

# **AGENDA**

Cumberland Town Council Meeting  
Town Council Chambers

**MONDAY, September 28, 2015**

**7:00 P.M. Call to Order**

## **I. CALL TO ORDER**

## **II. APPROVAL OF MINUTES**

September 14, 2015

## **III. MANAGER'S REPORT**

## **IV. PUBLIC DISCUSSION**

## **V. LEGISLATION AND POLICY**

- 15 – 124** To consider and act on authorizing the Code Enforcement Officer to execute a Consent Agreement with the owners of 318 Harris Road.
- 15 – 125** To hold a Public Hearing to adopt the Maine Municipal Association Model General Assistance Ordinance and Appendices A-D for the period of October 1, 2015 – September 30, 2016.
- 15 - 126** To set a Public Hearing date of October 12<sup>th</sup> to consider and act on authorizing the Town Manager to send a letter to inform the Town of Windham that effective December 1, 2015, the Town of Cumberland will no longer be able to provide primary response services for Fire, EMS and Police. The Town will continue to assist with mutual aid calls as circumstances allow.
- 15 – 127** To consider and act on sending to the Planning Board for a Public Hearing and recommendation, amendments Section 315-71(F) (Residential Care Facilities) as recommended by the Ordinance Committee.
- 15 – 128** To set a meeting date of November 9th to discuss the recommended amendments to the Town Center Growth Area and the proposed zone changes, as recommended by the Planning Board.
- 15 – 129** To consider and act on sending to the Planning Board for a Public Hearing and recommendation proposed amendments to the Cumberland Code for:
- a) Eliminating Timber Harvesting in the OC-N and OC-S Zones
  - b) Allowing limited restaurants and retail uses in the OC-N and OC-S Zones
  - c) Create an overlay district for restaurant and retail uses in the OC-S Zone
- 15 – 130** To consider and act on sending to the Planning Board for a Public Hearing and recommendation a proposed recommendation to prohibit drive-through's in the OC-N and OC-S Zone.
- 15 – 131** To set a Public Hearing date of October 12th to consider and act on an Automobile Graveyard/Junkyard and Automobile Recycling Permit for Cumberland Salvage for the period of October 31, 2015 – October 31, 2020.
- 15 – 132** To set a Public Hearing date of October 12th to consider and act on an Automobile Recycling Permit for Copp Motors for the period of October 31, 2015 – October 31, 2020.

- 15 – 133** To set a Public Hearing date of October 12<sup>th</sup> to consider and act on draft amendments to change the zoning from Rural Residential One (RR1) district to Village Mixed Use Zone (VMU) for the property located at 306 Tuttle Road, as recommended by the Planning Board.
- 15 – 134** To set a Public Hearing date of October 26<sup>th</sup> to consider and act on draft amendments to the 2009 Comprehensive Plan as recommended by the Planning Board in their Notices of Decision dated August 19<sup>th</sup> and September 16<sup>th</sup>, 2015 (excluding Town Center Growth Area).

**VI. NEW BUSINESS**

- October 8<sup>th</sup>, Joint Meeting with MSAD 51 School Board and North Yarmouth

**VII. ADJOURNMENT**

# MOTIONS

# MOTIONS

- 15 – 124** I move to **authorize** the Code Enforcement Officer to execute a Consent Agreement with the owners of 318 Harris Road.
- 15 – 125** I move to **adopt** the Maine Municipal Association Model General Assistance Ordinance and Appendices A-D for the period of October 1, 2015 – September 30, 2016.
- 15 - 126** I move to **set** a Public Hearing date of October 12<sup>th</sup> to consider and act on authorizing the Town Manager to send a letter to inform the Town of Windham that effective December 1, 2015, the Town of Cumberland will no longer be able to provide primary response services for Fire, EMS and Police. The Town will continue to assist with mutual aid calls as circumstances allow.
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# MINUTES

## 09-14-15

# **MINUTES**

Cumberland Town Council Meeting  
Town Council Chambers

**MONDAY, September 14, 2015**

**6:15 P.M. WORKSHOP** tour of the new trails in the Town Forest (weather permitting)

## **7:00 P.M. CALL TO ORDER**

**Present:** Councilors Bingham, Turner, Copp, Edes, Gruber, Stiles, and Storey-King

### **I. APPROVAL OF MINUTES**

Motion by Councilor Edes, seconded by Councilor Storey-King, to accept the August 24, 2015 meeting minutes as presented.

VOTE: 7-0                      UNANIMOUS

### **II. MANAGER'S REPORT**

The Lands and Conservation Commission will be holding an event on October 24<sup>th</sup> to officially open the new and improved trail system in the Town Forest.

At a previous meeting, a resident asked the Council to consider removing the stop sign at Blanchard and Skillin Road. The Manager spoke to the Police Chief who said that before the intersection became a 2 way stop, there were numerous accidents there and he has concerns that making Blanchard Road a straightaway, could become a problem because speeding would become a factor. The Police Chief recommended not changing the intersection to one stop sign. Chairman Bingham polled the Council to see if they wanted to move forward on this to do some engineering traffic studies, or leave it alone. The Council agreed that they would do nothing and leave the intersection as it is.

The Friend's School opened recently on Route One. They have requested a school zone from MDOT. This would mean that traffic in the morning and again in the afternoon will be slowed to 15 mph, on Route One in front of the school. DOT will have the signs up within the next few weeks. Councilor Edes said that if he had known that this would happen, he would not have been supportive of the project. To have people slow down to 15 mph on Route One is not going to be good. Councilor Copp hopes that there are no plans to put a crosswalk across Route One at the school.

