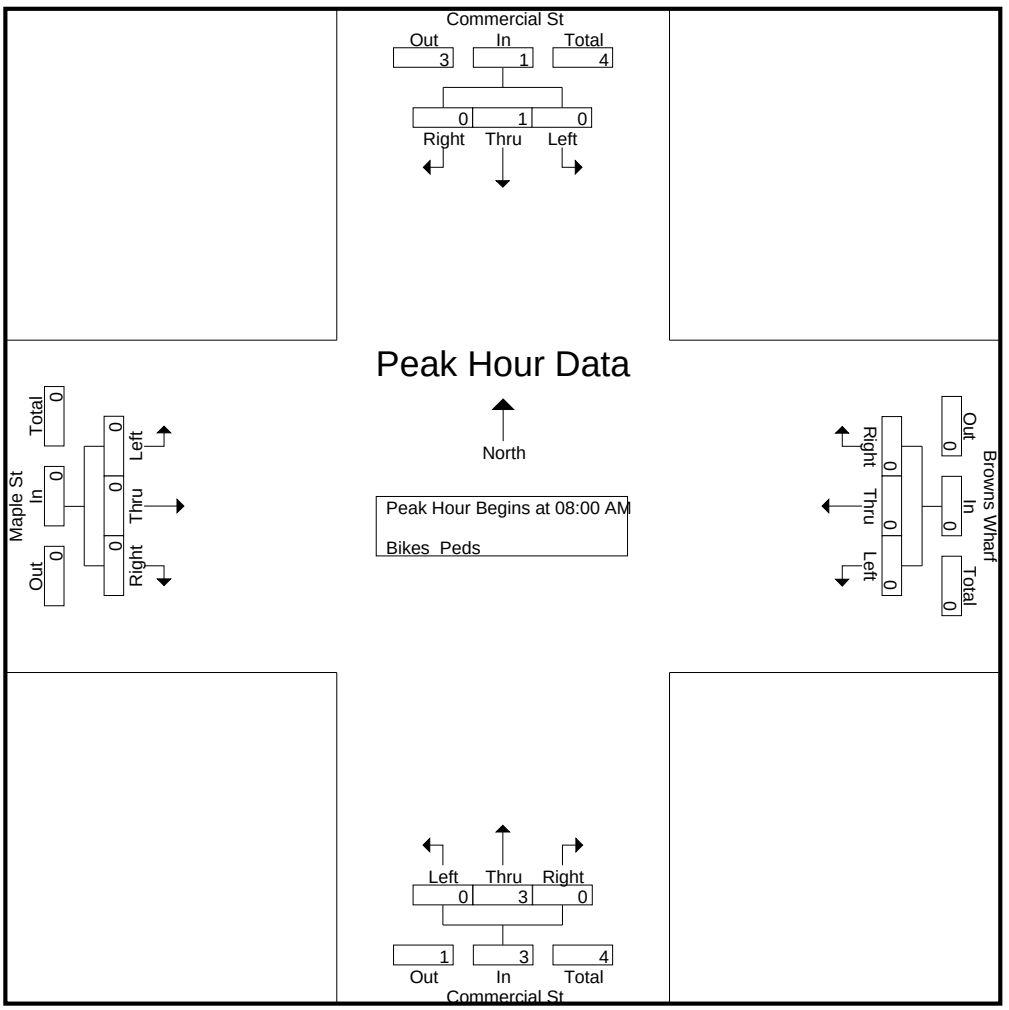
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 11

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**3**
Total Volume	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.333



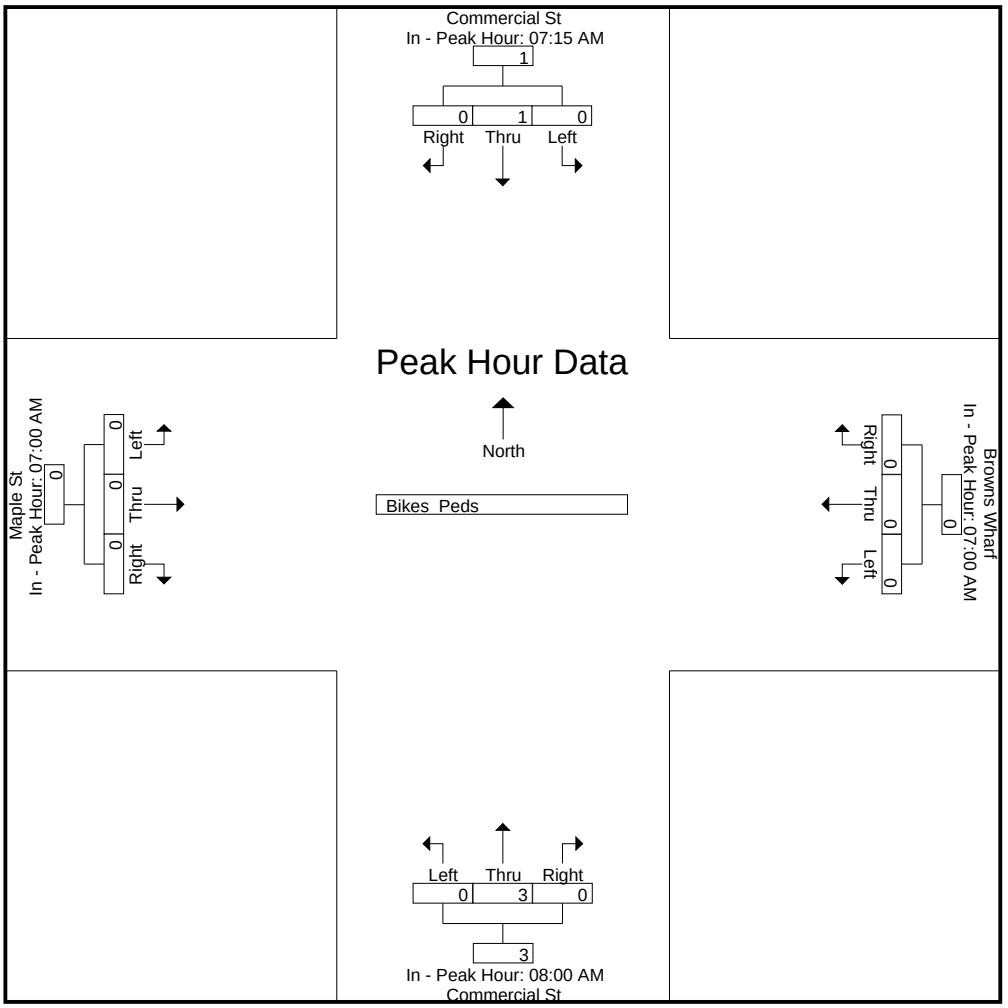
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 12

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:00 AM				08:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	**1**	0	**1**	0	0	0	0	0	**3**	0	**3**	0	0	0	0	
Total Volume	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 1

Groups Printed- Cars - Trucks

	Commercial St From North			Browns Wharf From East			Commercial St From South			Maple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	175	6	2	0	0	7	79	2	2	0	12	285
04:15 PM	0	160	2	5	0	0	11	99	2	0	0	11	290
04:30 PM	0	220	3	4	0	0	3	87	3	6	0	14	340
04:45 PM	0	194	3	2	0	0	8	107	4	1	0	15	334
Total	0	749	14	13	0	0	29	372	11	9	0	52	1249
05:00 PM	1	197	3	1	3	2	9	111	1	1	0	21	350
05:15 PM	0	166	4	1	0	1	17	108	3	2	0	22	324
05:30 PM	0	144	4	5	0	0	6	86	3	3	0	13	264
05:45 PM	0	130	4	5	0	0	7	103	1	1	0	8	259
Total	1	637	15	12	3	3	39	408	8	7	0	64	1197
Grand Total	1	1386	29	25	3	3	68	780	19	16	0	116	2446
Apprch %	0.1	97.9	2	80.6	9.7	9.7	7.8	90	2.2	12.1	0	87.9	
Total %	0	56.7	1.2	1	0.1	0.1	2.8	31.9	0.8	0.7	0	4.7	
Cars	1	1376	29	24	3	3	68	775	18	15	0	116	2428
% Cars	100	99.3	100	96	100	100	100	99.4	94.7	93.8	0	100	99.3
Trucks	0	10	0	1	0	0	0	5	1	1	0	0	18
% Trucks	0	0.7	0	4	0	0	0	0.6	5.3	6.2	0	0	0.7

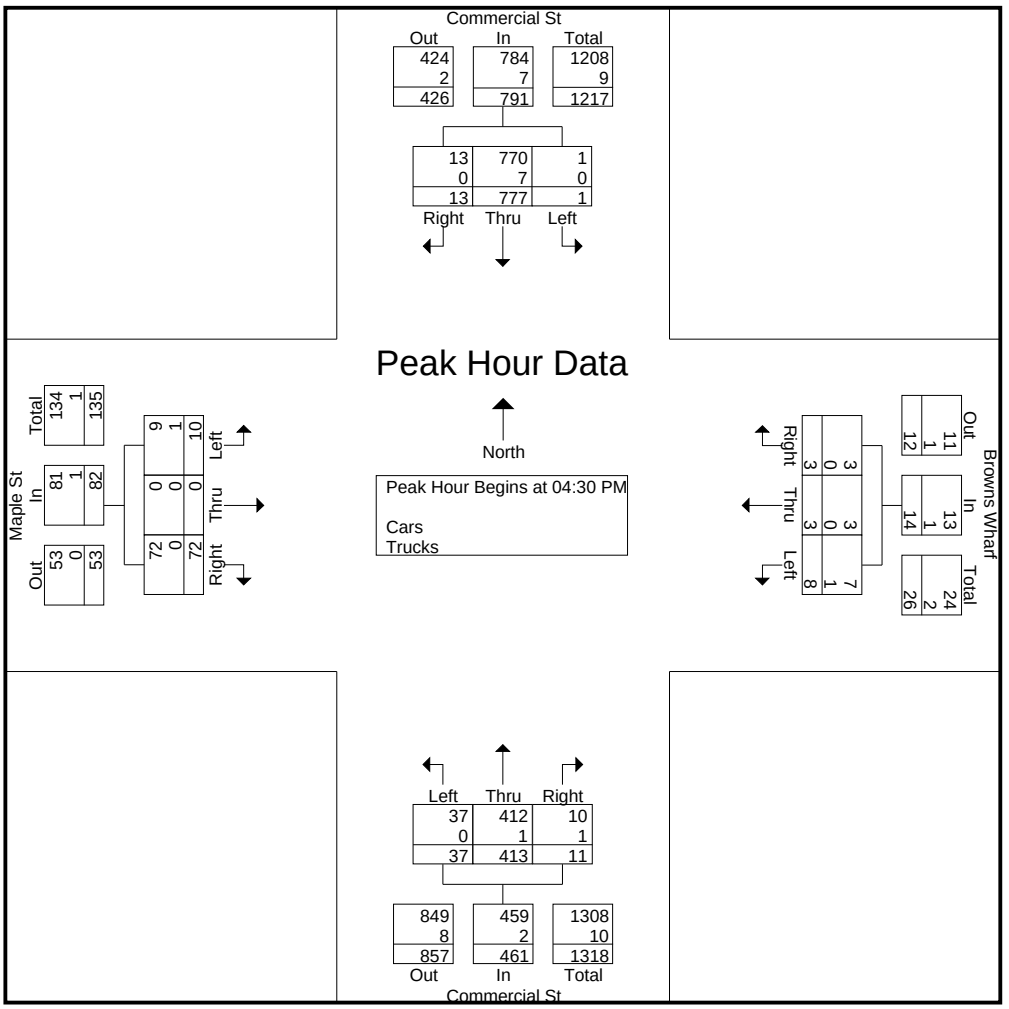
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 2

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**220**	3	**223**	**4**	0	0	4	3	87	3	93	**6**	0	14	20	340
04:45 PM	0	194	3	197	2	0	0	2	8	107	**4**	119	1	0	15	16	334
05:00 PM	**1**	197	3	201	1	**3**	**2**	**6**	9	**111**	1	121	1	0	21	22	**350**
05:15 PM	0	166	**4**	170	1	0	1	2	**17**	108	3	**128**	2	0	**22**	**24**	324
Total Volume	1	777	13	791	8	3	3	14	37	413	11	461	10	0	72	82	1348
% App. Total	0.1	98.2	1.6		57.1	21.4	21.4		8	89.6	2.4		12.2	0	87.8		
PHF	.250	.883	.813	.887	.500	.250	.375	.583	.544	.930	.688	.900	.417	.000	.818	.854	.963
Cars	1	770	13	784	7	3	3	13	37	412	10	459	9	0	72	81	1337
% Cars	100	99.1	100	99.1	87.5	100	100	92.9	100	99.8	90.9	99.6	90.0	0	100	98.8	99.2
Trucks	0	7	0	7	1	0	0	1	0	1	1	2	1	0	0	1	11
% Trucks	0	0.9	0	0.9	12.5	0	0	7.1	0	0.2	9.1	0.4	10.0	0	0	1.2	0.8



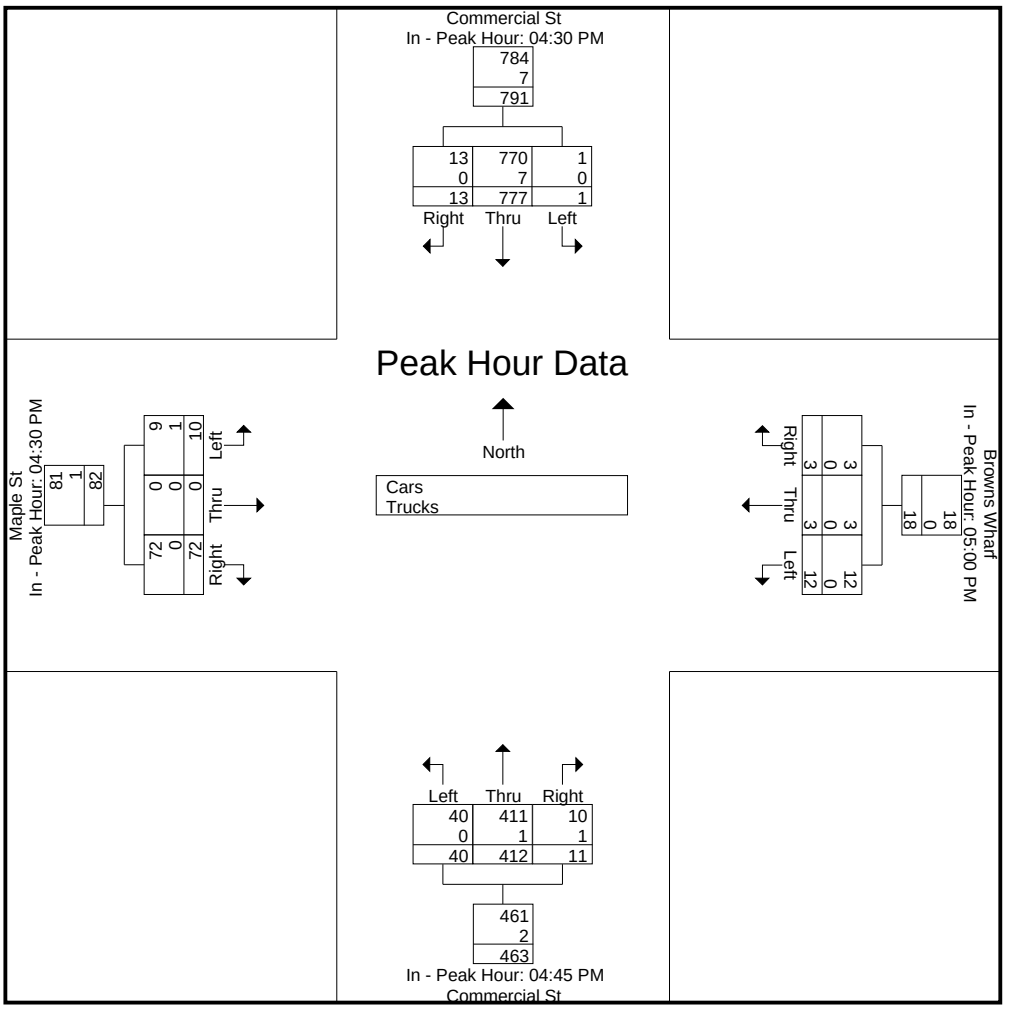
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 3

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				05:00 PM				04:45 PM				04:30 PM				
+0 mins.	0	**220**	3	**223**	1	**3**	**2**	**6**	8	107	**4**	119	**6**	0	14	20	
+15 mins.	0	194	3	197	1	0	1	2	9	**111**	1	121	1	0	15	16	
+30 mins.	**1**	197	3	201	**5**	0	0	5	**17**	108	3	**128**	1	0	21	22	
+45 mins.	0	166	**4**	170	5	0	0	5	6	86	3	95	2	0	**22**	**24**	
Total Volume	1	777	13	791	12	3	3	18	40	412	11	463	10	0	72	82	
% App. Total	0.1	98.2	1.6		66.7	16.7	16.7		8.6	89	2.4		12.2	0	87.8		
PHF	.250	.883	.813	.887	.600	.250	.375	.750	.588	.928	.688	.904	.417	.000	.818	.854	
Cars	1	770	13	784	12	3	3	18	40	411	10	461	9	0	72	81	
% Cars	100	99.1	100	99.1	100	100	100	100	100	99.8	90.9	99.6	90	0	100	98.8	
Trucks	0	7	0	7	0	0	0	0	0	1	1	2	1	0	0	1	
% Trucks	0	0.9	0	0.9	0	0	0	0	0	0.2	9.1	0.4	10	0	0	1.2	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 4

Groups Printed- Cars

	Commercial St From North			Browns Wharf From East			Commercial St From South			Maple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	175	6	2	0	0	7	78	2	2	0	12	284
04:15 PM	0	158	2	5	0	0	11	97	2	0	0	11	286
04:30 PM	0	217	3	3	0	0	3	87	3	6	0	14	336
04:45 PM	0	193	3	2	0	0	8	107	3	0	0	15	331
Total	0	743	14	12	0	0	29	369	10	8	0	52	1237
05:00 PM	1	196	3	1	3	2	9	110	1	1	0	21	348
05:15 PM	0	164	4	1	0	1	17	108	3	2	0	22	322
05:30 PM	0	143	4	5	0	0	6	86	3	3	0	13	263
05:45 PM	0	130	4	5	0	0	7	102	1	1	0	8	258
Total	1	633	15	12	3	3	39	406	8	7	0	64	1191
Grand Total	1	1376	29	24	3	3	68	775	18	15	0	116	2428
Apprch %	0.1	97.9	2.1	80	10	10	7.9	90	2.1	11.5	0	88.5	
Total %	0	56.7	1.2	1	0.1	0.1	2.8	31.9	0.7	0.6	0	4.8	

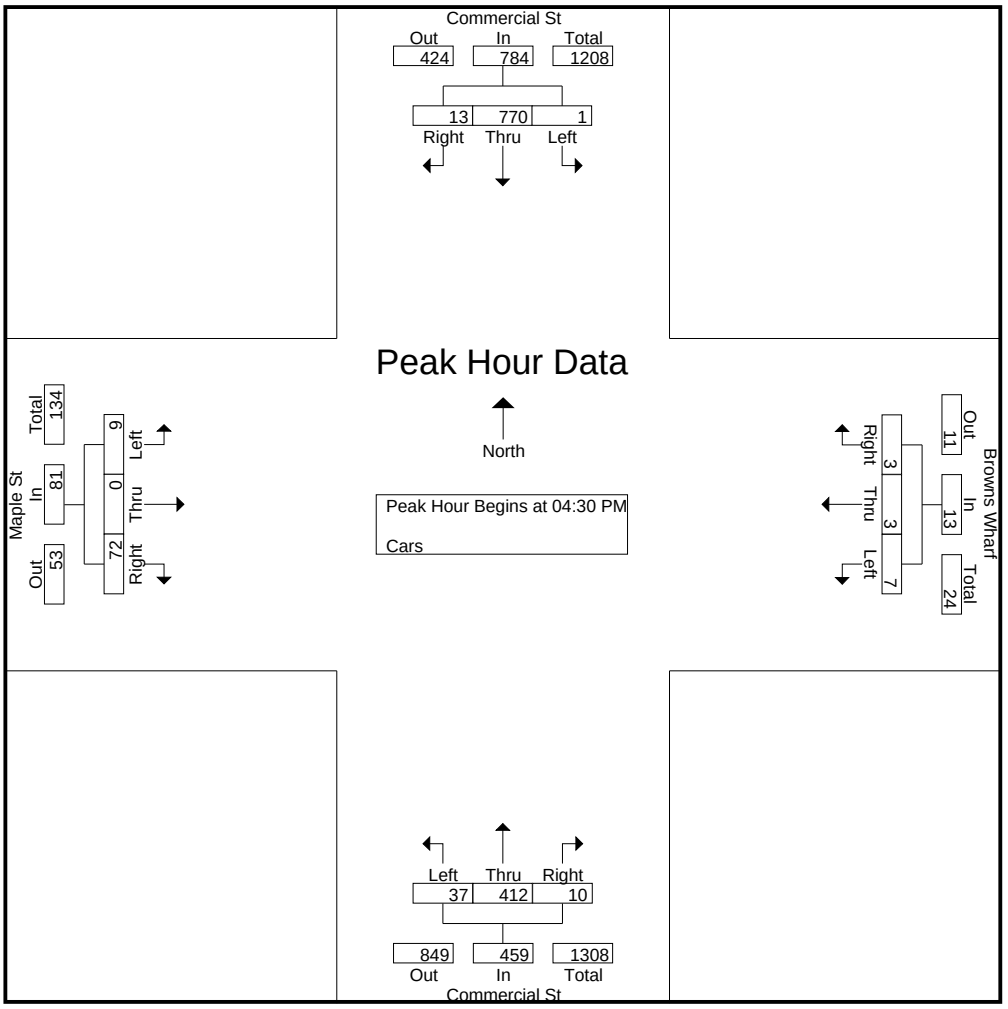
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 5

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**217**	3	**220**	**3**	0	0	3	3	87	**3**	93	**6**	0	14	20	336
04:45 PM	0	193	3	196	2	0	0	2	8	107	3	118	0	0	15	15	331
05:00 PM	**1**	196	3	200	1	**3**	**2**	**6**	9	**110**	1	120	1	0	21	22	**348**
05:15 PM	0	164	**4**	168	1	0	1	2	**17**	108	3	**128**	2	0	**22**	**24**	322
Total Volume	1	770	13	784	7	3	3	13	37	412	10	459	9	0	72	81	1337
% App. Total	0.1	98.2	1.7		53.8	23.1	23.1		8.1	89.8	2.2		11.1	0	88.9		
PHF	.250	.887	.813	.891	.583	.250	.375	.542	.544	.936	.833	.896	.375	.000	.818	.844	.960



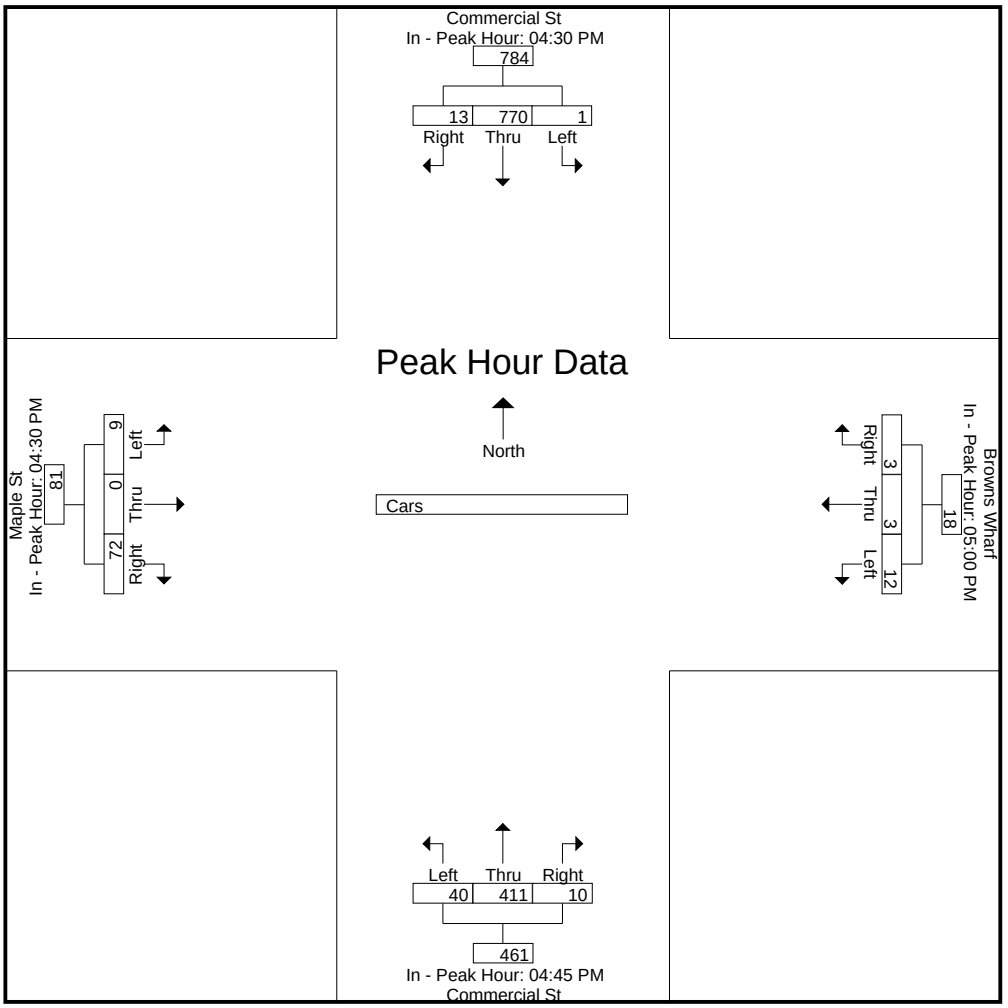
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 6

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				05:00 PM				04:45 PM				04:30 PM				
+0 mins.	0	**217**	3	**220**	1	**3**	**2**	**6**	8	107	**3**	118	**6**	0	14	20	
+15 mins.	0	193	3	196	1	0	1	2	9	**110**	1	120	0	0	15	15	
+30 mins.	**1**	196	3	200	**5**	0	0	5	**17**	108	3	**128**	1	0	21	22	
+45 mins.	0	164	**4**	168	5	0	0	5	6	86	3	95	2	0	**22**	**24**	
Total Volume	1	770	13	784	12	3	3	18	40	411	10	461	9	0	72	81	
% App. Total	0.1	98.2	1.7		66.7	16.7	16.7		8.7	89.2	2.2		11.1	0	88.9		
PHF	.250	.887	.813	.891	.600	.250	.375	.750	.588	.934	.833	.900	.375	.000	.818	.844	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 7

Groups Printed- Trucks

	Commercial St From North			Browns Wharf From East			Commercial St From South			Maple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:15 PM	0	2	0	0	0	0	0	2	0	0	0	0	4
04:30 PM	0	3	0	1	0	0	0	0	0	0	0	0	4
04:45 PM	0	1	0	0	0	0	0	0	1	1	0	0	3
Total	0	6	0	1	0	0	0	3	1	1	0	0	12
05:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
05:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	4	0	0	0	0	0	2	0	0	0	0	6
Grand Total	0	10	0	1	0	0	0	5	1	1	0	0	18
Apprch %	0	100	0	100	0	0	0	83.3	16.7	100	0	0	
Total %	0	55.6	0	5.6	0	0	0	27.8	5.6	5.6	0	0	

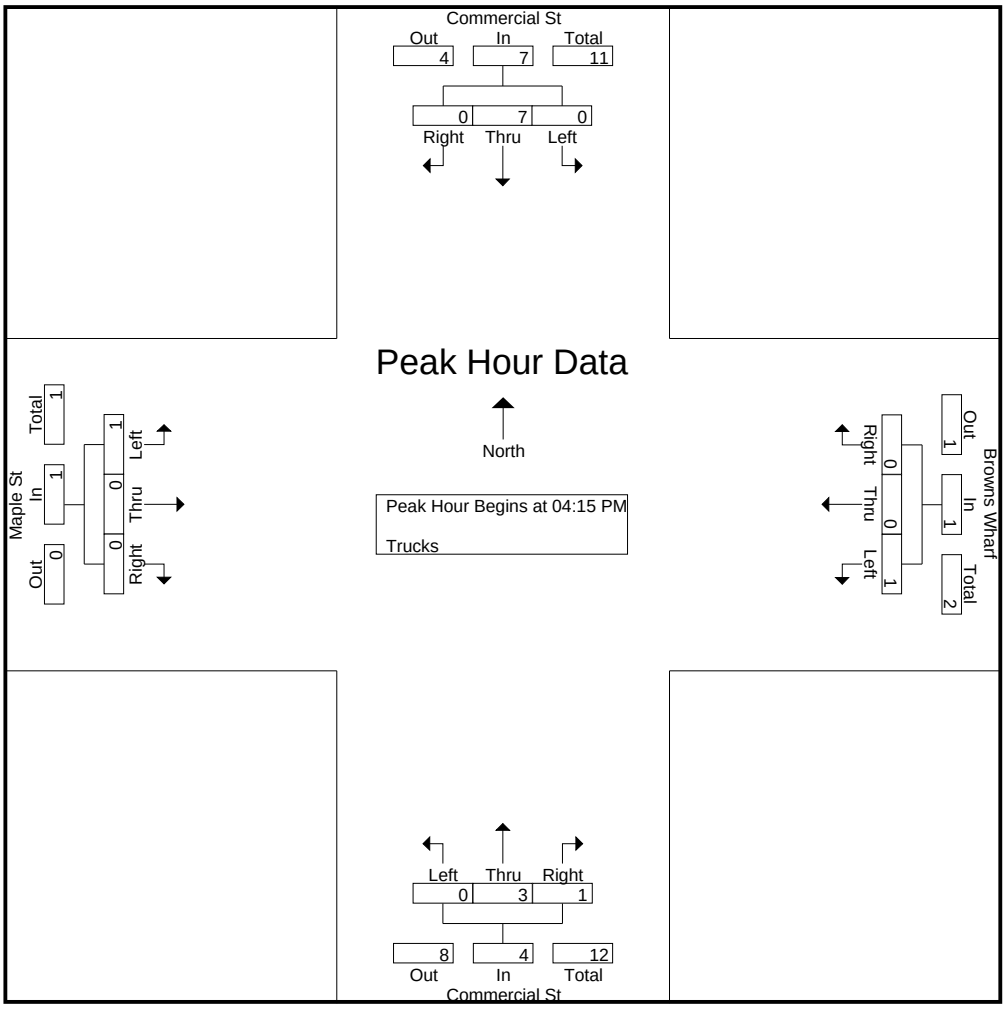
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 8

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	2	0	2	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**4**
04:30 PM	0	**3**	0	**3**	**1**	0	0	**1**	0	0	0	0	0	0	0	0	4
04:45 PM	0	1	0	1	0	0	0	0	0	0	**1**	1	**1**	0	0	**1**	3
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	7	0	7	1	0	0	1	0	3	1	4	1	0	0	1	13
% App. Total	0	100	0		100	0	0		0	75	25		100	0	0		
PHF	.000	.583	.000	.583	.250	.000	.000	.250	.000	.375	.250	.500	.250	.000	.000	.250	.813



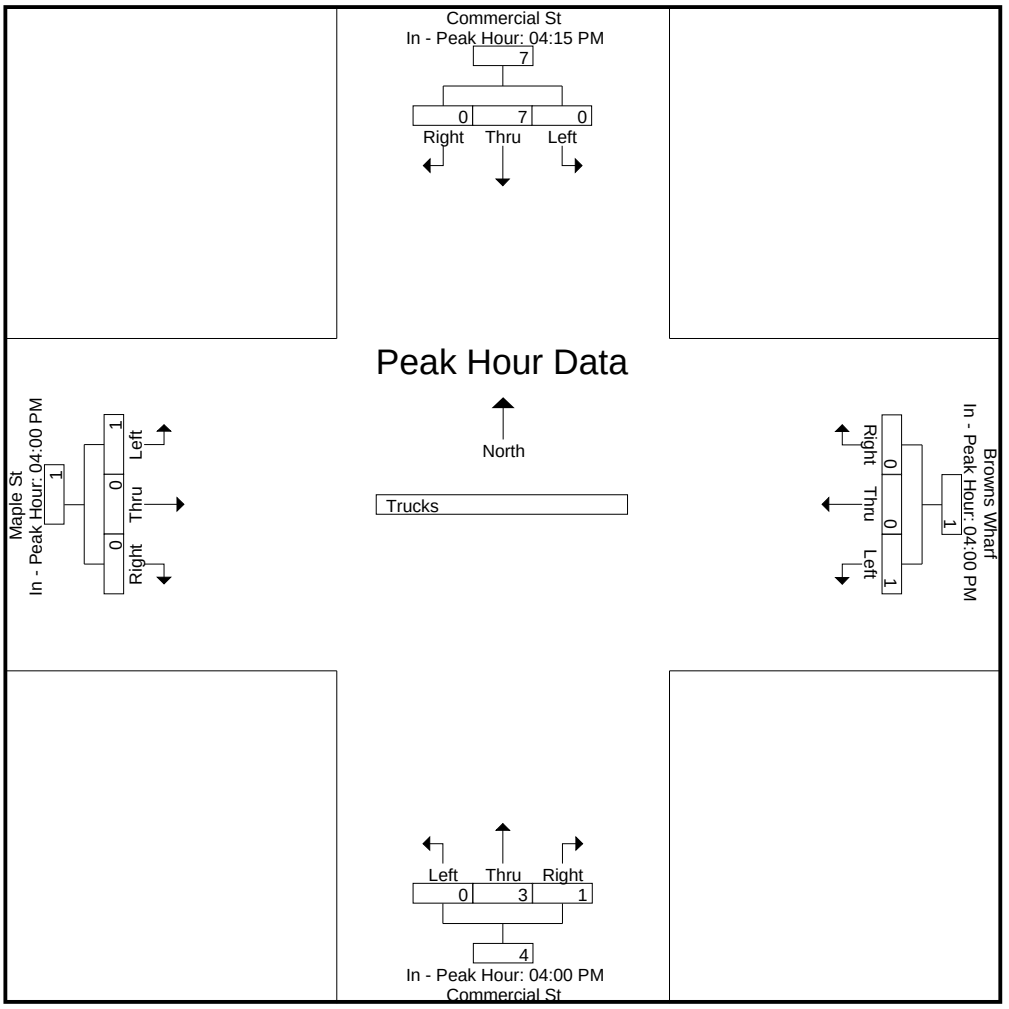
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 9

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	
+15 mins.	0	**3**	0	**3**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	
+30 mins.	0	1	0	1	**1**	0	0	**1**	0	0	0	0	0	0	0	0	
+45 mins.	0	1	0	1	0	0	0	0	0	0	**1**	1	**1**	0	0	**1**	
Total Volume	0	7	0	7	1	0	0	1	0	3	1	4	1	0	0	1	
% App. Total	0	100	0		100	0	0		0	75	25		100	0	0		
PHF	.000	.583	.000	.583	.250	.000	.000	.250	.000	.375	.250	.500	.250	.000	.000	.250	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 10

Groups Printed- Bikes Peds

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	16	0	0	0	7	0	0	0	0	0	0	0	1	24	1	25
04:15 PM	0	0	0	3	0	0	0	5	0	1	0	0	0	0	0	3	11	1	12
04:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	2
04:45 PM	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0	1	8	0	8
Total	0	2	0	23	0	0	0	16	0	1	0	0	0	0	0	5	44	3	47
05:00 PM	0	0	0	2	0	0	0	7	0	1	0	0	0	0	0	0	9	1	10
05:15 PM	0	1	0	6	0	0	0	8	0	0	0	0	0	0	0	0	14	1	15
05:30 PM	0	2	0	5	1	0	0	8	0	0	0	1	0	0	0	1	15	3	18
05:45 PM	0	0	0	6	0	0	0	5	0	1	0	4	0	0	0	0	15	1	16
Total	0	3	0	19	1	0	0	28	0	2	0	5	0	0	0	1	53	6	59
Grand Total	0	5	0	42	1	0	0	44	0	3	0	5	0	0	0	6	97	9	106
Apprch %	0	100	0		100	0	0		0	100	0		0	0	0				
Total %	0	55.6	0		11.1	0	0		0	33.3	0		0	0	0		91.5	8.5	

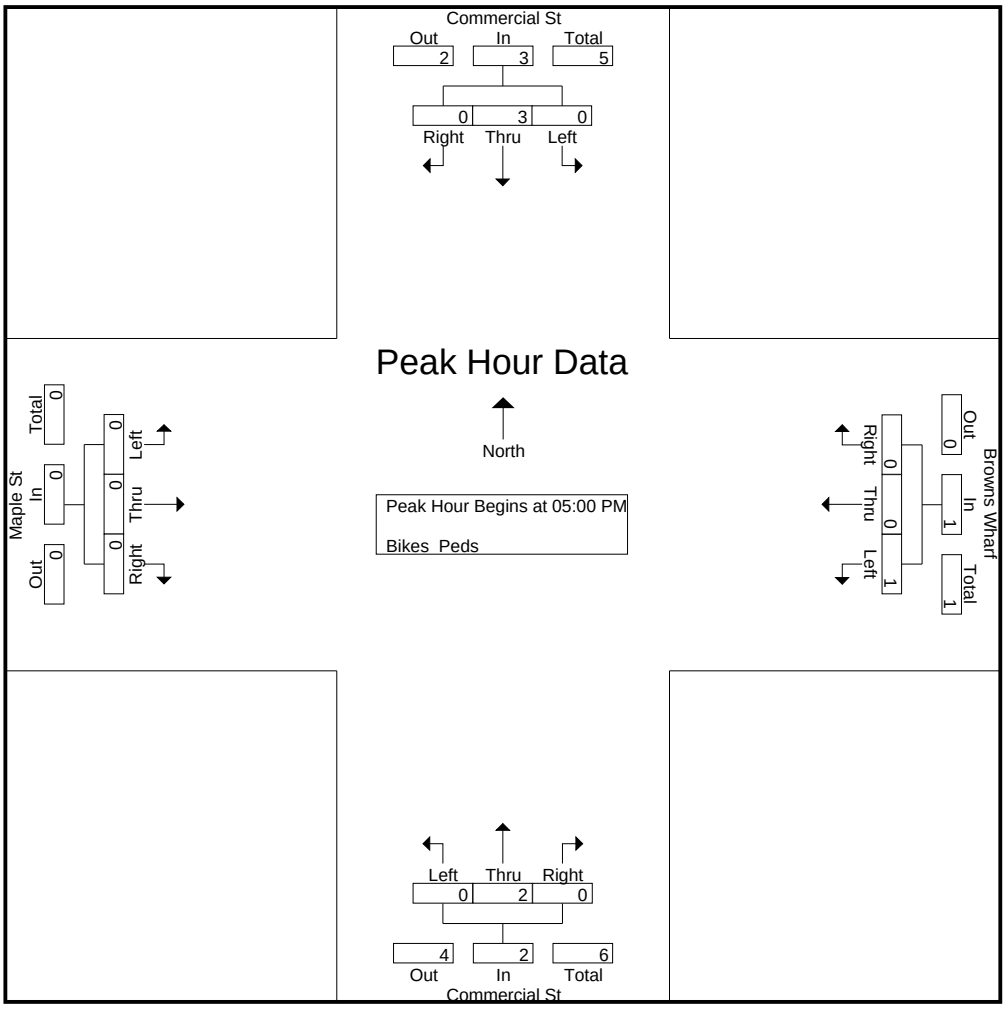
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 11

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	**2**	0	**2**	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**3**
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	3	0	3	1	0	0	1	0	2	0	2	0	0	0	0	6
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.500



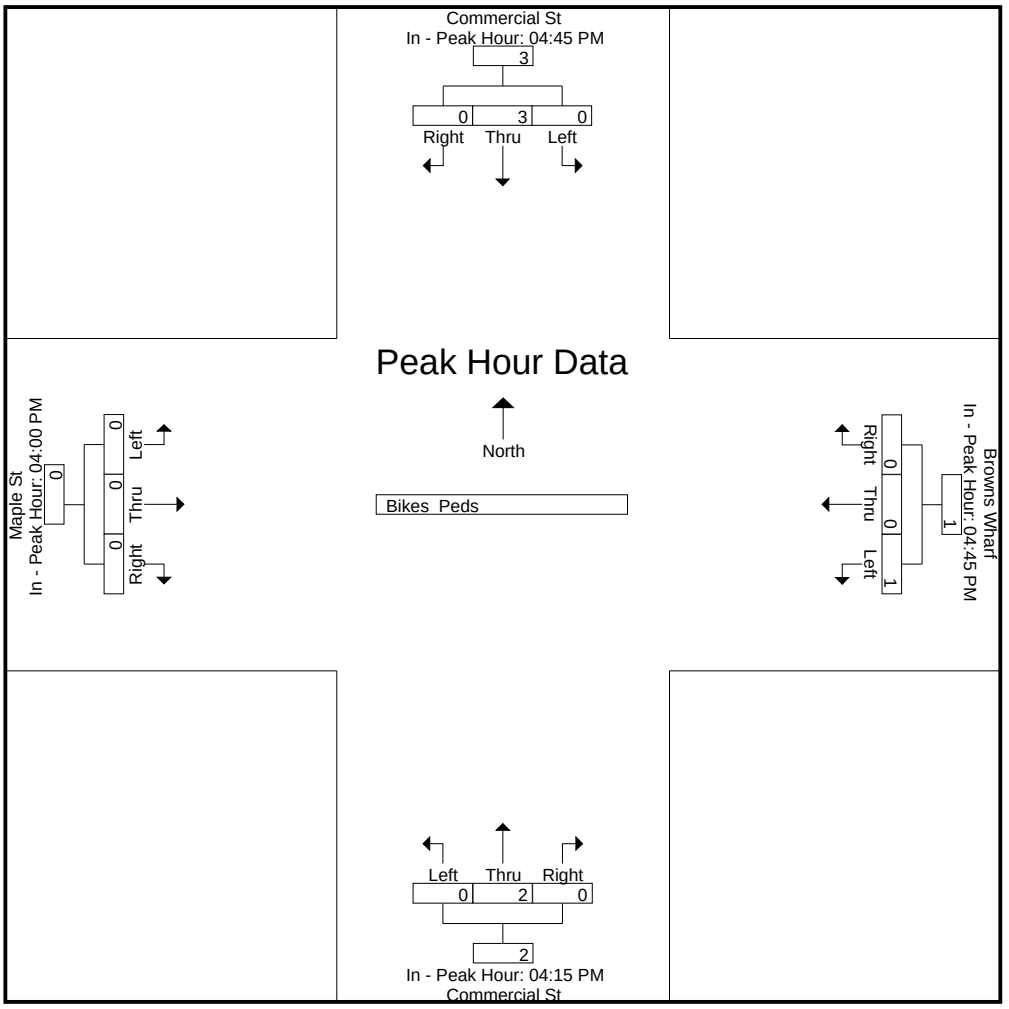
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 12

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:15 PM				04:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	**2**	0	**2**	**1**	0	0	**1**	0	1	0	1	0	0	0	0	
Total Volume	0	3	0	3	1	0	0	1	0	2	0	2	0	0	0	0	
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 1

Groups Printed- Cars - Trucks

	High St From North			York St From East			High St From South			York St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	1	10	2	10	24	1	196	44	4	292
07:15 AM	0	0	0	1	14	3	7	32	2	252	67	7	385
07:30 AM	0	0	0	1	16	5	9	26	6	242	93	7	405
07:45 AM	0	0	0	0	17	2	15	44	6	302	121	6	513
Total	0	0	0	3	57	12	41	126	15	992	325	24	1595
08:00 AM	0	0	0	3	17	4	19	57	4	239	106	4	453
08:15 AM	0	0	0	3	17	3	8	57	12	203	103	3	409
08:30 AM	0	0	0	1	24	1	5	45	5	247	120	5	453
08:45 AM	0	0	0	3	23	2	13	44	5	222	96	2	410
Total	0	0	0	10	81	10	45	203	26	911	425	14	1725
Grand Total	0	0	0	13	138	22	86	329	41	1903	750	38	3320
Apprch %	0	0	0	7.5	79.8	12.7	18.9	72.1	9	70.7	27.9	1.4	
Total %	0	0	0	0.4	4.2	0.7	2.6	9.9	1.2	57.3	22.6	1.1	
Cars	0	0	0	13	133	20	86	326	39	1889	749	38	3293
% Cars	0	0	0	100	96.4	90.9	100	99.1	95.1	99.3	99.9	100	99.2
Trucks	0	0	0	0	5	2	0	3	2	14	1	0	27
% Trucks	0	0	0	0	3.6	9.1	0	0.9	4.9	0.7	0.1	0	0.8

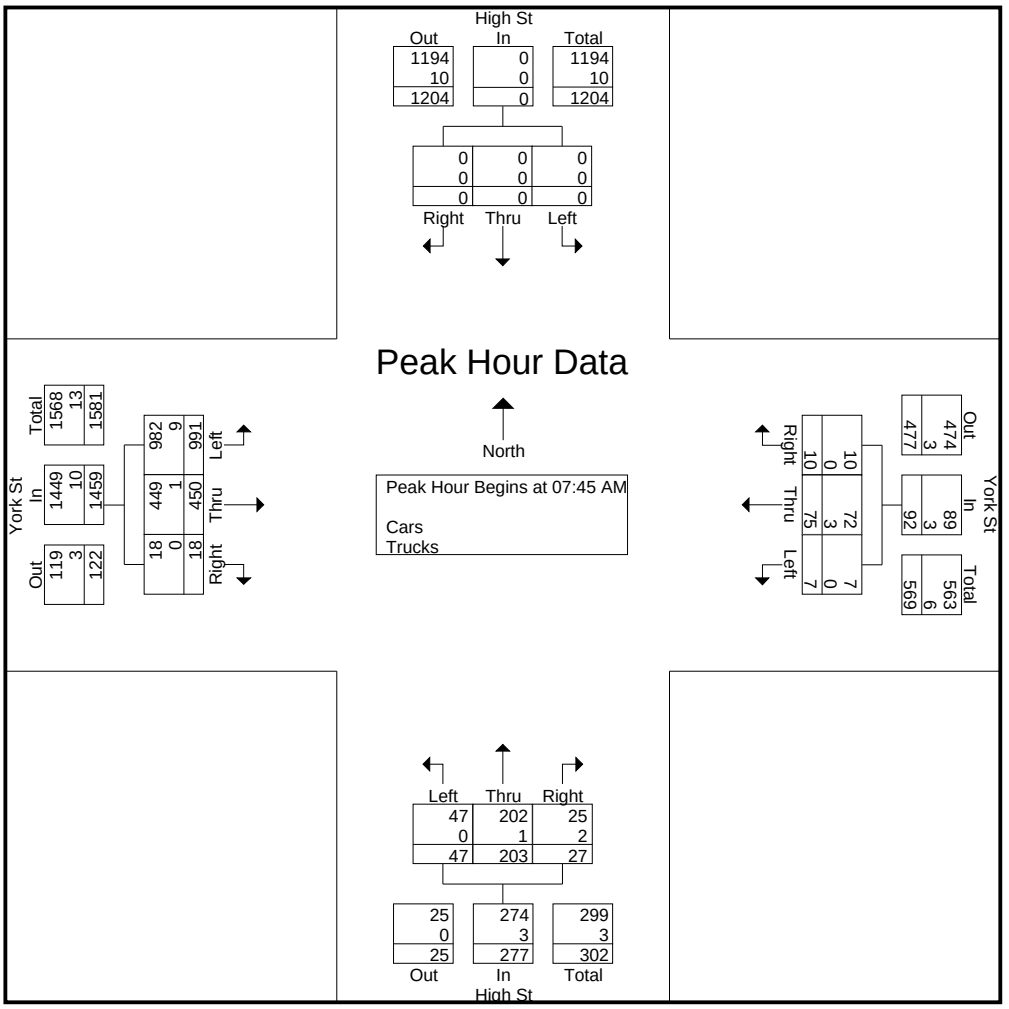
Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 2

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	17	2	19	15	44	6	65	**302**	**121**	**6**	**429**	**513**
08:00 AM	0	0	0	0	**3**	17	**4**	24	**19**	**57**	4	**80**	239	106	4	349	453
08:15 AM	0	0	0	0	3	17	3	23	8	57	**12**	77	203	103	3	309	409
08:30 AM	0	0	0	0	1	**24**	1	**26**	5	45	5	55	247	120	5	372	453
Total Volume	0	0	0	0	7	75	10	92	47	203	27	277	991	450	18	1459	1828
% App. Total	0	0	0		7.6	81.5	10.9		17	73.3	9.7		67.9	30.8	1.2		
PHF	.000	.000	.000	.000	.583	.781	.625	.885	.618	.890	.563	.866	.820	.930	.750	.850	.891
Cars	0	0	0	0	7	72	10	89	47	202	25	274	982	449	18	1449	1812
% Cars	0	0	0	0	100	96.0	100	96.7	100	99.5	92.6	98.9	99.1	99.8	100	99.3	99.1
Trucks	0	0	0	0	0	3	0	3	0	1	2	3	9	1	0	10	16
% Trucks	0	0	0	0	0	4.0	0	3.3	0	0.5	7.4	1.1	0.9	0.2	0	0.7	0.9



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

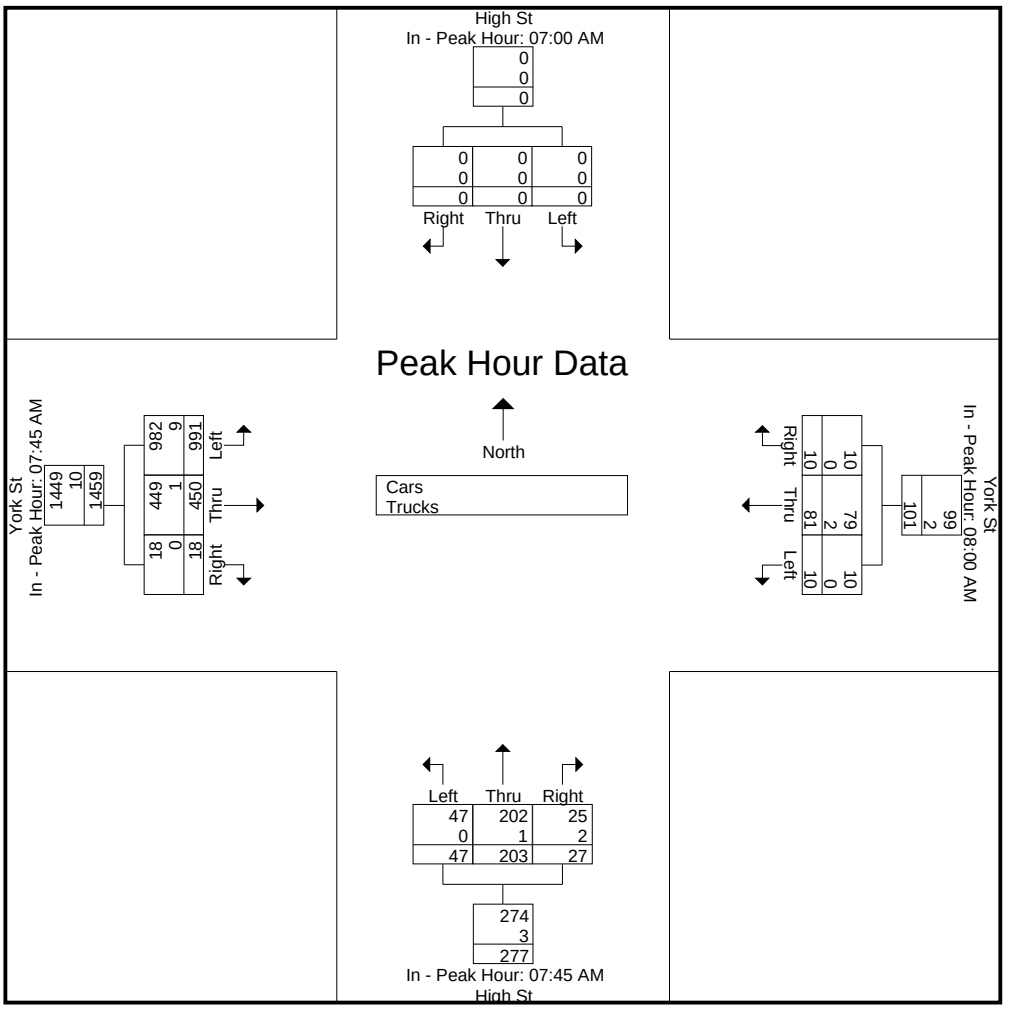
File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 3

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	**3**	17	**4**	24	15	44	6	65	**302**	**121**	**6**	**429**
+15 mins.	0	0	0	0	3	17	3	23	**19**	**57**	4	**80**	239	106	4	349
+30 mins.	0	0	0	0	1	**24**	1	26	8	57	**12**	77	203	103	3	309
+45 mins.	0	0	0	0	3	23	2	**28**	5	45	5	55	247	120	5	372
Total Volume	0	0	0	0	10	81	10	101	47	203	27	277	991	450	18	1459
% App. Total	0	0	0		9.9	80.2	9.9		17	73.3	9.7		67.9	30.8	1.2	
PHF	.000	.000	.000	.000	.833	.844	.625	.902	.618	.890	.563	.866	.820	.930	.750	.850
Cars	0	0	0	0	10	79	10	99	47	202	25	274	982	449	18	1449
% Cars	0	0	0	0	100	97.5	100	98	100	99.5	92.6	98.9	99.1	99.8	100	99.3
Trucks	0	0	0	0	0	2	0	2	0	1	2	3	9	1	0	10
% Trucks	0	0	0	0	0	2.5	0	2	0	0.5	7.4	1.1	0.9	0.2	0	0.7



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017

Groups Printed- Cars

	High St From North			York St From East			High St From South			York St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	1	9	1	10	24	1	195	44	4	289
07:15 AM	0	0	0	1	14	2	7	31	2	250	67	7	381
07:30 AM	0	0	0	1	15	5	9	25	6	242	93	7	403
07:45 AM	0	0	0	0	16	2	15	43	6	299	121	6	508
Total	0	0	0	3	54	10	41	123	15	986	325	24	1581
08:00 AM	0	0	0	3	17	4	19	57	3	239	105	4	451
08:15 AM	0	0	0	3	17	3	8	57	11	201	103	3	406
08:30 AM	0	0	0	1	22	1	5	45	5	243	120	5	447
08:45 AM	0	0	0	3	23	2	13	44	5	220	96	2	408
Total	0	0	0	10	79	10	45	203	24	903	424	14	1712
Grand Total	0	0	0	13	133	20	86	326	39	1889	749	38	3293
Apprch %	0	0	0	7.8	80.1	12	19.1	72.3	8.6	70.6	28	1.4	
Total %	0	0	0	0.4	4	0.6	2.6	9.9	1.2	57.4	22.7	1.2	

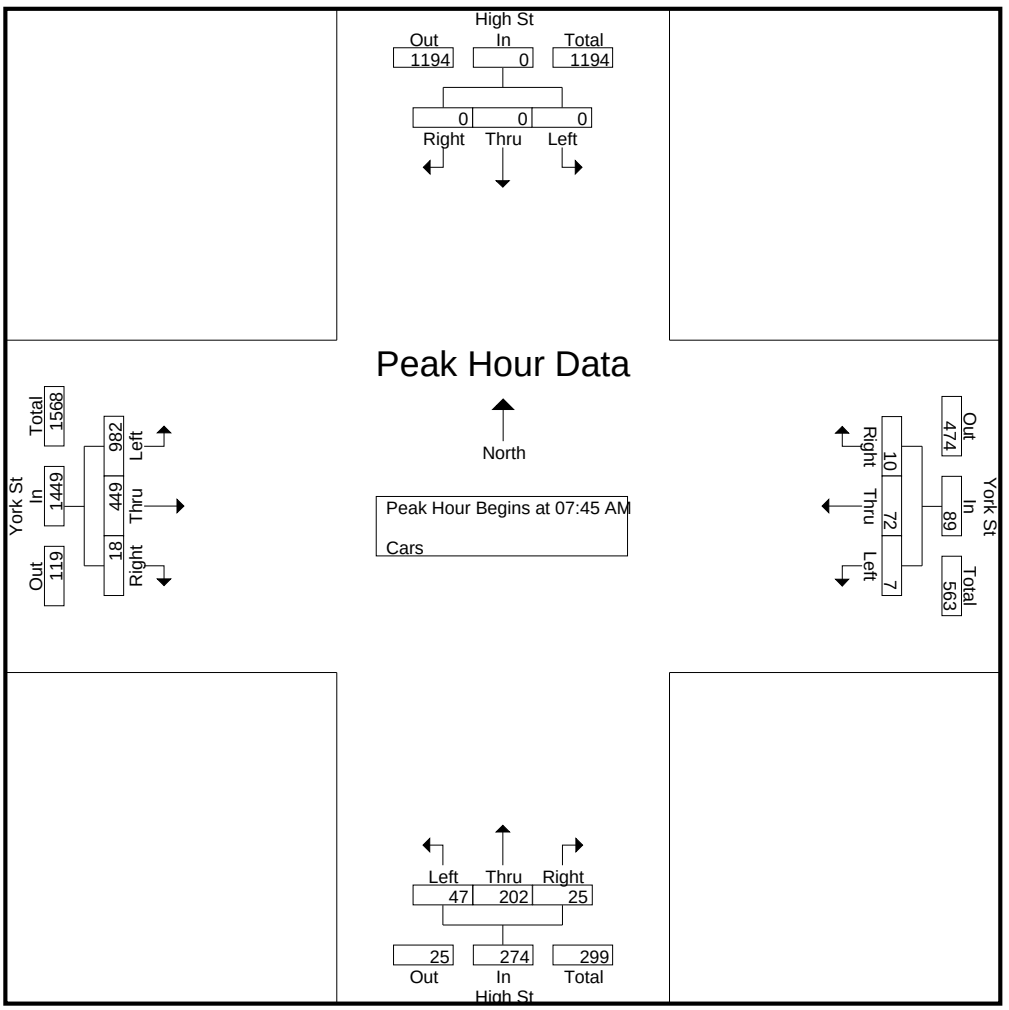
Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 5

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	16	2	18	15	43	6	64	**299**	**121**	**6**	**426**	**508**
08:00 AM	0	0	0	0	**3**	17	**4**	**24**	**19**	**57**	3	**79**	239	105	4	348	451
08:15 AM	0	0	0	0	3	17	3	23	8	57	**11**	76	201	103	3	307	406
08:30 AM	0	0	0	0	1	**22**	1	24	5	45	5	55	243	120	5	368	447
Total Volume	0	0	0	0	7	72	10	89	47	202	25	274	982	449	18	1449	1812
% App. Total	0	0	0		7.9	80.9	11.2		17.2	73.7	9.1		67.8	31	1.2		
PHF	.000	.000	.000	.000	.583	.818	.625	.927	.618	.886	.568	.867	.821	.928	.750	.850	.892



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

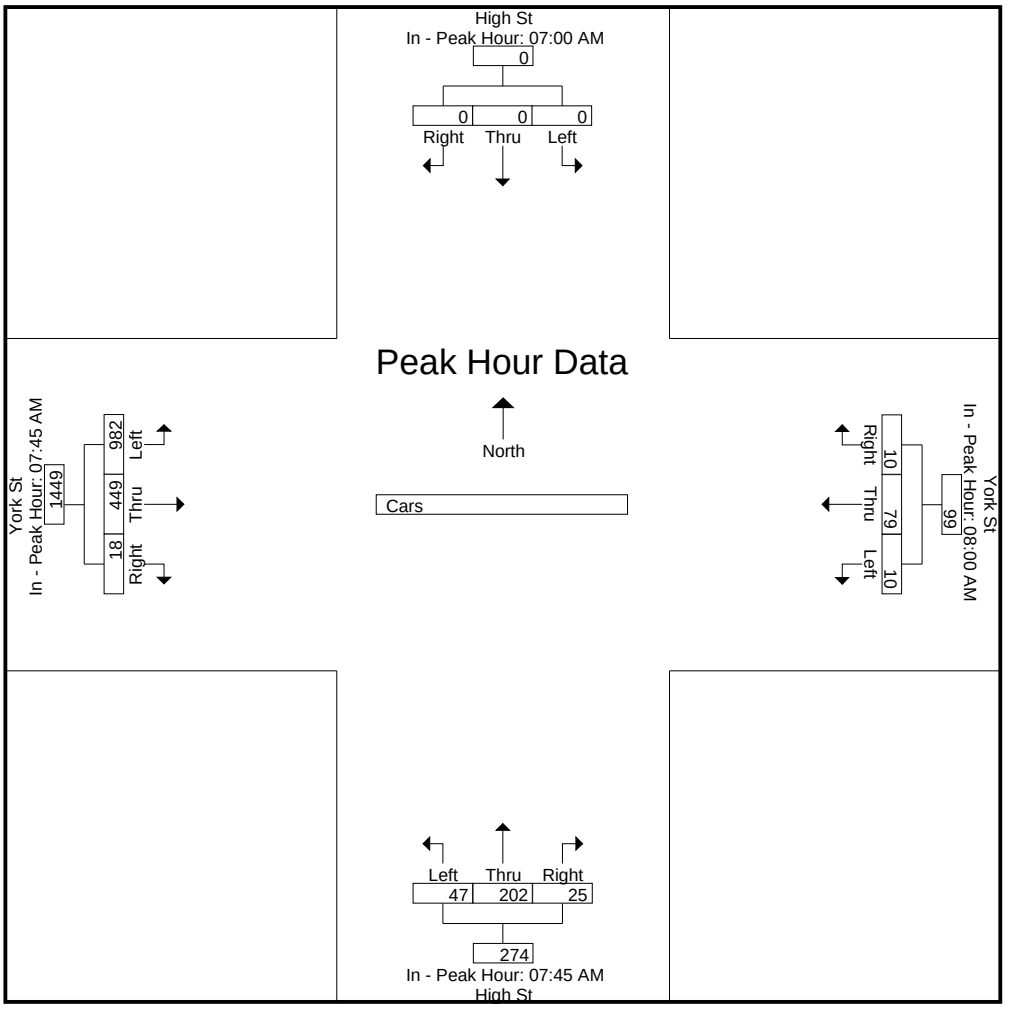
File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 6

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	**3**	17	**4**	24	15	43	6	64	**299**	**121**	**6**	**426**
+15 mins.	0	0	0	0	3	17	3	23	**19**	**57**	3	**79**	239	105	4	348
+30 mins.	0	0	0	0	1	22	1	24	8	57	**11**	76	201	103	3	307
+45 mins.	0	0	0	0	3	**23**	2	**28**	5	45	5	55	243	120	5	368
Total Volume	0	0	0	0	10	79	10	99	47	202	25	274	982	449	18	1449
% App. Total	0	0	0		10.1	79.8	10.1		17.2	73.7	9.1		67.8	31	1.2	
PHF	.000	.000	.000	.000	.833	.859	.625	.884	.618	.886	.568	.867	.821	.928	.750	.850



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017

Groups Printed- Trucks

	High St From North			York St From East			High St From South			York St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	1	1	0	0	0	1	0	0	3
07:15 AM	0	0	0	0	0	1	0	1	0	2	0	0	4
07:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	1	0	0	1	0	3	0	0	5
Total	0	0	0	0	3	2	0	3	0	6	0	0	14
08:00 AM	0	0	0	0	0	0	0	0	1	0	1	0	2
08:15 AM	0	0	0	0	0	0	0	0	1	2	0	0	3
08:30 AM	0	0	0	0	2	0	0	0	0	4	0	0	6
08:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	2
Total	0	0	0	0	2	0	0	0	2	8	1	0	13
Grand Total	0	0	0	0	5	2	0	3	2	14	1	0	27
Apprch %	0	0	0	0	71.4	28.6	0	60	40	93.3	6.7	0	
Total %	0	0	0	0	18.5	7.4	0	11.1	7.4	51.9	3.7	0	

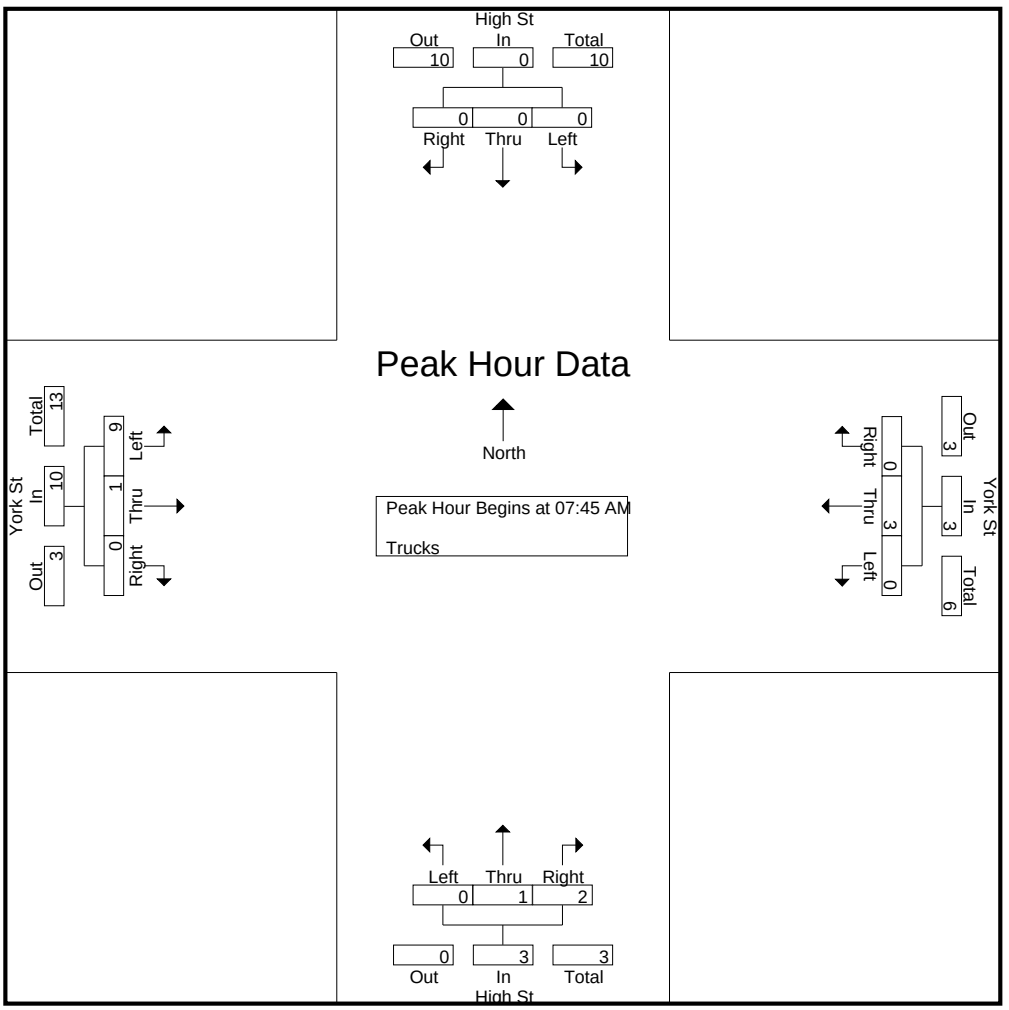
Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 8

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	1	0	1	0	**1**	0	**1**	3	0	0	3	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	**1**	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	2	3
08:30 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**4**	0	0	**4**	**6**
Total Volume	0	0	0	0	0	3	0	3	0	1	2	3	9	1	0	10	16
% App. Total	0	0	0		0	100	0		0	33.3	66.7		90	10	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.250	.500	.750	.563	.250	.000	.625	.667



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

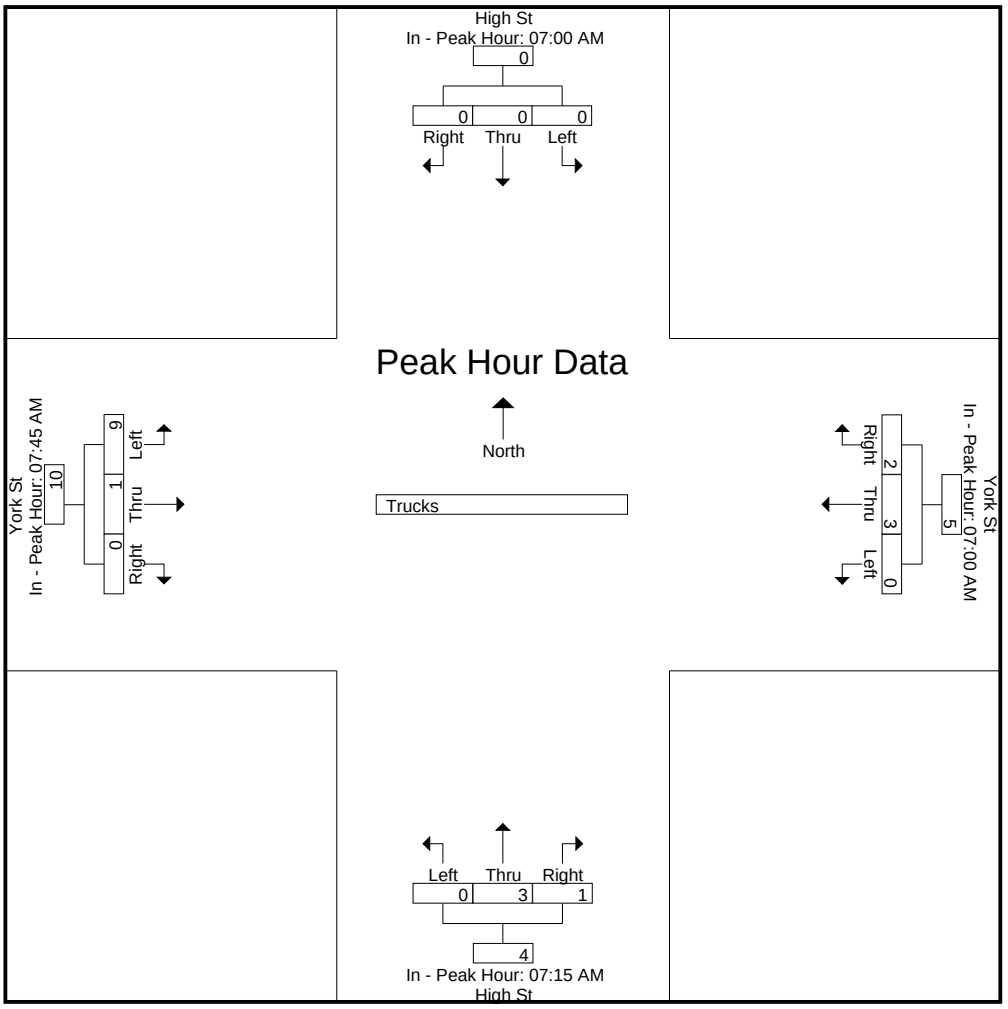
File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 9

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:15 AM				07:45 AM			
+0 mins.	0	0	0	0	0	**1**	**1**	**2**	0	**1**	0	**1**	3	0	0	3
+15 mins.	0	0	0	0	0	0	1	1	0	1	0	1	0	**1**	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	1	0	1	2	0	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	**1**	1	**4**	0	0	**4**
Total Volume	0	0	0	0	0	3	2	5	0	3	1	4	9	1	0	10
% App. Total	0	0	0		0	60	40		0	75	25		90	10	0	
PHF	.000	.000	.000	.000	.000	.750	.500	.625	.000	.750	.250	1.000	.563	.250	.000	.625



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017

Groups Printed- Bikes Peds

	High St From North				York St From East				High St From South				York St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3	2	5
07:15 AM	0	0	0	0	0	0	0	1	0	0	0	3	0	1	0	4	8	1	9
07:30 AM	0	0	0	1	0	0	0	1	0	0	0	5	0	2	0	4	11	2	13
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	2	0	2	8	2	10
Total	0	0	0	2	0	0	0	2	0	0	0	14	0	7	0	12	30	7	37
08:00 AM	0	0	0	2	0	0	0	0	0	0	0	18	0	1	0	4	24	1	25
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	16	0	1	0	7	23	1	24
08:30 AM	0	0	0	2	0	1	0	3	0	0	0	10	0	5	0	2	17	6	23
08:45 AM	0	0	0	1	0	0	0	0	0	0	0	12	0	2	0	8	21	2	23
Total	0	0	0	5	0	1	0	3	0	0	0	56	0	9	0	21	85	10	95
Grand Total	0	0	0	7	0	1	0	5	0	0	0	70	0	16	0	33	115	17	132
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0				
Total %	0	0	0		0	5.9	0		0	0	0		0	94.1	0		87.1	12.9	

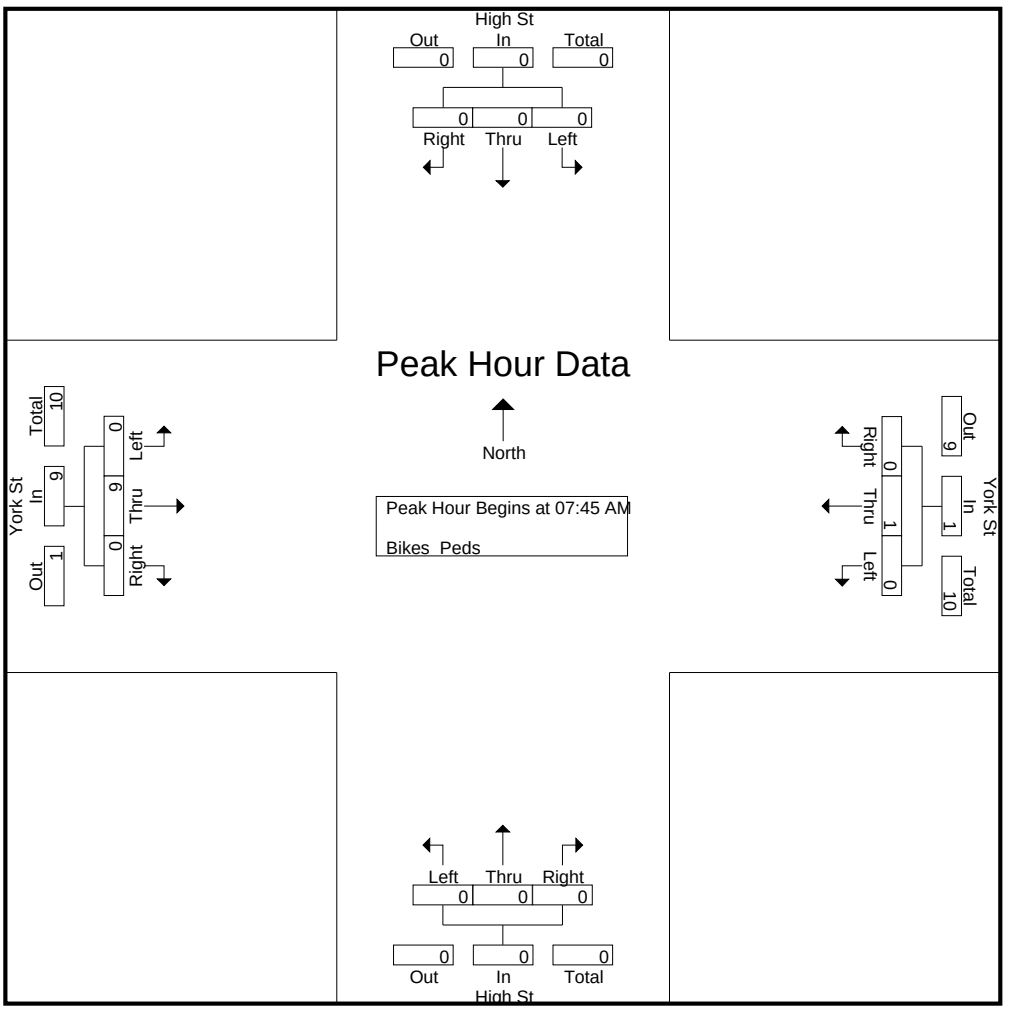
Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 11

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**5**	0	**5**	**6**
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	9	0	9	10
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.450	.000	.450	.417



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

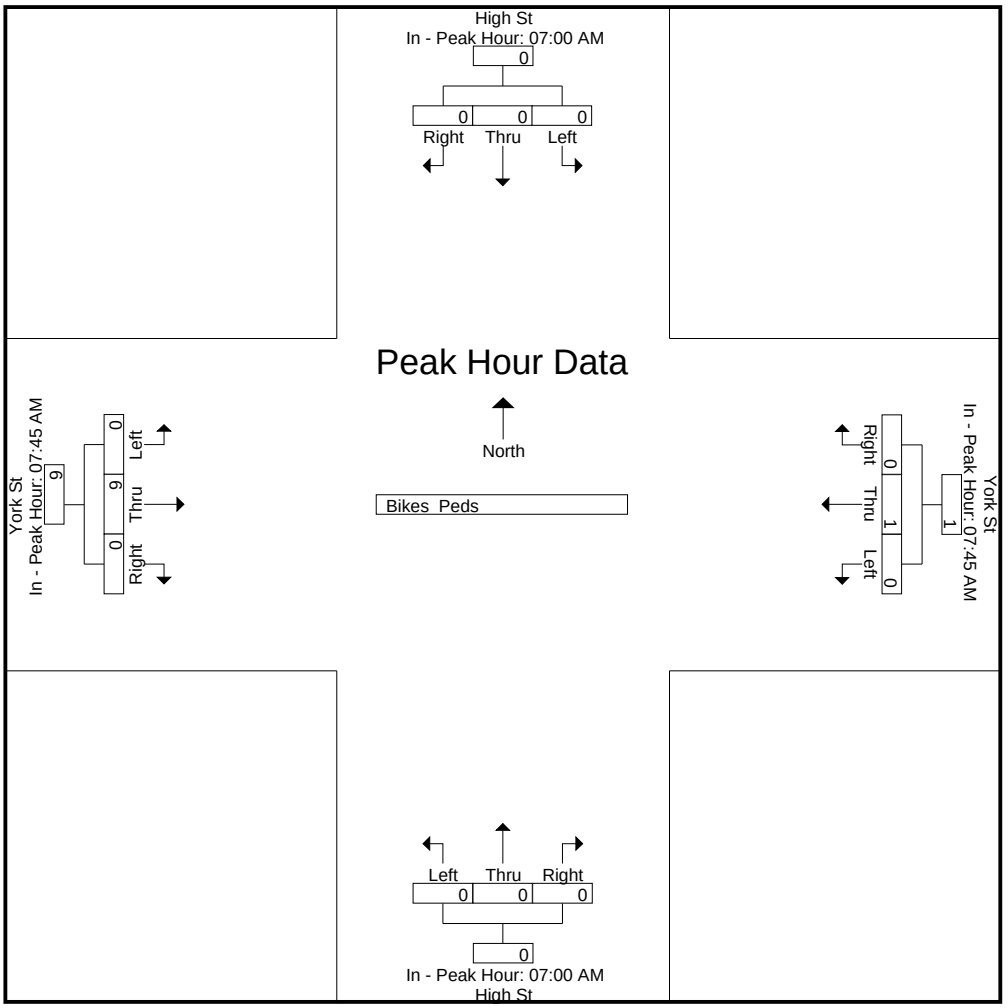
File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 12

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:45 AM				07:00 AM				07:45 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
+45 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**5**	0	**5**	
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	9	0	9	
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.450	.000	.450	



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 1

Groups Printed- Cars - Trucks

	High St From North			York St From East			High St From South			York St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	2	55	3	28	26	1	180	33	10	338
04:15 PM	0	0	0	1	48	2	18	39	2	184	50	4	348
04:30 PM	0	0	0	3	50	6	24	33	3	179	33	6	337
04:45 PM	0	0	0	2	61	5	35	23	1	165	43	6	341
Total	0	0	0	8	214	16	105	121	7	708	159	26	1364
05:00 PM	0	0	0	1	67	5	36	43	0	202	42	0	396
05:15 PM	0	0	0	3	69	3	47	46	2	172	48	6	396
05:30 PM	0	0	0	2	63	9	21	40	2	163	32	6	338
05:45 PM	0	0	0	3	51	5	11	36	1	153	44	3	307
Total	0	0	0	9	250	22	115	165	5	690	166	15	1437
Grand Total	0	0	0	17	464	38	220	286	12	1398	325	41	2801
Apprch %	0	0	0	3.3	89.4	7.3	42.5	55.2	2.3	79.3	18.4	2.3	
Total %	0	0	0	0.6	16.6	1.4	7.9	10.2	0.4	49.9	11.6	1.5	
Cars	0	0	0	17	459	36	219	285	12	1393	323	41	2785
% Cars	0	0	0	100	98.9	94.7	99.5	99.7	100	99.6	99.4	100	99.4
Trucks	0	0	0	0	5	2	1	1	0	5	2	0	16
% Trucks	0	0	0	0	1.1	5.3	0.5	0.3	0	0.4	0.6	0	0.6

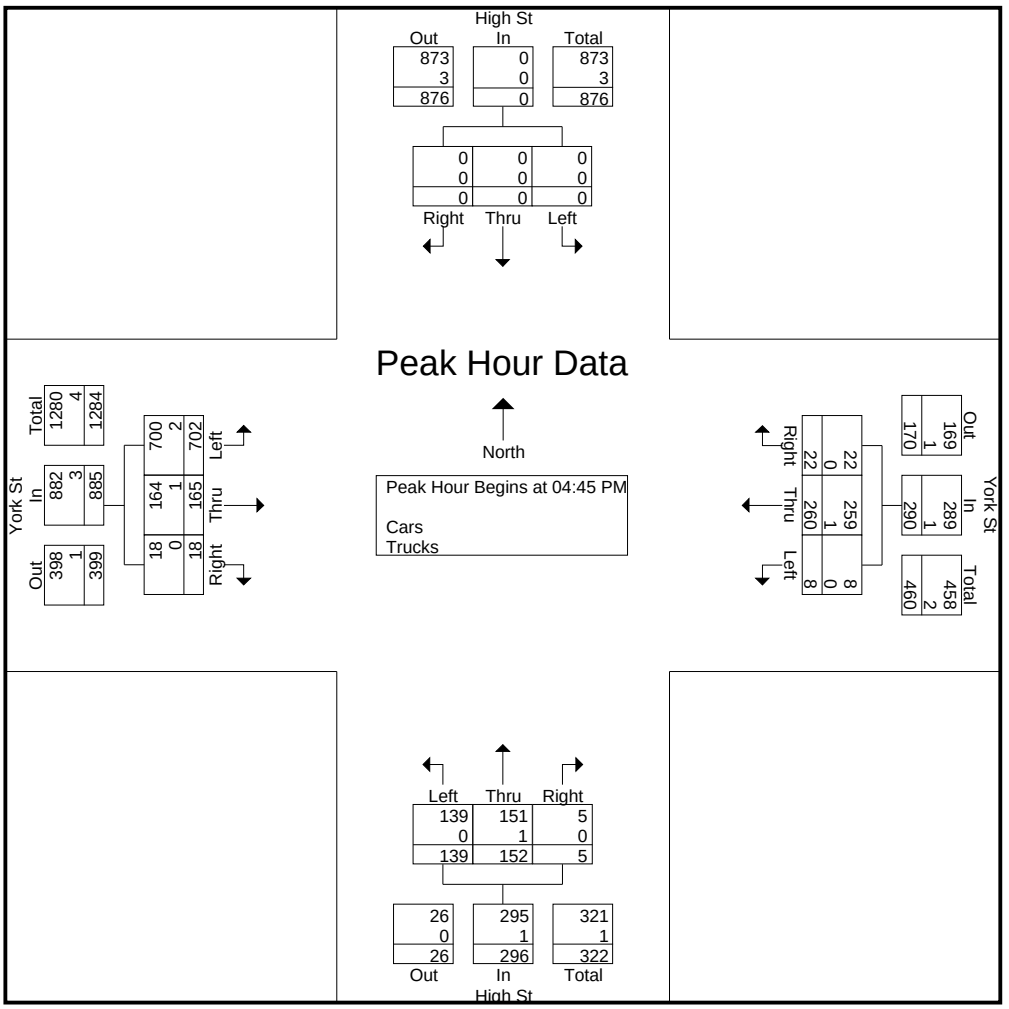
Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 2

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	2	61	5	68	35	23	1	59	165	43	**6**	214	341
05:00 PM	0	0	0	0	1	67	5	73	36	43	0	79	**202**	42	0	**244**	**396**
05:15 PM	0	0	0	0	**3**	**69**	3	**75**	**47**	**46**	**2**	**95**	172	**48**	6	226	396
05:30 PM	0	0	0	0	2	63	**9**	74	21	40	2	63	163	32	6	201	338
Total Volume	0	0	0	0	8	260	22	290	139	152	5	296	702	165	18	885	1471
% App. Total	0	0	0		2.8	89.7	7.6		47	51.4	1.7		79.3	18.6	2		
PHF	.000	.000	.000	.000	.667	.942	.611	.967	.739	.826	.625	.779	.869	.859	.750	.907	.929
Cars	0	0	0	0	8	259	22	289	139	151	5	295	700	164	18	882	1466
% Cars	0	0	0	0	100	99.6	100	99.7	100	99.3	100	99.7	99.7	99.4	100	99.7	99.7
Trucks	0	0	0	0	0	1	0	1	0	1	0	1	2	1	0	3	5
% Trucks	0	0	0	0	0	0.4	0	0.3	0	0.7	0	0.3	0.3	0.6	0	0.3	0.3



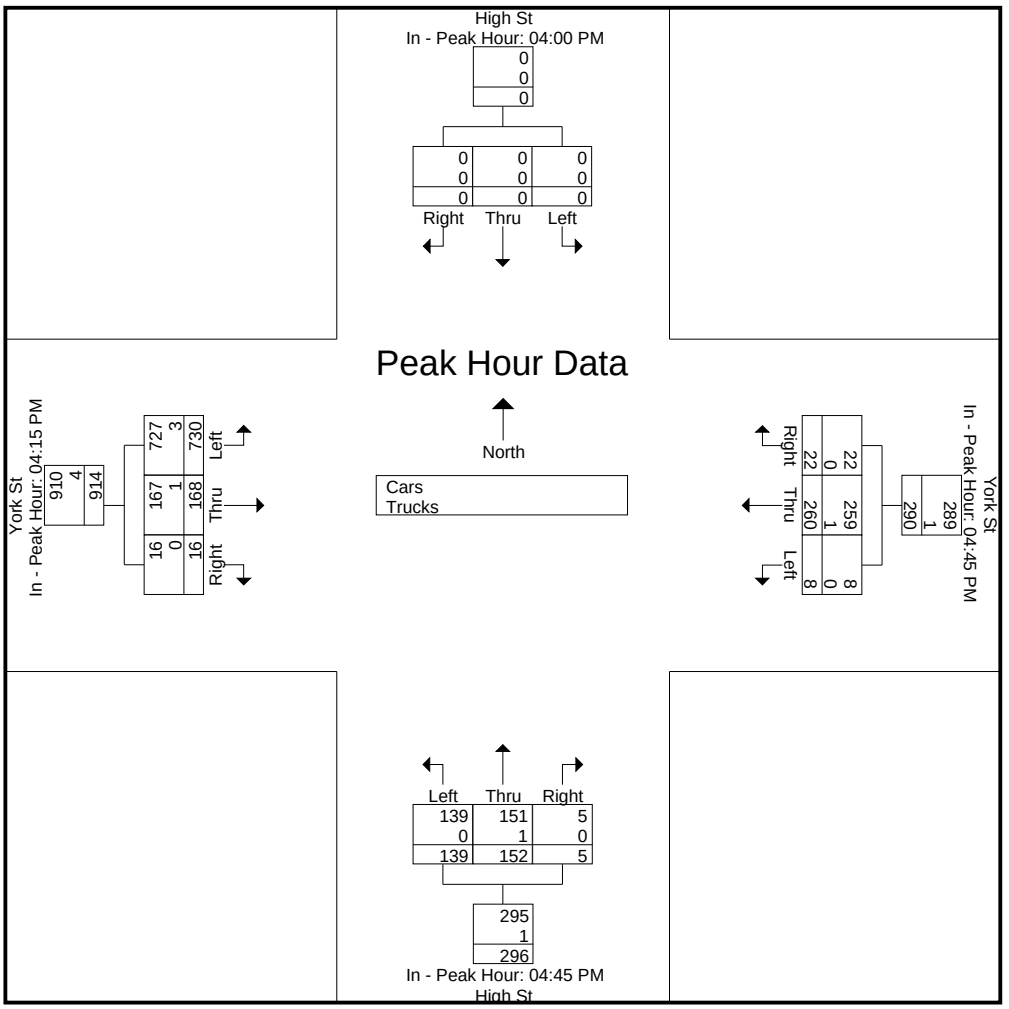
Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 3

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:45 PM				04:45 PM				04:15 PM				
+0 mins.	0	0	0	0	2	61	5	68	35	23	1	59	184	**50**	4	238	
+15 mins.	0	0	0	0	1	67	5	73	36	43	0	79	179	33	**6**	218	
+30 mins.	0	0	0	0	**3**	**69**	3	**75**	**47**	**46**	**2**	**95**	165	43	6	214	
+45 mins.	0	0	0	0	2	63	**9**	74	21	40	2	63	**202**	42	0	**244**	
Total Volume	0	0	0	0	8	260	22	290	139	152	5	296	730	168	16	914	
% App. Total	0	0	0		2.8	89.7	7.6		47	51.4	1.7		79.9	18.4	1.8		
PHF	.000	.000	.000	.000	.667	.942	.611	.967	.739	.826	.625	.779	.903	.840	.667	.936	
Cars	0	0	0	0	8	259	22	289	139	151	5	295	727	167	16	910	
% Cars	0	0	0	0	100	99.6	100	99.7	100	99.3	100	99.7	99.6	99.4	100	99.6	
Trucks	0	0	0	0	0	1	0	1	0	1	0	1	3	1	0	4	
% Trucks	0	0	0	0	0	0.4	0	0.3	0	0.7	0	0.3	0.4	0.6	0	0.4	



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 4

Groups Printed- Cars

	High St From North			York St From East			High St From South			York St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	2	54	2	28	26	1	180	33	10	336
04:15 PM	0	0	0	1	48	2	17	39	2	183	49	4	345
04:30 PM	0	0	0	3	48	5	24	33	3	177	33	6	332
04:45 PM	0	0	0	2	61	5	35	23	1	165	43	6	341
Total	0	0	0	8	211	14	104	121	7	705	158	26	1354
05:00 PM	0	0	0	1	67	5	36	42	0	202	42	0	395
05:15 PM	0	0	0	3	69	3	47	46	2	171	48	6	395
05:30 PM	0	0	0	2	62	9	21	40	2	162	31	6	335
05:45 PM	0	0	0	3	50	5	11	36	1	153	44	3	306
Total	0	0	0	9	248	22	115	164	5	688	165	15	1431
Grand Total	0	0	0	17	459	36	219	285	12	1393	323	41	2785
Apprch %	0	0	0	3.3	89.6	7	42.4	55.2	2.3	79.3	18.4	2.3	
Total %	0	0	0	0.6	16.5	1.3	7.9	10.2	0.4	50	11.6	1.5	

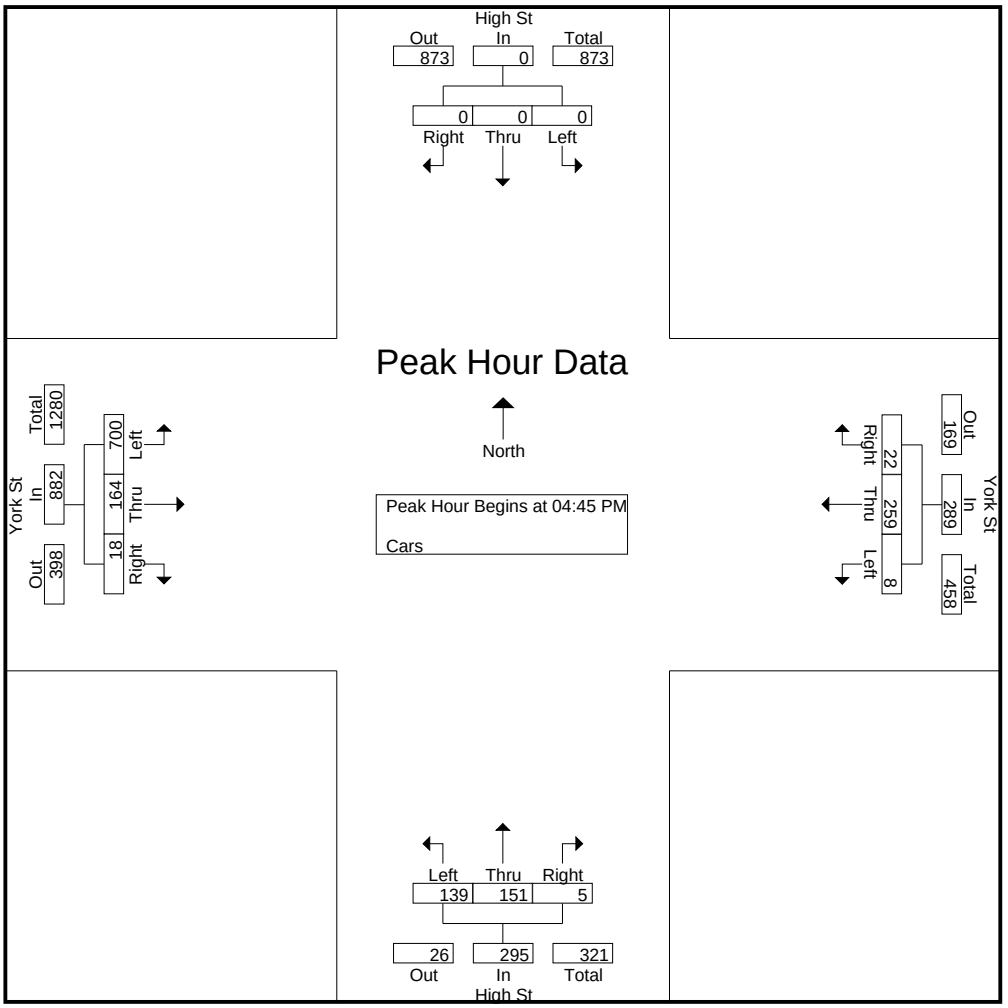
Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 5

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	2	61	5	68	35	23	1	59	165	43	**6**	214	341
05:00 PM	0	0	0	0	1	67	5	73	36	42	0	78	**202**	42	0	**244**	**395**
05:15 PM	0	0	0	0	**3**	**69**	3	**75**	**47**	**46**	**2**	**95**	171	**48**	6	225	395
05:30 PM	0	0	0	0	2	62	**9**	73	21	40	2	63	162	31	6	199	335
Total Volume	0	0	0	0	8	259	22	289	139	151	5	295	700	164	18	882	1466
% App. Total	0	0	0		2.8	89.6	7.6		47.1	51.2	1.7		79.4	18.6	2		
PHF	.000	.000	.000	.000	.667	.938	.611	.963	.739	.821	.625	.776	.866	.854	.750	.904	.928



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

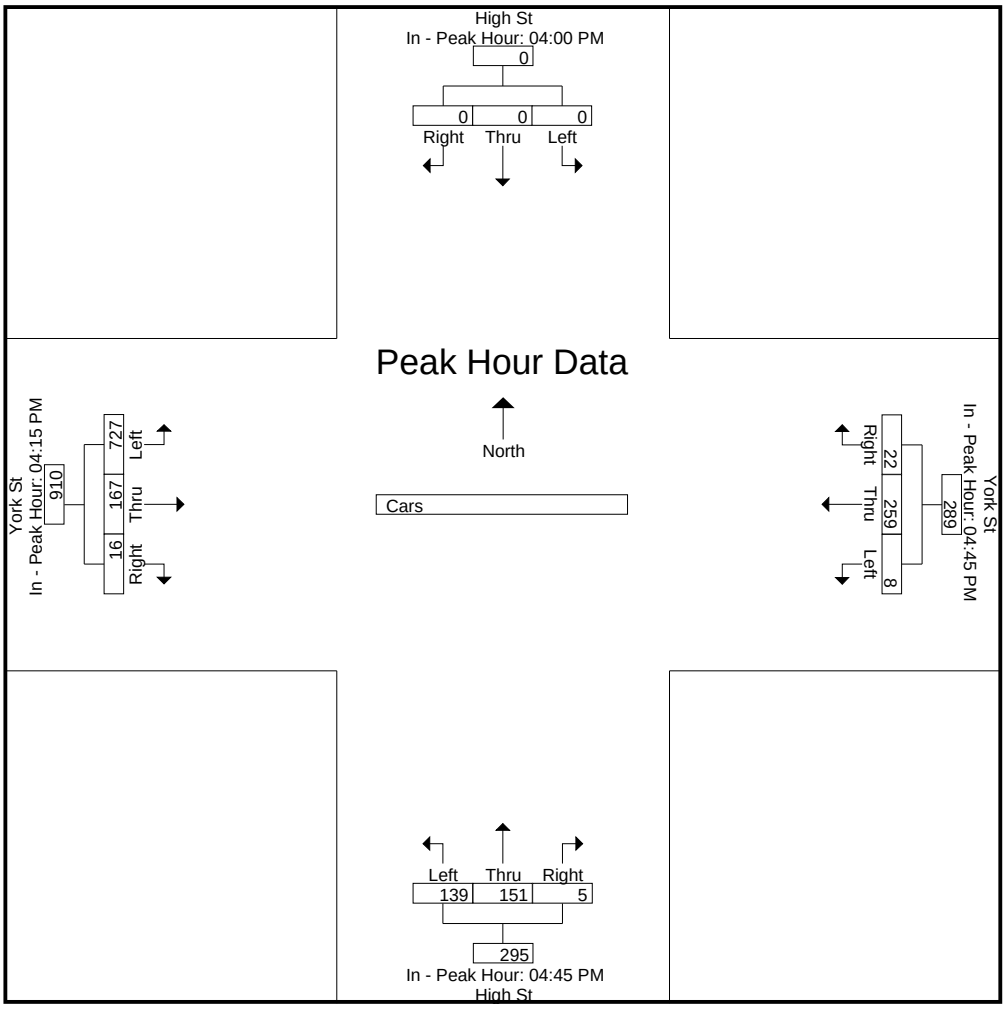
File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 6

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:45 PM				04:15 PM				
+0 mins.	0	0	0	0	2	61	5	68	35	23	1	59	183	**49**	4	236	
+15 mins.	0	0	0	0	1	67	5	73	36	42	0	78	177	33	**6**	216	
+30 mins.	0	0	0	0	**3**	**69**	3	**75**	**47**	**46**	**2**	**95**	165	43	6	214	
+45 mins.	0	0	0	0	2	62	**9**	73	21	40	2	63	**202**	42	0	**244**	
Total Volume	0	0	0	0	8	259	22	289	139	151	5	295	727	167	16	910	
% App. Total	0	0	0		2.8	89.6	7.6		47.1	51.2	1.7		79.9	18.4	1.8		
PHF	.000	.000	.000	.000	.667	.938	.611	.963	.739	.821	.625	.776	.900	.852	.667	.932	



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017

Groups Printed- Trucks

	High St From North			York St From East			High St From South			York St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	3
04:30 PM	0	0	0	0	2	1	0	0	0	2	0	0	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	2	1	0	0	3	1	0	10
05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
05:30 PM	0	0	0	0	1	0	0	0	0	1	1	0	3
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	1	0	2	1	0	6
Grand Total	0	0	0	0	5	2	1	1	0	5	2	0	16
Apprch %	0	0	0	0	71.4	28.6	50	50	0	71.4	28.6	0	
Total %	0	0	0	0	31.2	12.5	6.2	6.2	0	31.2	12.5	0	

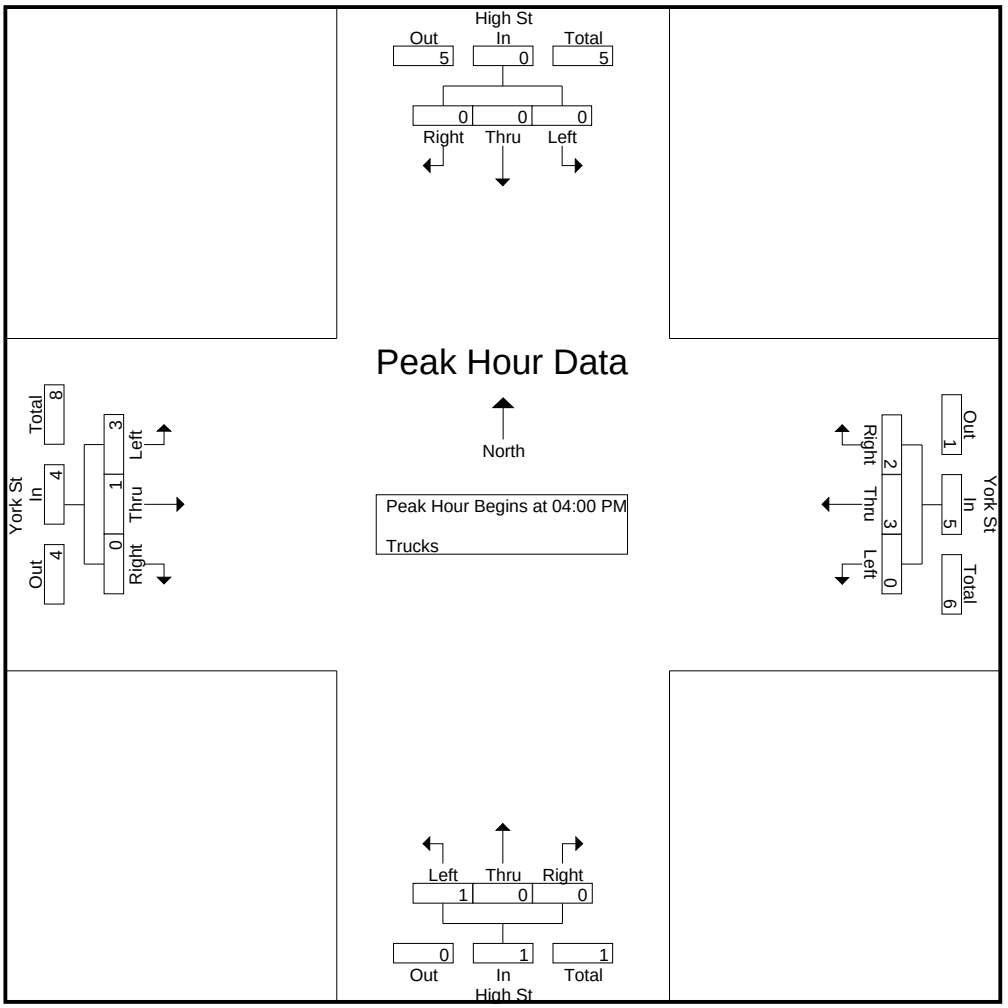
Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 8

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	1	**1**	2	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1	**1**	0	**2**	3
04:30 PM	0	0	0	0	0	**2**	1	**3**	0	0	0	0	**2**	0	0	2	**5**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	2	5	1	0	0	1	3	1	0	4	10
% App. Total	0	0	0		0	60	40		100	0	0		75	25	0		
PHF	.000	.000	.000	.000	.000	.375	.500	.417	.250	.000	.000	.250	.375	.250	.000	.500	.500



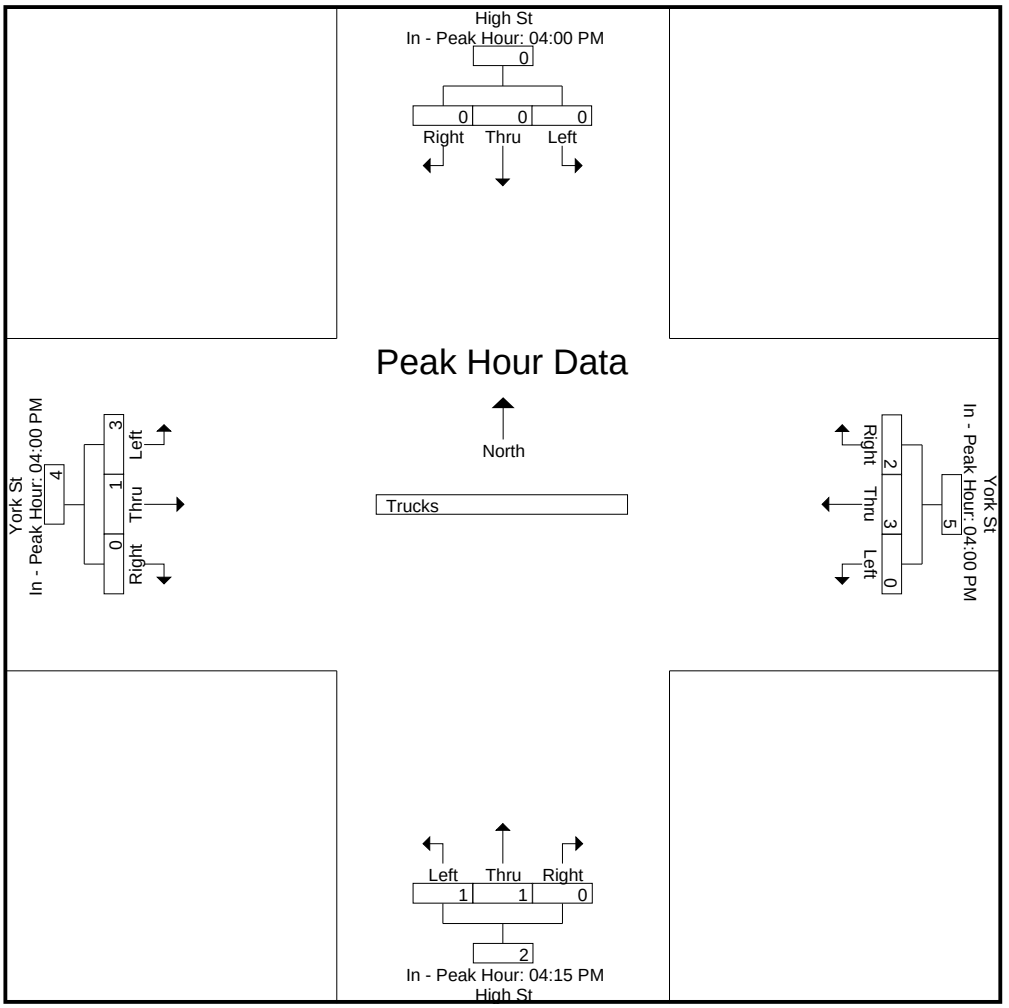
Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 9

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:15 PM				04:00 PM				
+0 mins.	0	0	0	0	0	1	**1**	2	**1**	0	0	**1**	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**	0	**2**	
+30 mins.	0	0	0	0	0	**2**	1	**3**	0	0	0	0	**2**	0	0	2	
+45 mins.	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	
Total Volume	0	0	0	0	0	3	2	5	1	1	0	2	3	1	0	4	
% App. Total	0	0	0		0	60	40		50	50	0		75	25	0		
PHF	.000	.000	.000	.000	.000	.375	.500	.417	.250	.250	.000	.500	.375	.250	.000	.500	



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017

Groups Printed- Bikes Peds

	High St From North				York St From East				High St From South				York St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	4	10	0	10
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	1	4	1	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1
04:45 PM	0	0	0	1	0	1	0	1	0	0	0	2	0	0	0	1	5	1	6
Total	0	0	0	1	0	2	0	1	0	0	0	11	0	0	0	7	20	2	22
05:00 PM	0	0	0	5	0	2	0	3	0	0	0	6	0	1	0	2	16	3	19
05:15 PM	0	0	0	0	0	2	0	0	0	0	0	9	0	0	0	0	9	2	11
05:30 PM	0	0	0	0	0	0	0	1	1	0	0	7	0	0	0	3	11	1	12
05:45 PM	0	0	0	1	0	1	0	1	0	0	0	3	0	0	0	6	11	1	12
Total	0	0	0	6	0	5	0	5	1	0	0	25	0	1	0	11	47	7	54
Grand Total	0	0	0	7	0	7	0	6	1	0	0	36	0	1	0	18	67	9	76
Apprch %	0	0	0		0	100	0		100	0	0		0	100	0				
Total %	0	0	0		0	77.8	0		11.1	0	0		0	11.1	0		88.2	11.8	

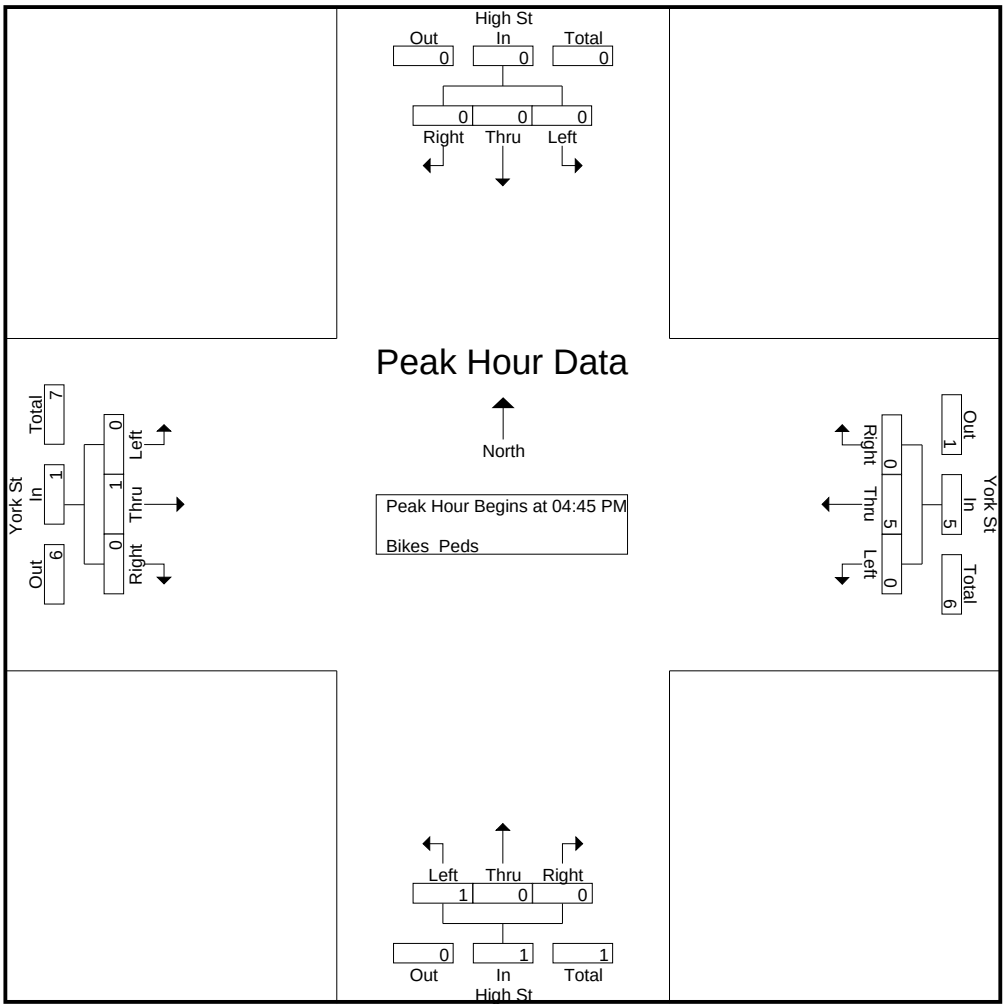
Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 11

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	**3**
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
Total Volume	0	0	0	0	0	5	0	5	1	0	0	1	0	1	0	1	7
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.250	.000	.000	.250	.000	.250	.000	.250	.583



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

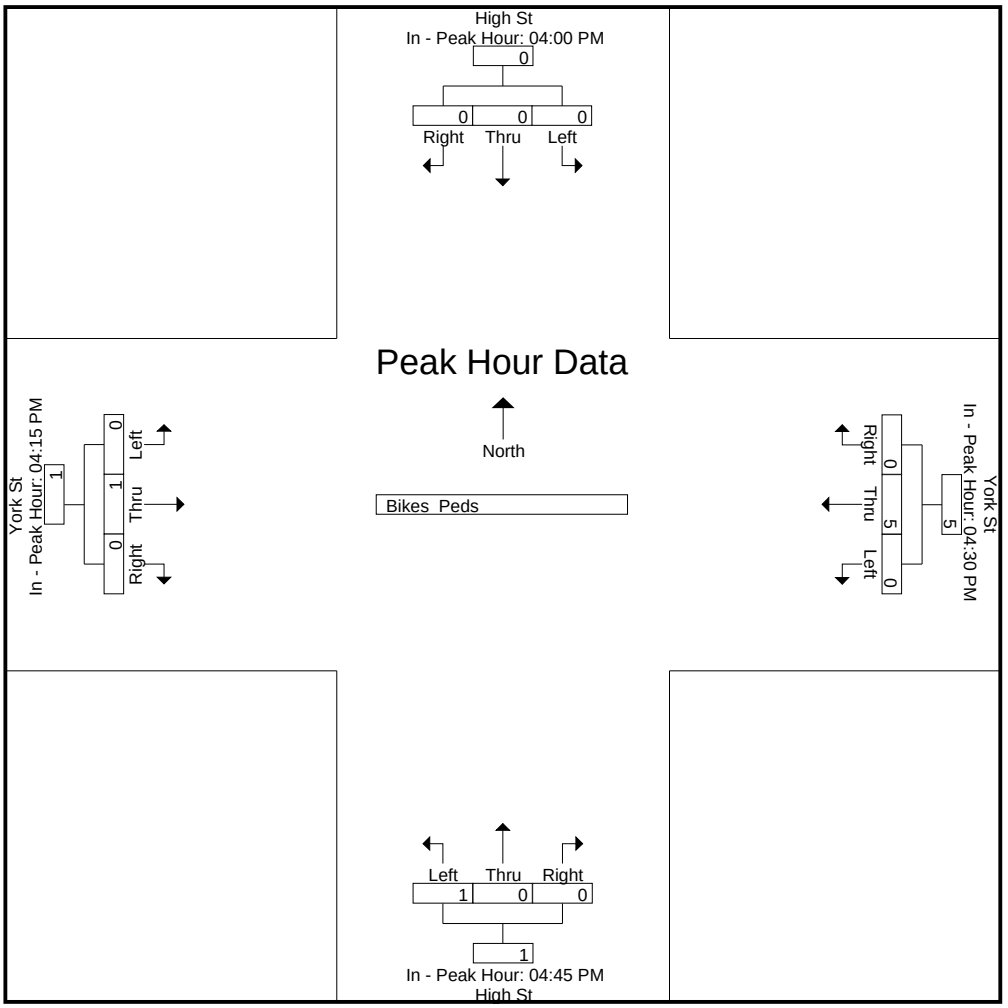
File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 12

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:45 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	**1**	0	0	**1**	0	**1**	0	**1**
Total Volume	0	0	0	0	0	5	0	5	1	0	0	1	0	1	0	1
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.250	.000	.000	.250	.000	.250	.000	.250



383 Commercial Street
Portland, ME

Introduction

This Stormwater Management Plan has been prepared to address the potential impacts associated with this project due to the proposed modification in stormwater runoff characteristics. The stormwater management controls that are outlined in this plan have been incorporated to best suit the proposed development and to comply with applicable regulatory requirements.

The project is proposed to be constructed in three phases and consists of redevelopment of a 2.59-acre parcel. In phases one and two, six of the seven existing buildings will be removed to allow for the construction of a multi-story hotel, residential, and retail building with two parking levels.

Based upon the anticipated development, the project is subject to the Chapter 500 Basic and General standards. The proposed erosion controls, inspection and maintenance criteria, and the stormwater management systems have been designed to meet MDEP and City of Portland requirements.

Existing Conditions

The site is located in the City block bordered by Commercial Street (east side), York Street (west side), High Street (south side) and Maple Street (north side). The parcel is fully developed with seven buildings and extensive paved areas. The site is the former location of Deering Lumber Company.

Stormwater is collected in a few on-site catch basins and is routed to the City's storm drainage infrastructure in Maple, Commercial, and High Streets. The City's storm drainage is discharged to the brackish portion of the Fore River.

Proposed Development

The developer proposes to construct a multi-story residential, hotel, and retail building with two parking levels. The site is accessed via an existing driveway from Commercial Street. Additional access will be provided from Maple Street and York Street to two levels of a structured parking garage.

Phases one and two will be constructed concurrently and the areas of phase 3 will be redeveloped into a surface parking lot. The existing building on the south side of the site will remain. The stormwater analysis was developed to consider the future development of phase three which would include the demolition of the remaining existing building and construction of a new building addition effectively redeveloping the remainder of the site.

The proposed development (including phase 3) will result in the following:

Total disturbed/developed area	= 2.59 acres
Total impervious area	= 2.42 acres

Regulatory Requirements

Maine Department of Environmental Protection (MDEP)

MDEP Rule Chapters 500 and 502 describe stormwater management requirements for new development projects. These rules describe performance standards divided into five major categories: Basic Standard, General Standard, Phosphorous Standard, Urban Impaired Stream Standard, and Flooding Standard. The following sections describe how this project will address these stormwater management performance standards.

Basic Standard: A project must meet basic standards if it disturbs an area greater than one (1) acre. As this development will disturb approximately 2.59 acres, it must meet the basic standard. The standard includes various erosion and sedimentation controls, inspection and maintenance procedures, and general housekeeping requirements.

General Standard: A project is subject to the general standard if it results in the creation of one (1) or more acres of impervious area or developed areas greater than five (5) acres. As this project will include approximately 2.42 acres of impervious area, it must meet the general standard. The standard requires that a minimum of 95% of all impervious areas and at least 80% of all developed areas are designed to be tributary to stormwater BMPs. However, for redevelopment projects, the required treatment is scaled based on the pollutant discharge that, if the stormwater was untreated, would result from the redevelopment project. Standard BMPs have been defined by the MDEP and are described thoroughly in their publication Stormwater Management for Maine: Best Management Practices manual, as revised May 2016.

Phosphorous Standard: A project must meet the phosphorous standards if located within a lake watershed. As this project is not tributary to a lake watershed, it is not subject to the phosphorus standard.

Urban Impaired Stream Standard: A project must meet the urban impaired stream standards if located within an urban impaired stream watershed. As this project is not tributary to an Urban Impaired Stream as defined by MDEP Chapter 502, this project is not subject to the urban impaired stream standard.

Flooding Standard: A project must meet to the flooding standards if it creates impervious areas greater than three (3) acres, or developed areas greater than twenty (20) acres. As this project includes approximately 2.42 acres of impervious area, it is not subject to the flooding standard.

City of Portland:

In accordance with Section 5.II.D of the City of Portland Technical manual, all projects not subject to requirements of an existing Site Law or Stormwater Management Law Permit that include

redevelopment of non-roof impervious area greater than 5,000 square-feet and are subject to City of Portland review shall provide stormwater quality treatment in accordance with the General Standards for no less than 50% of the redeveloped impervious area. The runoff from any up-gradient area must be either directed away from the stormwater treatment measure or that measure must be sized to treat the runoff from the up-gradient area.

Methodology

In order to evaluate drainage characteristics as a result of the proposed development activities, a quantitative analysis was performed to determine peak runoff rates in the pre-development and post-development conditions. The evaluation was performed using the methodology outlined in the USDA Soil Conservation Service's "Urban Hydrology for Small Watersheds - Technical Release #55 (TR-55)". HydroCAD computer software was utilized to perform the calculations.

The peak runoff rates were calculated using a 24-hour duration storm event with a Type III rainfall distribution. The rainfall amounts for Cumberland County have recently been updated and the following 24-hour duration rainfall amounts were used for this report:

Storm Frequency	24-hr Duration Rainfall (in.)
2-yr	3.1
10-yr	4.6
25-yr	5.8

The model incorporates design assumptions including the following:

- The minimum time of concentration (T_c) is six minutes, based upon limitations of the TR-55 model.

Quality Treatment

Stormwater runoff from the building and parking area will be routed to two proposed StormFilter treatment units located below the parking garage floor slab. The Water Quality Volume and any bypass flow will be routed to the City's infrastructure on Maple Street and Commercial Street.

The Stormfilter is comprised of a precast vault that houses rechargeable, media-filled cartridges. The number of cartridges required is based upon water quality/channel protection volume which is equal to 1.0-inch times the subcatchment's impervious area and 0.4–inch times the subcatchment's tributary landscaped areas. The system is designed to drain completely within 24 to 72 hours after the storm.

Redevelopment standards apply because the proposed building will replace existing buildings and pavement areas. After completing the calculations outlined in §4.C(2)(d) of Chapter 500, the ranked impact change due to redevelopment is calculated to be -0.10, requiring that 0.0% of developed area be treated. However, the minimum level of treatment required by the City of Portland Technical manual is 50% for redevelopment projects.

The attached treatment table summarizes the total impervious and developed areas for the proposed development indicates the BMP measures proposed for treating the impervious areas. The conclusion is a tabulation of the effective treatment percentages for the proposed development. The results of this tabulation indicate the following:

- The post-development area requiring treatment includes approximately 2.42 acres of impervious area and a total of approximately 2.59 acres of developed area.

- The redevelopment standard requires treatment for 50% of the new impervious areas. As such, the site is required to provide treatment for a minimum of 1.21 acres. The total area receiving treatment is approximately 1.42 acres or 53.61%.

- The redevelopment standard requires treatment for 50% of the new developed areas. As such, the site is required to provide treatment for a minimum of 1.29 acres. The total area receiving treatment is approximately 1.33 acres or 51.48%.

Peak Flow Analysis

The subcatchment areas and times of concentration of the post-development conditions vary from the pre-development conditions based on the proposed site development and grading. The following table summarizes the results of the hydrologic analysis of the project during pre-development and post-development conditions.

Stormwater Peak Discharge Summary Table

Study Point	2-Year Storm			10-Year Storm			25-Year Storm		
	Pre (cfs)	Post (cfs)	Diff. (cfs)	Pre (cfs)	Post (cfs)	Diff. (cfs)	Pre (cfs)	Post (cfs)	Diff. (cfs)
SP1	7.1	7.1	0.0	11.0	11.0	0.0	14.2	14.2	0.08

The results of the stormwater modeling at Study Point SP1 indicate that the peak rates of runoff in the post-developed condition will be less than the pre-developed condition for the 2-year, 10-year, and 25-year storm events.

Conclusions

Erosion and sedimentation controls, inspection and maintenance procedures and general housekeeping requirements have been outlined to prevent unreasonable impacts on the site and to the surrounding environment.

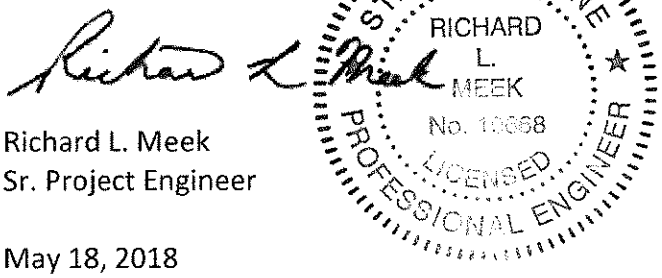
By utilizing Best Management practices, stormwater quality treatment has been provided for at least 50% of the total impervious area and at least 50% of the total developed area. Based on the modeling data, the post-development peak rates of runoff for the 2-year, 10-year and 25-year storm events

demonstrate decreases in the peak rates of runoff when compared to the pre-development peak rates of runoff.

With the incorporation of the above referenced erosion control, treatment and detention measures, the project has been designed in conformance with the Maine Department of Environmental Protection Chapter 500 Stormwater Law and City of Portland Stormwater Management Standards. Accordingly, it is anticipated that stormwater runoff from the proposed development will not cause a significant adverse effect to off-site receiving channels or downstream properties.

Prepared by,

SEBAGO TECHNICS, INC.



Richard L. Meek
Sr. Project Engineer

May 18, 2018

Attachment A

STORWATER QUALITY CALCULATIONS

Table 1: MDEP GENERAL STANDARD CALCULATIONS

Job # 16324

AREA ID	WATERSHED SIZE (S.F.)	EXISTING IMPERVIOUS AREA (S.F.)	NEW IMPERVIOUS AREA (S.F.)	EXISTING LANDSCAPED AREA (S.F.)	NEW ONSITE LANDSCAPED AREA (S.F.)	NET NEW DEVELOPED AREA (S.F.)	NET EXISTING DEVELOPED AREAS (S.F.)	TREATMENT PROVIDED?	IMPERVIOUS AREA TREATED (S.F.)	LANDSCAPED AREA TREATED* (S.F.)	DEVELOPED AREA TREATED (S.F.)	TREATMENT BMP
11	21,188	0	19,144	0	2,044	21,188	0	YES	19,144	2,044	21,188	Sand Filter 1
12	14,039	0	13,415	0	624	14,039	0	NO	0	0	0	None
13	678	678	0	0	0	0	678	NO	0	0	0	None
14	4,151	0	1,874	0	4,134	6,008	0	NO	0	0	0	None
21	4,224	0	4,224	0	0	4,224	0	NO	0	0	0	None
22	16,183	0	16,183	0	0	16,183	0	NO	0	0	0	None
23	13,872	0	13,872	0	0	13,872	0	YES	13,872	0	13,872	Sand Filter 2
24	14,780	0	13,246	0	1,534	14,780	0	NO	0	0	0	None
25	1,705	0	1,705	0	0	1,705	0	YES	1,705	0	1,705	Sand Filter 2
26	16,084	0	16,084	0	0	16,084	0	YES	16,084	0	16,084	Sand Filter 2
27	2,880	0	2,880	0	0	2,880	0	YES	2,880	0	2,880	Sand Filter 2
28	2,868	0	2,868	0	0	2,868	0	YES	2,868	0	2,868	Sand Filter 2
OFFSITE	5,045	2,000	1,188	0	0	1,188	2,000					
TOTAL (S.F.)	**112,652**	**678**	**105,495**	**0**	**8,336**	**113,831**	**678**		**56,553**	**2,044**	**58,597**	

TOTAL NEW IMPERVIOUS AREA (S.F.)	**105,495**	**TOTAL DEVELOPED AREA (S.F.)**	**113,831**
TOTAL IMPERVIOUS AREA RECEIVING TREATMENT (S.F.)	**56,553**	**TOTAL DEV. AREA RECEIVING TREATMENT (S.F.)**	**58,597**
% OF IMPERVIOUS AREA RECEIVING TREATMENT	**53.61%**	**% OF DEV. AREA RECEIVING TREATMENT**	**51.48%**

Table 2: MDEP GENERAL STANDARD CALCULATIONS: 383 Commercial Street, Portland, Maine

Existing Areas by Pollutant Ranking (S.F.)							Proposed Areas by Pollutant Ranking (S.F.)						
0	1	2	3	4	5	SUM	0	1	2	3	4	5	SUM
10,554	0	1,473	105,670	0	0	117,697	0	5,105	34,563	78,029	0	0	117,697

Existing Areas by Pollutant Ranking (acres)							Proposed Areas by Pollutant Ranking (S.F.)						
0	1	2	3	4	5	SUM	0	1	2	3	4	5	SUM
0.24	0.00	0.03	2.43	0.00	0.00	2.70	0.00	0.12	0.79	1.79	0.00	0.00	2.70

Existing Weighted Average (Item A)	Proposed Weighted Average (Item B)
7.35	**7.08**

Total Existing Development Area (acres)	Total Redevelopment Area (acres)
2.70	**2.70**

Total Existing Development Area (acres) - Excludes Area With Pollutant Impact Ranking of 0	Ranked Impact Change Due to Redevelopment (Item E)
2.46	**-0.10**

Percent Increase in Developed Area
8.97%

Treatment Levels for Redevelopment Projects	
Ranked Impact Change Due to Redevelopment (Item E)	**Percentage of Developed Area that Must be Treated**
0.0 or less	**0% (Stormwater projects)** **50% (Site projects)**
≤ 0.0 to ≥ 1.0	**60%**
> 1.0 to ≥ 2.0	**70%**
> 2.0 to ≥ 3.0	**80%**
> 3.0	**Same treatment level as for new development**

Determining Number of Cartridges for Systems Downstream of Detention

CONTECH Engineered Solutions Engineer: **NTB**
Date Prepared: **5/3/2018**

Site Information

Project Name	**383 Commercial Street - Phase 2**	
Project State	**Maine**	
Project Location	**Portland**	
Drainage Area, Ad	**0.44**	ac
Impervious Area, Ai	**0.44**	ac
Pervious Area, Ap	**0.00**	
% Impervious	**100%**	
Runoff Coefficient, Rc	**0.95**	

Upstream Detention System

Water Quality Volume	**1601**	cf
24-hr release rate	**8.32**	gpm
Detention pretreatment credit	**50%**	

Mass loading calculations

Mean Annual Rainfall, P	**47**	in
Agency required % removal	**85%**	
Percent Runoff Capture	**85%**	
MEDEP Mean Annual Runoff, Vt	**64,402**	ft^3
Event Mean Concentration of Pollutant, EMC	**70**	mg/l
Annual Mass Load, M_{total}	**281.26**	lbs

Filter System

Filtration brand	**StormFilter**	
Cartridge height	**27**	in
Specific Flow Rate per MEDEP authorization	**3.00**	gpm/cart

Number of cartridges - mass loading

Mass removed by pretreatment system, M_{pre}	**140.63**	lbs
Mass load to filters after pretreatment, M_{pass1}	**140.63**	lbs
Estimate the required filter efficiency, E_{filter}	**0.70**	
Mass to be captured by filters, M_{filter}	**98.44**	lbs
Allowable Cartridge Flow rate, Q_{cart}	**22.50**	
Mass load per cartridge, M_{cart} (lbs)	**54.00**	lbs
Number of Cartridges required, N_{mass}	**2**	
Treatment Capacity	**6.00**	gpm

Determine Critical Sizing Value

Number of Cartridges using $Q_{release\ treat}$, N_{flow}	**3**	

Method to Use: **HYDRAULIC**

SUMMARY	
Hydraulic	
Treatment Flow Rate (gpm)	8.32
Cartridge Flow Rate (gpm)	3.0
Number of Cartridges	3
Mass Loading	
Treatment Mass (lbs)	98.44
Cartridge Mass Capacity (lbs)	54.00
Number of Cartridges	2

Determining Number of Cartridges for Systems Downstream of Detention

CONTECH Engineered Solutions Engineer: **NTB**
Date Prepared: **5/3/2018**

Site Information

Project Name	**383 Commercial Street - Phase 2**	
Project State	**Maine**	
Project Location	**Portland**	
Drainage Area, Ad	**0.82**	ac
Impervious Area, Ai	**0.82**	ac
Pervious Area, Ap	**0.00**	
% Impervious	**100%**	
Runoff Coefficient, Rc	**0.95**	

Upstream Detention System

Water Quality Volume	**2977**	cf
24-hr release rate	**15.47**	gpm
Detention pretreatment credit	**50%**	

Mass loading calculations

Mean Annual Rainfall, P	**47**	in
Agency required % removal	**85%**	
Percent Runoff Capture	**85%**	
MEDEP Mean Annual Runoff, Vt	**119,750**	ft^3
Event Mean Concentration of Pollutant, EMC	**70**	mg/l
Annual Mass Load, M_{total}	**522.99**	lbs

Filter System

Filtration brand	**StormFilter**	
Cartridge height	**27**	in
Specific Flow Rate per MEDEP authorization	**3.00**	gpm/cart

Number of cartridges - mass loading

Mass removed by pretreatment system, M_{pre}	**261.49**	lbs
Mass load to filters after pretreatment, M_{pass1}	**261.49**	lbs
Estimate the required filter efficiency, E_{filter}	**0.70**	
Mass to be captured by filters, M_{filter}	**183.05**	lbs
Allowable Cartridge Flow rate, Q_{cart}	**22.50**	
Mass load per cartridge, M_{cart} (lbs)	**54.00**	lbs
Number of Cartridges required, N_{mass}	**4**	
Treatment Capacity	**12.00**	gpm

Determine Critical Sizing Value

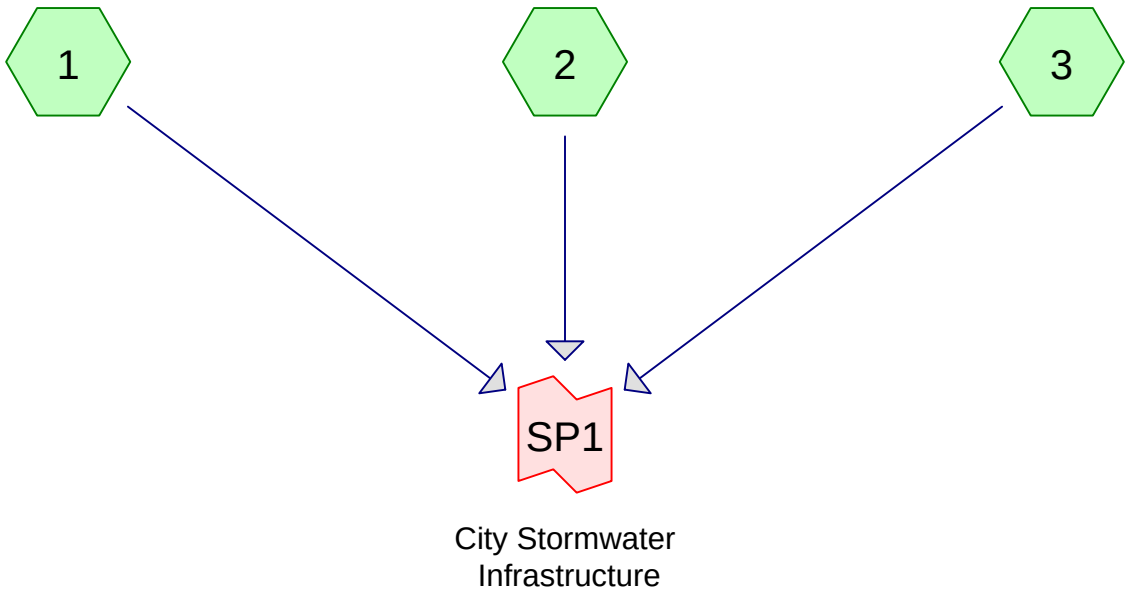
Number of Cartridges using $Q_{release\ treat}$, N_{flow}	**6**	

Method to Use: **HYDRAULIC**

SUMMARY	
Hydraulic	
Treatment Flow Rate (gpm)	15.47
Cartridge Flow Rate (gpm)	3.0
Number of Cartridges	6
Mass Loading	
Treatment Mass (lbs)	183.05
Cartridge Mass Capacity (lbs)	54.00
Number of Cartridges	4

Attachment B

HYDROCAD OUTPUT



Subcat Reach Pond Link

Routing Diagram for 16324-Pre 5-4-18
Prepared by Sebago Technics, Inc., Printed 5/18/2018
HydroCAD® 10.00-15 s/n 01856 © 2015 HydroCAD Software Solutions LLC

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1: Runoff Area=52,431 sf 89.92% Impervious Runoff Depth>2.13"
Tc=6.0 min CN=92 Runoff=3.0 cfs 0.213 af

Subcatchment 2: Runoff Area=60,163 sf 100.00% Impervious Runoff Depth>2.68"
Tc=6.0 min CN=98 Runoff=4.1 cfs 0.309 af

Subcatchment 3: Runoff Area=5,103 sf 28.04% Impervious Runoff Depth>0.21"
Tc=6.0 min CN=56 Runoff=0.0 cfs 0.002 af

Link SP1: City Stormwater Infrastructure Inflow=7.1 cfs 0.524 af
Primary=7.1 cfs 0.524 af

Total Runoff Area = 2.702 ac Runoff Volume = 0.524 af Average Runoff Depth = 2.33"
7.61% Pervious = 0.206 ac 92.39% Impervious = 2.496 ac

Summary for Subcatchment 1:

Runoff = 3.0 cfs @ 12.09 hrs, Volume= 0.213 af, Depth> 2.13"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-Year Rainfall=3.10"

	Area (sf)	CN	Description
	5,284	39	>75% Grass cover, Good, HSG A
*	47,147	98	Impervious
	52,431	92	Weighted Average
	5,284		10.08% Pervious Area
	47,147		89.92% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Direct Entry**

Summary for Subcatchment 2:

Runoff = 4.1 cfs @ 12.09 hrs, Volume= 0.309 af, Depth> 2.68"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-Year Rainfall=3.10"

	Area (sf)	CN	Description
*	60,163	98	Impervious
	60,163		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Direct Entry**

Summary for Subcatchment 3:

Runoff = 0.0 cfs @ 12.33 hrs, Volume= 0.002 af, Depth> 0.21"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-Year Rainfall=3.10"

	Area (sf)	CN	Description
	3,672	39	>75% Grass cover, Good, HSG A
*	1,431	98	Impervious
	5,103	56	Weighted Average
	3,672		71.96% Pervious Area
	1,431		28.04% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Direct Entry**

Summary for Link SP1: City Stormwater Infrastructure

Inflow Area = 2.702 ac, 92.39% Impervious, Inflow Depth > 2.33" for 2-Year event
Inflow = 7.1 cfs @ 12.09 hrs, Volume= 0.524 af
Primary = 7.1 cfs @ 12.09 hrs, Volume= 0.524 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1: Runoff Area=52,431 sf 89.92% Impervious Runoff Depth>3.50"
Tc=6.0 min CN=92 Runoff=4.9 cfs 0.351 af

Subcatchment 2: Runoff Area=60,163 sf 100.00% Impervious Runoff Depth>4.05"
Tc=6.0 min CN=98 Runoff=6.1 cfs 0.467 af

Subcatchment 3: Runoff Area=5,103 sf 28.04% Impervious Runoff Depth>0.75"
Tc=6.0 min CN=56 Runoff=0.1 cfs 0.007 af

Link SP1: City Stormwater Infrastructure Inflow=11.0 cfs 0.825 af
Primary=11.0 cfs 0.825 af

Total Runoff Area = 2.702 ac Runoff Volume = 0.825 af Average Runoff Depth = 3.66"
7.61% Pervious = 0.206 ac 92.39% Impervious = 2.496 ac

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

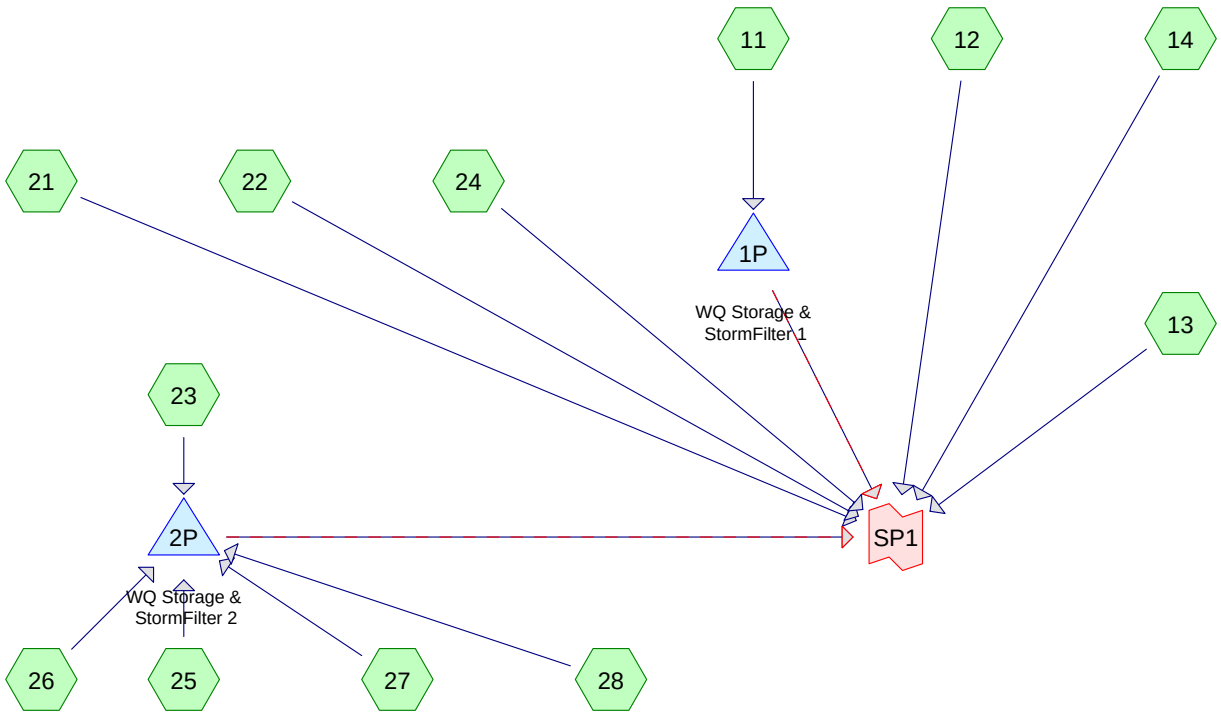
Subcatchment 1: Runoff Area=52,431 sf 89.92% Impervious Runoff Depth>4.60"
Tc=6.0 min CN=92 Runoff=6.3 cfs 0.462 af

Subcatchment 2: Runoff Area=60,163 sf 100.00% Impervious Runoff Depth>5.15"
Tc=6.0 min CN=98 Runoff=7.7 cfs 0.592 af

Subcatchment 3: Runoff Area=5,103 sf 28.04% Impervious Runoff Depth>1.33"
Tc=6.0 min CN=56 Runoff=0.2 cfs 0.013 af

Link SP1: City Stormwater Infrastructure Inflow=14.2 cfs 1.067 af
Primary=14.2 cfs 1.067 af

Total Runoff Area = 2.702 ac Runoff Volume = 1.067 af Average Runoff Depth = 4.74"
7.61% Pervious = 0.206 ac 92.39% Impervious = 2.496 ac



Subcat Reach Pond Link

Routing Diagram for 16324-Post 2018-5-4
Prepared by Sebago Technics, Inc., Printed 5/18/2018
HydroCAD® 10.00-15 s/n 01856 © 2015 HydroCAD Software Solutions LLC

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 11: Runoff Area=21,188 sf 90.35% Impervious Runoff Depth>2.13"
Tc=6.0 min CN=92 Runoff=1.2 cfs 0.086 af

Subcatchment 12: Runoff Area=14,039 sf 95.56% Impervious Runoff Depth>2.41"
Tc=6.0 min CN=95 Runoff=0.9 cfs 0.065 af

Subcatchment 13: Runoff Area=678 sf 100.00% Impervious Runoff Depth>2.68"
Tc=6.0 min CN=98 Runoff=0.0 cfs 0.003 af

Subcatchment 14: Runoff Area=8,008 sf 48.38% Impervious Runoff Depth>0.61"
Tc=6.0 min CN=68 Runoff=0.1 cfs 0.009 af

Subcatchment 21: Runoff Area=4,436 sf 100.00% Impervious Runoff Depth>2.68"
Tc=6.0 min CN=98 Runoff=0.3 cfs 0.023 af

Subcatchment 22: Runoff Area=16,854 sf 100.00% Impervious Runoff Depth>2.68"
Tc=6.0 min CN=98 Runoff=1.1 cfs 0.086 af

Subcatchment 23: Runoff Area=13,872 sf 100.00% Impervious Runoff Depth>2.68"
Tc=6.0 min CN=98 Runoff=0.9 cfs 0.071 af

Subcatchment 24: Runoff Area=14,780 sf 89.62% Impervious Runoff Depth>2.13"
Tc=6.0 min CN=92 Runoff=0.9 cfs 0.060 af

Subcatchment 25: Runoff Area=1,705 sf 100.00% Impervious Runoff Depth>2.68"
Tc=6.0 min CN=98 Runoff=0.1 cfs 0.009 af

Subcatchment 26: Runoff Area=16,389 sf 100.00% Impervious Runoff Depth>2.68"
Tc=6.0 min CN=98 Runoff=1.1 cfs 0.084 af

Subcatchment 27: Runoff Area=2,880 sf 100.00% Impervious Runoff Depth>2.68"
Tc=6.0 min CN=98 Runoff=0.2 cfs 0.015 af

Subcatchment 28: Runoff Area=2,868 sf 100.00% Impervious Runoff Depth>2.68"
Tc=6.0 min CN=98 Runoff=0.2 cfs 0.015 af

Pond 1P: WQ Storage & StormFilter 1 Peak Elev=8.73' Storage=889 cf Inflow=1.2 cfs 0.086 af
Primary=0.0 cfs 0.014 af Secondary=1.2 cfs 0.053 af Outflow=1.2 cfs 0.068 af

Pond 2P: WQ Storage & StormFilter 2 Peak Elev=8.86' Storage=1,808 cf Inflow=2.5 cfs 0.193 af
Primary=0.0 cfs 0.029 af Secondary=2.5 cfs 0.125 af Outflow=2.5 cfs 0.155 af

Link SP1: Inflow=7.1 cfs 0.469 af
Primary=7.1 cfs 0.469 af

Total Runoff Area = 2.702 ac Runoff Volume = 0.527 af Average Runoff Depth = 2.34"
7.08% Pervious = 0.191 ac 92.92% Impervious = 2.511 ac

Summary for Subcatchment 11:

Runoff = 1.2 cfs @ 12.09 hrs, Volume= 0.086 af, Depth> 2.13"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-Year Rainfall=3.10"

	Area (sf)	CN	Description
*	19,144	98	Impervious
	2,044	39	>75% Grass cover, Good, HSG A
	21,188	92	Weighted Average
	2,044		9.65% Pervious Area
	19,144		90.35% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Direct Entry**

Summary for Subcatchment 12:

Runoff = 0.9 cfs @ 12.09 hrs, Volume= 0.065 af, Depth> 2.41"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-Year Rainfall=3.10"

	Area (sf)	CN	Description
*	13,415	98	Impervious
	624	39	>75% Grass cover, Good, HSG A
	14,039	95	Weighted Average
	624		4.44% Pervious Area
	13,415		95.56% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Direct Entry**

Summary for Subcatchment 13:

Runoff = 0.0 cfs @ 12.09 hrs, Volume= 0.003 af, Depth> 2.68"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-Year Rainfall=3.10"

	Area (sf)	CN	Description
*	678	98	Impervious
	678		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Direct Entry**

Summary for Subcatchment 14:

Runoff = 0.1 cfs @ 12.11 hrs, Volume= 0.009 af, Depth> 0.61"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-Year Rainfall=3.10"

	Area (sf)	CN	Description
*	3,874	98	Impervious
	4,134	39	>75% Grass cover, Good, HSG A
	8,008	68	Weighted Average
	4,134		51.62% Pervious Area
	3,874		48.38% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Direct Entry**

Summary for Subcatchment 21:

Runoff = 0.3 cfs @ 12.09 hrs, Volume= 0.023 af, Depth> 2.68"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-Year Rainfall=3.10"

	Area (sf)	CN	Description
*	4,436	98	Impervious
	4,436		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Direct Entry**

Summary for Subcatchment 22:

Runoff = 1.1 cfs @ 12.09 hrs, Volume= 0.086 af, Depth> 2.68"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-Year Rainfall=3.10"

	Area (sf)	CN	Description
*	16,854	98	Impervious
	16,854		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Direct Entry**

Summary for Subcatchment 23:

Runoff = 0.9 cfs @ 12.09 hrs, Volume= 0.071 af, Depth> 2.68"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-Year Rainfall=3.10"

	Area (sf)	CN	Description
*	13,872	98	Impervious
	13,872		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Direct Entry**

Summary for Subcatchment 24:

Runoff = 0.9 cfs @ 12.09 hrs, Volume= 0.060 af, Depth> 2.13"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-Year Rainfall=3.10"

	Area (sf)	CN	Description
*	13,246	98	Impervious
	1,534	39	>75% Grass cover, Good, HSG A
	14,780	92	Weighted Average
	1,534		10.38% Pervious Area
	13,246		89.62% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Direct Entry**

Summary for Subcatchment 25:

Runoff = 0.1 cfs @ 12.09 hrs, Volume= 0.009 af, Depth> 2.68"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-Year Rainfall=3.10"

	Area (sf)	CN	Description
*	1,705	98	Impervious
	1,705		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Direct Entry**

Summary for Subcatchment 26:

Runoff = 1.1 cfs @ 12.09 hrs, Volume= 0.084 af, Depth> 2.68"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-Year Rainfall=3.10"

	Area (sf)	CN	Description
*	16,389	98	Impervious
	16,389		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Direct Entry**

Summary for Subcatchment 27:

Runoff = 0.2 cfs @ 12.09 hrs, Volume= 0.015 af, Depth> 2.68"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-Year Rainfall=3.10"

	Area (sf)	CN	Description
*	2,880	98	Impervious
	2,880		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Direct Entry**

Summary for Subcatchment 28:

Runoff = 0.2 cfs @ 12.09 hrs, Volume= 0.015 af, Depth> 2.68"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-Year Rainfall=3.10"

	Area (sf)	CN	Description
*	2,868	98	Impervious
	2,868		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Direct Entry**

Summary for Pond 1P: WQ Storage & StormFilter 1

Inflow Area = 0.486 ac, 90.35% Impervious, Inflow Depth > 2.13" for 2-Year event
Inflow = 1.2 cfs @ 12.09 hrs, Volume= 0.086 af
Outflow = 1.2 cfs @ 12.10 hrs, Volume= 0.068 af, Atten= 1%, Lag= 0.8 min
Primary = 0.0 cfs @ 12.10 hrs, Volume= 0.014 af
Secondary = 1.2 cfs @ 12.10 hrs, Volume= 0.053 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 8.73' @ 12.10 hrs Surf.Area= 372 sf Storage= 889 cf

Plug-Flow detention time= 91.3 min calculated for 0.068 af (79% of inflow)
Center-of-Mass det. time= 36.0 min (803.7 - 767.7)

Volume	Invert	Avail.Storage	Storage Description
#1	6.21'	1,135 cf	**41.3" Round Pipe Storage** x 2 L= 61.0'

Device	Routing	Invert	Outlet Devices
#1	Primary	5.03'	**Tube/Siphon/Float Valve X 3.00** Starts@7.28' 0.350" Diameter, C= 0.600, 0.125" Trickle Diameter
#2	Secondary	8.50'	**4.0' long x 0.5' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 Coef. (English) 2.80 2.92 3.08 3.30 3.32

Primary OutFlow Max=0.0 cfs @ 12.10 hrs HW=8.72' (Free Discharge)
1=Tube/Siphon/Float Valve (Orifice Controls 0.0 cfs @ 9.25 fps)

Secondary OutFlow Max=1.2 cfs @ 12.10 hrs HW=8.72' (Free Discharge)
2=Broad-Crested Rectangular Weir (Weir Controls 1.2 cfs @ 1.33 fps)

Summary for Pond 2P: WQ Storage & StormFilter 2

Inflow Area = 0.866 ac,100.00% Impervious, Inflow Depth > 2.68" for 2-Year event
Inflow = 2.5 cfs @ 12.09 hrs, Volume= 0.193 af
Outflow = 2.5 cfs @ 12.10 hrs, Volume= 0.155 af, Atten= 0%, Lag= 0.5 min
Primary = 0.0 cfs @ 12.10 hrs, Volume= 0.029 af
Secondary = 2.5 cfs @ 12.10 hrs, Volume= 0.125 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Peak Elev= 8.86' @ 12.10 hrs Surf.Area= 293 sf Storage= 1,808 cf

Plug-Flow detention time= 102.0 min calculated for 0.154 af (80% of inflow)
Center-of-Mass det. time= 48.4 min (787.3 - 738.9)

Volume	Invert	Avail.Storage	Storage Description
#1	4.42'	1,905 cf	**59.1" Round Pipe Storage** L= 100.0'

Device	Routing	Invert	Outlet Devices
#1	Primary	5.03'	**Tube/Siphon/Float Valve X 6.00** Starts@7.28' 0.350" Diameter, C= 0.600, 0.125" Trickle Diameter
#2	Secondary	8.50'	**4.0' long x 0.5' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 Coef. (English) 2.80 2.92 3.08 3.30 3.32

Primary OutFlow Max=0.0 cfs @ 12.10 hrs HW=8.86' (Free Discharge)
└**1=Tube/Siphon/Float Valve** (Orifice Controls 0.0 cfs @ 9.42 fps)

Secondary OutFlow Max=2.5 cfs @ 12.10 hrs HW=8.86' (Free Discharge)
└**2=Broad-Crested Rectangular Weir** (Weir Controls 2.5 cfs @ 1.73 fps)

Summary for Link SP1:

Inflow Area = 2.702 ac, 92.92% Impervious, Inflow Depth > 2.08" for 2-Year event
Inflow = 7.1 cfs @ 12.09 hrs, Volume= 0.469 af
Primary = 7.1 cfs @ 12.09 hrs, Volume= 0.469 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 11: Runoff Area=21,188 sf 90.35% Impervious Runoff Depth>3.50"
Tc=6.0 min CN=92 Runoff=2.0 cfs 0.142 af

Subcatchment 12: Runoff Area=14,039 sf 95.56% Impervious Runoff Depth>3.79"
Tc=6.0 min CN=95 Runoff=1.4 cfs 0.102 af

Subcatchment 13: Runoff Area=678 sf 100.00% Impervious Runoff Depth>4.05"
Tc=6.0 min CN=98 Runoff=0.1 cfs 0.005 af

Subcatchment 14: Runoff Area=8,008 sf 48.38% Impervious Runoff Depth>1.46"
Tc=6.0 min CN=68 Runoff=0.3 cfs 0.022 af

Subcatchment 21: Runoff Area=4,436 sf 100.00% Impervious Runoff Depth>4.05"
Tc=6.0 min CN=98 Runoff=0.4 cfs 0.034 af

Subcatchment 22: Runoff Area=16,854 sf 100.00% Impervious Runoff Depth>4.05"
Tc=6.0 min CN=98 Runoff=1.7 cfs 0.131 af

Subcatchment 23: Runoff Area=13,872 sf 100.00% Impervious Runoff Depth>4.05"
Tc=6.0 min CN=98 Runoff=1.4 cfs 0.108 af

Subcatchment 24: Runoff Area=14,780 sf 89.62% Impervious Runoff Depth>3.50"
Tc=6.0 min CN=92 Runoff=1.4 cfs 0.099 af

Subcatchment 25: Runoff Area=1,705 sf 100.00% Impervious Runoff Depth>4.05"
Tc=6.0 min CN=98 Runoff=0.2 cfs 0.013 af

Subcatchment 26: Runoff Area=16,389 sf 100.00% Impervious Runoff Depth>4.05"
Tc=6.0 min CN=98 Runoff=1.7 cfs 0.127 af

Subcatchment 27: Runoff Area=2,880 sf 100.00% Impervious Runoff Depth>4.05"
Tc=6.0 min CN=98 Runoff=0.3 cfs 0.022 af

Subcatchment 28: Runoff Area=2,868 sf 100.00% Impervious Runoff Depth>4.05"
Tc=6.0 min CN=98 Runoff=0.3 cfs 0.022 af

Pond 1P: WQ Storage & StormFilter 1 Peak Elev=8.81' Storage=919 cf Inflow=2.0 cfs 0.142 af
Primary=0.0 cfs 0.016 af Secondary=1.9 cfs 0.107 af Outflow=2.0 cfs 0.123 af

Pond 2P: WQ Storage & StormFilter 2 Peak Elev=8.97' Storage=1,837 cf Inflow=3.8 cfs 0.292 af
Primary=0.0 cfs 0.033 af Secondary=3.8 cfs 0.221 af Outflow=3.8 cfs 0.254 af

Link SP1: Inflow=11.0 cfs 0.770 af
Primary=11.0 cfs 0.770 af

Total Runoff Area = 2.702 ac Runoff Volume = 0.828 af Average Runoff Depth = 3.68"
7.08% Pervious = 0.191 ac 92.92% Impervious = 2.511 ac

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 11: Runoff Area=21,188 sf 90.35% Impervious Runoff Depth>4.60"
Tc=6.0 min CN=92 Runoff=2.6 cfs 0.187 af

Subcatchment 12: Runoff Area=14,039 sf 95.56% Impervious Runoff Depth>4.90"
Tc=6.0 min CN=95 Runoff=1.8 cfs 0.132 af

Subcatchment 13: Runoff Area=678 sf 100.00% Impervious Runoff Depth>5.15"
Tc=6.0 min CN=98 Runoff=0.1 cfs 0.007 af

Subcatchment 14: Runoff Area=8,008 sf 48.38% Impervious Runoff Depth>2.28"
Tc=6.0 min CN=68 Runoff=0.5 cfs 0.035 af

Subcatchment 21: Runoff Area=4,436 sf 100.00% Impervious Runoff Depth>5.15"
Tc=6.0 min CN=98 Runoff=0.6 cfs 0.044 af

Subcatchment 22: Runoff Area=16,854 sf 100.00% Impervious Runoff Depth>5.15"
Tc=6.0 min CN=98 Runoff=2.1 cfs 0.166 af

Subcatchment 23: Runoff Area=13,872 sf 100.00% Impervious Runoff Depth>5.15"
Tc=6.0 min CN=98 Runoff=1.8 cfs 0.137 af

Subcatchment 24: Runoff Area=14,780 sf 89.62% Impervious Runoff Depth>4.60"
Tc=6.0 min CN=92 Runoff=1.8 cfs 0.130 af

Subcatchment 25: Runoff Area=1,705 sf 100.00% Impervious Runoff Depth>5.15"
Tc=6.0 min CN=98 Runoff=0.2 cfs 0.017 af

Subcatchment 26: Runoff Area=16,389 sf 100.00% Impervious Runoff Depth>5.15"
Tc=6.0 min CN=98 Runoff=2.1 cfs 0.161 af

Subcatchment 27: Runoff Area=2,880 sf 100.00% Impervious Runoff Depth>5.15"
Tc=6.0 min CN=98 Runoff=0.4 cfs 0.028 af

Subcatchment 28: Runoff Area=2,868 sf 100.00% Impervious Runoff Depth>5.15"
Tc=6.0 min CN=98 Runoff=0.4 cfs 0.028 af

Pond 1P: WQ Storage & StormFilter 1 Peak Elev=8.86' Storage=939 cf Inflow=2.6 cfs 0.187 af
Primary=0.0 cfs 0.017 af Secondary=2.5 cfs 0.151 af Outflow=2.6 cfs 0.168 af

Pond 2P: WQ Storage & StormFilter 2 Peak Elev=9.04' Storage=1,856 cf Inflow=4.8 cfs 0.371 af
Primary=0.0 cfs 0.035 af Secondary=4.8 cfs 0.298 af Outflow=4.8 cfs 0.332 af

Link SP1: Inflow=14.2 cfs 1.013 af
Primary=14.2 cfs 1.013 af

Total Runoff Area = 2.702 ac Runoff Volume = 1.071 af Average Runoff Depth = 4.76"
7.08% Pervious = 0.191 ac 92.92% Impervious = 2.511 ac

Attachment C

INSPECTION, MAINTENANCE, AND HOUSEKEEPING

INSPECTION, MAINTENANCE, AND HOUSEKEEPING PLAN

383 Commercial Street
Portland, ME

Introduction

The owner of the development is Deering Property Development, LLC. The owner's address is 2730 Transit Road, West Seneca, NY 14224. The owner of the proposed project will be responsible for the maintenance of all stormwater management structures, the establishment of any contract services required to implement the program, and the keeping of records and maintenance logbook. The owner will assure that the following maintenance program will be adhered.

Records of all inspections and maintenance work accomplished must be kept on file and retained for a minimum 5-year time span. The maintenance logbook will be made available to the Maine Department of Environmental Protection (MDEP) and the City of Portland upon request. At a minimum, the appropriate and relevant activities for each of the stormwater management systems will be performed on the prescribed schedule.

The following plan outlines the anticipated inspection, maintenance, and housekeeping procedures for the erosion and sedimentation controls as well as stormwater management devices for the project site. Also, this plan outlines several housekeeping requirements that shall be followed during and after construction. These procedures should be followed in order to ensure the intended function of the designed measures and to prevent unreasonable adverse impacts to the surrounding environment.

The procedures outlined in the Inspection, Maintenance, and Housekeeping Plan are provided as an overview of the anticipated practices to be used on this site. In some instances, additional measures may be required due to unexpected conditions. For additional details on any of the erosion and sedimentation control measures or stormwater management devices to be utilized on this project, refer to the most recently revised edition of the "Maine Erosion and Sedimentation Control BMP" manual and/or the "Stormwater Management for Maine: Best Management Practices" manual as published by the MDEP.

During Construction

1. **Inspection:** During the construction process, it is the Contractor's responsibility to comply with the inspection and maintenance procedures outlined in this section. These responsibilities include inspecting disturbed and impervious areas, erosion control measures, materials storage areas that are exposed to precipitation, and locations where vehicles enter or exit the site. These areas shall be inspected at least once a week as well as before and after a storm event, and prior to completing permanent stabilization measures. A person with knowledge of erosion and stormwater control, including the standards and conditions in any applicable

permits, shall conduct the inspections.

2. **Maintenance:** All measures shall be maintained in an effective operating condition until areas are permanently stabilized. If Best Management Practices (BMPs) need to be maintained or modified, additional BMPs are necessary, or other corrective action is needed, implementation must be completed within seven (7) calendar days and prior to any storm event (rainfall).

3. **Documentation:** A log summarizing the inspections and any corrective action taken must be maintained on-site. The log must include the name(s) and qualifications of the person making the inspections, the date(s) of the inspections, and major observations about the operation and maintenance of erosion and sedimentation controls, material storage areas, and vehicle access points to the site. Major observations must include BMPs that need maintenance, BMPs that failed to operate as designed or proved inadequate for a particular location, and locations where additional BMPs are needed. For each BMP requiring maintenance, BMP needing replacement, and location needing additional BMPs, note in the log the corrective action taken and when it was taken.

   The log must be made accessible to the appropriate regulatory agency upon request. The permittee shall retain a copy of the log for a period of at least three (3) years from the completion of permanent stabilization.

4. **Specific Inspection and Maintenance Tasks:** The following is a list of erosion control and stormwater management measures and the specific inspection and maintenance tasks to be performed during construction.

   A. <u>Sediment Barriers:</u>

   - Hay bale barriers, silt fences, and filter berms shall be inspected immediately after each rainfall and at least daily during prolonged rainfall.
   - If the fabric on a silt fence or filter barrier should decompose or become ineffective prior to the end of the expected usable life and the barrier is still necessary, it shall be replaced.
   - Sediment deposits should be removed after each storm event. They must be removed before deposits reach approximately one-half the height of the barrier.
   - Filter berms shall be reshaped as needed.
   - Any sediment deposits remaining in place after the silt fence or filter barrier is no longer required should be dressed to conform to the existing grade, prepared, and seeded.

   B. <u>Riprap Materials:</u>

   - Once a riprap installation has been completed, it should require very little maintenance. It shall, however, be inspected periodically to determine if high flows have caused scour beneath the riprap or dislodged any of the stone.

C. Erosion Control Blankets:

- Inspect these reinforced areas semi-annually and after significant rainfall events for slumping, sliding, seepage, and scour. Pay close attention to unreinforced areas adjacent to the erosion control blankets, which may experience accelerated erosion.
- Review all applicable inspection and maintenance procedures recommended by the specific blanket manufacturer. These tasks shall be included in addition to this plan.

D. Temporary Storm Drain Inlet Protection:

- The inlet protection structure shall be inspected before each rain event and repaired as necessary.
- Sediment shall be removed and the storm drain sediment barrier restored to its original dimensions when the sediment has accumulated to half of the design depth of the trap.
- Structures shall be removed upon permanent stabilization of the tributary area.
- Upon removal of the structure, all accumulated sediments downstream of the structure shall be cleaned from the storm drain system.

E. Stabilized Construction Entrances/Exits:

- The exit shall be maintained in a condition that will prevent tracking of sediment onto public rights-of-way.
- When the control pad becomes ineffective, the stone shall be removed along with the collected soil material. The entrance should then be reconstructed.
- Areas that have received mud-tracking or sediment deposits shall be swept or washed. Washing shall be done on an area stabilized with aggregate, which drains into an approved sediment-trapping device (not into storm drains, ditches, or waterways).

F. Temporary Seed and Mulch:

- Mulched areas should be inspected after rain events to check for rill erosion.
- If less than 90% of the soil surface is covered by mulch, additional mulch shall be applied in bare areas.
- In applications where seeding and mulch have been applied in conjunction with erosion control blankets, the blankets must be inspected after rain events for dislocation or undercutting.
- Mulch shall continue to be reapplied until 95% of the soil surface has established temporary vegetative cover.

G. Stabilized Drainage Swales:

- Sediment accumulation in the swale shall be removed once the cross section of the swale is reduced by 25%.

- The swales shall be inspected after rainfall events. Any evidence of sloughing of the side slopes or channel erosion shall be repaired and corrective action should be taken to prevent reoccurrence of the problem.
- In addition to the stabilized lining of the channel (i.e. erosion control blankets), stone check dams may be needed to further reduce channel velocity.

5. **Housekeeping:** The following general performance standards apply to the proposed project.

   A. Spill Prevention: Controls must be used to prevent pollutants from being discharged from materials on-site, including storage practices to minimize exposure of the materials to stormwater, and appropriate spill prevention, containment, and response planning and implementation.

   B. Groundwater Protection: During construction, liquid petroleum products and other hazardous materials with the potential to contaminate groundwater may not be stored or handled in areas of the site draining to an infiltration area. An "infiltration area" is any area of the site that by design or as a result of soils, topography and other relevant factors, accumulates runoff that infiltrates into the soil. Dikes, berms, sumps, and other forms of secondary containment that prevent discharge to groundwater may be used to isolate portions of the site for the purposes of storage and handling of these materials.

   C. Fugitive Sediment and Dust: Actions must be taken to insure that activities do not result in noticeable erosion of soils or fugitive dust emissions during or after construction. Oil may not be used for dust control.

   D. Debris and Other Materials: Litter, construction debris, and chemicals exposed to stormwater must be prevented from becoming a pollutant source.

   E. Trench or Foundation Dewatering: Trench dewatering is the removal of water from trenches, foundations, cofferdams, ponds, and other areas within the construction area that retain water after excavation. In most cases, the collected water is heavily silted and hinders correct and safe construction practices. The collected water must be removed from the ponded area, either through gravity or pumping, and must be spread through natural wooded buffers or removed to areas that are specifically designed to collect the maximum amount of sediment possible, like a cofferdam sedimentation basin. Avoid allowing the water to flow over disturbed areas of the site. Equivalent measures may be taken if approved.

   F.

After Construction

1. **Inspection:** After construction, the owner or operator shall hire a qualified post-construction stormwater inspector to at least annually, inspect the BMPs, in accordance with all municipal and state inspection, cleaning and maintenance requirements of the approved post-construction stormwater management plan.

2. **Maintenance, and repair:** If a BMP requires maintenance, repair or replacement to function as intended by the approved post-construction stormwater management plan, the owner or operator shall take corrective actions to address the deficiency or deficiencies as soon as possible after the deficiency is discovered and shall provide a record of the deficiency and corrective actions to the Department of Public Services (DPS). The following is a list of permanent erosion control and stormwater management measures and the inspection, maintenance, and housekeeping tasks to be performed after construction.

A. Vegetated Areas:

- Inspect vegetated areas, particularly slopes and embankments, early in the growing season or after heavy rains to identify active or potential erosion problems.
- Replant bare areas or areas with sparse growth. Where rill erosion is evident, armor the area with an appropriate lining or divert the erosive flows to on-site areas able to withstand the concentrated flows.

B. Winter Sanding:

- Clear accumulations of winter sand in parking lots and along roadways at least once a year, preferably in the spring.
- Accumulations on pavement may be removed by pavement sweeping.
- Accumulations of sand along road shoulders may be removed by grading excess sand to the pavement edge and removing it manually or by a front-end loader or other acceptable method.

C. Catch Basins:

- Inspect and, if required, clean-out catch basins at least once a year, preferably in early spring.
- Clean out must include the removal and legal disposal of accumulated sediments and debris at the bottom of the basin, at any inlet grates, at any inflow channels to the basin, and at any pipes between basins.

D. Stormfilter:

- Refer to Contech – Stormfilter operation manual for guidance on required maintenance and inspection.

3. **Annual Report:** The owner or operator or a qualified post-construction stormwater inspector hired by that person, shall, on or by June 30 of each year, provide a completed and signed certification that the person has inspected the BMPs and that they are adequately maintained and functioning as intended by the approved post-construction stormwater management plan, or that they require maintenance or repair, including the record of the deficiency and corrective actions taken.

4. **Duration of Maintenance:** Perform maintenance as described and required for any associated permits unless and until the system is formally accepted by a municipality or quasi-municipal district, or is placed under the jurisdiction of a legally created association that will be responsible for the maintenance of the system. If a municipality or quasi-municipal district chooses to accept a stormwater management system, or a component of a stormwater system, it must provide a letter to the MDEP stating that it assumes responsibility for the system. The letter must specify the components of the system for which the municipality or district will assume responsibility, and that the municipality or district agrees to maintain those components of the system in compliance with MDEP standards. Upon such assumption of responsibility, and approval by the MDEP, the municipality, quasi-municipal district, or association becomes a co-permittee for this purpose only and must comply with all terms and conditions of the permit.

Attachments

Attachment 1 – Sample Stormwater Inspection and Maintenance Form

Attachment 1 - Sample Stormwater Inspection and Maintenance Form

383 Commercial Street
Portland, ME

This log is intended to accompany the stormwater Inspection, Maintenance and Housekeeping Plan for 383 Commercial Street. The following items shall be checked, cleaned and maintained on a regular basis as specified in the Maintenance Plan and as described in the table below. This log shall be kept on file for a minimum of five (5) years and shall be available for review. Qualified personnel familiar with drainage systems and soils shall perform all inspections. Attached is a copy of the construction and post-construction maintenance logs.

Item	Maintenance Required & Frequency	Date Completed	Maintenance Personnel	Comments
Ditches and Swales	Inspect after major rainfall event producing greater than 3" of rain in 2 hours.			
	Repair erosion or damage immediately.			
Catch Basins and Culverts	Remove accumulated sediment and debris			
	Sump depth			
Vegetated Areas	Inspect Slopes			
	Replant Bare Areas			
	Check after Major Storms			
Winter Sanding	Clean annually (Spring)			
	Remove sand and sediment from roadway shoulders			
Stormfilter	Inspect annually			

YORK STREET
PAVED–PUBLIC–VARIABLE WIDTH

MAPLE STREET
PAVED–PUBLIC 49.5' WIDE

HIGH STREET
PAVED–PUBLIC 66' WIDE

COMMERCIAL STREET
PAVED–PUBLIC–VARIABLE WIDTH

TM 42–A–7–8
N/F
RUFUS DEERING COMPANY
14115/13

3 STORY
BRICK

2 STORY
WOOD FRAME

1

2

3

SP1

LEGEND
EXISTING

- PROPERTY LINE/R.O.W.
- MONUMENT
- IRON PIPE/ROD
- BUILDING
- DECK/STEPS/ OVERHANG
- EDGE PAVEMENT
- EDGE CONCRETE
- EDGE GRAVEL
- CURB LINE
- 120 118 CONTOURS
- CHAIN LINK FENCE
- GUARD RAIL
- RETAINING WALL
- DECIDUOUS TREE
- CONIFEROUS TREE
- BOLLARD
- SIGN
- SD STORM DRAIN
- DRAINAGE MANHOLE
- CATCH BASIN

LEGEND

- WATERSHED BOUNDARY
- B C TIME OF CONCENTRATION
- REACH
- 1 WATERSHED LABEL
- 1 REACH
- 1 DETENTION POND
- SOILS BOUNDARY

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 INCH = 20 FT.

RICHARD L. MEEK, PE 10668

STATE OF MAINE * RICHARD L. MEEK * No. 10668 * REGISTERED PROFESSIONAL ENGINEER
05-21-18

DESIGNED	CHECKED
DJS	RLM

REV.	BY:	DATE:	STATUS:
A	WTC	05-21-18	LEVEL III SITE PLAN SUBMISSION

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WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel: 207.200.2100

PRE-DEVELOPMENT WATERSHED PLAN

OF:

383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE

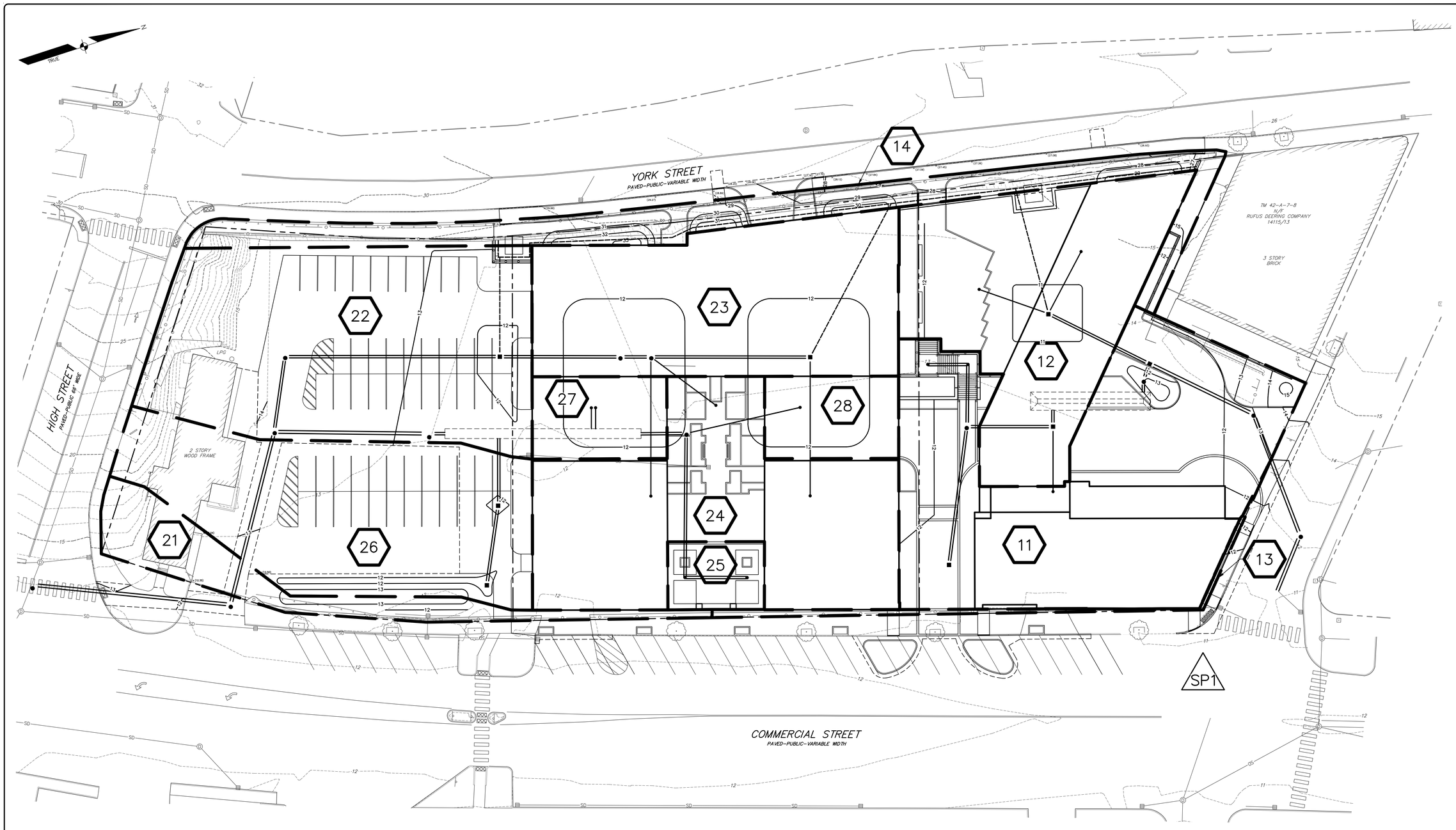
FOR:

DEERING PROPERTY DEVELOPMENT, LLC
237 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	1" = 20'

SHEET 1 OF 2

16324-DWP.dwg, 11x17 PRE



LEGEND

EXISTING		PROPOSED
	PROPERTY LINE/R.O.W.	
	MONUMENT	
	IRON PIPE/ROD	
	BUILDING	
	DECK/STEPS/ OVERHANG	
	EDGE PAVEMENT	
	PAVEMENT SAWCUT	
	EDGE CONCRETE	
	EDGE GRAVEL	
	CURB LINE	
120 118	CONTOURS	120
	SPOT GRADE	+120.00
	CHAIN LINK FENCE	
	GUARD RAIL	
	RETAINING WALL	
	DECIDUOUS TREE	
	CONIFEROUS TREE	
	MULCH LINE	
	BOLLARD	
	SIGN	
SD	STORM DRAIN	SD
	UNDER DRAIN	
	DRAINAGE MANHOLE	
	CATCH BASIN	

LEGEND

	WATERSHED BOUNDARY
B C	TIME OF CONCENTRATION
	REACH
1	WATERSHED LABEL
1	REACH
1	DETENTION POND
	SOILS BOUNDARY

GRAPHIC SCALE
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(IN FEET)
1 INCH = 20 FT.

RICHARD L. MEEK, PE 10668

STATE OF MAINE · RICHARD L. MEEK · No. 10668 · REGISTERED PROFESSIONAL ENGINEER · 05-21-18

DESIGNED	CHECKED
DJS	RLM

REVI BY:	DATE:	STATUS:
A WTC	05-21-18	LEVEL III SITE PLAN SUBMISSION

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WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
tel: 207-200-2100

POST-DEVELOPMENT WATERSHED PLAN
OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY DEVELOPMENT, LLC
257 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	1" = 20'

SHEET 2 OF 2

16324-DWP.dwg, FAB-POST

Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

May 24, 2018

Will Conway
Sebago Technics, Inc.
75 John Roberts Road, Suite 4a
Gorham, ME 04106

Re: 383 Commercial Street, PO
Ability to Serve with PWD Water

Dear Mr. Conway:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on December 4, 2017. Based on the information provided per plans submitted May 23, 2018, we can confirm that the District will be able to serve the proposed project as further described in this letter. **Please note that this letter constitutes approval of the water system as currently designed. Any changes affecting the approved water system will require further review and approval by PWD.**

Conditions of Service

The following conditions of service apply:

- A new 4-inch domestic service and 6-inch fire service may be installed from the water main in Commercial Street to serve the condominium/retail building. The service should enter through the properties frontage on Commercial Street at least 10-feet from any side property lines.
- A new 4-inch domestic service and 6-inch fire service may be installed from the water main in Commercial Street to serve the hotel building. The service should enter through the properties frontage on Commercial Street at least 10-feet from any side property lines.
- Since the water demand at the existing building on this site is not anticipated to change, the existing service line (SV27353) may be used to provide domestic water to the building. Our records show that the property is currently served with a ¾-inch domestic water service; please note that the size of this service is below our current minimum service size of 1-inch. If any use other than that stated is expected, please contact the District so we can review the ability of the existing service to meet your domestic water needs.
- An approved backflow prevention device must be installed on the service line directly after the meter prior to service activation. Please refer to the PWD website for more information on cross-connection control policies.

Prior to construction, the owner or contractor will need to make an appointment to complete a service application form and pay all necessary fees. The appointment shall be requested through MEANS@pwd.org or by calling 207-774-5961 ext. 3199. Please allow (3) business days to process the service application paperwork. PWD will guide the applicant through the new development process during the appointment.

Existing Site Service

According to District records, the project site does currently have existing water service. A 3/4-inch diameter copper domestic service line provides water service to the site. Please refer to the "Conditions of Service" section of this letter for requirements related to the use of this service.

Water System Characteristics

According to District records, there is an 12-inch diameter cast iron water main in Commercial Street and a public fire hydrant located adjacent to the site. Recent flow data is not available in this area. The most recent static pressure reading was 108 psi.

Public Fire Protection

The installation of new public hydrants to be accepted into the District water system will most likely not be required. It is your responsibility to contact the City of Portland Fire Department to ensure that this project is adequately served by existing and/or proposed hydrants.

Domestic Water Needs

The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed project. Based on the high water pressure in this area, we recommend that you consider the installation of pressure reducing devices that comply with state plumbing codes.

Private Fire Protection Water Needs

You have indicated that this project will require water service to provide private fire protection to the site. Please note that the District does not guarantee any quantity of water or pressure through a fire protection service. Please share these results with your sprinkler system designer so that they can design the fire protection system to best fit the noted conditions. If the data is out of date or insufficient for their needs, please contact MEANS to request a hydrant flow test and we will work with you to get more complete data.

Should you disagree with this determination, you may request a review by the District's Internal Review Team. Your request for review must be in writing and state the reason for your disagreement with the determination. The request must be sent to MEANS@PWD.org or mailed to 225 Douglass Street, Portland Maine, 04104 c/o MEANS. The Internal Review Team will undertake review as requested within 2 weeks of receipt of a request for review.

If the District can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District

Robert A. Bartels, P.E.
Senior Project Engineer

LEVEL III SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION S – 6 OFF STREET PARKING / BICYCLE PARKING

PARKING REQUIRED :

- Hotel – 157 rooms @ 1 space / 4 rooms = 40 spaces (see note 1)
- Condominium – 89 units @ 1 space per unit = 89 spaces(see note 2)
- Total Required Parking = 129 spaces

PARKING PROVIDED :

- 22 spaces in level 1 hotel garage
- 72 spaces in level 1 condo garage
- 60 spaces in level 2 condo garage
- 56 spaces in temporary surface lot
- 210 Total Spaces Provided

BICYCLE PARKING REQUIRED :

- Hotel / Restaurant – 97 spaces are allocated to the hotel. At 2 spaces per every 10 spaces for the first one hundred spaces, the requirement is 20 bicycle spaces.
- Condominium – At 2 spaces per every 5 units, the requirement is 35 spaces.

BICYCLE PARKING PROVIDED :

- 20 bicycle rack spaces are provided in the woonerf area near the hotel lobby.
- 35 bicycle rack spaces are provided in the condominium garage levels.

NOTES :

1) The applicant is proposing 97 spaces for the hotel. The Institute of Traffic Engineers ITE PARKING GENERATION STUDY , 4th EDITION states that the national average for category Hotel (Urban) is a minimum of 0.64 spaces per hotel room. For this project that would equate to 100 parking spaces, however, the hotel operator believes that 97 spaces are sufficient.
2) The applicant has experienced that some unit owners require more than one parking spaces, therefore is proposing 113 spaces for the 89 proposed units. In addition, the applicant will make 10-12 parking spaces available to local fishermen until that area is built out per the approved master development plan.
3) The applicant anticipates that the proposed hotel construction may be complete prior to the condo project and that the garage my not be available to the hotel. Accordingly, the applicant has made arrangements for temporary off – site parking (see attached letter) .

Unified Parking Partners
The Best Parking Minds on one team

May 10, 2018

Joseph Dasco

Deering Property Development, LLC

2730 Transit Road

West Seneca, NY 14224

Dear Joe,

The purpose of this letter is to serve as a follow up to our meeting regarding Unified Parking Partners managing the parking at your Commercial Street project. More specifically, we understand that your client, Norwich Partners, LLC will be constructing a 157-room hotel as the first phase of the project and you will subsequently begin construction of an 89 unit condominium project which will include a 212 space parking garage at the completion of Phase 2. It is also our understanding that you anticipate that the hotel may be ready to open before the parking garage is complete which in that case, there may be a need for off- site valet parking. The current plans show that upon completion of the hotel you will have 22 spaces available on site. Based on our discussion, you anticipate the need to supplement the 22 spaces by a minimum of 18 spaces to meet the current zoning requirements, however based on the demand analysis you want to ensure that we have the capacity to park up to 78 cars off site during the peak. Unified has more than enough capacity in the three lots we manage within the direct vicinity of your project to meet your needs. As you are already aware, we currently provide the same services to the Courtyard Marriott directly adjacent to your project. Since our meeting, we have been in direct contact with Norwich Partners, LLC and are currently working on an agreement to manage their valet.

If you have any questions or concerns, please feel free to reach out to myself or Asher Chappell.

Sincerely,

Dan McNutt

President

Deering Property Development, LLC
2730 Transit Road
West Seneca, NY 14224

June 8, 2018

Jean Fraser
City of Portland
389 Congress Street
Portland, ME 04101

Dear Jean,

The purpose of this letter is to follow up with details regarding the one of the order of conditions as it relates to the city's approval of our Master Development Plan for 383 Commercial Street. In particular, we offered to provide 10-15 temporary (until Phase 3 is either built or sold) onsite parking spaces to be utilized by the local commercial fishermen. The actual number will be determined when the parking garage is built. At a recent meeting you had requested additional details as to how we intended on controlling the use of these spaces.

As discussed, the spaces provided will be on the 1st level of the parking garage. This garage will be automated with either key pad or FOB controlled access. It is our intent on providing either a key code or 10 – 15 FOBs to the city parking authority that will then be in charge of distributing them as they see appropriate. We will provide 24/7 access to the garage. We have not yet determined whether or not we will dedicate 10-15 specific spots or if the spots will be random.

If you have any further questions or concerns, please feel free to contact me.

Sincerely,

Joseph Dasco
Deering Property Development, LLC

May 21, 2018

CONSIGLI
Est. 1905

383 Commercial Street
Construction Management Plan

Prepared For: Portland Department of Planning & Urban Development Department

Project Proponent: Deering Property Development LLC

Construction Manager: Consigli Construction

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Construction Principles

The purpose of this Construction Management plan is to identify, mitigate and plan for all potential impacts throughout the duration of building the Mixed-Use Development at 383 Commercial Street. Deering Property Development LLC (DPD) and Consigli Construction will strive for a seamless, incident free project by means of typical practices used to ensure that public safety and community are at the forefront of priorities.

Throughout this CM plan we will refer to specific examples of potential construction practices, traffic control scenarios, neighboring building considerations and public safety; as well as measures in which these items will be managed throughout the project to accommodate the community as much as possible. While we will take the necessary precautions to meet City and State requirements for traffic, noise, dust, vibration, etc., this project will be disruptive to adjacent properties compared to the current condition. Along with our subcontractor team members, it is imperative that we have complete participation from all parties affiliated with the project to maintain our strict safety requirements and ensure a quality building for DPD.

The Mixed-Use Development at 383 Commercial Street includes the construction of new 5 - 7 story buildings, consisting of 89 Residential Units, a 157 Room Hotel, 159 structured parking spaces, 57 surface parking spaces, and Retail Shell Spaces. The buildings total approximately 309,000 sf that will be primarily built out of steel and concrete. The completion of the project is currently anticipated for September 2020.

Consigli has extensively planned the project's schedule, site logistics and safety protocols that will be thoroughly covered in this report with graphics and narratives. This CM plan will continually be updated to meet the needs of the project, community and the city as the project progresses. We aim to deliver a safe and quality project to DPD, their employees and the City of Portland by means of communication, teamwork and stewardship.

Construction Administration and Communication

Consigli Construction will be the Construction Manager on site throughout the duration of the project. As such, there will be a dedicated team of individuals tasked with managing quality, schedule, site logistics and safety. These personnel will manage and enforce the proposed CMP with all associated subcontractors and material vendors.

Thomas Weeks – Project Executive
207-232-6416, tweeks@consigli.com

Larry Chouinard – General Superintendent
207-650-5204, lchouinard@consigli.com

Site Communication

With the proximity to occupied buildings, community outreach and communication will be imperative throughout construction to keep the public informed of the expected turbulences caused by the project. Site signage will be prominently displayed to show pedestrian access around the site and any updates to the proposed CMP.

Quarterly reporting and updating of the CMP will be required to update the City and community of the following activities:

1) Construction schedule updates
2) Material deliveries, including notice of any oversized loads that may impact public traffic
3) Requests for upcoming off-hours work including weekends and holidays
4) Notice of any upcoming activities that may produce strong noise, vibration or dust that could adversely affect the neighboring communities.
5) Requests for any street openings or public sidewalk work to be completed as part of the construction contract

Construction Schedule

Project Work Hours

Construction work hours will be in accordance with section 17-18.

The project site is located within zoning group B2 – Business Community but is within 500 feet of buildings used for residential purposes. As such, work hours will be limited to Monday – Friday 7:00am – 6:00pm. Should work extend into Saturdays, the use of heavy equipment will be kept within the time constraints of 8:00am – 4:00pm.

Project Schedule/Logistics

The project is anticipated to be approximately 24 months in duration. Beginning in October 2018 the project will be turned over to DPD in September 2020.

Regarding scheduled work to take place within public streets and sidewalks, this work will comply with Section 25-129 – Noise, dust and debris. The installation and connection to public utilities, traffic lane reconfigurations, and sidewalk construction will require work to be executed within Commercial Street, Maple Street, York Street, and High Street. This work will be scheduled and planned with the City of Portland prior to the execution. All logistical concerns will be addressed with the City prior to starting the work. The connection to public utilities is tentatively scheduled to happen in the 1st quarter of 2019, with sidewalk construction tentatively scheduled to occur during the late summer of 2019 and Summer of 2020. Temporary barricades and signage will be required during the installation to control pedestrian/vehicle movements around the work.

Material Deliveries

The construction will require coordination of material deliveries throughout the duration of the project. The following logistical plans show the planned lay-down areas, truck routes and safety protocols that will be in place prior to the start of construction. (See attached for anticipated construction traffic during the project)

1. During the concrete and steel work or other large deliveries, traffic turning off Commercial Street and Maple Street from the south into the project site may be tight. A flagger will be employed as needed to assist in navigating loads off these streets to the project site.

2. On street parking spaces will likely need to be closed to public use in order establish adequate entrance and exit gates for the large trucks to enter and exit the project site.

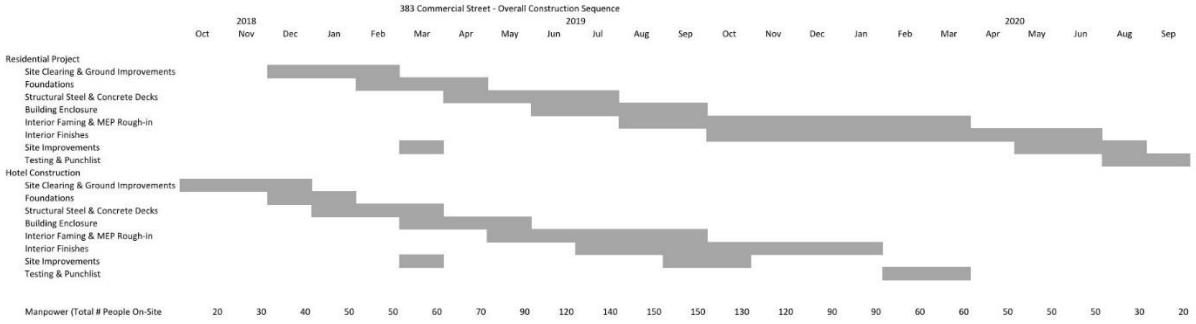
Construction activities whether it be work going in place or material and equipment deliveries will create more activity along Commercial Street, Maple Street, York Street, and High Street.

Material Storage and Laydown Areas

The construction will require careful planning and management of the daily occurrences within the site limits. The logistical plan that is currently outlined is intended to keep all construction staging, laydown and temporary storage within the project limits and secured by temporary fencing. Specified areas will be granted to on site subcontractors for staging materials managing their installation. With designated areas delegated to subcontractors the site will remain accessible by incoming trucks without causing a queuing affect outside of the fence.

Contractor Parking

At the peak of construction activity, it is anticipated that up to 150 people will be on site working various trades associated with the building. These people will be primarily required to park off site in nearby public parking lots, as there will be limited on-site contractor parking available.



CONSIGLI
Est. 1905

Fire Protection for Construction Activities

The 2013 Standard for Safeguarding Construction, Alteration and Demolition Operations will be enforced on this project by utilizing best management practices to mitigate the fire risks associated with the construction. Consigli and its subcontractors will execute the following measures to provide a safe and secure work place:

1) PFD Fire Command Center: This centralized location will hold all current project information and will act as the first responders meeting point to obtain the most up to date information of construction. The following documents will be found at this location:
    a. Hot Work Permits: To be filled out daily by any person performing work that will generate a spark or create a potential fire risk on the job site. The permits are to be completed and approved by Consigli prior to work starting.
    b. Updated Construction Schedule
    c. Updated Construction Logistics Plan
    d. Pre-Incident Fire Plan

2) On Site Fuel Storage: The requirement for different flammable liquids will be required throughout construction. A free standing, 30-minute fire-rated enclosure will be built to safely and securely store all flammable liquids and gases. Fueling trucks will be used as needed but under no circumstances be allowed to be parked or stored on site for any extended period.

3) Means of Egress: The buildings will be permanently equipped with (6) 2-way stair assemblies for means of egress. During construction it is the intent to install the south stair in the Hotel and the stair leading to the roof in the residential building first to provide emergency egress throughout construction. These stairs will be identified with temporary signage throughout construction indicating the floor level and exit path direction.

4) Good Housekeeping: Consigli Construction will provide necessary dumpsters for the removal of debris from the site. All subcontractors are responsible for the daily clean-up of their work areas to ensure that no materials or tools are left out over night that could pose a hazard to the building. Daily safety walks by the Construction Superintendent will be utilized to ensure that all working floors are equipped with an inspected fire extinguisher and clear means of egress in the event of an emergency. Trash chutes and/or material hoists may be utilized to safely and efficiently remove all debris from the project.

5) On-site Security: The project site will be secured everyday by means of a temporary, post driven construction fence and scrim. Lockable gates will be located at (4) locations for site access.

6) Rapid Communication: Evacuation notification will be provided by means of 2-way radios/cellular devices as well as strategically positioned air horns. Upon evacuation of the building all project personnel will report to the muster point location where the Construction Manager and all subcontractor foremen will perform accountability checks. The General Contractor field staff will then be dispatched to all project entry points and the PFD Command Center. Upon arrival of the first responders to the PFD Command Center the General Contractor will provide an accountability and incident briefing.

Public Safety

The construction will be near pedestrian right of ways and will interact with public traffic throughout the duration of the project. Material deliveries, the use of cranes, lifts and other heavy machinery all have the potential to impact typical public activity. As a member of the Portland community, Consigli will strive to limit, mitigate and avoid these potential impacts as much as possible by means of controlling noise, on site dust, vibrations and traffic. By educating and informing the neighborhoods to the construction activities taking place we will aim to build a project that produces the minimal of impacts to the Commercial Street, Maple Street, York Street, and High Street communities.

Noise

Construction activities throughout the project will create noise that leaves the project site. It is the intent of the project team to limit the exposure to the noise by following section 17-18 of the City of Portland Code of Ordinances. This project site is located within 500 feet of buildings classified as residential. As such, the project hours will be limited the 7:00am – 6:00pm, Monday – Friday. Should any weekend or holiday work be required the use of heavy machinery will not commence before 8:00am. When this work is required, no less than 2-week advanced notice will be provided to DPD and the neighboring communities.

Work related to the pile foundation will likely be the loudest activity experienced during construction. This work will take place from November 2018 – February 2019. Recently, many local projects have utilized the pile foundation to much success around Portland. The new WEX building on Commercial St. and the Hyatt in the Old Port both utilized piles in their foundation.

Dust Control/Air Quality

Maintaining an environmentally conscious project site will be a major priority for the project team to ensure safety not only for the neighboring communities but also for the construction workers on site day after day. All soils and debris will be kept within the project limits following the State of Maine Department of Environmental Protection erosion control Best Management Practices:

1) Erosion controlled construction entrances
2) Tarped dump trucks leaving the site with soil/debris
3) On-going sidewalk and street cleaning activities
4) The installation of temporary, compacted staging areas within the job site
5) Using wetting agents to control dust
6) Covering stock piles when material is to be piled for long periods of time

7) Smoking will not be allowed on the job site

Vibration Monitoring

Some of construction practices required for this project will result in ground vibration waves that may transmit to nearby buildings. Prior to any potential vibration causing activities taking place a pre-construction survey will be conducted to review and document existing conditions. The survey will encompass all properties abutting the proposed project site to include the following addresses:

- 321 Commercial St (Courtyard by Marriott)
- 350 Commercial St (Gulf of Maine Research Institute)
- 54 York St. (Baxter Academy)
- 75 York St. (Becker Structural)
- 25 High St. (Corner of High & York Street)

Structure demolition, site removals, vibratory compaction and pile driving will be employed on this project and will be monitored by a third-party monitoring company. A pre-construction meeting will be planned with abutting property owners to discuss geological conditions, construction specifications and methods of installation that create vibration.

Traffic Control

Throughout the construction process Commercial Street, Maple Street, York Street, and High Street will experienced increase traffic due to construction activities. Material deliveries, contractor access and public utility integration will be encountered and mitigated through coordinated logistics plans (provided within this CM Plan), on site safety personnel, way-finding signage and well-organized traffic control devices. DPD & Consigli will strive to inform and direct the neighborhood to the activities taking place in public areas as they progress through completion. During the 1st quarter of 2019 public utility connections will be made in Commercial Street and Maple Street. During the late Summer of 2019 and Spring of 2020, sidewalk improvements will be made adjacent to Commercial Street, Maple Street, and York Street.

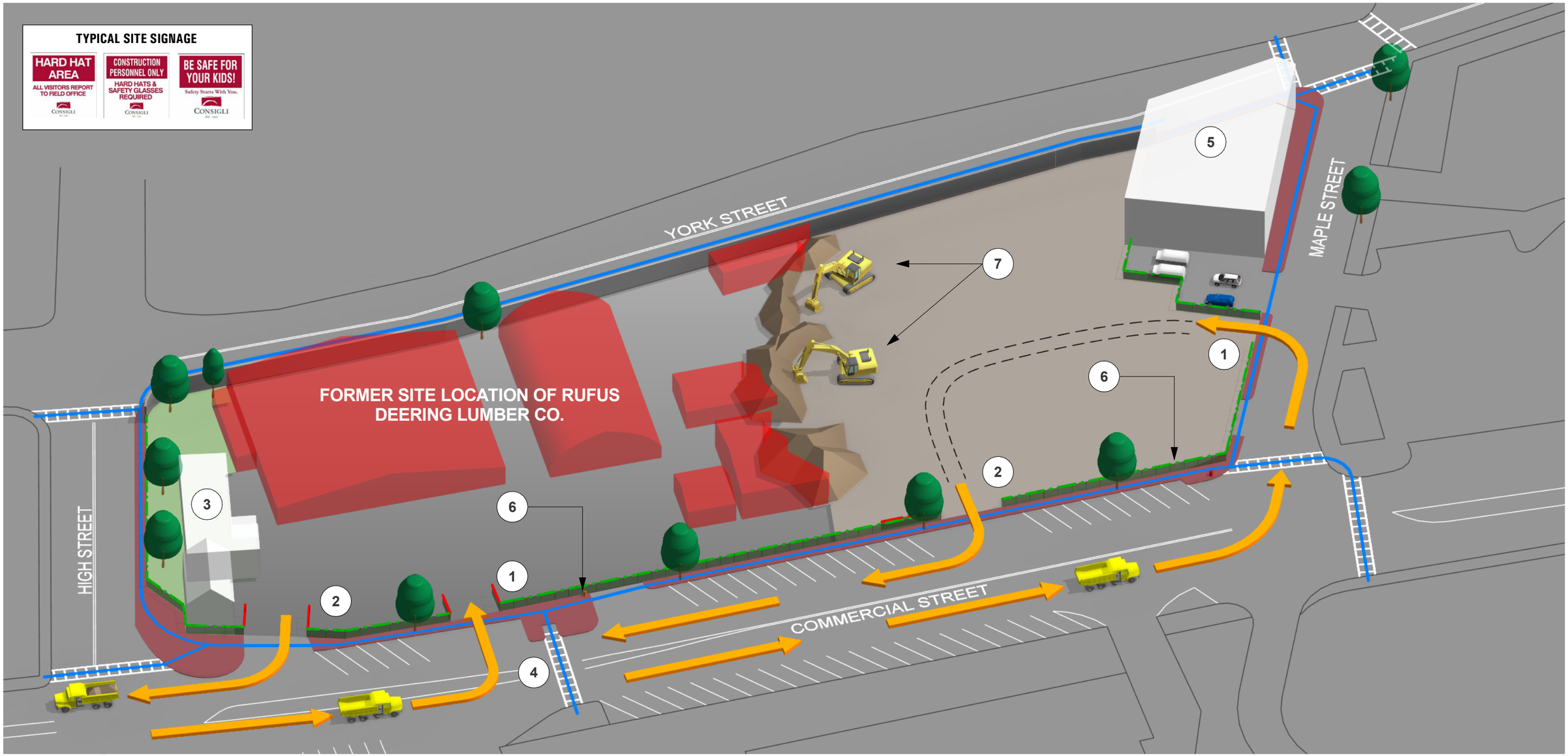
The main access points to the construction project will be through the Southwest gate off Commercial Street and the East gate off Maple Street via the public right of way. To navigate tractor trailers and other large vehicles to the project site a flagger will be stationed at Commercial Street as needed to usher the trucks into the right of way. Due to the large turn radius of some of these trucks, it may be necessary to close parking spaces along Commercial Street and Maple Street to establish the necessary entrance and exit gates.

383 Commercial Street

Demolish Existing Buildings

OCT 2018

05.18.2018



PLAN LEGEND

1. CONSTRUCTION SITE ENTRANCE
2. CONSTRUCTION SITE EXIT
3. POTENTIAL LOCATION OF CCC SITE OFFICE
4. MAINTAIN CROSSWALK ACCESS FOR PUBLIC PARKING
5. EXISTING BUILDING TO REMAIN
6. KEEP SIDEWALK OPEN FOR PHASE 1 AND 2 TO ALLOW FOR PEDESTRIAN ACCESS
7. EXCAVATORS AND DUMP TRUCKS ON SITE FOR DEMOLITION

GRAPHIC KEY

CONSTRUCTION TRAFFIC | CONSTRUCTION GATE | CONSTRUCTION FENCE | PEDESTRIAN ACCESS

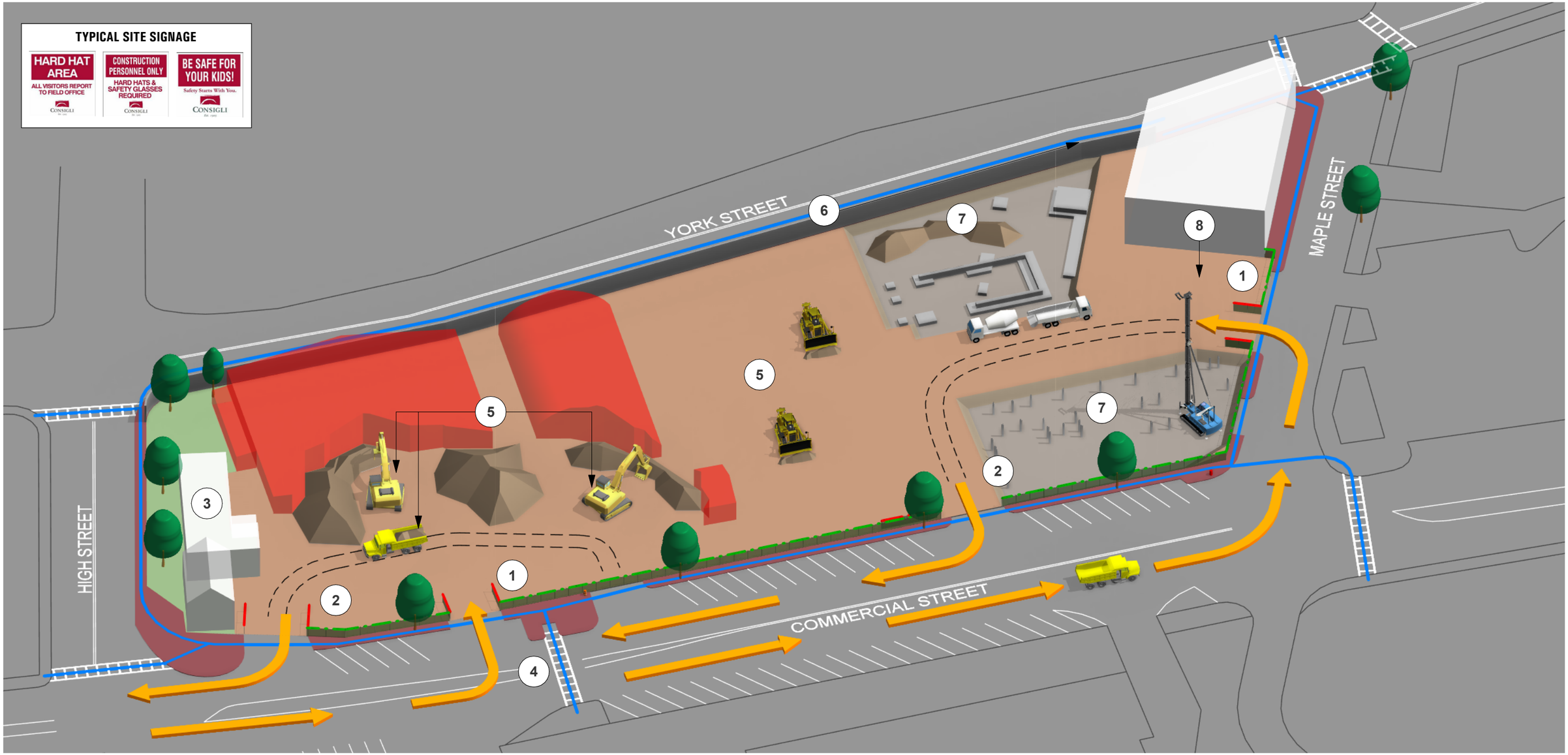
CONSIGLI Est. 1905

383 Commercial Street

Continue Demolition / Begin Piles and Foundation

NOV 2018 - DEC 2018

05.18.2018



PLAN LEGEND

1. CONSTRUCTION SITE ENTRANCE
2. CONSTRUCTION SITE EXIT
3. POTENTIAL LOCATION OF CCC SITE OFFICE
4. MAINTAIN CROSSWALK ACCESS FOR PUBLIC PARKING
5. DEMOLITION AND SITE CLEARING
6. EXCAVATE ALONG SEAWALL FOR PILE DRIVING AND FOUNDATIONS
7. BEGIN DRIVING PILES AND FOUNDATION WORK AT HOTEL.
8. FORMER PARKING AREA TO BE USED FOR STAGING/LAYDOWN

GRAPHIC KEY

CONSTRUCTION TRAFFIC | CONSTRUCTION GATE | CONSTRUCTION FENCE | PEDESTRIAN ACCESS

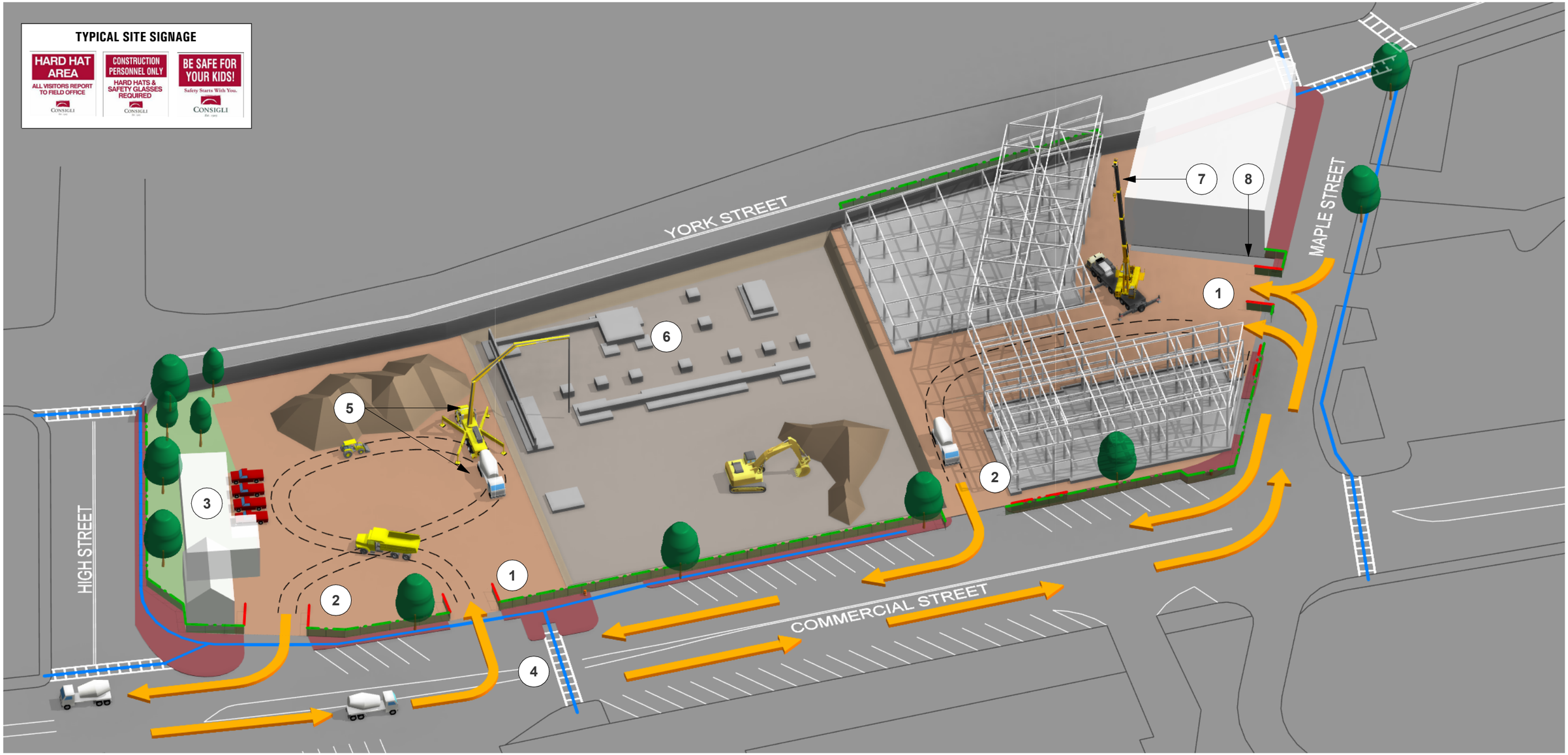
CONSIGLI Est. 1905

383 Commercial Street

Foundation Work / Structural Steel

JAN 19 - FEB 19

05.18.2018



PLAN LEGEND

1. CONSTRUCTION SITE ENTRANCE
2. CONSTRUCTION SITE EXIT
3. POTENTIAL LOCATION OF CCC SITE OFFICE
4. MAINTAIN CROSSWALK ACCESS FOR PUBLIC PARKING
5. CONCRETE MIXER AND PUMP TRUCK ON SITE FOR FOUNDATION WORK
6. BEGIN FORMING FOUNDATIONS AT RESIDENTIAL SITE
7. BEGIN ERECTING STEEL WITH MOBILE CRANE AT HOTEL SITE
8. ADDITIONAL GATE FOR EQUIP/VEHICLE ACCESS

GRAPHIC KEY

CONSTRUCTION TRAFFIC | CONSTRUCTION GATE | CONSTRUCTION FENCE | PEDESTRIAN ACCESS

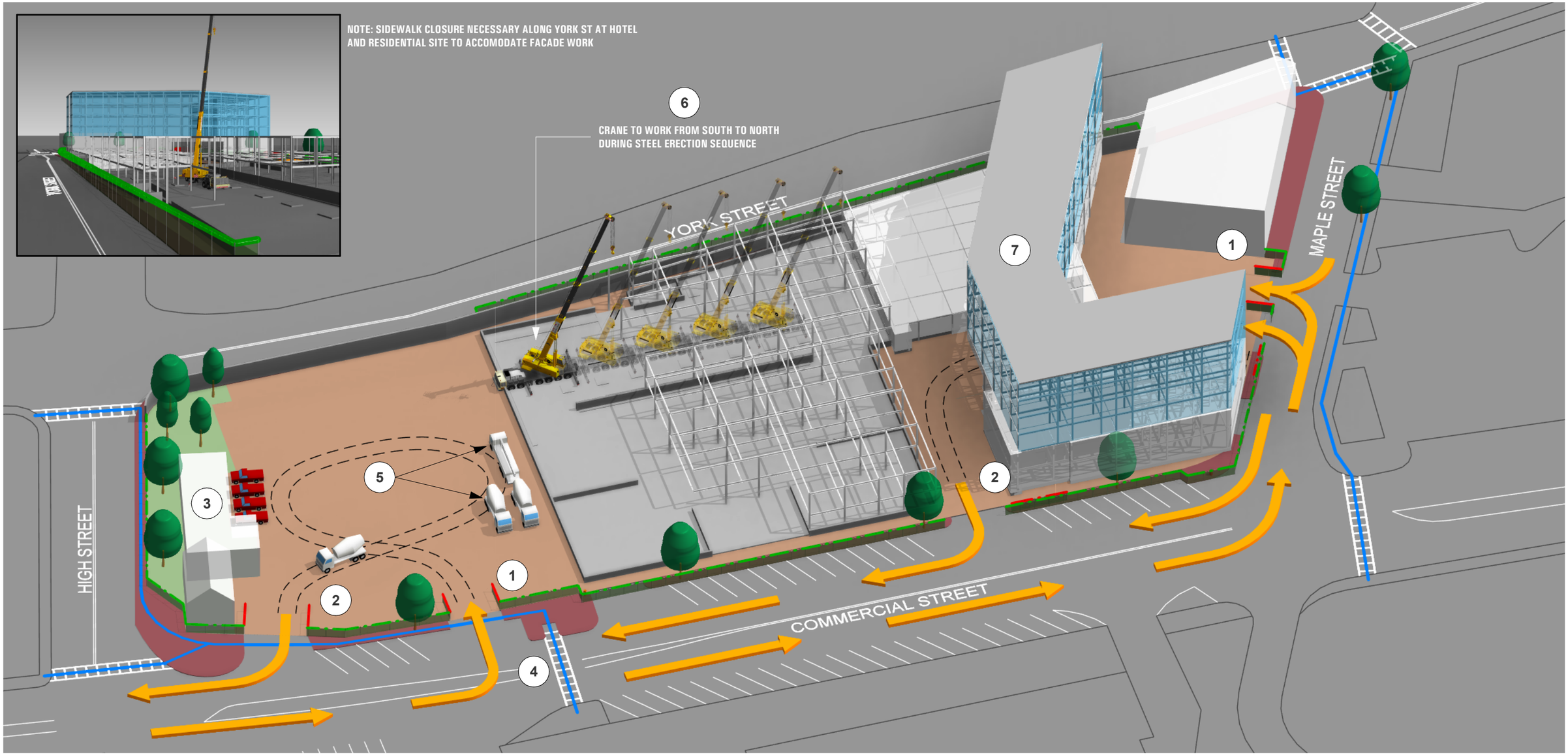
CONSIGLI Est. 1905

383 Commercial Street

Steel Framing / Building Enclosure

MAR 2019 - MAY 2019

05.18.2018



PLAN LEGEND

1. CONSTRUCTION SITE ENTRANCE
2. CONSTRUCTION SITE EXIT
3. POTENTIAL LOCATION OF CCC SITE OFFICE
4. MAINTAIN CROSSWALK ACCESS FOR PUBLIC PARKING
5. CONCRETE MIXER AND TRUCK FOR SLAB POURS
6. CRANE ON SITE FOR HOISTING AND SETTING STEEL
7. BUILDING ENCLOSURE/FACADE WORK AT HOTEL SITE

GRAPHIC KEY

CONSTRUCTION TRAFFIC | CONSTRUCTION GATE | CONSTRUCTION FENCE | PEDESTRIAN ACCESS

CONSIGLI Est. 1905

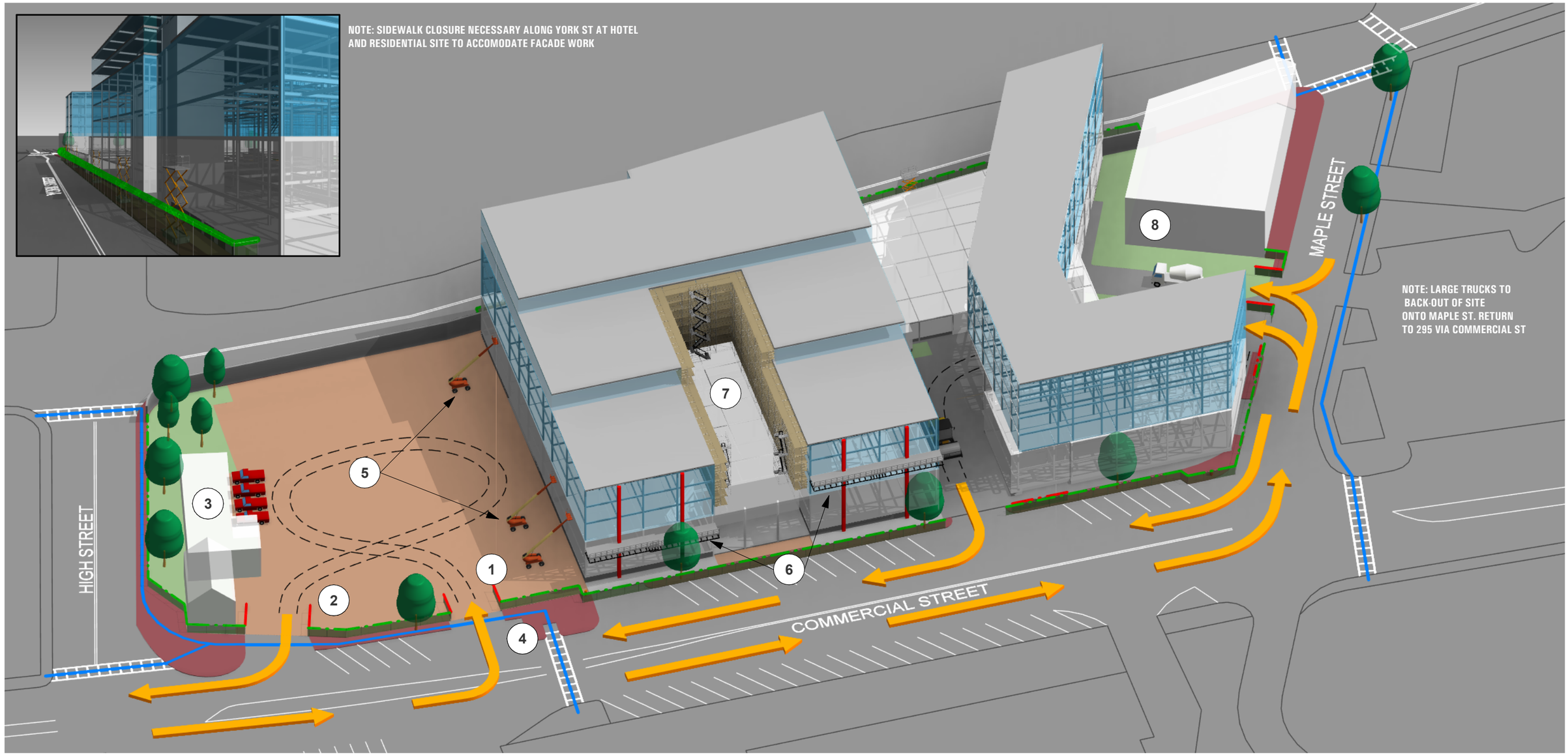
383 Commercial Street

Building Enclosure / Interior Finish + Sitework

JUN 19 - SEP 19

05.18.2018

NOTE: SIDEWALK CLOSURE NECESSARY ALONG YORK ST AT HOTEL AND RESIDENTIAL SITE TO ACCOMODATE FACADE WORK



PLAN LEGEND

1. CONSTRUCTION SITE ENTRANCE
2. CONSTRUCTION SITE EXIT
3. POTENTIAL LOCATION OF CCC SITE OFFICE
4. MAINTAIN CROSSWALK ACCESS FOR PUBLIC PARKING
5. MATERIAL LIFTS AT SOUTH FACADE
6. POWER LIFTS AT EAST FACADE
7. SCAFFOLDING AT COURTYARD
8. SITEWORK TO BE COMPLETED AT HOTEL

GRAPHIC KEY

CONSTRUCTION TRAFFIC

CONSTRUCTION GATE

CONSTRUCTION FENCE

PEDESTRIAN ACCESS

CONSIGLI Est. 1905

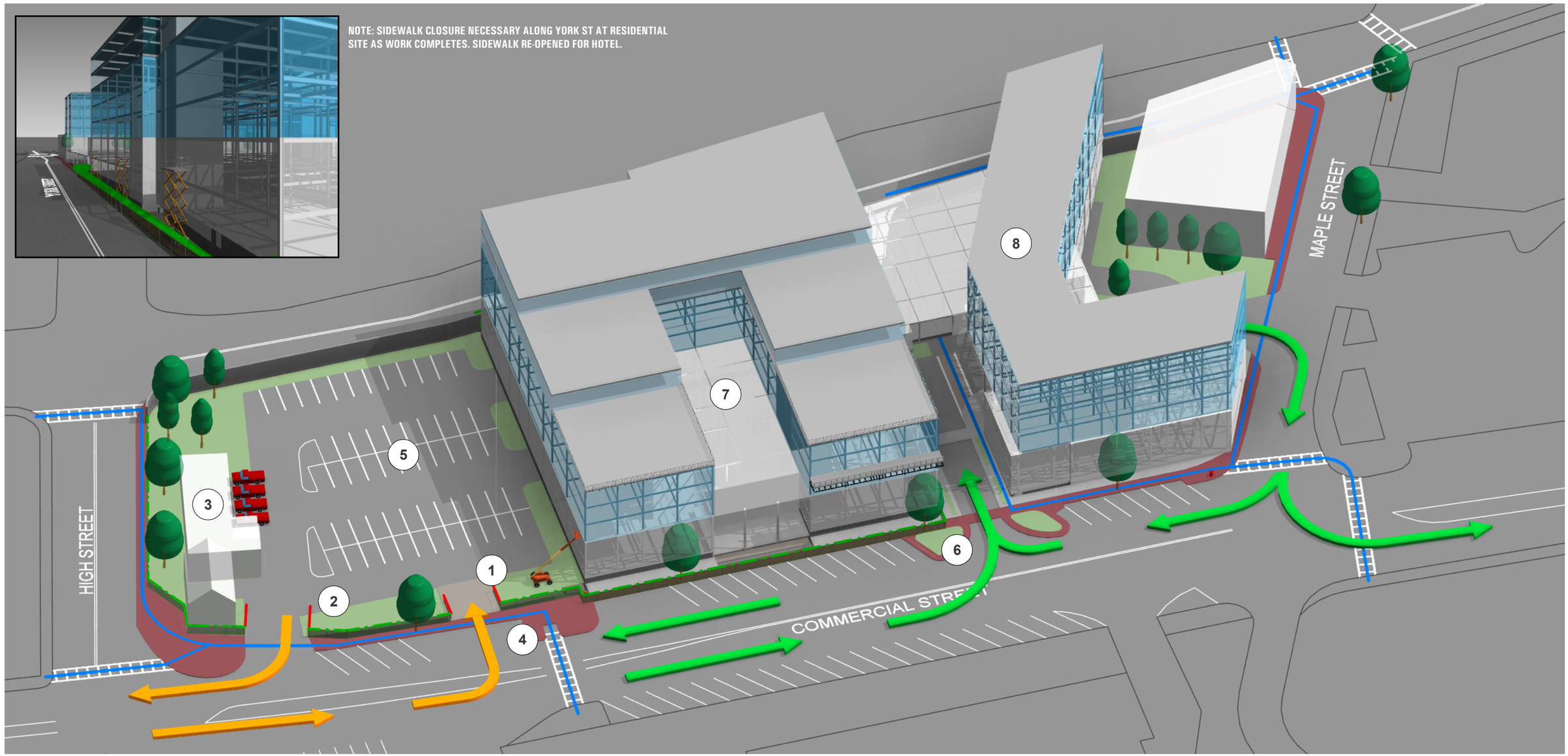
383 Commercial Street

Interior Finish + Sitework / Hotel Complete

OCT 2019 - AUG 2020

05.18.2018

NOTE: SIDEWALK CLOSURE NECESSARY ALONG YORK ST AT RESIDENTIAL SITE AS WORK COMPLETES. SIDEWALK RE-OPENED FOR HOTEL.



PLAN LEGEND

1. CONSTRUCTION SITE ENTRANCE
2. CONSTRUCTION SITE EXIT
3. POTENTIAL LOCATION OF CCC SITE OFFICE
4. MAINTAIN CROSSWALK ACCESS FOR PUBLIC PARKING
5. PARKING LOT ADJACENT TO RESIDENTIAL SITE COMPLETE
6. HOTEL ENTRANCE/PULL-THROUGH
7. SCAFFOLDING TO BE REMOVED FROM COURTYARD
8. HOTEL COMPLETE AND OPEN TO GUESTS AS RESIDENTIAL BUILDING IS COMPLETED

GRAPHIC KEY

CONSTRUCTION TRAFFIC

CONSTRUCTION GATE

CONSTRUCTION FENCE

PEDESTRIAN ACCESS

CONSIGLI Est. 1905

383 Commercial Street

05.18.2018

TRAFFIC MANAGEMENT PLAN | Vehicle Access and Parking

GRAPHIC KEY

CONSTRUCTION TRAFFIC

P

PARKING LOT

TYPICAL SITE SIGNAGE

CONSIGLI Est. 1905

LEVEL III SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION S – 9A LANDSCAPE / CIVIL NARRATIVE MAY 21, 2018

This narrative includes the essential elements of the site plan and how it conforms to the approved Master Development Plan, Phases 1 and 2 :

PROPOSED USES
MDP proposed 139 hotel rooms, site plan proposes 157 rooms
MDP proposed 111 condo units, site plan proposes 89 units
MDP proposed 7,557 SF retail, site plan proposes 7,100 SF retail

PUBLIC WALKWAY
The public walkway is similar to the design submitted with the master plan , however, is different in three ways :

1. The footprint of the hotel is considerably smaller, which results in a significant green space / landscaped terrace between the walkway and the hotel.
2. The previously proposed banquet rooms, which were envisioned to provide access to the plaza, have been eliminated. There will be no access to the walkway from the hotel.
3. The elevation of walkway has been raised considerably, improving the visibility and ease of access / transition from the York Street sidewalk onto the plaza.

WOONERF
The design of the woonerf has not been altered, except that the paving surface in vehicular areas has been changed from brick to asphalt paving. With a construction manager now involved, the brick was determined to be too costly ; this change will provide better definition between pedestrian and vehicular zones, increasing public safety. Also, the formerly proposed bridge connector between the condominium and the hotel has been eliminated.

YORK STREET STREETSCAPE
The design of this area is consistent with the MDP.

MAPLE STREET HISTORIC COBBLES
The MDP proposed retaining the historic cobbles and placing them at the top of the Maple Street curb adjacent to the hotel lobby. We met recently with Deb Andrews, and at her request, the cobbles are now proposed at the bottom of the curb, at street level, which is more historically accurate.

COMMERCIAL STREET COURTYARD
This space has been redesigned as the main entrance and lobby to the condominiums has been relocated to this area. This space remains primarily hardscape as outdoor cafes are envisioned to utilize this amenity.

SURFACE PARKING AREA
The design of this area is consistent with the MDP. The applicant is proposing an ornamental picket fence and lighting for security, and is proposing landscape plantings to soften the views from Commercial Street. Ten to twelve parking spaces within this area will be reserved for local fishermen.

PEDESTRIAN EASEMENTS

The applicant proposes to provide pedestrian access easements to the City of Portland , including the public walkway, the woonerf , and areas where the proposed buildings are not built to the City rights of way.

LEVEL III SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION S-9B ARCHITECTURAL NARRATIVE

PHASE ONE AND TWO HAVE BEEN MODIFIED FROM THE APPROVED MASTER PLAN AS OUTLINED BELOW:

THE COMMERCIAL STREET FACADE IN THE RESIDENTIAL PHASE TWO HAS INCORPORATED A MAJOR ARCHITECTURAL ENTRANCE WITHIN THE ESTABLISHED COURTYARD. THIS ENTRY WILL NOW ALLOW THE TENANTS TO ENTER THE COURTYARD AND THEN ENTER A LOBBY SPACE WHERE THEIR MAIL, PACKAGES AND A CONCIERGE WILL BE AVAILABLE TO THEM. THUS, OFFERING A HIGHER LEVEL OF HOSPITALITY FOR THE RESIDENTIAL TENANTS. THE OTHER ENTRANCES LOCATED ON YORK STREET STILL ALLOW FULL ACCESS FOR TENANTS, BUT THIS COMMERCIAL STREET ENTRY WILL BE THE MAJOR LOBBY COMPONENT.

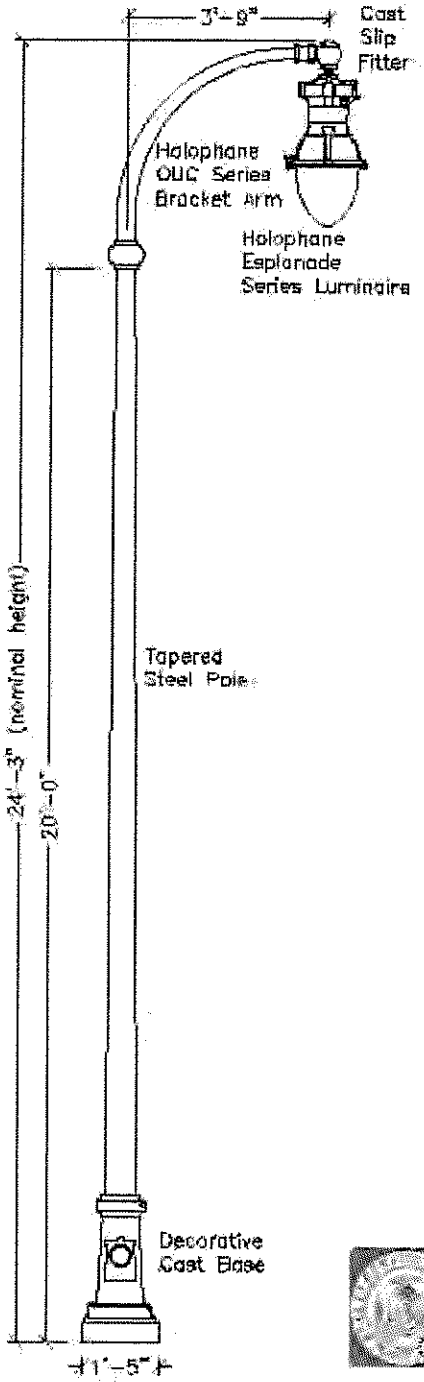
THE PASSAGEWAY HAS NOW BEEN WIDENED AT THE YORK STREET SIDE THUS YIELDING A MORE EXPANSIVE VIEW TOWARDS COMMERCIAL STREET AND A MORE INVITING ENTRANCE.

THE BRIDGE ELEMENT CONNECTING THE HOTEL AND RESIDENTIAL BUILDING HAS BEEN ELIMINATED.

THE YORK STREET FACADE HAS BEEN MODIFIED SUBSTANTIALLY SINCE MASTER PLAN BASED UPON COMMENTS FROM STAFF. THE VERTICAL BREAKUP OF MASS HAS BEEN ELIMINATED. THE FIBER CEMENT HAS BEEN REPLACED WITH A BRICK VENEER. ON THE RESIDENTIAL BUILDING WE HAVE MODELED THE ARCHITECTURE BASED UPON A CONTEMPORARY VERSION OF 305 COMMERCIAL STREET ARCHITECTURE. THIS ARCHITECTURE ALSO BLENDS WELL WITH THE FACADES ALONG COMMERCIAL STREET.

THE HOTEL HAS RETAINED THE STRONG ROUGH CUT FACED GRANITE BASE AND THE LARGE WINDOW OPENINGS ABOVE. BUT THE SIDING ABOVE THE GRANITE BASE HAVE BEEN MODIFIED TO BE BRICK VERSUS METAL CLAD. WE DID HOWEVER INCORPORATE A VERTICAL ELEMENT OF ZINC COATED METAL WITH A RESIDENTIAL WINDOW PATTERN JUST BEFORE THE BUILDING TURNS INTO THE PASSAGEWAY. THIS CORNER WAS FORMALLY A CURTAIL WALL SYSTEM. THE INTRODUCTION OF BRICK ALLOWED US TO PROPOSE THE BRICK FAÇADE ALONG YORK WHICH TIES THE BUILDING TOGETHER.
THE FENESTRATION ON THE EAST AND SOUTH WALLS OF THE HOTEL NOW REFLECTS THE HOTEL ROOM LAYOUT AND THE FADE MATERIAL IS TATKL. TATKL IS A HIGH-QUALITY PRODUCT WHICH OFFERS A DIVERSITY OF TEXTURE YIELDING ARCHITECTURAL OPPORTUNITIES. PLEASE REFER TO THE FOLLOWING INFORMATION FOR BACK UP HTTP://WWW.TAKTL-LLC.COM/WHAT-IS-TAKTL.

ALL OF THE ABOVE CHANGES ARE A DIRECT RESULT OF STAFF, PLANNING BOARD, HISTORIC PRESERVATION COMMENT AND THE FINAL INTEGRATION OF THE HOTEL END USER. WE BELIEVE THAT ALL OF THE CHANGES MAKE THIS A MORE DYNAMIC ADDITION TO THE NEIGHBORHOOD AND A MORE SYMBIOTIC RELATIONSHIP TO ITS NEIGHBORS. ALL YIELDING A NEW ARCHITECTURE THAT IS UNIQUELY PORTLAND.



LUMINAIRE
Holophane Lighting model ESU175MH12A4-R
Luminaire shall be furnished and installed by The Central Maine Power Company under the municipal lease agreement for street lighting.
Luminaire shall be manufacturer's standard black color.

LAMP
Holophane Lighting model S-M175/U 84471
Vertical mounted, 175 watt mogul base clear metal halide lamp.

BRACKET ARM
Holophane Lighting model OUC 6063-T8
Aluminum crossarm with a post-top fitting for a 3-1/2" by 8" tenon.
Bracket arm shall be manufacturer's standard black color.

SLIP FITTER
Holophane Lighting model BHLF200-SCA/AS (Boston Harbor Series)
2-3/8" O.D. with swivel cast fitter.
Slip fitter shall be manufacturer's standard black color.

LIGHTING POLE
Tapered steel pole shaft rated for a 80mph wind load with a 1.3 gust factor. Provide four hot-dipped galvanized steel L-type anchor bolts.
Lighting pole shall be manufacturer's standard black color.

DECORATIVE POLE BASE
Holophane Lighting model Cambridge Series
Decorative clamshell cast aluminum base.
Hardware shall be stainless steel.
Decorative pole base shall be manufacturer's standard black color.

APPLICATION
Street/Sidewalk lighting for two-way streets with parking on both sides.
Suggested layout:
90-100 ft on center (one side only)
175-225 ft on center (staggered pattern both sides)

City of Portland, Maine

Street & Sidewalk Lighting
WATERFRONT COMMERCIAL DISTRICT
Large Scale Lighting Pole

08/25/07

DATE: AUGUST 2009	CITY OF PORTLAND, MAINE TECHNICAL STANDARDS MANUAL	**MUNICIPAL STREET LIGHTING STANDARDS** SECTION X	**FIGURE:**
REVISED:	**EASTERN WATERFRONT DISTRICT LARGE SCALE LIGHTING POLE**		**X-5B**

B1, B2, B4

CIMARRON LED

Cat.#	
Job	Type

HUBBELL Outdoor Lighting

Approvals

SPECIFICATIONS

Construction:
- Stylish vertically finned die-cast solid top housing for maximum heat dissipation; Stops collection of unsightly debris from gathering on top of the housing
- Rugged lower die-cast aluminum heat sink accelerates thermal management and optimizes PCB and optical performance
- Separate optical and electrical compartment for optimum component operation
- One piece die cut silicone gasket ensures weather proof seal around each individual LED for IP65 rating
- Backlight Control (BC) option available for 85% spill light reduction, doesn't change fixture appearance or EPA, recommended for Type III and Type IV distributions
- Stamped bezel provides mechanical compression to seal the optical assembly
- Complements the Hubbell Southwest series of outdoor fixtures
- Weight - 45.0 pounds, EPA - 1.3 ft^2
- Suitable for applications requiring 3G testing prescribed by ANSI C136.31

Optics:
- Choice of 72 high brightness LED configurations with individual acrylic lenses specially designed for IES Type II, III, IV and V distributions
- Auto optics designed for front row 1A and interior rows 2A (see distribution under ordering and page 2)
- CCT: 3000K (80 CRI), 4000K (70 CRI), 5000K (70 CRI), and turtle friendly Amber LED options

Electrical:
- Universal input voltage 120-277 VAC, 50/60 Hz
- Integral step-down transformer for 347V & 480V
- Ambient operating temperature -40° C to 40° C
- Automatic thermal self-protection
- Drivers have greater than 90% power factor and less than 10% THD
- Optional continuous dimming to 10% or dual circuitry available
- LED drivers have output power over-voltage, over-current protection and short circuit protection with auto recovery
- 1050 mA driver available with 90L configuration for increased lumen output
- LED electrical assembly, including PR devices, consumes no power in the 'off' state
- Surge protection – 20KA; Turns fixture off at end of life; Includes LED for end of life indication (see surge suppressor page 4)

Controls:
- Drivers are 0-10V dimming standard. Photocell, occupancy sensor and wireless controls available for complete on/off and dimming control

Lumen maintenance:
- L90 at 60,000 hours (Projected per IESNA TM-21-11)

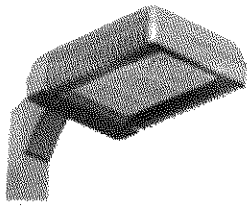
Installation:
- Two die-cast aluminum arm designs: The decorative arm offers a sleek upswept look while the straight arm follows the housing's contoured lines for continuity of style
- Fixture ships with arm installed for ease of installation and mounts to #2 drill pattern
- Wall bracket, mast arm fitter and pole accessories are also available allowing easy mounting for virtually any application

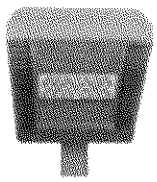
Finish:
- TGIC thermoset polyester powder paint finish applied at nominal 2.5 mil thickness

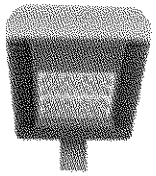
Warranty:
Five year limited warranty (for more information visit: http://www.hubbelloutdoor.com/resources/warranty/

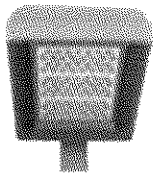
Listings:
- Listed to UL1598 and CSA C22.2#250.0-24 for wet locations
- Models meet DesignLights Consortium (DLC) qualifications, consult DLC website for more details: http://www.designlights.org/QPL
- IDA approved • IP65

PRODUCT IMAGE(S)

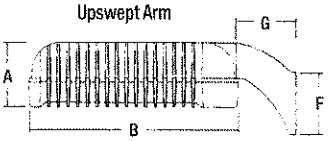

90 LED 3/4 VIEW

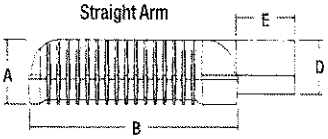

30 LED

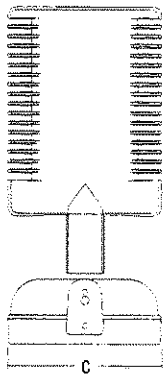

60 LED


90 LED

DIMENSIONS







A	B	C	D	E	F	G
6 3/4" 171mm	21 3/4" 552mm	16" 406mm	6 5/8" 168mm	6 5/16" 160mm	5 5/8" 143mm	6 1/8" 155mm

CERTIFICATIONS/LISTINGS

c SP us DLC QPL LISTED Turtle Friendly IDA *3000K and warmer CCTs only

ORDERING INFORMATION SEE NEXT PAGE

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B1, B2, B4

ORDERING INFORMATION ORDERING EXAMPLE: CL1-A-90LU-5K-3-DB-RPA3

CL1 - [ ] - [ ] - [ ] - [ ] - [ ] - [ ] - [ ] - [ ]

SERIES
CL1 Cimarron LED

NO. OF LEDS
90L 90 High brightness LEDs
60L 60 High brightness LEDs
30L 30 High brightness LEDs

MOUNTING
A Arm mount construction (6" straight rigid arm included & acceptable for 90° configurations)
AD Decorative arm mount const. (6" decorative upswept arm incl. & acceptable for 90° configurations)
MAF Mast arm fitter for mounting to standard 2 3/8" mast arm bracket, includes 6" straight rigid arm

VOLTAGE
U[1] Universal 120V-277V, 50/60 Hz
1 120V
2 208V
3 240V
4 277V
5 480V, 60 Hz
F 347V, 60 Hz
E[4] 220V, 50 Hz

CCT
3K 3000K
4K 4000K
5K 5000K
AM[4] Amber (590 nm available for "Turtle Friendly" applications (consult factory)

DISTRIBUTION
2 Type II
3 Type III
4 Type IV
5M Type V Medium
5S Type V Short
5W Type V Wide
2L Type II Rotated 90° left
3L Type III Rotated 90° left
4L Type IV Rotated 90° left
2R Type II Rotated 90° right
3R Type III Rotated 90° right
4R Type IV Rotated 90° right
1A Auto Front Row Type I
1AR Auto Front Row Type I Rotated 90° right
1AL Auto Front Row Type I Rotated 90° left
2A Auto Front Row Type II
2AR Auto Front Row Type II Rotated 90° right
2AL Auto Front Row Type II Rotated 90° left

DRIVE CURRENT
Leave blank for 700mA (standard)
035 350mA Amber CCT only
105 1050 mA (Not for use with 30L)

COLOR
DB Dark Bronze
BL Black
WH White
GR Gray
PS Platinum Silver
RD Red (premium color)
FG Forest Green (premium color)
CC Custom Color

OPTIONS
BC[3] Backlight control
CD Continuous dimming
WB Wall bracket
RPA3 3" Round pole adapter
RPA4 4" Round pole adapter
RPA5 5" Round pole adapter
RPA6 6" Round pole adapter
F(X)[2] Fusing (replace X with voltage: 1-120V, 2-208V, 3-240V, 4-277V, 5-480V, F-347V)
VG Vandal guard
7PR Photocell receptacle (7-pin ANSI C136.41—2013 receptacle for use with standard Twist-Lock® photo controls, shorting caps, and ANSI C136.41 external wireless control devices. Select SCL option to add occupancy sensing capability when using with compatible external wireless devices.

PIR MOTION/OCCUPANCY CONTROL OPTIONS
SCO_F[6,7,9] On/Off control (line voltage device not for use with 7PR receptacle option and external wireless control devices)
SCL_F[6,7,9] Add-on occupancy sensor for use with ext. wireless control device connected thru 7PR receptacle. Consult control manufacturer for compatibility.
SCP_F[5,6,7,9] Programmable dimming control (line voltage device not for use with 7PR receptacle option and external wireless control devices). A minimum of one SCP-REMOTE accessory remote control required for configuration; (Standard lens with greater sensitivity; motion detection radius equal to .75 X luminaire mounting height (approx. distance)
SWP[10] SiteSync Pre-Commission
SWF[10] SiteSync Field Commission
SWPM[9,10] SiteSync Pre-Commission w/ Sensor
SWFM[9,10] SiteSync Pre-Commission w/ Sensor

WIRELESS CONTROL OPTIONS
WIR[8] wiSCAPE Fixture Module, in-fixture relay for wireless lighting control
WIRSC[6,8] wiSCAPE Fixture Module, in-fixture relay for wireless lighting control and motion/occupancy control

Notes:
1 - Fuse option not available with universal voltage
2 - Select F5 fusing option for 220V
3 - Recommended for Type III and IV distributions only
4 - Available in 350mA drive current only Type IV 5M
5 - 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings, must order minimum of one SCP-REMOTE control to program dimming settings (see accessories)
6 - Not available with AD arm
7 - Not available with WIR or WIRSC
8 - Not available with SCO, SCL, or SCP
9 - Specify mounting height, 5' - 8' or less, 10' - 9' to 40'
10 - Specify group and zone. See SiteSync product page www.hubbelllighting.com/control-SiteSync for more details

Accessories and Services (Ordered Separately)

Catalog Number	Description
SCP-REMOTE	Remote Control for SCP/_F option. Order at least one per project to program and control the occupancy sensor
SWUSB*	SiteSync interface software loaded on USB flash drive for use with owner supplied PC (Windows based only). Includes SiteSync license, software and USB radio bridge node
SWTAB*	Windows tablet and SiteSync interface software. Includes tablet with pre-loaded software, SiteSync license and USB radio bridge node.
SWBRG	SiteSync USB radio bridge node only. Order if a replacement is required or if an extra bridge node is requested.
SW7PR+	SiteSync 7 Pin on fixture module On/Off/Dim, Daylight Sensor 120-480VAC

* When ordering SiteSync at least one of these two interface options must be ordered per project.
+ Available as a SiteSync retrofit solution for fixtures with an existing 7pin receptacle.

Hubbell Control Solutions - Accessories (sold separately)

Catalog Number	Description	HCS System
NXOFM-1R1D-UNV	On-fixture Module (7-pin), On / Off / Dim, Daylight Sensor with HubbNET Radio and Bluetooth® Radio, 120-480VAC	NX Distributed Intelligence™
WIR-RME-L	On-fixture Module (7-pin or 5-pin), On / Off / Dim, Daylight Sensor with wiSCAPE Radio, 110-480VAC	wiSCAPE™ Lighting Control

For additional information related to these accessories please visit www.hubbellcontrolsolutions.com. Options provided for use with integrated sensor, please view specification sheet ordering information table for details.

SiteSync 7-Pin Module

SW7PR

- All of the SiteSync Features in a new form
- Available as an accessory for new construction or retrofit applications (with existing 7-Pin receptacle)
- Available on all products that have a 7-Pin receptacle

SiteSync

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B1, B2, B4

ENERGY SAVING DATA

#LEDS	DRIVE CURRENT	SYSTEM WATTS 120-277V	SYSTEM WATTS 347-480V	DIST. TYPE	5K (5000K nominal, 70 CRI) LUMENS	5K LPW¹	5K B	5K U	5K G	4K (4000K nominal, 70 CRI) LUMENS	4K LPW¹	4K B	4K U	4K G	3K (3000K nominal, 70 CRI) LUMENS	3K LPW¹	3K B	3K U	3K G
30	700 mA	70W	80W	1A	8244	118	1	0	1	8162	117	1	0	1	6775	97	1	0	1
				2A	8202	117	1	0	1	8121	116	1	0	1	6740	96	1	0	1
				2	7715	110	2	0	3	7639	109	2	0	2	6340	91	2	0	2
				3	7712	110	2	0	2	7635	109	2	0	2	6371	91	1	0	2
				4	7803	111	1	0	2	7726	110	1	0	2	6412	92	1	0	2
				5S	8374	120	3	0	0	8291	118	3	0	0	6882	98	3	0	0
				5M	7940	113	3	0	1	7862	112	3	0	1	6525	93	3	0	1
				5W	7697	110	3	0	2	7591	108	3	0	2	6301	90	3	0	2
50	700 mA	135W	150W	1A	16171	120	1	0	2	16011	119	1	0	1	13289	98	1	0	1
				2A	16088	119	1	0	2	15929	118	1	0	2	13221	98	1	0	2
				2	15134	112	3	0	3	14984	111	3	0	3	12437	92	3	0	3
				3	15127	112	3	0	3	14977	111	3	0	3	12498	93	2	0	3
				4	15306	113	2	0	3	15154	112	2	0	3	12578	93	2	0	3
				5S	16426	122	4	0	0	16263	120	4	0	0	13498	100	4	0	0
				5M	15575	115	4	0	2	15421	114	4	0	2	12799	95	3	0	2
				5W	15040	111	4	0	3	14891	110	4	0	3	12360	92	4	0	3
60	1050 mA	220W	235W	1A	21139	96	2	0	2	20929	95	2	0	2	17371	79	2	0	2
				2A	21030	96	2	0	2	20822	95	2	0	2	17282	79	2	0	2
				2	19783	90	4	0	5	19587	89	3	0	5	16257	74	3	0	5
				3	19774	90	3	0	4	19578	89	3	0	4	16250	74	3	0	4
				4	20007	91	3	0	5	19809	90	3	0	5	16442	75	3	0	5
				5S	21471	98	5	0	0	21259	97	5	0	0	17645	80	5	0	0
				5M	20359	93	5	0	3	20158	92	5	0	3	16731	76	5	0	3
				5W	19660	89	5	0	4	19465	88	5	0	4	16156	73	5	0	4
90	700 mA	205W	225W	1A	23781	116	2	0	2	23546	115	2	0	2	19543	95	2	0	2
				2A	23659	115	2	0	2	23425	114	2	0	2	19443	95	2	0	2
				2	22255	109	3	0	4	22035	107	3	0	4	18289	89	3	0	4
				3	22246	109	3	0	4	22026	107	3	0	4	18379	90	3	0	3
				4	22509	110	3	0	4	22286	109	3	0	4	18497	90	2	0	4
				5S	24156	118	5	0	0	23916	117	5	0	0	19851	97	4	0	0
				5M	22905	112	4	0	2	22678	111	4	0	2	18823	92	4	0	2
				5W	22117	108	5	0	3	21899	107	5	0	3	18176	89	5	0	3
90	1050 mA	325W	350W	1A	31708	98	2	0	2	31394	97	2	0	2	26057	80	2	0	2
				2A	31545	97	2	0	2	31233	96	2	0	2	25923	80	2	0	2
				2	29674	91	4	0	5	29380	90	3	0	5	24385	75	3	0	4
				3	29661	91	3	0	4	29367	90	3	0	4	24505	75	3	0	4
				4	30011	92	3	0	5	29714	91	3	0	5	24663	76	3	0	4
				5S	32207	99	5	0	0	31888	98	5	0	0	26467	81	5	0	0
				5M	30539	94	5	0	3	30237	93	5	0	3	25097	77	4	0	2
				5W	29490	91	5	0	4	29198	90	5	0	4	24234	75	5	0	4

Amber LUMENS	Amber LPW¹	Amber B	Amber U	Amber G	Drive Current	SYSTEM WATTS 120-277V	#LEDs
2488		0	0	1	350 mA	135W	60
2533		2	0	1			
3558		1	0	1	350 mA	205W	90
3596		2	0	1			

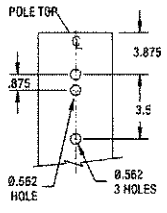
ACCESSORIES/REPLACEMENT PARTS - Order Separately

Catalog Number	Description
CR-RPA3-XX[1]	Round pole adapter for straight arm (3¼ - 3¾")
CR-RPA4-XX[1]	Round pole adapter for straight arm (3¾ - 4½")
CR-RPA5-XX[1]	Round pole adapter for straight arm (5")
CR-RPA6-XX[1]	Round pole adapter for straight arm (6")
CRD-RPA2-XX[1]	Round pole adapter for upswept arm (2¾ - 3⅛")
CRD-RPA3-XX[1]	Round pole adapter for upswept arm (3¼ - 3¾")
CRD-RPA4-XX[1]	Round pole adapter for upswept arm (3⅞ - 4½")
CRD-RPA5-XX[1]	Round pole adapter for upswept arm (5")
CRD-RPA6-XX[1]	Round pole adapter for upswept arm (6")
WB-AREA-XX[1]	Wall bracket
TPLB-XX[1]	Twin parallel luminaire bracket
MAF-CL-XX[2]	Horizontal mast arm fitter for 2 3/8" OD arm. Mounts to standard 6" arm (ordered with fixture)

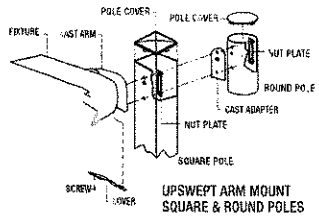
Catalog Number	Description
SCP-REMOTE[6]	Remote control for SCP option. Order at least one per project to program and control.
SWUSB*	SiteSync interface software loaded on USB flash drive for use with owner supplied PC (Windows based only). Includes SiteSync license, software and USB radio bridge node.
SWTAB*	Windows tablet and SiteSync interface software. Includes tablet with preloaded software, SiteSync license and USB radio bridge node.
SWBRG+	SiteSync USB radio bridge node only. Order if a replacement is required or if an extra bridge node is requested.
93052458	20KA surge protection with an end of life LED indicator

* When ordering SiteSync at least one of these two interface options must be ordered per project.
\+ If needed, an additional Bridge Node can be ordered.

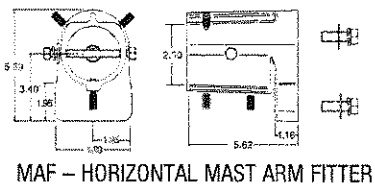
1 - Replace XX with color choice, eg.: DB for Dark Bronze
2 - When ordering poles, specify Pole Drill Pattern #2
3 - Fixture must include standard 6" arm



#2 DRILL PATTERN FOR POLES



UPSWEPT ARM MOUNT
SQUARE & ROUND POLES



MAF – HORIZONTAL MAST ARM FITTER

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B1, B2, B4

MOUNTING ACCESSORIES

Catalog Number	Description
ARM-CL-K-TA-XX[1]	Adjustable mounting arm for single fixture (2-3/8 tenon) – 5 lbs. 2.3 kgs.
ARM-CL-TK-TA-XX[1]	Adjustable mounting arm for two fixtures at 180° (2-3/8 tenon) – 7 lbs. 3.2 kgs.
ARM-CL-K-S-XX[1]	10" adjustable arm – .5 lbs. .05 kgs. – 5.75 lbs. 2.6 kgs.

1 Replace XX with color choice, eg.: DB for Dark Bronze
2 Fixture must include standard 6" straight arm

ARM-CL-K-TA-XX
ARM-CL-TK-TA-XX

ARM-CL-K-S-XX

TENON TOP POLE BRACKET ACCESSORIES

(2 3/8" OD tenon) (RSS version requires 4" round pole adapter)

Catalog Number	Description
SETA2-XX[1]	Square pole tenon adapter (4 at 90 degrees)
RETA2-XX[1]	Round pole tenon adapter (4 at 90 degrees)
TETA-XX[1]	Hexagonal pole tenon adapter (3 at 120 degrees)

1 Replace XX with color choice, eg.: DB for Dark Bronze

PHOTOCONTROL EQUIPMENT

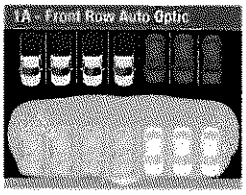
Catalog Number	Description
PTL-1	Photocontrol - twist-lock cell (120V)
PTL-8	Photocontrol - twist-lock cell (120-277V)
PTL-5	Photocontrol - twist-lock cell (480V)
PTL-6	Photocontrol - twist-lock cell (347V)
PSC	Shorting cap - twist-lock

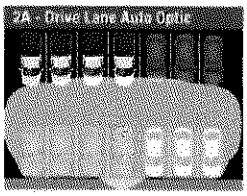
AUTOMOTIVE DEALERSHIP OPTICS

For Automotive Dealership applications Spaulding Lighting has developed two optics designed for enhanced and proper lighting of the auto dealership merchandise and the front row 1A and interior rows 2A (See CL1 distribution information for details)

Optic 1A
- Maximum illumination on front row display
- Maximum pole spacing

Optic 2A
- Excellent front row illumination and drive lane
- Optimal uniformity for drive lane and interior rows

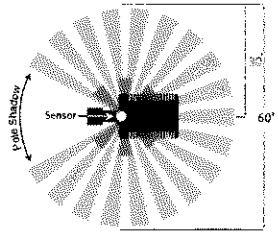


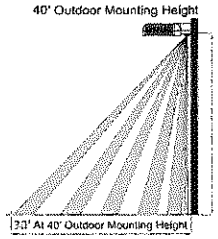


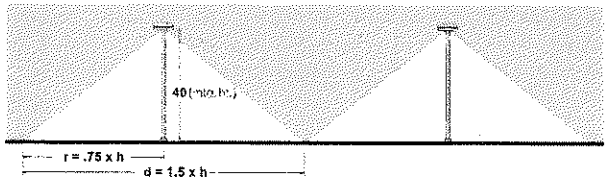
MOTION CONTROLS

- Start up delay from initial motion detection to fixture illumination is approximately 1-2 seconds
- Vehicle detection is possible however less reliable than human detection; Vehicle detection is dependent upon the following: rate of speed, mounting height of luminaire and vehicle temperature

SCP - Designed for intermediate coverage area

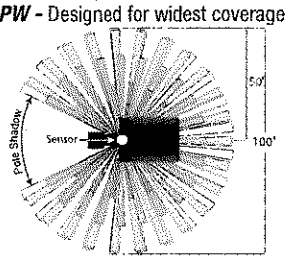


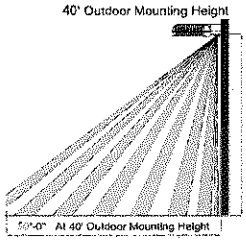


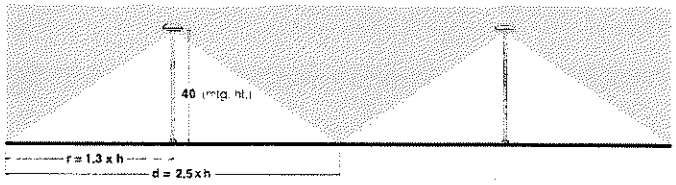


Note: Extreme heat or cold temperatures may limit detection.

SCPW - Designed for widest coverage area







Note: Extreme heat or cold temperatures may limit detection.

SURGE PROTECTION

- Field replaceable surge protection device (SPD) provides 20KA and 10KV protection meeting ANSI/IEEE C62.41.2 Category C High and Surge Location Category C3
- The SPD is designed with a clamping voltage of 1600V at 20KA using industry standard 8/20µs waveform
- Max surge current = 20,000 Amps (see table)
- LED Indicator – Green LED is unlit at end of life

Pulse Rating (8 x 20 µSec)	
Strikes	Surge
1	20,000 A
2	15,000 A
15	10,000 A
120	3,000 A

	cRUus	CE
I_n	10KA	5KA

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LED pole-top luminaires with symmetrical light distribution

B3

Type:
BEGA Product:
Project:
Voltage:
Color:
Options:
Modified:

Housing/fitter: Die-cast aluminum construction. The luminaire slip fits a 3" O.D. pole top or tenon and is secured by six (6) socket head stainless steel screws threaded into stainless steel inserts. Die castings are marine grade, copper free (≤ 0.3% copper content) A360.0 aluminum alloy.

Enclosure: Clear acrylic diffuser held in place by die-cast aluminum frame. Fully gasketed for weather tight operation using a molded silicone gasket.

Electrical: 24.0W LED luminaire, 28 total system watts, -30°C start temperature. Integral 120V through 277V electronic LED driver, 0-10V dimming. LED module(s) are available from factory for easy replacement. Standard LED color temperature is 4000K with a ≥80 CRI. Available in 3000K (>80 CRI); add suffix K3 to order.

Note: LEDs supplied with luminaire. Due to the dynamic nature of LED technology, LED luminaire data on this sheet is subject to change at the discretion of BEGA-US. For the most current technical data, please refer to www.bega-us.com.

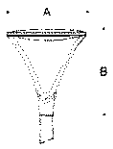
Finish: All BEGA standard finishes are polyester powder coat with minimum 3 mil thickness. Available in four standard BEGA colors: Black (BLK); White (WHT); Bronze (BRZ); Silver (SLV). To specify, add appropriate suffix to catalog number. Custom colors supplied on special order.

CSA certified to U.S. and Canadian standards, suitable for wet locations. Protection class IP65

Weight: 21.4 lbs

Effective Projection Area (EPA): 0.73 ft²

Luminaire Lumens: 2464 lumens



Pole-top luminaires

	LED	A	B
84 120	24.0 W	20 5/8	22 1/4

Recommended for use with 20' to 30' poles.

BEGA 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 FAX (805) 566-9474 www.bega-us.com
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C1

LOUVERED BRICK STAR™

PROJECT:	
TYPE:	
CATALOG NUMBER:	
SOURCE:	
NOTES:	

CATALOG NUMBER LOGIC

Example:	B	- BQL	- LED	- e101	- A9	- MAC	- D	

Material
- **Blank** - Aluminum
- **B** - Brass
- **S** - Stainless

Series
- **BQL** - Louvered Brick Star™

Source
- **LED** - 'e' Technology with Integral Dimming Driver (See Specifications for Dimming)
  Designed for use with remote 12VAC BKSSL® transformers. Requires magnetic Low Voltage dimmer.

LED Type
- **e100** - 5WLED/2.7K
- **e101** - 5WLED/3K
- **e102** - 5WLED/4K
- **e103** - 5WLED/Amber

Adjust-e-Lume® Output Intensity *(Choose factory setting)*
A9 (Standard), **A8, A7, A6, A5, A4, A3, A2, A1**

Finish

Aluminum Finish

Powder Coat Color	Satin	Wrinkle
Bronze	BZP	BZW
Black	BLP	BLW
White (Gloss)	WHP	WHW
Aluminum	SAP	—
Verde	—	VER

Brass Finish

Machined	MAC
Polished	POL
Mitique™	MIT

Stainless Finish

Machined	MAC
Polished	POL
Brushed	BRU

Premium Finish

ABP Antique Brass Powder	CMG Cascade Mountain Granite	RMG Rocky Mountain Granite
AMG Aleutian Mountain Granite	CRI Cracked Ice	SDS Sonoran Desert Sandstone
AQW Antique White	CRM Cream	SMG Sierra Mountain Granite
BCM Black Chrome	HUG Hunter Green	TXF Textured Forest
BGE Beige	MDS Mojave Desert Sandstone	WCP Weathered Copper
BPP Brown Patina Powder	NBP Natural Brass Powder	WIR Weathered Iron
CAP Clear Anodized Powder	OCP Old Copper	*Also available in RAL Finishes See submittal SUB-1439-00*

Louver
- **D** - Rectangular, 30°

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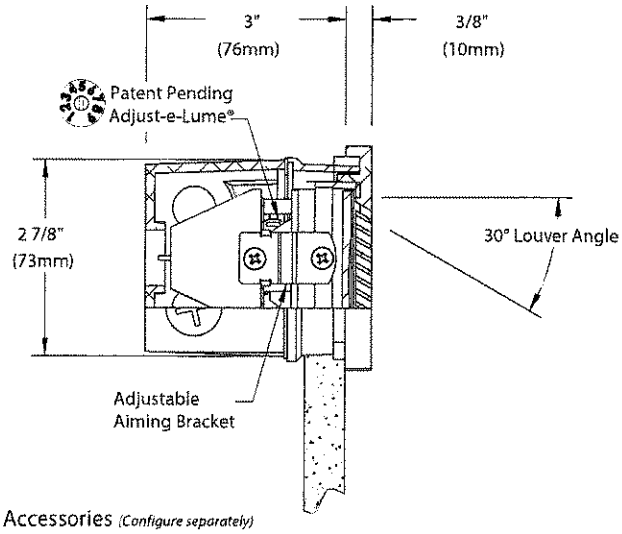
BKSSL SOLID STATE LIGHTING

adjust O-lume®

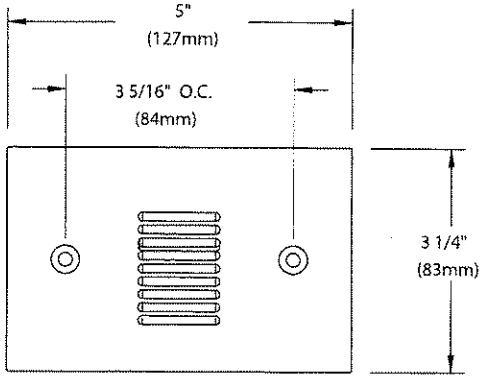
LOUVERED BRICK STAR™

PROJECT:	
TYPE:	

SIDE VIEW



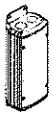
FACEPLATE DETAIL



Accessories *(Configure separately)*

Remote options:

TR Series



UPMRM™

All dimensions indicated on this submittal are nominal.
Contact Technical Sales if you require more stringent specifications.

SPECIFICATIONS

GreenSource Initiative™
Metal and packaging components are made from recycled materials. Manufactured using renewable solar energy, produced on site. Returnable to manufacturer at end of life to ensure cradle-to-cradle handling. Packaging contains no chlorofluorocarbons (CFC's). Use of this product may qualify for GreenSource efficacy and recycling rebate(s). Consult www.bklighting.com/greensource for program requirements.

Materials
Furnished in Copper-Free Aluminum (Type 6061-T6) or Brass (Type 360) or Stainless Steel (Type 304).

Backbox
Rectangular, 4-5/8" x 2-7/8" deep, cast aluminum construction. Front access for wire connection and inspection. Provided with (5) 1/2" NPS tapped holes (2 on each end and 1 on the back) and (4) plugs. Suitable for concrete pour.

Faceplate
Fully machined from solid billet. Countersunk holes provide for flush hardware mounting with (2) tamper-resistant, stainless steel mounting screws. 1/8" thick HT-805A silicone foam gasket with acrylic adhesive for water-tight seal.

Lens
Shock resistant, tempered, glass lens is factory adhered to faceplate.

BKSSL®
Integrated solid state system with 'e' technology is scalable for field upgrade. Modular design with electrical quick disconnects permit field maintenance. High power, forward throw source complies with ANSI C78.377 binning requirements. Exceeds ENERGY STAR® lumen maintenance requirements. LM-80 certified components.

Integral, constant current driver. 12VAC/VDC input. 50/60Hz. Proprietary input control scheme achieves power factor correction and eliminates inrush current. Output, over-voltage, open-circuit, and short circuit protected. Inrush current limited to <1A (non-dimming). Conforms to Safety Std. C22.2 No. 250.13-12.

Dimming
Line voltage dimmable via magnetic low voltage dimmer. For use with low voltage dimmer with dedicated neutral conductor. For purposes of dimming: Remote magnetic transformer with BKSSL® Power of 'e' technology loads should be loaded to 25% of the transformer VA (watts) rated value.

Optics
Rectilinear design provides wide lateral distribution and long forward throw.

Adjust-e-Lume® (Pat. Pending)
Integral electronics allows dynamic lumen response at the individual fixture. Indexed (100% to 25% nom.) lumen output. Maintains output at desired level or may be changed as conditions require. Specify factory preset output intensity.

Louvers and Aiming
Louver pattern is machined into faceplate to prevent direct view to the source at nadir. 30° optical cutoff for mounting heights well below typical visual glare angles. Adjustable lamp bracket provides up to 24° vertical aiming.

Remote Transformer
For use with 12VAC BKSSL remote transformer or magnetic transformers only. B-K Lighting cannot guarantee performance with third party manufacturers' transformers.

Wiring
Teflon® coated, 18AWG, 600V, 250° C rated and certified to UL 1659 standard.

Hardware
Tamper-resistant, stainless steel hardware. Faceplate screws are additionally black oxide treated for additional corrosion resistance.

Finish
StarGuard®, our exclusive RoHs compliant, 15 stage chromate-free process cleans and conversion coats aluminum components prior to application of Class 'A' TGIC polyester powder coating. Brass components are available in powder coat or handcrafted metal finish. Stainless steel components are available in handcrafted metal finish. (Brushed finish for interior use only).

Warranty
5 year limited warranty.

Certification and Listing
ITL tested to IESNA LM-79. UL Listed. Certified to CAN/CSA/ANSI Standards. RoHs compliant. Suitable for indoor or outdoor use. Suitable for installation in combustible materials (Type Non-IC). Suitable for use in wet locations. Suitable for installation within 4' of the ground. IP65 Rated. Made in USA.

c UL us LISTED RoHS MADE IN USA

*Teflon is a registered trademark of DuPont Corporation.
*Energy Star is a registered trademark of the United States Environmental Protection Agency.

C1

the power of e

LAMP & DRIVER DATA

e100, e101, e102, e103

DRIVER DATA	Input Volts	InRush Current	Operating	Dimmable	Operation Ambient Temperature
	12VAC/DC 50/60Hz	<250mA (non-dimmed)	500mA	Magnetic Low Voltage Dimmer	-22°F-194°F (-30°C - 90°C)

LM79 DATA				L70 DATA	OPTICAL DATA	
BK No.	CCT (Typ.)	CRI (Typ.)	Input Watts (Typ.)	Minimum Rated Life (hrs.) 70% of initial lumens (L_{70})	Louver Angle	Delivered Lumens
e100	2700K	80	5	50,000	C-30°	59
	2700K	80	5	50,000		
e101	3000K	80	5	50,000	C-30°	60
	3000K	80	5	50,000		
e102	4000K	80	5	50,000	C-30°	68
	4000K	80	5	50,000		
e103	Amber (590nm)	~	5	50,000	~	~

D1, D2

FRESNO SERIES

Cat.#	
Job	Type

HUBBELL Outdoor Lighting

Approvals

INTENDED USE:
- Fresno series bollards are designed to illuminate walkways and courtyards

CONSTRUCTION:
- Extruded aluminum 6061alloy square or round housing, with tamper resistant hardware; flat top, for round FN2.
- Single screw access for service and maintenance
- Sealed one-piece, clear acrylic lens; Specular, anodized aluminum optical systems
- Concealed, cast aluminum 360 alloy anchor base; Four 1/2" x 10" anchor bolts
- Durable Lektrocote® TGIC thermoset polyester powder coat paint finish assures long life and maintenance-free service

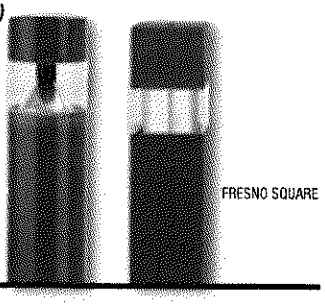
ELECTRICAL:
- Universal voltage (120-277V, 50/60Hz) drivers with +/- 10% tolerance, starting temperature rated at -20°F
- Optional continuous dimming to 10% (0-10V)
- Rotatable LED assembly adjustment for ideal placement and aiming of asymmetric light pattern
- Available in 5000K, 4000K, 3000K CCT and Monochromatic Amber
- Long life >6\0,000 hour L90 rated at 25°C

LISTINGS:
- Listed to UL1598 for use in wet locations

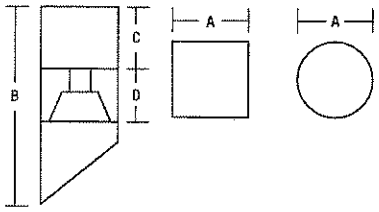
WARRANTY:
- Five year limited warranty (for more information visit: http://www.hubbelloutdoor.com/resources/warranty/

CERTIFICATIONS/LISTINGS

PRODUCT IMAGE(S)



DIMENSIONS



	A	B	C	D	Weight
FN1	6.75" sq.	42.0"	6.0"	4.0"	41 lbs
	171 mm	1067 mm	152 mm	102 mm	19 kg
FN2	7.0" dia	42.0"	6.0"	4.0"	41 lbs
	178 mm	1067 mm	152 mm	102 mm	19 kg

ORDERING INFORMATION

ORDERING EXAMPLES: FN2-12LU-3K-U-DB-CD-DM-36-ABS

SERIES	LED	VOLTAGE	CCT	FINISH	OPTIONS[1]
FN1 Fresno Square	**12L** asymmetric, 27W	**U** 120V-277V	**3K** 3000K	**DB** Dark Bronze	**CD** 0-10V dimmable
FN2 Fresno Round	**24L** symmetric, 41W[4]	**1** 120	**4K** 4000K	**BL** Black	**24** 24" OAH[2]
		2 277	**5K** 5000K	**WH** White	**30** 30" OAH[2]
		3 240	**AM** Amber 590nm[4]	**GR** Gray	**36** 36" OAH[2]
		4 277		**PS** Platinum Silver	**DM** Dome Top (FN2 only)
		5 480		**RD** Red (premium color)	**F(X)** Fusing[3]
		F 347		**FG** Forest Green (premium color)	**P(X)** Button Photocell[3]
				CC Custom Color (consult factory)	**ABS** Bolts shipped ahead

1 Any or all options may be used together
2 Standard fixture height is 42", only one overall height (OAH) may be selected
3 Replace '(X)' with corresponding voltage (1=120, 2=208, 3=240, 4=277, 5=480, 6=347). Button Photocell not available in 480V
4 24L only, 20W

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D1 D2

PERFORMANCE DATA

# OF LEDS	DRIVE CURRENT	SYSTEM WATTS	5K (5000K nominal, 70 CRI)					4K (4000K nominal, 70 CRI)					3K (3000K nominal, 80 CRI)					AM (560nm Mono Amber)				
			LUMENS	LPW[1]	B	U	G	LUMENS	LPW[1]	B	U	G	LUMENS	LPW[1]	B	U	G	LUMENS	LPW[1]	B	U	G
FN1	12	Type III	761	28	0	2	0	654	24	0	2	0	635	24	0	2	0					
	24	Type V	1580	39	1	2	0	1443	35	1	2	1	1399	34	1	2	0	215	11	0	1	0
FN2	12	Type III	1095	41	0	2	0	941	35	0	2	0	914	34	0	2	0					
	24	Type V	1955	48	1	2	0	1787	44	1	2	1	1725	42	1	2	0	314	16	0	1	0

ELECTRICAL DATA

LEDS	# LEDS	DRIVE CURRENT (mA)	SYSTEM POWER (W)	INPUT VOLTAGE (V)	INPUT CURRENT (A)
3K 4K 5K	12	700	27	120	0.2
				208	0.1
				240	0.1
				277	0.1
				347	0.1
				480	0.1
	24	520	41	120	0.3
				208	0.2
				240	0.2
				277	0.1
				347	0.1
				480	0.1
AM	24	260	20	120	0.2
				208	0.1
				240	0.1
				277	0.1
				347	0.1
				480	0.04

PROJECTED LUMEN MAINTENANCE

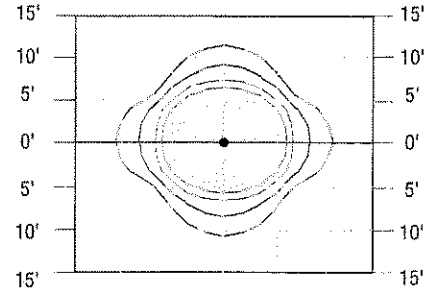
AMBIENT TEMPERATURE	LUMEN MULTIPLIER
25°C / 77°F	>60 Khrs

Projected per IESNA TM-21-11

AMBIENT TEMPERATURE		LUMEN MULTIPLIER
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	0.98
40°C	104°F	0.98

ELECTRICAL DATA

FN1-24LU-5K-XX



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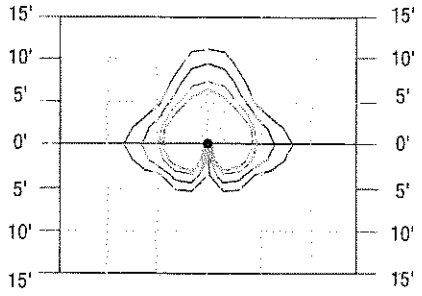
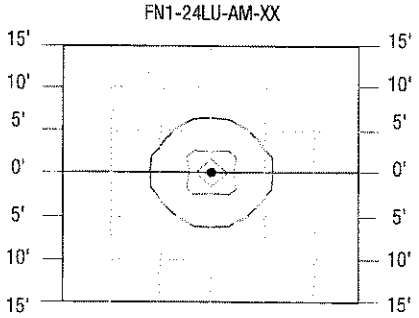


FN1-24LU-AM-XX



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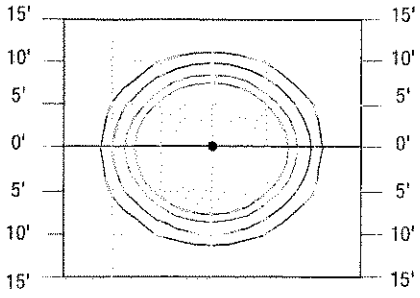

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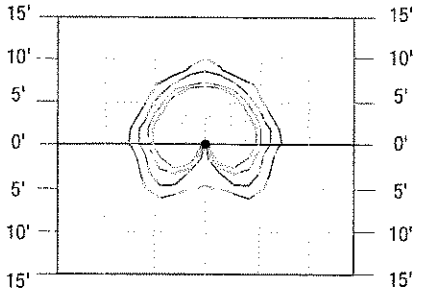

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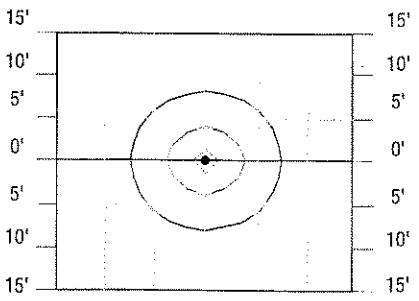

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E1

LED wall luminaires with directed light

Type:
BEGA Product:
Project:
Voltage:
Color:
Options:
Modified:

Housing: One piece die-cast aluminum for direct attachment to a BEGA 19545 small opening wiring box. Die castings are marine grade, copper free (≤ 0.3% copper content) A360.0 aluminum alloy.

Enclosure: One piece die-cast aluminum cover frame secured by a captive, stainless steel set screws threaded into a stainless steel insert. Matte safety glass. Fully gasketed for weather tight operation using a molded silicone rubber gasket.

Electrical: 3W LED luminaire, 5.8 total system watts, -30°C start temperature. Integral 120V through 277V electronic LED driver, 0-10V dimming. LED module(s) are available from factory for easy replacement. Standard LED color temperature is 3000K with an >80 CRI. Available in 4000K (>80 CRI); add suffix K4 to order.

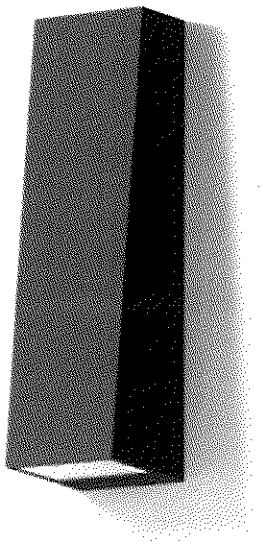
Note: LEDs supplied with luminaire. Due to the dynamic nature of LED technology, LED luminaire data on this sheet is subject to change at the discretion of BEGA-US. For the most current technical data, please refer to www.bega-us.com.

Finish: All BEGA standard finishes are polyester powder coat with minimum 3 mil thickness. Available in four standard BEGA colors: Black (BLK); White (WHT); Bronze (BRZ); Silver (SLV). To specify, add appropriate suffix to catalog number. Custom colors supplied on special order.

CSA certified to U.S. and Canadian standards, suitable for wet locations. Protection class IP64

Weight: 1.1 lbs.

Luminaire Lumens: 204



		Lamp	A	B	C	Required wiring box
33514		3W LED	2 1/4"	7 7/8"	2 3/8"	**19545**

BEGA 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 FAX (805) 566-9474 www.bega-us.com
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Application
LED wall luminaire with asymmetrical light distribution designed for illuminating horizontal surfaces from vertical mounting surfaces.

Materials
Luminaire housing and faceplate constructed of die-cast marine grade, copper free (≤0.3% copper content) A360.0 aluminum alloy
Clear safety glass
Reflector made of pure anodized aluminum
Silicone applied robotically to casting, plasma treated for increased adhesion
High temperature silicone gasket
Mechanically captive stainless steel fasteners

NRTL listed to North American Standards, suitable for wet locations
Protection class IP65
Weight: 11.5 lbs

Electrical

Operating voltage	120-277V AC
Minimum start temperature	-30° C
LED module wattage	55.3 W
System wattage	61.0 W
Controllability	0-10V dimmable
Color rendering index	Ra > 80
Luminaire lumens	6,674 lumens (4000K)
Lifetime at Ta = 15° C	232,000 h (L70)
Lifetime at Ta = 35° C	73,000 h (L70)

LED color temperature

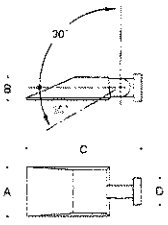
☐ 4000K - Product number + **K4**
☐ 3500K - Product number + **K35**
☐ 3000K - Product number + **K3**
☐ 2700K - Product number + **K27**

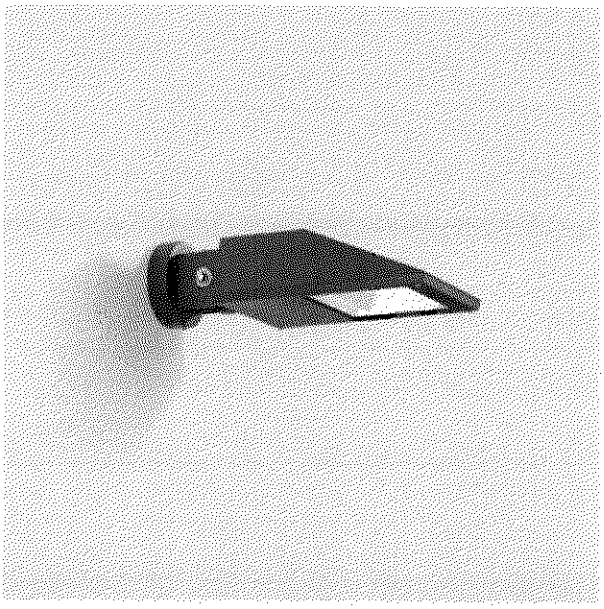
BEGA can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

Finish
All BEGA standard finishes are matte, textured polyester powder coat with minimum 3 mil thickness.

Available colors ☐ Black (BLK) ☐ White (WHT) ☐ RAL:
☐ Bronze (BRZ) ☐ Silver (SLV) ☐ CUS:

Type:
BEGA Product:
Project:
Modified:





LED wall luminaire surface-washer

	LED	A	B	C
24816	55.3 W	8⅞	4	19¼

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Due to the dynamic nature of lighting products and the associated technologies, luminaire data on this sheet is subject to change at the discretion of BEGA North America. For the most current technical data, please refer to bega-us.com
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G1

LED semi-recessed ceiling luminaire with partially frosted crystal glass

Type:
BEGA Product:
Project:
Voltage:
Color:
Options:
Modified:

Housing: Constructed of extruded and die cast aluminum. Housing is provided with mounting clamps that provide a vibration proof installation. Rough-in housing constructed of galvanized steel with through wiring box. Rough-in housing included. Die castings are marine grade, copper free (≤ 0.3% copper content) A360.0 aluminum alloy.

Enclosure: Stainless steel trim ring with partially frosted crystal glass diffuser threaded into housing. Internal reflector made of pure, anodized aluminum. Fully gasketed for weather tight operation using a molded silicon gasket.

Electrical: 12.7W LED luminaire, 15.5 total system watts, -30°C start temperature. EldoLED 0-10V dimmable driver mounted to the junction box of the ceiling pan for easy maintenance. The LED driver provides smooth and flicker free dimming down to 0.1% and is compatible with both sink and current source controllers. Optional Dali dimmable driver available, consult factory for details. LED module(s) are available from factory for easy replacement. Standard LED color temperature is 3000K with an 85 CRI. Available in 4000K (85 CRI); add suffix K4 to order.

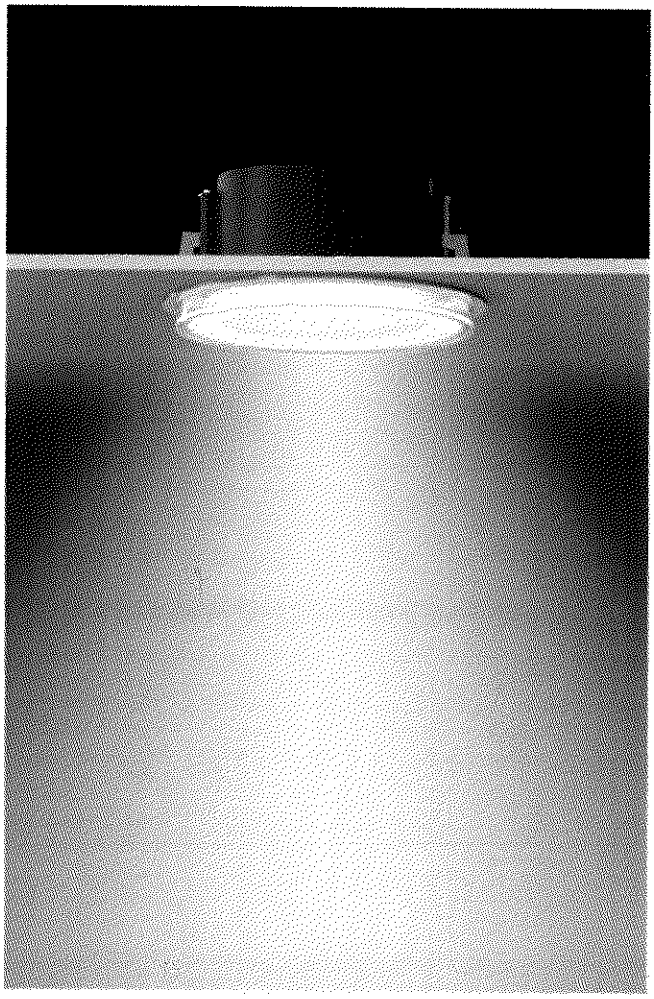
Note: LEDs supplied with luminaire. Due to the dynamic nature of LED technology, LED luminaire data on this sheet is subject to change at the discretion of BEGA-US. For the most current technical data, please refer to www.bega-us.com.

Finish: #4 brushed stainless steel. Stainless steel requires regular cleaning and maintenance, much like appliances, to maintain its luster and to prevent tarnishing or the appearance of rust like stains.

CSA certified to U.S. and Canadian standards, suitable for wet locations. Protection class IP65

Weight: 2.6 lbs.

Luminaire Lumens: 802



	Lamp	A	B	C
55943	12.7W LED	6	2¼	18

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May 22, 2018

Deb Andrews
Historic Preservations Program Manager
Portland City Hall
389 Congress Street
Portland, ME 04101

RE: 383 Commercial Street

Dear Deb,

Per our discussions we have modified our design since our last presentation to the HP Board. Following is a narrative which describes the changes:

Phase One and Two have been modified from the approved master plan as outlined below.

The Commercial Street facade in the residential phase two has incorporated a major architectural entrance within the established courtyard. This entry will now allow the tenants to enter the courtyard and then enter a lobby space where their mail, packages and a concierge will be available to them. Thus, offering a higher level of hospitality for the residential tenants. The other entrenches located on York still allow full access for tenants but this Commercial Street entry will be the major lobby component.

The passageway has now been widened at the York Street side thus yielding a more expansive view towards Commercial Street and a more inviting entrance.

The bridge element connecting the hotel and residential building has been eliminated.

The York street facade has been modified substantially since master plan based upon comments from staff. The vertical breakup of mass has been eliminated. The fiber cement has been replaced with a brick veneer. On the residential building we have modeled the architecture based upon a contemporary version of 305 Commercial Street architecture. This architecture also blends well with the facades along Commercial Street.

The hotel has retained the strong rough cut faced granite base and the large window openings above. But the siding above the Granite base have been modified to be brick versus metal clad. We did however incorporate a vertical element of zinc coated metal with a residential window pattern just before the building turns into the passageway. This corner was formally a curtail wall system. The introduction of brick allowed us to propose the brick façade along York which ties the building together.

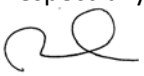
The fenestration on the east and south walls of the hotel now reflects the hotel room layout and the fade material is Tatkl. Tatkl is a high-quality product which offers a diversity of texture yielding architectural opportunities. Please refer to the following information for back up http://www.taktl-llc.com/What-is-TAKTL.

All the above changes are a direct result of staff, planning board, Historic Preservation comment and the final integration of the hotel end user. We believe that all of the changes make this a more dynamic

addition to the neighborhood and a more symbiotic relationship to its neighbors. All yielding a new architecture that is uniquely Portland.

Please call with any questions or concerns

Respectfully Submitted,



David Lloyd
Maine Licensed Architect

SEBAGO TECHNICS

CIVIL ENGINEERING ▪ SURVEYING ▪ LANDSCAPE ARCHITECTURE

Traffic Movement Permit Application
Section 7

383 Commercial Street
Portland, Maine 04104

Applicant:
Deering Property Development, LLC
2730 Transit Road
West Seneca, New York 14224

Prepared By:
Sebago Technics, Inc.
75 John Roberts Road, Suite 4A
South Portland, Maine 04106

Sebago Project No. 16324

May 23, 2018

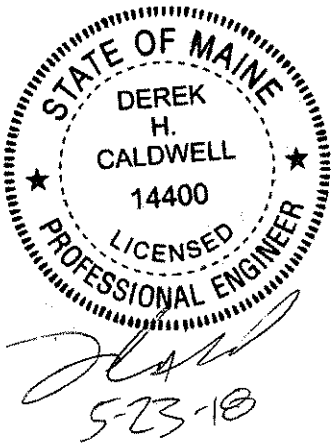


Table of Contents

Section 7	Traffic Study
Appendix	Figures 1-7 Traffic Count Data Synchro/SimTraffic Reports Crash Data

Section 7 – Traffic Study

A. Preparation of Traffic Study

This traffic study has been prepared by Derek Caldwell, P.E., PTOE (ME License #14400) in accordance with the guidance set forth in Section 7 of the MaineDOT Rules and Regulations Pertaining to Traffic Movement Permits. This study incorporates items from the previously submitted Sections 1 thru 6 with revisions made as discussed at the scoping meeting held May 3, 2018.

B. Study Horizon

Construction is expected to begin in 2018 with occupancy beginning in 2020 for phases 1 and 2 of the project. Phase 3 of the development is projected to be completed at a later time; therefore a future design year of 2024 was selected as a study horizon.

C. Site and Traffic Information

The following information has been previously submitted as part of Section 1 of the TMP application. Some information has been revised as the scope of the development has changed slightly since the submission of Sections 1-6.

a. Site Plan

Deering Property Development, LLC is proposing to develop the 2.586 acre lot bounded by Commercial Street to the east, High Street to the south, York Street to the west and Maple Street to the north in Portland, Maine. The site is generally level and at similar elevation with Commercial Street and Maple Street and below the elevation of High and York Streets. The site features a stone masonry retaining wall along the westerly boundary and a granite block retaining wall along the southerly boundary.

b. Existing and Proposed Uses

The development area was formerly the site of the Rufus Deering Lumber Company at 383 Commercial Street in Portland, Maine. The company closed permanently in December of 2016. The site included a two story office structure and four separate enclosed materials storage areas. The site had access via entrance only and exit only drives on Commercial Street approximately 260 feet and 100 feet north of the intersection with High Street, respectively. The site also had a gated driveway onto Maple Street.

This project is to be built out in three phases with the following land uses.

Phase 1

- Hotel - 157 Rooms

Phase 2

- Condominiums – 89 Dwelling Units
- Retail – 7,100 square feet

Phase 3

- Condominiums – 94 Dwelling Units
- Retail – 11,446 square feet

Phases 1 and 2 are to be built concurrently. Access to the hotel pick up/drop off area and first level of the parking garage will be via a full access drive on Maple Street and an entrance only drive on Commercial Street. The retail portion of the development will be level with Commercial Street with 5 stories of condominiums above. Access to the second level of the parking garage will be via a full access drive on York Street. The western portion of the site will contain surface parking until Phase 3 is constructed.

c. Site and Vicinity Boundaries

The site is bordered by Commercial Street to the east, High Street to the south, York Street to the west, and Maple street to the north. The northwest corner of the site is adjacent to the existing Baxter Academy Building, which is to remain.

After discussions with City of Portland staff, the Study Area will include the following intersections in addition to the project access points:

- Maple Street and Commercial Street
- Maple Street and York Street
- York Street and High Street
- High Street and Commercial Street
- Commercial Street and Park Street
- Commercial Street and Beach Street

The attached locus map shows the project site in relation to the surrounding area.

d. Proposed Uses in the Vicinity of the Proposed Development

Within the vicinity as described above, the following developments proposed by others and not as yet built but will generate additional traffic have been identified:

- ***York Street Mixed Used Development – Intersection of High Street and York Street.***

According to a trip generation forecast conducted by Gorrill Palmer in August, 2015, this development will generate new trips as follows:

1. AM Peak Hour of Generator – 93 Trips
2. AM Peak Hour of Adjacent Street – 65 Trips
3. PM Peak Hour of Generator - 83 Trips
4. PM Peak Hour of Adjacent Street – 31 Trips

Trip distribution for this project is shown Figure 2.

- ***58 Fore Street***

A traffic study completed by Gorrill Palmer dated April 20, 2017 was obtained for this project. This study provided trip distribution which is shown in Figure 3.

- ***Canal Landing***

Trip generation for this development is shown in a study completed by Stantec dated December 21, 2015. Trips from this project were distributed throughout the 383 Commercial Street study area based upon existing vehicle volumes. This expected trip distribution is shown in Figure 4.

The following developments were identified as having an impact on the project study area, but did not provide anticipated trip distribution:

- ***West Commercial Zoning Change***

In a memorandum by TY LIN dated May 4, 2017, trip generation due to a proposed Height Zone Change at the Cold Storage Facility and development of a New Yard Facility was estimated. The memo concluded that the two projects would generate approximately 12 peak hour trips. This amount of trips is assumed to be part of the growth factor applied to existing traffic volumes for the 383 Commercial Street Project.

- ***WEX***

A parking assessment completed by Traffic Solutions Inc dated September 9, 2017 was obtained for the proposed WEX office building. This assessment identifies the number of parking spaces required, but does not provide trip

generation and trip distribution estimates. For the purpose of the 383 Commercial Street development, it is assumed that this project is incorporated into the growth factor applied to existing traffic volumes.

- ***20 Thames Street***

A trip generation evaluation completed by Gorrill Palmer dated February 27, 2017 estimated the trip generation for this residential condominium development. The calculate trip generation was less than that would require a TMP, and no trip distribution was shown. For the purpose of the 383 Commercial Street development, it is assumed that this development is incorporated into the growth factor applied to existing traffic volumes.

- ***Thompsons Point Hotel***

A trip generation evaluation completed by Gorrill Palmer dated September 13, 2017 estimated the trip generation for the existing uses and the proposed hotel at Thompson's Point. The evaluation found that the additional trips due to the proposed hotel would be below the threshold that the site is already permitted for. No trip distribution was shown. For the purpose of the 383 Commercial Street development, it is assumed that this development is incorporated into the growth factor applied to existing traffic volumes.

- ***Thompsons Point Children's Museum***

A trip generation evaluation completed by Gorrill Palmer dated October 6, 2017 estimated the trip generation for the existing uses and the Children's Museum at Thompson's Point. The evaluation found that the additional trips due to the proposed museum would be below the threshold that the site is already permitted for. No trip distribution was shown. For the purpose of the 383 Commercial Street development, it is assumed that this development is incorporated into the growth factor applied to existing traffic volumes.

e. <u>Trip Generation</u>

We have used the 10th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual to estimate the following trip generation for the proposed development. Tables 1 and 2 below show the estimated trip generation for each proposed land use. Similar to the Trip Generation calculated during the Master Development Plan approval, the analysis is focused only on the Weekday AM and PM Peak Hours.

Table 1 –Trip Generation
Land Use Code 231– Mid-Rise Residential with 1st-Floor Commercial
Dense Multi-Use Urban
(183 Occupied Units and 18,546 Sq. Ft Retail)

Time Period	*Trip Generation Equation*	*Total Trips*	*Entering*	*Exiting*
AM Peak Hour of Generator	T= [1.64 x (Retail GFA (000))] + [0.14 x (Occupied Units)] + 3.9	60	25 *(41%)*	35 *(59%)*
AM Peak Hour of Adjacent Street (7-9 AM)	T = [2.65 x (Retail GFA (000))] + [0.03 x (Occupied Units)] + 5.2	60	25 *(41%)*	35 *(59%)*
PM Peak Hour of Adjacent Street (4-6 PM)[A]	T= [3.43 x (Retail GFA (000))] + [0.10 x (Occupied Units)] – 8.2	74	33 *(44%)*	41 *(46%)*

*T=Vehicle Trip Ends
Note A: The PM Peak Hour of the Generator for this land use is assumed to be the same as the Peak Hour of the Adjacent Street.

Table 2 –Trip Generation
Land Use Code 310 – Hotel
General Urban/Suburban
(157 Rooms)

Time Period	*Trip Generation Equation*	*Total Trips*	*Entering*	*Exiting*
AM Peak Hour of Generator	Ln(T) = 0.84 Ln(X) + 0.25	90	49 *(54%)*	41 *(46%)*
AM Peak Hour of Adjacent Street (7-9 AM)	T = 0.50(X) - 5.34	73	43 *(59%)*	30 *(41%)*
PM Peak Hour of Generator	Ln(T) = 0.93 Ln(X) - 0.14	96	56 *(58%)*	40 *(42%)*
PM Peak Hour of Adjacent Street (4-6 PM)	T = 0.75(X) - 26.02	92	47 *(51%)*	45 *(49%)*

*T=Trip Ends, X=Rooms

Table 3 shows the gross external trip generation for the proposed development. This is found by adding Tables 1 through 3.

Table 3 –Gross External Trip Generation

Time Period	*Total Trips*	*Entering*	*Exiting*
AM Peak Hour of Generator	150	74	76
AM Peak Hour of Adjacent Street (7-9 AM)	133	68	65
PM Peak Hour of Generator	170	89	81
PM Peak Hour of Adjacent Street (4-6 PM)	166	80	86

All trips are assumed to be primary. In addition, no internal capture was calculated as this is accounted for in Land Use 231 – Mid-Rise Residential with 1st Floor Commercial.

Furthermore, we calculated the existing trips from the former Rufus Deering Lumber site in order to establish a trip credit. This trip credit is subtracted from the above calculated gross external vehicle trips in order to establish the Net External Vehicle Trips for the proposed development. ITE Land use 812 – Building Materials and Lumber Store was used for this calculation. The gross floor area of the former building was found to be 6,028 square feet. Table 4 shows the results of the prior site use trip generation calculation.

Table 4 - Trip Generation
Land Use 812 –Building Materials and Lumber Store
General Urban/Suburban
(6,028 Sq. Ft.)

Time Period	*Trip Generation Rate*	*Total Trips*	*Entering*	*Exiting*
AM Peak Hour of Generator	2.37/1,000 SF	14	8	6
AM Peak Hour of Adjacent Street (7-9 AM)	1.57/1,000 SF	9	6	3
PM Peak Hour of Generator	2.77/1,000 SF	17	8	9
PM Peak Hour of Adjacent Street (4-6 PM)	2.06/1,000 SF	12	6	6

Table 5 shows the calculated total net external trip generation, found by subtracting the values in Table 4 from Table 3.

Table 6 –Net External Trip Generation

Time Period	*Total Trips*	*Entering*	*Exiting*
AM Peak Hour of Generator	136	66	70
AM Peak Hour of Adjacent Street (7-9 AM)	124	62	62
PM Peak Hour of Generator	153	81	72
PM Peak Hour of Adjacent Street (4-6 PM)	154	74	80

f. Trip Distribution

Access to the development is to be by three proposed driveways. Access for the hotel, restaurant, retail and a portion of residential parking will be by a one-way in driveway located on Commercial Street and a full access driveway on Maple Street. These driveways will provide access to the proposed 'woonerf.' A driveway will also be located on York Street to provide access to the 2nd level of the parking garage. This level of the garage is to be for residents only.

Based upon the proposed parking configuration, it is assumed all traffic generated by the hotel and restaurant, as well as 35% of the traffic generated by the residential units will use either the Commercial Street or Maple Street Driveways. The additional 65% of traffic generated by the residential units is anticipated to use the York Street access. For the purpose of trip distribution, and ultimately the Section 7 Traffic Study, the trip generation numbers shown in Table 4 are used. This is because turning movement counts collected at the study area intersections were done after Rufus Deering permanently closed.

D. Trip Assignment

Traffic was distributed from the access points based upon AADT volumes from the Maine Transportation Count Book at multiple locations on Commercial Street and York Street in the vicinity of the site. Approximately 8% of traffic is projected to be distributed to/from York Street to the north, 25% to/from Commercial Street to the north, 28% to/from Commercial Street to the south, and 39% to/from York Street to the south.

The proposed trip assignment for the AM and PM hour of the adjacent street is shown in Figure 6. The full build 2024 traffic volumes are shown in Figure 7.

E. Existing and Projected Traffic Volumes

(1) Turning movement counts were collected at the study area intersections except for Commercial Street and Beach Street in April 2017 during the weekday AM (7:00 – 9:00 AM) and PM (4:00 – 6:00 PM) peak hour periods. These counts were factored seasonally to the 30th highest hour using MaineDOT 2016 weekly group mean factors resulting in a seasonal adjustment factor of 1.09 (0.94/0.86).

Turning movement counts were collected at the Commercial Street at Beach Street intersection in March 2017. These counts were factored seasonally to the 30th highest hour using MaineDOT 2016 weekly group mean factors resulting in a seasonal adjustment factor of 1.20 (1.03/0.86).

(2) As described in Section 1.D, a number of other approved development projects were identified in the study area. Figures 2 thru 4 display trips associated with these projects.

(3) Traffic attributed to the proposed development assuming full build out and occupancy is shown in the trip assignments in Figure 6 for the AM and PM peak hour periods.

(4) Figure 6 show trip assignments for the peak hours of the adjacent roadway network during both the AM and PM periods.

(5) An annual growth factor of 0.5% was applied to the existing 2017 traffic volumes. This growth factor was determined from MaineDOT count stations on Commercial Street, shown in Table 7 below. Although both locations show a decrease in traffic, this growth rate would account for other development in the area. The 2024 no-build volumes are shown in Figure 2.

Table 7: MaineDOT Count Data

		AADT		
STA	**Location**	**2014**	**2016**	**Growth/yr**
02102	US 1A Commercial St NE/O High Street	15820	15160	-2%
00606	US 1A Commercial St SW/O High Street	15460	14330	-4%

F. Capacity Analyses

An intersection capacity analysis was completed for the 2024 No-Build and 2024 Build Volumes during the AM and PM Peak Hours. Synchro/SimTraffic Version 9 was used for this analysis. The focus of our analysis was on the control delay (or the average amount of delay that a vehicle experiences as it travels through an intersection or section of roadway). This is defined by Level of Service (LOS), in terms of A through F, with A being optimal and E/F being unacceptable.

Table 8: LOS from Control Delay

Level of Service (LOS)	*Unsignalized Control Delay (Sec./Vehicle)*	*Signalized Control Delay (Sec./Vehicle)*
A	≤10	≤10
B	>10-≤15	>10-≤20
C	>15-≤25	>20-≤35
D	>25-≤35	>35-≤55
E	>35-≤50	>55-≤80
F	>50	>80

Source: Highway Capacity Manual 6th Edition

Six existing intersections were included in this analysis. These included the following:

- High Street at York Street (signalized)
- Commercial Street at Park Street (unsignalized)
- Commercial Street at High Street (modeled signalized)
- Commercial Street at Maple Street (unsignalized)
- Maple Street at York Street (unsignalized)
- Commercial Street at Beach Street (signalized)

The intersection of Commercial Street at High Street is currently unsignalized, however for this re-analysis it was considered to be signalized for both the Build and No-Build scenarios.

The three proposed unsignalized site driveways were also included in the 2024 Build analysis.

In some cases, the results may show an intersection or approach operating slightly better during build conditions. This is due to the nature of the traffic simulation, in which there are slight variants which may occur in each simulation run in addition to the increase in traffic under build conditions. This results in slight decreases in delay being reported. In these cases, it can be expected that traffic conditions before and after the build scenario would be similar.

This situation can be seen in the results for the intersections of Commercial Street with High Street and Maple Street. Commercial Street westbound is shown to have a lower delay under build conditions. However, in both the no-build and build conditions in the PM Peak Hour Commercial Street westbound is shown to have large delays throughout the study area.

Table 9: Capacity Analysis Summary (1 of 3)

	2024 AM No-Build		2024 AM Build		2024 PM No-Build		2024 PM Build	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
High Street at Commercial Street								
Commercial St EB LT	33	C	28	C	19	B	25	C
Commercial St EB TH	18	B	17	B	5	A	5	A
Commercial St EB RT	16	B	15	B	3	A	2	A
Commercial St WB LT	33	C	27	C	71	E	36	D
Commercial St WB TH	18	B	13	B	82	F	47	D
Commercial St WB RT	17	B	10	A	77	E	43	D
High Street SB LT	33	C	38	D	56	E	57	E
High Street SB TH	25	C	23	C	27	C	43	D
High Street SB RT	21	C	22	C	63	E	36	D
INTERSECTION	20	B	18	B	53	D	35	C
High Street at York Street								
York St EB LT	22	C	23	C	20	B	21	C
York St EB TH	28	C	29	C	17	B	22	C
York St EB RT	25	C	25	C	12	B	16	B
York St WB LT	26	C	29	C	38	D	36	D
York St WB TH	29	C	28	C	37	D	41	D
York St WB RT	20	B	18	B	32	C	31	C
High St NB LT	32	C	31	C	33	C	36	D
High St NB TH	25	C	24	C	25	C	28	C
High St NB RT	24	C	20	C	18	B	5	A
INTERSECTION	25	C	25	C	24	C	27	C
Maple Street at Commercial Street								
Commercial St EB LT	10	B	6	A	14	B	13	B
Commercial St EB TH	6	A	3	A	5	A	3	A
Commercial St EB RT	5	A	2	A	4	A	0	A
Commercial St WB TH	1	A	1	A	78	F	65	F
Commercial St WB RT	1	A	1	A	70	F	59	F
Maple Street SB LT	59	F	64	F	41	E	59	F
Maple Street SB RT	21	C	26	D	25	C	39	E
INTERSECTION	6	A	5	A	53	F	50	E

Table 10: Capacity Analysis Summary (2 of 3)

	2024 AM No-Build		2024 AM Build		2024 PM No-Build		2024 PM Build	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
	Commercial Street at Beach Street							
Commercial St EB LT	76	E	75	E	300	F	294	F
Commercial St EB TH	19	B	15	B	107	F	101	F
Commercial St WB TH	42	D	49	D	184	F	94	F
Commercial St WB RT	39	D	45	D	181	F	181	F
IMT NB LT	33	C	33	C	34	C	59	E
IMT NB RT	73	E	67	E	34	C	59	E
Beach St SB LT	59	E	50	D	65	E	73	E
Beach St SB RT	26	C	25	C	30	C	32	C
INTERSECTION	36	D	37	D	185	F	181	F
	Maple Street at York Street							
York St EB LT	5	A	2	A	5	A	18	C
York St EB TH	3	A	1	A	2	A	4	A
York St EB RT	3	A	1	A	2	A	5	A
York St WB LT	3	A	5	A	3	A	7	A
York St WB TH	0	A	0	A	1	A	3	A
York St WB RT	0	A	0	A	0	A	1	A
Maple St NB LT	11	B	8	A	8	A	13	B
Maple St NB TH	2	A	2	A	11	B	12	B
Maple St NB RT	5	A	5	A	4	A	6	A
Maple St SB LT	0	A	0	A	9	A	5	A
Maple St SB TH	9	A	9	A	9	A	11	B
Maple St SB RT	3	A	3	A	5	A	14	B
INTERSECTION	3	A	2	A	2	A	5	A
	Park Street at Commercial Street							
Commercial St EB TH	31	D	16	C	3	A	3	A
Commercial St WB LT	32	D	25	C	45	E	17	C
Commercial St WB TH	6	A	5	A	47	E	33	D
Park St SB RT	15	C	16	C	35	D	38	E
INTERSECTION	23	C	14	B	32	D	25	C

Table 11: Capacity Analysis Summary (3 of 3)

	2024 AM No-Build		2024 AM Build		2024 PM No-Build		2024 PM Build	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Site Drive at Commercial Street								
Commercial St EB LT			9	A			5	A
Commercial St EB TH			5	A			2	A
Commercial St WB TH			1	A			18	C
Commercial St WB RT			0	A			15	B
INTERSECTION			4	A			12	B
Site Drive at Maple Street								
Site EB LT			5	A			7	A
Site EB RT			3	A			3	A
Maple St SB TH			8	A			23	C
Maple St SB RT			4	A			21	C
INTERSECTION			3	A			13	B
Site Drive at York Street								
York St EB TH			2	A			6	A
York St EB RT			2	A			2	A
York St WB LT			4	A			3	A
York St WB TH			0	A			1	A
Site NB LT			8	A			12	B
SITE NB RT			4	A			6	A
INTERSECTION			2	A			3	A

The capacity analysis shows that Commercial Street westbound experiences significant delays at all intersections during the PM Peak Hour. This originates at the signalized intersection of Beach Street and Commercial Street and continues throughout the corridor. Level-of-Service for the Commercial Street westbound movement is shown to be failing during both No-Build and Build conditions.

G. Traffic Signals

This study assumes that a traffic signal will be installed at the intersection of High Street and Commercial Street. A full traffic signal warrant analysis was not completed for the other study area unsignalized intersections. Traffic volumes at the existing unsignalized intersections as well as the proposed site driveways are well below the thresholds which would meet the requirements of traffic signal warrants.

H. Sight Distance Analyses

Maple Street is a functionally classified local two-way roadway oriented in a northwesterly/southeasterly direction. The roadway is 35 feet wide and contains no pavement markings. There is brick sidewalk present on both sides of the roadway. The posted speed limit is 25 miles per hour. On-street parking is currently permitted on both sides of the roadway. The segment on which the entrance is proposed is approximately 275 feet in length between Commercial Street and York Street. Both ends of this segment have stop control at each respective intersection. Due to this short segment length, sight distance of the drive will be limited to each adjacent intersection. Sight distance is measured to be to the intersection with Commercial Street when looking to the right from the proposed access drive, a distance of approximately 100 feet, and to the intersection with York Street when looking to the left, a distance of approximately 200 feet. Sight distance could also be limited if cars are parked on the southwesterly side of the road. Immediately to the northwest of the proposed entrance there is an existing driveway in which the property line travels thru the center of. This drive is presently used by the Baxter Academy Building. On the opposite side of Maple Street there is an existing 27 foot wide drive which provides access to parking at the adjacent Courtyard Marriott Hotel.

York Street is a functionally classified local two-way roadway oriented in a north-south direction. The roadway is approximately 45 feet wide consisting of one travel lane in each direction separated by a double yellow center line. On-street parking is prohibited on the eastern side of the road and permitted on the western side. There is sidewalk on both sides of the roadway. The posted speed limit of York Street is 25 miles per hour. Sight distance is measured to be to the intersection of High Street when looking left from the proposed access point, a distance of 270 feet, and to the intersection with Danforth Street when looking right, a distance of in excess of 500 feet. These distances exceed the minimum value of 200 feet for a 25 mile per hour roadway. On the opposite side of the road from the proposed entrance location there is an existing driveway which provides access to a private parking lot.

Commercial Street at this location is a two lane urban minor arterial oriented in a generally north-south direction. The roadway is approximately 90 feet wide consisting of one travel lane in each direction separated by a double yellow centerline and on-street angle parking on both sides of the roadway. The posted speed limit of Commercial Street is 30 miles per hour.

The attached plan shows the sight distance measurements completed on January 23rd, 2017.

I. Traffic Accidents

The most recent 3-year crash history (2014-2016) was obtained from MaineDOT for the intersections and roadway links in the vicinity of the project site. Intersections and roadway links are considered to be High Crash Locations (HCL's) if they have a Critical Rate Factor (CRF) greater than 1.0 and have minimum of 8 accidents in a three-year period. Four locations within the project Study Area have been identified as HCL's. A summary of this information is presented below and the MaineDOT Summary Report is contained in the Appendix.

Intersections

Node	Description	# of Crashes	CRF	HCL
16784	Commercial Street & High Street	10	1.56	Yes
16785	Commercial Street & Maple Street	4	0.65	No
16783	Commercial Street & Park Street	17	2.14	Yes
18980	Maple Street & York Street	1	0.38	No
18529	High Street & York Street	13	0.78	No
16780	Commercial Street & Beach Street	19	0.76	No

Roadway Segments

Link	Description	# of Crashes	CRF	HCL
16783-16784	Commercial Street – Park to High	11	1.76	Yes
16784-16785	Commercial Street – High to Maple	15	1.69	Yes
16785-18980	Maple Street	2	2.50	No
18529-18980	York Street	1	0.14	No
16784-18529	High Street	4	2.77	No
73122-16780	Commercial Street – West of Beach Street	8	0.35	No
16780-16781	Commercial Street – East of Beach Street	5	0.57	No
16780-19129	Beach Street	0	0.00	No

A review of the report summaries for the crashes occurring at the High Crash Locations reveals a number of common themes:

- At the intersection of Commercial Street and Park Street, numerous crashes occurred when two vehicles were waiting to turn right from Park Street onto Commercial Street. The second vehicle in line was reported to rear end the first vehicle, due to falsely anticipating that the vehicle had already turned right. Crashes were also reported of vehicles not yielding the right-of-way when turning onto Commercial Street.

- At the intersection of Commercial Street and High Street a majority of the crashes were vehicles failing to yield the right of way when turning from High Street onto Commercial

Street, rear-end collisions while in stop and go traffic, or crashes with parked vehicles on the southern side of Commercial Street. The addition of a traffic signal at this location would likely reduce the crashes which involve vehicles turning from High Street to Commercial Street.

- On the segment of Commercial Street between Park Street and High Street there does not appear to be a clear pattern of crashes. Reported crashes are a combination of rear-end collisions in stop and go traffic, crashes involving parked vehicles, crashes due to vehicles turning in and out of the gas station parking lot, and one crash involving a pedestrian not in a crosswalk.

- On the segment of Commercial Street between High Street and Maple Street, a majority of the crashes involved a vehicle backing out a parking spot and hitting a vehicle travelling on Commercial Street. There were also three reported crashes of vehicles crashing into unattended legally park vehicles.

Crash diagrams for the HCLs are provided in the appendix.

J. Recommendations

- Installation of traffic signal at the intersection of High Street and Commercial Street. The need for a signal at this location has been identified prior to any additional traffic generated from the 383 Commercial Street development. A contribution to this effort was a condition of approval for the Master Development Plan.

- Turning lane on Commercial Street at proposed site driveway. The above capacity analysis does not project any operational issues to occur at the Commercial Site Driveway. However, the installation of a turning lane may help to mitigate concerns of new crashes occurring due to vehicles waiting to turn left into the site.

- Modify the signal at the intersection of Beach Street and Commercial Street to exclude left turns/thru movements from the Beach Street southbound approach. Based on past traffic counts, this volume is very light, less than 10 vehicles per hour during the peak hour. By removing this left- turn and thru movement, the Beach Street approach could be run concurrently with the Commercial Street eastbound protected left turn phase. This would allow the green time previously allocated to Beach Street to be utilized by the saturated Commercial Street approaches. While Commercial Street would still experience failing movements, it would provide an opportunity to introduce slightly more capacity to the intersection.

- Addition of travel lane on Commercial Street Westbound on approach to the signalized intersection with Beach Street. The traffic backups which occur at this intersection are due to the large number of conflicting vehicles traveling westbound on Commercial Street and travelling eastbound turning left onto the Casco Bay Bridge Ramp. The sum of these two volumes alone approaches the available capacity of a signalized intersection with one lane for each movement. The addition of a thru lane for

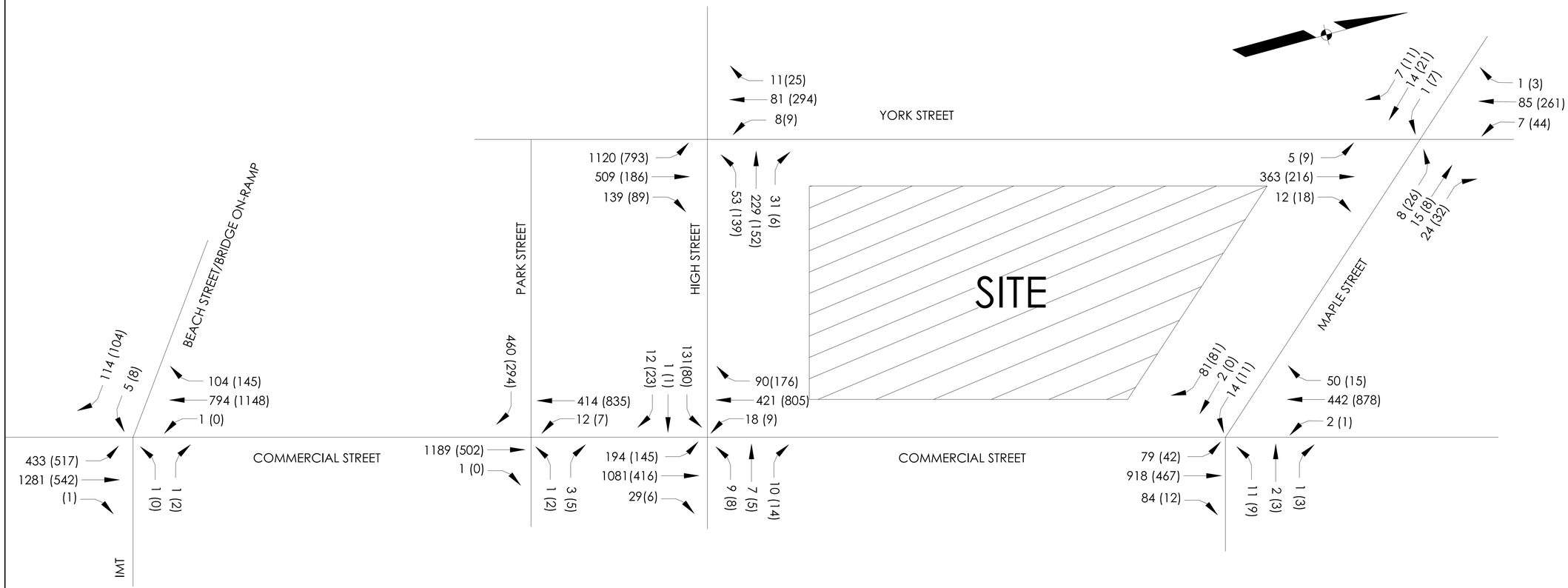
westbound traffic would allow for the retiming of the signal, allowing greater green time to be given to the eastbound left turn movement. In turn, both approaches would be expected to see reductions in delay and queueing.

K. Conclusion

This study demonstrates that under both no-build and build conditions, some of the study area roadways experience significant delays and failing LOS. The addition of project generated traffic is not expected to significantly increase delays or create new problematic areas within the vicinity of the proposed development.

Appendix

Figures 1 – 7



KEY

XX	AM PEAK HOUR
(XX)	PM PEAK HOUR

NOTES:

Traffic counts were completed for all intersections except for Commercial Street at Beach Street, were collected in April 2017. Counts were factored seasonaly to the 30th highest hour using MaineDOT 2016 Weekly Group Mean Factors: 0.94/0.86=1.09

Traffic Counts for the intersection of Commercial Street at Beach Street were collected in March 2017. Counts were factored seasonaly to the 30th highest hour using MaineDOT 2016 Weekly Group Mean Factors: 1.03/0.86=1.20

Traffic Counts were then factored annually from 2017 using an increase of 0.5% per year to a design year of 2024.

Existing left turns from Park Ave to Commercial St were rerouted to High St

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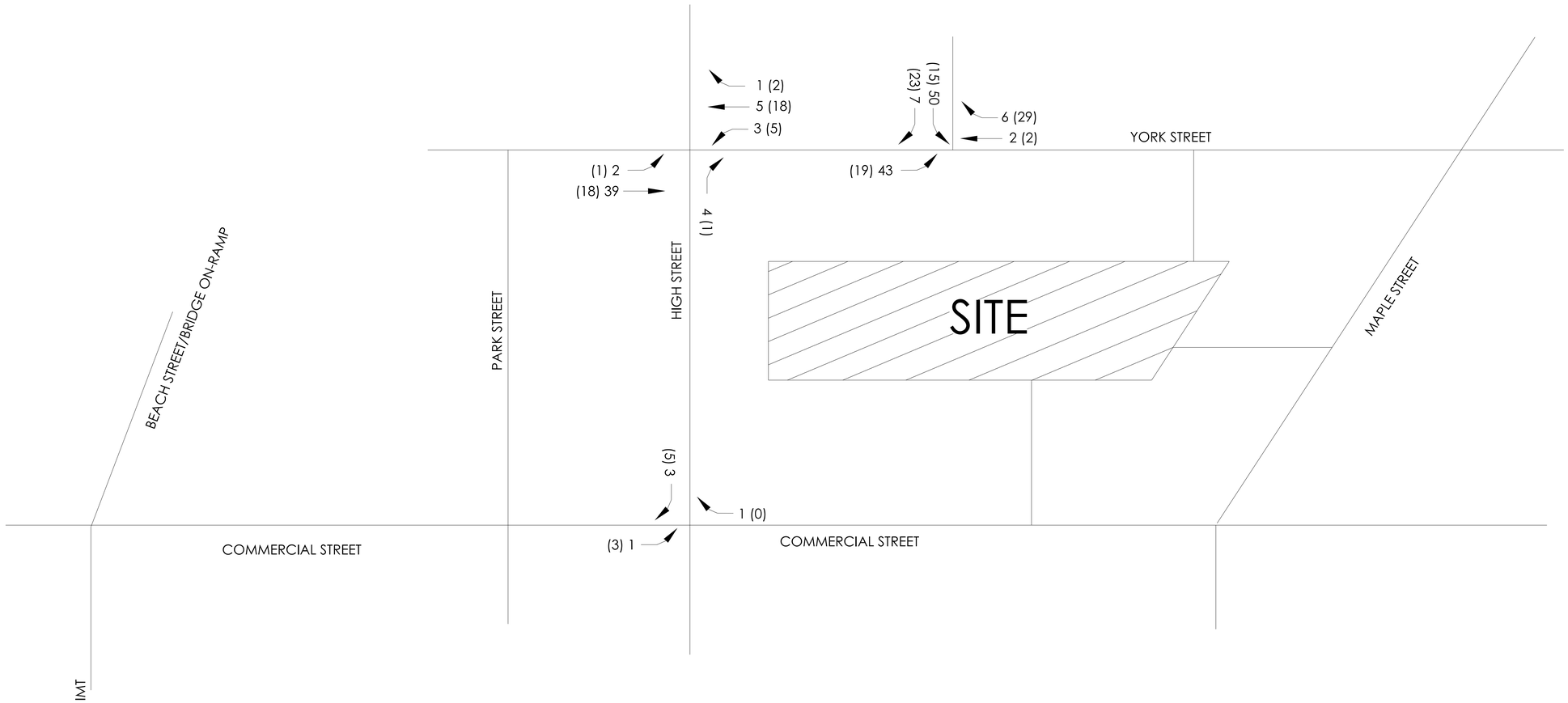
2024 BASE TRAFFIC VOLUMES

OF:
383 COMMERCIAL STREET
PORTLAND, MAINE

FOR:
DEERING PROPERTY DEVELOPMENT, LLC

PROJECT NO.
16324



KEY

XX	AM PEAK HOUR
(XX)	PM PEAK HOUR

101 YORK STREET TRIPS

NOTES:

TRIP DISTRIBUTION AS SHOWN IN FIGURE 4 OF GORRILL PALMER TRAFFIC STUDY FOR 101 YORK STREET.

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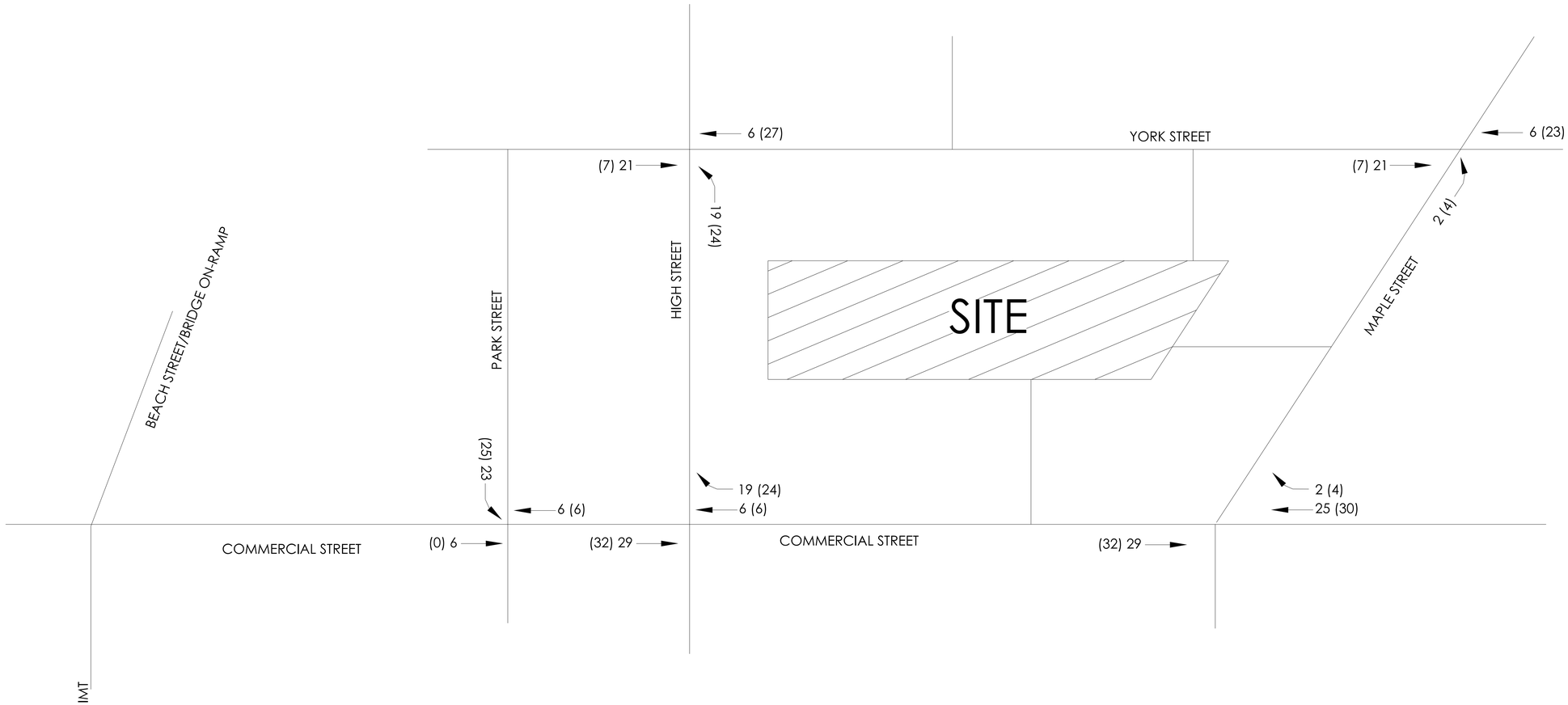
PROPOSED USES BY OTHERS
OF:
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY DEVELOPMENT, LLC

PROJECT NO.
16324



KEY

XX	AM PEAK HOUR
(XX)	PM PEAK HOUR

58 FORE STREET TRIPS

NOTES:

TRIP DISTRIBUTION AS SHOWN IN FIGURES 10 & 11 OF GORRILL PALMER TRAFFIC STUDY FOR 58 FORE STREET

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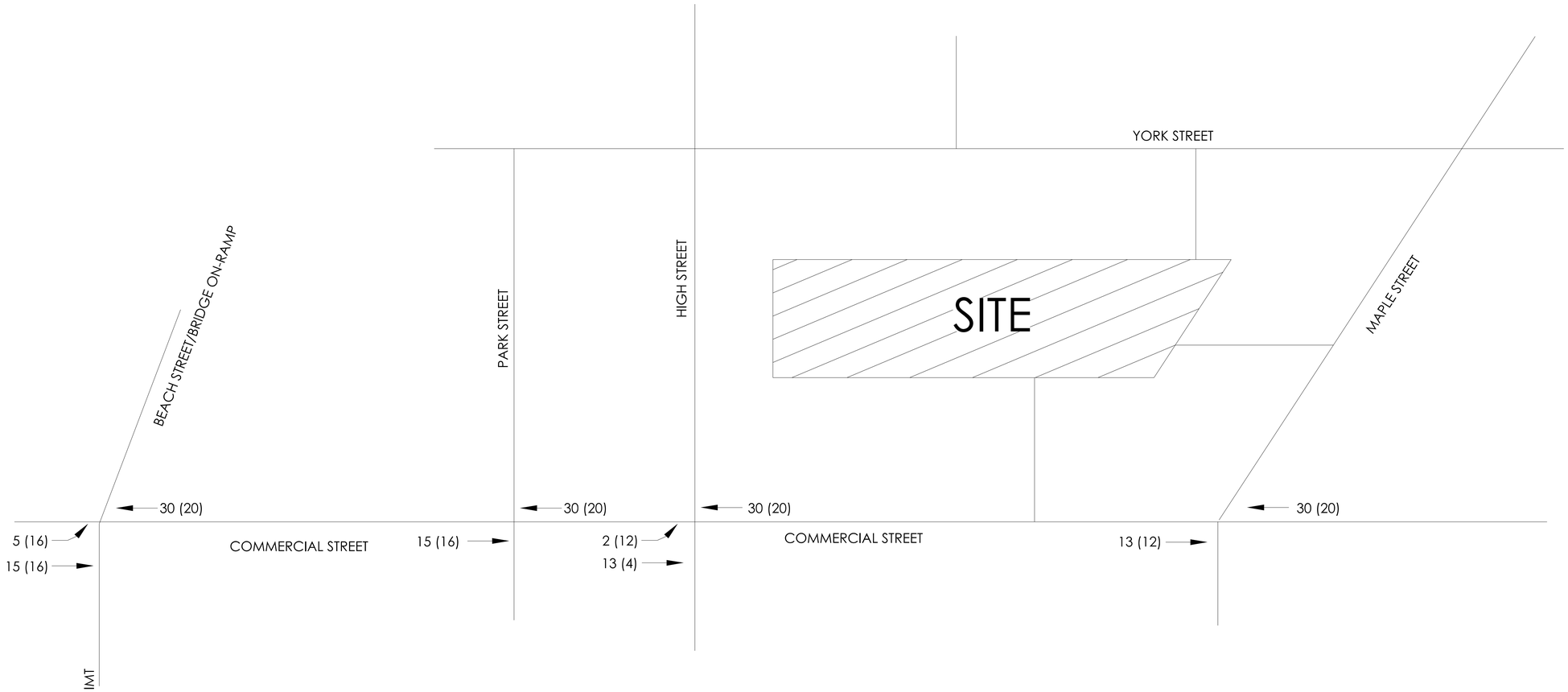
PROJECT NO.
16324



KEY

XX	AM PEAK HOUR
(XX)	PM PEAK HOUR

CANAL LANDING TRIPS

NOTES:

TRIP DISTRIBUTION CONTINUED FROM ATTACHEMENT B OF STANTEC TRAFFIC STUDY FOR CANAL LANDING NEW YARD - PHASE III

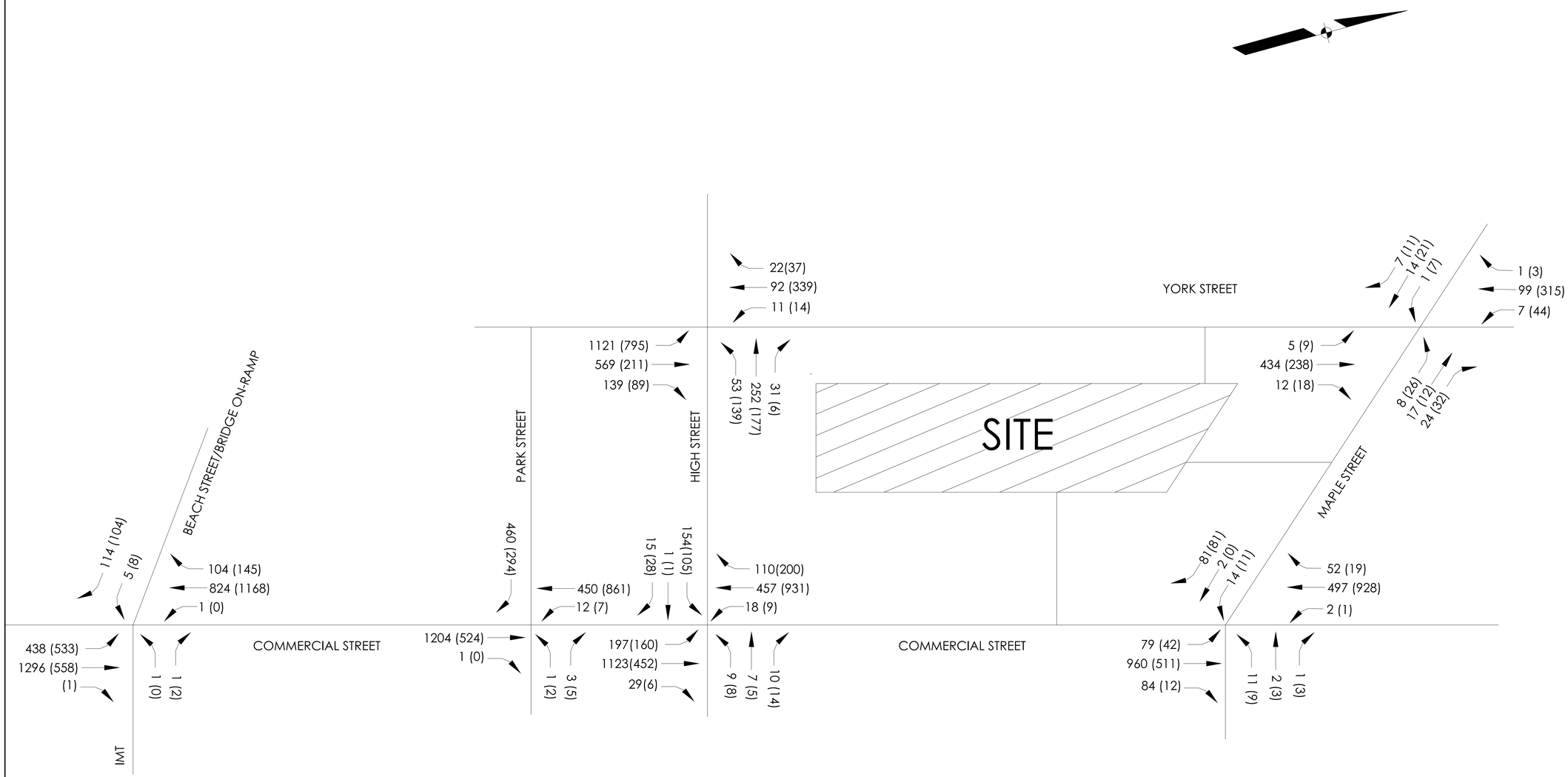
ASSIGNMENT BASED UPON EXISTING TRAFFIC VOLUMES

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS. INC.

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

PROPOSED USES BY OTHERS
OF:
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY DEVELOPMENT, LLC

PROJECT NO.
16324



KEY

XX	AM PEAK HOUR
(XX)	PM PEAK HOUR

NOTES:

VOLUMES FOUND BY ADDING FIGURES 1 THRU 4

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS. INC.

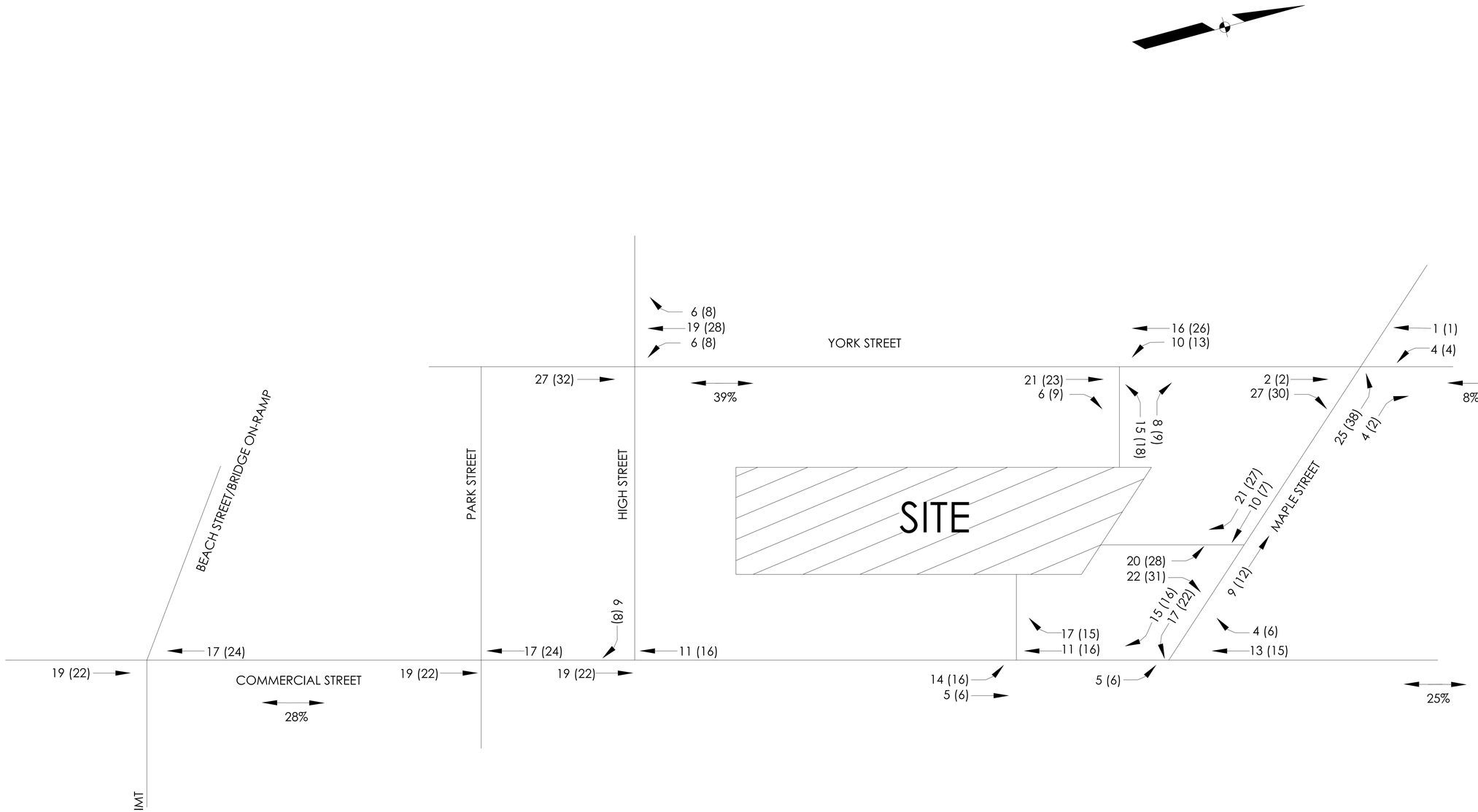
SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

2024 NO-BUILD TRAFFIC VOLUMES

OF:
383 COMMERCIAL STREET
PORTLAND, MAINE

FOR:
DEERING PROPERTY DEVELOPMENT, LLC

PROJECT NO.
16324



KEY

XX	AM PEAK HOUR
(XX)	PM PEAK HOUR

NOTES:

Total Primary Trip Ends During Peak Hour:

	Entering	Exiting
AM	68	65
PM	80	86

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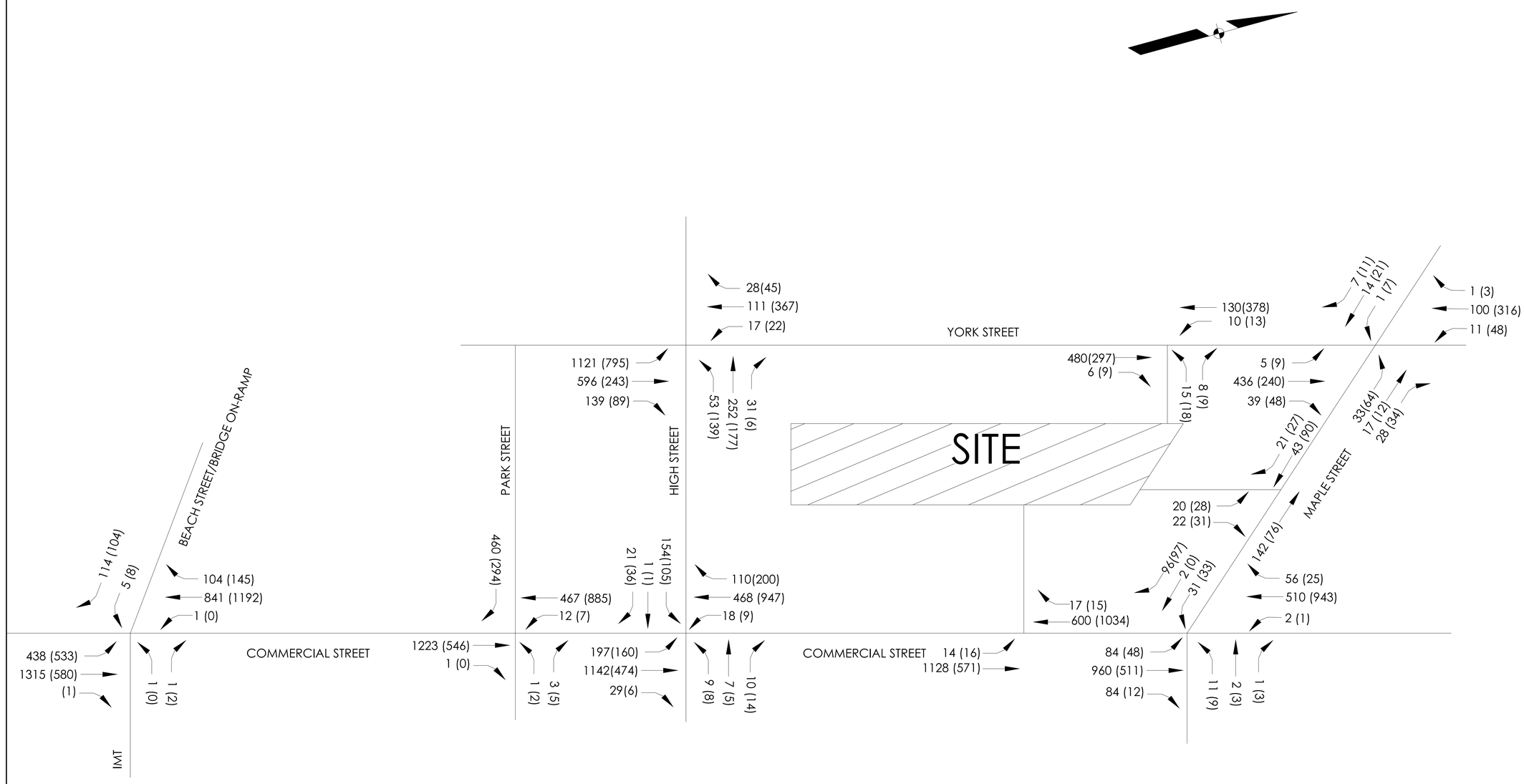
SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

PROJECT GENERATED TRIPS

OF:
383 COMMERCIAL STREET
PORTLAND, MAINE

FOR:
DEERING PROPERTY DEVELOPMENT, LLC

PROJECT NO.
16324



KEY

XX	AM PEAK HOUR
(XX)	PM PEAK HOUR

NOTES:

VOLUMES FOUND BY ADDING FIGURES 5 AND 6

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS. INC.