Town Manager Shane asked for the Council's endorsement to post no parking signs on the new road going into the Payson Property. One side will allow parking and the other side will be posted. This will be temporary until we can get through the law suits and can get the parking lot built. The Council agreed to this proposal.

### **III. PUBLIC DISCUSSION**

None

### **IV. LEGISLATION AND POLICY**

**15 – 116 To hear a report from the Aging in Place Committee Chair re: survey results.**

Chairman of the Aging in Place Committee, Dale Denno presented the following report:

He thanked the Town Council for their support, both moral and tangible. He thanked the original Co-Chairs of the committee, Peter O'Donnell and Teri Maloney-Kelly. Peter had to resign because he was moving out of Town, and he (Mr. Denno) was asked to fill the Chairman position. Thank you to Tom Gruber and Peter Bingham who are very engaged Council liaisons. Thank you to Bill Shane, Brenda Moore and the Town Staff for all their hard work, and to all the Committee members who are also working very hard.

Mr. Denno explained that the primary focus of the committee is to make Cumberland a community where our residents can remain in their homes and familiar surroundings as they age, dealing with practical issues such as getting to the doctor, finding a plumber or a home care provider, or social issues such as how to avoid loneliness and isolation in a suburban environment.

The broader focus of the committee is to make Cumberland a more connected community for all ages. How can we *all* (older residents, families with children, and singles) do a better job of supporting and looking out for each other? Not just older residents asking for favors, but also offering their time, caring and wisdom to their community.

Mr. Denno reported on the results of the Survey Report (results posted *on Town Website*) noting the following items were mentioned in the survey results:

- **Property Taxes:** Very high degree of concern with property taxes, frequently mentioned in conjunction with concerns for school costs
- **Affordable Housing:** Desire for affordable housing
- **Sidewalks and trails** for exercise and access to goods and services
- **More goods and services** here in town; especially health care
- **Social and recreational programs**
- **Rides:** Primarily to medical appointments
- **Many people volunteered to help with the committee efforts**

#### **What the committee is working on:**

- **Property Taxes:** a possible optional tax cap for seniors meeting income and other criteria
- **Rides:** Looking at 2 options; can't be a Town function—would need 501© (3) status
- **Affordable Housing:** We didn't get support on the \$15M senior affordable housing bill; Bill, Tom and Peter are looking at options
- **Social/Health Programs:** We're working directly with Cumberland Rec as well as SMAAA
- **DME:** Loan program in place thanks to Evariste Bernier; Lions partnership
- **Vetting Vendors:** Partnering with Yarmouth on a grant effort; in early phase
- **Compendium of Community Services:** Churches, Library, Schools, SMAAA, Fire, Public Safety, other community groups (e.g., *Woodbank*)

#### **Partnerships:**

- **MSAD 51 Relationship:**  
Volunteering both ways  
H.S. Seniors service commitment  
Volunteer opps in the school (TG app. to be a crossing guard)  
Access to facilities, better communications
- **Regionalization opportunities:**  
NYar and Fal have attended AIP meetings  
Working with Yar on Vendor Vetting grant implementation  
Possible future grant opps tied to regional approaches

- **Churches:**  
Have been working with AIP team  
Will be critical to communication effectiveness

**Aging in Place Community Forum: October 31<sup>st</sup> at the Middle School from 10:00 a.m. to 2:00 p.m.**

- **Forum Agenda:**  
Compendium of Services available to Seniors  
Medical issues for Seniors  
Advanced Health Care Directives  
Medicare 101  
Programs and services available through SMAAA  
Volunteer opportunities
- **The “*Bill and Jeff Show*”** (Town Manager Shane and MSAD 51 Superintendent Porter):  
Components of the budget and how taxes are calculated  
The budgeting process and how to get involved  
How we compare to adjacent communities  
Answers to all your questions

**15 – 117 To consider and act on authorizing the Town Manager to extend the Purchase and Sale Agreement to December 31, 2015 with the Chebeague and Cumberland Land Trust and the Trust for Public Land, for the purchase of the Knight’s Pond Property.**

The withholding of State funds made it very difficult to close on the Knight’s Pond Property in June, as originally planned. The Land Trust has requested that it be extended to the end of the calendar year. The land owner of the property has agreed to work with the Land Trust and allow time for them to secure funding.

Motion by Councilor Stiles, seconded by Councilor Turner, to authorize the Town Manager to extend the Purchase and Sale Agreement to December 31, 2015 with the Chebeague and Cumberland Land Trust and the Trust for Public Land, for the purchase of the Knight’s Pond Property.

VOTE: 7-0 UNANIMOUS

**15 – 118 To consider and act on setting the following household waste disposal events:**

- **Confidential Shredding, Saturday, October 3<sup>rd</sup> from 8:00 a.m. to noon**
- **Bulky Item Pick-up Week, October 12<sup>th</sup> – 16<sup>th</sup>**
- **E-waste Collection, Saturday, October 17<sup>th</sup> from 8:00 a.m. to 1:00 p.m.**

Motion by Councilor Edes, seconded by Councilor Stiles, to set the following household waste disposal events:

- Confidential Shredding, Saturday, October 3<sup>rd</sup> from 8:00 a.m. to noon
- Bulky Item Pick-up Week, October 12<sup>th</sup> – 16<sup>th</sup>
- E-waste Collection, Saturday, October 17<sup>th</sup> from 8:00 a.m. to 1:00 p.m.

VOTE: 7-0 UNANIMOUS



**15 – 119 To set a Public Hearing date of September 28<sup>th</sup> to consider and act on draft amendments to the 2009 Comprehensive Plan as recommended by the Planning Board.**

Town Manager Shane said that this may get tabled at the Planning Board meeting this month. If not, it will be brought forward to the Council at their next meeting.

Motion by Councilor Stiles, seconded by Councilor Storey-King, to set a Public Hearing date of September 28<sup>th</sup> to consider and act on draft amendments to the 2009 Comprehensive Plan as recommended by the Planning Board.

VOTE: 7-0 UNANIMOUS

**15 – 120 To set a Public Hearing date of September 28<sup>th</sup> to consider and act on an amendment to the Contract Zone Agreement with Bateman Partners, LLC for Phases 1 & 4 of Village Green to add the lot formerly listed as Tax Assessor Map U10, Lot 1B to create six additional lots.**

Town Manager Shane said that the Planning Board is holding a Public Hearing on this item tomorrow evening and will forward it to the Council with a recommendation.

Motion by Councilor Turner, seconded by Councilor Gruber, to set a Public Hearing date of September 28<sup>th</sup> to consider and act on an amendment to the Contract Zone Agreement with Bateman Partners, LLC for Phases I & 4 of Village Green to add the lot formerly listed as Tax Assessor Map U10, Lot 1B to create six additional lots.

VOTE: 7-0 UNANIMOUS

**15 – 121 To set a Public Hearing date of September 28<sup>th</sup> to consider and act on accepting Castle Rock Drive as a public road.**

Town Manager Shane said that he has not heard back from the developer regarding this item and the Council may consider setting the Public Hearing to October 12<sup>th</sup> to allow him time to get his documents in order and get legal review.

Motion by Councilor Storey-King, seconded by Councilor Gruber, to set a Public Hearing date of October 12<sup>th</sup> to consider and act on accepting Castle Rock Drive as a public road.

VOTE: 6-1 (Stiles opposed) MOTION PASSES

**15 – 122 To consider and act on accepting amendments to the Val Halla Golf and Recreation Center Board of Trustees bylaws.**

Town Manager Shane explained that when Val Halla became part of the operating budget, the personnel issues and the budgetary issues were placed under the Town Manager and Finance Committee, per Town Charter. The amendments to the bylaws reflect that change. They were adopted by the Val Halla Board of Trustees at their last meeting.

Motion by Councilor Copp, seconded by Councilor Stiles, to accept the amendments to the Val Halla Golf and Recreation Center Board of Trustees bylaws.

VOTE: 7-0 UNANIMOUS

**15 – 123 To appoint members to the Aging in Place Committee.**

Councilor Gruber said that these nominations replace two members who have recently resigned from the committee.

Motion by Councilor Copp, seconded by Councilor Turner, to appoint John Berrett and Mary Ellen Wilson to the Aging in Place Committee.

VOTE: 7-0 UNANIMOUS

**V. NEW BUSINESS**

**Councilor Edes** – he sent well wishes to the family of Pete Smith. Pete is a good friend who had been ailing lately.

**Councilor Gruber** – A Cumberland couple got married recently and requested donations be made to the food pantry in lieu of gifts. They donated \$2,400. Thank you so much to everyone who donated and the couple for the idea.

Our good friend, Jack Mullin lost his son last week. Patrick passed away at the early age of 55. Our thoughts go out to Jack and his family.

**Councilor Storey-King** – She attended a Twin Brook Advisory Board meeting last week. They want to notify the public that this winter some of the trees around Twin Brook will be cut in order to make it a healthy, sustainable forest. There may be an opportunity to walk through with the forester to see which trees will be cut.

**Councilor Turner** – he urged anyone who wants to be heard, show up at a meeting and make their opinion heard. The entire Council appreciates any and all comments.

**Chairman Bingham** – Congratulations to the Fire Department for a wonderful event last Saturday (100<sup>th</sup> anniversary).

**Councilor Stiles** – he also attended the Fire Departments 100<sup>th</sup> anniversary celebration along with some of the 4-H kids, soliciting donations for the 4-H auction. It was especially exciting when the Life Flight helicopter arrived. Lou Croce and others provided food at the event for donations. It was also nice to see some older, former firefighters there reminiscing with each other.

Val Halla has gotten some nice praise after a recent tournament.

The 4-H donations are currently at \$7,500 and we need to get to \$10,000 in order to purchase meat products for the food pantry. We hope residents of North Yarmouth will step up and donate. Thank you to those who have donated.

**Councilor Copp** – he urged people to go to the Town website and look at the Aging in Place survey results. There is some interesting data in it.

Before the meeting this evening, the Council toured the new trails in the Town Forest. Public Works did a phenomenal job. The trails are very easy to walk or push a stroller on. Everyone should go check it out.

**VI. EXECUTIVE SESSION** pursuant to 1 M.R.S.A., § 405(6)(C) re: real property and 1 M.R.S.A., § 405(6)(A)(1) re: a personnel matter.  
Motion by Councilor Stiles, seconded by Councilor Copp, to recess to Executive Session pursuant to 1 M.R.S.A., § 405(6)(C) re: real property and 1 M.R.S.A., § 405(6)(A)(1) re: a personnel matter.  
VOTE: 7-0                      UNANIMOUS  
TIME: 8:25 P.M.

Reconvene to regular session at 8:34 P.M.

**VII. ADJOURNMENT**  
Motion by Councilor Gruber, seconded by Councilor Stiles, to adjourn.  
VOTE: 7-0                      UNANIMOUS  
TIME: 8:34 P.M.