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

2024 BUILD VOLUMES

OF:
383 COMMERCIAL STREET
PORTLAND, MAINE

FOR:
DEERING PROPERTY DEVELOPMENT, LLC

PROJECT NO.
16324

Appendix

Traffic Counts

Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017

Groups Printed- Cars - Trucks

	York St From North			Maple St From East			York St From South			Maple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	7	0	0	2	1	0	27	2	0	1	1	41
07:15 AM	1	15	2	0	2	3	3	44	1	0	2	0	73
07:30 AM	0	14	0	1	5	0	2	60	4	0	4	1	91
07:45 AM	3	16	0	2	7	5	0	91	3	0	2	3	132
Total	4	52	2	3	16	9	5	222	10	0	9	5	337
08:00 AM	1	18	0	0	3	9	2	79	3	1	3	1	120
08:15 AM	2	19	0	2	2	7	2	77	2	0	4	1	118
08:30 AM	0	22	1	3	1	0	0	74	3	0	5	2	111
08:45 AM	4	21	0	3	3	5	1	77	1	0	2	3	120
Total	7	80	1	8	9	21	5	307	9	1	14	7	469
Grand Total	11	132	3	11	25	30	10	529	19	1	23	12	806
Apprch %	7.5	90.4	2.1	16.7	37.9	45.5	1.8	94.8	3.4	2.8	63.9	33.3	
Total %	1.4	16.4	0.4	1.4	3.1	3.7	1.2	65.6	2.4	0.1	2.9	1.5	
Cars	11	125	3	11	25	30	10	528	19	1	23	11	797
% Cars	100	94.7	100	100	100	100	100	99.8	100	100	100	91.7	98.9
Trucks	0	7	0	0	0	0	0	1	0	0	0	1	9
% Trucks	0	5.3	0	0	0	0	0	0.2	0	0	0	8.3	1.1

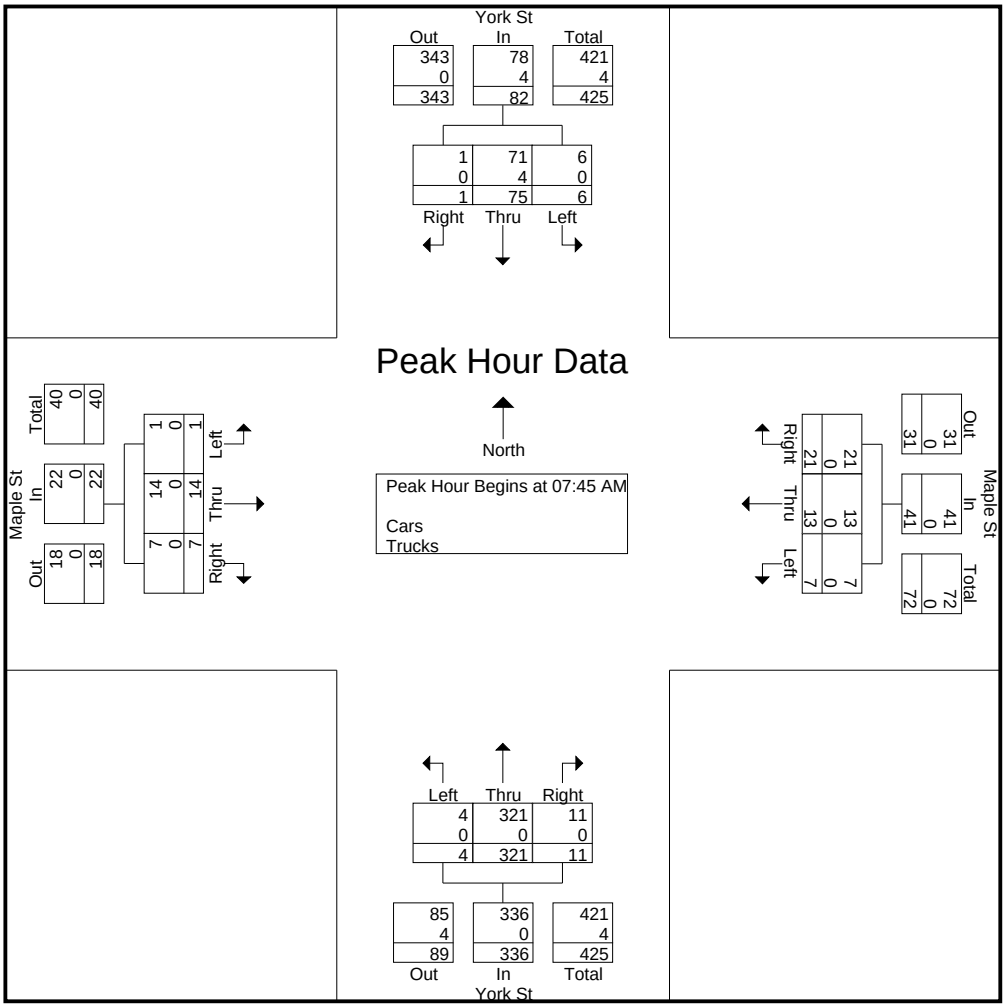
Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 2

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**3**	16	0	19	2	**7**	5	**14**	0	**91**	**3**	**94**	0	2	**3**	5	**132**
08:00 AM	1	18	0	19	0	3	**9**	12	**2**	79	3	84	**1**	3	1	5	120
08:15 AM	2	19	0	21	2	2	7	11	2	77	2	81	0	4	1	5	118
08:30 AM	0	**22**	**1**	**23**	**3**	1	0	4	0	74	3	77	0	**5**	2	**7**	111
Total Volume	6	75	1	82	7	13	21	41	4	321	11	336	1	14	7	22	481
% App. Total	7.3	91.5	1.2		17.1	31.7	51.2		1.2	95.5	3.3		4.5	63.6	31.8		
PHF	.500	.852	.250	.891	.583	.464	.583	.732	.500	.882	.917	.894	.250	.700	.583	.786	.911
Cars	6	71	1	78	7	13	21	41	4	321	11	336	1	14	7	22	477
% Cars	100	94.7	100	95.1	100	100	100	100	100	100	100	100	100	100	100	100	99.2
Trucks	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
% Trucks	0	5.3	0	4.9	0	0	0	0	0	0	0	0	0	0	0	0	0.8



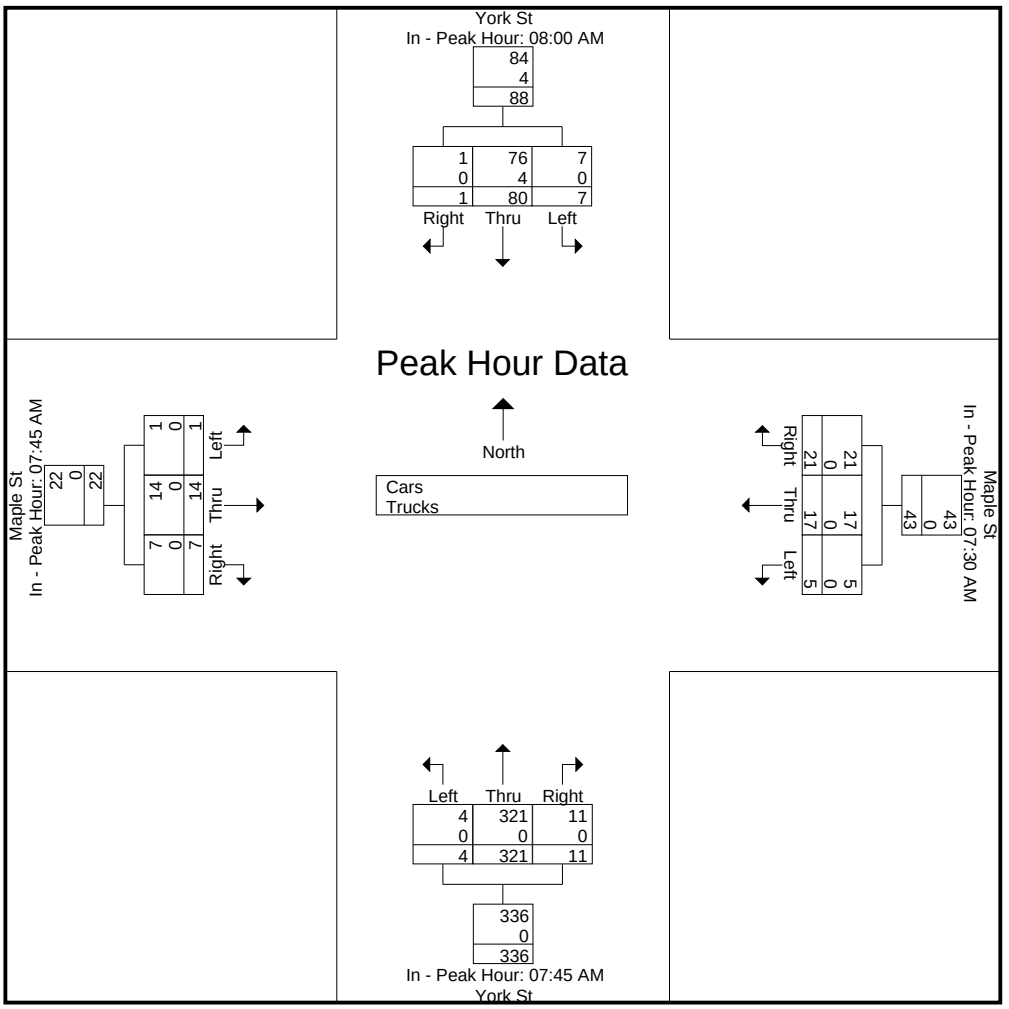
Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 3

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				07:30 AM				07:45 AM				07:45 AM				
+0 mins.	1	18	0	19	1	5	0	6	0	**91**	**3**	**94**	0	2	**3**	5	
+15 mins.	2	19	0	21	**2**	**7**	5	**14**	**2**	79	3	84	**1**	3	1	5	
+30 mins.	0	**22**	**1**	23	0	3	**9**	12	2	77	2	81	0	4	1	5	
+45 mins.	**4**	21	0	**25**	2	2	7	11	0	74	3	77	0	**5**	2	**7**	
Total Volume	7	80	1	88	5	17	21	43	4	321	11	336	1	14	7	22	
% App. Total	8	90.9	1.1		11.6	39.5	48.8		1.2	95.5	3.3		4.5	63.6	31.8		
PHF	.438	.909	.250	.880	.625	.607	.583	.768	.500	.882	.917	.894	.250	.700	.583	.786	
Cars	7	76	1	84	5	17	21	43	4	321	11	336	1	14	7	22	
% Cars	100	95	100	95.5	100	100	100	100	100	100	100	100	100	100	100	100	
Trucks	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	
% Trucks	0	5	0	4.5	0	0	0	0	0	0	0	0	0	0	0	0	



Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 4

Groups Printed- Cars

	York St From North			Maple St From East			York St From South			Maple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	6	0	0	2	1	0	26	2	0	1	1	39
07:15 AM	1	15	2	0	2	3	3	44	1	0	2	0	73
07:30 AM	0	13	0	1	5	0	2	60	4	0	4	0	89
07:45 AM	3	15	0	2	7	5	0	91	3	0	2	3	131
Total	4	49	2	3	16	9	5	221	10	0	9	4	332
08:00 AM	1	17	0	0	3	9	2	79	3	1	3	1	119
08:15 AM	2	19	0	2	2	7	2	77	2	0	4	1	118
08:30 AM	0	20	1	3	1	0	0	74	3	0	5	2	109
08:45 AM	4	20	0	3	3	5	1	77	1	0	2	3	119
Total	7	76	1	8	9	21	5	307	9	1	14	7	465
Grand Total	11	125	3	11	25	30	10	528	19	1	23	11	797
Apprch %	7.9	89.9	2.2	16.7	37.9	45.5	1.8	94.8	3.4	2.9	65.7	31.4	
Total %	1.4	15.7	0.4	1.4	3.1	3.8	1.3	66.2	2.4	0.1	2.9	1.4	

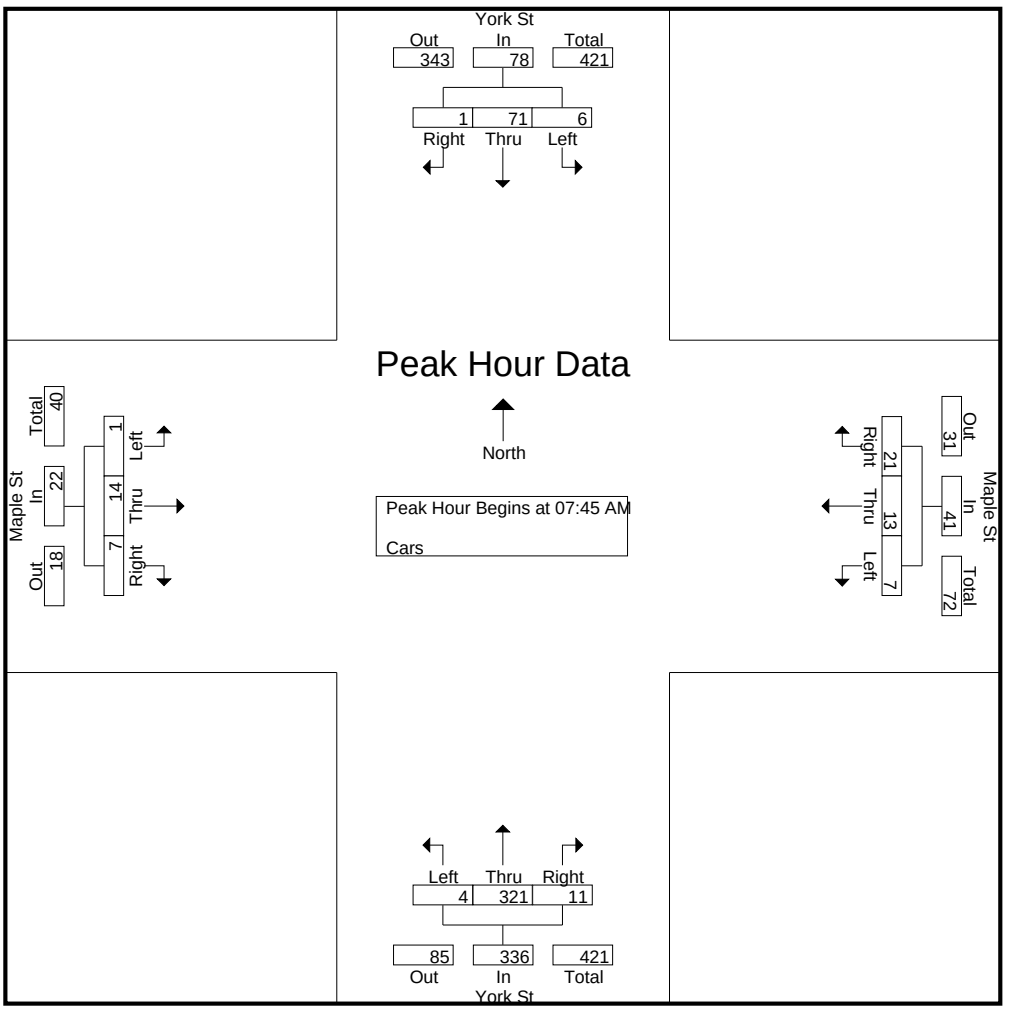
Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 5

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**3**	15	0	18	2	**7**	5	**14**	0	**91**	**3**	**94**	0	2	**3**	5	**131**
08:00 AM	1	17	0	18	0	3	**9**	12	**2**	79	3	84	**1**	3	1	5	119
08:15 AM	2	19	0	**21**	2	2	7	11	2	77	2	81	0	4	1	5	118
08:30 AM	0	**20**	**1**	21	**3**	1	0	4	0	74	3	77	0	**5**	2	**7**	109
Total Volume	6	71	1	78	7	13	21	41	4	321	11	336	1	14	7	22	477
% App. Total	7.7	91	1.3		17.1	31.7	51.2		1.2	95.5	3.3		4.5	63.6	31.8		
PHF	.500	.888	.250	.929	.583	.464	.583	.732	.500	.882	.917	.894	.250	.700	.583	.786	.910



Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

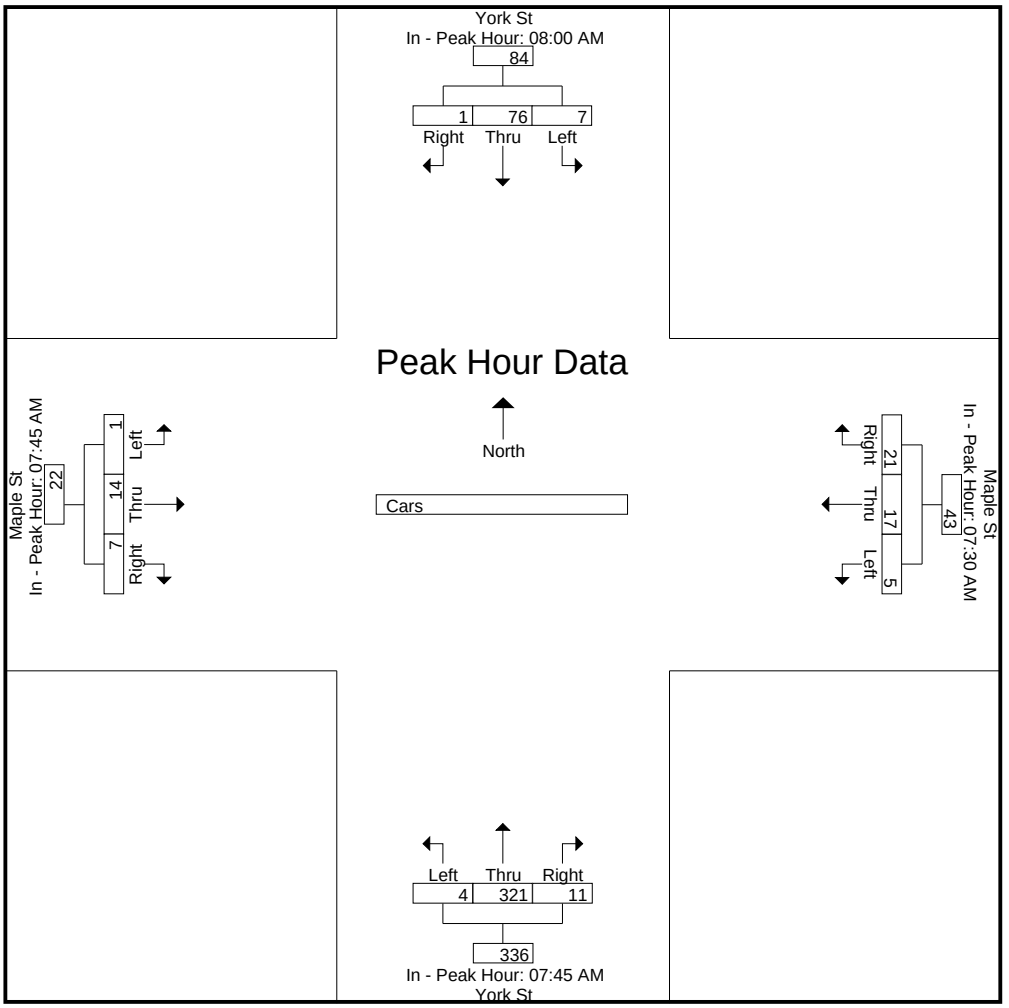
File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 6

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				07:45 AM				07:45 AM			
+0 mins.	1	17	0	18	1	5	0	6	0	**91**	**3**	**94**	0	2	**3**	5
+15 mins.	2	19	0	21	**2**	**7**	5	**14**	**2**	79	3	84	**1**	3	1	5
+30 mins.	0	**20**	**1**	21	0	3	**9**	12	2	77	2	81	0	4	1	5
+45 mins.	**4**	20	0	**24**	2	2	7	11	0	74	3	77	0	**5**	2	**7**
Total Volume	7	76	1	84	5	17	21	43	4	321	11	336	1	14	7	22
% App. Total	8.3	90.5	1.2		11.6	39.5	48.8		1.2	95.5	3.3		4.5	63.6	31.8	
PHF	.438	.950	.250	.875	.625	.607	.583	.768	.500	.882	.917	.894	.250	.700	.583	.786



Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017

Groups Printed- Trucks

	York St From North			Maple St From East			York St From South			Maple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	1	2
07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	0	0	0	1	0	0	0	1	5
08:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	7	0	0	0	0	0	1	0	0	0	1	9
Apprch %	0	100	0	0	0	0	0	100	0	0	0	100	
Total %	0	77.8	0	0	0	0	0	11.1	0	0	0	11.1	

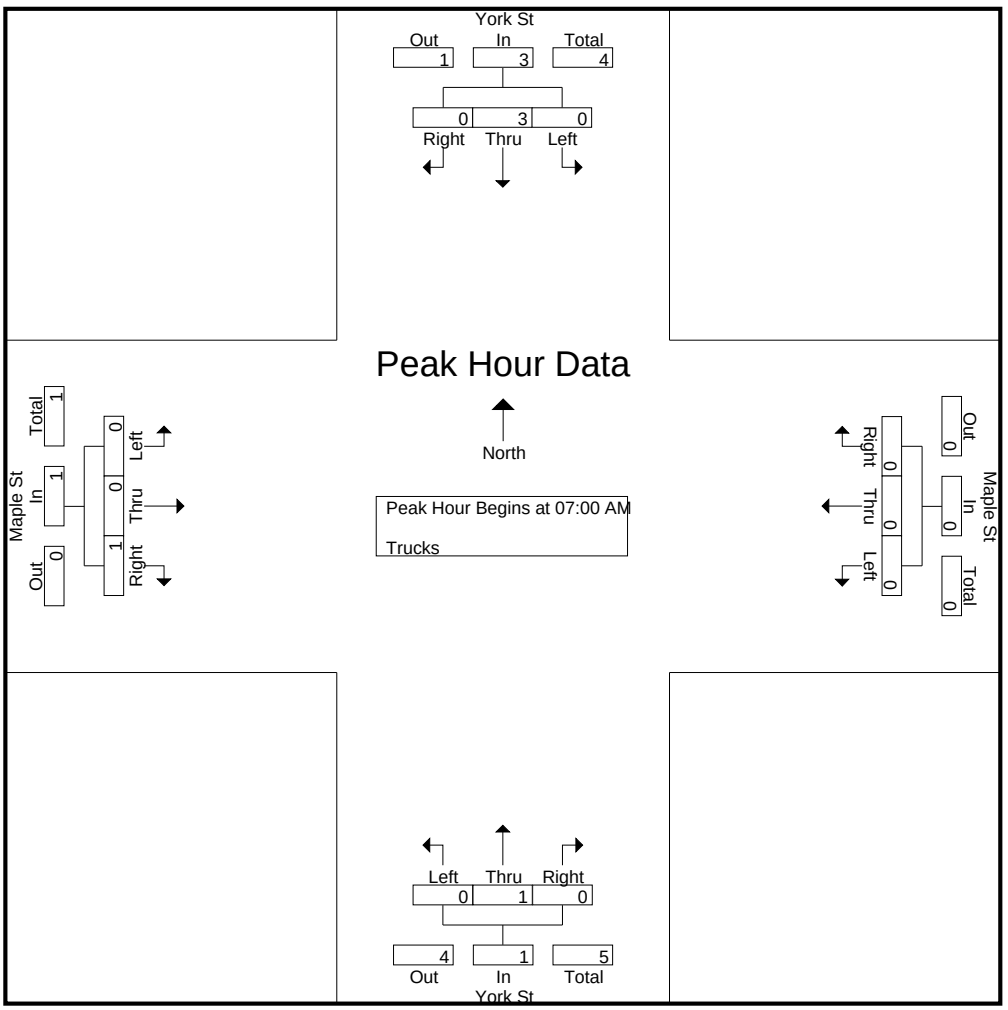
Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 8

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**	2
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	3	0	0	0	0	0	1	0	1	0	0	1	1	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.625



Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

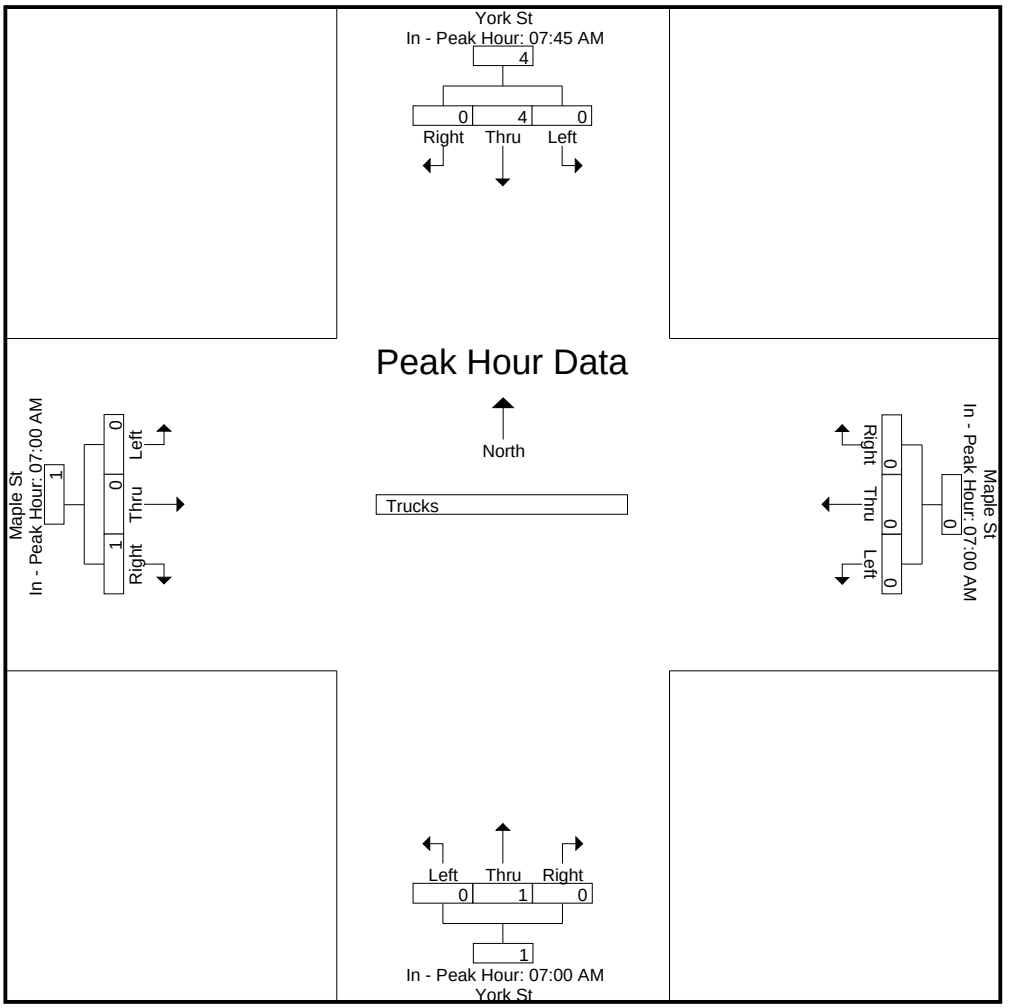
File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 9

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	
+45 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	4	0	4	0	0	0	0	0	1	0	1	0	0	1	1	
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	



Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017

Groups Printed- Bikes Peds

	York St From North				Maple St From East				York St From South				Maple St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	1	0	0	0	1	0	1	0	0	0	0	1	0	2	2	4
07:15 AM	0	1	0	3	0	0	0	1	0	1	0	1	0	0	0	1	6	2	8
07:30 AM	0	0	0	3	0	0	0	2	0	2	0	0	0	0	0	2	7	2	9
07:45 AM	0	1	0	0	0	0	0	2	0	3	0	0	0	1	0	2	4	5	9
Total	0	2	0	7	0	0	0	6	0	7	0	1	0	1	1	5	19	11	30
08:00 AM	0	2	0	4	0	0	0	7	0	0	0	1	0	0	0	2	14	2	16
08:15 AM	0	0	0	1	0	0	0	4	0	1	0	2	0	0	0	0	7	1	8
08:30 AM	0	0	0	5	0	0	0	2	0	1	0	0	0	0	0	2	9	1	10
08:45 AM	0	0	0	3	0	0	0	3	0	1	0	0	0	0	0	4	10	1	11
Total	0	2	0	13	0	0	0	16	0	3	0	3	0	0	0	8	40	5	45
Grand Total	0	4	0	20	0	0	0	22	0	10	0	4	0	1	1	13	59	16	75
Apprch %	0	100	0		0	0	0		0	100	0		0	50	50				
Total %	0	25	0		0	0	0		0	62.5	0		0	6.2	6.2		78.7	21.3	

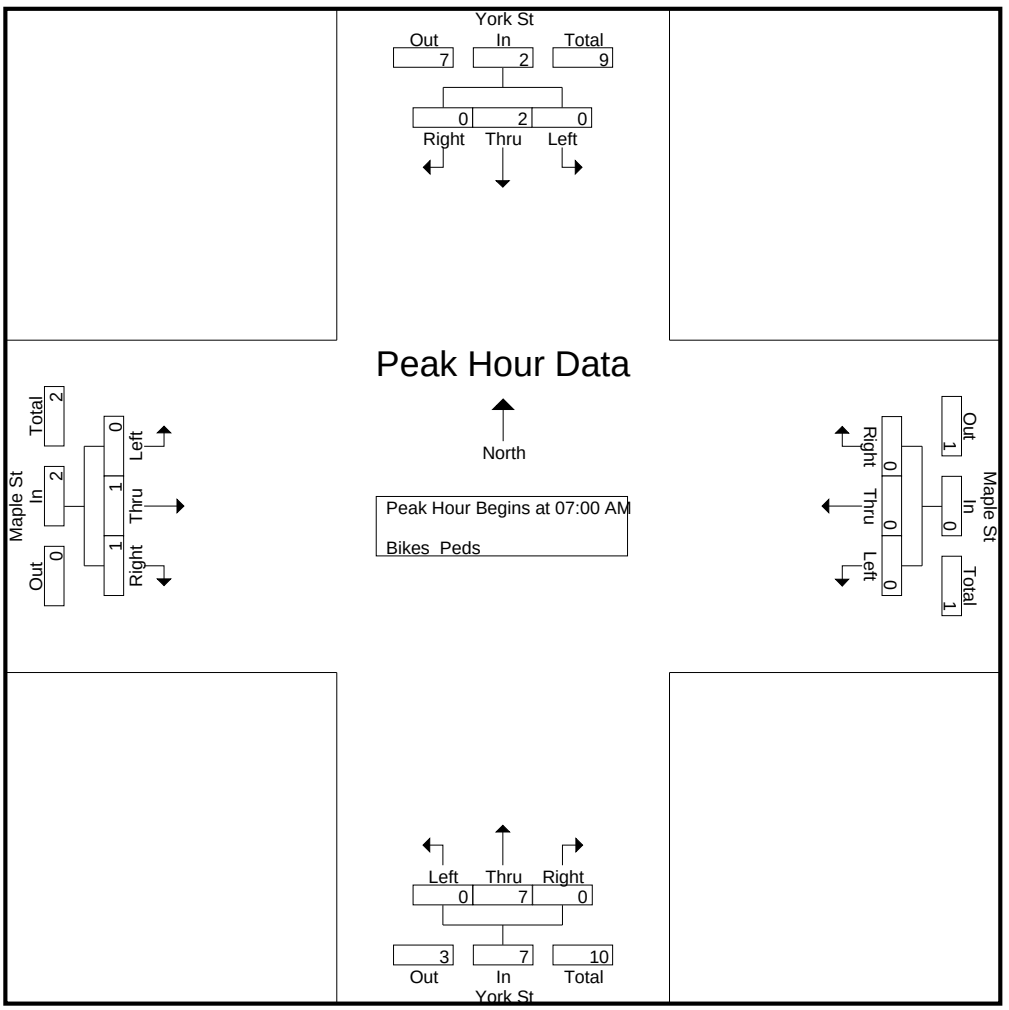
Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 11

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	**1**	**1**	2
07:15 AM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:45 AM	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	**1**	0	1	**5**
Total Volume	0	2	0	2	0	0	0	0	0	7	0	7	0	1	1	2	11
% App. Total	0	100	0		0	0	0		0	100	0		0	50	50		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.583	.000	.583	.000	.250	.250	.500	.550



Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

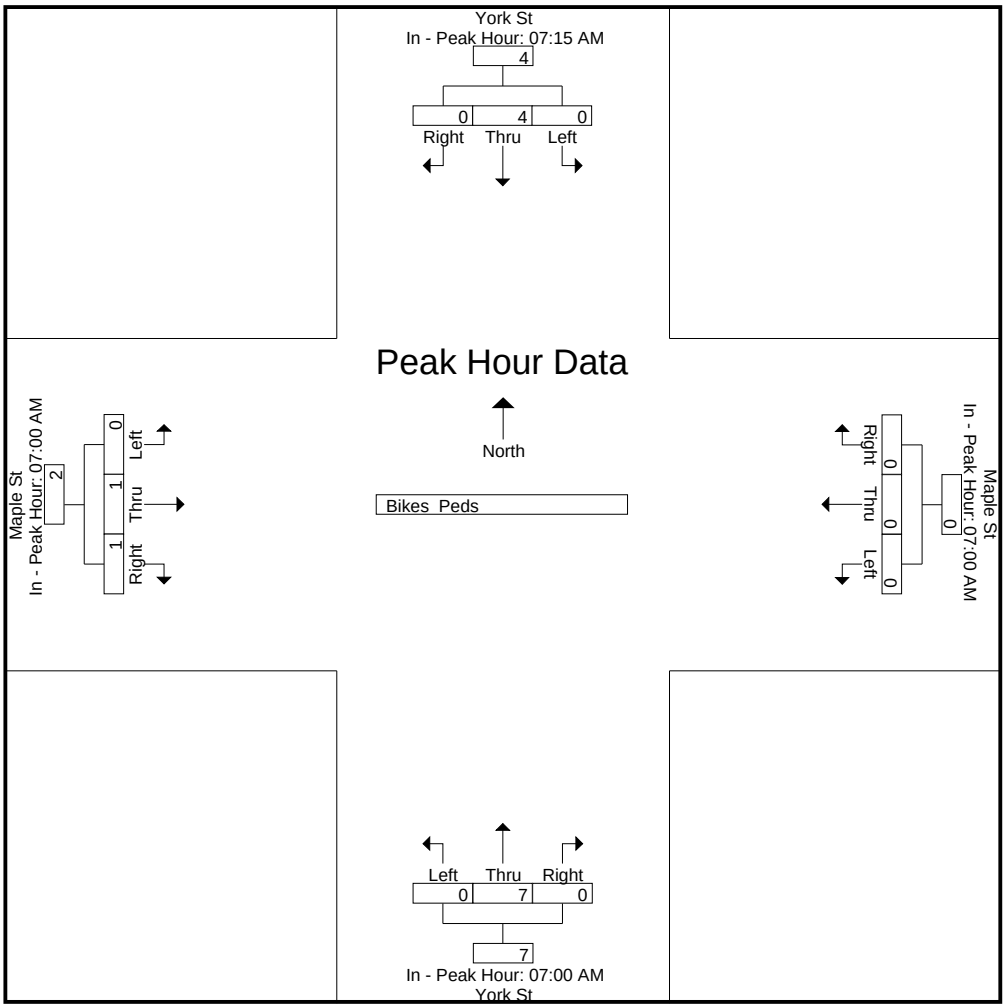
File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 12

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	**1**	**1**	
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
+30 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	
+45 mins.	0	**2**	0	**2**	0	0	0	0	0	**3**	0	**3**	0	**1**	0	1	
Total Volume	0	4	0	4	0	0	0	0	0	7	0	7	0	1	1	2	
% App. Total	0	100	0		0	0	0		0	100	0		0	50	50		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.583	.000	.583	.000	.250	.250	.500	



Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 1

Groups Printed- Cars - Trucks

	York St From North			Maple St From East			York St From South			Maple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	8	42	1	2	5	4	0	35	3	0	3	1	104
04:15 PM	6	38	0	2	0	3	1	36	2	1	3	1	93
04:30 PM	12	56	1	3	2	3	1	33	2	0	1	1	115
04:45 PM	8	54	1	5	1	5	0	43	5	0	2	2	126
Total	34	190	3	12	8	15	2	147	12	1	9	5	438
05:00 PM	7	59	1	8	3	8	4	52	4	2	5	5	158
05:15 PM	16	68	0	6	2	8	1	60	6	3	4	1	175
05:30 PM	8	50	1	4	1	7	3	36	1	1	8	2	122
05:45 PM	4	40	0	1	0	2	2	42	1	0	2	0	94
Total	35	217	2	19	6	25	10	190	12	6	19	8	549
Grand Total	69	407	5	31	14	40	12	337	24	7	28	13	987
Apprch %	14.3	84.6	1	36.5	16.5	47.1	3.2	90.3	6.4	14.6	58.3	27.1	
Total %	7	41.2	0.5	3.1	1.4	4.1	1.2	34.1	2.4	0.7	2.8	1.3	
Cars	69	399	5	31	14	40	12	336	24	6	28	13	977
% Cars	100	98	100	100	100	100	100	99.7	100	85.7	100	100	99
Trucks	0	8	0	0	0	0	0	1	0	1	0	0	10
% Trucks	0	2	0	0	0	0	0	0.3	0	14.3	0	0	1

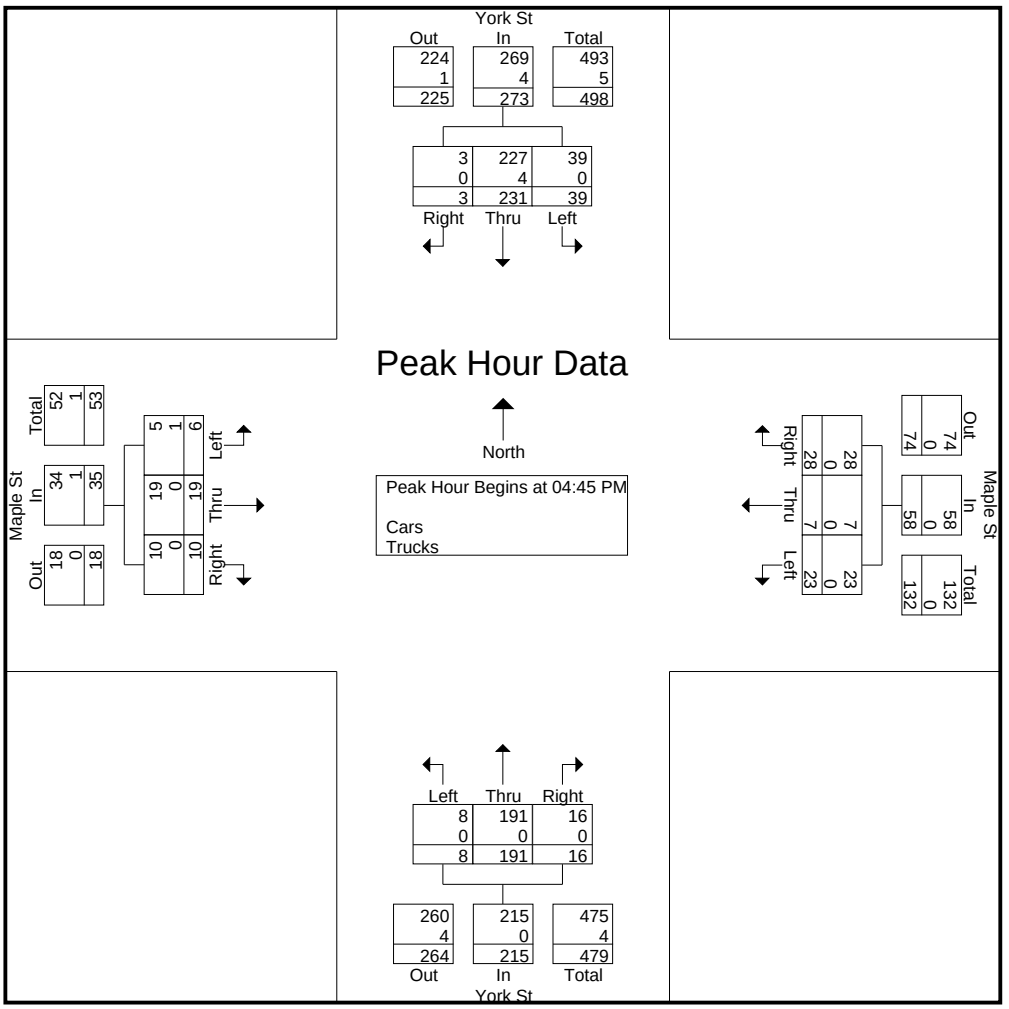
Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 2

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	8	54	**1**	63	5	1	5	11	0	43	5	48	0	2	2	4	126
05:00 PM	7	59	1	67	**8**	**3**	**8**	**19**	**4**	52	4	60	2	5	**5**	**12**	158
05:15 PM	**16**	**68**	0	**84**	6	2	8	16	1	**60**	**6**	**67**	**3**	4	1	8	**175**
05:30 PM	8	50	1	59	4	1	7	12	3	36	1	40	1	**8**	2	11	122
Total Volume	39	231	3	273	23	7	28	58	8	191	16	215	6	19	10	35	581
% App. Total	14.3	84.6	1.1		39.7	12.1	48.3		3.7	88.8	7.4		17.1	54.3	28.6		
PHF	.609	.849	.750	.813	.719	.583	.875	.763	.500	.796	.667	.802	.500	.594	.500	.729	.830
Cars	39	227	3	269	23	7	28	58	8	191	16	215	5	19	10	34	576
% Cars	100	98.3	100	98.5	100	100	100	100	100	100	100	100	83.3	100	100	97.1	99.1
Trucks	0	4	0	4	0	0	0	0	0	0	0	0	1	0	0	1	5
% Trucks	0	1.7	0	1.5	0	0	0	0	0	0	0	0	16.7	0	0	2.9	0.9



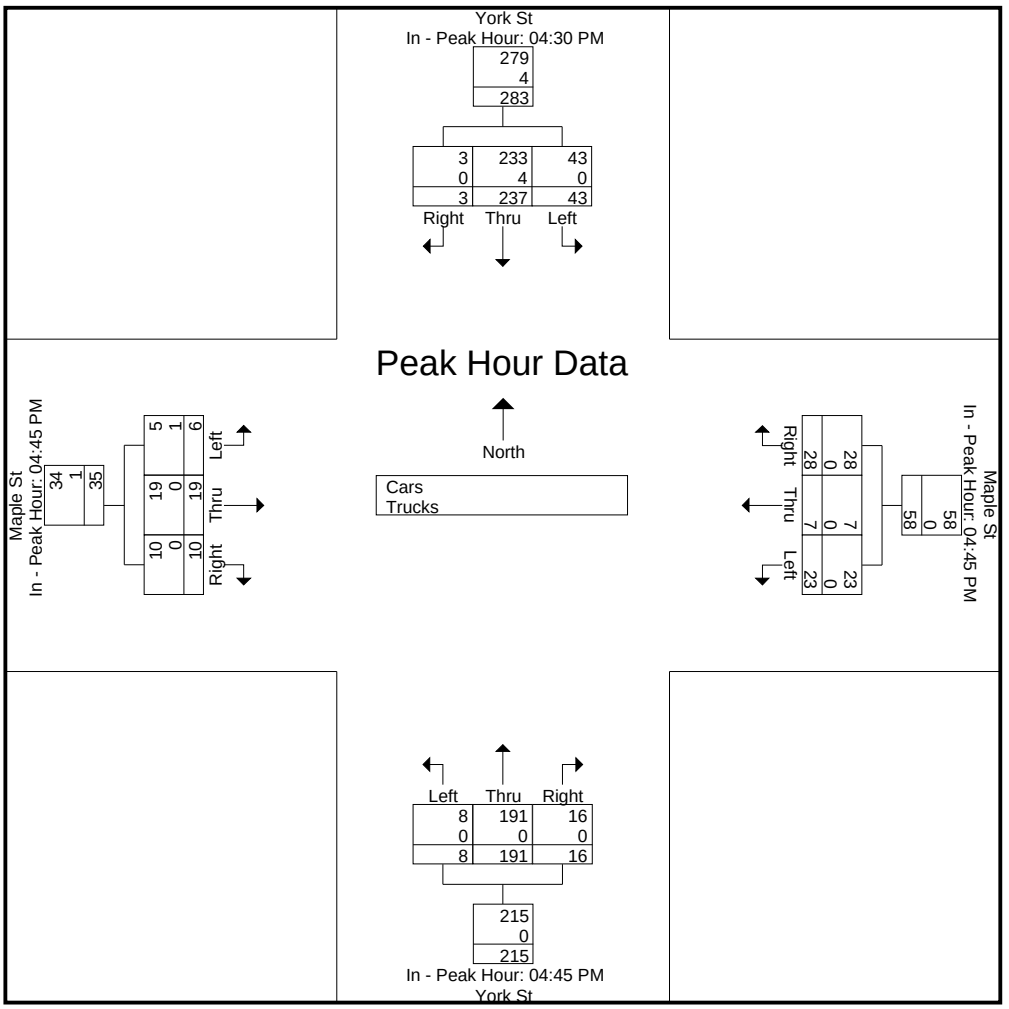
Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 3

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	12	56	**1**	69	5	1	5	11	0	43	5	48	0	2	2	4	
+15 mins.	8	54	1	63	**8**	**3**	**8**	**19**	**4**	52	4	60	2	5	**5**	**12**	
+30 mins.	7	59	1	67	6	2	8	16	1	**60**	**6**	**67**	**3**	4	1	8	
+45 mins.	**16**	**68**	0	**84**	4	1	7	12	3	36	1	40	1	**8**	2	11	
Total Volume	43	237	3	283	23	7	28	58	8	191	16	215	6	19	10	35	
% App. Total	15.2	83.7	1.1		39.7	12.1	48.3		3.7	88.8	7.4		17.1	54.3	28.6		
PHF	.672	.871	.750	.842	.719	.583	.875	.763	.500	.796	.667	.802	.500	.594	.500	.729	
Cars	43	233	3	279	23	7	28	58	8	191	16	215	5	19	10	34	
% Cars	100	98.3	100	98.6	100	100	100	100	100	100	100	100	83.3	100	100	97.1	
Trucks	0	4	0	4	0	0	0	0	0	0	0	0	1	0	0	1	
% Trucks	0	1.7	0	1.4	0	0	0	0	0	0	0	0	16.7	0	0	2.9	



Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017

Groups Printed- Cars

	York St From North			Maple St From East			York St From South			Maple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	8	41	1	2	5	4	0	35	3	0	3	1	103
04:15 PM	6	37	0	2	0	3	1	36	2	1	3	1	92
04:30 PM	12	55	1	3	2	3	1	32	2	0	1	1	113
04:45 PM	8	52	1	5	1	5	0	43	5	0	2	2	124
Total	34	185	3	12	8	15	2	146	12	1	9	5	432
05:00 PM	7	59	1	8	3	8	4	52	4	1	5	5	157
05:15 PM	16	67	0	6	2	8	1	60	6	3	4	1	174
05:30 PM	8	49	1	4	1	7	3	36	1	1	8	2	121
05:45 PM	4	39	0	1	0	2	2	42	1	0	2	0	93
Total	35	214	2	19	6	25	10	190	12	5	19	8	545
Grand Total	69	399	5	31	14	40	12	336	24	6	28	13	977
Apprch %	14.6	84.4	1.1	36.5	16.5	47.1	3.2	90.3	6.5	12.8	59.6	27.7	
Total %	7.1	40.8	0.5	3.2	1.4	4.1	1.2	34.4	2.5	0.6	2.9	1.3	

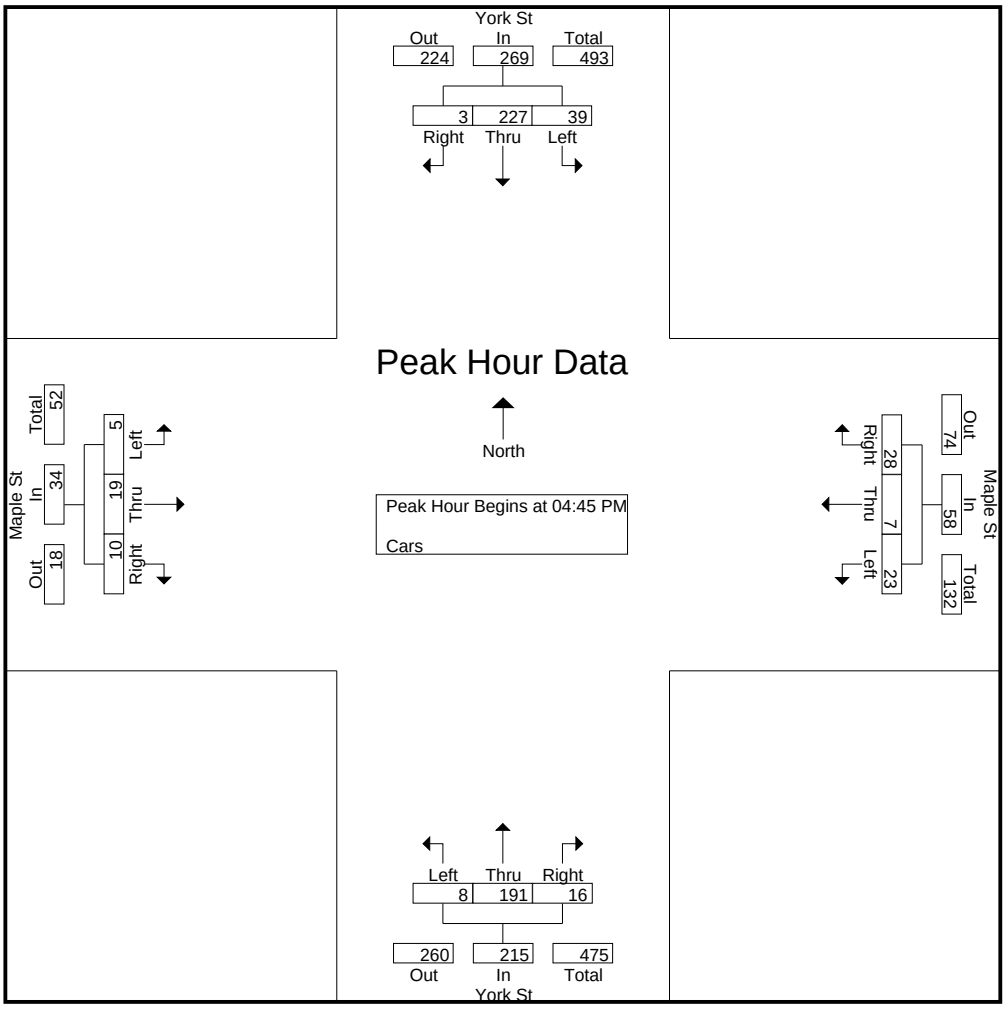
Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 5

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	8	52	**1**	61	5	1	5	11	0	43	5	48	0	2	2	4	124
05:00 PM	7	59	1	67	**8**	**3**	**8**	**19**	**4**	52	4	60	1	5	**5**	**11**	157
05:15 PM	**16**	**67**	0	**83**	6	2	8	16	1	**60**	**6**	**67**	**3**	4	1	8	**174**
05:30 PM	8	49	1	58	4	1	7	12	3	36	1	40	1	**8**	2	11	121
Total Volume	39	227	3	269	23	7	28	58	8	191	16	215	5	19	10	34	576
% App. Total	14.5	84.4	1.1		39.7	12.1	48.3		3.7	88.8	7.4		14.7	55.9	29.4		
PHF	.609	.847	.750	.810	.719	.583	.875	.763	.500	.796	.667	.802	.417	.594	.500	.773	.828



Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

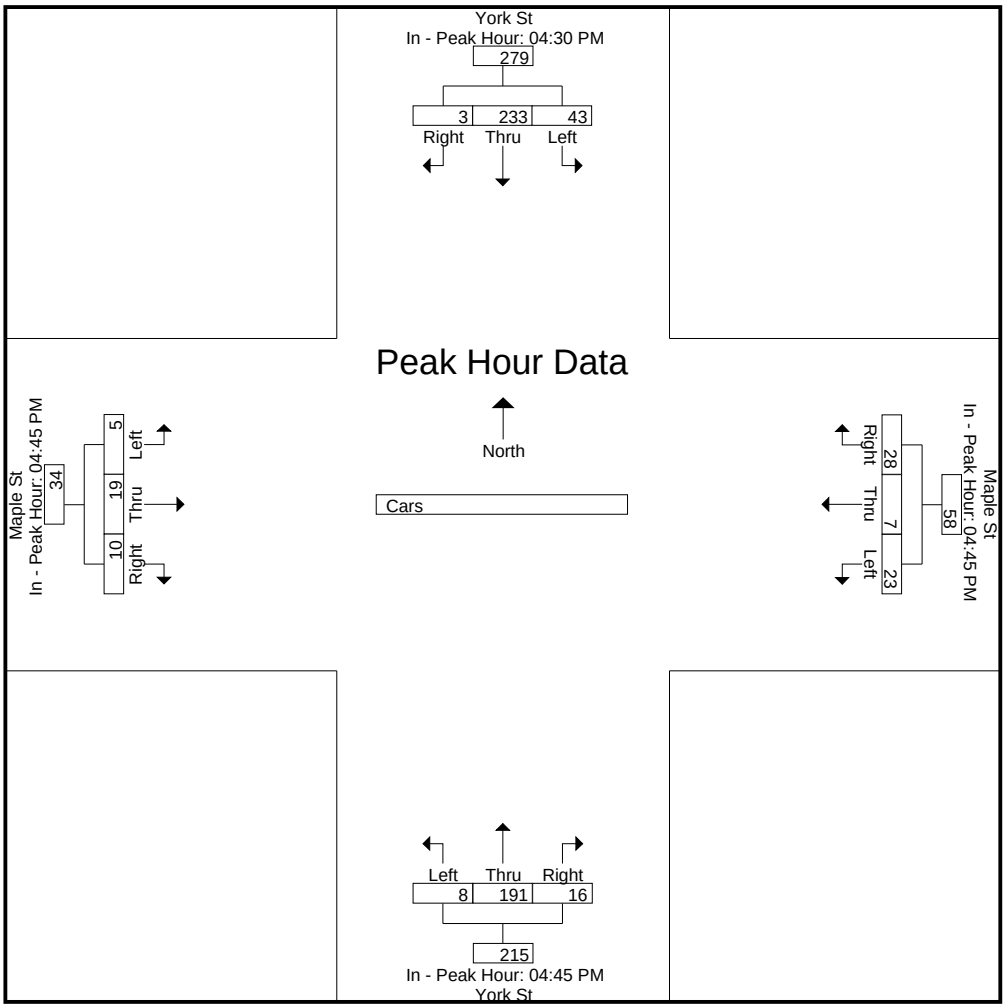
File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 6

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	12	55	**1**	68	5	1	5	11	0	43	5	48	0	2	2	4
+15 mins.	8	52	1	61	**8**	**3**	**8**	**19**	**4**	52	4	60	1	5	**5**	**11**
+30 mins.	7	59	1	67	6	2	8	16	1	**60**	**6**	**67**	**3**	4	1	8
+45 mins.	**16**	**67**	0	**83**	4	1	7	12	3	36	1	40	1	**8**	2	11
Total Volume	43	233	3	279	23	7	28	58	8	191	16	215	5	19	10	34
% App. Total	15.4	83.5	1.1		39.7	12.1	48.3		3.7	88.8	7.4		14.7	55.9	29.4	
PHF	.672	.869	.750	.840	.719	.583	.875	.763	.500	.796	.667	.802	.417	.594	.500	.773



Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017

Groups Printed- Trucks

	York St From North			Maple St From East			York St From South			Maple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
04:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	5	0	0	0	0	0	1	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	0	0	0	0	0	1	0	0	4
Grand Total	0	8	0	0	0	0	0	1	0	1	0	0	10
Apprch %	0	100	0	0	0	0	0	100	0	100	0	0	
Total %	0	80	0	0	0	0	0	10	0	10	0	0	

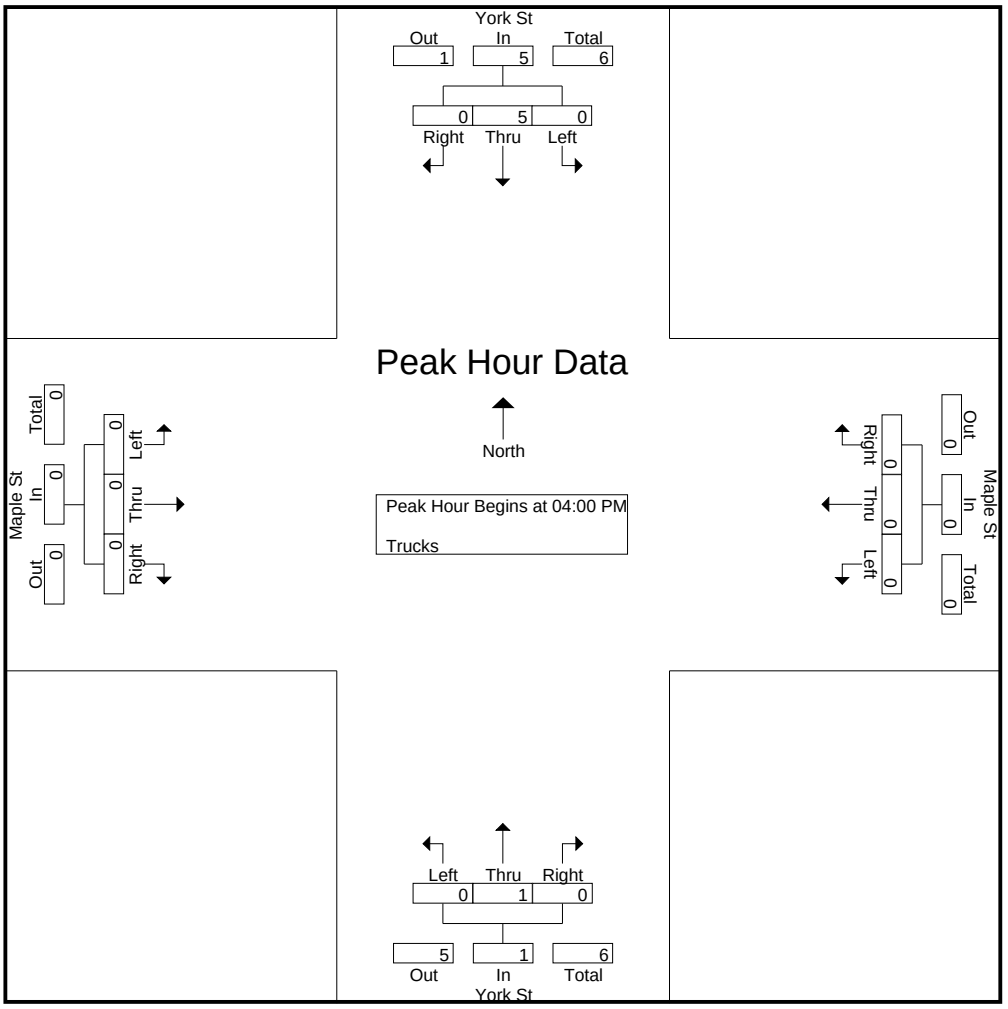
Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 8

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
04:45 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.750



Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

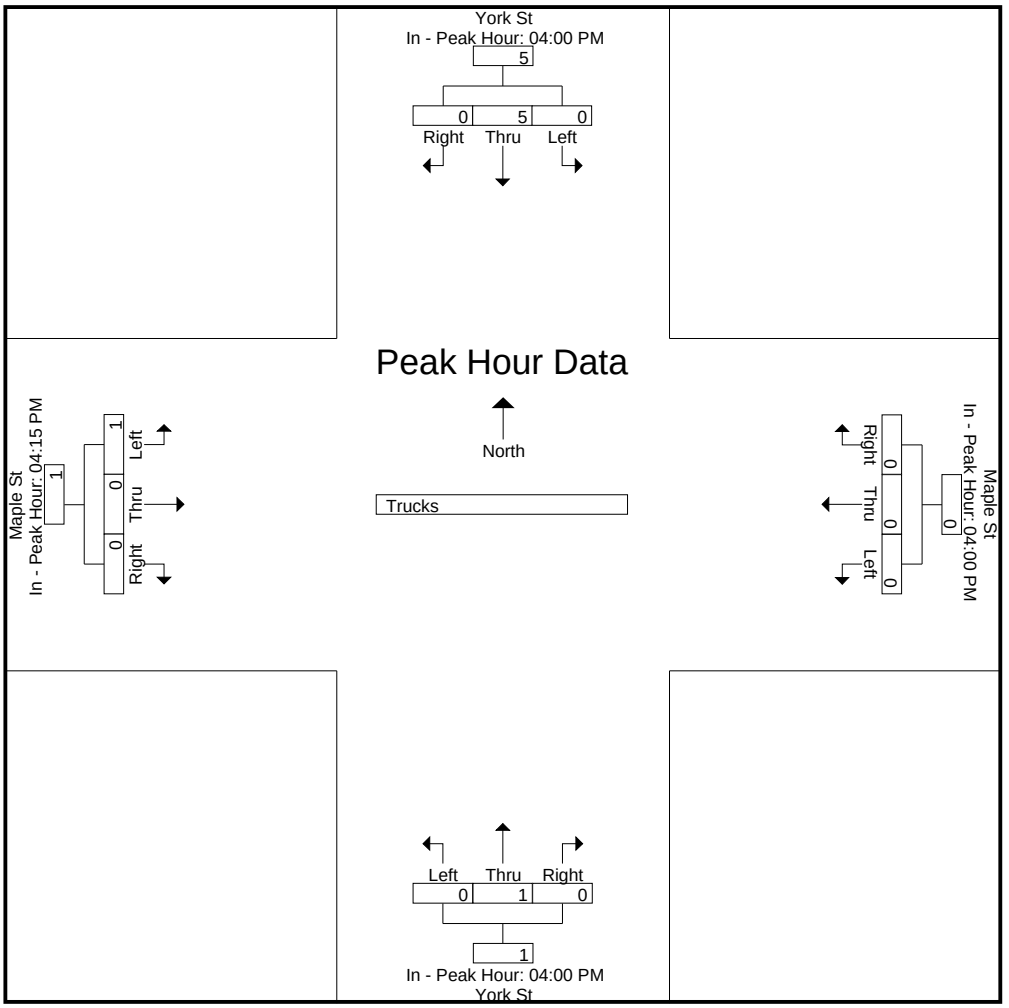
File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 9

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:15 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+45 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**1**	0	0	**1**
Total Volume	0	5	0	5	0	0	0	0	0	1	0	1	1	0	0	1
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0	
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250



Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017

Groups Printed- Bikes Peds

	York St From North				Maple St From East				York St From South				Maple St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	5	0	0	0	6	0	0	0	2	0	0	0	2	15	1	16
04:15 PM	0	0	0	2	0	0	0	5	0	1	0	0	0	0	0	2	9	1	10
04:30 PM	0	2	0	1	0	0	0	3	0	1	0	2	0	0	0	1	7	3	10
04:45 PM	0	0	0	5	0	0	0	2	0	1	0	1	0	0	0	1	9	1	10
Total	0	3	0	13	0	0	0	16	0	3	0	5	0	0	0	6	40	6	46
05:00 PM	0	1	0	4	1	0	0	1	0	1	0	1	0	0	0	2	8	3	11
05:15 PM	0	2	0	7	1	0	0	6	0	2	0	1	0	0	0	3	17	5	22
05:30 PM	0	0	0	2	0	0	0	7	0	2	0	3	0	1	0	4	16	3	19
05:45 PM	0	1	0	1	0	0	0	3	0	0	0	6	0	0	0	2	12	1	13
Total	0	4	0	14	2	0	0	17	0	5	0	11	0	1	0	11	53	12	65
Grand Total	0	7	0	27	2	0	0	33	0	8	0	16	0	1	0	17	93	18	111
Apprch %	0	100	0		100	0	0		0	100	0		0	100	0				
Total %	0	38.9	0		11.1	0	0		0	44.4	0		0	5.6	0		83.8	16.2	

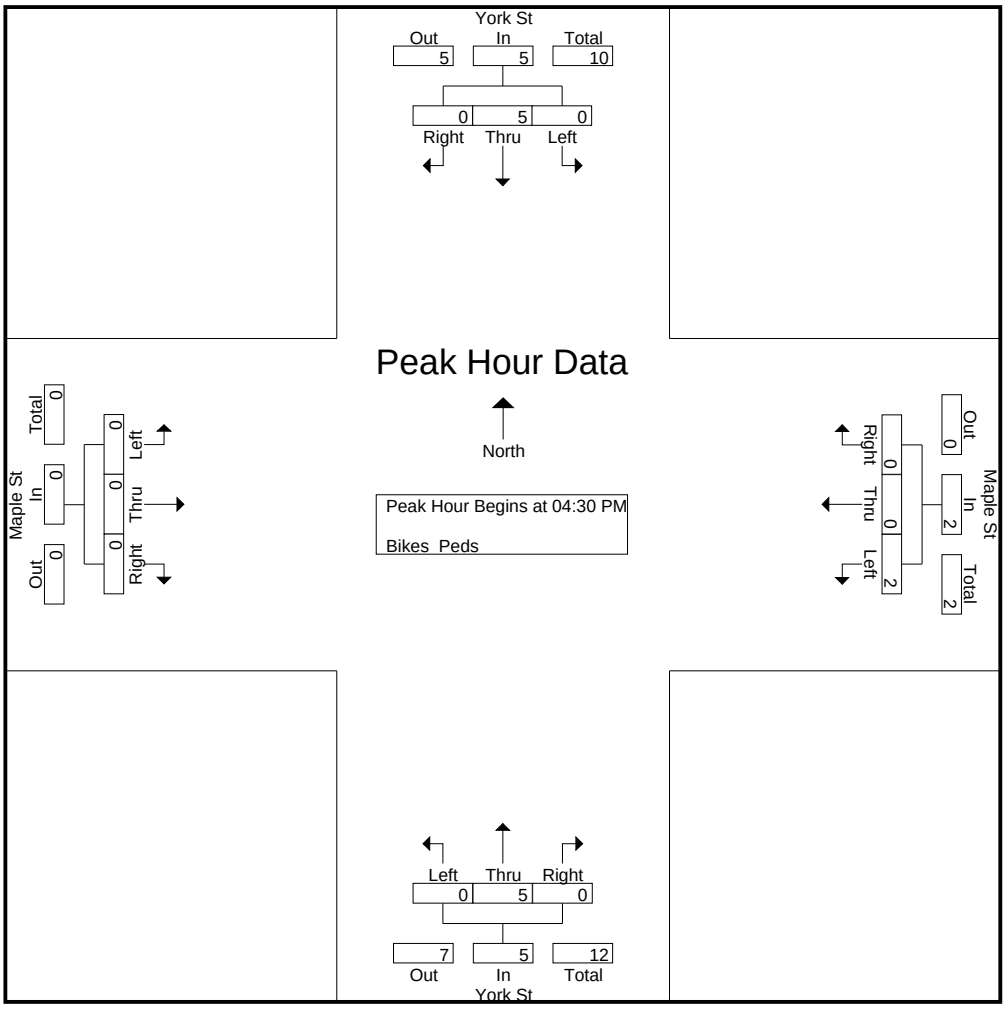
Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 11

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	1	0	1	**1**	0	0	**1**	0	1	0	1	0	0	0	0	3
05:15 PM	0	2	0	2	1	0	0	1	0	**2**	0	**2**	0	0	0	0	**5**
Total Volume	0	5	0	5	2	0	0	2	0	5	0	5	0	0	0	0	12
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.625	.000	.625	.500	.000	.000	.500	.000	.625	.000	.625	.000	.000	.000	.000	.600



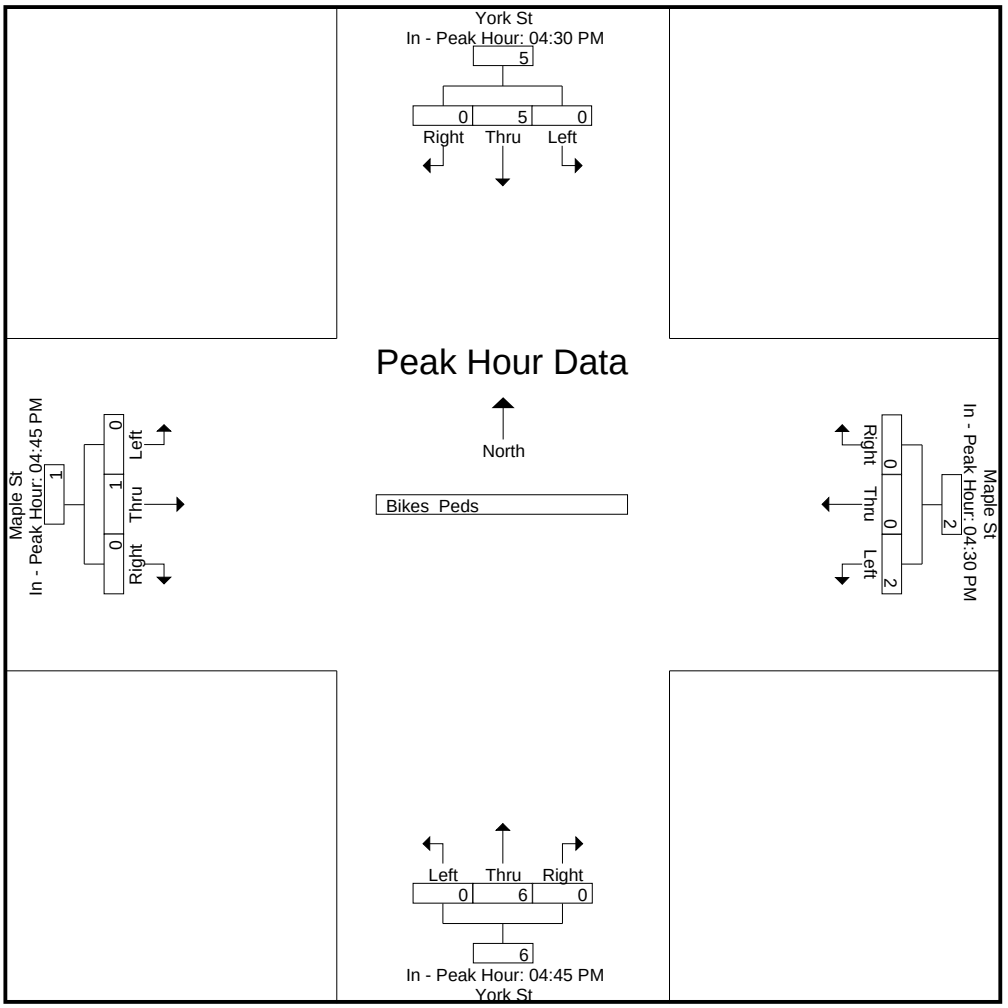
Accurate Counts

978-664-2565

N/S Street : York Street
E/W Street: Maple Street
City/State : Portland, ME
Weather : Clear

File Name : 16324004
Site Code : 16324004
Start Date : 4/18/2017
Page No : 12

	York St From North				Maple St From East				York St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:45 PM				04:45 PM				
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
+30 mins.	0	1	0	1	**1**	0	0	**1**	0	**2**	0	**2**	0	0	0	0	
+45 mins.	0	2	0	2	1	0	0	1	0	2	0	2	0	**1**	0	**1**	
Total Volume	0	5	0	5	2	0	0	2	0	6	0	6	0	1	0	1	
% App. Total	0	100	0		100	0	0		0	100	0		0	100	0		
PHF	.000	.625	.000	.625	.500	.000	.000	.500	.000	.750	.000	.750	.000	.250	.000	.250	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 1

Groups Printed- Cars - Trucks

	Commercial St From North			Strudvants Wharf From East			Commercial St From South			Park St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	43	0	0	0	3	0	129	0	19	0	89	283
07:15 AM	2	73	0	0	0	2	0	169	0	22	1	92	361
07:30 AM	3	107	0	0	0	1	0	236	1	23	0	107	478
07:45 AM	3	81	0	0	0	1	0	274	0	24	0	119	502
Total	8	304	0	0	0	7	0	808	1	88	1	407	1624
08:00 AM	1	80	0	1	0	1	0	257	0	29	0	92	461
08:15 AM	4	98	0	0	0	0	0	285	0	29	0	89	505
08:30 AM	4	87	0	0	0	1	0	224	0	30	0	83	429
08:45 AM	1	86	0	1	0	1	0	213	0	18	0	83	403
Total	10	351	0	2	0	3	0	979	0	106	0	347	1798
Grand Total	18	655	0	2	0	10	0	1787	1	194	1	754	3422
Apprch %	2.7	97.3	0	16.7	0	83.3	0	99.9	0.1	20.4	0.1	79.5	
Total %	0.5	19.1	0	0.1	0	0.3	0	52.2	0	5.7	0	22	
Cars	17	638	0	1	0	8	0	1767	1	193	1	747	3373
% Cars	94.4	97.4	0	50	0	80	0	98.9	100	99.5	100	99.1	98.6
Trucks	1	17	0	1	0	2	0	20	0	1	0	7	49
% Trucks	5.6	2.6	0	50	0	20	0	1.1	0	0.5	0	0.9	1.4

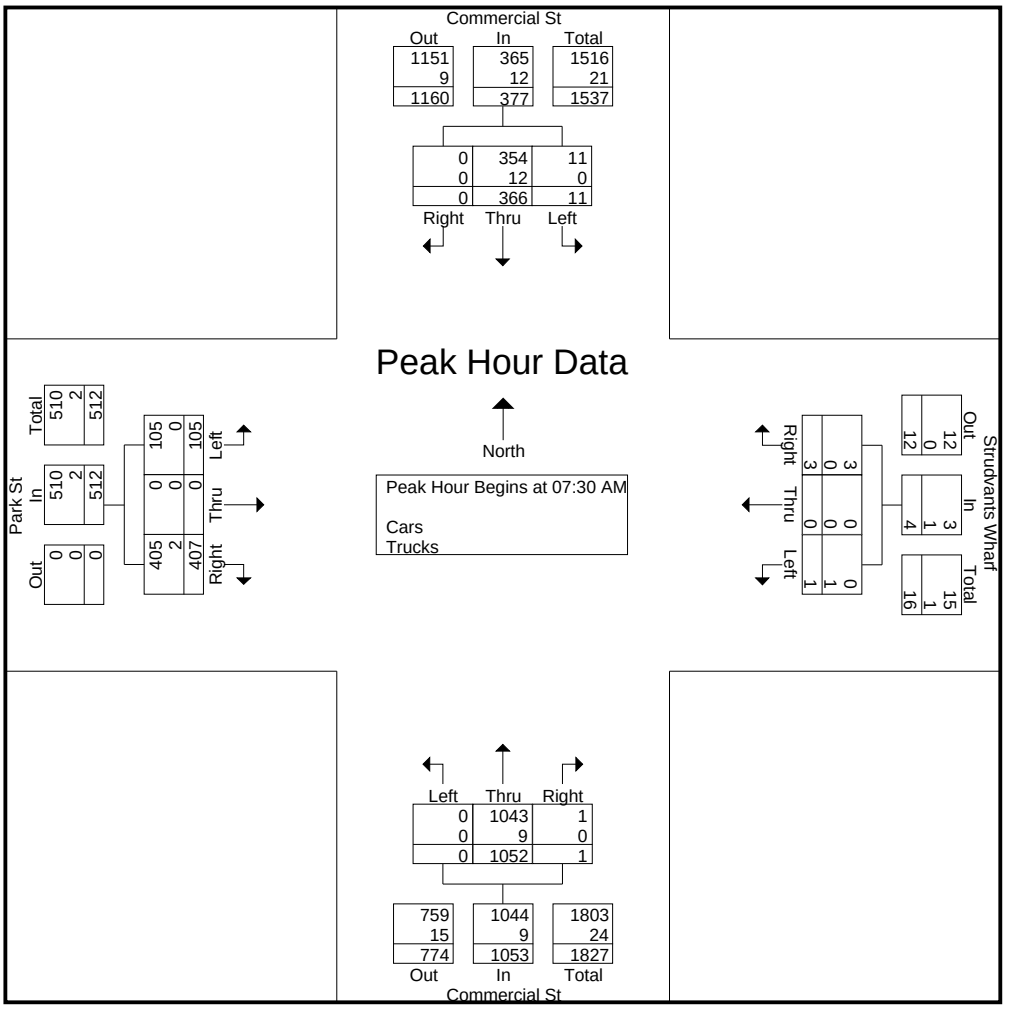
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 2

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	**107**	0	**110**	0	0	**1**	1	0	236	**1**	237	23	0	107	130	478
07:45 AM	3	81	0	84	0	0	1	1	0	274	0	274	24	0	**119**	**143**	502
08:00 AM	1	80	0	81	**1**	0	1	**2**	0	257	0	257	**29**	0	92	121	461
08:15 AM	**4**	98	0	102	0	0	0	0	0	**285**	0	**285**	29	0	89	118	**505**
Total Volume	11	366	0	377	1	0	3	4	0	1052	1	1053	105	0	407	512	1946
% App. Total	2.9	97.1	0		25	0	75		0	99.9	0.1		20.5	0	79.5		
PHF	.688	.855	.000	.857	.250	.000	.750	.500	.000	.923	.250	.924	.905	.000	.855	.895	.963
Cars	11	354	0	365	0	0	3	3	0	1043	1	1044	105	0	405	510	1922
% Cars	100	96.7	0	96.8	0	0	100	75.0	0	99.1	100	99.1	100	0	99.5	99.6	98.8
Trucks	0	12	0	12	1	0	0	1	0	9	0	9	0	0	2	2	24
% Trucks	0	3.3	0	3.2	100	0	0	25.0	0	0.9	0	0.9	0	0	0.5	0.4	1.2



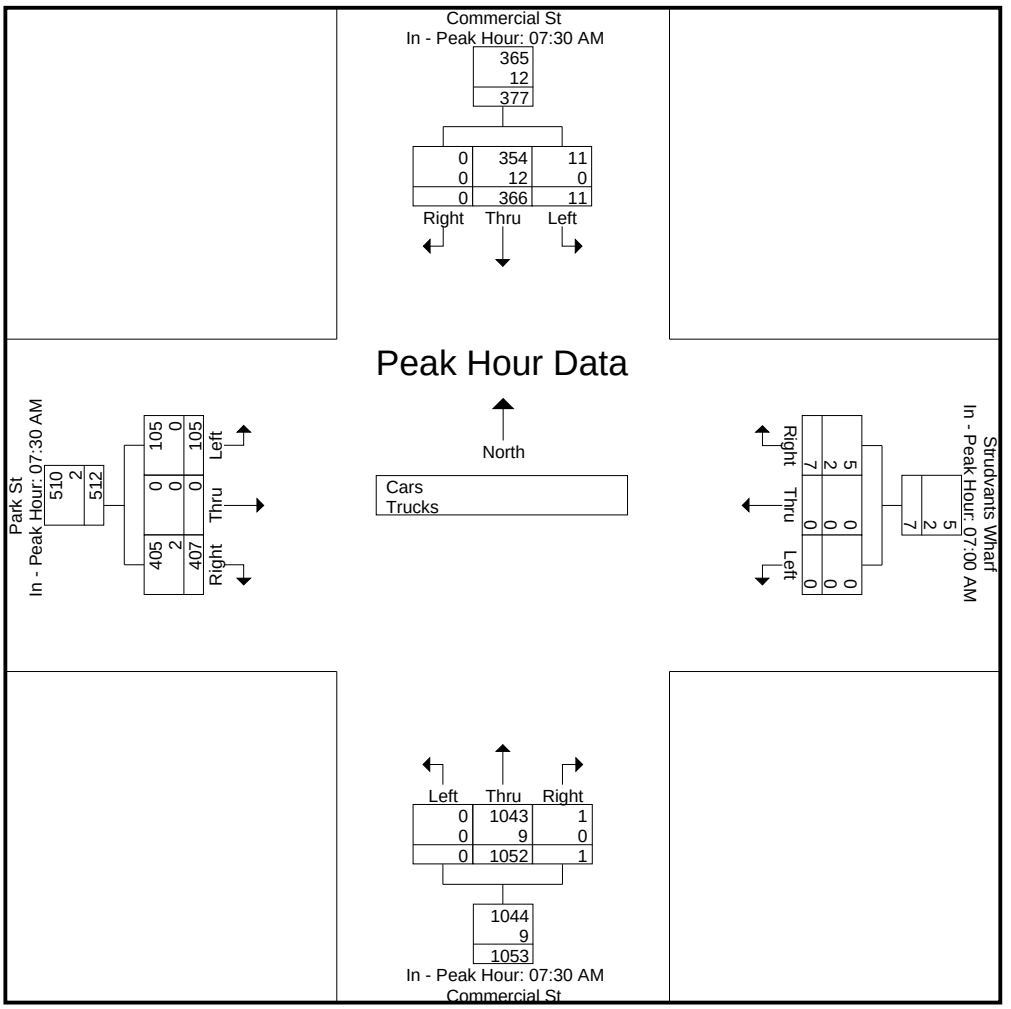
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 3

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:00 AM				07:30 AM				07:30 AM				
+0 mins.	3	**107**	0	**110**	0	0	**3**	**3**	0	236	**1**	237	23	0	107	130	
+15 mins.	3	81	0	84	0	0	2	2	0	274	0	274	24	0	**119**	**143**	
+30 mins.	1	80	0	81	0	0	1	1	0	257	0	257	**29**	0	92	121	
+45 mins.	**4**	98	0	102	0	0	1	1	0	**285**	0	**285**	29	0	89	118	
Total Volume	11	366	0	377	0	0	7	7	0	1052	1	1053	105	0	407	512	
% App. Total	2.9	97.1	0		0	0	100		0	99.9	0.1		20.5	0	79.5		
PHF	.688	.855	.000	.857	.000	.000	.583	.583	.000	.923	.250	.924	.905	.000	.855	.895	
Cars	11	354	0	365	0	0	5	5	0	1043	1	1044	105	0	405	510	
% Cars	100	96.7	0	96.8	0	0	71.4	71.4	0	99.1	100	99.1	100	0	99.5	99.6	
Trucks	0	12	0	12	0	0	2	2	0	9	0	9	0	0	2	2	
% Trucks	0	3.3	0	3.2	0	0	28.6	28.6	0	0.9	0	0.9	0	0	0.5	0.4	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017

Groups Printed- Cars

	Commercial St From North			Strudvants Wharf From East			Commercial St From South			Park St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	43	0	0	0	2	0	126	0	18	0	87	276
07:15 AM	1	71	0	0	0	1	0	166	0	22	1	91	353
07:30 AM	3	105	0	0	0	1	0	234	1	23	0	106	473
07:45 AM	3	76	0	0	0	1	0	273	0	24	0	118	495
Total	7	295	0	0	0	5	0	799	1	87	1	402	1597
08:00 AM	1	77	0	0	0	1	0	256	0	29	0	92	456
08:15 AM	4	96	0	0	0	0	0	280	0	29	0	89	498
08:30 AM	4	85	0	0	0	1	0	222	0	30	0	82	424
08:45 AM	1	85	0	1	0	1	0	210	0	18	0	82	398
Total	10	343	0	1	0	3	0	968	0	106	0	345	1776
Grand Total	17	638	0	1	0	8	0	1767	1	193	1	747	3373
Apprch %	2.6	97.4	0	11.1	0	88.9	0	99.9	0.1	20.5	0.1	79.4	
Total %	0.5	18.9	0	0	0	0.2	0	52.4	0	5.7	0	22.1	

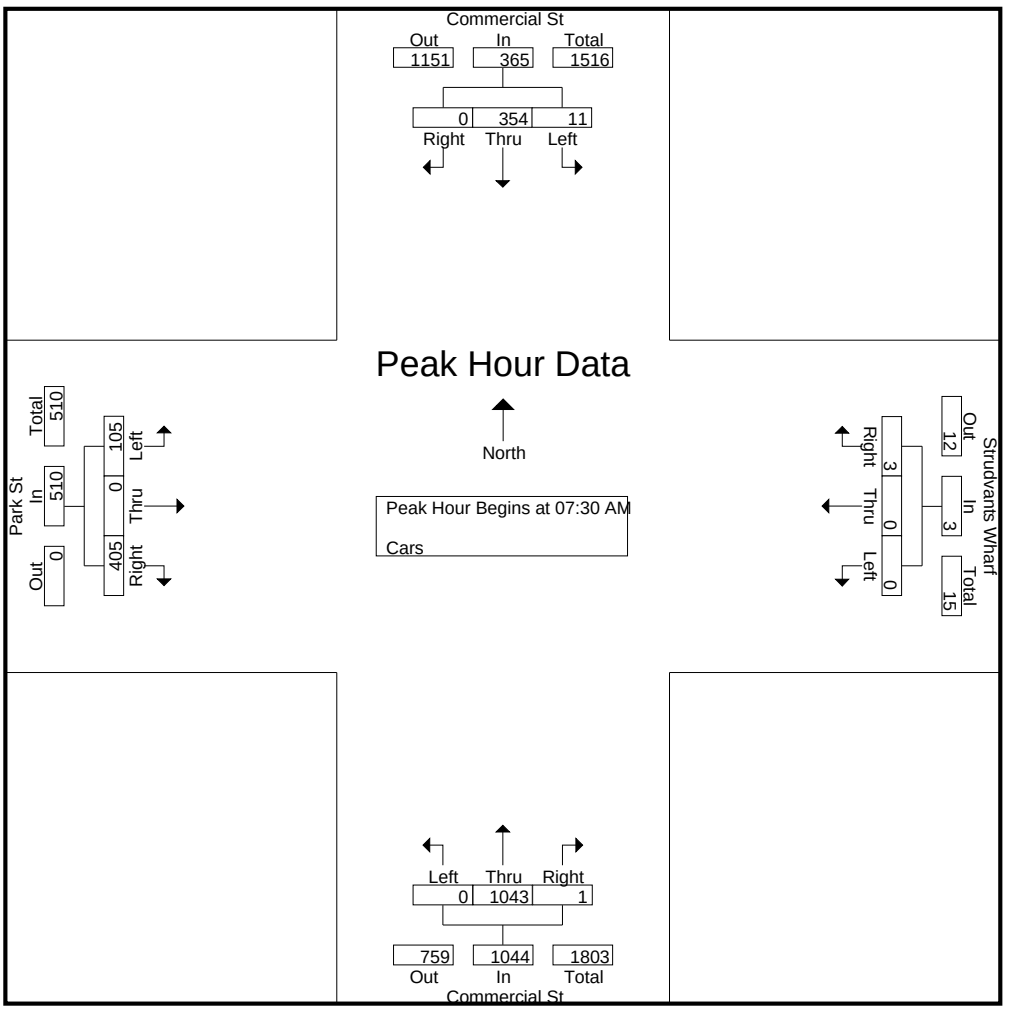
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 5

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	**105**	0	**108**	0	0	**1**	**1**	0	234	**1**	235	23	0	106	129	473
07:45 AM	3	76	0	79	0	0	1	1	0	273	0	273	24	0	**118**	**142**	495
08:00 AM	1	77	0	78	0	0	1	1	0	256	0	256	**29**	0	92	121	456
08:15 AM	**4**	96	0	100	0	0	0	0	0	**280**	0	**280**	29	0	89	118	**498**
Total Volume	11	354	0	365	0	0	3	3	0	1043	1	1044	105	0	405	510	1922
% App. Total	3	97	0		0	0	100		0	99.9	0.1		20.6	0	79.4		
PHF	.688	.843	.000	.845	.000	.000	.750	.750	.000	.931	.250	.932	.905	.000	.858	.898	.965



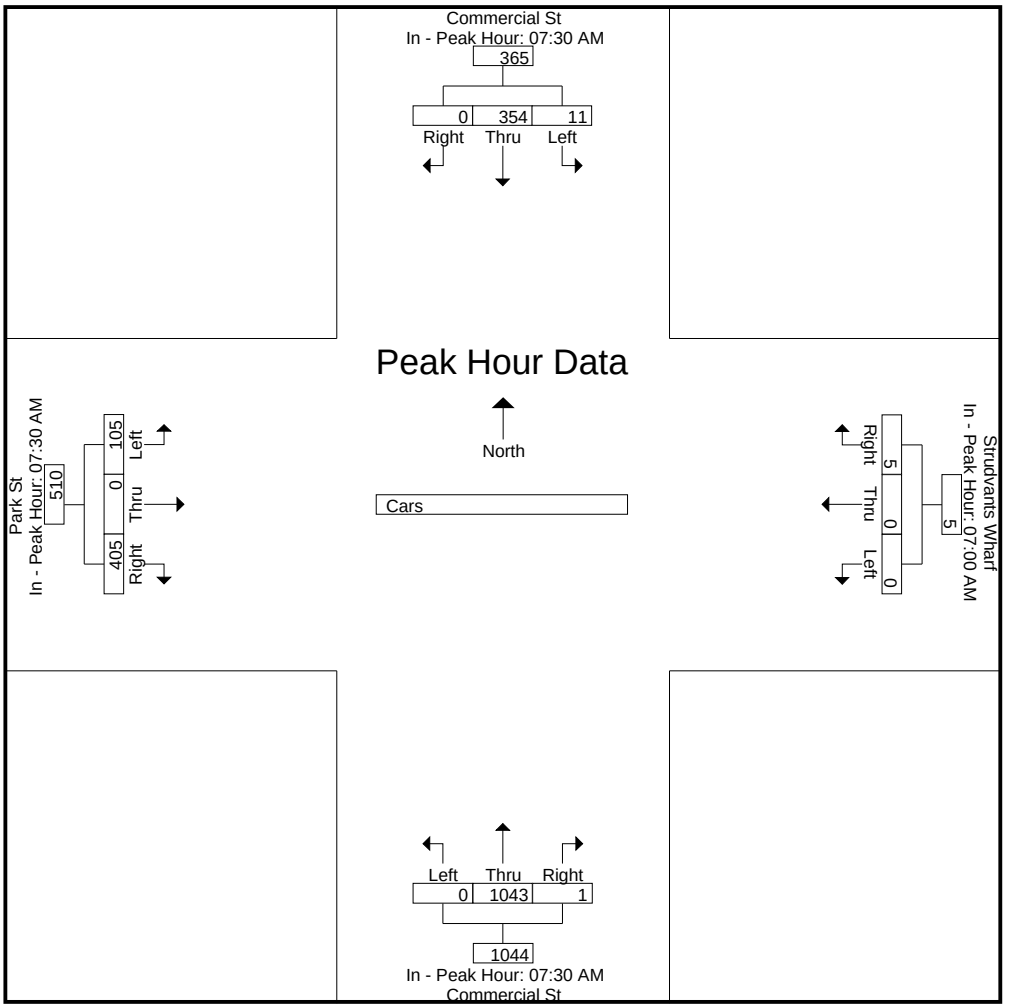
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 6

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:00 AM				07:30 AM				07:30 AM				
+0 mins.	3	**105**	0	**108**	0	0	**2**	**2**	0	234	**1**	235	23	0	106	129	
+15 mins.	3	76	0	79	0	0	1	1	0	273	0	273	24	0	**118**	**142**	
+30 mins.	1	77	0	78	0	0	1	1	0	256	0	256	**29**	0	92	121	
+45 mins.	**4**	96	0	100	0	0	1	1	0	**280**	0	**280**	29	0	89	118	
Total Volume	11	354	0	365	0	0	5	5	0	1043	1	1044	105	0	405	510	
% App. Total	3	97	0		0	0	100		0	99.9	0.1		20.6	0	79.4		
PHF	.688	.843	.000	.845	.000	.000	.625	.625	.000	.931	.250	.932	.905	.000	.858	.898	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017

Groups Printed- Trucks

	Commercial St From North			Strudvants Wharf From East			Commercial St From South			Park St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	1	0	3	0	1	0	2	7
07:15 AM	1	2	0	0	0	1	0	3	0	0	0	1	8
07:30 AM	0	2	0	0	0	0	0	2	0	0	0	1	5
07:45 AM	0	5	0	0	0	0	0	1	0	0	0	1	7
Total	1	9	0	0	0	2	0	9	0	1	0	5	27
08:00 AM	0	3	0	1	0	0	0	1	0	0	0	0	5
08:15 AM	0	2	0	0	0	0	0	5	0	0	0	0	7
08:30 AM	0	2	0	0	0	0	0	2	0	0	0	1	5
08:45 AM	0	1	0	0	0	0	0	3	0	0	0	1	5
Total	0	8	0	1	0	0	0	11	0	0	0	2	22
Grand Total	1	17	0	1	0	2	0	20	0	1	0	7	49
Apprch %	5.6	94.4	0	33.3	0	66.7	0	100	0	12.5	0	87.5	
Total %	2	34.7	0	2	0	4.1	0	40.8	0	2	0	14.3	

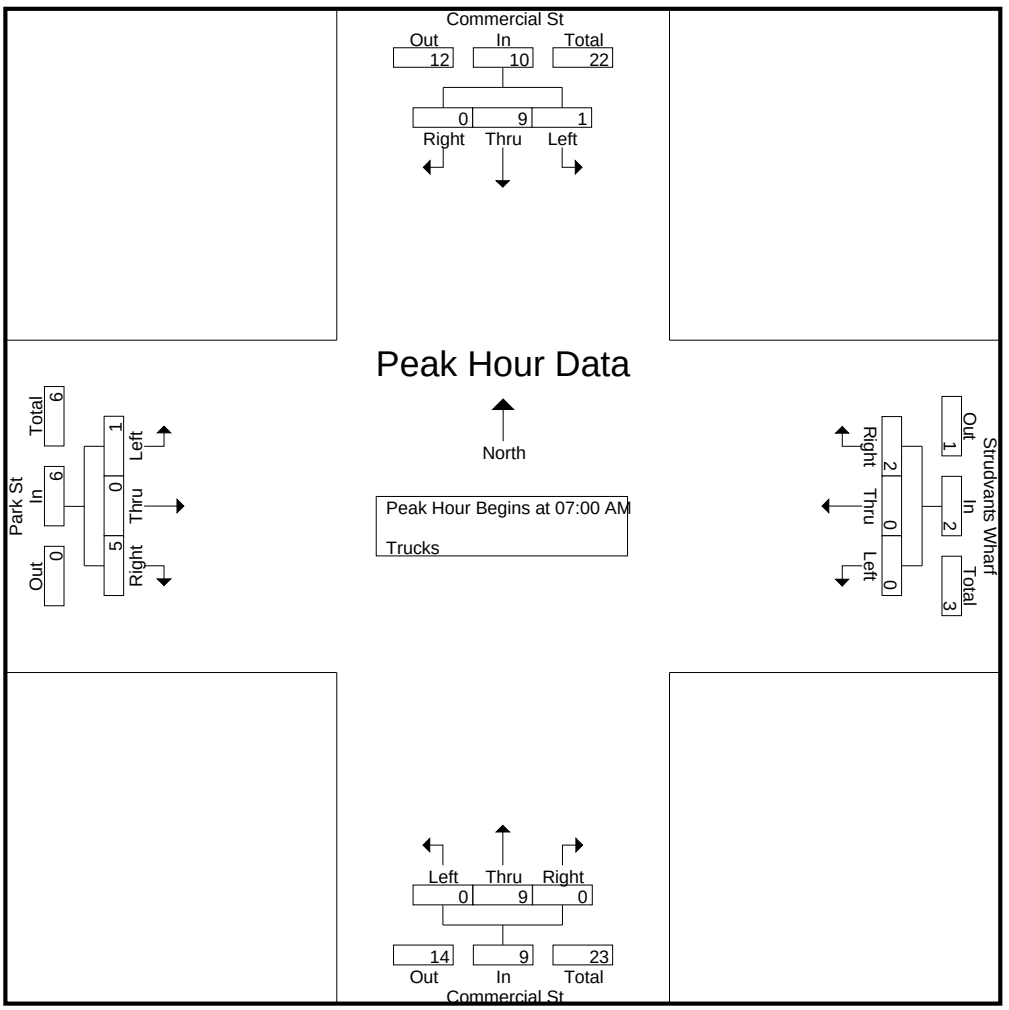
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 8

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	**1**	**1**	0	**3**	0	**3**	**1**	0	**2**	**3**	7
07:15 AM	**1**	2	0	3	0	0	1	1	0	3	0	3	0	0	1	1	**8**
07:30 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	1	1	5
07:45 AM	0	**5**	0	**5**	0	0	0	0	0	1	0	1	0	0	1	1	7
Total Volume	1	9	0	10	0	0	2	2	0	9	0	9	1	0	5	6	27
% App. Total	10	90	0		0	0	100		0	100	0		16.7	0	83.3		
PHF	.250	.450	.000	.500	.000	.000	.500	.500	.000	.750	.000	.750	.250	.000	.625	.500	.844



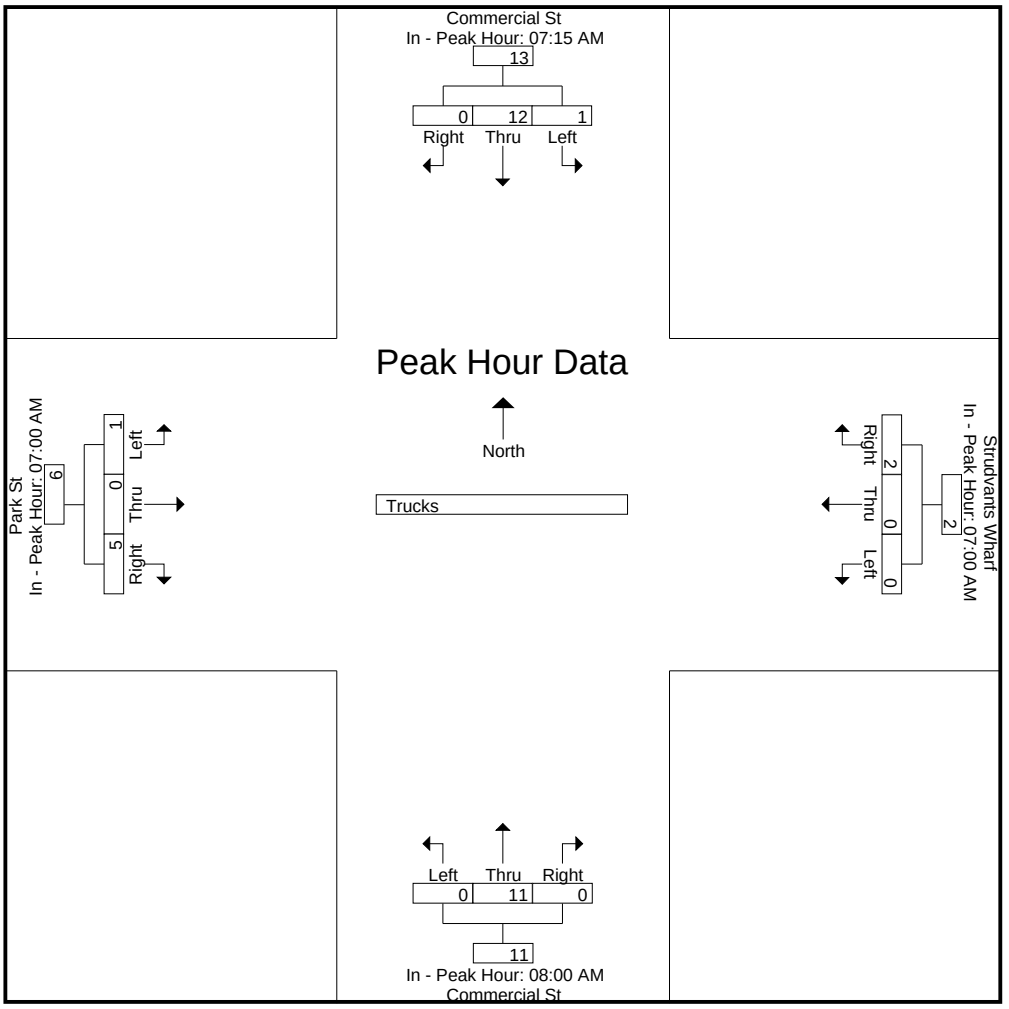
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 9

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:00 AM				08:00 AM				07:00 AM				
+0 mins.	**1**	2	0	3	0	0	**1**	**1**	0	1	0	1	**1**	0	**2**	**3**	
+15 mins.	0	2	0	2	0	0	1	1	0	**5**	0	**5**	0	0	1	1	
+30 mins.	0	**5**	0	**5**	0	0	0	0	0	2	0	2	0	0	1	1	
+45 mins.	0	3	0	3	0	0	0	0	0	3	0	3	0	0	1	1	
Total Volume	1	12	0	13	0	0	2	2	0	11	0	11	1	0	5	6	
% App. Total	7.7	92.3	0		0	0	100		0	100	0		16.7	0	83.3		
PHF	.250	.600	.000	.650	.000	.000	.500	.500	.000	.550	.000	.550	.250	.000	.625	.500	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 10

Groups Printed- Bikes Peds

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	0	2
07:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	1	3	1	4
08:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:45 AM	0	0	0	2	0	0	0	0	0	2	0	0	0	0	1	3	5	3	8
Total	0	2	0	3	0	0	0	0	0	2	0	0	0	0	1	3	6	5	11
Grand Total	0	2	0	4	0	0	0	1	0	2	0	0	1	0	1	4	9	6	15
Apprch %	0	100	0		0	0	0		0	100	0		50	0	50				
Total %	0	33.3	0		0	0	0		0	33.3	0		16.7	0	16.7		60	40	

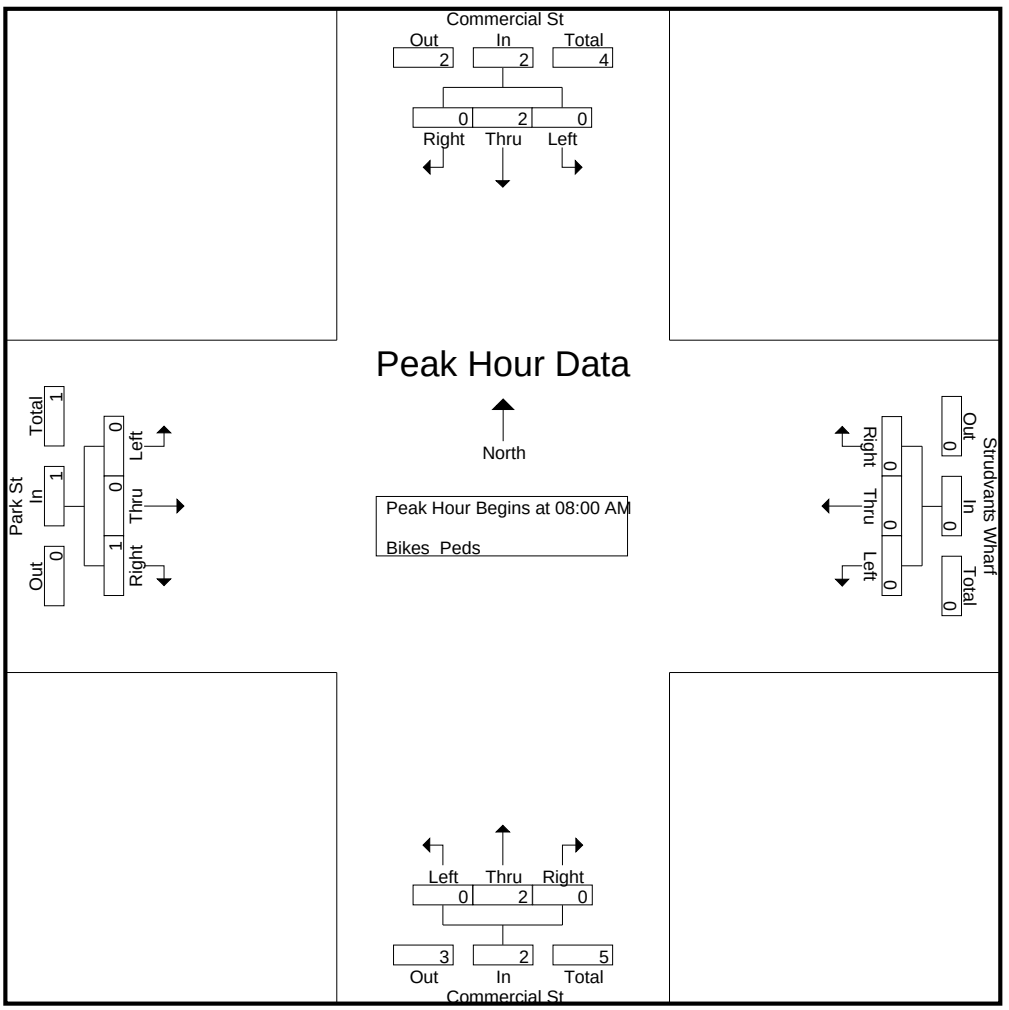
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 11

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	**1**	**1**	**3**
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	0	0	1	1	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.417



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

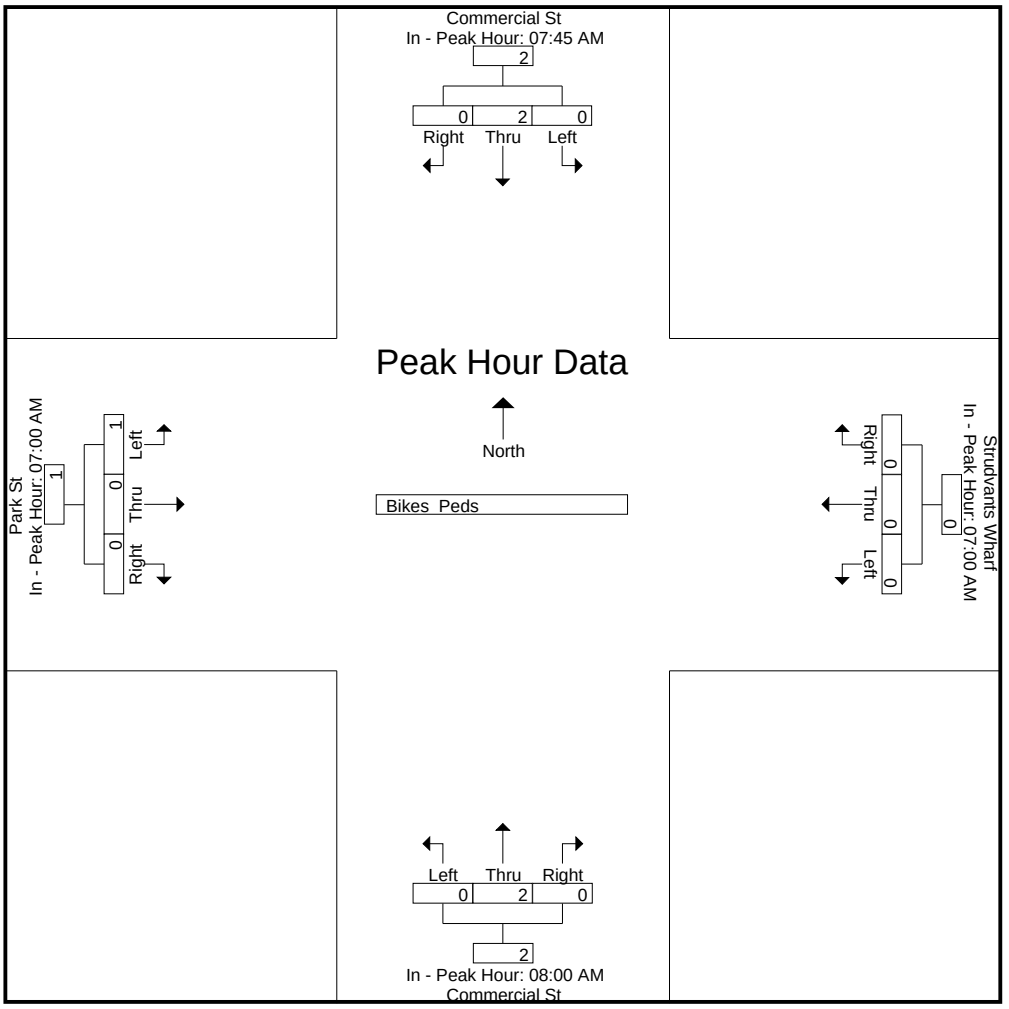
File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 12

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				08:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	1	0	0	1
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 1

Groups Printed- Cars - Trucks

	Commercial St From North			Strudvants Wharf From East			Commercial St From South			Park St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	4	177	0	0	0	1	0	85	0	26	0	76	369
04:15 PM	4	178	0	0	0	3	0	110	0	16	0	81	392
04:30 PM	0	190	0	1	0	0	0	95	0	20	0	59	365
04:45 PM	0	191	0	0	0	1	0	114	0	9	0	61	376
Total	8	736	0	1	0	5	0	404	0	71	0	277	1502
05:00 PM	2	180	0	1	0	1	0	125	0	16	0	59	384
05:15 PM	2	165	0	0	0	0	0	145	0	8	0	63	383
05:30 PM	1	145	0	0	0	1	0	96	0	14	0	68	325
05:45 PM	0	134	0	0	0	0	0	98	0	19	0	55	306
Total	5	624	0	1	0	2	0	464	0	57	0	245	1398
Grand Total	13	1360	0	2	0	7	0	868	0	128	0	522	2900
Apprch %	0.9	99.1	0	22.2	0	77.8	0	100	0	19.7	0	80.3	
Total %	0.4	46.9	0	0.1	0	0.2	0	29.9	0	4.4	0	18	
Cars	13	1350	0	2	0	7	0	867	0	128	0	519	2886
% Cars	100	99.3	0	100	0	100	0	99.9	0	100	0	99.4	99.5
Trucks	0	10	0	0	0	0	0	1	0	0	0	3	14
% Trucks	0	0.7	0	0	0	0	0	0.1	0	0	0	0.6	0.5

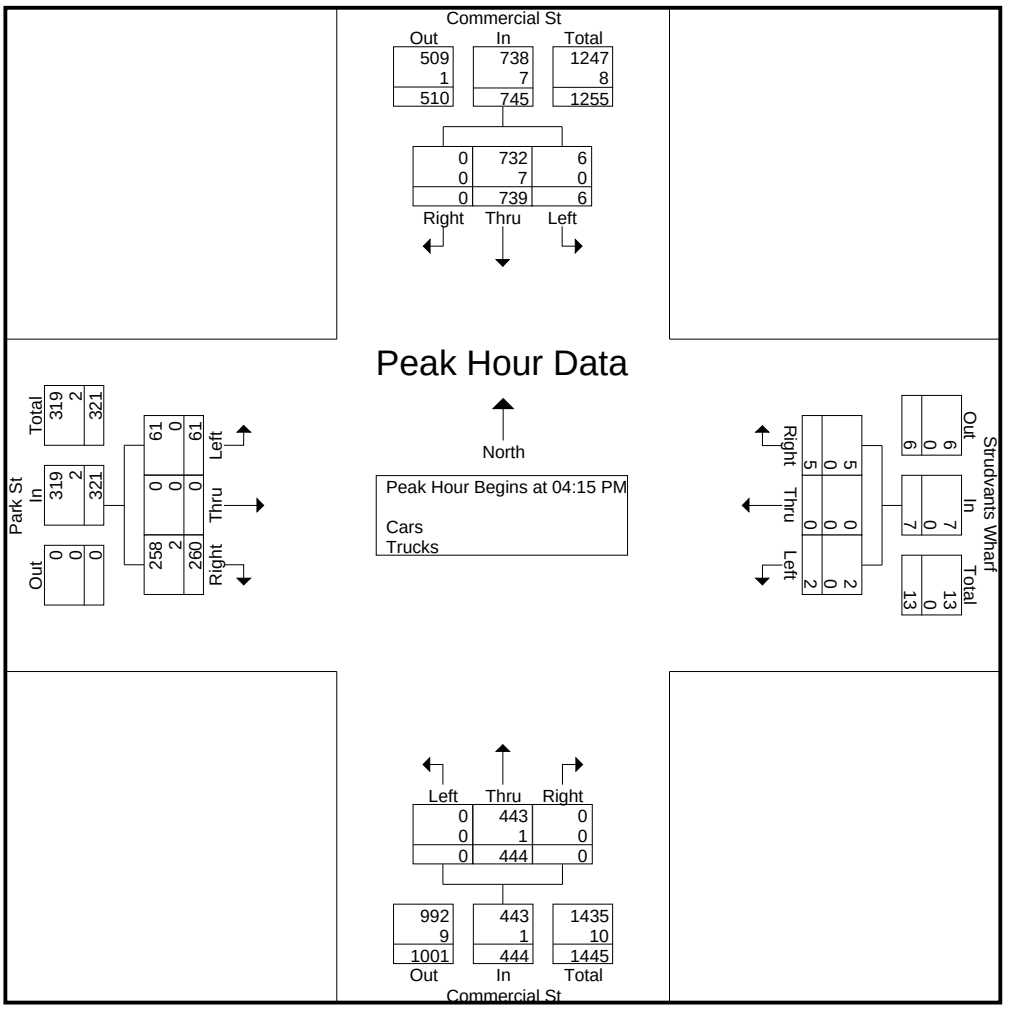
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 2

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**4**	178	0	182	0	0	**3**	**3**	0	110	0	110	16	0	**81**	**97**	**392**
04:30 PM	0	190	0	190	**1**	0	0	1	0	95	0	95	**20**	0	59	79	365
04:45 PM	0	**191**	0	**191**	0	0	1	1	0	114	0	114	9	0	61	70	376
05:00 PM	2	180	0	182	1	0	1	2	0	**125**	0	**125**	16	0	59	75	384
Total Volume	6	739	0	745	2	0	5	7	0	444	0	444	61	0	260	321	1517
% App. Total	0.8	99.2	0		28.6	0	71.4		0	100	0		19	0	81		
PHF	.375	.967	.000	.975	.500	.000	.417	.583	.000	.888	.000	.888	.763	.000	.802	.827	.967
Cars	6	732	0	738	2	0	5	7	0	443	0	443	61	0	258	319	1507
% Cars	100	99.1	0	99.1	100	0	100	100	0	99.8	0	99.8	100	0	99.2	99.4	99.3
Trucks	0	7	0	7	0	0	0	0	0	1	0	1	0	0	2	2	10
% Trucks	0	0.9	0	0.9	0	0	0	0	0	0.2	0	0.2	0	0	0.8	0.6	0.7



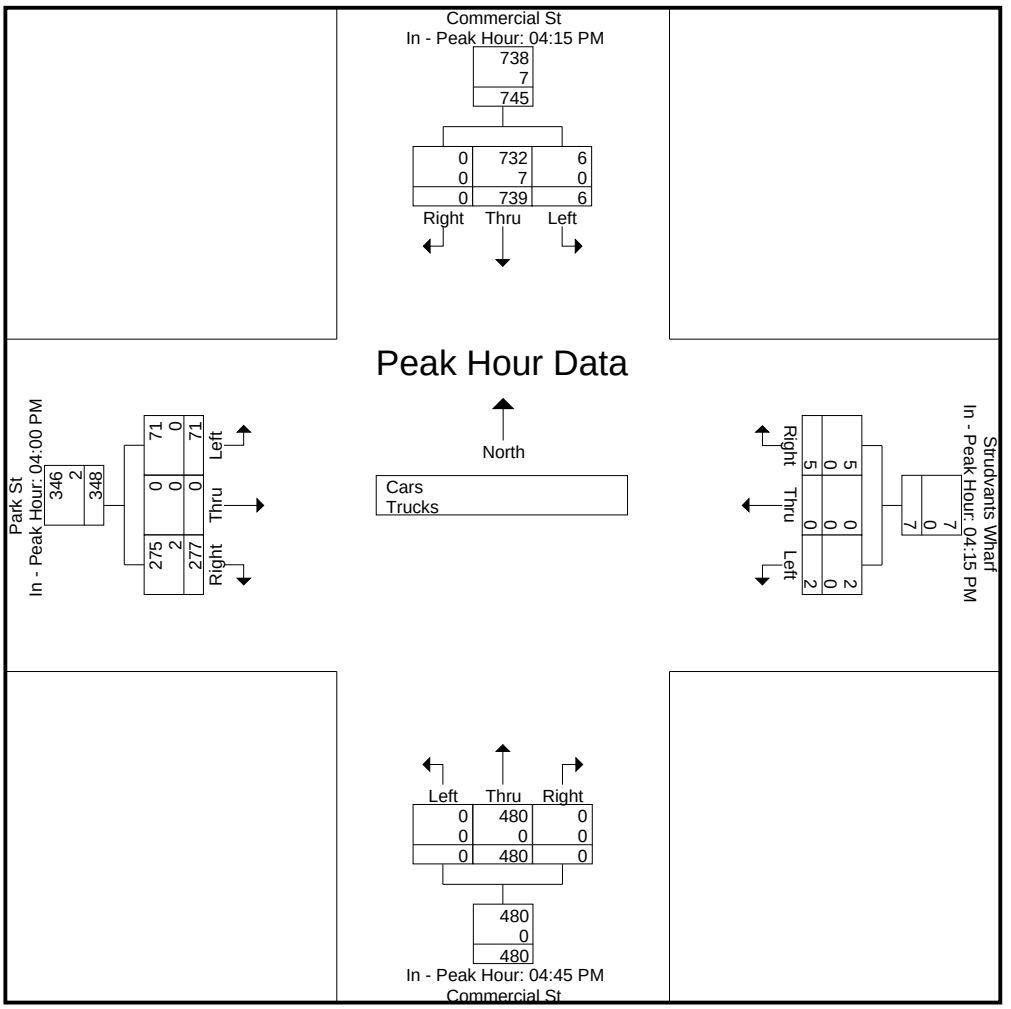
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 3

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:45 PM				04:00 PM				
+0 mins.	**4**	178	0	182	0	0	**3**	**3**	0	114	0	114	**26**	0	76	**102**	
+15 mins.	0	190	0	190	**1**	0	0	1	0	125	0	125	16	0	**81**	97	
+30 mins.	0	**191**	0	**191**	0	0	1	1	0	**145**	0	**145**	20	0	59	79	
+45 mins.	2	180	0	182	1	0	1	2	0	96	0	96	9	0	61	70	
Total Volume	6	739	0	745	2	0	5	7	0	480	0	480	71	0	277	348	
% App. Total	0.8	99.2	0		28.6	0	71.4		0	100	0		20.4	0	79.6		
PHF	.375	.967	.000	.975	.500	.000	.417	.583	.000	.828	.000	.828	.683	.000	.855	.853	
Cars	6	732	0	738	2	0	5	7	0	480	0	480	71	0	275	346	
% Cars	100	99.1	0	99.1	100	0	100	100	0	100	0	100	100	0	99.3	99.4	
Trucks	0	7	0	7	0	0	0	0	0	0	0	0	0	0	2	2	
% Trucks	0	0.9	0	0.9	0	0	0	0	0	0	0	0	0	0	0.7	0.6	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017

Groups Printed- Cars

	Commercial St From North			Strudvants Wharf From East			Commercial St From South			Park St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	4	177	0	0	0	1	0	85	0	26	0	76	369
04:15 PM	4	176	0	0	0	3	0	110	0	16	0	81	390
04:30 PM	0	187	0	1	0	0	0	94	0	20	0	58	360
04:45 PM	0	190	0	0	0	1	0	114	0	9	0	60	374
Total	8	730	0	1	0	5	0	403	0	71	0	275	1493
05:00 PM	2	179	0	1	0	1	0	125	0	16	0	59	383
05:15 PM	2	164	0	0	0	0	0	145	0	8	0	63	382
05:30 PM	1	143	0	0	0	1	0	96	0	14	0	67	322
05:45 PM	0	134	0	0	0	0	0	98	0	19	0	55	306
Total	5	620	0	1	0	2	0	464	0	57	0	244	1393
Grand Total	13	1350	0	2	0	7	0	867	0	128	0	519	2886
Apprch %	1	99	0	22.2	0	77.8	0	100	0	19.8	0	80.2	
Total %	0.5	46.8	0	0.1	0	0.2	0	30	0	4.4	0	18	

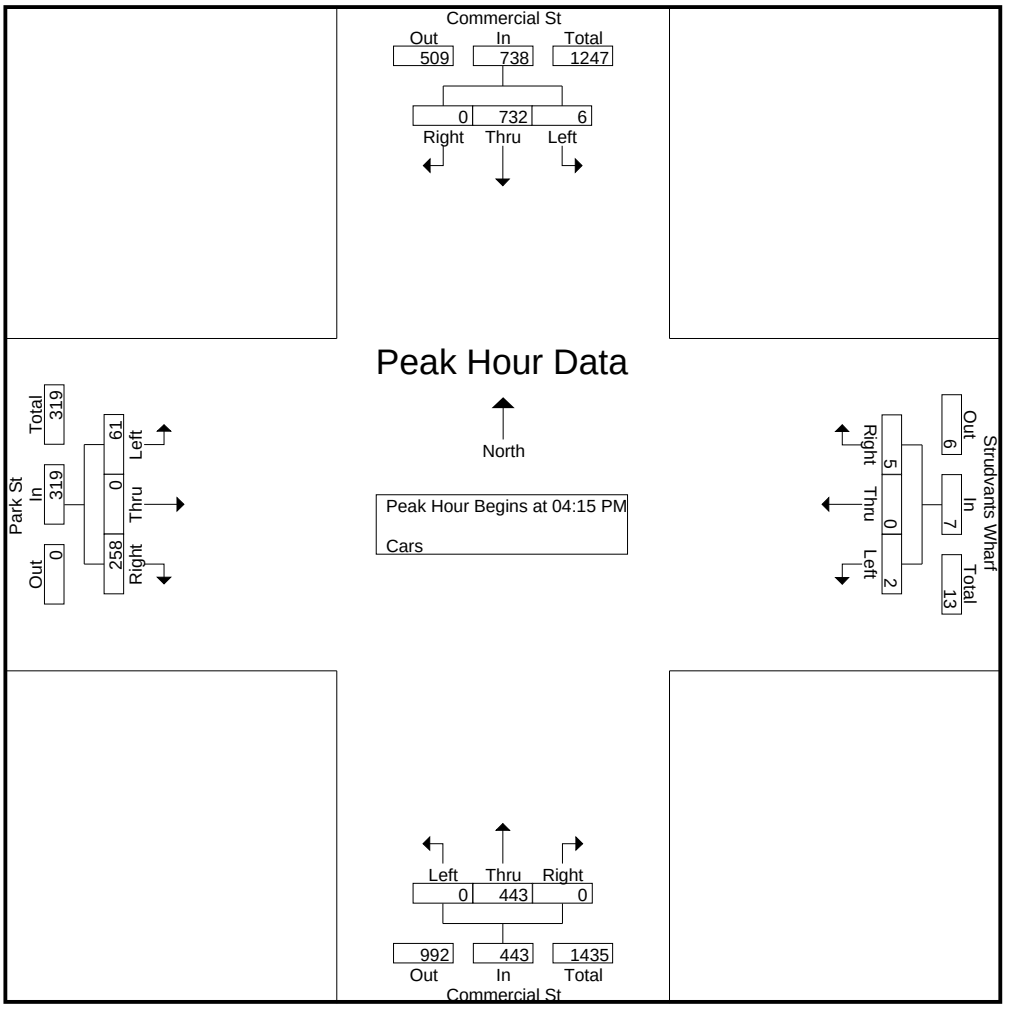
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 5

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**4**	176	0	180	0	0	**3**	**3**	0	110	0	110	16	0	**81**	**97**	**390**
04:30 PM	0	187	0	187	**1**	0	0	1	0	94	0	94	**20**	0	58	78	360
04:45 PM	0	**190**	0	**190**	0	0	1	1	0	114	0	114	9	0	60	69	374
05:00 PM	2	179	0	181	1	0	1	2	0	**125**	0	**125**	16	0	59	75	383
Total Volume	6	732	0	738	2	0	5	7	0	443	0	443	61	0	258	319	1507
% App. Total	0.8	99.2	0		28.6	0	71.4		0	100	0		19.1	0	80.9		
PHF	.375	.963	.000	.971	.500	.000	.417	.583	.000	.886	.000	.886	.763	.000	.796	.822	.966



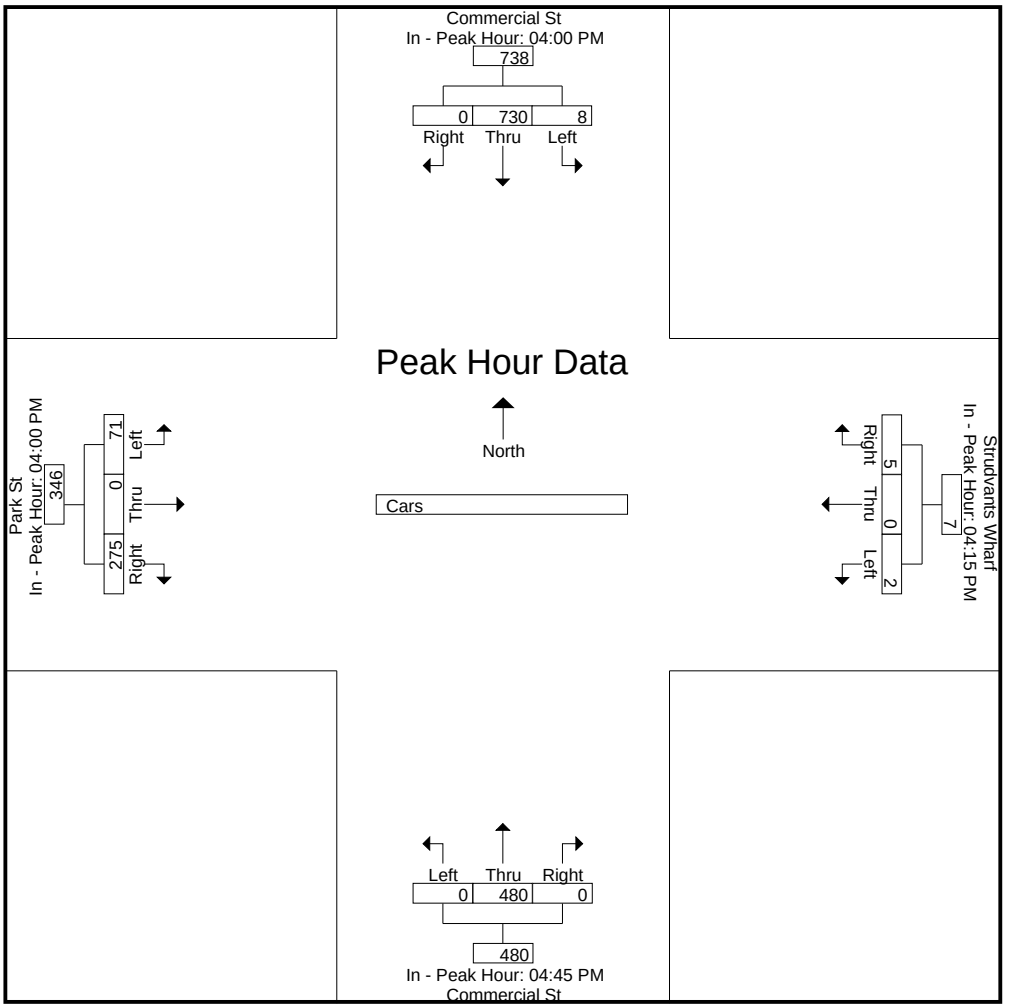
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 6

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:15 PM				04:45 PM				04:00 PM				
+0 mins.	**4**	177	0	181	0	0	**3**	**3**	0	114	0	114	**26**	0	76	**102**	
+15 mins.	4	176	0	180	**1**	0	0	1	0	125	0	125	16	0	**81**	97	
+30 mins.	0	187	0	187	0	0	1	1	0	**145**	0	**145**	20	0	58	78	
+45 mins.	0	**190**	0	**190**	1	0	1	2	0	96	0	96	9	0	60	69	
Total Volume	8	730	0	738	2	0	5	7	0	480	0	480	71	0	275	346	
% App. Total	1.1	98.9	0		28.6	0	71.4		0	100	0		20.5	0	79.5		
PHF	.500	.961	.000	.971	.500	.000	.417	.583	.000	.828	.000	.828	.683	.000	.849	.848	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017

Groups Printed- Trucks

	Commercial St From North			Strudvants Wharf From East			Commercial St From South			Park St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	3	0	0	0	0	0	1	0	0	0	1	5
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	1	2
Total	0	6	0	0	0	0	0	1	0	0	0	2	9
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	2	0	0	0	0	0	0	0	0	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	0	0	0	0	0	0	0	1	5
Grand Total	0	10	0	0	0	0	0	1	0	0	0	3	14
Apprch %	0	100	0	0	0	0	0	100	0	0	0	100	
Total %	0	71.4	0	0	0	0	0	7.1	0	0	0	21.4	

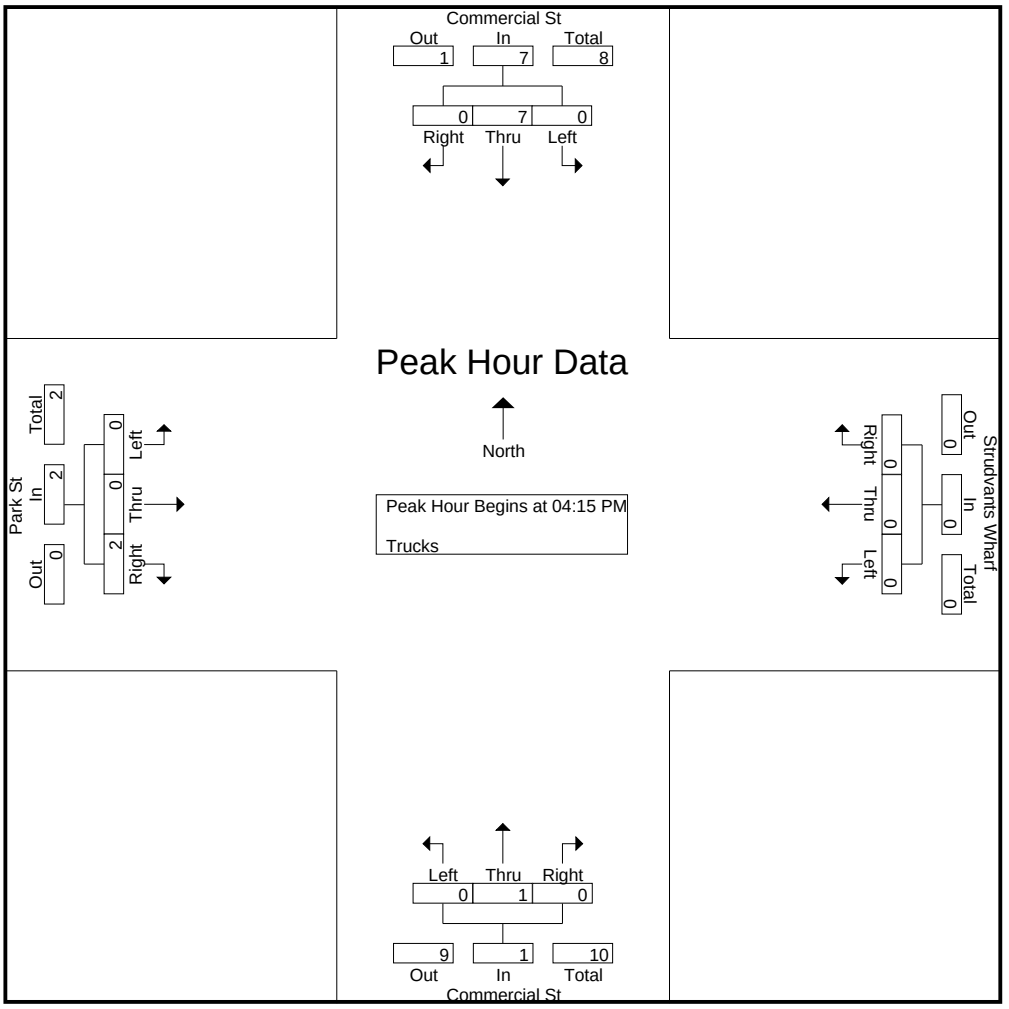
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 8

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	**3**	0	**3**	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	**5**
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	7	0	7	0	0	0	0	0	1	0	1	0	0	2	2	10
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.583	.000	.583	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.500	.500	.500



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

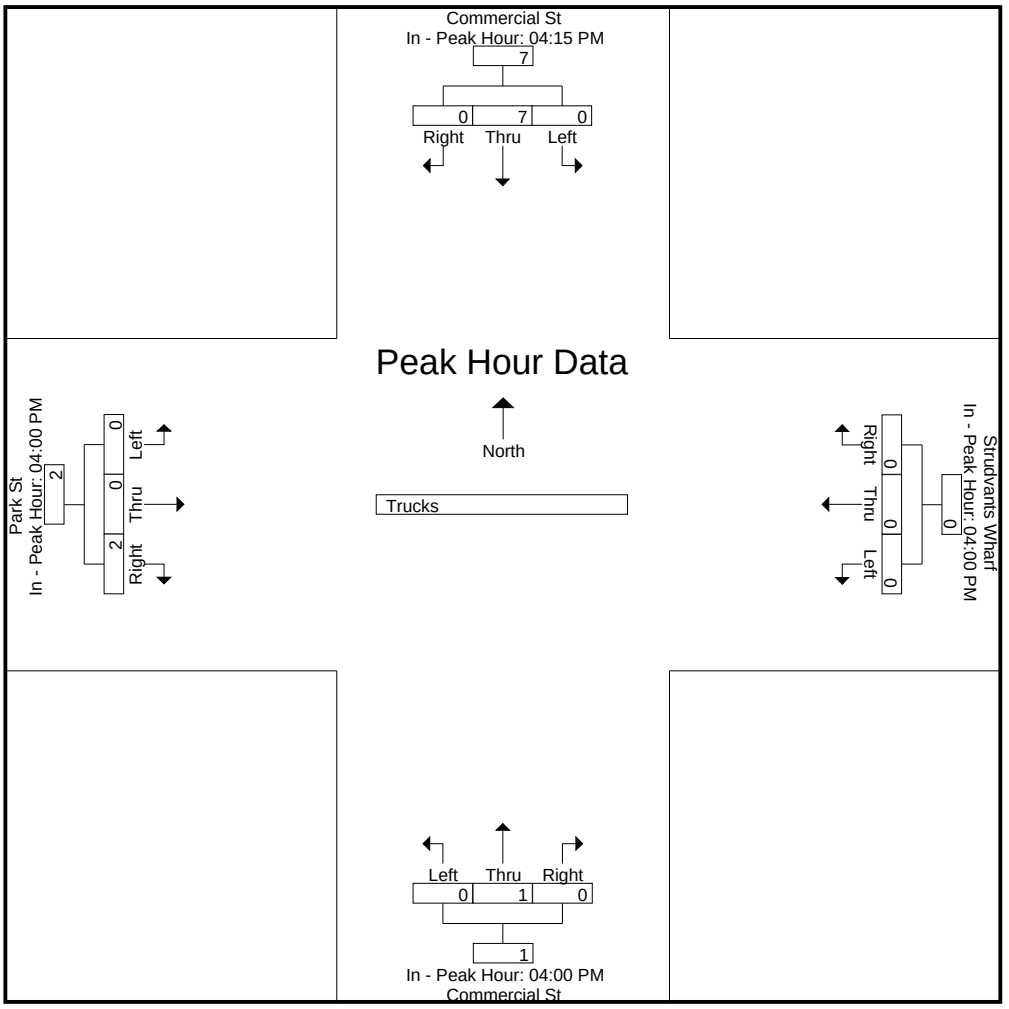
File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 9

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	
Total Volume	0	7	0	7	0	0	0	0	0	1	0	1	0	0	2	2	
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.583	.000	.583	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.500	.500	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 10

Groups Printed- Bikes Peds

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	5	6	1	7
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	8	9	1	10
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0				
Total %	0	0	0		0	0	0		0	100	0		0	0	0		90	10	

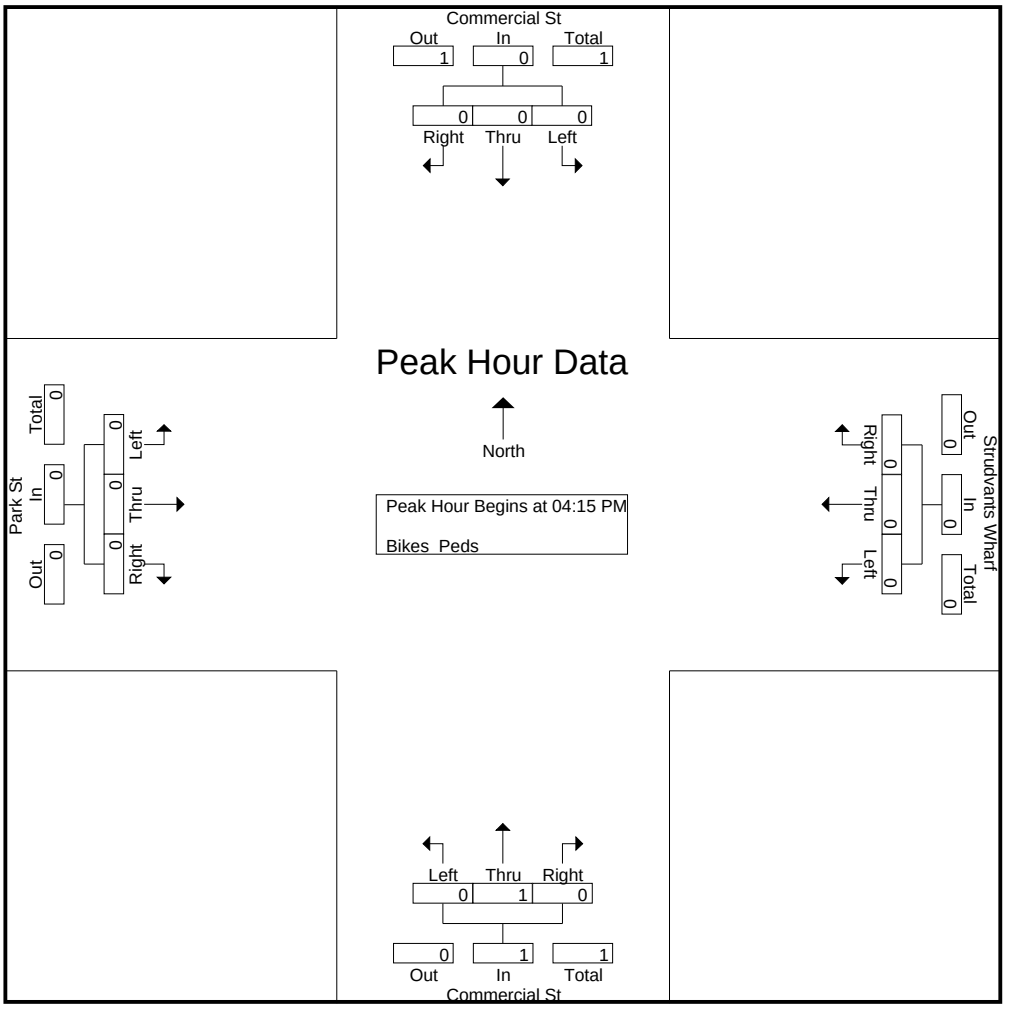
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 11

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250



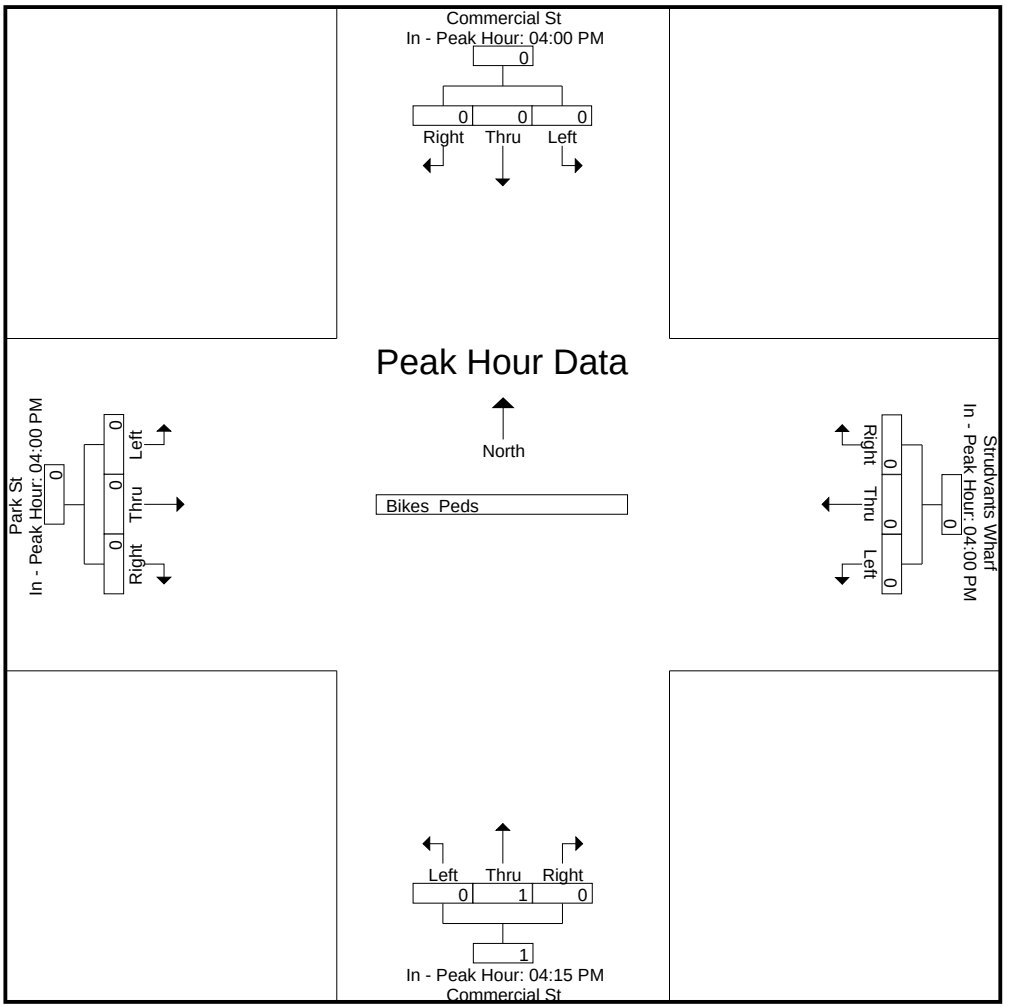
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Strudvants Wharf/Park Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324001
Site Code : 16324001
Start Date : 4/12/2017
Page No : 12

	Commercial St From North				Strudvants Wharf From East				Commercial St From South				Park St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:15 PM				04:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	



Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017

Groups Printed- Cars - Trucks

	Commercial St From North			Drwy From East			Commercial St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	3	45	9	1	2	3	24	117	2	1	1	3	211
07:15 AM	2	56	13	1	0	4	23	155	6	2	3	3	268
07:30 AM	3	101	12	3	1	3	27	225	7	1	0	5	388
07:45 AM	6	87	26	3	2	1	34	251	4	4	0	1	419
Total	14	289	60	8	5	11	108	748	19	8	4	12	1286
08:00 AM	3	76	23	1	2	3	55	226	10	3	0	2	404
08:15 AM	4	109	19	1	1	2	56	255	5	3	1	3	459
08:30 AM	2	80	10	2	1	3	43	210	4	5	2	1	363
08:45 AM	3	78	25	4	0	5	37	193	8	1	0	3	357
Total	12	343	77	8	4	13	191	884	27	12	3	9	1583
Grand Total	26	632	137	16	9	24	299	1632	46	20	7	21	2869
Apprch %	3.3	79.5	17.2	32.7	18.4	49	15.1	82.5	2.3	41.7	14.6	43.8	
Total %	0.9	22	4.8	0.6	0.3	0.8	10.4	56.9	1.6	0.7	0.2	0.7	
Cars	26	613	133	16	9	24	296	1610	46	20	7	21	2821
% Cars	100	97	97.1	100	100	100	99	98.7	100	100	100	100	98.3
Trucks	0	19	4	0	0	0	3	22	0	0	0	0	48
% Trucks	0	3	2.9	0	0	0	1	1.3	0	0	0	0	1.7

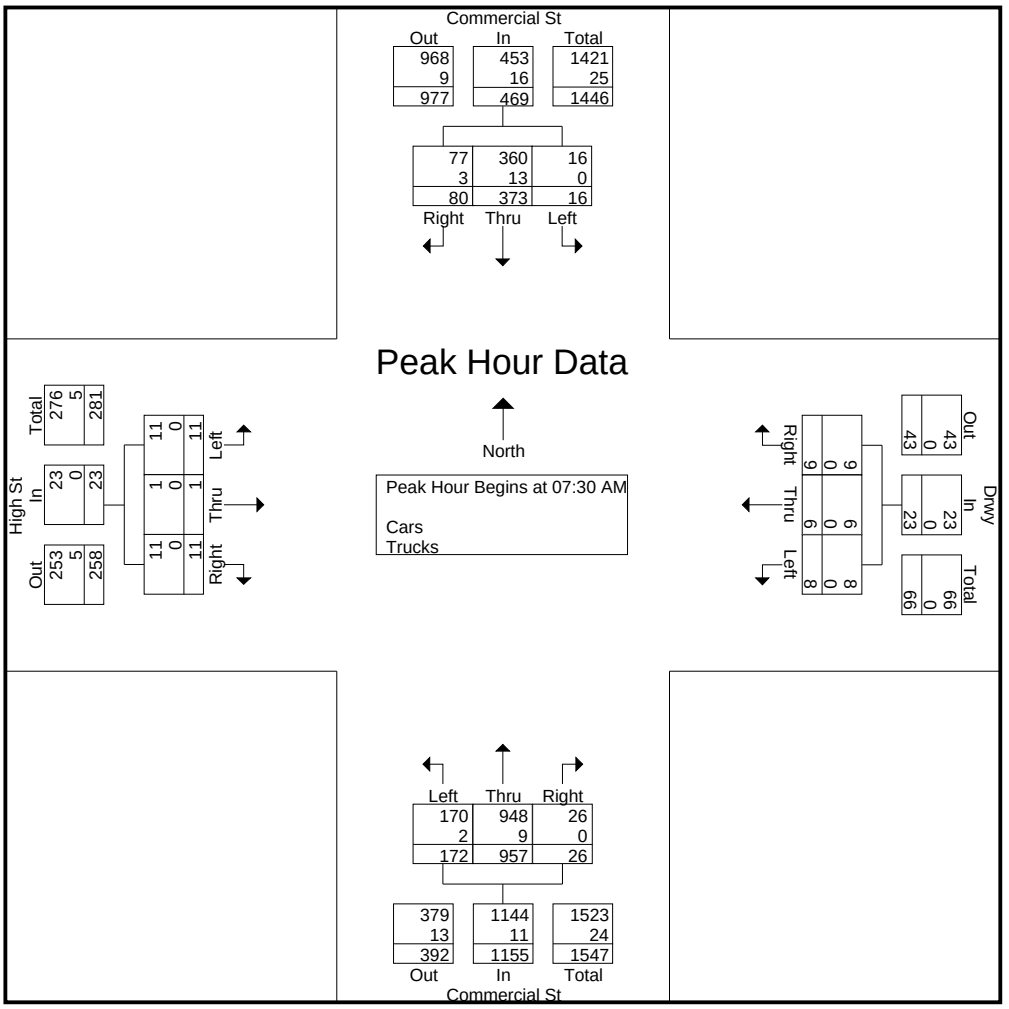
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 2

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	101	12	116	**3**	1	**3**	**7**	27	225	7	259	1	0	**5**	6	388
07:45 AM	**6**	87	**26**	119	3	**2**	1	6	34	251	4	289	**4**	0	1	5	419
08:00 AM	3	76	23	102	1	2	3	6	55	226	**10**	291	3	0	2	5	404
08:15 AM	4	**109**	19	**132**	1	1	2	4	**56**	**255**	5	**316**	3	**1**	3	**7**	**459**
Total Volume	16	373	80	469	8	6	9	23	172	957	26	1155	11	1	11	23	1670
% App. Total	3.4	79.5	17.1		34.8	26.1	39.1		14.9	82.9	2.3		47.8	4.3	47.8		
PHF	.667	.856	.769	.888	.667	.750	.750	.821	.768	.938	.650	.914	.688	.250	.550	.821	.910
Cars	16	360	77	453	8	6	9	23	170	948	26	1144	11	1	11	23	1643
% Cars	100	96.5	96.3	96.6	100	100	100	100	98.8	99.1	100	99.0	100	100	100	100	98.4
Trucks	0	13	3	16	0	0	0	0	2	9	0	11	0	0	0	0	27
% Trucks	0	3.5	3.8	3.4	0	0	0	0	1.2	0.9	0	1.0	0	0	0	0	1.6



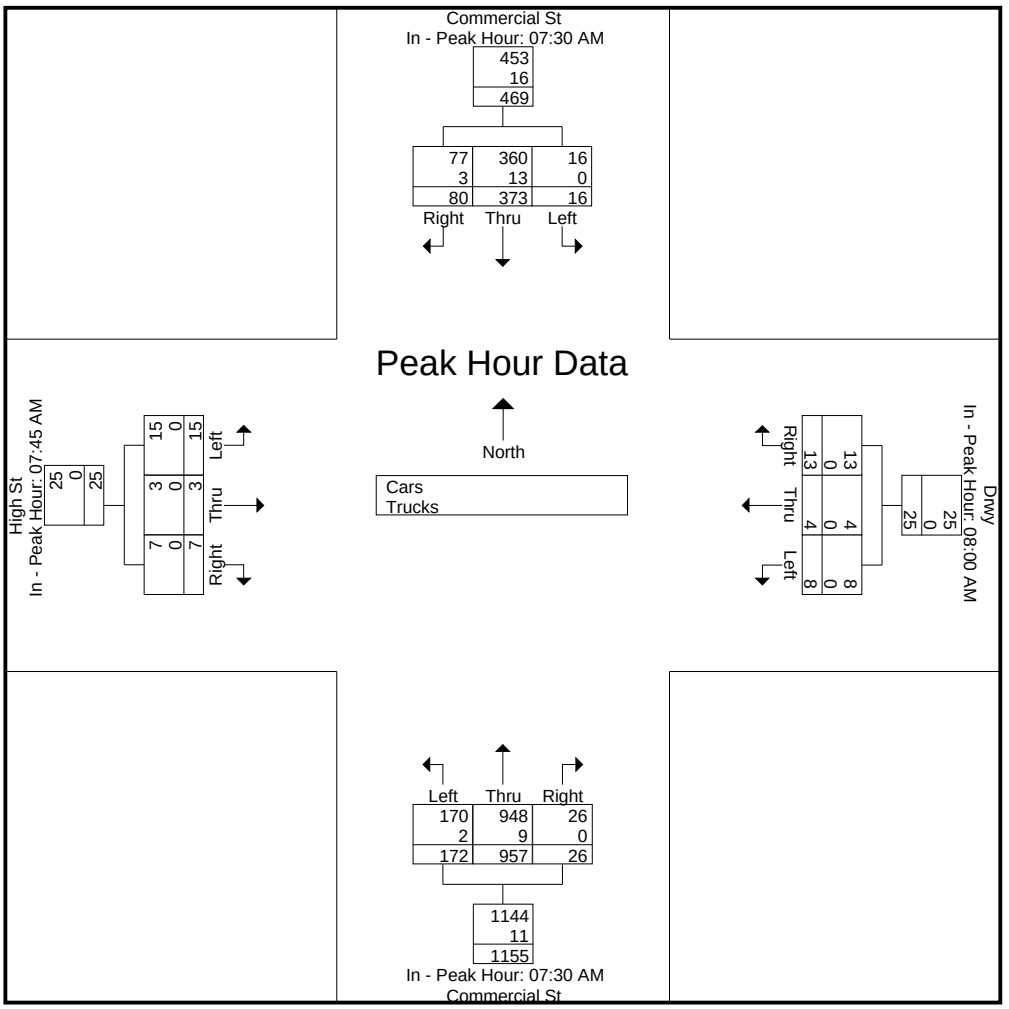
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 3

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				08:00 AM				07:30 AM				07:45 AM				
+0 mins.	3	101	12	116	1	**2**	3	6	27	225	7	259	4	0	1	5	
+15 mins.	**6**	87	**26**	119	1	1	2	4	34	251	4	289	3	0	2	5	
+30 mins.	3	76	23	102	2	1	3	6	55	226	**10**	291	3	1	**3**	7	
+45 mins.	4	**109**	19	**132**	**4**	0	**5**	**9**	**56**	**255**	5	**316**	**5**	**2**	1	**8**	
Total Volume	16	373	80	469	8	4	13	25	172	957	26	1155	15	3	7	25	
% App. Total	3.4	79.5	17.1		32	16	52		14.9	82.9	2.3		60	12	28		
PHF	.667	.856	.769	.888	.500	.500	.650	.694	.768	.938	.650	.914	.750	.375	.583	.781	
Cars	16	360	77	453	8	4	13	25	170	948	26	1144	15	3	7	25	
% Cars	100	96.5	96.2	96.6	100	100	100	100	98.8	99.1	100	99	100	100	100	100	
Trucks	0	13	3	16	0	0	0	0	2	9	0	11	0	0	0	0	
% Trucks	0	3.5	3.8	3.4	0	0	0	0	1.2	0.9	0	1	0	0	0	0	



Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017

Groups Printed- Cars

	Commercial St From North			Drwy From East			Commercial St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	3	45	9	1	2	3	24	114	2	1	1	3	208
07:15 AM	2	53	12	1	0	4	22	149	6	2	3	3	257
07:30 AM	3	99	11	3	1	3	27	221	7	1	0	5	381
07:45 AM	6	82	25	3	2	1	34	250	4	4	0	1	412
Total	14	279	57	8	5	11	107	734	19	8	4	12	1258
08:00 AM	3	73	23	1	2	3	53	226	10	3	0	2	399
08:15 AM	4	106	18	1	1	2	56	251	5	3	1	3	451
08:30 AM	2	78	10	2	1	3	43	208	4	5	2	1	359
08:45 AM	3	77	25	4	0	5	37	191	8	1	0	3	354
Total	12	334	76	8	4	13	189	876	27	12	3	9	1563
Grand Total	26	613	133	16	9	24	296	1610	46	20	7	21	2821
Apprch %	3.4	79.4	17.2	32.7	18.4	49	15.2	82.5	2.4	41.7	14.6	43.8	
Total %	0.9	21.7	4.7	0.6	0.3	0.9	10.5	57.1	1.6	0.7	0.2	0.7	

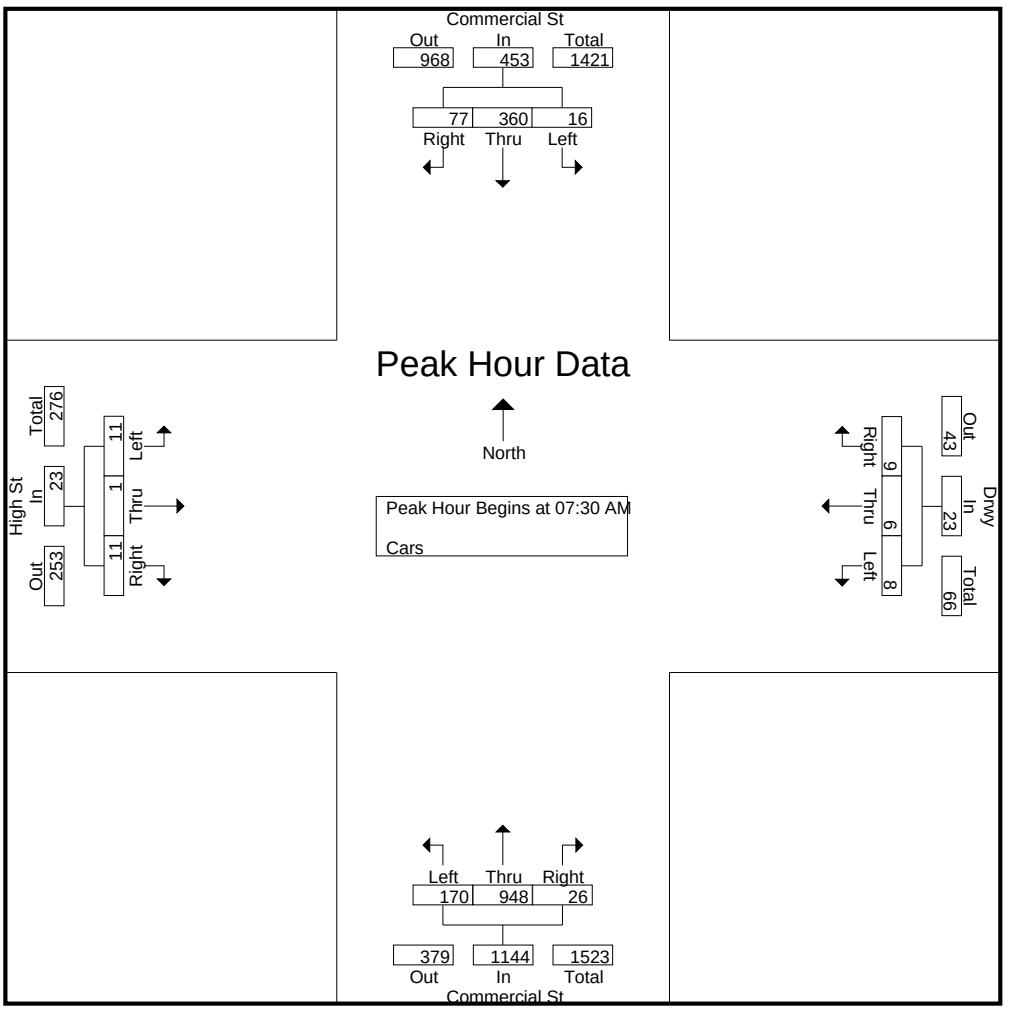
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 5

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	99	11	113	**3**	1	**3**	**7**	27	221	7	255	1	0	**5**	6	381
07:45 AM	**6**	82	**25**	113	3	**2**	1	6	34	250	4	288	**4**	0	1	5	412
08:00 AM	3	73	23	99	1	2	3	6	53	226	**10**	289	3	0	2	5	399
08:15 AM	4	**106**	18	**128**	1	1	2	4	**56**	**251**	5	**312**	3	**1**	3	**7**	**451**
Total Volume	16	360	77	453	8	6	9	23	170	948	26	1144	11	1	11	23	1643
% App. Total	3.5	79.5	17		34.8	26.1	39.1		14.9	82.9	2.3		47.8	4.3	47.8		
PHF	.667	.849	.770	.885	.667	.750	.750	.821	.759	.944	.650	.917	.688	.250	.550	.821	.911



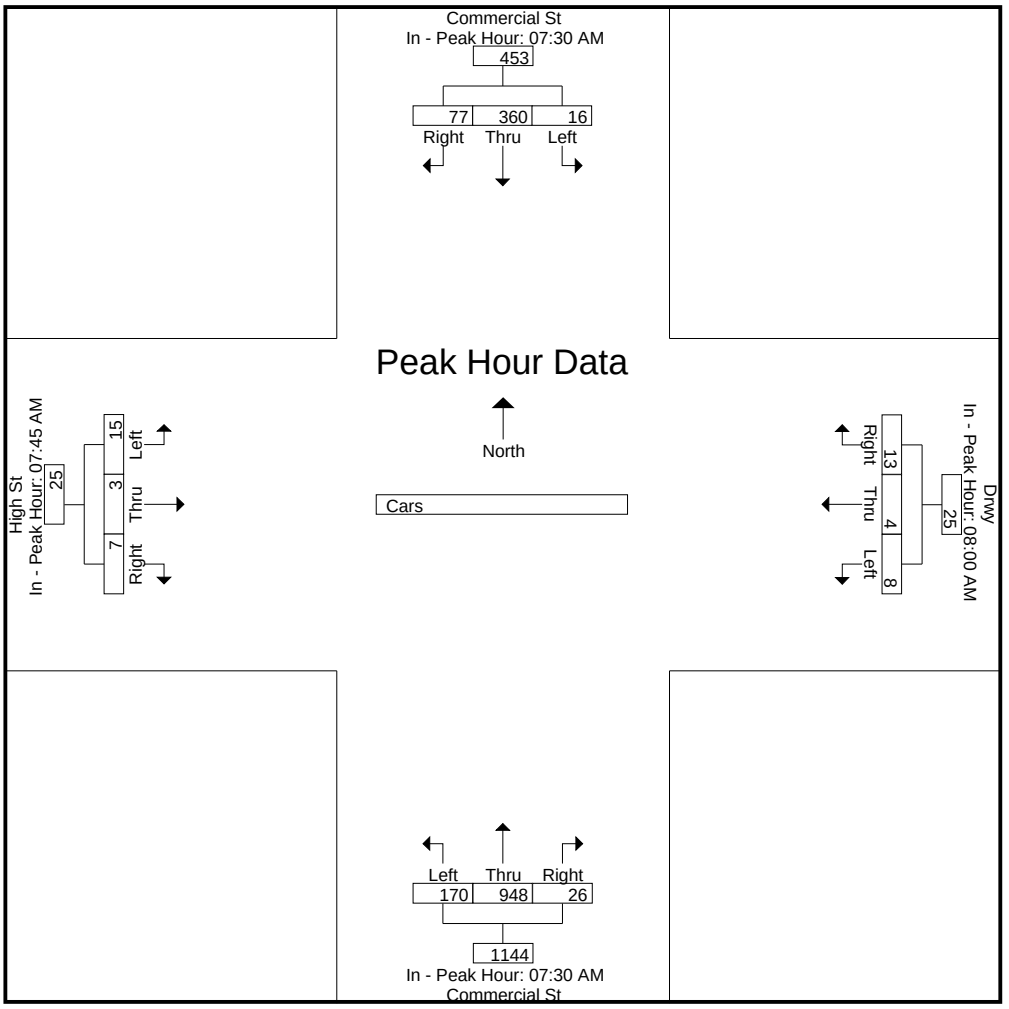
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 6

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				08:00 AM				07:30 AM				07:45 AM				
+0 mins.	3	99	11	113	1	**2**	3	6	27	221	7	255	4	0	1	5	
+15 mins.	**6**	82	**25**	113	1	1	2	4	34	250	4	288	3	0	2	5	
+30 mins.	3	73	23	99	2	1	3	6	53	226	**10**	289	3	1	**3**	7	
+45 mins.	4	**106**	18	**128**	**4**	0	**5**	**9**	**56**	**251**	5	**312**	**5**	**2**	1	**8**	
Total Volume	16	360	77	453	8	4	13	25	170	948	26	1144	15	3	7	25	
% App. Total	3.5	79.5	17		32	16	52		14.9	82.9	2.3		60	12	28		
PHF	.667	.849	.770	.885	.500	.500	.650	.694	.759	.944	.650	.917	.750	.375	.583	.781	



Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 7

Groups Printed- Trucks

	Commercial St From North			Drwy From East			Commercial St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
07:15 AM	0	3	1	0	0	0	1	6	0	0	0	0	11
07:30 AM	0	2	1	0	0	0	0	4	0	0	0	0	7
07:45 AM	0	5	1	0	0	0	0	1	0	0	0	0	7
Total	0	10	3	0	0	0	1	14	0	0	0	0	28
08:00 AM	0	3	0	0	0	0	2	0	0	0	0	0	5
08:15 AM	0	3	1	0	0	0	0	4	0	0	0	0	8
08:30 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
08:45 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
Total	0	9	1	0	0	0	2	8	0	0	0	0	20
Grand Total	0	19	4	0	0	0	3	22	0	0	0	0	48
Apprch %	0	82.6	17.4	0	0	0	12	88	0	0	0	0	
Total %	0	39.6	8.3	0	0	0	6.2	45.8	0	0	0	0	

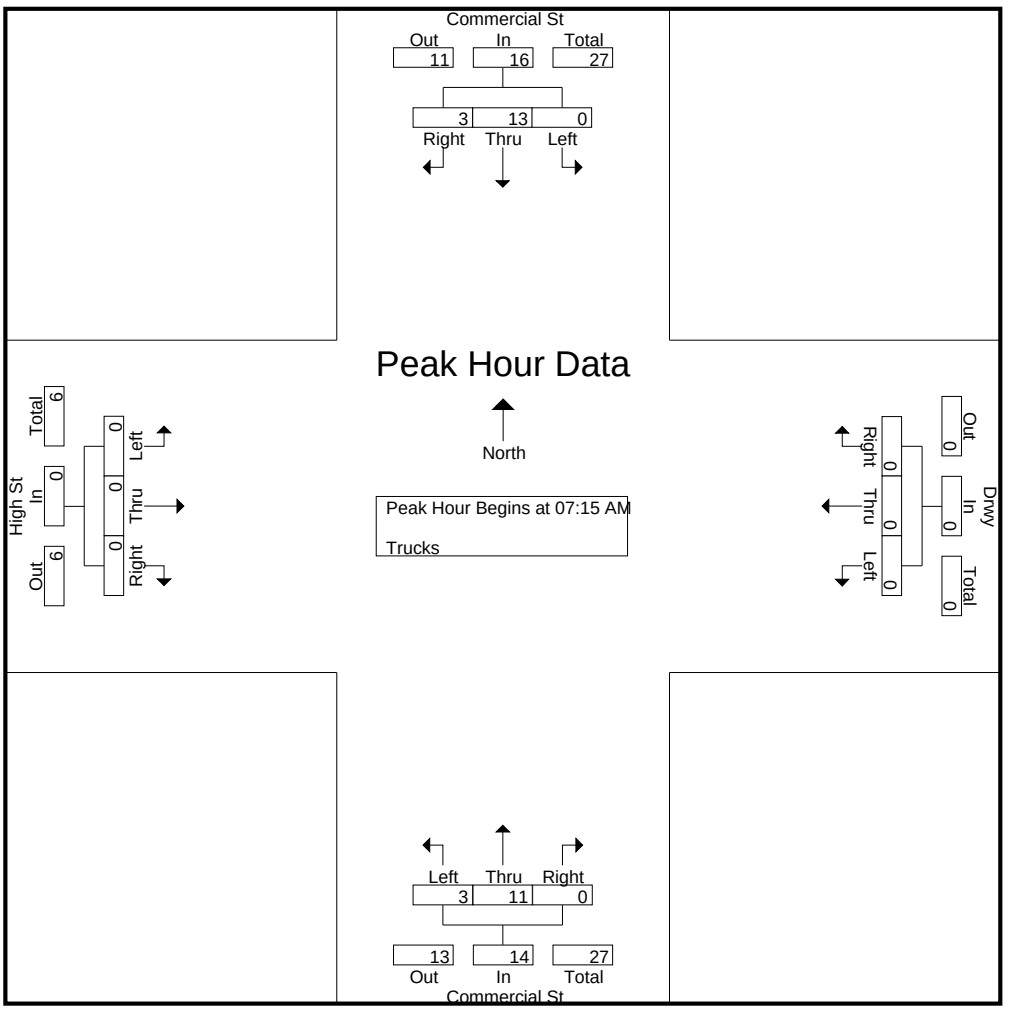
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 8

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	3	**1**	4	0	0	0	0	1	**6**	0	**7**	0	0	0	0	**11**
07:30 AM	0	2	1	3	0	0	0	0	0	4	0	4	0	0	0	0	7
07:45 AM	0	**5**	1	**6**	0	0	0	0	0	1	0	1	0	0	0	0	7
08:00 AM	0	3	0	3	0	0	0	0	**2**	0	0	2	0	0	0	0	5
Total Volume	0	13	3	16	0	0	0	0	3	11	0	14	0	0	0	0	30
% App. Total	0	81.2	18.8		0	0	0		21.4	78.6	0		0	0	0		
PHF	.000	.650	.750	.667	.000	.000	.000	.000	.375	.458	.000	.500	.000	.000	.000	.000	.682



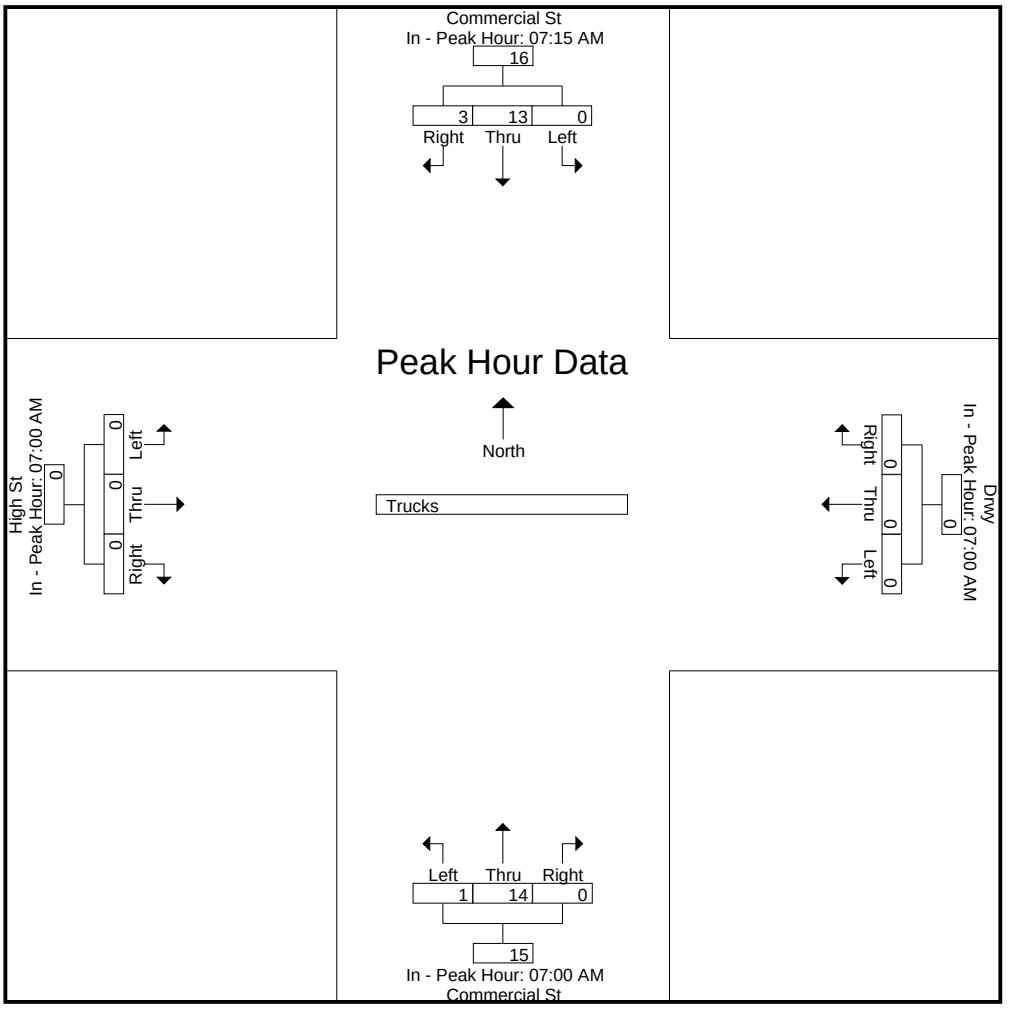
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 9

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	3	**1**	4	0	0	0	0	0	3	0	3	0	0	0	0	
+15 mins.	0	2	1	3	0	0	0	0	**1**	**6**	0	**7**	0	0	0	0	
+30 mins.	0	**5**	1	**6**	0	0	0	0	0	4	0	4	0	0	0	0	
+45 mins.	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	
Total Volume	0	13	3	16	0	0	0	0	1	14	0	15	0	0	0	0	
% App. Total	0	81.2	18.8		0	0	0		6.7	93.3	0		0	0	0		
PHF	.000	.650	.750	.667	.000	.000	.000	.000	.250	.583	.000	.536	.000	.000	.000	.000	



Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 10

Groups Printed- Bikes Peds

	Commercial St From North				Drwy From East				Commercial St From South				High St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	3	7	0	7
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	3	3
07:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	6	0	6
Total	0	0	0	1	0	0	0	2	0	3	0	3	1	0	0	8	14	4	18
08:00 AM	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	4	7	1	8
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	4	6	1	7
08:30 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	4	6	1	7
08:45 AM	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	5	6	3	9
Total	0	2	0	3	0	0	0	0	0	4	0	5	0	0	0	17	25	6	31
Grand Total	0	2	0	4	0	0	0	2	0	7	0	8	1	0	0	25	39	10	49
Apprch %	0	100	0		0	0	0		0	100	0		100	0	0				
Total %	0	20	0		0	0	0		0	70	0		10	0	0		79.6	20.4	

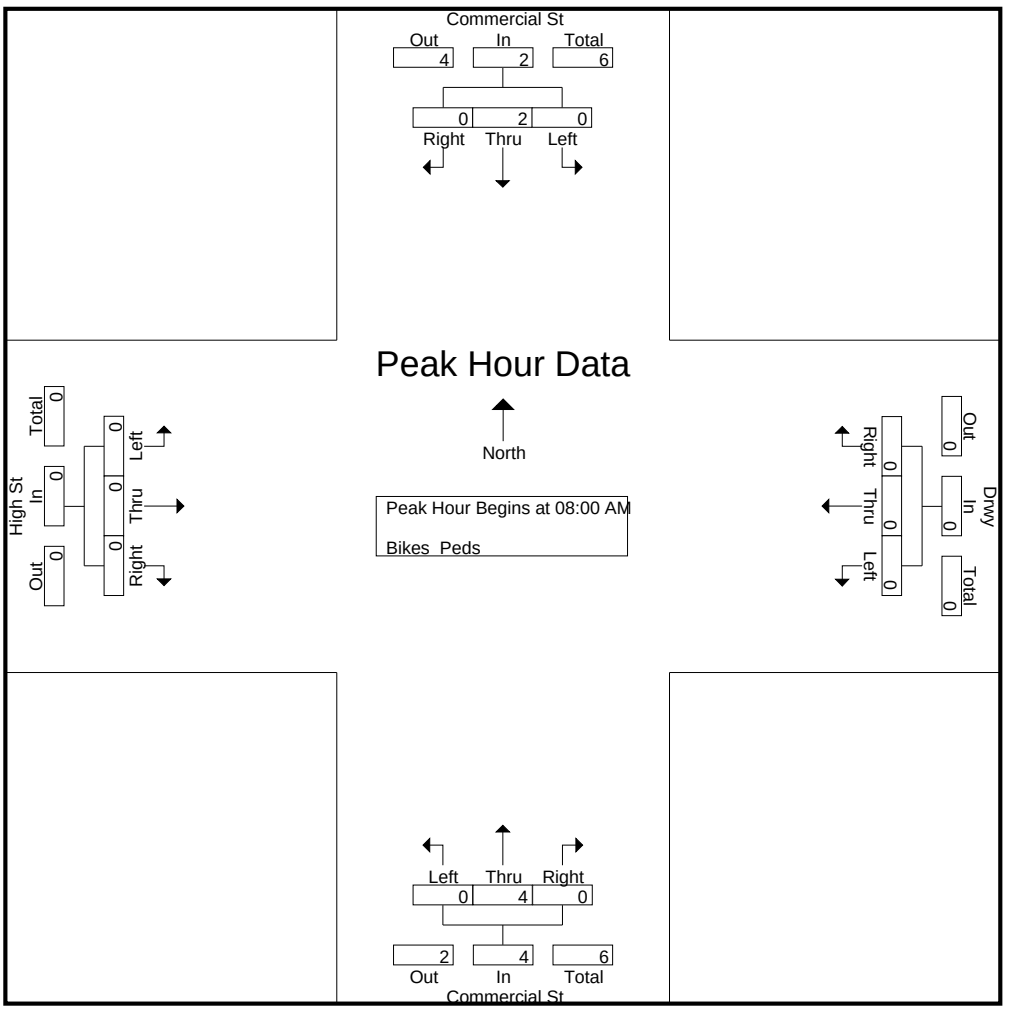
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 11

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**3**
Total Volume	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000	.500



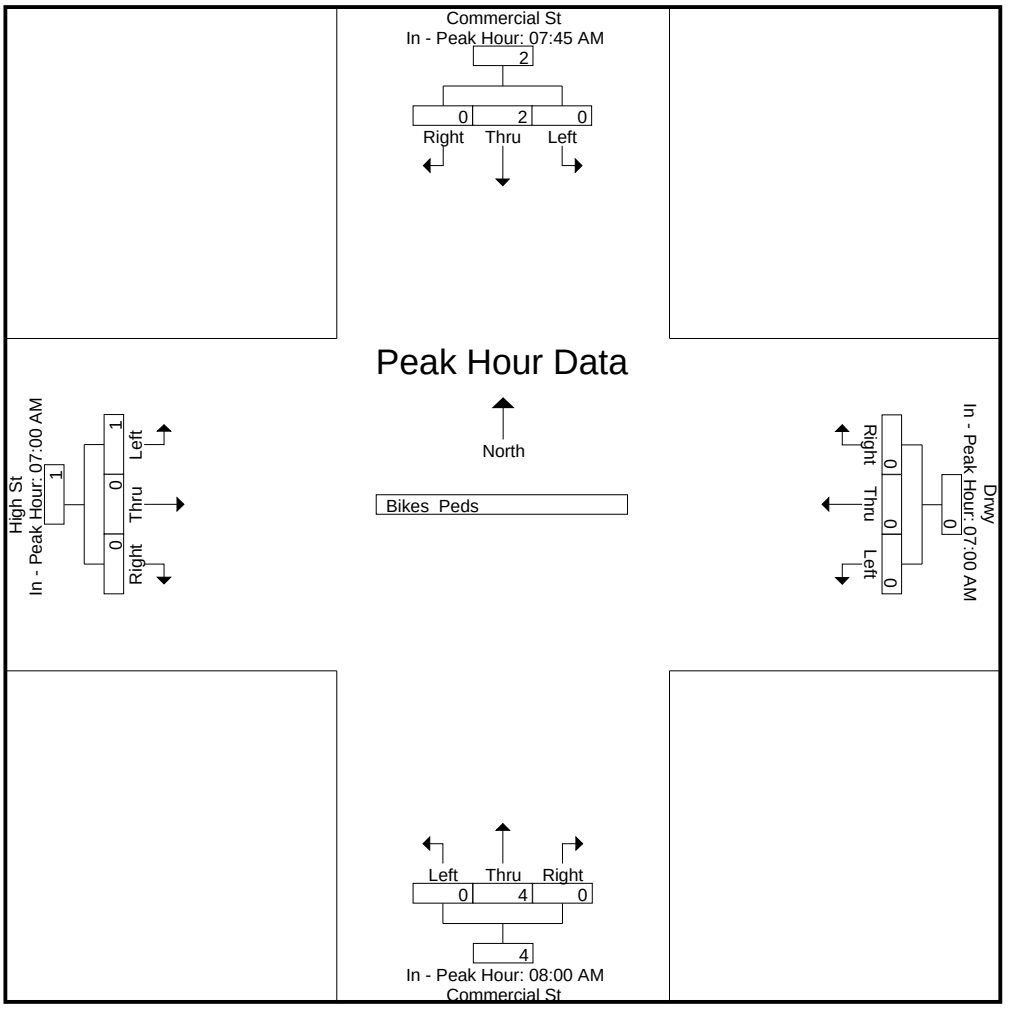
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 12

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:00 AM				08:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	1	0	1	**1**	0	0	**1**	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0	
Total Volume	0	2	0	2	0	0	0	0	0	4	0	4	1	0	0	1	
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.333	.000	.333	.250	.000	.000	.250	



Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 1

Groups Printed- Cars - Trucks

	Commercial St From North			Drwy From East			Commercial St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	170	35	6	1	1	19	80	2	4	0	8	326
04:15 PM	1	158	25	3	1	3	35	103	4	4	1	3	341
04:30 PM	5	192	35	3	2	1	21	93	2	2	1	6	363
04:45 PM	0	177	39	2	0	4	21	117	1	2	0	7	370
Total	6	697	134	14	4	9	96	393	9	12	2	24	1400
05:00 PM	1	180	42	2	2	6	32	102	2	0	0	0	369
05:15 PM	2	163	40	0	0	1	54	117	0	6	0	7	390
05:30 PM	1	142	27	4	0	3	36	88	1	2	0	6	310
05:45 PM	4	123	17	1	1	1	27	105	2	3	0	4	288
Total	8	608	126	7	3	11	149	412	5	11	0	17	1357
Grand Total	14	1305	260	21	7	20	245	805	14	23	2	41	2757
Apprch %	0.9	82.6	16.5	43.8	14.6	41.7	23	75.7	1.3	34.8	3	62.1	
Total %	0.5	47.3	9.4	0.8	0.3	0.7	8.9	29.2	0.5	0.8	0.1	1.5	
Cars	13	1296	259	21	7	19	245	801	14	23	2	41	2741
% Cars	92.9	99.3	99.6	100	100	95	100	99.5	100	100	100	100	99.4
Trucks	1	9	1	0	0	1	0	4	0	0	0	0	16
% Trucks	7.1	0.7	0.4	0	0	5	0	0.5	0	0	0	0	0.6

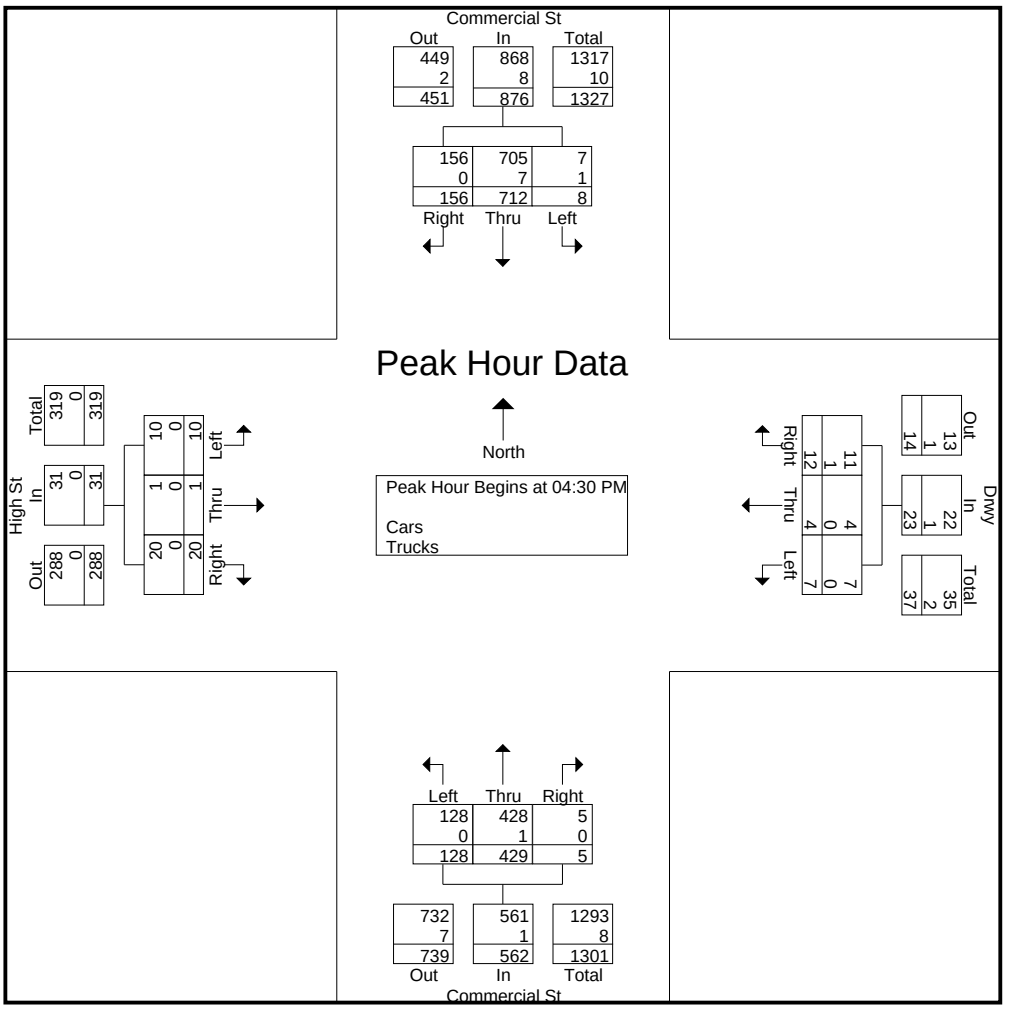
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 2

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**5**	**192**	35	**232**	**3**	**2**	1	6	21	93	**2**	116	2	**1**	6	9	363
04:45 PM	0	177	39	216	2	0	4	6	21	**117**	1	139	2	0	**7**	9	370
05:00 PM	1	180	**42**	223	2	2	**6**	**10**	32	102	2	136	0	0	0	0	369
05:15 PM	2	163	40	205	0	0	1	1	**54**	117	0	**171**	**6**	0	7	**13**	**390**
Total Volume	8	712	156	876	7	4	12	23	128	429	5	562	10	1	20	31	1492
% App. Total	0.9	81.3	17.8		30.4	17.4	52.2		22.8	76.3	0.9		32.3	3.2	64.5		
PHF	.400	.927	.929	.944	.583	.500	.500	.575	.593	.917	.625	.822	.417	.250	.714	.596	.956
Cars	7	705	156	868	7	4	11	22	128	428	5	561	10	1	20	31	1482
% Cars	87.5	99.0	100	99.1	100	100	91.7	95.7	100	99.8	100	99.8	100	100	100	100	99.3
Trucks	1	7	0	8	0	0	1	1	0	1	0	1	0	0	0	0	10
% Trucks	12.5	1.0	0	0.9	0	0	8.3	4.3	0	0.2	0	0.2	0	0	0	0	0.7



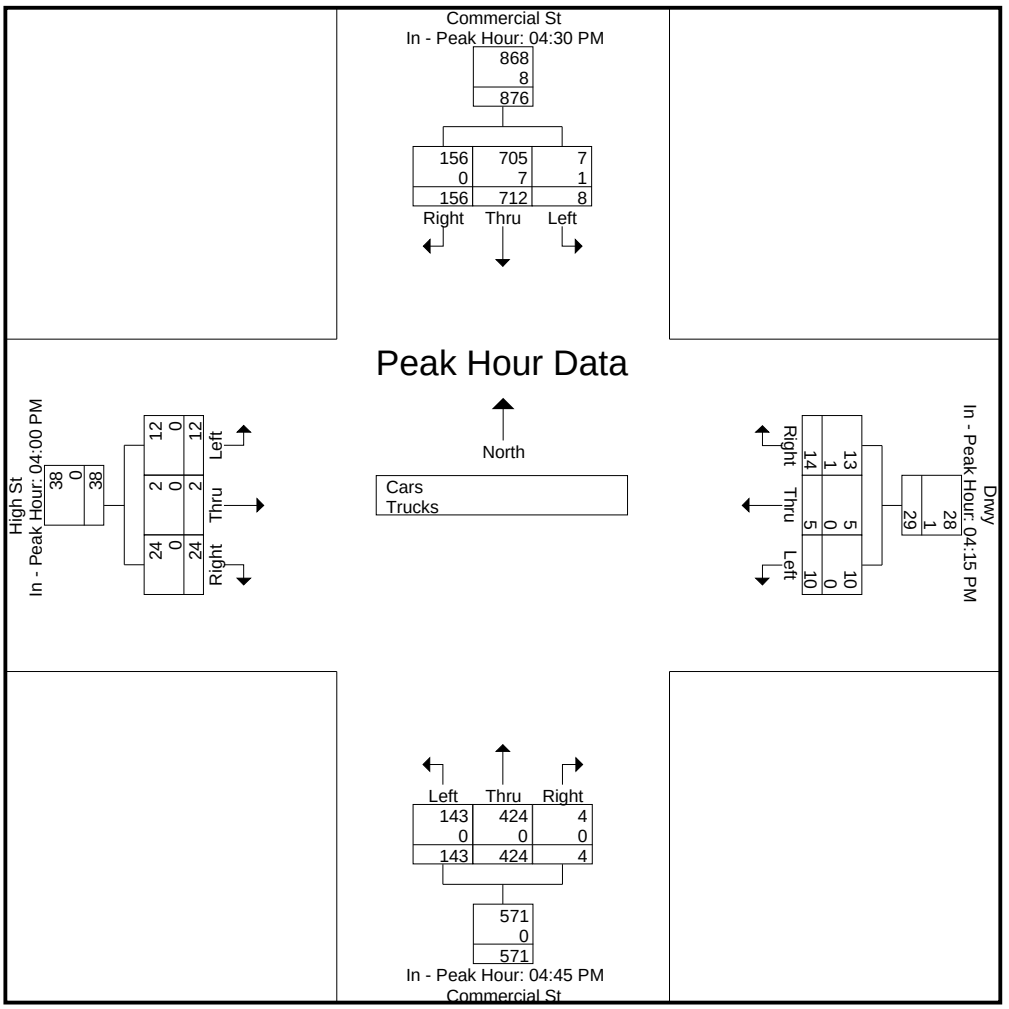
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 3

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:15 PM				04:45 PM				04:00 PM				
+0 mins.	**5**	**192**	35	**232**	**3**	1	3	7	21	**117**	1	139	**4**	0	**8**	**12**	
+15 mins.	0	177	39	216	3	**2**	1	6	32	102	**2**	136	4	**1**	3	8	
+30 mins.	1	180	**42**	223	2	0	4	6	**54**	117	0	**171**	2	1	6	9	
+45 mins.	2	163	40	205	2	2	**6**	**10**	36	88	1	125	2	0	7	9	
Total Volume	8	712	156	876	10	5	14	29	143	424	4	571	12	2	24	38	
% App. Total	0.9	81.3	17.8		34.5	17.2	48.3		25	74.3	0.7		31.6	5.3	63.2		
PHF	.400	.927	.929	.944	.833	.625	.583	.725	.662	.906	.500	.835	.750	.500	.750	.792	
Cars	7	705	156	868	10	5	13	28	143	424	4	571	12	2	24	38	
% Cars	87.5	99	100	99.1	100	100	92.9	96.6	100	100	100	100	100	100	100	100	
Trucks	1	7	0	8	0	0	1	1	0	0	0	0	0	0	0	0	
% Trucks	12.5	1	0	0.9	0	0	7.1	3.4	0	0	0	0	0	0	0	0	



Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017

Groups Printed- Cars

	Commercial St From North			Drwy From East			Commercial St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	170	35	6	1	1	19	79	2	4	0	8	325
04:15 PM	1	157	24	3	1	3	35	102	4	4	1	3	338
04:30 PM	5	188	35	3	2	1	21	92	2	2	1	6	358
04:45 PM	0	176	39	2	0	4	21	117	1	2	0	7	369
Total	6	691	133	14	4	9	96	390	9	12	2	24	1390
05:00 PM	1	179	42	2	2	5	32	102	2	0	0	0	367
05:15 PM	1	162	40	0	0	1	54	117	0	6	0	7	388
05:30 PM	1	141	27	4	0	3	36	88	1	2	0	6	309
05:45 PM	4	123	17	1	1	1	27	104	2	3	0	4	287
Total	7	605	126	7	3	10	149	411	5	11	0	17	1351
Grand Total	13	1296	259	21	7	19	245	801	14	23	2	41	2741
Apprch %	0.8	82.7	16.5	44.7	14.9	40.4	23.1	75.6	1.3	34.8	3	62.1	
Total %	0.5	47.3	9.4	0.8	0.3	0.7	8.9	29.2	0.5	0.8	0.1	1.5	

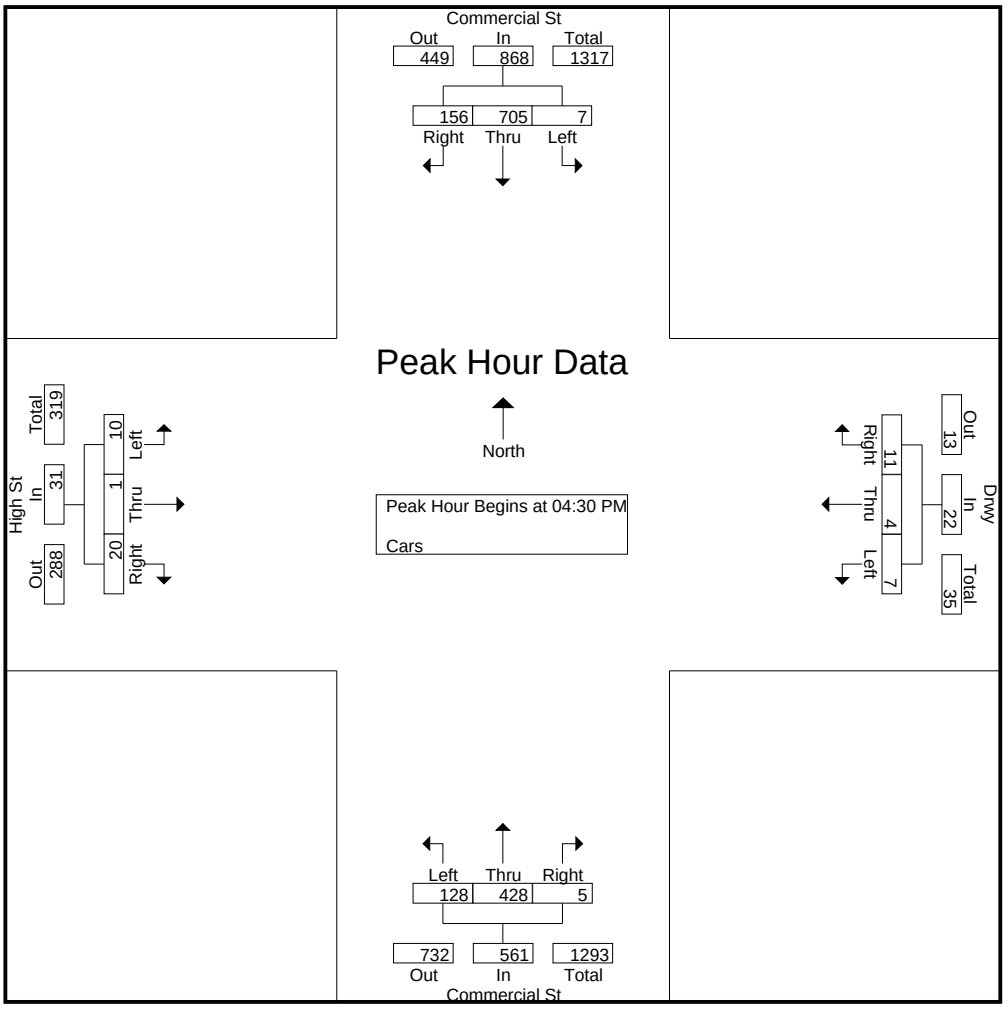
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 5

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**5**	**188**	35	**228**	**3**	**2**	1	6	21	92	**2**	115	2	**1**	6	9	358
04:45 PM	0	176	39	215	2	0	4	6	21	**117**	1	139	2	0	**7**	9	369
05:00 PM	1	179	**42**	222	2	2	**5**	**9**	32	102	2	136	0	0	0	0	367
05:15 PM	1	162	40	203	0	0	1	1	**54**	117	0	**171**	**6**	0	7	**13**	**388**
Total Volume	7	705	156	868	7	4	11	22	128	428	5	561	10	1	20	31	1482
% App. Total	0.8	81.2	18		31.8	18.2	50		22.8	76.3	0.9		32.3	3.2	64.5		
PHF	.350	.938	.929	.952	.583	.500	.550	.611	.593	.915	.625	.820	.417	.250	.714	.596	.955



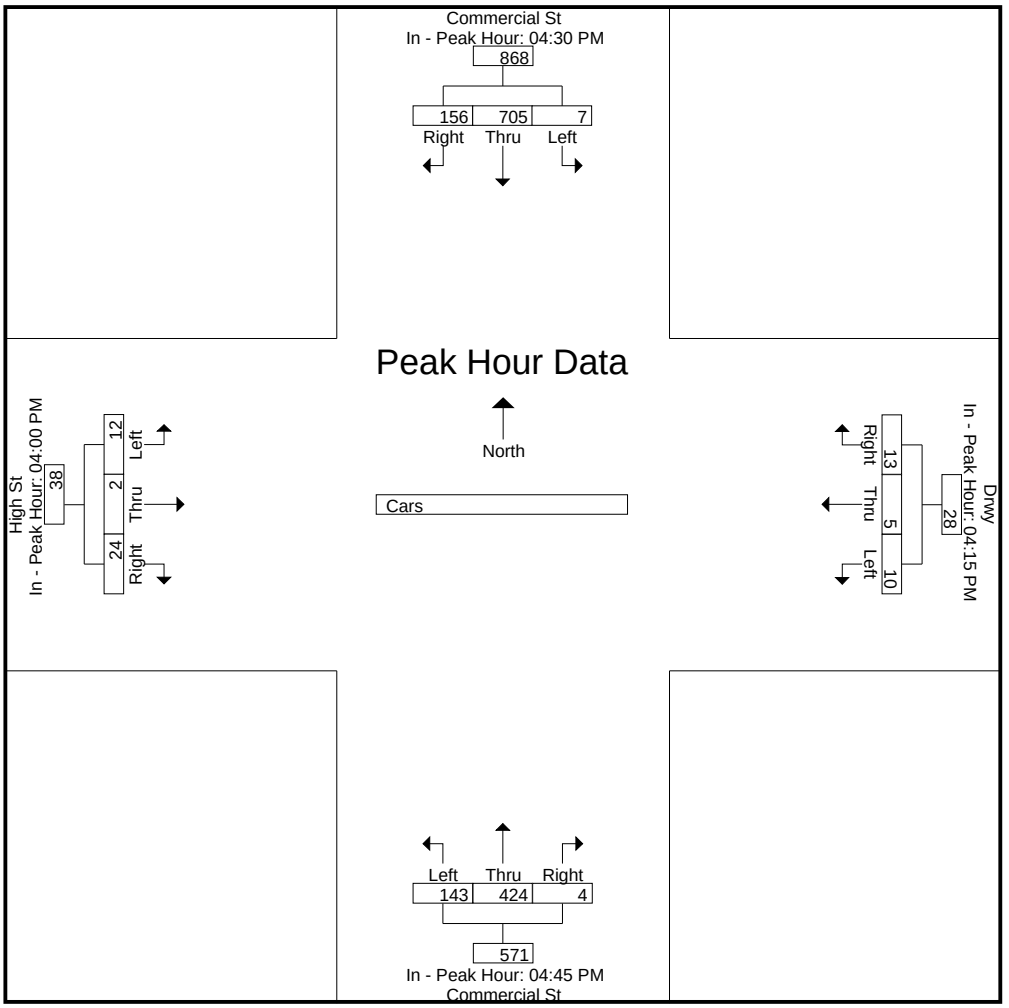
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 6

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:15 PM				04:45 PM				04:00 PM				
+0 mins.	**5**	**188**	35	**228**	**3**	1	3	7	21	**117**	1	139	**4**	0	**8**	**12**	
+15 mins.	0	176	39	215	3	**2**	1	6	32	102	**2**	136	4	**1**	3	8	
+30 mins.	1	179	**42**	222	2	0	4	6	**54**	117	0	**171**	2	1	6	9	
+45 mins.	1	162	40	203	2	2	**5**	**9**	36	88	1	125	2	0	7	9	
Total Volume	7	705	156	868	10	5	13	28	143	424	4	571	12	2	24	38	
% App. Total	0.8	81.2	18		35.7	17.9	46.4		25	74.3	0.7		31.6	5.3	63.2		
PHF	.350	.938	.929	.952	.833	.625	.650	.778	.662	.906	.500	.835	.750	.500	.750	.792	



Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017

Groups Printed- Trucks

	Commercial St From North			Drwy From East			Commercial St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:15 PM	0	1	1	0	0	0	0	1	0	0	0	0	3
04:30 PM	0	4	0	0	0	0	0	1	0	0	0	0	5
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	1	0	0	0	0	3	0	0	0	0	10
05:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	2
05:15 PM	1	1	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	1	3	0	0	0	1	0	1	0	0	0	0	6
Grand Total	1	9	1	0	0	1	0	4	0	0	0	0	16
Apprch %	9.1	81.8	9.1	0	0	100	0	100	0	0	0	0	
Total %	6.2	56.2	6.2	0	0	6.2	0	25	0	0	0	0	

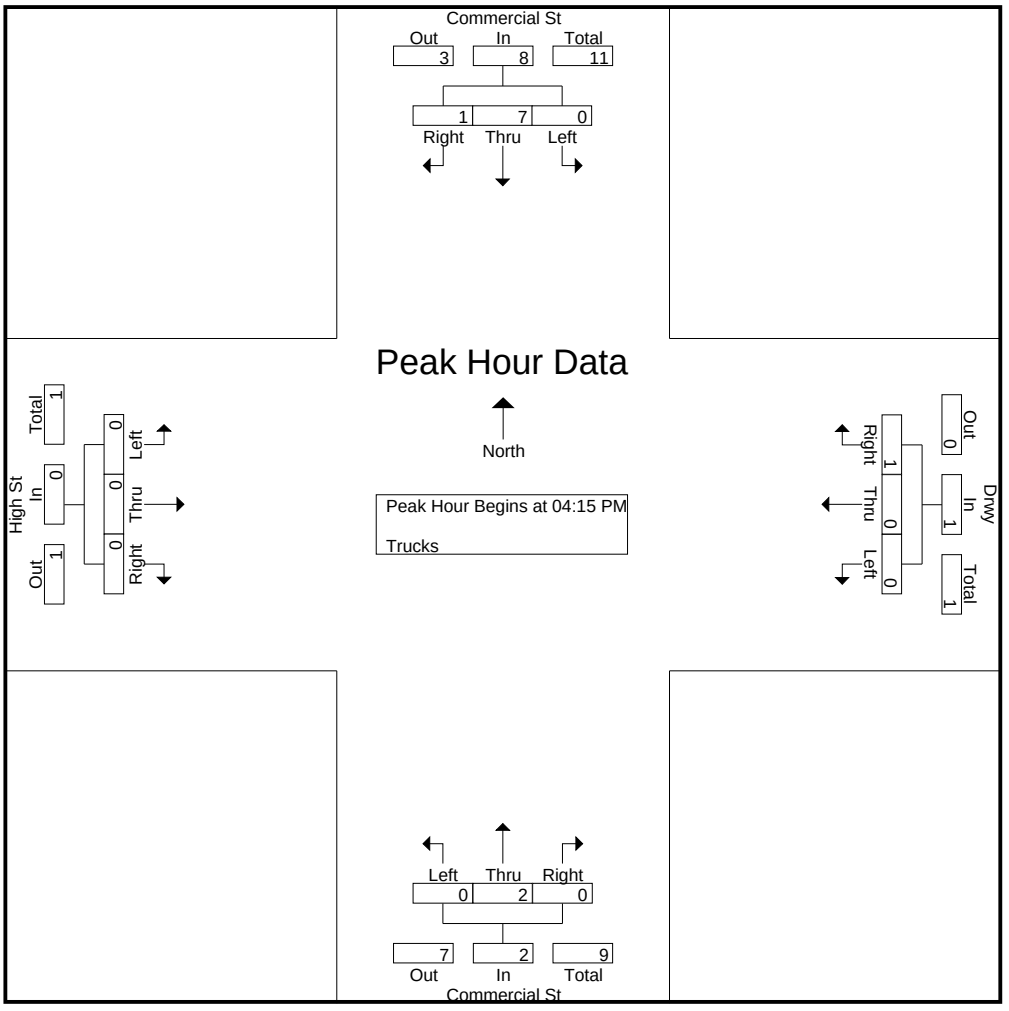
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 8

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	1	**1**	2	0	0	0	0	0	**1**	0	**1**	0	0	0	0	3
04:30 PM	0	**4**	0	**4**	0	0	0	0	0	1	0	1	0	0	0	0	**5**
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	1	0	1	0	0	**1**	**1**	0	0	0	0	0	0	0	0	2
Total Volume	0	7	1	8	0	0	1	1	0	2	0	2	0	0	0	0	11
% App. Total	0	87.5	12.5		0	0	100		0	100	0		0	0	0		
PHF	.000	.438	.250	.500	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.550



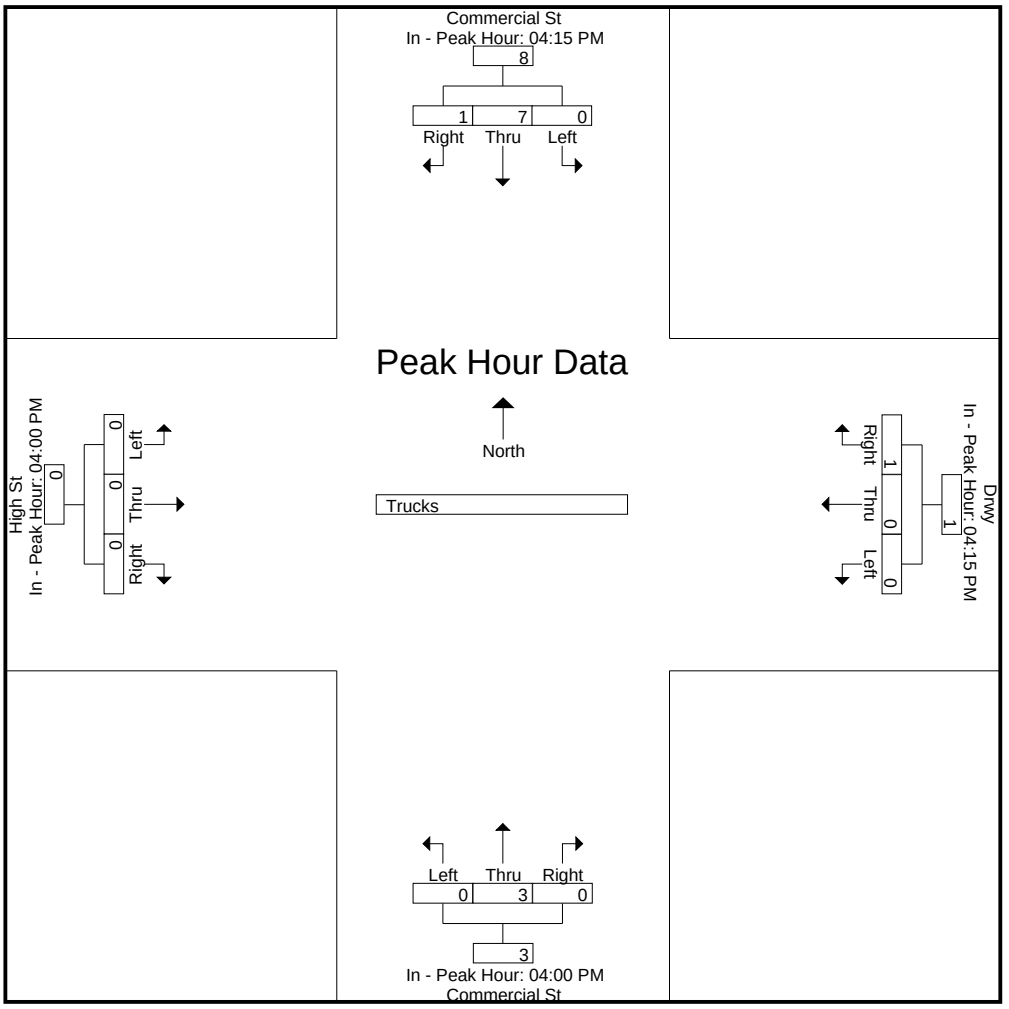
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 9