**WORKSHOP** re: Forest Lake Moratorium after adjournment.

Respectfully submitted by,

Brenda L. Moore  
Council Secretary

# ITEM 15-124

To consider and act on authorizing the Code Enforcement Officer  
to execute a Consent Agreement with the owners of  
318 Harris Road

## CONSENT AGREEMENT

This Consent Agreement is entered into on the \_\_\_\_\_ day of \_\_\_\_\_, 2015 by and between MARK D. RAWNSLEY and JANE E. RAWNSLEY, who own property located at 318 Harris Road, Cumberland, Maine (“Rawnsley”) and the TOWN OF CUMBERLAND, a municipal corporation located in the County of Cumberland and State of Maine (the “Town”).

Rawnsley and the Town stipulate to the following facts:

1. The Town is a municipal corporation organized under the laws of the State of Maine. William Longley is the duly authorized Code Enforcement Officer of the Town and authorized under state law to administer and enforce the Town’s Zoning Ordinance.
2. In 2003, a single-family dwelling with attached garage was constructed on the premises at 318 Harris Road in Cumberland, Maine (the “Property”). The property is described as a 295 x 482 lot situated on the southeasterly side of Harris Road and being more particularly described in Exhibit A annexed hereto. The Property remains a single-family dwelling with an attached garage. The house was in existence when the original Certificate of Occupancy was issued for the Property. The Property is shown on the Town’s Tax Assessor’s Map R03, Lot 21A.
3. A Mortgage Loan Inspection Plan dated September 3, 2015 by Bruce R. Bowman, Inc. disclosed an apparent encroachment by the deck from the rear line setback requirement of the Town’s Zoning Ordinance. A copy of the Mortgage Loan Inspection Plan, attached hereto as Exhibit B, indicates the rear deck is located fifty-three (53) feet, more or less, from the southeasterly sideline of said lot.
4. The Town’s Zoning Ordinance in 2003 required a structure to be set back seventy-five (75) feet from the rear line.
5. The Code Enforcement Office has investigated the case and has determined that the aforementioned setback violation does not result in any significant health, safety or welfare problem.
6. Rawnsley agrees to pay the Town’s attorney’s fees and costs associated in the amount of Five Hundred Dollars (\$500.00). Such payment shall be made payable to the Town of Cumberland.

7. The existing garage, as shown on Exhibit B, shall be allowed to remain and be repaired in its current location. The existing garage structure shall not be expanded or replaced, except in conformance with the requirements of the Town of Cumberland Zoning Ordinance.
8. The Town agrees to relinquish its rights to prosecute Rawnsley, their successors in real property interest, assigns and heirs, for any alleged violation arising from the setback or building permit disputes arising from the construction or location of the garage.
9. This Consent Agreement shall be binding upon Rawnsley, their successors in real property interest, assigns and heirs and it shall be duly recorded by Rawnsley in the Cumberland County Registry of Deeds within thirty (30) days, with a copy of the recorded instrument to be provided to the CEO.
10. At a meeting of the Town Council on September \_\_\_\_\_, 2015, the Town approved this resolution of the alleged zoning violation based upon the terms and conditions set forth in this Agreement and authorizes the CEO to sign this Consent Agreement on behalf of the Town.

IN WITNESS WHEREOF, the undersigned have executed this Agreement on the date appearing beside their names below.

Date: September \_\_\_\_, 2015

\_\_\_\_\_  
Mark D. Rawnsley

Date: September \_\_\_\_, 2015

\_\_\_\_\_  
Jane E. Rawnsley

TOWN OF CUMBERLAND

Date: September \_\_\_\_, 2015

By: \_\_\_\_\_  
William Longley, Its Duly Authorized  
Code Enforcement Officer

STATE OF MAINE  
COUNTY OF CUMBERLAND

\_\_\_\_\_, 2015

Then personally appeared before me the above-named MARK D. RAWNSLEY and JANE E. RAWNSELY and acknowledged the foregoing instrument to be their free act and deed.

Before me,

\_\_\_\_\_  
Attorney at Law/Notary Public  
Print Name: \_\_\_\_\_  
My Commission Expires: \_\_\_\_\_

STATE OF MAINE  
COUNTY OF CUMBERLAND

\_\_\_\_\_, 2015

Then personally appeared before me the above-named WILLIAM LONGLEY, CODE ENFORCEMENT OFFICER OF THE TOWN OF CUMBERLAND, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Town of Cumberland.

Before me,

\_\_\_\_\_  
Attorney at Law/Notary Public  
Print Name: \_\_\_\_\_  
My Commission Expires: \_\_\_\_\_

## EXHIBIT A

A certain parcel of land situated on the southeasterly side of Harris Road in the Town of Cumberland, County of Cumberland and State of Maine being bounded and described as follows:

Beginning on the said southeasterly sideline of Harris Road at a capped iron rod marking the westerly corner of land conveyed by warranty deed from Norton H. Lamb, Jr. to Dexter S. Field and Bernadette M. Tanguay dated March 31, 2003 to be recorded herewith;

Thence South  $55^{\circ} 40' 38''$  East by said land conveyed to Field and Tanguay 295.29 feet to a capped iron rod set at the southerly corner of said land conveyed to Field and Tanguay;

Thence South  $33^{\circ} 28' 21''$  West by land now or formerly of Scott A. Lindsay 482.26 feet to a capped iron pin set on the boundary line between the Towns of Falmouth and Cumberland;

Thence North  $55^{\circ} 40' 38''$  West by said boundary line 295.29 feet to the southeasterly sideline of said Harris Road;

Thence North  $33^{\circ} 28' 21''$  East by the southeasterly sideline of said Harris Road 482.26 feet to the point of beginning.

The above described premises contains 3.27 acres, more or less, and is a portion of the premises conveyed to the Grantor herein by warranty deed from Norton H. Lamb dated December 30, 1983 and recorded in Cumberland County Registry of Deeds in Book 6968, Page 137.



**THIS IS NOT A BOUNDARY SURVEY****INSPECTION OF PREMISES**

I HEREBY CERTIFY TO Douglas Title Co.

318 Harris Road  
Cumberland, Maine

Job Number: 428-97

Inspection Date: 09-03-15

Scale: 1" = 80'

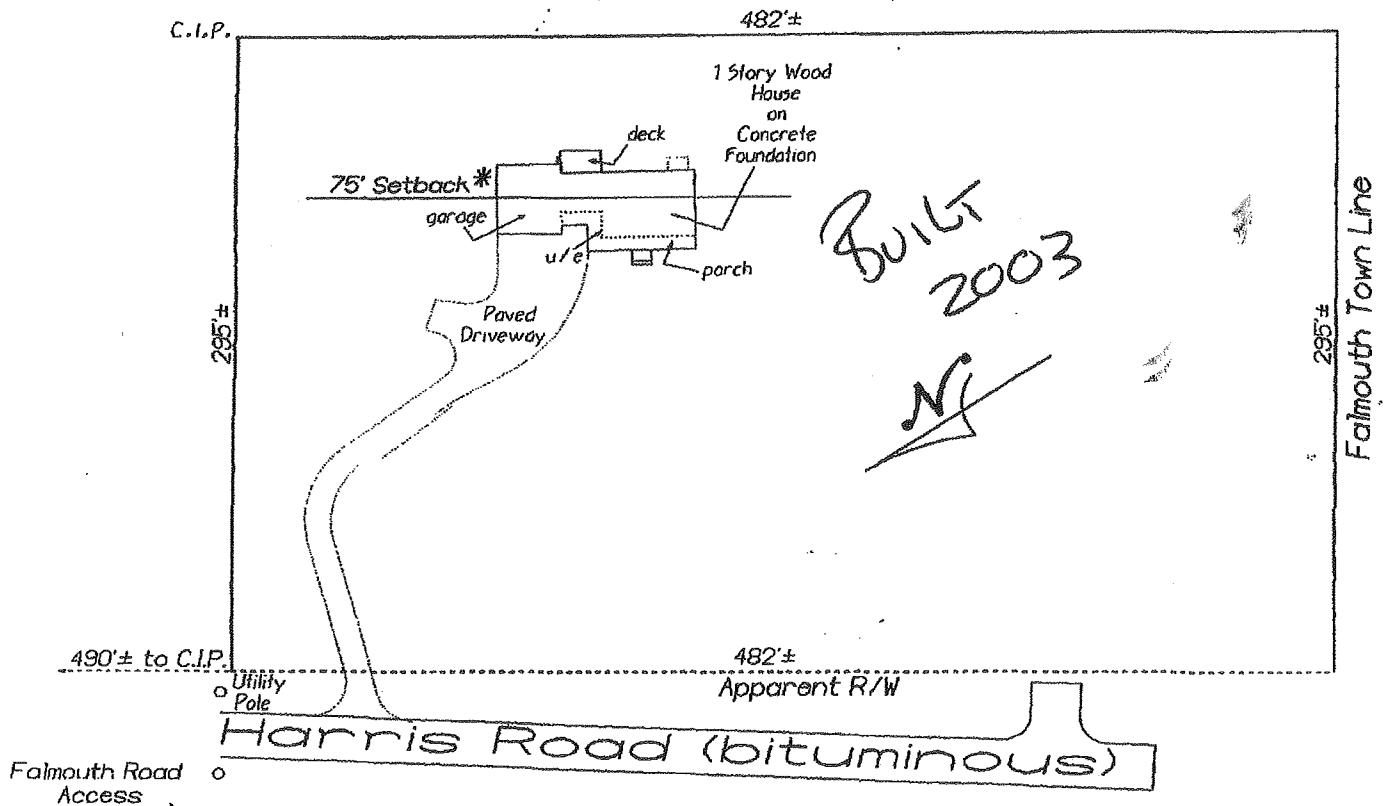
The monumentation is ~~not~~ in harmony with current deed description.

The building setbacks are not in conformity with town zoning requirements. \*

The dwelling does not appear to fall within the special flood hazard zone as delineated by the Federal Emergency Management Agency.

The land does not appear to fall within the special flood hazard zone as indicated on community-panel # 230162 0018 C.

BUYER: Michael D. &  
Suzanne T. Nelson  
SELLER: Mark D. &  
Jane E. Rawnsley



THIS PROPERTY IS SUBJECT TO ALL  
RIGHTS AND EASEMENTS OF RECORD.  
THOSE THAT ARE EVIDENT ARE SHOWN.

THIS PLAN MIGHT NOT REVEAL  
CONFLICTS WITH ABUTTING DEEDS.