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:00 PM				04:00 PM				
+0 mins.	0	1	**1**	2	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+15 mins.	0	**4**	0	**4**	0	0	0	0	0	1	0	1	0	0	0	0	
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	
+45 mins.	0	1	0	1	0	0	**1**	**1**	0	0	0	0	0	0	0	0	
Total Volume	0	7	1	8	0	0	1	1	0	3	0	3	0	0	0	0	
% App. Total	0	87.5	12.5		0	0	100		0	100	0		0	0	0		
PHF	.000	.438	.250	.500	.000	.000	.250	.250	.000	.750	.000	.750	.000	.000	.000	.000	



Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 10

Groups Printed- Bikes Peds

	Commercial St From North				Drwy From East				Commercial St From South				High St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	1	9
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	4	1	5
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	3
Total	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	17	17	3	20
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3	4	1	5
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	3
05:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	3	1	4
Total	0	2	1	0	0	0	0	1	0	2	0	1	0	0	0	8	10	5	15
Grand Total	0	4	1	0	0	0	0	1	0	3	0	1	0	0	0	25	27	8	35
Apprch %	0	80	20		0	0	0		0	100	0		0	0	0				
Total %	0	50	12.5		0	0	0		0	37.5	0		0	0	0		77.1	22.9	

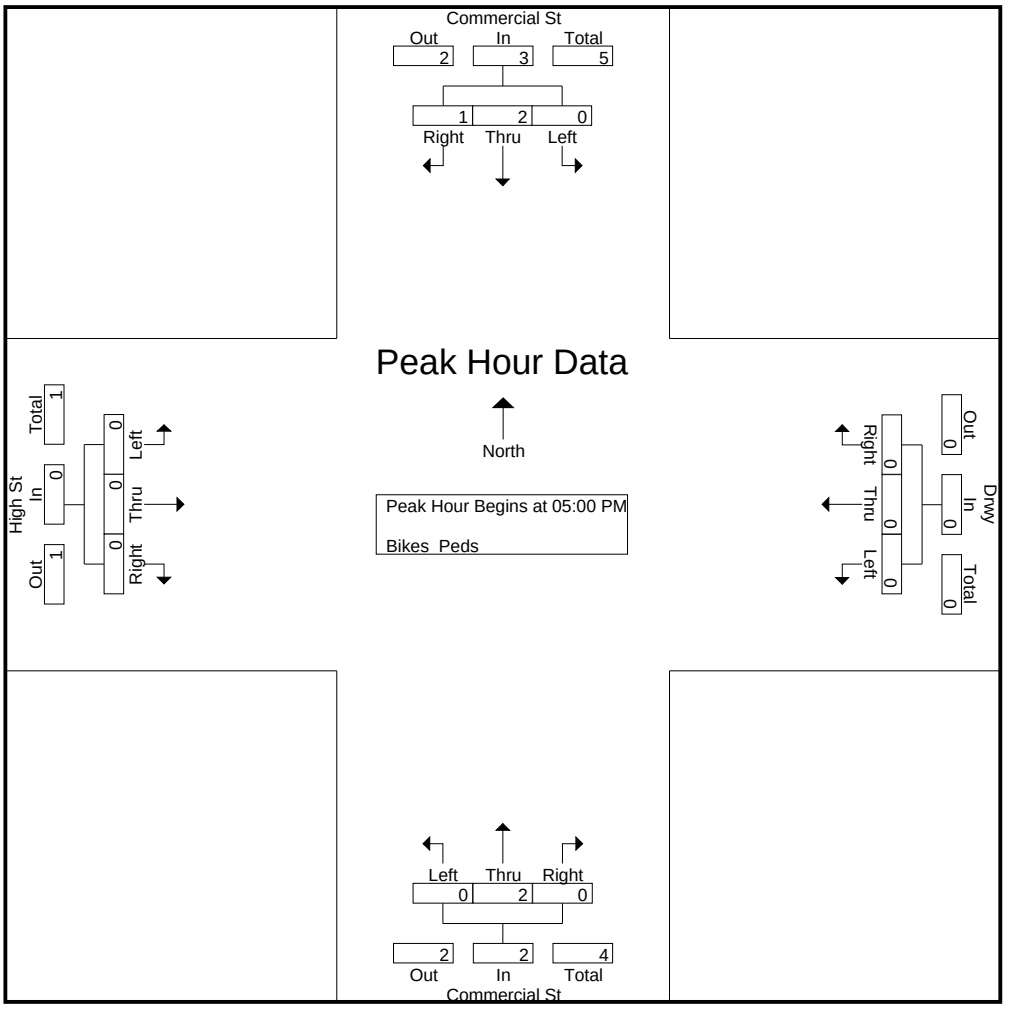
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 11

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
05:15 PM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	**1**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	2	1	3	0	0	0	0	0	2	0	2	0	0	0	0	5
% App. Total	0	66.7	33.3		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.250	.375	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.625



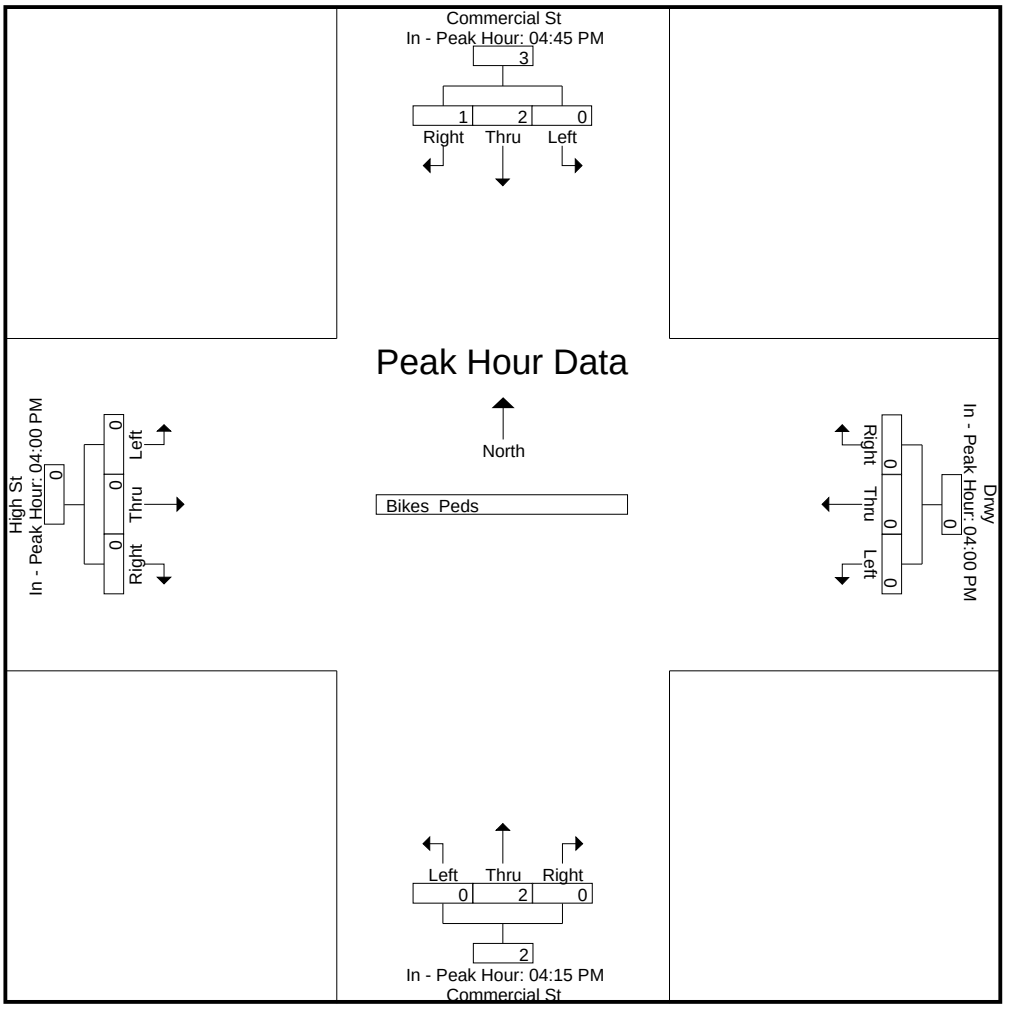
Accurate Counts

978-664-2565

N/S Street : Commerical Street
E/W Street: Driveway / High Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324002
Site Code : 16324002
Start Date : 4/12/2017
Page No : 12

	Commercial St From North				Drwy From East				Commercial St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:00 PM				04:15 PM				04:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	1	**1**	**2**	0	0	0	0	0	1	0	1	0	0	0	0	
Total Volume	0	2	1	3	0	0	0	0	0	2	0	2	0	0	0	0	
% App. Total	0	66.7	33.3		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.250	.375	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 1

Groups Printed- Cars - Trucks

	Commercial St From North			Browns Wharf From East			Commercial St From South			Maple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	52	0	1	0	0	6	102	6	1	0	4	172
07:15 AM	1	75	3	2	0	0	14	139	10	2	0	2	248
07:30 AM	0	102	4	4	1	0	10	188	12	3	1	9	334
07:45 AM	1	109	7	4	1	0	11	206	20	4	1	14	378
Total	2	338	14	11	2	0	41	635	48	10	2	29	1132
08:00 AM	1	87	15	0	0	0	20	200	13	4	0	21	361
08:15 AM	0	109	8	4	1	1	22	217	24	2	0	22	410
08:30 AM	0	86	14	2	0	0	17	189	17	2	1	15	343
08:45 AM	0	103	0	4	0	0	15	177	13	0	0	2	314
Total	1	385	37	10	1	1	74	783	67	8	1	60	1428
Grand Total	3	723	51	21	3	1	115	1418	115	18	3	89	2560
Apprch %	0.4	93.1	6.6	84	12	4	7	86	7	16.4	2.7	80.9	
Total %	0.1	28.2	2	0.8	0.1	0	4.5	55.4	4.5	0.7	0.1	3.5	
Cars	3	701	49	21	3	1	115	1397	115	18	3	87	2513
% Cars	100	97	96.1	100	100	100	100	98.5	100	100	100	97.8	98.2
Trucks	0	22	2	0	0	0	0	21	0	0	0	2	47
% Trucks	0	3	3.9	0	0	0	0	1.5	0	0	0	2.2	1.8

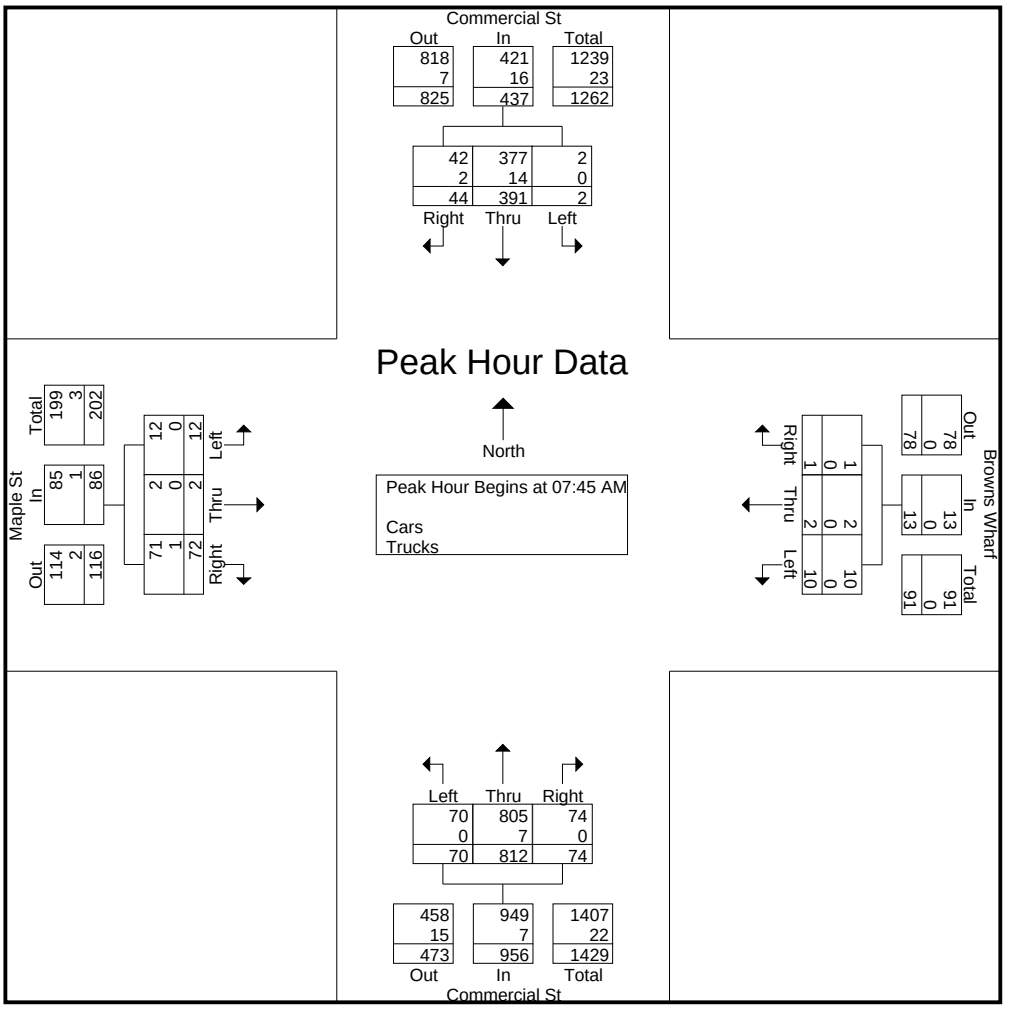
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 2

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**1**	**109**	7	**117**	**4**	**1**	0	5	11	206	20	237	**4**	**1**	14	19	378
08:00 AM	1	87	**15**	103	0	0	0	0	20	200	13	233	4	0	21	**25**	361
08:15 AM	0	109	8	117	4	1	**1**	**6**	**22**	**217**	**24**	**263**	2	0	**22**	24	**410**
08:30 AM	0	86	14	100	2	0	0	2	17	189	17	223	2	1	15	18	343
Total Volume	2	391	44	437	10	2	1	13	70	812	74	956	12	2	72	86	1492
% App. Total	0.5	89.5	10.1		76.9	15.4	7.7		7.3	84.9	7.7		14	2.3	83.7		
PHF	.500	.897	.733	.934	.625	.500	.250	.542	.795	.935	.771	.909	.750	.500	.818	.860	.910
Cars	2	377	42	421	10	2	1	13	70	805	74	949	12	2	71	85	1468
% Cars	100	96.4	95.5	96.3	100	100	100	100	100	99.1	100	99.3	100	100	98.6	98.8	98.4
Trucks	0	14	2	16	0	0	0	0	0	7	0	7	0	0	1	1	24
% Trucks	0	3.6	4.5	3.7	0	0	0	0	0	0.9	0	0.7	0	0	1.4	1.2	1.6



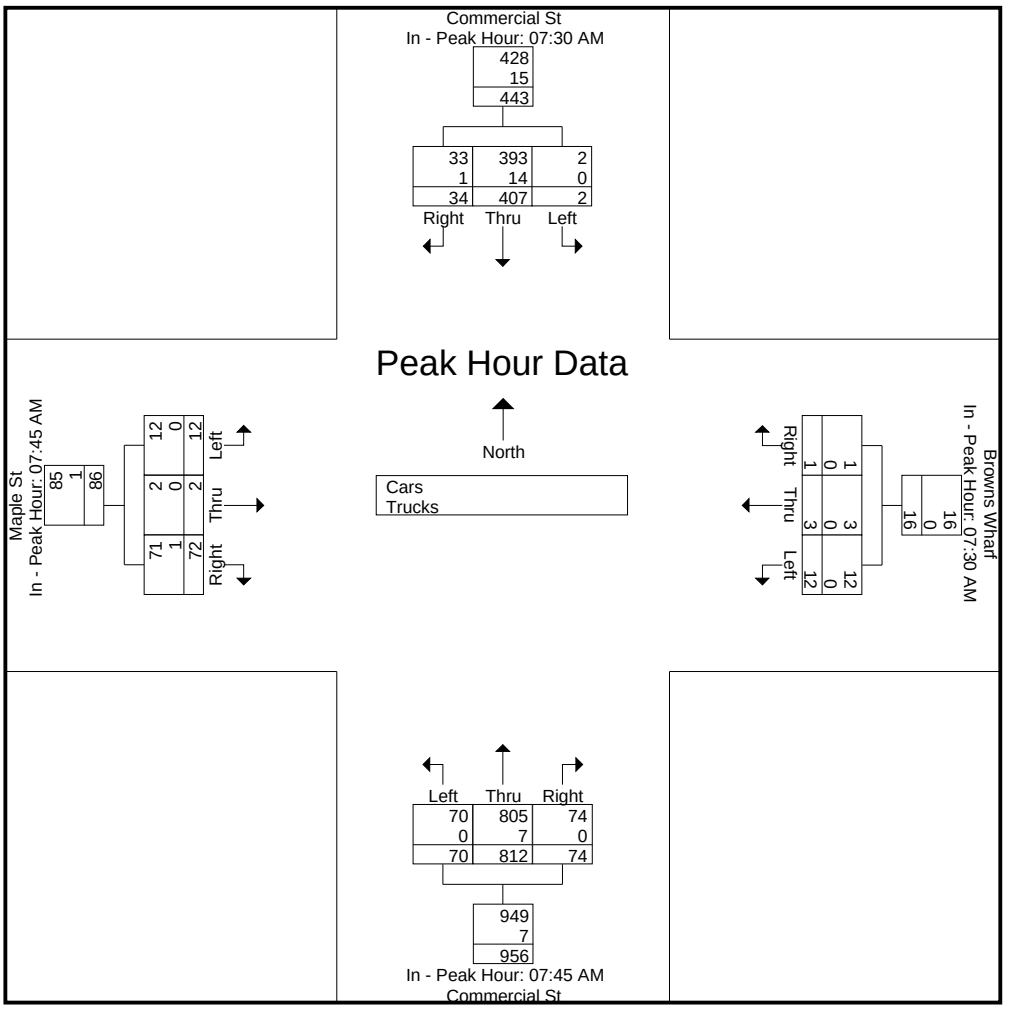
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 3

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:45 AM				07:45 AM				
+0 mins.	0	102	4	106	**4**	**1**	0	5	11	206	20	237	**4**	**1**	14	19	
+15 mins.	**1**	**109**	7	**117**	4	1	0	5	20	200	13	233	4	0	21	**25**	
+30 mins.	1	87	**15**	103	0	0	0	0	**22**	**217**	**24**	**263**	2	0	**22**	24	
+45 mins.	0	109	8	117	4	1	**1**	**6**	17	189	17	223	2	1	15	18	
Total Volume	2	407	34	443	12	3	1	16	70	812	74	956	12	2	72	86	
% App. Total	0.5	91.9	7.7		75	18.8	6.2		7.3	84.9	7.7		14	2.3	83.7		
PHF	.500	.933	.567	.947	.750	.750	.250	.667	.795	.935	.771	.909	.750	.500	.818	.860	
Cars	2	393	33	428	12	3	1	16	70	805	74	949	12	2	71	85	
% Cars	100	96.6	97.1	96.6	100	100	100	100	100	99.1	100	99.3	100	100	98.6	98.8	
Trucks	0	14	1	15	0	0	0	0	0	7	0	7	0	0	1	1	
% Trucks	0	3.4	2.9	3.4	0	0	0	0	0	0.9	0	0.7	0	0	1.4	1.2	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 4

Groups Printed- Cars

	Commercial St From North			Browns Wharf From East			Commercial St From South			Maple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	52	0	1	0	0	6	98	6	1	0	4	168
07:15 AM	1	71	3	2	0	0	14	134	10	2	0	2	239
07:30 AM	0	100	4	4	1	0	10	184	12	3	1	8	327
07:45 AM	1	104	7	4	1	0	11	205	20	4	1	14	372
Total	2	327	14	11	2	0	41	621	48	10	2	28	1106
08:00 AM	1	83	15	0	0	0	20	199	13	4	0	21	356
08:15 AM	0	106	7	4	1	1	22	214	24	2	0	21	402
08:30 AM	0	84	13	2	0	0	17	187	17	2	1	15	338
08:45 AM	0	101	0	4	0	0	15	176	13	0	0	2	311
Total	1	374	35	10	1	1	74	776	67	8	1	59	1407
Grand Total	3	701	49	21	3	1	115	1397	115	18	3	87	2513
Apprch %	0.4	93.1	6.5	84	12	4	7.1	85.9	7.1	16.7	2.8	80.6	
Total %	0.1	27.9	1.9	0.8	0.1	0	4.6	55.6	4.6	0.7	0.1	3.5	

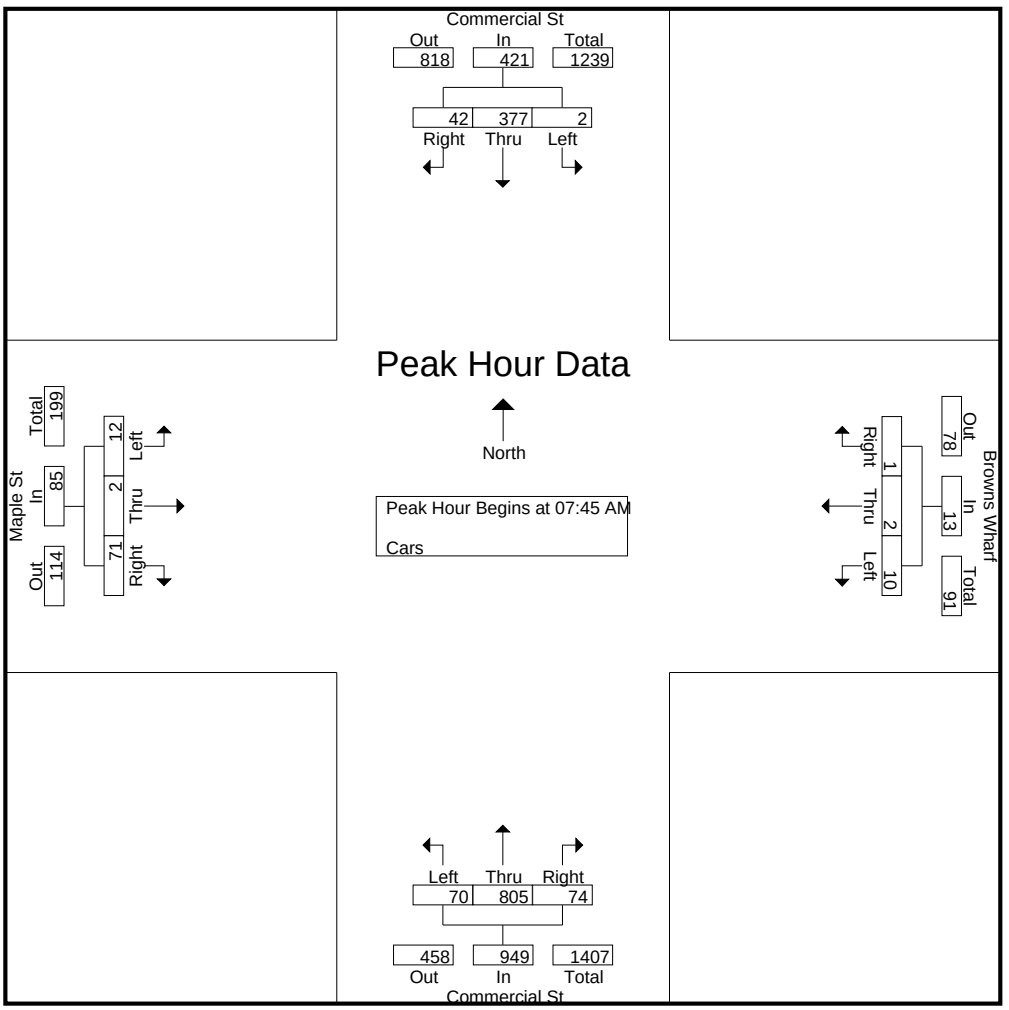
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 5

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**1**	104	7	112	**4**	**1**	0	5	11	205	20	236	**4**	**1**	14	19	372
08:00 AM	1	83	**15**	99	0	0	0	0	20	199	13	232	4	0	**21**	**25**	356
08:15 AM	0	**106**	7	**113**	4	1	**1**	**6**	**22**	**214**	**24**	**260**	2	0	21	23	**402**
08:30 AM	0	84	13	97	2	0	0	2	17	187	17	221	2	1	15	18	338
Total Volume	2	377	42	421	10	2	1	13	70	805	74	949	12	2	71	85	1468
% App. Total	0.5	89.5	10		76.9	15.4	7.7		7.4	84.8	7.8		14.1	2.4	83.5		
PHF	.500	.889	.700	.931	.625	.500	.250	.542	.795	.940	.771	.913	.750	.500	.845	.850	.913



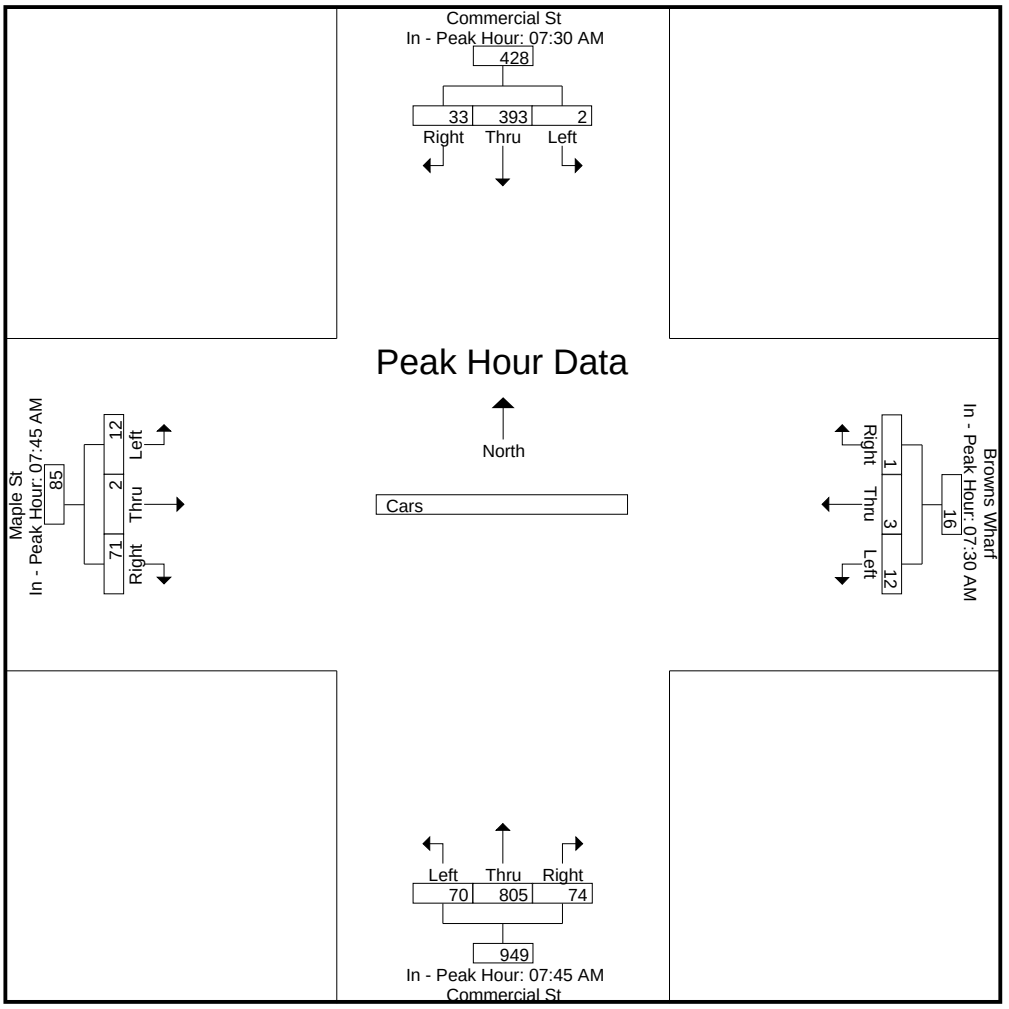
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 6

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:45 AM				07:45 AM				
+0 mins.	0	100	4	104	**4**	**1**	0	5	11	205	20	236	**4**	**1**	14	19	
+15 mins.	**1**	104	7	112	4	1	0	5	20	199	13	232	4	0	**21**	**25**	
+30 mins.	1	83	**15**	99	0	0	0	0	**22**	**214**	**24**	**260**	2	0	21	23	
+45 mins.	0	**106**	7	**113**	4	1	**1**	**6**	17	187	17	221	2	1	15	18	
Total Volume	2	393	33	428	12	3	1	16	70	805	74	949	12	2	71	85	
% App. Total	0.5	91.8	7.7		75	18.8	6.2		7.4	84.8	7.8		14.1	2.4	83.5		
PHF	.500	.927	.550	.947	.750	.750	.250	.667	.795	.940	.771	.913	.750	.500	.845	.850	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 7

Groups Printed- Trucks

	Commercial St From North			Browns Wharf From East			Commercial St From South			Maple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	4	0	0	0	0	4
07:15 AM	0	4	0	0	0	0	0	5	0	0	0	0	9
07:30 AM	0	2	0	0	0	0	0	4	0	0	0	1	7
07:45 AM	0	5	0	0	0	0	0	1	0	0	0	0	6
Total	0	11	0	0	0	0	0	14	0	0	0	1	26
08:00 AM	0	4	0	0	0	0	0	1	0	0	0	0	5
08:15 AM	0	3	1	0	0	0	0	3	0	0	0	1	8
08:30 AM	0	2	1	0	0	0	0	2	0	0	0	0	5
08:45 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
Total	0	11	2	0	0	0	0	7	0	0	0	1	21
Grand Total	0	22	2	0	0	0	0	21	0	0	0	2	47
Apprch %	0	91.7	8.3	0	0	0	0	100	0	0	0	100	
Total %	0	46.8	4.3	0	0	0	0	44.7	0	0	0	4.3	

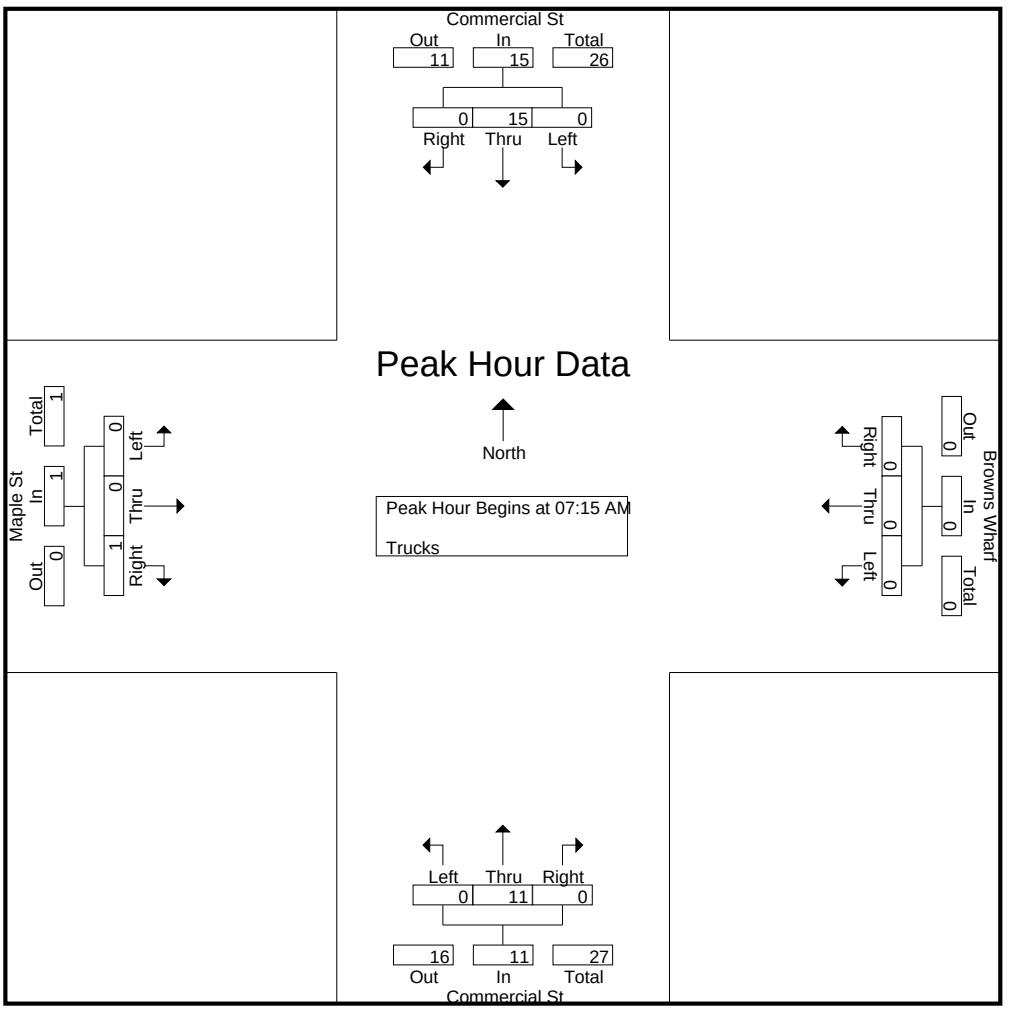
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 8

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	4	0	4	0	0	0	0	0	**5**	0	**5**	0	0	0	0	**9**
07:30 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	**1**	**1**	7
07:45 AM	0	**5**	0	**5**	0	0	0	0	0	1	0	1	0	0	0	0	6
08:00 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Total Volume	0	15	0	15	0	0	0	0	0	11	0	11	0	0	1	1	27
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.550	.000	.550	.000	.000	.250	.250	.750



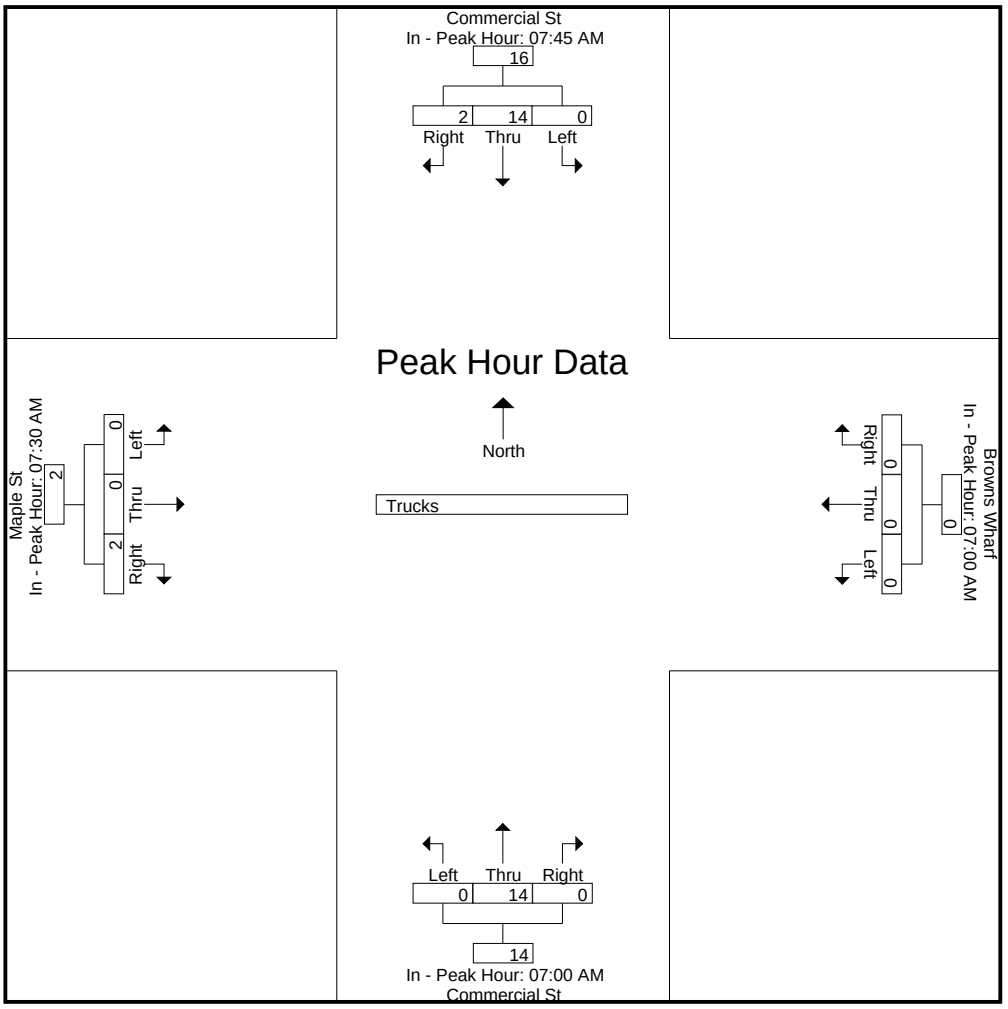
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 9

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:00 AM				07:00 AM				07:30 AM				
+0 mins.	0	**5**	0	**5**	0	0	0	0	0	4	0	4	0	0	**1**	**1**	
+15 mins.	0	4	0	4	0	0	0	0	0	**5**	0	**5**	0	0	0	0	
+30 mins.	0	3	**1**	4	0	0	0	0	0	4	0	4	0	0	0	0	
+45 mins.	0	2	1	3	0	0	0	0	0	1	0	1	0	0	1	1	
Total Volume	0	14	2	16	0	0	0	0	0	14	0	14	0	0	2	2	
% App. Total	0	87.5	12.5		0	0	0		0	100	0		0	0	100		
PHF	.000	.700	.500	.800	.000	.000	.000	.000	.000	.700	.000	.700	.000	.000	.500	.500	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 10

Groups Printed- Bikes Peds

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	2	0	0	0	10	0	0	0	0	0	0	0	0	12	0	12
07:15 AM	0	0	0	6	0	0	0	5	0	2	0	0	0	0	0	0	11	2	13
07:30 AM	0	0	0	5	0	0	0	8	0	0	0	1	0	0	0	0	14	0	14
07:45 AM	0	0	0	11	0	0	0	11	0	0	0	0	0	0	0	0	22	0	22
Total	0	0	0	24	0	0	0	34	0	2	0	1	0	0	0	0	59	2	61
08:00 AM	0	1	0	2	0	0	0	3	0	0	0	0	0	0	0	3	8	1	9
08:15 AM	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0	1	8	0	8
08:30 AM	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	7	0	7
08:45 AM	0	0	0	6	0	0	0	3	0	3	0	0	0	0	0	1	10	3	13
Total	0	1	0	15	0	0	0	13	0	3	0	0	0	0	0	5	33	4	37
Grand Total	0	1	0	39	0	0	0	47	0	5	0	1	0	0	0	5	92	6	98
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0				
Total %	0	16.7	0		0	0	0		0	83.3	0		0	0	0		93.9	6.1	

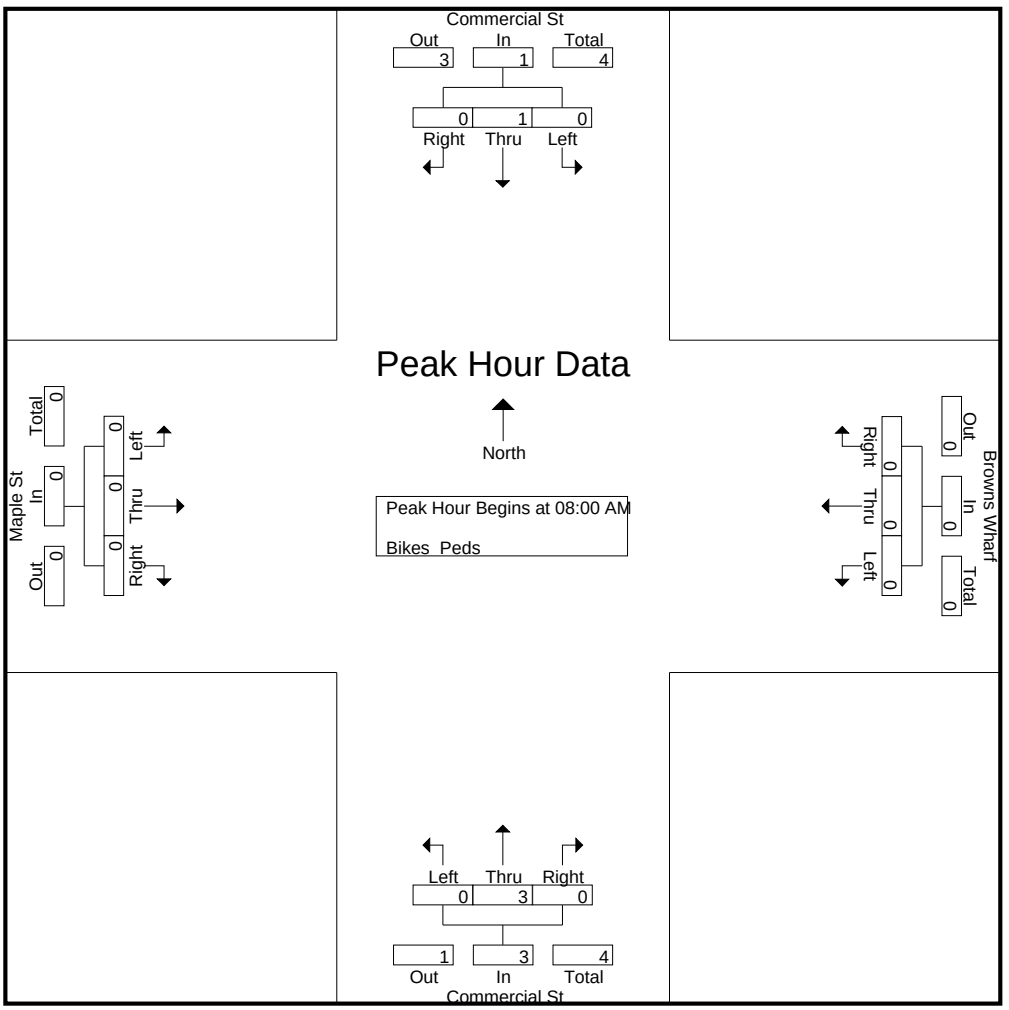
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 11

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**3**
Total Volume	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.333



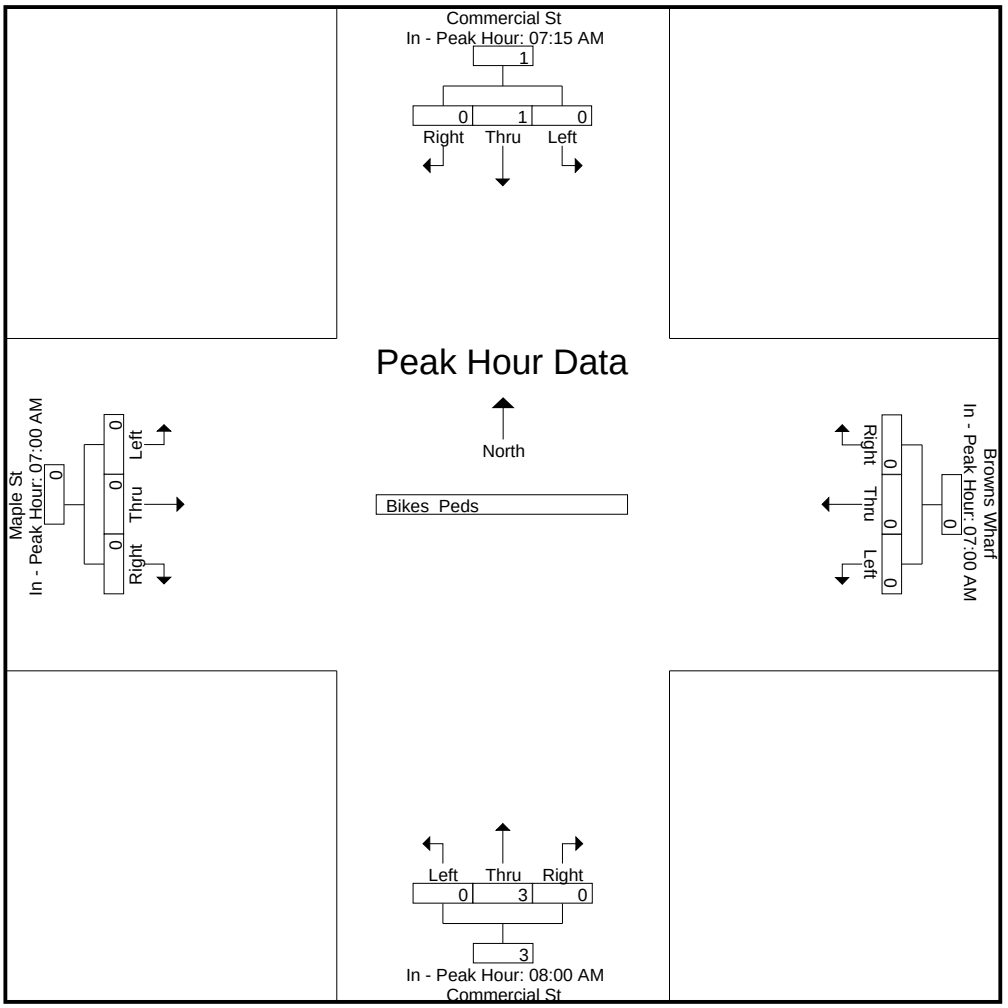
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 12

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:00 AM				08:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	**1**	0	**1**	0	0	0	0	0	**3**	0	**3**	0	0	0	0	
Total Volume	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 1

Groups Printed- Cars - Trucks

	Commercial St From North			Browns Wharf From East			Commercial St From South			Maple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	175	6	2	0	0	7	79	2	2	0	12	285
04:15 PM	0	160	2	5	0	0	11	99	2	0	0	11	290
04:30 PM	0	220	3	4	0	0	3	87	3	6	0	14	340
04:45 PM	0	194	3	2	0	0	8	107	4	1	0	15	334
Total	0	749	14	13	0	0	29	372	11	9	0	52	1249
05:00 PM	1	197	3	1	3	2	9	111	1	1	0	21	350
05:15 PM	0	166	4	1	0	1	17	108	3	2	0	22	324
05:30 PM	0	144	4	5	0	0	6	86	3	3	0	13	264
05:45 PM	0	130	4	5	0	0	7	103	1	1	0	8	259
Total	1	637	15	12	3	3	39	408	8	7	0	64	1197
Grand Total	1	1386	29	25	3	3	68	780	19	16	0	116	2446
Apprch %	0.1	97.9	2	80.6	9.7	9.7	7.8	90	2.2	12.1	0	87.9	
Total %	0	56.7	1.2	1	0.1	0.1	2.8	31.9	0.8	0.7	0	4.7	
Cars	1	1376	29	24	3	3	68	775	18	15	0	116	2428
% Cars	100	99.3	100	96	100	100	100	99.4	94.7	93.8	0	100	99.3
Trucks	0	10	0	1	0	0	0	5	1	1	0	0	18
% Trucks	0	0.7	0	4	0	0	0	0.6	5.3	6.2	0	0	0.7

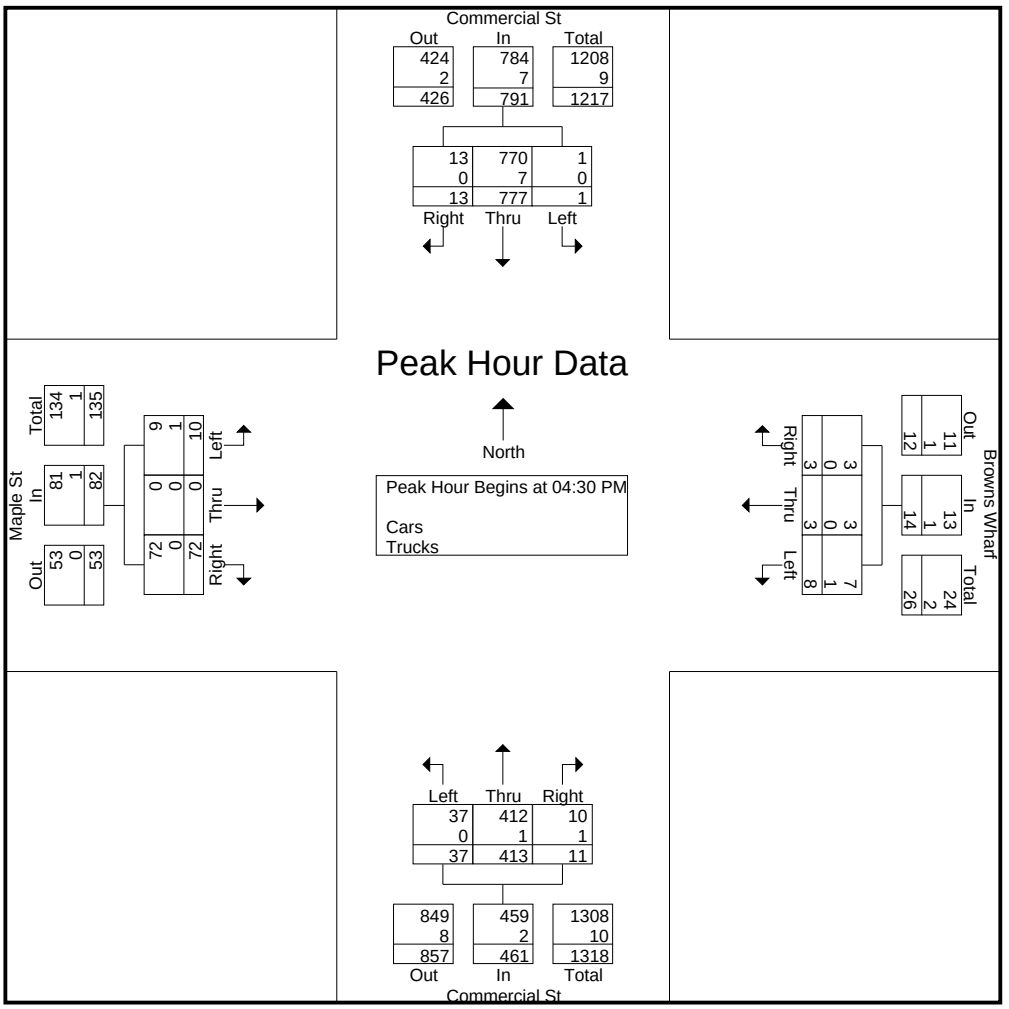
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 2

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**220**	3	**223**	**4**	0	0	4	3	87	3	93	**6**	0	14	20	340
04:45 PM	0	194	3	197	2	0	0	2	8	107	**4**	119	1	0	15	16	334
05:00 PM	**1**	197	3	201	1	**3**	**2**	**6**	9	**111**	1	121	1	0	21	22	**350**
05:15 PM	0	166	**4**	170	1	0	1	2	**17**	108	3	**128**	2	0	**22**	**24**	324
Total Volume	1	777	13	791	8	3	3	14	37	413	11	461	10	0	72	82	1348
% App. Total	0.1	98.2	1.6		57.1	21.4	21.4		8	89.6	2.4		12.2	0	87.8		
PHF	.250	.883	.813	.887	.500	.250	.375	.583	.544	.930	.688	.900	.417	.000	.818	.854	.963
Cars	1	770	13	784	7	3	3	13	37	412	10	459	9	0	72	81	1337
% Cars	100	99.1	100	99.1	87.5	100	100	92.9	100	99.8	90.9	99.6	90.0	0	100	98.8	99.2
Trucks	0	7	0	7	1	0	0	1	0	1	1	2	1	0	0	1	11
% Trucks	0	0.9	0	0.9	12.5	0	0	7.1	0	0.2	9.1	0.4	10.0	0	0	1.2	0.8



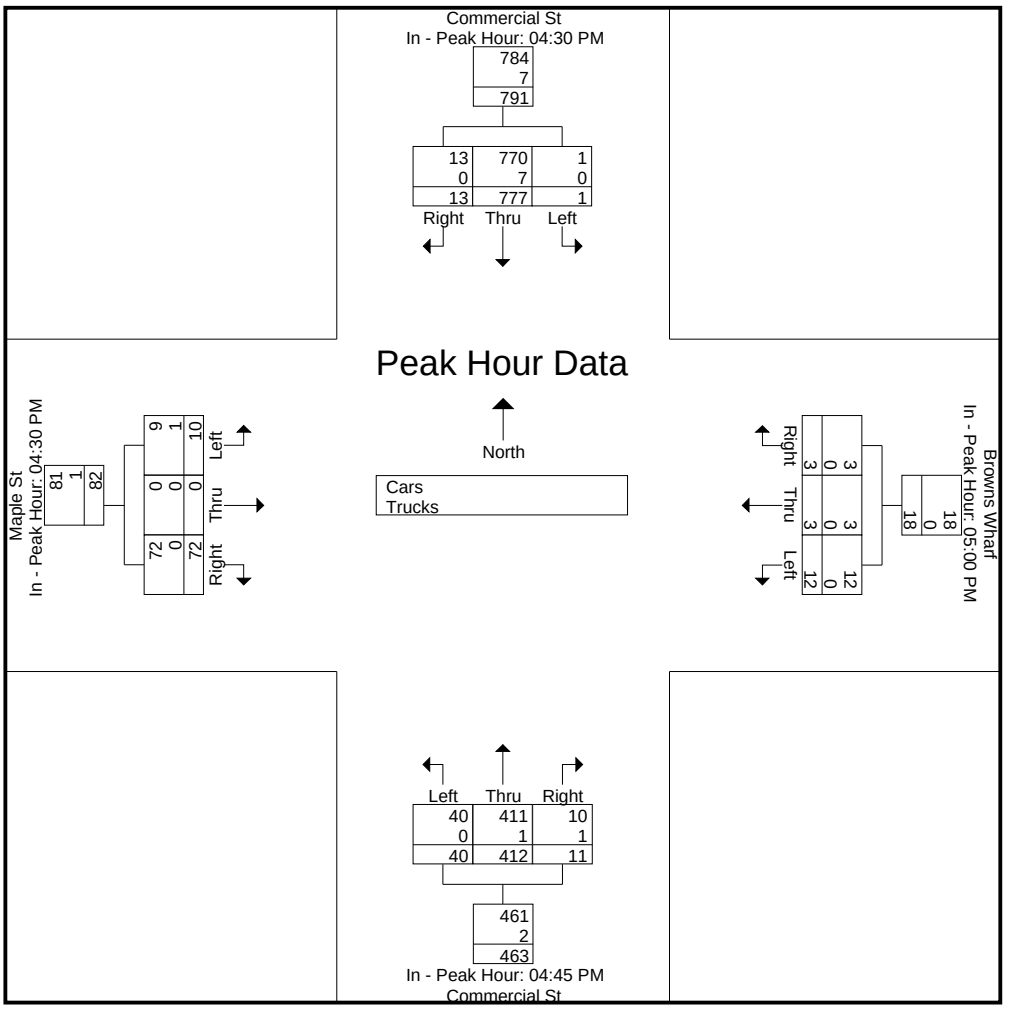
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 3

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				05:00 PM				04:45 PM				04:30 PM				
+0 mins.	0	**220**	3	**223**	1	**3**	**2**	**6**	8	107	**4**	119	**6**	0	14	20	
+15 mins.	0	194	3	197	1	0	1	2	9	**111**	1	121	1	0	15	16	
+30 mins.	**1**	197	3	201	**5**	0	0	5	**17**	108	3	**128**	1	0	21	22	
+45 mins.	0	166	**4**	170	5	0	0	5	6	86	3	95	2	0	**22**	**24**	
Total Volume	1	777	13	791	12	3	3	18	40	412	11	463	10	0	72	82	
% App. Total	0.1	98.2	1.6		66.7	16.7	16.7		8.6	89	2.4		12.2	0	87.8		
PHF	.250	.883	.813	.887	.600	.250	.375	.750	.588	.928	.688	.904	.417	.000	.818	.854	
Cars	1	770	13	784	12	3	3	18	40	411	10	461	9	0	72	81	
% Cars	100	99.1	100	99.1	100	100	100	100	100	99.8	90.9	99.6	90	0	100	98.8	
Trucks	0	7	0	7	0	0	0	0	0	1	1	2	1	0	0	1	
% Trucks	0	0.9	0	0.9	0	0	0	0	0	0.2	9.1	0.4	10	0	0	1.2	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 4

Groups Printed- Cars

	Commercial St From North			Browns Wharf From East			Commercial St From South			Maple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	175	6	2	0	0	7	78	2	2	0	12	284
04:15 PM	0	158	2	5	0	0	11	97	2	0	0	11	286
04:30 PM	0	217	3	3	0	0	3	87	3	6	0	14	336
04:45 PM	0	193	3	2	0	0	8	107	3	0	0	15	331
Total	0	743	14	12	0	0	29	369	10	8	0	52	1237
05:00 PM	1	196	3	1	3	2	9	110	1	1	0	21	348
05:15 PM	0	164	4	1	0	1	17	108	3	2	0	22	322
05:30 PM	0	143	4	5	0	0	6	86	3	3	0	13	263
05:45 PM	0	130	4	5	0	0	7	102	1	1	0	8	258
Total	1	633	15	12	3	3	39	406	8	7	0	64	1191
Grand Total	1	1376	29	24	3	3	68	775	18	15	0	116	2428
Apprch %	0.1	97.9	2.1	80	10	10	7.9	90	2.1	11.5	0	88.5	
Total %	0	56.7	1.2	1	0.1	0.1	2.8	31.9	0.7	0.6	0	4.8	

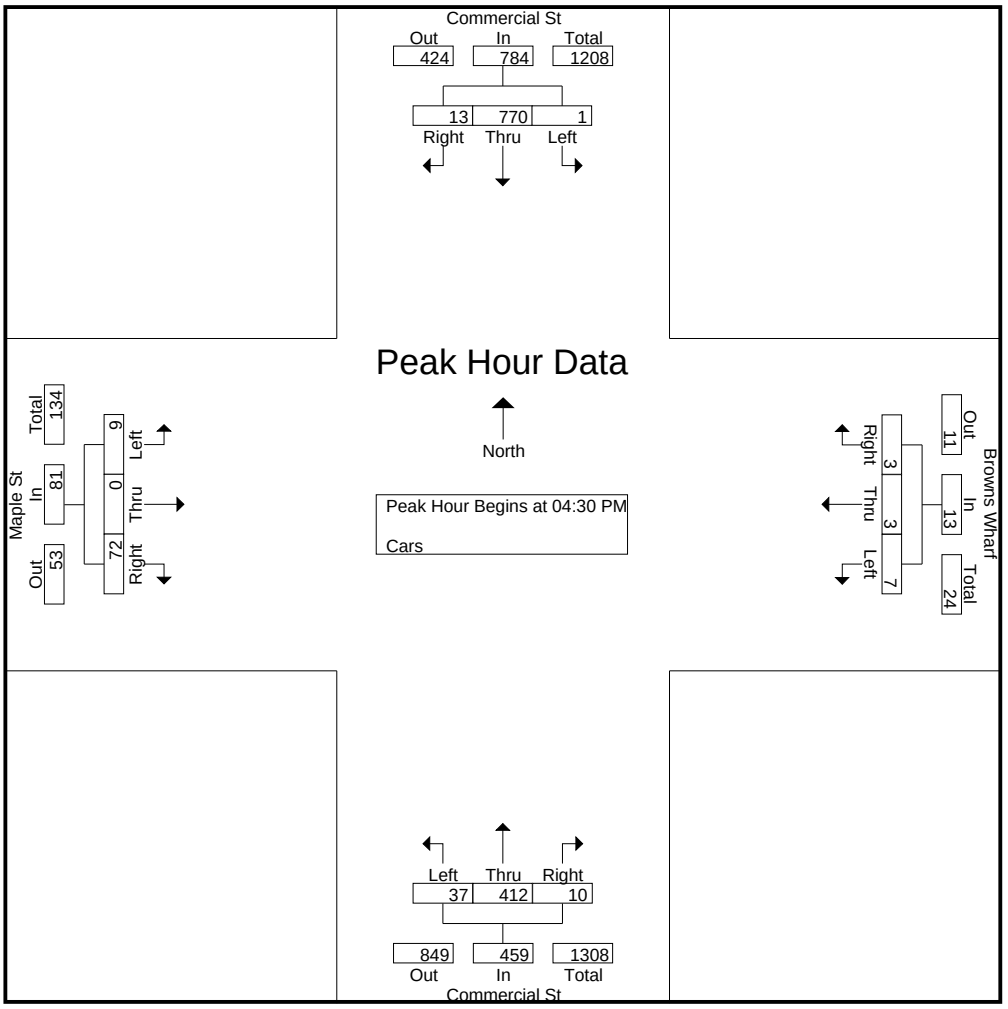
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 5

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**217**	3	**220**	**3**	0	0	3	3	87	**3**	93	**6**	0	14	20	336
04:45 PM	0	193	3	196	2	0	0	2	8	107	3	118	0	0	15	15	331
05:00 PM	**1**	196	3	200	1	**3**	**2**	**6**	9	**110**	1	120	1	0	21	22	**348**
05:15 PM	0	164	**4**	168	1	0	1	2	**17**	108	3	**128**	2	0	**22**	**24**	322
Total Volume	1	770	13	784	7	3	3	13	37	412	10	459	9	0	72	81	1337
% App. Total	0.1	98.2	1.7		53.8	23.1	23.1		8.1	89.8	2.2		11.1	0	88.9		
PHF	.250	.887	.813	.891	.583	.250	.375	.542	.544	.936	.833	.896	.375	.000	.818	.844	.960



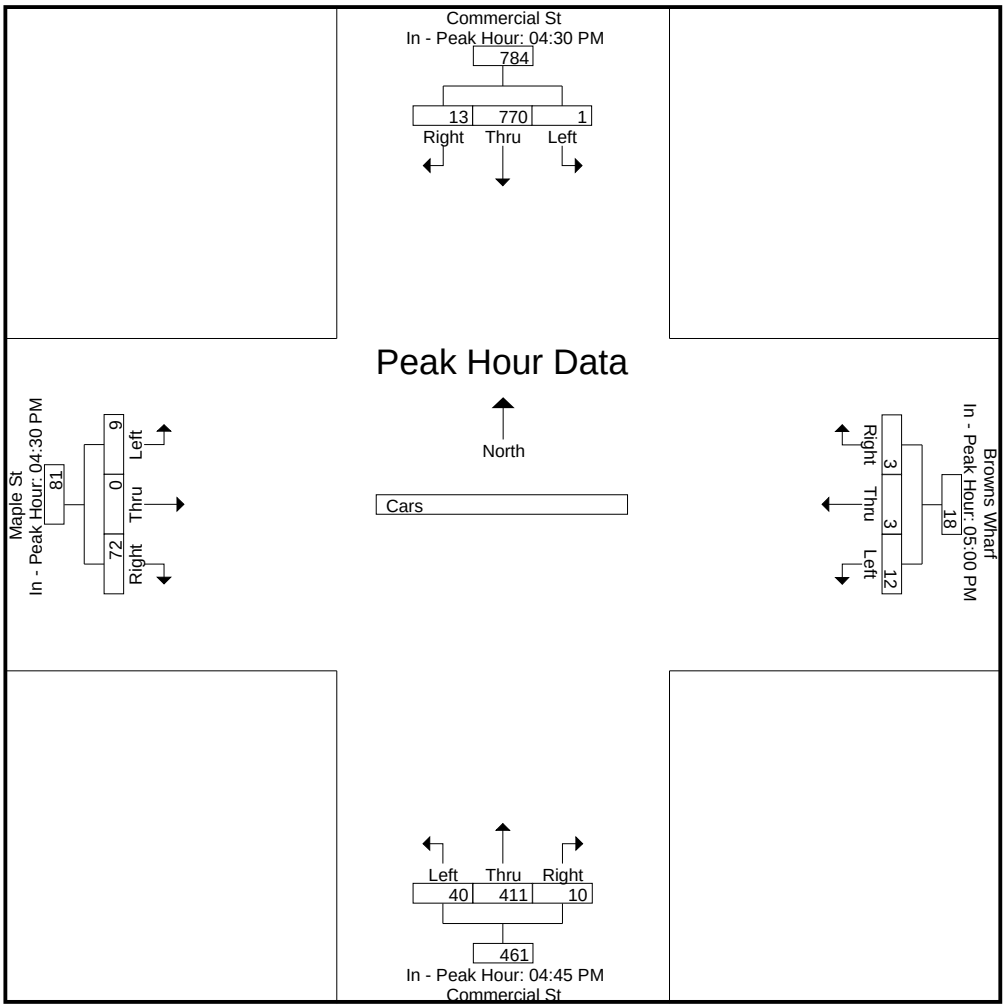
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 6

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				05:00 PM				04:45 PM				04:30 PM				
+0 mins.	0	**217**	3	**220**	1	**3**	**2**	**6**	8	107	**3**	118	**6**	0	14	20	
+15 mins.	0	193	3	196	1	0	1	2	9	**110**	1	120	0	0	15	15	
+30 mins.	**1**	196	3	200	**5**	0	0	5	**17**	108	3	**128**	1	0	21	22	
+45 mins.	0	164	**4**	168	5	0	0	5	6	86	3	95	2	0	**22**	**24**	
Total Volume	1	770	13	784	12	3	3	18	40	411	10	461	9	0	72	81	
% App. Total	0.1	98.2	1.7		66.7	16.7	16.7		8.7	89.2	2.2		11.1	0	88.9		
PHF	.250	.887	.813	.891	.600	.250	.375	.750	.588	.934	.833	.900	.375	.000	.818	.844	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 7

Groups Printed- Trucks

	Commercial St From North			Browns Wharf From East			Commercial St From South			Maple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:15 PM	0	2	0	0	0	0	0	2	0	0	0	0	4
04:30 PM	0	3	0	1	0	0	0	0	0	0	0	0	4
04:45 PM	0	1	0	0	0	0	0	0	1	1	0	0	3
Total	0	6	0	1	0	0	0	3	1	1	0	0	12
05:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
05:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	4	0	0	0	0	0	2	0	0	0	0	6
Grand Total	0	10	0	1	0	0	0	5	1	1	0	0	18
Apprch %	0	100	0	100	0	0	0	83.3	16.7	100	0	0	
Total %	0	55.6	0	5.6	0	0	0	27.8	5.6	5.6	0	0	

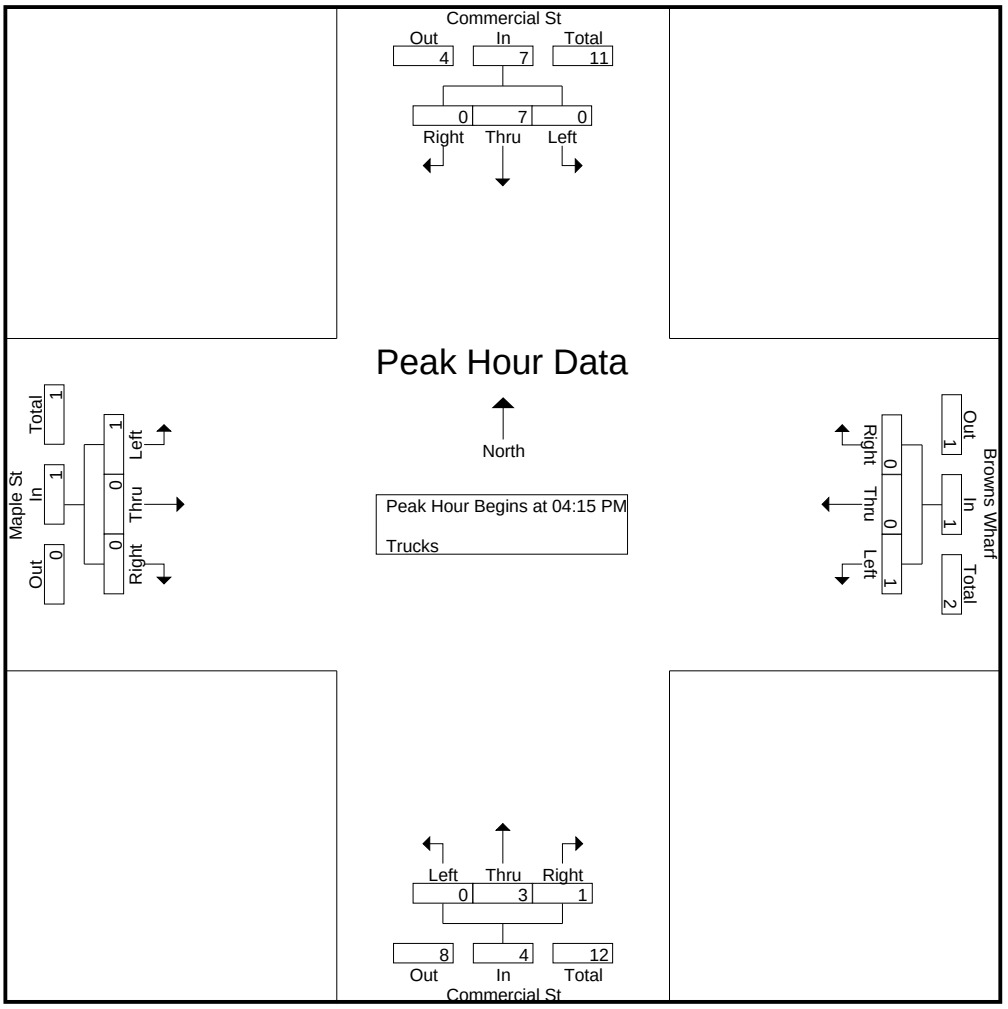
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 8

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	2	0	2	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**4**
04:30 PM	0	**3**	0	**3**	**1**	0	0	**1**	0	0	0	0	0	0	0	0	4
04:45 PM	0	1	0	1	0	0	0	0	0	0	**1**	1	**1**	0	0	**1**	3
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	7	0	7	1	0	0	1	0	3	1	4	1	0	0	1	13
% App. Total	0	100	0		100	0	0		0	75	25		100	0	0		
PHF	.000	.583	.000	.583	.250	.000	.000	.250	.000	.375	.250	.500	.250	.000	.000	.250	.813



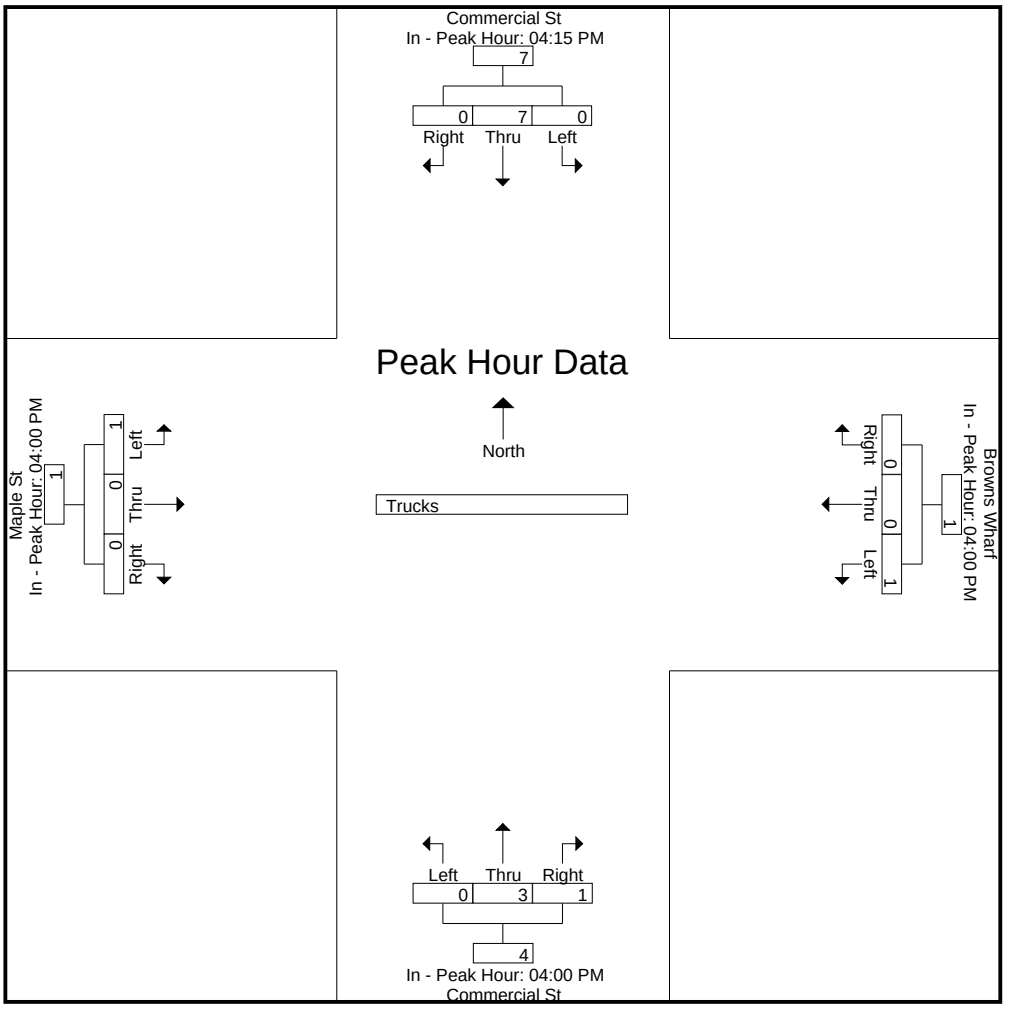
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 9

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	
+15 mins.	0	**3**	0	**3**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	
+30 mins.	0	1	0	1	**1**	0	0	**1**	0	0	0	0	0	0	0	0	
+45 mins.	0	1	0	1	0	0	0	0	0	0	**1**	1	**1**	0	0	**1**	
Total Volume	0	7	0	7	1	0	0	1	0	3	1	4	1	0	0	1	
% App. Total	0	100	0		100	0	0		0	75	25		100	0	0		
PHF	.000	.583	.000	.583	.250	.000	.000	.250	.000	.375	.250	.500	.250	.000	.000	.250	



Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 10

Groups Printed- Bikes Peds

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	16	0	0	0	7	0	0	0	0	0	0	0	1	24	1	25
04:15 PM	0	0	0	3	0	0	0	5	0	1	0	0	0	0	0	3	11	1	12
04:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	2
04:45 PM	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0	1	8	0	8
Total	0	2	0	23	0	0	0	16	0	1	0	0	0	0	0	5	44	3	47
05:00 PM	0	0	0	2	0	0	0	7	0	1	0	0	0	0	0	0	9	1	10
05:15 PM	0	1	0	6	0	0	0	8	0	0	0	0	0	0	0	0	14	1	15
05:30 PM	0	2	0	5	1	0	0	8	0	0	0	1	0	0	0	1	15	3	18
05:45 PM	0	0	0	6	0	0	0	5	0	1	0	4	0	0	0	0	15	1	16
Total	0	3	0	19	1	0	0	28	0	2	0	5	0	0	0	1	53	6	59
Grand Total	0	5	0	42	1	0	0	44	0	3	0	5	0	0	0	6	97	9	106
Apprch %	0	100	0		100	0	0		0	100	0		0	0	0				
Total %	0	55.6	0		11.1	0	0		0	33.3	0		0	0	0		91.5	8.5	

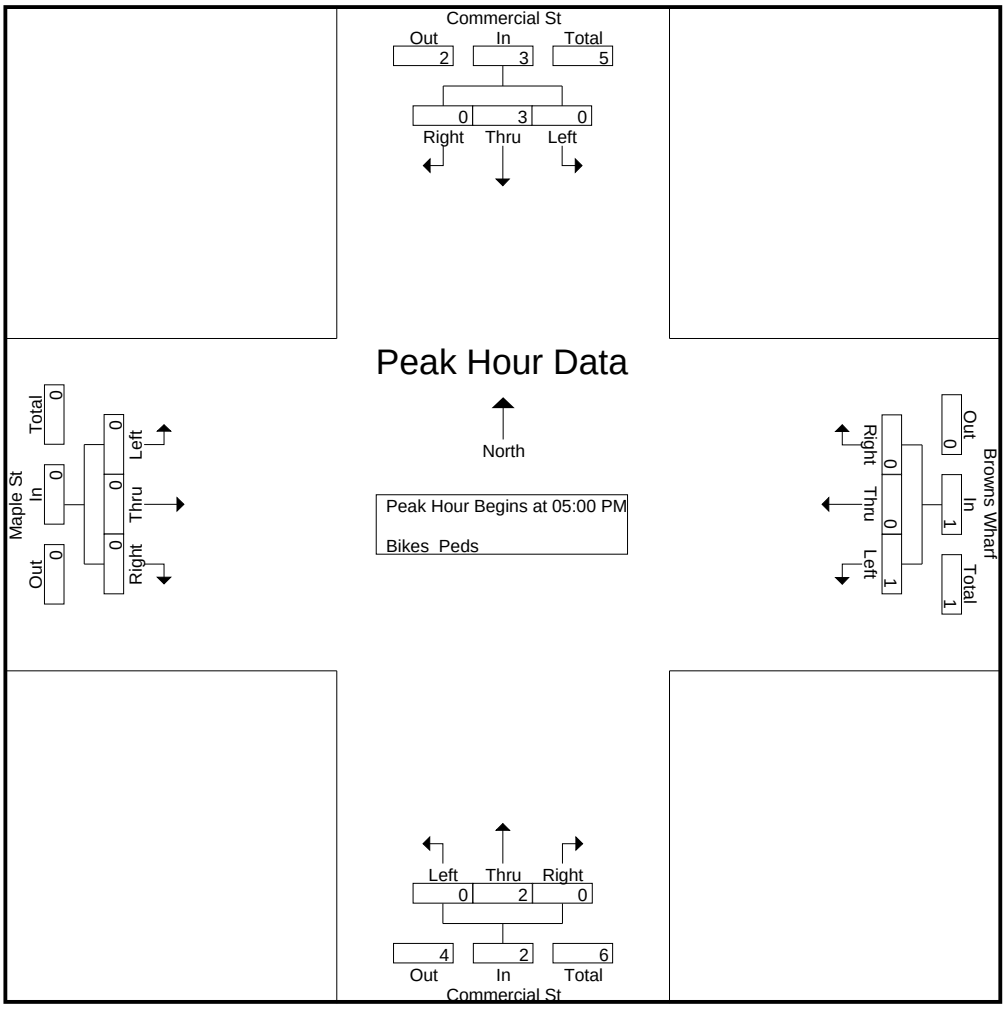
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 11

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	**2**	0	**2**	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**3**
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	3	0	3	1	0	0	1	0	2	0	2	0	0	0	0	6
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.500



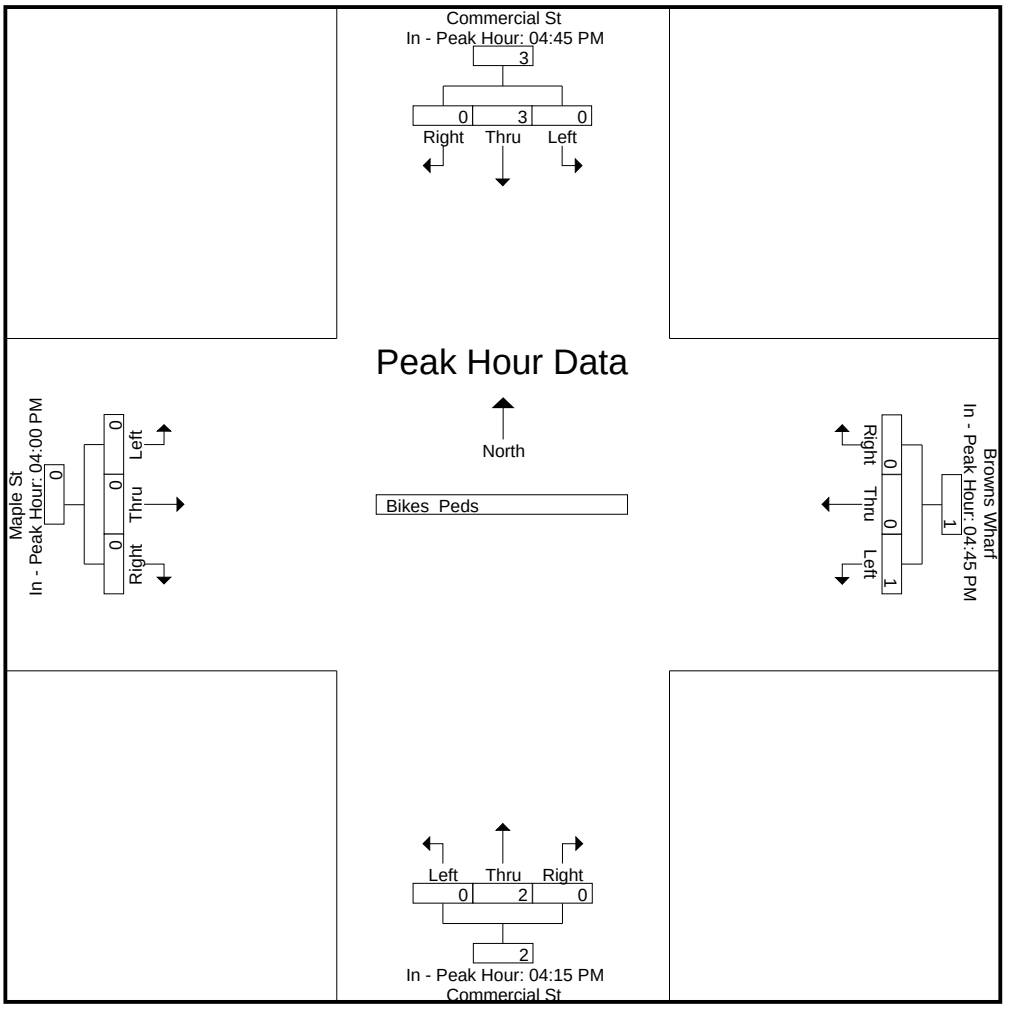
Accurate Counts

978-664-2565

N/S Street : Commercial Street
E/W Street: Browns Wharf / Maple Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324003
Site Code : 16324003
Start Date : 4/12/2017
Page No : 12

	Commercial St From North				Browns Wharf From East				Commercial St From South				Maple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:15 PM				04:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	**2**	0	**2**	**1**	0	0	**1**	0	1	0	1	0	0	0	0	
Total Volume	0	3	0	3	1	0	0	1	0	2	0	2	0	0	0	0	
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 1

Groups Printed- Cars - Trucks

	High St From North			York St From East			High St From South			York St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	1	10	2	10	24	1	196	44	4	292
07:15 AM	0	0	0	1	14	3	7	32	2	252	67	7	385
07:30 AM	0	0	0	1	16	5	9	26	6	242	93	7	405
07:45 AM	0	0	0	0	17	2	15	44	6	302	121	6	513
Total	0	0	0	3	57	12	41	126	15	992	325	24	1595
08:00 AM	0	0	0	3	17	4	19	57	4	239	106	4	453
08:15 AM	0	0	0	3	17	3	8	57	12	203	103	3	409
08:30 AM	0	0	0	1	24	1	5	45	5	247	120	5	453
08:45 AM	0	0	0	3	23	2	13	44	5	222	96	2	410
Total	0	0	0	10	81	10	45	203	26	911	425	14	1725
Grand Total	0	0	0	13	138	22	86	329	41	1903	750	38	3320
Apprch %	0	0	0	7.5	79.8	12.7	18.9	72.1	9	70.7	27.9	1.4	
Total %	0	0	0	0.4	4.2	0.7	2.6	9.9	1.2	57.3	22.6	1.1	
Cars	0	0	0	13	133	20	86	326	39	1889	749	38	3293
% Cars	0	0	0	100	96.4	90.9	100	99.1	95.1	99.3	99.9	100	99.2
Trucks	0	0	0	0	5	2	0	3	2	14	1	0	27
% Trucks	0	0	0	0	3.6	9.1	0	0.9	4.9	0.7	0.1	0	0.8

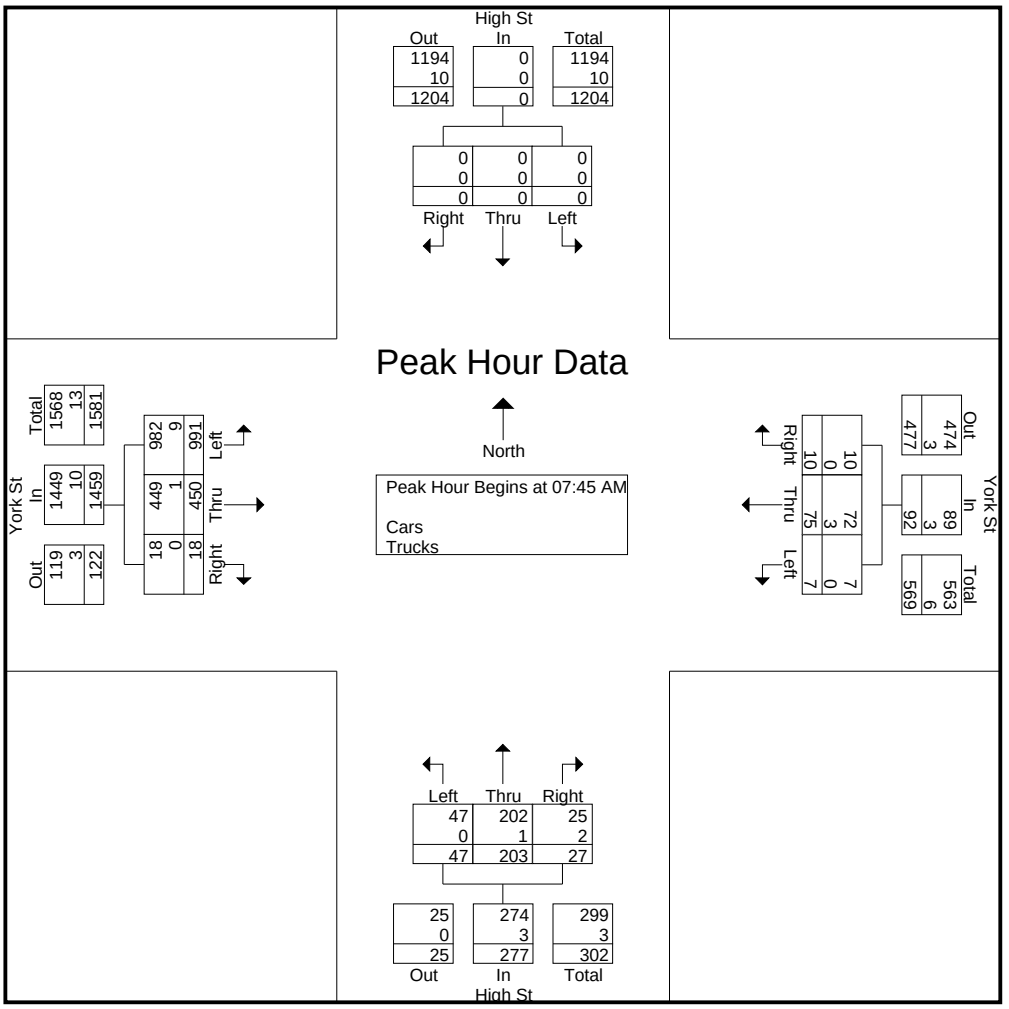
Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 2

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	17	2	19	15	44	6	65	**302**	**121**	**6**	**429**	**513**
08:00 AM	0	0	0	0	**3**	17	**4**	24	**19**	**57**	4	**80**	239	106	4	349	453
08:15 AM	0	0	0	0	3	17	3	23	8	57	**12**	77	203	103	3	309	409
08:30 AM	0	0	0	0	1	**24**	1	**26**	5	45	5	55	247	120	5	372	453
Total Volume	0	0	0	0	7	75	10	92	47	203	27	277	991	450	18	1459	1828
% App. Total	0	0	0		7.6	81.5	10.9		17	73.3	9.7		67.9	30.8	1.2		
PHF	.000	.000	.000	.000	.583	.781	.625	.885	.618	.890	.563	.866	.820	.930	.750	.850	.891
Cars	0	0	0	0	7	72	10	89	47	202	25	274	982	449	18	1449	1812
% Cars	0	0	0	0	100	96.0	100	96.7	100	99.5	92.6	98.9	99.1	99.8	100	99.3	99.1
Trucks	0	0	0	0	0	3	0	3	0	1	2	3	9	1	0	10	16
% Trucks	0	0	0	0	0	4.0	0	3.3	0	0.5	7.4	1.1	0.9	0.2	0	0.7	0.9



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

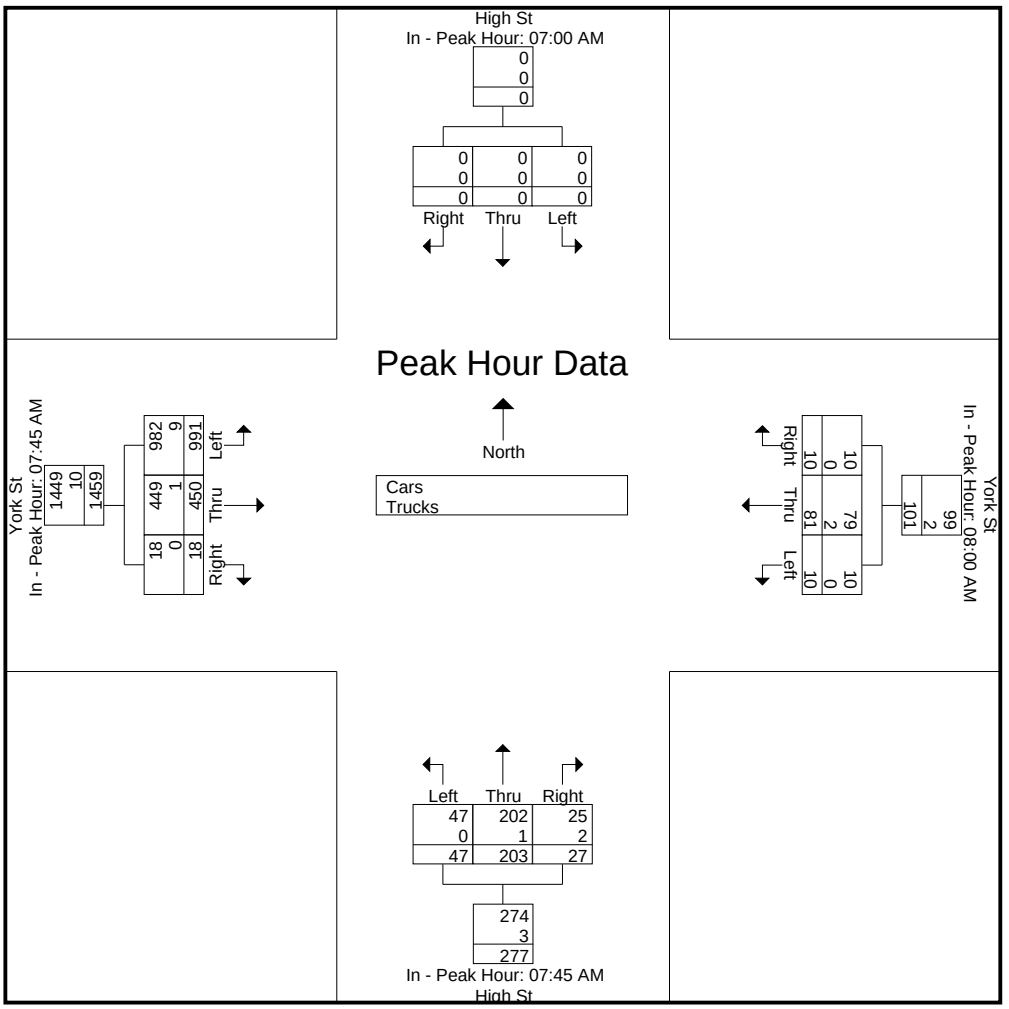
File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 3

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	**3**	17	**4**	24	15	44	6	65	**302**	**121**	**6**	**429**
+15 mins.	0	0	0	0	3	17	3	23	**19**	**57**	4	**80**	239	106	4	349
+30 mins.	0	0	0	0	1	**24**	1	26	8	57	**12**	77	203	103	3	309
+45 mins.	0	0	0	0	3	23	2	**28**	5	45	5	55	247	120	5	372
Total Volume	0	0	0	0	10	81	10	101	47	203	27	277	991	450	18	1459
% App. Total	0	0	0		9.9	80.2	9.9		17	73.3	9.7		67.9	30.8	1.2	
PHF	.000	.000	.000	.000	.833	.844	.625	.902	.618	.890	.563	.866	.820	.930	.750	.850
Cars	0	0	0	0	10	79	10	99	47	202	25	274	982	449	18	1449
% Cars	0	0	0	0	100	97.5	100	98	100	99.5	92.6	98.9	99.1	99.8	100	99.3
Trucks	0	0	0	0	0	2	0	2	0	1	2	3	9	1	0	10
% Trucks	0	0	0	0	0	2.5	0	2	0	0.5	7.4	1.1	0.9	0.2	0	0.7



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017

Groups Printed- Cars

	High St From North			York St From East			High St From South			York St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	1	9	1	10	24	1	195	44	4	289
07:15 AM	0	0	0	1	14	2	7	31	2	250	67	7	381
07:30 AM	0	0	0	1	15	5	9	25	6	242	93	7	403
07:45 AM	0	0	0	0	16	2	15	43	6	299	121	6	508
Total	0	0	0	3	54	10	41	123	15	986	325	24	1581
08:00 AM	0	0	0	3	17	4	19	57	3	239	105	4	451
08:15 AM	0	0	0	3	17	3	8	57	11	201	103	3	406
08:30 AM	0	0	0	1	22	1	5	45	5	243	120	5	447
08:45 AM	0	0	0	3	23	2	13	44	5	220	96	2	408
Total	0	0	0	10	79	10	45	203	24	903	424	14	1712
Grand Total	0	0	0	13	133	20	86	326	39	1889	749	38	3293
Apprch %	0	0	0	7.8	80.1	12	19.1	72.3	8.6	70.6	28	1.4	
Total %	0	0	0	0.4	4	0.6	2.6	9.9	1.2	57.4	22.7	1.2	

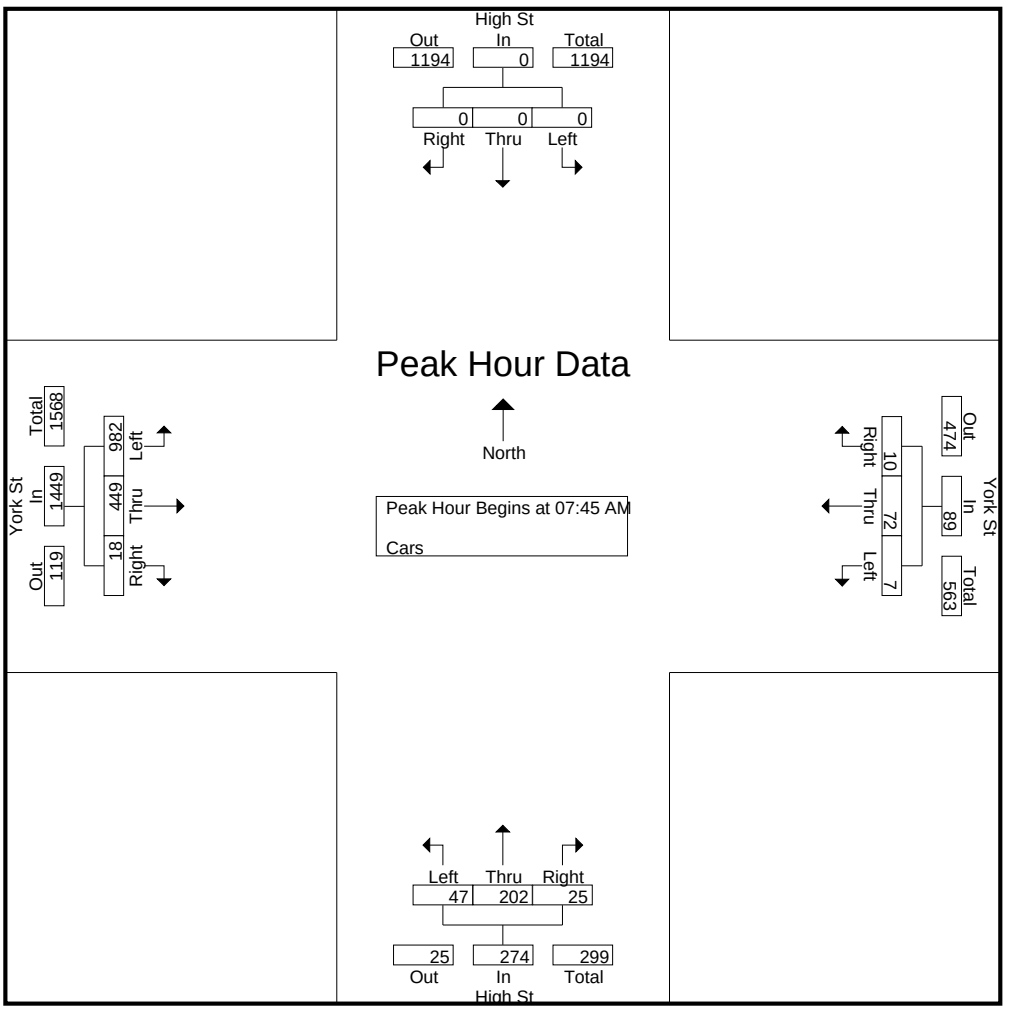
Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 5

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	16	2	18	15	43	6	64	**299**	**121**	**6**	**426**	**508**
08:00 AM	0	0	0	0	**3**	17	**4**	**24**	**19**	**57**	3	**79**	239	105	4	348	451
08:15 AM	0	0	0	0	3	17	3	23	8	57	**11**	76	201	103	3	307	406
08:30 AM	0	0	0	0	1	**22**	1	24	5	45	5	55	243	120	5	368	447
Total Volume	0	0	0	0	7	72	10	89	47	202	25	274	982	449	18	1449	1812
% App. Total	0	0	0		7.9	80.9	11.2		17.2	73.7	9.1		67.8	31	1.2		
PHF	.000	.000	.000	.000	.583	.818	.625	.927	.618	.886	.568	.867	.821	.928	.750	.850	.892



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

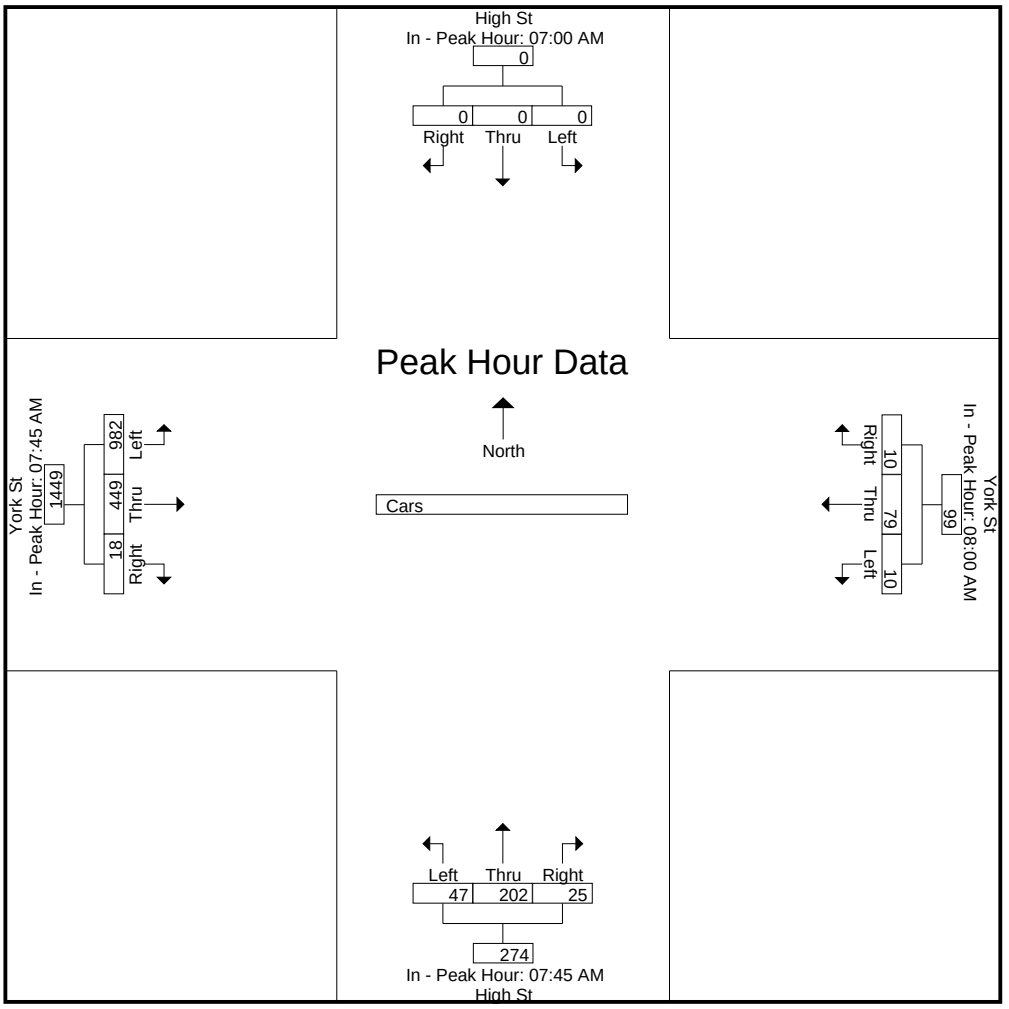
File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 6

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	**3**	17	**4**	24	15	43	6	64	**299**	**121**	**6**	**426**
+15 mins.	0	0	0	0	3	17	3	23	**19**	**57**	3	**79**	239	105	4	348
+30 mins.	0	0	0	0	1	22	1	24	8	57	**11**	76	201	103	3	307
+45 mins.	0	0	0	0	3	**23**	2	**28**	5	45	5	55	243	120	5	368
Total Volume	0	0	0	0	10	79	10	99	47	202	25	274	982	449	18	1449
% App. Total	0	0	0		10.1	79.8	10.1		17.2	73.7	9.1		67.8	31	1.2	
PHF	.000	.000	.000	.000	.833	.859	.625	.884	.618	.886	.568	.867	.821	.928	.750	.850



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017

Groups Printed- Trucks

	High St From North			York St From East			High St From South			York St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	1	1	0	0	0	1	0	0	3
07:15 AM	0	0	0	0	0	1	0	1	0	2	0	0	4
07:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	1	0	0	1	0	3	0	0	5
Total	0	0	0	0	3	2	0	3	0	6	0	0	14
08:00 AM	0	0	0	0	0	0	0	0	1	0	1	0	2
08:15 AM	0	0	0	0	0	0	0	0	1	2	0	0	3
08:30 AM	0	0	0	0	2	0	0	0	0	4	0	0	6
08:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	2
Total	0	0	0	0	2	0	0	0	2	8	1	0	13
Grand Total	0	0	0	0	5	2	0	3	2	14	1	0	27
Apprch %	0	0	0	0	71.4	28.6	0	60	40	93.3	6.7	0	
Total %	0	0	0	0	18.5	7.4	0	11.1	7.4	51.9	3.7	0	

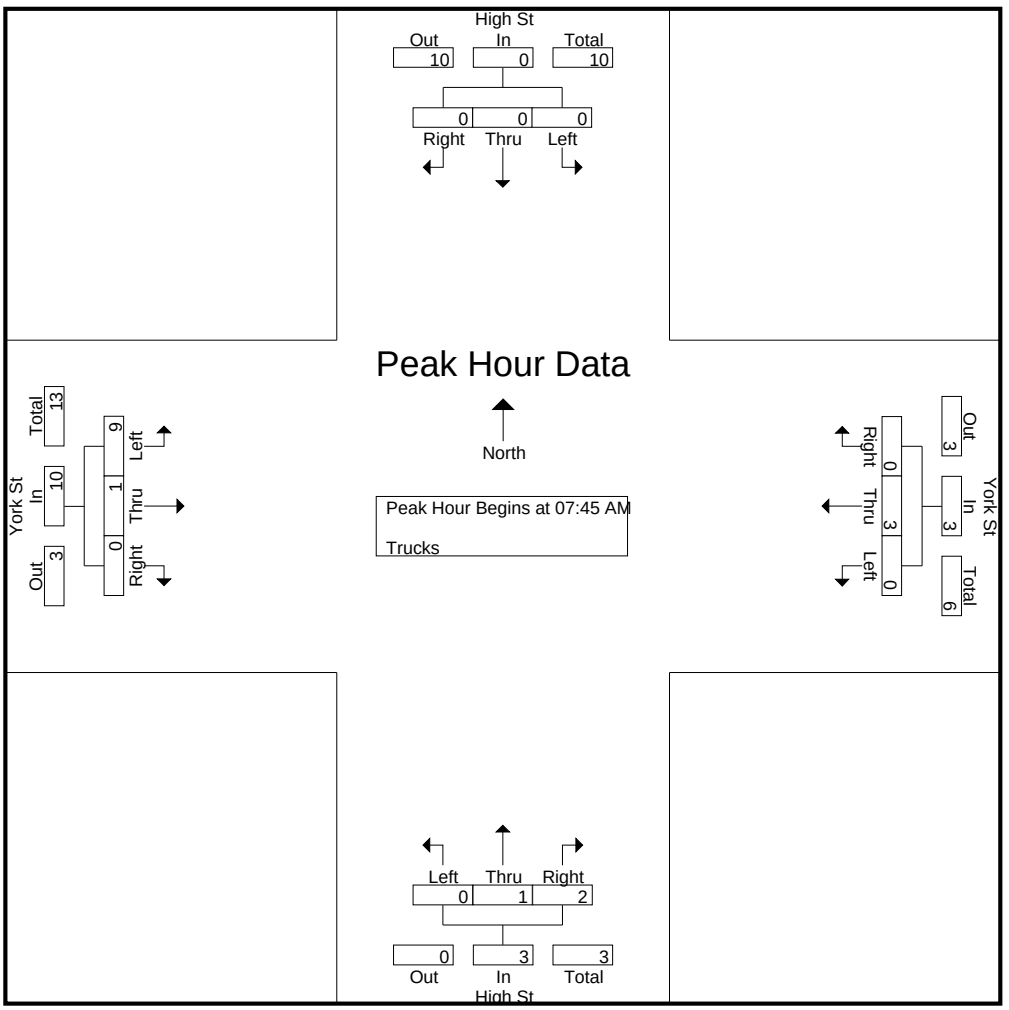
Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 8

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	1	0	1	0	**1**	0	**1**	3	0	0	3	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	**1**	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	2	3
08:30 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**4**	0	0	**4**	**6**
Total Volume	0	0	0	0	0	3	0	3	0	1	2	3	9	1	0	10	16
% App. Total	0	0	0		0	100	0		0	33.3	66.7		90	10	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.250	.500	.750	.563	.250	.000	.625	.667



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

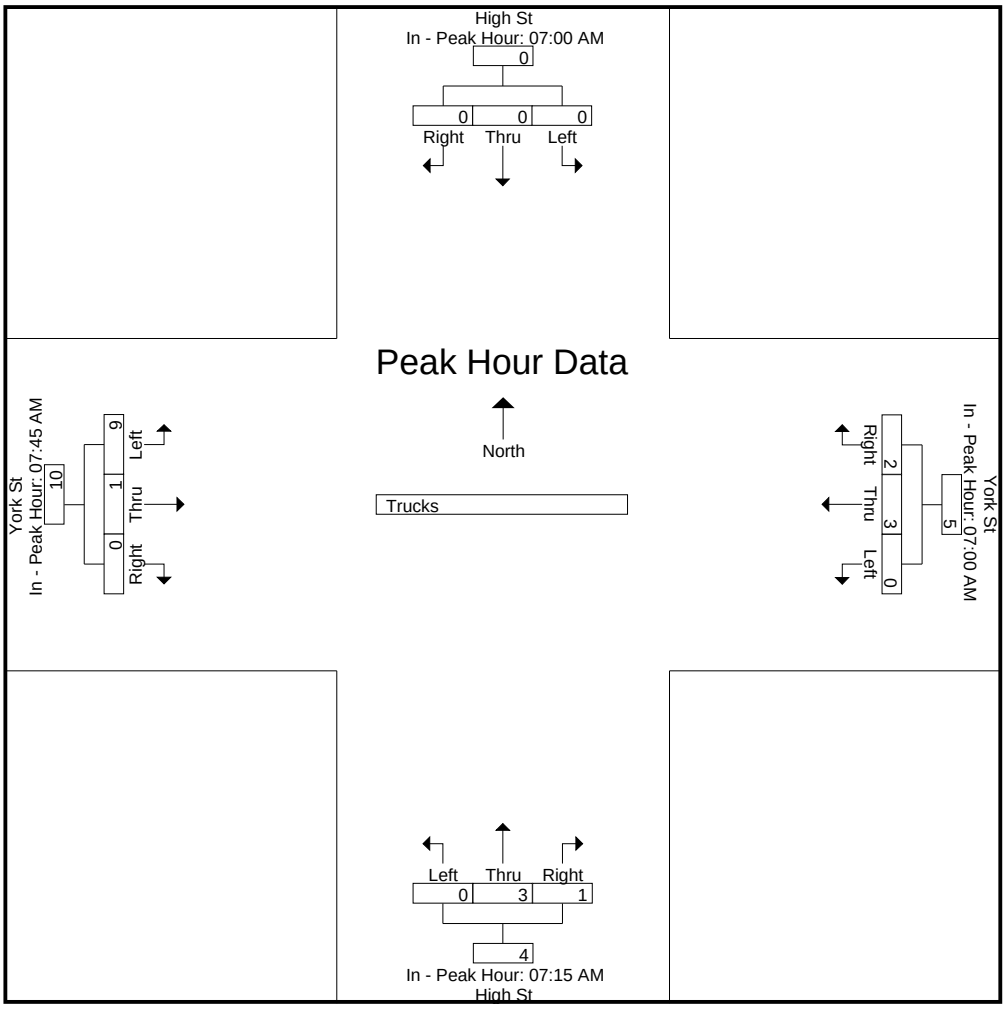
File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 9

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:15 AM				07:45 AM			
+0 mins.	0	0	0	0	0	**1**	**1**	**2**	0	**1**	0	**1**	3	0	0	3
+15 mins.	0	0	0	0	0	0	1	1	0	1	0	1	0	**1**	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	1	0	1	2	0	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	**1**	1	**4**	0	0	**4**
Total Volume	0	0	0	0	0	3	2	5	0	3	1	4	9	1	0	10
% App. Total	0	0	0		0	60	40		0	75	25		90	10	0	
PHF	.000	.000	.000	.000	.000	.750	.500	.625	.000	.750	.250	1.000	.563	.250	.000	.625



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017

Groups Printed- Bikes Peds

	High St From North				York St From East				High St From South				York St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3	2	5
07:15 AM	0	0	0	0	0	0	0	1	0	0	0	3	0	1	0	4	8	1	9
07:30 AM	0	0	0	1	0	0	0	1	0	0	0	5	0	2	0	4	11	2	13
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	2	0	2	8	2	10
Total	0	0	0	2	0	0	0	2	0	0	0	14	0	7	0	12	30	7	37
08:00 AM	0	0	0	2	0	0	0	0	0	0	0	18	0	1	0	4	24	1	25
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	16	0	1	0	7	23	1	24
08:30 AM	0	0	0	2	0	1	0	3	0	0	0	10	0	5	0	2	17	6	23
08:45 AM	0	0	0	1	0	0	0	0	0	0	0	12	0	2	0	8	21	2	23
Total	0	0	0	5	0	1	0	3	0	0	0	56	0	9	0	21	85	10	95
Grand Total	0	0	0	7	0	1	0	5	0	0	0	70	0	16	0	33	115	17	132
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0				
Total %	0	0	0		0	5.9	0		0	0	0		0	94.1	0		87.1	12.9	

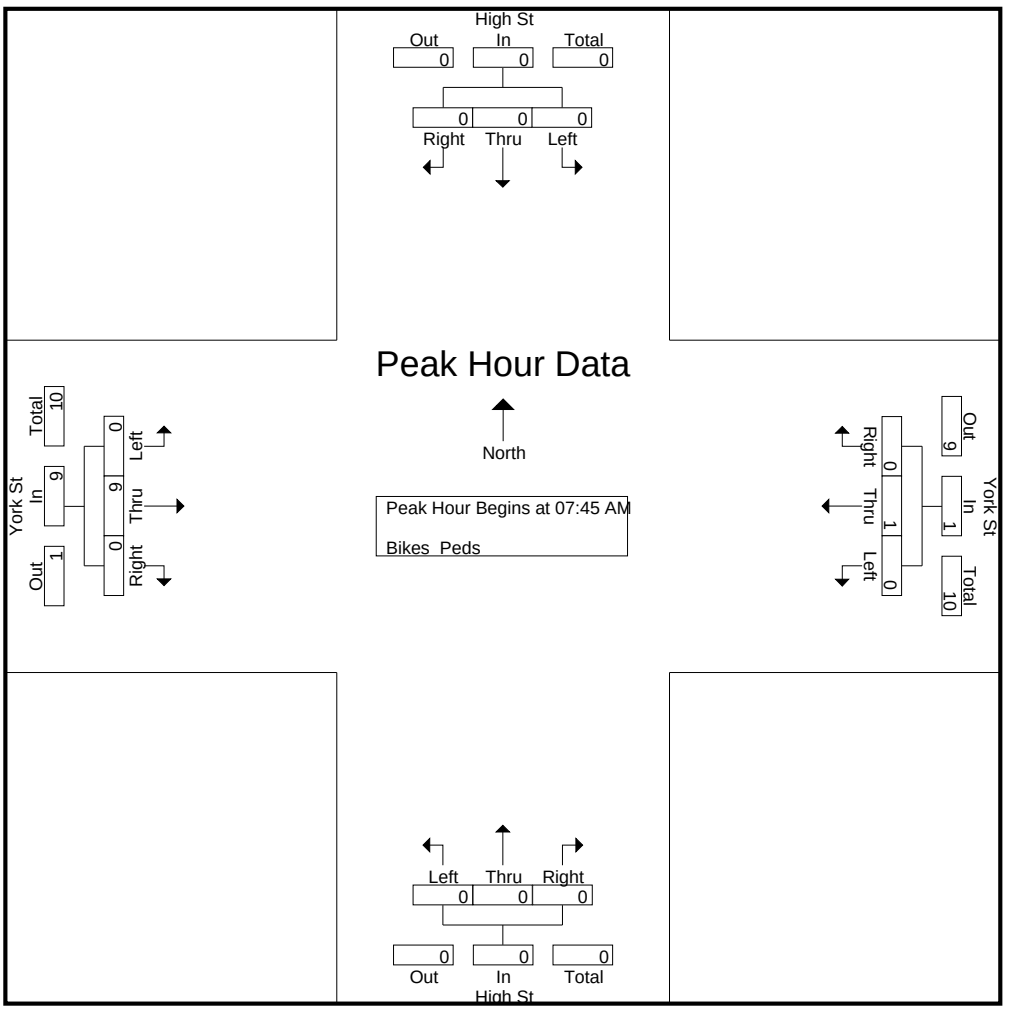
Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 11

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**5**	0	**5**	**6**
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	9	0	9	10
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.450	.000	.450	.417



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

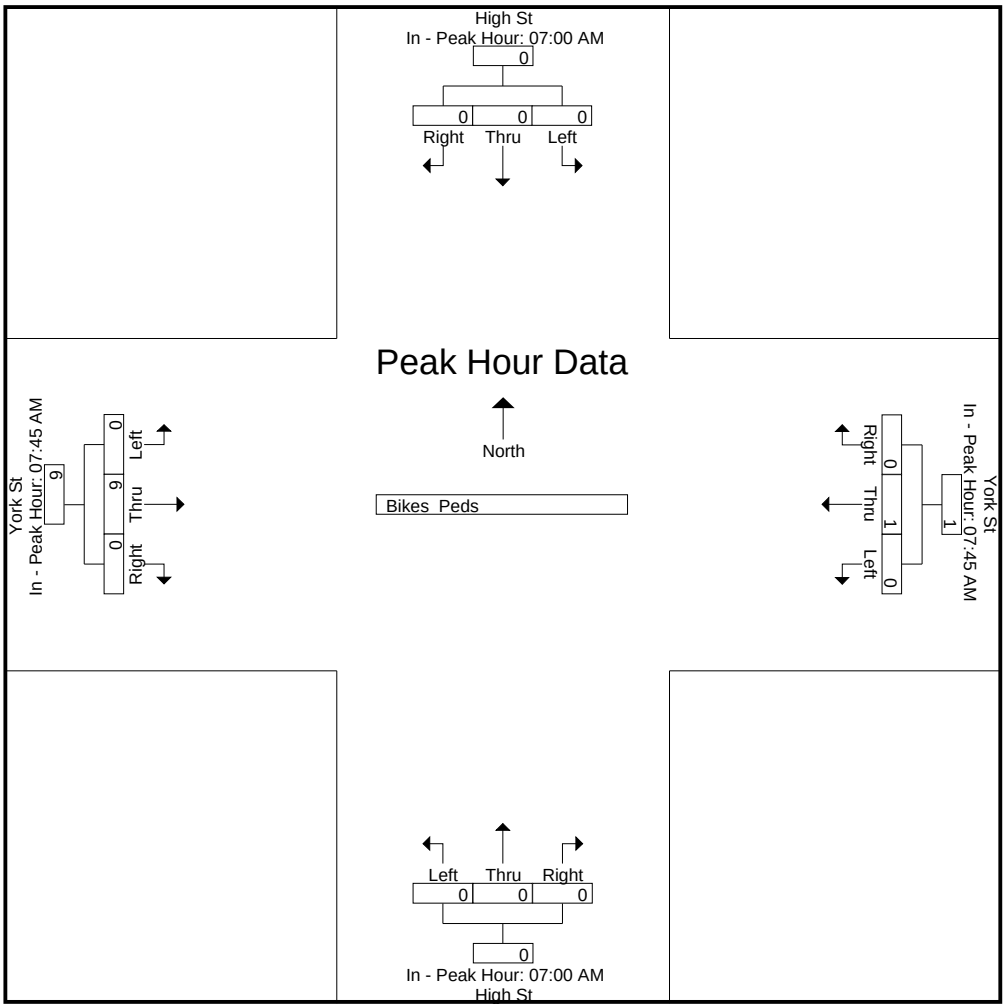
File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 12

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:45 AM				07:00 AM				07:45 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
+45 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**5**	0	**5**	
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	9	0	9	
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.450	.000	.450	



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 1

Groups Printed- Cars - Trucks

	High St From North			York St From East			High St From South			York St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	2	55	3	28	26	1	180	33	10	338
04:15 PM	0	0	0	1	48	2	18	39	2	184	50	4	348
04:30 PM	0	0	0	3	50	6	24	33	3	179	33	6	337
04:45 PM	0	0	0	2	61	5	35	23	1	165	43	6	341
Total	0	0	0	8	214	16	105	121	7	708	159	26	1364
05:00 PM	0	0	0	1	67	5	36	43	0	202	42	0	396
05:15 PM	0	0	0	3	69	3	47	46	2	172	48	6	396
05:30 PM	0	0	0	2	63	9	21	40	2	163	32	6	338
05:45 PM	0	0	0	3	51	5	11	36	1	153	44	3	307
Total	0	0	0	9	250	22	115	165	5	690	166	15	1437
Grand Total	0	0	0	17	464	38	220	286	12	1398	325	41	2801
Apprch %	0	0	0	3.3	89.4	7.3	42.5	55.2	2.3	79.3	18.4	2.3	
Total %	0	0	0	0.6	16.6	1.4	7.9	10.2	0.4	49.9	11.6	1.5	
Cars	0	0	0	17	459	36	219	285	12	1393	323	41	2785
% Cars	0	0	0	100	98.9	94.7	99.5	99.7	100	99.6	99.4	100	99.4
Trucks	0	0	0	0	5	2	1	1	0	5	2	0	16
% Trucks	0	0	0	0	1.1	5.3	0.5	0.3	0	0.4	0.6	0	0.6

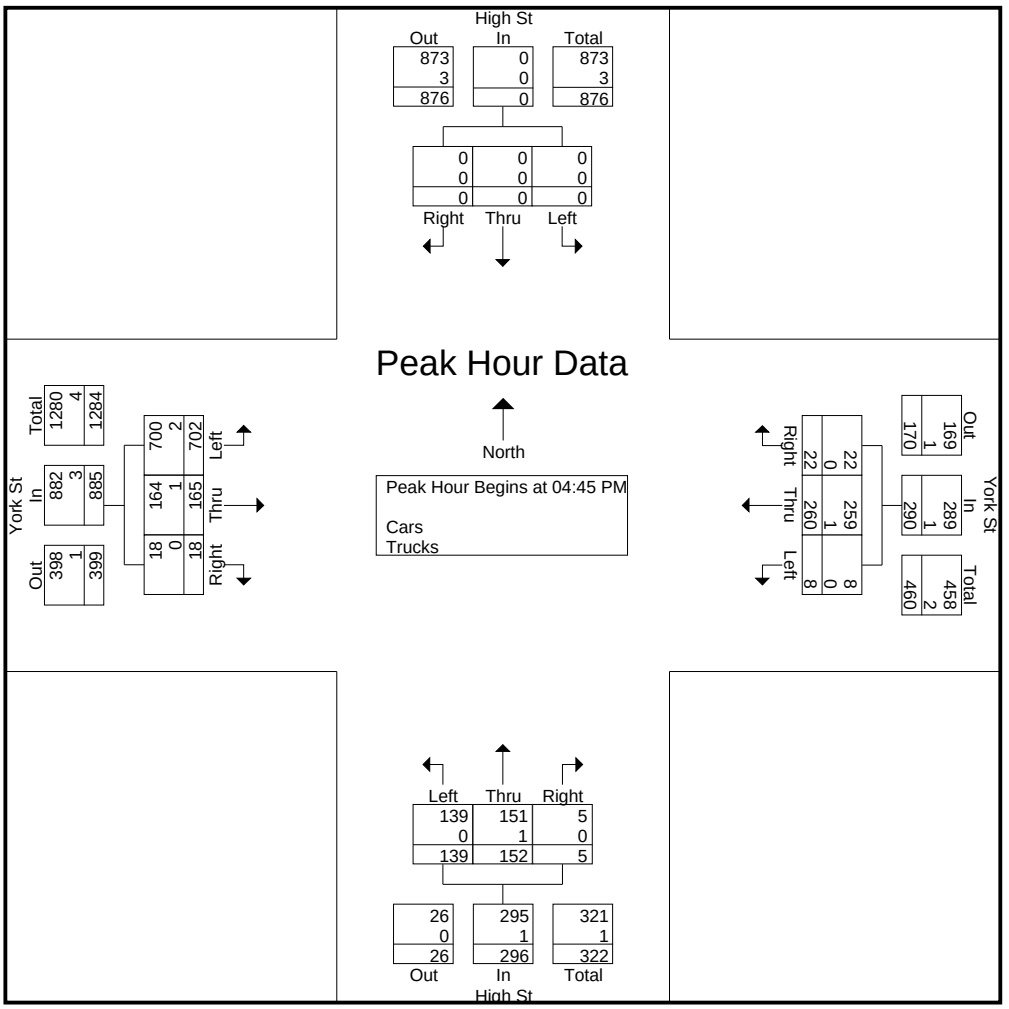
Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 2

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	2	61	5	68	35	23	1	59	165	43	**6**	214	341
05:00 PM	0	0	0	0	1	67	5	73	36	43	0	79	**202**	42	0	**244**	**396**
05:15 PM	0	0	0	0	**3**	**69**	3	**75**	**47**	**46**	**2**	**95**	172	**48**	6	226	396
05:30 PM	0	0	0	0	2	63	**9**	74	21	40	2	63	163	32	6	201	338
Total Volume	0	0	0	0	8	260	22	290	139	152	5	296	702	165	18	885	1471
% App. Total	0	0	0		2.8	89.7	7.6		47	51.4	1.7		79.3	18.6	2		
PHF	.000	.000	.000	.000	.667	.942	.611	.967	.739	.826	.625	.779	.869	.859	.750	.907	.929
Cars	0	0	0	0	8	259	22	289	139	151	5	295	700	164	18	882	1466
% Cars	0	0	0	0	100	99.6	100	99.7	100	99.3	100	99.7	99.7	99.4	100	99.7	99.7
Trucks	0	0	0	0	0	1	0	1	0	1	0	1	2	1	0	3	5
% Trucks	0	0	0	0	0	0.4	0	0.3	0	0.7	0	0.3	0.3	0.6	0	0.3	0.3



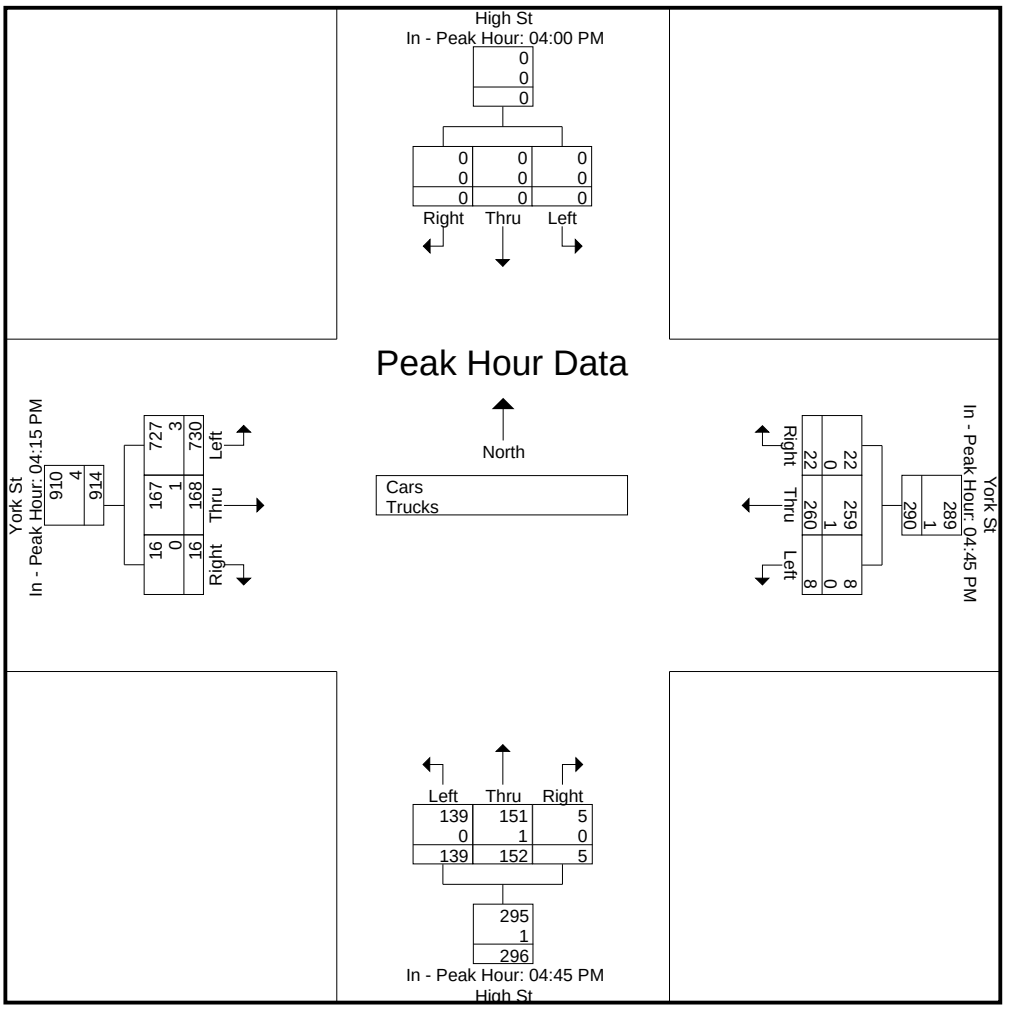
Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 3

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:45 PM				04:45 PM				04:15 PM				
+0 mins.	0	0	0	0	2	61	5	68	35	23	1	59	184	**50**	4	238	
+15 mins.	0	0	0	0	1	67	5	73	36	43	0	79	179	33	**6**	218	
+30 mins.	0	0	0	0	**3**	**69**	3	**75**	**47**	**46**	**2**	**95**	165	43	6	214	
+45 mins.	0	0	0	0	2	63	**9**	74	21	40	2	63	**202**	42	0	**244**	
Total Volume	0	0	0	0	8	260	22	290	139	152	5	296	730	168	16	914	
% App. Total	0	0	0		2.8	89.7	7.6		47	51.4	1.7		79.9	18.4	1.8		
PHF	.000	.000	.000	.000	.667	.942	.611	.967	.739	.826	.625	.779	.903	.840	.667	.936	
Cars	0	0	0	0	8	259	22	289	139	151	5	295	727	167	16	910	
% Cars	0	0	0	0	100	99.6	100	99.7	100	99.3	100	99.7	99.6	99.4	100	99.6	
Trucks	0	0	0	0	0	1	0	1	0	1	0	1	3	1	0	4	
% Trucks	0	0	0	0	0	0.4	0	0.3	0	0.7	0	0.3	0.4	0.6	0	0.4	



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 4

Groups Printed- Cars

	High St From North			York St From East			High St From South			York St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	2	54	2	28	26	1	180	33	10	336
04:15 PM	0	0	0	1	48	2	17	39	2	183	49	4	345
04:30 PM	0	0	0	3	48	5	24	33	3	177	33	6	332
04:45 PM	0	0	0	2	61	5	35	23	1	165	43	6	341
Total	0	0	0	8	211	14	104	121	7	705	158	26	1354
05:00 PM	0	0	0	1	67	5	36	42	0	202	42	0	395
05:15 PM	0	0	0	3	69	3	47	46	2	171	48	6	395
05:30 PM	0	0	0	2	62	9	21	40	2	162	31	6	335
05:45 PM	0	0	0	3	50	5	11	36	1	153	44	3	306
Total	0	0	0	9	248	22	115	164	5	688	165	15	1431
Grand Total	0	0	0	17	459	36	219	285	12	1393	323	41	2785
Apprch %	0	0	0	3.3	89.6	7	42.4	55.2	2.3	79.3	18.4	2.3	
Total %	0	0	0	0.6	16.5	1.3	7.9	10.2	0.4	50	11.6	1.5	

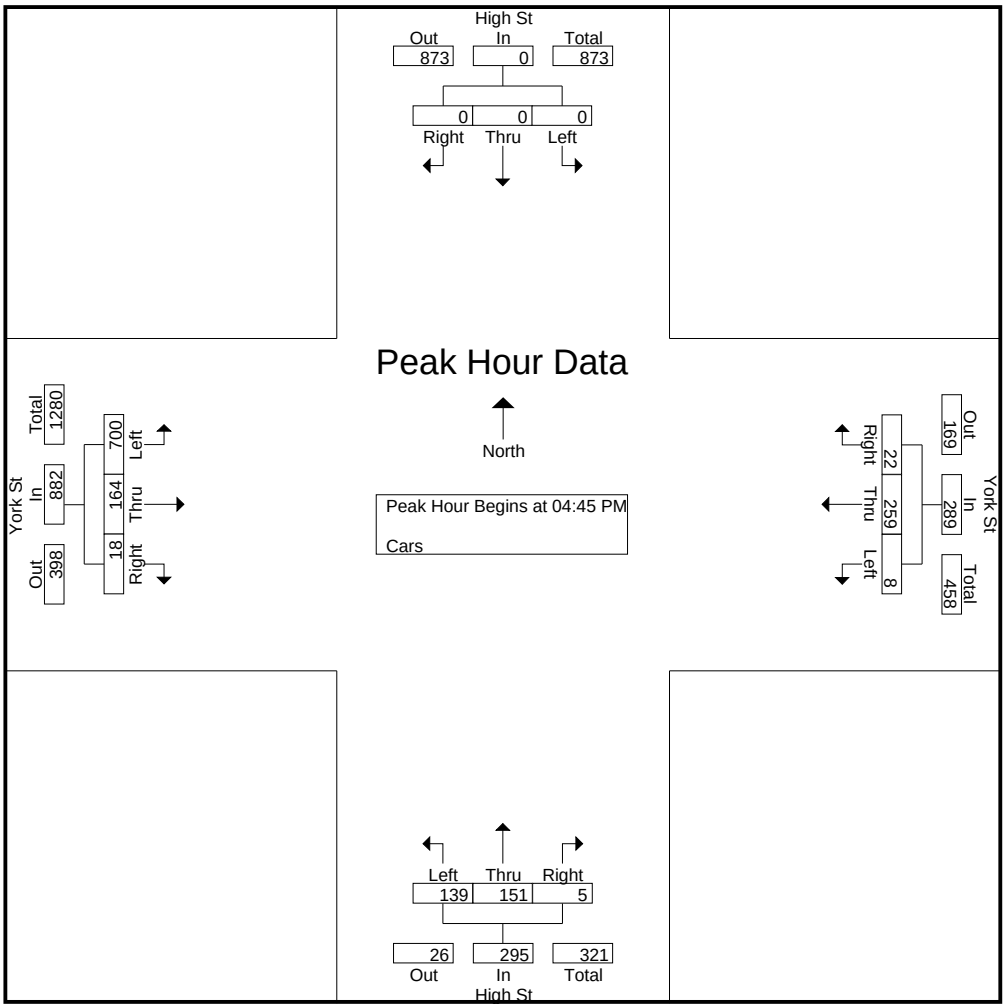
Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 5

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	2	61	5	68	35	23	1	59	165	43	**6**	214	341
05:00 PM	0	0	0	0	1	67	5	73	36	42	0	78	**202**	42	0	**244**	**395**
05:15 PM	0	0	0	0	**3**	**69**	3	**75**	**47**	**46**	**2**	**95**	171	**48**	6	225	395
05:30 PM	0	0	0	0	2	62	**9**	73	21	40	2	63	162	31	6	199	335
Total Volume	0	0	0	0	8	259	22	289	139	151	5	295	700	164	18	882	1466
% App. Total	0	0	0		2.8	89.6	7.6		47.1	51.2	1.7		79.4	18.6	2		
PHF	.000	.000	.000	.000	.667	.938	.611	.963	.739	.821	.625	.776	.866	.854	.750	.904	.928



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

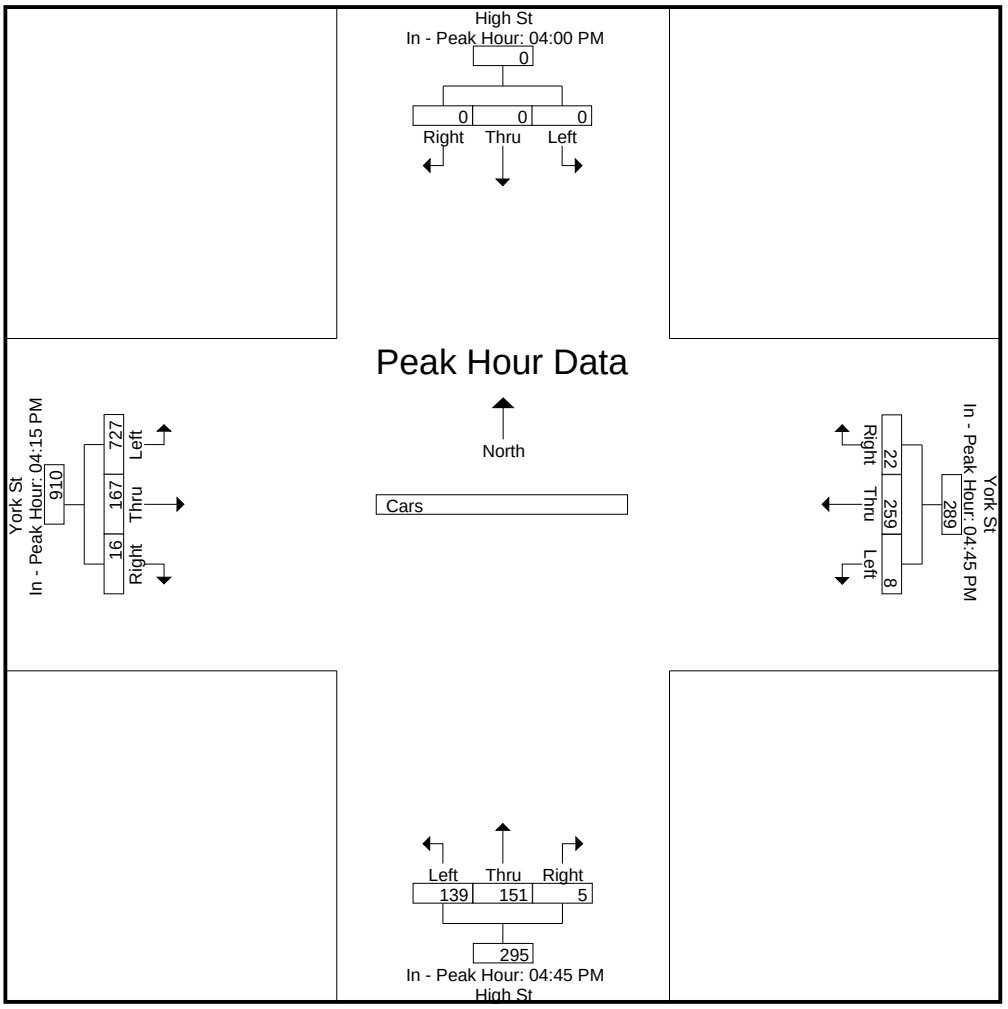
File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 6

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:45 PM				04:15 PM				
+0 mins.	0	0	0	0	2	61	5	68	35	23	1	59	183	**49**	4	236	
+15 mins.	0	0	0	0	1	67	5	73	36	42	0	78	177	33	**6**	216	
+30 mins.	0	0	0	0	**3**	**69**	3	**75**	**47**	**46**	**2**	**95**	165	43	6	214	
+45 mins.	0	0	0	0	2	62	**9**	73	21	40	2	63	**202**	42	0	**244**	
Total Volume	0	0	0	0	8	259	22	289	139	151	5	295	727	167	16	910	
% App. Total	0	0	0		2.8	89.6	7.6		47.1	51.2	1.7		79.9	18.4	1.8		
PHF	.000	.000	.000	.000	.667	.938	.611	.963	.739	.821	.625	.776	.900	.852	.667	.932	



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017

Groups Printed- Trucks

	High St From North			York St From East			High St From South			York St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	3
04:30 PM	0	0	0	0	2	1	0	0	0	2	0	0	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	2	1	0	0	3	1	0	10
05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
05:30 PM	0	0	0	0	1	0	0	0	0	1	1	0	3
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	1	0	2	1	0	6
Grand Total	0	0	0	0	5	2	1	1	0	5	2	0	16
Apprch %	0	0	0	0	71.4	28.6	50	50	0	71.4	28.6	0	
Total %	0	0	0	0	31.2	12.5	6.2	6.2	0	31.2	12.5	0	

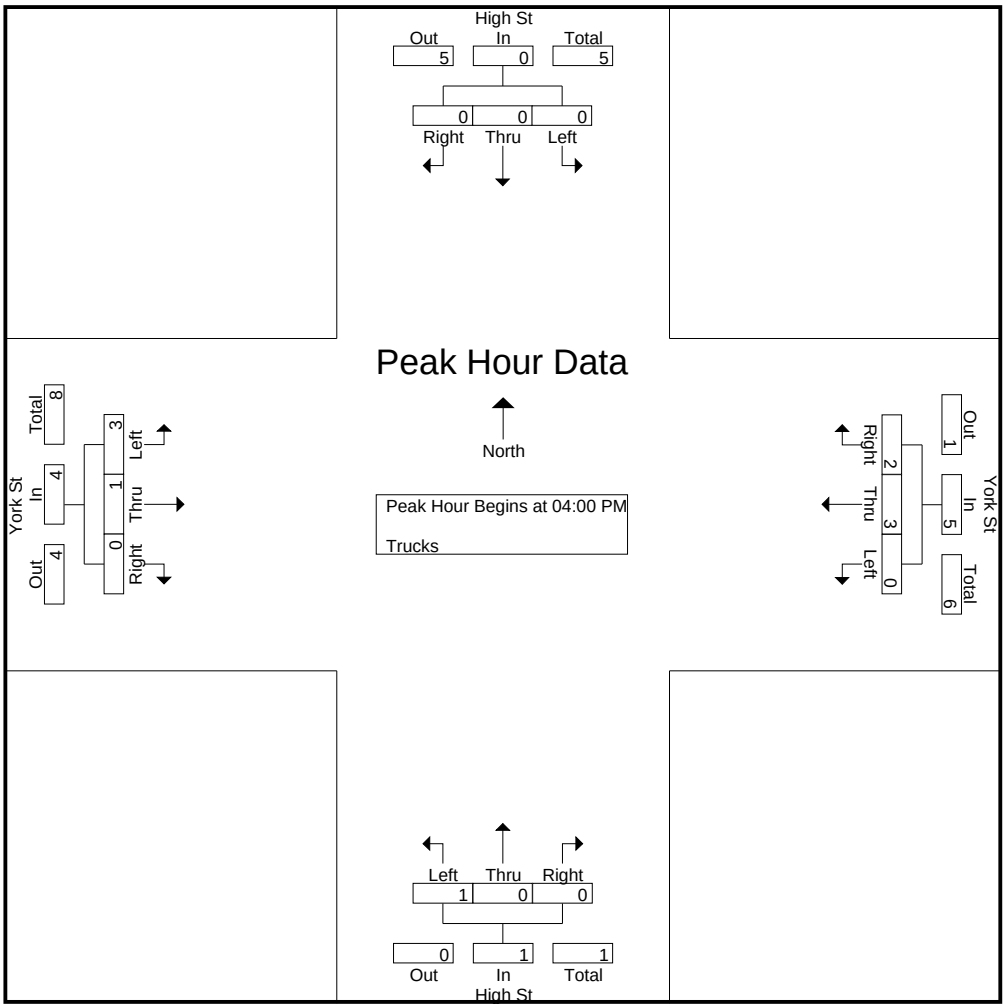
Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 8

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	1	**1**	2	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1	**1**	0	**2**	3
04:30 PM	0	0	0	0	0	**2**	1	**3**	0	0	0	0	**2**	0	0	2	**5**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	2	5	1	0	0	1	3	1	0	4	10
% App. Total	0	0	0		0	60	40		100	0	0		75	25	0		
PHF	.000	.000	.000	.000	.000	.375	.500	.417	.250	.000	.000	.250	.375	.250	.000	.500	.500



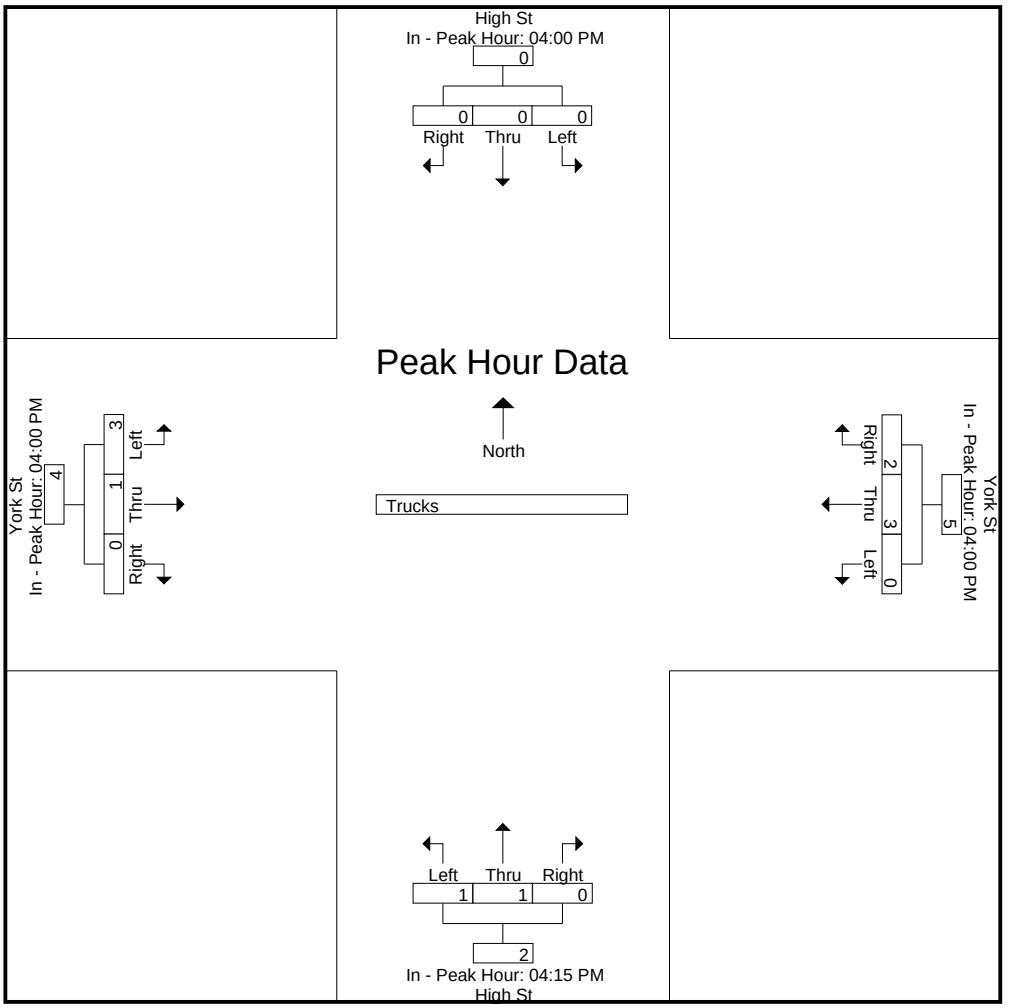
Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 9

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:15 PM				04:00 PM				
+0 mins.	0	0	0	0	0	1	**1**	2	**1**	0	0	**1**	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**	0	**2**	
+30 mins.	0	0	0	0	0	**2**	1	**3**	0	0	0	0	**2**	0	0	2	
+45 mins.	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	
Total Volume	0	0	0	0	0	3	2	5	1	1	0	2	3	1	0	4	
% App. Total	0	0	0		0	60	40		50	50	0		75	25	0		
PHF	.000	.000	.000	.000	.000	.375	.500	.417	.250	.250	.000	.500	.375	.250	.000	.500	



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017

Groups Printed- Bikes Peds

	High St From North				York St From East				High St From South				York St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	4	10	0	10
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	1	4	1	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1
04:45 PM	0	0	0	1	0	1	0	1	0	0	0	2	0	0	0	1	5	1	6
Total	0	0	0	1	0	2	0	1	0	0	0	11	0	0	0	7	20	2	22
05:00 PM	0	0	0	5	0	2	0	3	0	0	0	6	0	1	0	2	16	3	19
05:15 PM	0	0	0	0	0	2	0	0	0	0	0	9	0	0	0	0	9	2	11
05:30 PM	0	0	0	0	0	0	0	1	1	0	0	7	0	0	0	3	11	1	12
05:45 PM	0	0	0	1	0	1	0	1	0	0	0	3	0	0	0	6	11	1	12
Total	0	0	0	6	0	5	0	5	1	0	0	25	0	1	0	11	47	7	54
Grand Total	0	0	0	7	0	7	0	6	1	0	0	36	0	1	0	18	67	9	76
Apprch %	0	0	0		0	100	0		100	0	0		0	100	0				
Total %	0	0	0		0	77.8	0		11.1	0	0		0	11.1	0		88.2	11.8	

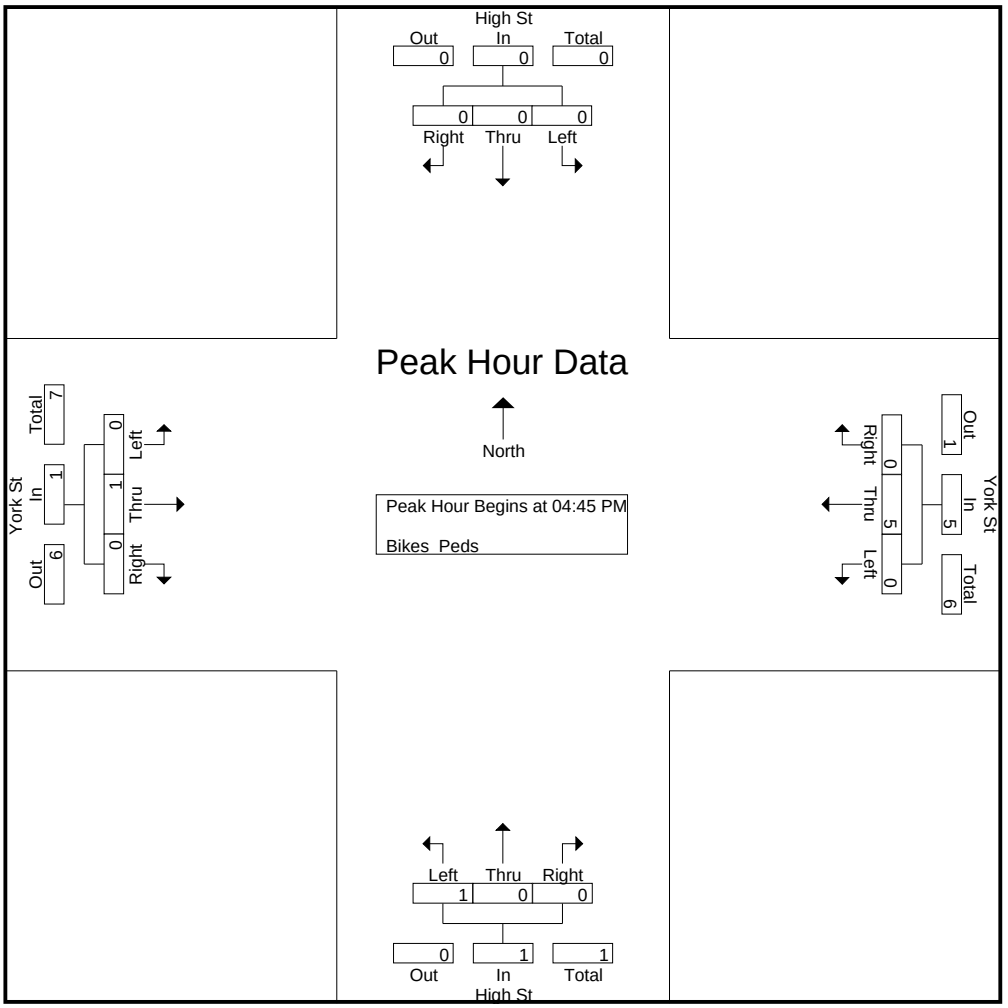
Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 11

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	**3**
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
Total Volume	0	0	0	0	0	5	0	5	1	0	0	1	0	1	0	1	7
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.250	.000	.000	.250	.000	.250	.000	.250	.583



Accurate Counts

978-664-2565

N/S Street : High Street
E/W Street: York Street
City/State : Portland, ME
Weather : Cloudy / Rain

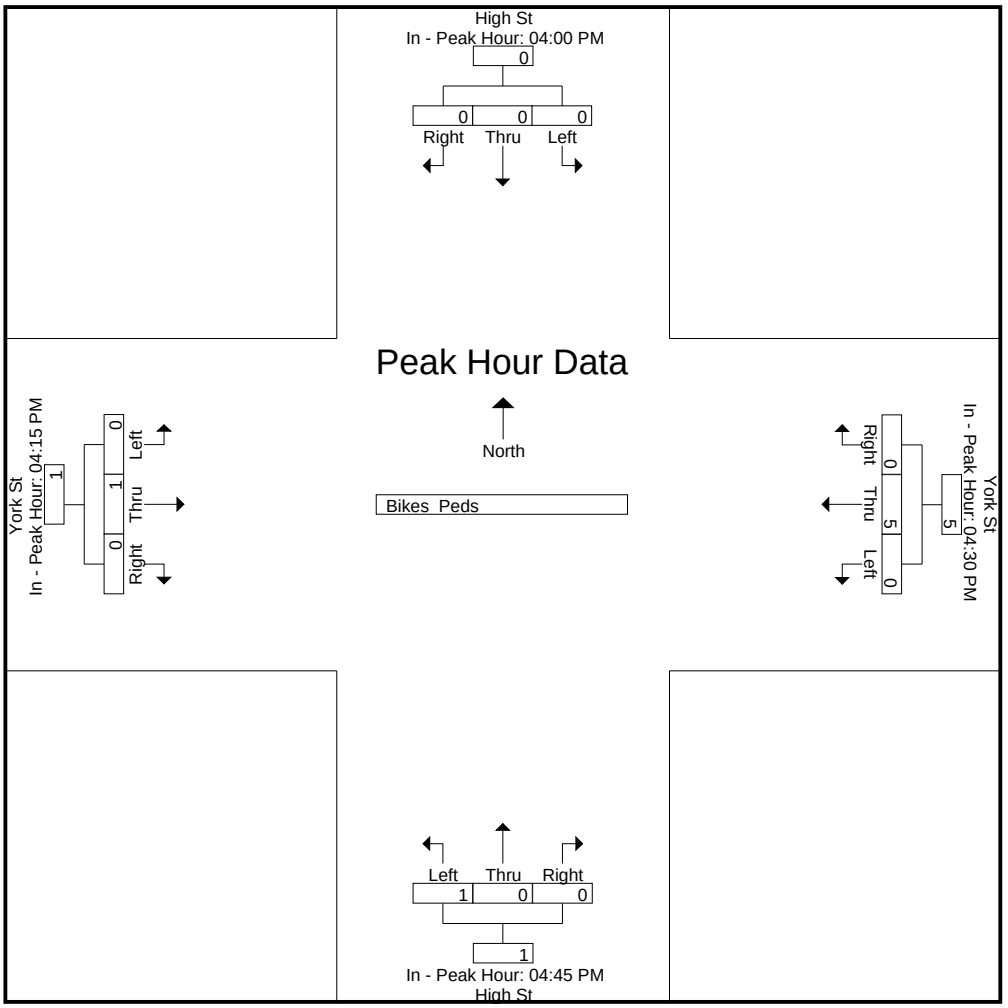
File Name : 16324005
Site Code : 16324005
Start Date : 4/12/2017
Page No : 12

	High St From North				York St From East				High St From South				York St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:45 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	**1**	0	0	**1**	0	**1**	0	**1**
Total Volume	0	0	0	0	0	5	0	5	1	0	0	1	0	1	0	1
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.250	.000	.000	.250	.000	.250	.000	.250



Appendix

Synchro/SimTraffic Reports

4: DWY/High Street & Commercial Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	66.1	74.3	84.8	0.0	0.0	0.0	0.1	0.1	0.1	0.4	0.2	0.8
Total Del/Veh (s)	27.5	16.7	14.7	26.6	12.7	9.7	33.0	30.3	24.7	38.4	22.9	21.9

4: DWY/High Street & Commercial Street Performance by movement

Movement	All
Denied Del/Veh (s)	46.2
Total Del/Veh (s)	18.2

5: High Street & York Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	3.4	3.3	4.0	0.0	0.0	0.0	52.6	24.4	24.0	7.3
Total Del/Veh (s)	22.5	28.7	25.3	28.8	28.3	18.0	31.1	23.6	20.3	24.8

8: Browns Wharf/Maple Street & Commercial Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.1	0.0	2.3	0.5	0.4	0.1	0.1	0.1	31.0	51.8	23.6
Total Del/Veh (s)	6.1	3.2	1.7	22.4	1.3	0.8	46.0	43.5	14.2	63.8	76.1	26.2

8: Browns Wharf/Maple Street & Commercial Street Performance by movement

Movement	All
Denied Del/Veh (s)	2.1
Total Del/Veh (s)	5.3

9: Maple Street & York Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0		0.1	0.1
Total Del/Veh (s)	2.3	0.8	0.6	4.7	0.4	0.0	8.4	1.6	4.7		9.4	3.2

9: Maple Street & York Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.6

10: Park Street & York Street Performance by movement

Movement	EBT	EBR	WBT	All
Denied Del/Veh (s)	119.6	117.5	0.0	110.9
Total Del/Veh (s)	8.2	10.5	1.4	8.1

11: Strudents/Park Street & Commercial Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0		0.0	0.0	0.1	0.0	0.1	0.0
Total Del/Veh (s)	16.2		24.6	4.8	352.8	2.5	16.3	14.4

17: Commercial Street Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.1
Total Del/Veh (s)	9.0	5.0	0.7	0.2	3.6

19: Maple Street Performance by movement

Movement	EBL	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.1	2.6	0.4	8.1	3.5	2.5

21: York Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	2.4	1.9	4.1	0.4	7.7	4.3	2.2

23: IMT & Commercial Street & Beach Street Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBR	SWL2	SWR	All
Denied Del/Veh (s)	99.2	97.5	0.0	0.3	0.9	2.5	0.1	0.1	0.2	61.5
Total Del/Veh (s)	75.0	15.1	50.9	49.3	44.5	32.5	67.4	49.6	24.6	36.6

Total Network Performance

Denied Del/Veh (s)	103.7
Total Del/Veh (s)	51.3

Intersection: 4: DWY/High Street & Commercial Street

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	125	343	47	329	62	171
Average Queue (ft)	86	304	11	152	17	91
95th Queue (ft)	147	399	38	287	48	158
Link Distance (ft)		330		371	116	172
Upstream Blk Time (%)		6		0		1
Queuing Penalty (veh)		75		1		1
Storage Bay Dist (ft)	100		50			
Storage Blk Time (%)	6	22	0	25		
Queuing Penalty (veh)	74	44	3	5		

Intersection: 5: High Street & York Street

Movement	EB	EB	EB	WB	NB	NB
Directions Served	L	L	TR	LTR	L	TR
Maximum Queue (ft)	400	394	327	159	128	182
Average Queue (ft)	249	266	256	80	25	110
95th Queue (ft)	384	454	382	136	90	192
Link Distance (ft)	328	328	328	333	172	172
Upstream Blk Time (%)	3	6	4		0	6
Queuing Penalty (veh)	20	40	28		0	10
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 8: Browns Wharf/Maple Street & Commercial Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	140	73	40	101
Average Queue (ft)	78	5	10	59
95th Queue (ft)	160	33	33	94
Link Distance (ft)	119	461	120	74
Upstream Blk Time (%)	3			11
Queuing Penalty (veh)	35			7
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Maple Street & York Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	32	47	50	47
Average Queue (ft)	1	5	19	15
95th Queue (ft)	19	27	37	41
Link Distance (ft)	166	191	114	308
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Park Street & York Street

Movement	EB	EB
Directions Served	T	TR
Maximum Queue (ft)	265	275
Average Queue (ft)	107	159
95th Queue (ft)	307	364
Link Distance (ft)	243	243
Upstream Blk Time (%)	2	14
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Strudents/Park Street & Commercial Street

Movement	EB	WB	NB	SB
Directions Served	TR	LT	LTR	TR
Maximum Queue (ft)	560	272	81	235
Average Queue (ft)	176	40	22	131
95th Queue (ft)	471	173	90	223
Link Distance (ft)	1718	330	181	187
Upstream Blk Time (%)		0		6
Queuing Penalty (veh)		2		26
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: Commercial Street

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	327	25
Average Queue (ft)	71	1
95th Queue (ft)	224	16
Link Distance (ft)	371	119
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	3	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: Maple Street

Movement	EB	SB
Directions Served	LR	TR
Maximum Queue (ft)	40	81
Average Queue (ft)	22	8
95th Queue (ft)	44	44
Link Distance (ft)	138	114
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21: York Street

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	35	49
Average Queue (ft)	5	17
95th Queue (ft)	25	42
Link Distance (ft)	166	72
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 23: IMT & Commercial Street & Beach Street

Movement	EB	EB	WB	WB	NB	NB	SW
Directions Served	L	TR	L	TR	L	R>	<LR
Maximum Queue (ft)	530	434	11	951	10	15	142
Average Queue (ft)	315	179	1	536	1	1	51
95th Queue (ft)	504	382	6	957	7	10	106
Link Distance (ft)		1438		1718		165	369
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	680		100		1		
Storage Blk Time (%)		0		39	1	2	
Queuing Penalty (veh)		0		0	0	0	

Network Summary

Network wide Queuing Penalty: 374

4: DWY/High Street & Commercial Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	82.4	99.8	73.0	0.0	0.3	0.0	0.2	0.1	0.1	0.4	2.7	0.2
Total Del/Veh (s)	33.0	18.3	16.3	32.5	17.8	16.6	37.0	47.0	22.4	32.6	25.2	20.5

4: DWY/High Street & Commercial Street Performance by movement

Movement	All
Denied Del/Veh (s)	60.6
Total Del/Veh (s)	20.7

5: High Street & York Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	2.4	3.2	5.3	0.0	0.0	0.0	78.0	32.6	30.6	8.9
Total Del/Veh (s)	22.4	27.8	24.9	26.2	28.7	19.7	31.8	24.5	24.2	24.7

8: Browns Wharf/Maple Street & Commercial Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0		0.4	0.4	0.1	0.1	0.1	0.1	0.3	0.4
Total Del/Veh (s)	10.3	6.0	4.8		1.2	0.6	79.8	41.4	30.4	58.9	68.4	20.8

8: Browns Wharf/Maple Street & Commercial Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	6.3

9: Maple Street & York Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.2	0.1	0.0	0.0	0.0		0.1	0.1
Total Del/Veh (s)	5.2	2.6	2.5	3.3	0.3	0.0	10.5	2.0	4.6		9.4	3.2

9: Maple Street & York Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	2.5

10: Park Street & York Street Performance by movement

Movement	EBT	EBR	WBT	All
Denied Del/Veh (s)	120.7	117.1	0.0	111.8
Total Del/Veh (s)	8.1	10.3	1.3	8.0

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11: Strudents/Park Street & Commercial Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	30.9	40.3	32.0	5.6	63.2	412.7	1.2	15.1	22.8

23: IMT & Commercial Street & Beach Street Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBR	SWL2	SWR	All
Denied Del/Veh (s)	132.0	132.3	0.0	0.4	0.3		0.1	0.1	0.2	83.2
Total Del/Veh (s)	76.1	19.4	116.9	42.1	39.3		72.5	58.7	25.9	36.0

Total Network Performance

Denied Del/Veh (s)	122.7
Total Del/Veh (s)	55.1

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Intersection: 4: DWY/High Street & Commercial Street

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	125	346	66	451	63	167
Average Queue (ft)	94	319	14	179	17	88
95th Queue (ft)	153	387	45	374	47	145
Link Distance (ft)		330		536	116	179
Upstream Blk Time (%)		9		0		0
Queuing Penalty (veh)		104		2		0
Storage Bay Dist (ft)	100		50			
Storage Blk Time (%)	8	24	2	29		
Queuing Penalty (veh)	99	47	10	5		

Intersection: 5: High Street & York Street

Movement	EB	EB	EB	WB	NB	NB
Directions Served	L	L	TR	LTR	L	TR
Maximum Queue (ft)	395	401	327	148	163	197
Average Queue (ft)	258	256	253	70	29	122
95th Queue (ft)	393	452	376	125	105	213
Link Distance (ft)	328	328	328	554	179	179
Upstream Blk Time (%)	3	6	5		0	9
Queuing Penalty (veh)	21	40	33		0	14
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 8: Browns Wharf/Maple Street & Commercial Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	346	73	50	143
Average Queue (ft)	87	4	11	48
95th Queue (ft)	237	32	36	103
Link Distance (ft)	536	460	116	252
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

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Intersection: 9: Maple Street & York Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	26	34	43	34
Average Queue (ft)	1	3	15	14
95th Queue (ft)	11	17	31	38
Link Distance (ft)	554	191	252	308
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Park Street & York Street

Movement	EB	EB
Directions Served	T	TR
Maximum Queue (ft)	261	270
Average Queue (ft)	94	147
95th Queue (ft)	289	355
Link Distance (ft)	243	243
Upstream Blk Time (%)	2	13
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Strudents/Park Street & Commercial Street

Movement	EB	WB	NB	SB
Directions Served	TR	LT	LTR	TR
Maximum Queue (ft)	944	308	78	229
Average Queue (ft)	380	38	14	122
95th Queue (ft)	1058	174	56	211
Link Distance (ft)	1718	330	181	187
Upstream Blk Time (%)	0	0		3
Queuing Penalty (veh)	0	2		15
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

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Intersection: 23: IMT & Commercial Street & Beach Street

Movement	EB	EB	WB	WB	NB	NB	SW
Directions Served	L	TR	L	TR	L	R>	<LR
Maximum Queue (ft)	597	848	36	860	5	20	137
Average Queue (ft)	304	266	2	471	0	1	51
95th Queue (ft)	570	715	20	875	4	10	105
Link Distance (ft)		1438		1718		165	369
Upstream Blk Time (%)		1					
Queuing Penalty (veh)		0					
Storage Bay Dist (ft)	680		100		1		
Storage Blk Time (%)	1	1		36	0	2	
Queuing Penalty (veh)	8	4		0	0	0	

Network Summary

Network wide Queuing Penalty: 407

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4: DWY/High Street & Commercial Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.5	0.1	0.3	118.6	201.5	185.4	0.1	0.4	0.1	5.0	0.0	11.3
Total Del/Veh (s)	24.8	4.9	1.9	35.7	47.2	42.7	40.5	49.4	9.1	57.3	43.4	36.4

4: DWY/High Street & Commercial Street Performance by movement

Movement	All
Denied Del/Veh (s)	114.1
Total Del/Veh (s)	34.5

5: High Street & York Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.9	0.5	0.0	0.0	0.0	0.2
Total Del/Veh (s)	21.1	21.7	15.5	36.2	40.8	31.4	35.9	27.8	5.1	26.5

8: Browns Wharf/Maple Street & Commercial Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	310.7	286.5	5.6	41.7	0.1	3.4	0.0	188.1
Total Del/Veh (s)	12.9	2.5	0.4	27.3	65.0	59.0	1027.4	562.3	838.9	59.0	39.3	49.9

9: Maple Street & York Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	1.0	0.9	0.3	0.4	0.1	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	17.7	4.0	4.9	7.0	2.6	0.5	13.1	11.7	5.8	5.4	11.1	14.1

9: Maple Street & York Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	4.9

10: Park Street & York Street Performance by movement

Movement	EBT	EBR	WBT	All
Denied Del/Veh (s)	9.6	12.5	0.0	7.8
Total Del/Veh (s)	5.0	9.2	1.7	4.9

11: Strudents/Park Street & Commercial Street Performance by movement

Movement	EBT	WBL	WBT	NBL	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.5	0.1
Total Del/Veh (s)	2.7	17.2	33.1	372.1	4.6	44.3	38.2	25.0

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17: Commercial Street Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.1	3.1	0.7	1.9
Total Del/Veh (s)	5.1	1.7	18.1	15.0	11.7

19: Maple Street Performance by movement

Movement	EBL	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.0	2.6	0.5	23.0	20.8	12.6

20: York Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	5.9	1.6	3.0	0.8	11.6	5.5	3.2

23: IMT & Commercial Street & Beach Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR2	SWL2	SWR	All
Denied Del/Veh (s)	326.0	305.4	284.4	391.0	344.1	0.1	0.1	0.1	337.0
Total Del/Veh (s)	293.8	100.8	93.7	180.9	179.8	59.0	73.1	32.2	181.4

Total Network Performance

Denied Del/Veh (s)	274.6
Total Del/Veh (s)	147.3

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Intersection: 4: DWY/High Street & Commercial Street

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	124	200	74	372	95	189
Average Queue (ft)	64	60	6	362	27	99
95th Queue (ft)	120	150	38	371	65	183
Link Distance (ft)		330		356	116	172
Upstream Blk Time (%)				34		4
Queuing Penalty (veh)				346		4
Storage Bay Dist (ft)	100		50			
Storage Blk Time (%)	5	3		53		
Queuing Penalty (veh)	26	5		5		

Intersection: 5: High Street & York Street

Movement	EB	EB	EB	WB	NB	NB
Directions Served	L	L	TR	LTR	L	TR
Maximum Queue (ft)	393	391	327	398	137	158
Average Queue (ft)	199	161	136	225	54	78
95th Queue (ft)	322	299	270	379	106	146
Link Distance (ft)	328	328	328	380	172	172
Upstream Blk Time (%)	1	1	0	1		0
Queuing Penalty (veh)	4	4	0	3		0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 8: Browns Wharf/Maple Street & Commercial Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	192	514	134	112
Average Queue (ft)	43	458	80	56
95th Queue (ft)	130	586	147	98
Link Distance (ft)	132	462	119	65
Upstream Blk Time (%)	1	64	20	25
Queuing Penalty (veh)	7	0	0	31
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

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Intersection: 9: Maple Street & York Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	129	206	81	50
Average Queue (ft)	19	31	26	21
95th Queue (ft)	83	123	55	46
Link Distance (ft)	117	191	127	308
Upstream Blk Time (%)	4	1		
Queuing Penalty (veh)	13	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Park Street & York Street

Movement	EB	EB
Directions Served	T	TR
Maximum Queue (ft)	295	258
Average Queue (ft)	58	72
95th Queue (ft)	229	253
Link Distance (ft)	243	243
Upstream Blk Time (%)	2	13
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Strudents/Park Street & Commercial Street

Movement	WB	NB	SB
Directions Served	LT	LTR	TR
Maximum Queue (ft)	352	66	249
Average Queue (ft)	298	11	160
95th Queue (ft)	437	45	262
Link Distance (ft)	330	182	187
Upstream Blk Time (%)	13		17
Queuing Penalty (veh)	128		51
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

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Intersection: 17: Commercial Street

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	139	198
Average Queue (ft)	14	169
95th Queue (ft)	69	207
Link Distance (ft)	356	132
Upstream Blk Time (%)		42
Queuing Penalty (veh)		435
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: Maple Street

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	54	59	182
Average Queue (ft)	25	2	28
95th Queue (ft)	49	20	116
Link Distance (ft)	110	65	127
Upstream Blk Time (%)		0	8
Queuing Penalty (veh)		0	11
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: York Street

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	244	96	52
Average Queue (ft)	17	7	22
95th Queue (ft)	116	44	47
Link Distance (ft)	380	117	77
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

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Intersection: 23: IMT & Commercial Street & Beach Street

Movement	EB	EB	WB	NB	SW
Directions Served	L	TR	TR	R>	<LR
Maximum Queue (ft)	705	1478	1819	25	101
Average Queue (ft)	703	1444	1782	6	50
95th Queue (ft)	714	1549	1843	21	96
Link Distance (ft)		1438	1741	165	370
Upstream Blk Time (%)		64	33		
Queuing Penalty (veh)		0	386		
Storage Bay Dist (ft)	680				
Storage Blk Time (%)	58	19	43	8	
Queuing Penalty (veh)	337	102	0	0	

Network Summary

Network wide Queuing Penalty: 1900

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4: DWY/High Street & Commercial Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.9	0.2	0.3	126.5	244.4	269.2	0.1	0.1	1.0	12.7	0.0	8.3
Total Del/Veh (s)	19.2	5.1	3.1	70.6	81.7	76.8	66.5	49.7	16.3	56.2	26.5	63.4

4: DWY/High Street & Commercial Street Performance by movement

Movement	All
Denied Del/Veh (s)	144.5
Total Del/Veh (s)	52.8

5: High Street & York Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.4	0.3	0.8	0.0	0.0	0.0	0.1
Total Del/Veh (s)	19.7	16.9	11.8	37.6	37.4	32.1	32.5	24.9	17.6	24.1

8: Browns Wharf/Maple Street & Commercial Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0		428.2	445.4	259.8	271.0	160.1	0.0	0.0	259.9
Total Del/Veh (s)	14.1	4.7	3.9		78.4	69.7	779.8	626.8	598.1	40.5	25.0	53.2

9: Maple Street & York Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.0	0.3	0.3	0.3	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	5.3	2.3	1.8	2.8	0.8	0.2	8.1	10.5	4.1	9.3	9.1	5.1

9: Maple Street & York Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	2.4

10: Park Street & York Street Performance by movement

Movement	EBT	EBR	WBT	All
Denied Del/Veh (s)	0.8	0.8	0.0	0.6
Total Del/Veh (s)	2.3	3.1	1.6	2.3

11: Strudents/Park Street & Commercial Street Performance by movement

Movement	EBT	WBL	WBT	NBL	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	1.5	0.1	0.1	0.0	0.2	0.7
Total Del/Veh (s)	3.1	44.8	46.8	816.0	174.0	7.7	34.8	32.0

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23: IMT & Commercial Street & Beach Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR2	SWL2	SWR	All
Denied Del/Veh (s)	400.5	399.3	698.6	150.0	146.2	0.1	0.3	0.2	264.4
Total Del/Veh (s)	300.2	107.1	93.8	184.3	180.8	34.1	64.6	30.2	185.1

Total Network Performance

Denied Del/Veh (s)	273.6
Total Del/Veh (s)	156.3

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Intersection: 4: DWY/High Street & Commercial Street

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	125	231	59	608	73	190
Average Queue (ft)	56	69	5	584	24	93
95th Queue (ft)	113	177	29	612	61	174
Link Distance (ft)		330		535	116	179
Upstream Blk Time (%)		0		48	1	3
Queuing Penalty (veh)		0		488	0	4
Storage Bay Dist (ft)	100		50			
Storage Blk Time (%)	2	3	0	56		
Queuing Penalty (veh)	11	4	1	5		

Intersection: 5: High Street & York Street

Movement	EB	EB	EB	WB	NB	NB
Directions Served	L	L	TR	LTR	L	TR
Maximum Queue (ft)	292	359	249	405	139	152
Average Queue (ft)	181	148	102	200	64	78
95th Queue (ft)	252	255	196	355	116	140
Link Distance (ft)	328	328	328	554	179	179
Upstream Blk Time (%)		0	0	0	0	0
Queuing Penalty (veh)		0	0	0	0	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 8: Browns Wharf/Maple Street & Commercial Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	245	508	115	112
Average Queue (ft)	55	471	66	46
95th Queue (ft)	174	544	146	91
Link Distance (ft)	535	459	109	246
Upstream Blk Time (%)		74	46	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

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Intersection: 9: Maple Street & York Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	52	60	52	62
Average Queue (ft)	5	13	18	24
95th Queue (ft)	27	44	36	54
Link Distance (ft)	554	191	246	308
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Park Street & York Street

Movement	EB	EB
Directions Served	T	TR
Maximum Queue (ft)	205	252
Average Queue (ft)	15	26
95th Queue (ft)	110	143
Link Distance (ft)	243	243
Upstream Blk Time (%)	0	2
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Strudents/Park Street & Commercial Street

Movement	WB	NB	SB
Directions Served	LT	LTR	TR
Maximum Queue (ft)	351	95	251
Average Queue (ft)	328	25	153
95th Queue (ft)	384	84	239
Link Distance (ft)	330	182	187
Upstream Blk Time (%)	23		10
Queuing Penalty (veh)	219		30
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

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Intersection: 23: IMT & Commercial Street & Beach Street

Movement	EB	EB	WB	NB	SW
Directions Served	L	TR	TR	R>	<LR
Maximum Queue (ft)	705	1489	1820	24	153
Average Queue (ft)	703	1427	1787	2	54
95th Queue (ft)	723	1674	1824	14	112
Link Distance (ft)		1438	1741	165	370
Upstream Blk Time (%)		68	37		
Queuing Penalty (veh)		0	461		
Storage Bay Dist (ft)	680				
Storage Blk Time (%)	62	18	44	3	
Queuing Penalty (veh)	348	98	0	0	

Network Summary

Network wide Queuing Penalty: 1668

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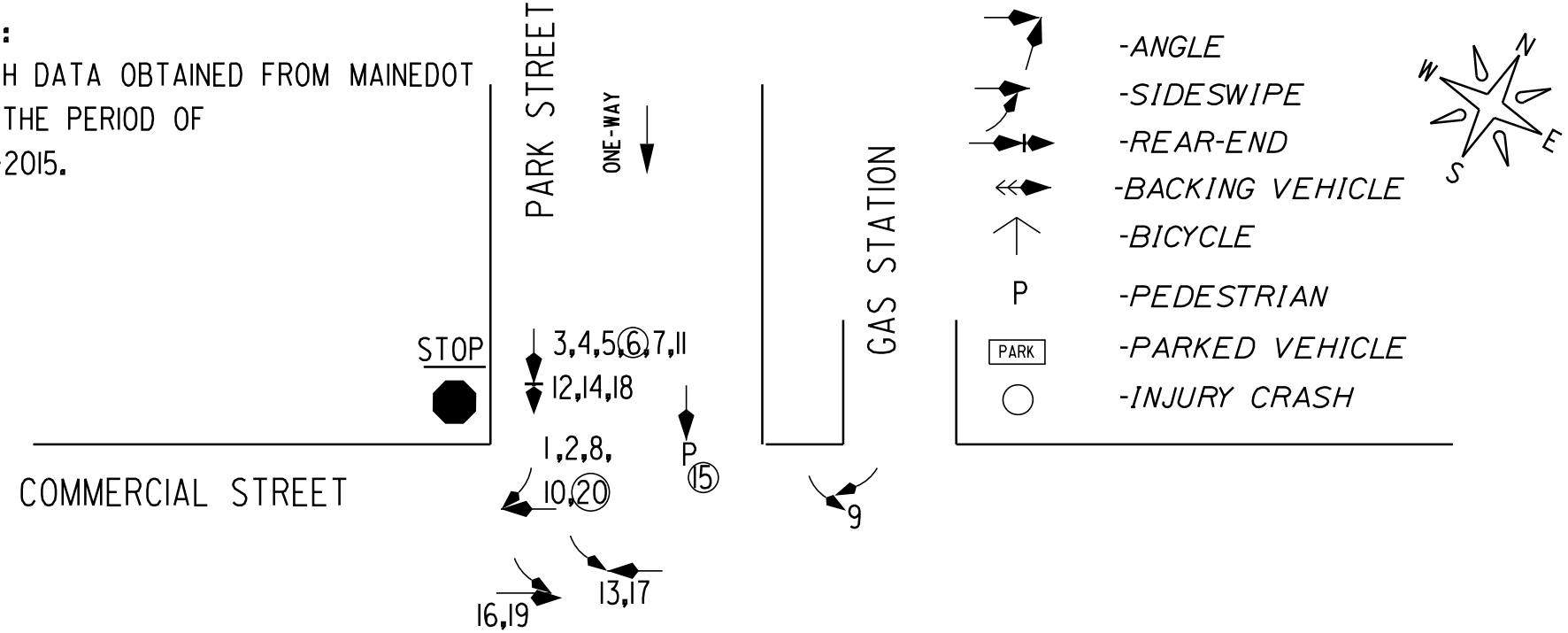
Appendix

Crash Data

NOTE:
CRASH DATA OBTAINED FROM MAINEDOT FOR THE PERIOD OF 2013-2015.



ID	CRASH #	DATE
1	2013-5490	2/27/2013
2	2013-5994	2/27/2013
3	2013-15395	6/26/2013
4	2013-19635	8/10/2013
5	2013-25001	10/7/2013
6	2013-26176	10/22/2013
7	2013-34375	12/24/2013
8	2014-761	1/1/2014
9	2014-8029	3/11/14
10	2014-11910	4/19/2014

ID	CRASH #	DATE
11	2014-19107	7/15/2014
12	2014-22444	8/19/2014
13	2014-23266	8/28/2014
14	2014-26357	9/30/2014
15	2014-30159	11/5/2014
16	2015-407	1/7/2015
17	2015-6968	2/20/15
18	2015-9928	3/19/2015
19	2015-15577	5/26/2015
20	2013-5094	2/24/2013

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250 Goddard Rd. Suite B Lewiston, ME 04240 Tel. 207-783-5656

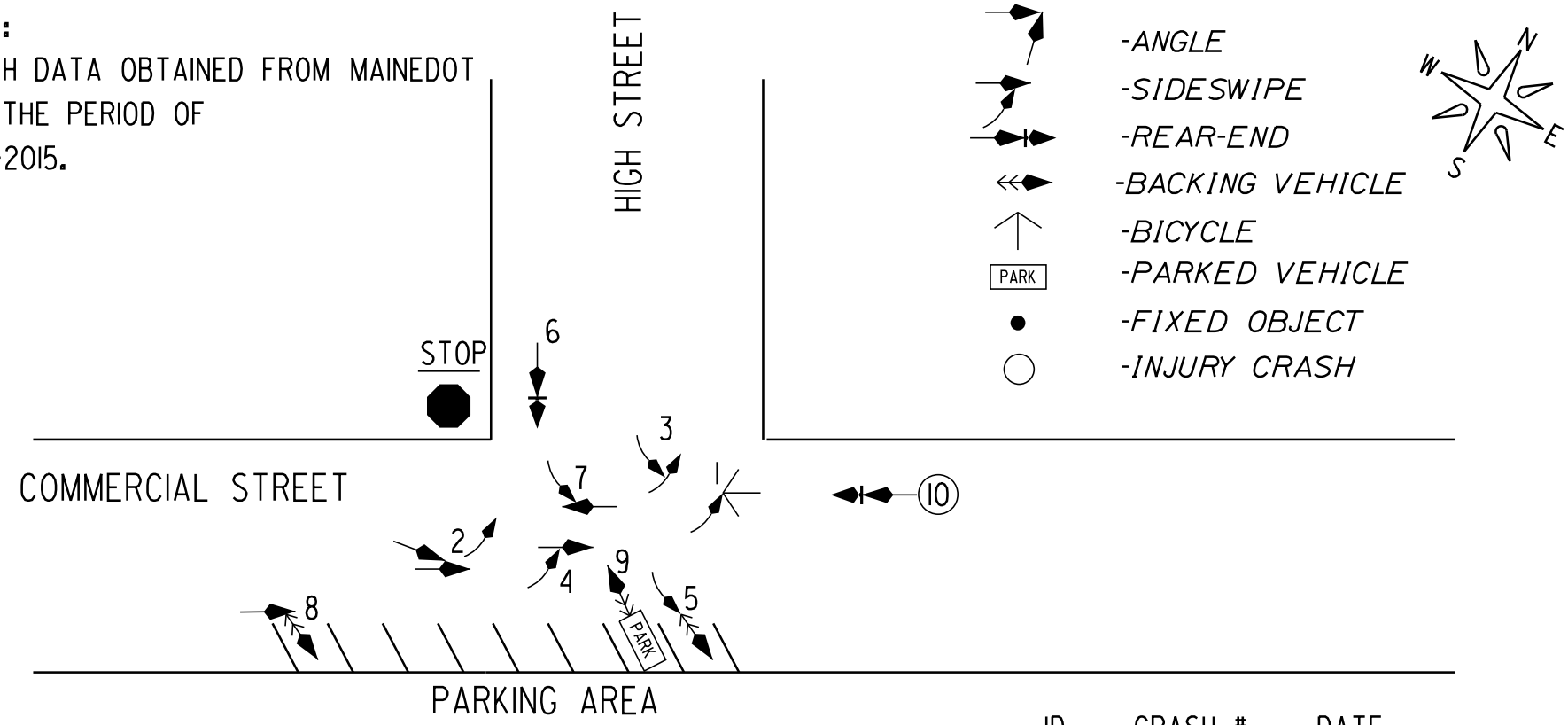
CRASH DIAGRAM

OF: COMMERCIAL STREET AND PARK STREET

LOCATION:
PORTLAND, MAINE

SCALE: NTS
DATE: 12/01/2017
SHEET: 1 OF 4

NOTE:
CRASH DATA OBTAINED FROM MAINEDOT FOR THE PERIOD OF 2013-2015.