**Bruce R. Bowman**  
INCORPORATED  
130 Granite Ridge Road  
New Gloucester, Maine 04260  
Tel./Fax (207) 926-8013



PLAN BOOK 193 PAGE 8 LOT Abuts  
DEED BOOK 19144 PAGE 47 COUNTY Cumberland

**THIS PLAN IS NOT FOR RECORDING** Drawn by: *BRB*

# ITEM 15-125

To hold a Public Hearing to adopt the Maine Municipal  
Association Model General Assistance Ordinance and  
Appendices A-D for the period of  
October 1, 2015 – September 30, 2016

*Cumberland*

Office for Family Independence  
19 Union Street  
11 State House Station  
Augusta, Maine 04333-0011  
Tel: (207) 624-4168  
Toll Free: 1-800-442-6003  
Fax (207) 287-3455

TO: Municipal Officials/Welfare Directors/General Assistance Administrators

FROM: Ian Miller, General Assistance Program Manager

RE: 2015 – 2016 General Assistance Ordinance Maximums

DATE: September 8, 2015

Enclosed please find the following items:

- MMA's new (October 1, 2015–September 30, 2016) “**General Assistance Ordinance Appendix**” (A, C & D).
- “**GA Maximums Summary Sheet**” which consolidates GA maximums into one document. Municipalities do have to insert individual locality maximums from Appendix A and C in the summary sheet where indicated in order to complete the information. The “summary” does not have to be adopted, as it is not an Appendix but a tool for municipal officials administering GA.
- “**GA maximums adoption form**” which was developed so that municipalities may easily send DHHS proof of GA maximums adoption. Once the selectpersons or council adopts the new maximums, the enclosed form should be signed and submitted to DHHS. (*see “Filing of GA Ordinance and/or Appendices” below for further information*).

#### **Appendix A - D**

The enclosed Appendices A - D have been revised for your municipality's General Assistance Ordinance. These new Appendices, **once adopted**, should replace the existing Appendices A – D. Even if you have already adopted MMA's model General Assistance Ordinance, **the municipal officers must approve/adopt the new Appendices yearly.**

## **The Adoption Process**

The **municipal officers (i.e., selectpersons/council)** adopt the local **General Assistance Ordinance and yearly Appendices**, even in town meeting communities. The law requires that the municipal officers adopt the ordinance and/or Appendices **after notice and hearing**. Seven days posted notice is recommended, unless local law (or practice) provides otherwise.

At the hearing, the municipal officers should:

- 1) Allow all interested members of the public an opportunity to comment on the proposed ordinance;
- 2) End public discussion, close the hearing; and
- 3) Move and vote to adopt the ordinance either in its posted form or as amended in light of public discussion.

### **Filing of GA Ordinance and/or Appendices**

Please remember that General Assistance law requires each municipality to send DHHS a copy of its ordinance once adopted. *(For a copy of the GA model ordinance, please call MMA's Publication Department, or visit their web site [www.memun.org](http://www.memun.org)).* In addition, any changes or amendments, such as new Appendices, must also be submitted to DHHS. DHHS will accept the enclosed "adoption sheet" as proof that a municipality has adopted the current GA maximums.

We will forward to you, copies of the revised Statute and Policy that cover the changes once they have been published.



# GENERAL ASSISTANCE ORDINANCE

## APPENDICES A-D

### 2015-2016

The Municipality of \_\_\_\_\_ adopts the MMA Model Ordinance GA Appendices (A-C) for the period of Oct. 1, 2015—September 30, 2016. These appendices are filed with the Department of Health and Human Services (DHHS) in compliance with Title 22 M.R.S.A. §4305(4).

Signed the \_\_\_\_\_ (day) of \_\_\_\_\_ (month) \_\_\_\_\_ (year)  
by the municipal officers:

\_\_\_\_\_  
(Print Name)

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Print Name)

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Print Name)

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Print Name)

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Print Name)

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Print Name)

\_\_\_\_\_  
(Signature)

## GA MAXIMUMS SUMMARY SHEET

Note: The overall maximums found in *Appendices A, B, C, D, E, and F* are effective from **October 1, 2015 to September 30, 2016.**

### APPENDIX A - OVERALL MAXIMUMS

<u>County</u>	<u>Persons in Household</u>					
	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
Cumberland HMFA	638	773	1025	1466	1747	1822

**NOTE:** For each additional person add \$75 per month.

(The applicable figures from Appendix A, *once adopted*, should be inserted here.)

### APPENDIX B - FOOD MAXIMUMS

<u>Number in Household</u>	<u>Weekly Maximum</u>	<u>Monthly Maximum</u>
1	45.12	194
2	83.02	357
3	118.84	511
4	150.93	649
5	179.30	771
6	215.12	925
7	237.67	1,022
8	271.86	1,169

**NOTE:** For each additional person add \$146 per month.

### APPENDIX C - HOUSING MAXIMUMS

<u>Number of Bedrooms</u>	<u>Unheated</u>		<u>Heated</u>	
	<u>Weekly</u>	<u>Monthly</u>	<u>Weekly</u>	<u>Monthly</u>
0	111	471	134	575
1	133	574	163	703
2	182	783	219	943
3	273	1175	319	1371
4	325	1399	381	1637

(The applicable figures from Appendix C, *once adopted*, should be inserted here.)

**FOR MUNICIPAL USE ONLY**

## APPENDIX D - UTILITIES

### ELECTRIC

**NOTE:** For an electrically heated dwelling also see "Heating Fuel" maximums below. But remember, an applicant is *not automatically* entitled to the "maximums" established—applicants must demonstrate need.