ID	CRASH #	DATE
1	2013-17191	7/15/2013
2	2014-13371	5/10/2014
3	2014-16464	6/19/2014
4	2014-21974	8/13/2014
5	2014-35092	12/12/2014
6	2015-5543	2/10/2015
7	2015-8956	3/10/2015
8	2015-11833	4/9/2015
9	2015-50101	11/7/2015
10	2015-47740	11/12/2015

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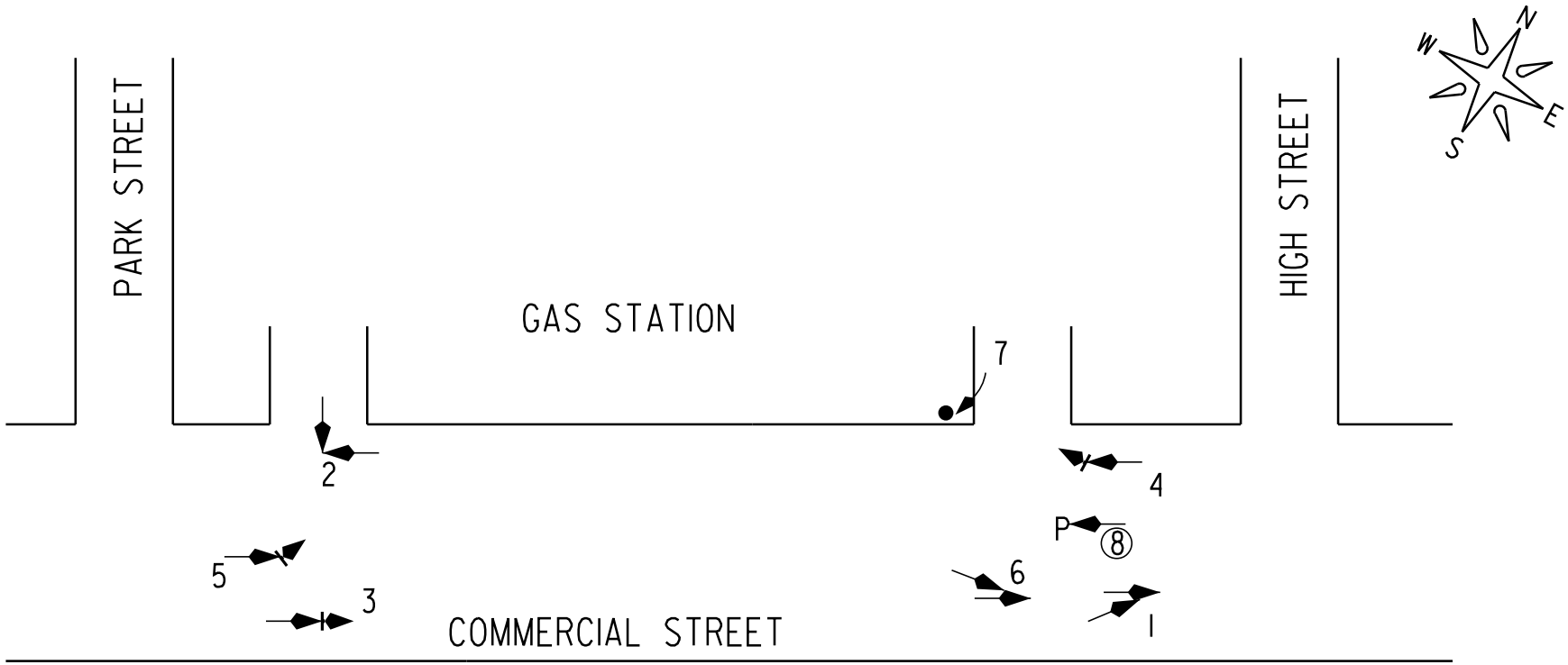
CRASH DIAGRAM

OF: COMMERCIAL STREET AND HIGH STREET

LOCATION:
PORTLAND, MAINE

SCALE: NTS

DATE: 12/01/2017



-ANGLE

-SIDESWIPE

-REAR-END

-BACKING VEHICLE

P -PEDESTRIAN

PARK -PARKED VEHICLE

-FIXED OBJECT

-INJURY CRASH

ID	CRASH #	DATE
1	2013-13820	6/9/2013
2	2013-36076	11/26/2013
3	2014-8599	3/14/2014
4	2015-3113	1/28/2015
5	2015-8353	3/1/2015
6	2015-10385	3/22/2015
7	2015-17700	6/17/2015
8	2015-17700	6/17/2015

NOTE:
CRASH DATA OBTAINED FROM MAINEDOT FOR THE PERIOD OF 2013-2015.

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CRASH DIAGRAM

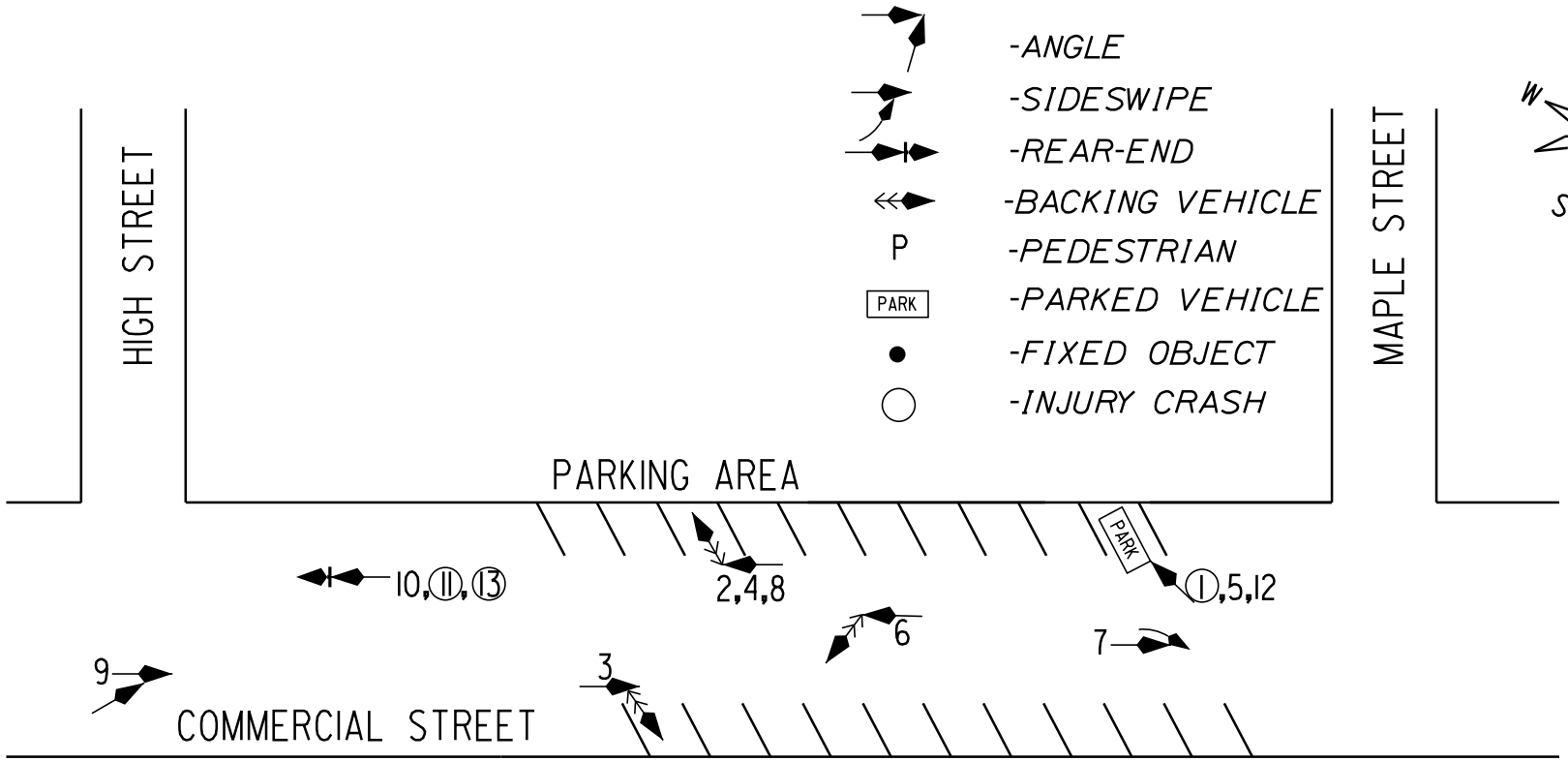
OF: COMMERCIAL STREET - PARK STREET TO HIGH STREET

LOCATION:
PORTLAND, MAINE

SCALE: NTS

DATE: 12/01/2017

SHEET: 3 OF 4



ID	CRASH #	DATE
1	2013-4035	2/15/2013
2	2013-4469	2/15/2013
3	2013-18804	8/2/2013
4	2013-26150	10/22/2013
5	2014-1756	1/13/2014
6	2014-7699	3/7/2014
7	2014-14614	5/28/2014
8	2015-2402	1/21/2015
9	2015-8837	3/9/2015
10	2015-16251	6/2/2015

ID	CRASH #	DATE
11	2015-21518	7/26/2015
12	2015-21604	7/27/2015
13	2015-41542	9/13/2015

NOTE:
CRASH DATA OBTAINED FROM MAINEDOT FOR THE PERIOD OF 2013-2015.

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CRASH DIAGRAM

OF: COMMERCIAL STREET - HIGH STREET TO MAPLE STREET

LOCATION:
PORTLAND, MAINE

SCALE: NTS
DATE: 12/01/2017
SHEET: 4 OF 4

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

- [x] Crash Summary I - Single Node
- [ ] Section Detail
- [x] Crash Summary II
- [ ] 1320 Public
- [ ] 1320 Private
- [x] 1320 Summary

REPORT DESCRIPTION

Int of Commercial St and High St in Portland

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 0001A	Start Node: 16784	Start Offset: 0	☐ Exclude First Node
	End Node: 16784	End Offset: 0	☐ Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
16784	0001A - 11.15	Int of COMMERCIAL ST HIGH ST	2	10	0	0	0	1	9	10.0	5.981	0.56	0.36	1.56
												Statewide Crash Rate:	0.15	
Study Years:	3.00	NODE TOTALS:		10	0	0	0	1	9	10.0	5.981	0.56	0.36	1.56

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM													
	Hour of Day																									
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
TUESDAY	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
THURSDAY	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2
Totals	0	0	0	0	0	0	0	0	2	0	0	1	2	0	0	0	2	1	0	1	0	1	0	0	0	10

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	7
2-(Sport) Utility Vehicle	7
3-Passenger Van	0
4-Cargo Van (10K lbs or Less)	0
5-Pickup	5
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	1
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	0
24-Witness	1
25-Other	0
Total	21

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	6	4	0	0	0	0	10
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	1	2	0	0	0	0	3
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	1	0	0	0	0	1
Improper Turn	1	0	0	0	0	0	1
Improper Backing	1	2	0	0	0	0	3
Improper Passing	0	1	0	0	0	0	1
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	1	0	0	0	0	0	1
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	10	10	0	0	0	0	20

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	10	10	0	0	0	0	20
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	10	10	0	0	0	0	20

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	1	0	0	0	0	1
20-24	1	0	0	0	0	1
25-29	3	0	0	0	0	3
30-39	5	0	0	0	0	5
40-49	5	0	0	0	0	5
50-59	3	0	0	0	0	3
60-69	1	0	0	0	0	1
70-79	0	0	0	0	0	0
80-Over	1	0	0	0	0	1
Unknown	0	0	0	0	0	0
Total	20	0	0	0	0	20

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	20
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	18		
14-Parked Motor Vehicle	2		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	1	1
PD	9	0
Total	10	1

Road Character

Road Grade	Total
1-Level	9
2-On Grade	1
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	10

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	0
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	5
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	5
14-Other	0
Total	10

Light

Light Condition	Total
1-Daylight	7
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	3
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	10

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2014	2015	2016	Total
JANUARY	0	0	0	0
FEBRUARY	0	1	0	1
MARCH	0	1	0	1
APRIL	0	1	0	1
MAY	1	0	0	1
JUNE	1	0	0	1
JULY	0	0	0	0
AUGUST	1	0	0	1
SEPTEMBER	0	0	0	0
OCTOBER	0	0	0	0
NOVEMBER	0	2	0	2
DECEMBER	1	0	1	2
Total	4	5	1	10

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	0	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	10	0	0	0	0	0	0	0	0	0	0	0	10

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	2	0	0	0	0	0	0	0	0	0	0	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	2	0	0	0	0	0	0	1	0	0	1	4
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	1	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	6	0	0	0	0	0	0	1	0	0	3	10

Crash Date: 5/10/2014 Time: 12:30 City: Portland Street/Highway: HIGH ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node:

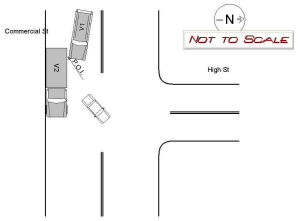
Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

V1 was stopped on Commercial st (heading in east direction) when an unknown vehicle was turning left onto High St. V1 went to go around unknown vehicle to continue east on Commercial St when V2 attempted to pass and go around both vehicles. In doing so, V2 hit the front passenger corner of V1 with the rear driver's side corner of V2.

No injuries.

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	15	1 - Male	5 - No Injury
8 - Passenger/Owner	50	1 - Male	5 - No Injury
2 - Passenger	19	1 - Male	5 - No Injury

Unit: 2

Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs)
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area:
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 18 - Overtaking Passing
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 12 - Improper Passing
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
1 - Driver	47	1 - Male	5 - No Injury

Crash Date: 6/19/2014 Time: 08:05 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

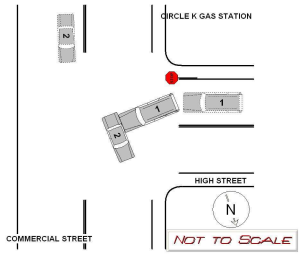
OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

Unit 1 stopped at stop sign. Unit 2 following roadway. Unit 2 initiated left hand turn onto High Street from Commercial Street. Unit 1 initiated left hand turn from High Street onto Commercial Street. Unit 1 failed to yield right of way to Unit 2. Unit 1 struck Unit 2.

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	36	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 1 - Northbound
Most Damaged Area: 7 - Rear Driver Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	34	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 8/13/2014 Time: 16:18 City: Portland Street/Highway: Commercial Street

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

OE Start Node: OE End Node:

Type of Crash: 2 - Rear End / Sideswipe Type of Location: 3 - Three Leg Intersection

Weather: 4 - Rain Light: 1 - Daylight

Road Grade: 1 - Level Surface Condition: 2 - Wet

Traffic Control: 13 - None

Cont. Circ. Env 1 1 - None Cont. Circ. Env 2

Cont. Circ. Road 1 1 - None Cont. Circ. Road 2

Narrative

On Wednesday, August 13, 2014 at 16:18:00, Officer Christopher Sibley responded to a crash at the intersection of Commercial Street and High Street in Portland Maine. At the time of the crash, the weather was rain and the road surface was wet.

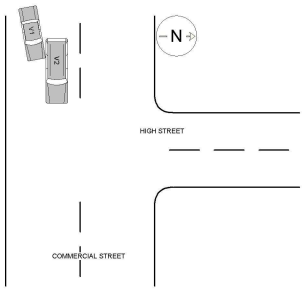
Vehicles...

Vehicle #1, operated by Elizabeth Webster, DOB 2/7/1956 was eastbound following roadway and attempted an improper turn to high street. Vehicle #1 sustained minor damage to the front driver corner.

Vehicle #1 occupant(s) are listed below:
Driver: Elizabeth Webster DOB 2/7/1956 Injury: No Injury

Vehicle #2, operated by Elke Perks, DOB 5/26/1972 was eastbound following roadway. Vehicle #2 was towed due to disabling damage...

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle Veh. Travel Dir.: 3 - Eastbound

Most Damaged Area: 11 - Front Driver Corner Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 1 - Following roadway Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 21 - Motor Vehicle In Transport Seq. Events 2:

Seq. Events 3: Seq. Events 4:

Driver Distracted By: 1 - Not Distracted Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 10 - Improper Turn Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	58	2 - Female	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle Veh. Travel Dir.: 3 - Eastbound

Most Damaged Area: 4 - Rear Passenger Quarter Panel Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 1 - Following roadway Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 21 - Motor Vehicle In Transport Seq. Events 2:

Seq. Events 3: Seq. Events 4:

Driver Distracted By: 1 - Not Distracted Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 1 - No Contributing Action Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	42	2 - Female	5 - No Injury
2 - Passenger	8	1 - Male	5 - No Injury
2 - Passenger	6	1 - Male	5 - No Injury
2 - Passenger	4	1 - Male	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number
14-002353

Narrative / Diagram Supplemental

On Wednesday, August 13, 2014 at 16:18:00, Officer Christopher Sibley responded to a crash at the intersection of Commercial Street and High Street in Portland Maine. At the time of the crash, the weather was rain and the road surface was wet.

Vehicles...

Vehicle #1, operated by Elizabeth Webster, DOB 2/7/1956 was eastbound following roadway and attempted an improper turn to high street. Vehicle #1 sustained minor damage to the front driver corner.

Vehicle #1 occupant(s) are listed below:
Driver: Elizabeth Webster DOB 2/7/1956 Injury: No Injury

Vehicle #2, operated by Elke Perks, DOB 5/26/1972 was eastbound following roadway. Vehicle #2 was towed due to disabling damage to the rear passenger quarter panel.

Vehicle #2 occupant(s) are listed below:
Driver: Elke Perks DOB 5/26/1972 Injury: No Injury
Passenger: Kai Perks DOB 8/9/2006 Injury: No Injury
Passenger: Mason Perks DOB 3/8/2008 Injury: No Injury
Passenger: Henry Perks DOB 2/23/2010 Injury: No Injury

Crash Date: 12/12/2014 Time: 12:53 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

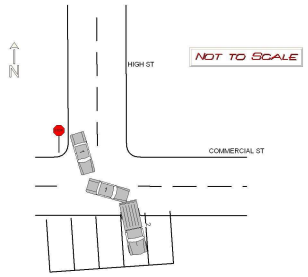
OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

V1 WAS COMING FROM HIGH ST (SOUTHBOUND) TURNING LEFT (EASTBOUND) ONTO COMMERCIAL ST.
V2 WAS PULLED INTO A FORWARD FACING PARKING SPOT ON THE SOUTHBOUND SIDE OF COMMERCIAL ST.
V2 WAS BACKING AS V1 WAS COMPLETING A LEFT TURN ONTO COMMERCIAL.
V2 DID NOT SEE V1 AND BACK INTO V1.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	44	2 - Female	5 - No Injury

Unit: 2

Type: 5 - Pickup
Veh. Travel Dir.: 1 - Northbound
Most Damaged Area: 5 - Rear Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 20 - Backing
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2: 11 - Improper Backing

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	69	1 - Male	5 - No Injury

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I - Single Node ☐ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Int of Commercial St and Maple St in Portland

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 0001A	Start Node: 16785	Start Offset: 0	☐ Exclude First Node
	End Node: 16785	End Offset: 0	☐ Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
16785	0001A - 11.27	Int of COMMERCIAL ST MAPLE ST	2	4	0	0	0	2	2	50.0	5.668	0.24	0.36	0.00
												Statewide Crash Rate:	0.15	
Study Years:	3.00	NODE TOTALS:		4	0	0	0	2	2	50.0	5.668	0.24	0.36	0.65

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM												
	Hour of Day																								
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	3
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FRIDAY	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	4

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	5
2-(Sport) Utility Vehicle	3
3-Passenger Van	0
4-Cargo Van (10K lbs or Less)	0
5-Pickup	1
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	0
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	0
24-Witness	2
25-Other	0
Total	11

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	2	2	1	0	0	0	5
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	0	1	0	0	0	0	1
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	2	1	0	0	0	0	3
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	4	4	1	0	0	0	9

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	4	4	1	0	0	0	9
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	4	4	1	0	0	0	9

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	1	0	0	0	0	1
20-24	1	0	0	0	0	1
25-29	1	0	0	0	0	1
30-39	1	0	0	0	0	1
40-49	1	0	0	0	0	1
50-59	2	0	0	0	0	2
60-69	2	0	0	0	0	2
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	9	0	0	0	0	9

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	9
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	9		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	2	3
PD	2	0
Total	4	3

Road Character

Road Grade	Total
1-Level	4
2-On Grade	0
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	4

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	0
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	1
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	3
14-Other	0
Total	4

Light

Light Condition	Total
1-Daylight	3
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	1
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	4

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2014	2015	2016	Total
JANUARY	0	0	0	0
FEBRUARY	0	0	0	0
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	0	0	0	0
JULY	1	1	0	2
AUGUST	0	0	0	0
SEPTEMBER	0	0	0	0
OCTOBER	0	0	0	0
NOVEMBER	0	1	1	2
DECEMBER	0	0	0	0
Total	1	2	1	4

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	3	0	0	0	0	0	0	0	0	0	0	3
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	4	0	0	0	0	0	0	0	0	0	0	4

Maine Crash Report Summary

Crash Date: 2/10/2015 Time: 08:00 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node:

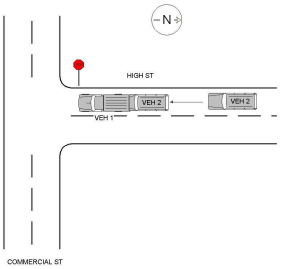
Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 3 - Snow
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 2 - Weather Conditions
Cont. Circ. Env 2
Cont. Circ. Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)
Cont. Circ. Road 2

Narrative

VEH #1 WAS STOPPED IN TRAFFIC. THE ROAD WAS COVERED IN SNOW. DUE TO THE ROAD CONDITIONS VEH#2 SLID DOWN THE HILL AND STRUCK THE REAR OF VEH#1.

2-10-15 jte.

Diagram



Unit: 1

Type: 5 - Pickup
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	30	1 - Male	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 16 - Skidding
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 9 - Drove Too Fast For Conditions
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	27	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 3/10/2015 Time: 11:00 City: Portland Street/Highway: HIGH ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

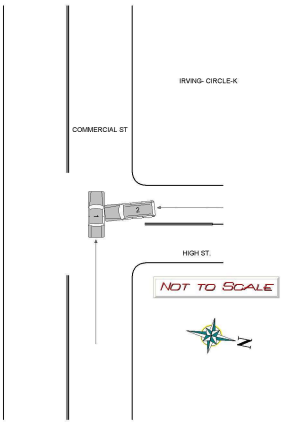
Narrative

UNIT NO. 1 FOLLOWING ROADWAY WESTBOUND ON COMMERCIAL STREET APPROACHING HIGH STREET. UNIT NO. 2 SOUTHBOUND ON HIGH STREET, STOPPED TO MAKE LEFT TURN ON COMMERCIAL STREET. UNIT NO. 2 THOUGHT IT WAS SAFE TO ENTER INTO INTERSECTION TO MAKE LEFT TURN. THE FRONT END OF UNIT NO. 2 STRUCK THE RIGHT SIDE (CENTER) OF UNIT NO. 1.

MEDCU CHECKED, NO INJURIES.

CHARLIE'S TOWING TOWED UNIT NO. 1.
ADAM'S TOWING TOWED UNIT NO. 2.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 3 - Center Passenger Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	37	2 - Female	5 - No Injury
2 - Passenger	2	2 - Female	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 5 - Outside the Vehicle (includes unspecified external distractions)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2: 10 - Improper Turn

Person Type	Age	Sex	Injury Degree
1 - Driver	25	2 - Female	5 - No Injury

Crash Date: 4/9/2015 Time: 16:10 City: Portland Street/Highway: 390 Commercial Street

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

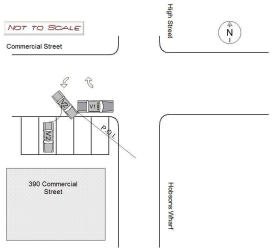
OE Start Node: OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 2 - Wet
Traffic Control: 13 - None
Cont. Circ. Env 1: 1 - None
Cont. Circ. Env 2:
Cont. Circ. Road 1: 1 - None
Cont. Circ. Road 2:

Narrative

V1 responded to a call at 390 Commercial Street. V1 parked facing east in the south travel lane in front of 390 Commercial Street. V2 was parking in a parking stall in front of 390 Commercial Street. V2 backed onto Commercial Street and impacted the passenger rear bumper of V1. V1 was unattended at that time. There was minor damage to V2 and V1 did not appear to have damage. Photographs were taken. There were no reported injuries. MTJ

Diagram



Unit: 1

Type: 5 - Pickup
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area:
Most Harmful Event: 14 - Parked Motor Vehicle
Pre-Crash Actions: 13 - Parked Legally
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 22 - Parked Motor Vehicle
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	48	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 1 - Northbound
Most Damaged Area: 11 - Front Driver Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 20 - Backing
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 22 - Parked Motor Vehicle
Seq. Events 3: 50 - No Other Events
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 11 - Improper Backing
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	85	2 - Female	5 - No Injury

Crash Date: 11/7/2015 Time: 21:59 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

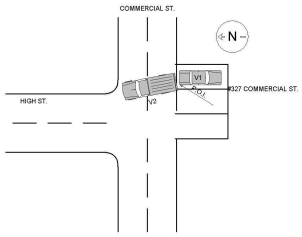
Narrative

V.#1 WAS PARKED LEGALLY UNATTENDED FACING TOWARD THE BECKY'S DINER STORE FRONT ON #327 COMMERCIAL ST. ON 11/07 AT 1700 HOURS. A POSSIBLE WITNESS, CYBIL ?/PH#317-0874, CALLED POLICE AT 2159 HOURS TO REPORT A GREY PICK-UP TRUCK WITH MAINE VETERAN REG#74412 ? WAS SEEN STRIKING THE REAR BUMPER TO V.#1 ALMOST TAKING IT OFF COMPLETELY AND THEN LEAVING THE AREA.

THE OFFICER ASSIGNED AT THE TIME WAS NOT ABLE TO LOCATE V.#1, EVEN THOUGH IT HAD A LOT OF VISIBLE DAMAGE TO THE REAR BUMPER. THE WITNESS CALLED POLICE WITH THE INFORMATION AND LEFT A NOTE FOR THE REGISTERED OWNER TO CALL POLICE LATER. POLICE AT THE TIME DID NOT IMMEDIATELY FOLLOW UP WITH THE WITNESS.

V.#1 LAST KNOWN OPERATOR/ OWNER CALLED POLICE TO...

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 14 - Parked Motor Vehicle
Pre-Crash Actions: 13 - Parked Legally
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 50 - No Other Events
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree
25 - Last Known Operator/Owner	49	1 - Male	5 - No Injury

Unit: 2

Type: 5 - Pickup
Veh. Travel Dir.: 6 - Unknown
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 20 - Backing
Contrib Circ. - Vehicle: 14 - Truck Coupling / Trailer Hitch / Safety Chains
Seq. Events 1: 50 - No Other Events
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 11 - Improper Backing
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	26	1 - Male	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number
15-0003747

Narrative / Diagram Supplemental

V.#1 WAS PARKED LEGALLY UNATTENDED FACING TOWARD THE BECKY'S DINER STORE FRONT ON #327 COMMERCIAL ST. ON 11/07 AT 1700 HOURS. A POSSIBLE WITNESS, CYBIL ?/PH#317-0874, CALLED POLICE AT 2159 HOURS TO REPORT A GREY PICK-UP TRUCK WITH MAINE VETERAN REG#74412 ? WAS SEEN STRIKING THE REAR BUMPER TO V.#1 ALMOST TAKING IT OFF COMPLETELY AND THEN LEAVING THE AREA.

THE OFFICER ASSIGNED AT THE TIME WAS NOT ABLE TO LOCATE V.#1, EVEN THOUGH IT HAD A LOT OF VISIBLE DAMAGE TO THE REAR BUMPER. THE WITNESS CALLED POLICE WITH THE INFORMATION AND LEFT A NOTE FOR THE REGISTERED OWNER TO CALL POLICE LATER. POLICE AT THE TIME DID NOT IMMEDIATELY FOLLOW UP WITH THE WITNESS.

V.#1 LAST KNOWN OPERATOR/ OWNER CALLED POLICE TO REPORT THE ACCIDENT ON 11/08 AT 0053 HOURS FROM THE CLARION HOTEL AT #1230 CONGRESS ST. HE FOUND THE NOTE AND THE DAMAGE AT 2300 HOURS ON 11/07 AT BECKY'S.

AFTER POLICE MET WITH V.#1 OWNER, WESTBROOK POLICE WAS CONTACTED TO CHECK THE REGISTERED OWNERS ADDRESS FOR THE GREY PICK-UP AT THE ADDRESS OF #2 CARLSON ST., WESTBOOK, ME. AND SPEAK WITH THE OWNER OF V.#2.

V.#2 DRIVER TOLD WESTBROOK POLICE HE DID NOT KNOW HE STRUCK ANOTHER VEHICLE AT THE TIME, HOWEVER THERE IS A LARGE TOW-HITCH ON THE REAR OF V.#2 THAT HAD VERY MINOR DAMAGE, POSSIBLY FROM BACKING AT THAT EARLIER LOCATION.

DISPATCH LEFT A VOICEMAIL FOR THE ORIGINAL WITNESS.

Reviewed by: Lt. Gary Hutcheson

Crash Date: 11/12/2015 Time: 17:26 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 4 - Rain
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 2 - Wet
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

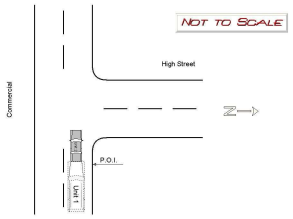
Narrative

Operator of Unit 1 stated while traveling behind Unit 2, he observed Unit 2 stop. Operator attempted to stop, however when he initiated his breaks, his vehicle skid into Unit 2 as a result of the wet roadway.

Operator of Unit 2 stated while stopped in traffic, Unit 1 collided with his vehicle.

Reviewed 11-12-15 by Joe Ezepek.

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 8 - Tires
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
1 - Driver	32	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	23	1 - Male	4 - Possible Injury

ME0030500/16-003886

Maine Crash Report Summary

2016-37634

Crash Date: 12/19/2016 Time: 19:00 City: Portland Street/Highway: HIGH ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe

Type of Location: 3 - Three Leg Intersection

Weather: 1 - Clear

Light: 4 - Dark - Lighted

Road Grade: 1 - Level

Surface Condition: 1 - Dry

Traffic Control: 5 - Stop Signs - Other

Cont. Circ. Env 1 1 - None

Cont. Circ. Env 2

Cont. Circ. Road 1 1 - None

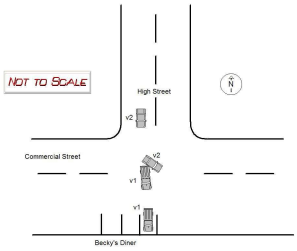
Cont. Circ. Road 2 1 - None

Narrative

Vehicle 1 was backing out of a parking spot on Commercial Street in front of Becky's Diner. Vehicle 2 was making a left hand turn from High Street onto Commercial Street. The operator of vehicle wanted to back so he could head eastbound on Commercial Street. The operator of vehicle 1 thought the road was clear and didn't see vehicle 2.

Reviewed C Libby

Diagram



Unit: 1

Type: 5 - Pickup

Veh. Travel Dir.: 1 - Northbound

Most Damaged Area: 6 - Rear

Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 20 - Backing

Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 2: 50 - No Other Events

Seq. Events 3:

Seq. Events 4:

Driver Distracted By: 1 - Not Distracted

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 11 - Improper Backing

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	54	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car

Veh. Travel Dir.: 3 - Eastbound

Most Damaged Area: 4 - Rear Passenger Quarter Panel

Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 6 - Making left turn

Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 2: 50 - No Other Events

Seq. Events 3:

Seq. Events 4:

Driver Distracted By: 1 - Not Distracted

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 1 - No Contributing Action

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	57	2 - Female	5 - No Injury

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I - Single Node	☐ Section Detail	☑ Crash Summary II	☐ 1320 Public	☐ 1320 Private	☑ 1320 Summary

REPORT DESCRIPTION

Int of Commercial St and Park St in Portland

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 0001A	Start Node: 16783	Start Offset: 0	☐ Exclude First Node
	End Node: 16783	End Offset: 0	☐ Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
16783	0001A - 11.07	Int of COMMERCIAL ST PARK ST	2	17	0	0	1	3	13	23.5	7.937	0.71	0.33	2.14
											Statewide Crash Rate:	0.15		
Study Years:	3.00	NODE TOTALS:		17	0	0	1	3	13	23.5	7.937	0.71	0.33	2.14

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM													
	Hour of Day																									
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
TUESDAY	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	1	0	0	0	0	0	0	0	5
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0	0	5
THURSDAY	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
FRIDAY	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Totals	0	0	0	0	0	0	0	0	1	0	3	0	3	2	2	0	3	3	0	0	0	0	0	0	0	17

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	20
2-(Sport) Utility Vehicle	7
3-Passenger Van	1
4-Cargo Van (10K lbs or Less)	0
5-Pickup	3
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	2
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	1
23-Bicyclist	0
24-Witness	1
25-Other	0
Total	35

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	6	8	1	0	0	0	15
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	1	4	0	0	0	0	5
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	1	0	0	0	0	1
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	1	0	0	0	0	0	1
Improper Turn	0	1	0	0	0	0	1
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	5	1	0	0	0	0	6
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	1	0	0	0	0	0	1
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	0	0	0	0	0	0	0
Unknown	2	0	0	0	0	0	2
Total	16	15	1	0	0	0	32

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	16	15	1	0	0	1	33
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	16	15	1	0	0	1	33

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	1	0	0	0	0	1
20-24	4	0	0	0	0	4
25-29	3	0	0	0	0	3
30-39	3	0	0	0	0	3
40-49	7	0	0	0	0	7
50-59	6	0	0	0	0	6
60-69	3	0	0	0	0	3
70-79	2	0	0	0	0	2
80-Over	2	0	0	0	0	2
Unknown	2	0	0	1	0	3
Total	33	0	0	1	0	34

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	32
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	32		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	1	1
C	3	3
PD	13	0
Total	17	4

Road Character

Road Grade	Total
1-Level	6
2-On Grade	9
3-Top of Hill	0
4-Bottom of Hill	2
5-Other	0
Total	17

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	0
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	2
5-Stop Signs - Other	14
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	1
14-Other	0
Total	17

Light

Light Condition	Total
1-Daylight	16
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	1
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	17

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2014	2015	2016	Total
JANUARY	1	1	1	3
FEBRUARY	0	1	1	2
MARCH	1	1	0	2
APRIL	1	0	0	1
MAY	0	1	1	2
JUNE	0	0	1	1
JULY	1	0	0	1
AUGUST	2	0	0	2
SEPTEMBER	1	0	1	2
OCTOBER	0	0	0	0
NOVEMBER	1	0	0	1
DECEMBER	0	0	0	0
Total	8	4	5	17

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Pedestrians	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	17	0	0	0	0	0	0	0	0	0	0	0	17

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	9	0	0	0	0	0	0	0	0	0	1	10
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	4	0	0	0	0	0	0	0	0	0	0	4
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	2	0	0	0	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	13	0	0	0	0	0	0	3	0	0	1	17

Maine Crash Report Summary

Crash Date: 1/1/2014 Time: 12:00 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 6 - Snow
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 3 - Snow
Traffic Control: 4 - Stop Signs - All Approaches
Cont. Circ. Env 1: 2 - Weather Conditions
Cont. Circ. Env 2:
Cont. Circ. Road 1: 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)
Cont. Circ. Road 2:

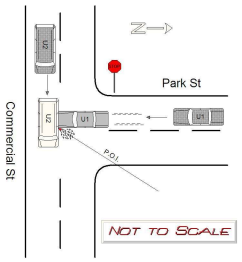
Narrative

UNIT 1 WAS TRAVELING SOUTHBOUND ON PARK STREET. UNIT 1 WAS UNABLE TO STOP AT THE STOP SIGN AT THE INTERSECTION OF PARK ST AND COMMERCIAL ST DUE TO THE SNOW AND OTHER WEATHER CONDITIONS.

UNIT 1 SLID THROUGH THE STOP SIGN INTO COMMERCIAL ST, STRIKING THE DRIVER'S SIDE FRONT OF UNIT 2, WHO WAS TRAVELING EASTBOUND ON COMMERCIAL ST, CAUSING MINOR DAMAGE.

BOTH PARTIES EXCHANGED INFORMATION AT THE SCENE WITH NO POLICE REPORT. UNIT 2 DRIVER LATER CAME INTO THE POLICE DEPARTMENT TO FILE A POLICE REPORT WITH LIMITED INFORMATION ON UNIT 1.

Diagram



Unit: 1

Type: 3 - Passenger Van
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	35	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 5 - Ran Stop Sign
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver		1 - Male	5 - No Injury

Crash Date: 3/11/2014 Time: 13:35 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

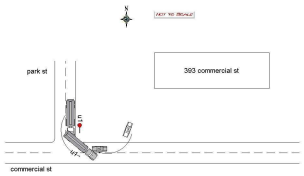
Unit 1 was making a left, from a side street. Unit 2 was pulling out of a business.

Unit 1 said "I was pulling out and it was ok to go. I started pulling out across both lanes of traffic and suddenly I saw a car coming at me. This car pulled out of the gas station and the driver was looking down. I used my horn, the driver looked up and she slammed on the brakes. The other car hit my truck in the center of the drivers side. I am not injured."

Unit 2 said "I was pulling out of the gas station. I saw a truck at coming down the hill. I figured he was going to stop so I went into traffic. I guess he did not stop and he pulled out in front of me. No one in my vehicle is injured."

No injuries reported at this incident.

Diagram



Unit: 1

Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs)
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 9 - Center Driver Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	39	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 5 - Making right turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	20	2 - Female	5 - No Injury
2 - Passenger	1	2 - Female	5 - No Injury

Crash Date: 4/19/2014 Time: 16:29 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

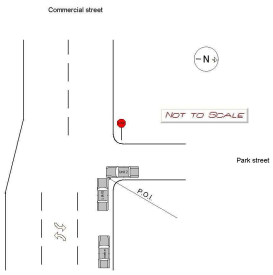
Narrative

Unit 1 was traveling westbound on Commercial street passing the intersection with Park street. She states that as she was going through the intersection Unit 2 suddenly drove in front of her. Unit 2 was traveling southbound on Park Ave. She states that she did not have time enough to stop and believes she was going approximately the speed limit. She struck unit 2 while still in the travel lane of Commercial.

Unit 2 states that they were stopped at the stop sign on Park street attempting to turn left onto Commercial. He states that he was inching forward into the intersection when Unit 1 came abruptly towards him. He estimates she was going approximately 50 mph. He pointed out where his vehicle had been during the crash which was just over the fog lane of Commercial street.

Witness 1 states that Unit 2 pulled in front of Unit 1 whom she was behind.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 20 - Unknown
Driver Action 2: 20 - Unknown

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	50	2 - Female	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 49 - Pressure Ridge
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2: 20 - Unknown

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	31	2 - Female	5 - No Injury
2 - Passenger	27	1 - Male	5 - No Injury
2 - Passenger	28	2 - Female	5 - No Injury
2 - Passenger	31	2 - Female	5 - No Injury

Crash Date: 7/15/2014 Time: 16:30 City: Portland Street/Highway: PARK ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

VEHICLE 2 WAS TRAVELLING SOUTHBOUND ON PARK STREET.

VEHICLE 1 WAS TRAVELLING SOUTHBOUND ON PARK STREET DIRECTLY BEHIND VEHICLE 2.

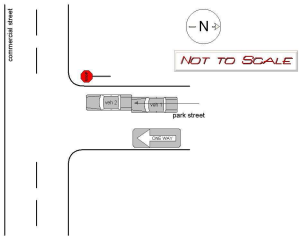
THERE WAS STOP AND GO TRAFFIC ON PARK STREET FOR VEHICLES ATTEMPTING TO TURN ONTO COMMERCIAL STREET.

VEHICLE 2 WAS ATTEMPTING TO TURN RIGHT ONTO COMMERCIAL STREET. VEHICLE 2 HAD TO STOP FOR A MOTORCYCLE TRAVELLING WESTBOUND ON COMMERCIAL STREET.

VEHICLE 1 COLLIDED WITH VEHICLE 2 CAUSING MINOR DAMAGE.

7-15-14 jte.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	58	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	66	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 8/19/2014 Time: 12:34 City: Portland Street/Highway: PARK ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

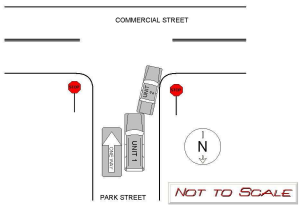
OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

UNIT 1 STUCK UNIT 2 CAUSING THE CRASH. UNIT 2 WAS MOVING SLOWLY ATTEMPTING TO MAKE A RIGHT TURN ONTO COMMERCIAL STREET WHEN SHE WAS STRUCK FROM BEHIND BY UNIT 1.

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 5 - Outside the Vehicle (includes unspecified external distractions)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	27	2 - Female	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 7 - Rear Driver Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 5 - Making right turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	82	2 - Female	5 - No Injury

Crash Date: 8/28/2014 Time: 12:47 City: Portland Street/Highway: PARK ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

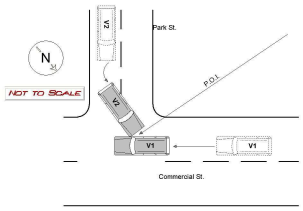
Narrative

Vehicle 1 was travelling westbound on Commercial St. Vehicle 2 was turning onto the Eastbound lane of Commercial St from Park St. Vehicle 2 struck Vehicle 1 causing damage.

Damage to Vehicle 1 consisted of a dent and scratches on the passenger side front door, rear door and fender. The operation of the passenger door was impaired due to the damage. Vehicle 1 would not start due to an electrical issue. There did not appear to be any damage that would have affected the engine. The owner of Vehicle 1 had AAA coming to assist him.

Damage to Vehicle 2 consisted of cracked and broken bumper cover on the front passenger side.

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 3 - Center Passenger Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	90	1 - Male	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 10 - Improper Turn
Driver Action 2: 19 - Other Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	71	1 - Male	5 - No Injury

Crash Date: 9/30/2014 Time: 17:25 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

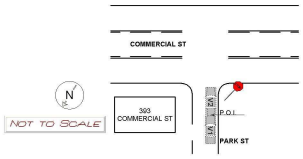
Narrative

V2 WAS STOPPED AT THE STOP SIGN ON PARK ST, SOUTHBOUND, WAITING TO TURN RIGHT (WEST) ONTO COMMERCIAL ST. V1 WAS STOPPED BEHIND V2. V2 STARTED TO PROCEED THEN STOPPED QUICKLY AS ANOTHER VEHICLE PULLED OUT OF THE PARKING LOT NEXT TO PARK ST, AND IN FRONT OF V2. V1 HAD ALSO PROCEEDED FORWARD AND WAS NOT ABLE TO STOP IN TIME WHEN V2 STOPPED. V1 RAN INTO THE BACK OF V2 CAUSING DAMAGE TO BOTH VEHICLES.

THERE WAS DAMAGE TO THE FRONT BUMPER OF V1.

THERE WAS DAMAGE TO THE REAR BUMPER OF V2.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	45	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	29	2 - Female	5 - No Injury

Crash Date: 11/5/2014 Time: 17:05 City: Portland Street/Highway: PARK ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 5 - Pedestrians Type of Location: 3 - Three Leg Intersection

Weather: 1 - Clear Light: 1 - Daylight

Road Grade: 2 - On Grade Surface Condition: 1 - Dry

Traffic Control: 5 - Stop Signs - Other

Cont. Circ. Env 1 1 - None Cont. Circ. Env 2

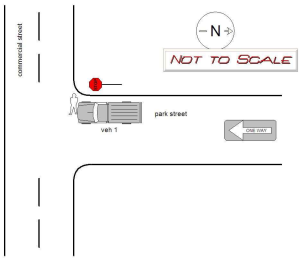
Cont. Circ. Road 1 1 - None Cont. Circ. Road 2

Narrative

SHAWN WAS WALKING WEST ON COMMERCIAL STREET. SHAWN WAS CROSSING PARK STREET. SHAWN STATED HE SAW AN OLDER MODEL BLACK PICK UP TRUCK STOP AT THE STOP SIGN. THE TRUCK HAD A RAISED SUSPENSION. SHAWN STATED THAT THE TRUCK THEN STARTED TO MOVE AFTER STOPPING WHILE SHAWN WAS IN FRONT OF THE TRUCK. SHAWN STATED THE PASSENGER HEADLIGHT HIT HIS RIGHT ELBOW. THIS CAUSED A MINOR CUT AND PAIN TO HIS ELBOW. SHAWN STATED HE WAS PROBABLY GOING TO GO TO THE HOSPITAL. IT IS IMPORTANT TO NOTE THAT I WAS WORKING THE FRONT DESK OF THE POLICE STATION AND WAS NOT ON SCENE AT THE TIME OF THIS ACCIDENT. I DID DRIVE BY THAT INTERSECTION TODAY AND NOTICED THERE IS NOT A CROSSWALK THERE.

11-5-14 jte.

Diagram



Unit: 1 Type: 5 - Pickup

Veh. Travel Dir.:

Most Damaged Area: Most Harmful Event:

Pre-Crash Actions: Contrib Circ. - Vehicle:

Seq. Events 1: Seq. Events 2:

Seq. Events 3: Seq. Events 4:

Driver Distracted By: Cond. at Time Crash:

Driver Action 1: Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver			

Unit: 50 Type: 22 - Pedestrian

Veh. Travel Dir.:

Most Damaged Area: 0 Most Harmful Event:

Pre-Crash Actions: Contrib Circ. - Vehicle:

Seq. Events 1: Seq. Events 2:

Seq. Events 3: Seq. Events 4:

Driver Distracted By: Cond. at Time Crash:

Driver Action 1: Driver Action 2:

Person Type	Age	Sex	Injury Degree
3 - Pedestrian	29	1 - Male	3 - Non-Incapacitating

Crash Date: 1/7/2015 Time: 13:22 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

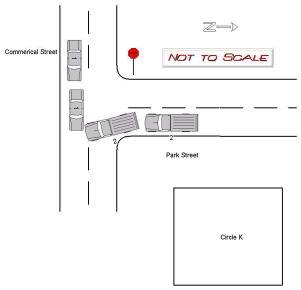
OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 4 - Bottom of Hill
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

Vehicle 1 was traveling east on Commercial Street passing Park Street. Vehicle 2 was stopped at the stop sign on Park Street and began to make a left hand turn onto Commercial Street. The driver of vehicle 2 stated he was distracted by a male walking by his vehicle and didn't realize he had struck vehicle 1.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 8 - Rear Driver Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	21	2 - Female	5 - No Injury
2 - Passenger	21	2 - Female	5 - No Injury

Unit: 2

Type: 5 - Pickup
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 2 - Front Passenger Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	70	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 2/20/2015 Time: 10:56 City: Portland Street/Highway: PARK ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 2 - Wet
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

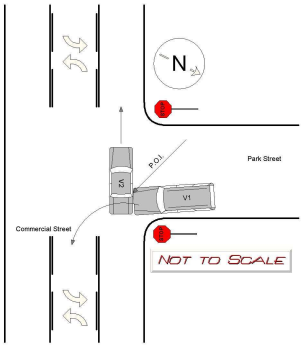
Narrative

The operator of vehicle 1 stated the following: He was stopped at the stop sign on Park Street at Commercial Street waiting for an opening in traffic in order to make a left turn. He saw an opening and began to inch forward. Vehicle 2 was travelling west on Commercial Street and slowed in traffic. Vehicle 1 struck vehicle 2 while attempting to turn left onto Commercial Street.

The operator of vehicle 2 confirmed this account.

No injuries were sustained and both vehicles suffered only minor damage.

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	63	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 4 - Rear Passenger Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	58	2 - Female	5 - No Injury
2 - Passenger	85	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 3/19/2015 Time: 10:45 City: Portland Street/Highway: PARK ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node: 19088 Int of PARK ST YORK ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 4 - Stop Signs - All Approaches
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

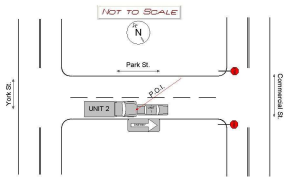
Narrative

Driver Unit 1 states she was stopped in traffic headed eastbound on Park Street.
Unit 2 did not stop and struck the rear of Unit 1.

Driver Unit 2 states he was heading eastbound down the hill towards Commercial Street on Park Street.
He took his eyes off the road for a second to move a jacket and did not see Unit 1 stop in front of him.

Unit 2 hit Unit 1 from behind. No observed damage to the exterior of the rear of Unit 1.
Driver Unit 1 transported to Maine Medical Center complaining of neck pain/injury.
Driver of Unit 2 not paying attention to traffic and hit Unit 1 from behind.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area:
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	29	2 - Female	4 - Possible Injury
2 - Passenger	29	2 - Female	5 - No Injury

Unit: 2

Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs)
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 4 - Other Inside the Vehicle (eating, personal hygiene, etc.)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	57	1 - Male	5 - No Injury
2 - Passenger	21	1 - Male	5 - No Injury

Crash Date: 5/26/2015 Time: 10:31 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

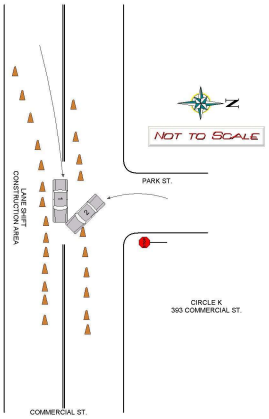
Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1: 1 - None
Cont. Circ. Env 2:
Cont. Circ. Road 1: 5 - Work Zones (Construction / Maintenance / Utility)
Cont. Circ. Road 2:

Narrative

UNIT NO. 1 TRAVELING EAST ON COMMERCIAL STREET IN A CONSTRUCTION AREA IN STOP AND GO TRAFFIC. THE CONSTRUCTION AREA IS BEING CONTROLLED BY A FLAGGER WITH A STOP/SLOW SIGN. UNIT NO. 1 WAS STOPPED IN TRAFFIC AT THE INTERSECTION AT PARK STREET. UNIT NO. 2 SOUTH ON PARK STREET, STOPPED AT STOP SIGN TO MAKE LEFT TURN ON TO COMMERCIAL STREET.

OPERATOR OF UNIT NO. 2 CAN SEE FLAGGER HAS EAST BOUND TRAFFIC STOPPED. AN UNKNOWN BLUE PICKUP IN FRONT OF UNIT NO. 1 BEGINS TO MOVE FORWARD, OPENING A GAP IN EASTBOUND TRAFFIC. OPERATOR OF UNIT NO. 2 STATES THAT UNIT NO. 1 WAS STOPPED FOR A COUPLE SECONDS. UNIT NO. 2 BEGINS TO MAKE LEFT TURN ON TO COMMERCIAL STREET FROM PARK STREET AND IS PARTIALLY IN EASTBOUND LANE AND...

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 11 - Front Driver Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 4 - Other Inside the Vehicle (eating, personal hygiene, etc.)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	51	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 19 - Merging
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 5 - Outside the Vehicle (includes unspecified external distractions)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2: 10 - Improper Turn

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	46	1 - Male	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number
15-001846

Narrative / Diagram Supplemental

UNIT NO. 1 TRAVELING EAST ON COMMERCIAL STREET IN A CONSTRUCTION AREA IN STOP AND GO TRAFFIC. THE CONSTRUCTION AREA IS BEING CONTROLLED BY A FLAGGER WITH A STOP/SLOW SIGN. UNIT NO. 1 WAS STOPPED IN TRAFFIC AT THE INTERSECTION AT PARK STREET. UNIT NO. 2 SOUTH ON PARK STREET, STOPPED AT STOP SIGN TO MAKE LEFT TURN ON TO COMMERCIAL STREET.

OPERATOR OF UNIT NO. 2 CAN SEE FLAGGER HAS EAST BOUND TRAFFIC STOPPED. AN UNKNOWN BLUE PICKUP IN FRONT OF UNIT NO. 1 BEGINS TO MOVE FORWARD, OPENING A GAP IN EASTBOUND TRAFFIC. OPERATOR OF UNIT NO. 2 STATES THAT UNIT NO. 1 WAS STOPPED FOR A COUPLE SECONDS. UNIT NO. 2 BEGINS TO MAKE LEFT TURN ON TO COMMERCIAL STREET FROM PARK STREET AND IS PARTIALLY IN EASTBOUND LANE AND STOPS.

UNIT NO. 1 DOES NOT SEE UNIT NO. 2 AND IS FOLLOWING ROADWAY WHEN LEFT FRONT CORNER OF UNIT NO. 1 HITS RIGHT FRONT CORNER OF UNIT NO. 2.

MINOR DAMAGE TO UNIT NO. 1. FUNCTIONAL DAMAGE TO UNIT NO. 2. NO INJURIES REPORTED.

THERE ARE NO KNOWN WITNESSES. FLAGGER HAD HIS BACK TO ACCIDENT AND DID NOT WITNESS CRASH.

Maine Crash Report Summary

Crash Date: 1/18/2016 Time: 14:30 City: Portland Street/Highway: PARK ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 7 - Went Off Road

Type of Location: 3 - Three Leg Intersection

Weather: 6 - Snow

Light: 1 - Daylight

Road Grade: 1 - Level

Surface Condition: 3 - Snow

Traffic Control: 5 - Stop Signs - Other

Cont. Circ. Env 1 1 - None

Cont. Circ. Env 2

Cont. Circ. Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)

Cont. Circ. Road 2 1 - None

Narrative

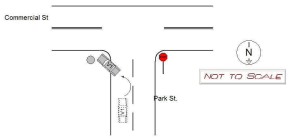
V1 was traveling South on Park St. and V1 slid into PFD call box.

Operator of V1 stated she slid into to the call box to avoid sliding into the intersection.

The damage observed is consistent with the statement of the operator.

Reviewed by EMN 1/31/16

Diagram



Unit: 1

Type: 1 - Passenger Car

Veh. Travel Dir.: 2 - Southbound

Most Damaged Area: 12 - Front

Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 1 - Following roadway

Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 2: 50 - No Other Events

Seq. Events 3:

Seq. Events 4:

Driver Distracted By: 1 - Not Distracted

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 17 - Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	47	2 - Female	5 - No Injury
2 - Passenger	14	1 - Male	5 - No Injury

Crash Date: 2/8/2016 Time: 17:30 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 6 - Snow
Light: 4 - Dark - Lighted
Road Grade: 2 - On Grade
Surface Condition: 3 - Snow
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 2 - Weather Conditions
Cont. Circ. Env 2 1 - None
Cont. Circ. Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)
Cont. Circ. Road 2 1 - None

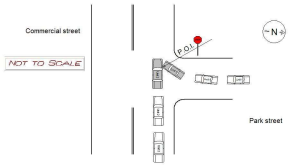
Narrative

Unit 1 states he was traveling down Park street toward Commercial street. As he approached the stop sign controlling the intersection his vehicle began sliding on the freshly falling snow. The antilock breaks activated but could not arrest the vehicles forward movement prior to his entering the intersection and into the path of Unit 2 who was traveling west on Commercial street. He activated the vehicles horn to no avail.

Unit 2 states she was traveling west on Commercial street approaching the intersection of Park street. As she was traveling through the intersection, in accordance with all traffic laws she noticed Unit 1 sliding down the hill towards her. She had no time to effect an action which would have avoided the crash.

Reviewed by Sgt Ben Noyes on 02/09/16

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 11 - Front Driver Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 16 - Skidding
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 9 - Drove Too Fast For Conditions
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	19	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 2 - Front Passenger Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	24	2 - Female	5 - No Injury

Crash Date: 5/11/2016 Time: 16:55 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node: 16784 Int of COMMERCIAL ST HIGH ST

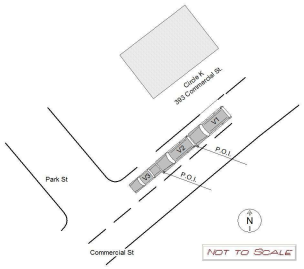
Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

Driver V1 said that she was just pulling out of the Circle K parking lot from picking up her passenger when V2 (located in traffic on Commercial St) backed into her. She said that she was going no more than 5 to 10 mph hour at the time and said that V2 struck V3 first and then backed into her. She also said that she had to slam on the brakes prior to the accident and there was no way this accident was her fault. Passenger of V1 said that they had just pulled out of the parking lot and were not going fast at the time. He said he was looking down and did not know what V2 was doing at the time of the collision.

Driver V2 said that she was stopped in traffic when she was struck very hard from behind by V1 which caused her to strike V3 which was directly in front of her. I asked her if she struck V3 prior to being struck by V1 and she said "no". I then asked if she was backing up for any reason prior to the accident and she said "no". She also later stated that the driver of V1 came up to her after the...

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	21	2 - Female	5 - No Injury
2 - Passenger	27	1 - Male	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	45	2 - Female	4 - Possible Injury

Unit: 3

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	44	2 - Female	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number
16-001397

Narrative / Diagram Supplemental

Driver V1 said that she was just pulling out of the Circle K parking lot from picking up her passenger when V2 (located in traffic on Commercial St) backed into her. She said that she was going no more than 5 to 10 mph hour at the time and said that V2 struck V3 first and then backed into her. She also said that she had to slam on the brakes prior to the accident and there was no way this accident was her fault. Passenger of V1 said that they had just pulled out of the parking lot and were not going fast at the time. He said he was looking down and did not know what V2 was doing at the time of the collision.

Driver V2 said that she was stopped in traffic when she was struck very hard from behind by V1 which caused her to strike V3 which was directly in front of her. I asked her if she struck V3 prior to being struck by V1 and she said "no". I then asked if she was backing up for any reason prior to the accident and she said "no". She also later stated that the driver of V1 came up to her after the accident and started yelling and screaming at her. She wanted no further contact with the driver of V1.

Driver V3 said that she was stopped in traffic when she was rear-ended by V2. I asked if she was struck by V2 prior to V2 being struck by V1 and she said that she thought V1 hit V2 which caused V2 to strike her.

Both front airbags were deployed in V1 and initially the driver wanted the car towed and later changed her mind and drove it from the scene.

reviewed 5-11-16 jte.

Crash Date: 6/22/2016 Time: 14:58 City: Portland Street/Highway: PARK ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

Vehicle 1, a tan jeep, was travelling south bound on Park Street, waiting to turn onto Commercial Street.

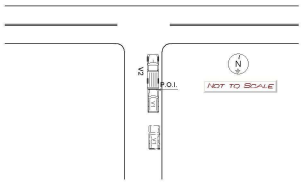
Vehicle 2, a silver ford, was in front of vehicle 1 and also waiting to turn onto Commercial Street.

According to driver of vehicle 1, vehicle 2 began to pull out onto Commercial Street, so driver of vehicle 1 started to look at traffic to see if she could also pull onto Commercial Street.

Driver of vehicle 1 stated that she rolled forward towards the stop sign, thinking that vehicle 2 was completing the turn onto Commercial Street. Driver of vehicle 1 stated that she looked back and realized that vehicle 2 was now stopped and she may have rolled into vehicle 2.

Driver of vehicle 2 stated that driver of vehicle 1 hit him "jolting"...

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area:
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 20 - Unknown
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	62	2 - Female	5 - No Injury

Unit: 2

Type: 5 - Pickup
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area:
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	54	1 - Male	4 - Possible Injury

STATE OF MAINE CRASH REPORT

Report Number
16-001907

Narrative / Diagram Supplemental

Vehicle 1, a tan jeep, was travelling south bound on Park Street, waiting to turn onto Commercial Street.

Vehicle 2, a silver ford, was in front of vehicle 1 and also waiting to turn onto Commercial Street.

According to driver of vehicle 1, vehicle 2 began to pull out onto Commercial Street, so driver of vehicle 1 started to look at traffic to see if she could also pull onto Commercial Street.

Driver of vehicle 1 stated that she rolled forward towards the stop sign, thinking that vehicle 2 was completing the turn onto Commercial Street. Driver of vehicle 1 stated that she looked back and realized that vehicle 2 was now stopped and she may have rolled into vehicle 2.

Driver of vehicle 2 stated that driver of vehicle 1 hit him "jolting" him "very hard". I looked at both vehicles and observed no damage. I asked the driver of vehicle 2 where the damage was to his vehicle and he walked to the rear of the vehicle searching for damage. No damage was found. I told driver of vehicle 2 that if there is no damage to either vehicle I could not confirm an accident had actually happened and I would not take an accident report. Driver of vehicle 2 then claimed that his neck was injured from the impact of vehicle 1. Driver of vehicle 2 refused medcu stating he had to get home because there were groceries in his car.

Both vehicles left scene without assistance.

reviewed 6-22-16 jte.

ME0030500/16-002927

Maine Crash Report Summary

2016-26798

Crash Date: 9/22/2016 Time: 08:15 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 4 - Bottom of Hill
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

U2 was stopped at the bottom of the hill on Park St at the intersection of Commercial St.

U2 was attempting to turn right onto Commercial St.

U1 was directly behind U2.

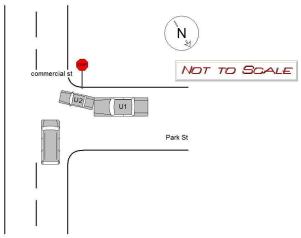
U2 proceeded forward and then stopped due to oncoming traffic.

U1 proceeded forward and failed to notice U2 stopping.

U1 hit U2 in the rear passenger corner bumper.

Reviewed JN

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	41	2 - Female	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 5 - Rear Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	49	2 - Female	5 - No Injury

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I - Single Element	☐ Section Detail	☑ Crash Summary II	☐ 1320 Public	☐ 1320 Private	☑ 1320 Summary

REPORT DESCRIPTION

Commercial St from High St to Maple St in Portland

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 0001A	Start Node: 16784	Start Offset: 0	☑ Exclude First Node	
	End Node: 16785	End Offset: 0	☑ Exclude Last Node	

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
16784	16785	3116402	0 - 0.12	0001A - 11.15	0.12	2	15	0	0	0	3	11	21.4	0.00664	753.00	445.02	1.69
Int of COMMERCIAL ST	HIGH ST			US 1A											Statewide Crash Rate: 207.32		
Study Years: 3.00				Section Totals:	0.12		15	0	0	0	3	11	20.0	0.00664	753.00	445.02	1.69

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
16784	16785	3116402	0 - 0.12	0001A - 11.15	15	0	0	0	3	11	2015-21518	07/26/2015	11.17	C
											2015-8837	03/09/2015	11.17	PD
											2016-17788	06/24/2016	11.17	PD
											2016-32835	11/16/2016	11.18	C
											2016-19486	07/14/2016	11.19	PD
											2016-12912	05/08/2016	11.20	
											2015-16251	06/02/2015	11.20	PD
											2015-41542	09/13/2015	11.22	C
											2014-7699	03/07/2014	11.22	PD
											2015-2402	01/21/2015	11.22	PD
											2014-20348	07/25/2014	11.23	PD
											2016-29658	10/05/2016	11.23	PD
											2014-1756	01/13/2014	11.24	PD
											2015-21604	07/27/2015	11.24	PD
											2014-14614	05/28/2014	11.26	PD
				Totals:	15	0	0	0	3	11				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												Hour of Day	PM												
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
MONDAY	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	1	0	0	0	0	0	4
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	1	1	0	0	0	0	0	0	1	0	3	0	0	0	1	1	1	3	1	1	0	0	1	0	15

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	16
2-(Sport) Utility Vehicle	6
3-Passenger Van	1
4-Cargo Van (10K lbs or Less)	0
5-Pickup	3
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	1
17-Medium/Heavy Trucks (More than 10,000 lbs)	0
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	0
24-Witness	1
25-Other	2
Total	30

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	3	11	0	0	0	0	14
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	1	1	0	0	0	0	2
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	1	0	0	0	0	0	1
Improper Passing	1	0	0	0	0	0	1
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	2	1	0	0	0	0	3
Failed to Keep in Proper Lane	3	0	0	0	0	0	3
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	1	0	0	0	0	0	1
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	12	13	0	0	0	0	25

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	10	13	0	0	0	0	23
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	1	0	0	0	0	0	1
Other	0	0	0	0	0	0	0
Total	11	13	0	0	0	0	24

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	2	0	0	0	0	2
20-24	3	0	0	0	0	3
25-29	3	0	0	0	0	3
30-39	7	0	0	0	0	7
40-49	3	0	0	0	0	3
50-59	5	0	0	0	0	5
60-69	2	0	0	0	0	2
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	4	0	0	0	0	4
Total	29	0	0	0	0	29

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	26
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	21		
14-Parked Motor Vehicle	4		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	1		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	3	4
PD	11	0
Total	14	4

Road Character

Road Grade	Total
1-Level	15
2-On Grade	0
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	15

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	0
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	1
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	1
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	13
14-Other	0
Total	15

Light

Light Condition	Total
1-Daylight	7
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	6
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	2
Total	15

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2014	2015	2016	Total
JANUARY	1	1	0	2
FEBRUARY	0	0	0	0
MARCH	1	1	0	2
APRIL	0	0	0	0
MAY	1	0	1	2
JUNE	0	1	1	2
JULY	1	2	1	4
AUGUST	0	0	0	0
SEPTEMBER	0	1	0	1
OCTOBER	0	0	1	1
NOVEMBER	0	0	1	1
DECEMBER	0	0	0	0
Total	4	6	5	15

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	10	0	0	0	0	3	0	0	0	0	0	0	0	0	13
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	0	0	0	0	4	0	0	0	0	0	0	0	0	15

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	4	0	0	0	0	0	0	0	0	0	0	4
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	4	0	0	0	0	0	0	0	0	0	0	4
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	1	0	0	1
Cloudy												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	1	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	1	0	0	1
Rain												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	2	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	10	0	0	0	0	0	0	0	2	0	3	15

Crash Date: 1/13/2014 Time: 20:30 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.09

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node: 16785 Int of COMMERCIAL ST MAPLE ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 7 - Unknown
Road Grade: 1 - Level
Surface Condition: 11 - Unknown
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

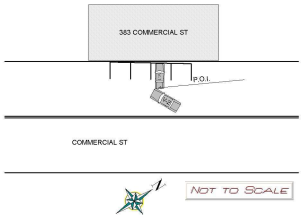
Narrative

V-1 WAS PARKED LEGALLY IN A PARKING STALL IN FRONT OF 383 COMMERCIAL ST. THE OWNER OF V-1 SAID SHE PARKED HER VEHICLE BETWEEN 2030HRS- 2100HRS ON 01/13/2014. THE OWNER SAID SHE RETURNED BACK TO HER VEHICLE ON 01/15/2014 AT 1130HRS AND NOTICED THAT THEIR WAS DAMAGE TO HER REAR DRIVERS SIDE. THE OTHER VEHICLE INVOLVED IS UNKNOWN AT THIS TIME.

****

Only possible suspect was involved in a crash in Boston in 2012. Confirmed the crash with BPD. At the time of this investigation there are no known suspects, suspect license plate, or any additional evidence that could assist with an investigation. This...

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 1 - Northbound
Most Damaged Area: 7 - Rear Driver Side
Most Harmful Event: 14 - Parked Motor Vehicle
Pre-Crash Actions: 13 - Parked Legally
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 22 - Parked Motor Vehicle
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree
25 - Last Known Operator/Owner	32	2 - Female	5 - No Injury

Unit: 2

Type: 25 - Other
Veh. Travel Dir.:
Most Damaged Area:
Most Harmful Event:
Pre-Crash Actions:
Contrib Circ. - Vehicle:
Seq. Events 1:
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree

STATE OF MAINE CRASH REPORT

Report Number
14-000217

Narrative / Diagram Supplemental

V-1 WAS PARKED LEGALLY IN A PARKING STALL IN FRONT OF 383 COMMERCIAL ST. THE OWNER OF V-1 SAID SHE PARKED HER VEHICLE BETWEEN 2030HRS- 2100HRS ON 01/13/2014. THE OWNER SAID SHE RETURNED BACK TO HER VEHICLE ON 01/15/2014 AT 1130HRS AND NOTICED THAT THEIR WAS DAMAGE TO HER REAR DRIVERS SIDE. THE OTHER VEHICLE INVOLVED IS UNKNOWN AT THIS TIME.

****

Only possible suspect was involved in a crash in Boston in 2012. Confirmed the crash with BPD. At the time of this investigation there are no known suspects, suspect license plate, or any additional evidence that could assist with an investigation. This case is inactive pending any further developments.

CJS 3714

Crash Date: 3/7/2014 Time: 18:51 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.07

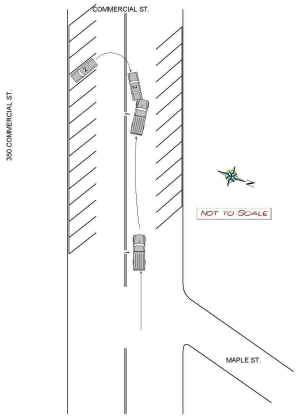
OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node: 16785 Int of COMMERCIAL ST MAPLE ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

UNIT NO. 1, FOLLOWING ROADWAY, WEST ON COMMERCIAL STREET JUST PAST MAPLE STREET. UNIT NO. 2 PARKED IN FRONT OF 350 COMMERCIAL STREET. UNIT NO. 2 BACKS OUT OF PARKING SPACE AND PULLS OUT IN FRONT OF UNIT NO. 1. UNIT NO. 2's REAR END HIT UNIT NO. 1's LEFT FRONT CORNER. NO INJURIES REPORTED. BOTH VEHICLES ABLE TO DRIVE AWAY FROM SCENE.

Diagram



Unit: 1

Type: 5 - Pickup
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 11 - Front Driver Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	52	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 8 - Starting from parked
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2: 16 - Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner

Person Type	Age	Sex	Injury Degree
8 - Passenger/Owner	22	2 - Female	5 - No Injury
2 - Passenger	20	2 - Female	5 - No Injury
1 - Driver	21	1 - Male	5 - No Injury

Crash Date: 5/28/2014 Time: 11:53 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.11

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node: 16785 Int of COMMERCIAL ST MAPLE ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 6 - Driveways
Weather: 4 - Rain
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 2 - Wet
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

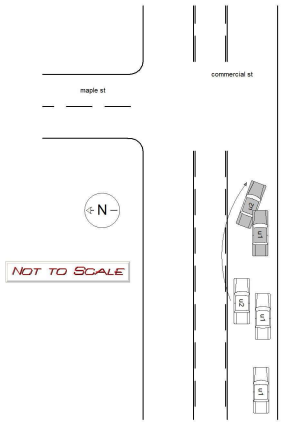
unit 1 and unit 2 were both heading east on commercial street. Unit 1 was behind unit 2.

Unit 2 said "I was going along and started turning right into a parking lot. I put my blinker on and started turning right. I did not see the car passing me on the right and struck a vehicle. No one is injured in my car."

Unit 1 said "I was going along and I saw the car in front of me slowing down. I thought they were turning left so I started passing on the right. The car was turning right and hit me as I passed. I am not injured."

No injuries reported at the scene. Unit 1 received a citation 14-2683.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 9 - Center Driver Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 18 - Overtaking Passing
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 12 - Improper Passing
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	51	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 5 - Making right turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	35	2 - Female	5 - No Injury
2 - Passenger	34	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 7/25/2014 Time: 18:00 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.08

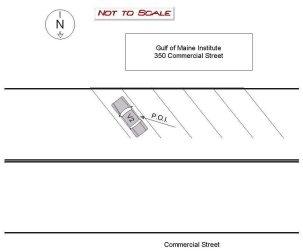
OE Start Node: 16782 RRX 837536 COMMERCIAL ST OE End Node: 16783 Int of COMMERCIAL ST PARK ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 10 - Other
Light: 7 - Unknown
Road Grade: 1 - Level
Surface Condition: 11 - Unknown
Traffic Control: 13 - None
Cont. Circ. Env 1 6 - Other
Cont. Circ. Env 2
Cont. Circ. Road 1 11 - Other
Cont. Circ. Road 2

Narrative

V2 was parked unoccupied overnight in front of 350 Commercial Street. When the last known operator returned to the vehicle, there was new damage to the rear passenger side quarter panel. There are no suspects.

Diagram



Unit: 1

Type: 25 - Other
Veh. Travel Dir.:
Most Damaged Area:
Most Harmful Event:
Pre-Crash Actions:
Contrib Circ. - Vehicle:
Seq. Events 1:
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 4 - Rear Passenger Quarter Panel
Most Harmful Event: 14 - Parked Motor Vehicle
Pre-Crash Actions: 13 - Parked Legally
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 22 - Parked Motor Vehicle
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree
24 - Last Known Operator	25	2 - Female	5 - No Injury

Crash Date: 1/21/2015 Time: 15:30 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.07

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node: 16785 Int of COMMERCIAL ST MAPLE ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

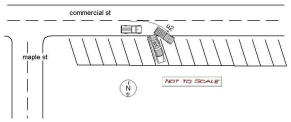
Unit 1 was backing out of a parking spot. Unit 2 was pulling into a parking spot.

Unit 1 said "I was backing out of a parking spot and started backing up. I could not see very well and was focused on the traffic coming. I backed into a vehicle that was parking next to me. I did not see the truck pulling into the spot next to me. I am not injured."

Unit 2 said "I was pulling into a parking spot when the vehicle beside me started pulling out. The car did not even look to see where I was and backed into the rear of my truck. I am not injured. The insurance card for this vehicle is expired but I will send the active one."

Unit 2 was issued a summons, 15-261 for failure to produce evidence of insurance.
No injuries reported.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 8 - Rear Driver Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 20 - Backing
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 11 - Improper Backing
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	51	2 - Female	5 - No Injury

Unit: 2

Type: 5 - Pickup
Veh. Travel Dir.: 1 - Northbound
Most Damaged Area: 5 - Rear Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 12 - Entering parked position
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	38	2 - Female	5 - No Injury

Crash Date: 3/9/2015 Time: 09:36 City: Portland Street/Highway: Commercial Street

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.02

OE Start Node: OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 6 - Driveways
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

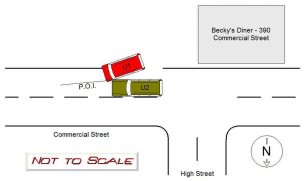
Narrative

Unit 2 was travelling east on Commercial Street approaching the parking lot of Becky's Diner, located at 390 Commercial Street and across from High Street intersection. Unit 1 was making a right turn out of the Becky's Diner parking lot onto Commercial Street facing east.

Unit 1 failed to yield the right of way to Unit 2, and the front passenger corner panel of Unit 2 struck the front driver side corner of Unit 1, causing minor damage to both vehicles.

The vehicles were able to both be driven into the Circkle K parking lot on Commercial Street where I made contact with both drivers. No injuries were reported.

Diagram



Unit: 1

Type: 3 - Passenger Van
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 10 - Front Driver Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 5 - Making right turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	62	1 - Male	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 2 - Front Passenger Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	47	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 6/2/2015 Time: 11:56 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.05

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node: 16785 Int of COMMERCIAL ST MAPLE ST

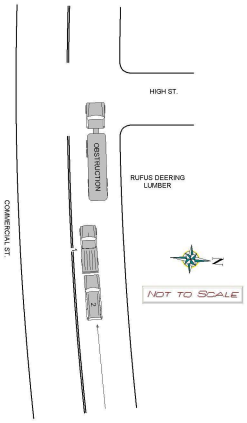
Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 4 - Rain
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 2 - Wet
Traffic Control: 3 - Advisory/Warning Sign
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

UNIT NO. 1 AND UNIT NO. 2 WESTBOUND ON COMMERCIAL STREET PRIOR TO HIGH STREET. UNIT NO. 1 STOPPED IN TRAFFIC FOR COMMERCIAL TRUCK IN ROAD WAY. UNIT NO. 2, FOLLOWING UNIT NO. 1, COULD NOT STOP IN TIME AND FRONT END OF UNIT NO. 2 STRUCK REAR END OF UNIT NO. 1. NO DAMAGE OBSERVED TO UNIT NO. 1. MINOR DAMAGE TO FRONT END OF UNIT NO. 2.

NO INJURIES REPORTED.

Diagram



Unit: 1

Type: 16 - Other Light Trucks (10,000 lbs or Less)
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area:
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
2 - Passenger	27	1 - Male	5 - No Injury
1 - Driver	34	1 - Male	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 4 - Other Inside the Vehicle (eating, personal hygiene, etc.)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2: 3 - Failed to Yield Right-of-Way

Person Type	Age	Sex	Injury Degree
1 - Driver	19	1 - Male	5 - No Injury

Crash Date: 7/26/2015 Time: 11:56 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.02

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node:

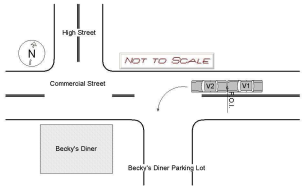
Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 6 - Driveways
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 2 - Wet
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

The operator of vehicle 2 stated the following in summary: She was stopped waiting to make a left turn into the Becky's Diner parking lot when she was struck from the rear by vehicle 1. She stated that she saw vehicle 1 farther down the road behind her and he had plenty of time to stop. The operator as well as a passenger had complaint of pain in their back. MEDCU responded for an evaluation but no one was transported. Minor scratches and hole puncture to the vehicle's rear bumper.

The operator of vehicle 1 stated the following in summary: He was not distracted while driving but thinks vehicle 2 stopped quickly because they are not from the area. He also stated his breaks were a factor due to the rain/humidity. No injuries and no damage to his vehicle.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area:
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 2 - Brakes
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 15 - Failed to Keep in Proper Lane
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	22	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	24	2 - Female	4 - Possible Injury
2 - Passenger	20	1 - Male	5 - No Injury
2 - Passenger	32	2 - Female	4 - Possible Injury
2 - Passenger	30	1 - Male	5 - No Injury

Crash Date: 7/27/2015 Time: 23:12 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.09

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node: 16785 Int of COMMERCIAL ST MAPLE ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

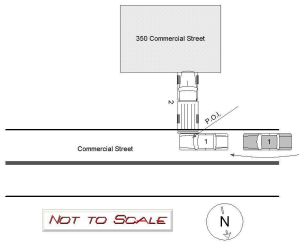
ON JULY 27, 2015 UNIT 1, OPERATED BY COWARD, AND UNIT 2, LAST OPERATED BY LEO, WERE INVOLVED IN A COLLISION NEAR THE INTERSECTION OF COMMERCIAL AND MAPLE STREETS, IN FRONT OF 350 COMMERCIAL STREET. THE WEATHER WAS CLEAR WITH DARK CONDITIONS ILLUMINATED BY STREETLIGHTS. THE ROAD SURFACE WAS DRY, TRAFFIC WAS LIGHT.

UNIT 1 STATED SHE WAS TRAVELLING EASTBOUND ON COMMERCIAL STREET AND FAILED TO KEEP IN THE PROPER LANE. UNIT 1 LEFT THE PROPER TRAVEL LANE AND SIDESWIPED UNIT 2.

UNIT 2 WAS LEGALLY PARKED FACING SOUTH IN FRONT OF 350 COMMERCIAL STREET.

UNIT 1 REPORTED NO DISTRACTIONS AND WAS APPARENTLY...

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 15 - Failed to Keep in Proper Lane
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	66	2 - Female	5 - No Injury

Unit: 2

Type: 5 - Pickup
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 14 - Parked Motor Vehicle
Pre-Crash Actions: 13 - Parked Legally
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree
25 - Last Known Operator/Owner	31	1 - Male	

STATE OF MAINE CRASH REPORT

Report Number
15-002536

Narrative / Diagram Supplemental

ON JULY 27, 2015 UNIT 1, OPERATED BY COWARD, AND UNIT 2, LAST OPERATED BY LEO, WERE INVOLVED IN A COLLISION NEAR THE INTERSECTION OF COMMERCIAL AND MAPLE STREETS, IN FRONT OF 350 COMMERCIAL STREET. THE WEATHER WAS CLEAR WITH DARK CONDITIONS ILLUMINATED BY STREETLIGHTS. THE ROAD SURFACE WAS DRY, TRAFFIC WAS LIGHT.

UNIT 1 STATED SHE WAS TRAVELLING EASTBOUND ON COMMERCIAL STREET AND FAILED TO KEEP IN THE PROPER LANE. UNIT 1 LEFT THE PROPER TRAVEL LANE AND SIDESWIPED UNIT 2.

UNIT 2 WAS LEGALLY PARKED FACING SOUTH IN FRONT OF 350 COMMERCIAL STREET.

UNIT 1 REPORTED NO DISTRACTIONS AND WAS APPARENTLY NORMAL AT THE TIME OF THE COLLISION.

UNIT 1 SUSTAINED FUNCTIONAL DAMAGE TO THE FRONT PASSENGER QUARTER PANEL. UNIT 1 WAS TOWED FROM THE SCENE DUE TO DISABLING DAMAGE BY AAA TOWING.

UNIT 2 SUSTAINED FUNCTIONAL DAMAGE TO THE REAR BUMPER AND TAILGATE. UNIT 2 LEFT THE SCENE WITHOUT ASSISTANCE.

Crash Date: 9/13/2015 Time: 01:21 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.07

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node: 16785 Int of COMMERCIAL ST MAPLE ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 4 - Rain
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

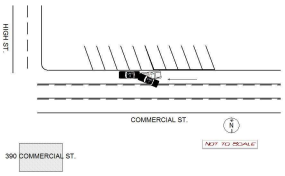
Narrative

DRIVER UNIT 2 STATES SHE WAS DRIVING WESTBOUND ON COMMERCIAL STREET AND PULLED TO THE RIGHT TO STOP BEHIND A LINE OF PARKED CARS.
SHE STATES THAT UNIT 1 HIT HER FROM BEHIND HARD AND SHE HIT HER HEAD OFF THE STEERING WHEEL OF THE CAR.
THE 3 PASSENGERS IN THE CAR ALSO STATED THAT THIS WAS HOW THE CRASH OCCURRED AND THAT THEY ALL WERE A LITTLE SORE BUT HAD NO COMPLAINTS OF INJURIES.

DRIVER UNIT 1 STATES THAT HE WAS DRIVING WESTBOUND AND DID NOT SEE UNIT 2 PULLED OFF ON THE SIDE OF THE ROAD. STATES THAT HE HIT THE REAR OF UNIT 2.

AFTER SPEAKING WITH THE DRIVER OF UNIT 1 EMERSON VELIZ HE APPEARED IMPAIRED. I PERFORMED SFST'S ROADSIDE AND ARRESTED HIM FOR OUI BASED ON MY FINDINGS.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 14 - Parked Motor Vehicle
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 22 - Parked Motor Vehicle
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 6 - Under the Influence of Medications/Drugs/Alcohol
Driver Action 1: 15 - Failed to Keep in Proper Lane
Driver Action 2: 14 - Followed Too Closely

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	26	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	28	2 - Female	4 - Possible Injury
2 - Passenger	24	1 - Male	5 - No Injury
2 - Passenger	21	1 - Male	5 - No Injury
2 - Passenger	29	2 - Female	5 - No Injury

Crash Date: 5/8/2016 Time: 02:45 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.05

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node:

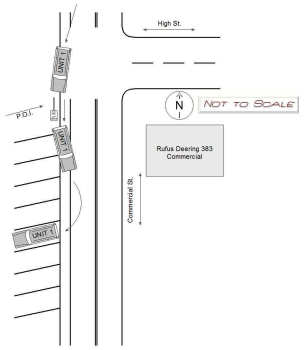
Type of Crash: 7 - Went Off Road
Type of Location: 1 - Straight Road
Weather: 2 - Cloudy
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

Was driving westbound on Commercial St. and flagged down about a vehicle that had "hit something", made a very loud noise, then the car parked with 2 flat tires on the right side. Found vehicle parked across from 383 Commercial St. with both passenger side tires flat and stop sign had been hit approximately 60 feet before this location on the same side of the road that the vehicle was parked. 5 Occupants had just exited the vehicle and were on foot walking eastbound away from the vehicle. The registered owner of the vehicle was arrested for leaving the scene, unknown who was driving at the time of the crash.

Reviewed by Sgt. Farris, 05/09/16.

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 3 - Center Passenger Side
Most Harmful Event: 24 - Curb
Pre-Crash Actions: 30 - Other Vehicle Action
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 8 - Went Off Roadway Right
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree

Crash Date: 6/24/2016 Time: 18:15 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.02

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node: 16784 Int of COMMERCIAL ST HIGH ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 6 - Driveways
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

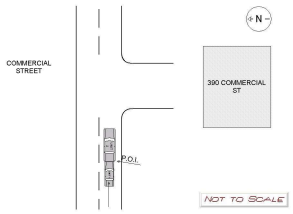
UNIT 1 WAS TRAVELLING EASTBOUND ON COMMERCIAL STREET.

UNIT 2 WAS TRAVELLING EASTBOUND ON COMMERCIAL STREET AND WAS IN FRONT OF UNIT 1.

UNIT 2 SLOWED DOWN TO LET A CAR PULL OUT OF THE PARKING LOT AT 390 COMMERCIAL STREET ONTO COMMERCIAL STREET. UNIT 1 WAS TRAVELLING BEHIND UNIT 2 AND WHEN UNIT 2 STOPPED, UNIT 1 RAN INTO THE BACK OF UNIT 2.
BOTH OPERATORS STATED THAT THE TRAFFIC WAS VERY BUSY AT THE TIME AND THEY BOTH PROVIDED THE SAME STORY OF WHAT HAPPENED.

reviewed 6-28-16 jte.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	36	2 - Female	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	49	1 - Male	5 - No Injury

Crash Date: 7/14/2016 Time: 16:36 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.04

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node: 16785 Int of COMMERCIAL ST MAPLE ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

UNIT 1 WAS TRAVELLING WESTBOUND ON COMMERCIAL STREET.

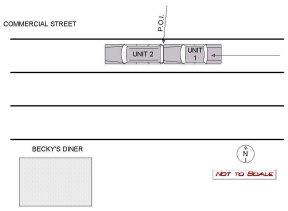
UNIT 2 WAS TRAVELLING WESTBOUND ON COMMERCIAL STREET IN FRONT OF UNIT 1.

TRAFFIC WAS HEAVY AND UNIT 2 SLOWED DOWN. UNIT 1 RAN INTO THE BACK OF UNIT 2. UNIT 1 OPERATOR ADMITTED THAT SHE WAS NOT PAYING ATTENTION.

UNIT 2 HAD VERY MINOR DAMAGE AND WAS DRIVEN AWAY BY OWNER. UNIT 1 WAS TOWED BY AAA DUE TO DISABLING FRONT END DAMAGE.

reviewed 7-14-16 jte.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
1 - Driver	16	2 - Female	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	38	2 - Female	5 - No Injury

Crash Date: 10/5/2016 Time: 17:30 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.08

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node: 16785 Int of COMMERCIAL ST MAPLE ST

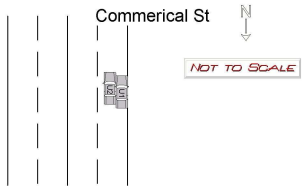
Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

On 10/5/2016 at approximately 1918 hours, I was dispatched to the information desk located at 109 Middle St for a hit and run accident. On scene I met with the driver of U2 who stated that earlier in the day she was traveling south bound on Commercial St in the right lane. U2 stated that she is currently driving a rental car form Enterprise and not her personal vehicle. U2 was traveling in the right hand lane when U1 attempted to pass her in the same lane. There was not enough space and U1 side swept the rental vehicle. U1 had minor cosmetic damages to her passenger side panel. U1 failed to stop for the incident and went on the high way. U2 stated that she followed the vehicle until she was able to get a license plate to make a report. U2 stated that she was scared due to the incident but not injured. There is no video or audio of this incident in vehicle 1015.

Lt. Hutcheson

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.:
Most Damaged Area:
Most Harmful Event:
Pre-Crash Actions:
Contrib Circ. - Vehicle:
Seq. Events 1:
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 3 - Center Passenger Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	51	2 - Female	5 - No Injury

Crash Date: 11/16/2016 Time: 19:39 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.03

OE Start Node: OE End Node:

Type of Crash: 2 - Rear End / Sideswipe Type of Location: 1 - Straight Road

Weather: 1 - Clear Light: 4 - Dark - Lighted

Road Grade: 1 - Level Surface Condition: 1 - Dry

Traffic Control: 13 - None

Cont. Circ. Env 1 1 - None Cont. Circ. Env 2

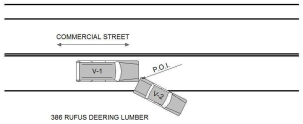
Cont. Circ. Road 1 1 - None Cont. Circ. Road 2

Narrative

V-2 WAS BACKING OUT OF A PARKING SPACE FRONTING 386 COMMERCIAL ST. V-1 TRAVELING WEST ON COMMERCIAL STREET. V-1 COLLIDES WITH REAR OF V-2 CAUSING SIGNIFICANT DAMAGE, STOPS BRIEFLY THEN FLEES THE SCENE. PPD OFFICERS LOCATE V-1 ABANDONED IN PARKING LOT BY ENTRANCE TO CASCO BAY BRIDGE. HUSBAND OF V-2 WAS CLOSE TO SCENE AND SPOKE TO DRIVER OF V-1 AND RELATED HE COULD IDENTIFY DRIVER. LICENSE PLATE AND VEHICLE DESCRIPTION WERE 100% ACCURATE AND DRIVER WHO FLED WAS LIKELY THE RO OF THE VEHICLE BASED ON WITNESS STATEMENTS AT SCENE. SEE LSOA CASE 16-9594 FOR DETAILS. EVIDENCE TECH WAS CALLED AND PROCESSED VEHICLES/SCENE. V-1 TOWED BY BROADWAY TOWING WITH HOLD FOR PPD TRAFFIC UNIT. V-2 TOWED BY AAA TO MOODY'S COLLISION CENTER IN SCARBOROUGH.

11-16-16...

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle Veh. Travel Dir.: 4 - Westbound

Most Damaged Area: 1 - Front Passenger Corner Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 1 - Following roadway Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 21 - Motor Vehicle In Transport Seq. Events 2:

Seq. Events 3: Seq. Events 4:

Driver Distracted By: Cond. at Time Crash:

Driver Action 1: Driver Action 2:

Person Type	Age	Sex	Injury Degree
25 - Last Known Operator/Owner	47	2 - Female	5 - No Injury

Unit: 2

Type: 1 - Passenger Car Veh. Travel Dir.: 2 - Southbound

Most Damaged Area: 8 - Rear Driver Quarter Panel Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 20 - Backing Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 21 - Motor Vehicle In Transport Seq. Events 2:

Seq. Events 3: Seq. Events 4:

Driver Distracted By: 1 - Not Distracted Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 1 - No Contributing Action Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	58	2 - Female	4 - Possible Injury

V-2 WAS BACKING OUT OF A PARKING SPACE FRONTING 386 COMMERCIAL ST. V-1 TRAVELING WEST ON COMMERCIAL STREET. V-1 COLLIDES WITH REAR OF V-2 CAUSING SIGNIFICANT DAMAGE, STOPS BRIEFLY THEN FLEES THE SCENE. PPD OFFICERS LOCATE V-1 ABANDONED IN PARKING LOT BY ENTRANCE TO CASCO BAY BRIDGE. HUSBAND OF V-2 WAS CLOSE TO SCENE AND SPOKE TO DRIVER OF V-1 AND RELATED HE COULD IDENTIFY DRIVER. LICENSE PLATE AND VEHICLE DESCRIPTION WERE 100% ACCURATE AND DRIVER WHO FLED WAS LIKELY THE RO OF THE VEHICLE BASED ON WITNESS STATEMENTS AT SCENE. SEE LSOA CASE 16-9594 FOR DETAILS. EVIDENCE TECH WAS CALLED AND PROCESSED VEHICLES/SCENE. V-1 TOWED BY BROADWAY TOWING WITH HOLD FOR PPD TRAFFIC UNIT. V-2 TOWED BY AAA TO MOODY'S COLLISION CENTER IN SCARBOROUGH.

11-16-16 jte.

****

ON 11/17/16 I, OFC BOMBA, WAS ASSIGNED THIS INCIDENT FOR INVESTIGATION. I REVIEWED OFC. MCCUSKER'S REPORT AND LEARNED THAT THE SUSPECT VEHICLE, UNIT 1, WAS STILL CURRENTLY BEING HELD AT THE BROADWAY TOWING IMPOUND LOT. I CALLED BROADWAY TOWING AND THEY TOLD ME THAT THE OWNER HAS NOT YET CALLED TO CLAIM THE VEHICLE.

THE REGISTERED OWNER AND PERSON MATCHING THE DESCRIPTION OF THE FEMALE MOST LIKELY OPERATING UNIT 1 AT THE TIME OF THE COLLISION WAS IDENTIFIED AS KATHRYN MORRISON (6/28/69). I ATTEMPTED TO LOCATE A CONTACT NUMBER FOR KATHRYN AND WAS UNABLE TO. I THEN VISITED THE ADDRESS LISTED ON UNIT 1 REGISTRATION FOR KATHRYN AND THERE WAS NO ANSWER. AT THIS TIME I LEFT MY BUSINESS CARD AND A SUSPECT LETTER TO HAVE KATHRYN CALL MY OFFICE AS SOON AS POSSIBLE.

ON 11/21/16, I HAVE STILL NOT HAD CONTACT WITH KATHRYN AND SHE HAS NOT ATTEMPTED TO CALL MY OFFICER OR PORTLAND PD. A STAFF MEMBER OF BROADWAY TOWING CALLED MY OFFICE AND INFORMED ME THAT KATHRYN TOOK BACK POSSESSION OF UNIT 1 FROM THEIR IMPOUND LOT BUT THEY DID NOT GET A PHONE CONTACT NUMBER FOR KATHRYN.

I CONTACTED THE OWNER OF UNIT 2, KAREN, AND SHE STATED THAT SHE DID NOT WISH TO PURSUE CRIMINAL CHARGES. THE INSURANCE INFORMATION WAS PREVIOUSLY FOUND IN UNIT 1 BY INVESTIGATING OFFICERS AND IT WAS CONFIRMED TO BE VALID. KAREN SAID THAT SHE WISHED TO HAVE HER VEHICLE REPAIRED AND THE MATTER KEPT CIVIL USING THE INSURANCE COMPANIES. AT THE TIME OF THIS WRITING, NO CRIMINAL CHARGES WERE FILED AGAINST KATHRYN.

LATER DURING THE DAY ON 11/21/16, I RECEIVED A CALL FROM KATHRYN. KATHRYN STATED THAT SHE WAS AT A PARTY DURING THE NIGHT OF THE INCIDENT. KATHRYN TOLD ME THAT DURING THE PARTY, A FEMALE ACQUAINTANCE NAMED "SUSAN" BORROWED UNIT 1 TO "GO TO THE STORE". KATHRYN TOLD ME THAT SHE HAD NO INFORMATION ON SUSAN, HER LAST NAME, HER CONTACT INFORMATION, WHERE SHE LIVED OR PEOPLE THAT MIGHT KNOW HER. KATHRYN SAID THAT THE NEXT MORNING SHE "DISCOVERED" THAT HER VEHICLE WAS MISSING AND CALLED PORTLAND PD DISPATCH TO INQUIRE WHERE IT WAS. AT THIS TIME, KATHRYN WAS INFORMED BY PPD DISPATCH THAT UNIT 1 WAS INVOLVED IN THE CRASH AND TOWED BY BROADWAY TOWING. KATHRYN EXPLAINED THAT SHE HAD NO FURTHER INFORMATION AND COULD NOT SUBSTANTIATE THE INFORMATION SHE GAVE ME.

AT THIS TIME, KATHRYN WILL BE KEPT AS THE LAST KNOWN OPERATOR OF UNIT 1 UNLESS FURTHER FACTS CAN BE GIVEN ON "SUSAN". KATHRYN DID STATE THAT SHE HAS BEEN IN CONTACT WITH HER INSURANCE COMPANY TO RESOLVE THE DAMAGE TO UNIT 2 AS WELL AS HER VEHICLE.

END OF NARRATIVE

EB

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I - Single Element	☐ Section Detail	☑ Crash Summary II	☐ 1320 Public	☐ 1320 Private	☑ 1320 Summary

REPORT DESCRIPTION

Commercial St from Park St to High St in Portland

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 0001A	Start Node: 16783	Start Offset: 0	☑ Exclude First Node	
	End Node: 16784	End Offset: 0	☑ Exclude Last Node	

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
16783	16784	3116401	0 - 0.08	0001A - 11.07	0.08	2	11	0	1	0	0	10	9.1	0.00418	876.28	498.54	1.76
Int of COMMERCIAL ST	PARK ST			US 1A											Statewide Crash Rate: 207.32		
Study Years: 3.00				Section Totals:	0.08		11	0	1	0	0	10	9.1	0.00418	876.28	498.54	1.76

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
16783	16784	3116401	0 - 0.08	0001A - 11.07	11	0	1	0	0	10	2016-36110	12/05/2016	11.08	PD
											2014-8599	03/14/2014	11.08	PD
											2015-8353	03/01/2015	11.09	PD
											2016-26137	09/15/2016	11.09	PD
											2016-24623	08/25/2016	11.10	PD
											2016-20666	07/22/2016	11.10	PD
											2015-10385	03/22/2015	11.12	PD
											2015-49315	11/25/2015	11.13	A
											2015-17700	06/17/2015	11.13	PD
											2015-3113	01/28/2015	11.13	PD
											2016-34555	11/30/2016	11.13	PD
				Totals:	11	0	1	0	0	10				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM												
	Hour of Day																								
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	4
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
FRIDAY	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	2	0	1	0	1	0	0	1	1	1	1	0	0	0	3	0	0	11

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	10
2-(Sport) Utility Vehicle	4
3-Passenger Van	0
4-Cargo Van (10K lbs or Less)	1
5-Pickup	1
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	3
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	1

Unit Type	Total
23-Bicyclist	0
24-Witness	1
25-Other	1
Total	22

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	2	6	0	0	0	0	8
Ran Off Roadway	1	0	0	0	0	0	1
Failed to Yield Right-of-Way	1	0	0	0	0	0	1
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	1	0	0	0	0	1
Improper Turn	2	0	0	0	0	0	2
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	3	1	0	0	0	0	4
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	1	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0
Total	10	8	0	0	0	0	18

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	9	8	0	0	0	1	18
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	1	0	0	0	0	0	1
Other	0	0	0	0	0	0	0
Total	10	8	0	0	0	1	19

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	0	0	0	0	0	0
20-24	2	0	0	0	0	2
25-29	1	0	0	0	0	1
30-39	8	0	0	0	0	8
40-49	5	0	0	0	0	5
50-59	1	0	0	0	0	1
60-69	2	0	0	0	0	2
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	1	0	0	1	0	2
Total	20	0	0	1	0	21

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	19
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	1		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	17		
14-Parked Motor Vehicle	1		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	1	1
B	0	0
C	0	0
PD	10	0
Total	11	1

Road Character

Road Grade	Total
1-Level	9
2-On Grade	2
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	11

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	1
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	0
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	10
14-Other	0
Total	11

Light

Light Condition	Total
1-Daylight	7
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	4
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	11

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2014	2015	2016	Total
JANUARY	0	1	0	1
FEBRUARY	0	0	0	0
MARCH	1	2	0	3
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	0	1	0	1
JULY	0	0	1	1
AUGUST	0	0	1	1
SEPTEMBER	0	0	1	1
OCTOBER	0	0	0	0
NOVEMBER	0	1	1	2
DECEMBER	0	0	1	1
Total	1	5	5	11

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	4	0	0	0	0	2	0	0	0	0	0	0	0	0	6
Head-on - Sideswipe	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Intersection Movement	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
Pedestrians	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	0	0	0	0	5	0	0	0	0	0	0	0	0	11

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	2	0	0	0	0	0	0	0	0	0	0	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	6	0	0	0	0	0	0	1	0	0	0	7
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	1	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	8	0	0	0	0	0	1	1	0	0	1	11

Crash Date: 3/14/2014 Time: 08:14 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.01

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node: 16784 Int of COMMERCIAL ST HIGH ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

On Friday, March 14, 2014 at 08:14:00, Officer Christopher Maher responded to a crash on COMMERCIAL ST approximately 102 feet North of PARK ST in Portland Maine. At the time of the crash, the weather was clear and the road surface was dry.

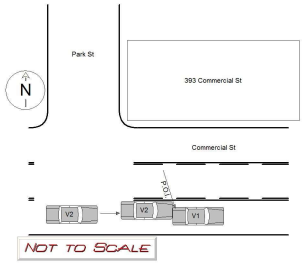
Vehicles...

Vehicle #1, operated by Douglas Thompson, DOB 11/10/1982 was eastbound stopped in traffic. Vehicle #1 sustained functional damage to the rear driver side.

Vehicle #1 occupant(s) are listed below:
Driver: Douglas Thompson DOB 11/10/1982 Injury: No Injury

Vehicle #2, operated by David Seder, DOB 5/14/1969 was eastbound slowing in traffic and followed too closely. Vehicle #2...

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 7 - Rear Driver Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	31	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	44	1 - Male	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number
14-000929

Narrative / Diagram Supplemental

On Friday, March 14, 2014 at 08:14:00, Officer Christopher Maher responded to a crash on COMMERCIAL ST approximately 102 feet North of PARK ST in Portland Maine. At the time of the crash, the weather was clear and the road surface was dry.

Vehicles...

Vehicle #1, operated by Douglas Thompson, DOB 11/10/1982 was eastbound stopped in traffic. Vehicle #1 sustained functional damage to the rear driver side.

Vehicle #1 occupant(s) are listed below:
Driver: Douglas Thompson DOB 11/10/1982 Injury: No Injury

Vehicle #2, operated by David Seder, DOB 5/14/1969 was eastbound slowing in traffic and followed too closely. Vehicle #2 was towed due to disabling damage to the front passenger corner.

Vehicle #2 occupant(s) are listed below:
Driver: David Seder DOB 5/14/1969 Injury: No Injury

Vehicle 1 was traveling eastbound on Commercial St and stopped in traffic in front of 393 Commercial St. Vehicle 2 was also traveling eastbound on Commercial St. Vehicle 2 was not able to stop in time and contacted the rear driver side corner of Vehicle 1.
Vehicle 2 was towed by Prime Collision due to the extent of the damage.

Crash Date: 1/28/2015 Time: 10:57 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.06

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 6 - Driveways
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 3 - Snow
Traffic Control: 13 - None
Cont. Circ. Env 1 2 - Weather Conditions
Cont. Circ. Env 2 1 - None
Cont. Circ. Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)
Cont. Circ. Road 2 1 - None

Narrative

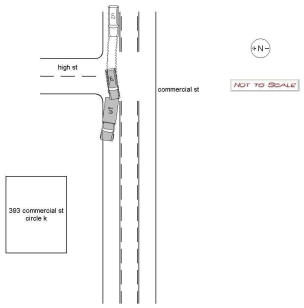
Unit 1 was slowing down turning right into a business. Unit 2 was following roadway.

Unit 2 said "I was going along and the truck in front of me stopped to turn into a business. I tried to stop but could not, sliding on the packed snow. I struck the back of the truck in front of me. I am not injured."

Unit 1 said "I was stopped, turning into a business. Suddenly I was hit from behind by a vehicle. I had my blinker on and did not see the vehicle prior to is hitting me. I am not injured."

No injuries were reported at the scene.

Diagram



Unit: 1

Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs)
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 5 - Making right turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	32	1 - Male	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 9 - Drove Too Fast For Conditions
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	69	1 - Male	5 - No Injury

Crash Date: 3/1/2015 Time: 15:31 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.02

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 6 - Driveways
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

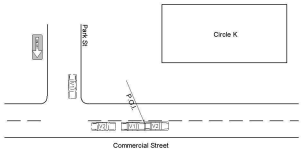
Vehicle 1, a blue subaru, was on Park Street, turning left onto Commercial Street.

Vehicle 2, a white subaru, was travelling east bound on Commercial Street and passed Park Street, before stopping to make left turn into Circle K.

Vehicle 1 entered east bound traffic on Commercial Street and did not observe that vehicle 2 was now stopped waiting to turn. Vehicle 1 failed to stop in time to avoid making contact with rear of vehicle 2.

No injuries reported at scene. Vehicle 1 towed due to disabling damage.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	33	2 - Female	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 4 - Rear Passenger Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	54	2 - Female	5 - No Injury
2 - Passenger	89	2 - Female	5 - No Injury

Crash Date: 3/22/2015 Time: 22:00 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.05

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node: 16784 Int of COMMERCIAL ST HIGH ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

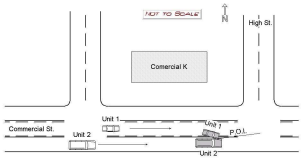
There was a 2 hour delay in the reporting of this accident.

Unit 1 was driving Eastbound on Commercial St. Unit 2 was behind Unit 1 also traveling Eastbound on Commercial St. Unit 1 turned on their left blinker as to turn into the Circle K on Commercial St. Unit 1 was in a turning lane. Unit 1 did not turn the first entrance and at the second entrance Unit 1 turned right into Unit 2 causing a large scrape down Unit 2 as Unit 2 attempted to pass Unit 1 then pulled a U-Turn and went Westbound on Commercial

Unit 2 stated they did not call when the accident happened because they did not know the non-emergency number for Portland. Unit 2 stated he had to bring a boat in and could not make the report at the time of the accident.

Unit 2 stated that the vehicle was a small red vehicle with nh plates.

Diagram



Unit: 1

Type: 25 - Other
Veh. Travel Dir.:
Most Damaged Area:
Most Harmful Event:
Pre-Crash Actions:
Contrib Circ. - Vehicle:
Seq. Events 1:
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 9 - Center Driver Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	44	1 - Male	5 - No Injury

Crash Date: 6/17/2015 Time: 18:25 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.06

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node: 16784 Int of COMMERCIAL ST HIGH ST

Type of Crash: 7 - Went Off Road
Type of Location: 6 - Driveways
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

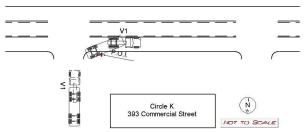
Driver of vehicle 1, a peterbilt tractor trailer, was exiting Circle K, making a left hand turn to travel west bound on Commercial Street.

Driver was entering roadway at end of construction zone where comes were placed to mark a lane change. While trying to navigate lane change, driver hit fire hydrant, stated that she thought it was a traffic cone initially.

Driver contacted dispatch, notifying them of accident and then continued on to business location, approximately 50 feet west of accident scene, to wait for arrival of police. Portland Water District responded and were given accident information. Hydrant did become detached and will be replaced tomorrow (6-17-15).

6-16-15 jte.

Diagram



Unit: 1

Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs)
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area:
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 10 - Improper Turn
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	29	2 - Female	5 - No Injury

Crash Date: 11/25/2015 Time: 22:04 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.06

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node: 16784 Int of COMMERCIAL ST HIGH ST

Type of Crash: 5 - Pedestrians
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

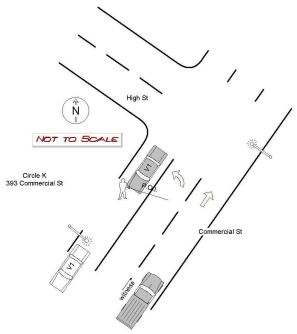
Narrative

Driver Unit 1 said that he was on Commercial St driving outbound when he thought he heard someone yell. He looked to his left and then to his right and then saw someone in the road right in front of him at the last minute. He tried to swerve but did not have enough time and he struck the pedestrian on the passenger side front corner of his car. Driver Unit 1 also said that he was probably travelling no more than 30 mph.

The witness said that he was travelling inbound on Commercial St when he saw a man enter the roadway from the south side of Commercial St. He slowed down and let the man pass in front of him and continued driving. He looked in his rearview mirror and saw the pedestrian in the air after being struck by Unit 1. He pulled over and tried to render aid.

There are no crosswalks in that area and there are street lights...

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area:
Most Harmful Event: 9 - Pedestrian
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 17 - Pedestrian
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 5 - Outside the Vehicle (includes unspecified external distractions)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 19 - Other Contributing Action
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	40	1 - Male	5 - No Injury

Unit: 50

Type: 22 - Pedestrian
Veh. Travel Dir.:
Most Damaged Area: 0
Most Harmful Event:
Pre-Crash Actions:
Contrib Circ. - Vehicle:
Seq. Events 1:
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree
3 - Pedestrian	31	1 - Male	2 - Incapacitating

STATE OF MAINE CRASH REPORT

Report Number
15-003947

Narrative / Diagram Supplemental

Driver Unit 1 said that he was on Commercial St driving outbound when he thought he heard someone yell. He looked to his left and then to his right and then saw someone in the road right in front of him at the last minute. He tried to swerve but did not have enough time and he struck the pedestrian on the passenger side front corner of his car. Driver Unit 1 also said that he was probably travelling no more than 30 mph.

The witness said that he was travelling inbound on Commercial St when he saw a man enter the roadway from the south side of Commercial St. He slowed down and let the man pass in front of him and continued driving. He looked in his rearview mirror and saw the pedestrian in the air after being struck by Unit 1. He pulled over and tried to render aid.

There are no crosswalks in that area and there are street lights

Unit 1 had no visible damage, the passenger side mirror was folded in.

Witness 207-310-3175.

Reviewed 11-25-15 by Joe Ezepek.

Crash Date: 7/22/2016 Time: 08:20 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.03

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node: 16784 Int of COMMERCIAL ST HIGH ST

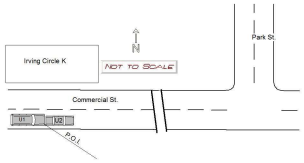
Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 1 - Traffic Signals (Stop & Go)
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

Unit 1 was following too closely to Unit 2 when traffic stopped for a pedestrian crossing the street. Unit 1 rear ended Unit 2 when traffic began to stop.

Reviewed by EMN 7/24/16

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	38	2 - Female	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	49	2 - Female	5 - No Injury

Crash Date: 8/25/2016 Time: 12:37 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.03

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node: 16784 Int of COMMERCIAL ST HIGH ST

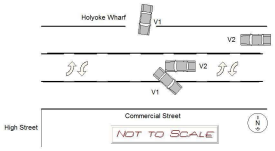
Type of Crash: 4 - Intersection Movement
Type of Location: 6 - Driveways
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

Vehicle 2 was traveling eastbound on Commercial Street. Vehicle 1 was attempting to make a left turn from Holyoke Wharf onto Commercial Street. Vehicle 2 went from travel lane to the middle turn lane to make a left turn onto High Street, which was about 100 feet away. Vehicle 1 saw a break in traffic in the eastbound travel lane pulled out turning left onto Commercial Street. The operator of vehicle 1 thought that vehicle 2 had stopped in the center turn lane to let her pull out. There was a minor crash with minimal damage.

Reviewed C Libby

Diagram



Unit: 1

Type: 5 - Pickup
Veh. Travel Dir.: 1 - Northbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	40	2 - Female	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	68	1 - Male	5 - No Injury

Crash Date: 9/15/2016 Time: 16:37 City: Portland Street/Highway: Commercial St

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.02

OE Start Node: OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 6 - Driveways
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

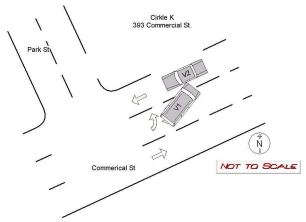
Narrative

Driver V1 said that he was waiting to turn left into the gas station parking lot. There were a line of cars in the w/b lane of Commercial St. and V2 was the last one in the line before he was going to make the turn. He said that he left off the brake and was going to roll past V2 and then turn when it was clear to do so, but his wheels must have already been turned all the way to the left because he just drove right into the side of V2.

Driver V2 said that she was just driving on Commercial St. and V1 was in the center turn lane when he suddenly just turned into the side of her car.

reviewed 9-15-16 jte.

Diagram



Unit: 1

Type: 4 - Cargo Van (10K lbs or Less)
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 11 - Front Driver Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 10 - Improper Turn
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
1 - Driver	38	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 9 - Center Driver Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	34	2 - Female	5 - No Injury

Crash Date: 11/30/2016 Time: 17:34 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.06

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node: 16784 Int of COMMERCIAL ST HIGH ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 4 - Rain
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 2 - Wet
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

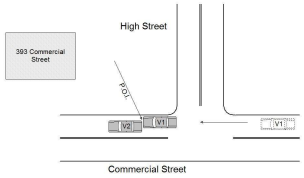
Narrative

The driver of V1 claimed that he was trying to clear fog that collected inside his windshield. As a result, he was following too closely behind V2 and crashed into its rear with the front driver's corner. As a result, minor damage was sustained to V1.

The driver of V2 said that he was following Commercial Street and going westbound. V1 crashed into the rear of V2 and minor damage was sustained to the rear passenger's corner of V2.

11-30-16 jte.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 11 - Front Driver Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 4 - Other Inside the Vehicle (eating, personal hygiene, etc.)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	24	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 5 - Rear Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	23	1 - Male	5 - No Injury
2 - Passenger	22	1 - Male	5 - No Injury
2 - Passenger	2	1 - Male	5 - No Injury

Crash Date: 12/5/2016 Time: 22:33 City: Portland Street/Highway: 393 Commerical Street

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.01

OE Start Node: OE End Node:

Type of Crash: 3 - Head-on / Sideswipe
Type of Location: 1 - Straight Road
Weather: 2 - Cloudy
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 4 - Slush
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

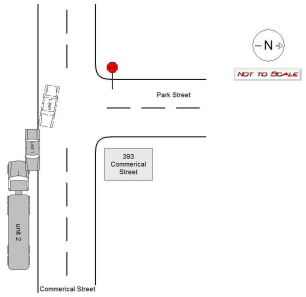
Narrative

UNIT 1 WAS TRAVELING EASTBOUND ON COMMERCIAL STREET WHEN IT WENT OFF THE ROADWAY AND MADE CONTACT WITH LEGALLY PARKED UNIT 2. THERE WAS SIGNIFICANT DAMAGE DONE TO THE FRONT PASSENGER CORNER OF BOTH VEHICLES.
WHEN CONTACT WAS MADE WITH UNIT 1 DRIVER HE STATED THAT HE HAD BEEN DRINKING BEFORE HE WAS DRIVING. HE ALSO SAID THAT THE TIRE CAME OFF WHICH IS WHY HE CRASHED. ALL FOUR TIRES WERE STILL ATTACHED TO THE VEHICLE.

DIGITAL PHOTOGRAPHS WERE TAKEN WITH CAMERA #21
PLEASE SEE CASE # 16-10143

REVIEWED BY: SGT. DTH 12/12/16

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 8 - Went Off Roadway Right
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 6 - Under the Influence of Medications/Drugs/Alcohol
Driver Action 1: 2 - Ran Off Roadway
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
1 - Driver	30	1 - Male	5 - No Injury

Unit: 2

Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs)
Veh. Travel Dir.: 5 - Not On Roadway
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 14 - Parked Motor Vehicle
Pre-Crash Actions: 13 - Parked Legally
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 50 - No Other Events
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree
24 - Last Known Operator	39	1 - Male	

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I - Single Element	☐ Section Detail	☑ Crash Summary II	☐ 1320 Public	☐ 1320 Private	☐ 1320 Summary

REPORT DESCRIPTION

High St from Commercial St to York St in Portland

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 0560365	Start Node: 16784	Start Offset: 0	☑ Exclude First Node	
	End Node: 18529	End Offset: 0	☑ Exclude Last Node	

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
16784	18529	3115419	0 - 0.05	0560365 - 0	0.05	2	4	0	0	0	0	3	0.0	0.00060	2227.42	804.15	2.77
Int of COMMERCIAL ST HIGH ST				RD INV 05 60365											Statewide Crash Rate: 207.32		
Study Years: 3.00				Section Totals:	0.05		4	0	0	0	0	3	0.0	0.00060	2227.42	804.14	2.77

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
16784	18529	3115419	0 - 0.05	0560365 - 0	4	0	0	0	0	3	2015-5667	02/11/2015	0.01	
											2016-18376	06/11/2016	0.01	PD
											2016-34989	12/02/2016	0.02	PD
											2016-22205	08/01/2016	0.03	PD
				Totals:	4	0	0	0	0	3				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												Hour of Day	PM											
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
SATURDAY	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Totals	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	4

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	5
2-(Sport) Utility Vehicle	1
3-Passenger Van	0
4-Cargo Van (10K lbs or Less)	0
5-Pickup	1
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	0
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	0
24-Witness	1
25-Other	1
Total	9

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	1	2	0	0	0	0	3
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	0	0	0	0	0	0	0
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	0	0	0	0	0	0	0
Failed to Keep in Proper Lane	1	0	0	0	0	0	1
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	1	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0
Total	3	2	0	0	0	0	5

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	1	2	0	0	0	0	3
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	1	0	0	0	0	0	1
Other	1	0	0	0	0	0	1
Total	3	2	0	0	0	0	5

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	0	0	0	0	0	0
20-24	2	0	0	0	0	2
25-29	1	0	0	0	0	1
30-39	1	0	0	0	0	1
40-49	0	0	0	0	0	0
50-59	1	0	0	0	0	1
60-69	0	0	0	0	0	0
70-79	2	0	0	0	0	2
80-Over	0	0	0	0	0	0
Unknown	1	0	0	0	0	1
Total	8	0	0	0	0	8

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	7
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	5		
14-Parked Motor Vehicle	2		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	0	0
PD	3	0
Total	3	0

Road Character

Road Grade	Total
1-Level	1
2-On Grade	3
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	4

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	1
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	1
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	2
14-Other	0
Total	4

Light

Light Condition	Total
1-Daylight	2
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	2
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	4

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2014	2015	2016	Total
JANUARY	0	0	0	0
FEBRUARY	0	1	0	1
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	0	0	1	1
JULY	0	0	0	0
AUGUST	0	0	1	1
SEPTEMBER	0	0	0	0
OCTOBER	0	0	0	0
NOVEMBER	0	0	0	0
DECEMBER	0	0	1	1
Total	0	1	3	4

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Head-on - Sideswipe	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Intersection Movement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	2	0	0	0	0	0	0	0	0	0	0	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	1	0	0	0	0	0	0	0	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	1	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	3	0	0	0	0	0	0	1	0	0	0	4

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

- [x] Crash Summary I - Single Node
- [ ] Section Detail
- [x] Crash Summary II
- [ ] 1320 Public
- [ ] 1320 Private
- [ ] 1320 Summary

REPORT DESCRIPTION

Int of Maple St and York St in Portland

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 0560475	Start Node: 18980	Start Offset: 0	☐ Exclude First Node
	End Node: 18980	End Offset: 0	☐ Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
18980	0560475 - 0.07	0509400 POR,MAPLE,YORK ST.	2	1	0	0	0	0	1	0.0	2.015	0.17	0.45	0.00
												Statewide Crash Rate:	0.14	
Study Years:	3.00	NODE TOTALS:		1	0	0	0	0	1	0.0	2.015	0.17	0.45	0.37

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM												
	Hour of Day																								
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	2
2-(Sport) Utility Vehicle	1
3-Passenger Van	0
4-Cargo Van (10K lbs or Less)	0
5-Pickup	0
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	0
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0
23-Bicyclist	0
24-Witness	0
25-Other	0
Total	3

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	0	0	1	0	0	0	1
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	0	0	0	0	0	0	0
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	1	1	0	0	0	0	2
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	1	1	1	0	0	0	3

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	1	0	1	0	0	0	2
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	2

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	1	0	0	0	0	1
20-24	1	0	0	0	0	1
25-29	1	0	0	0	0	1
30-39	0	0	0	0	0	0
40-49	0	0	0	0	0	0
50-59	0	0	0	0	0	0
60-69	0	0	0	0	0	0
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	3	0	0	0	0	3

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	3
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	3		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	0	0
PD	1	0
Total	1	0

Road Character

Road Grade	Total
1-Level	0
2-On Grade	1
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	1

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	0
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	0
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	1
14-Other	0
Total	1

Light

Light Condition	Total
1-Daylight	1
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	0
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	1

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2014	2015	2016	Total
JANUARY	0	0	0	0
FEBRUARY	0	0	0	0
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	0	0	1	1
JUNE	0	0	0	0
JULY	0	0	0	0
AUGUST	0	0	0	0
SEPTEMBER	0	0	0	0
OCTOBER	0	0	0	0
NOVEMBER	0	0	0	0
DECEMBER	0	0	0	0
Total	0	0	1	1

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	1	0	0	0	0	0	0	0	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0	0	0	0	0	0	1

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I - Single Element	☐ Section Detail	☑ Crash Summary II	☐ 1320 Public	☐ 1320 Private	☐ 1320 Summary

REPORT DESCRIPTION

Maple St from Commercial St to York St in Portland

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 0560475	Start Node: 16785	Start Offset: 0	☑ Exclude First Node	
	End Node: 18980	End Offset: 0	☑ Exclude Last Node	

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
16785	18980	192461	0 - 0.07	0560475 - 0	0.07	2	2	0	0	0	0	2	0.0	0.00016	4291.55	1718.70	2.50
Int of COMMERCIAL ST MAPLE ST				RD INV 05 60475											Statewide Crash Rate: 401.27		
Study Years: 3.00				Section Totals:	0.07		2	0	0	0	0	2	0.0	0.00016	4291.55	1718.58	2.50

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
16785	18980	192461	0 - 0.07	0560475 - 0	2	0	0	0	0	2	2015-4344	02/03/2015	0.04	PD
											2015-45726	10/19/2015	0.06	PD
				Totals:	2	0	0	0	0	2				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM												
	Hour of Day																								
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	2
2-(Sport) Utility Vehicle	1
3-Passenger Van	0
4-Cargo Van (10K lbs or Less)	0
5-Pickup	0
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	1
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0
23-Bicyclist	0
24-Witness	0
25-Other	0
Total	4

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	1	1	0	0	0	0	2
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	1	0	0	0	0	0	1
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	1	0	0	0	0	1
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	0	0	0	0	0	0	0
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	2	2	0	0	0	0	4

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	2	2	0	0	0	0	4
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	2	2	0	0	0	0	4

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	0	0	0	0	0	0
20-24	1	0	0	0	0	1
25-29	1	0	0	0	0	1
30-39	1	0	0	0	0	1
40-49	0	0	0	0	0	0
50-59	1	0	0	0	0	1
60-69	0	0	0	0	0	0
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	4	0	0	0	0	4

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	4
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	4		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	0	0
PD	2	0
Total	2	0

Road Character

Road Grade	Total
1-Level	0
2-On Grade	2
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	2

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	0
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	0
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	1
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	1
14-Other	0
Total	2

Light

Light Condition	Total
1-Daylight	2
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	0
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	2

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2014	2015	2016	Total
JANUARY	0	0	0	0
FEBRUARY	0	1	0	1
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	0	0	0	0
JULY	0	0	0	0
AUGUST	0	0	0	0
SEPTEMBER	0	0	0	0
OCTOBER	0	1	0	1
NOVEMBER	0	0	0	0
DECEMBER	0	0	0	0
Total	0	2	0	2

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	1	0	0	0	0	0	0	1	0	0	0	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0	0	1	0	0	0	2

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I - Single Node ☐ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Int of York St and High St in Portland

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 0077W	Start Node: 18529	Start Offset: 0	☐ Exclude First Node
	End Node: 18529	End Offset: 0	☐ Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
18529	0077W - 1.45	Int of HIGH ST YORK ST	9	13	0	0	0	4	9	30.8	4.385	0.99	1.27	0.00
												Statewide Crash Rate:	0.71	
Study Years:	3.00	NODE TOTALS:		13	0	0	0	4	9	30.8	4.385	0.99	1.27	0.78

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM												
	Hour of Day																								
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
WEDNESDAY	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
THURSDAY	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	4
FRIDAY	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SATURDAY	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
Totals	0	0	0	0	0	0	0	1	1	3	0	0	1	0	2	1	0	2	1	0	0	0	1	0	0	13

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	17
2-(Sport) Utility Vehicle	3
3-Passenger Van	1
4-Cargo Van (10K lbs or Less)	0
5-Pickup	1
6-Motor Home	0
7-School Bus	1
8-Transit Bus	1
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	1
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	1
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0
23-Bicyclist	1
24-Witness	3
25-Other	1
Total	31

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	6	8	0	0	0	0	14
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	0	0	0	0	0	0	0
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	3	0	0	0	0	0	3
Improper Backing	0	1	0	0	0	0	1
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	2	3	1	0	0	0	6
Failed to Keep in Proper Lane	1	0	0	0	0	0	1
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	1	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0
Total	13	12	1	0	0	0	26

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	13	12	1	0	0	1	27
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	13	12	1	0	0	1	27

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	0	0	0	0	0	0
20-24	3	0	0	0	0	3
25-29	5	0	0	0	0	5
30-39	6	0	0	0	0	6
40-49	3	0	0	0	0	3
50-59	5	0	0	0	0	5
60-69	3	0	0	0	0	3
70-79	1	0	0	0	0	1
80-Over	1	0	0	0	0	1
Unknown	0	1	0	0	0	1
Total	27	1	0	0	0	28

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	27
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	26		
14-Parked Motor Vehicle	1		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	4	4
PD	9	0
Total	13	4

Road Character

Road Grade	Total
1-Level	7
2-On Grade	5
3-Top of Hill	0
4-Bottom of Hill	1
5-Other	0
Total	13

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	13
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	0
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	0
14-Other	0
Total	13

Light

Light Condition	Total
1-Daylight	11
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	2
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	13

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2014	2015	2016	Total
JANUARY	0	0	1	1
FEBRUARY	1	0	1	2
MARCH	0	0	1	1
APRIL	0	0	0	0
MAY	0	0	1	1
JUNE	1	0	0	1
JULY	0	0	1	1
AUGUST	0	0	0	0
SEPTEMBER	0	1	1	2
OCTOBER	1	0	1	2
NOVEMBER	1	0	0	1
DECEMBER	1	0	0	1
Total	5	1	7	13

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	0	0	0	10	0	0	0	0	0	0	0	0	0	0	10
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	13	0	0	0	0	0	0	0	0	0	0	13

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	8	0	0	0	0	0	0	1	0	0	2	11
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	10	0	0	0	0	0	0	1	0	0	2	13

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I - Single Element	☐ Section Detail	☑ Crash Summary II	☐ 1320 Public	☐ 1320 Private	☐ 1320 Summary

REPORT DESCRIPTION

York St from Maple St to High St in Portland

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 3200508	Start Node: 18980	Start Offset: 0	☑ Exclude First Node
	End Node: 18529	End Offset: 0	☑ Exclude Last Node

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
18529	18980	194048	0 - 0.14	3200508 - 0.10	0.14	2	1	0	0	0	0	1	0.0	0.00268	124.27	914.38	0.00
Int of HIGH ST	YORK ST			RD INV 3200508											Statewide Crash Rate: 401.27		
Study Years: 3.00				Section Totals:	0.14		1	0	0	0	0	1	0.0	0.00268	124.27	914.38	0.14

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
18529	18980	194048	0 - 0.14	3200508 - 0.10	1	0	0	0	0	1	2014-12456	04/29/2014	0.12	PD
				Totals:	1	0	0	0	0	1				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM												
	Hour of Day																								
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	0
2-(Sport) Utility Vehicle	1
3-Passenger Van	1
4-Cargo Van (10K lbs or Less)	0
5-Pickup	0
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	0
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	0
24-Witness	0
25-Other	0
Total	2

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	0	1	0	0	0	0	1
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	0	0	0	0	0	0	0
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	0	0	0	0	0	0	0
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	1	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0
Total	1	1	0	0	0	0	2

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	1	1	0	0	0	0	2
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	1	1	0	0	0	0	2

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	0	0	0	0	0	0
20-24	0	0	0	0	0	0
25-29	0	0	0	0	0	0
30-39	2	0	0	0	0	2
40-49	0	0	0	0	0	0
50-59	0	0	0	0	0	0
60-69	0	0	0	0	0	0
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	2	0	0	0	0	2

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	2
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	1		
14-Parked Motor Vehicle	1		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	0	0
PD	1	0
Total	1	0

Road Character

Road Grade	Total
1-Level	1
2-On Grade	0
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	1

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	0
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	0
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	1
14-Other	0
Total	1

Light

Light Condition	Total
1-Daylight	1
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	0
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	1

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2014	2015	2016	Total
JANUARY	0	0	0	0
FEBRUARY	0	0	0	0
MARCH	0	0	0	0
APRIL	1	0	0	1
MAY	0	0	0	0
JUNE	0	0	0	0
JULY	0	0	0	0
AUGUST	0	0	0	0
SEPTEMBER	0	0	0	0
OCTOBER	0	0	0	0
NOVEMBER	0	0	0	0
DECEMBER	0	0	0	0
Total	1	0	0	1

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	1	0	0	0	0	0	0	0	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0	0	0	0	0	0	1

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I ☐ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☑ 1320 Summary

REPORT DESCRIPTION

Rte 1A Beach St area in Portland

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 0001A	Start Node: 73122	Start Offset: 0	☑ Exclude First Node
	End Node: 16781	End Offset: 0	☑ Exclude Last Node
Route: 0560041	Start Node: 16780	Start Offset: 0	☑ Exclude First Node
	End Node: 19129	End Offset: 0	☑ Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
16780	0001A - 10.71	Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACI	9	19	1	0	0	5	13	31.6	7.102	0.89	1.17	0.00
												Statewide Crash Rate:	0.72	
Study Years:	3.00	NODE TOTALS:		19	1	0	0	5	13	31.6	7.102	0.89	1.17	0.76

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
73122	16780	4364862	0 - 0.29	0001A - 10.42	0.29	2	8	0	0	1	2	5	37.5	0.02163	123.31	351.75	0.00
Non Int W COMMERCIAL ST				US 1A											Statewide Crash Rate: 212.15		
16780	16781	3121544	0 - 0.10	0001A - 10.71	0.10	2	5	0	0	0	1	4	20.0	0.00632	263.64	458.24	0.00
Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST				US 1A											Statewide Crash Rate: 212.15		
16780	19129	192452	0 - 0.08	0560041 - 0	0.08	2	0	0	0	0	0	0	0.0	0.00017	0.00	1720.61	0.00
Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST				RD INV 05 60041											Statewide Crash Rate: 404.73		
Study Years: 3.00				Section Totals:	0.47		13	0	0	1	3	9	30.8	0.02812	154.13	336.92	0.46
				Grand Totals:	0.47		32	1	0	1	8	22	31.3	0.02812	379.39	472.75	0.80

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
73122	16780	4364862	0 - 0.29	0001A - 10.42	8	0	0	1	2	5	2015-18292	06/23/2015	10.51	PD
											2014-25725	09/23/2014	10.53	C
											2016-8152	03/10/2016	10.61	PD
											2015-46191	10/29/2015	10.61	PD
											2016-11816	04/20/2016	10.62	PD
											2015-20862	07/20/2015	10.65	PD
											2016-7372	03/06/2016	10.68	B
											2014-37117	12/29/2014	10.69	C
16780	16781	3121544	0 - 0.10	0001A - 10.71	5	0	0	0	1	4	2014-25149	09/16/2014	10.73	PD
											2014-21976	08/13/2014	10.76	PD
											2016-28240	09/30/2016	10.77	PD
											2016-25048	08/12/2016	10.78	PD
											2015-48363	11/17/2015	10.81	C
16780	19129	192452	0 - 0.08	0560041 - 0	0	0	0	0	0	0				
				Totals:	13	0	0	1	3	9				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												Hour of Day	PM												
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	3
MONDAY	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	6
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0	0	0	5
WEDNESDAY	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	0	3	1	1	0	0	0	0	0	0	9
THURSDAY	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	4
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	3
SATURDAY	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Totals	1	1	1	0	0	0	1	2	2	4	0	0	3	1	0	2	6	5	2	0	0	0	0	1	0	32

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	36
2-(Sport) Utility Vehicle	19
3-Passenger Van	3
4-Cargo Van (10K lbs or Less)	1
5-Pickup	2
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	0
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	0
24-Witness	8
25-Other	2
Total	71

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	10	16	2	0	0	0	28
Ran Off Roadway	3	0	0	0	0	0	3
Failed to Yield Right-of-Way	1	2	0	0	0	0	3
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	1	1	0	0	0	0	2
Improper Turn	1	0	0	0	0	0	1
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	13	5	0	0	0	0	18
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	1	0	0	0	0	0	1
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	1	1	1	0	0	0	3
Unknown	1	1	0	0	0	0	2
Total	32	26	3	0	0	0	61

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	28	26	3	0	0	0	57
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	1	0	0	0	0	0	1
Under the Influence of Medications/Drugs/Alcohol	2	0	0	0	0	0	2
Other	0	0	0	0	0	0	0
Total	31	26	3	0	0	0	60

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	5	0	0	0	0	5
20-24	14	0	0	0	0	14
25-29	6	0	0	0	0	6
30-39	10	0	0	0	0	10
40-49	7	0	0	0	0	7
50-59	10	0	0	0	0	10
60-69	5	0	0	0	0	5
70-79	4	0	0	0	0	4
80-Over	0	0	0	0	0	0
Unknown	2	0	0	0	0	2
Total	63	0	0	0	0	63

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	2	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	61
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	59		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	1	1
A	0	0
B	1	1
C	8	8
PD	22	0
Total	32	10

Road Character

Road Grade	Total
1-Level	29
2-On Grade	2
3-Top of Hill	0
4-Bottom of Hill	1
5-Other	0
Total	32

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	16
2-Traffic Signals (Flashing)	1
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	2
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	1
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	1
13-None	11
14-Other	0
Total	32

Light

Light Condition	Total
1-Daylight	20
2-Dawn	0
3-Dusk	4
4-Dark - Lighted	8
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	32

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2014	2015	2016	Total
JANUARY	0	0	1	1
FEBRUARY	0	0	1	1
MARCH	0	0	2	2
APRIL	0	0	2	2
MAY	0	0	1	1
JUNE	0	2	1	3
JULY	0	2	1	3
AUGUST	1	0	3	4
SEPTEMBER	2	2	1	5
OCTOBER	0	1	3	4
NOVEMBER	0	2	2	4
DECEMBER	1	0	1	2
Total	4	9	19	32

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	8	0	0	12	0	2	0	0	0	0	0	0	0	0	22
Head-on - Sideswipe	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Intersection Movement	0	0	0	3	0	1	0	0	0	0	0	0	0	0	4
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	1	0	19	0	3	0	0	0	0	0	0	0	0	32

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	7	0	0	0	0	0	0	0	0	0	0	7
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	12	0	0	0	0	0	0	0	0	0	0	12
Dusk	3	0	0	0	0	0	0	0	0	0	0	3
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	3	0	0	0	0	0	0	0	0	0	0	3
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	1	0	0	0	0	0	0	0	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	4	4
Dusk	0	0	0	0	0	0	0	0	0	0	1	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	26	0	0	0	0	0	0	0	0	0	6	32

Maine Crash Report Summary

Crash Date: 6/29/2015 Time: 09:34 City: Portland Street/Highway: BEACH ST

Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST End Node: 0 Offset: 0

OE Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 4 - Four Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1: 1 - None
Cont. Circ. Env 2:
Cont. Circ. Road 1: 5 - Work Zones (Construction / Maintenance / Utility)
Cont. Circ. Road 2:

Narrative

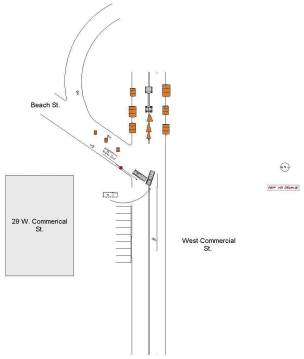
V1 was traveling Southbound from Beach St. and entering onto West Commercial Street. V2 was exiting left from the parking lot of 29 West Commercial St. into the left turning lane of West Commercial St and Beach St. causing V1 to strike V2.

The operator of V1 stated V2 pulled onto West Commercial St. while he was entering West Commercial Street.

The operator of V2 stated he turned left out of the parking lot and into the left lane of West Commercial Street.

The statements of both operators is consistent with the damage observed.

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 50 - No Other Events
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	34	1 - Male	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 7 - Rear Driver Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 30 - Other Vehicle Action
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	56	1 - Male	5 - No Injury
2 - Passenger	28	1 - Male	5 - No Injury
2 - Passenger	27	2 - Female	5 - No Injury
2 - Passenger	57	2 - Female	5 - No Injury
2 - Passenger	19	1 - Male	5 - No Injury
2 - Passenger	19	1 - Male	5 - No Injury

Crash Date: 7/16/2015 Time: 16:27 City: Portland Street/Highway: BEACH ST

Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST End Node: 0 Offset: 0

OE Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 4 - Four Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

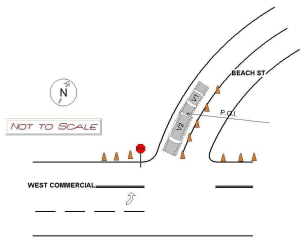
Narrative

V2 WAS STOPPED AT THE STOP SIGH ON BEACH ST AT THE INTERSECTION WITH WEST COMMERCIAL ST. (CONSTRUCTION AREA WITH ACTIVE FLAGGERS, CONES, BARRELS ETC. FLAGGER NOT AT THIS INTERSECTION BUT FURTHER EAST ON COMMERCIAL ST) V1 WAS STOPPED BEHIND V2. V2 MOVED FORWARD WHEN THE CAR IN FRONT OF HIM PROCEEDED THROUGH THE STOP SIGN. THE DRIVER OF V1 LOOKED TO HER LEFT TO VIEW ONCOMING TRAFFIC AND DID NOT SEE THAT V2 HAD NOT YET GONE THROUGH THE STOP SIGN, AND V1 RAN INTO THE BACK OF V2.

THERE WAS MINOR DAMAGE TO THE REAR BUMPER AND TAILGATE OF V2.

THERE WAS MODERATE DAMAGE TO THE FRONT BUMPER AND HOOD OF V1, WHICH WAS TOWED BY BROADWAY...

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	53	2 - Female	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	23	1 - Male	5 - No Injury
2 - Passenger	22	2 - Female	4 - Possible Injury

STATE OF MAINE CRASH REPORT

Report Number
15-002431

Narrative / Diagram Supplemental

V2 WAS STOPPED AT THE STOP SIGH ON BEACH ST AT THE INTERSECTION WITH WEST COMMERCIAL ST. (CONSTRUCTION AREA WITH ACTIVE FLAGGERS, CONES, BARRELS ETC. FLAGGER NOT AT THIS INTERSECTION BUT FURTHER EAST ON COMMERCIAL ST) V1 WAS STOPPED BEHIND V2. V2 MOVED FORWARD WHEN THE CAR IN FRONT OF HIM PROCEEDED THROUGH THE STOP SIGN. THE DRIVER OF V1 LOOKED TO HER LEFT TO VIEW ONCOMING TRAFFIC AND DID NOT SEE THAT V2 HAD NOT YET GONE THROUGH THE STOP SIGN, AND V1 RAN INTO THE BACK OF V2.

THERE WAS MINOR DAMAGE TO THE REAR BUMPER AND TAILGATE OF V2.

THERE WAS MODERATE DAMAGE TO THE FRONT BUMPER AND HOOD OF V1, WHICH WAS TOWED BY BROADWAY TOWING.

7-16-15 jte.

Crash Date: 9/2/2015 Time: 13:00 City: Portland Street/Highway: WEST COMMERCIAL

Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST End Node: 0 Offset: 0

OE Start Node: OE End Node:

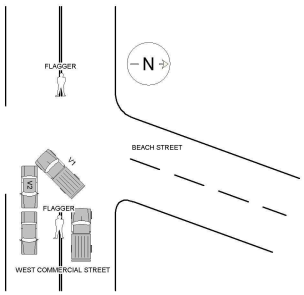
Type of Crash: 4 - Intersection Movement
Type of Location: 4 - Four Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 8 - Officer, Flagman, School Patrol
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

VEHICLE 2 WAS HEADING EAST THROUGH A CONSTRUCTION ZONE, MONITORED BY FLAGGERS. TRAFFIC WAS SLOW BUT FLOWING FAIRLY WELL.
VEHICLE 1 WAS HEADING WEST AND WAS APPROACHING AN ENTRANCE TO A CONSTRUCTION AREA ON THE SOUTH SIDE OF WEST COMMERCIAL STREET.
A VEHICLE IN FRONT OF VEHICLE 2 HAD STOPPED ABRUPTLY SO VEHICLE 2 HAD TO STOP QUICKLY AS WELL. VEHICLE 1 HAD STARTED TO TURN LEFT (SOUTH) AND CLIPPED THE DRIVERS SIDE REAR OF VEHICLE 2.

9-2-15 jte.

Diagram



Unit: 1

Type: 5 - Pickup
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 10 - Front Driver Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	52	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 8 - Rear Driver Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	70	2 - Female	5 - No Injury

Crash Date: 9/6/2015 Time: 18:30 City: Portland Street/Highway: W COMMERCIAL ST

Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST End Node: 0 Offset: 0

OE Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST OE End Node:

Type of Crash: 3 - Head-on / Sideswipe
Type of Location: 4 - Four Leg Intersection
Weather: 1 - Clear
Light: 3 - Dusk
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

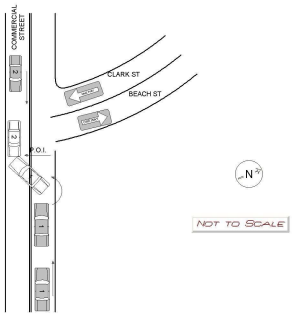
ON SEPTEMBER 6, 2015 AT 1830 HOURS UNIT 1, OPERATED BY PROM, AND UNIT 2, OPERATED BY MERROW, WERE INVOLVED IN A COLLISION NEAR THE INTERSECTION OF WEST COMMERCIAL STREET AND BEACH STREET. THE WEATHER CONDTIONS WERE CLEAR WITH DUSK LIGHTING CONDITIONS, THE ROAD SURFACE WAS DRY, TRAFFIC WAS MEDIUM.

UNIT 1 WAS TRAVELLING WESTBOUND ON COMMERCIAL STREET, APPROACHING BEACH STREET. UNIT 2 WAS TRAVELLING EASTBOUND ON WEST COMMERCIAL STREET, APPROACHING THE SAME INTERSECTION.

UNIT 1 BEGAN TO MAKE AN IMPROPER U-TURN TO REVERSE DIRECTION. UNIT 1 FAILED TO YIELD THE RIGHT OF WAY TO ONCOMING UNIT 2. UNIT1 COLLIDED WITH UNIT 2.

UNIT 1 SUSTAINED FUNCTIONAL DAMAGE TO THE FRONT...

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 7 - Making U turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 10 - Improper Turn
Driver Action 2: 3 - Failed to Yield Right-of-Way

Person Type	Age	Sex	Injury Degree
1 - Driver	60	2 - Female	5 - No Injury
2 - Passenger	57	2 - Female	5 - No Injury
2 - Passenger	20	2 - Female	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 11 - Front Driver Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	57	2 - Female	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number
15-003016

Narrative / Diagram Supplemental

ON SEPTEMBER 6, 2015 AT 1830 HOURS UNIT 1, OPERATED BY PROM, AND UNIT 2, OPERATED BY MERROW, WERE INVOLVED IN A COLLISION NEAR THE INTERSECTION OF WEST COMMERCIAL STREET AND BEACH STREET. THE WEATHER CONDTIONS WERE CLEAR WITH DUSK LIGHTING CONDITIONS, THE ROAD SURFACE WAS DRY, TRAFFIC WAS MEDIUM.

UNIT 1 WAS TRAVELLING WESTBOUND ON COMMERCIAL STREET, APPROACHING BEACH STREET. UNIT 2 WAS TRAVELLING EASTBOUND ON WEST COMMERCIAL STREET, APPROACHING THE SAME INTERSECTION.

UNIT 1 BEGAN TO MAKE AN IMPROPER U-TURN TO REVERSE DIRECTION. UNIT 1 FAILED TO YIELD THE RIGHT OF WAY TO ONCOMING UNIT 2. UNIT1 COLLIDED WITH UNIT 2.

UNIT 1 SUSTAINED FUNCTIONAL DAMAGE TO THE FRONT PASSENGER QUARTER PANEL. UNIT 2 SUSTAINED FUNCTIONAL DAMAGE TO THE FRONT DRIVER QUARTER PANEL. BOTH UNITS WERE ABLE TO LEAVE THE SCENE WITHOUT BEING TOWED.

UNIT 1 IS OWNED AND INSURED BY EAS HOLDINGS CORPORATION, ALSO KNOWN AS ENTERPRISE CAR RENTAL.

NO PASSENGERS REPORTED INJURIES FROM UNIT 1. WITNESS CHECKERING WAS AT THE SCENE UPON ARRIVAL TO VALIDATE THE EVENTS OF THIS COLLISION.

Maine Crash Report Summary

Crash Date: 11/21/2015 Time: 00:29 City: Portland Street/Highway: BEACH ST

Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST End Node: 0 Offset: 0

OE Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST OE End Node:

Type of Crash: 12 - Rollover
Type of Location: 4 - Four Leg Intersection
Weather: 1 - Clear
Light: 4 - Dark - Lighted
Road Grade: 4 - Bottom of Hill
Surface Condition: 1 - Dry
Traffic Control: 1 - Traffic Signals (Stop & Go)
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

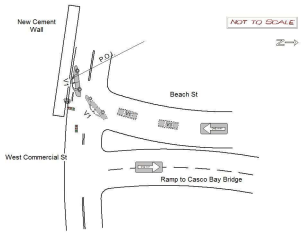
Narrative

V1 was traveling down Beach Street towards West Commercial Street. Scott Sorenson, who was stopped for the red light on West Commercial Street and Beach Street witnessed V1 come down Beach Street, and make a sharp turn onto West Commercial Street. Mr. Sorenson stated that the vehicle then came up on two wheels, then onto the drivers side hitting the new concrete wall on West Commercial Street. Mr. Sorenson then witnessed the Driver of V1 Climb out of the front passenger seat door and run from the scene.

After checking the new concrete wall I did not see any damage to the wall. I did notice new gouges to the new pavement on West Commercial Street.

The driver was subsequently located and arrested for leaving the scene of an accident and Operating Under the Influence of Alcohol. (Please see Case Number...

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 10 - Front Driver Quarter Panel
Most Harmful Event: 1 - Overturn / Rollover
Pre-Crash Actions: 5 - Making right turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 46 - Other Fixed Object (wall, building, tunnel, etc.)
Seq. Events 2: 1 - Overturn / Rollover
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 6 - Under the Influence of Medications/Drugs/Alcohol
Driver Action 1: 9 - Drove Too Fast For Conditions
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	24	1 - Male	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number
15-003890

Narrative / Diagram Supplemental

V1 was traveling down Beach Street towards West Commercial Street. Scott Sorenson, who was stopped for the red light on West Commercial Street and Beach Street witnessed V1 come down Beach Street, and make a sharp turn onto West Commercial Street. Mr. Sorenson stated that the vehicle then came up on two wheels, then onto the drivers side hitting the new concrete wall on West Commercial Street. Mr. Sorenson then witnessed the Driver of V1 Climb out of the front passenger seat door and run from the scene.

After checking the new concrete wall I did not see any damage to the wall. I did notice new gouges to the new pavement on West Commercial Street.

The driver was subsequently located and arrested for leaving the scene of an accident and Operating Under the Influence of Alcohol. (Please see Case Number 15-9959).

A tow inventory was accomplished and the vehicle was towed by Ocean Street towing. At the time of the Tow I was unable to locate a current or former insurance card for the vehicle.

Reviewed by Sgt. Farris, 11/21/15.

Crash Date: 1/29/2016 Time: 17:39 City: Portland Street/Highway: W COMMERCIAL ST

Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST End Node: 0 Offset: 0

OE Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 4 - Four Leg Intersection
Weather: 1 - Clear
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 1 - Traffic Signals (Stop & Go)
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

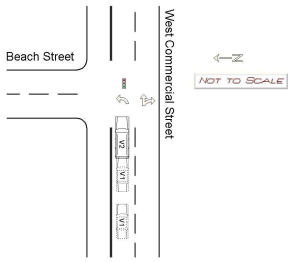
Narrative

Vehicle 1, a 2009 Honda, was traveling East on West Commercial Street. Driver of vehicle 1 stated he was in the lane to turn left onto Beach Street, in order to get onto the bridge. Vehicle 2 was in front of him and began to move when the light turned green. Driver of vehicle 1 stated he saw traffic begin to move so he went and vehicle 2 stopped suddenly. Driver of vehicle 1 stated he was not distracted at the time and that he just didn't expect her to stop suddenly.

Vehicle 2, a 2012 Land Rover, was traveling east bound on west Commercial Street. Driver of vehicle 2 stated she was in the lane to turn left onto Beach Street. She stated the light turned green and she began to make her turn. She stated she was struck from behind by vehicle 1.

Reviewed by Sgt. Jeff Viola 01-30-2016 2049

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	22	1 - Male	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	61	2 - Female	5 - No Injury

Crash Date: 2/29/2016 Time: 08:00 City: Portland Street/Highway: W COMMERCIAL ST

Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST End Node: 0 Offset: 0

OE Start Node: 16779 Non Int W COMMERCIAL ST OE End Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 4 - Four Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 1 - Traffic Signals (Stop & Go)
Cont. Circ. Env 1 4 - Glare
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

V1 and V2 were stopped at stoplight at the intersection of West Commercial St. V3 hit V2 and pushed V2 into V1.

Operator of V1 stated she was rear ended by V2.

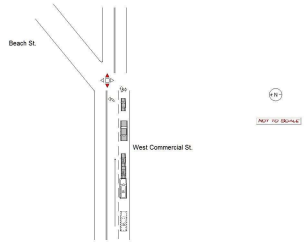
Operator of V2 stated she was hit from behind by V3 and pushed into V1.

Operator of V3 stated his vision was obstructed by the glare and hit V2.

The statements of all operators are consistent with the damage observed.

Reviewed by EMN 2/29/16

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	24	2 - Female	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	45	1 - Male	4 - Possible Injury

Unit: 3

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 19 - Other Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	24	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 4/16/2016 Time: 02:18 City: Portland Street/Highway: W COMMERCIAL ST

Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST End Node: 0 Offset: 0

OE Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST OE End Node:

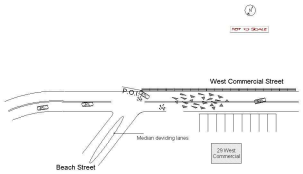
Type of Crash: 7 - Went Off Road
Type of Location: 4 - Four Leg Intersection
Weather: 1 - Clear
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 1 - Traffic Signals (Stop & Go)
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

V1 was traveling westbound on Commercial Street. At the intersection of Beach and where Commercial Street turns into West Commercial Street, V1 crossed the opposite lane of traffic hitting a cement barrier with the rear driver's side quarter panel near the tire. Road way was covered in vehicle debris. All airbags were deployed in vehicle.

Reviewed by Sgt Farris, 04/18/16.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 8 - Rear Driver Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 9 - Went Off Roadway Left
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 2 - Ran Off Roadway
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	23	1 - Male	5 - No Injury

Crash Date: 5/2/2016 Time: 09:01 City: Portland Street/Highway: W COMMERCIAL ST

Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST End Node: 0 Offset: 0

OE Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 4 - Four Leg Intersection
Weather: 4 - Rain
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 2 - Wet
Traffic Control: 1 - Traffic Signals (Stop & Go)
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

V1 WAS TRAVELING EASTBOUND ON WEST COMMERCIAL STREET AT THE INTERSECTION OF BEACH STREET. V2 WAS TRAVELING BEHIND V1.

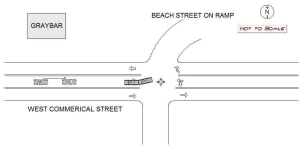
V1 SLOWED AT THE INTERSECTION AND GOT IN THE LEFT LANE TO MAKE A LEFT TURN ONTO THE RAMP. WHILE V1 WAS WAITING FOR TRAFFIC TO PASS TO TURN V2 STRUCK V1 IN THE REAR BUMPER.

V2 DRIVER STATED THAT HE DID NOT STOP IN TIME WHEN HE SLOWED DOWN AND LIGHTLY TOUCHED V1'S REAR BUMPER.

V1 HAD NO VISIBLE DAMAGE. V2 HAD MINOR SCRATCHES TO THE FRONT BUMPER. NO INJURIES REPORTED.

Reviewed by EMN 5/3/16

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area:
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	26	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	30	1 - Male	5 - No Injury

Crash Date: 6/29/2016 Time: 16:07 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST End Node: 0 Offset: 0

OE Start Node: 16781 Int of COMMERCIAL ST W COMMERCIAL ST OE End Node: 16782 RRX 837536 COMMERCIAL ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 4 - Four Leg Intersection
Weather: 4 - Rain
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 2 - Wet
Traffic Control: 1 - Traffic Signals (Stop & Go)
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

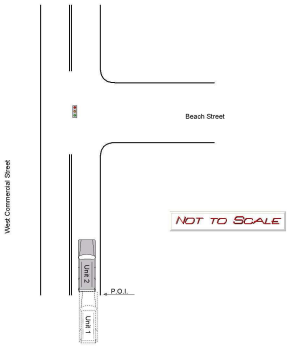
Operator of Unit 1 advised while traveling behind Unit 2, she looked down at her GPS briefly, looked back up, and noticed Unit 2's brake lights. Operator attempted to stop, however her vehicle hydroplaned and slid into Unit 2.

Operator of Unit 2 advised while slowing in traffic, Unit 1 collided with her vehicle.

Ocean Street Towing towed Unit 1 by request.

reviewed 6-29-16 jte.

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 3 - Other Activity, Electronic Device
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	21	2 - Female	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	73	2 - Female	5 - No Injury
2 - Passenger	82	1 - Male	4 - Possible Injury

Crash Date: 7/21/2016 Time: 15:11 City: Portland Street/Highway: W COMMERCIAL ST

Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST End Node: 0 Offset: 0

OE Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST OE End Node: 16781 Int of COMMERCIAL ST W COMMERCIAL ST

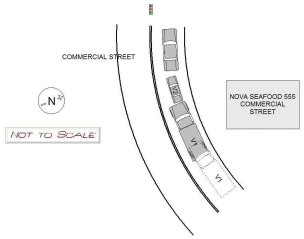
Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 4 - Four Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 1 - Traffic Signals (Stop & Go)
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

V2 WAS STOPPED IN TRAFFIC ON COMMERCIAL STREET [TO THE SOUTH OF #555 NOVA SEAFOOD] AT THE TRAFFIC LIGHTS CONTROLLING THE INTERSECTION WITH BEACH STREET/YORK STREET. V1 WAS DIRECTLY BEHIND V2. WHEN THE LIGHTS CHANGED FROM RED TO GREEN, V1 ADVANCED INTO V2; CAUSING DAMAGE. OPERATOR OF V1 STATED THAT HE DID NOT OBSERVE THAT V2 HAD NOT MOVED FORWARD UPON LIGHT CHANGE.

AH

Diagram



Unit: 1

Type: 4 - Cargo Van (10K lbs or Less)
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	53	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	32	2 - Female	5 - No Injury

Crash Date: 8/23/2016 Time: 17:30 City: Portland Street/Highway: W COMMERCIAL ST

Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST End Node: 0 Offset: 0

OE Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST OE End Node:

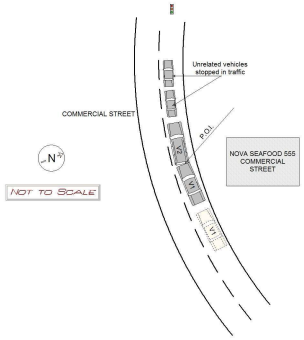
Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 4 - Four Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 1 - Traffic Signals (Stop & Go)
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

V1 and V2 were both traveling westbound on Commercial St approaching the Beach St intersection. V2 was traveling in front of V1. The overhead traffic signal was red. V2 came to a stop at the intersection and was behind two stopped vehicles. V1 was following V2 too closely and at that time the front end of V1 crashed into the rear end of V2.

End of Narrative
CJS 3714

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	18	2 - Female	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	75	1 - Male	5 - No Injury

Crash Date: 8/31/2016 Time: 09:55 City: Portland Street/Highway: RAMP BEACH ST

Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST End Node: 0 Offset: 0

OE Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST OE End Node:

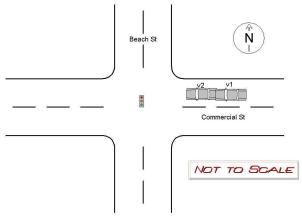
Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 4 - Four Leg Intersection
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 1 - Traffic Signals (Stop & Go)
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

Vehicle 2 stopped at the red light on Commercial Street at Beach Street. The operator of vehicle 1 was slowing down for the same light but was concerned that the truck behind him was not slowing down. When the operator of vehicle 1 looked ahead vehicle had stopped at the red light. Vehicle 1 crashed into vehicle 2.

Reviewed C Libby

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 1 - Northbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	66	1 - Male	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	70	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 10/12/2016 Time: 01:44 City: Portland Street/Highway: W COMMERCIAL ST

Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST End Node: 0 Offset: 0

OE Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST OE End Node:

Type of Crash: 7 - Went Off Road
Type of Location: 4 - Four Leg Intersection
Weather: 1 - Clear
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 1 - Traffic Signals (Stop & Go)
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

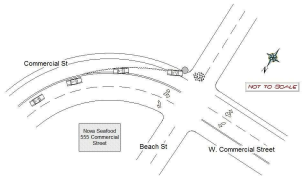
Narrative

V 1 was traveling at a high rate of speed, west on Commercial Street. V 1 failed to negotiate the turn and struck the traffic light post.

Reviewed by Sgt DH, 10-12.

See Fatal Investigation report 16-008569 for incident details.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 11 - Cross Centerline
Seq. Events 3: 9 - Went Off Roadway Left
Seq. Events 4: 42 - Traffic Signal Support
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash:
Driver Action 1: 16 - Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner
Driver Action 2: 8 - Exceeded Posted Speed Limit

Person Type	Age	Sex	Injury Degree
1 - Driver	30	2 - Female	1 - Fatal

Crash Date: 10/16/2016 Time: 12:29 City: Portland Street/Highway: W COMMERCIAL ST

Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST End Node: 0 Offset: 0

OE Start Node: 16779 Non Int W COMMERCIAL ST OE End Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 4 - Four Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 2 - Traffic Signals (Flashing)
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

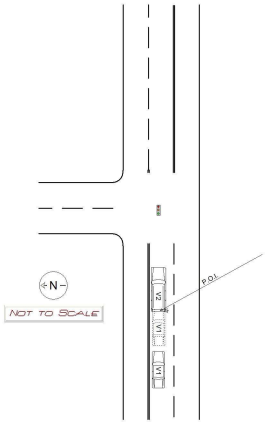
Narrative

Vehicle 1, a 2016 Ford, was traveling East on West Commercial Street. Driver of vehicle 1 stated he was looking at his GPS and drove into the back of vehicle 2.

Vehicle 2, a 2010 Ford, was stopped in traffic on West Commercial. Driver and occupants of vehicle 2 stated they were sitting at the light when vehicle 1 rear ended them. They stated they noticed vehicle 1's driving prior to the crash because he appeared to be very aggressive.

revieed by nlg

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 3 - Other Activity, Electronic Device
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2: 19 - Other Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	25	1 - Male	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	55	1 - Male	5 - No Injury
2 - Passenger	54	2 - Female	5 - No Injury
2 - Passenger	79	2 - Female	5 - No Injury
2 - Passenger	12	1 - Male	5 - No Injury

Crash Date: 10/19/2016 Time: 16:14 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST End Node: 0 Offset: 0

OE Start Node: 16781 Int of COMMERCIAL ST W COMMERCIAL ST OE End Node: 16782 RRX 837536 COMMERCIAL ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 4 - Four Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 1 - Traffic Signals (Stop & Go)
Cont. Circ. Env 1 4 - Glare
Cont. Circ. Env 2 1 - None
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

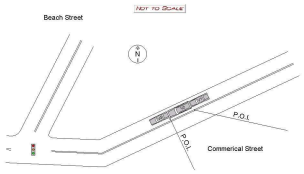
Narrative

The driver of V1 admitted to driving too closely behind V2 and could not see clearly due to the glare. When V2 came to a stop, the driver of V1 tried to stop, however crashed into the rear of V2. As a result, substantial damage resulted in V1's front end and it had to be towed from the scene.

The driver of V2 told me that she was driving westbound on Commercial Street when V3 abruptly stopped in front of her. The driver of V2 tried to stop, however she believed that she may have "tapped" the rear of V3 with her SUV's front end. The driver could not recall if V1 crashed into her first or if she crashed into V3. As a result, V2 suffered minor damage to the rear and I did not see any damage to the front.

The driver of V3 left shortly after the crash and no one was able to document who was driving, contact information, or the registration number. Also, it is unknown if there is any damage to V3's rear end...

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	18	1 - Male	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	59	2 - Female	5 - No Injury

Unit: 3

Type: 25 - Other
Veh. Travel Dir.:
Most Damaged Area:
Most Harmful Event:
Pre-Crash Actions:
Contrib Circ. - Vehicle:
Seq. Events 1:
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:

Driver Action 1: Driver Action 2:

Person Type	Age	Sex	Injury Degree

The driver of V1 admitted to driving too closely behind V2 and could not see clearly due to the glare. When V2 came to a stop, the driver of V1 tried to stop, however crashed into the rear of V2. As a result, substantial damage resulted in V1's front end and it had to be towed from the scene.

The driver of V2 told me that she was driving westbound on Commercial Street when V3 abruptly stopped in front of her. The driver of V2 tried to stop, however she believed that she may have "tapped" the rear of V3 with her SUV's front end. The driver could not recall if V1 crashed into her first or if she crashed into V3. As a result, V2 suffered minor damage to the rear and I did not see any damage to the front.

The driver of V3 left shortly after the crash and no one was able to document who was driving, contact information, or the registration number. Also, it is unknown if there is any damage to V3's rear end from the contact it had from V2.

jte 10-19-16.

Crash Date: 11/14/2016 Time: 16:21 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST End Node: 0 Offset: 0

OE Start Node: 16781 Int of COMMERCIAL ST W COMMERCIAL ST OE End Node: 16782 RRX 837536 COMMERCIAL ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 4 - Four Leg Intersection
Weather: 1 - Clear
Light: 3 - Dusk
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 1 - Traffic Signals (Stop & Go)
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

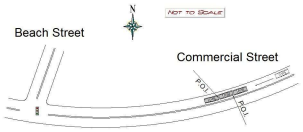
The driver of V1 admitted fault. The driver of V1 claimed that she coulld press on her brake in adequate time and crashed into the rear of V2. This then caused V2 to crash into the rear of V3 in a domino effect. As a result, there was only minor damage sustained throughout the three vehicles.

The driver of V2 also confirmed V1's account.

The driver of V3 confirmed V1's account and complained of some neck pain. The driver of V3 refused medical treatment at the scene.

11-15-16 jte.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	53	2 - Female	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	24	2 - Female	5 - No Injury

Unit: 3

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	45	2 - Female	4 - Possible Injury

Crash Date: 11/16/2016 Time: 06:00 City: Portland Street/Highway: W COMMERCIAL ST

Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST End Node: 0 Offset: 0

OE Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 4 - Four Leg Intersection
Weather: 1 - Clear
Light: 3 - Dusk
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 1 - Traffic Signals (Stop & Go)
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

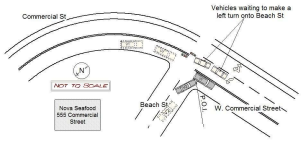
Narrative

The owner of V2 has filed this report on 04/12/2017. The owner of V2 stated that the crash occurred on 11/16/2016. But that she did not initially file the report on the date of the crash because she did not have a cell phone at the time and the operator of V1 did not speak English.

The owner of V2 stated that the owner of V1 gave her his name (Hector Amador) and phone number so that the two could exchange insurance information at a later date. V2 stated that the phone numbers did not come back to anyone named Hector when she tried contacting him later.

V2 wrote down the license plate of V1 (Maine Reg 2511VH) and described to me a Nissan Murano. After running the license plate through BMV I learned that the plate is registered to a 2006 Nissan Murano to Hector Amador (09/23/1977) out of 329 St John St in...

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 5 - Rear Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 20 - Unknown
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	39	1 - Male	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 10 - Front Driver Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 5 - Making right turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 20 - Unknown
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	27	2 - Female	5 - No Injury

Report Number
17-001234

Narrative / Diagram Supplemental

The owner of V2 has filed this report on 04/12/2017. The owner of V2 stated that the crash occurred on 11/16/2016. But that she did not initially file the report on the date of the crash because she did not have a cell phone at the time and the operator of V1 did not speak English.

The owner of V2 stated that the owner of V1 gave her his name (Hector Amador) and phone number so that the two could exchange insurance information at a later date. V2 stated that the phone numbers did not come back to anyone named Hector when she tried contacting him later.

V2 wrote down the license plate of V1 (Maine Reg 2511VH) and described to me a Nissan Murano. After running the license plate through BMV I learned that the plate is registered to a 2006 Nissan Murano to Hector Amador (09/23/1977) out of 329 St John St in Portland.

V2 stated that on 11/16/16 she was traveling South on Beach St toward Commercial St. At that time she advised that she came to a complete stop at the intersection. V2 stated that she does not remember if she had a red light or a green light as she was attempting to turn right onto Commercial St.

V2 stated that she remembers vehicles that were traveling East on Commercial St, turning left onto Beach St, but does not remember if they had a "green left arrow" light, or just a solid green light giving Westbound traffic the right of way.

V2 stated that as she turned right onto Commercial St, V1 (which had been traveling Westbound on Commercial St) cut in front of V2. The front left bumper of V2 then crashed into the rear right bumper of V1.

I was able to make contact with the owner of V1, Hector Amador, on 05/02/2017. Amador was cooperative and advised that he remembers the crash in question. It should be noted thta Amador speaks no very little English and my conversation was through a Spanish interpreter.

Amador advised that he was traveling West on Commercial St, operating V1. Amador remembers traveling underneath the Casco bay bridge and approached the Beach St intersection. Amador was adamant that he had a solid green light giving him the right away to travel through the Commercial St / Beach St intersection.

As Amador traveled through the intersection, Amador remembers the front left bumper of V2 crashing into the right rear bumper of his V1. Amador stated that he did not call the police because there was very little damage caused to his vehicle, and he was under the impression that V2 was at fault, so it was his decision to not file a report.

At the time of this crash report it is unknown which vehicle (V1 or V2) had the right of way at the time of the crash. The crash occurred nearly five months ago, there are no independent witnesses, no video that confirm who was at fault, and each party involved remembers the incident as if they were in the right. This is a clear cut "he said, she said" situation without any possible way of determining fault.

This civil matter will be handled by the insurance companies involved.

End of Narrative
CJS 3714

Crash Date: 12/14/2016 Time: 16:42 City: Portland Street/Highway: W COMMERCIAL ST

Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST End Node: 0 Offset: 0

OE Start Node: 16779 Non Int W COMMERCIAL ST OE End Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 4 - Four Leg Intersection
Weather: 1 - Clear
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 1 - Traffic Signals (Stop & Go)
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

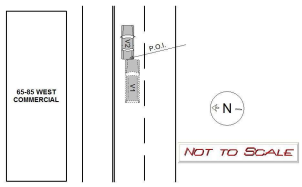
Narrative

V2 WAS STOPPED IN TRAFFIC ON WEST COMMERCIAL ST, BY 65 WEST COMMERCIAL ST, IN THE LEFT-TURN ONLY LANE TO GET ON THE BRIDGE. V1 WAS DRIVING BEHIND V2. AS V1 WAS PASSING 29 WEST COMMERCIAL ST, THE CHILD PASSENGERS SPOKE TO THE DRIVER ABOUT THE BUILDING. THE DRIVER OF V1 GLANCED AT THE BUILDING, AND DID NOT SEE V2 SLOWING DOWN FOR TRAFFIC. THE DRIVER OF V1 THEN LOOKED AHEAD AND SAW BRAKE LIGHTS AND TRIED TO STOP, BUT TAPPED THE REAR BUMPER OF V2.

THERE WAS NO DAMAGE OBSERVED ON V1.

THERE WAS 1 SMALL SCUFF MARK, WITH PAINT TRANSFER TO THE REAR BUMPER ON THE BOTTOM RIGHT SIDE, OF V2. THE DRIVER Of V2 MADE A COMPLAINT OF PAIN TO HER NECK. MEDCU RESPONDED, BUT SHE REFUSED...

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area:
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 4 - Other Inside the Vehicle (eating, personal hygiene, etc.)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	39	2 - Female	5 - No Injury
2 - Passenger	7	1 - Male	5 - No Injury
2 - Passenger	10	2 - Female	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	54	2 - Female	4 - Possible Injury

STATE OF MAINE CRASH REPORT

Report Number
16-003816

Narrative / Diagram Supplemental

V2 WAS STOPPED IN TRAFFIC ON WEST COMMERCIAL ST, BY 65 WEST COMMERCIAL ST, IN THE LEFT-TURN ONLY LANE TO GET ON THE BRIDGE. V1 WAS DRIVING BEHIND V2. AS V1 WAS PASSING 29 WEST COMMERCIAL ST, THE CHILD PASSENGERS SPOKE TO THE DRIVER ABOUT THE BUILDING. THE DRIVER OF V1 GLANCED AT THE BUILDING, AND DID NOT SEE V2 SLOWING DOWN FOR TRAFFIC. THE DRIVER OF V1 THEN LOOKED AHEAD AND SAW BRAKE LIGHTS AND TRIED TO STOP, BUT TAPPED THE REAR BUMPER OF V2.

THERE WAS NO DAMAGE OBSERVED ON V1.

THERE WAS 1 SMALL SCUFF MARK, WITH PAINT TRANSFER TO THE REAR BUMPER ON THE BOTTOM RIGHT SIDE, OF V2. THE DRIVER Of V2 MADE A COMPLAINT OF PAIN TO HER NECK. MEDCU RESPONDED, BUT SHE REFUSED TRANSPORT.

12-14-16 jte.

Maine Crash Report Summary

Crash Date: 9/23/2014 Time: 12:12 City: Portland Street/Highway: W COMMERCIAL ST

Start Node: 73122 Non Int W COMMERCIAL ST End Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST Offset: 0.11

OE Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST OE End Node: 16781 Int of COMMERCIAL ST W COMMERCIAL ST

Type of Crash: 2 - Rear End / Sideswipe Type of Location: 6 - Driveways

Weather: 1 - Clear Light: 1 - Daylight

Road Grade: 1 - Level Surface Condition: 1 - Dry

Traffic Control: 13 - None

Cont. Circ. Env 1 1 - None Cont. Circ. Env 2

Cont. Circ. Road 1 1 - None Cont. Circ. Road 2 1 - None

Narrative

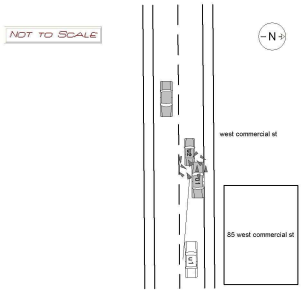
Unit 2 was heading west, stopping in traffic making a left turn. Unit 1 was heading west following roadway.

Unit 2 said "i was stopping in traffic, making a left turn. My turn signal was on and I was stopped waiting a chance to cross traffic. Suddenly we were hit from behind by a car. I did not see them until they hit me. No one is injured from my vehicle."

Unit 1 said "I was going along and looked down for a second. I looked back up and it was too late. I hit the vehicle in front of me. My neck and shoulder are sore. I would like an ambulance."

Unit 1 was transported to hospital via Medcu. Both vehicles were towed due to damages.

Diagram



Unit: 1

Type: 1 - Passenger Car Veh. Travel Dir.: 4 - Westbound

Most Damaged Area: 10 - Front Driver Quarter Panel Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 1 - Following roadway Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 21 - Motor Vehicle In Transport Seq. Events 2: 21 - Motor Vehicle In Transport

Seq. Events 3: 21 - Motor Vehicle In Transport Seq. Events 4: 21 - Motor Vehicle In Transport

Driver Distracted By: 4 - Other Inside the Vehicle (eating, personal hygiene, etc.) Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 14 - Followed Too Closely Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	61	1 - Male	4 - Possible Injury

Unit: 2

Type: 1 - Passenger Car Veh. Travel Dir.: 4 - Westbound

Most Damaged Area: 5 - Rear Passenger Corner Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 6 - Making left turn Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 21 - Motor Vehicle In Transport Seq. Events 2: 21 - Motor Vehicle In Transport

Seq. Events 3: 21 - Motor Vehicle In Transport Seq. Events 4: 21 - Motor Vehicle In Transport

Driver Distracted By: 1 - Not Distracted Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 1 - No Contributing Action Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	25	2 - Female	5 - No Injury
2 - Passenger	22	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 12/29/2014 Time: 16:55 City: Portland Street/Highway: W COMMERCIAL ST

Start Node: 73122 Non Int W COMMERCIAL ST End Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST Offset: 0.27

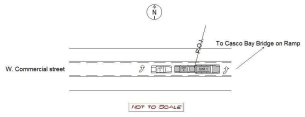
OE Start Node: 16779 Non Int W COMMERCIAL ST OE End Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

Unit 1 states that she was in the turning lane on W. Commercial to enter onto the Casco Bay Bridge. She was facing eastward. At this time an unknown vehicle made contact with her rear fender causing her vehicle to rock forward. When she stepped out to view the damage she found that there was no visible damage. While out of the car the second vehicle left the scene prior to the exchange of any information. No witnesses were located and no damage or marks of any kind were observed on Unit 1.

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area:
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	30	2 - Female	5 - No Injury
2 - Passenger	10	1 - Male	4 - Possible Injury
2 - Passenger	6	2 - Female	5 - No Injury

Unit: 2

Type: 25 - Other
Veh. Travel Dir.:
Most Damaged Area:
Most Harmful Event:
Pre-Crash Actions:
Contrib Circ. - Vehicle:
Seq. Events 1:
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree

Maine Crash Report Summary

Crash Date: 6/23/2015 Time: 17:19 City: Portland Street/Highway: W COMMERCIAL ST

Start Node: 73122 Non Int W COMMERCIAL ST End Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST Offset: 0.09

OE Start Node: 16779 Non Int W COMMERCIAL ST OE End Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST

Type of Crash: 2 - Rear End / Sideswipe Type of Location: 1 - Straight Road

Weather: 2 - Cloudy Light: 1 - Daylight

Road Grade: 1 - Level Surface Condition: 1 - Dry

Traffic Control: 13 - None

Cont. Circ. Env 1 1 - None Cont. Circ. Env 2

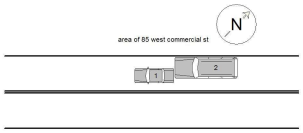
Cont. Circ. Road 1 1 - None Cont. Circ. Road 2

Narrative

Vehicle 1 was stopped in traffic. The operator of vehicle 2 could not react in time and subsequently struck vehicle 1 from behind.

6-23-15 jte.

Diagram



Unit: 1

Type: 1 - Passenger Car Veh. Travel Dir.: 4 - Westbound

Most Damaged Area: 5 - Rear Passenger Corner Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 11 - Stopped in traffic Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 21 - Motor Vehicle In Transport Seq. Events 2:

Seq. Events 3: Seq. Events 4:

Driver Distracted By: 1 - Not Distracted Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 1 - No Contributing Action Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	24	1 - Male	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle Veh. Travel Dir.: 4 - Westbound

Most Damaged Area: 11 - Front Driver Corner Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 1 - Following roadway Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 21 - Motor Vehicle In Transport Seq. Events 2:

Seq. Events 3: Seq. Events 4:

Driver Distracted By: 1 - Not Distracted Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 19 - Other Contributing Action Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	29	2 - Female	5 - No Injury

Crash Date: 7/20/2015 Time: 07:01 City: Portland Street/Highway: W COMMERCIAL ST

Start Node: 73122 Non Int W COMMERCIAL ST End Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST Offset: 0.23

OE Start Node: 16779 Non Int W COMMERCIAL ST OE End Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST

Type of Crash: 4 - Intersection Movement
Type of Location: 6 - Driveways
Weather: 3 - Fog, Smog, Smoke
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 12 - No Passing Zone
Cont. Circ. Env 1 2 - Weather Conditions
Cont. Circ. Env 2 1 - None
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

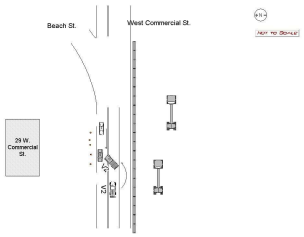
Vehicle 1 was traveling West on West Commercial Street. Vehicle 2 was was traveling East on West Commercial Street and turning left into the lot of 29 West Commercial Street. Vehicle 2 hit Vehicle 1.

Operator of Vehicle 1 said she was traveling West on West Commercial Street and vehicle turned into the side of her vehicle.

Operator of Vehicle 2 said he was turning left and did not see Vehicle 1 coming.

The statements of both operators is consistent with the damage observed.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 9 - Center Driver Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	42	2 - Female	5 - No Injury

Unit: 2

Type: 5 - Pickup
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	21	1 - Male	5 - No Injury

Crash Date: 10/29/2015 Time: 09:45 City: Portland Street/Highway: W COMMERCIAL ST

Start Node: 73122 Non Int W COMMERCIAL ST End Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST Offset: 0.19

OE Start Node: 16779 Non Int W COMMERCIAL ST OE End Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST

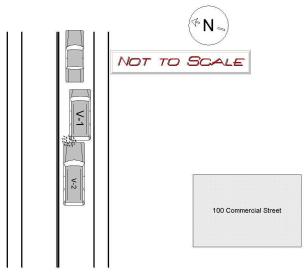
Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 4 - Rain
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 2 - Wet
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

V-1 was stopped in traffic behind a turning vehicle. V-2 was travelling Eastbound. The operator of V-2 stated that she did not notice V-1 had stopped. V-2 struck V-1.

Reviewed C Libby 10/29/15

Diagram



Unit: 1

Type: 3 - Passenger Van
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	33	1 - Male	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	27	2 - Female	5 - No Injury

Crash Date: 3/6/2016 Time: 07:10 City: Portland Street/Highway: W COMMERCIAL ST

Start Node: 73122 Non Int W COMMERCIAL ST End Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST Offset: 0.26

OE Start Node: 16779 Non Int W COMMERCIAL ST OE End Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST

Type of Crash: 12 - Rollover
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 1 - Traffic Signals (Stop & Go)
Cont. Circ. Env 1: 1 - None
Cont. Circ. Env 2:
Cont. Circ. Road 1: 1 - None
Cont. Circ. Road 2:

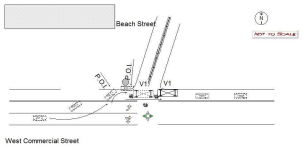
Narrative

V1 was traveling West on Commercial Street. V1 veered across the double yellow lines into the opposing traveling lane. V1 hit the curb on the opposing travel lane, hit the traffic light pole which caused V1 to flip over and slide across the intersection of Beach Street and Commercial Street on it's roof.

Operator of V1 stated he fell asleep while driving on Commercial Street and woke up to his vehicle sliding on the roof. Operator denied drug or alcohol use. Operator complained of a laceration to the top of his head.

Witness 1 stated V1 was traveling normally and suddenly veered across Commercial Street, hit the curb on the opposing travel lane and flipped over onto the roof. Witness 1 stated the vehicle was not speeding and it appeared as if the driver fell asleep at the wheel....

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 13 - Top/Roof
Most Harmful Event: 1 - Overturn / Rollover
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 9 - Went Off Roadway Left
Seq. Events 2: 32 - Curb
Seq. Events 3: 1 - Overturn / Rollover
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 5 - Asleep or Fatigued
Driver Action 1: 2 - Ran Off Roadway
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	20	1 - Male	3 - Non-Incapacitating

STATE OF MAINE CRASH REPORT

Report Number
16-000764

Narrative / Diagram Supplemental

V1 was traveling West on Commercial Street. V1 veered across the double yellow lines into the opposing traveling lane. V1 hit the curb on the opposing travel lane, hit the traffic light pole which caused V1 to flip over and slide across the intersection of Beach Street and Commercial Street on it's roof.

Operator of V1 stated he fell asleep while driving on Commercial Street and woke up to his vehicle sliding on the roof. Operator denied drug or alcohol use. Operator complained of a laceration to the top of his head.

Witness 1 stated V1 was traveling normally and suddenly veered across Commercial Street, hit the curb on the opposing travel lane and flipped over onto the roof. Witness 1 stated the vehicle was not speeding and it appeared as if the driver fell asleep at the wheel.

Witness 2 stated V1 was traveling normally and suddenly veered across Commercial Street, hit the curb on the opposing travel lane and flipped over onto the roof. Witness 1 stated the vehicle was not speeding and it appeared as if the driver fell asleep at the wheel.

The damage observed was consistent with the statements of the operator of V1, Witness 1, and Witness 2.

Reviewed by EMN 3/7/16

Crash Date: 3/10/2016 Time: 08:36 City: Portland Street/Highway: W COMMERCIAL ST

Start Node: 73122 Non Int W COMMERCIAL ST End Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST Offset: 0.19

OE Start Node: 16779 Non Int W COMMERCIAL ST OE End Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST

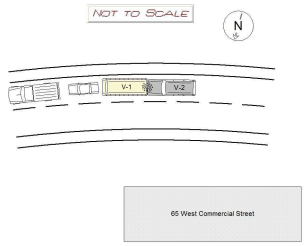
Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

V-1 was slowing in traffic. The operator of V-2 stated that he looked down at an item in his vehicle and when he looked up he struck V-1.

Reviewed C Libby

Diagram



Unit: 1

Type: 3 - Passenger Van
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	42	1 - Male	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 4 - Other Inside the Vehicle (eating, personal hygiene, etc.)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	48	1 - Male	5 - No Injury

Crash Date: 4/20/2016 Time: 17:15 City: Portland Street/Highway: W COMMERCIAL ST

Start Node: 73122 Non Int W COMMERCIAL ST End Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST Offset: 0.2

OE Start Node: 16779 Non Int W COMMERCIAL ST OE End Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 1 - Traffic Signals (Stop & Go)
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

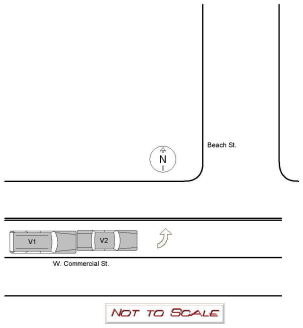
Narrative

Driver V1 said that he was stopped in traffic on W. Commercial St. and the traffic in front of him started to move. He stepped on the gas and then tried stepping on the brake and hit the gas again and struck the rear of V2 which was stopped in front of him.

Driver V2 said that she was stopped in traffic when suddenly rear-ended from behind by V1. She said that she may have been pushed into the car in front of her but it would have been a very minor bump and the car left the scene and turned with the other cars.

reviewed 4-26-16 jte.