1) **Electricity Maximums for Households Without Electric Hot Water:** The maximum amounts allowed for utilities, for lights, cooking and other electric uses *excluding* electric hot water and heat:

<u>Number in Household</u>	<u>Weekly</u>	<u>Monthly</u>
1	\$14.00	\$60.00
2	\$15.70	\$67.50
3	\$17.45	\$75.00
4	\$19.70	\$86.00
5	\$23.10	\$99.00
6	\$25.00	\$107.00

**NOTE:** For each additional person add \$7.50 per month.

2) **Electricity Maximums for Households With Electrically Heated Hot Water:** The maximum amounts allowed for utilities, hot water, for lights, cooking and other electric uses *excluding* heat:

<u>Number in Household</u>	<u>Weekly</u>	<u>Monthly</u>
1	\$19.10	\$86.00
2	\$23.75	\$102.00
3	\$27.70	\$119.00
4	\$32.25	\$139.00
5	\$37.30	\$160.00
6	\$41.00	\$176.00

**NOTE:** For each additional person add \$10.00 per month.

**NOTE:** For electrically heated households, the maximum amount allowed for electrical utilities per month shall be the sum of the appropriate maximum amount under this subsection and the appropriate maximum for heating fuel as provided below.

## APPENDIX E - HEATING FUEL

<u>Month</u>	<u>Gallons</u>	<u>Month</u>	<u>Gallons</u>
September	50	January	225
October	100	February	225
November	200	March	125
December	200	April	125
		May	50

**FOR MUNICIPAL USE ONLY**



**NOTE:** When the dwelling unit is heated electrically, the maximum amount allowed for heating purposes will be calculated by multiplying the number of gallons of fuel allowed for that month by the current price per gallon. When fuels such as wood, coal and/or natural gas are used for heating purposes, they will be budgeted at actual rates, if they are reasonable. No eligible applicant shall be considered to need more than 7 tons of coal per year, 8 cords of wood per year, 126,000 cubic feet of natural gas per year, or 1000 gallons of propane.

## **APPENDIX F - PERSONAL CARE & HOUSEHOLD SUPPLIES**

<b><u>Number in Household</u></b>	<b><u>Weekly Amount</u></b>	<b><u>Monthly Amount</u></b>
1-2	\$10.50	\$45.00
3-4	\$11.60	\$50.00
5-6	\$12.80	\$55.00
7-8	\$14.00	\$60.00

**NOTE:** For each additional person add \$1.25 per week or \$5.00 per month.

### **SUPPLEMENT FOR HOUSEHOLDS WITH CHILDREN UNDER 5**

When an applicant can verify expenditures for the following items, a special supplement will be budgeted as necessary for households with children under 5 years of age for items such as cloth or disposable diapers, laundry powder, oil, shampoo, and ointment up to the following amounts:

<b><u>Number of Children</u></b>	<b><u>Weekly Amount</u></b>	<b><u>Monthly Amount</u></b>
1	\$12.80	\$55.00
2	\$17.40	\$75.00
3	\$23.30	\$100.00
4	\$27.90	\$120.00

***FOR MUNICIPAL USE ONLY***



## GA Overall Maximums

### Metropolitan Areas

COUNTY	Persons in Household				
	1	2	3	4	5*
<b>Bangor HMFA:</b> Bangor, Brewer, Eddington, Glenburn, Hampden, Hermon, Holden, Kenduskeag, Milford, Old Town, Orono, Orrington, Penobscot Indian Island Reservation, Veazie	628	734	916	1,141	1,326
<b>Penobscot County HMFA:</b> Alton, Argyle UT, Bradford, Bradley, Burlington, Carmel, Carroll plantation, Charleston, Chester, Clifton, Corinna, Corinth, Dexter, Dixmont, Drew plantation, East Central Penobscot UT, East Millinocket, Edinburg, Enfield, Etna, Exeter, Garland, Greenbush, Howland, Hudson, Kingman UT, Lagrange, Lakeville, Lee, Levant, Lincoln, Lowell town, Mattawamkeag, Maxfield, Medway, Millinocket, Mount Chase, Newburgh Newport, North Penobscot UT, Passadumkeag, Patten, Plymouth, Prentiss UT, Seboeis plantation, Springfield, Stacyville, Stetson, Twombly UT, Webster plantation, Whitney UT, Winn, Woodville	590	618	733	1,025	1,185
<b>Lewiston/Auburn MSA:</b> Auburn, Durham, Greene, Leeds, Lewiston, Lisbon, Livermore, Livermore Falls, Mechanic Falls, Minot, Poland, Sabattus, Turner, Wales	549	650	849	1,070	1,136
<b>Portland HMFA:</b> Cape Elizabeth, Casco, Chebeague Island, Cumberland, Falmouth, Freeport, Frye Island, Gorham, Gray, Long Island, North Yarmouth, Portland, Raymond, Scarborough, South Portland, Standish, Westbrook, Windham, Yarmouth; Buxton, Hollis, Limington, Old Orchard Beach	803	956	1,181	1,563	1,641
<b>York/Kittery/S.Berwick HMFA:</b> Berwick, Eliot, Kittery, South Berwick, York	958	964	1,245	1,684	1,833
<b>Cumberland County HMFA:</b> Baldwin, Bridgton, Brunswick, Harpswell, Harrison, Naples, New Gloucester, Pownal, Sebago	638	773	1,025	1,466	1,747

COUNTY	1	2	3	4	5*
<b>Sagadahoc HMFA:</b> Arrowsic, Bath, Bowdoin, Bowdoinham, Georgetown, Perkins UT, Phippsburg, Richmond, Topsham, West Bath, Woolwich	762	810	960	1,245	1,579
<b>York County HMFA:</b> Acton, Alfred, Arundel, Biddeford, Cornish, Dayton, Kennebunk, Kennebunkport, Lebanon, Limerick, Lyman, Newfield, North Berwick, Ogunquit, Parsonsfield, Saco, Sanford, Shapleigh, Waterboro, Wells	695	796	1,009	1,370	1,418

\*Note: Add \$75 for each additional person.