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 19 - Other Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	36	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	41	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 8/13/2014 Time: 18:43 City: Portland Street/Highway: W COMMERCIAL ST

Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST

End Node: 16781 Int of COMMERCIAL ST W COMMERCIAL ST

Offset: 0.05

OE Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST

OE End Node:

Type of Crash: 2 - Rear End / Sideswipe

Type of Location: 6 - Driveways

Weather: 4 - Rain

Light: 3 - Dusk

Road Grade: 1 - Level

Surface Condition: 2 - Wet

Traffic Control: 13 - None

Cont. Circ. Env 1 2 - Weather Conditions

Cont. Circ. Env 2

Cont. Circ. Road 1 7 - Obstruction in Roadway

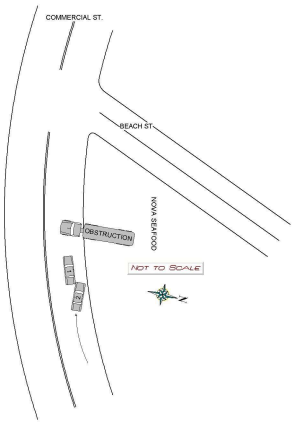
Cont. Circ. Road 2

Narrative

UNIT NO. 1 AND UNIT NO. 2 WESTBOUND ON COMMERCIAL STREET APPROACHING BEACH STREET. AN UNKNOWN TRACTOR TRAILER PULLED OUT OF A BUSINESS ON COMMERCIAL STREET CAUSING UNIT NO. 1 TO BRAKE AND STOP TO AVOID COLLISION. UNIT NO. 2 COULD NOT STOP IN TIME DUE TO WEATHER CONDITIONS AND LOW TREAD ON TIRES. UNIT NO. 2 TRIES TO AVOID UNIT NO. 1 BY GOING TO RIGHT BUT FRONT LEFT CORNER OF UNIT NO. 2 STRUCK RIGHT REAR CORNER OF UNIT NO. 1.

NO INJURIES. NO TOW TRUCKS NEEDED.

Diagram



Unit: 1

Type: 1 - Passenger Car

Veh. Travel Dir.: 4 - Westbound

Most Damaged Area: 5 - Rear Passenger Corner

Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 10 - Slowing in traffic

Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 2:

Seq. Events 3:

Seq. Events 4:

Driver Distracted By: 1 - Not Distracted

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 1 - No Contributing Action

Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	59	2 - Female	5 - No Injury
2 - Passenger	59	2 - Female	5 - No Injury

Unit: 2

Type: 1 - Passenger Car

Veh. Travel Dir.: 4 - Westbound

Most Damaged Area: 11 - Front Driver Corner

Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 10 - Slowing in traffic

Contrib Circ. - Vehicle: 9 - Wheels

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 2:

Seq. Events 3:

Seq. Events 4:

Driver Distracted By: 1 - Not Distracted

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 9 - Drove Too Fast For Conditions

Driver Action 2: 14 - Followed Too Closely

Person Type	Age	Sex	Injury Degree
1 - Driver	17	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 9/16/2014 Time: 12:47 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST

End Node: 16781 Int of COMMERCIAL ST W COMMERCIAL ST

Offset: 0.02

OE Start Node: 16781 Int of COMMERCIAL ST W COMMERCIAL ST

OE End Node: 16782 RRX 837536 COMMERCIAL ST

Type of Crash: 2 - Rear End / Sideswipe

Type of Location: 1 - Straight Road

Weather: 4 - Rain

Light: 1 - Daylight

Road Grade: 1 - Level

Surface Condition: 2 - Wet

Traffic Control: 13 - None

Cont. Circ. Env 1 1 - None

Cont. Circ. Env 2

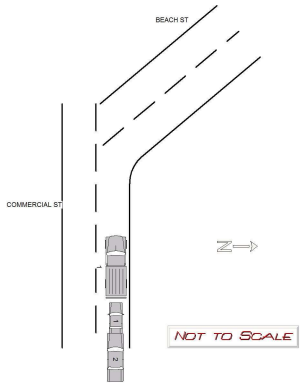
Cont. Circ. Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)

Cont. Circ. Road 2

Narrative

V1 WAS TRAVELING WEST ON COMMERCIAL ST JUST PRIOR TO BEACH ST.
V2 WAS ALSO TRAVELING WEST ON COMMERCIAL ST PRIOR TO BEACH ST, BEHIND V1.
V1 SWERVED TO THE RIGHT AND SLOWED/STOPPED FOR A CAR THAT HAD HIT THE BRAKES ABRUPTLY AHEAD OF THEM. V2 COULD NOT STOP IN TIME AND STRUCK V1 FROM BEHIND. SEE DIAGRAM.

Diagram



Unit: 1

Type: 1 - Passenger Car

Veh. Travel Dir.: 4 - Westbound

Most Damaged Area: 6 - Rear

Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 10 - Slowing in traffic

Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 2:

Seq. Events 3:

Seq. Events 4:

Driver Distracted By: 1 - Not Distracted

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 1 - No Contributing Action

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	49	2 - Female	5 - No Injury

Unit: 2

Type: 1 - Passenger Car

Veh. Travel Dir.: 4 - Westbound

Most Damaged Area: 12 - Front

Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 16 - Skidding

Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 2:

Seq. Events 3:

Seq. Events 4:

Driver Distracted By: 6 - Unknown if Distracted

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 14 - Followed Too Closely

Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	23	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 11/17/2015 Time: 17:54 City: Portland Street/Highway: W COMMERCIAL ST

Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST End Node: 16781 Int of COMMERCIAL ST W COMMERCIAL ST Offset: 0.1

OE Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST OE End Node: 16781 Int of COMMERCIAL ST W COMMERCIAL ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

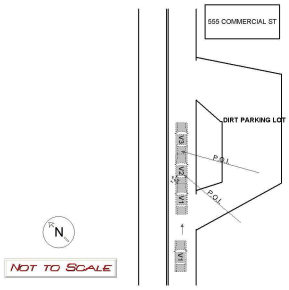
V3 WAS SLOWING IN TRAFFIC, WEST BOUND ON COMMERCIAL ST NEAR 555 COMMERCIAL ST. V2 WAS BEHIND V3. V1 WAS DRIVING WEST COMMERCIAL ST APPROACHING THE SLOWING TRAFFIC. THE DRIVER OF V1 TOOK HIS EYES OFF THE ROAD TO CHANGE RADIO STATIONS, AND DID NOT SEE V2 SLOWING IN FRONT OF HIM. THE DRIVER OF V1 LOOKED UP AT THE LAST SECOND BUT WAS NOT ABLE TO STOP IN TIME AND V1 RAN INTO THE BACK OF V2, CAUSING V2 TO HIT V3.

V1 HAD HEAVY DAMAGE DISABLING DAMAGE TO THE FRONT END. OCEAN STREET TOWED V1.

V2 HAD MODERATE DAMAGE TO THE REAR BUMPER, AND WAS TOWED BY AAA.

V3 HAD MINOR DAMAGE TO THE REAR BUMPER; CRACKED...

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 3 - Other Activity, Electronic Device
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	23	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	30	2 - Female	4 - Possible Injury

Unit: 3

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 1 - No Contributing Action

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	64	1 - Male	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number
15-003846

Narrative / Diagram Supplemental

V3 WAS SLOWING IN TRAFFIC, WEST BOUND ON COMMERCIAL ST NEAR 555 COMMERCIAL ST. V2 WAS BEHIND V3. V1 WAS DRIVING WEST COMMERCIAL ST APPROACHING THE SLOWING TRAFFIC. THE DRIVER OF V1 TOOK HIS EYES OFF THE ROAD TO CHANGE RADIO STATIONS, AND DID NOT SEE V2 SLOWING IN FRONT OF HIM. THE DRIVER OF V1 LOOKED UP AT THE LAST SECOND BUT WAS NOT ABLE TO STOP IN TIME AND V1 RAN INTO THE BACK OF V2, CAUSING V2 TO HIT V3.

V1 HAD HEAVY DAMAGE DISABLING DAMAGE TO THE FRONT END. OCEAN STREET TOWED V1.

V2 HAD MODERATE DAMAGE TO THE REAR BUMPER, AND WAS TOWED BY AAA.

V3 HAD MINOR DAMAGE TO THE REAR BUMPER; CRACKED BUMPER.

THE WITNESS WAS A SHORT DISTANCE BEHIND V1 AND STATED THAT HE SAW V1'S BRAKE LIGHT COME ON A SPLIT SECOND BEFORE V1 HIT V2.

Reviewed 11-17-15 by Joe Ezepek.

Maine Crash Report Summary

Crash Date: 8/12/2016 Time: 23:46 City: Portland Street/Highway: W COMMERCIAL ST

Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST

End Node: 16781 Int of COMMERCIAL ST W COMMERCIAL ST

Offset: 0.07

OE Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST

OE End Node: 16781 Int of COMMERCIAL ST W COMMERCIAL ST

Type of Crash: 7 - Went Off Road

Type of Location: 2 - Curved Road

Weather: 4 - Rain

Light: 4 - Dark - Lighted

Road Grade: 1 - Level

Surface Condition: 2 - Wet

Traffic Control: 13 - None

Cont. Circ. Env 1: 1 - None

Cont. Circ. Env 2:

Cont. Circ. Road 1: 1 - None

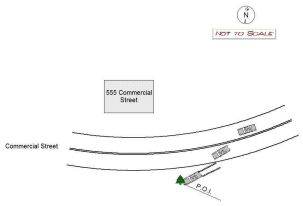
Cont. Circ. Road 2:

Narrative

V1 was traveling westbound on Commercial Street and it went off the roadway striking a few small tress and a construction sign. Minor damage and no injury to driver.

Reviewed by Sgt. Farris, 08/16/16.

Diagram



Unit: 1

Type: 1 - Passenger Car

Veh. Travel Dir.: 4 - Westbound

Most Damaged Area: 1 - Front Passenger Corner

Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 1 - Following roadway

Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 2: 9 - Went Off Roadway Left

Seq. Events 3:

Seq. Events 4:

Driver Distracted By: 6 - Unknown if Distracted

Cond. at Time Crash: 6 - Under the Influence of Medications/Drugs/Alcohol

Driver Action 1: 2 - Ran Off Roadway

Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	24	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 9/30/2016 Time: 15:56 City: Portland Street/Highway: Commercial St.

Start Node: 16780 Int of BEACH ST ENT TO PORTLAND YACHT RAMP BEACH ST W COMMERCIAL ST

End Node: 16781 Int of COMMERCIAL ST W COMMERCIAL ST

Offset: 0.06

OE Start Node:

OE End Node:

Type of Crash: 2 - Rear End / Sideswipe

Type of Location: 1 - Straight Road

Weather: 2 - Cloudy

Light: 1 - Daylight

Road Grade: 1 - Level

Surface Condition: 1 - Dry

Traffic Control: 13 - None

Cont. Circ. Env 1 1 - None

Cont. Circ. Env 2

Cont. Circ. Road 1 1 - None

Cont. Circ. Road 2 1 - None

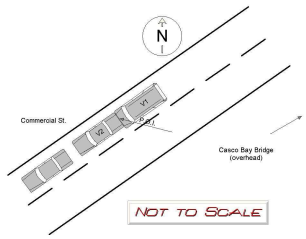
Narrative

Driver Unit 1 said that she was travelling w/b on Commercial St. and the vehicle in front of her had stopped. She said that she did not have time to stop and struck the rear of Unit 2. Driver Unit 1 specifically said that she was not on her phone as it was face down on her dashboard. She denied any other distractions and said that he brakes on her old van are not that great.

Driver Unit 2 said that he was stopped in traffic w/b on Commercial St when he was rear-ended by Unit 1. He said that he thought he saw Driver Unit 1 on her phone prior to the accident.

reviewed 10-5-16 jte.

Diagram



Unit: 1

Type: 3 - Passenger Van

Veh. Travel Dir.: 4 - Westbound

Most Damaged Area: 12 - Front

Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 1 - Following roadway

Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 2: 50 - No Other Events

Seq. Events 3: 50 - No Other Events

Seq. Events 4: 50 - No Other Events

Driver Distracted By: 1 - Not Distracted

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 14 - Followed Too Closely

Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	17	2 - Female	5 - No Injury

Unit: 2

Type: 1 - Passenger Car

Veh. Travel Dir.: 4 - Westbound

Most Damaged Area: 6 - Rear

Most Harmful Event: 13 - Motor Vehicle in Transport

Pre-Crash Actions: 11 - Stopped in traffic

Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 2: 50 - No Other Events

Seq. Events 3: 50 - No Other Events

Seq. Events 4: 50 - No Other Events

Driver Distracted By: 1 - Not Distracted

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 1 - No Contributing Action

Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	18	1 - Male	5 - No Injury
2 - Passenger	18	2 - Female	5 - No Injury

Will Conway

From: Will Conway
Sent: Tuesday, December 05, 2017 8:47 AM
To: 16324
Subject: PWD Capacity to Serve 383 Commercial Street Portland

From: Robert Bartels [mailto:rbartels@pwd.org]
Sent: Monday, December 04, 2017 4:49 PM
To: Will Conway <wconway@sebagotechnics.com>
Cc: Joe Dasco <joedasco@comcast.net>
Subject: RE: Capacity to Serve 383 Commercial Street Portland

Will,

PWD has the capacity to serve the site through existing water mains on adjacent streets. It is possible to make a new connection into a public main only after proper review and approval by PWD; in no way shall this information be interpreted as a determination of PWD's ability to serve the project at this time. As design plans become available, please submit to PWD for review and approval. Please let me know if you have any questions.

Thanks,

Robert Bartels
Senior Project Engineer
Portland Water District
Phone:
E-mail: rbartels@pwd.org
http://www.pwd.org

From: Will Conway [mailto:wconway@sebagotechnics.com]
Sent: Monday, December 04, 2017 4:29 PM
To: Robert Bartels <rbartels@pwd.org>
Cc: Joe Dasco <joedasco@comcast.net>
Subject: Capacity to Serve 383 Commercial Street Portland
Importance: High

Bob I need a favor. The City is asking for an email from you stating PWD has the capacity to serve this project (former Rufus Deering Lumber site we have discussed). A copy of the City application is attached, including a projected water use of 33,750 GPD . I know you normally need design plans and fixture counts, but this approval is for a master plan / high level of review , they just need to know you have enough water. A reply to this email will suffice ASAP , thank you,

Will

From: Jean Fraser [mailto:jf@portlandmaine.gov]
Sent: Monday, December 04, 2017 4:09 PM

Will Conway

From: Will Conway
Sent: Tuesday, December 05, 2017 8:47 AM
To: 16324
Subject: CMP Capacity to Serve 383 Commercial Street Portland

From: Duperre, Paul [mailto:Paul.Duperre@cmpco.com]
Sent: Tuesday, December 05, 2017 6:48 AM
To: Will Conway <wconway@sebagotechnics.com>
Cc: Joe Dasco <joedasco@comcast.net>
Subject: RE: Capacity to Serve 383 Commercial Street Portland

Hi Will, Central Maine Power has enough 3 phase capacity to serve the above future facilities.

paul

From: Will Conway [mailto:wconway@sebagotechnics.com]
Sent: Monday, December 04, 2017 4:22 PM
To: Duperre, Paul
Cc: Joe Dasco
Subject: Capacity to Serve 383 Commercial Street Portland
Importance: High

Dup, Joe and I need a favor. The City is asking for an email from you stating CMP has the capacity to serve this project (former Rufus Deering Lumber site). A reply to this email will suffice, thank you,

Will

From: Jean Fraser [mailto:jf@portlandmaine.gov]
Sent: Monday, December 04, 2017 4:09 PM
To: Will Conway <wconway@sebagotechnics.com>
Cc: Lloyd, David <lloyd@archetypepa.com>; Joe Dasco <joedasco@comcast.net>; Virginie Stanley <virginie@archetypepa.com>; Derek Caldwell <dcaldwell@sebagotechnics.com>; Richard Meek <rmeek@sebagotechnics.com>
Subject: Re: Utility Plan and Narrative 383 Commercial

Will

I am advised by the Engineer reviewers that normally for a MDP we would expect to receive ability to serve letters from the utilities and high level stormwater calculations to show how much water is leaving the site, or to figure out just how big a treatment area is going to be.

You have stated in the narrative that the utilities have confirmed capacity, so please provide documentation from the utilities (emails OK) so that it is in the record that you have coordinated with the utilities, and they are aware that this potential large scale project is happening.

Will Conway

From: Will Conway
Sent: Tuesday, December 05, 2017 8:48 AM
To: 16324
Subject: Spectrum Capacity to Serve 383 Commercial Street Portland

From: Pelletier, Mark [mailto:Mark.Pelletier@charter.com]
Sent: Tuesday, December 05, 2017 7:04 AM
To: Will Conway <wconway@sebagotechnics.com>
Subject: RE: F Capacity to Serve 383 Commercial Street Portland

Will,

Hoping the email response will satisfy the parties requesting "Ability to Serve" request..

Spectrum Cable has existing coax and fiber on pole lines surrounding the Property. On Commercial St, York St, High St and on Maple St. We can provide services to what type of service requested by owners of bldgs and or project.

I will provide our construction specs when the time/request is needed for them.

Mark

From: Will Conway [mailto:wconway@sebagotechnics.com]
Sent: Monday, December 04, 2017 4:38 PM
To: Pelletier, Mark <Mark.Pelletier@charter.com>
Cc: Joe Dasco <joedasco@comcast.net>
Subject: F Capacity to Serve 383 Commercial Street Portland
Importance: High

Mark I need a favor. The City is asking for an email from you stating Spectrum has the capacity to serve this project (former Rufus Deering Lumber site) . I know you normally need design plans and projected usage , but this approval is for a master plan / high level of review , they just need to know you have capacity to serve thenproject. The project includes a 139 room hotel, 203 condos and about 20,000 SF retail .A reply to this email will suffice ASAP , thank you,

Will

From: Jean Fraser [mailto:jf@portlandmaine.gov]
Sent: Monday, December 04, 2017 4:09 PM
To: Will Conway <wconway@sebagotechnics.com>
Cc: Lloyd, David <lloyd@archetypepa.com>; Joe Dasco <joedasco@comcast.net>; Virginie Stanley <virginie@archetypepa.com>; Derek Caldwell <dcaldwell@sebagotechnics.com>; Richard Meek

PROJECT DATA

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

Total Area of Site	2.58 AC	~~sq. ft.~~
Proposed Total Disturbed Area of the Site	2.58 AC	~~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.		
Impervious Surface Area		
Impervious Area (Total Existing)	2.43 AC	~~sq. ft.~~
Impervious Area (Total Proposed)	2.30 AC	~~sq. ft.~~
Building Ground Floor Area and Total Floor Area		
Building Footprint (Total Existing)	2,950	sq. ft.
Building Footprint (Total Proposed)	47,195	sq. ft.
Building Floor Area (Total Existing)	5,900	sq. ft.
Building Floor Area (Total Proposed)	280,300	sq. ft.
Zoning		
Existing	B5b	
Proposed, if applicable	B5b	
Land Use		
Existing	Retail / Lumber	
Proposed	Hotel / Retail / Condominium	
Residential, if applicable		
# of Residential Units (Total Existing)	0	
# of Residential Units (Total Proposed)	89	
# of Lots (Total Proposed)	3	
# of Affordable Housing Units (Total Proposed)	0	
Proposed Bedroom Mix		
# of Efficiency Units (Total Proposed)	0	
# of One-Bedroom Units (Total Proposed)	26	
# of Two-Bedroom Units (Total Proposed)	54	
# of Three-Bedroom Units (Total Proposed)	9	
Parking Spaces		
# of Parking Spaces (Total Existing)	10	
# of Parking Spaces (Total Proposed)	210	
# of Handicapped Spaces (Total Proposed)	10	
Bicycle Parking Spaces		
# of Bicycle Spaces (Total Existing)	0	
# of Bicycle Spaces (Total Proposed)	55	
Estimated Cost of Project	TBD	

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

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

Bradley Roland, P.E.
Water Resources Division

Date: 5/21/18

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

Site Address: 383 Commercial St

Chart Block Lot Number: 42/A/1

Proposed Use: Hotel/Retail/Residential
Previous Use: Retail/Lumber
Existing Sanitary Flows: TBD GPD
Existing Process Flows: 0 GPD
Description and location of City sewer that is to receive the proposed building sewer lateral.
Maple Street

Site Category:
- Commercial *(see part 4 below)* [X]
- Industrial *(complete part 5 below)* [ ]
- Governmental [ ]
- Residential [X]
- Other *(specify)* [X] HOTEL

Clearly, indicate the proposed connections, on the submittedplans.

2. Please, Submit Contact Information.

City Planner's Name: Jean Fraser Phone:
Owner/Developer Name: DEERING PROPERTY MANAGEMENT LLC
Owner/Developer Address: 2730 TRANSIT ROAD W. SENECA NY 14224
Phone: 413.244.9092 Fax: — E-mail: joedasco@comcast.net
Engineering Consultant Name: Sebago Technics Inc.
Engineering Consultant Address: 75 John Roberts Rd. So. Portland 04106
Phone: 207.200.2055 Fax: — E-mail: wconway@sebagotechnics.com

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

3. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: 32,296 GPD
Peaking Factor/ Peak Times: TBD
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) ME STATE PLUMBING CODE / CITY REQUIREMENTS

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.

HOTEL - 100 GPD/ROOM x 157 + 12 GPD/EMPLOYEE x 48 = 16,726 GPD
RETAIL - 25 EMPLOYEES x 12 GPD = 300 GPD
CONDO - (26) ONE BEDROOM UNITS x 120 GPD = 3,120 GPD
(54) TWO " " x 180 " = 9,720 "
(9) THREE " " x 270 " = 2,430 "
TOTAL 32,296 GPD

4. Please, Submit External Grease Interceptor Calculations.

Total Drainage Fixture Unit (DFU) Values: TBD

Size of External Grease Interceptor: 2500 GAL (RETAIL), 1500 GAL (HOTEL)

Retention Time:

Peaking Factor/ Peak Times: TBD

Note: In determining your restaurant process water flows, and the size of your external grease interceptor, please use The Uniform Plumbing Code. Note: In determining the retention time, sixty (60) minutes is the minimum retention time. Note: Please submit detailed calculations showing the derivation of your restaurant process water design flows, and please submit detailed calculations showing the derivation of the size of your external grease interceptor, either in the space provided below, or attached, as a separate sheet.

5. Please, Submit Industrial Process Wastewater Flow Calculations N/A

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: _____

Note: On the submitted plans, please show where the building's domestic sanitary sewer laterals, as well as the building's industrial-commercial process wastewater sewer laterals exits the facility. Also, show where these building sewer laterals enter the city's sewer. Finally, show the location of the wet wells, control manholes, or other access points; and, the locations of filters, strainers, or grease traps.

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

Transportation Demand Management Plan

383 Commercial Street, Portland, Maine

Phase 1 Hotel

Transportation Narrative

The 383 Commercial Street Project is to consist of a hotel, retail and residential uses. This Transportation Demand Management (TDM) Plan addresses the hotel land use only. The other land uses will be under separate ownership upon completion of the project.

The proposed hotel is to contain 157 rooms. The majority of traffic to/from the site is expected to be employees or hotel guests. The location of the hotel in Downtown Portland will result in the opportunity for guests, if arriving by personal vehicle, to not have a need to drive during their stay. From the location, guests would be able to walk to many destinations.

As part of the Master Development Plan approval, this project is also contributing financially to establish a Portland Transportation Management Association (TMA) with the purpose of progressing the introduction and coordination of Transportation Demand Management in Portland.

TDM Coordinator

The hotel will designate a full-time employee as their TDM Coordinator. This employee will actively promote and educate on alternative forms of transportation for both guests and employees.

Employee and Customer Survey

The hotel will develop a survey as a means to profile the transportation of employees and customers. This survey will collect such information as:

- Mode of transportation (car, bus, walking, taxi/rideshare, bicycle, etc..)
- Reason for selected transportation mode
- Ease of use of selected transportation mode
- Concerns with using other transportation modes
- For hotel guests, use of vehicle during stay

This survey would be conducted annually for employees and hotel guests. This information will be used to develop specific strategies and adjust the TDM plan as needed. .

Parking and Trip Reduction Target

As part of the applicant's traffic study for this development, trip generation was estimated using the ITE Trip Generation Manual 10th Edition. The table below shows the estimated trip generation.

Land Use Code 310 – Hotel
General Urban/Suburban
(157 Rooms)

Time Period	*Trip Generation Equation*	*Total Trips*	*Entering*	*Exiting*
AM Peak Hour of Generator	Ln(T) = 0.84 Ln(X) + 0.25	90	49	41
AM Peak Hour of Adjacent Street (7-9 AM)	T = 0.50(X) - 5.34	73	43	30
PM Peak Hour of Generator	Ln(T) = 0.93 Ln(X) - 0.14	96	56	40
PM Peak Hour of Adjacent Street (4-6 PM)	T = 0.75(X) - 26.02	92	47	45

The hotel is proposed to be allotted a total of 97 parking spaces. Based on this allotment, it is proposed to have 0.62 parking spaces per hotel room. The ITE Parking Generation Study, 4th Edition suggests an average of 0.64 spaces per a hotel room in an urban environment. Thus this project proposes a decrease of 3 parking

In order to set an appropriate reduction target, it is necessary to first complete the initial survey period and observe the patterns of travel to and from the hotel and the amount of parking usage. In the absence of this information, it is believed a 10% reduction in trips over the rates estimated by ITE can be achieved through the implementation of a thorough TDM Plan.

Customize Parking and Trip Reduction Strategies

The strategy of this development to reduce parking and trip demand will be aimed at both employees and hotel guests. Employee strategies will be will be with the goal of reducing the amount of employee vehicle trips to the site, especially during normal peak traffic hours. Strategies for hotel guests will include ways to minimize vehicle use once on site as well as promoting ways to reach the hotel without the need of a vehicle.

Education

Transit Maps and Schedules:
Both the METRO and South Portland Bus lines have stops within 1/3 of a mile of the hotel. Information of the routes, schedules, and payment methods will be made available via postings AND kiosks in the hotel lobby. Suggestions for the most convenient pedestrian routes to relevant stops will also be made available. Information will also be posted on the services at the Portland Transportation Center which include the Amtrak Downeaster and Concord Coach Bus Lines for intercity service.

Ridesharing:
Internal communication will be promoted by the TDM coordinator to help facilitate ridesharing or carpooling amongst employees.

Monitoring

The TDM Plan will be monitored over time to determine its ongoing effectiveness. The TDM Coordinator will be responsible for this monitoring and making changes as necessary to better meet the set goals.

After an initial startup period, the applicant thru the TDM Coordinator will submit a status report containing the following information. Because hotel demand is expected to be seasonal, this should be completed after the first full summer season of operation:

- Hotel occupancy figures
- Measured parking usage for Hotel guests/employees
- Summary of completed TDM Surveys
- Proposed changes to TDM Plan

The TDM Coordinator should thereafter prepare an annual report and submit to the City of Portland.

Project Specific Standards

The following conditions were included as part of the approved Master Development Plan (MDP) relevant to the hotel portion of the development:

- *That the applicant shall contribute, within 2 months of this MDP approval, $10,000 towards the feasibility study and start up costs for a Portland Transportation Management Association (TMA) or comparable project that would help progress the introduction and coordination of Transportation Demand Management in Portland, and that a TDM plan will be submitted in conjunction with the site plan that includes a hotel.*

- *That the applicant shall apply for a TMP as part of the first phase site plan (hotel), and commit to a contribution of $150,000 towards the costs of implementing a signal at the intersection of High and Commercial streets, the timing of which shall be determined at the time of the first phase site plan review. Such contribution does not affect the possible request for additional contributions to items that are found eligible as mitigation under the TMP.*

- *Provision of an electrical charging station in the parking garage;*

- *Provision of public parking (10-15 spaces), to address the needs of marine related businesses, within the area of the interim surface parking area and to be implemented when construction of first phase begins; and*

- *Provision of a shuttle/transit stop on the immediate frontage (within ROW and /or site depending on discussions).*

Infrastructure

In conjunction with the above outlined conditions, the following infrastructure improvements are currently proposed:

- 20 bicycle parking spots will be provided
- A TDM Bulletin Board will be provided in the main lobby area of the hotel. The TDM Coordinator will be responsible for keeping material current and available.

Incentives

- Discounted bus passes will be provided to employees to encourage the use of public transportation.

- As an incentive for participating in the annual TDM survey, hotel guests would receive a $5.00 gift certificate to a local restaurant or retail establishment.

Transportation Demand Management Plan

383 Commercial Street, Portland, Maine

Additional Information

As part of the previously submitted Transportation Management Demand (TDM) Plan, a number of approval conditions from the Master Development Plan (MDP) approval were included. The following serves as clarification on how and where each of these measures will be implemented.

- *Provision of an electrical charging station in the parking garage:*

  The attached plan shows the location of the electrical vehicle charging station located on the first level of the parking garage. The charging station will be wall mounted. Signage will be installed to indicate the parking space is for electric vehicle charging only.

- *Provision of public parking (10-15 spaces), to address the needs of marine related businesses, within the area of the interim surface parking area and to be implemented when construction of first phase begins.*

  10-12 spaces, out of a total of 56 spaces, will be made available to local fishermen in the interim surface parking area until the area is built out. This information is included in the attached parking summary.

- *Provision of a shuttle/transit stop on the immediate frontage (within ROW and /or site depending on discussions)*.

  This item has not been discussed in detail further since the approval of the MDP. The applicant will provide as necessary, but would defer the selection of the location to city staff to ensure the best location. A concern would be loss of public on-street parking along Commercial Street.

LIGHT FIXURE LEGEND:

- FIXTURE A -EASTERN WATERFRONT DISTRICT LARGE SCALE - HOLOPHANE # ESU175MH12A4-R 24'-3" MOUNTING HEIGHT, COLOR BLACK
- FIXTURE B1, B2, B4 - SPAULDING CIMMARON - POLE TOP LUMINAIRE
- FIXTURE B3 - BEGA - POLE TOP LUMINAIRE - #84 120
- FIXTURE C - BK LIGHTING - LOUVERED BRICK STAR STEP LIGHT
- FIXTURE D1, D2 - SPAULDING FRESNO BOLLARD, COLOR BLACK
- FIXTURE E1 - BEGA - WALL MOUNTED LUMINAIRE - #33 514
- FIXTURE F1 - BEGA - WALL MOUNTED LUMINAIRE - #24 816
- FIXTURE G1 - BEGA - CANOPY LUMINAIRE - #55 943

GENERAL NOTES:

1 NEW VERTICAL GRANITE CURB
2 GRANITE CURB TIP DOWN
3 FLUSH GRANITE CURB
4 EXISTING GRANITE CURB TO REMAIN
5 BRICK PAVER SIDEWALK
6 BRICK DRIVEWAY APRON
7 HISTORIC COBBLES - RESET TO ORIGINAL PATTERN ON 2" ASPHALT BASE/ 1" SAND BED
8 PAVEMENT SAW CUT
9 RESET SALVAGED GRANITE CURB
10 WOONERF BOLLARD, TYPICAL
11 WOONERF LIGHT BASE / LIGHT FIXTURE B3, TYPICAL
12 12" X 18" 'DO NOT ENTER' SIGN MOUNTED ON BOLLARD, PAINT BACK OF SIGN BLACK
13 VEHICULAR ASPHALT PAVING
14 4" CONCRETE PAVING
15 6" RAISED GRANITE CURB / TREE WELL - 5 FT. x 8 FT. OUTSIDE DIMENSIONS
16 6" RAISED GRANITE CURB/ TREE WELL - 5 FT. X 5 FT. OUTSIDE DIMENSIONS
17 BIKE RACK - DERO BIKE HITCH, COLOR BLACK
18 TACTILE WARNING PANEL
19 NOT USED
20 NOT USED
21 EXISTING 4" WHITE PAINT STRIPING
22 NEW 4" WHITE PAINT STRIPING
23 BLUE ADA PAINTED SYMBOL
24 ADA PARKING SIGN - WALL MOUNTED 5 FT. ABOVE GRADE
25 CONCRETE RETAINING WALL WITH PEDESTRIAN GUARDRAIL AT TOP
26 PRECAST CONCRETE STAIR WITH HANDRAILS - SEE ELEC. PLANS FOR STEP LIGHTS (FIXTURE C1)
27 CONTINUE PEDESTRIAN GUARDRAIL TO EXISTING WOOD FENCE
28 EXISTING BRICK SIDEWALK TO REMAIN
29 EXISTING STONE RETAINING WALL TO REMAIN
30 24" X 24" SOLID WHITE PAINT BARS, 24" APART
31 NOT USED
32 NOT USED
33 EXISTING CONCRETE SIDEWALK TO REMAIN
34 EXISTING TREE TO REMAIN
35 EXISTING SLIDING CHAIN LINK FENCE GATE TO REMAIN
36 EXISTING ASPHALT PAVING TO REMAIN
37 STOP SIGN MOUNTED ON BOLLARD, PAINT BACK OF SIGN BLACK
38 24" X 24" PEDESTAL PAVERS, TYPICAL
39 6" X 12" X 48" PRECAST CONCRETE CURB, TYPICAL
40 24" X 24" CONCRETE PAVERS, TYPICAL
41 48" ORNAMENTAL METAL PICKET FENCE, COLOR BLACK
42 BENCH, LANDSCAPE FORMS FGP 70" BACKLESS, IPE WOOD SEATS, TYPICAL
43 BRICK HEADER COURSE, TYPICAL
44 NEW 12" WHITE PAINT STRIPING
45 (2) 6" STEP RISERS
46 CONRETE RETAINING WALL DOWN TO GARAGE LEVEL BELOW
47 TOP OF CONCRETE WALL BELOW TRANSFORMER VAULT
48 CONCRETE BLOCK RETAINING WALL
49 THREE PHASE TRANSFORMER
50 12" x 18" 'SERVICE VEHICLES ONLY/NO PARKING' SIGN, WALL MOUNTED 5 FT. ABOVE GRADE

YORK STREET
PAVED-PUBLIC-VARIABLE WIDTH

CONDO BACK OF HOUSE

HOTEL BACK OF HOUSE

ELECTRIC VEHICLE CHARGING STATION
WALL MOUNTED ' ELECTRIC VEHICLE
PARKING ONLY ' SIGN

CONDO LOBBY

FIRST FLOOR RETAIL

HOTEL LOBBY

PLANTING AREA (P.A.)

LINE OF HOTEL ABOVE

LOT 2
LOT 1

MAPLE STREET
PAVED-PUBLIC 49.5' WIDE

COMMERCIAL STREET
PAVED-PUBLIC-VARIABLE WIDTH

GRAPHIC SCALE
(IN FEET)
1 INCH = 10 FT.

RICHARD L. MEEK, PE 10668
STATE OF MAINE — RICHARD L. MEEK No. 10668 — PROFESSIONAL ENGINEER — 5-21-18

WILLIAM T. CONWAY, RLA 108
STATE OF MAINE — WILLIAM T. CONWAY — REGISTERED LANDSCAPE ARCHITECT — 5-21-18

DESIGNED	CHECKED
WTC	RLM

REV'S	BY:	DATE:	STATUS:
A	WTC	05-21-18	LEVEL III SITE PLAN SUBMISSION

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel: 207-200-2100

SITE PLAN-1 LOWER LEVEL
OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	1"=10'

SHEET 4 OF 24

16324S-LL.dwg, TAB SITE-1

LEVEL III SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION S – 6 OFF STREET PARKING / BICYCLE PARKING

PARKING REQUIRED :

- Hotel – 157 rooms @ 1 space / 4 rooms = 40 spaces (see note 1)
- Condominium – 89 units @ 1 space per unit = 89 spaces(see note 2)
- Total Required Parking = 129 spaces

PARKING PROVIDED :

- 22 spaces in level 1 hotel garage
- 72 spaces in level 1 condo garage
- 60 spaces in level 2 condo garage
- 56 spaces in temporary surface lot
- 210 Total Spaces Provided

BICYCLE PARKING REQUIRED :

- Hotel / Restaurant – 97 spaces are allocated to the hotel. At 2 spaces per every 10 spaces for the first one hundred spaces, the requirement is 20 bicycle spaces.
- Condominium – At 2 spaces per every 5 units, the requirement is 35 spaces.

BICYCLE PARKING PROVIDED :

- 20 bicycle rack spaces are provided in the woonerf area near the hotel lobby.
- 35 bicycle rack spaces are provided in the condominium garage levels.

NOTES :

1) The applicant is proposing 97 spaces for the hotel. The Institute of Traffic Engineers ITE PARKING GENERATION STUDY , 4th EDITION states that the national average for category Hotel (Urban) is a minimum of 0.64 spaces per hotel room. For this project that would equate to 100 parking spaces, however, the hotel operator believes that 97 spaces are sufficient.
2) The applicant has experienced that some unit owners require more than one parking spaces, therefore is proposing 113 spaces for the 89 proposed units. In addition, the applicant will make 10-12 parking spaces available to local fishermen until that area is built out per the approved master development plan.
3) The applicant anticipates that the proposed hotel construction may be complete prior to the condo project and that the garage my not be available to the hotel. Accordingly, the applicant has made arrangements for temporary off – site parking (see attached letter) .

Transportation Demand Management Plan

383 Commercial Street, Portland, Maine

Phase 1 Hotel

Transportation Narrative

The 383 Commercial Street Project is to consist of a hotel, retail and residential uses. As required by the site plan ordinance, this Transportation Demand Management (TDM) Plan addresses the hotel land use only. The other land uses will be under separate ownership upon completion of the project.

The proposed hotel is to consist of 157 rooms and 97 associated parking spaces. The hotel is proposed to have entry only access from Commercial Street, as well as two-way access from Maple Street. The entry area of the hotel will be served by a 'woonerf', an area designed to slow the flow of traffic and put an emphasis on pedestrian movements.

For vehicular traffic, the location of the hotel, on the western end of Commercial Street, allows access to a number of major routes in and out of Portland without having to traverse the downtown and Old Port area. A majority of traffic is expected to travel to and from the site via western Commercial Street and the Casco Bay Bridge by way of York Street. Traffic from the eastern side of Portland would reach the site by using York and Danforth Streets or Commercial Street.

The location of the hotel on the western side of the downtown and old port districts will promote walking and biking as a main form of transportation for guests. The close proximity to shops, restaurants and other attractions will lessen the need for guests to use a vehicle upon arrival.

The project is also located nearby to a number of public transit bus lines. Three South Portland Bus service routes run along York Street adjacent to the project site. In addition, the project is located within 1/3 of a mile of Congress Street, which provides access to Metro Routes 1, 2, 4, 5, 7, 8, 9a & 9b. Congress Street can be reached from the hotel site most directly by walking east along York Street and then north along Center Street. York Street can be reached by using the proposed public walkway or by way of Maple Street.

TDM Coordinator

The hotel will designate a full-time employee as their TDM Coordinator. This employee will actively promote and educate on alternative forms of transportation for both guests and employees. The coordinator will be responsible for monitoring and updating the TDM Plan.

Employee and Customer Survey

The hotel will conduct surveys as a means to assess the transportation profile of employees and guests. This survey will collect the following information:

- Mode of transportation (car, bus, walking, taxi/rideshare, bicycle, etc..) to travel to and from the hotel
- Reason for selected transportation mode
- Ease of use of selected transportation mode
- Concerns with using other transportation modes
- Use of personal vehicle during stay (hotel guests only)

This survey would be conducted annually for employees and hotel guests. The survey will be electronically tabulated. This information will be used to develop specific strategies and adjust the TDM plan as needed.

Parking and Trip Reduction Target

As part of the applicant's traffic study for this development, trip generation was estimated using the ITE Trip Generation Manual 10th Edition. The table below shows the estimated trip generation.

Land Use Code 310 – Hotel
General Urban/Suburban
(157 Rooms)

Time Period	*Trip Generation Equation*	*Total Trips*	*Entering*	*Exiting*
AM Peak Hour of Generator	Ln(T) = 0.84 Ln(X) + 0.25	90	49	41
AM Peak Hour of Adjacent Street (7-9 AM)	T = 0.50(X) - 5.34	73	43	30
PM Peak Hour of Generator	Ln(T) = 0.93 Ln(X) - 0.14	96	56	40
PM Peak Hour of Adjacent Street (4-6 PM)	T = 0.75(X) - 26.02	92	47	45

The hotel is proposed to be allotted a total of 97 parking spaces. Based on this allotment, it is proposed to have 0.62 parking spaces per hotel room. The ITE Parking Generation Study, 4th Edition suggests an average of 0.64 spaces per a hotel room in an urban environment. Thus this project proposes a decrease of 3 parking spaces as compared to the national average for hotels in an urban environment.

In order to set an appropriate reduction target, it is necessary to first complete the initial survey period and observe the patterns of travel to and from the hotel and the amount of parking usage. In the absence of this information, it is believed a 10% reduction in trips over the rates estimated by ITE can be achieved through the implementation of a thorough TDM Plan.

Customize Parking and Trip Reduction Strategies

The strategy of this development to reduce parking and trip demand will be aimed at both employees and hotel guests.

Employee strategies will be made with the goal of reducing the amount of employee vehicle trips to the site, especially during normal peak traffic hours. To accomplish this reduction a number of strategies will be employed. Ridesharing will be coordinated and promoted amongst employees. Information regarding the METRO and the South Portland Bus Service as well as discounted passes will be made available to employees.

For guests, strategies will focus on both initially travelling to the hotel without the use of a vehicle and limiting the use of a vehicle once on site. The hotel will market ways to reach the hotel including intercity bus and train via the Portland Transportation Center. Once on site, information will be readily available regarding desirable walking routes to transit as well as nearby attractions.

Education

Transit Maps and Schedules:
Both the METRO and South Portland Bus lines have stops within 1/3 of a mile of the hotel. Information of the routes, schedules, and payment methods will be made available via a dedicated kiosk in the hotel lobby.

Suggestions for the most convenient pedestrian routes to relevant stops will also be made available. The nearest sheltered public transit facility is located on the corner of Congress Street and Center Street. This shelter serves the METRO routes which travel along Congress Street. To reach this shelter from the hotel, users would walk along York Street and Center Street, both of which have wide sidewalks in generally good condition. All intersection crossings along the route have crosswalks and pedestrian signals (when at signalized intersections).

Information will also be posted on the services at the Portland Transportation Center which include the Amtrak Downeaster and Concord Coach Bus Lines for intercity service.

In addition, discounted METRO and South Portland Bus Service passes will be made available to employees.

Ridesharing:

The TDM Coordinator will actively promote and coordinate ridesharing amongst employees. Employees who actively rideshare/carpool will be recognized for their efforts on bulletin board postings in the employee areas.

Monitoring

The TDM Plan will be monitored over time to determine its ongoing effectiveness. The TDM Coordinator will be responsible for this monitoring and making changes as necessary to better meet the set goals.

After an initial startup period, the applicant thru the TDM Coordinator will submit a status report containing the following information:

- Hotel occupancy figures
- Measured parking usage for Hotel guests/employees
- Summary and analysis of completed TDM Surveys
- Comparison to previous surveys (after initial survey)
- Proposed changes to TDM Plan

Because hotel demand is expected to be seasonal, this will be completed after the first full summer season of operation.

The TDM Coordinator will thereafter prepare an annual report and submit to the City of Portland.

Project Specific Standards

As part of the Master Development Plan approval, this project is also contributing financially to establish a Portland Transportation Management Association (TMA) with the purpose of progressing the introduction and coordination of Transportation Demand Management in Portland.

The following conditions were included as part of the approved Master Development Plan (MDP) relevant to the hotel portion of the development:

- *That the applicant shall contribute, within 2 months of this MDP approval, $10,000 towards the feasibility study and start up costs for a Portland Transportation Management Association (TMA)*

or comparable project that would help progress the introduction and coordination of Transportation Demand Management in Portland

- *That the applicant shall apply for a TMP as part of the first phase site plan (hotel), and commit to a contribution of $150,000 towards the costs of implementing a signal at the intersection of High and Commercial streets, the timing of which shall be determined at the time of the first phase site plan review. Such contribution does not affect the possible request for additional contributions to items that are found eligible as mitigation under the TMP.*

- *Provision of an electrical charging station in the parking garage;*

  The electrical charging station will be located on the first level of the parking garage. The charging station will be wall mounted. Signage will be installed to indicate the parking space if for electrical vehicle charging only.

- *Provision of public parking (10-15 spaces), to address the needs of marine related businesses, within the area of the interim surface parking area and to be implemented when construction of first phase begins;*

  10-12 spaces, out of a total of 56 spaces, will be made available to local fisherman in the interim surface parking until the area is built.

- *Provision of a shuttle/transit stop on the immediate frontage (within ROW and /or site depending on discussions).*

  The details of this item are currently being worked out in coordination with the City. Currently there is a moratorium on work within Commercial Street.

<u>Infrastructure</u>

In conjunction with the above outlined conditions, the following onsite infrastructure improvements are currently proposed:

- 20 bicycle parking spots will be provided

- A TDM kiosk will be provided in the main lobby area of the hotel. A separate bulletin board will also be provided within an employee area. The employee and public information areas will contain the relevant information to each The TDM Coordinator will be responsible for keeping material current and available.

- The site will feature a public walkway linking Commercial Street and York Street. Currently, all pedestrian traffic travelling between the two would have to use High Street or York Street. This new walkway will present a new third midblock option.

Incentives

The following incentives will be given to employees and guests to encourage the active participation in the TDM plan:

- Discounted bus passes will be provided to employees to encourage the use of public transportation.

- As an incentive for participating in the annual TDM survey, hotel guests would receive a $5.00 gift certificate to a local restaurant or retail establishment.

PEDESTRIAN PASSAGEWAY EASEMENT
TO THE
CITY OF PORTLAND

DEERING PROPERTY DEVELOPMENT LLC, a Maine limited liability company ("Grantor"), for one dollar and other good and valuable consideration, hereby grants to THE CITY OF PORTLAND, MAINE, a municipal corporation, the easement and right for public pedestrian passage on and across a certain parcel of land identified on a site plan entitled "_____" dated _____, 2018 (the "Premises") as last revised _____, 2018, to be recorded in the Cumberland County Registry of Deeds (the "Plan") as "Pedestrian Passageway Easement to the City of Portland" and more particularly described in **Exhibit A** and depicted on **Exhibit B** attached hereto and made a part hereof.

Grantor covenants and agrees, for itself and its successors and assigns, subject to the terms and provisions hereafter set forth (i) that the easement area shall not be gated or otherwise intentionally blocked so that pedestrian passage is feasible on and across the easement area at all times; and (ii) to maintain the easement area in a condition that allows pedestrian passage thereon and maintaining the walking surface of the easement area, be it concrete, pavement, pavers or brick, in reasonably good condition comparable to other pedestrian passageways on Grantor's property

This grant of easement deed is given qualified by the following terms and conditions limiting or affecting the easement rights granted and created hereunder:

1. The right and easement granted herein shall be subject to the right of the Grantor to regulate or limit the time of day for use of the passageway to prohibit night time use between the hours of 11:00 p.m. and 6:00 a.m., and to prohibit any noisome or offensive use that disturbs the peaceful enjoyment of the use of the Premises and the Grantor's adjacent premises, including without limitation residential housing and hotel uses.

2. Grantor may close the passageway in the event of unsafe conditions or for purposes of maintenance and repair.

3. Grantor shall have no responsibility to the general public to maintain, repair or improve the passageway; provided that this clause is not intended to limit any of Grantor's obligations under its Planning Board approvals for the **[project name].**

4. Grantor does not assume, and shall have no duty of care, to keep the passageway safe for entry or use by others for the activities permitted hereunder, or to give warning to persons entering for such purposes of any hazardous condition, use, structure or activity on the property of Grantor, or to assume or incur liability for any injury or harm to person to property caused by any act of other persons.

5. The consumption of alcoholic beverages shall not be permitted on the passageway or the easement premises.

6. It is the intent that this easement is granted as a recreation easement pursuant to and subject to the limitations and protections of the provisions if Title 14 Maine Revised Statutes §159-A.

Grantor hereby excepts and reserves the right to relocate the location of the within easement and the passageway, provided that: (i) the new location of the easement and the passageway shall not materially change the intended purposes hereof; (ii) Grantor shall provide Grantee, for its advance approval (which approval shall not be unreasonably withheld, conditioned or delayed), an engineered plan and specifications for such relocated easement and passageway; and (iii) the relocation shall be at Grantor's sole cost and expense.

This easement shall run with the land and being binding upon and benefit successors owners of the Premises.

IN WITNESS WHEREOF, DEERING PROPERTY DEVELOPMENT LLC has caused this instrument to be executed by Gordon Reger, its Manager thereunto duly authorized as of the _____ day of _____, 2018.

WITNESS: DEERING PROPERTY DEVELOPMENT LLC

_____ By: _____
Gordon Reger, its Manager

STATE OF NEW YORK
COUNTY OF ERIE _____, 2018

Personally appeared before Gordon Reger, Manager of Deering Property Development LLC, who acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said limited liability company.

_____
Notary Public (SEAL)
Print name: _____

My Commission Expires: _____

Exhibit A

[METES AND BOUNDS DESCRIPTION]

Exhibit B

[ENLARGED DEPICTION OF PASSAGEWAY]

383 COMMERCIAL STREET
LEVEL III SITE PLAN – PHASE 1 AND PHASE 2

WS S – 14 - CONFORMANCE WITH MDP CONDITIONS OF APPROVAL :

THE FOLLOWING NARRATIVE DEMONSTRATES CONFORMANCE OF THE LEVEL 111 SITE PLAN FOR PHASE 1 AND 2 WITH THE MDP CONDITIONS OF APPROVAL , AS FOLLOWS :

Condition ii. That the interim surface parking lot on the Phase 3 part of the site shall be revised to meet the following objectives when submitted for site plan review :

- Provide support uses for the local marine economy; and
- Identify a phased program of improvements that ensures the area presents a safe and attractive gateway, with improved green space available to the public, through all stages of the development.

RESPONSE : THE APPLICANT WILL PROVIDE 10-15 PARKING SPACES FOR LOCAL FISHERMEN AND MARINE WORKERS. EXISTING BUILDINGS WILL BE REMOVED EXCEPT FOR THE FORMER RUFUS DEERING OFFICE BUILDING. THE AREA WILL BE CLEANED UP, WITH NEW PLANTED LAWNS AT THE PERIPHERY OF THE SURFACE PARKING AREA. ALONG THE COMMERCIAL STREET SIDEWALK, A GREEN SPACE WILL BE PROVIDED APPROXIMATELY 25 FEET DEEP INTO THE SITE, WITH NEW TREES, SHRUBS AND PLANTED LAWNS. AN ORNAMENTAL BLACK METAL PICKET FENCE WILL BE PLACED BACK FROM THE COMMERCIAL STREET SIDEWALK, SUCH THAT THE LANDSCAPE AREA WILL BE AVAILABLE TO THE PUBLIC. THIS FENCING IS PROPOSED TO PROVIDE SECURITY WITHIN THE SURFACE PARKING AREA AND GARAGE, WHILE IT'S TRANSPARANCY SUPPORTS CPTED PRINCIPLES.

Condition iii. That the site plan application that includes the public pedestrian walkway between Commercial Street and York Street shall include an associated pedestrian easement or similar legal mechanism to ensure ungated 24/7 public access and to clarify management arrangements, the design of such passageway to be revised as part of the site plan submission to ensure that it provides usable public space, visual connectivity of the pedestrian route between Commercial Street and York Streets, and meets CPTED principles.

RESPONSE : AS STATED IN THE DRAFT EASEMENT LANGUAGE, THE PUBLIC PASSAGEWAY WILL BE UNGATED AND WILL REMAIN ACCESSIBLE TO THE PUBLIC ON A 24 / 7 BASIS. THE UPPER TERRACE AND WOONERF ARE DESIGNED AS WIDE, PAVER WALKWAYS WELL ILLUMINATED AT NIGHT IN SUPPORT OF CPTED PRICIPLES. THE FORMERLY PROPOSED ELEVATED BRIDGE BETWEEN THE HOTEL AND RESIDENTIAL BUILDING HAS BEEN REMOVED, ENHANCING THE VISUAL CONNECTIVITY BETWEEN YORK STREET AND COMMERCIAL STREET.

Condition v. That the applicant shall apply for a TMP as part of the first phase site plan (hotel), and commit to a contribution of $150,000 towards the costs of implementing a signal at the intersection of High and Commercial Streets, the timing of which shall be determined at the time of the first phase site plan review. Such contribution does not affect the possible request for additional contributions to items that are found eligible as mitigation under the TMP.

RESPONSE : THE APPLICANT HAS SUBMITTED ALL OF THE INFORMATION REQUIRED UNDER THE TMP, AS WELL AS ADDITIONAL INFORMATION REQUESTED BY STAFF. THE APPLICANT IS AWARE OF THE FINANCIAL CONTRIBUTIONS WITHIN THIS CONDITION AND CONDITION IV, VI AND VII.

Condition viii. The Design Standards outlined in the City's Urban Design Review Memo dated 12.13.2017 shall guide the site plan review of all of the MDP phases and interim conditions ; the approval of the MDP does not imply approval of individual building designs and the public realm details as presented, which shall be addressed in Site Plan application and review.

RESPONSE : THE APPLICANT HAS MET NUMEROUS TIMES WITH THE CITY URBAN DESIGNER AND HAS MET WITH THE HP BOARD, IN ORDER TO REFINE THE DESIGN SUCH THAT IT CONFORMS TO THE DESIGN STANDARDS.

Condition ix. That the utility infrastructure and stormwater systems, on and in the vicinity of the full build out site, shall comply with the Site Plan and Subdivision ordinance standards regarding design , capacity and installation, and may be eligible for waivers based on more detailed information submitted at the time of these reviews.

RESPONSE : THE APPLICANT HAS MET WITH THE DPW STAFF AND IS PROPOSING SEWER AND STORMWATER CONNECTIONS AT THE LOCATIONS DIRECTED BY DPW STAFF.

Condition x. That the MDP approval confirms that the project may rely on the interpretation of the zoning to determine the allowable height for the stepped roofs in a same manner as is applied to sloped roofs.

RESPONSE : THE APPLICANT HAS SUBMITTED DETAILED BUILDING HEIGHT CALCULATIONS FOR THE STEPPPED ROOFS, AND STAFF HAS CONFIRMED THAT THE DESIGN CONFORMS TO THE ZONING HEIGHT REGULATIONS.

Condition xi. That the cobbles in Maple Street along the site frontage in the ROW shall not be removed until they have been documented to the satisfaction of the Historic Preservation Manager, and shall be replaced in the existing location and form as part of the sidewalk construction.

RESPONSE : THE APPLICANT HAS MET WITH THE HISTORIC PRESERVATION MANAGER TO DISCUSS THIS CONDITION. AS AGREED, THE CONSTRUCTION DRAWINGS REQUIRE THE CONTRACTOR TO PHOTOGRAPH THE COBBLES PRIOR TO REMOVAL, IN ORDER TO DOCUMENT THE COBBLE PATTERN. THE COBBLES WILL BE SET AT THE EXISTING LOCATION AND IN THE SAME PATTERN, AT THE STREET GUTTER, NOT AS PART OF THE SIDEWALK.

Condition xii. That the applicant shall immediately undertake action to clean up the site to make it as safe and attractive as possible, to include removal of debris, trimming of vegetation, securing of buildings and repairs; also to carry out ongoing maintenance of the site including sidewalk snow removal.

RESPONSE ; THE APPLICANT HAS COMPLIED WITH THIS CONDITION AND LOOKS FORWARD TO ADDITIONAL IMPROVEMENTS DURING DEMOLITION AND CONSTRUCTION OF PHASE 1 AND 2.

May 24, 2018

I, David Lloyd hereby certify that a neighborhood meeting was held on May 23, 2018 at The Portland Regency Hotel, 20 Milk Street at 5:30 pm.

I also certify that on May 10, 2018 invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development or within 1000 feet of a proposed industrial subdivision or industrial zone change.

2. Residents on the "interested parties" list.

3. jmy@portlandmaine.gov & ldobson@portlandmaine.gov

   A digital copy of the notice was also provided to the Planning Division (and) and the assigned planner to be forwarded to those on the interested citizen list who receive e-mail notices.

Signed,

David Lloyd

_____ 05/24/2018

A R C H E T Y P E

May 9, 2018

Dear Neighbor:

Please join us for a Level III Site Plan Neighborhood Meeting to discuss Phase 1 & 2 of a mixed use residential and commercial development located at 383 Commercial Street (former Rufus Deering site).

Meeting Location: Conference Room at the Portland Regency Hotel, 20 Milk Street, Portland, ME 04101

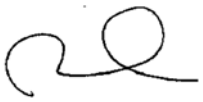
Meeting Date: Wednesday – May 23, 2018

Time: 5:30pm

(The City code requires that property owners within 500 feet (1000 feet for proposed industrial subdivisions and industrial zone changes) of the proposed development and residents on an "interested parties list", be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.)

If you have any questions, please call Joe Dasco (413) 244-9092.

Sincerely,



David Lloyd
Maine Licensed Architect

Note:
Under Section 14-32(C) and 14-524(a)d of the City Code of Ordinances, an applicant for a Level III development, subdivision of over five lots/units, or zone change is required to hold a neighborhood meeting within 30 days of submitting a preliminary application or 21 days of submitting a final site plan application, if preliminary plans was not submitted. The neighborhood meeting must be held at least seven days prior to the Planning Board public hearing on the proposal. Should you wish to offer additional comments on this proposed development, you may contact the Planning Division at 874-8721 or send written correspondence to the Planning and Urban Development Department, Planning Division 4th Floor, 389 Congress Street Portland, ME 04101 or by email: to bab@portlandmaine.gov

48 Union Wharf, Portland, Maine 04101 (207) 772–6022• Fax (207) 772–4056

Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
Stamp
Here

INGRAHAM
237 OXFORD ST
PORTLAND, ME 04104

A R C H E T Y P E

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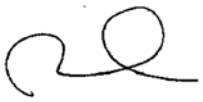

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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53 DANFORTH STREET LP
482 CONGRESS ST STE 203
PORTLAND, ME 04101

A R C H E T Y P E

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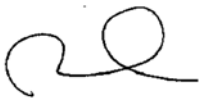

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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ADLER BRENT
PO BOX 15372
PORTLAND, ME 04112

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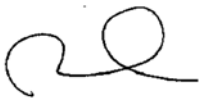

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48 Union Wharf
Portland, ME 04101

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EAST DANFORTH LLC
104 GRANT ST
PORTLAND, ME 04102

A R C H E T Y P E

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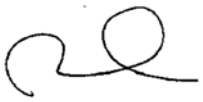

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48 Union Wharf, Portland, Maine 04101 (207) 772–6022• Fax (207) 772–4056

Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
Stamp
Here

ST PIERRE TRACY M &
MARGARET A BROUCEK JTS
50 MAPLE ST
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

Dear Neighbor:

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Meeting Location: Conference Room at the Portland Regency Hotel, 20 Milk Street, Portland, ME 04101

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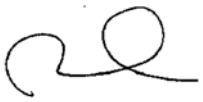
Sincerely,



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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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BROWN J B & SONS
PO BOX 207
PORTLAND, ME 04112

A R C H E T Y P E

May 9, 2018

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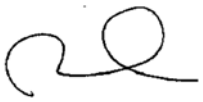

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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BAKERY LILMITED LIABILITY CO
61 PLEASANT ST
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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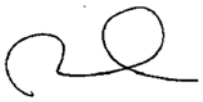

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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Here

COSTIN MICHAEL N &
MARY ELIZABETH BROWNE JTS
98 PLEASANT ST # 2
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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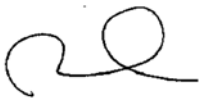

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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STEINBERG HENRY L
13 HUNTS POINT RD
CAPE ELIZABETH, ME 04107

A R C H E T Y P E

May 9, 2018

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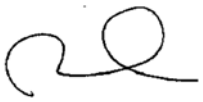

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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RUSSO J RICHARD &
BARBARA RUSSO JTS
40 PLEASANT ST
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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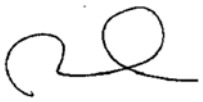

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48 Union Wharf
Portland, ME 04101

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SCHWARTZ DONNA L
85 CLINTON ST
PORTLAND, ME 04103

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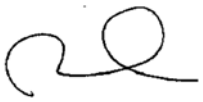

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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32 PLEASANT STREET LLC
32 PLEASANT ST
PORTLAND, ME 04101

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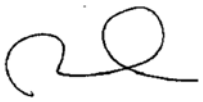

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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HANSON JUNE ANDREA
PO BOX 206
BATH, ME 04530

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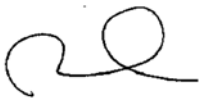

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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Here

HOULE RONALD J &
ANN M FOSTER JTS
2 MIDDLE ST
AMHERST, NH 03031

A R C H E T Y P E

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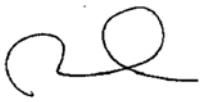

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48 Union Wharf
Portland, ME 04101

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18 PLEASANT STREET ASSOCIATES
18 PLEASANT ST
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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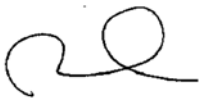

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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BROUCEK MARGARET A &
TRACY M ST PIERRE
50 MAPLE ST
PORTLAND, ME 04101

A R C H E T Y P E

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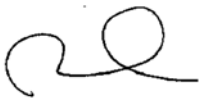

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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TOBEY LINDA W
37 DANFORTH ST
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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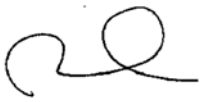

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48 Union Wharf, Portland, Maine 04101 (207) 772–6022• Fax (207) 772–4056

Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
Stamp
Here

FOX STEPHEN H
33 DANFORTH ST
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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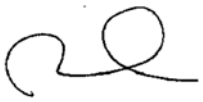

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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SCHAIR-CARDONA ERICA &
IVAN DARIO CARDONA JTS
PO BOX 7235
PORTLAND, ME 04112

A R C H E T Y P E

May 9, 2018

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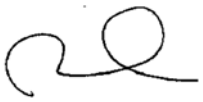

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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WRIGHT-RYAN REAL ESTATE LLC
10 DANFORTH ST
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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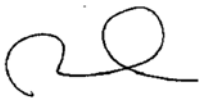

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48 Union Wharf
Portland, ME 04101

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GIOBBI ARCHIE S &
MATILDA M JTS
1184 WASHINGTON AVE
PORTLAND, ME 04103

A R C H E T Y P E

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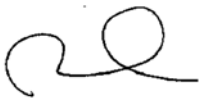

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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CIGRI & DENG PROPERTIES LLC
45 DANFORTH ST
PORTLAND, ME 04101

A R C H E T Y P E

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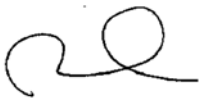

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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SPRAGUE ERIC T
56 PLEASANT ST # 1
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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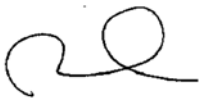

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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BARTHELMAN TIMOTHY S
19 TORREY HILL RANGE RD
FREEPORT, ME 04032

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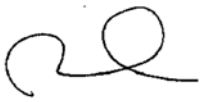

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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RUNNING SALLY
56 PLEASANT ST # 3
PORTLAND, ME 04101

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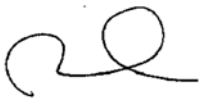

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48 Union Wharf
Portland, ME 04101

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GILLIS PETER J
2 ELMWOOD RD
CAPE ELIZABETH, ME 04107

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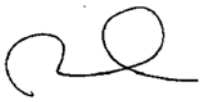

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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WEST COMPANY
6 E 43RD ST 26 FL
NEW YORK, NY 10017

A R C H E T Y P E

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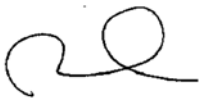

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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101 YORK STREET LLC
PO BOX 207
PORTLAND, ME 04112

A R C H E T Y P E

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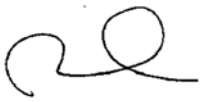

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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Here

SACRE LINDA &
DARRIN SACRE JTS
90 FLORENCE ST
SOUTH PORTLAND, ME 04106

A R C H E T Y P E

May 9, 2018

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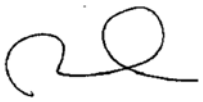

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48 Union Wharf
Portland, ME 04101

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CORRALES ANNAMARIE &
FERNANDO CORRALES MUNOZ JTS
37 HIGH ST # 1
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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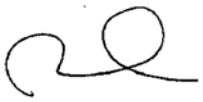

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48 Union Wharf, Portland, Maine 04101 (207) 772–6022• Fax (207) 772–4056

Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
Stamp
Here

SOLSTICE INVESTMENTS LLC
1321 SEI AVE
DEERFIELD BEACH, FL 33441

A R C H E T Y P E

May 9, 2018

Dear Neighbor:

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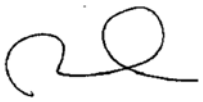

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Maine Licensed Architect

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48 Union Wharf
Portland, ME 04101

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BAILLARGEON CHARLES C
395 FALMOUTH RD
WINDHAM, ME 04062

A R C H E T Y P E

May 9, 2018

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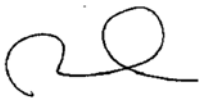

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48 Union Wharf
Portland, ME 04101

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BERNOTAVICZ JARAD
PMB 184 PO BOX 223300
PRINCEVILLE, HI 96722

A R C H E T Y P E

May 9, 2018

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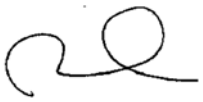

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48 Union Wharf
Portland, ME 04101

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BROWN J B & SONS
PO BOX 207
PORTLAND, ME 04112

A R C H E T Y P E

May 9, 2018

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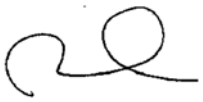

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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75 YORK STREET LLC
75 YORK ST
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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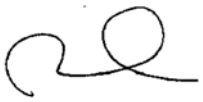

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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CASTINE 53 LLC
152 COMMERCIAL ST
SUNNYVALE, CA 94086

A R C H E T Y P E

May 9, 2018

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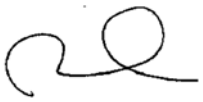

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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WRIGHT-RYAN REAL ESTATE LLC
10 DANFORTH ST
PORTLAND, ME 04101

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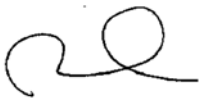

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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JR SEELY COMPANY LLC
24 CHRISTOPHER TOPPI DR
SOUTH PORTLAND, ME 04106

A R C H E T Y P E

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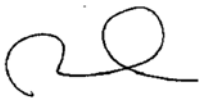

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48 Union Wharf
Portland, ME 04101

Place
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BANKS MICHAEL D
190 US ROUTE 1 BOX 122
FALMOUTH, ME 04105

A R C H E T Y P E

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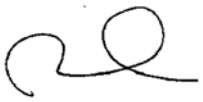

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Portland, ME 04101

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WOODS MARY A &
STEPHEN R WOODS TRUSTEES
7 MAPLE ST # 3
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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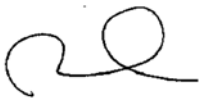

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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LEVIN-MARTIN MINDY F &
ROGER L MARTIN JTS
220 S 31ST AVE # 3302
OMAHA, NE 68131

A R C H E T Y P E

May 9, 2018

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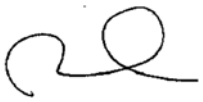

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48 Union Wharf
Portland, ME 04101

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TAYLOR-CHIARELLO ROBIN
PO BOX 216
CENTER LOVELL, ME 04016

A R C H E T Y P E

May 9, 2018

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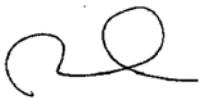

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Portland, ME 04101

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JR SEELY COMPANY LLC
24 CHRISTOPHER TOPPI DR
SOUTH PORTLAND, ME 04106

A R C H E T Y P E

May 9, 2018

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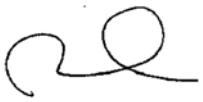

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48 Union Wharf, Portland, Maine 04101 (207) 772–6022• Fax (207) 772–4056

Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
Stamp
Here

KRUITHOFF CATHERINE H &
WAYNE A KRUITOFF TRUSTEE
7 MAPLE ST # 7
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

Dear Neighbor:

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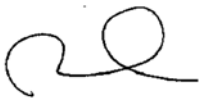

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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JR SEELY COMPANY LLC
24 CHRISTOPHER TOPPI DR
SOUTH PORTLAND, ME 04106

A R C H E T Y P E

May 9, 2018

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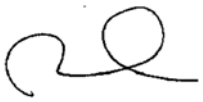

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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KROON THOMAS J &
MARIANNE M KROON TRUSTEES
7 MAPLE ST # 9
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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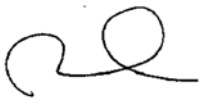

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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JBB HOSPITALITY I LLC
15 MAIN ST STE 210
FREEPORT, ME 04032

A R C H E T Y P E

May 9, 2018

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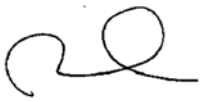

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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TIQA LEGACY LLC
327 COMMERCIAL ST
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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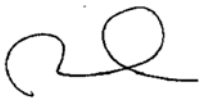

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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NSD 10-7 MAPLE LLC
819 GATEMORE RD
BRYN MAWR, PA 19010

A R C H E T Y P E

May 9, 2018

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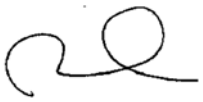

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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CLANCY PAUL
3431 NW 103 RD DR
GAINESVILLE, FL 32606

A R C H E T Y P E

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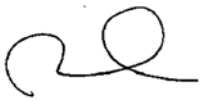

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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PIPER JOHN M &
REBECCA A WEI JTS
7 MAPLE ST # 12
PORTLAND, ME 04101

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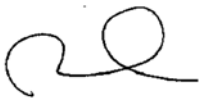

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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PARDI KATHLEEN A
7 MAPLE ST # 13
PORTLAND, ME 04101

A R C H E T Y P E

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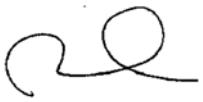

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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SIMARK ACQUISITIONS LLC
9725 WOODS DR # 1905
SKOKIE, IL 60077

A R C H E T Y P E

May 9, 2018

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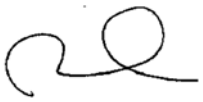

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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BAXTER PLACE LLC
305 COMMERCIAL ST
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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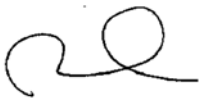

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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BROWN J B & SONS
PO BOX 207
PORTLAND, ME 04112

A R C H E T Y P E

May 9, 2018

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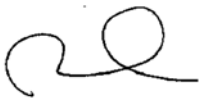

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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VESSELL SERVICES INC
ATTN: DAVID LEEMAN
PORTLAND FISH PIER
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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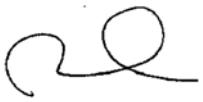

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48 Union Wharf, Portland, Maine 04101 (207) 772–6022• Fax (207) 772–4056

Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
Stamp
Here

MILLIKEN SMITH BLOCK LLC
383 COMMERCIAL ST
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

Dear Neighbor:

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Meeting Location: Conference Room at the Portland Regency Hotel, 20 Milk Street, Portland, ME 04101

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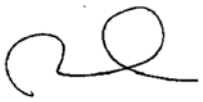

David Lloyd
Maine Licensed Architect

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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RUFUS DEERING COMPANY
383 COMMERCIAL ST
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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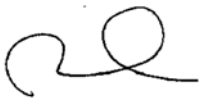

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48 Union Wharf, Portland, Maine 04101 (207) 772–6022• Fax (207) 772–4056

Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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Here

420 FORE LLC
PO BOX 4894
PORTLAND, ME 04112

A R C H E T Y P E

May 9, 2018

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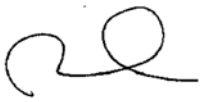

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48 Union Wharf, Portland, Maine 04101 (207) 772–6022• Fax (207) 772–4056

Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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Here

STATE
AUGUSTA, ME 04333

A R C H E T Y P E

May 9, 2018

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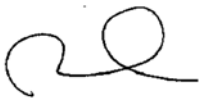

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
Stamp
Here

GULF OF MAINE PROPERTIES INC
PO BOX 7549
PORTLAND, ME 04112

A R C H E T Y P E

May 9, 2018

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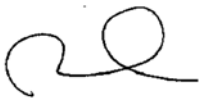

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48 Union Wharf, Portland, Maine 04101 (207) 772–6022• Fax (207) 772–4056

Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
Stamp
Here

HOBSON PIER INC
PO BOX 924
PORTLAND, ME 04104

A R C H E T Y P E

May 9, 2018

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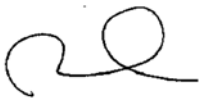

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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Here

RAND REBECCA B
3 PINE GROVE WAY
FALMOUTH, ME 04105

A R C H E T Y P E

May 9, 2018

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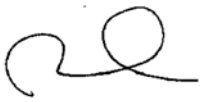

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
Stamp
Here

BERLIN MILLS WHARF
PO BOX 3542
PORTLAND, ME 04104

A R C H E T Y P E

May 9, 2018

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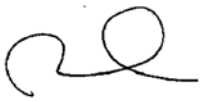

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place Stamp Here

GENERAL MARINE CONSTRUCTION
CORPORATION
446 COMMERCIAL ST
PORTLAND, ME 04101

A R C H E T Y P E

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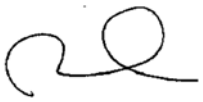

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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Here

HARBOR FISH MARKET INC
9 CUSTOM HOUSE WHARF
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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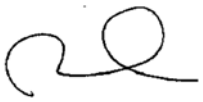

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
Stamp
Here

STURDIVANTS WHARF LLC
PO BOX 526
PORTLAND, ME 04112

A R C H E T Y P E

May 9, 2018

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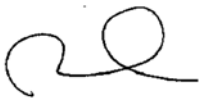

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48 Union Wharf, Portland, Maine 04101 (207) 772–6022• Fax (207) 772–4056

Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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Here

K & L PROPERTIES LLC
4 SEA STAR LN
CAPE ELIZABETH, ME 04107

A R C H E T Y P E

May 9, 2018

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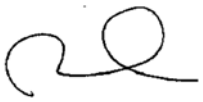

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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FERNALD SETH W
20 HIGH ST
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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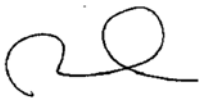

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48 Union Wharf, Portland, Maine 04101 (207) 772–6022• Fax (207) 772–4056

Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
Stamp
Here

TPO PROPERTIES LLC
30 LEDGEWOOD DR
FALMOUTH, ME 04105

A R C H E T Y P E

May 9, 2018

Dear Neighbor:

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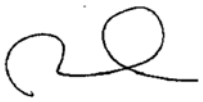

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48 Union Wharf
Portland, ME 04101

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FOLEY JOHN J
117 YORK ST
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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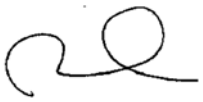

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48 Union Wharf
Portland, ME 04101

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HARBORVIEW DEVELOPMENT LLC
PO BOX 8816
PORTLAND, ME 04104

A R C H E T Y P E

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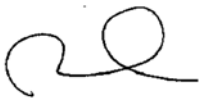

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48 Union Wharf
Portland, ME 04101

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CLARK STEPHEN S &
ELISABETH M CLARK JTS
PO BOX 1851
NORTH EASTHAM, MA 02651

A R C H E T Y P E

May 9, 2018

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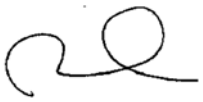

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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COUVILLION MICHAEL &
PENELOPE E WEBSTER JTS
125 YORK ST # B
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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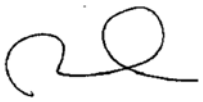

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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ERSKINE DONALD KIM PG VET &
LESLIE HENRY JTS
125 YORK ST # C
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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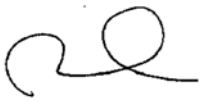

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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WOODBURY EMILY L &
THOMAS P ISAACSON JTS
217 LEADBETTER RD
WAYNE, ME 04284

A R C H E T Y P E

May 9, 2018

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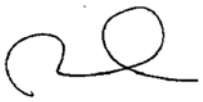

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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BAKER BRUCE W
125 YORK ST # E
PORTLAND, ME 04101

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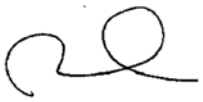

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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GERMANN CARL A
125 YORK ST # F
PORTLAND, ME 04101

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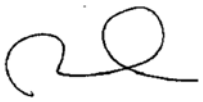

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Archetype, P.A.
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Portland, ME 04101

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PATRICK JAMES S &
AMY PATRICK JTS
125 YORK ST # G
PORTLAND, ME 04101

A R C H E T Y P E

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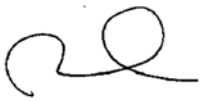

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Portland, ME 04101

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HARBORVIEW DEVELOPMENT LLC
PO BOX 8816
PORTLAND, ME 04104

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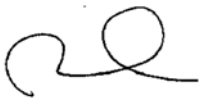

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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GRIFFING FRANCOISE T
27 WHISPERING PINES
BRUNSWICK, ME 04011

A R C H E T Y P E

May 9, 2018

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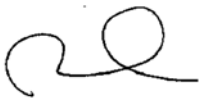

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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SCAGNELLI JAMES P &
PATRICIA L SCAGNELLI JTS
357 CLEARWATER DR
WILKESBORO, NC 28697

A R C H E T Y P E

May 9, 2018

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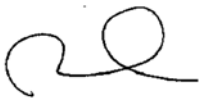

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48 Union Wharf, Portland, Maine 04101 (207) 772–6022• Fax (207) 772–4056

Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
Stamp
Here

MITCHELL WILLIAM E &
VICKI L MITCHELL JTS
28 CLEARVIEW AVE
WATERVILLE, ME 04901

A R C H E T Y P E

May 9, 2018

Dear Neighbor:

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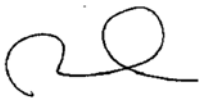

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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PORTWINE ANDREW F
19 GLORIA ST
GORHAM, ME 04038

A R C H E T Y P E

May 9, 2018

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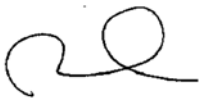

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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PASTOR BRIAN J &
ANTHONY R PASTOR JTS
127 YORK ST # 5
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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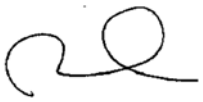

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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MCGINNIS MICHAEL B &
AUDRA MCGINNIS
48 PODGERS RD
ANNAPOLIS, MD 21402

A R C H E T Y P E

May 9, 2018

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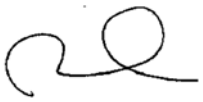

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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LCO HOLDINGS LLC
129 YORK ST # 1
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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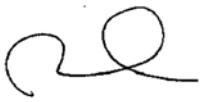

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
Stamp
Here

KAPLAN SUSAN ELLEN
129 YORK ST # 2
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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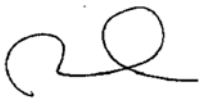

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48 Union Wharf
Portland, ME 04101

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GRANTHAM PHILIP H JR
129 YORK ST # 3
PORTLAND, ME 04101

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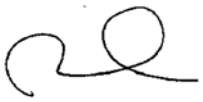

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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PAGE SETH &
ERIKA J JOHNSON JTS
129 YORK ST # 4
PORTLAND, ME 04101

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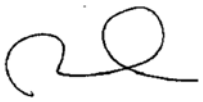

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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MACK HONOUR D &
DAVID S MARSDEN JTS
177 CALEB ST
PORTLAND, ME 04102

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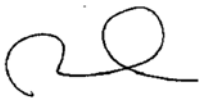

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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POLLOCK AM ZERENITY ADRIANA &
ELLIOT VRANA JTS
129 YORK ST # 6
PORTLAND, ME 04101

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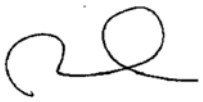

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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PEERLESS INVESTMENT LLC
1 PORTLAND SQ
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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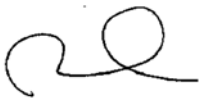

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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GILMAN HALLIE F &
ANDREW E FLINT JTS
25 PARK ST
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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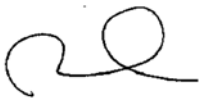

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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I-95 PORTLAND PORTFOLIO I LLC
3250 SCRAMENTO ST
SAN FRANCISCO, CA 94115

A R C H E T Y P E

May 9, 2018

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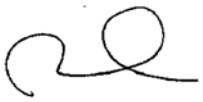

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48 Union Wharf, Portland, Maine 04101 (207) 772–6022• Fax (207) 772–4056

Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
Stamp
Here

REBELLO DENNIS &
CHRISTINE F MCLAUGHLIN JTS
32 HIGH ST
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

Dear Neighbor:

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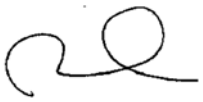

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48 Union Wharf
Portland, ME 04101

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O'BRIEN BEVINN H
38 HIGH ST
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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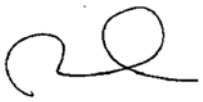

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48 Union Wharf
Portland, ME 04101

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HIGGINS CHERYL A
320 SEASHORE AVE
PEAKS ISLAND, ME 04108

A R C H E T Y P E

May 9, 2018

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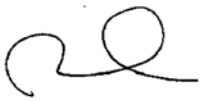

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Portland, ME 04101

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KAVANAUGH DEIRDRE FLYNN &
GUILLERMO FERNANDEZ JTS
33 PARK ST # 2
PORTLAND, ME 04101

A R C H E T Y P E

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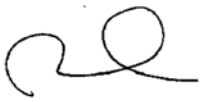

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48 Union Wharf
Portland, ME 04101

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MCGEE KAREN M &
MARTIN T MCGEE
33 PARK ST # 3
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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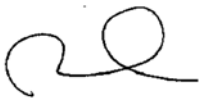

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Archetype, P.A.
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Portland, ME 04101

Place
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WEINER CHRISTOPHER G
33 PARK ST # 4
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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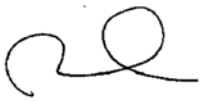

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FOLEY ERIN M
33 PARK ST # 5
PORTLAND, ME 04101

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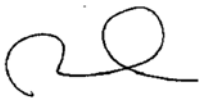

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Portland, ME 04101

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PEREGRINE CORPORATION
233 OXFORD ST
PORTLAND, ME 04101

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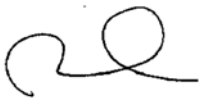

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Portland, ME 04101

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TAYLOR ELISE LOUISE ADAMS
5 NYE ST
PORTLAND, ME 04101

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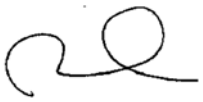

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Portland, ME 04101

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HIGHSTATE APTS INC
658 CONGRESS ST 1ST FLOOR
PORTLAND, ME 04101

A R C H E T Y P E

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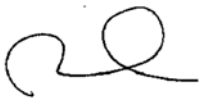

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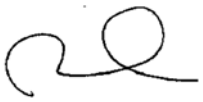

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South Park Property Owners Association
FIRE PREVENTION USE ONLY

A R C H E T Y P E

May 9, 2018

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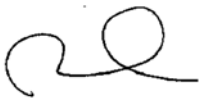

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DAMON MY LINH T
45 PARK ST # 1
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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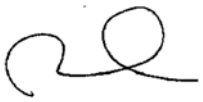

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48 Union Wharf, Portland, Maine 04101 (207) 772–6022• Fax (207) 772–4056

Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
Stamp
Here

ANDREWS WILLIAM D
PO BOX 250
NEWRY, ME 04261

A R C H E T Y P E

May 9, 2018

Dear Neighbor:

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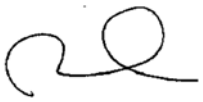

David Lloyd
Maine Licensed Architect

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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HILL RICHARD S &
CAROL SUE HILL JTS
45 PARK ST # 3
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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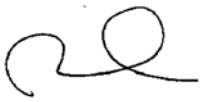

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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KOTTS NORINE &
CHERYL LEWIS JTS
45 PARK ST # 4
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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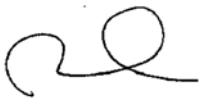

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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Here

KUHN VICTORIA L
7 RIVERSIDE DR
FALMOUTH, ME 04105

A R C H E T Y P E

May 9, 2018

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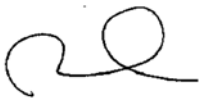

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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Here

WAGNER JANE S &
MARK WAGNER JTS
129 SPURWINK RD
SCARBOROUGH, ME 04074

A R C H E T Y P E

May 9, 2018

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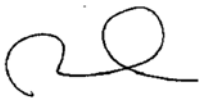

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48 Union Wharf, Portland, Maine 04101 (207) 772–6022• Fax (207) 772–4056

Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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Here

VANDUSSEN BRYAN &
JODY VANDUSSEN JTS
48 HIGH ST # 1
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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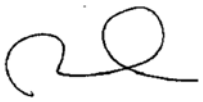

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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SALMON DIANE E
2524 W COYLE AVE
CHICAGO, IL 60645

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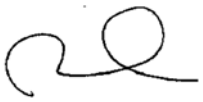

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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CAMP LLC
19 OLE IRONSIDE LN
SCARBOROUGH, ME 04074

A R C H E T Y P E

May 9, 2018

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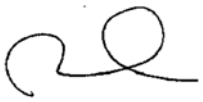

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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CMK LLC
51 WOODFIELD RD
PORTLAND, ME 04102

A R C H E T Y P E

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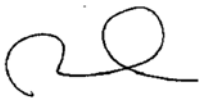

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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CATHERINE MORRILL DAY
NURSERY
96 DANFORTH ST
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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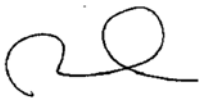

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
Stamp
Here

BOKEELIA INVESTMENTS LLC
PO BOX 1456
PORTLAND, ME 04104

A R C H E T Y P E

May 9, 2018

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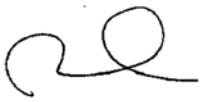

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
Stamp
Here

133 YORK LLC
110 MARGINAL WAY STE 292
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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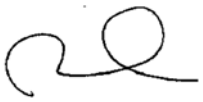

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
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HYDE BRITTANY E
133 YORK ST # 01A
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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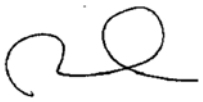

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48 Union Wharf, Portland, Maine 04101 (207) 772–6022• Fax (207) 772–4056

Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Place
Stamp
Here

FLOTTEN DAVID
133 YORK ST # 1B
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

Dear Neighbor:

Please join us for a Level III Site Plan Neighborhood Meeting to discuss Phase 1 & 2 of a mixed use residential and commercial development located at 383 Commercial Street (former Rufus Deering site).

Meeting Location: Conference Room at the Portland Regency Hotel, 20 Milk Street, Portland, ME 04101

Meeting Date: Wednesday – May 23, 2018

Time: 5:30pm

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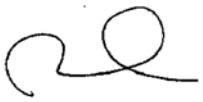
If you have any questions, please call Joe Dasco (413) 244-9092.

Sincerely,



David Lloyd
Maine Licensed Architect

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Portland, ME 04101

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JABAR JOHN P III ETAL
133 YORK ST # 2A
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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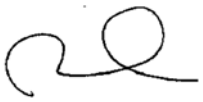

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48 Union Wharf
Portland, ME 04101

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SOURS JACK B &
BARBARA J SOURS
133 YORK ST # 2B
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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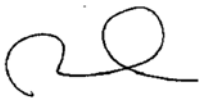

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48 Union Wharf
Portland, ME 04101

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SALERNO ADRIANA
133 YORK ST # 3A
PORTLAND, ME 04101

A R C H E T Y P E

May 9, 2018

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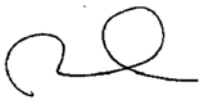

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48 Union Wharf
Portland, ME 04101

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STANTON RONALD K &
PAULA FAYME STANTON JTS
133 YORK ST # 3B
PORTLAND, ME 04101

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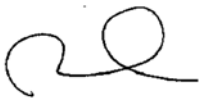

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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133 YORK LLC
110 MARGINAL WAY STE 292
PORTLAND, ME 04101

A R C H E T Y P E

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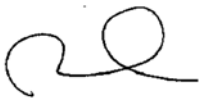

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Portland, ME 04101

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BRANZBURG LEWIS N &
MAUREEN BRANZBURG JTS
143 WINTER ST
ASHLAND, MA 01721

A R C H E T Y P E

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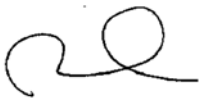

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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PEOPLES STEPHEN P &
SANDRA L PEOPLES TRUSTEES
PO BOX 163
CENTER HARBOR, NH 03226

A R C H E T Y P E

May 9, 2018

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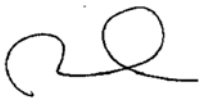

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Archetype, P.A.
48 Union Wharf
Portland, ME 04101

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FITZPATRICK JUNE R
106 PARK ST
PORTLAND, ME 04101

Sign in Sheet
383 Commercial
5/23/2018

	Name	Address
1	Roger & Dot Hall	446 Comm'l. St.
2	Joe Schnader	400 Commercial St Berlin MD, 21811
3	CAROL McCRACKEN	645 Congress ST.
4	TOM KROON	7 MAPLE ST. UNIT 9.
5	Elizabeth Astor	305 commercial St.
6	Bryan Van Dussen	48 High St
7	Bob Clark	125 York St.
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Neighborhood Meeting Notes

383 Commercial Street

May 23, 2018

Presenter: David Lloyd Architect, Archetype Architects & Joe Dasco, Developer

- Joe Dasco and David Lloyd present drawings.
- Joe Dasco gave a full overview of process and design.

The following comments and questions were discussed:

1. Asked when project will be before planning board, told that might be June 26 but check the cities web site.
2. Asked if project will be condos or rentals, Joe said not determined at this time but could be a mix.
3. What is total unit count, answer 89.
4. Asked about amenities in building, answer fitness room & community room.
5. Asked about any leases on retail space, answer presently not leased.
6. How long to build? Answer 18 months forecast Summer of 2020 opening.
7. Where is loading and unloading, explained and shown on site plan.
8. Asked name of project, recently named 43 Degrees North.
9. Asked about traffic, then complained that the city is not addressing the traffic problems in Portland, answer the city is working on solutions and Joe gave an overview of our traffic analysis.
10. One neighbor said he likes the new passageway design but still thinks it is too dense and tall. David Lloyd responded to keep in mind that the density is very similar to that which exists in the downtown area and the project meets all zoning retirements.
11. Meeting ended with very positive comments on the architecture overall and the passageway and a strong good luck to us and the project.

End of Notes

Portland Maine | Yes. Google's good here.

Jean Fraser <jf@portlandmaine.gov>

Re: "Action" and "Answers" from meeting on 383 Commercial

1 message

Joe Dasco <joedasco@comcast.net> Tue, Jun 12, 2018 at 4:11 PM
To: Jean Fraser <jf@portlandmaine.gov>
Cc: Stuart O'Brien <sgo@portlandmaine.gov>, Tom Hanson <thanson@bernsteinshur.com>, Will Conway <wconway@sebagotechnics.com>

Hi Jean,

With regards to the car sharing program, do you have an example of another model being successfully implemented in the city? If so, can you send us the language of what was approved. There are many details that need to be worked out that we wont have ironed out for the hearing on 6/26. I am not sure how much detail you are looking for. The car share will be covered in the condo docs of which we have typically subsequently submitted a draft as a condition of the approval and are suggesting the same for this project. The following is an outline as to how we see implementing the car share program.

The association will either enter into a contract with a third party car sharing company such as ZIP or they will purchase their own private car (preferably an EV so gas is not an issue)
The car share will only be available for the association members
As part of the the monthly condo dues, each association member is guaranteed to have a specified number of hours to be included with their membership
Additional hours can be purchased based on availability
There will be scheduling/reservation software included within the association website
The part time building concierge will assist with reservations and making sure the car is returned in proper order
There will be a designated parking space in the garage directly adjacent to the lobby/concierge desk
Each association member who wishes to use the car share will have to have a valid drivers license on file
If the association owns the car (vs. a third party) it will be responsible for insurance and maintenance

Please let me know if the above outline will suffice for our site plan application with the understanding that submitting the draft condo docs as condition for issuing a building permit for the residential building. If so, we can submit the above outline in an individual document under car share and upload it to the Eplan.

Please advise, thank you,

Joe

From: Jean Fraser
Sent: Monday, June 11, 2018 12:58 PM
To: Will Conway

HOBSON'S LANDING CONDOMINIUM
Portland, Cumberland County, Maine

DECLARATION OF CONDOMINIUM

Deering Property Development LLC, a Maine limited liability company with a principal place of business located c/o Reger Holdings, LLC, 2730 Transit Road, West Seneca, New York 14224 (hereinafter with its successors and assigns, referred to as the "Declarant"), being the owner of that certain real property located in Portland, Cumberland County, Maine, as more fully described hereinafter, by duly executing and recording this Declaration, does hereby submit said land, together with the buildings and improvements now or to be hereafter erected thereon, and all easements, rights and appurtenances belonging thereto, excepting and reserving such rights and interests reserved by and to the Declarant hereunder (hereinafter collectively called the "Property"), to the provisions of Title 33 Maine Revised Statutes, Chapter 31, §§ 1601-101, *et seq.*, as now and as may be hereinafter amended (hereinafter referred to as the "Condominium Act"), and does hereby declare and create, with respect to the Property, a condominium governed by and subject to the provisions of the Condominium Act. To that end, the Declarant does hereby declare and provide as follows:

1. Name of the Condominium; Defined Terms. The name of the condominium created shall be HOBSON'S LANDING CONDOMINIUM (hereinafter sometimes referred to as the "Condominium"). Capitalized terms used herein, if not defined herein, shall have the meanings defined in the Condominium Act or in the Association's By-Laws.

2. Organization of Owners. The organization through which the Unit Owners will manage and regulate the Condominium is HOBSON'S LANDING CONDOMINIUM ASSOCIATION, a Maine non-profit corporation governed by By-Laws of even date and referenced herein (hereinafter sometimes referred to as the "Association" and the "By-Laws," respectively). Said By-Laws are not incorporated into this Declaration and therefore may be amended pursuant to the terms of the By-Laws and without complying with the requirements for amending this Declaration by its terms or pursuant to the Maine Condominium Act. Said By-Laws establish an association of which all Owners shall be members and in which such Owners shall have a membership interest for voting, assessment, and all other purposes in proportion to the percentage of Undivided Interest in the Common Elements to which they are entitled hereunder, pursuant to and in accordance with the provisions of the Condominium Act. The names of the original Declarant-appointed members of the Association's Executive Board are as follows:

Demetrios Dasco, Gordon Reger, and Joseph Dasco
c/o Reger Holdings, LLC
2730 Transit Road
West Seneca, New York 14224

The Declarant hereby reserves the right to control the Executive Board of the Association for a period of time, as follows: during the period from the date of the first conveyance of a Unit to a third party other than the Declarant until 60 days after the conveyance to third-party purchasers by the Declarant of seventy-five percent (75%) of the Units that Declarant is allowed to create pursuant to its reserved development rights, or if sooner, seven (7) years from the date of the first

conveyance of a Unit to a third party other than the Declarant (the "Transition Date"), there shall be three (3) Board Members so appointed by the Declarant, its successors or assigns. Upon any vacancy existing in such Board, its or their successor(s) prior to the Transition Date shall be appointed solely by the Declarant, its successor or assigns. On or before the Transition Date, a special meeting of the Unit Owners shall be held for the purpose of electing seven (7) Board Members, as described in the By-Laws.

3. Description of the Land; Plats and Plans. The Land portion of the Property comprising the Condominium (the "Land") is that certain parcel of land situated in Portland, Cumberland County, Maine, being described on **Schedule A-1** attached hereto. The Land is subject to such rights, easements, restrictions and encumbrances recited in **Schedule A-1**; and the rights and easements established herein. The Land is additionally subject to such rights, interests and easements as have been herein reserved to the Declarant, INCLUDING WITHOUT LIMITATION DECLARANT'S DEVELOPMENT RIGHTS AND SPECIAL DECLARANT RIGHTS, all of which rights, interests and easements shall, in all instances, be exercisable by the Declarant and its successors or assigns.

The Condominium is comprised of the Land and includes eighty-nine (89) residential units (the "Residential Units") and five (5) nonresidential units (the "Nonresidential Units"), located in one building, all ninety-four (94) of which units hereby are created.

Recorded herewith is a certain site plan or plat (the "Condominium Plat" or "Site Plan"), depicting the Land and the location and dimension of the improvements thereon. Also recorded herewith are certain plans (the "Condominium Plans" or "Floor Plans") depicting the Units, their designated Unit numbers, horizontal Unit boundaries with reference to established datum, the location and dimensions of vertical Unit boundaries, Common Elements, the Parking Unit described below, certain Limited Common Elements appurtenant to certain Units (such as terraces, patios, balconies, and storage closets).

4. Description of the Building. As described above, the Condominium consists of 94 Units: 89 Residential Units and 5 Nonresidential Units in one, mid-rise building (the "Building"). The Units are listed on Schedule B attached hereto, along with each Unit's appurtenant undivided percentage interest ("Undivided Interest") in the Common Elements of the Condominium. Below the Building is a covered parking garage with 210 parking spaces, which itself is a Nonresidential Unit (the "Garage Unit"). Contained with or adjacent to the Garage Unit are lobbies, elevator lobbies, vestibules, electrical rooms, a water service room, a trash room, and a storage room, all as shown on the Floor Plans, which are Common Elements even if located within the Garage Unit.

5. Descriptions of the Units and Their Boundaries. Units in the Condominium are defined as those physical portions of the Condominium designated for separate ownership hereunder, or in any amendment hereto. The Units, their respective boundaries and the appurtenances thereof are as hereinafter delineated:

A. Boundaries of Units. The boundaries of each of the Units with respect to the floors, ceilings, and the walls, doors and windows thereof are as follows:

(i) Floors: The upper surface of the slab or structural joists below the sub-flooring of the Unit or the Unit's floor, except that the Garage Unit lower boundary shall be the concrete slabs of the Garage Unit.

(ii) Ceiling: The lower plane of the slab or structural joists supporting the next level above the Unit, except that upper boundary shall be the lower surfaces of all ceiling concrete.

(iii) Exterior and Demising Walls: The plane of the outside of exterior walls; the plane of the middle of partition walls (provided, however, that regardless of such unit boundaries, maintenance, repair and replacement of such exterior walls and partition walls, commencing from the plane of the wall framing facing the Unit and then proceeding outward, shall be performed by the Association rather than the Unit Owner, as provided elsewhere in this Declaration).

(iv) Doors and Windows: As to doors leading to the exterior of the Building or to interior of a Unit, the exterior surface of the door and of the door frame; as to windows, the exterior surface of the glass (and screens if any) and of the window frame (or in the case of storm windows, the exterior surface of the storm window glass and frame).

provided, however, that no pipes, wires, conduits, ducts, flues, shafts, structural beams, structural walls, exterior façade, structural supports or public utility lines situated within a Unit or Limited Common Elements shall be deemed to be a part of said Unit or Limited Common Element.

B. Alteration of Units. Unit owners, including Declarant, may alter, combine and/or subdivide Units, and/or relocate the boundaries between adjoining Units, provided, however, that: (1) the terms and provisions of Sections 1602-111, 1602-112 and/or 1602-113 of the Condominium Act (as applicable) are complied with, (2) the advance written consent of the Executive Board is obtained, which consent shall not be unreasonably withheld, and (3) any reasonable conditions imposed by the Executive Board are complied with in all respects.

6. Description of Common Elements and Limited Common Elements, Maintenance of Common Elements and Units.

(a) Description of the Common Elements. The common elements of the Condominium (the "Common Elements") consist of the entire Property described in Schedule A-1 exclusive of the Units, all as hereinbefore described and defined (and exclusive of any and all rights, interests and/or easements reserved by the Declarant). Without limitation, the Common Elements include the fitness center, the club room, and the bicycle storage area used for the bike sharing program supervised by the Association.

The Common Elements shall be subject to the provisions hereof, and of the By-Laws, and the Rules and Regulations as may be promulgated thereunder with respect to the use and maintenance thereof.

Notwithstanding the foregoing, the Common Elements shall exclude the exclusive rights, interests and easements reserved to the Declarant by law or by the Declarant in this Declaration.

(b) Limited Common Elements.

As provided in Section 1602-102 of the Condominium Act:

- If any chute, flue, duct, wire, conduit, bearing wall, bearing column or any other fixture lies partially within and partially outside the designated boundaries of a Unit, any portion thereof serving only that Unit is a Limited Common Element allocated solely to that Unit, and any portion thereof serving more than one Unit or any portion of the Common Elements is a part of the Common Elements; and

- Any shutters, awnings, window boxes, doorsteps, porches, balconies, patios and all exterior doors and windows or other fixtures designed to serve a single Unit, but located outside the Unit's boundaries, are Limited Common Elements allocated exclusively to that Unit.

The Floor Plans recorded herewith depict various private terraces or private balconies, with access thereto from adjacent Units. Such private terrace areas or balconies are Limited Common Elements for the exclusive use by the occupants of such adjacent Units subject to the terms of this Declaration and the Condominium Act.

The Declarant hereby reserves the development right to allocate the exclusive right to use certain other Limited Common Elements to the owner(s) of certain Units, which Limited Common Elements shall be appurtenant to the Unit(s) to which they are allocated. Such Limited Common Elements may include, without limitation, the following: storage closets located within the Building.

Such allocations by the Declarant of Limited Common Elements, if not established as described above, may be carried out in any Unit Deed or other recorded instrument from the Declarant. The Declarant may, in the future, allocate additional Limited Common Elements by Special Amendment to this Declaration, and the Declarant hereby retains and reserves the exclusive right to so establish future Limited Common Elements.

Unit Owners having the exclusive right to use terraces and/or balcony areas may, at their sole cost and expense, install certain planters and/or privacy barriers with the prior written consent of the Executive Board, which consent shall not be unreasonably withheld, conditioned or delayed.

(c) The Garage Unit.

The Garage Unit and all parking spaces, pedestrian walkways, drive lanes, turn around areas, and other improvements and features therein may be leased or licensed by Declarant, its successors in title to the Garage Unit, to any party whatsoever, including parties who are not Unit owners, on any terms whatsoever. The Association shall have no power or authority, by rule or regulation or otherwise, to restrict the use or occupancy of the Garage Unit, or any right to the revenue derived from the Garage Unit. The Garage Unit shall not be subject to any assessments or fees beyond its allocated share of the General Budget or its allocated share of any special assessments related to the structure of the building.

(d) Maintenance and Repair of Units and Common Elements.

Except as otherwise provided in the Condominium Act or this Declaration, the Association is responsible for carrying out maintenance, repair and replacement of the Common Elements, and each Unit Owner is responsible for the maintenance, repair and replacement of his or her Unit. Notwithstanding the foregoing, the following shall apply:

(i) Unit Owners shall keep their appurtenant balconies and terraces in a clean and neat condition.

(ii) The Association shall maintain, repair and replace any portion of a Unit that consists of exterior window and doors, structural wall, exterior siding or cladding, or other structural element, exterior wall, or interior partition walls. As such, Unit Owners shall not alter, maintain, repair, replace or alter such elements in any manner.

(iii) The cost of any maintenance, repair or replacement of any area or component of the Common Elements necessitated or arising from the act or omission of a Unit Owner (or his or her tenant, guest, invitee or licensee) may be assessed exclusively to such Unit Owner.

(iv) If the Executive Board shall at any time, in its reasonable judgment, determine that any Unit may be in such need of maintenance or repair that the Common Elements may be adversely affected, or that the market value or reasonable enjoyment of one or more other Units may be adversely affected, or that the condition of a Unit or fixtures, furnishings, facility or equipment therein may be or may become hazardous to any Unit or the occupants, the Executive Board may request in writing that the Unit Owner perform the needed maintenance, repair or replacement or to correct the hazardous condition, and in case such work shall not have been commenced within fifteen (15) days (or such reasonable shorter period in case of emergency as the Executive Board shall determine) of such request and thereafter diligently brought to completion, the Executive Board shall be entitled to have the work performed for the account of the Owner(s) of such Unit and to enter upon and have access to such Unit for that purpose. The cost of such work shall be reimbursed by the Unit Owner and constitute a lien upon such Unit and the Owner(s) of such Unit shall be personally liable therefore.

(v) The Association shall be responsible for causing the sidewalks surrounding the Property to be cleared of snow in accordance with the City or Portland's snow removal ordinance, the cost of which shall be a Common Expense.

(vi) The Association shall be responsible for engaging a private trash hauler to pick up trash generated by the Residential Units, the cost of which service shall be a Residential Unit Common Expense; no unit owner shall attempt to utilize curb-side trash pick-up services provided by the City of Portland, and the City has no intention or obligation to provide such service.

8. Undivided Interests. Each Unit shall have an Undivided Interest in the Common Elements in the percentages set forth in **Schedule B**, which have rounded to obtain a one hundred percent total for all Units. The Undivided Interests of Units have been determined by the calculating the relative floor areas of the Units. Declarant reserves the right to modify and adjust the Undivided Interests of the Units following the same methodology in connection with exercise by Declarant of its Development Rights pursuant to Section 13 of this Declaration.

9. Other Matters Relating to Condominium Association.

(a) Allocation of Undivided Interests. Each Unit's percentage of the Undivided Interests set forth herein have been, and will be, determined based upon each such Unit's floor area (as measured in square feet), in relation to the aggregate floor area of all Units. Such Undivided Interests shall be used in determining each Unit's Common Expense assessments, voting weight on Association matters for which Unit Owners have a right to vote, distribution of surplus assets, and certain other Association-related matters, all as described more fully in the Association's By-Laws and the Condominium Act.

(b) Common Expense Assessments.

(i) Assessments for Common Expenses (including assessments relating to the Residential Budget) shall be levied as per the terms and provisions of the relevant sections of the Condominium Act and the Association's By-Laws, the terms and provisions of which are incorporated into this Declaration by reference. Such assessments, as well as any late charges, interest, collection costs, attorneys' fees (whether a legal action is filed or not), service fees, charges and fines shall constitute, until paid in full, both the personal obligation of the Unit Owner and a lien against the Unit pursuant to Section 1603-116 of the Condominium Act.

(ii) If any Common Expense is caused by the negligence or misconduct of any Unit Owner, the Association may assess that expense exclusively against him or her, and his or her Unit.

(c) Executive Board's Power to Act on Behalf of Association. Except as expressly limited by the Condominium Act, this Declaration or the Association's By-Laws, the Executive Board shall be empowered to act on behalf of the Association as described in the By-Laws and Condominium Act, including (without limitation) the power and authority to assign its right to collect future Common Expense assessments and other income as security for debt(s) of the Association, and the power to assess common expenses benefiting fewer than all the units exclusively against the units benefited.

(d) Notice of Matters Affecting the Condominium. Notice of matters relating to the Condominium shall be given to Unit Owners by the Executive Board by first class U.S. Mail, postage prepaid, at the Unit (unless the Unit owner has provided an alternate mailing address in writing to the Association), or by such other means as may be required by law. Notices relating to Condominium meetings shall be provided as set forth in the Condominium By-Laws.

(e) Car Share and Bike Share Programs. The Association shall supervise and manage a car-share program with one (1) vehicle for the use of the Unit owners and occupants, which car-share program may be implemented and managed by the Association by contract with a third-party car-share operator. The costs and expenses incurred by the Association for the supervision and management of the car-share program shall be Common Expenses and allocated exclusively to the Residential Budget. The Association shall have the power to issue rules and regulations in connection with the car-share program to facilitate the efficient and effective operation of such program. The Association shall have the power and authority to purchase, maintain, repair, insure, and otherwise undertake all incidents of ownership or lease of a passenger vehicle, the costs of which shall be Common Expenses allocated to the Residential Budget.

The Association shall supervise and manage a bike-share program with at least five (5) bicycles for the use of the Unit owners and occupants, which bike-share program may be implemented and managed by the Association by contract with a third-party bike-share operator. The costs and expenses incurred by the Association for the supervision and management of the bike-share program shall be Common Expenses and allocated exclusively to the Residential Budget. The Association shall have the power to issue rules and regulations in connection with the car-share program to facilitate the efficient operation of such program. The Association shall have the power and authority to purchase, maintain, repair, insure, and otherwise undertake all incidents of ownership of bicycles, the costs of which shall be Common Expenses allocated to the Residential Budget.

10. Common Easements and Right of Access. To the fullest extent allowed by the Condominium Act, each Owner shall have an easement in common with the Owners of all other Units to use all pipes, wires, ducts, flues, cables, conduits, utility lines, and other Common Elements located in any of the other Units or elsewhere in the Condominium and serving his or her Unit. Each Unit shall be subject to an easement in favor of the Owners of all other Units to use the pipes, wires, ducts, flues, cables, conduits, utility lines, structural elements, and other Common Elements located in such Unit and serving other Units. The Executive Board, and any of them, any managing agent, and any other person authorized by the Executive Board or by the managing agent, shall have an easement and a right of access to each Unit at reasonable times and upon reasonable notice, except in emergencies, for the purpose of making inspections or for the purpose of correcting any conditions originating in any Unit or threatening another Unit or Common Element or adversely affecting the Common Expenses, or for the purpose of obtaining access to, and performing inspections, installations, alterations or repairs on the mechanical, electrical or fire alarm systems and services, exterior walls or structural elements, or any Common Elements in or adjacent to any Unit or elsewhere in the Building(s), or for any other purpose permitted by this Declaration or the By-Laws. In case of an emergency, such right of entry shall be immediate, by any appropriate means, whether the Unit occupant is present at the time or not.

11. Encroachments. If any portion of the Common Elements now encroaches upon any Unit, or if any Unit now encroaches upon any other Unit or upon any portion of the Common Elements, or if any such encroachment shall occur hereafter as a result of (a) alteration or repair to the Common Elements made by the Declarant, or by or with the consent of the Executive Board, or (b) settling of all or any portion of the Building(s), or (c) repair or restoration of the Building(s) or any Unit after damage by fire or other casualty, or (d) condemnation or eminent domain proceedings or (e) immaterial deviations from the Floor Plans, a valid easement shall exist for such encroachment and for the maintenance of the same.

12. Intended Use and Restrictions on Use of the Building and Units.

The purposes for which the Building and the Units and Common Elements are intended to be used are as follows:

A. The Nonresidential Units may be used for any lawful nonresidential (i.e., commercial purposes, to the extent allowed by local zoning laws as of right, or conditionally permitted, or permitted by special exception or by variance; provided, however, that notwithstanding the allowance of such uses, the following shall apply to the Nonresidential Units:

(i) Any and all utilities serving the Nonresidential Units shall be separately metered and billed to the Owner or tenant of the Nonresidential Unit in question.

(ii) Any exterior storefront of a Nonresidential Unit (meaning all windows, window frames, doors, door frames, signs and adjacent exterior moldings or trim) shall be maintained by, and at the sole cost and expense of, the Owner of the Unit in question, in accordance with reasonable architectural and maintenance guidelines established by the Executive Board.

(iii) Any signs and/or awning(s) erected upon the outside of the Building or visible from the Common Elements or sidewalk shall be subject to the approval of the Executive Board, which approval shall not be unreasonably withheld, conditioned or delayed, and shall comply with applicable ordinances and codes of the City of Portland. Any damage to the Building caused by such sign(s) or awnings shall be repaired at the sole cost and expense of the Nonresidential Unit Owner in question.

(iv) Owners and occupants of Nonresidential Units shall be responsible for their own trash/refuse removal, and may be assessed by the Executive Board for any material increase in insurance premiums and/or deductibles directly related to their use or occupancy.

(v) The Nonresidential Units are not subject to any restrictions on leasing except that tenant must comply with this Declaration, the By-laws and the Rules and Regulations as the same may be amended from time to time.

(vi) The Nonresidential Units shall not be used for the following uses: nightclub; "headshop"; x-rated theatre; establishment for the sale of pornographic materials; massage parlor; steam bath; nude modeling studio; establishment with nude or semi-nude waiters, waitresses or entertainers; adult bookstore; billiard room; educational facilities (including but not limited to, beauty schools, barber colleges, reading rooms or libraries); discount store; second-hand store; army/navy type store; governmental "surplus" store; cooperative store or similar establishment; no auction, fire sale, "going out of business" sale, bankruptcy sale, outdoor sale of merchandise, or continuous discount operation may be conducted in a Nonresidential Unit; nor shall any machine or device (including video games) operated by insertion of a coin, token, or similar object for the purpose of amusement or skill be permitted inside a Nonresidential Unit.

B. The Residential Units may be used only for residential purposes, subject, in all events, to the further restrictions set forth below in this Section 12, provided, however, that such Units may be used by the Declarant for other purposes pursuant to the provisions of Section 12.D and Section 13 below. This restriction shall not be construed to prohibit Unit Owners from leasing their Units, so long as any such leases are for an initial term of at least six (6) months and require any lessees to adhere to the provisions of this Declaration, the Association's By-Laws and the Rules and Regulations, and any lessees do so occupy and use the leased premises in accordance with the provisions of the Declaration, the Association and the Rules and Regulations. The Residential Units may also be used for "home office" purposes, so long as no commercial signage is used in connection therewith and no customers, clients or business associates visit the Condominium.

C. The Units and the Common Elements shall be subject to the restrictions that, unless otherwise permitted by instrument in writing duly executed by the Executive Board:

(i) Subject to prior written approval by the Executive Board of the plans and specifications related thereto, which approval shall not be unreasonably withheld, conditioned or delayed, the owner of a Unit may, at his sole cost and expense, if the rights of any other Unit Owner are not materially and adversely affected, and if the structural walls, supports and other structural aspects of the Building are not adversely affected, change or add to the interior partitioning thereof, by adding, modifying, removing or installing non-load bearing walls lying wholly within such Unit; provided, however, that the Executive Board may impose reasonable conditions on such work, and any and all work shall be done in a good and workmanlike manner, pursuant to a building permit validly issued therefor (if required by law).

(ii) Except for up to two (2) dogs or two (2) cats or one (1) dog and one (1) cat (i.e., two animals total), no animals, reptiles, birds, or pets of any kind (except fish) shall be raised, bred or kept in the Units or in the Common Elements without the approval of the Executive Board, which approval will be required for each specific animal, reptile or pet.

(iii) No Unit Owner (including the Unit Owner of any Nonresidential Unit) shall alter his Unit in such a way as to cause unreasonable levels of sound, vibration, light or odors to be transmitted to other Units, the Common Elements or neighboring buildings.

(iv) If any governmental license or permit (other than a Certificate of Occupancy, or a license or permit applicable to the Building as a whole and required in order to render lawful the operation of the Building) shall be required for any particular improvement or construction in any particular Unit, and if failure to secure such license or permit would in any way affect any other Unit or the Owner thereof or the Association, the Owner of such particular Unit, at such Owner's expense, shall procure and maintain such license or permit, submit the same to inspection by the Executive Board, and comply with all terms and conditions thereof.

(v) A Unit Owner shall not place or cause to be placed in or on any of the Common Elements, other than a Limited Common Element, any furniture, packages, bicycles, carriages, baby strollers, or personal property of any nature whatsoever, provided, however, that the Residential Unit Owners have the right to use any bicycle storage facilities, dumpster, trash compactors or trash barrels, if any, located on the Common Elements, but only for ordinary household trash.

(vi) All use and maintenance of the Units (including any Nonresidential Unit) shall be conducted in a manner consistent with the reasonable comfort and convenience of the occupants of other Units.

(vii) The Common Elements shall be used only for the furnishing of the services and facilities for which they are reasonably suited and which are incident to the use and occupancy of Units or of the other premises entitled to the use or benefit thereof.

(viii) No nuisances shall be allowed on or in the Condominium, nor shall any use or practice be allowed which is a source of unreasonable annoyance to Unit Owners or which interferes with the reasonable peaceful possession or proper use of the Units by their occupants; provided, however, in determining compliance of the Nonresidential Units with the foregoing, the customary and reasonable activities associated with a permitted use shall be taken into account.

(ix) No Unit shall be rented or let for an initial term of less than six (6) months, any such leases or tenancies shall be pursuant to a written lease which shall specifically provide that the tenant/lessee is subject to the terms of this Declaration and the By-Laws and that the Executive Board is delegated the power to (but not the obligation) to evict the tenant/lessee for noncompliance, and a copy of said lease shall be delivered to the Executive Board of the Association.

(x) No immoral, improper, offensive, or unlawful use shall be made of the Condominium, or any part thereof, and all valid laws, zoning ordinances and regulations of all governmental bodies having jurisdiction thereof shall be observed by the Unit Owners and the Association; provided, however, in determining compliance of the Nonresidential Units with the foregoing, the customary and reasonable activities associated with a permitted use shall be taken into account. Violations of laws, orders, rules, regulations or requirements of any governmental agency having jurisdiction thereof, relating to any Unit shall be eliminated by and at the sole expense of the Unit Owner of said Unit and those relating to all Common Elements shall be eliminated by the Executive Board.

(xi) No pictures, advertisements, signs or posters of any kind shall be erected, posted or attached in or on the Residential Units if visible from the exterior of the Residential Units, except those approved in writing by the Executive Board, provided, however, this restriction shall not apply to pictures, advertisements, signs or posters utilized by the Declarant or its agents in selling or leasing the Units.

(xii) Except as allowed by the Rules and Regulations and applicable law with respect to television antennae and satellite dishes, no Unit Owner shall allow the installation of wiring for electrical or telecommunication use, an air conditioning unit or other machine or equipment which protrudes through the walls or the roof of the Building or is otherwise visible on the exterior of the Building.

(xiii) No activity shall be done or maintained in any Unit (including any Nonresidential Unit) which will materially increase the rate of insurance on any Unit or the Common Elements or result in the cancellation of insurance thereof, provided, however, that any use or activity which will increase the rate of insurance maintained by the Executive Board for the Condominium or by any individual Unit Owner may be permitted by the Executive Board, in the sole discretion of the Executive Board, if the Unit Owner conducting such use or allowing such use to be conducted agrees to conform to any special rules or regulations promulgated by the Executive Board with respect to such use and agrees to pay any and all additional costs associated therewith, including without limitation the increase in the insurance premiums paid by the Executive Board on behalf of the Condominium as a result thereof.

(xiv) Portions of any Residential Unit window treatments visible from the outside of the Building shall be white in color, and shall be of a material and style approved in writing by the Executive Board, such approval not to be unreasonably withheld, conditioned or delayed.

(xv) Owners of Units on the second floor or higher shall be required to cover at least 60% of the floor area of the Units (not including kitchens or bathrooms) with rugs or carpeting, or to take other reasonable measures to

be defined by the Executive Board aimed at lessening sound transmission to Units below.

D. Notwithstanding anything to the contrary contained herein, the Declarant may, until all of said Units have been sold by said Declarant, (a) lease Units which have not been sold, as per the leasing requirements set forth in this Declaration; or (b) use any Units owned by the Declarant as models for display, as offices and/or as storage areas or for any other uses which it deems necessary or desirable in connection with redecoration and construction in the Units or Common Elements, or the sale or leasing of units.

13. <u>Development Rights and Other Rights Reserved to the Declarant</u>.

13.1 As stated above, the Declarant intends to develop and market the Condominium in stages, herein referred to as "Phases." Accordingly, the Declarant hereby expressly reserves to itself, its successors and assigns, for a period of seven (7) years from the recording of this Declaration, any and all Development Rights and Special Declarant Rights as defined in the Condominium Act or as set forth in this Declaration, and/or in the Association's By-Laws, including without limitation the right to add land to the Condominium, the right to create and declare additional units up to a maximum of two hundred ten (210) units, the right to convert common elements into units, the right to convert units into common elements, the right to allocate common elements to particular unit(s) as limited common elements, the right to relocate the boundaries between units or between units and common elements, and the right to combine units.

The Phase I Land described in **Schedule A-1**, together with the Building, initially shall comprise the Condominium. Said Phase I consists of 89 Residential Units and 4 Nonresidential Units. As stated above and hereinafter, the Declarant also hereby reserves the right in the future to declare as part of the Condominium additional buildings and up to 116 Additional Units therein, together with related Common Elements and Limited Common Elements, on the Phase II Land described in **Schedule A-2**. Declaring the additional Phase shall be accomplished by the Declarant's recording a "Phasing Amendment" as described below.

13.2 The Building on the Phase I Land is to be constructed as approved by the City of Portland Planning Board and shown on the Site Plan dated _____, 2018, as the same may be modified with approvals. If and when all Phases of the Condominium have been declared, it is anticipated that there will be a total of up to 200 Units, in two Phases. The Declarant need not, however, declare the Phase II Land as part of this Condominium.

13.3 As described above, with respect to a buildings expressly made subject to this Declaration and part of the Condominium pursuant to a "Phasing Amendment" (as described above and below), the Declarant reserves for the benefit of itself and its successors and assigns the exclusive right to fully construct, develop and finish the same. Nothing contained in this Declaration or in future Amendments shall be held to limit or restrict said reserved rights of Declarant for the benefit of itself and its successors and assigns.

13.5 The Declarant, for itself and its successors and assigns, hereby reserves certain exclusive rights and easements to enter onto the Land made part of this Condominium now or in the future, to complete construction of any building thereon, along with all improvements, utility

lines, driveways, wires, pipes, conduits, septic system(s), walkways, and drainage lines to service the Units constructed on the Land and/or to service any of the Phase II Land, whether part of the Condominium or not.

13.6 The Declarant expressly reserves for itself and its successors and assigns, and shall have the right, without the further consent of any Unit Owner or mortgagee, to amend this Declaration so as to include in this Condominium the Phase II Land and buildings thereon, as set forth above (hereinafter, the "Phasing Amendment"), pursuant to and in accordance with the provisions of this Section 13. Until the recording of Phasing Amendment or the expiration of the time period described in Section 13.6(c) below, the buildings (if any) outside of the Land shall be deemed to be subject to the exclusive use, rights and easements hereby reserved by the Declarant and its successors and assigns in this Declaration, including the rights of the Declarant to convert said areas to Units, Limited Common Elements, and Common Elements as described herein and in the Phasing Amendment. With respect to Phase II:

(a) The Declarant may Phase in fewer than all Units in a building as part of Phase II. The Declarant may exercise the Development Rights described herein at different times with respect to different portions of the Phase II Land. The Declarant makes no assurances, however, as to either the boundaries of such development areas or the order in which those rights may be exercised. In the event that additional Units are declared on the Phase II Land, then the Declarant need not exercise the Development Rights to add all of the Phase II Land and the Units therein to the Condominium.

(b) The Declarant, in such Phasing Amendment, shall have the right, in its sole discretion, to declare additional Units, as well as the right to create and allocate Limited Common Elements. Upon the recording of a Phasing Amendment so as to declare a portion of the Phase II Land, such Units in Phase II shall become Units in this Condominium owned by the Declarant, and the Common Elements shall include, except as otherwise provided in said Phasing Amendment, the same elements, features, and facilities of the building and grounds which are described, defined, and referred to as to Phase II in this Declaration as Common Elements. After the recording of such Phasing Amendment, the total number of Units in the Condominium shall be Units in Phase I and the Units subsequently created by the Phasing Amendment;

(c) Except as otherwise provided herein, if the Declarant has not so amended this Declaration so as to include any or all of the Phase II Land in the Condominium within seven (7) years after the date of recording of this Declaration, then the foregoing reserved development rights shall terminate and be of no effect with respect to any such portion of Phase II Land not yet declared; and

(d) Nothing herein shall be deemed to obligate the Declarant to declare the Phase II Land or any Units therein. Moreover, notwithstanding any contrary or inconsistent provision above, the Declarant, and its successors and assigns, shall have the right, prior to the execution and recording of the Phasing Amendment declaring Phase II, to change the number, size, design, layout and/or location of Units in Phase II.

Any Phasing Amendment declaring Phase II or any portion thereof shall contain all the particulars required by the Condominium Act. No such Phasing Amendment shall be effective

until it is recorded in the Registry of Deeds. Any Phasing Amendment shall include a revised Schedule B showing the adjusted Undivided Interests in the Common Elements for each of the then existing Units, resulting from the creation of additional Units pursuant to such Phasing Amendment.

13.7 Until such time as a Phasing Amendment is recorded with respect thereto or the timeframe described in Section 13.6(c) above has expired, certain areas of the building(s) and/or land shown as being beyond the Land shall be restricted in use to the Declarant, and the Declarant and its successors and assigns will have the exclusive right to use and develop said areas, and to rent, lease, occupy and enjoy any revenues derived from said areas.

13.8 The Declarant reserves the right for itself and its successors and assigns to construct or renovate the Units in the Phase II Land in styles and sizes other than those built in Phase I, so long as those styles and sizes conform to applicable zoning ordinances and applicable governmental regulations. From and after the recording of a Phasing Amendments, the Condominium shall include the Phases created by such Phasing Amendments.

13.9 In addition to all other rights of Declarant hereunder and pursuant to Declarant's right to amend this Declaration so as to develop and market the Units and to create Phase II as set forth above, Declarant reserves unto itself and its agents, servants, employees, independent contractors, workmen, work crews, successors and assigns the right and easement to use, occupy, and alter, for construction purposes, all areas of the Property, other than Units and Limited Common Elements already conveyed, for all purposes necessary or desirable in order to develop and/or manage the Property and to market the Units. The Declarant further reserves for itself and its successors and assigns the exclusive right to grant easements across all of the Property for the installation of utilities and the right to grant easements to others to use the Property for access to other property.

Without limiting the generality of the foregoing and in furtherance thereof, the Declarant hereby reserves unto itself and its agents, servants, employees, independent contractors, workmen, work crews, successors and assigns, the following rights over all of the Land and Building subject to this Declaration: the right of access, ingress, and egress over and upon the Land and the Common Elements of the Condominium, including that deemed by the Declarant to be necessary for marketing purposes and for the work of construction, reconstruction, rehabilitation, improvement, and other work in progress or contemplated by Declarant; the right to lay, maintain, repair and replace, construct, and install and connect (or connect with and make use of) all utilities, utility lines, poles, tanks, walls, ducts, conduits, and similar facilities to serve any or all of the buildings and/or Units and the Common Elements, and all conduits, ducts, plumbing, wiring, and other facilities for the furnishing of power, gas, light, master antenna, satellite antenna, cable television, water, air and all sewer and drainage pipes and fire alarms systems to serve any or all of the buildings and/or Units and the Common Elements and facilities; to pass and repass by foot and vehicle over all driveways, roadways, accessways, and walkways, whether now existing or to be constructed in the future, for all purposes for which driveways, roadways, accessways, and walkways are commonly used, including the transportation of construction materials, equipment, and personnel for the purposes of construction; to construct buildings and improvements on the Land, and to engage in all activities necessary or appropriate to accomplish the same, including without limitation the exclusive right to grant to others including any public utility or authority, easements for the installation and maintenance of utilities; to store construction materials, equipment, and supplies in those portions of the Common Elements and Limited Common Elements; to restrict (for periods of not more than eight (8) hours at

any time during any day) the use by owners of any Common Elements to facilitate construction or for purposes of safety (provided, of course, no Owner shall be denied at least one means of access to his or her Unit during such periods of restriction); to leave debris resulting from construction in the Common Elements and facilities, provided the same do not endanger safety; to reasonably interrupt for brief intervals of time, water, gas, electric, and other utilities and service provided by such utility lines, pipes, tanks, wells, wires, cables, conduits, and septic and drainage lines in order to facilitate construction or in order to facilitate the installation of appliances or fixtures in the buildings, Units or Common Elements under construction without liability for such interruption of service, provided however that the Declarant shall use reasonable efforts to minimize any such interruption of service; to park vehicles used in connection with the construction work or incident thereto in parking areas outside of the Garage Unit; and, in general, the right to do all things necessary or desirable in order to construct and complete all of the buildings and/or Units and the Common Elements and facilities in connection therewith.

The Declarant further reserves the exclusive right to use any office area, sitting area or storage area located in the Common Elements and not necessary to serve the Units already sold by the Declarant, as well as any Unit owned by the Declarant, for storage or as a model, for display, as an office, for purposes of facilitating sales, as well as the right to park and use one or more vehicles or trailers, for as long as the Declarant owns any Units or holds any Development Rights or Special Declarant Rights. Any such areas exclusively used by the Declarant shall be located either in Unit(s) owned by the Declarant or in the Common Elements of the Building at the ground (i.e., terrace).

The Declarant further hereby expressly reserves the right and easement, for itself and any occupants of Units on the Property not yet phased into the Condominium, to utilize the courtyard area, sidewalks, driveways and other recreational and access Common Elements located on or under the Land, in common with all other Owners.

13.10 The rights and easements reserved by the Declarant in this Section 13 shall be in addition to and not in limitation of, the rights and easements allowed in the Condominium Act, reserved by the Declarant in other sections of this Declaration, in the By-Laws, or in any prior-recorded instrument.

13.11 The rights and easements reserved by the Declarant for itself and its successors and assigns in this Declaration shall survive the sale of all of the Units in Phase II by the Declarant, and are to be deemed to be fully transferable, running with the land.

13.12 Each Executive Board Member, as well as each Owner and mortgagee of an individual Unit, by the acceptance and recordation of a deed or mortgage, shall thereby have consented to any such Phasing Amendment to the Declaration (and corresponding modification of percentage of Undivided Interest) and/or the granting or exercise of any right or easement described in this Declaration without the necessity of securing any further consent or execution of any further documents by such Board Member, Owner or mortgagee. Each Owner and mortgagee of an individual Unit, by acceptance and recordation of a deed or mortgage, shall thereby be deemed to have further consented to any governmental permit, approval or zoning relief sought by the Declarant in connection with the development and construction of the Condominium and/or such other development and/or construction proposed by Declarant or Declarant's affiliates, successors and/or assigns with respect to the Land and the "A" Phase, and no such Owner or mortgagee shall object in any way to any such governmental permit, approval or zoning relief sought by the Declarant. At the request of the Declarant, the Executive Board and all Owners shall join in any application for such

governmental permit, approval or zoning relief, provided Declarant shall bear any costs therefor. The foregoing shall not apply to any mortgagee of the Declarant.

13.13 The Declarant, by deed or by separate assignment, shall be entitled to assign, sell, grant or mortgage, any and all of its interests, rights and easements owned by it or reserved herein and in the By-Laws, at any time, and from time to time, to any mortgage holder, person, trust, firm, or entity as may be determined by Declarant. Each Board Member, as well as each Owner and mortgagee of an individual Unit, by acceptance and recordation of a deed or mortgage, shall be deemed to have thereby consented to any such assignment, sale, grant or mortgaging of the Declarant's said interests, rights and easements without the necessity of securing any further consent or execution of any further documents by such Board Member, owner or mortgagee. The Condominium Board and Owners, at Declarant's request, shall execute whatever confirmatory instruments which Declarant deems appropriate or necessary in order to perfect, carry out, or effectuate the rights and easements reserved by the Declarant in this Declaration and in the Condominium By-Laws. The foregoing shall not apply to any mortgagee of the Declarant.

14. Title to Units. Title to Units may be taken in any form, including without limitation one or more corporations, companies, trusts or partnerships, or in the name of two (2) or more individuals, as tenants in common, joint tenants, or tenants by the entirety or in the name of a fiduciary.

15. Units Subject to Declaration and Condominium By-Laws. All present and future Owners, tenants, visitors, invitees, licensees and occupants of Units shall be subject to, and shall comply with, the provisions of this Declaration, the By-Laws, and the Rules and Regulations promulgated pursuant thereto, as they may be amended from time to time, and the instruments of record affecting title to the Property including, but not limited to, those instruments of record listed in the Schedules to this Declaration. The acceptance of a deed or conveyance of a Unit or the entering into occupancy of any Unit shall constitute an agreement that the provisions of this Declaration, By-Laws, and the Rules and Regulations promulgated pursuant thereto, as they may be amended from time to time, and the said instruments of record affecting title to the Property, are accepted and ratified by such Owner, tenant, visitor, invitee, licensee or occupant, and all of such provisions shall be deemed and taken to be covenants running with the land and shall bind any person having at any time any interest or estate in such Unit, as though such provisions were recited and stipulated at length in each and every deed, conveyance, or lease thereof. A violation of the provisions of this Declaration, the Deed, the By-Laws, or the Rules and Regulations promulgated pursuant thereto by any such person shall be deemed a substantial violation of the duties and obligations of an Owner, which shall entitle the Executive Board and any Owner the right to recovery of damages and/or injunctive relief.

16. Amendment of Declaration.

A. (1) Declarant's Consent. Notwithstanding any contrary or inconsistent provision in this Declaration, for so long as Declarant owns one or more Units in the Condominium or holds any Development Rights or Special Declarant Rights, any amendment to the Declaration which affects a right reserved to the Declarant hereunder or imposes an additional obligation or duty upon the Declarant must be signed by the Declarant and/or its successors and/or assigns.

(2) Nonresidential Unit Owners' Consent. Notwithstanding any contrary or inconsistent provision in this Declaration, no amendment to this Declaration which materially and adversely affects the rights or obligations of Nonresidential Unit Owners shall be effective unless consented to by Nonresidential Unit Owners representing a majority of the aggregate Undivided Interests of said Nonresidential Unit Owners.

B. General Amendments. Amendments to this Declaration are governed generally by Section 1602-117 of the Condominium Act, this Section 16 of the Declaration, and Section 17 below. Except as may be inconsistent with the Condominium Act, and except as otherwise provided in Section 17 below or in Subsections A or C of this Section 16, this Declaration may be amended by the vote or agreement of Unit Owners representing 67% or more of the Undivided Interests in the Condominium.

C. Special Amendments. Notwithstanding the foregoing, this Declaration may also be amended by Special Amendment as follows: The Declarant, without the consent of any Unit Owner or mortgagee; may execute and record, as long as it owns any Units or holds any Development Rights or Special Declarant Rights, as well as Special Amendments in order to (i) correct any errors and/or omissions in this Declaration, provided no such correcting amendment shall materially and adversely affect the rights of any Unit Owner or mortgagee; or (ii) to make this Declaration comply with the provisions of the Condominium Act, any other law, code, permit or approval, or the requirements or guidelines of the Federal National Mortgage Association ("FNMA"), the Federal Home Loan Mortgage Corporation ("FHLMC") or any other insurer or guarantor of Unit mortgages.

Special Amendments may also be executed and recorded as described above in connection with the combination, subdivision, and/or alteration of Units.

D. Effective Date. Amendments to this Declaration shall be effective upon recording in the Registry of Deeds. As to General Amendments, the recorded version thereof need not include the signatures of Unit Owners agreeing thereto, but rather the recorded instrument need only be signed by an Officer of the Association, as long as such Officer certifies that the required consents described above have been obtained and will be retained with the Association's records for a period of at least two (2) years after recording.

17. Provisions Protecting Rights of Secured Lenders.

Subject to the limitations set forth in Section 1602-119(a) of the Condominium Act, the following shall apply with respect to the protection of rights of holders of first mortgages on Units ("First Mortgagees") and "Eligible Mortgage Holders" (meaning First Mortgagees who have delivered written notice to the Association by prepaid certified U.S. Mail, return receipt requested, or by delivery in-hand securing a receipt therefore, which notice states the First Mortgagee's name and address, the Unit upon which it holds first mortgage, the Unit Owner's name and address, and that it holds a first mortgage on such Unit).

A. Notwithstanding anything in this Declaration or in the By-Laws to the contrary, the following provisions shall apply for the protection of First Mortgagees, and shall be enforceable by any First Mortgagee:

(1) In the event that the Unit Owners shall amend this Declaration or the By-Laws to include therein any right of first refusal in connection with the sale of a Unit, such right of first refusal shall not impair the rights of a First Mortgagee to:

(a) Foreclose or take title to a Unit pursuant to the remedies provided in its mortgage; or

(b) Accept a deed (or assignment) in lieu of foreclosure in the event of default by a Unit Owner, or

(c) Sell or lease a Unit acquired by the First Mortgagee through the procedures described in subparagraphs (a) and (b) above.

(2) As to any conveyance whereby a party who takes title to a Unit through either a deed in lieu of foreclosure or a foreclosure sale duly conducted by a First Mortgagee, such conveyance shall be exempt from any such right of first refusal adopted by the Unit Owners and incorporated in this Declaration or the Condominium By-Laws, and the ownership of the Unit by such party shall be exempt from any leasing restrictions set forth therein but only for such party's period of ownership.

B. Any First Mortgagee who obtains title to a Unit by foreclosure shall not be liable for such Unit's unpaid common expenses or other amounts which accrued prior to the acquisition of title to such Unit by such First Mortgagee, except to the extent that such common expenses and/or other amounts are entitled to priority over such First Mortgage under the Condominium Act. Liens for any and all Common Expenses, assessments and charges that may be levied by the Association shall be subordinate to the rights of any First Mortgagee pursuant to its mortgage to the extent permitted by applicable Maine law.

C. A lien for Common Expenses assessments shall not be affected by any sale or transfer of a Unit, except that a sale or transfer pursuant to a foreclosure of a First Mortgage shall extinguish a subordinate lien for assessments which became payable prior to such sale or transfer. Any such sale or transfer pursuant to a foreclosure (1) shall not relieve the prior Unit Owner of a personal liability for any unpaid assessments or other sums owed to the Association, and (2) shall not relieve the purchaser or transferee from liability for, nor the Unit from the lien of, any assessments made thereafter.

D. As provided in Section 1602-119 of the Condominium Act, the Association shall send reasonable prior written notice by prepaid U.S. Mail to Eligible Mortgage Holders of the consideration by the Association of any of the following proposed actions:

(1) The termination of the Condominium pursuant to Section 1602-118 of the Condominium Act;

(2) A change in the percentage of Undivided Interest of a Unit, a change in the boundaries of a Unit, or a subdivision of a Unit, unless carried out by the Declarant pursuant to the terms of this Declaration;

(3) The merger or consolidation of the Condominium with another condominium;

(4) The conveyance or subjection to a security interest of any portion of the Common Elements;

(5) The proposed use of any proceeds of hazard insurance required to be maintained by the Association under Section 1603-113, subsection (a) of the Condominium Act for purposes other than the repair or restoration of the damaged property;

(6) The adoption of any proposed Budget by the Executive Board and of the date of the scheduled Unit Owners' meeting to consider ratification thereof with a summary of the proposed Budget to accompany such notice; and

(7) Any default in the performance or payment by a Unit Owner of any obligation under the Condominium Declaration or By-Laws including, without limitation, default in the payment of common expense liabilities.

In the event of any proposed actions described in Subsection D., paragraphs (1), (2), (3), (4) or (5) immediately above, and Eligible Mortgage Holders shall have the right (but not the obligation) in place of the Unit Owner to cast the votes allocated to that Unit or give or withhold any consent required of the Unit Owner for such action by delivering written notice to the Association, with a copy of the Unit Owner prior to or at the time of the taking of the proposed action, which notice shall be sent by prepaid certified United States mail, return receipt requested, or by delivery in-hand. Failure of the Eligible Mortgage Holder to so exercise such rights shall constitute a waiver thereof, and shall not preclude the Unit Owner form exercising such right. In the event of any default described in Subsection D., paragraph (7) above, the Eligible Mortgage Holder shall have the right but not the obligation to cure such default.

In addition, an Eligible Mortgage Holder, or its representative, shall have the right to attend Association and Executive Board meetings for the purposes of discussing the matters described in Subsection D., paragraphs (1) to (6) above.

E. In addition to the statutory rights of Eligible Mortgage Holders summarized in Subsection D above, and subject in all events to the provisions of the Condominium Act, unless Unit Owners representing at least two-thirds (2/3) of the Undivided Interest hereunder (or such larger percentage as may be required by law) and at least two-thirds (2/3) of the First Mortgagees holding mortgages on the individual Units of the Condominium have given their prior written approval, neither the Owners nor the Executive Board shall be entitled to:

(1) By act or omission, seek to abandon or terminate the Condominium except in the event of substantial destruction of the Condominium premises by fire or other casualty or in the case of taking by condemnation or eminent domain;

(2) Change the percentage of Undivided Interest or obligation of any individual Unit for the purpose of: (a) levying assessments or charges or allocating distributions of hazard insurance proceeds or condemnation awards, or (b) determining the voting interest of each Unit;

(3) Partition any Unit (other than in connection with the subdivision of Units as permitted herein, which shall not require First Mortgagee consent);

(4) By act or omission, seek to abandon, partition, subdivide, encumber, sell or transfer the Common Elements; provided, however, that the granting of easements for purposes not inconsistent with the intended use of the Common Elements by the Condominium and the exercise of other actions with respect to granting of special rights of use or Limited Common Elements contemplated herein or in the Condominium By-Laws shall not be deemed an action for which any prior approval of a First Mortgagee shall be required under this Subsection;

(5) Use hazard insurance proceeds for losses to any property of the Condominium (whether of Units or Common Elements) for other than the repair, replacement or reconstruction of such property of the Condominium, except as provided by statute; or

(6) Terminate professional management and establish self-management of the Condominium.

F. In no case shall any provision of the Declaration or the By-Laws give an Owner or any other party priority over any rights of a First Mortgagee pursuant to its mortgage in the case of a distribution to such Owner of insurance proceeds or condemnation awards for losses to or a taking of such Unit and/or the Common Elements of the Condominium.

G. In addition to the statutory rights of Eligible Mortgage Holders summarized in Subsection D above, First Mortgagees, upon request to the Executive Board, will be entitled to:

(1) Written notification from the Executive Board of any default by its borrower who is the Owner of a Unit with respect to any obligation of such borrower under this Declaration or the provisions of the By-Laws which is not cured within sixty (60) days;

(2) Inspect the books and records of the Association at all reasonable times;

(3) Receive an audited annual financial statement of the Condominium Association (at its expense) within ninety (90) days following the end of any fiscal year of the Association;

(4) Receive written notice of all meetings of the Association and be permitted to designate a representative to attend all such meetings;

(5) Receive prompt written notification from the Executive Board of any damage by fire or other casualty to a material portion of the Condominium or the Unit upon which the First Mortgagee holds a mortgage or proposed taking by condemnation or eminent domain of said Unit or the Common Elements of the Condominium;

(6) Receive written notice of any lapse, cancellation or material modification of any insurance policy maintained by the Association; and

(7) Receive written notice of any action which requires the consent of a specified percentage of Eligible Mortgage Holders.

H. No amendment of a material nature to this Declaration will be made unless such is agreed to by Eligible Mortgage Holders who represent at least fifty-one percent (51%) in number of the First Mortgages on the Units that are subject to mortgages held by Eligible Mortgage Holders. A change to any provisions governing the following shall be considered material, unless done in connection with the exercise of the Declarant's Development Rights or Special Declarant Rights:

(1) Voting;

(2) Assessments, assessment liens or subordination of such liens;

(3) Reserves for maintenance, repair and replacement of the common areas;

(4) Insurance;

(5) Rights to use of the Common Elements;

(6) Responsibility for maintenance and repair of the several portions of Property;

(7) Expansion or contraction of the Condominium or the addition, annexation or withdrawal of property to or from the Condominium;

(8) Boundaries of any Unit;

(9) The apportionment of Undivided Interests in the Common Elements;

(10) Convertibility of Units into Common Elements or of Common Elements into Units;

(11) Leasing of Units;

(12) Imposition of any right of first refusal or similar restriction on the right of a Unit Owner to sell, transfer, or otherwise convey his/her/their Unit estate; and

(13) Any provisions which are for the express benefit of First Mortgagees, Eligible Mortgage Holders or insurers or guarantors of first mortgages on Units.

The Declarant intends that the provisions of this Section 17 and all other provisions of this Declaration comply with the requirements of FHLMC and FNMA with respect to condominium mortgage loans and, except as otherwise required by the provisions of Condominium Act, all questions with respect thereto shall be resolved consistent with that

intention. In the event of any conflict between the approval requirements of FNMA, FHLMC, other sections of the Declaration and the Condominium Act with respect to any action or non-action to be taken or omitted by the Unit Owners or Executive Board, or with respect to any other matter, the greatest percentage requirement shall control. This Section 17 may be amended only with prior written approval of First Mortgagees representing 67% in number and Undivided Interest of the mortgaged Units in the Condominium and 67% in Undivided Interest of the Unit Owners in the Condominium.

Except as otherwise provided in the Condominium Act, any consent of an Eligible Mortgage Holder or First Mortgagee herein provided for shall be deemed given if such mortgagee fails to submit a response to any written proposal for an amendment within sixty (60) days after it received proper notice of the proposal, provided the notice was delivered by certified mail, return receipt requested.

18. Common Expenses.

Until such time as the Association makes a Common Expense assessment, the Declarant shall pay all Common Expenses, as provided in Section 1603-115(a) of the Condominium Act. Once a Common Expense assessment is made, Unit Owners shall be liable for Common Expenses as provided in this Declaration, as amended.

A. Determination of Common Expenses and Fixing of Common Charges. The Executive Board shall prepare budgets (the "Budgets") for the Condominium by establishing the Common Expenses expected to be incurred during the ensuing fiscal year, together with a reasonable provision for contingencies and reserves equal to at least ten percent (10%) of the total annual budget, and after taking into account any undistributed surplus from prior years (reserves excepted), shall determine the assessment to be made for such fiscal year (herein referred to as "Common Expenses"). The Common Expenses shall include, but in no way be limited to, all such amounts as the Board may deem proper for the operation and maintenance of the Condominium, including, without limitation, the cost of all insurance premiums on all policies of insurance required to be or which have been obtained pursuant to the provisions of this Declaration and adequate reserves to pay for insurance deductibles in the event of a casualty loss, and an amount to make up for any deficit in the Common Expenses for any prior year. The Common Expenses may also include such amounts as may be required for the purchase or lease by the Executive Board, on behalf of all Owners of any Unit which is to be sold at foreclosure or other judicial sale, or otherwise.

Unless otherwise determined by the Board, there shall be three (3) Association Budgets each fiscal year, as contemplated by Section 1603-115(c) of the Condominium Act, as follows:

1. The General Budget: This is the Budget which accounts for all of the Condominium expenses and services which benefit, or may benefit, all Units generally. Examples include electricity for exterior lighting, exterior maintenance, legal fees, sewer and water fees, landscaping and grounds maintenance, insurance premiums, snow removal, and management fees.

2. The Residential Budget: This is the Budget for expenses and services which benefit only the Residential Units. Examples include the operation, maintenance, repair, or replacement of residential lobby, elevator, life safety systems, interior stairways, interior hallways, balconies and patios; elevator inspection and permitting; interior lighting and electricity; janitorial service and maintenance of the fitness center and club room; the costs of supervising and operating the car share and bicycle share programs; the cost of operating the concierge service, including salaries and benefits of employees of the Association providing such services.

Assessments for expenses set forth in the General Budget will be based upon each Unit's Undivided Interest in the Common Elements, or otherwise in accordance with benefits received therefrom, in the Executive Board's discretion. Each Residential Unit's assessments for expenses set forth in the Residential Budget will be based upon a fraction, the numerator of which shall be that Residential Unit's Undivided Interest in the Common Elements and the denominator of which shall be the aggregate Undivided Interest of all Residential Units, or, in the Executive Board's discretion, based upon benefits received.

Upon adoption, the Executive Board shall then pursue ratification of the Budgets at a Special Budgetary Meeting of Unit Owners as provided in Section 1603-103(c) of the Condominium Act, and then promptly render statements to the Unit Owners for their respective shares of such assessment, according to the formulas set forth above, and the amount shown on such statement shall, unless otherwise provided therein, be due and payable in equal monthly installments during the fiscal year to which it applies. In the event an annual assessment is not made as above required, an assessment shall be presumed to have been made in the amount of the last prior assessment. In the event that the Executive Board shall determine at any time during any fiscal year that the assessment so made is less than the Common Expenses actually incurred, or in the reasonable opinion of the Executive Board, likely to be incurred, or in the event that the Executive Board shall determine that it is advisable to establish a larger reserve or other fund for projected capital or other expenditures or otherwise, the Executive Board may make one or more supplemental assessments ("Special Assessments") and render such statements as they may deem necessary therefor in the manner aforesaid, and the amount shown in such statement shall be payable and take effect as aforesaid.

B. Payment and Collection of Common Expenses. The Executive Board shall, so far as reasonably possible, provide for payment of the annual assessment of Common Expenses in monthly installments, in advance. The amount of each such assessment, together with late charges as may be reasonably imposed by the Executive Board, reasonable attorneys' fees (whether or not a legal action is filed), fines, and interest on the assessment at the rate of 18% per annum or as otherwise determined from time to time by the Executive Board, if not paid when due, shall constitute a lien on the Unit and shall be the personal obligation of the Owner.

C. Default in Payment of Common Expenses. In the event of default by any Unit Owner in paying to the Association the Common Expenses attributable to his Unit, such Unit Owner shall be obligated to pay all expenses, including attorneys' fees (whether or not a legal action is filed), fines, late charges and interest imposed or incurred by the Association

in any proceeding brought to collect such unpaid Common Expenses, irrespective of the amount so unpaid. The Executive Board shall have the right to attempt to recover such amounts in an action to recover the same brought against such Unit Owner, or by foreclosure of the statutory lien on such Unit, or in any proceeding wherein the Unit Owner seeks to avoid payment of the Common Expenses due.

19. Insurance.

The Association shall obtain and maintain, to the extent reasonably available, the following insurance policies:

A. Casualty Insurance. The Executive Board shall obtain and maintain, to the extent reasonably obtainable at reasonable costs and permitted by applicable law, so-called master policies of insurance providing fire-with-extended-coverage and so-called all risk coverage insurance, insuring the Condominium, including, without limitation, the Common Elements, all of the Units with all fixtures therein, all heating and cooling equipment and other service machinery, apparatus, equipment and installations comprising the Common Elements or Units, and also all such portions normally deemed to constitute part of the building and customarily covered by such insurance, but not including any personal property belonging to and owned by individual Unit Owners or tenants, in an amount equal to not less than one hundred percent (100%) of the full replacement value thereof, exclusive of foundations, land and other items normally excluded therefrom without deduction for depreciation, but subject to a reasonable deductible as the Executive Board may determine, and which shall include, if available, so-called Agreed Amount, Inflation Guard, Construction Code and Replacement Cost Endorsements. Any insurance deductible shall be deemed a Common Expense, unless such amount may lawfully be allocated or assessed to one or more individual Unit Owner(s). In determining full replacement value, the Executive Board may reasonably rely upon the advice of the insurer or insurance agent. The name of the insured under such policy shall be stated in form, substance and effect similar to the following: "HOBSON'S LANDING CONDOMINIUM ASSOCIATION and its Unit Owners and mortgagees as their interests may appear." Such insurance shall name the Executive Board as Insurance Trustee(s) for the use and benefit of all Unit Owners and their mortgagees as their interests may appear, with losses payable to and adjusted by the Executive Board as Insurance Trustee(s) in accordance with the provisions of these By-Laws and the Condominium Act. The Executive Board may insure against such other hazards or risks of casualty as the Executive Board from time to time in its discretion shall determine to be appropriate, including, but not limited to, vandalism, malicious mischief, windstorm and water damage, earthquake, flood and machinery explosion or damage.

B. Liability Insurance. The Executive Board shall obtain and maintain, to the extent reasonably obtainable at reasonable costs and/or applicable, master policies of insurance with respect to the Common Elements for the benefit and protection of the Association and all Unit Owners for: (i) comprehensive general liability insurance in such limits as the Board may, from time to time, determine but in no case less than $1,000,000/$1,000,000 in coverage, covering the Association, the Executive Board, the Property Manager, if any, and each Unit Owner with respect to liability arising out of ownership, maintenance or repair of the Common Elements and structural and exterior wall portions of the Units, such insurance containing a "severability of interest" endorsement which shall preclude the

insurer from denying the claim of a Unit Owner because of negligent acts of the Association, the Executive Board, the Unit Owner or other Unit Owners, and other provisions commonly referred to as a "Special Condominium Endorsement" or its equivalent; (ii) workmen's compensation and employee's liability insurance; (iii) boiler and machinery insurance in such limits as the Executive Board may, from time to time, determine; and (iv) such other liability insurance as the Executive Board may from time to time deem appropriate and desirable.

C. Fidelity Coverage. The Executive Board shall obtain fidelity coverage against dishonest acts on the part of the Executive Board, the Property Manager, if any, employees or volunteers responsible for handling funds belonging to Association or administered by the Executive Board.

D. Directors' and Officers' Liability Insurance. The Executive Board may obtain as a Common Expense, Directors' and Officers' Liability Insurance in such amounts and upon such terms as they deem appropriate.

E. Executive Board as Insurance Trustee(s). The Executive Board (i) shall have exclusive authority to negotiate all losses as herein provided for, (ii) shall collect and receive all loss insurance proceeds, and (iii) shall hold, use, apply and disburse the same in accordance with the applicable provisions of the Declaration, these By-Laws and the Maine Condominium Act for the benefit of the Owners and their respective mortgagees. With respect to losses which affect portions or elements covered by such insurance of more than one Unit and/or the Common Elements to different extents, the proceeds relating thereto shall be used, applied and disbursed by the Executive Board in their judgment in a fair and equitable manner, primarily based upon the relative losses.

F. Additional Requirements. Insurance policies obtained pursuant to the above shall also provide that:

1. Each Unit Owner is an insured person under the policy with respect to liability arising out of his ownership of an undivided interest in the Common Elements or membership in the Association;

2. The insurer waives its right to subrogation under the policy against any Unit Owner or members of his household;

3. No act or omission by any Unit Owner, unless acting within the scope of his authority on behalf of the Association, will void the policy or be a condition to recovery under the policy; and

4. If, at the time of a loss under the policy, there is other insurance in the name of a Unit Owner covering the same risk covered by the policy, the Association's policy provides primary insurance.

In the event that any insurance coverage described above is not reasonably available, the Association shall cause notice of that fact to be sent to all Unit Owners, as required by Section 1603-113(c) of the Maine Condominium Act.

20. Rebuilding, Restoration and Condemnation.

A. Casualty Loss. Except as provided in Section 1603-113(h) of the Condominium Act, and subject to such statutory provisions, in the event of damage to or destruction of the Condominium as a result of fire or any other casualty, the Executive Board, acting as Insurance Trustee(s) designated herein, shall promptly adjust and collect the loss and disburse the master policy insurance proceeds in appropriate progress payments with appropriate retainage, so as to facilitate and ensure the repair and restoration of the Unit or Units or Common Elements so damaged or destroyed.

The Executive Board may perform emergency work essential to the preservation and safety of the property or the safety of persons, or required to avoid the suspension of any essential service to the Condominium without having first adjusted the loss or obtained proceeds of insurance or otherwise having complied herewith.

The cost of repair or replacement in excess of insurance proceeds and reserves shall be a Common Expense. If there shall have been a repair or restoration pursuant to the foregoing and the amount of insurance proceeds shall have exceeded the cost of such repair or restoration, then the excess of such insurance proceeds, if any, shall be added to the Association's capital expense reserve account or shall be, at the option of the Executive Board, divided among the Owners in proportion to their respective Undivided Interests; provided, however, that no provision herein shall be deemed to give an Owner or any other party priority over any rights of the holder of a first mortgage (if any) on such Owner's Unit pursuant to such mortgage in the case of a distribution to such Owner of insurance proceeds for losses to Units and/or Common Elements. First Mortgagees of Units will be entitled to priority with respect to any insurance proceeds distributed to their mortgagors.

B. Eminent Domain. In the event of a total or partial taking under the powers of eminent domain, the Owners shall be represented by the Condominium acting through the Executive Board. Eminent domain proceedings and awards shall be governed by Section 1601-107 of the Condominium Act.

21. Rules, Regulations, Restrictions and Requirements.

The use and occupancy of the Condominium and each Unit shall be restricted to and shall be in accordance with the provisions of this Declaration, the By-Laws and such Rules and Regulations as the Executive Board may adopt, and all applicable laws, zoning ordinances, rules, regulations and requirements of all governmental bodies having jurisdiction over the Condominium or the use and occupancy thereof.

The Executive Board shall have the right at any time and from time to time to adopt, amend and rescind Rules and Regulations governing the operation, appearance and use of the Common Elements and the occupancy of Units.

This Declaration, the By-Laws and the Rules and Regulations, as from time to time amended, may be enforced by the Executive Board, in its discretion. The Executive Board may eliminate any violation, and the cost and expense, including but not limited to attorneys' fees

(whether or not a legal action is filed), of eliminating such violation may be chargeable to the Unit Owner who himself or whose family, servants, employees, agents, visitors, lessees, tenants, licensees, or pets are responsible for such violation. Otherwise, the cost of so eliminating a violation shall be a Common Expense. The Executive Board may also levy reasonable fines against the Owner for such violations if any such violation is not cured immediately, and such fine shall constitute a portion of such Unit Owner's Common Expenses which shall be payable by the Owner upon demand and enforceable as a Common Expense. For each day a violation continues after notice it may, in the discretion of the Executive Board, be considered a separate violation.

In enforcing this Declaration, the By-Laws or the Rules and Regulations, the Executive Board may proceed against the Owner, any tenant, or both as the Executive Board, in its sole discretion, may determine.

22. Unit Owner Responsibility. Except as may be otherwise specifically provided in this Declaration, a Unit Owner shall be fully responsible for the acts and omissions, feasance, malfeasance and misfeasance, and all other conduct of his family members, servants, agents, employees, invitees, lessees, tenants, licensees, guests, pets or others upon the property at the behest of the Unit Owner.

23. Enforcement of Charges, Fines, Obligations. Any charge, fine, interest, attorneys' fees or other financial obligation to, of or on any Unit Owner shall constitute a lien upon such Unit and be enforceable to the same manner and extent as for Common Expenses.

24. Attorneys' Fees and Costs. In such case as it is necessary for the Executive Board to engage the services of an attorney, or attorneys, for the purpose of enforcing (whether a legal action is filed or not) against an Owner, tenant, occupant, or other person bound thereby, any provision of the Declaration, the By-Laws, the Rules and Regulations, or obligations thereunder, and/or for the purpose of defending any action brought by such person(s), said Unit Owner, tenant, occupant or other such person shall be liable for, in addition to any other liability, the fees and costs of such attorneys in so proceeding thereto, including the fees of all experts engaged in connection therewith. As to Unit Owners, the amount of such fines, fees, interest and costs and attorneys' fees shall constitute a lien upon the Unit enforceable to the same manner and extent as a lien for Common Expenses, and the Unit Owner shall be personally liable therefor.

25. Conflicting Provisions. If any provisions of this Declaration shall be invalid or shall conflict with the Condominium Act, as amended, or if any provision of this Declaration conflicts with any other provision thereof or with any provision of the By-Laws, then the following rules of construction shall be used:

A. In the event of a conflict between the Declaration and said Condominium Act, as amended, the provisions of the Condominium Act shall control; and

B. In the event of a conflict between this Declaration and the By-Laws, this Declaration shall control.

26. Invalidity. The invalidity of any provision of this Declaration shall not be deemed to impair or affect in any manner the validity, enforceability or effect of the remainder of this

Declaration and, in such event, all of the other provisions of this Declaration shall continue in full force and effect as if such invalid provision had never been included herein.

27. Waiver. No provision contained in this Declaration shall be deemed to have been abrogated or waived by reason of any failure to enforce the same, irrespective of the number of violations or breaches which may occur.

28. Captions. The captions herein are inserted only as a matter of convenience and for reference, and in no way define, limit or describe the scope of this Declaration nor the intent of any provision hereof. Terms of gender shall be interchangeable, as shall be terms reflecting the singular and plural.

29. Declarant. The term declarant shall include the Declarant and its successors and assigns. Successors and assigns shall include, but not be limited to, those succeeding to the Declarant's interest by foreclosure, deed in lieu of foreclosure, deed, grant or assignment. Successors and assigns shall not include individual Unit Owners. All rights of the Declarant contained in this Declaration, the By-Laws and Rules and Regulations shall pass to the successors and assigns of the Declarant. This Declaration, the By-Laws and Rules and Regulations may not be amended to affect the rights of the Declarant and its mortgagee(s), successors and assigns without the written consent of the Declarant and its mortgagee(s), successors and assigns.

[SIGNATURE APPEARS ON THE FOLLOWING PAGE]

Witness the execution hereof under seal this _____ day of _____, 201____.

DEERING PROPERTY DEVELOPMENT LLC

By: _____
Gordon Reger
Its duly-authorized Manager

State of Maine
Cumberland County _____, 201__

Personally appeared the above-named Gordon Reger, Manager of Deering Property Development LLC as aforesaid, and acknowledged the foregoing to be his free act and deed and the free act and deed of said limited liability company.

_____
Notary Public/Attorney at Law
Print name:_____
My Commission Expires:_____

Attachments:

Schedule A-1: Description of Phase I Land, Appurtenant Rights, Reserved Rights, and Encumbrances
Schedule A-2: Description of Phase II Land
Schedule B: List of Units and Appurtenant Percentage Interests in Common Elements

HOBSON'S LANDING CONDOMINIUM

SCHEDULE A-1

LAND SUBMITTED TO CONDOMINIUM (I.E., THE PHASE I LAND)

[INSERT LEGAL DESCRIPTION]

[INCLUDE ANY NECESSARY EASEMENTS ACROSS THE PHASE II LAND FOR THE BENEFIT OF THE PHASE I LAND]

The declared land is conveyed together with, benefits from and is subject to the following matters, as applicable:

[LIST ALL TITLE ENCUMBRANCES]

[INCLUDE ANY NECESSARY EASEMENTS ACROSS PHASE I LAND FOR THE BENEFIT OF THE PHASE II LAND]

HOBSON'S LANDING CONDOMINIUM

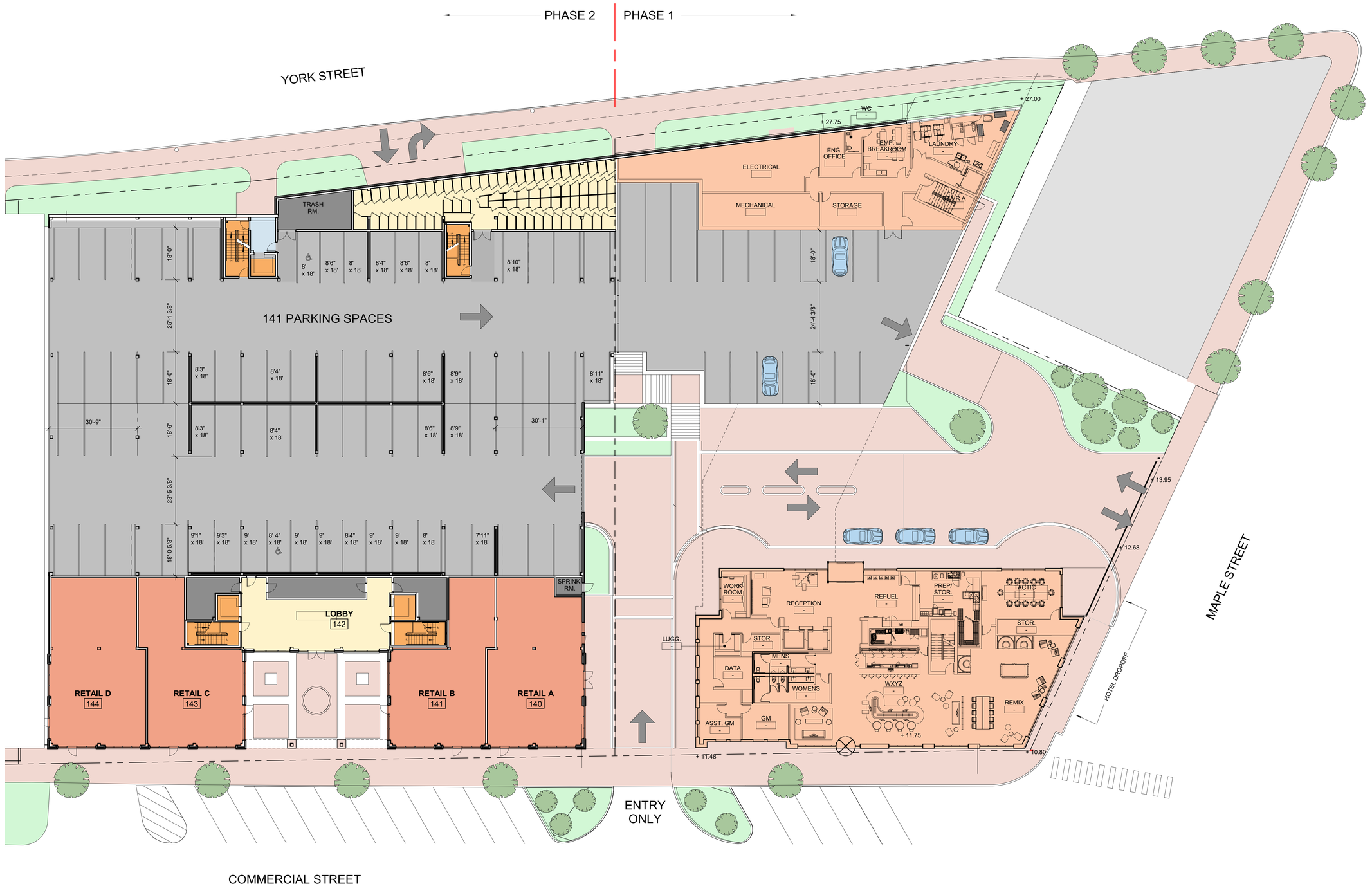
SCHEDULE A-2

LAND THAT MAY BE SUBMITTED TO CONDOMINIUM PURSUANT TO DEVELOPMENT RIGHTS (I.E., THE PHASE II LAND)

HOBSON'S LANDING CONDOMINIUM

SCHEDULE B:

Unit	Common Element Interest, Vote, and Common Expense Liability



1 | LEVEL 1 - Phases 1 & 2
1/16" = 1'-0"

383 Commercial Street

383 Commercial Street, Portland, Maine 04101

JUNE 19, 2018

A1.1-1

ARCHETYPE architects
48 Union Wharf Portland, Maine 04101

1 LEVEL 2 - Phases 1 & 2
1/16" = 1'-0"

COMMERCIAL STREET

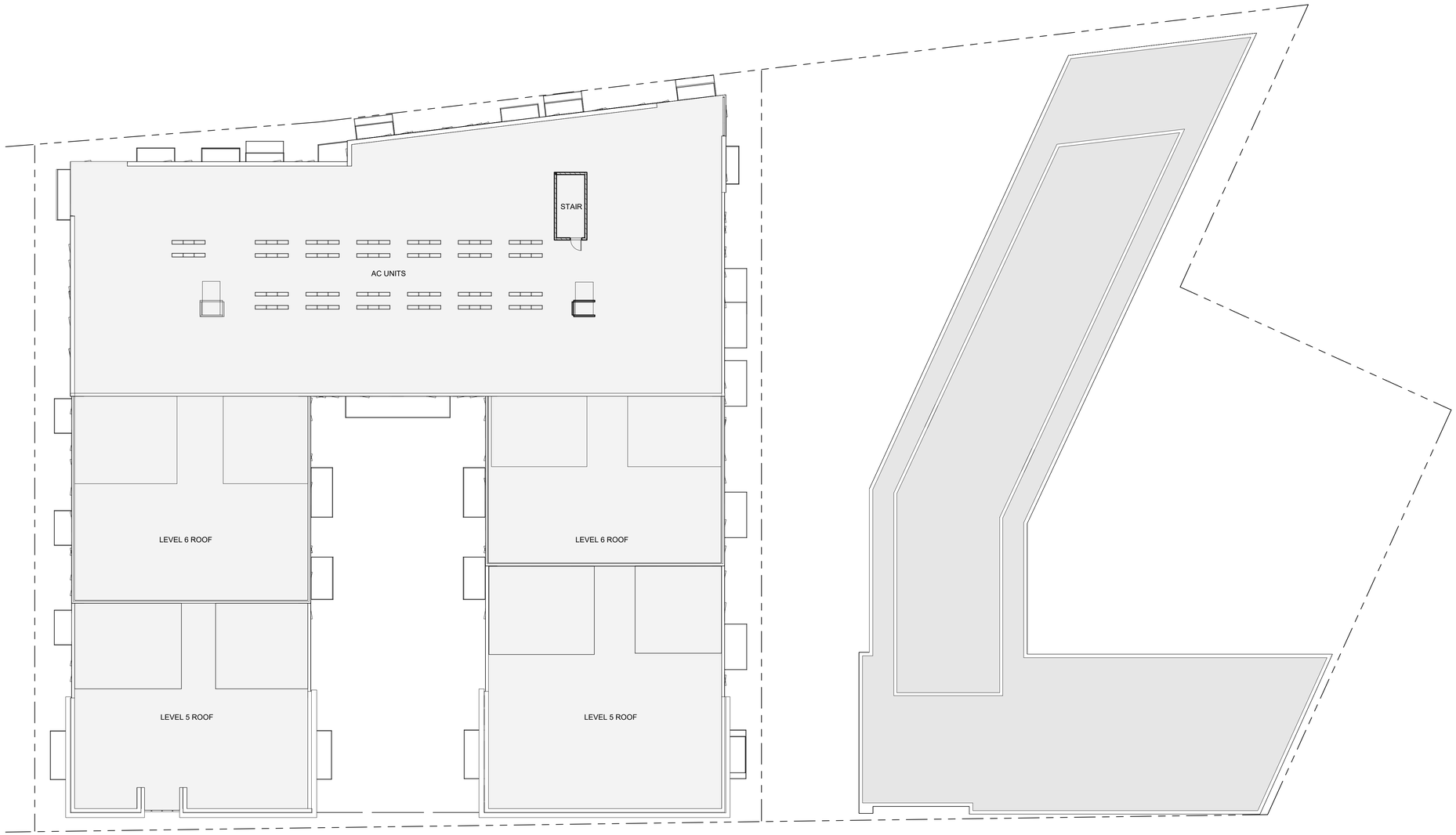
383 Commercial Street

383 Commercial Street, Portland, Maine 04101

JUNE 19, 2018

A1.2-1

ARCHETYPE architects
48 Union Wharf Portland, Maine 04101



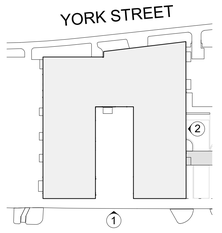
383 Commercial Street

383 Commercial Street, Portland, Maine 04101

JUNE 19, 2018

A1.8 - 1

ARCHETYPE architects
48 Union Wharf Portland, Maine 04101



1 COMMERCIAL ST ELEVATION
1/8" = 1'-0"

2 EAST ELEVATION
1/8" = 1'-0"

Prepared For:
Deering Property Development, LLC

Consultant:

Architect:
ARCHETYPE architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Project:
Hobson's Landing
383 Commercial Street, Portland, Maine 04101

Revisions:

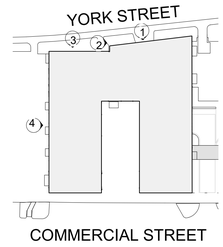
Scale: As indicated

Date: JUNE 19, 2018

ELEVATIONS

A2.01

6/19/2018 4:06:25 PM



1 | YORK STREET ONE
1/8" = 1'-0"

2 | YORK ST CORNER
1/8" = 1'-0"

3 | YORK STREET TWO
1/8" = 1'-0"

A3.03

4 | WEST ELEVATION
1/8" = 1'-0"

Prepared For:
Deering Property Development, LLC

Consultant:

Architect:
ARCHETYPE architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Project:
Hobson's Landing
383 Commercial Street, Portland, Maine 04101

Revisions:

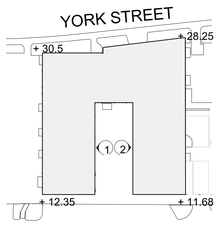
Scale: As indicated

Date: JUNE 19, 2018

ELEVATIONS

A2.02

6/19/2018 4:13:12 PM



1 COURTYARD WEST
1/8" = 1'-0"
0 2'-0" 4'-0" 8'-0" 16'-0"

2 COURTYARD EAST
1/8" = 1'-0"
0 2'-0" 4'-0" 8'-0" 16'-0"

Prepared For:
Deering Property Development, LLC

Consultant:

Architect:
ARCHETYPE architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Project:
Hobson's Landing
383 Commercial Street, Portland, Maine 04101

Revisions:

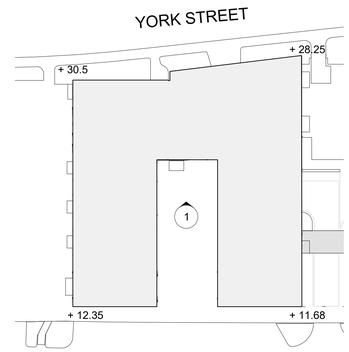
Scale: As indicated

Date: JUNE 19, 2018

ELEVATIONS

A2.03

6/19/2018 4:10:10 PM



1 COURTYARD BACK
1/8" = 1'-0"
0 2'-0" 4'-0" 8'-0" 16'-0"

Prepared For:
Deering Property Development, LLC

Consultant:

Architect:
ARCHETYPE architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Project:
Hobson's Landing
383 Commercial Street, Portland, Maine 04101

Revisions:

Date: JUNE 19, 2018
Scale: As indicated

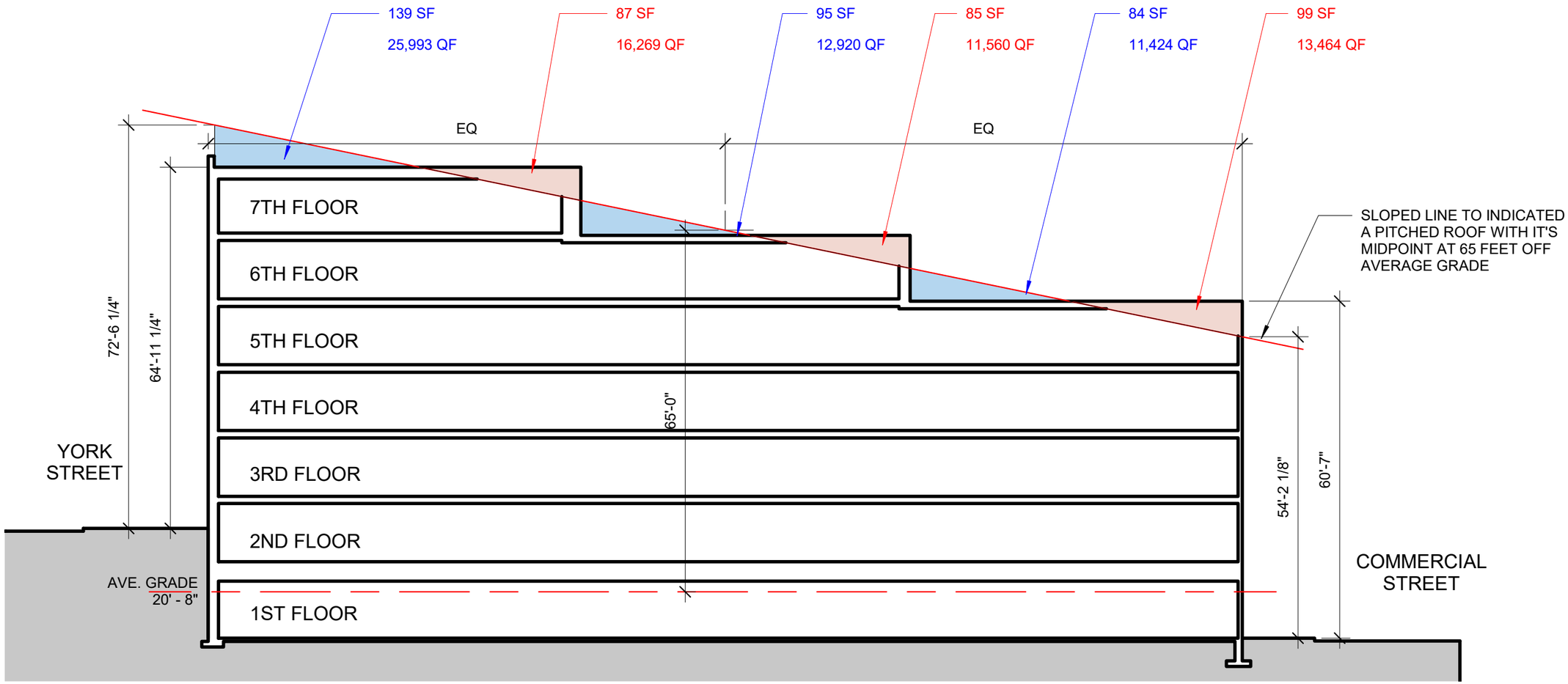
ELEVATIONS

A2.04

6/19/2018 4:15:07 PM

TOTAL 271 SF & 41,293 QF ABOVE SLOPED LINE

TOTAL 318 SF & 50,337 QF BELOW SLOPED LINE



1 STEPPED BUILDING HEIGHT DIAGRAM

1" = 20'-0"

383 COMMERCIAL STREET

Portland, Maine

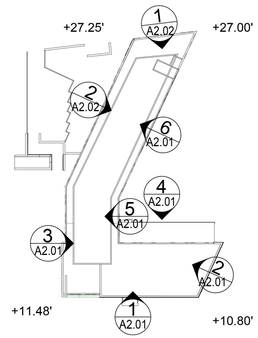
MAY 21, 2018

ARCHETYPE architects
48 Union Wharf Portland, Maine 04101

3 | Commercial West
3/32" = 1'-0"

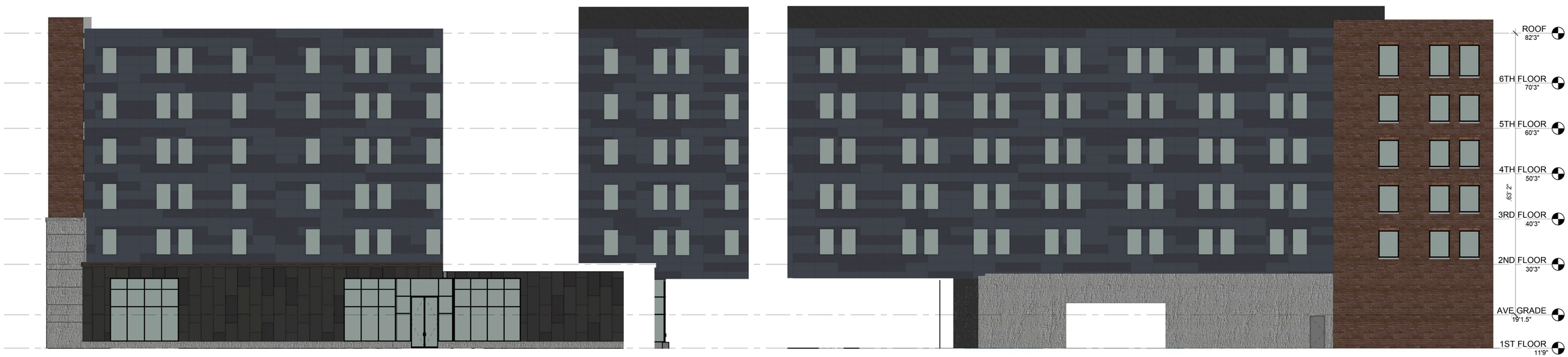
1 | Commercial St
3/32" = 1'-0"

2 | Commercial East
3/32" = 1'-0"



GENERAL NOTES:
1. AVERAGE GRADE BY DEFINITION: 4 CORNER AVERAGE GRADE -
NW 27.75' + NE 27' + SE 10.80' + SW 11.48' = 76.53' / 4 = 19'- 1 1/2"

2. BUILDING HEIGHT: THE VERTICAL MEASUREMENT FROM AVERAGE GRADE TO HIGHEST POINT OF THE ROOF BEAMS = 63' - 2" (65' ALLOWED)



4 | Maple Interior
3/32" = 1'-0"

5 | Maple Anterior
3/32" = 1'-0"

6 | Maple Street
3/32" = 1'-0"

Architect:
ARCHETYPE architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Consultant:

Prepared For:
Owner
Address
City, State

Project:
ALOFT HOTEL
383 COMMERCIAL ST
PORTLAND, ME 04101

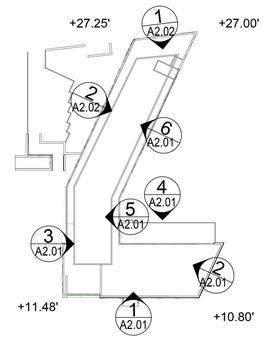
Revisions:

Scale:
As indicated

Date:
06/19/2018

Building Elevations

A2.01



GENERAL NOTES:
1. AVERAGE GRADE BY DEFINITION: 4 CORNER AVERAGE GRADE - NW 27.75' + NE 27' + SE 10.80' + SW 11.48' = 76.53' / 4 = 19'- 1 1/2"

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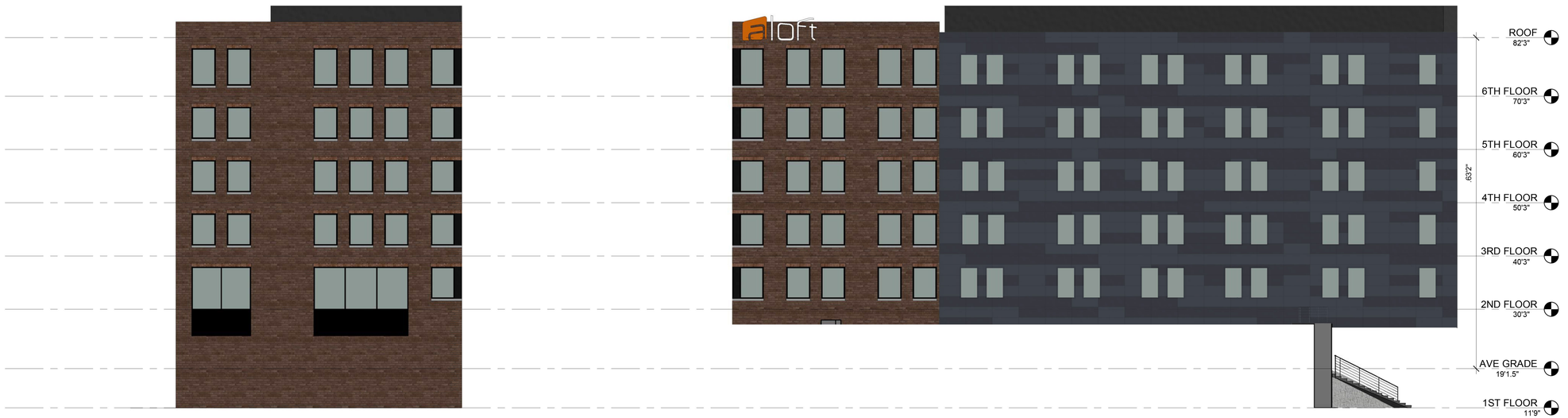


1 | York St
3/32" = 1'-0"

2 | Courtyard West Angled
3/32" = 1'-0"

Prepared For:
Owner
Address
City, State

Consultant:

Architect:
ARCHETYPE architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Project:
ALOFT HOTEL
383 COMMERCIAL ST
PORTLAND, ME 04101

Revisions:

Scale: As indicated

Date: 06/19/2018

Building Elevations

A2.02

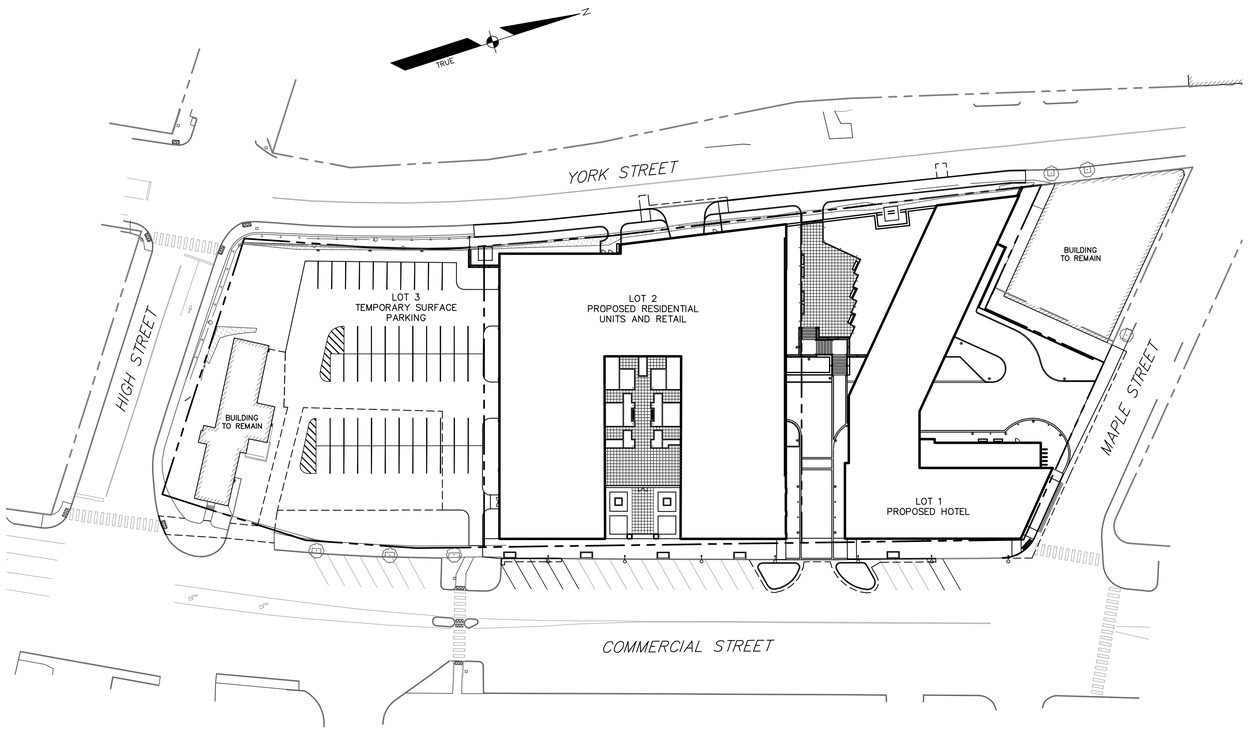
383 COMMERCIAL STREET-PHASE 1 AND 2

383 COMMERCIAL STREET
PORTLAND, MAINE

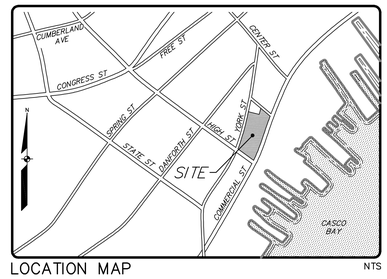
APPLICANT:
DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK

ENGINEER/SURVEYOR:
SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd. Suite 1A South Portland, ME 04106 Tel. 207-200-2100
250 Goddard Rd. Suite B Lewiston, ME 04240 Tel. 207-783-5656

PROJECT ARCHITECT:
ARCHETYPE ARCHITECTS
48 UNION WHARF
PORTLAND, MAINE 04101



SCALE: 1" = 40'



LOCATION MAP NTS

INDEX OF PLANS

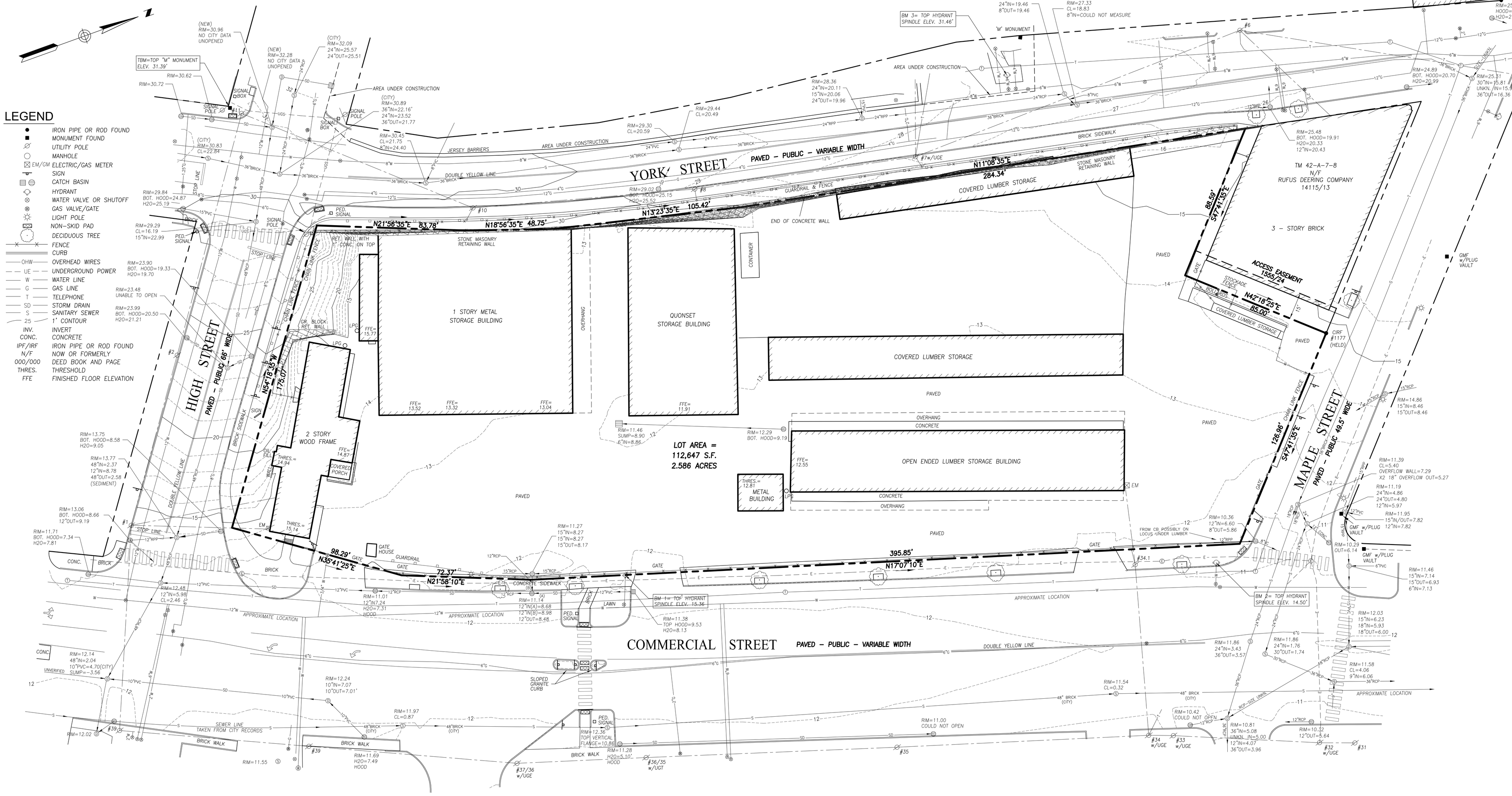
SHEET NO.	SHEET TITLE
1	COVER
2	DEMOLITION PLAN
3	DEMOLITION PLAN
4	SITE PLAN-1 LOWER LEVEL
5	SITE PLAN-2 LOWER LEVEL
6	SITE PLAN-1 UPPER LEVEL
7	SITE PLAN-2 UPPER LEVEL
8	GRADING PLAN-1 LOWER LEVEL
9	GRADING PLAN-2 LOWER LEVEL
10	GRADING PLAN-1 UPPER LEVEL
11	GRADING PLAN-2 UPPER LEVEL
12	UTILITY PLAN-1 LOWER LEVEL
13	UTILITY PLAN-2 LOWER LEVEL
14	UTILITY PLAN-1 UPPER LEVEL
15	UTILITY PLAN-2 UPPER LEVEL
16	LANDSCAPE PLAN-1 LOWER LEVEL
17	LANDSCAPE PLAN-2 LOWER LEVEL
18	LANDSCAPE PLAN-1 UPPER LEVEL
19	LANDSCAPE PLAN-2 UPPER LEVEL
20	DETAILS
21	DETAILS
22	DETAILS
23	DETAILS
24	DETAILS
1	PRE-DEVELOPMENT WATERSHED PLAN
2	POST DEVELOPMENT WATERSHED PLAN
1 OF 1	SUBDIVISION PLAN

LEGEND (TYPICAL ALL SHEETS)

EXISTING	DESCRIPTION	PROPOSED
	PROPERTY LINE/R.O.W.	
	ABUTTER LINE/R.O.W.	
	DEED LINE/R.O.W.	
	TIE LINE	
	SETBACK	
	EASEMENT	
	BUFFER	
	CENTERLINE	
	BUILDING	
	EDGE PAVEMENT	
	PAVEMENT SAWCUT	
	EDGE CONCRETE	
	PAVEMENT PAINT	
	EDGE GRAVEL	
	CURB LINE	
	EDGE OF WATER	
	TREELINE	
--120-- --118--	CONTOURS	120
×120.00	SPOT GRADE	+120.00
O	CHAIN LINK FENCE	O
O	STOCKADE FENCE	O
	RETAINING WALL	
	DECIDUOUS TREE	X
	CONIFEROUS TREE	X
	MULCH LINE	
	BOLLARD	
	SIGN	
	RAILROAD	
G	GAS	G
	GAS GATE VALVE	
GM	GAS METER	
G	GAS MANHOLE	
W	WATER	W
	WATER GATE VALVE	
	WATER SHUT OFF	
	HYDRANT	
W	WATER MANHOLE	
W	WELL	W
S	SANITARY SEWER	S
FM	FORCE MAIN	FM
S	SANITARY MANHOLE	
SD	STORM DRAIN	SD
UD	UNDER DRAIN	UD
D	DRAINAGE MANHOLE	
	CATCH BASIN	
OHU	OVERHEAD UTILITY	OHU
UGU	UNDERGROUND UTILITY	UGU
T	TRANSFORMER PAD	T
E	ELECTRICAL MANHOLE	
EM	ELECTRIC METER	
H	HVAC UNIT	
T	TELEPHONE MANHOLE	
	LIGHT POLE	
	UTILITY POLE	
	GUY WIRE	
	FILTER BARRIER	FB
	INLET PROTECTION	

REVISED THROUGH 05-21-18

16324C.dwg, TAB: C



UTILITY NOTE

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1–888–DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

GRAPHIC SCALE

0 25' 50' 100'

PLAN REFERENCES

1. *"PLAN OF LAND ON COMMERCIAL, HIGH, YORK, & MAPLE STREETS, PORTLAND, MAINE FOR RUFUS DEERING COMPANY," BY OWEN HASKELL, INC. DATED JANUARY 9, 1989.*

2. *STANDARD BOUNDARY SURVEY FOR WILLIAM J. DOWD LOCATED IN PORTLAND, MAINE," BY D.A. MAXFIELD, JR. DATED NOVEMBER, 1987.*

3. *"ALTA/ACSM LAND TITLE SURVEY ON HIGH, DANFORTH, MAPLE, & YORK STREETS MADE FOR J.B. BROWN & SONS," BY OWEN HASKELL, INC. DATED DECEMBER 3, 2013.*

GENERAL NOTES

1. *OWNER OF RECORD:* MILLIKEN SMITH BLOCK LLC
   TAX MAP 42 BLOCK A LOT 1
   C.C.R.D. BOOK 22473 PAGE 307
2. *BEARINGS ARE TRUE NORTH BASED ON PLAN REFERENCE 1.*
3. *ELEVATIONS ARE BASED ON CITY DATUM.*
4. *ALL INVERTS SHOULD BE VERIFIED PRIOR TO CONSTRUCTION STARTING.*
5. *ALL CURBING IS GRANITE EXCEPT AS NOTED.*

CERTIFICATE

OWEN HASKELL, INC. HEREBY CERTIFIES THAT THIS PLAN IS BASED ON, AND THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE.

NOV. 16, 2016
DATE

JOHN W. SWAN, PLS NO. 1038

STATE OF MAINE · JOHN W. SWAN · 1038 · PROFESSIONAL LAND SURVEYOR

REV.		
1	11–16–16	ADDED IN STREET UTILITIES AND INVERTS

BOUNDARY & TOPOGRAPHIC SURVEY

ON

383 COMMERCIAL STREET, PORTLAND, MAINE

MADE FOR

BERNSTEIN SHUR

100 MIDDLE STREET, P.O. BOX 9729, PORTLAND, ME

OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE ONE, FALMOUTH, ME 04105 (207)774-0424

Drawn By SDG	Date	Job No.
Trace By JLW	SEPT. 6, 2016	2016–245P
Check By JWS	Scale	Drwg. No.
Book No. 1149	1" = 25'	1

GENERAL NOTES:

1. THE RECORD OWNER OF THE PARCEL IS MILLIKEN SMITH BLOCK LLC BY DEED RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CCRD) IN BOOK 22473, PAGE 307.
2. THE PROPERTY IS SHOWN AS LOT A-001 ON THE CITY OF PORTLAND TAX MAP 42 AND IS LOCATED IN THE B5-B URBAN COMMERCIAL MIXED USE ZONE.
3. SEBAGO TECHNICS, INC. HAS NOT PERFORMED ANY INDEPENDENT RECORDS RESEARCH OR FIELD SURVEY IN CONJUNCTION WITH THE ISSUANCE OF THIS PLAN. THIS PLAN, THE BOUNDARY AND TOPOGRAPHIC INFORMATION DEPICTED HEREON IS BASED SOLELY UPON PLAN REFERENCE 10-A. THE SURVEYORS STAMP ON THIS PLAN IS RELATIVE TO THE FUTURE SALE OF UNITS WITHIN THE PROPOSED BUILDING DEPICTED HEREON.
4. LOT AREA IS 112,647 S.F. / 2.586 ACRES PER PLAN REFERENCE 10-A.
5. BASIS OF BEARINGS ARE TRUE NORTH PER PLAN REFERENCE 10-A.
6. BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED SOLEY UPON PLAN REFERENCE 10-A.
7. ELEVATIONS ARE BASED ON CITY DATUM PER PLAN REFERENCE 10-A.
8. ALL UTILITIES SHOWN HEREON ARE BASED SOLEY UPON PLAN REFERENCE 10-A.
9. SPACE AND BULK REQUIREMENTS :

	REQUIRED :	PROPOSED :
MINIMUM LOT SIZE -	NONE	X ACRES (LOT 1), Y ACRES (LOT 2), Z ACRES (LOT 3)
MINIMUM FRONTAGE -	NONE	X FT (LOT 1), Y FT (LOT 2), Z FT (LOT 3) ALL ON COMMERCIAL STREET
MINIMUM FRONT SETBACK -	NONE	NONE
MINIMUM SIDE SETBACK -	NONE	NONE
MINIMUM REAR SETBACK -	NONE	3 FEET
MAXIMUM FRONT SETBACK -	10 FEET	2 FEET
MAXIMUM LOT COVERAGE -	100 %	X% (LOT 1), Y% (LOT 2), Z% (LOT 3)
MAXIMUM BUILDING HEIGHT -	65 FEET	65 FEET

10. PLAN REFERENCES:
    A. "BOUNDARY AND TOPOGRAPHIC SURVEY" ON 383 COMMERCIAL STREET, PORTLAND, MAINE MADE FOR BERNSTEIN SHUR, 100 MIDDLE STREET, P.O. BOX 9729, PORTLAND, MAINE AND PREPARED BY OWEN HASKELL, INC., 390 U.S. ROUTE ONE, FALMOUTH, MAINE, DATED SEPTEMBER 6, 2016, AND REVISED THROUGH NOVEMBER 16, 2016.
    B. "ALTA/ACSM LAND TITLE SURVEY ON HIGH, DANFORTH, MAPLE, & YORK STREETS FOR J.B. BROWN & SONS", BY OWEH HASKELL, INC. DATED DECEMBER 3, 2013.
    C. "STANDARD BOUNDARY SURVEY FOR WILLIAM J. DOWD LOCATED IN PORTLAND, MAINE", BY D.A. MAXFIELD, JR., DATED NOVEMBER, 1987.
    D. "PLAN OF LAND ON COMMERCIAL, HIGH, YORK, & MAPLE STREETS, PORTLAND, MAINE FOR RUFUS DEERING COMPANY", BY OWEN HASKELL, INC. DATED JANUARY 9, 1989. PROPOSED BUILDING FLOOR AREA - 136,988 SF
11. THE LOCUS PROPERTY AS DEPICTED HEREON DOES/DOES NOT FALL WITHIN A SPECIAL FLOOD HAZARD AREA AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR PORTLAND, MAINE, CUMBERLAND COUNTY, COMMUNITY-PANEL NUMBER 230051-0013-B, HAVING AN EFFECTIVE DATE OF JULY 17, 1986. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS ZONE C, AREAS OF MINIMAL FLOODING.
12. PROPOSED HOTEL ON LOT 1 - 157 ROOMS
13. PROPOSED RESIDENTIAL MULTI - FAMILY RESIDENTIAL UNITS ON LOT 2 - 89
14. PROPOSED DETAIL AREA ON LOT 2 - 7,100 SF
15. OFF STREET PARKING REQUIREMENTS :
    A. 157 HOTEL ROOMS = 40 SPACES REQUIRED.
    B. 89 RESIDENTIAL UNITS = 89 SPACES.
    C. ALL RETAIL SPACES ARE LESS THAN 2,000 (NO REQUIRED PARKING).
    D. TOTAL REQUIRED PARKING = 129 SPACES.
    E. 22 SPACES PROPOSED ON LOT 1.
    F. 132 SPACES PROPOSED ON LOT 2.
    G. 56 SPACES PROPOSED ON LOT 3.
    H. TOTAL PROPOSED PARKING = 210 SPACES (97 SPACES FOR HOTEL, 113 SPACES FOR RESIDENTIAL UNTIS).
16. BICYCLE PARKING REQUIREMENTS:
    A. HOTEL - 97 SPACES - 2 SPACES REQUIRED FOR EACH 10 SPACES = 20 SPACES REQUIRED, 20 SPACES PROVIDED.
    B. RESIDENTIAL UNITS - 2 SPACES REQUIRED FOR EACH 5 UNITS = 35 SPACES REQUIRED; 20 SPACES PROVIDED.

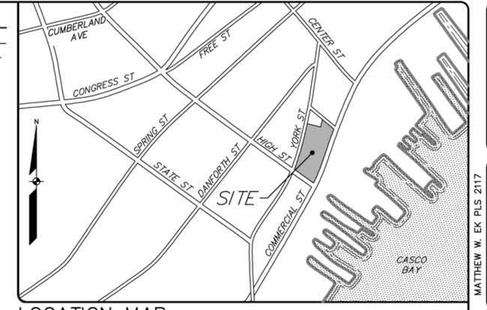
CONDITIONS OF APPROVAL:

1. TO BE DETERMINED.

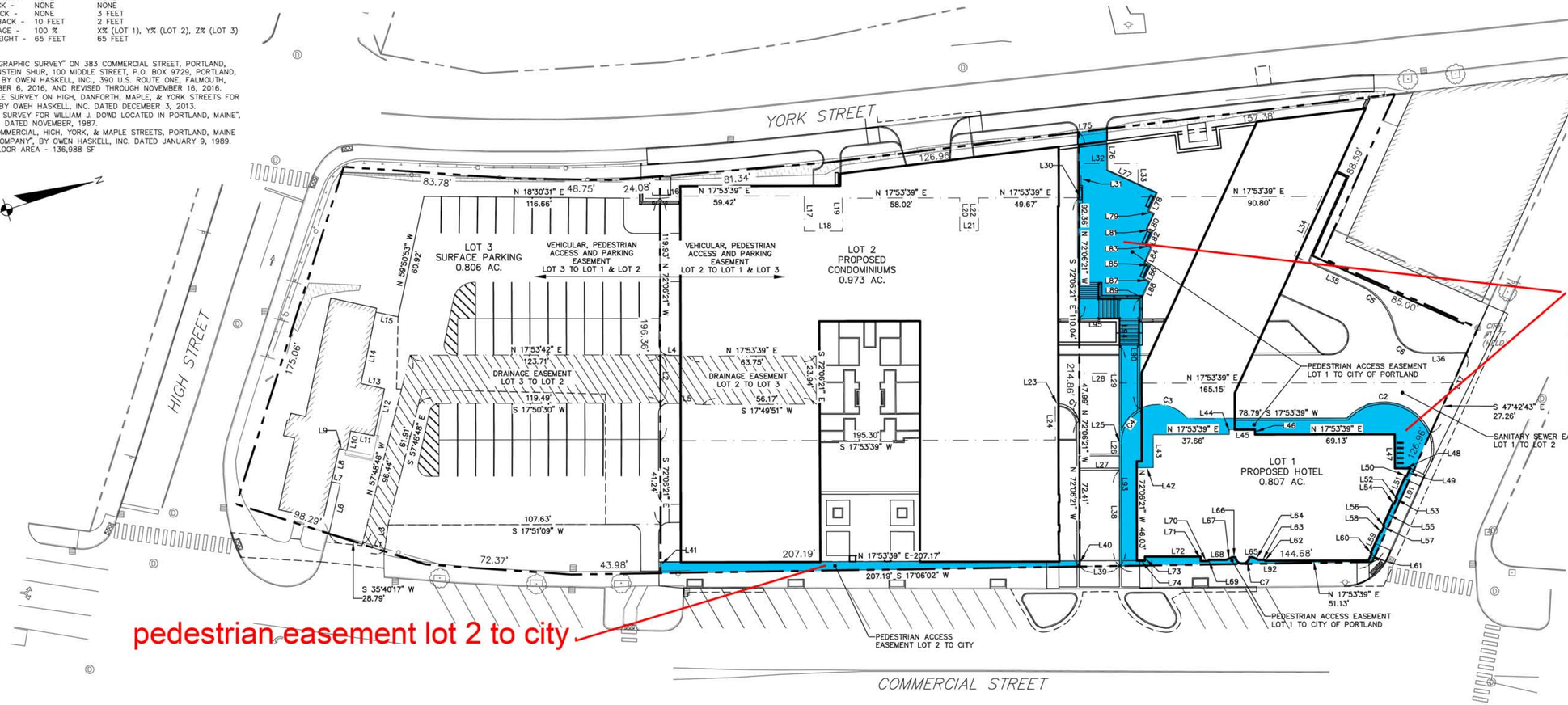
LEGEND

EXISTING	DESCRIPTION	PROPOSED
	PROPERTY LINE/R.O.W.	
	ABUTTER LINE/R.O.W.	
	SETBACK	
	EASEMENT	
⊡	MONUMENT	
⊙	IRON PIPE/ROD	
C1/L1	CURVE/LINE NO.	
	BUILDING	
	DECK/STEPS/ OVERHANG	
	EDGE PAVEMENT	
	EDGE CONCRETE	
	PAVEMENT PAINT	
	CURB LINE	
	NON-SKIP PAD	
	CHAIN LINK FENCE	
	STOCKADE FENCE	
	GUARD RAIL	
	RETAINING WALL	

EXISTING	DESCRIPTION
	STONE MASONARY WALL
	DECIDUOUS TREE
	CONIFEROUS TREE
	BOLLARD
	SIGN
GV	GAS GATE VALVE
WV	WATER GATE VALVE
H	HYDRANT
S	SANITARY MANHOLE
D	DRAINAGE MANHOLE
	CATCH BASIN
E	ELECTRICAL MANHOLE
T	TELEPHONE MANHOLE
	LIGHT POLE
	UTILITY POLE
	GUY WIRE



LOCATION MAP N.T.S.



EASEMENT LINE TABLE		
LINE	DIRECTION	DISTANCE
L1	S 35°40'17" W	11.52'
L2	S 72°06'21" E	119.93'
L3	S 64°21'51" E	14.65'
L4	N 20°39'43" E	13.35'
L5	S 20°06'40" W	20.93'
L6	N 59°08'41" W	25.36'
L7	S 29°04'21" W	4.49'
L8	N 59°17'54" W	16.88'
L9	N 29°22'03" E	3.88'
L10	N 60°37'57" W	9.63'
L11	N 29°27'11" E	12.02'
L12	N 59°40'04" W	23.90'
L13	S 30°30'15" W	11.99'
L14	N 60°14'55" W	36.05'
L15	N 29°45'05" E	11.25'
L16	N 12°25'18" E	11.92'
L17	S 72°06'21" E	17.45'
L18	N 17°53'39" E	18.86'
L19	N 72°06'21" W	16.28'
L20	S 72°06'21" E	16.28'

EASEMENT LINE TABLE		
LINE	DIRECTION	DISTANCE
L21	N 17°53'39" E	9.33'
L22	N 72°06'21" W	16.28'
L23	S 17°32'47" W	1.65'
L24	S 72°27'13" E	17.94'
L25	S 72°06'07" E	109.23'
L26	S 72°04'19" E	13.41'
L27	S 17°53'39" W	19.71'
L28	N 17°53'39" E	19.72'
L29	S 72°06'21" E	5.00'
L30	N 17°53'39" E	1.05'
L31	N 72°06'21" W	16.87'
L32	N 17°53'39" E	28.22'
L33	S 72°06'21" E	16.46'
L34	S 47°17'27" E	32.49'
L35	N 42°14'38" E	35.33'
L36	N 17°53'39" E	21.02'
L37	S 47°42'43" E	43.18'
L38	S 72°06'21" E	47.39'
L39	S 17°06'02" W	19.71'
L40	S 72°06'21" E	2.79'

EASEMENT LINE TABLE		
LINE	DIRECTION	DISTANCE
L41	N 72°06'21" W	5.66'
L42	N 17°53'39" E	8.20'
L43	N 72°06'21" W	16.27'
L44	N 72°06'21" W	2.41'
L45	N 17°53'39" E	12.65'
L46	S 72°06'21" E	2.41'
L47	S 72°06'21" E	16.81'
L48	N 17°53'39" E	7.60'
L49	S 47°42'40" E	4.35'
L50	S 42°17'20" W	0.55'
L51	S 47°42'40" E	11.81'
L52	N 42°17'20" E	0.55'
L53	S 47°42'40" E	3.33'
L54	S 42°17'20" W	0.55'
L55	S 47°42'40" E	11.79'
L56	N 42°17'20" E	0.55'
L57	S 47°42'40" E	3.19'
L58	S 42°17'20" W	0.55'
L59	S 47°56'20" E	11.79'
L60	N 42°17'20" E	0.50'

EASEMENT LINE TABLE		
LINE	DIRECTION	DISTANCE
L61	S 47°42'40" E	3.91'
L62	N 73°13'01" W	0.55'
L63	S 17°53'39" W	3.27'
L64	S 42°04'35" W	3.15'
L65	S 17°53'39" W	1.61'
L66	S 17°53'39" W	1.61'
L67	N 6°17'18" W	3.15'
L68	N 17°53'39" E	8.75'
L69	S 72°06'21" E	0.55'
L70	S 17°53'39" W	4.00'
L71	S 72°06'21" E	2.20'
L72	S 17°53'39" W	27.50'
L73	S 72°06'21" E	2.00'
L74	S 17°53'39" W	4.00'
L75	N 11°07'27" E	13.81'
L76	S 72°06'21" E	20.58'
L77	N 42°42'33" E	26.86'
L78	S 47°17'27" E	9.89'
L79	N 42°42'33" E	3.00'
L80	S 47°17'27" E	8.33'

EASEMENT LINE TABLE		
LINE	DIRECTION	DISTANCE
L81	N 42°42'33" E	3.00'
L82	S 47°17'27" E	7.38'
L83	N 42°42'33" E	3.00'
L84	S 47°17'27" E	8.33'
L85	N 42°42'33" E	3.00'
L86	S 47°17'27" E	7.38'
L87	N 42°42'33" E	3.00'
L88	S 47°17'27" E	7.52'
L89	S 27°06'21" E	2.12'
L90	S 72°06'21" E	54.62'
L91	S 47°42'43" E	70.07'
L92	S 17°06'02" W	124.97'
L93	N 72°06'07" W	109.23'
L94	N 72°06'21" W	13.00'
L95	S 17°53'39" W	19.72'

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 INCH = 30 FT.

EASEMENT CURVE TABLE				
CURVE	LENGTH	RADIUS	CRD. BEARING	CRD. DIST.
C1	13.99'	11.35'	S 55°59'40" W	13.12'
C2	49.91'	25.00'	S 27°56'05" W	42.03'
C3	26.23'	19.00'	N 29°10'26" E	24.20'
C4	46.15'	19.00'	S 0°51'40" E	35.61'
C5	28.56'	30.00'	N 69°31'02" E	27.49'
C6	20.66'	15.00'	N 57°20'33" E	19.06'
C7	10.38'	3.44'	N 17°53'39" E	6.86'

APPROVAL-
CITY OF PORTLAND
PLANNING BOARD

DATE

CHAIRPERSON

STATE OF MAINE
COUNTY SS REGISTRY OF DEEDS
RECEIVED 20
AT h m M. AND RECORDED IN
PLAN BOOK PAGE
ATTEST REGISTRAR

MATTHEW W. EK PLS 2117
STATE OF MAINE
MATTHEW W. EK
No. 2117
PROFESSIONAL SURVEYOR
05/21/18

DESIGNED	CHECKED
WTC	WTC

REV:	BY:	DATE:	STATUS:
A	WTC	05/21/18	LEVEL III SITE PLAN SUBMISSION

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

PRELIMINARY SUBDIVISION PLAN
OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE
RECORD OWNER:
MILLIKEN SMITH
BLOCK LLC
BOOK 22473 PAGE 307
FOR:
DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	1" = 30'

SHEET 1 OF 1

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

16324SB.dwg, TAB:SB

GENERAL NOTES:

1. THE RECORD OWNER OF THE PARCEL IS DEERING PROPERTY DEVELOPMENT LLC BY DEED RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CCRD) IN BOOK 34512, PAGE 192.
2. THE PROPERTY IS SHOWN AS LOT A-001 ON THE CITY OF PORTLAND TAX MAP 42 AND IS LOCATED IN THE B5-B URBAN COMMERCIAL MIXED USE ZONE.
3. SEBAGO TECHNICS, INC. HAS NOT PERFORMED ANY INDEPENDENT RECORDS RESEARCH OR FIELD SURVEY IN CONJUNCTION WITH THE ISSUANCE OF THIS PLAN. THIS PLAN, THE BOUNDARY AND TOPOGRAPHIC INFORMATION DEPICTED HEREON IS BASED SOLELY UPON PLAN REFERENCE 10-A. THE SURVEYORS STAMP ON THIS PLAN IS RELATIVE TO THE INTERNAL PROPERTY AND EASEMENT LINES ONLY.
4. LOT AREA IS 112,647 S.F. / 2.586 ACRES PER PLAN REFERENCE A.
5. BASIS OF BEARINGS ARE TRUE NORTH PER PLAN REFERENCE A.
6. ELEVATIONS ARE BASED ON CITY DATUM PER PLAN REFERENCE A.
7. ALL UTILITIES SHOWN HEREON ARE BASED SOLEY UPON PLAN REFERENCE A. UTILITIES DEPICTED HEREON MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. CONTRACTORS AND/OR DESIGNERS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION AND/OR EXCAVATION.
8. SPACE AND BULK REQUIREMENTS:

	REQUIRED	PROPOSED
MINIMUM LOT SIZE -	NONE	0.81 ACRES (LOT 1) 0.97 ACRES (LOT 2) 0.81 ACRES (LOT 3)
MINIMUM FRONTAGE -	NONE	144.68 FT. (LOT 1) 207.19 FT. (LOT 2) 214.64 FT. (LOT 3) ALL ON COMMERCIAL STREET
MINIMUM FRONT SETBACK -	NONE	0.68 FT. (LOT 1) 2.64 FT. (LOT 2) 3.75 FT. (LOT 3)
MINIMUM SIDE SETBACK -	NONE	1.98 FT. (LOT 1) 10.0 FT. (LOT 2) 11.36 FT. (LOT 3)
MINIMUM REAR SETBACK -	NONE	5.34 FT. (LOT 1) 5.76 FT. (LOT 2) 68.58 FT. (LOT 3)
MAXIMUM FRONT SETBACK -	10 FT.	NONE
MAXIMUM LOT COVERAGE -	100%	29,140 S.F., 82.9% (LOT 1) 37,992 S.F., 89.6% (LOT 2) 25,680 S.F., 73.1% (LOT 3)
MAXIMUM BUILDING HEIGHT -	65 FT.	65 FT.

9. PLAN REFERENCES:
   A. "BOUNDARY AND TOPOGRAPHIC SURVEY" ON 383 COMMERCIAL STREET, PORTLAND, MAINE MADE FOR BERNSTEIN SHUR, 100 MIDDLE STREET, P.O. BOX 9729, PORTLAND, MAINE AND PREPARED BY OWEN HASKELL, INC., 390 U.S. ROUTE ONE, FALMOUTH, MAINE, DATED SEPTEMBER 6, 2016, AND REVISED THROUGH NOVEMBER 16, 2016.
   B. "ALTA/ACSM LAND TITLE SURVEY ON HIGH, DANFORTH, MAPLE, & YORK STREETS FOR J.B. BROWN & SONS", BY OWEH HASKELL, INC. DATED DECEMBER 3, 2013.
   C. "STANDARD BOUNDARY SURVEY FOR WILLIAM J. DOWD LOCATED IN PORTLAND, MAINE", BY D.A. MAXFIELD, JR., DATED NOVEMBER, 1987.
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12. PROPOSED RESIDENTIAL MULTI - FAMILY RESIDENTIAL UNITS ON LOT 2 - 89
13. PROPOSED RETAIL AREA ON LOT 2 - 7,100 SF
14. OFF STREET PARKING REQUIREMENTS :
    A. 157 HOTEL ROOMS = 40 SPACES REQUIRED.
    B. 89 RESIDENTIAL UNITS = 89 SPACES.
    C. ALL RETAIL SPACES ARE LESS THAN 2,000 (NO REQUIRED PARKING).
    D. TOTAL REQUIRED PARKING = 129 SPACES.
    E. 22 SPACES PROPOSED ON LOT 1.
    F. 132 SPACES PROPOSED ON LOT 2.
    G. 56 SPACES PROPOSED ON LOT 3.
    H. TOTAL PROPOSED PARKING = 210 SPACES (97 SPACES FOR HOTEL, 113 SPACES FOR RESIDENTIAL UNITS).
15. BICYCLE PARKING REQUIREMENTS:
    A. HOTEL - 97 SPACES - 2 SPACES REQUIRED FOR EACH 10 SPACES = 20 SPACES REQUIRED, 20 SPACES PROVIDED.
    B. RESIDENTIAL UNITS - 2 SPACES REQUIRED FOR EACH 5 UNITS = 35 SPACES REQUIRED; 20 SPACES PROVIDED.

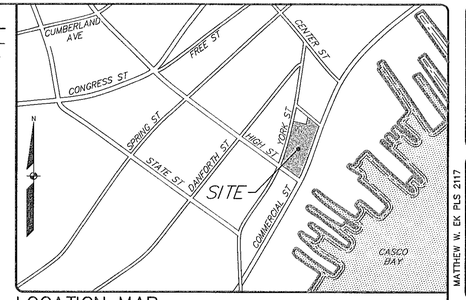
CONDITIONS OF APPROVAL:

1. TO BE DETERMINED.

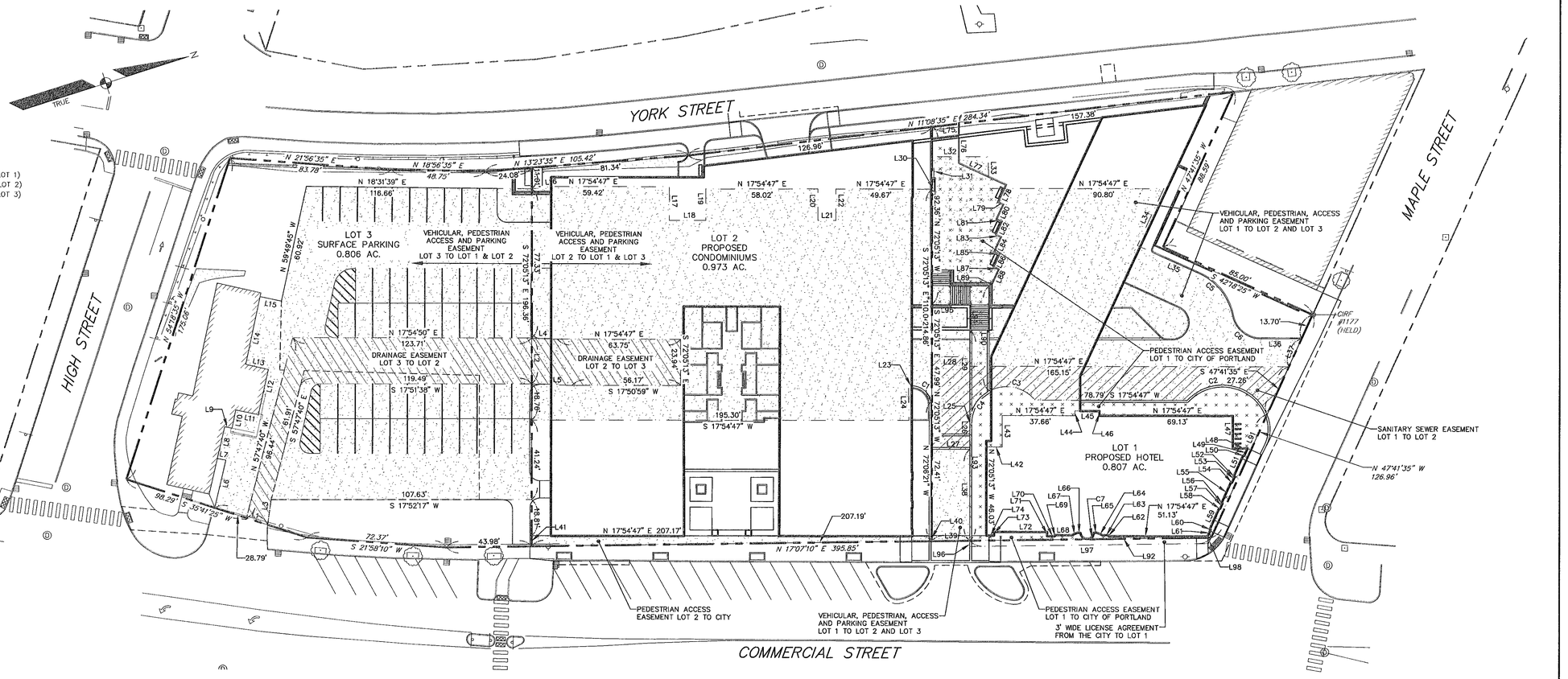
LEGEND

EXISTING	DESCRIPTION	PROPOSED
	PROPERTY LINE/R.O.W.	
	ABUTTER LINE/R.O.W.	
	EASEMENT	
⊡	MONUMENT	
◉	IRON PIPE/ROD	
C1/L1	CURVE/LINE NO.	
	BUILDING	
	DECK/STEPS/ OVERHANG	
	EDGE PAVEMENT	
	EDGE CONCRETE	
	PAVEMENT PAINT	
	CURB LINE	
▭	NON-SKIP PAD	
o	CHAIN LINK FENCE	o
□	STOCKADE FENCE	
	GUARD RAIL	
	RETAINING WALL	

EXISTING	DESCRIPTION
	STONE MASONARY WALL
	DECIDUOUS TREE
	CONIFEROUS TREE
	BOLLARD
	SIGN
	GAS GATE VALVE
	WATER GATE VALVE
	HYDRANT
S	SANITARY MANHOLE
D	DRAINAGE MANHOLE
	CATCH BASIN
E	ELECTRICAL MANHOLE
T	TELEPHONE MANHOLE
	LIGHT POLE
	UTILITY POLE
	GUY WIRE



LOCATION MAP N.T.S.



EASEMENT LINE TABLE		
LINE	DIRECTION	DISTANCE
L1	S 35°41'25" W	11.52'
L2	S 72°05'13" E	119.93'
L3	N 64°20'43" W	13.16'
L4	N 20°40'51" E	13.35'
L5	S 20°07'48" W	20.93'
L6	N 59°07'33" W	25.36'
L7	S 29°05'29" W	4.49'
L8	N 59°16'46" W	16.88'
L9	N 29°23'11" E	3.88'
L10	N 60°36'49" W	9.63'
L11	N 29°28'19" E	12.02'
L12	N 59°38'56" W	23.90'
L13	S 30°31'23" W	11.99'
L14	N 60°13'47" W	36.05'
L15	N 29°46'13" E	11.25'
L16	N 12°26'26" E	11.92'
L17	S 72°05'13" E	17.45'
L18	N 17°54'47" E	18.86'
L19	N 72°05'13" W	16.28'
L20	S 72°05'13" E	16.28'

EASEMENT LINE TABLE		
LINE	DIRECTION	DISTANCE
L21	N 17°54'47" E	9.33'
L22	N 72°05'13" W	16.28'
L23	S 17°33'55" W	1.65'
L24	S 72°26'05" E	17.94'
L25	S 72°04'59" E	109.23'
L26	S 72°03'11" E	13.41'
L27	S 17°54'47" W	19.71'
L28	N 17°54'47" E	19.72'
L29	S 72°05'13" E	5.00'
L30	N 17°54'47" E	1.05'
L31	N 72°05'13" W	16.87'
L32	N 17°54'47" E	28.22'
L33	S 72°05'13" E	16.46'
L34	S 47°16'19" E	32.49'
L35	N 42°15'46" E	35.33'
L36	N 17°54'47" E	21.02'
L37	N 47°41'35" W	15.92'
L38	S 72°05'13" E	47.39'
L39	S 17°07'10" W	19.71'
L40	S 72°05'13" E	2.50'

EASEMENT LINE TABLE		
LINE	DIRECTION	DISTANCE
L41	N 72°05'13" W	5.37'
L42	N 17°54'47" E	8.20'
L43	N 72°05'13" W	16.27'
L44	N 72°05'13" W	2.41'
L45	N 17°54'47" E	12.65'
L46	S 72°05'13" E	2.41'
L47	S 72°05'13" E	16.81'
L48	N 17°54'47" E	7.60'
L49	S 47°41'32" E	4.35'
L50	S 42°18'28" W	0.55'
L51	S 47°41'32" E	11.81'
L52	N 42°18'28" E	0.55'
L53	S 47°41'32" E	3.33'
L54	S 42°18'28" W	0.55'
L55	S 47°41'32" E	11.79'
L56	N 42°18'28" E	0.55'
L57	S 47°41'32" E	3.19'
L58	S 42°18'28" W	0.55'
L59	S 47°55'12" E	11.79'
L60	N 42°18'28" E	0.50'

EASEMENT LINE TABLE		
LINE	DIRECTION	DISTANCE
L61	S 47°41'32" E	3.91'
L62	N 73°11'53" W	0.55'
L63	S 17°54'47" W	3.27'
L64	S 42°05'43" W	3.15'
L65	S 17°54'47" W	1.61'
L66	S 17°54'47" W	1.61'
L67	N 6°16'10" W	3.15'
L68	N 17°54'47" E	8.75'
L69	S 72°05'13" E	0.55'
L70	S 17°54'47" W	4.00'
L71	S 72°05'13" E	2.20'
L72	S 17°54'47" W	27.50'
L73	S 72°05'13" E	2.00'
L74	S 17°54'47" W	4.00'
L75	N 11°08'35" E	13.81'
L76	S 72°05'13" E	20.58'
L77	N 42°43'41" E	26.86'
L78	S 47°16'19" E	9.89'
L79	N 42°43'41" E	3.00'
L80	S 47°16'19" E	8.33'

EASEMENT LINE TABLE		
LINE	DIRECTION	DISTANCE
L81	N 42°43'41" E	3.00'
L82	S 47°16'19" E	7.38'
L83	N 42°43'41" E	3.00'
L84	S 47°16'19" E	8.33'
L85	N 42°43'41" E	3.00'
L86	S 47°16'19" E	7.38'
L87	N 42°43'41" E	3.00'
L88	S 47°16'19" E	7.52'
L89	S 27°05'13" E	2.12'
L90	S 72°05'13" E	54.62'
L91	S 47°41'35" E	70.07'
L92	S 17°07'10" W	124.97'
L93	N 72°04'59" W	109.23'
L94	N 72°05'13" W	13.00'
L95	S 17°54'47" W	19.72'
L96	N 72°52'50" W	3.00'
L97	S 17°07'10" W	123.56'
L98	S 47°41'35" E	3.32'

EASEMENT CURVE TABLE				
CURVE	LENGTH	RADIUS	CRD. BEARING	CRD. DIST.
C1	13.99'	11.35'	S 56°00'48" W	13.12'
C2	49.91'	25.00'	S 27°57'13" W	42.03'
C3	26.23'	19.00'	N 29°11'34" E	24.20'
C4	46.15'	19.00'	S 0°50'32" E	35.61'
C5	28.56'	30.00'	N 69°32'10" E	27.49'
C6	20.66'	15.00'	N 57°21'41" E	19.06'
C7	10.38'	3.44'	N 17°54'47" E	6.86'

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 INCH = 30 FT.

APPROVAL-
CITY OF PORTLAND
PLANNING BOARD

DATE

CHAIRPERSON

STATE OF MAINE
COUNTY SS REGISTRY OF DEEDS
RECEIVED _____ 20____
AT ____h _____m _____M. AND RECORDED IN
PLAN BOOK _____ PAGE _____
ATTEST _____ REGISTRAR

MATTHEW W. EK PLS 2117
STATE OF MAINE
MATTHEW W. EK
2117
PROFESSIONAL LAND SURVEYOR
05/21/18

DESIGNED	CHECKED
WTC	MWE

REV.	BY:	DATE:	STATUS:
A	WTC	05/21/18	LEVEL III SITE PLAN SUBMISSION

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC., ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

PRELIMINARY SUBDIVISION PLAN
OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR RECORD OWNER:
DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	1" = 30'

SHEET 1 OF 1

16324SB.dwg, --TAB:SB

LEGEND

EXISTING	DESCRIPTION
	PROPERTY LINE/R.O.W.
	ABUTTER LINE/R.O.W.
	BUILDING
	DECK/STEPS/ OVERHANG
	EDGE PAVEMENT
	EDGE CONCRETE
	PAVEMENT PAINT
	CURB LINE
-18-	CONTOURS
×18.52	SPOT GRADE
	CHAIN LINK FENCE
	STOCKADE FENCE
	GUARD RAIL
	RETAINING WALL
	BOLLARD
	SIGN
G	GAS
	GAS GATE VALVE
W	WATER
	WATER GATE VALVE
	HYDRANT
S	SANITARY SEWER
(S)	SANITARY MANHOLE
SD	STORM DRAIN
(D)	DRAINAGE MANHOLE
	CATCH BASIN
OHU	OVERHEAD UTILITY
UGU	UNDERGROUND UTILITY
(E)	ELECTRICAL MANHOLE
(T)	TELEPHONE MANHOLE
	LIGHT POLE
	UTILITY POLE
	GUY WIRE

DEMOLITION KEY

1. SAW CUT PAVEMENT
2. REMOVE ASPHALT PAVEMENT
3. REMOVE BRICK PAVERS / SALVAGE FOR RE-USE
4. REMOVE GRANITE COBBLES / SALVAGE FOR RE-USE (PHOTOGRAPH PATTERN PRIOR TO REMOVAL)
5. REMOVE CONCRETE PAVEMENT
6. REMOVE STREET TREE
7. REMOVE CHAIN LINK FENCE AND GATES
8. CHAIN LINK GATE TO REMAIN
9. GRANITE CURBING TO REMAIN
10. REMOVE GRANITE CURB / SALVAGE FOR RE-USE
11. REMOVE NO PARKING SIGN / SALVAGE FOR RE-USE
12. REMOVE NO PARKING SIGN
13. REMOVE STREET / STOP SIGN / SALVAGE FOR RE-USE
14. ELECTRICAL MANHOLE TO REMAIN
15. CATCH BASIN TO REMAIN
16. FIRE HYDRANT TO REMAIN
17. REMOVE UTILITY POLE
18. REMOVE OVERHEAD UTILITY
19. STONE RETAINING WALL TO REMAIN
20. REMOVE VEHICLE GUARDRAIL
21. VEHICLE GUARDRAIL AND FENCING TO REMAIN
22. REMOVE FLAGPOLE
23. CONCRETE PAVEMENT TO REMAIN
24. STREET TREE TO REMAIN
25. REMOVE TACTILE WARNING PANEL
26. SEAL COAT OVER EXISTING PAINT STRIPING
27. REMOVE CATCH BASIN
28. REMOVE STORM DRAIN
29. BRICK PAVERS TO REMAIN
30. CONCRETE PAVING TO REMAIN
31. STOCKADE FENCE TO REMAIN
32. ASPHALT PAVING TO REMAIN

DEMOLITION NOTES

1. CONTRACTOR SHALL NOTIFY DIGSAFE FOR UTILITY LOCATIONS PRIOR TO EXCAVATION.
2. EXISTING MATERIALS TO BE SALVAGED AND RE-USED SHALL BE STORED AND PROTECTED DURING CONSTRUCTION.
3. ALL DEMOLITION WORK SHALL BE PERFORMED IN ACCORDANCE TO ALL APPLICABLE CODES AND REGULATIONS.
4. REMOVE ALL BUILDING FOOTINGS, ELECTRICAL AND MISCELLANEOUS MATERIALS.

YORK STREET
PAVED–PUBLIC–VARIABLE WIDTH

MAPLE STREET
PAVED–PUBLIC– 49.5' WIDE

COMMERCIAL STREET
PAVED–PUBLIC–VARIABLE WIDTH

N11°08'35"E 284.34'
S47°51'25"E 88.59'
N42°18'25"E 85.00'
N17°07'10"E 395.85'

LOT 1
LOT 2

CONTAINER (TO BE REMOVED BY OWNER)
GUARDRAIL & FENCE
END OF CONCRETE WALL
BRICK SIDEWALK
STONE MASONRY RETAINING WALL
COVERED LUMBER STORAGE (REMOVE)
PAVED (REMOVE)
BOLLARDS (REMOVE)
STOCKADE FENCE
ACCESS EASEMENT 1555.74
GATE
OVERHANG (REMOVE)
CONCRETE (REMOVE)
F.F.E.= 12.55
OPEN ENDED LUMBER STORAGE BUILDING (REMOVE)
F.F.E.= 12.81
METAL BLDG (REMOVE)
LPG
APPROXIMATE LOCATION
FROM CB POSSIBLY ON LOCUS UNDER LUMBER
CMF #1177 (HELD)
GMF WITH PLUG VAULT
RIM=12.29 BOT. HOOD=9.19
RIM=10.36 12"IN=6.60 8"OUT=5.86
RIM=14.86 15"IN=8.46 15"OUT=8.46
RIM=11.39 cl=5.40 OVERFLOW WALL=7.29 x2 18" OVERFLOW OUT=5.27
RIM=11.19 24"IN=4.86 24"OUT=4.80 12"in=5.97
RIM=11.95 15"IN/OUT=7.82 12"IN=7.82
RIM=10.29 OUT=6.14
RIM=11.46 15"IN=7.14 15"OUT=6.93 6"IN=7.13
TRUE N
GRAPHIC SCALE (IN FEET) 1 INCH = 10 FT.

RICHARD L. MEEK, PE 10668
STATE OF MAINE – RICHARD L. MEEK – No. 10668 – PROFESSIONAL ENGINEER – 5-21-18

WILLIAM T. CONWAY, RLA 108
STATE OF MAINE – WILLIAM T. CONWAY – No. 108 – REGISTERED LANDSCAPE ARCHITECT – 5-21-18

DESIGNED	CHECKED
WTC	RLM

REV.:	BY:	DATE:	STATUS:
A	WTC	05-21-18	LEVEL III SITE PLAN SUBMISSION

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SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd. Suite 4A
South Portland, ME 04106
Tel: 207-200-2100

DEMOLITION PLAN-1
OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	1"=10'

SHEET 2 OF 24

16324DEMO.dwg, TAB:DEMO-1

DEMOLITION KEY

1. SAW CUT PAVEMENT
2. REMOVE ASPHALT PAVEMENT
3. REMOVE BRICK PAVERS / SALVAGE FOR RE-USE
4. REMOVE GRANITE COBBLES / SALVAGE FOR RE-USE (PHOTOGRAPH PATTERN PRIOR TO REMOVAL)
5. REMOVE CONCRETE PAVEMENT
6. REMOVE STREET TREE
7. REMOVE CHAIN LINK FENCE AND GATES
8. CHAIN LINK GATE TO REMAIN
9. GRANITE CURBING TO REMAIN
10. REMOVE GRANITE CURB / SALVAGE FOR RE-USE
11. REMOVE NO PARKING SIGN / SALVAGE FOR RE-USE
12. REMOVE NO PARKING SIGN
13. REMOVE STREET / STOP SIGN / SALVAGE FOR RE-USE
14. ELECTRICAL MANHOLE TO REMAIN
15. CATCH BASIN TO REMAIN
16. FIRE HYDRANT TO REMAIN
17. REMOVE UTILITY POLE
18. REMOVE OVERHEAD UTILITY
19. STONE RETAINING WALL TO REMAIN
20. REMOVE VEHICLE GUARDRAIL
21. VEHICLE GUARDRAIL AND FENCING TO REMAIN
22. REMOVE FLAGPOLE
23. CONCRETE PAVEMENT TO REMAIN
24. STREET TREE TO REMAIN
25. REMOVE TACTILE WARNING PANEL
26. SEAL COAT OVER EXISTING PAINT STRIPING
27. REMOVE CATCH BASIN
28. REMOVE STORM DRAIN
29. BRICK PAVERS TO REMAIN
30. CONCRETE PAVING TO REMAIN
31. STOCKADE FENCE TO REMAIN
32. ASPHALT PAVING TO REMAIN

DEMOLITION NOTES

1. CONTRACTOR SHALL NOTIFY DIGSAFE FOR UTILITY LOCATIONS PRIOR TO EXCAVATION.
2. EXISTING MATERIALS TO BE SALVAGED AND RE-USED SHALL BE STORED AND PROTECTED DURING CONSTRUCTION.
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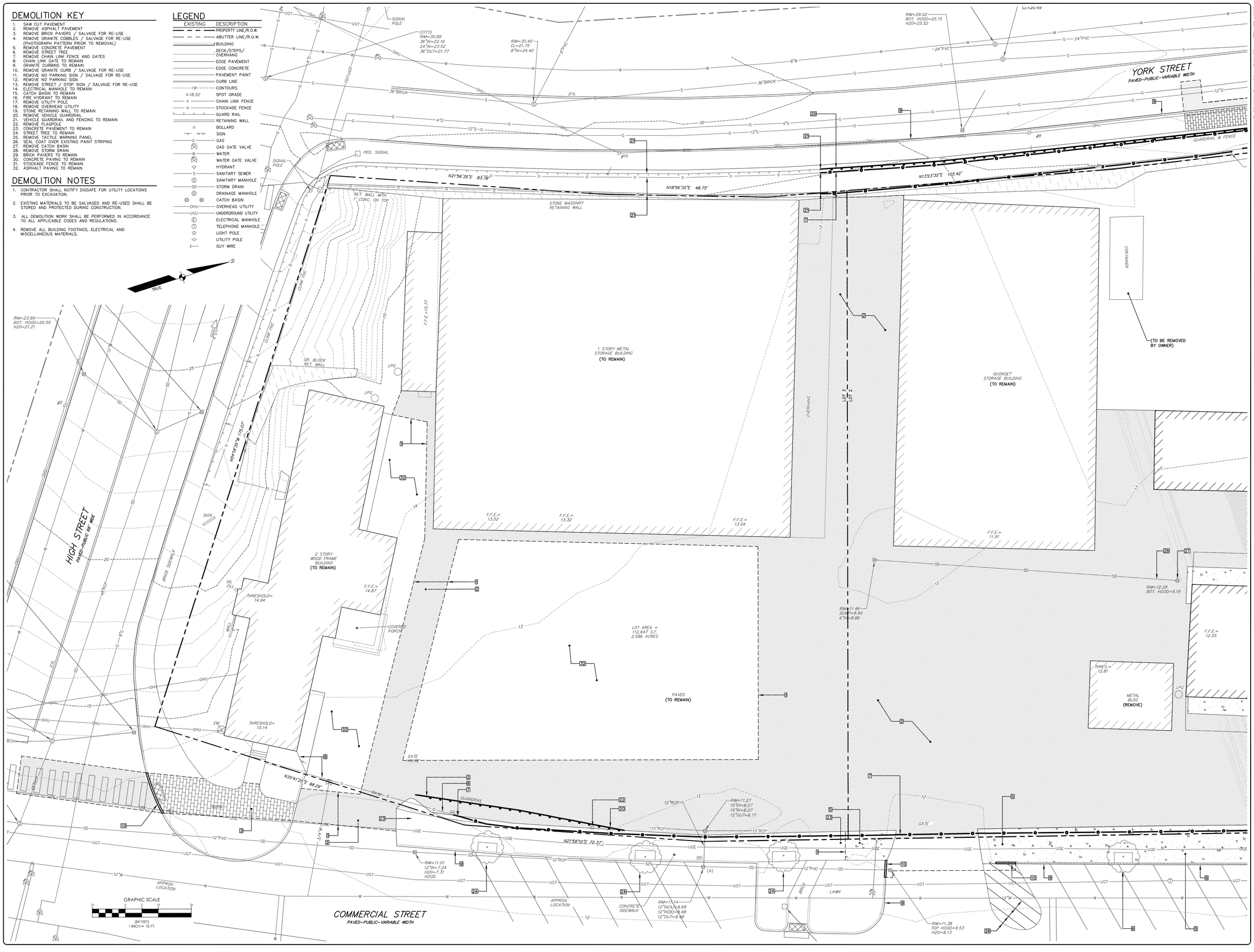
4. REMOVE ALL BUILDING FOOTINGS, ELECTRICAL AND MISCELLANEOUS MATERIALS.

LEGEND

EXISTING	DESCRIPTION
	PROPERTY LINE/R.O.W.
	ABUTTER LINE/R.O.W.
	BUILDING
	DECK/STEPS/ OVERHANG
	EDGE PAVEMENT
	EDGE CONCRETE
	PAVEMENT PAINT
18	CURB LINE
18.52	CONTOURS
	SPOT GRADE
	CHAIN LINK FENCE
	STOCKADE FENCE
	GUARD RAIL
	RETAINING WALL
	BOLLARD
	SIGN
G	GAS
	GAS GATE VALVE
W	WATER
	WATER GATE VALVE
	HYDRANT
S	SANITARY SEWER
S	SANITARY MANHOLE
SD	STORM DRAIN
D	DRAINAGE MANHOLE
	CATCH BASIN
OHU	OVERHEAD UTILITY
UGU	UNDERGROUND UTILITY
E	ELECTRICAL MANHOLE
T	TELEPHONE MANHOLE
	LIGHT POLE
	UTILITY POLE
	GUY WIRE



RICHARD L. MEEK, PE 10668

STATE OF MAINE — RICHARD L. MEEK — No. 10668 — REGISTERED PROFESSIONAL ENGINEER — 5-21-18

WILLIAM T. CONWAY, RLA 108

STATE OF MAINE — WILLIAM T. CONWAY — No. 108 — REGISTERED LANDSCAPE ARCHITECT — 5-21-18

DESIGNED	CHECKED
WTC	RLM

REV.	BY:	DATE:	STATUS:
A	WTC	05-21-18	LEVEL III SITE PLAN SUBMISSION

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WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel: 207-200-2100

DEMOLIOTION PLAN-2
OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	1"=10'

SHEET 3 OF 24

16324DEMO.dwg, TAB:DEMO-2

LIGHT FIXURE LEGEND:

- FIXTURE A -EASTERN WATERFRONT DISTRICT LARGE SCALE - HOLOPHANE # ESU175MH12A4-R 24'-3" MOUNTING HEIGHT, COLOR BLACK
- FIXTURE B1, B2, B4 - SPAULDING CIMMARON - POLE TOP LUMINAIRE
- FIXTURE B3 - BEGA - POLE TOP LUMINAIRE - #84 120
- FIXTURE C - BK LIGHTING - LOUVERED BRICK STAR STEP LIGHT
- FIXTURE D1, D2 - SPAULDING FRESNO BOLLARD, COLOR BLACK
- FIXTURE E1 - BEGA - WALL MOUNTED LUMINAIRE - #33 514
- FIXTURE F1 - BEGA - WALL MOUNTED LUMINAIRE - #24 816
- FIXTURE G1 - BEGA - CANOPY LUMINAIRE - #55 943

GENERAL NOTES:

1 NEW VERTICAL GRANITE CURB
2 GRANITE CURB TIP DOWN
3 FLUSH GRANITE CURB
4 EXISTING GRANITE CURB TO REMAIN
5 BRICK PAVER SIDEWALK
6 BRICK DRIVEWAY APRON
7 HISTORIC COBBLES - RESET TO ORIGINAL PATTERN ON 2" ASPHALT BASE/ 1" SAND BED
8 PAVEMENT SAW CUT
9 RESET SALVAGED GRANITE CURB
10 WOONDERF BOLLARD, TYPICAL
11 WOONERF LIGHT BASE / LIGHT FIXTURE B3, TYPICAL
12 12" X 18" 'DO NOT ENTER' SIGN MOUNTED ON BOLLARD, PAINT BACK OF SIGN BLACK
13 VEHICULAR ASPHALT PAVING
14 4" CONCRETE PAVING
15 6" RAISED GRANITE CURB / TREE WELL - 5 FT. x 8 FT. OUTSIDE DIMENSIONS
16 6" RAISED GRANITE CURB/ TREE WELL - 5 FT. X 5 FT. OUTSIDE DIMENSIONS
17 BIKE RACK - DERO BIKE HITCH, COLOR BLACK
18 TACTILE WARNING PANEL
19 NOT USED
20 NOT USED
21 EXISTING 4" WHITE PAINT STRIPING
22 NEW 4" WHITE PAINT STRIPING
23 BLUE ADA PAINTED SYMBOL
24 ADA PARKING SIGN - WALL MOUNTED 5 FT. ABOVE GRADE
25 CONCRETE RETAINING WALL WITH PEDESTRIAN GUARDRAIL AT TOP
26 PRECAST CONCRETE STAIR WITH HANDRAILS - SEE ELEC. PLANS FOR STEP LIGHTS (FIXTURE C1)
27 CONTINUE PEDESTRIAN GUARDRAIL TO EXISTING WOOD FENCE
28 EXISTING BRICK SIDEWALK TO REMAIN
29 EXISTING STONE RETAINING WALL TO REMAIN
30 24" X 24" SOLID WHITE PAINT BARS, 24" APART
31 NOT USED
32 NOT USED
33 EXISTING CONCRETE SIDEWALK TO REMAIN
34 EXISTING TREE TO REMAIN
35 EXISTING SLIDING CHAIN LINK FENCE GATE TO REMAIN
36 EXISTING ASPHALT PAVING TO REMAIN
37 STOP SIGN MOUNTED ON BOLLARD, PAINT BACK OF SIGN BLACK
38 24" X 24" PEDESTAL PAVERS, TYPICAL
39 6" X 12" X 48" PRECAST CONCRETE CURB, TYPICAL
40 24" X 24" CONCRETE PAVERS, TYPICAL
41 48" ORNAMENTAL METAL PICKET FENCE, COLOR BLACK
42 BENCH, LANDSCAPE FORMS FGP 70" BACKLESS, IPE WOOD SEATS, TYPICAL
43 BRICK HEADER COURSE, TYPICAL
44 NEW 12" WHITE PAINT STRIPING
45 (2) 6" STEP RISERS
46 CONRETE RETAINING WALL DOWN TO GARAGE LEVEL BELOW
47 TOP OF CONCRETE WALL BELOW TRANSFORMER VAULT
48 CONCRETE BLOCK RETAINING WALL
49 THREE PHASE TRANSFORMER
50 12" x 18" 'SERVICE VEHICLES ONLY/NO PARKING' SIGN, WALL MOUNTED 5 FT. ABOVE GRADE
51 PROVIDE 24" BULL NOSE GRANITE RADIUS STONE AT EACH TREE WELL CORNER, TYP.

SITE PLAN NOTES:

1. THE SITE PLAN DEPICTS (3) PROPOSED CURB BUMPOUTS INTO COMMERCIAL STREET. THERE IS CURRENTLY A MORATORIUM IN COMMERCIAL STREET WHICH EXPIRES ON MAY 25, 2021. THE TIMING OF CONSTRUCTION OF THESE BUMPOUTS, AND EXTENT OF PAVEMENT REPAIR IN THE STREET SHALL BE COORDINATED WITH THE CITY DEPARTMENT OF PUBLIC WORKS.
2. THE SITE PLAN DEPICTS A FUTURE TRANSIT STOP NEAR THE CORNER OF COMMERCIAL STREET AND MAPLE STREET. THE TIMING OF ITS INSTALLATION AND SIZE, LOCATION , AND POSSIBLE WIDENENING OF THE SIDEWALK SHALL BE DETERMINED AT A FUTURE DATE BY THE CITY DEPARTMENT OF PUBLIC WORKS. ALL WORK ASSOCIATED WITH THIS ELEMENT OCCURS WITHIN THE PUBLIC RIGHT OF WAY AND SHALL BE FUNDED BY THE CITY OF PORTLAND.

YORK STREET
PAVED–PUBLIC–VARIABLE WIDTH

CONDO BACK OF HOUSE

HOTEL BACK OF HOUSE

CONDO LOBBY

FIRST FLOOR RETAIL

HOTEL LOBBY

LINE OF HOTEL ABOVE

LOT 2
LOT 1

PLANTING AREA (P.A.)

CURB BUMPOUTS (SEE NOTE 1)

FUTURE TRANSIT STOP (SEE NOTE 2)

CURB BUMPOUT (SEE NOTE 1)

COMMERCIAL STREET
PAVED–PUBLIC–VARIABLE WIDTH

MAPLE STREET
PAVED–PUBLIC– 49.5' WIDE

GRAPHIC SCALE
(IN FEET)
1 INCH = 10 FT.

RICHARD L. MEEK, PE 10668 — STATE OF MAINE — RICHARD L. MEEK — No. 10668 — REGISTERED PROFESSIONAL ENGINEER — 6-12-18

WILLIAM T. CONWAY, RLA 108 — STATE OF MAINE — WILLIAM T. CONWAY — No. 108 — REGISTERED LANDSCAPE ARCHITECT — 6-12-18

DESIGNED	CHECKED
WTC	RLM

REV.	BY:	DATE:	STATUS:
C	WTC	06-12-18	ADD RADII @ TREE WELLS, ADD 3RD BUMPOUT
B	WTC	05-29-18	ADD DIMENSIONS
A	WTC	05-21-18	LEVEL III SITE PLAN SUBMISSION

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SITE PLAN-1 LOWER LEVEL
OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	1"=10'

SHEET 4 OF 24

163245-LL.dwg, TAB SITE-1

GENERAL NOTES:

1 NEW VERTICAL GRANITE CURB
2 GRANITE CURB TIP DOWN
3 FLUSH GRANITE CURB
4 EXISTING GRANITE CURB TO REMAIN
5 BRICK PAVER SIDEWALK
6 BRICK DRIVEWAY APRON
7 HISTORIC COBBLES - RESET TO ORIGINAL PATTERN ON 2" ASPHALT BASE/ 1" SAND BED
8 PAVEMENT SAW CUT
9 RESET SALVAGED GRANITE CURB
10 WOONERF BOLLARD, TYPICAL
11 WOONERF LIGHT BASE / LIGHT FIXTURE B3, TYPICAL
12 12" X 18" 'DO NOT ENTER' SIGN MOUNTED ON BOLLARD, PAINT BACK OF SIGN BLACK
13 VEHICULAR ASPHALT PAVING
14 4" CONCRETE PAVING
15 6" RAISED GRANITE CURB / TREE WELL - 5 FT. x 8 FT. OUTSIDE DIMENSIONS
16 6" RAISED GRANITE CURB/ TREE WELL - 5 FT. X 5 FT. OUTSIDE DIMENSIONS
17 BIKE RACK - DERO BIKE HITCH, COLOR BLACK
18 TACTILE WARNING PANEL
19 NOT USED
20 NOT USED
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23 BLUE ADA PAINTED SYMBOL
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27 CONTINUE PEDESTRIAN GUARDRAIL TO EXISTING WOOD FENCE
28 EXISTING BRICK SIDEWALK TO REMAIN
29 EXISTING STONE RETAINING WALL TO REMAIN
30 24" X 24" SOLID WHITE PAINT BARS, 24" APART
31 NOT USED
32 NOT USED
33 EXISTING CONCRETE SIDEWALK TO REMAIN
34 EXISTING TREE TO REMAIN
35 EXISTING SLIDING CHAIN LINK FENCE GATE TO REMAIN
36 EXISTING ASPHALT PAVING TO REMAIN
37 STOP SIGN MOUNTED ON BOLLARD, PAINT BACK OF SIGN BLACK
38 24" X 24" PEDESTAL PAVERS, TYPICAL
39 6" X 12" X 48" PRECAST CONCRETE CURB, TYPICAL
40 24" X 24" CONCRETE PAVERS, TYPICAL
41 48" ORNAMENTAL METAL PICKET FENCE, COLOR BLACK
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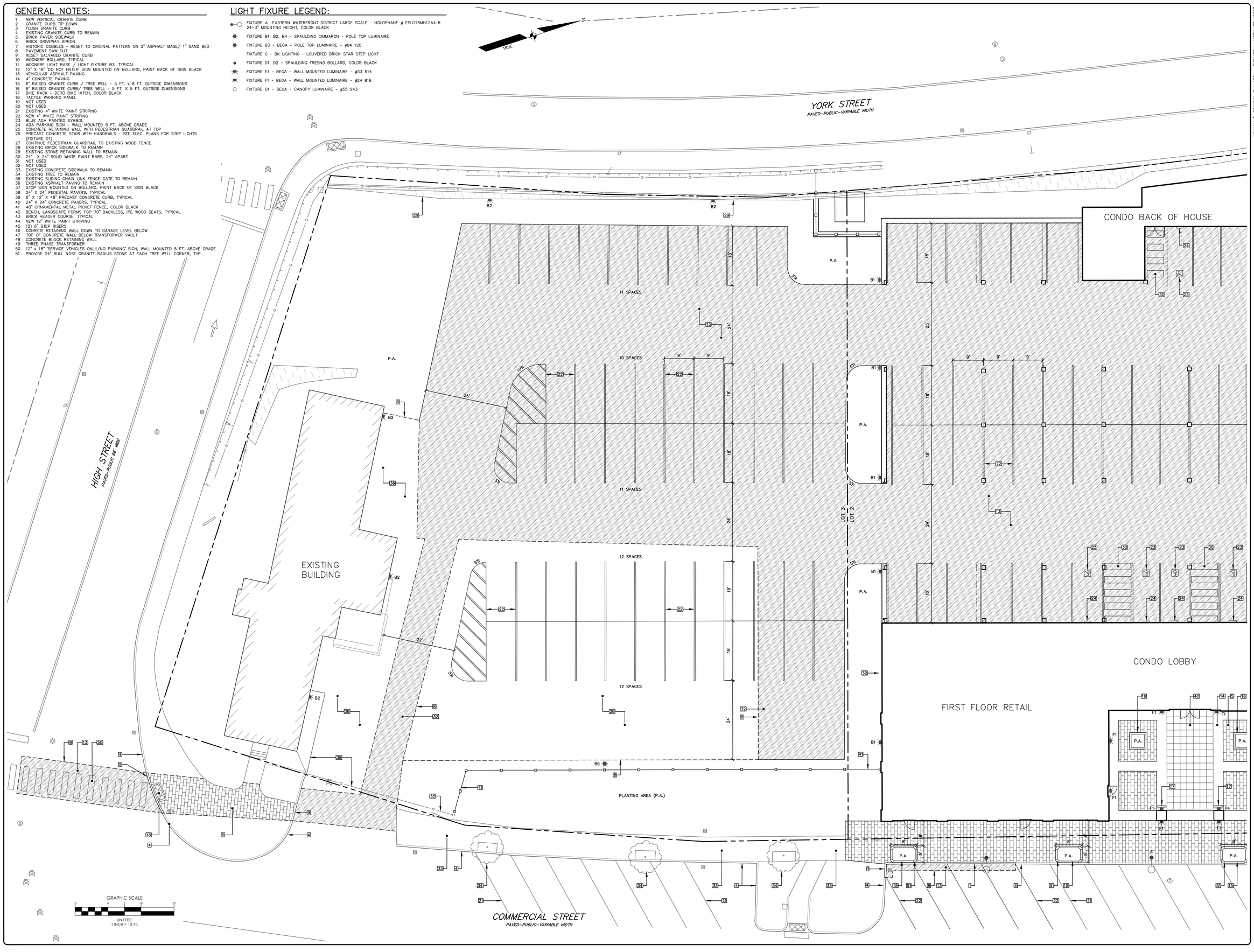
51 PROVIDE 24" BULL NOSE GRANITE RADIUS STONE AT EACH TREE WELL CORNER, TYP.

LIGHT FIXURE LEGEND:

- FIXTURE A -EASTERN WATERFRONT DISTRICT LARGE SCALE - HOLOPHANE # ESU175MH12A4-R 24'-3" MOUNTING HEIGHT, COLOR BLACK
- FIXTURE B1, B2, B4 - SPAULDING CIMMARON - POLE TOP LUMINAIRE
- FIXTURE B3 - BEGA - POLE TOP LUMINAIRE - #84 120
- FIXTURE C - BK LIGHTING - LOUVERED BRICK STAR STEP LIGHT
- FIXTURE D1, D2 - SPAULDING FRESNO BOLLARD, COLOR BLACK
- FIXTURE E1 - BEGA - WALL MOUNTED LUMINAIRE - #33 514
- FIXTURE F1 - BEGA - WALL MOUNTED LUMINAIRE - #24 816
- FIXTURE G1 - BEGA - CANOPY LUMINAIRE - #55 943



RICHARD L. MEEK, PE 10688
STATE OF MAINE
RICHARD L. MEEK
No. 10688
PROFESSIONAL ENGINEER
6-19-18

WILLIAM T. CONWAY, RLA 108
STATE OF MAINE
WILLIAM T. CONWAY
No. 108
REGISTERED LANDSCAPE ARCHITECT
6-19-18

DESIGNED	CHECKED
WTC	RLM

REV.	BY:	DATE:	STATUS:
D	WTC	06-19-18	SHIFT FENCE AWAY FROM COMMERCIAL ST. SIDEWALK
C	WTC	06-12-18	ADD RADII @ TREE WELLS, ADD 3RD BUMPOUT
B	WTC	05-29-18	ADD DIMENSIONS
A	WTC	05-21-18	LEVEL III SITE PLAN SUBMISSION

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SITE PLAN-2 LOWER LEVEL
OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	1"=10'

SHEET 5 OF 24

16324S-LL-dwg, TAB: SITE-2

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- FIXTURE A -EASTERN WATERFRONT DISTRICT LARGE SCALE - HOLOPHANE # ESU175MH12A4-R 24'-3" MOUNTING HEIGHT, COLOR BLACK
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- FIXTURE E1 - BEGA - WALL MOUNTED LUMINAIRE - #33 514
- FIXTURE F1 - BEGA - WALL MOUNTED LUMINAIRE - #24 816
- FIXTURE G1 - BEGA - CANOPY LUMINAIRE - #55 943

GENERAL NOTES:

1 NEW VERTICAL GRANITE CURB
2 GRANITE CURB TIP DOWN
3 FLUSH GRANITE CURB
4 EXISTING GRANITE CURB TO REMAIN
5 BRICK PAVER SIDEWALK
6 BRICK DRIVEWAY APRON
7 HISTORIC COBBLES - RESET TO ORIGINAL PATTERN ON 2" ASPHALT BASE/ 1" SAND BED
8 PAVEMENT SAW CUT
9 RESET SALVAGED GRANITE CURB
10 WOONERF BOLLARD, TYPICAL
11 WOONERF LIGHT BASE / LIGHT FIXTURE B3, TYPICAL
12 12" X 18" 'DO NOT ENTER' SIGN MOUNTED ON BOLLARD, PAINT BACK OF SIGN BLACK
13 VEHICULAR ASPHALT PAVING
14 4" CONCRETE PAVING
15 6" RAISED GRANITE CURB / TREE WELL - 5 FT. x 8 FT. OUTSIDE DIMENSIONS
16 6" RAISED GRANITE CURB/ TREE WELL - 5 FT. X 5 FT. OUTSIDE DIMENSIONS
17 BIKE RACK - DERO BIKE HITCH, COLOR BLACK
18 TACTILE WARNING PANEL
19 NOT USED
20 NOT USED
21 EXISTING 4" WHITE PAINT STRIPING
22 NEW 4" WHITE PAINT STRIPING
23 BLUE ADA PAINTED SYMBOL
24 ADA PARKING SIGN - WALL MOUNTED 5 FT. ABOVE GRADE
25 CONCRETE RETAINING WALL WITH PEDESTRIAN GUARDRAIL AT TOP
26 PRECAST CONCRETE STAIR WITH HANDRAILS - SEE ELEC. PLANS FOR STEP LIGHTS (FIXTURE C1)
27 CONTINUE PEDESTRIAN GUARDRAIL TO EXISTING WOOD FENCE
28 EXISTING BRICK SIDEWALK TO REMAIN
29 EXISTING STONE RETAINING WALL TO REMAIN
30 24" X 24" SOLID WHITE PAINT BARS, 24" APART
31 NOT USED
32 NOT USED
33 EXISTING CONCRETE SIDEWALK TO REMAIN
34 EXISTING TREE TO REMAIN
35 EXISTING SLIDING CHAIN LINK FENCE GATE TO REMAIN
36 EXISTING ASPHALT PAVING TO REMAIN
37 STOP SIGN MOUNTED ON BOLLARD, PAINT BACK OF SIGN BLACK
38 24" X 24" PEDESTAL PAVERS, TYPICAL
39 6" X 12" X 48" PRECAST CONCRETE CURB, TYPICAL
40 24" X 24" CONCRETE PAVERS, TYPICAL
41 48" ORNAMENTAL METAL PICKET FENCE, COLOR BLACK
42 BENCH, LANDSCAPE FORMS FGP 70" BACKLESS, IPE WOOD SEATS, TYPICAL
43 BRICK HEADER COURSE, TYPICAL
44 NEW 12" WHITE PAINT STRIPING
45 (2) 6" STEP RISERS
46 CONRETE RETAINING WALL DOWN TO GARAGE LEVEL BELOW
47 TOP OF CONCRETE WALL BELOW TRANSFORMER VAULT
48 CONCRETE BLOCK RETAINING WALL
49 THREE PHASE TRANSFORMER
50 12" x 18" 'SERVICE VEHICLES ONLY/NO PARKING' SIGN, WALL MOUNTED 5 FT. ABOVE GRADE

YORK STREET
PAVED-PUBLIC-VARIABLE WIDTH

CONDOMINIUM BUILDING

ROOF PLAZA

PLANTING AREA (P.A.)

WOONERF

HOTEL BUILDING

LOT 2
LOT 1

MAPLE STREET
PAVED-PUBLIC 49.5' WIDE

COMMERCIAL STREET
PAVED-PUBLIC-VARIABLE WIDTH

CBRF #1177 (HELD)

GRAPHIC SCALE
(IN FEET)
1 INCH = 10 FT.

RICHARD L. MEEK, PE 10668 — STATE OF MAINE — 5-21-18

WILLIAM T. CONWAY, RLA 108 — REGISTERED LANDSCAPE ARCHITECT — STATE OF MAINE — 5-21-18

DESIGNED	CHECKED
WTC	RLM

REV.	BY:	DATE:	STATUS:
A	WTC	05-21-18	LEVEL III SITE PLAN SUBMISSION

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75 John Roberts Rd.
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South Portland, ME 04106
Tel: 207-200-2100

SITE PLAN-1 UPPER LEVEL
OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	1"=10'

SHEET 6 OF 24

16324S-ULdwg, TAB:SITE-1

GENERAL NOTES:

1 NEW VERTICAL GRANITE CURB
2 GRANITE CURB TIP DOWN
3 FLUSH GRANITE CURB
4 EXISTING GRANITE CURB TO REMAIN
5 BRICK PAVER SIDEWALK
6 BRICK DRIVEWAY APRON
7 HISTORIC COBBLES - RESET TO ORIGINAL PATTERN ON 2" ASPHALT BASE/ 1" SAND BED
8 PAVEMENT SAW CUT
9 RESET SALVAGED GRANITE CURB
10 WOONERF BOLLARD, TYPICAL
11 WOONERF LIGHT BASE / LIGHT FIXTURE B3, TYPICAL
12 12" X 18" 'DO NOT ENTER' SIGN MOUNTED ON BOLLARD, PAINT BACK OF SIGN BLACK
13 VEHICULAR ASPHALT PAVING
14 4" CONCRETE PAVING
15 6" RAISED GRANITE CURB / TREE WELL - 5 FT. x 8 FT. OUTSIDE DIMENSIONS
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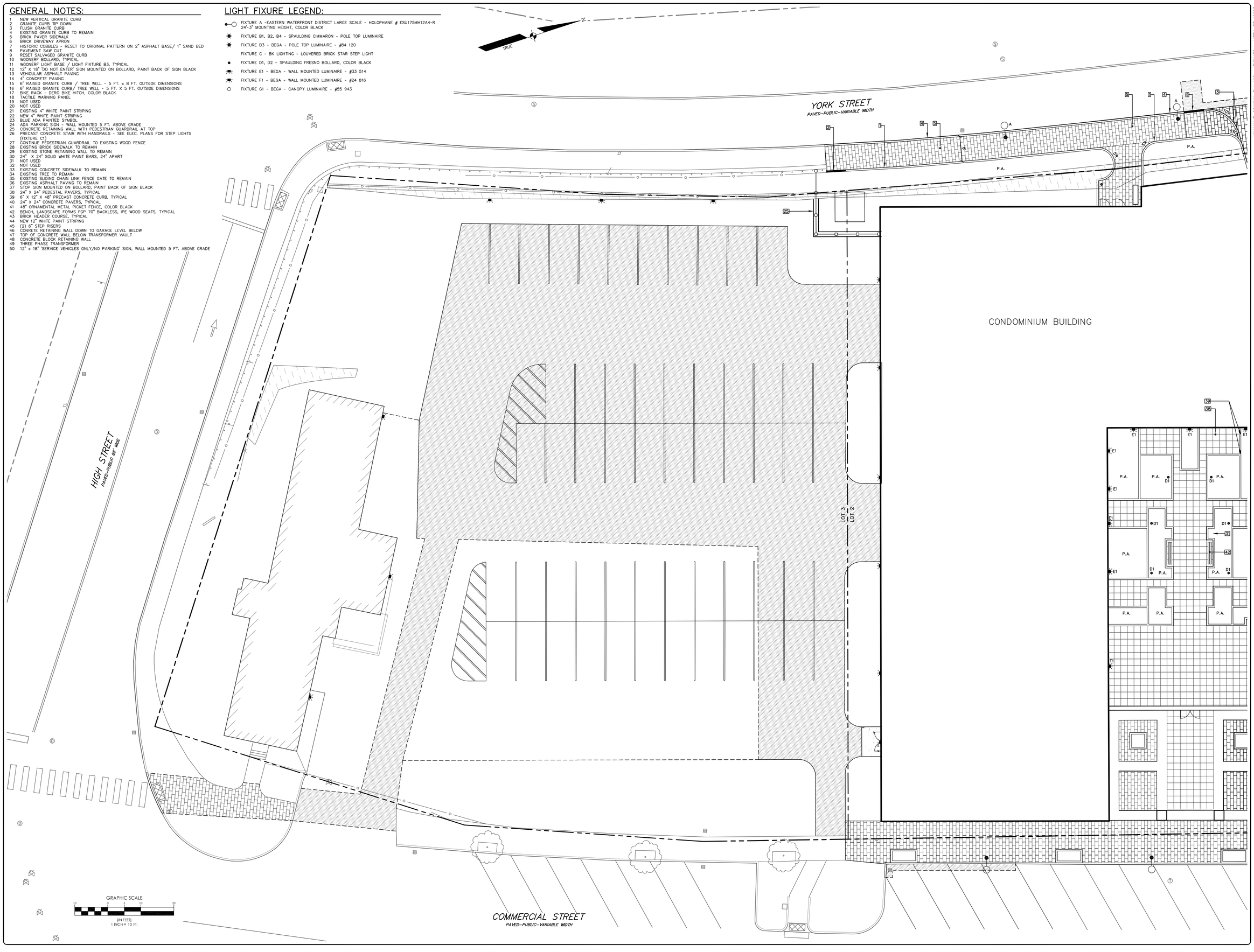
49 THREE PHASE TRANSFORMER
50 12" x 18" 'SERVICE VEHICLES ONLY/NO PARKING' SIGN, WALL MOUNTED 5 FT. ABOVE GRADE

LIGHT FIXURE LEGEND:

FIXTURE A -EASTERN WATERFRONT DISTRICT LARGE SCALE - HOLOPHANE # ESU175MH12A4-R 24'-3" MOUNTING HEIGHT, COLOR BLACK
FIXTURE B1, B2, B4 - SPAULDING CIMMARON - POLE TOP LUMINAIRE
FIXTURE B3 - BEGA - POLE TOP LUMINAIRE - #84 120
FIXTURE C - BK LIGHTING - LOUVERED BRICK STAR STEP LIGHT
FIXTURE D1, D2 - SPAULDING FRESNO BOLLARD, COLOR BLACK
FIXTURE E1 - BEGA - WALL MOUNTED LUMINAIRE - #33 514
FIXTURE F1 - BEGA - WALL MOUNTED LUMINAIRE - #24 816
FIXTURE G1 - BEGA - CANOPY LUMINAIRE - #55 943



RICHARD L. MEEK, PE 10668 — STATE OF MAINE — 5-21-18
WILLIAM T. CONWAY, RLA 108 — LANDSCAPE ARCHITECT — STATE OF MAINE — 5-21-18

DESIGNED	CHECKED
WTC	RLM

REV.:	BY:	DATE:	STATUS:
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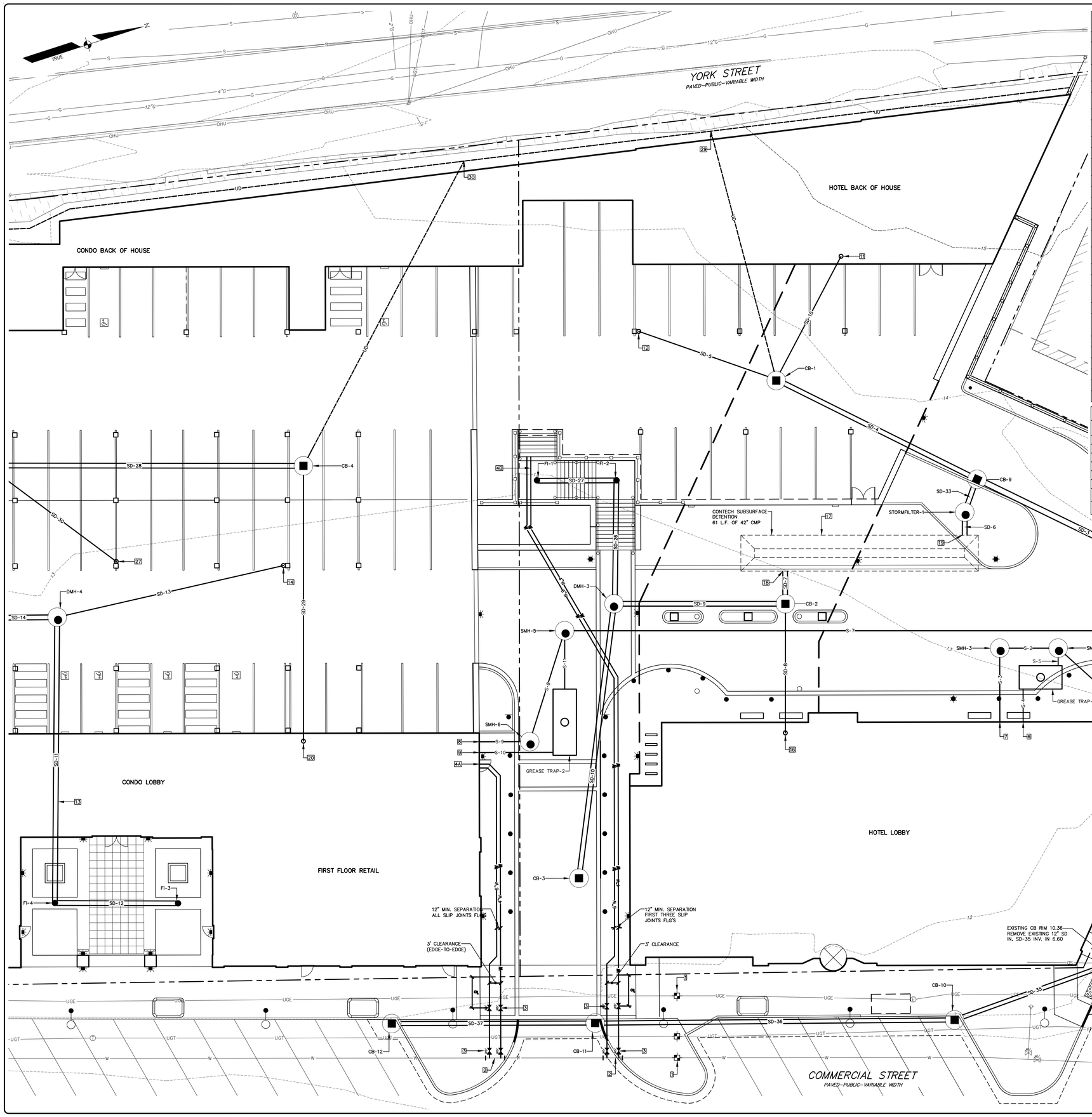
SITE PLAN-2 UPPER LEVEL
OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	1"=10'

SHEET 7 OF 24

16324S-Ul.dwg, TAB: SITE-2



STORM DRAIN STRUCTURE DATA

STRUCTURE	RIM	INV. IN	INV. OUT:	DIAM.
CB-1	10.65	6.68 (SD-15) 6.68 (SD-5) 6.85 (UD-1)	6.35 (SD-4)	48"
CB-2	11.00	6.35 (SD-9) 6.68 (SD-8)	6.25 (SD-7)	48"
CB-3	11.20		6.99 (SD-10)	48"
CB-4	11.30	6.16 (SD-29) 6.33 (UD-2)	5.83 (SD-28)	48"
CB-5	11.30	5.25 (SD-22)	5.15 (SD-21)	48"
CB-6	11.50	4.84 (SD-21) 5.24 (UD-3)	4.74 (SD-20)	48"
CB-7	11.90	6.08 (SD-24)	5.98 (SD-23)	48"
CB-8	11.80		6.27 (SD-24)	48"
CB-9	11.00	6.07 (SD-4) 6.04 (SD-33)	5.83 (SD-3)	48"
CB-10	10.86	6.92 (SD-36)	6.82 (SD-35)	48"
CB-11	11.25	7.46 (SD-37)	7.36 (SD-36)	48"
CB-12	11.52		7.70 (SD-37)	48"
DMH-1	12.20	5.11 (SD-2)	5.01 (SD-1)	48"
DMH-2	13.35	5.54 (SD-3)	5.44 (SD-2)	48"
DMH-3	11.70	6.65 (SD-10) 6.65 (SD-26)	6.55 (SD-9)	48"
DMH-4	12.05	4.64 (SD-11) 4.87 (SD-13)	4.54 (SD-14)	48"
DMH-5	12.90	2.60 (SD-16)		72"
DMH-6	11.64	3.21 (SD-17)	3.11 (SD-16)	48"
DMH-7	13.85	3.75 (SD-18) 3.90 (SD-19)	3.65 (SD-17)	48"
DMH-8	13.90	4.19 (SD-20)	4.09 (SD-19)	48"
DMH-9	11.63	5.42 (SD-28) 5.65 (SD-30) 5.65 (SD-32)	5.32 (SD-22)	48"
FI-1	23.15		16.72 (SD-27)	12"
FI-2	18.15	15.25 (SD-27)	9.10 (SD-26)	12"
FI-3	12.15		5.27 (SD-12)	12"
FI-4	12.15	5.11 (SD-12)	5.01 (SD-11)	12"
STORMFILTER-1	13.00	6.18 (SD-6)	6.08 (SD-33)	48"
STORMFILTER-2	12.83	4.38 (SD-34)	4.13 (SD-18)	72"

STORM DRAIN PIPE DATA

NAME	SIZE	LENGTH	SLOPE
SD-1	15"	28'	0.530%
SD-2	15"	62'	0.538%
SD-3	15"	55'	0.528%
SD-4	12"	53'	0.523%
SD-5	8"	36'	0.507%
SD-6	12"	4'	0.765%
SD-7	12"	6'	0.580%
SD-8	8"	31'	0.513%
SD-9	12"	40'	0.500%
SD-10	12"	67'	0.507%
SD-11	12"	71'	0.514%
SD-12	12"	32'	0.506%
SD-13	8"	58'	0.517%
SD-14	12"	21'	0.572%
SD-15	8"	34'	0.529%
SD-16	15"	97'	0.526%
SD-17	15"	87'	0.504%
SD-19	12"	35'	0.547%
SD-20	12"	106'	0.521%
SD-21	12"	58'	0.539%
SD-22	12"	11'	0.609%
SD-23	12"	32'	4.833%
SD-24	12"	37'	0.514%
SD-25	8"	11'	0.560%
SD-26	12"	29'	8.371%
SD-27	12"	19'	7.565%
SD-28	12"	77'	0.531%
SD-29	8"	69'	0.499%
SD-30	8"	39'	0.509%
SD-32	8"	69'	1.233%
SD-34	12"	6'	0.719%
SD-35	12"	42'	0.524%
SD-36	12"	88'	0.498%
SD-37	12"	48'	0.498%

SANITARY SEWER STRUCTURE DATA

STRUCTURE	RIM	INVERT IN	INVERT OUT	DIAMETER
SMH-1	12.00	7.00	7.00	4 FT.
SMH-2	11.80	7.65	7.65	4 FT.
SMH-3	11.50	7.80	7.80	4 FT.
SMH-4	12.20	7.28	7.28	4 FT.
SMH-5	11.80	8.03	8.03	4 FT.
SMH-6	12.15	8.18	8.18	4 FT.
GREASE TRAP-1	11.60	7.73	7.73	1,500 GAL.
GREASE TRAP-2	11.90	8.11	8.11	2,500 GAL.

SANITARY SEWER PIPE DATA

PIPE	SIZE	LENGTH	SLOPE
S-1	8"	65 FT.	1%
S-2	8"	15 FT.	1%
S-3	8"	19 FT.	1%
S-4	6"	8 FT.	2%
S-5	6"	4 FT.	2%
S-6	8"	55 FT.	0.5%
S-7	8"	149 FT.	0.5%
S-8	8"	30 FT.	0.5%
S-9	8"	12 FT.	0.5%
S-10	6"	19 FT.	0.5%
S-11	6"	16 FT.	0.5%
S-12	6"	5 FT.	0.5%
S-13	6"	5 FT.	0.5%

UTILITY PLAN NOTES:

1 PRIOR TO ORDERING ANY WATER INSTALLATIOIN MATERIALS, EXCAVATE TEST PITS TO DETERMINE INVERT OF 12" WATER MAIN, WIDTH, TOP AND BOTTOM ELEVATIONS OF ELECTRIC AND TELEPHONE DUCT BANKS. REPORT FINDINGS IMMEDIATELY TO DESIGNER
2 TAPPING SLEEVES AND GATE VALVES AT EXISTING 12" WATER MAIN PER PORTLAND WATER DISTRICT STANDARDS
3 4" AND 6" GATE VALVES IN C.1. VALVE BOXES, PER PORTLAND WATER DISTRICT STANDARDS
4A WATER MAINS ENTER CONDO SPRINKLER ROOM. PROVIDE DOUBLE CHECK VALVE ASSEMBLIES ON FIRE AND DOMESTIC LINES
4B WATER MAINS ENTER HOTEL SPRINKLER ROOM UNDER STAIR. PROVIDE DOUBLE CHECK VALVE ASSEMBLIES ON FIRE AND DOMESTIC LINES
5 SET SMH - 1 ON EXISTING 36" BRICK SEWER MAIN, COORDINATE WITH PORTLAND PUBLIC SERVICES
6 SANITARY SEWER INVERT = 7.89
7 SANITARY SEWER INVERT = 7.99
8 SANITARY SEWER INVERT = 8.24
9 SANITARY SEWER INVERT = 8.21
10 CORE INTO EXISTING STRUCTURE FOR NEW STORM DRAIN SD - 1, INVERT = 4.86
11 8" ROOF DRAIN DOWN FROM HOTEL ROOF B, INVERT = 6.86
12 8" ROOF DRAIN DOWN FROM HOTEL ROOF GARDEN, INVERT = 6.86
13 STORM DRAIN SD - 11 SHALL BE REINFORCED CONCRETE PIPE
14 8" ROOF DRAIN DOWN FOM CONDO ROOF B - 2, INVERT = 5.17
15 8" ROOF DRAIN DOWN FROM CONDO ROOF A, INVERT = 4.48
16 8" ROOF DRAIN DOWN FROM HOTEL ROOF A, INVERT = 6.44
17 SUBSURFACE CHAMBER SYSTEM 1
18 STORM DRAIN SD-7 INVERT IN = 6.21
19 STORM DRAIN SD - 6 INVERT OUT = 6.21
20 8" ROOF DRAIN DOWN FROM CONDO ROOF C - 2, INVERT = 6.50
21 8" ROOF DRAIN DOWN FROM CONDO ROOF B - 1, INVERT = 4.48
22 8" ROOF DRAIN DOWN FROM CONDO ROOF C - 1, INVERT = 6.50
23 SUBSURFACE CHAMBER SYSTEM 2
24 STORM DRAIN SD - 14 INVERT IN = 4.42
25 STORM DRAIN SD - 25 INVERT IN = 4.42
26 STORM DRAIN SD - 23 INVERT IN = 4.42
27 8" ROOF DRAIN DOWN FROM CONDO ROOF GARDEN , INVERT = 5.85
28 SET DMH - 6 ON EXISTING 48" RCP STORM DRAIN, INVERT = 2.60 COORDINATE WITH PORTLAND PUBLIC SERVICES
29 6" PVC OUTLET FROM WALL DRAIN, INVERT= 7.17
30 6" PVC OUTLET FROM WALL DRAIN, INVERT= 6.76
31 6" PVC OUTLET FROM WALL DRAIN, INVERT= 5.48
32 SANITARY SEWER INVERT = 9.17
33 SANITARY SEWER INVERT = 9.17
34 TERMINATE SANITARY SEWER S-12 AND S-13 AT INVERT 9.20. EXTEND TO GRADE WITH 6" THREADED CAP. WRAP BOTH PIPES IN 2" RIGID INSULATION IN ALL DIRECTIONS.
35 HOTEL SERVICE DROP FROM POLE # 7 (CMP, FAIRPOINT, SPECTRUM)
36 (2) 5" PVC CONDUIT AND (2) 4" PVC CONDUIT
37 (2) 5" PVC CONDUIT
38 (2) 5" PVC CONDUIT
39 SECONDARY ELECTRIC TO MECHANICAL ROOM
40 CONDO SERVICE DROP FROM POLE # 7 (CMP, FAIRPOINT, SPECTRUM)
41 NATURAL GAS TAP, SERVICE LINE AND GAS METER BY UNITIL

RICHARD L. MEEK, PE 10668 — STATE OF MAINE — RICHARD L. MEEK — No. 10668 — REGISTERED PROFESSIONAL ENGINEER — 6-21-18

WILLIAM T. CONWAY, RLA 108 — LANDSCAPE ARCHITECT — WILLIAM T. CONWAY — No. 108 — REGISTERED — STATE OF MAINE — 6-21-18

DESIGNED	CHECKED
WTC	RLM

REV.:	BY:	DATE:	STATUS:
D	WTC	06-21-18	MODIFY 2 BUMPOUTS @ COMMERCIAL STREET / ADD CB 11 & 12
C	WTC	06-12-18	ADD RADII @ TREE WELLS, ADD 3RD BUMPOUT
B	WTC	05-25-18	ADD TREES AT WEST END OF BUILDING
A	WTC	05-21-18	LEVEL III SITE PLAN SUBMISSION

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UTILITY PLAN-1 LOWER LEVEL
OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	1"=10'

SHEET 12 OF 24

163240-LL.dwg, TAB:U-1

STORM DRAIN STRUCTURE DATA

STRUCTURE	RIM	INV. IN	INV. OUT:	DIAM.
CB-1	10.65	6.68 (SD-15) 6.68 (SD-5) 6.85 (UD-1)	6.35 (SD-4)	48"
CB-2	11.00	6.35 (SD-9) 6.68 (SD-8)	6.25 (SD-7)	48"
CB-3	11.20		6.99 (SD-10)	48"
CB-4	11.30	6.16 (SD-29) 6.33 (UD-2)	5.83 (SD-28)	48"
CB-5	11.30	5.25 (SD-22)	5.15 (SD-21)	48"
CB-6	11.50	4.84 (SD-21) 5.24 (UD-3)	4.74 (SD-20)	48"
CB-7	11.90	6.08 (SD-24)	5.98 (SD-23)	48"
CB-8	11.80		6.27 (SD-24)	48"
CB-9	11.00	6.07 (SD-4) 6.04 (SD-33)	5.83 (SD-3)	48"
CB-10	10.86	6.92 (SD-36)	6.82 (SD-35)	48"
CB-11	11.25	7.46 (SD-37)	7.36 (SD-36)	48"
CB-12	11.52		7.70 (SD-37)	48"
DMH-1	12.20	5.11 (SD-2)	5.01 (SD-1)	48"
DMH-2	13.35	5.54 (SD-3)	5.44 (SD-2)	48"
DMH-3	11.70	6.65 (SD-10) 6.65 (SD-26)	6.55 (SD-9)	48"
DMH-4	12.05	4.64 (SD-11) 4.87 (SD-13)	4.54 (SD-14)	48"
DMH-5	12.90	2.60 (SD-16)		72"
DMH-6	11.64	3.21 (SD-17)	3.11 (SD-16)	48"
DMH-7	13.85	3.75 (SD-18) 3.90 (SD-19)	3.65 (SD-17)	48"
DMH-8	13.90	4.19 (SD-20)	4.09 (SD-19)	48"
DMH-9	11.63	5.42 (SD-28) 5.65 (SD-30) 5.65 (SD-32)	5.32 (SD-22)	48"
FI-1	23.15		16.72 (SD-27)	12"
FI-2	18.15	15.25 (SD-27)	9.10 (SD-26)	12"
FI-3	12.15		5.27 (SD-12)	12"
FI-4	12.15	5.11 (SD-12)	5.01 (SD-11)	12"
STORMFILTER-1	13.00	6.18 (SD-6)	6.08 (SD-33)	48"
STORMFILTER-2	12.83	4.38 (SD-34)	4.13 (SD-18)	72"

UTILITY PLAN NOTES:

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12 8" ROOF DRAIN DOWN FROM HOTEL ROOF GARDEN, INVERT = 6.86
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15 8" ROOF DRAIN DOWN FROM CONDO ROOF A, INVERT = 4.48
16 8" ROOF DRAIN DOWN FROM HOTEL ROOF A, INVERT = 6.44
17 SUBSURFACE CHAMBER SYSTEM 1
18 STORM DRAIN SD-7 INVERT IN = 6.21
19 STORM DRAIN SD - 6 INVERT OUT = 6.21
20 8" ROOF DRAIN DOWN FROM CONDO ROOF C - 2, INVERT = 6.50
21 8" ROOF DRAIN DOWN FROM CONDO ROOF B - 1, INVERT = 4.48
22 8" ROOF DRAIN DOWN FROM CONDO ROOF C - 1, INVERT = 6.50
23 SUBSURFACE CHAMBER SYSTEM 2
24 STORM DRAIN SD - 14 INVERT IN = 4.42
25 STORM DRAIN SD - 25 INVERT IN = 4.42
26 STORM DRAIN SD - 23 INVERT IN = 4.42
27 8" ROOF DRAIN DOWN FROM CONDO ROOF GARDEN , INVERT = 5.85
28 SET DMH - 6 ON EXISTING 48" RCP STORM DRAIN, INVERT = 2.60 COORDINATE WITH PORTLAND PUBLIC SERVICES
29 6" PVC OUTLET FROM WALL DRAIN, INVERT= 7.17
30 6" PVC OUTLET FROM WALL DRAIN, INVERT= 6.76
31 6" PVC OUTLET FROM WALL DRAIN, INVERT= 5.48
32 SANITARY SEWER INVERT = 9.17
33 SANITARY SEWER INVERT = 9.17
34 TERMINATE SANITARY SEWER S-12 AND S-13 AT INVERT 9.20. EXTEND TO GRADE WITH 6" THREADED CAP. WRAP BOTH PIPES IN 2" RIGID INSULATION IN ALL DIRECTIONS.
35 HOTEL SERVICE DROP FROM POLE # 7 (CMP, FAIRPOINT, SPECTRUM)
36 (2) 5" PVC CONDUIT AND (2) 4" PVC CONDUIT
37 (2) 5" PVC CONDUIT
38 (2) 5" PVC CONDUIT
39 SECONDARY ELECTRIC TO MECHANICAL ROOM
40 CONDO SERVICE DROP FROM POLE # 7 (CMP, FAIRPOINT, SPECTRUM)
41 NATURAL GAS TAP, SERVICE LINE AND GAS METER BY UNITIL

STORM DRAIN PIPE DATA

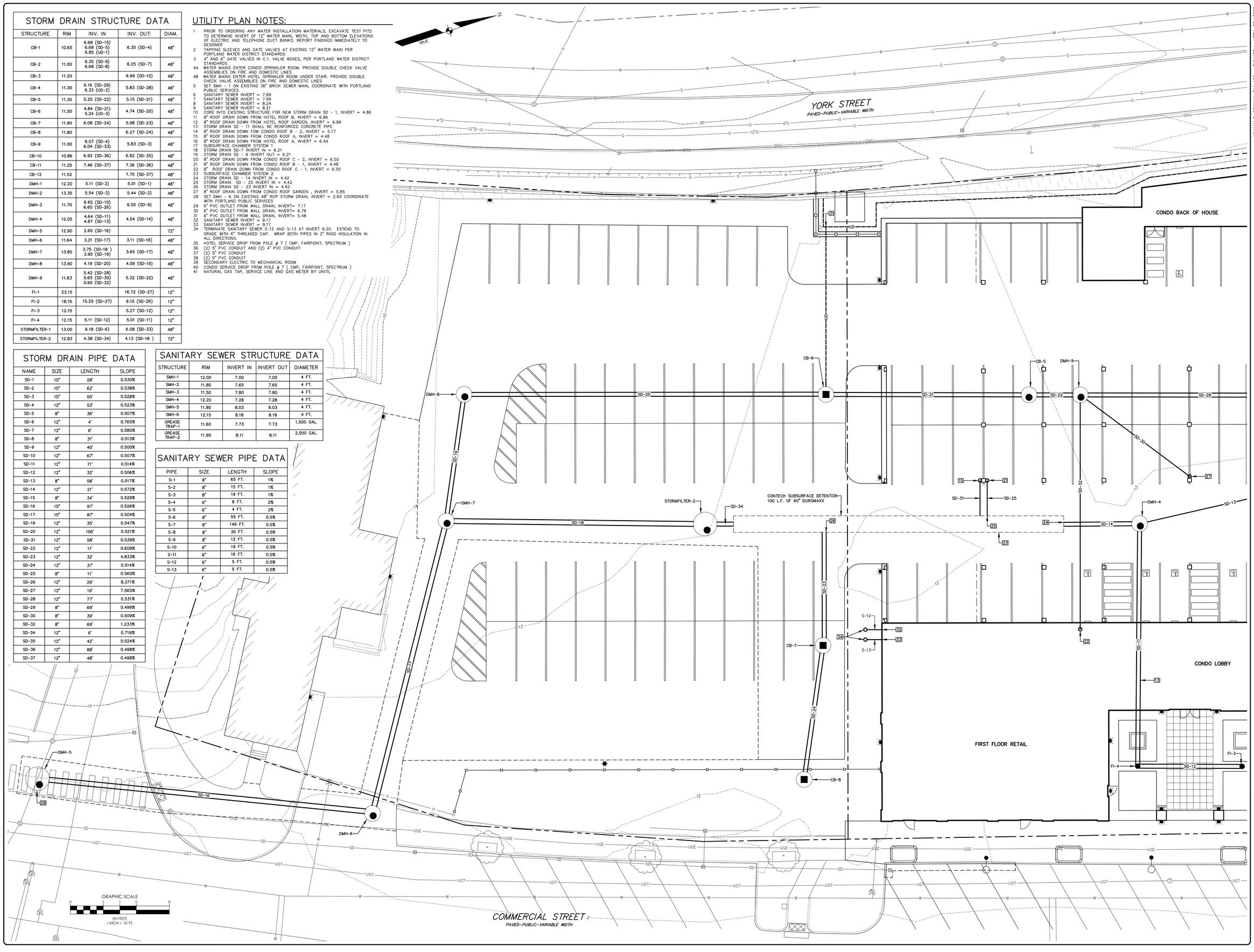
NAME	SIZE	LENGTH	SLOPE
SD-1	15"	28'	0.530%
SD-2	15"	62'	0.538%
SD-3	15"	55'	0.528%
SD-4	12"	53'	0.523%
SD-5	8"	36'	0.507%
SD-6	12"	4'	0.765%
SD-7	12"	6'	0.580%
SD-8	8"	31'	0.513%
SD-9	12"	40'	0.500%
SD-10	12"	67'	0.507%
SD-11	12"	71'	0.514%
SD-12	12"	32'	0.506%
SD-13	8"	58'	0.517%
SD-14	12"	21'	0.572%
SD-15	8"	34'	0.529%
SD-16	15"	97'	0.526%
SD-17	15"	87'	0.504%
SD-19	12"	35'	0.547%
SD-20	12"	106'	0.521%
SD-21	12"	58'	0.539%
SD-22	12"	11'	0.609%
SD-23	12"	32'	4.833%
SD-24	12"	37'	0.514%
SD-25	8"	11'	0.560%
SD-26	12"	29'	8.371%
SD-27	12"	19'	7.565%
SD-28	12"	77'	0.531%
SD-29	8"	69'	0.499%
SD-30	8"	39'	0.509%
SD-32	8"	69'	1.233%
SD-34	12"	6'	0.719%
SD-35	12"	42'	0.524%
SD-36	12"	88'	0.498%
SD-37	12"	48'	0.498%

SANITARY SEWER STRUCTURE DATA

STRUCTURE	RIM	INVERT IN	INVERT OUT	DIAMETER
SMH-1	12.00	7.00	7.00	4 FT.
SMH-2	11.80	7.65	7.65	4 FT.
SMH-3	11.50	7.80	7.80	4 FT.
SMH-4	12.20	7.28	7.28	4 FT.
SMH-5	11.80	8.03	8.03	4 FT.
SMH-6	12.15	8.18	8.18	4 FT.
GREASE TRAP-1	11.60	7.73	7.73	1,500 GAL.
GREASE TRAP-2	11.90	8.11	8.11	2,500 GAL.

SANITARY SEWER PIPE DATA

PIPE	SIZE	LENGTH	SLOPE
S-1	8"	65 FT.	1%
S-2	8"	15 FT.	1%
S-3	8"	19 FT.	1%
S-4	6"	8 FT.	2%
S-5	6"	4 FT.	2%
S-6	8"	55 FT.	0.5%
S-7	8"	149 FT.	0.5%
S-8	8"	30 FT.	0.5%
S-9	8"	12 FT.	0.5%
S-10	6"	19 FT.	0.5%
S-11	6"	16 FT.	0.5%
S-12	6"	5 FT.	0.5%
S-13	6"	5 FT.	0.5%



RICHARD L. MEEK, PE 10668 — 6-19-18

WILLIAM T. CONWAY, RLA 108 — 6-19-18

DESIGNED	CHECKED
WTC	RLM

	BY:	DATE:	STATUS:
E	WTC	06-21-18	MODIFY STORM STRUCTURES
D	WTC	06-19-18	ADD COMMERCIAL ST. SIDEWALK
C	WTC	06-12-18	SHIFT RADIUS @ TREE WELL, ADD 3RD BUMPOUT
B	WTC	05-25-18	ADD TREES AT WEST END OF BUILDING
A	WTC	05-21-18	LEVEL III SITE PLAN SUBMISSION

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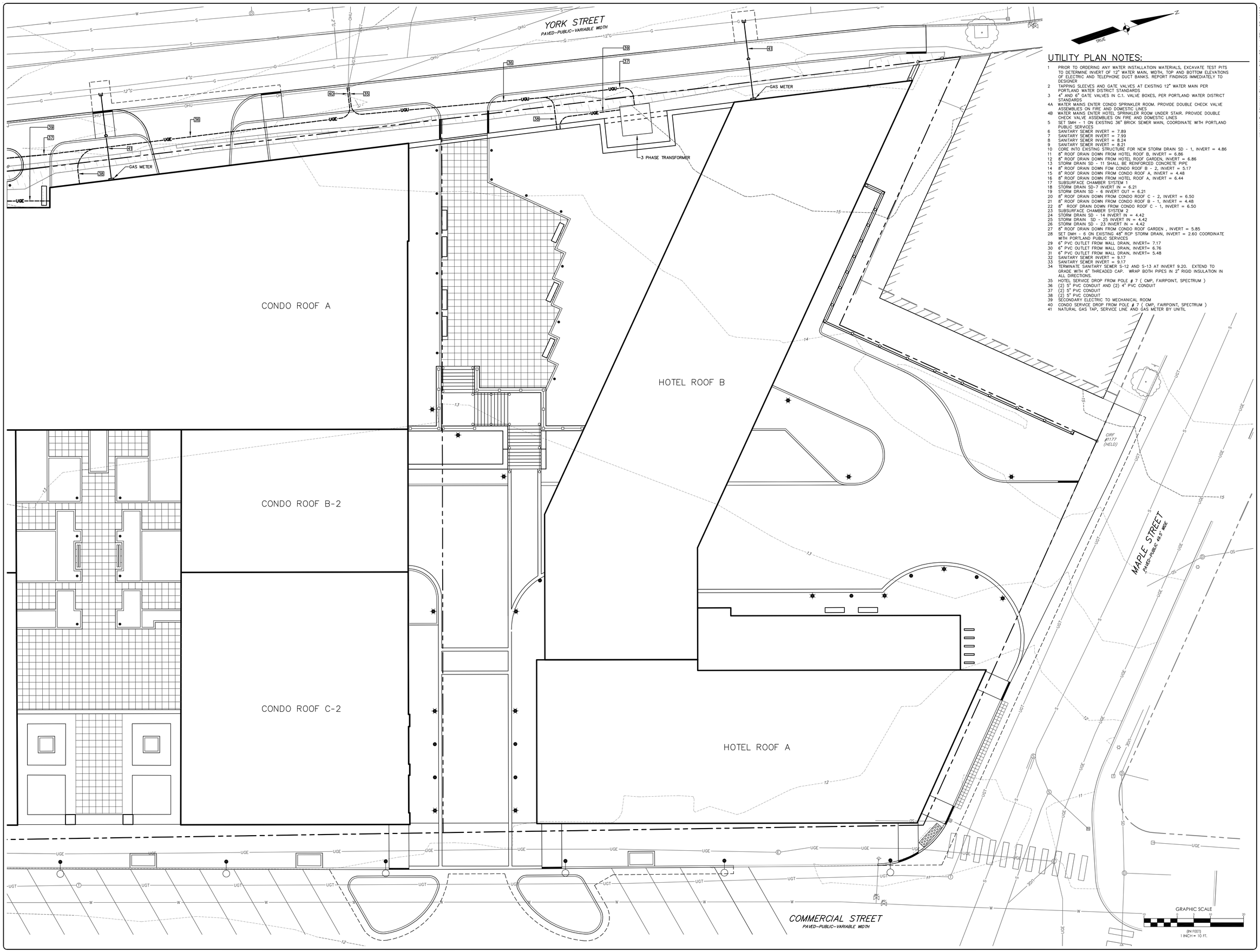
South Portland, ME 04106
Tel: 207-200-2100

UTILITY PLAN-2 LOWER LEVEL
OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	1"=10'

SHEET 13 OF 24

16324U-LL dwg, TAB:U-2



UTILITY PLAN NOTES:

1 PRIOR TO ORDERING ANY WATER INSTALLATIOIN MATERIALS, EXCAVATE TEST PITS TO DETERMINE INVERT OF 12" WATER MAIN, WIDTH, TOP AND BOTTOM ELEVATIONS OF ELECTRIC AND TELEPHONE DUCT BANKS. REPORT FINDINGS IMMEDIATELY TO DESIGNER
2 TAPPING SLEEVES AND GATE VALVES AT EXISTING 12" WATER MAIN PER PORTLAND WATER DISTRICT STANDARDS
3 4" AND 6" GATE VALVES IN C.1. VALVE BOXES, PER PORTLAND WATER DISTRICT STANDARDS
4A WATER MAINS ENTER CONDO SPRINKLER ROOM. PROVIDE DOUBLE CHECK VALVE ASSEMBLIES ON FIRE AND DOMESTIC LINES
4B WATER MAINS ENTER HOTEL SPRINKLER ROOM UNDER STAIR. PROVIDE DOUBLE CHECK VALVE ASSEMBLIES ON FIRE AND DOMESTIC LINES
5 SET SMH - 1 ON EXISTING 36" BRICK SEWER MAIN, COORDINATE WITH PORTLAND PUBLIC SERVICES
6 SANITARY SEWER INVERT = 7.89
7 SANITARY SEWER INVERT = 7.99
8 SANITARY SEWER INVERT = 8.24
9 SANITARY SEWER INVERT = 8.21
10 CORE INTO EXISTING STRUCTURE FOR NEW STORM DRAIN SD - 1, INVERT = 4.86
11 8" ROOF DRAIN DOWN FROM HOTEL ROOF B, INVERT = 6.86
12 8" ROOF DRAIN DOWN FROM HOTEL ROOF GARDEN, INVERT = 6.86
13 STORM DRAIN SD - 11 SHALL BE REINFORCED CONCRETE PIPE
14 8" ROOF DRAIN DOWN FOM CONDO ROOF B - 2, INVERT = 5.17
15 8" ROOF DRAIN DOWN FROM CONDO ROOF A, INVERT = 4.48
16 8" ROOF DRAIN DOWN FROM HOTEL ROOF A, INVERT = 6.44
17 SUBSURFACE CHAMBER SYSTEM 1
18 STORM DRAIN SD-7 INVERT IN = 6.21
19 STORM DRAIN SD - 6 INVERT OUT = 6.21
20 8" ROOF DRAIN DOWN FROM CONDO ROOF C - 2, INVERT = 6.50
21 8" ROOF DRAIN DOWN FROM CONDO ROOF B - 1, INVERT = 4.48
22 8" ROOF DRAIN DOWN FROM CONDO ROOF C - 1, INVERT = 6.50
23 SUBSURFACE CHAMBER SYSTEM 2
24 STORM DRAIN SD - 14 INVERT IN = 4.42
25 STORM DRAIN SD - 25 INVERT IN = 4.42
26 STORM DRAIN SD - 23 INVERT IN = 4.42
27 8" ROOF DRAIN DOWN FROM CONDO ROOF GARDEN , INVERT = 5.85
28 SET DMH - 6 ON EXISTING 48" RCP STORM DRAIN, INVERT = 2.60 COORDINATE WITH PORTLAND PUBLIC SERVICES
29 6" PVC OUTLET FROM WALL DRAIN, INVERT= 7.17
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RICHARD L. MEEK, PE 10668 — STATE OF MAINE — RICHARD L. MEEK — No. 10668 — REGISTERED PROFESSIONAL ENGINEER — 5-21-18

WILLIAM T. CONWAY, RLA 108 — REGISTERED LANDSCAPE ARCHITECT — WILLIAM T. CONWAY — No. 108 — STATE OF MAINE — 5-21-18

DESIGNED	CHECKED
WTC	RLM

REV.	BY:	DATE:	
A	WTC	05-21-18	LEVEL III SITE PLAN SUBMISSION

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South Portland, ME 04106
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UTILITY PLAN-1 UPPER LEVEL
OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	1"=10'

SHEET 14 OF 24

16324U-UL.dwg, TAB:U-1

UTILITY PLAN NOTES:

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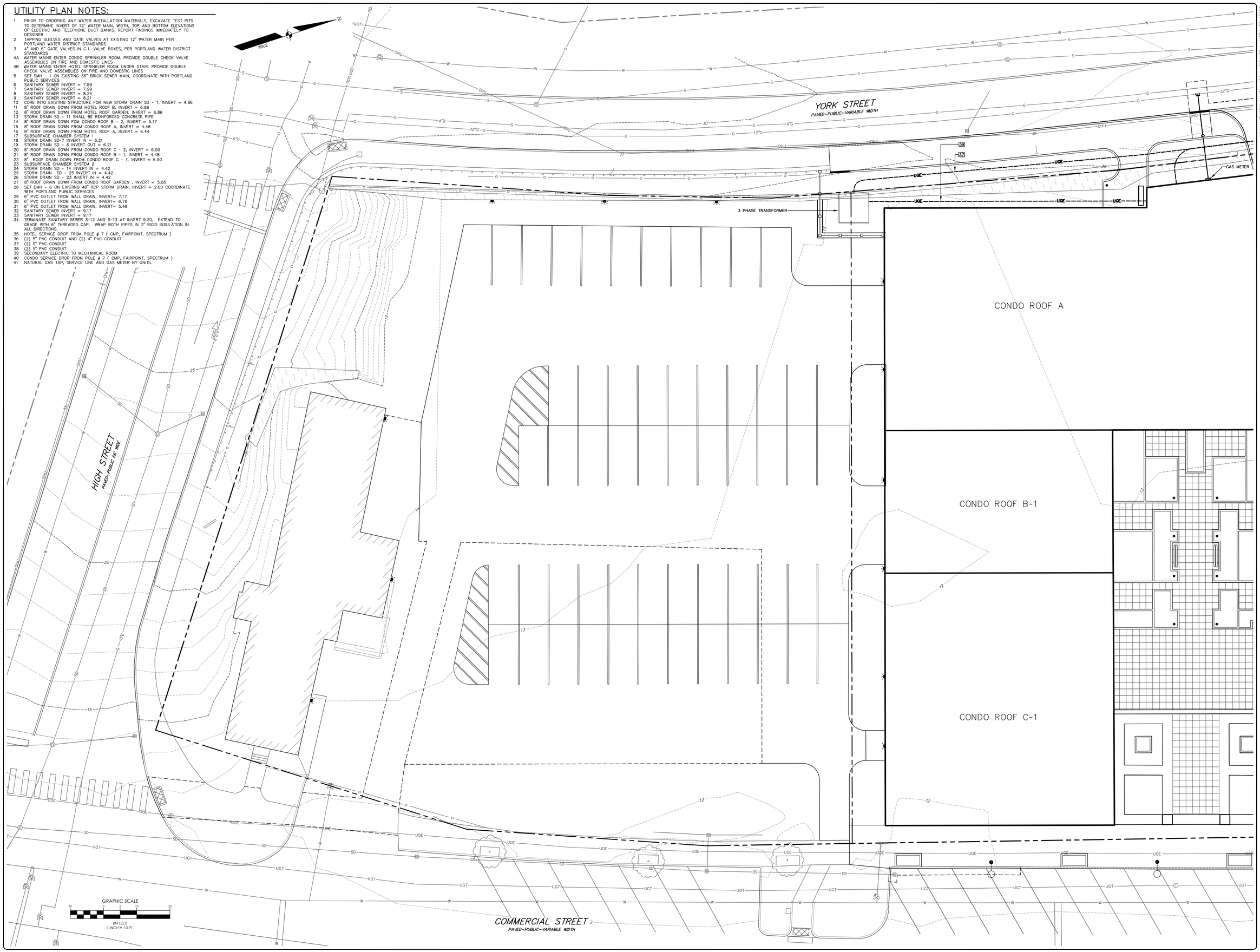

RICHARD L. MEEK, PE 10668 — STATE OF MAINE — RICHARD L. MEEK — No. 10668 — REGISTERED PROFESSIONAL ENGINEER — 5-21-18

WILLIAM T. CONWAY, RLA 108 — STATE OF MAINE — WILLIAM T. CONWAY — No. 108 — REGISTERED LANDSCAPE ARCHITECT — 5-21-18

DESIGNED	CHECKED
WTC	RLM

REV.	BY:	DATE:	STATUS:
A	WTC	05-21-18	LEVEL III SITE PLAN SUBMISSION

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WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 1A
South Portland, ME 04106
Tel. 207-200-2100

UTILITY PLAN-2 UPPER LEVEL
OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	1"=10'

SHEET 15 OF 24

16324U-UL.dwg, TAB:U-2

YORK STREET
PAVED–PUBLIC–VARIABLE WIDTH

TRUE

CB-1 RIM=10.65
CB-2 RIM=11.00
CB-3 RIM=11.20
CB-4 RIM=11.30
CB-9 RIM=11.00
CB-10 RIM=10.86
CB-11 RIM=11.25
CB-12 RIM=11.52
FI-1 RIM=23.15
FI-2 RIM=18.15
FI-3 RIM=12.15
FI-4 RIM=12.15
DMH-1 RIM=12.20
DMH-2 RIM=13.35
DMH-3 RIM=11.70
DMH-4 RIM=12.05
SMH-1 RIM=12.00
SMH-2 RIM=11.80
SMH-3 RIM=11.50
SMH-4 RIM=12.20
SMH-5 RIM=11.80
SMH-6 RIM=12.15
STORMFILTER-1 RIM=13.00
GREASE TRAP-1 RIM = 11.60
GREASE TRAP-2 RIM = 11.90
CIRF #1177 (HELD)
CB RIM 10.36
TC 11.18 BC 10.60
TC 11.58 BC 11.00
TC 12.03 BC 11.45
FFE = 12.35
FFE = 11.75

MAPLE STREET
PAVED–PUBLIC–49.5' WIDE

COMMERCIAL STREET
PAVED–PUBLIC–VARIABLE WIDTH

GRAPHIC SCALE
10 0 5 10 20
(IN FEET)
1 INCH = 10 FT.

RICHARD L. MEEK, PE 10688
STATE OF MAINE · RICHARD L. MEEK · 10688 · REGISTERED PROFESSIONAL ENGINEER · 6-21-18

WILLIAM T. CONWAY, RLA 108
STATE OF MAINE · WILLIAM T. CONWAY · 108 · REGISTERED LANDSCAPE ARCHITECT · 6-21-18

DESIGNED	CHECKED
WTC	RLM

REV.	BY:	DATE:	STATUS:
D	WTC	06-21-18	MODIFY BUMPOUTS AT COMMERCIAL STEET, ADD CB 11 & 12
C	WTC	06-12-18	ADD RADII @ TREE WELLS, ADD 3RD BUMPOUT
B	WTC	05-25-18	ADD TREES AT WEST END OF BUILDING
A	WTC	05-21-18	LEVEL III SITE PLAN SUBMISSION

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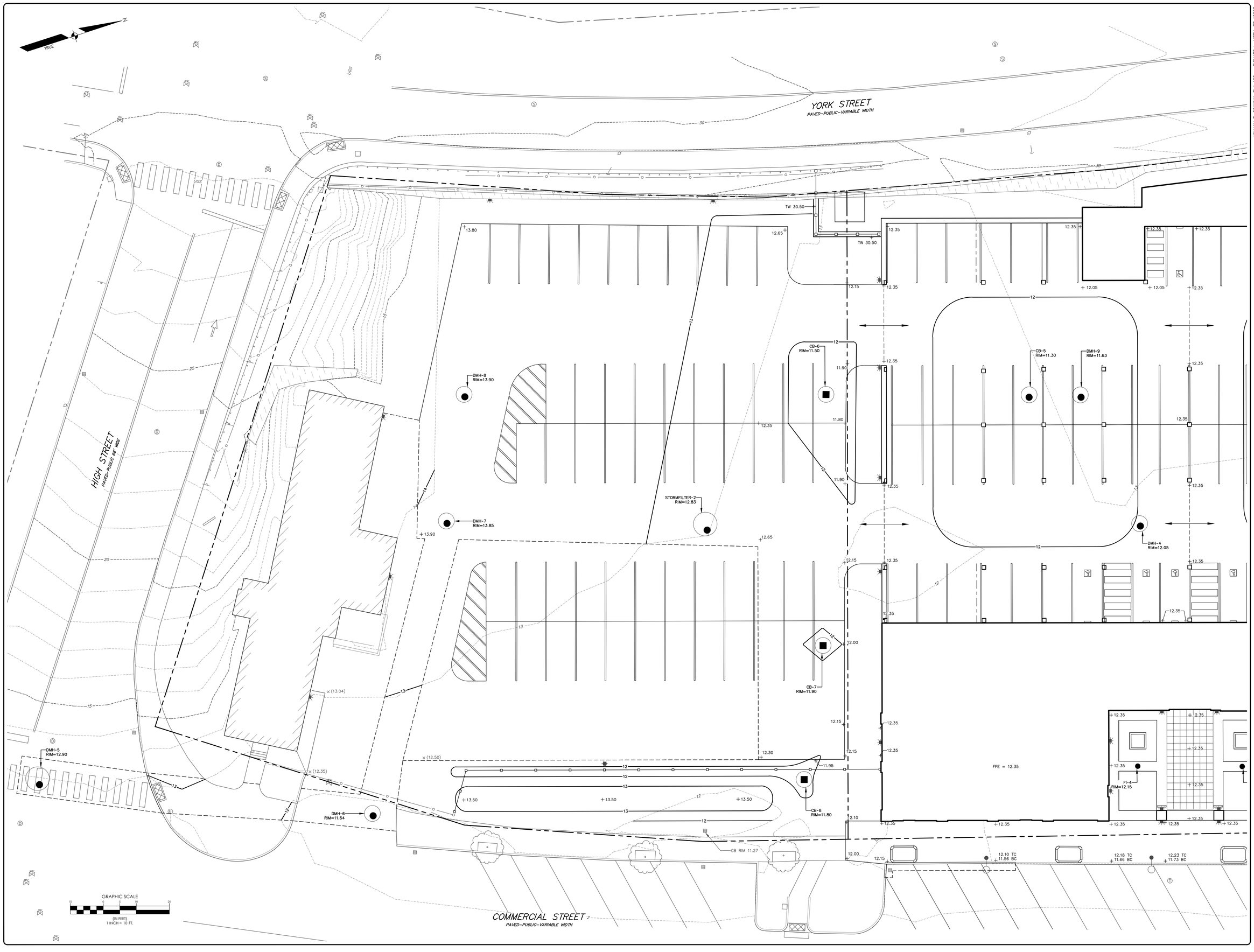
GRADING PLAN-1 LOWER LEVEL
OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	1"=10'

SHEET 8 OF 24

16324G-LL.dwg, TAB: G-1



RICHARD L. MEEK, PE 10688

STATE OF MAINE · RICHARD L. MEEK · 10688 · REGISTERED PROFESSIONAL ENGINEER · 6-19-18

WILLIAM T. CONWAY, RLA 108

REGISTERED LANDSCAPE ARCHITECT · WILLIAM T. CONWAY · 108 · STATE OF MAINE · 6-19-18

DESIGNED	CHECKED
WTC	RLM

REV.	BY:	DATE:	STATUS:
D	WTC	06-19-18	SHIFT FENCE AWAY FROM COMMERCIAL ST. SIDEWALK
C	WTC	06-12-18	ADD RADII @ TREE WELLS, ADD 3RD BUMPOUT
B	WTC	05-25-18	ADD TREES AT WEST END OF BUILDING
A	WTC	05-21-18	LEVEL III SITE PLAN SUBMISSION

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GRADING PLAN-2 LOWER LEVEL

OF:

383 COMMERCIAL STREET

383 COMMERCIAL STREET
PORTLAND, MAINE

FOR:

DEERING PROPERTY DEVELOPMENT, LLC

2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	1"=10'

16324D-LL.dwg, TAB:C-2

YORK STREET
PAVED–PUBLIC–VARIABLE WIDTH

CONDO ROOF A

CONDO ROOF B-2

CONDO ROOF C-2

HOTEL ROOF B

HOTEL ROOF A

MAPLE STREET
PAVED–PUBLIC–49.5' WIDE

COMMERCIAL STREET
PAVED–PUBLIC–VARIABLE WIDTH

CIRF #11.77 (HELD)

TRUE

GRAPHIC SCALE
10 0 5 10 20
(IN FEET)
1 INCH = 10 FT.

RICHARD L. MEEK, PE 10668
STATE OF MAINE
RICHARD L. MEEK
10668
REGISTERED PROFESSIONAL ENGINEER
5-21-18

WILLIAM T. CONWAY, RLA 108
STATE OF MAINE
WILLIAM T. CONWAY
108
REGISTERED LANDSCAPE ARCHITECT
5-21-18

DESIGNED	CHECKED
WTC	RLM

REV.	BY:	DATE:	
A	WTC	05-21-18	LEVEL III SITE PLAN SUBMISSION

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PORTLAND, MAINE
FOR:
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2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	1"=10'

SHEET 10 OF 24

16324C-UL.dwg, TAB:C-1

TRUE

YORK STREET
PAVED–PUBLIC–VARIABLE WIDTH

HIGH STREET
PAVED–PUBLIC 66' WIDE

COMMERCIAL STREET
PAVED–PUBLIC–VARIABLE WIDTH

CONDO ROOF A

CONDO ROOF B-1

CONDO ROOF C-1

TW 30.50

TW 30.50

GRAPHIC SCALE
10 0 5 10 20
(IN FEET)
1 INCH = 10 FT.

RICHARD L. MEEK, PE 10668
STATE OF MAINE
RICHARD L. MEEK
No. 10668
REGISTERED PROFESSIONAL ENGINEER
5-21-18

WILLIAM T. CONWAY, RLA 108
REGISTERED LANDSCAPE ARCHITECT
WILLIAM T. CONWAY
No. 108
STATE OF MAINE
5-21-18

DESIGNED	CHECKED
WTC	RLM

REV.	BY:	DATE:	STATUS:
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WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	1"=10'

SHEET 11 OF 24

16324G-ULdwg, TAB:G-2

EROSION CONTROL MEASURES

PRE-CONSTRUCTION PHASE

PRIOR TO THE BEGINNING OF ANY CONSTRUCTION, SEDIMENT BARRIERS (SILT FENCE) WILL BE STAKED/INSTALLED ACROSS THE SLOPE(S), ON THE CONTOUR AT OR JUST BELOW THE LIMITS OF CLEARING OR GRUBBING, AND/OR JUST ABOVE ANY ADJACENT PROPERTY LINE OR WATERCOURSE TO PROTECT AGAINST CONSTRUCTION RELATED EROSION. THE PLACEMENT OF SEDIMENT BARRIERS SHALL BE COMPLETED IN ACCORDANCE WITH GUIDELINES ESTABLISHED IN BEST MANAGEMENT PRACTICES AND IN ACCORDANCE WITH THIS EROSION CONTROL PLAN AND DETAILS IN THIS PLAN SET. THIS NETWORK IS TO BE MAINTAINED BY THE CONTRACTOR UNTIL ALL EXPOSED SLOPES HAVE AT LEAST 85%-90% VIGOROUS PERENNIAL VEGETATIVE COVER TO PREVENT EROSION. TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER PERMANENT STABILIZATION IS ATTAINED.

PRIOR TO ANY CLEARING OR GRUBBING, A CONSTRUCTION ENTRANCE/EXIT SHALL BE CONSTRUCTED AT THE INTERSECTION OF THE PROPOSED ENTRANCES AND EXISTING ROADWAY TO AVOID TRACKING OF MUD, DUST AND DEBRIS FROM THE SITE.

PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PREPARE A DETAILED SCHEDULE AND MARKED UP PLAN INDICATING AREAS AND COMPONENTS OF THE WORK AND KEY DATES SHOWING DATE OF DISTURBANCE AND COMPLETION OF THE WORK. THE CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH THE MUNICIPAL STAFF. THREE COPIES OF THE SCHEDULE AND MARKED UP PLAN SHALL BE PROVIDED TO THE MUNICIPALITY THREE DAYS PRIOR TO THE SCHEDULED PRE-CONSTRUCTION MEETING. SPECIAL ATTENTION SHALL BE GIVEN TO THE 14 DAY LIMIT OF DISTURBANCE IN THE SCHEDULE ADDRESSING TEMPORARY AND PERMANENT VEGETATION MEASURES.

CONSTRUCTION AND POST-CONSTRUCTION PHASE

AREAS UNDERGOING ACTUAL CONSTRUCTION SHALL ONLY EXPOSE THAT AMOUNT OF MINERAL SOIL NECESSARY FOR PROGRESSIVE AND EFFICIENT CONSTRUCTION . AN AREA CONSIDERED OPEN IS ANY AREA NOT STABILIZED WITH PAVEMENT, VEGETATION, MULCHING, EROSION CONTROL MATS, RIPRAP OR GRAVEL BASE ON A ROAD . OPEN AREAS SHALL BE ANCHORED WITH TEMPORARY EROSION CONTROL AS SHOWN ON THE DESIGN PLANS AND AS DESCRIBED WITHIN THIS EROSION CONTROL PLAN WITHIN 14-DAYS OF DISTURBANCE. AREAS LOCATED WITHIN 100' OF STREAMS SHALL BE ANCHORED WITH TEMPORARY EROSION CONTROL WITHIN SEVEN (7) DAYS. REFER TO WINTER EROSION CONTROL NOTES FOR THE TREATMENT OF OPEN AREAS AFTER OCTOBER 1ST OF THE CONSTRUCTION YEAR.

THE CONTRACTOR MUST INSTALL ANY ADDED MEASURES WHICH MAY BE NECESSARY TO CONTROL EROSION/SEDIMENTATION FROM THE SITE DEPENDENT UPON THE ACTUAL SITE AND WEATHER CONDITIONS. CONTINUATION OF EARTHWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED, IN ORDER TO MINIMIZE AREAS WITHOUT EROSION CONTROL PROTECTION.

EROSION CONTROL APPLICATIONS & MEASURES

THE PLACEMENT OF EROSION CONTROL MEASURES SHALL BE COMPLETED IN ACCORDANCE WITH GUIDELINES ESTABLISHED IN BEST MANAGEMENT PRACTICES AND IN ACCORDANCE WITH THE EROSION CONTROL PLAN AND DETAILS IN THE PLAN SET.

1. TEMPORARY MULCHING:

   ALL DISTURBED AREAS SHALL BE MULCHED WITH MATERIALS SPECIFIED BELOW PRIOR TO ANY STORM EVENT. ALL DISTURBED AREAS NOT FINAL GRADED WITHIN 14 DAYS SHALL BE MULCHED. ALSO, AREAS, WHICH HAVE BEEN TEMPORARILY OR PERMANENTLY SEEDED, SHALL BE MULCHED IMMEDIATELY FOLLOWING SEEDING. EROSION CONTROL BLANKETS ARE RECOMMENDED TO BE USED AT THE BASE OF GRASSED WATERWAYS AND ON SLOPES GREATER THAN 15%. MULCH ANCHORING SHOULD BE USED ON SLOPES GREATER THAN 5% AFTER SEPTEMBER 15TH OF THE CONSTRUCTION YEAR (SEE WINTER EROSION CONTROL NOTES).
   TYPES OF MULCH:
   HAY OR STRAW: SHALL BE APPLIED AT A RATE OF 75 LBS/1,000 S.F. (1.5 TONS PER ACRE).
   EROSION CONTROL MIX: SHALL BE PLACED EVENLY AND MUST PROVIDE 100% SOIL COVERAGE. EROSION CONTROL MIX SHALL BE APPLIED SUCH THAT THE THICKNESS ON SLOPES 3:1 OR LESS IS 2 INCHES PLUS 1/2 INCH PER 20 FEET OF SLOPE UP TO 100 FEET. THE THICKNESS ON SLOPES BETWEEN 3:1 AND 2:1 SHALL BE 4 INCHES PLUS 1/2 INCH PER 20 FEET OF SLOPE UP TO 100 FEET. THIS SHALL NOT BE USED ON SLOPES GREATER THAN 2:1.
   EROSION CONTROL BLANKET: SHALL BE INSTALLED SUCH THAT CONTINUOUS CONTACT BETWEEN THE MAT AND THE SOIL IS OBTAINED. INSTALL BLANKETS AND STAPLE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

2. SOIL STOCKPILES:

   STOCKPILES OF SOIL OR SUBSOIL SHALL BE MULCHED WITH HAY OR STRAW AT A RATE OF 75 LBS/1,000 S.F. (1.5 TONS PER ACRE) OR WITH A FOUR-INCH LAYER OF WOOD WASTE EROSION CONTROL MIX. THIS WILL BE DONE WITHIN 24 HOURS OF STOCKING AND RE-ESTABLISHED PRIOR TO ANY RAINFALL. ANY SOIL STOCKPILE WILL NOT BE PLACED (EVEN COVERED WITH HAY OR STRAW) WITHIN 100 FEET FROM ANY NATURAL RESOURCES.

3. NATURAL RESOURCES PROTECTION:

   ANY AREAS WITHIN 100 FEET FROM ANY NATURAL RESOURCES, IF NOT STABILIZED WITH A MINIMUM OF 75% MATURE VEGETATION CATCH, SHALL BE MULCHED USING TEMPORARY MULCHING (AS DESCRIBED IN PART 1. OF THIS SECTION) WITHIN 7 DAYS OF EXPOSURE OR PRIOR TO ANY STORM EVENT. SEDIMENT BARRIERS (AS DESCRIBED IN PART 4. OF THIS SECTION) SHALL BE PLACED BETWEEN ANY NATURAL RESOURCE AND THE DISTURBED AREA.
   PROJECTS CROSSING THE NATURAL RESOURCE SHALL BE PROTECTED A MINIMUM DISTANCE OF 100 FEET ON EITHER SIDE FROM THE RESOURCE.

4. SEDIMENT BARRIERS:

   PRIOR TO THE BEGINNING OF ANY CONSTRUCTION, SEDIMENT BARRIERS SHALL BE STAKED ACROSS THE SLOPE(S), ON THE CONTOUR AT OR JUST BELOW THE LIMITS OF CLEARING OR GRUBBING, AND/OR JUST ABOVE ANY ADJACENT PROPERTY LINE OR WATERCOURSE TO PROTECT AGAINST CONSTRUCTION RELATED EROSION. SEDIMENT BARRIERS SHALL BE MAINTAINED BY THE CONTRACTOR UNTIL ALL EXPOSED SLOPES HAVE AT LEAST 85%-90% VIGOROUS PERENNIAL VEGETATIVE COVER TO PREVENT EROSION.

   SILT FENCE: SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. THE EFFECTIVE HEIGHT OF THE FENCE SHALL NOT EXCEED 36 INCHES. IT IS RECOMMENDED THAT SILT FENCE BE REMOVED BY CUTTING THE FENCE MATERIALS AT GROUND LEVEL SO AS TO AVOID ADDITIONAL SOIL DISTURBANCE.

   HAY BALES: SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. BALES SHALL BE WIRE-BOUND OR STRING-TIED AND THESE BINDINGS MUST REMAIN PARALLEL WITH THE GROUND SURFACE DURING INSTALLATION TO PREVENT DETERIORATION OF THE BINDINGS. BALES SHALL BE INSTALLED WITHIN A MINIMUM 4 INCH DEEP TRENCH LINE WITH ENDS OF ADJACENT BALES TIGHTLY ABUTTING ONE ANOTHER.

   EROSION CONTROL MIX: SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. THE MIX SHALL CONSIST PRIMARILY OF ORGANIC MATERIAL AND CONTAIN A WELL-GRADED MIXTURE OF PARTICLE SIZES AND MAY CONTAIN ROCKS LESS THAN 4 INCHES IN DIAMETER. THE MIX COMPOSITION SHALL MEET THE STANDARDS DESCRIBED WITHIN THE MDEP BEST MANAGEMENT PRACTICES. NO TRENCHING IS REQUIRED FOR INSTALLATION OF THIS BARRIER.

   CONTINUOUS CONTAINED BERM: SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. THIS SEDIMENT BARRIER IS EROSION CONTROL MIX PLACED WITHIN A SYNTHETIC TUBULAR NETTING AND PERFORMS AS A STURDY SEDIMENT BARRIER THAT WORKS WELL ON HARD GROUND SUCH AS FROZEN CONDITIONS, TRAVELED AREAS OR PAVEMENT. NO TRENCHING IS REQUIRED FOR INSTALLATION OF THIS BARRIER.

5. TEMPORARY CHECK DAMS:

   SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. CHECK DAMS ARE TO BE PLACED WITHIN DITCHES/ SWALES AS SPECIFIED ON THE DESIGN PLANS IMMEDIATELY AFTER FINAL GRADING. CHECK DAMS SHALL BE 2 FEET HIGH. TEMPORARY CHECK DAMS MAY BE REMOVED ONLY AFTER THE ROADWAYS ARE PAVED AND THE VEGETATED SWALE ARE ESTABLISHED WITH AT LEAST 85%-90% OF VIGOROUS PERENNIAL GROWTH. THE AREA BENEATH THE CHECK DAM MUST BE SEEDED AND MULCHED IMMEDIATELY AFTER REMOVAL OF THE CHECK DAM.

   STONE CHECK DAMS: SHOULD BE CONSTRUCTED OF 2 TO 3 INCH STONE AND PLACED SUCH THAT COMPLETE COVERAGE OF THE SWALE IS OBTAINED AND THAT THE CENTER OF THE DAM IS 6 INCHES LOWER THAT THE OUTER EDGES.

   HAY BALE CHECK DAMS: WE DO NOT RECOMMEND THE USE OF HAY BALES AS CHECK DAMS.

   MANUFACTURED CHECK DAMS: MANUFACTURED CHECK DAMS, AS SPECIFIED IN THE DETAIL ON THE PLANS, MAY BE USED IF AUTHORIZED BY THE PROPER LOCAL, STATE OR FEDERAL REGULATING AGENCIES. THESE UNITS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURE'S RECOMMENDATIONS.

6. STORMDRAIN INLET PROTECTION:

   INLET PROTECTION SHALL BE PLACED AROUND A STORMDRAIN DROP INLETOR CURB INLET PRIOR TO PERMANENT STABILIZATION OF THE IMMEDIATE AND UPSTREAM DISTURBED AREAS. THEY SHALL BE CONSTRUCTED IN A MANNER THAT WILL FACILITATE CLEAN-OUT AND DISPOSAL OF TRAPPED SEDIMENTS AND MINIMIZE INTERFERENCE WITH CONSTRUCTION ACTIVITIES. ANY RESULTANT PONDING OF WATER FROM THE PROTECTION METHOD MUST NOT CAUSE EXCESSIVE INCONVENIENCE OR DAMAGE TO ADJACENT AREAS OR STRUCTURES.

   HAY BALE DROP INLET PROTECTION: WE DO NOT RECOMMEND THE USE OF HAY BALES AS INLET PROTECTION.

   CONCRETE BLOCK AND STONE INLET SEDIMENT FILTER (DROP OR CURB INLET): SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. THE HEIGHT OF THE CONCRETE BLOCK BARRIER CAN VARY BUT MUST BE BETWEEN 12 AND 24 INCHES TALL. A MINIMUM OF 1 INCH CRUSHED STONE SHALL BE USED.

   MANUFACTURED SEDIMENT BARRIERS AND FILTER (DROP OR CURB INLET): MANUFACTURED FILTERS, AS SPECIFIED IN THE DETAIL ON THE PLANS, MAY BE USED IF INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

7. STABILIZED CONSTRUCTION ENTRANCE/EXIT:

   PRIOR TO CLEARING AND/OR GRUBBING THE SITE A STABILIZED CONSTRUCTION ENTRANCE/EXIT SHALL BE CONSTRUCTED WHEREVER TRAFFIC WILL EXIT THE CONSTRUCTION SITE ONTO A PAVED ROADWAY IN ORDER TO MINIMIZE THE TRACKING OF SEDIMENT AND DEBRIS FROM THE CONSTRUCTION SITE ONTO PUBLIC ROADWAYS. THE ENTRANCES AND ADJACENT ROADWAY AREAS SHALL BE PERIODICALLY SWEPT OR WASHED TO FURTHER MINIMIZE THE TRACKING OF MUD, DUST OR DEBRIS FROM THE CONSTRUCTION AREA. STABILIZED CONSTRUCTION EXITS SHALL BE CONSTRUCTED IN AREAS SPECIFIED ON THE PLANS AND AS DETAILED ON THE PLANS.

8. DUST CONTROL:

   DUST CONTROL DURING CONSTRUCTION SHALL BE ACHIEVED BY THE USE OF A WATERING TRUCK TO PERIODICALLY SPRINKLE THE EXPOSED ROADWAY AREAS AS NECESSARY TO REDUCE DUST DURING THE DRY MONTHS. APPLYING OTHER DUST CONTROL PRODUCTS SUCH AS CALCIUM CHLORIDE OR OTHER MANUFACTURED PRODUCTS ARE ALLOWED IF AUTHORIZED BY THE PROPER LOCAL, STATE AND/OR FEDERAL REGULATING AGENCIES. HOWEVER, IT IS THE CONTRACTOR'S ULTIMATE RESPONSIBILITY TO MITIGATE DUST AND SOIL LOSS FROM THE SITE.

9. TEMPORARY VEGETATION:

   TEMPORARY VEGETATION SHALL BE APPLIED TO DISTURBED AREAS THAT WILL NOT RECEIVE FINAL GRADING FOR PERIODS UP TO 12 MONTHS. THIS PROCEDURE SHOULD BE USED EXTENSIVELY IN AREAS ADJACENT TO NATURAL RESOURCES. SEEDBED PREPARATION AND APPLICATION OF SEED SHALL BE CONDUCTED AS INDICATED IN THE PERMANENT VEGETATION SECTION OF THIS NARRATIVE. SPECIFIC SEEDS (FAST GROWING AND SHORT LIVING) SHALL BE SELECTED FROM THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL DATED 3/2003 OR LATER. ALTERNATIVE EROSION CONTROL MEASURES SHOULD BE USED IF SEEDING CAN NOT BE DONE BEFORE SEPTEMBER 15TH OF THE CONSTRUCTION YEAR.

10. PERMANENT VEGETATION:

    REVEGETATION MEASURES SHALL COMMENCE IMMEDIATELY UPON COMPLETION OF FINAL GRADING OF AREAS TO BE LOAMED AND SEEDED. THE APPLICATION OF SEED SHALL BE CONDUCTED BETWEEN APRIL 1ST AND OCTOBER 1ST OF THE CONSTRUCTION YEAR, PLEASE REFER TO THE WINTER EROSION CONTROL NOTES FOR MORE DETAIL. REVEGETATION MEASURES SHALL CONSIST OF THE FOLLOWING:

SEEDBED PREPARATION:

A. FOUR (4) INCHES OF LOAM SHALL BE SPREAD OVER DISTURBED AREAS AND SMOOTHED TO A UNIFORM SURFACE. LOAM SHALL BE FREE OF SUBSOIL, CLAY LUMPS, STONES AND OTHER OBJECTS OVER 2 INCHES OR LARGER IN ANY DIMENSION, AND WITHOUT WEEDS, ROOTS OR OTHER OBJECTIONABLE MATERIAL.

B. SOILS TESTS SHALL BE TAKEN AT THE TIME OF SOIL STRIPPING TO DETERMINE FERTILIZATION REQUIREMENTS. SOILS TESTS SHALL BE TAKEN PROMPTLY AS TO NOT INTERFERE WITH THE 14-DAY LIMIT ON SOIL EXPOSURE. BASED UPON TEST RESULTS, SOIL AMENDMENTS SHALL BE INCORPORATED INTO THE SOIL PRIOR TO FINAL SEEDING. IN LIEU OF SOIL TESTS, SOIL AMENDMENTS MAY BE APPLIED AS FOLLOWS:

ITEM	APPLICATION RATE
10-20-20 FERTILIZER (N-P205-K20 OR EQUAL)	18.4 LBS./1,000 S.F.
GROUND LIMESTONE (50% CALCIUM & MAGNESIUM OXIDE)	138 LBS./1,000 S.F.

C. WORK LIME AND FERTILIZER INTO THE SOIL AS NEARLY AS PRACTICAL TO A DEPTH OF 4 INCHES WITH PROPER EQUIPMENT. ROLL THE AREA TO FIRM THE SEEDBED EXCEPT ON CLAY OR SILTY SOILS OR COARSE SAND.

APPLICATION OF SEED:

A. SEEDING: SHALL BE CONDUCTED BETWEEN APRIL 1ST AND OCTOBER 1ST OF THE CONSTRUCTION YEAR. GENERALLY A SEED MIXTURE MAY BE APPLIED AS FOLLOWS: (MDEP SEED MIX 2 IS DISPLAYED)

SEED TYPE	APPLICATION RATE
CREEPING RED FESCUE	0.46 LBS/1,000 S.F. (20 LBS/ACRE)
REDTOP	0.05 LBS/1,000 S.F. (2 LBS/ACRE)
TALL FESCUE	0.46 LBS/1,000 S.F. (20 LBS/ACRE)
TOTAL:	0.97 LBS/1,000 S.F. (42 LBS/ACRE)

NOTE: A SPECIFIC SEED MIXTURE SHOULD BE CHOSEN TO MATCH THE SOILS CONDITION OF THE SITE. VARIOUS AGENCIES CAN RECOMMEND SEED MIXTURES. MDEP RECOMMENDED SEED MIXTURES ARE IN THE EROSION AND SEDIMENT CONTROL BMP MANUAL DATED 3/2003 OR LATER.

B. HYDROSEEDING: SHALL BE CONDUCTED ON PREPARED AREAS WITH SLOPES LESS THAN 2:1. LIME AND FERTILIZER MAY BE APPLIED SIMULTANEOUSLY WITH THE SEED. RECOMMENDED SEEDING RATES MUST BE INCREASED BY 10% WHEN HYDROSEEDING.

C. MULCHING: SHALL COMMENCE IMMEDIATELY AFTER SEED IS APPLIED. REFER TO THE TEMPORARY MULCHING SECTION OF THIS NARRATIVE FOR DETAILS.

SODDING:

FOLLOWING SEEDBED PREPARATION, SOD CAN BE APPLIED IN LIEU OF SEEDING IN AREAS WHERE IMMEDIATE VEGETATION IS MOST BENEFICIAL SUCH AS DITCHES, AROUND STORMWATER DROP INLETS AND AREAS OF AESTHETIC VALUE. SOD SHOULD BE LAID AT RIGHT ANGLES TO THE DIRECTION OF FLOW, STARTING AT THE LOWEST ELEVATION. SOD SHOULD BE ROLLED OR TAMPED DOWN TO EVEN OUT THE JOINTS ONCE LAID DOWN. WHERE FLOW IS PREVALENT THE SOD MUST BE PROPERLY ANCHORED DOWN. IRRIGATE THE SOD IMMEDIATELY AFTER INSTALLATION. IN MOST CASES, SOD CAN BE ESTABLISHED BETWEEN APRIL 1ST AND NOVEMBER 15TH OF THE CONSTRUCTION YEAR, HOWEVER, REFER TO THE WINTER EROSION CONTROL NOTES FOR ANY ACTIVITIES AFTER OCTOBER 1ST.

TRENCH DEWATERING AND TEMPORARY STREAM DIVERSION:

WATER FROM CONSTRUCTION TRENCH DEWATERING OR TEMPORARY STREAM DIVERSION WILL PASS FIRST THROUGH A FILTER BAG OR SECONDARY CONTAINMENT STRUCTURE (E.G. HAY BALE LINED POOL) PRIOR TO DISCHARGE. THE DISCHARGE SITE SHALL BE SELECTED TO AVOID FLOODING AND SEDIMENT DISCHARGES TO A PROTECTED RESOURCE. IN NO CASE SHALL THE FILTER BAG OR CONTAINMENT STRUCTURE BE LOCATED WITHIN 100 FEET OF A PROTECTED NATURAL RESOURCE.

STANDARDS FOR TIMELY STABILIZATION:

STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SLOPES -- THE CONTRACTOR WILL CONSTRUCT AND STABILIZE STONE-COVERED SLOPES BY NOVEMBER 15. THE CONTRACTOR WILL SEED AND MULCH ALL SLOPES TO BE VEGETATED BY SEPTEMBER 15. THE MDEP WILL CONSIDER ANY AREA HAVING A GRADE GREATER THAN 15% (6.67H:1V) TO BE A SLOPE. IF THE CONTRACTOR FAILS TO STABILIZE ANY SLOPE TO BE VEGETATED BY SEPTEMBER 15, THEN THE CONTRACTOR WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER.

A. STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS -- BY OCTOBER 1 THE CONTRACTOR WILL SEED THE DISTURBED SLOPE WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1,000 SQUARE FEET AND APPLY EROSION CONTROL MATS OVER THE MULCHED SLOPE. THE CONTRACTOR WILL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 75% OF THE DISTURBED SLOPE BY NOVEMBER 1, THEN THE APPLICANT WILL COVER THE SLOPE WITH A LAYER OF WOOD WASTE COMPOST AS DESCRIBED IN ITEM 2(C.) OF THIS STANDARD OR WITH STONE RIPRAP AS DESCRIBED IN ITEM 2(D.) OF THIS STANDARD.
B. STABILIZE THE SLOPE WITH SOD -- THE CONTRACTOR WILL STABILIZE THE DISTURBED SLOPE WITH PROPERLY INSTALLED SOD BY NOVEMBER 15. PROPER INSTALLATION INCLUDES THE APPLICANT PINNING THE SOD ONTO THE SLOPE WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL. THE APPLICANT WILL NOT USE LATE-SEASON SOD INSTALLATION TO STABILIZE SLOPES HAVING A GRADE GREATER THAN 33% (3H:1V).
C. STABILIZE THE SLOPE WITH WOOD WASTE COMPOST -- THE CONTRACTOR WILL PLACE A SIX-INCH LAYER OF WOOD WASTE COMPOST ON THE SLOPE BY NOVEMBER 15. PRIOR TO PLACING THE WOOD WASTE COMPOST, THE APPLICANT WILL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED SLOPE. THE APPLICANT WILL NOT USE WOOD WASTE COMPOST TO STABILIZE SLOPES HAVING GRADES GREATER THAN 50% (2H:1V) OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
D. STABILIZE THE SLOPE WITH STONE RIPRAP -- THE CONTRACTOR WILL PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY NOVEMBER 15. THE APPLICANT WILL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.

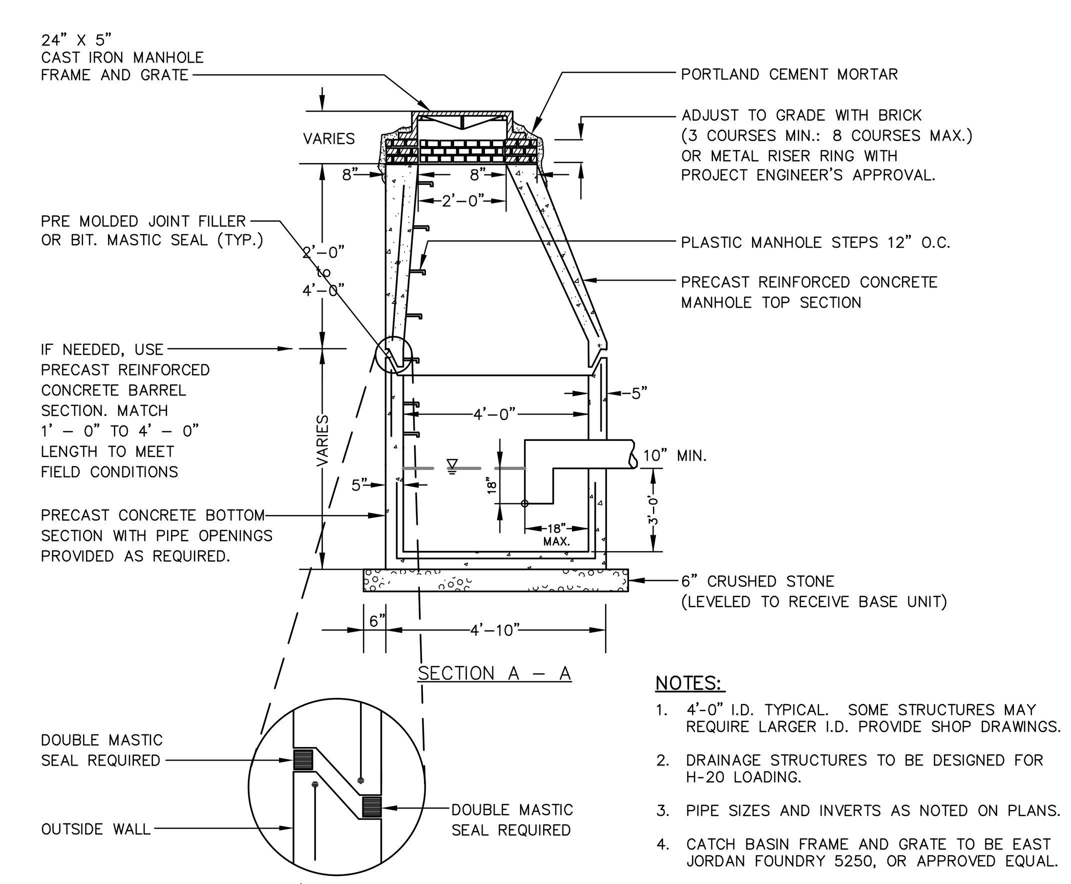
STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SOILS -- BY SEPTEMBER 15 THE CONTRACTOR WILL SEED AND MULCH ALL DISTURBED SOILS ON AREAS HAVING A SLOPE LESS THAN 15%. IF THE CONTRACTOR FAILS TO STABILIZE THESE SOILS BY THIS DATE, THEN THE CONTRACTOR WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SOIL FOR LATE FALL AND WINTER.

A. STABILIZE THE SOIL WITH TEMPORARY VEGETATION -- BY OCTOBER 1 THE CONTRACTOR WILL SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1000 SQUARE FEET, LIGHTLY MULCH THE SEEDED SOIL WITH HAY OR STRAW AT 75 POUNDS PER 1000 SQUARE FEET, AND ANCHOR THE MULCH WITH PLASTIC NETTING. THE APPLICANT WILL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE NOVEMBER 15, THEN THE APPLICANT WILL MULCH THE AREA FOR OVER-WINTER PROTECTION AS DESCRIBED IN ITEM 3(C.) OF THIS STANDARD.
B. STABILIZE THE SOIL WITH SOD -- THE APPLICANT WILL STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY OCTOBER 1. PROPER INSTALLATION INCLUDES THE APPLICANT PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL.
C. STABILIZE THE SOIL WITH MULCH -- BY NOVEMBER 15 THE APPLICANT WILL MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 POUNDS PER 1000 SQUARE FEET ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. PRIOR TO APPLYING THE MULCH, THE APPLICANT WILL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED AREA. IMMEDIATELY AFTER APPLYING THE MULCH, THE APPLICANT WILL ANCHOR THE MULCH WITH PLASTIC NETTING TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

INSPECTIONS/MONITORING:

1. MAINTENANCE MEASURES SHALL BE APPLIED AS NEEDED DURING THE ENTIRE CONSTRUCTION CYCLE. AFTER EACH RAINFALL, SNOW STORM OR PERIOD OF THAWING AND RUNOFF, OR AT LEAST EVERY SEVEN (7) DAYS, THE CONTRACTOR SHALL PERFORM A VISUAL INSPECTION OF ALL INSTALLED EROSION CONTROL MEASURES. THE CONTRACTOR SHALL PERFORM REPAIRS AS NEEDED TO ALLOW CONTINUED PROPER FUNCTIONING OF THE EROSION CONTROL MEASURE. THE CONTRACTOR SHALL PROVIDE THE NECESSARY REGULATING AGENCIES WITH WRITTEN DOCUMENTATION DESCRIBING DATES OF INSPECTIONS AND NECESSARY FOLLOW-UP WORK TO MAINTAIN EROSION CONTROL MEASURES MEETING THE REQUIREMENTS OF THIS PLAN.

2. FOLLOWING THE TEMPORARY AND/OR FINAL SEEDINGS, THE CONTRACTOR SHALL INSPECT THE WORK AREA SEMIMONTHLY UNTIL THE SEEDINGS HAVE BEEN ESTABLISHED. ESTABLISHED MEANS A MINIMUM OF 85%-90% OF AREAS VEGETATED WITH VIGOROUS GROWTH. RESEEDING SHALL BE CARRIED OUT BY THE CONTRACTOR WITH FOLLOW-UP INSPECTIONS IN THE EVENT OF ANY FAILURES UNTIL VEGETATION IS ADEQUATELY ESTABLISHED.



NOTES:
1. 4'-0" I.D. TYPICAL. SOME STRUCTURES MAY REQUIRE LARGER I.D. PROVIDE SHOP DRAWINGS.
2. DRAINAGE STRUCTURES TO BE DESIGNED FOR H-20 LOADING.
3. PIPE SIZES AND INVERTS AS NOTED ON PLANS.
4. CATCH BASIN FRAME AND GRATE TO BE EAST JORDAN FOUNDRY 5250, OR APPROVED EQUAL.

CATCH BASIN/ OIL GRIT SEPARATOR

NOT TO SCALE

CONSTRUCTION NOTES

1. ALL WORK SHALL CONFORM TO THE APPLICABLE CODES AND ORDINANCES.

2. CONTRACTOR SHALL VISIT THE SITE AND FAMILIARIZE THEMSELVES WITH ALL CONDITIONS AFFECTING THE PROPOSED WORK AND SHALL MAKE PROVISIONS AS TO THE COST THEREOF. CONTRACTOR SHALL BE RESPONSIBLE FOR FAMILIARIZING THEMSELVES WITH ALL CONTRACT DOCUMENTS, FIELD CONDITIONS AND DIMENSIONS AND CONFIRMING THAT THE WORK MAY BE ACCOMPLISHED AS SHOWN PRIOR TO PROCEEDING WITH CONSTRUCTION. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO THE COMMENCEMENT OF WORK.

3. CONTRACTOR SHALL NOTIFY ENGINEER OF ALL PRODUCTS OR ITEMS NOTED AS "EXISTING" WHICH ARE NOT FOUND IN THE FIELD.

4. INSTALL ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND OWNER'S REQUIREMENTS UNLESS SPECIFICALLY OTHERWISE INDICATED OR WHERE LOCAL CODES OR REGULATIONS TAKE PRECEDENCE.

5. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO FABRICATION AND ERECTION OF ANY MATERIAL. ANY UNUSUAL CONDITIONS SHALL BE REPORTED TO THE ATTENTION OF THE ENGINEER.

6. CONTRACTOR SHALL CLEAN AND REMOVE DEBRIS AND SEDIMENT DEPOSITED ON PUBLIC STREETS, SIDEWALKS, ADJACENT AREAS, OR OTHER PUBLIC WAYS DUE TO CONSTRUCTION.

7. CONTRACTOR SHALL INCORPORATE PROVISIONS AS NECESSARY IN CONSTRUCTION TO PROTECT EXISTING STRUCTURES, PHYSICAL FEATURES, AND MAINTAIN SITE STABILITY DURING CONSTRUCTION. CONTRACTOR SHALL RESTORE ALL AREAS TO ORIGINAL CONDITION AND AS DIRECTED BY DESIGN DRAWINGS.

8. SITE CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS PRIOR TO CONSTRUCTION.

9. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH "MAINE EROSION AND SEDIMENTATION CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES" PUBLISHED BY THE CUMBERLAND COUNTY SOIL AND WATER DISTRICT AND MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 1991 OR LATEST EDITION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO POSSESS A COPY OF THE EROSION CONTROL PLAN AT ALL TIMES.

10. THE CONTRACTOR IS HEREBY CAUTIONED THAT ALL SITE FEATURES SHOWN HEREON ARE BASED ON FIELD OBSERVATIONS BY THE SURVEYOR AND BY INFORMATION PROVIDED BY UTILITY COMPANIES. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL CONTACT DIG SAFE (811) AT LEAST THREE (3) BUT NOT MORE THAN THIRTY (30) DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OR DEMOLITION TO VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES. CONTRACTORS SHALL BE RESPONSIBLE FOR COMPLIANCE WITH THE REQUIREMENTS OF 23 MRSA 3360-A. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE WITH THE APPROPRIATE UTILITIES TO OBTAIN AUTHORIZATION PRIOR TO RELOCATION OF ANY EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THESE PLANS. IF A UTILITY CONFLICT ARISES, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER, THE MUNICIPALITY AND APPROPRIATE UTILITY COMPANY PRIOR TO PROCEEDING WITH ANY RELOCATION.

11. IMMEDIATELY UPON COMPLETION OF CUTS/FILLS, THE CONTRACTOR SHALL STABILIZE DISTURBED AREAS IN ACCORDANCE WITH EROSION CONTROL NOTES AND AS SPECIFIED ON PLANS.

12. INSTALL UNDERGROUND UTILITY SERVICES IN SCHEDULE 40 PVC CONDUIT AT LOCATIONS WITHIN PAVED, GRAVEL, OR TRAFFIC AREAS.

13. ALL SEWER PIPE TO BE PVC SDR 35. ALL OTHER REQUIRED DRAINAGE PIPE SHALL BE CORRUGATED METAL PIPE OR REINFORCED CONCRETE PIPE.

14. PRIOR TO ANY CONSTRUCTION AT THE SITE, REPRESENTATIVES OF THE OWNER, SITE CONTRACTOR AND THE SITE DESIGN ENGINEER SHALL ARRANGE FOR AND MEET WITH THE DIRECTOR OF PUBLIC WORKS AND CITY ENGINEER TO DISCUSS THE SCHEDULING OF THE SITE CONSTRUCTION. ON OR BEFORE THAT MEETING, THE CONTRACTOR WILL PREPARE A DETAILED SCHEDULE AND MARKED-UP SITE PLAN INDICATING AREAS AND COMPONENTS OF THE WORK AND KEY DATES SHOWING DATE OF DISTURBANCE AND COMPLETION OF THE WORK IS DISTURBED AREAS ARE NOT TO BE FINISHED (LOAMED, SEEDED AND MULCHED) WITHIN FOURTEEN (14) DAYS, THE SCHEDULE SHALL INDICATE THOSE AREAS TO BE PROTECTED WITH TEMPORARY SEEDING/MULCH.

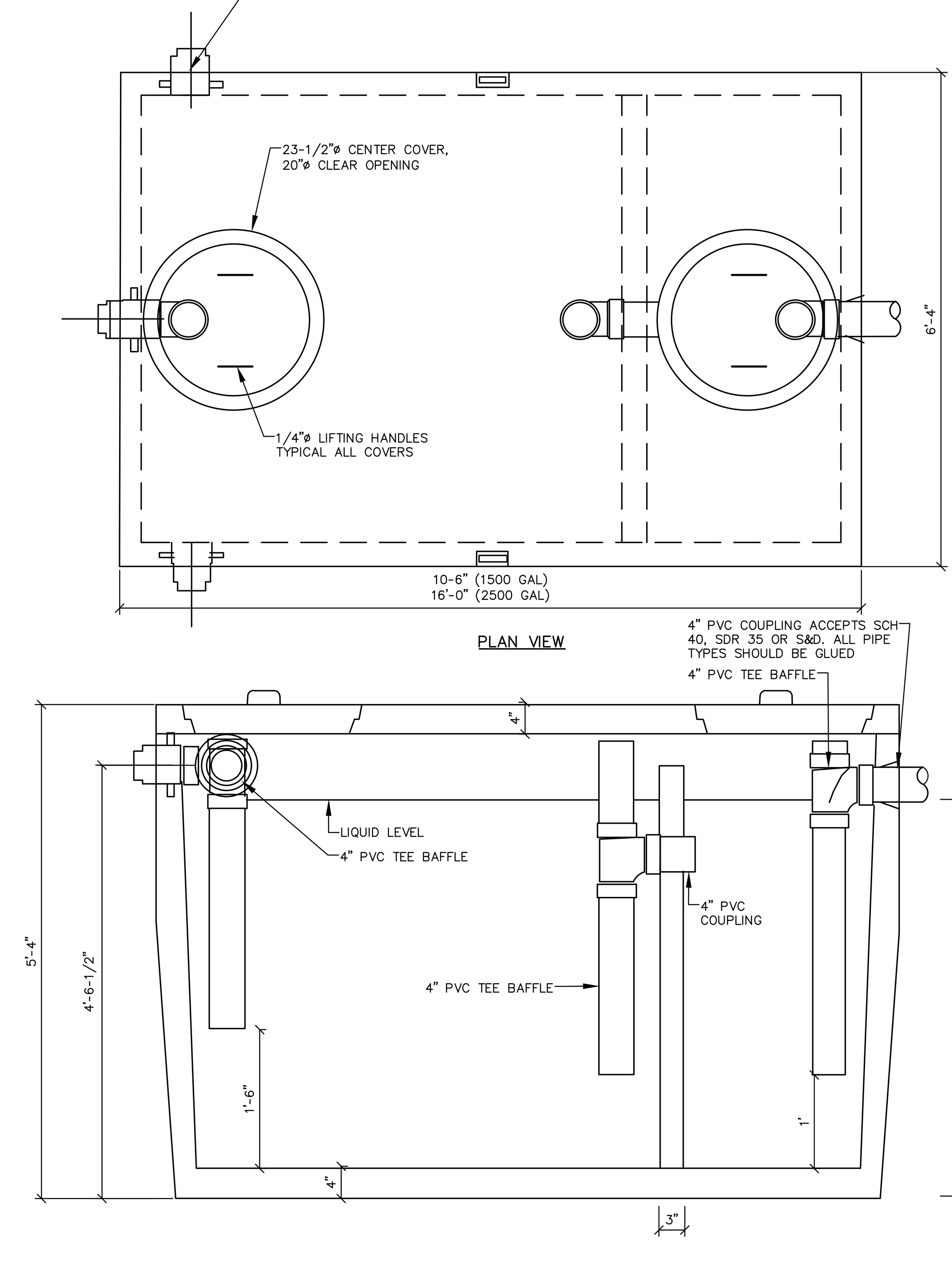
15. PRIOR TO CONSTRUCTION, THE SITE CONTRACTOR SHALL CONFIRM SETBACKS AND BUILDING DIMENSIONS WITH ARCHITECTURAL DRAWINGS. CONTRACTOR SHALL NOTIFY ENGINEER AND OWNER OF ANY DIFFERENCES AFFECTING BUILDING OR SITE CONSTRUCTION.

16. ALL FILLS SHALL BE PLACED IN LAYERS NOT MORE THAN 12" LOOSE DEPTH AND COMPACTED BY HEAVY COMPACTION EQUIPMENT. MINIMUM COMPACTION SHALL BE 95% OF MAXIMUM DENSITY ASTM 1557 (MODIFIED), AND FIELD DENSITY ASTM D2922 (NUCLEAR METHODS).

17. REMOVE TOPSOIL AND ROUGHEN SUBGRADE TO ESTABLISH SUITABLE INTERFACE FOR ALL FILLS.

18. FILL AREAS UNDER PAVEMENT SHALL BE GRANULAR BORROW. ALL OTHER FILL AREAS SHALL BE A COMMON BORROW MATERIAL SUITABLE FOR EMBANKMENT CONSTRUCTION, FREE FROM FROZEN MATERIAL PERISHABLE RUBBLE, PEAT, ORGANIC, ROCKS LARGER THAN 12" IN DIAMETER VEGETATION AND OTHER MATERIAL UNSUITABLE FOR ROADWAY AND SUBGRADE CONSTRUCTION. EXCAVATED ON-SITE MATERIALS MAY BE USED FOR FILL PROVIDED THE MATERIAL IS FREE FROM UNSUITABLE MATERIAL DESCRIBED IN THIS NOTE AND UPON APPROVAL IF THE ENGINEER GRANULAR BORROW AND COMMON BORROW SHALL COMPLY WITH M.D.O.T. SPECIFICATIONS.

19. ALL SUBSURFACE UTILITY LINES SHOWN HEREON ARE BASED SOLELY ON THE FIELD LOCATION OF VISIBLE STRUCTURES, SMH'S, CB'S, HYDRANTS, ETC.. IN CONJUNCTION WITH DESIGN AND OR AS-BUILT PLANS SUPPLIED TO SEBAGO TECHNICS INC. BY OTHERS. PRIOR TO ANY CONSTRUCTION, EXCAVATION, TEST BORINGS, DRILLING, ETC.. DIG SAFE MUST BE NOTIFIED AND A SITE IDENTIFICATION NUMBER ALONG WITH A SAFE TO DIG DATE OBTAINED. THE SITE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFYING THE LOCATION, DEPTH AND MATERIAL OF ALL SUBSURFACE UTILITY LINES SHOWN HEREON AND ANY AND ALL OTHERS LOCATED ON SITE WITHIN THE CONSTRUCTION AREA.

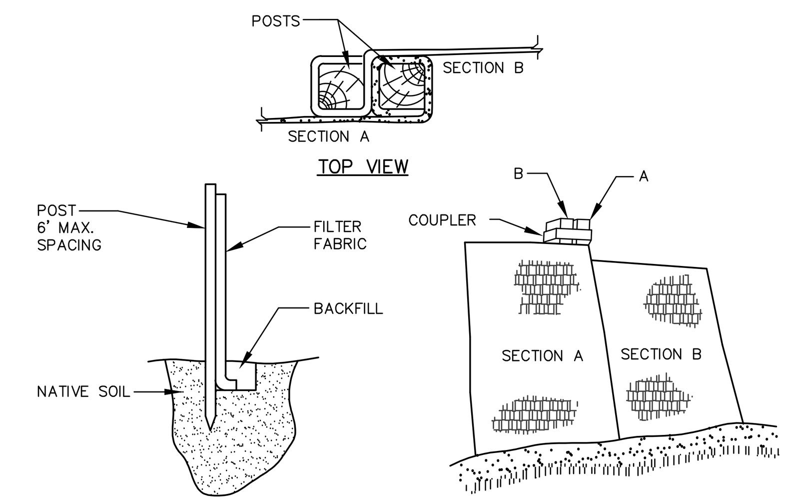


1500 AND 2500 GALLON GREASE TRAP

NOT TO SCALE

CONCRETE SPECIFICATIONS:
1. 4000 PSI @ 28 DAYS
2. 4%-6% ENTRAINED AIR
3. TANK PENETRATIONS ARE INTEGRALLY COST
4. ALL JOINTS SEALED WITH BUTYL RUBBER JOINT SEALANT

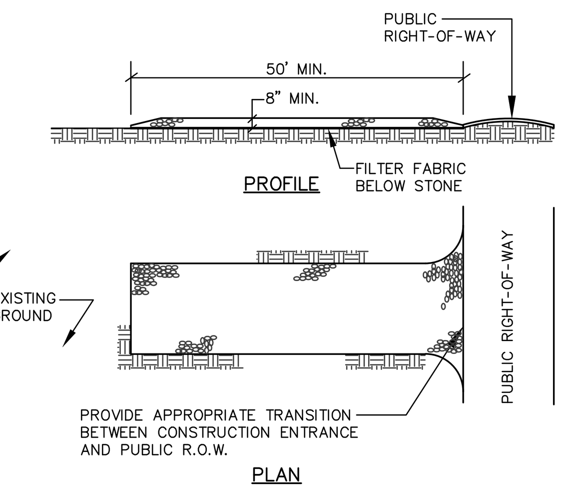
GREASE TRAP INFORMATION:
1. TANKS SHOULD BE PUMPED AS NEEDED
2. ACCESS COVERS SHOULD HAVE RISERS TO BEING COVER ACCESS TO GRADE.
3. TANKS CAN BE VACUUM TESTED AT AN ADDITIONAL COST.



INSTALLATION:
1. EXCAVATE A 6"x 6" TRENCH ALONG THE LINE OF PLACEMENT FOR THE FILTER BARRIER.
2. UNROLL A SECTION AT A TIME AND POSITION THE POSTS AGAINST THE BACK (DOWNSTREAM) WALL OF THE TRENCH.
3. DRIVE POSTS INTO THE GROUND UNTIL APPROXIMATELY 2" OF FABRIC IS LYING ON THE TRENCH BOTTOM.
4. LAY THE TOE-IN FLAP OF FABRIC ONTO THE UNDISTURBED BOTTOM OF THE TRENCH, BACKFILL THE TRENCH AND TAMP THE SOIL. TOE-IN CAN ALSO BE ACCOMPLISHED BY LAYING THE FABRIC FLAP ON UNDISTURBED GROUND AND PILING AND TAMPING FILL AT THE BASE, BUT MUST BE ACCOMPANIED BY AN INTERCEPTION DITCH.
5. JOIN SECTION AS SHOWN ABOVE.
6. BARRIER SHALL BE MIRAFI SILT FENCE OR EQUAL.

FILTER BARRIER

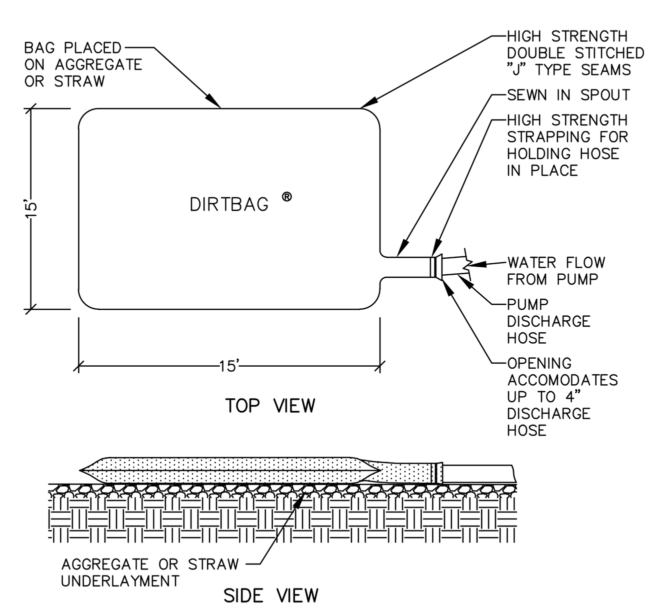
NOT TO SCALE



NOTES:
1. STONE SIZE- AASHTO DESIGNATION M43, SIZE NO. 2 (2 1/2" TO 1 1/2"). USE CRUSHED STONE.
2. LENGTH- AS SHOWN ON PLANS, MIN. 50 FEET.
3. THICKNESS- NOT LESS THAN EIGHT (8) INCHES.
4. WIDTH- NOT LESS THAN FULL WIDTH OF ALL POINT OF INGRESS OR EGRESS.
5. MAINTENANCE- THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHT-OF-WAY MUST BE REMOVED IMMEDIATELY.

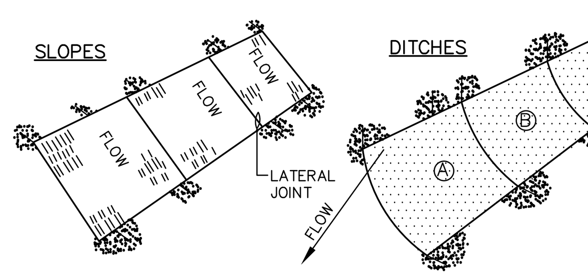
STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE



DIRTBAG PUMPED SILT CONTROL SYSTEM

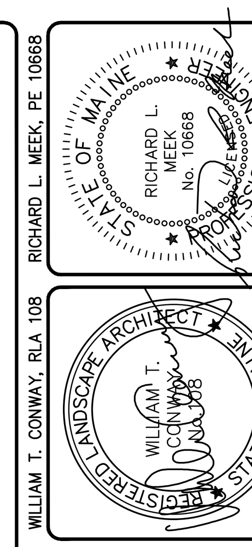
NOT TO SCALE



NOTES:
1. BURY THE TOP END OF THE MESH MATERIAL IN A 6" TRENCH AND BACKFILL AND TAMP TRENCHING SECURE END WITH STAPLES AT 6" SPACING, 4" DOWN FROM EXPOSED END.
2. FLOW DIRECTION JOINTS TO HAVE UPPER END OF LOWER STRIP BURIED WITH UPPER LAYERS OVERLAPPED 4" AND STAPLED. OVERLAP B OVER A.
3. LATERAL JOINTS TO HAVE 4" OVERLAP OF STRIPS. STAPLE 18" ON CENTER.
4. STAPLE OUTSIDE LATERAL EDGE 2" ON CENTER.
5. WIRE STAPLES TO BE MIN OF #11 WIRE 6" LONG AND 1-1/2" WIDE.
6. USE NORTH AMERICAN GREEN DS 150 OR APPROVED EQUAL.

EROSION CONTROL BLANKET

NOT TO SCALE



DESIGNED	CHECKED
WTC	RLM

REV:	BY:	DATE:	STATUS:
A	WTC	05-21-18	LEVEL III SITE PLAN SUBMISSION

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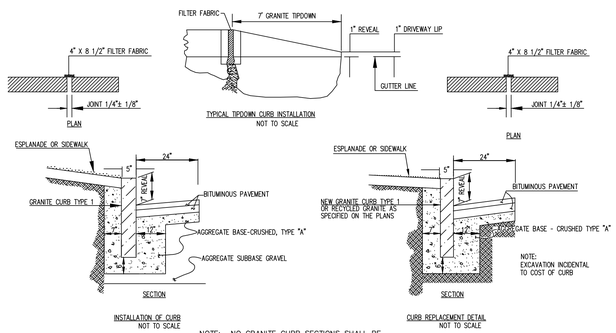
SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

DETAILS
OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	N.T.S.

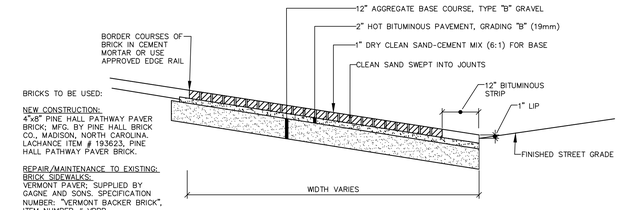
SHEET 20 OF 24

16324D.dwg, TAB:D-1

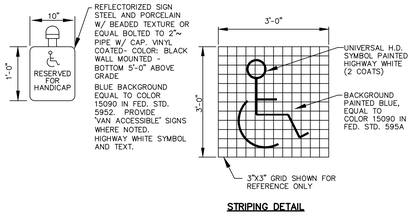


NOTE: NO GRANITE CURB SECTIONS SHALL BE INSTALLED LESS THAN 4 FT. IN LENGTH.

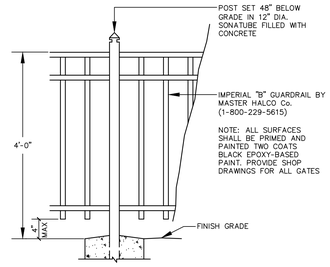
INSTALLATION OF CURB, TYPE 1
NOT TO SCALE



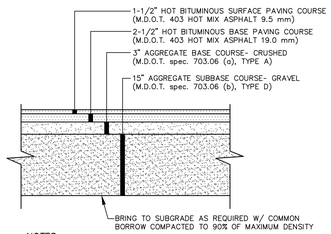
BRICK DRIVEWAY APRON WITH BITUMINOUS BASE
NOT TO SCALE



HANDICAP SIGNS AND STRIPING
NOT TO SCALE



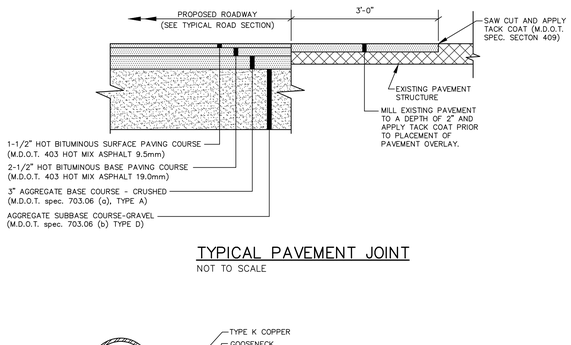
WROUGHT IRON FENCE (AT LOT 3)
NOT TO SCALE



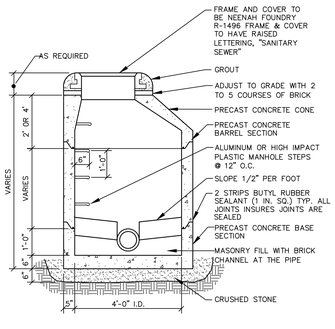
NOTES:
1. COMPACT GRAVEL SUBBASE, BASE COURSE TO 92% OF MAXIMUM DENSITY USING HEAVY ROLLER COMPACTION.
2. CONTRACTOR SHALL SET GRADE STAKES MARKING SUBBASE AND FINISH GRADE ELEVATIONS FOR CONSTRUCTION REFERENCE.
3. CONTRACTOR MAY REPLACE BITUMINOUS PAVING SECTION WITH TWO (2) 1-1/2" LIFTS OF 12.5mm SUPERPAVE MIX. SUBMIT PAVEMENT MIX DESIGN PRIOR TO CONSTRUCTION.

TYP. PAVED ASPHALT SECTION
NOT TO SCALE

BRICK SIDEWALK WITH BITUMINOUS BASE
NOT TO SCALE

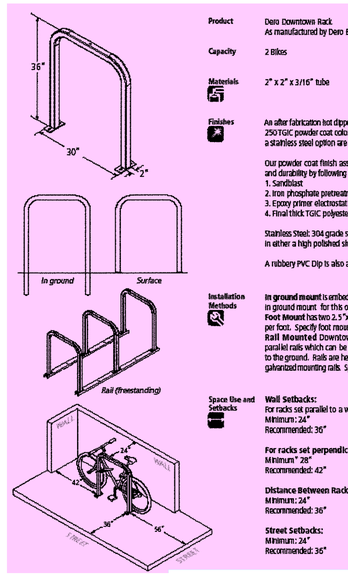


TYPICAL PAVEMENT JOINT
NOT TO SCALE

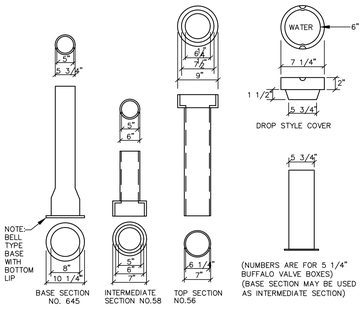


NOTE: PIPE CONNECTIONS SHALL BE WATERTIGHT FLEXIBLE BOOT CONNECTORS PROVIDES LEAKPROOF CONNECTION

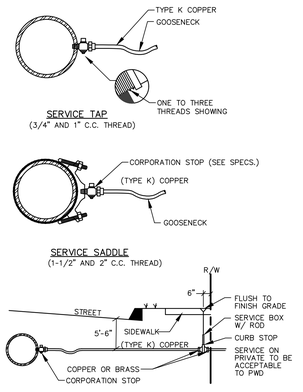
PRECAST MANHOLE
NOT TO SCALE



BIKE RACK DETAIL
NOT TO SCALE

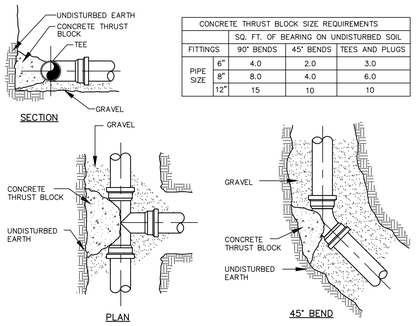


VALVE BOX & COVER
NOT TO SCALE

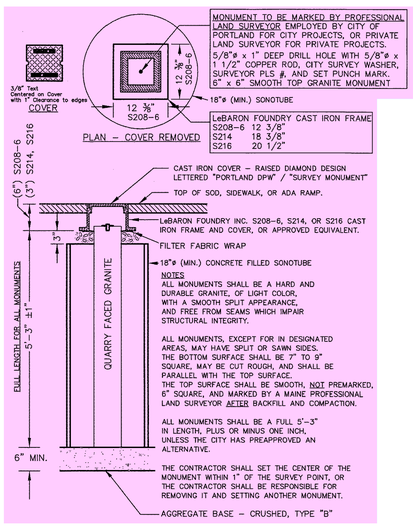


TYPICAL SERVICE CONNECTION
NOT TO SCALE

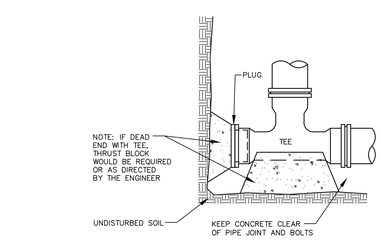
CONCRETE THRUST BLOCK SIZE REQUIREMENTS				
		SQ. FT. OF BEARING ON UNDISTURBED SOIL		
FITTINGS		90° BENDS	45° BENDS	TEES AND PLUGS
PIPE SIZE	6"	4.0	2.0	3.0
	8"	8.0	4.0	6.0
	12"	15	10	10



TEE AND BEND DETAIL
NOT TO SCALE

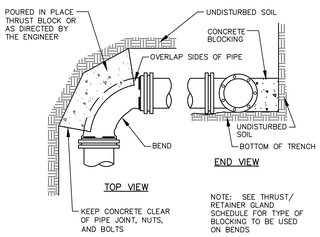


GRANITE STREET MONUMENT
NOT TO SCALE

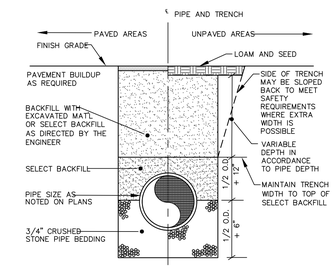


TYPICAL UNDERGROUND CABLE INSTALLATION
NOT TO SCALE

STANDARD TEE BLOCKING
NOT TO SCALE



STANDARD BEND BLOCKING
NOT TO SCALE



TYPICAL TRENCH SECTION
NOT TO SCALE

RICHARD L. MEEK, PE 10668 — STATE OF MAINE — RICHARD L. MEEK — NO. 10668 — REGISTERED PROFESSIONAL ENGINEER — 5-21-18

WILLIAM T. CONWAY, RLA 108 — STATE OF MAINE — WILLIAM T. CONWAY — 108 — REGISTERED LANDSCAPE ARCHITECT — 5-21-18

DESIGNED	CHECKED
WTC	RLM

REV.:	BY:	DATE:	STATUS:
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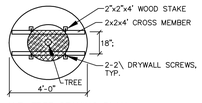
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 1A
South Portland, ME 04106
Tel: 207-200-2100

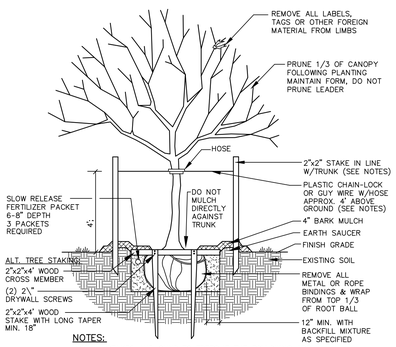
PROJECT NO.	SCALE
16324	N.T.S.

SHEET 21 OF 24

16324D.dwg, TAB:D-2



ALT. TREE STAKING PLAN
NOT TO SCALE



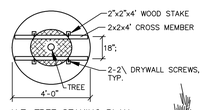
NOTES:

INSTALL STAKES AND GUYS TO TREES IF THE FOLLOWING APPLY:

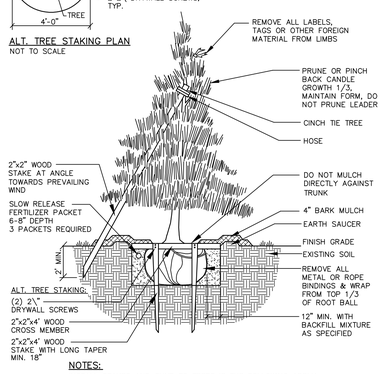
1. THE TREE IS OF SUBSTANTIAL SIZE.
2. THE PLANTING LOCATION IS EXTREMELY WINDY, AS ON OPEN UNDEVELOPED SITES.
3. THE PLANTING LOCATION IS COMPRISED OF SAND OR OTHER LOOSE TEXTURED SOILS.
4. IF STAKES AND GUYS ARE REQUIRED, REMOVE AFTER ONE YEAR TIME.

DECIDUOUS TREES 2" TO 4" CALIPER

NOT TO SCALE



ALT. TREE STAKING PLAN
NOT TO SCALE



NOTES:

INSTALL STAKES AND GUYS TO TREES IF THE FOLLOWING APPLY:

1. THE TREE IS OF SUBSTANTIAL SIZE.
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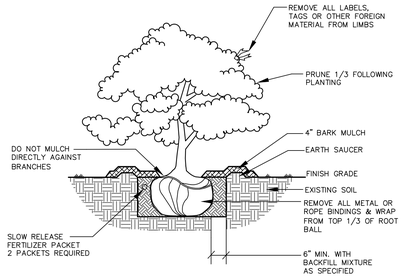
3. THE PLANTING LOCATION IS COMPRISED OF SAND OR OTHER LOOSE TEXTURED SOILS.
4. IF STAKES AND GUYS ARE REQUIRED, REMOVE AFTER ONE YEAR TIME.

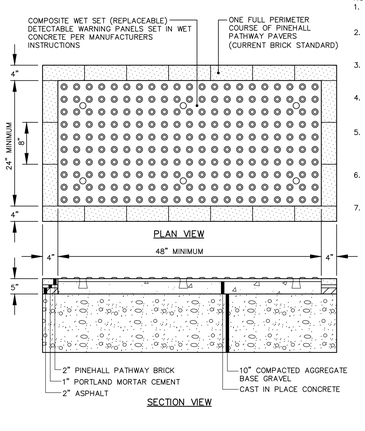
DECIDUOUS TREES UNDER 2" CALIPER OR UNDER 8' IN HEIGHT
EVERGREEN TREES 7'-0" IN HEIGHT & UNDER

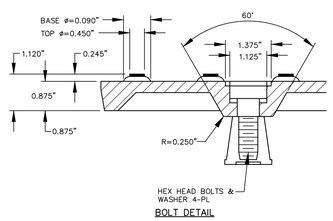
NOT TO SCALE



DECIDUOUS & EVERGREEN SHRUB

NOT TO SCALE



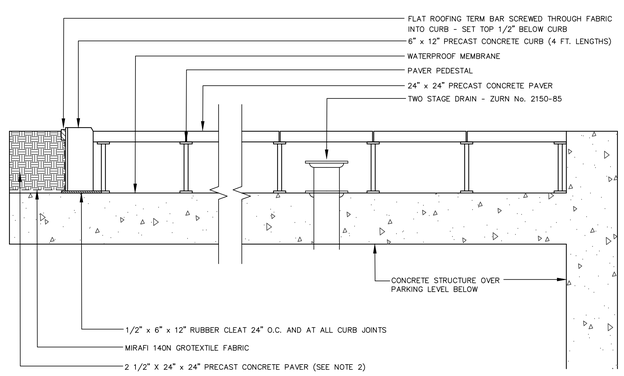


NOTES:

1. COMPOSITE WET SAND (REPLACEABLE) DETECTABLE WARNING PANELS SHALL BE AS MANUFACTURED BY ADA SOLUTIONS, INC. (WWW.ADATILE.COM), OR APPROVED EQUAL.
2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MAINE D.O.T. CLASS A STRUCTURAL CONCRETE, MINIMUM COMPRESSIVE STRENGTH 4,000 PSI. THE CONCRETE SHALL BE SEALED PRIOR TO SETTING PANELS.
3. TRUNCATED DOMES SHALL BE ALIGNED IN ROWS PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. NO OTHER DETECTABLE WARNING DESIGN OR CONFIGURATION IS ALLOWED.
4. FOR ALL DETECTABLE WARNING PANELS, WITHIN OR ABUTTING HISTORIC DISTRICTS AND HISTORIC LANDSCAPES, 'DARK GRAY' COLORED (#36118) PANELS SHALL BE USED. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
5. THE DETECTABLE WARNING PANEL SHALL HAVE ONE FULL COURSE OF PINEHALL PATHWAY PAVERS (THE CURRENT BRICK STANDARD) AROUND THE FULL PERIMETER OF THE PANEL. THIS PERIMETER COURSE SHALL BE SET USING PORTLAND MORTAR CEMENT TO CREATE A FLUSH SURFACE BETWEEN THE BRICK AND THE PANEL.
6. SIZE: THE DETECTABLE WARNING PANEL(S) SHALL EXTEND 24 INCHES MINIMUM IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP, LANDING, OR BLENDED TRANSITION TO THE STREET.
7. ORIENTATION: THE DETECTABLE WARNING PANEL SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 6 INCHES MINIMUM AND 8 INCHES MAXIMUM FROM THE CURB LINE. THE PANEL SHALL BE ORIENTED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS.

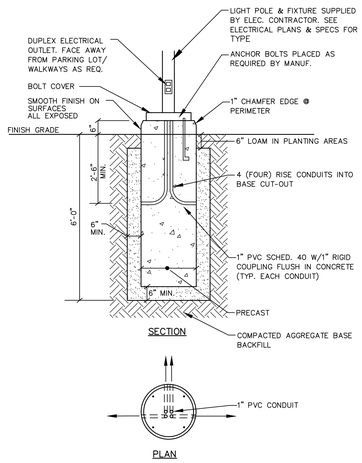
SIDEWALK RAMP DETECTABLE WARNING PANEL HISTORIC DISTRICTS AND LANDSCAPES)

NOT TO SCALE



PEDESTAL PAVERS

NOT TO SCALE

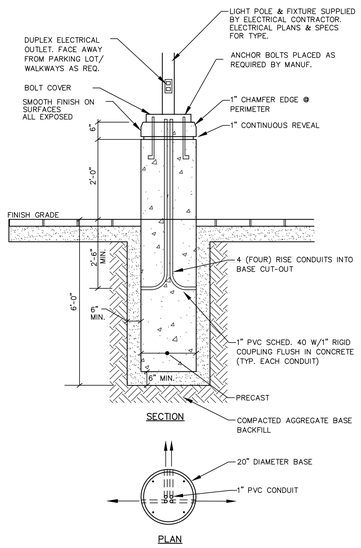


NOTES:

1. CONCRETE f'c=5000 psi. @ 28 DAYS WITH STEEL REINFORCEMENT.
2. CONDUIT AND ANCHOR BOLTS PLACED AS REQUIRED PROVIDED BY ELECTRICAL CONSTRACTOR.
3. PROVIDE 2 COATS BITUMINOUS DAMPROOFING FOR ALL CONCRETE BELOW GRADE.

STANDARD LIGHT POLE BASE

NOT TO SCALE

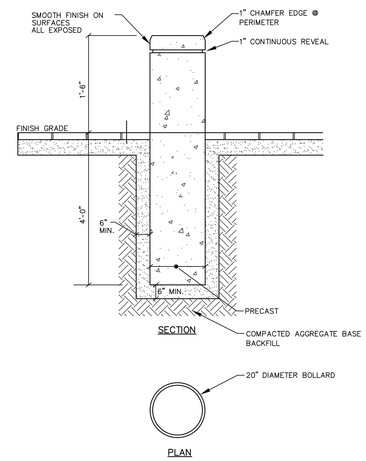


NOTES:

1. CONCRETE f'c=5000 psi. @ 28 DAYS WITH STEEL REINFORCEMENT.
2. CONDUIT AND ANCHOR BOLTS PLACED AS REQUIRED PROVIDED BY ELECTRICAL CONSTRACTOR.
3. PROVIDE 2 COATS BITUMINOUS DAMPROOFING FOR ALL CONCRETE BELOW GRADE.

WOONERF LIGHT POLE BASE

NOT TO SCALE



NOTES:

1. CONCRETE f'c=5000 psi. @ 28 DAYS WITH STEEL REINFORCEMENT.
2. PROVIDE 2 COATS BITUMINOUS DAMPROOFING FOR ALL CONCRETE BELOW GRADE.

WOONERF BOLLARD

NOT TO SCALE

RICHARD L. MEEK, PE 10668
STATE OF MAINE * REGISTERED PROFESSIONAL ENGINEER * RICHARD L. MEEK NO. 10668 5-21-18

WILLIAM T. CONWAY, RLA 108
REGISTERED LANDSCAPE ARCHITECT * WILLIAM T. CONWAY * 108 * STATE OF MAINE 5-21-18

DESIGNED	CHECKED
WTC	RLM

REV.:	BY:	DATE:	STATUS:
A	WTC	05-21-18	LEVEL III SITE PLAN SUBMISSION

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SEBAGO TECHNICS
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South Portland, ME 04106
Tel: 207-200-2100

DETAILS
OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

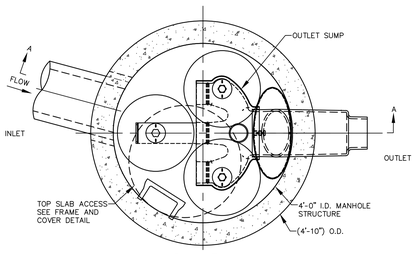
PROJECT NO.	SCALE
16324	N.T.S.

SHEET 22 OF 24

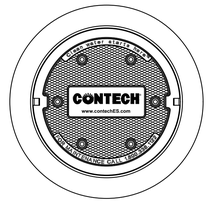
16324D-dwg, TAB:D-3

STORMFILTER DESIGN NOTES									
STORMFILTER TREATMENT CAPACITY IS A FUNCTION OF THE CARTRIDGE SELECTION AND THE NUMBER OF CARTRIDGES. THE STANDARD MANHOLE STYLE IS SHOWN WITH THE MAXIMUM NUMBER OF CARTRIDGES (3). VOLUME SYSTEM IS ALSO AVAILABLE WITH MAXIMUM 3 CARTRIDGES. ø48" MANHOLE STORMFILTER PEAK HYDRAULIC CAPACITY IS 1.0 CFS. IF THE SITE CONDITIONS EXCEED 1.0 CFS AN UPSTREAM BYPASS STRUCTURE IS REQUIRED.									
CARTRIDGE SELECTION									
CARTRIDGE HEIGHT	27"			18"			LOW DROP		
RECOMMENDED HYDRAULIC DROP (H)	3.05'			2.3'			1.8'		
SPECIFIC FLOW RATE (gpm/sf)	2	1.67•	1	2	1.67•	1	2	1.67•	1
CARTRIDGE FLOW RATE (gpm)	22.5	18.79	11.25	15	12.53	7.5	10	8.35	5

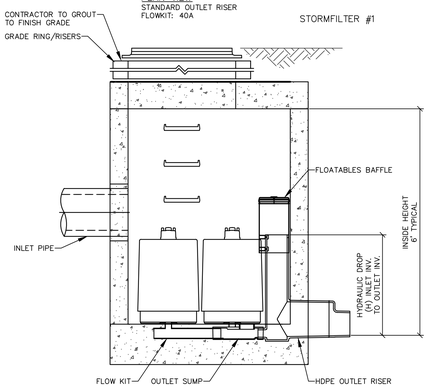
• 1.67 gpm/sf SPECIFIC FLOW RATE IS APPROVED WITH PHOSPHOSORB® (PSORB) MEDIA ONLY



PLAN VIEW
STANDARD OUTLET RISER
FLOWKIT: 40A



FRAME AND COVER
(DIAMETER VARIES)
NOT TO SCALE



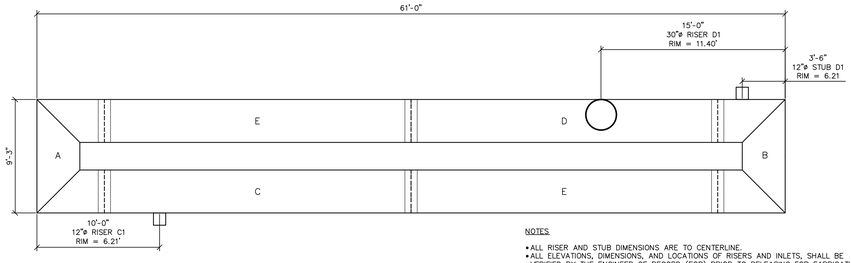
SECTION A-A

STORMFILTER #1

SFMH48 STORMFILTER STANDARD DETAIL
NOT TO SCALE

GENERAL NOTES
1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. DIMENSIONS MARKED WITH ( ) ARE REFERENCE DIMENSIONS. ACTUAL DIMENSIONS MAY VARY.
3. FOR SITE SPECIFIC DRAWINGS WITH DETAILED VAULT DIMENSIONS AND WEIGHTS, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS LLC REPRESENTATIVE, www.ContechES.com
4. STORMFILTER WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING.
5. STRUCTURE SHALL MEET AASHTO HS20 LOAD RATING, ASSUMING EARTH COVER OF 0' - 5' AND GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M306 AND BE CAST WITH THE CONTECH LOGO.
6. FILTER CARTRIDGES SHALL BE MEDIA-FILLED, PASSIVE, SIPHON ACTUATED, RADIAL FLOW, AND SELF CLEANING. RADIAL MEDIA DEPTH SHALL BE 7-INCHES. FILTER MEDIA CONTACT TIME SHALL BE AT LEAST 38 SECONDS.
7. SPECIFIC FLOW RATE IS EQUAL TO THE FILTER TREATMENT CAPACITY (gpm) DIVIDED BY THE FILTER CONTACT SURFACE AREA (sq ft).
8. STORMFILTER STRUCTURE SHALL BE PRECAST CONCRETE CONFORMING TO ASTM C-478 AND AASHTO LOAD FACTOR DESIGN METHOD.

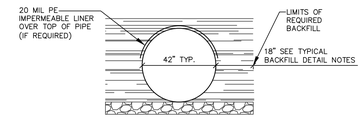
INSTALLATION NOTES
1. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
2. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE STORMFILTER STRUCTURE.
3. CONTRACTOR TO INSTALL JOINT SEALANT BETWEEN ALL STRUCTURE SECTIONS AND ASSEMBLE STRUCTURE.
4. CONTRACTOR TO PROVIDE, INSTALL, AND GROUT INLET PIPE(S).
5. CONTRACTOR TO PROVIDE AND INSTALL CONNECTOR TO THE OUTLET RISER STUB. STORMFILTER EQUIPPED WITH A DUAL DIAMETER HDPE OUTLET STUB AND SAND COLLAR. IF OUTLET PIPE IS LARGER THAN 8 INCHES, CONTRACTOR TO REMOVE THE 8 INCH OUTLET STUB AT MOLDED IN CUT LINE. COUPLING BY FERNCO OR EQUAL AND PROVIDED BY CONTRACTOR.
6. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO PROTECT CARTRIDGES FROM CONSTRUCTION-RELATED EROSION RUNOFF.



NOTES
- ALL RISER AND STUB DIMENSIONS ARE TO CENTERLINE.
- ALL ELEVATIONS, DIMENSIONS, AND LOCATIONS OF RISERS AND INLETS, SHALL BE VERIFIED BY THE ENGINEER OF RECORD (EOR) PRIOR TO RELEASING FOR FABRICATION.
- ALL FITTINGS AND REINFORCEMENT COMPLY WITH ASTM A998.
- ALL RISERS AND STUBS ARE 2⅔" x ½" CORRUGATION AND 16 GAGE UNLESS OTHERWISE NOTED.
- RISERS TO BE FIELD TRIMMED TO GRADE AS REQUIRED, BY CONTRACTOR.
- QUANTITY OF PIPE SHOWN DOES NOT PROVIDE EXTRA PIPE FOR CONNECTING THE SYSTEM TO EXISTING PIPE OR DRAINAGE STRUCTURES. OUR SYSTEM AS DETAILED PROVIDES NOMINAL INLET AND/OR OUTLET PIPE STUB FOR CONNECTION TO EXISTING DRAINAGE FACILITIES. IF ADDITIONAL PIPE IS NEEDED IT IS THE RESPONSIBILITY OF THE CONTRACTOR.
- ALL ACCESS CASTINGS ARE THE RESPONSIBILITY OF THE CONTRACTOR AND ARE NOT SUPPLIED BY CONTECH.

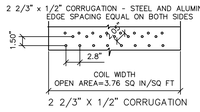
RETENTION SYSTEM #1

CONTECH 42"ø PERFORATED UNDERGROUND RETENTION SYSTEM
NOT TO SCALE



NOTE: IF SALTING AGENTS FOR SNOW AND ICE REMOVAL ARE USED ON OR NEAR THE PROJECT, A GEOMEMBRANE BARRIER IS RECOMMENDED WITH THE SYSTEM. THE GEOMEMBRANE LINER IS INTENDED TO HELP PROTECT THE SYSTEM FROM THE POTENTIAL ADVERSE EFFECTS THAT MAY RESULT FROM A CHANGE IN THE SURROUNDING ENVIRONMENT OVER A PERIOD OF TIME. PLEASE REFER TO THE CORRUGATED METAL PIPE DETENTION DESIGN GUIDE FOR ADDITIONAL INFORMATION.

TYPICAL SECTION VIEW
NOT TO SCALE



2 2/3" X 1/2" CORRUGATION

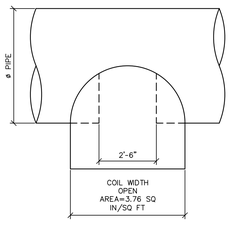
NOTES:
1. PERFORATIONS MEET AASHTO AND ASTM SPECIFICATIONS.
2. PERFORATION OPEN AREA PER SQUARE FOOT OF PIPE IS BASED ON THE NOMINAL DIAMETER AND LENGTH OF PIPE.
3. ALL DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.
4. ALL HOLES ø⅜".

EXFILTRATION AREA
STANDARD PERFORATION PATTERNS

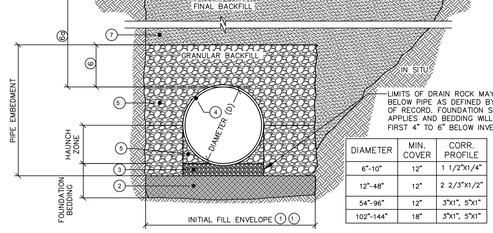
APPROXIMATE AREA PER LINEAR FOOT OF PIPE			
	CORRUGATION PATTERN		
PIPE ø (INCHES)	2-2⅔"x1/2" STEEL/ALUM 3"x1" STEEL (SQ. INCHES)	3"x1" ALUMINUM (SQ. INCHES)	5"x1" STEEL (SQ. INCHES)
42	42.7	45.2	
HOLE ø	3/8"	5/16"	3/8"

NOTES:
1. PERFORATED PIPE IS AVAILABLE IN 18, 16, AND 14 GAGE MATERIAL. CONTACT THE APPROPRIATE REGIONAL PERSONNEL FOR PERFORATED 12 GAGE MATERIAL.
2. ALL DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.

TYPICAL PERFORATION DETAIL
NOT TO SCALE



TYPICAL MANWAY DETAIL
NOT TO SCALE



DIAMETER	MIN. COVER	CORR. PROFILE
6"-10"	12"	1 1/2"X1/4"
12"-48"	12"	2 2/3"X1/2"
54"-96"	12"	3"X1", 5"X1"
102"-144"	18"	3"X1", 5"X1"

NOTES:
1 MINIMUM TRENCH WIDTH MUST ALLOW ROOM FOR PROPER COMPACTION OF HAUNCH MATERIALS UNDER THE PIPE. THE TRENCH WIDTH IS THE MINIMUM AMOUNT REQUIRED FOR PROPER INSTALLATION AND TO SUPPORT HORIZONTAL PRESSURE FROM THE PIPE. THE MANUFACTURER'S SUGGESTED MINIMUM VALUE IS: 1.5D + 12".

1a MINIMUM EMBANKMENT WIDTH (in feet) FOR INITIAL FILL ENVELOPE: 3.0D BUT NO LESS THAN D + 4'0".

2 FOUNDATION SHALL BE WELL CONSOLIDATED & STABLE, CAPABLE OF SUPPORTING FILL MATERIAL LOAD.

3 OPEN-GRADED GRANULAR BEDDING MATERIAL SHALL BE A RELATIVELY LOOSE MATERIAL THAT IS ROUGHLY SHAPED TO FIT THE BOTTOM OF THE PIPE, 4" TO 6" IN DEPTH. SUGGESTED PARTICLE SIZE OF 1/2 CORRUGATION DEPTH.

4 CORRUGATED STEEL PIPE (CSP) [HEL-COR].

5 HAUNCH ZONE MATERIAL SHALL BE HAND SHOVELED OR SHOVEL SLICED INTO PLACE TO ALLOW FOR PROPER COMPACTION.

5a THE BACKFILL MATERIAL SHALL BE A FREE-DRAINING, ANGULAR, WASHED-STONE PER AASHTO M 43 SIZE #3 WITH A ½" - 2" PARTICLE SIZE OR APPROVED EQUAL. MATERIAL SHALL BE PLACED IN 12" MAXIMUM LIFTS AND SHALL BE WORKED INTO THE PIPE HAUNCHES BY MEANS OF SHOVEL-SLICING, RODDING, AIR-TAMPER, VIBRATORY PLATE OR OTHER EFFECTIVE METHODS. COMPACTION IS CONSIDERED ADEQUATE WHEN A DENSITY EQUIVALENT TO 90% STANDARD PROCTOR IS ACHIEVED OR WHEN NO FURTHER YIELDING OF THE MATERIAL IS OBSERVED UNDER THE COMPACTOR OR UNDER FOOT. THE PROJECT ENGINEER OR HIS REPRESENTATIVE MUST BE SATISFIED WITH THE LEVEL OF COMPACTION. INADEQUATE COMPACTION CAN LEAD TO EXCESSIVE PIPE DEFLECTIONS AND SETTLEMENT OF THE SOILS OVER THE SYSTEM. BACKFILL SHALL BE PLACED SUCH THAT THERE IS NO MORE THAN A TWO-LIFT DIFFERENTIAL BETWEEN THE SIDES OF ANY PIPE IN THE SYSTEM AT ALL TIMES DURING THE BACKFILL PROCESS. BACKFILL SHALL BE ADVANCED ALONG THE LENGTH OF THE SYSTEM AT THE SAME RATE TO AVOID DIFFERENTIAL LOADING ON ANY PIPES IN THE SYSTEM.

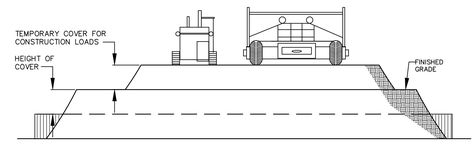
6 INITIAL OPEN GRADED GRANULAR BACKFILL ABOVE PIPE MAY INCLUDE ROAD BASE MATERIAL (AND RIGID PAVEMENT IF APPLICABLE). SEE TABLE ABOVE.

6a TOTAL HEIGHT OF COMPACTED COVER FOR CONVENTIONAL HIGHWAY LOADS IS MEASURED FROM TOP OF PIPE TO BOTTOM OF FLEXIBLE PAVEMENT OR TOP OF RIGID PAVEMENT.

7 FINAL BACKFILL MATERIAL SELECTION AND COMPACTION REQUIREMENTS SHALL FOLLOW THE PROJECT PLANS AND SPECIFICATIONS PER THE ENGINEER OF RECORD.

NOTES:
- GEOTEXTILE SHALL BE USED AS REQUIRED TO PREVENT SOIL MIGRATION.
- FOR MULTIPLE BARREL INSTALLATIONS THE RECOMMENDED STANDARD SPACING BETWEEN PARALLEL PIPE RUNS SHALL BE PIPE DIA./2 BUT NO LESS THAN 12", OR 36" FOR PIPE DIAMETERS 72" AND LARGER. CONTACT YOUR CONTECH REPRESENTATIVE FOR NONSTANDARD SPACING.

TYPICAL PERFORATION BACKFILL DETAIL
NOT TO SCALE



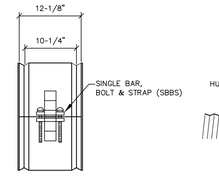
CONSTRUCTION LOADS

FOR TEMPORARY CONSTRUCTION VEHICLE LOADS, AN EXTRA AMOUNT OF COMPACTED COVER MAY BE REQUIRED OVER THE TOP OF THE PIPE. THE HEIGHT-OF-COVER SHALL MEET THE MINIMUM REQUIREMENTS SHOWN IN THE TABLE BELOW. THE USE OF HEAVY CONSTRUCTION EQUIPMENT NECESSITATES GREATER PROTECTION FOR THE PIPE THAN FINISHED GRADE COVER MINIMUMS FOR NORMAL HIGHWAY TRAFFIC.

PIPE SPAN, INCHES	AXLE LOADS (kips)			
	18-50	50-75	75-110	110-150
	MINIMUM COVER (FT)			
12-42	2.0	2.5	3.0	3.0
48-72	3.0	3.0	3.5	4.0
78-120	3.0	3.5	4.0	4.0
126-144	3.5	4.0	4.5	4.5

•MINIMUM COVER MAY VARY, DEPENDING ON LOCAL CONDITIONS. THE CONTRACTOR MUST PROVIDE THE ADDITIONAL COVER REQUIRED TO AVOID DAMAGE TO THE PIPE. MINIMUM COVER IS MEASURED FROM THE TOP OF THE PIPE TO THE TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE.

CONSTRUCTION LOADING DIAGRAM
NOT TO SCALE



2 2/3"x1/2" RE-ROLLED END HEL-COR PIPE

GENERAL NOTES:
1. BAND MATERIALS AND/OR COATING CAN VARY BY LOCATION. CONTACT YOUR CONTECH REPRESENTATIVE FOR AVAILABILITY.
2. BANDS ARE SHAPED TO MATCH THE PIPE-ARCH WHEN APPLICABLE.
3. BANDS ARE NORMALLY FURNISHED AS FOLLOWS:
   - 12" THRU 48" 1-PIECE
   - 54" THRU 96" 2-PIECES
   - 102" THRU 144" 3-PIECES
4. BAND FASTENERS ARE ATTACHED WITH SPOT WELDS, RIVETS OR HAND WELDS.
5. ALL CMP IS REROLLED TO HAVE ANNULAR END CORRUGATIONS OF 2-2/3"x1/2"
6. DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.
7. ORDER SHALL DESIGNATE GASKET OPTION, IF REQUIRED (SEE DETAILS ABOVE).

H-12 HUGGER BAND DETAIL
NOT TO SCALE

SPECIFICATION FOR CORRUGATED STEEL PIPE-ALUMINIZED TYPE 2 STEEL

SCOPE

THIS SPECIFICATION COVERS THE MANUFACTURE AND INSTALLATION OF THE CORRUGATED STEEL PIPE (CSP) DETAILED IN THE PROJECT PLANS.

MATERIAL

THE ALUMINIZED TYPE 2 STEEL COILS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF AASHTO M274 OR ASTM A929.

PIPE

THE CSP SHALL BE MANUFACTURED IN ACCORDANCE WITH THE APPLICABLE REQUIREMENTS OF AASHTO M36 OR ASTM A760. THE PIPE SIZES, GAGES AND CORRUGATIONS SHALL BE AS SHOWN ON THE PROJECT PLANS.

ALL FABRICATION OF THE PRODUCT SHALL OCCUR WITHIN THE UNITED STATES.

HANDLING AND ASSEMBLY

SHALL BE IN ACCORDANCE WITH RECOMMENDATIONS OF THE NATIONAL CORRUGATED STEEL PIPE ASSOCIATION (NCSPA)

INSTALLATION

SHALL BE IN ACCORDANCE WITH AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SECTION 26, DIVISION II OR ASTM A798 AND IN CONFORMANCE WITH THE PROJECT PLANS AND SPECIFICATIONS. IF THERE ARE ANY INCONSISTENCIES OR CONFLICTS THE CONTRACTOR SHOULD DISCUSS AND RESOLVE WITH THE SITE ENGINEER.

IT IS ALWAYS THE RESPONSIBILITY OF THE CONTRACTOR TO FOLLOW OSHA GUIDELINES FOR SAFE PRACTICES.

MATERIAL SPECIFICATION
NOT TO SCALE

RICHARD L. MEEK, PE 10668
STATE OF MAINE * RICHARD L. MEEK * 10668 REGISTERED PROFESSIONAL ENGINEER 5-21-18

WILLIAM T. CONWAY, RLA 108
REGISTERED LANDSCAPE ARCHITECT WILLIAM T. CONWAY 108 STATE OF MAINE 5-21-18

DESIGNED	CHECKED
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75 John Roberts Rd.
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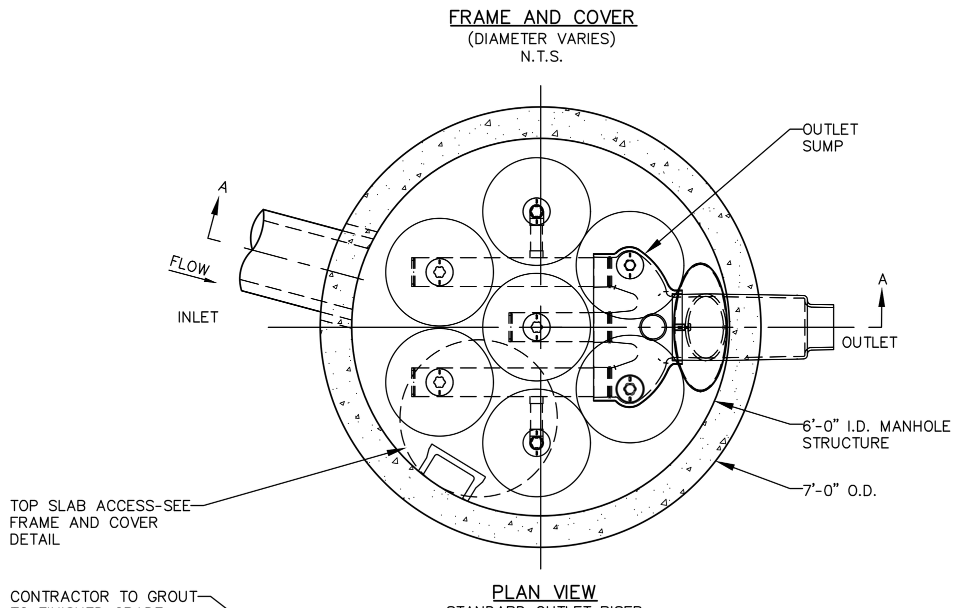
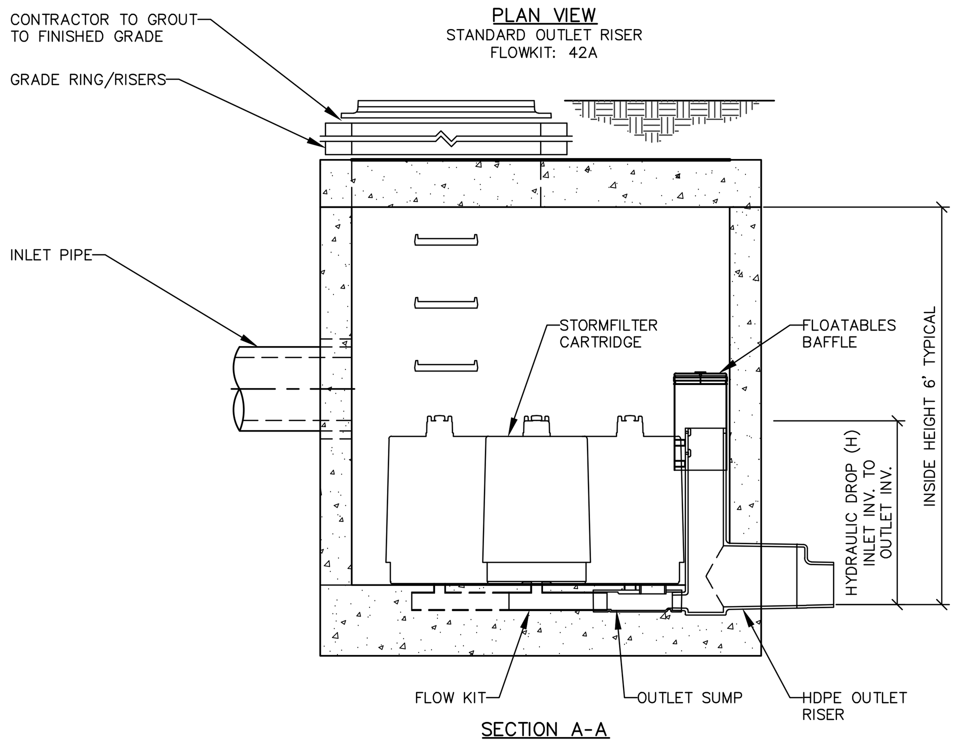
South Portland, ME 04106
Tel: 207-200-2100

PROJECT NO.	SCALE
16324	N.T.S.

SHEET 23 OF 24

16324D.dwg, TAB: D-4





STORMFILTER DESIGN NOTES									
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RECOMMENDED HYDRAULIC DROP (H)	3.05'			2.3'			1.8'		
SPECIFIC FLOW RATE (□□□ □□)	2 □□□ □□	1.67□□□□ □□	1 □□□ □□	2 □□□ □□	1.67□□□□ □□	1 □□□ □□	2 □□□ □□	1.67□□□□ □□	1 □□□ □□
CARTRIDGE FLOW RATE (□□□)	22.5	18.79	11.25	15	12.53	7.5	10	8.35	5

□ 1.67 □□□ □□SPECIFIC FLOW RATE IS APPROVED WITH PHOSPHOSORB® (PSORB) MEDIA ONLY

GENERAL NOTES

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6. FILTER CARTRIDGES SHALL BE MEDIA-FILLED, PASSIVE, SIPHON ACTUATED, RADIAL FLOW, AND SELF CLEANING. RADIAL MEDIA DEPTH SHALL BE 7-INCHES. FILTER MEDIA CONTACT TIME SHALL BE AT LEAST 38 SECONDS.
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8. STORMFILTER STRUCTURE SHALL BE PRECAST CONCRETE CONFORMING TO ASTM C-478 AND AASHTO LOAD FACTOR DESIGN METHOD.

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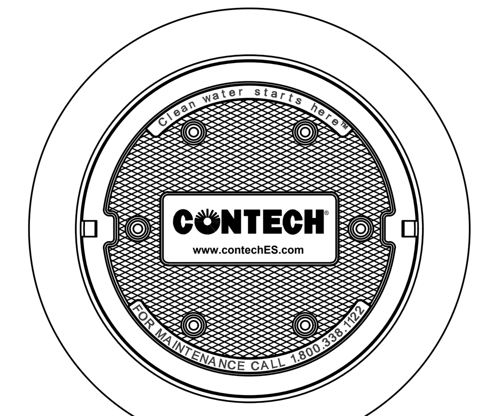
C. CONTRACTOR TO INSTALL JOINT SEALANT BETWEEN ALL STRUCTURE SECTIONS AND ASSEMBLE STRUCTURE.
D. CONTRACTOR TO PROVIDE, INSTALL, AND GROUT INLET PIPE(S).
E. CONTRACTOR TO PROVIDE AND INSTALL CONNECTOR TO THE OUTLET RISER STUB. STORMFILTER EQUIPPED WITH A DUAL DIAMETER HDPE OUTLET STUB AND SAND COLLAR. IF OUTLET PIPE IS LARGER THAN 8 INCHES, CONTRACTOR TO REMOVE THE 8 INCH OUTLET STUB AT MOLDED IN CUT LINE. COUPLING BY FERNCO OR EQUAL AND PROVIDED BY CONTRACTOR.
F. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO PROTECT CARTRIDGES FROM CONSTRUCTION-RELATED EROSION RUNOFF.

SFMH72 STORMFILTER STANDARD DETAIL

NOT TO SCALE



NOTES:

1. ALL ELEVATIONS, DIMENSIONS & LOCATIONS OF RISERS AND LATERALS, SHALL BE VERIFIED BY THE ENGINEER OF RECORD (E.O.R.) OR OWNER DURING DESIGN & CONTRACT PHASE OF PROJECT. IF DESIGN INFORMATION IS NOT PROVIDED BY E.O.R. OR OWNER, THE PROJECT CANNOT BE RELEASED FOR FABRICATION.
2. THIS PROJECT IS FOR 60"ø DUROMAXX.
3. DESIGN SERVICE LIFE OF SYSTEM IS TO BE SPECIFIED BY E.O.R. OR OWNER DURING DESIGN PHASE OF PROJECT, AND WILL BE REVIEWED BY MANUFACTURER.
4. ANY TESTING OF THE SYSTEM WILL NEED TO BE SPECIFIED BY E.O.R. OR OWNER DURING DESIGN PHASE OF PROJECT.
5. ALL WATER TABLE ELEVATIONS ARE TO BE ACCURATELY PROVIDED BY E.O.R. OR OWNER PRIOR TO CONTRACT/FINAL DESIGN PHASE OF PROJECT.
6. TOTAL HEIGHT OF COVER AND DEPTHS OF THE TYPE OF PAVEMENT/FINISHED GRADE TO BE USED ARE TO BE PROVIDED BY E.O.R. OR OWNER DURING PROPOSAL & CONTRACT PHASES.
7. INTERNAL OPERATIONAL DESIGN PRESSURES (IF ANY) ARE TO BE PROVIDED BY E.O.R. OR OWNER TO THE MANUFACTURER DURING INITIAL DESIGN PHASE TO PROVIDE PROPER DESIGN OF THE SYSTEM.
8. DESIGN INFORMATION FOR SURGE PRESSURES THAT CAN BE SEEN DURING OPERATION OF THE SYSTEM AS REQUIRED BY E.O.R. OR OWNER WILL ALSO NEED TO BE PROVIDED DURING DESIGN PHASE OF THE PROJECT.
9. DESIGN INFORMATION AS TO WATER TEMPERATURE (IF ABOVE NORMAL EFFLUENT TEMPERATURES) WILL NEED TO BE PROVIDED BY E.O.R. OR OWNER DURING DESIGN PHASE OF PROJECT.
10. IF LATERAL PIPES NEED TO HAVE GREATER THAN 4PSI JOINTS FOR FIELD PIPE CONNECTIONS, THE USE OF FLANGED ADAPTERS WILL NEED TO BE SPECIFIED BY E.O.R. OR OWNER DURING DESIGN PHASE OF PROJECT.
11. ALL SYSTEM LATERALS (PIPE STUBS), RISERS & VENTS ARE CONSTRUCTED USING HDPE M294, DR32.5 & DR17 UNLESS OTHERWISE NOTED.
12. ALL PIPE DIMENSIONS ARE SUBJECT TO MANUFACTURERS TOLERANCES.
13. SYSTEM IS DESIGNED FOR H20 AND H25 LOADING.
14. CONSIDERATIONS FOR CONSTRUCTION EQUIPMENT LOADS MUST BE TAKEN INTO ACCOUNT. SEE DETAIL ON LAST PAGE.

SCOPE

THIS SPECIFICATION DESCRIBES DUROMAXX PIPE FOR USE IN MULTIPLE APPLICATIONS IN 30" (750 MM) THROUGH 120" (3000 MM) NOMINAL DIAMETERS.

DESCRIPTION

DUROMAXX IS A REINFORCED POLYETHYLENE PIPE WITH A SMOOTH WATERWAY WALL AND EXTERIOR PROFILE THAT IS REINFORCED WITH HIGH STRENGTH GALVANIZED STEEL RIBS. THE CONTINUOUS REINFORCING RIBS ARE COMPLETELY ENCASED WITHIN THE POLYETHYLENE PROFILE. DUROMAXX IS MANUFACTURED USING A HELICAL WINDING PROCESS THAT RESULTS IN A CONTINUOUSLY FUSION WELDED CIRCUMFERENTIAL LAP SEAM. THE PIPE PROFILE IS MANUFACTURED USING A HIGH QUALITY PRESSURE-RATED THERMOPLASTIC MEETING THE REQUIREMENTS OF ASTM F2562 "STANDARD SPECIFICATION FOR STEEL REINFORCED THERMOPLASTIC RIBBED PIPE AND FITTINGS FOR NON-PRESSURE DRAINAGE AND SEWERAGE". FOR THE PURPOSE OF HYDRAULIC DESIGN, THE RECOMMENDED MANNING'S "N" VALUE SHALL BE 0.012 FOR PIPE DIAMETERS INCLUDED WITHIN THIS SPECIFICATION. PIPE LENGTH & ALL DIMENSIONS SHOWN ARE SUBJECT TO MANUFACTURERS TOLERANCES OF ±1% ACCORDING TO ASTM F2562.

MATERIAL PROPERTIES

VIRGIN HIGH DENSITY POLYETHYLENE PRESSURE-RATED RESINS ARE USED TO MANUFACTURE DUROMAXX PIPE. RESINS SHALL CONFORM TO THE MINIMUM REQUIREMENTS OF CELL CLASSIFICATION 345464 C AS DEFINED AND DESCRIBED IN THE LATEST VERSION OF ASTM D3350 "STANDARD SPECIFICATION FOR POLYETHYLENE PLASTICS PIPE AND FITTINGS MATERIALS".

FITTINGS

ALL FITTINGS SHALL BE FABRICATED FROM DUROMAXX PIPE. ANY FITTINGS 30"ø AND BELOW WILL BE HDPE PIPE.

ALL FABRICATION OF THE PRODUCT SHALL OCCUR WITHIN THE UNITED STATES.

INSTALLATION SPECIFICATION

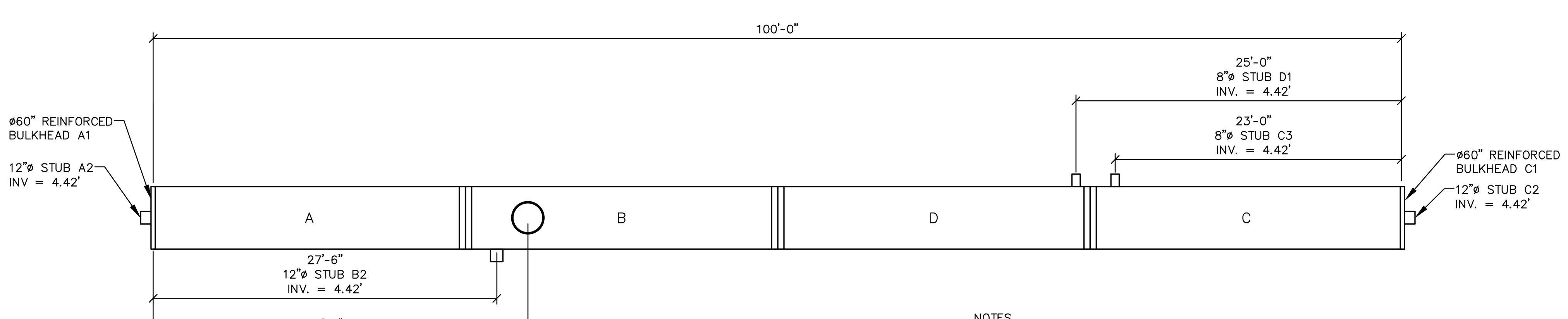
PRE-CONSTRUCTION MEETING

PRIOR TO INSTALLATION OF THE DRAINAGE SYSTEM A PRE-CONSTRUCTION MEETING SHALL BE CONDUCTED. THOSE REQUIRED TO ATTEND ARE THE SUPPLIER OF THE DRAINAGE SYSTEM, THE GENERAL CONTRACTOR, SUB CONTRACTORS AND THE ENGINEER.

INSTALLATION OF PIPE:

IT IS THE RESPONSIBILITY OF THE CONTRACTOR AND/OR PROJECT ENGINEER TO ENSURE THAT ALL QUESTIONS ABOUT INSTALLATION ARE ADDRESSED PRIOR TO APPROVAL OF SYSTEM. ALL DETAILS FOR INSTALLATION ARE LOCATED IN THIS DRAWING PACKAGE ANY QUESTIONS CONCERNING THESE STANDARD DETAILS CAN BE ADDRESSED BY YOUR CONTECH REPRESENTATIVE PRIOR TO APPROVAL.

BACKFILL SHALL BE PLACED TO THE PROPER ELEVATION OVER THE SYSTEM AS OUTLINED IN THE PLANS. MINIMUM COVER FOR CONSTRUCTION LOADING NEEDS TO BE DETERMINED BASED ON THE TYPE OF EQUIPMENT THAT IS PLANNED FOR CONSTRUCTION. PROPER COVER FOR CONSTRUCTION EQUIPMENT IS DETAILED IN THE CONSTRUCTION LOADING DIAGRAM LOCATED ON THIS PAGE.



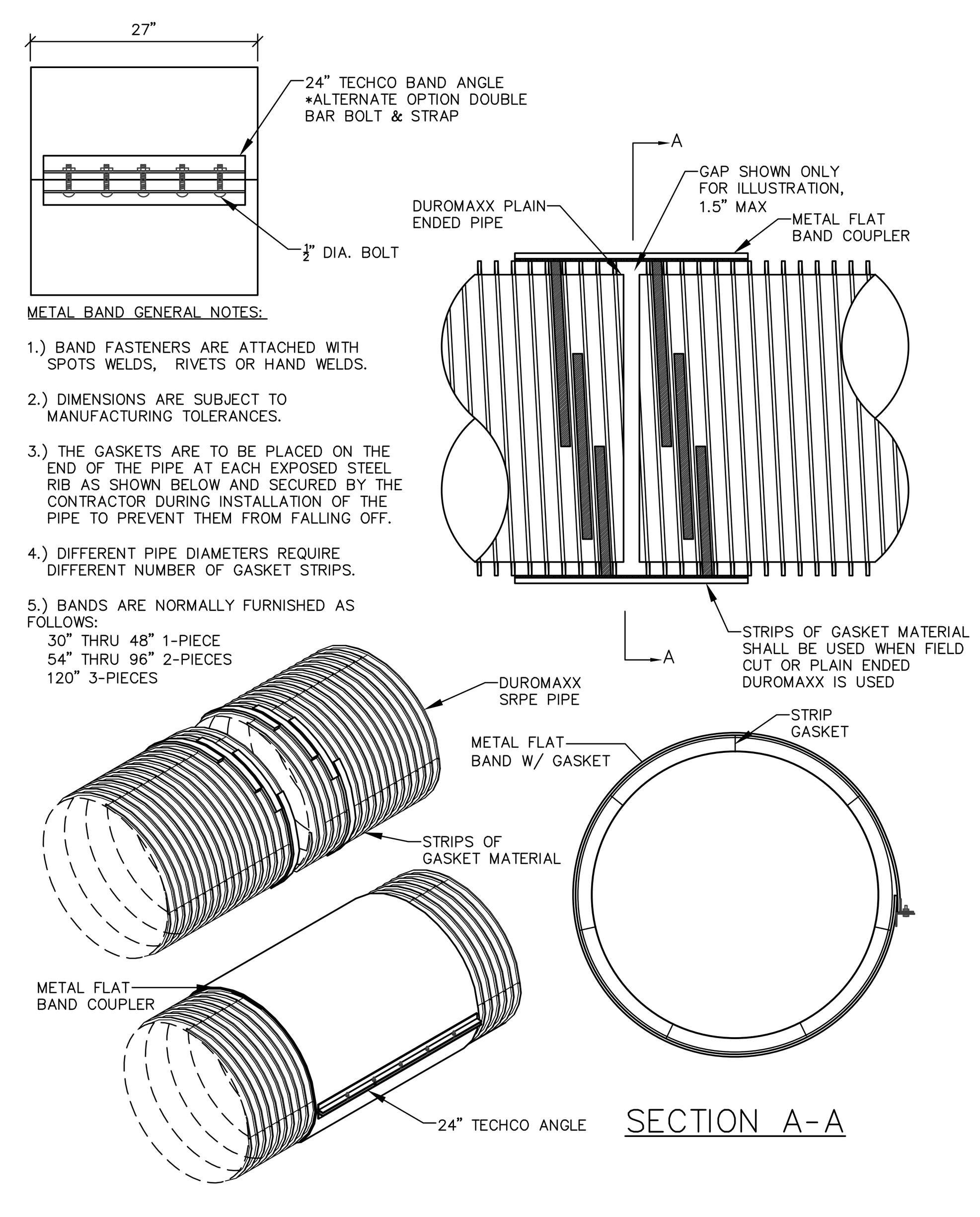
NOTES

- ALL RISER AND STUB DIMENSIONS ARE TO CENTERLINE.
- ALL ELEVATIONS, DIMENSIONS, AND LOCATIONS OF RISERS AND INLETS, SHALL BE VERIFIED BY THE ENGINEER OF RECORD PRIOR TO RELEASING FOR FABRICATION.
- ALL FITTINGS AND REINFORCEMENT COMPLY WITH ASTM D3350.
- ALL RISERS AND STUBS ARE HIGH DENSITY POLYETHYLENE UNLESS OTHERWISE NOTED.
- RISERS TO BE FIELD TRIMMED TO GRADE.
- FLOTATION CONTROL IS CRITICAL AND THE RESPONSIBILITY OF THE INSTALLER. THE INFORMATION IS SUBMITTED AS A GUIDELINE ONLY. CONTECH IS NOT RESPONSIBLE FOR THE USE AND INTERPRETATION OF THIS INFORMATION.
- ALL FITTINGS TO BE TESTED FOR WATERTIGHT WELDS.

RETENTION SYSTEM #2

DUROMAXX 60"ø RETENTION SYSTEM

NOT TO SCALE



METAL BAND GENERAL NOTES:

1.) BAND FASTENERS ARE ATTACHED WITH SPOTS WELDS, RIVETS OR HAND WELDS.

2.) DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.

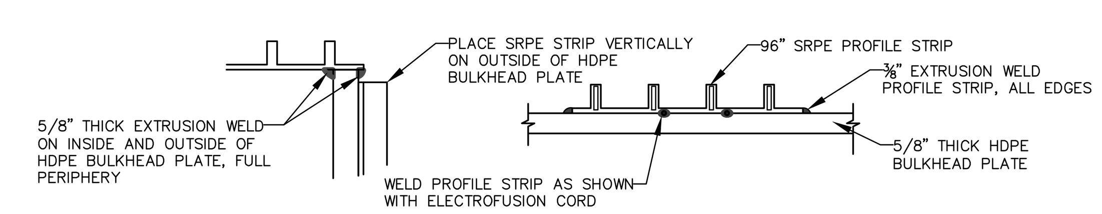
3.) THE GASKETS ARE TO BE PLACED ON THE END OF THE PIPE AT EACH EXPOSED STEEL RIB AS SHOWN BELOW AND SECURED BY THE CONTRACTOR DURING INSTALLATION OF THE PIPE TO PREVENT THEM FROM FALLING OFF.

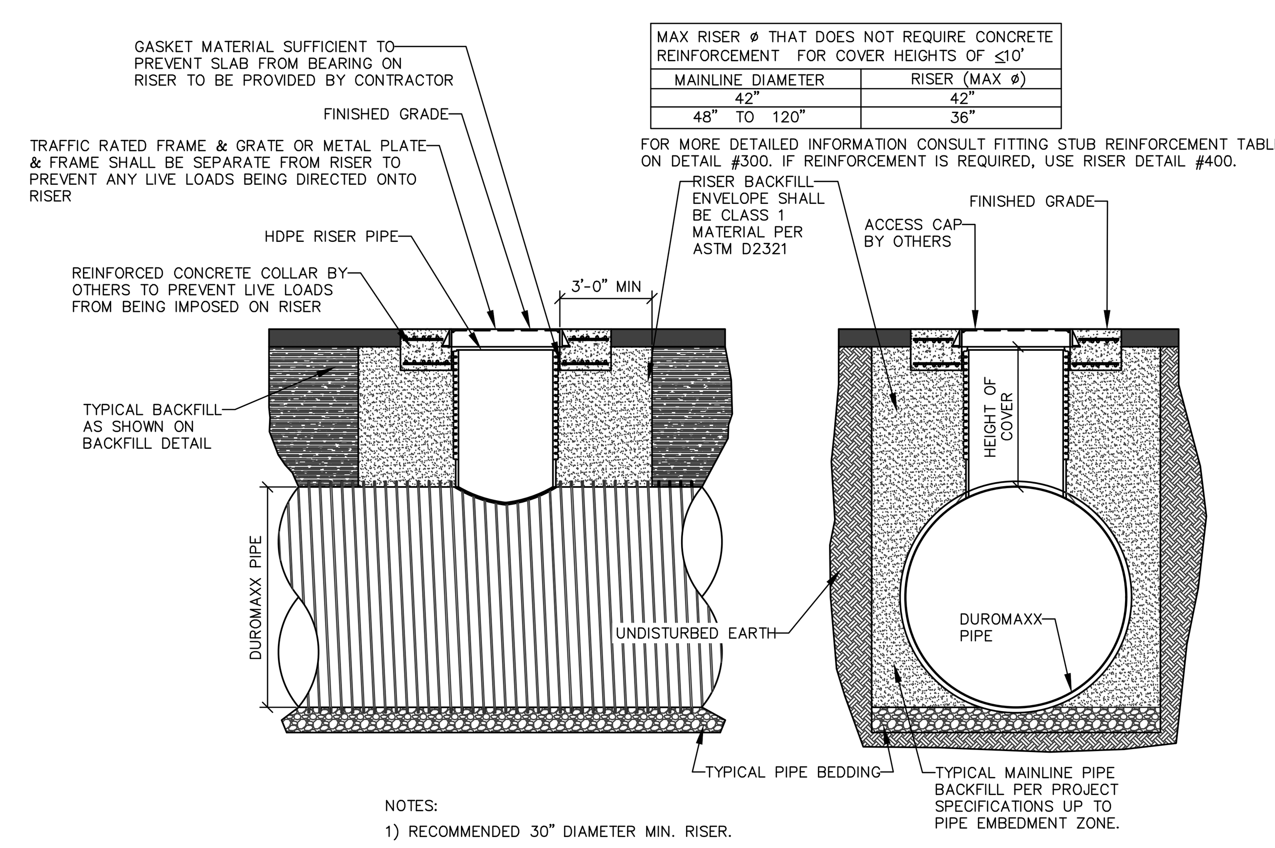
4.) DIFFERENT PIPE DIAMETERS REQUIRE DIFFERENT NUMBER OF GASKET STRIPS.

5.) BANDS ARE NORMALLY FURNISHED AS FOLLOWS:
30" THRU 48" 1-PIECE
54" THRU 96" 2-PIECES
120" 3-PIECES

FLATBAND PLAIN END TO PLAIN END CONNECTION DETAIL

NOT TO SCALE





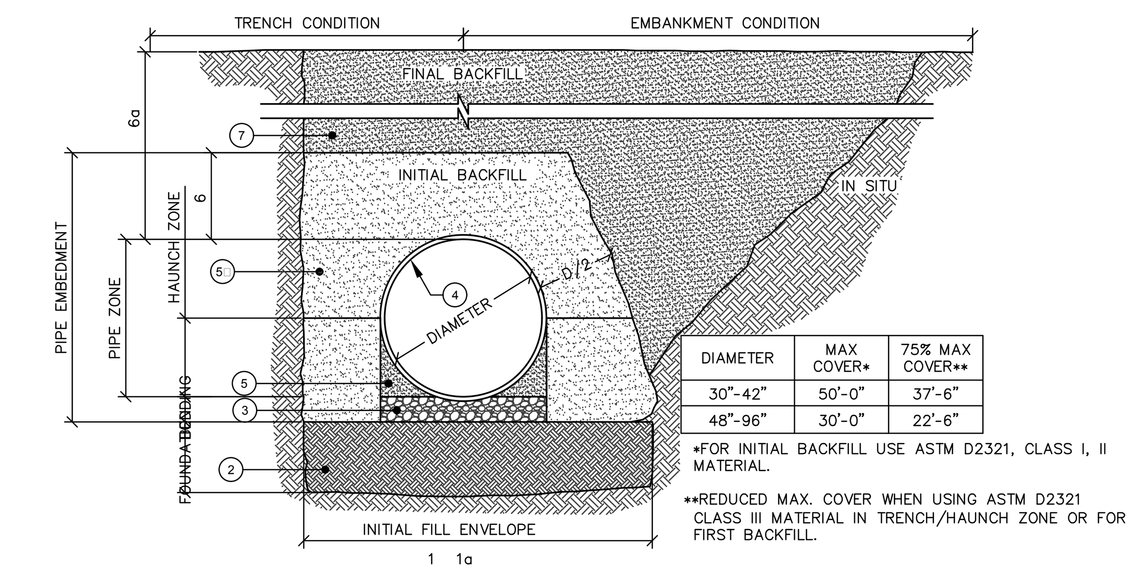
MAX RISER ø THAT DOES NOT REQUIRE CONCRETE REINFORCEMENT FOR COVER HEIGHTS OF ≤10'	
MAINLINE DIAMETER	RISER (MAX ø)
42"	42"
48" TO 120"	36"

FOR MORE DETAILED INFORMATION CONSULT FITTING STUB REINFORCEMENT TABLE ON DETAIL #300. IF REINFORCEMENT IS REQUIRED, USE RISER DETAIL #400.

NOTES:
1) RECOMMENDED 30" DIAMETER MIN. RISER.

STANDARD RISER INSTALLATION DETAIL

NOT TO SCALE



DIAMETER	MAX COVER*	75% MAX COVER**
30"-42"	50'-0"	37'-6"
48"-96"	30'-0"	22'-6"

*FOR INITIAL BACKFILL USE ASTM D2321, CLASS I, II MATERIAL.

**REDUCED MAX. COVER WHEN USING ASTM D2321 CLASS III MATERIAL IN TRENCH/HAUNCH ZONE OR FOR FIRST BACKFILL.

1 MINIMUM TRENCH WIDTH MUST ALLOW ROOM FOR PROPER COMPACTION OF HAUNCH MATERIALS UNDER PIPE. MIN. WIDTH = (1.25 x DIAMETER) + 12" (FOLLOW ASTM D2321)

1a MINIMUM EMBANKMENT WIDTH IS 3 PIPE DIAMETERS BUT NO LESS THAN 2' OUTSIDE OF SPRINGLINE.

2 FOUNDATION SHALL BE WELL CONSOLIDATED & STABLE.

3 BEDDING MATERIAL SHALL BE A RELATIVELY LOOSE MATERIAL THAT IS ROUGHLY SHAPED TO FIT THE BOTTOM OF THE PIPE, 4" TO 6" IN DEPTH.

4 DUROMAXX STEEL REINFORCED (SRPE) PIPE.

5 HAUNCH ZONE MATERIAL SHALL BE HAND SHOVELED OR SHOVEL SLICED INTO PLACE TO ALLOW FOR PROPER COMPACTION.

5a INITIAL BACKFILL FOR PIPE EMBEDMENT MATERIAL TO MEET ASTM D2321 CLASS I, II, III OR APPROVED EQUAL, COMPACTED TO 90% STANDARD PROCTOR (NATIVE MATERIAL CAN BE UTILIZED THAT MEETS ASTM D2321 OR APPROVED EQUAL).
- ALL LIFTS PLACED IN CONTROLLED MANNER. TO PREVENT UNEVEN LOADING, IT IS RECOMMENDED THAT LIFTS NOT EXCEED 8" UNCOMPACTED LIFT HEIGHTS.

6 INITIAL BACKFILL ABOVE PIPE MAY INCLUDE ROAD BASE MATERIAL AND RIGID PAVEMENT (IF APPLICABLE), MINIMUM COVER STILL APPLIES, OTHERWISE:
6" MINIMUM FOR PIPE DIAMETERS 30" - 60"
12" MINIMUM FOR PIPE DIAMETERS 66" - 96"

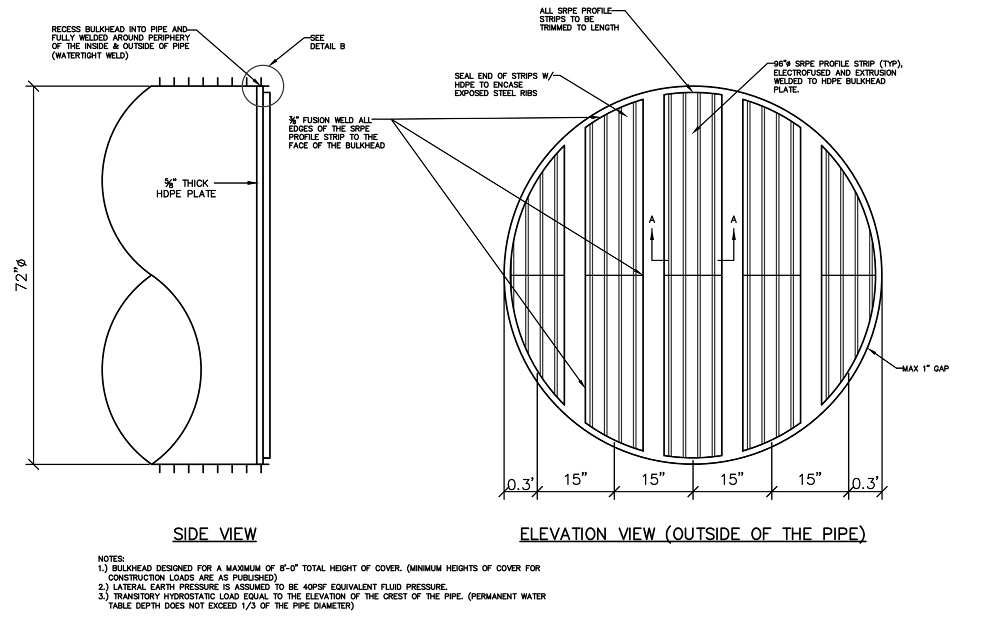
6a HEIGHT OF COMPACTED COVER PER DIAMETER FOR CONVENTIONAL HIGHWAY LOADS (DISTANCE MEASURED FROM TOP OF PIPE TO BOTTOM OF FLEXIBLE PAVEMENT OR TOP OF RIGID PAVEMENT):
12" MINIMUM FOR PIPE DIAMETERS 30" - 60"
18" MINIMUM FOR PIPE DIAMETER 66" - 72"
24" MINIMUM FOR PIPE DIAMETERS 84" - 96"

7 FINAL BACKFILL MATERIAL SELECTION AND COMPACTION REQUIREMENTS PER THE PROJECT PLANS, SPECIFICATIONS. ENGINEER OF RECORD.

NOTES:
- GEOTEXTILE SHALL BE USED AS REQUIRED TO PREVENT SOIL MIGRATION.
- FOR MULTIPLE BARREL INSTALLATION THE RECOMMENDED STANDARD SPACING BETWEEN PARALLEL PIPE RUNS SHALL BE = PIPE DIA./2 OR 3' FOR PIPE DIAMETERS 72" AND LARGER. CONTACT YOUR CONTECH REPRESENTATIVE FOR NONSTANDARD SPACING.
- BACKFILL REQUIREMENTS SHALL FOLLOW ASTM D2321. IN THE EVENT OF DISCREPANCIES, ASTM D2321 SHALL SUPERCEDE THIS DETAIL.

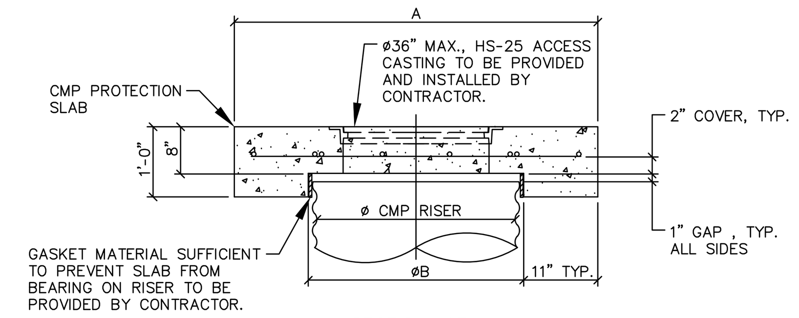
BACKFILL DETAIL

NOT TO SCALE



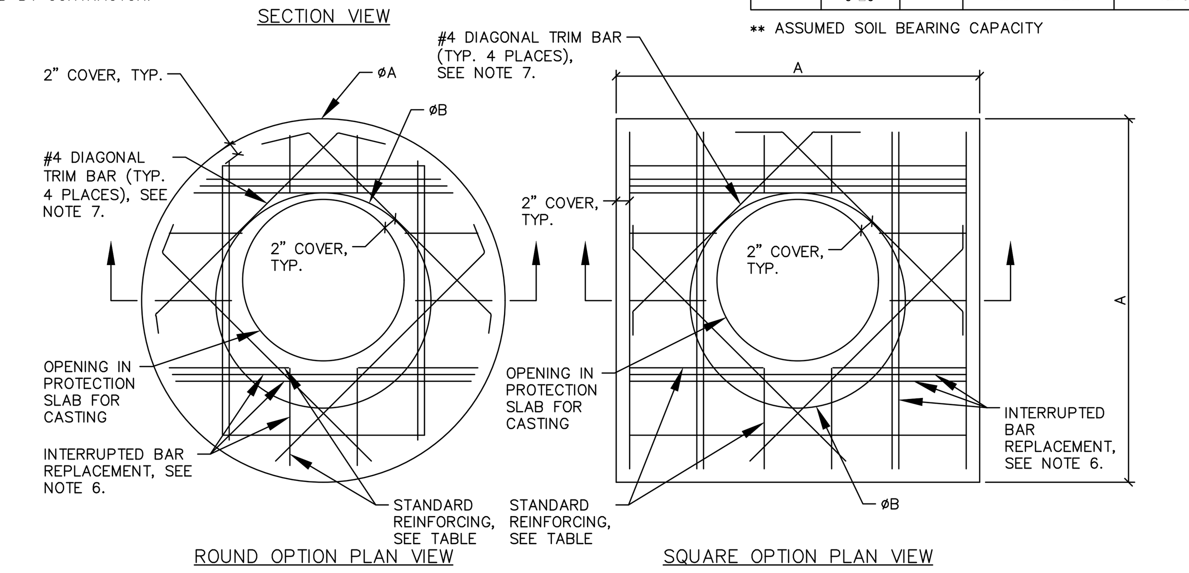
BULKHEAD DESIGN

NOT TO SCALE



REINFORCING TABLE				
Ø CMP RISER	A	Ø B	REINFORCING	□□BEARING PRESSURE (PSF)
24"	Ø 4' 4' □4'	26"	□5 □ 10" OCEW □5 □ 10" OCEW	2□540 1□900
30"	Ø 4'-6" 4'-6" □4'-6"	32"	□5 □ 10" OCEW □5 □ 9" OCEW	2□260 1□670
36"	Ø 5' 5' □5'	38"	□5 □ 9" OCEW □5 □ 8" OCEW	2□060 1□500
42"	Ø 5'-6" 5'-6" □5'-6"	44"	□5 □ 8" OCEW □5 □ 8" OCEW	1□490 1□370
48"	Ø 6' 6' □6'	50"	□5 □ 7" OCEW □5 □ 7" OCEW	1□210 1□270

** ASSUMED SOIL BEARING CAPACITY



NOTES:

1. DESIGN IN ACCORDANCE WITH AASHTO, 17th EDITION AND ACI 350.
2. DESIGN LOAD HS25.
3. EARTH COVER = 1' MAX.
4. CONCRETE STRENGTH = 4,000 psi
5. REINFORCING STEEL = ASTM A615, GRADE 60.
6. PROVIDE ADDITIONAL REINFORCING AROUND OPENINGS EQUAL TO THE BARS INTERRUPTED, HALF EACH SIDE. ADDITIONAL BARS TO BE IN THE SAME PLANE.
7. TRIM OPENING WITH DIAGONAL #4 BARS, EXTEND BARS A MINIMUM OF 12" BEYOND OPENING, BEND BARS AS REQUIRED TO MAINTAIN BAR COVER.
8. PROTECTION SLAB AND ALL MATERIALS TO BE PROVIDED AND INSTALLED BY CONTRACTOR.
9. DETAIL DESIGN BY DELTA ENGINEERS, ARCHITECTS AND LAND SURVEYORS, ENDWELL, NY.

MANHOLE CAP DETAIL

NOT TO SCALE

RICHARD L. MEEK, PE 10668 — 5-21-18
WILLIAM T. CONWAY, RLA 108 — 5-21-18

DESIGNED	CHECKED
WTC	RLM

REV:	BY:	DATE:	STATUS:
A	WTC	05-21-18	LEVEL III SITE PLAN SUBMISSION

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

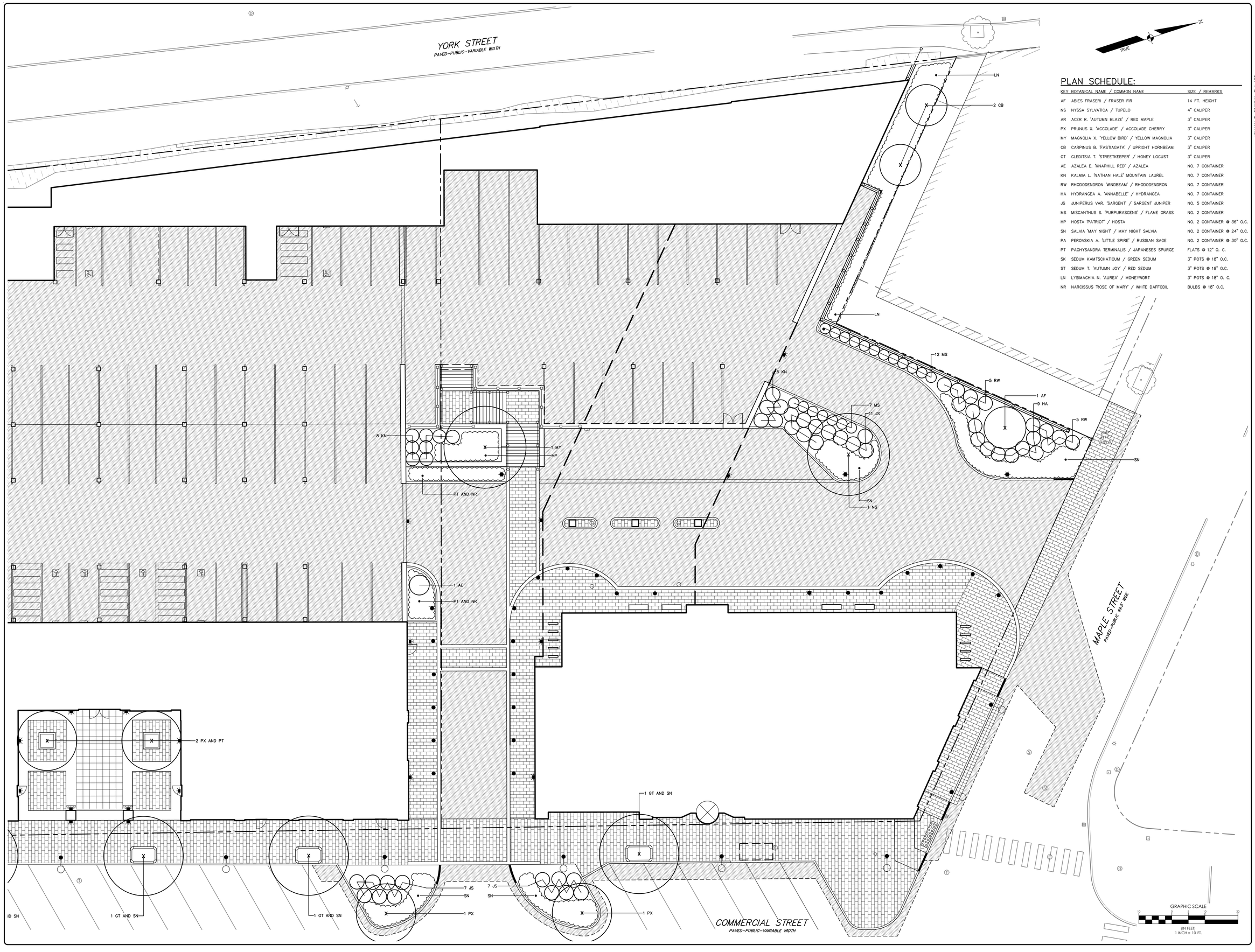
SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

DETAILS
OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	N.T.S.

SHEET 24 OF 24

16324D.dwg, TAB:D-5



PLAN SCHEDULE:

KEY	BOTANICAL NAME / COMMON NAME	SIZE / REMARKS
AF	ABIES FRASERI / FRASER FIR	14 FT. HEIGHT
NS	NYSSA SYLVATICA / TUPELO	4" CALIPER
AR	ACER R. 'AUTUMN BLAZE' / RED MAPLE	3" CALIPER
PX	PRUNUS X. 'ACCOLADE' / ACCOLADE CHERRY	3" CALIPER
MY	MAGNOLIA X. 'YELLOW BIRD' / YELLOW MAGNOLIA	3" CALIPER
CB	CARPINUS B. 'FASTIAGATA' / UPRIGHT HORNBEAM	3" CALIPER
GT	GLEDITSIA T. 'STREETKEEPER' / HONEY LOCUST	3" CALIPER
AE	AZALEA E. 'KNAPHILL RED' / AZALEA	NO. 7 CONTAINER
KN	KALMIA L. 'NATHAN HALE' MOUNTAIN LAUREL	NO. 7 CONTAINER
RW	RHODODENDRON 'WINDBEAM' / RHODODENDRON	NO. 7 CONTAINER
HA	HYDRANGEA A. 'ANNABELLE' / HYDRANGEA	NO. 7 CONTAINER
JS	JUNIPERUS VAR. 'SARGENT' / SARGENT JUNIPER	NO. 5 CONTAINER
MS	MISCANTHUS S. 'PURPURASCENS' / FLAME GRASS	NO. 2 CONTAINER
HP	HOSTA 'PATRIOT' / HOSTA	NO. 2 CONTAINER @ 36" O.C.
SN	SALVIA 'MAY NIGHT' / MAY NIGHT SALVIA	NO. 2 CONTAINER @ 24" O.C.
PA	PEROVSKIA A. 'LITTLE SPIRE' / RUSSIAN SAGE	NO. 2 CONTAINER @ 30" O.C.
PT	PACHYSANDRA TERMINALIS / JAPANESES SPURGE	FLATS @ 12" O. C.
SK	SEDUM KAMTSCHATICUM / GREEN SEDUM	3" POTS @ 18" O.C.
ST	SEDUM T. 'AUTUMN JOY' / RED SEDUM	3" POTS @ 18" O.C.
LN	LYSIMACHIA N. 'AUREA' / MONEYWORT	3" POTS @ 18" O. C.
NR	NARCISSUS 'ROSE OF MARY' / WHITE DAFFODIL	BULBS @ 18" O.C.

WILLIAM T. CONWAY, RLA 108
REGISTERED LANDSCAPE ARCHITECT
WILLIAM T. CONWAY
RLA 108
STATE OF MAINE
6-21-18

DESIGNED	CHECKED
WTC	RLM

REV.	BY:	DATE:	STATUS:
D	WTC	06-21-18	MODIFY 2 BUMPOUTS @ COMMERCIAL STREET
C	WTC	06-19-18	ADD RADII AT STREET TREE WELLS
B	WTC	05-25-18	ADD TREES AT WEST END OF BUILDING
A	WTC	05-21-18	LEVEL III SITE PLAN SUBMISSION

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WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel: 207-200-2100

LANDSCAPE PLAN-1 LOWER LEVEL
OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	1"=10'

SHEET 16 OF 24

16324L-LL-1.dwg, TAB:L-1

PLAN SCHEDULE:

KEY	BOTANICAL NAME / COMMON NAME	SIZE / REMARKS
AF	ABIES FRASERI / FRASER FIR	14 FT. HEIGHT
NS	NYSSA SYLVATICA / TUPELO	4" CALIPER
AR	ACER R. 'AUTUMN BLAZE' / RED MAPLE	3" CALIPER
AA	ACER R. 'ARMSTRONG' / ARMSTRONG MAPLE	3" CALIPER
PX	PRUNUS X. 'ACCOLADE' / ACCOLADE CHERRY	3" CALIPER
MY	MAGNOLIA X. 'YELLOW BIRD' / YELLOW MAGNOLIA	3" CALIPER
CB	CARPINUS B. 'FASTIAGATA' / UPRIGHT HORNBEAM	3" CALIPER
GT	GLEDITSIA T. 'STREETKEEPER' / HONEY LOCUST	3" CALIPER
AE	AZALEA E. 'KNAPHILL RED' / AZALEA	NO. 7 CONTAINER
KN	KALMIA L. 'NATHAN HALE' MOUNTAIN LAUREL	NO. 7 CONTAINER
RW	RHODODENDRON 'WINDBEAM' / RHODODENDRON	NO. 7 CONTAINER
HA	HYDRANGEA A. 'ANNABELLE' / HYDRANGEA	NO. 7 CONTAINER
JS	JUNIPERUS VAR. 'SARGENT' / SARGENT JUNIPER	NO. 5 CONTAINER
MS	MISCANTHUS S. 'PURPURASCENS' / FLAME GRASS	NO. 2 CONTAINER
HP	HOSTA 'PATRIOT' / HOSTA	NO. 2 CONTAINER @ 36" O.C.
SN	SALVIA 'MAY NIGHT' / MAY NIGHT SALVIA	NO. 2 CONTAINER @ 24" O.C.
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NR	NARCISSUS 'ROSE OF MARY' / WHITE DAFFODIL	BULBS @ 18" O.C.

TRUE

YORK STREET
PAVED–PUBLIC–VARIABLE WIDTH

HIGH STREET
PAVED–PUBLIC 66' WIDE

COMMERCIAL STREET
PAVED–PUBLIC–VARIABLE WIDTH

LOAM & SEED

1 AA

2 AA

7 RW
1 AR
12 RW
LOAM & SEED
1 AR
12 RW
MULCH LINE
1 AR
7 RW

1 GT AND SN

GRAPHIC SCALE
10 0 5 10 20
(IN FEET)
1 INCH = 10 FT.

WILLIAM T. CONWAY, RLA 108
REGISTERED LANDSCAPE ARCHITECT
WILLIAM T. CONWAY
No. 108
STATE OF MAINE
6-19-18

DESIGNED	CHECKED
WTC	RLM

REV.	BY:	DATE:	STATUS:
C	WTC	06-19-18	SHIFT FENCE AWAY FROM COMMERCIAL ST. SIDEWALK
B	WTC	05-25-18	ADD TREES AT WEST END OF BUILDING
A	WTC	05-21-18	LEVEL III SITE PLAN SUBMISSION

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75 John Roberts Rd.
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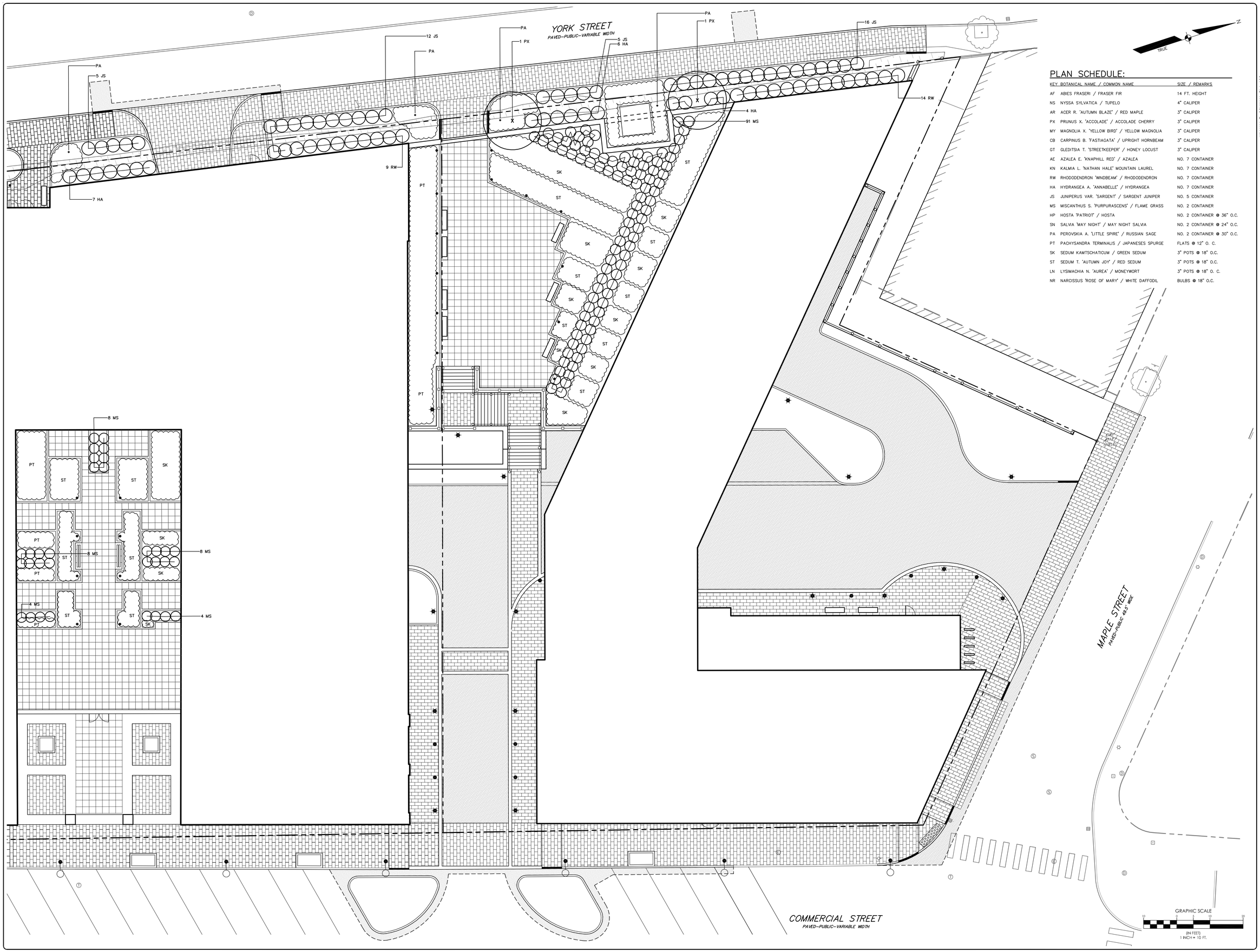
South Portland, ME 04106
Tel. 207-200-2100

LANDSCAPE PLAN-2 LOWER LEVEL
OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	1"=10'

SHEET 17 OF 24

16324L-LL.dwg, TAB1-2



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SN	SALVIA 'MAY NIGHT' / MAY NIGHT SALVIA	NO. 2 CONTAINER @ 24" O.C.
PA	PEROVSKIA A. 'LITTLE SPIRE' / RUSSIAN SAGE	NO. 2 CONTAINER @ 30" O.C.
PT	PACHYSANDRA TERMINALIS / JAPANESES SPURGE	FLATS @ 12" O. C.
SK	SEDUM KAMTSCHATICUM / GREEN SEDUM	3" POTS @ 18" O.C.
ST	SEDUM T. 'AUTUMN JOY' / RED SEDUM	3" POTS @ 18" O.C.
LN	LYSIMACHIA N. 'AUREA' / MONEYWORT	3" POTS @ 18" O. C.
NR	NARCISSUS 'ROSE OF MARY' / WHITE DAFFODIL	BULBS @ 18" O.C.

WILLIAM T. CONWAY, RLA 108
LANDSCAPE ARCHITECT
REGISTERED
WILLIAM T. CONWAY
108
STATE OF MAINE
5-21-18

DESIGNED	CHECKED
WTC	RLM

REV.	BY:	DATE:	STATUS:
A	WTC	05-21-18	LEVEL III SITE PLAN SUBMISSION

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WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel: 207-200-2100

LANDSCAPE PLAN-1 UPPER LEVEL
OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	1"=10'

SHEET 18 OF 24

16324L-ULDwg, TAB1:L-1

PLAN SCHEDULE:

KEY	BOTANICAL NAME / COMMON NAME	SIZE / REMARKS
AF	ABIES FRASERI / FRASER FIR	14 FT. HEIGHT
NS	NYSSA SYLVATICA / TUPELO	4" CALIPER
AR	ACER R. 'AUTUMN BLAZE' / RED MAPLE	3" CALIPER
PX	PRUNUS X. 'ACCOLADE' / ACCOLADE CHERRY	3" CALIPER
MY	MAGNOLIA X. 'YELLOW BIRD' / YELLOW MAGNOLIA	3" CALIPER
CB	CARPINUS B. 'FASTIAGATA' / UPRIGHT HORNBEAM	3" CALIPER
GT	GLEDITSIA T. 'STREETKEEPER' / HONEY LOCUST	3" CALIPER
AE	AZALEA E. 'KNAPHILL RED' / AZALEA	NO. 7 CONTAINER
KN	KALMIA L. 'NATHAN HALE' MOUNTAIN LAUREL	NO. 7 CONTAINER
RW	RHODODENDRON 'WINDBEAM' / RHODODENDRON	NO. 7 CONTAINER
HA	HYDRANGEA A. 'ANNABELLE' / HYDRANGEA	NO. 7 CONTAINER
JS	JUNIPERUS VAR. 'SARGENT' / SARGENT JUNIPER	NO. 5 CONTAINER
MS	MISCANTHUS S. 'PURPURASCENS' / FLAME GRASS	NO. 2 CONTAINER
HP	HOSTA 'PATRIOT' / HOSTA	NO. 2 CONTAINER @ 36" O.C.
SN	SALVIA 'MAY NIGHT' / MAY NIGHT SALVIA	NO. 2 CONTAINER @ 24" O.C.
PA	PEROVSKIA A. 'LITTLE SPIRE' / RUSSIAN SAGE	NO. 2 CONTAINER @ 30" O.C.
PT	PACHYSANDRA TERMINALIS / JAPANESES SPURGE	FLATS @ 12" O. C.
SK	SEDUM KAMTSCHATICUM / GREEN SEDUM	3" POTS @ 18" O.C.
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LN	LYSIMACHIA N. 'AUREA' / MONEYWORT	3" POTS @ 18" O. C.
NR	NARCISSUS 'ROSE OF MARY' / WHITE DAFFODIL	BULBS @ 18" O.C.

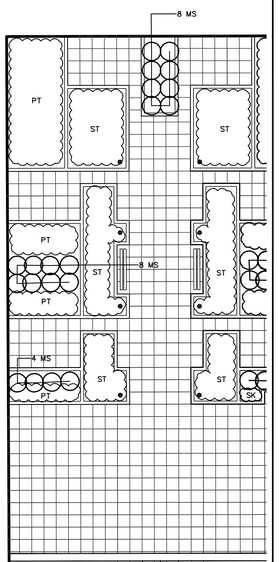
TRUE

YORK STREET
PAVED–PUBLIC–VARIABLE WIDTH

HIGH STREET
PAVED–PUBLIC 66' WIDE

COMMERCIAL STREET
PAVED–PUBLIC–VARIABLE WIDTH

GRAPHIC SCALE
10 0 5 10 20
(IN FEET)
1 INCH = 10 FT.



WILLIAM T. CONWAY, RLA 108
REGISTERED LANDSCAPE ARCHITECT
WILLIAM T. CONWAY
No. 108
STATE OF MAINE
5-21-18

DESIGNED	CHECKED
WTC	RLM

REV.	BY:	DATE:	STATUS:
A	WTC	05-21-18	LEVEL III SITE PLAN SUBMISSION

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LANDCSAPE PLAN-2 UPPER LEVEL
OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE
FOR:
DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

PROJECT NO.	SCALE
16324	1"=10'

SHEET 19 OF 24

16324L-UL-dwg, TAB1-2

SEE DETAIL SHEET E0.01 FOR SPECIFIED AREAS.

WHERE NOT SHOWN ON THIS SHEET, LIGHTING FIXTURE MOUNTING HEIGHTS ARE SHOWN ON DETAIL SHEET E0.001

NOT INCLUDED IN CALCULATIONS (TYPICAL ALL TYPE A LIGHTS

TYPICAL BALCONY. OTHER BALCONIES ONT SHOWN FOR CLARITY. SEE CIVIL AND ARCHITECTURAL PLANS FOR LOCATIONS

YORK STREET

STAT AREA FOR DETAIL E0.01/6

STAT AREA FOR DETAIL E0.01/3

STAT AREA FOR DETAIL E0.01/6

EXISTING BAXTER BUILDING

PROPOSED APARTMENT BUILDING

YORK STREET ENTRANCE PLAZA GRID STAT AREA

C1 RECESSED STEP LIGHT ONE ON SEACH SIDE OF STAIRS (TYPICAL OF 21) MOUNTED 12" ABOVE STEP

STAT AREA FOR DETAIL E0.01/5

MAPLE STREET ENTRANCE PLAZA GRID STAT AREA

MAPLE STREET

STAT AREA FOR DETAIL E0.01/2

STAT AREA FOR DETAIL E0.01/1

COMMERCIAL STREET ENTRANCE PLAZA GRID STAT AREA

STAT AREA FOR DETAIL E0.01/7

STAT AREA FOR DETAIL E0.01/4

PROPOSED HOTEL

EXISTING BUILDING

OUTDOOR PARKING GRID STAT AREA

COMMERCIAL STREET

1 E0.00 OVERALL SITE LIGHTING PLAN

SCALE: 1" = 10'-0"

FOR PLANNING BOARD REVIEW ONLY

STATE OF MAINE STEVEN A. JOHNSON #8468 LICENSED PROFESSIONAL ENGINEER

Prepared For: Owner

BENNETT ENGINEERING MECHANICAL ELECTRICAL (207) 865-9475

Consultant:

Architect: ARCHETYPE architects 48 Union Wharf Portland, Maine 04101 (207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Project: 383 COMMERCIAL STREET Portland, Maine

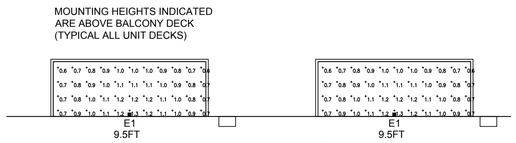
Revisions:

Scale: AS NOTED

Date: MAY 21, 2018

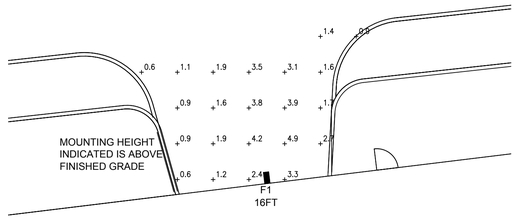
OVERALL SITE LIGHTING PLAN

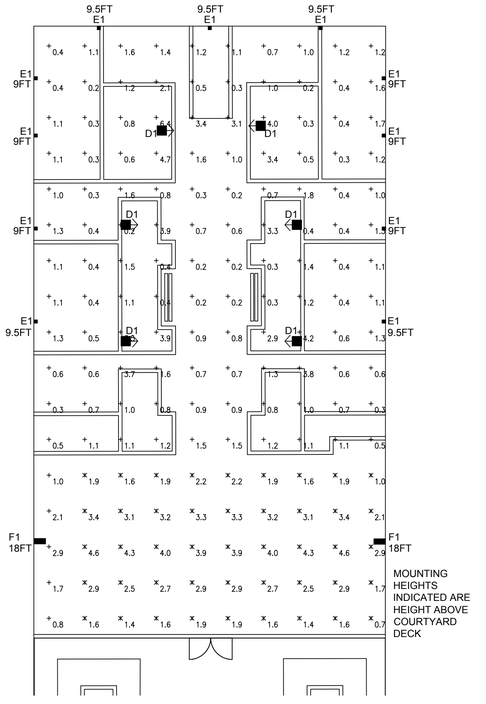
E0.00



3 E0.01 TYPICAL UNIT BALCONY

SCALE: 1" = 5'-0"



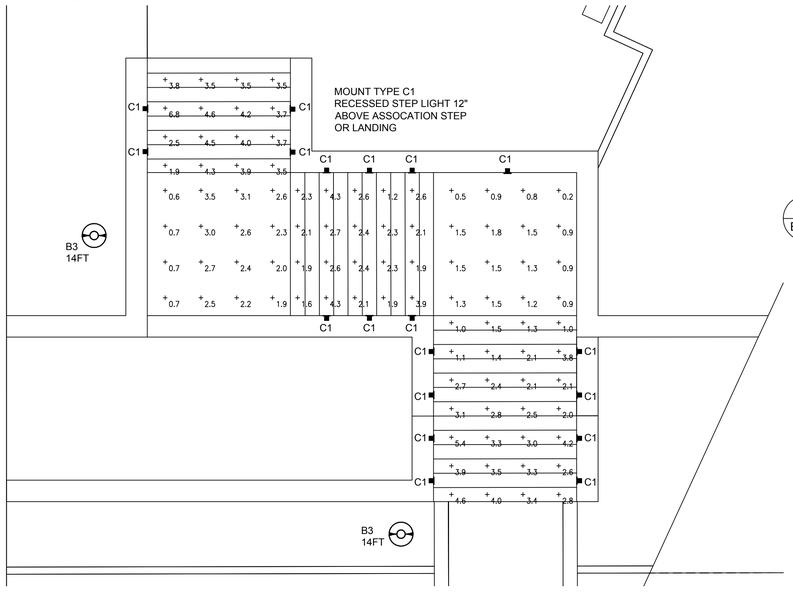


2 E0.01 3RD FL LEVEL PLAZA

SCALE: 1" = 10'-0"

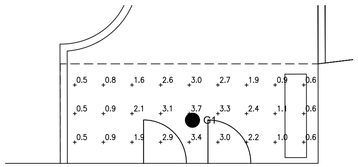
6 E0.01 YORK STREET GARAGE ENTRANCE DRIVE

SCALE: 1" = 5'-0"



5 E0.01 STAIRWELL FROM GROUND LEVEL TO 2ND FL LEVEL

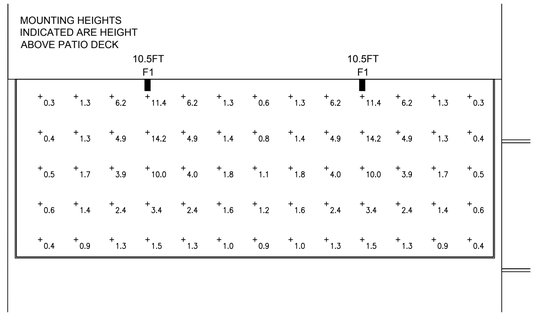
SCALE: 1" = 5'-0"



TYPE G1 MOUNTED BENEATH CANOPY

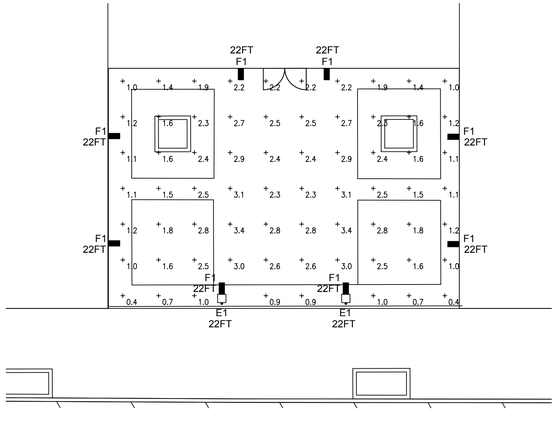
9 E0.01 YORK STREET BUILDING ENTRANCE

SCALE: 1" = 5'-0"



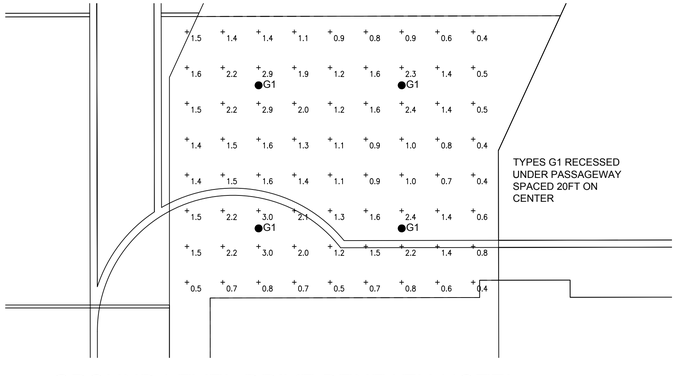
8 E0.01 6TH FL LEVEL PATIO (EAST SIDE)

SCALE: 1" = 10'-0"



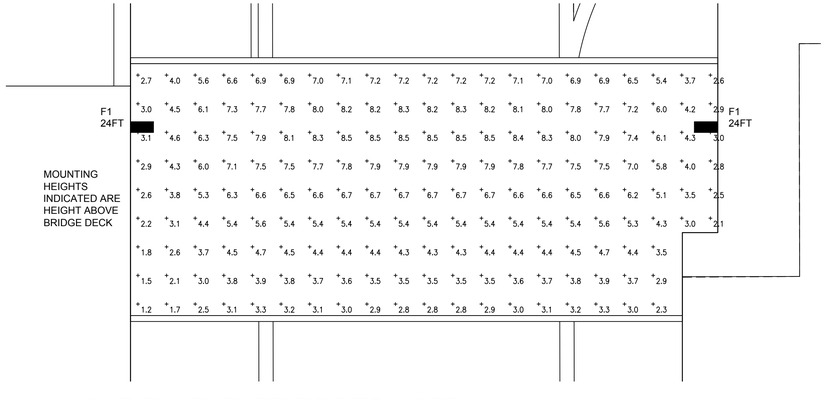
1 E0.01 GROUND LEVEL ENTRANCE PLAZA

SCALE: 1" = 10'-0"



4 E0.01 GROUND LEVEL DRIVE BENEATH HOTEL

SCALE: 1" = 10'-0"



7 E0.01 2ND FL LEVEL BRIDGE TO HOTEL

SCALE: 1" = 10'-0"

NOTES:
1. CALCULATIONS REPRESENT MAINTAINED FOOTCANDLE LEVELS AT GRADE.
2. LIGHT LOSS FACTOR USED IN CALCULATION: 0.7.
3. LIGHTING FIXTURES:
   - TYPE A — STANDARD CITY OF PORTLAND STREET LIGHT.
   - TYPE B1 — HUBBELL LIGHTING #CL1-60L-U-4K-4-BL-WB ALUMINUM CUT OFF WALL MOUNTED LIGHT WITH IESNA TYPE FORWARD THROW DISTRIBUTION. FINISH: BLACK
   - TYPE B2 — HUBBELL LIGHTING #CL1-30L-U-4K-4-BL-BK SIMILAR TO TYPE B1 EXCEPT WITH LOWER LIGHT OUTPUT. FINISH: BLACK
   - TYPE B3 — BEGA LIGHTING #84 120 DECORATIVE POST TOP MOUNTED FIXTURE WITH SYMMETRICAL DISTRIBUTION MOUNTED ON A 14FT POLE WITH A 6" CONCRETE BASE. FINISH: BLACK
   - TYPE B4 — HUBBELL LIGHTING #CL1-30L-U-3K-3-BL-WB SIMILAR TO TYPE B2 EXCEPT WITH IESNA TYPE III DISTRIBUTION. FINISH: BLACK
   - TYPE B5 — HUBBELL LIGHTING #CL1-A-30L-U-30K-4-BL SIMILAR TO TYPE B2 EXCEPT MOUNTED ON A 12FT POLE WITH A 30" CONCRETE BASE. FINISH: BLACK
   - TYPE C1 — BK LIGHTING #S-BQL-LED-E102-A9-SAP-D SMALL RECTANGULAR STAINLESS STEEL STEP LIGHT WITH ANGULAR LOUVER. FINISH: ALUMINUM
   - TYPE D1 — HUBBELL LIGHTING #FN1-24L-U-4K-BL 42" HIGH SQUARE BOLLARD WITH SYMMETRICAL DISTRIBUTION. FINISH: BLACK
   - TYPE D2 — HUBBELL LIGHTING # FN1-12L-U-4K-BL SIMILAR TO TYPE D1 EXCEPT WITH ASYMMETRICAL DISTRIBUTION. FINISH: BLACK.
   - TYPE E1 — BEGA LIGHTING #33 514 DECORATIVE SMALL WALL MOUNTING LIGHT
   - TYPE F1 — BEGA LIGHTING #24 816 DECORATIVE WALL MOUNTED AREA LIGHT
4. CALCULATED GRID STATISTICS
   - FRONT ENTRANCE LOBBY (E0.01/1) AVE: 1.9 MAX: 3.4 MIN: 0.4 MAX:MIN: 8.5:1
   - 3RD FL PLAZA (E0.01/2) AVE: 1.6 MAX: 6.4 MIN: 0.2 MAX:MIN 32.0:1
   - TYPICAL BALCONY (E0.01/3) AVE: 0.9 MAX: 1.3 MIN: 0.6 MAX:MIN 2.2:1
   - UNDERPASS BENEATH HOTEL (E0.01/4) AVE: 1.4 MAX: 3.0 MIN: 0.4 MAX:MIN 7.5:1
   - STAIR LANDING 1 (E0.01/5) AVE: 2.1 MAX: 3.5 MIN: 0.6 MAX:MIN 5.8:1
   - STAIR LANDING 2 (E0.01/5) AVE: 1.1 MAX: 1.8 MIN: 0.2 MAX:MIN 9.0:1
   - YORK ST PARKING GARAGE ENTRANCE (E0.01/6) AVE: 2.1 MAX: 4.9 MIN: 0.6 MAX:MI 8.2:1
   - 2ND FLOOR BRIDGE (E0.01/7) AVE: 5.2 MAX: 8.5 MIN: 1.2 MAX:MIN 7.1:1
   - 6TH FLOOR DECK (E0.01/8) AVE: 3.0 MAX: 14.2 MIN 0.3 MAX:MIN 47.3:1
   - YORK STREET ENTRANCE (E0.01/9) AVE: 1.8 MAX: 3.7 MIN 0.5 MAX:MIN 7.4:1
   - MAPLE ST ENTRANCE DRIVE AVE: 1.5 MAX: 4.4 MIN: 0.5 MAX:MIN 8.8:1
   - COMMERCIAL ST ENTRANCE PLAZA AVE: 3.0 MAX: 5.8 MIN: 0.7 MAX:MIN 9.3:1
   - YORK ST ENTRANCE PLAZA AVE: 1.7 MAX: 3.7 MIN: 0.6 MAX:MIN 6.2:1
   - OUTDOOR PARKING AVE: 2.6 MAX: 4.6 MIN: 0.7 MAX:MIN 6.6:1

FOR PLANNING BOARD REVIEW ONLY

Architect: ARCHETYPE architects, 48 Union Wharf Portland, Maine 04101, (207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Consultant: BENNETT ENGINEERING, MECHANICAL ELECTRICAL, (207) 865-9475

Prepared For: Owner

Project: 383 COMMERCIAL STREET, Portland, Maine

Revisions:

Date: MAY 21, 2018

Scale: AS NOTED

SITE LIGHTING PART PLANS

E0.01

loft
ARCHETYPE
architects

aloft
COURTYARD Marriott
FISH PIER
Center St
CASCO BAY BRIDGE
FRUIT · PRODUCE
PAINTS

RUFUS DEERING COMPANY
loft

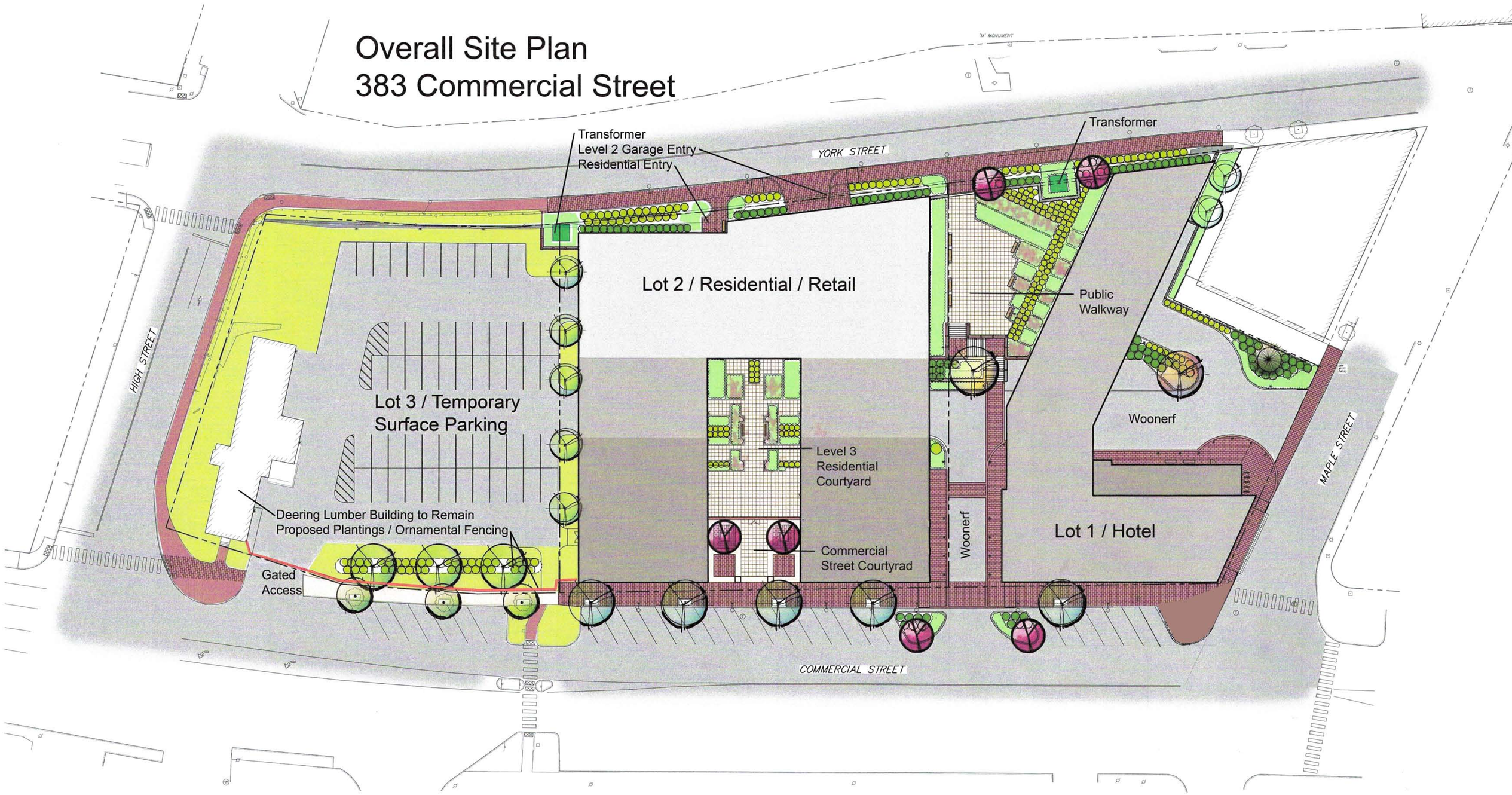
aloft
COURTYARD Marriott

aloft
aloft

aloft

HOBSON'S LANDING

Overall Site Plan
383 Commercial Street



Public Walkway

Service / Deliveries

Yellow
Magnolia

Stair up to Public walkway

Tupelo Tree

Fir Tree

Valet Pickup / Dropoff

Maple Stret

Bike
Racks

Benches

Benches

Bike
Racks

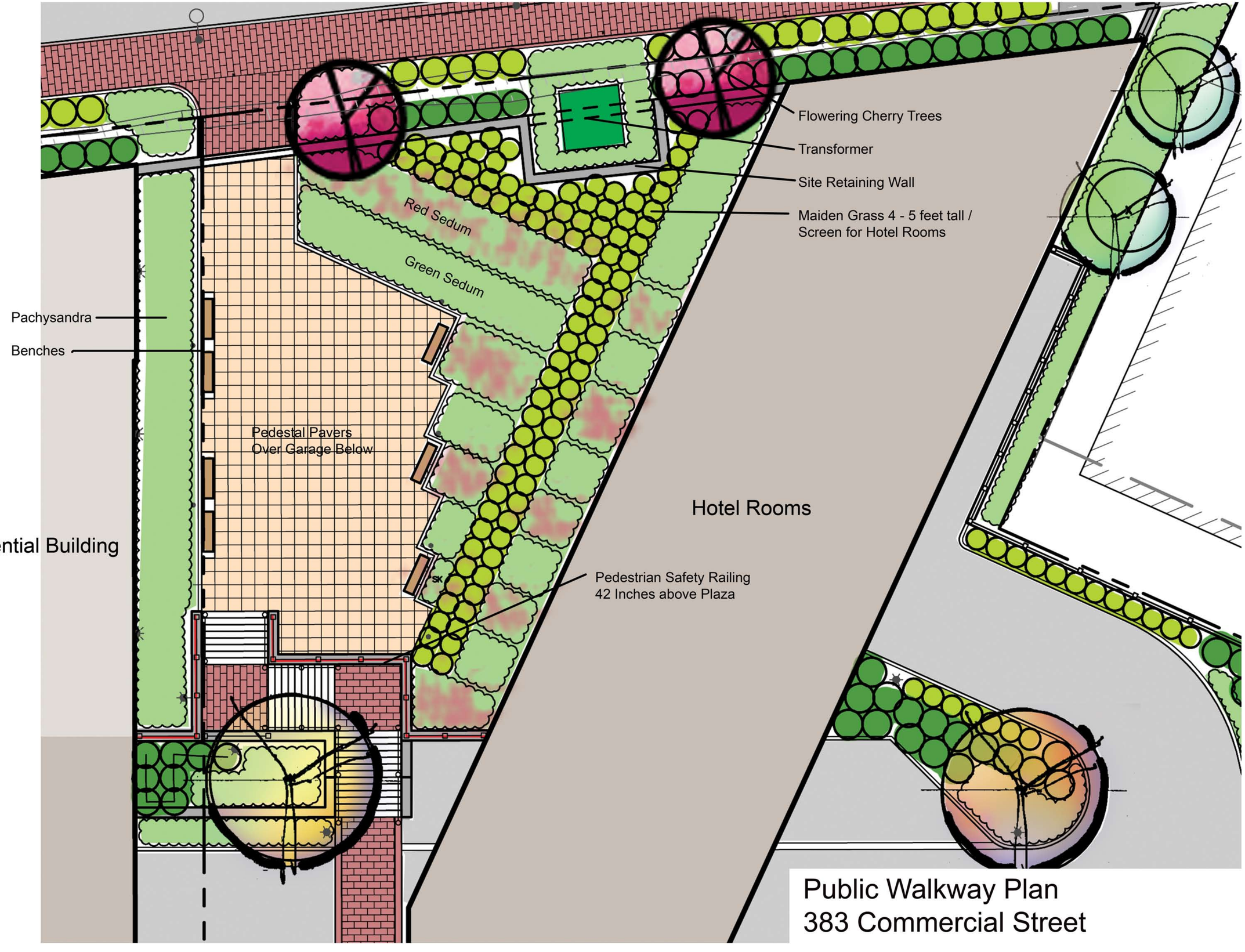
Woonerf Bollards
Brick Pavers
Asphalt Paving

Hotel Lobby

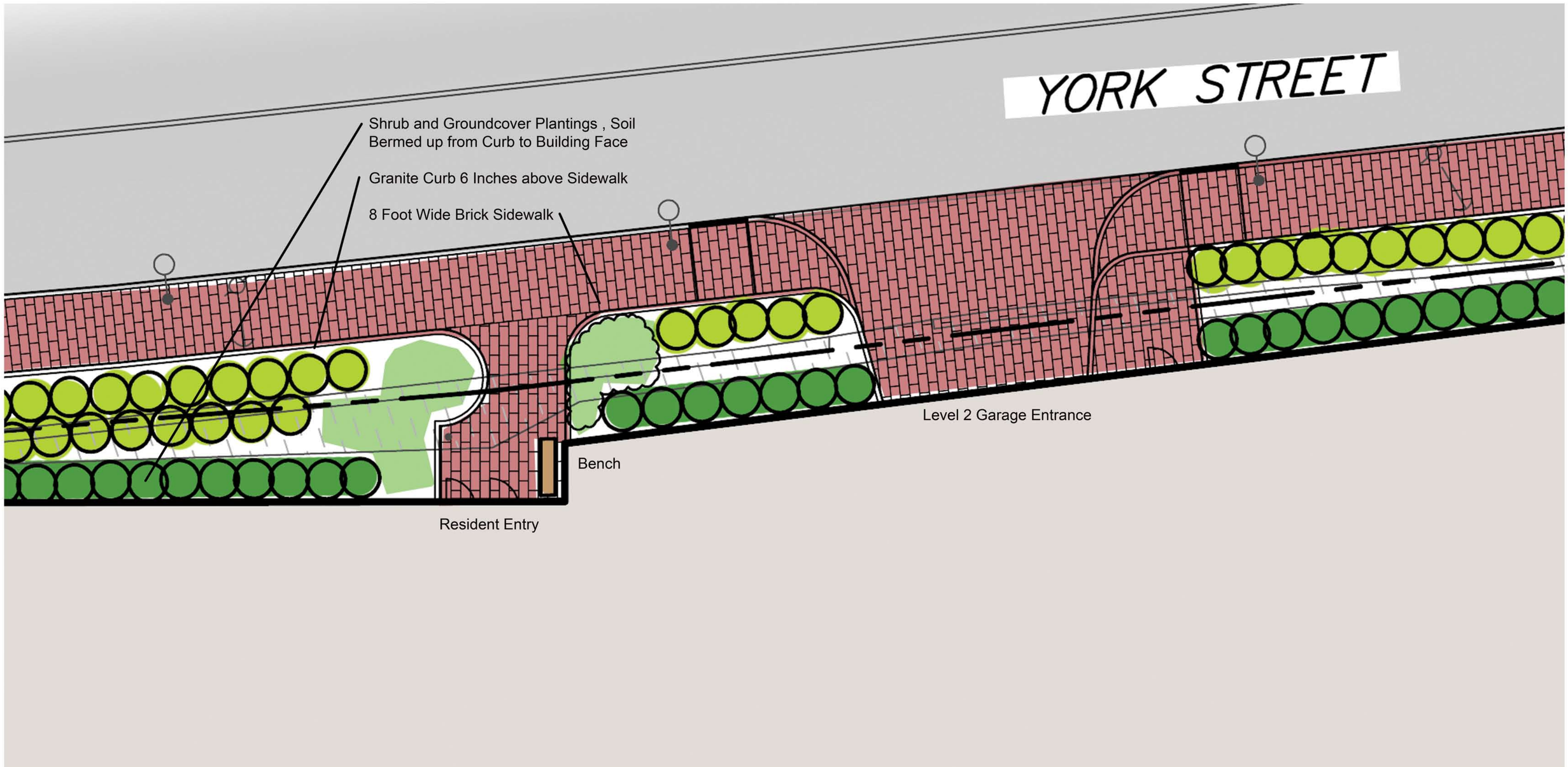
Historic
Cobbles

Street Entrance

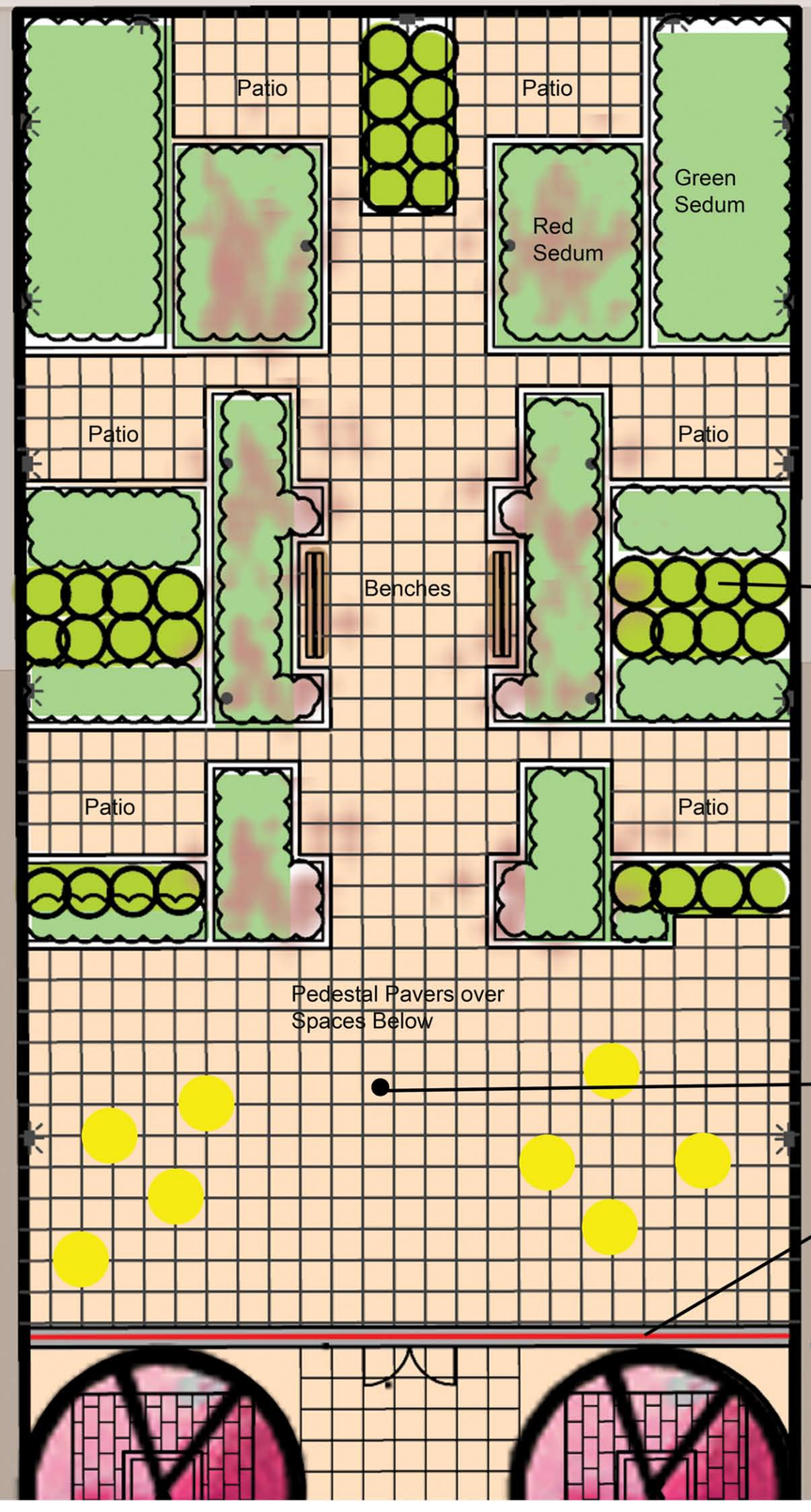
Woonerf Site Plan
383 Commercial Street



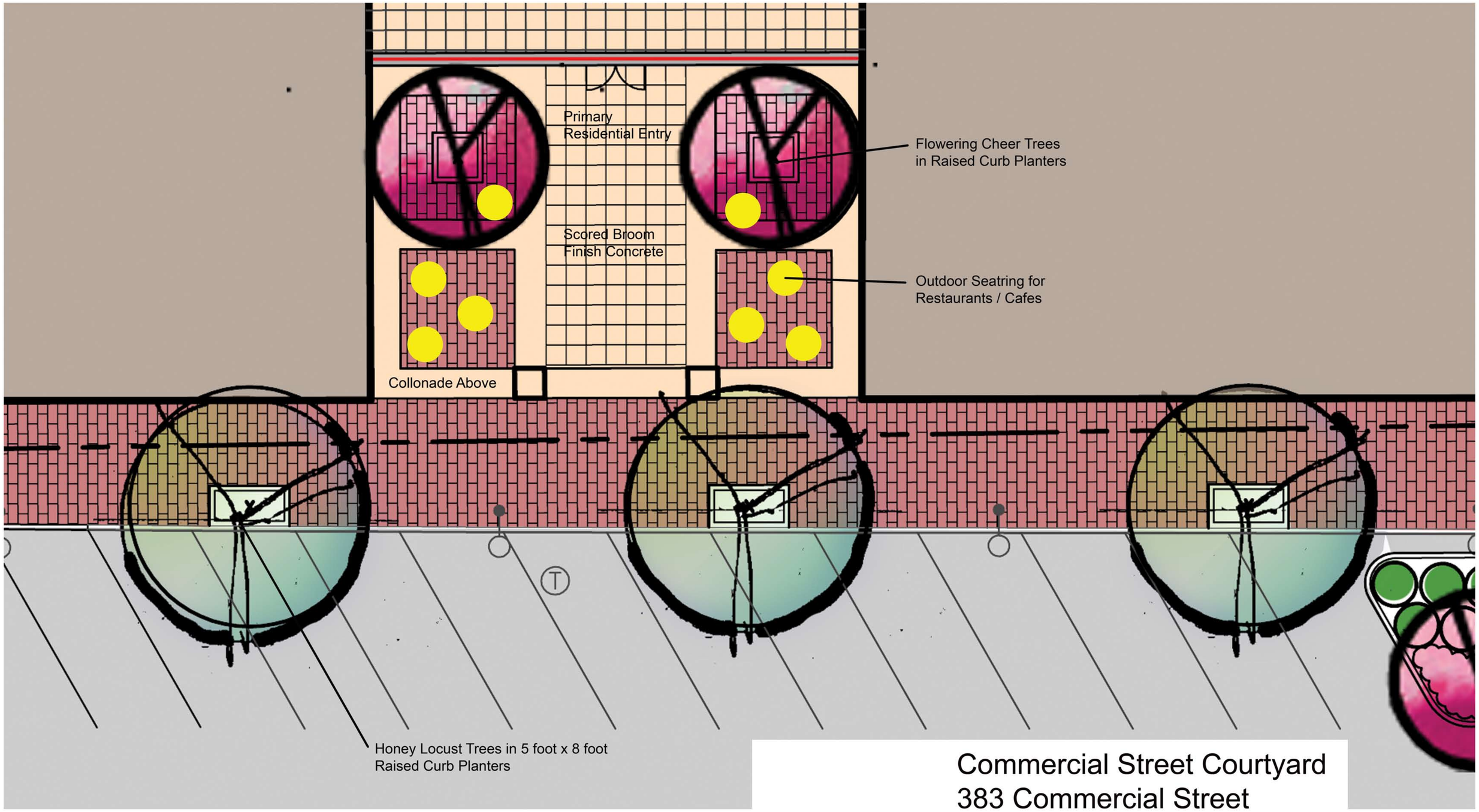
Public Walkway Plan
383 Commercial Street



York Street Streetscape
383 Commercial Street



Level 3 Resident Courtyard
383 Commercial Street



Commercial Street Courtyard
383 Commercial Street

NO
PARKING
ANY
TIME
30
MIN
PARKING
6:00 AM
TO 6:00 PM

aloft

aloft
MAINE
952 IU

CITY OF PORTLAND, MAINE
PLANNING BOARD

Elizabeth Boepple, Chair
Sean Dundon, Vice Chair
David Eaton
Brandon Mazer
Carol Morrissette
Maggie Stanley
Lisa Whited

December 19, 2017

Deering Property Development LLC
2730 Transit Road
West Seneca, NY 14224
Fao Joe Dasco

Sebago Technics Inc
75 John Roberts Road
South Portland, ME 04106
Fao Will Conway

Project Name:	Master Development Plan for 383 Commercial Street (former Rufus Deering site)
Project ID:	#2017-005
Address:	383 Commercial Street CBL: 042 A001001
Applicant:	Deering Property Development, LLC (Joe Dasco)
Planner:	Jean Fraser

Dear Sirs:

On December 13, 2017, the Planning Board considered a Level III Master Development Plan (MDP) application for a phased mixed use development on the former Rufus Deering site at 383 Commercial Street. The MDP proposed full build-out program comprises 469,153 sq ft gross floor area, including a 139 BR hotel, 203 residential units, over 25,000 sq ft of retail, and 313 parking spaces. The Planning Board reviewed the proposal for conformance with the standards of the Master Development Plan and voted unanimously (7-0) to approve the application with the following conditions as presented below:

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board Report for the public hearing on December 13, 2017 for application #2017-005 (383 Commercial Street) relevant to the Master Development Plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan is in conformance with the Master Development Plan standards of the land use code, subject to the following conditions of approval:

i. That the Planning Board approves the provision of up to 313 parking spaces as an acceptable maximum at full build out, noting that TDM measures will be part of the site plan review with a view to achieving a reduction in the trip generation and parking provision for future phases.

ii. That the interim surface parking lot on the Phase 3 part of the site shall be revised to meet the following objectives when submitted for site plan review:
   - Provide support uses for the local marine economy; and
   - Identify a phased program of improvements that ensures the area presents a safe and attractive gateway, with improved green space available to the public, through all stages of the development.

iii. That the site plan application that includes the public pedestrian walkway between Commercial Street and York Street shall include an associated pedestrian easement or similar legal mechanism to ensure ungated 24/7 public access and to clarify management arrangements, the design of such passageway to be revised as part of the site plan submission to ensure that it provides usable public space, visual connectivity of the pedestrian route between Commercial and York Streets, and meets CPTED principles.

iv. That the applicant shall contribute, within 2 months of this MDP approval, $10,000 towards the feasibility study and start up costs for a Portland Transportation Management Association (TMA) or comparable project that would help progress the introduction and coordination of Transportation Demand Management in Portland, and that a TDM plan will be submitted in conjunction with the site plan that includes a hotel.

v. That the applicant shall apply for a TMP as part of the first phase site plan (hotel), and commit to a contribution of $150,000 towards the costs of implementing a signal at the intersection of High and Commercial streets, the timing of which shall be determined at the time of the first phase site plan review. Such contribution does not affect the possible request for additional contributions to items that are found eligible as mitigation under the TMP.

vi. That the applicant shall contribute $50,000 to the implementation of future phases of the West Commercial Street Shared Use Path, or other bicycle/pedestrian amenities in the area of the project, in association with the last phase of the MDP development, prior to the issuance of a building permit for the western-most phase, along with the provision of a bicycle connection between any path and the other side of Commercial Street.

vii. That the applicant shall commit to contribute or provide the following to help reduce congestion in Commercial Street and mitigate the impacts of the proposed MDP development:

- *Commitment in principle in MDP with details incorporated into first site plan and implemented as part of the first site plan*
  - Provision of a car share program as part of the first phase residential development, preferably available to the public but at least for the condominium association members;
  - Provision of an electrical charging station in the parking garage;
  - Provision of public parking (10-15 spaces), to address the needs of marine related businesses, within the area of the interim surface parking area and to be implemented when construction of first phase begins; and
  - Provision of a shuttle/transit stop on the immediate frontage (within ROW and /or site depending on discussions).
- *Contribution as part of first site plan, to be posted prior to the building permit for the first phase:*
  - $40,000 contribution to the *Commercial Street Operations and Master Plan.*

viii. The Design Standards outlined in the updated City's Urban Design Review Memo dated 12.13.2017 shall guide the site plan review of all the MDP phases and interim conditions; the approval of the MDP does not imply approval of individual building designs and the public realm details as presented, which shall be addressed in Site Plan application and review.

ix. That the utility infrastructure and stormwater systems, on and in the vicinity of the full build-out site, shall comply with the Site Plan and Subdivision ordinance standards regarding design, capacity and installation, and may be eligible for waivers based on more detailed information submitted at the time of these reviews.

x. That the MDP approval confirms that the project may rely on the interpretation of the zoning to determine the allowable height for the stepped roofs in a same manner as is applied to sloped roofs.

xi. That the cobbles in Maple Street along the site frontage in the ROW shall not be removed until they have been documented to the satisfaction of the Historic Preservation Manager, and shall be replaced in the existing location and form as part of the sidewalk construction.

xii. That the applicant shall immediately undertake action to clean up the site to make it as safe and attractive as possible, to include removal of debris, trimming of vegetation, securing of buildings, and repairs; also to carry out ongoing maintenance of the site including sidewalk snow removal.

STANDARD CONDITIONS OF APPROVAL

Please note the following standard conditions of approval and requirements for all approved Master Development Plans:

1. **Separate Level III Subdivision/Site Plan Approvals Required** This approval establishes the general parameters to be adhered to for the development, including the supporting documentation for floor area ratio and/or residential density, general types of uses, building coverage, generalized open space plans and infrastructure systems. This Master Development Plan approval shall not be construed as final authorization of the development. Approval shall confer pending proceeding status upon the development with the effect of maintaining the applicability of regulations in effect at the time of approval for as long as the Master Development Plan approval remains valid, including permissible extensions if granted. Separate Level III subdivision and site plan approvals are required. Level III subdivision and site plans for each phase shall be in general conformance with the Master Development Plan.

2. **Master Development Plan Amendments** A minor amendment to a Master Development Plan shall be defined as a change which is generally consistent with the approved Master Development Plan layout of buildings, circulation infrastructure, and open spaces, and:
   i. Does not propose any new general type of use beyond those approved initially;
   ii. Does not increase the building ground coverage, floor area ratio or residential density of the Master Development Plan;
   iii. Does not decrease any specified area regulations or enumerated parking ratios; and
   iv. Does not substantially change access, circulation, or infrastructure on or adjacent to the site.

   The Planning Authority shall be authorized to approve such minor amendments to a Master Development Plan upon written application and explanation of the change(s) by the owner (or its agent) of the property. No further public hearings shall be required.

3. **Master Development Plan Expiration** An approved Master Development Plan shall expire six (6) years from the date of approval unless, prior to the expiration of the Master Development Plan, a written request for an extension is submitted to the Planning Authority. Only two (2) such extensions may be granted by the Planning Authority, and each such extension shall be limited to two (2) years from the date of expiration of the Master Development Plan. The Planning Authority may grant an extension provided there have not been substantial changes to the underlying zoning or site plan standards since the date of the Master Development Plan approval that would have a substantial impact on the approval. The Planning Authority may condition the extension on an amendment of the Master Development Plan to comply with such applicable ordinance or site plan standard changes per *Section 14-532(d)* of the city's land use ordinance. Approved major or minor amendments to a Master Development Plan do not alter the expiration date for the Master Development Plan.

If there are any questions, please contact Jean Fraser at 874-8728 or at jf@portlandmaine.gov.

Sincerely,

Elizabeth Boepple, Chair
Portland Planning Board

Attachments:

1. Design Review (as amended 12-13-2017)
2. Planning Board Report

Electronic Distribution:

cc: Jeff Levine, AICP, Director of Planning and Urban Development
Stuart G. O'Brien, City Planning Director, Planning and Urban Development
Barbara Barhydt, Development Review Services Manager, Planning and Urban Development
Jean Fraser, Planner, Planning and Urban Development
Philip DiPierro, DRC, Planning and Urban Development
Mike Russell, Director of Permitting and Inspections
Ann Machado, Zoning Administrator, Permitting and Inspections
Jonathan Rioux, Deputy Director, Permitting and Inspections
Jeanie Bourke, Plan Reviewer/CEO, Permitting and Inspections
Chris Branch, Director of Public Works
Keith Gray, Senior Engineer, Public Works
Doug Roncarati, Stormwater Coordinator, Public Works
Jane Ward, Engineering, Public Works
Rhonda Zazzara, Construction Engineering Coordinator, Public Works
Jeff Tarling, City Arborist, Public Works
Jeremiah Bartlett, Transportation Systems Engineer, Public Works
William Scott, Chief Surveyor, Public Works
Mike Thompson, Fire
Danielle West-Chuhta, Corporation Counsel
Jennifer Thompson, Corporation Counsel
Victoria Volent, Housing Program Manager, Housing and Community Development
Thomas Errico, P.E., TY Lin Associates
Lauren Swett, P.E., Woodard and Curran
Christopher Huff, Assessor

Planning and Urban Development Department
Planning Division

Subject:	MDP and B-5 Design Review – 383 Commercial Street
Written by:	Caitlin Cameron, Urban Designer
Date of Review:	Thursday, December 7, 2017, amended December 13, 2017

The project at 383 Commercial Avenue is subject to the *Master Development Plan Standards of Review.* The project is also within 100' of a historic district and included an advisory design review by the Historic Preservation Board.

The proposed master plan for multi-family residential buildings is only reviewed according to the Master Plan criteria. In future Site Plan design reviews, the projects will be subject to the R-5 and Multi-family design guidelines. Staff recommend the MDP approval include design guidelines that will apply to all subsequent site plan applications.

Based on the revised submission from December 6, 2017 and Planning Board comments, staff have the following comments as well as recommended Design Standards to apply to future Site Plan applications.

Design Review Comments*:*
(iii) Standards of Review.
b. Developed in a comprehensive, design-integrated manner, according to an overall master development plan

- Staff continue to support the Master Plan layout. The physical forms and layout now reflect the different uses of the buildings, create mid-block breaks, and provide logical circulation and servicing locations. The project layout and general massing is comprehensive and design-integrated internally and also now in a more context-sensitive way.

d. Consistent with the City's Comprehensive Plan and consistent with City Council approved master plans . . .

- The project is not within a Pedestrian Activities District Overlay zone (PAD).
- The project is not located within a view corridor protection area.

f. When proposed adjacent to or within one hundred (100) feet of designated landmarks, historic districts or historic landscapes, the Master Plan shall be developed so as to be generally compatible with the major character-defining elements of the landmark or portion of the district in the immediate vicinity of the proposed development

- See memo from Historic Preservation staff regarding the Historic Preservation Board review comments for compatibility with the Old Port Historic District. Staff agree with many of the HP Board comments. Staff will have building-specific design review and comments during Site Plan application.

l. Designed as to create a cohesive identity through building scale, massing, and articulation; use of quality exterior material, architectural detailing at pedestrian scale; consistency of design and materials for streetscape and pedestrian amenities; framing of outdoor open space and linkages; a clear conveyance of the function and significance of various buildings, entrances, and features; and to generally comply with design and development standards of the zone in which it is located;

- Cohesive identity: The hotel, by choice and request, is designed to stand apart in character from the residential buildings.
  On Commercial Street, the residential buildings have a cohesive identity and the designs are informed by the historic context. Staff support detail revisions made to incorporate the reference lines on Commercial Street. This includes pronounced bases on the buildings, horizontal proportioned facades, and regular rhythm of vertically proportioned windows. Staff recommends that the Commercial Street residential facades be one consistent material – brick- with glass curtain wall as an accent. The York and High Street residential designs suffer from a lack of cohesiveness. There are too many elements - especially materials - applied to these facades in an attempt to provide visual interest. This point is addressed in the guidelines below.
- Quality exterior material: The materials proposed meet this standard. In Site Plan review the details should be reviewed further to provide depth, articulation, visual interest, and quality transitions.
- Consistency of design and materials for streetscape and pedestrian amenities – See proposed design guidelines below for preferred streetscape treatments. Staff agree that the streetscape on Commercial Street should differ from that on York, High, and Maple. York Street includes private uses and therefore the landscape buffer between the sidewalk and residential building is appropriate. Commercial Street appears to be the only street wide enough to provide street trees.
- Framing of outdoor open space and linkages – the proposal creates several outdoor plazas and passages. These are framed literally by colonnades on Commercial Street. On York Street, the linkages are indicated by breaks in the buildings, landscaping, and steps. The passageway connecting the residential building to the hotel has been a point of debate. Urban design best practice typically avoids such passages which usually lead to inactivity at the street level. Given that this passage will only be available to residents of one building, the impact on the street is likely minimal compared with the overall activity generated by the large development with mixed uses. The passage is shown as highly transparent and set back from the street. Upon review of the renderings showing the visual impact of the passage, we noticed it does not appear to significantly impact wayfinding for pedestrians through the mid-block as long as other visual cues remain such as bollards, wide and visible steps, and pavement delineation. Staff do not object to the passage as it is currently designed and placed but would also support a design without a passage.
- Clear conveyance of the function and significance of the various buildings, entrances, and features – the hotel is differentiated from the residential/mixed-use buildings through material, window types and patterns, and detail. Staff support this design direction but suggest that the design be developed to include depth and relief on the facades, especially Commercial and York streets, and to visually knit the glass corner with the rest of the building which currently feels visually disconnected for Site Plan.

- Design standards of the zone: See memo from 10/19/17 for those comments. Additional design review for each specific building will be conducted with Site Plan applications.

Proposed MDP Design Standards (to be applied to subsequent Site Plan applications)

The following architectural characteristics are integral to the approved Master Development Plan:

- Mid-block breaks
- Stepped roof forms
- Hotel building distinct in character and form from the residential buildings
- Consistent and cohesive character among the residential buildings
- Street-facing, emphasized building entrances
- Commercial Street: Strong, articulated building bases that follow the proportion and character of the historic Commercial Street buildings
- Commercial Street: Active ground floor
- Commercial Street: Regular pattern of windows

Materials

- **Commercial Street** – Material placement, detail, and articulation should emphasize the established historic Commercial Street patterns of massing, proportions, and façade composition regulating lines and building base. Material selection on the residential buildings will predominantly use red brick and granite with glass curtain wall as an accent. The hotel, in order to stand apart in character and use, will have a more contemporary expression but will continue the base and regulating lines found in the Commercial streetscape.
- **York, High, and Maple Streets** – These streets are not part of the historic district and the context is varied. Residential building materials should be consistent and be rationally placed based on interior uses or massing variation. A consistent base line is recommended to be carried through the residential buildings.
- **Quality Exterior Materials** includes the detailing, articulation, transition, durability, and visual interest of the materials, not only their selection and placement. These aspects will be reviewed with special attention to the ground floors and areas most visible to pedestrians.

Façade Composition - In Site Plan review the design shall provide depth, articulation, visual interest, and quality transitions. Historic buildings in the surrounding context should be considered precedent examples, especially on Commercial Street.

- **Commercial Street -** Commercial Street has a strong, consistent pattern of a tall base story, overall horizontal proportion, and regular window patterns. Commercial Street facades will continue these characteristics with contemporary interpretation. The ground floors will consider pedestrian comfort and scale, especially in the placement of doors, windows, canopies, and details in the materials and articulation. The residential buildings should have a cohesive visual relationship with material palette, window type and pattern, roofline, and articulation elements. Simple and consistent material type and color will be used across the Commercial Street streetscape.
- **York Street** – Window and material placement should follow a rationale tied to the building uses or changes in massing. Visual interest should be provided through articulation, façade plane changes, and fenestration.

Streetscape Design

- **Commercial, High, and Maple Streets** – Character = Predominantly commercial, active uses fronting the street. The sidewalk should be as wide as possible. Where the sidewalk is at least 13' wide, street trees should be provided in raised granite planters in the furnishing zone. Planters or landscape areas should not be placed between the sidewalk and the building – this is not consistent with the established urban streetscape. Final design shall be coordinated with City staff, especially to ensure viability of street trees and ease of maintenance.
- **York Street –** Character = predominantly residential uses fronting the street. The private uses justify a landscape buffer between the street and the residential use. Landscape areas should be raised with either a curb or a seating wall. The sidewalk width should be consistent for the whole block.
- **Interior Passages, Plazas, Courtyards, or Entrances** – ~~Internal passages~~ Interactive building edges should employ CPTED principles as a best practice to make spaces that are safe, active, and inviting. Material selection and design should indicate private or public access. Design shall be legible and intuitive for pedestrians and cars, especially for wayfinding.

COMMITMENT & INTEGRITY
DRIVE RESULTS

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MEMORANDUM

TO: Jean Fraser, Planner
FROM: Lauren Swett, PE
DATE: June 8, 2017
RE: 383 Commercial Street Level III Site Plan for Phase 1

Woodard & Curran has reviewed the Level III Site Plan Application for the proposed project located at the former Rufus Deering Lumber site at 383 Commercial Street in Portland, Maine. The final build-out of the site will include a combination of mixed-use retail, residential condominiums, and structured parking. The Phase 1 work also includes parking and site improvements.

Documents Reviewed by Woodard & Curran

- Level III Site Plan Application and attachments, dated May 21, 2018 prepared by Sebago Technics on behalf of Deering Property Management, LLC.
- Phase 1 plans, dated June 19 and 21, 2018, prepared by Sebago Technics, on behalf of Deering Property Development, LLC.

Comments

Level III Site Plan:

1) The City of Portland requires that all Level III site plan applications submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards (Technical Manual, Section 5. II. Applicability in Portland. C. a. and City of Portland Code of Ordinances Sec. 14-526 Site plan standards (b). 3. b.). We offer the following comments:
   a) Basic Standard: Notes, and details have been provided to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in accordance with Appendix A, B , & C of MaineDEP Chapter 500.
   b) General Standard: The project is required to provide stormwater treatment in accordance with the General Standard per the City's requirements for redevelopment. The Applicant is proposing to install a Storm Filter system with subsurface detention.
   c) Flooding Standard: The project will result in a net decrease in stormwater runoff in the 2-, 10-, and 25-year storm events.
2) The Applicant will be required to provide a maintenance agreement for the stormwater management system.
3) The Stormwater Inspection & Maintenance plan should include the Contech manual for maintenance of the Stormfilter as an attachment.
4) The site stormwater in Maple Street is currently shown connecting to the sewer. The Department of Public Works will provide some additional guidance on an appropriate connection location as part of a separate communication. The Applicant should coordinate with DPW on the finalization of this connection location.

Planning and Urban Development Department
Planning Division

Subject: MDP and B-5 Design Review – 383 Commercial Street

Written by: Caitlin Cameron, Urban Designer

Date of Review: Tuesday, June 19, 2018

The project at 383 Commercial Avenue Level III, Phase I + II for hotel and multi-family residential buildings was reviewed according to the approved Master Plan criteria, the B-5 Design Standards, and the multi-family design standards.

This project was previously subject to the *Master Development Plan Standards of Review*. The project is also within 100' of a historic district and included an advisory design review by the Historic Preservation Board.

Based on the revised submission from June 26, 2018 and Historic Preservation Board advisory comments, staff have the following comments.

Design Review Comments*:*

Cohesiveness: Though there are some revisions to the footprint and layout of the hotel building, staff find the Phase I and II follow the concept of the Master Plan layout. The physical forms and layout reflect the different uses of the buildings, create mid-block breaks, and provide logical circulation and servicing locations. The project layout and general massing is comprehensive and design-integrated internally and in a more context-sensitive way.

MDP Design Standards (adopted as part of the Master Plan to be applied to subsequent Site Plan applications)

The following architectural characteristics are integral to the approved Master Development Plan:

- *Mid-block breaks* – Met - the woonerf appears between the hotel and the residential buildings with public access through the site and providing a physical break between the hotel and residential uses. There is also a physical break in the residential building facing Commercial Street creating a light court and courtyard on the upper level for residents and breaking the massing of the building on Commercial Street.
- *Stepped roof forms* – Met - the stepped roof forms appear on the residential building.
- *Hotel building distinct in character and form from the residential buildings* – Met - the hotel building has a distinct but still related character from the residential buildings. Though both buildings include similar materials, the fenestration pattern and opening size, the material placement, and massing vary. The residential buildings have a more traditional character on Commercial Street while the hotel has a contemporary interpretation of the traditional materials and building forms setting it apart as a contemporary building of its time but also setting it apart visually as a different use as the mixed-use/residential buildings next door.

- *Consistent and cohesive character among the residential buildings* – the residential building has a consistent treatment across the project creating a cohesiveness. The one aspect of the residential buildings that staff feel lacks cohesive character is the interior white sections of the buildings that connect the traditional Commercial Street facades with the York Street contemporary "industrial" character. The stark white material and treatment of these sections does little to tie together the two brick portions of the building.
- *Street-facing, emphasized building entrances* – Met - this standard is met through highly transparent ground floors on Commercial, street-facing entries, and entry courts. On York Street, the entry is indicated with a canopy and massing variation.
- *Commercial Street: Strong, articulated building bases that follow the proportion and character of the historic Commercial Street buildings* – Met – details and openings articulate the base of each building that continues the established pattern of a tall base on Commercial Street. In the hotel, this base is treated differently with materials to set it apart from the residential building.
- *Commercial Street: Active ground floor* – Met – high level of fenestration, active uses (commercial, hotel lobby and dining spaces), direct entries, entry courts.
- *Commercial Street: Regular pattern of windows* - Met

Materials

- ***Commercial Street*** *– Material placement, detail, and articulation should emphasize the established historic Commercial Street patterns of massing, proportions, and façade composition regulating lines and building base. Material selection on the residential buildings will predominantly use red brick and granite with glass curtain wall as an accent. The hotel, in order to stand apart in character and use, will have a more contemporary expression but will continue the base and regulating lines found in the Commercial streetscape.*

  Staff Comment: These guidelines established in the MDP above have been carried through in the Site Plan application.

- ***York, High, and Maple Streets*** *– These streets are not part of the historic district and the context is varied. Residential building materials should be consistent and be rationally placed based on interior uses or massing variation. A consistent base line is recommended to be carried through the residential buildings.*

  Staff Comment: There is a consistency on each street-facing façade of the buildings that reflects the cohesive and simple approach to the traditional buildings in the context. Materials are placed according to their nature, to create the base and floor delineation, and to add visual interest. However, the white connections mid-block do not relate well or cohesively connect the Commercial and York Street facades.

- ***Quality Exterior Materials*** *includes the detailing, articulation, transition, durability, and visual interest of the materials, not only their selection and placement. These aspects will be reviewed with special attention to the ground floors and areas most visible to pedestrians.*

  Staff Comment: Material labels are missing from Phase I elevations. Project proposes to use granite and brick with storefront on the ground levels (traditional and time-tested materials) with fiber cement above. The ground floor materials will provide texture,

reveal, and a grounded, durable base. Metal panel accents should be thick gauge to avoid oil canning or rippling effects.

Façade Composition - *In Site Plan review the design shall provide depth, articulation, visual interest, and quality transitions. Historic buildings in the surrounding context should be considered precedent examples, especially on Commercial Street.*

- ***Commercial Street -*** *Commercial Street has a strong, consistent pattern of a tall base story, overall horizontal proportion, and regular window patterns. Commercial Street facades will continue these characteristics with contemporary interpretation. The ground floors will consider pedestrian comfort and scale, especially in the placement of doors, windows, canopies, and details in the materials and articulation. The residential buildings should have a cohesive visual relationship with material palette, window type and pattern, roofline, and articulation elements. Simple and consistent material type and color will be used across the Commercial Street streetscape.*

  Staff Comment: This standard is met.

- ***York Street*** *– Window and material placement should follow a rationale tied to the building uses or changes in massing. Visual interest should be provided through articulation, façade plane changes, and fenestration.*

  Staff Comment: This standard is met.

Streetscape Design

Lighting: The City is in the process of revising the Technical Manual Street Light section. The project should follow the proposed new fixture selection which for this site will be the City standard LED cobraheads. The decorative lighting on Commercial Street will not be continued. Staff will work with the applicant to determine the correct specification and spacing for these fixtures on all streets.

- ***Commercial, High, and Maple Streets*** *– Character = Predominantly commercial, active uses fronting the street. The sidewalk should be as wide as possible. Where the sidewalk is at least 13' wide, street trees should be provided in raised granite planters in the furnishing zone. Planters or landscape areas should not be placed between the sidewalk and the building – this is not consistent with the established urban streetscape. Final design shall be coordinated with City staff, especially to ensure viability of street trees and ease of maintenance.*

  Staff comment: Commercial Street continues to have a commercial character with the strong street wall and highly transparent and active storefront along most frontages. Regular street trees provided with a 13' sidewalk on Commercial. Maple Street sidewalks too narrow to provide the trees. Some curb extensions are also proposed where street tree and landscape will be provided per the standards. The sky bridge was removed from the project thus potentially helping the level of activity on the street.

- ***York Street –*** *Character = predominantly residential uses fronting the street. The private uses justify a landscape buffer between the street and the residential use. Landscape areas should be raised with either a curb or a seating wall. The sidewalk width should be consistent for the whole block.*

Staff Comment: These standards are met. Refer to the detail sheets – planted buffer areas provided between sidewalk and building, shall have a raised granite curb, 8' wide sidewalk, and burmed landscape.

- ***Interior Passages, Plazas, Courtyards, or Entrances*** *–Interactive building edges should employ CPTED principles as a best practice to make spaces that are safe, active, and inviting. Material selection and design should indicate private or public access. Design shall be legible and intuitive for pedestrians and cars, especially for wayfinding.*

  Staff comment: In the woonerf, the applicant provides bollard lighting and active ground floor interface to address the CPTED design principles. At the York Street side of the mid-block permeability, the space is open at the street and provides clear visibility through the space. The "eyes on the street" will be provided by the hotel and residential windows above. Materials in the ground plane with the bollards help delineate the pedestrian space from the vehicle space. The visual connection through the woonerf and the sidewalk-level access void of steps help indicate the more public nature of this passage. Benches and landscape also provide a more "public" setting. Now that the sky bridge is gone, the visual connection through the passage is improved.

(c) B-5 and B-5b Urban Commercial Business Zones

Standard (1) a. Shared Infrastructure – Met – All phases of this project share infrastructure for parking and traffic circulation. A woonerf is proposed between the hotel and the residential buildings to provide a physical break in the block, a shared driveway for access to the parking structure and the hotel entrance.

Standard (1) b. Buildings and Uses shall be located close to the street . . . – Met- The buildings on Commercial Street and Maple Street are built close to the property line and continue the street wall established on Commercial Street. Retail and commercial uses are set close to the street. The residential portions of the building are set back slightly on York Street to provide a privacy buffer, to mitigate the scale of the buildings on a street with a narrow sidewalk, and to allow projections such as balconies to occur within the private property. Residential floors are slightly raised on this façade to provide privacy.

Future phase will be evaluated for how the building at the corners meets this standard.

Standard (1) c. Buildings shall be oriented toward the street . . . – Met – A hotel entrance is provided directly onto Commercial Street – this is not the primary entrance which is on the internal woonerf but this entrance does connect directly to the lobby and active space. Other commercial spaces on Commercial Street will be accessed from plaza spaces. There is a primary residential entry on York Street emphasized with a massing change and a canopy.

Standard (1) d. Parking lots shall be located to the maximum extent practicable toward the rear . . . – Met – Parking shall be provided interior to the lot in structured parking lined by active buildings on the street frontages. A temporary surface lot is proposed but is set back from the street with a landscape and fence buffer.

(i) Multiple-family:

Standard (1) – Met – See comments above. Nearest residential context is the new multi-family building on York Street which is a similar scale and material palette. This building is mid-block and relates most immediately to the Old Port commercial buildings which is the rationale for the stylistic nod to the industrial building type in the fenestration patterns here. The building uses regular patterns in the vertical elements and window alignment. The Commercial Street facades are very regular in pattern and adopt the tall base with traditional materials as guided by the Historic Preservation, MDP, and staff review process.

Standard (2) – Met – This building is at the edge of existing development and is extending the existing built pattern and street wall edge established on Commercial Street. On York Street, this block is a transition area from the larger scale, more wharf buildings of the Old Port across High Street towards a smaller scale residential neighborhood. The architecture appropriately relates to the existing, brick industrial and medium-scale buildings preceding it to the east. These patterns include the height, the building materials, and an articulation and elements that make reference to those existing industrial and wharf buildings.

Standard (3) – Met – Open space is provided in the form of balconies for some units as well as an elevated, landscaped courtyard common area between the buildings for resident use only. The woonerf is a publicly-accessible open space that residents could also take advantage of.

Standard (4) – Met – Project includes ample windows for light and air and storage opportunities.

Standard (5) – Parking is predominantly provided in structured parking interior to the lot and screened by active building liners. The temporary surface parking lot is screened with a combination of fence and landscape. The grade change on York Street puts the surface parking below the sidewalk; a fence will remain there as well.

Standard (6) – Not applicable

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Planning & Urban Development Department

To: Jean Fraser Planner, Planning & Urban Development Department

From: Victoria Volent, Housing Program Manager, Housing & Community Development Division

Date: June 22, 2018

Subject: 383 Commercial Street – Inclusionary Zoning Conditional Use

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All developments of ten (10) units or more are conditional uses subject to Planning Board review on the condition that they comply with the requirements set forth in Division 30, Section 14-487 of the Zoning Ordinance.

Division 30, Section 14-487, Ensuring Workforce Housing, requires at least ten percent (10%) of the dwelling units in the development shall meet the definition of Workforce Housing units for sale or for rent. The ordinance under Section 14-487 e 3 also requires the number of bedrooms in the Workforce units shall be at least 10% of the total number of bedrooms made available as part of the development.

The project located at 383 Commercial Street proposes the creation of 89 dwelling units of owner-occupied housing. The Applicant has chosen to fulfill the inclusionary zoning requirements by creating eight (8) dwelling units of rental housing consisting of eight two-bedroom units. The designated Workforce units will be restricted to households earning up to 100% of Area Median Income (AMI). Based on the requirements outlined in Section 14-487, the development is required to provide a minimum of eight (8) workforce two-bedroom units. The Applicant has elected to provide eight (8) workforce two-bedroom off-site units located at 66 State Street or another location acceptable to staff to satisfy the ordinance's minimum requirements. The off-site project may not be the recipient of tax credit or other subsidies. As such, the project has met the minimum requirements set forth in Sec. 14-487. At the time of completion of the 89 units at 383 Commercial Street if the 8 off- site workforce units are not complete, but staff has determined they are under construction and moving towards completion the Certificate of Occupancy will be issued for the 89 units at 383 Commercial Street assuming all other conditions have been met. If staff determines that the 8 off-site workforce units are not moving towards completion staff will not issue the certificate of occupancy until either the 8 off-site workforce units are complete or the Applicant pays the fee-in-lieu of $931,821 as set forth in Sec. 14-487.

Staff recommends the Board Approve this Conditional Use provided the Applicant and the City enter into an agreed upon Affordable Housing Agreement (AHA) before a Building Permit may be issued. The Affordable Housing Agreement will outline the details of the affordability restrictions placed on the Workforce Units and will be filed as covenant to the property's deed with the Cumberland County Registry of Deeds prior to issuance of the certificate of occupancy.

Sincerely,

Victoria Volent
Housing Program Manager

Memorandum
Department of Planning and Development
Historic Preservation Office

To: **Chair Dundon and Members of the Planning Board**

From: **Deborah Andrews, Historic Preservation Program Manager**

Cc: **Jean Fraser, Planner**

Date: **June 22, 2018**

Re: **Historic Preservation Board Advisory Review of Proposed Development at 383 Commercial Street**

On June 6th, the Historic Preservation Board conducted an advisory review of the applicant's proposal for Phase I construction of a multi-phase development at 383 Commercial Street. The June 6 advisory session followed two previous preliminary reviews of this project. These sessions were conducted months earlier in conjunction the Planning Board's review of the applicant's master plan for the overall site. The Historic Preservation Board's involvement throughout has been pursuant to the "100-foot rule" of the site plan ordinance (Sec. 14-526 (b)) which requires that proposed developments within 100 feet of a historic district boundary be found to be "generally compatible with the major character-defining elements of the … portion of the district in the immediate vicinity of the proposed development." Although the Planning Board makes the ultimate determination regarding compatibility, Historic Preservation staff and/or Board are required to review the proposal and forward comments to the Planning Board for their consideration.

Given the fact that the hotel component of the overall development is the structure in closest proximity to the historic district boundary (on both Commercial and York Street) and given that the massing and design of the hotel was modified considerably since the master plan was adopted, the Historic Preservation Board focused primarily on the hotel component of the project in this most recent review. They did, however, raise one concern/question about the residential development proposed under Phase I, as you will note in the following comments.

It should be noted that the design proposal has been modified somewhat since the Historic Preservation Board's meeting on June 6th. While some of the design revisions were made in response to comments received at the HP Board review, the HP Board has not seen the final modified design proposal now before the Planning Board. Accordingly, Planning Board members should not assume that the design responds satisfactorily to all of the comments/concerns expressed on June 6th.

Summary of June 6 HP Board Advisory Review

The Historic Preservation Board expressed general support for the new hotel proposal, both in terms of its revised massing and its design. The Board found that the proposed structure succeeded as both a clear expression of its own time and also responsive to its Commercial Street and York Street contexts. This compatibility was achieved not only through the selection of a material palette found throughout the district, but also through the reinterpretation of other key design elements that are characteristic of the district. For example, while the fenestration on the hotel's Commercial Street façade represents a striking departure from the tradition of individual punched window openings marking each floor of a building's upper facade, the large-scale, two-story-tall windows nonetheless relate to the proportions and divided-lite nature of the historic windows of Commercial Street's warehouse structures.

The Board also commented favorably about the more modest design treatment for the hotel's York Street façade, which is more consistent with the character of York Street. For example, they found the elimination of a high building base and the use of individual punched window openings for this façade to be appropriate for the context of York Street.

Finally, the Board also supported the expansion of the pedestrian way separating the hotel from the residential development and the elimination of the sky bridge that previously linked the two elements of the development.

The Board did identify a few design issues that warranted further consideration:

- On the Maple Street elevation, the Board questioned the use of zinc-panel siding for the entry portico, as it does not relate sufficiently to other elements of this elevation. Where the Commercial Street elevation features a large field of zinc panels, this small feature is not viewed in conjunction with the full Commercial Street facade. In the Board's view, introducing zinc in this location adds an additional and unnecessary material to the mix.

- While not the main focus of the review, the Board did express concern about the proposed ground floor treatment of the residential structures (York Street frontage). They recommended that the entrance to the complex be given more prominence along this frontage.

  They also expressed the view that the opaque nature of the ground floor appeared unfriendly and unengaging for pedestrians. They suggested that the architect consider adding glazing at the ground level (regardless of the fact that parking will be located immediately behind) and pointed to the former Porteous Warehouse on Commercial Street as a building that successfully employs windows at the basement level to enliven the building base. Note: the York Street ground floor facade has been revised in response to this comment, but the HP Board has not seen the revision. Staff is not convinced that proposed modified approach is altogether successful.

Portland Maine | Yes. Google's good here.

Jean Fraser <jf@portlandmaine.gov>

Fwd: final draft 383 Commercial Street conditions of approval

1 message

Jean Fraser <jf@portlandmaine.gov> Fri, Jun 22, 2018 at 12:01 PM
To: "Fraser, Jean" <jf@portlandmaine.gov>

From: **Deb Andrews** <dga@portlandmaine.gov>
Date: Thu, Jun 21, 2018 at 3:38 PM
Subject: Re: final draft 383 Commercial Street conditions of approval
To: Jean Fraser <jf@portlandmaine.gov>

condition re: cobbles:

Applicant to provide detail illustrating how the existing cobbles within the right of way immediately abutting the eastern edge of the property will be re-set as part of applicant's public infrastructure improvements. The cobbles remain as a rare example of early roadway treatment and have been determined to be historically significant. The reuse of the cobbles shall match to the extent possible their current placement and configuration.

Portland Maine | Yes. Google's good here.

Jean Fraser <jf@portlandmaine.gov>

Staff Comments on TDM Plan: PEZ 2017-053 383 Commercial Street, Phase I

1 message

Bruce Hyman <bhyman@portlandmaine.gov> Fri, Jun 22, 2018 at 12:07 PM
To: Jean Fraser <jf@portlandmaine.gov>

Good morning, Jean,

Below are my final comments on the TDM Plan (dated June 6, 2018) for 383 Commercial Street, Phase I:

- based on a review of the ordinance, a TDM Plan is only required for the Hotel component of the proposed Phase I, not for the Residential component
- the TDM Plan covers the essential topics of the TDM requirements but lacks some needed detail that should be addressed in subsequent revisions as the Hotel becomes operational and the site plan further revised, including
  - illustrate the location of a future transit/bus stop along the frontage, potentially to be located at the curb extension at Maple Street
  - more refined targets for trip reduction each for employees and guests by strategy, where applicable
  - documenting hotel employee and retail employee parking on-site as part of the proposed parking supply to reduce the need for them to park on-street
  - additional detail on the on-going monitoring program once the hotel is operational with time-frames for their implementation.

Bruce

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Bruce Hyman
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Yes! Transportation's Good Here ....

Portland Maine Yes. Google's good here.

Jean Fraser <jf@portlandmaine.gov>

383 Commercial Street - Final Traffic Comments

1 message

Tom Errico <thomas.errico@tylin.com> Fri, Jun 22, 2018 at 2:31 PM
To: Jean Fraser <jf@portlandmaine.gov>
Cc: Bruce Hyman <bhyman@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Keith Gray <kgray@portlandmaine.gov>

Jean – I have reviewed the updated application materials for the project and offer the following Final Traffic comments. These have been provided as a Final Status update of the Master Development Plan comments.

Master Development Plan – Final Status Comments

- The following comments are based upon a review of the Traffic Impact Study Master Development Plan, Sebago Technics, November 3, 2017.
  - The applicant has conducted a trip generation estimate for the project based upon the recently released update of the Trip Generation Manual, ITE, 10th Edition. The project is estimated to generate 128 AM peak hour trips and 174 PM peak hour trips. I find the methods to be reasonable.

    Status: I have no further comment.

    Final TMP Status: The trip generation was approved at the Scoping Meeting and I have no further comment.

  - Traffic counts were conducted at the Commercial Street/Park Street, Commercial Street/High Street, Commercial Street/Maple Street, High Street/York Street and York Street/Maple Street intersections in April of 2017. I find the existing traffic volume data to be acceptable.

    Status: I have no further comment.

    Final TMP Status: The existing traffic volumes were approved at the Scoping Meeting and I have no further comment.

- Future traffic volumes in the year 2024, without the project, were based upon increasing 2017 traffic volumes by an annual growth rate of 0.5%. Typical traffic impact studies also include traffic associated with approved but unbuilt developments. In my professional opinion the use of the background growth rates is reasonable for the MDP process, but during the Traffic Movement Permit process, Other Development traffic would need to be included.

  Status: I have no further comment.

  Final TMP Status: The TMP Traffic Study accounts for developments discussed at the Scoping Meeting and I find conditions to be acceptable. I have no further comment.

- The study assigns site generated traffic to the roadway system according daily traffic volumes in the project vicinity. I continue to review this method and refinement can be expected.

  Status: I find the assignment estimate to be reasonable for the MDP process. During the Traffic Movement Permit process, refinement will be required.

  Final TMP Status: The TMP Traffic Study used a trip assignment that was approved at the Scoping Meeting. I find it to be acceptable and I have no further comment.

- The applicant conducted a capacity analysis to assess roadway/intersection mobility conditions in the vicinity of the project. My comments for each of the study intersections is noted as follows:
  - Commercial Street/High Street – The analysis estimates long delays from the STOP controlled High Street approach, which seems to reflect field conditions. However, the analysis concludes that Commercial Street functions with little or no delay. During peak time periods, Commercial Street experiences significant congestion, with delays originating from the Beach Street traffic signal to the west and congestion to the east in the central waterfront area. It is recommended that the study traffic modeling expand to include streets/intersections so that actual congestion is accounted for in the analysis.

    Status: The traffic analysis has been revised to include the Beach Street intersection and I find the results to be reasonable for the MDP process. During the Traffic Movement Permit process, refinement will be required. As presented in their traffic analysis, traffic congestion from the Beach Street intersection does impact intersection traffic operations to the east. Strategies for improving conditions at the Beach Street intersection will

be identified during the TMP process and also as part of other development projects, including IMT expansion.

Final TMP Status: The TMP Study suggested two specific strategies for improving conditions at the Beach Street intersection, adding additional capacity to outbound Commercial Street and improving intersection efficiency by prohibiting left turns from Beach Street. Based upon my review of the traffic models and analysis it is recommended that the applicant be responsible for implementing the Beach Street turn prohibition and upgrade the traffic signal to adaptive signal control. Final design details and specifications shall be reviewed and approved by City staff.

- York Street/High Street – The analysis concludes that the intersection operates at acceptable levels of service. Field observations should be performed to corroborate this conclusions. I have observed longer vehicle delays.

  Status: The traffic analysis is reasonable for the MDP process, but refinement will be required during the Traffic Movement Permit process.

  Final TMP Status: Given that the subject intersections timing plan will be modified during the design and implementation of a new signal at Commercial Street, no further action is required of the applicant.

- Commercial Street/Maple Street – As noted, long delays are estimated from Maple Street, which is not unexpected given high volumes on Commercial Street.

  Status: Given relatively low traffic volumes on Maple Street, I do not anticipate traffic operational improvements at this location. I have no further comment.

  Final TMP Status: The previous comment remains valid and therefore I have no further comment.

- York Street/Maple Street – The analysis indicates this intersection will operate will little or no delay.

  Status: I have no further comment.

Final TMP Status: The previous comment remains valid and therefore I have no further comment.

- Commercial Street/Park Street – The analysis concludes that long delays for Park Street movements will continue to be an issue. As noted previously, Commercial Street is congested and revised traffic modeling is suggested.

  Status: The traffic analysis has been revised to include the Beach Street intersection and I find the results to be reasonable for the MDP process. During the Traffic Movement Permit process, refinement will be required.

  Final TMP Status: The applicant has committed to contributing $150,000 towards a new signal at High Street, which will improve conditions at Park Street due to prohibition of left-turns. No further action is required.

- Commercial Street/Site Drive – Little delay is expected due to it being an entry drive only.

  Status: I have no further comment.

  Final TMP Status: No action is required of the applicant. The City will determine and implement conditions following the conduct of the future Commercial Street Study.

- Maple Street/Site Drive – Little delay is expected due to low traffic volumes on Maple Street.

  Status: I have no further comment.

  Final TMP Status: The previous comment remains valid and therefore I have no further comment.

- York Street/Site Drive – Little delay is expected.

  Status: I have no further comment.

  Final TMP Status: The previous comment remains valid and therefore I have no further comment.

- The traffic study evaluated conditions at the Commercial Street/High Street intersection assuming existing STOP sign control. It has been requested that the intersection also be evaluated under the assumption that a traffic signal is installed. This analysis is pending. In conjunction with the traffic signal, left-turn movements from Park Street onto Commercial Street may be prohibited and diverted to the new traffic signal. The Park Street intersection should be evaluated assuming left-turns are prohibited.

  Status: The traffic analysis has been revised to include the noted traffic control changes and I find the results to be reasonable for the MDP process. During the Traffic Movement Permit process, refinement will be required.

  Final TMP Status: As required for the MDP, the applicant shall provide a contribution of $150,000 towards the costs of implementing a signal at the intersection of High and Commercial streets. The contribution shall occur prior to COO.

- The traffic study should include an evaluation/summary of crash history in the study area.

  Status: The applicant has provided the request information. The data notes that the Commercial Street/High Street and Commercial Street/Park Street intersections are High Crash locations. Additionally, the data notes Commercial Street between Park Street and Maple Street is also a High Crash location. The installation of a traffic signal at High Street would be expected to improve safety conditions.

  Final TMP Status: The applicant has provided supplement crash analysis and no additional requirements are to be included.

- Given actual traffic conditions on Commercial Street (long delays/queues), the conclusion in traffic study should be revised and include a list of suggested recommendations for mitigating project traffic impacts.

  Status: City staff has coordinated with the applicant on recommendations that would be expected to mitigate traffic impacts via MDP approval and during the future Traffic Movement Permit process. These include:

    - Contribution of $150,000 toward the implementation of a traffic signal at the Commercial Street/High Street intersection. This improvement would be eligible as a condition of approval for the Traffic Movement

Permit. I would note that other mitigation requirements may be required.

▪ Contribution of $40,000 toward the conduct of a Commercial Street Operations and Master Plan.

▪ Contribution of $10,000 toward a Transportation Management Association

▪ Contribution of $50,000 toward implementation of the West Commercial Street Shared Use Path.

Final TMP Status: The previous comment remains valid and therefore I have no further comment.

- The applicant is proposing access/egress to the site via an entry drive on Commercial Street, an access/egress driveway on Maple Street and an access/egress drive on York Street. The provision of three driveways for the site requires a waiver from City standards (a maximum of two driveways is permitted). Given site conditions, land use, and that the Commercial Street driveway is an entry driveway only, I support a waiver.

Final TMP Status: The previous comment remains valid and therefore I have no further comment.

- Truck deliveries for the project site will occur internally via Maple Street or Commercial Street and on Commercial Street in a commercial loading zone. In general, I find the truck delivery program to be acceptable, although more detail is required. The applicant has provided some detail on anticipated delivery vehicle type, routing, on-site vertical clearance, length and accessibility of the on-street loading space, vehicle turning templates entering and exiting the site, and proximity/accessibility of trucks to land use destination. Further coordination is required, but as noted above, acceptable truck delivery conditions appear to be provided.

Status: Specific details on truck deliveries will be required during Site Plan review. I have no further comment.

Final TMP Status: I will provide comments prior to the Planning Board meeting.

- The applicant is proposing a pedestrian use corridor through the site between York Street and Commercial Street. The applicant is proposing a “shared use” facility

from Commercial Street to the Hotel Entry/garage drop-off area. I find the general concept of designing the driveway for low speed vehicle and pedestrian interaction to be reasonable. I would note that specific design details, traffic control at the garage/hotel area, delivery truck maneuver/management, and hotel valet operations will need to be reviewed to ensure safe pedestrian conditions are provided.

Status: Specific details on the design and management of this area will be required during Site Plan review. I have no further comment.

Final TMP Status: I have reviewed site plan details and find conditions to be acceptable. I have no further comment.

- The driveway serving the temporary surface parking lot does not meet City corner clearance standards. While there was a driveway servicing Rufus Deering at this location, the applicant will need to provide detailed documentation is support of a waiver.

Status: This will be required during Site Plan permitting. I have no further comment.

Final TMP Status: I will provide comments prior to the Planning Board meeting.

- A pedestrian facility should be provided between Commercial Street and the temporary surface parking lot.

Status: This will be required during Site Plan permitting. I have no further comment.

Final TMP Status: I will provide comments prior to the Planning Board meeting.

- The applicant has conducted a parking demand analysis for Phase 1/2 and Phase 3 build-out scenarios. The parking demand is primarily based on hotel and residential parking needs. The Residential parking demand is based upon an assumption of providing 1 parking space per dwelling unit, which I find to be reasonable. The Hotel parking demand is based upon parking generation rates as documented in the publication Parking Generation, ITE, 4th Edition. ITE notes the following for a Hotel located in an Urban location:

"Weekday parking demand were provided for five urban sites. Transit services were available within three blocks of all urban sites. The average size of the study sites was 458 rooms. The average peak period parking demand was 0.64 vehicles per occupied room. The weekday peak period occurred between 7:00 and 9:00AM a.m. between 12:00 and 1:00 p.m. and between 8:00 and 9:00 p.m." Also, " Saturday peak period parking demand for urban sites was 0.90 vehicles per occupied room (two sites) and the Saturday peak period occurred between 8:00 and 9:00 p.m.".

While the sample size of the data collected for deriving the average parking rate is small, the Zoning Ordinance of 0.25 parking spaces per room would seem to result in an inadequate parking supply. It is my understanding that the applicant is using an average parking generation rate of 0.45 parking spaces per room, which I find to be reasonable given the ITE data.

Status: I have no further comment.

Additional Comments

- **Construction Management - I would suggest a condition of approval include greater detail on sidewalk closures and contractor parking and other items will need greater detail and thus a revised plan for review and approval by City is required prior to building permit. It should be noted that the CMP notes utility work in Commercial Street, which is under a pavement moratorium.**

- **It appears waivers from the City's Technical standards are required for parking lot layout and driveway width on Maple Street. I will provide comments prior to the Planning Board meeting.**

- **Further review of the driveway design and material compliance on York Street is required. I will provide comments prior to the Planning Board meeting.**

- **Raised islands are proposed in the area of the hotel drop-off area. The applicant shall provide information documenting the island will not impact truck deliveries.**

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
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Traffic Engineering Director
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