### Non-Metropolitan Areas

#### Persons in Household

COUNTY	1	2	3	4	5*
<b>Aroostook County</b>	603	620	747	946	1,036
<b>Franklin County</b>	630	658	780	971	1,382
<b>Hancock County</b>	647	733	933	1,228	1,246
<b>Kennebec County</b>	570	659	843	1,057	1,126
<b>Knox County</b>	736	741	913	1,170	1,298
<b>Lincoln County</b>	666	739	932	1,161	1,245
<b>Oxford County</b>	567	618	758	1,023	1,324
<b>Piscataquis County</b>	578	659	814	1,033	1,105
<b>Somerset County</b>	659	690	821	1,117	1,121
<b>Waldo County</b>	649	737	873	1,189	1,265
<b>Washington County</b>	572	629	749	955	1,158

\* Please Note: Add \$75 for each additional person.

## **Food Maximums**

Please Note: The maximum amounts allowed for food are established in accordance with the U.S.D.A. Thrifty Food Plan. As of October 1, 2015, those amounts are:

<b>Number in Household</b>	<b>Weekly Maximum</b>	<b>Monthly Maximum</b>
1	45.12	194
2	83.02	357
3	118.84	511
4	150.93	649
5	179.30	771
6	215.12	925
7	237.67	1,022
8	271.86	1,169

**Note: For each additional person add \$146 per month.**



## GA Housing Maximums (Heated & Unheated Rents)

**NOTE: NOT ALL MUNICIPALITIES SHOULD ADOPT THESE SUGGESTED HOUSING MAXIMUMS!** Municipalities should **ONLY consider** adopting the following numbers, if these figures are consistent with local rent values. If not, a market survey should be conducted and the figures should be altered accordingly. The results of any such survey must be presented to DHHS prior to adoption. **Or**, no housing maximums should be adopted and eligibility should be analyzed in terms of the Overall Maximum—Appendix A. (*See Instruction Memo for further guidance.*)

### Non-Metropolitan FMR Areas

<u><b>Aroostook County</b></u>		<u><b>Unheated</b></u>		<u><b>Heated</b></u>	
Bedrooms		Weekly	Monthly	Weekly	Monthly
0		108	464	128	550
1		108	464	130	561
2		127	546	158	679
3		164	705	202	868
4		176	758	223	957
<u><b>Franklin County</b></u>		<u><b>Unheated</b></u>		<u><b>Heated</b></u>	
Bedrooms		Weekly	Monthly	Weekly	Monthly
0		114	491	134	577
1		114	491	139	599
2		135	579	166	712
3		170	730	208	893
4		257	1,104	303	1,303
<u><b>Hancock County</b></u>		<u><b>Unheated</b></u>		<u><b>Heated</b></u>	
Bedrooms		Weekly	Monthly	Weekly	Monthly
0		112	480	136	584
1		124	534	154	663
2		161	691	198	851
3		218	937	263	1,133
4		218	937	264	1,136
<u><b>Kennebec County</b></u>		<u><b>Unheated</b></u>		<u><b>Heated</b></u>	
Bedrooms		Weekly	Monthly	Weekly	Monthly
0		94	403	118	507
1		107	460	137	589
2		140	601	177	761
3		178	766	224	962
4		181	778	236	1,016

**Non-Metropolitan FMR Areas**

<b><u>Knox County</u></b>		<b><u>Unheated</u></b>		<b><u>Heated</u></b>	
Bedrooms		Weekly	Monthly	Weekly	Monthly
0		132	569	157	673
1		132	569	157	673
2		156	671	193	831
3		204	879	250	1,075
4		221	950	276	1,188
<b><u>Lincoln County</u></b>		<b><u>Unheated</u></b>		<b><u>Heated</u></b>	
Bedrooms		Weekly	Monthly	Weekly	Monthly
0		119	513	141	607
1		126	540	156	669
2		160	690	198	850
3		202	870	248	1,066
4		209	897	264	1,135
<b><u>Oxford County</u></b>		<b><u>Unheated</u></b>		<b><u>Heated</u></b>	
Bedrooms		Weekly	Monthly	Weekly	Monthly
0		93	400	117	504
1		101	420	128	549
2		120	516	157	676
3		170	732	216	928
4		227	976	282	1,214
<b><u>Piscataquis County</u></b>		<b><u>Unheated</u></b>		<b><u>Heated</u></b>	
Bedrooms		Weekly	Monthly	Weekly	Monthly
0		103	443	115	496
1		115	493	128	552
2		142	613	158	681
3		184	792	202	870
4		192	827	211	906
<b><u>Somerset County</u></b>		<b><u>Unheated</u></b>		<b><u>Heated</u></b>	
Bedrooms		Weekly	Monthly	Weekly	Monthly
0		120	517	141	606
1		121	519	147	631
2		143	615	175	753
3		202	869	241	1,038
4		202	869	241	1,038

**Non-Metropolitan FMR Areas**

<b><u>Waldo County</u></b>		<b><u>Unheated</u></b>		<b><u>Heated</u></b>	
Bedrooms		Weekly	Monthly	Weekly	Monthly
0		116	497	137	590
1		125	538	155	667
2		147	631	184	791
3		209	898	254	1,094
4		213	917	269	1,155
<b><u>Washington County</u></b>		<b><u>Unheated</u></b>		<b><u>Heated</u></b>	
Bedrooms		Weekly	Monthly	Weekly	Monthly
0		94	405	118	509
1		100	430	130	559
2		118	507	155	667
3		154	664	200	860
4		188	810	244	1,048

**Metropolitan FMR Areas**

<b><u>Bangor HMFA</u></b>		<b><u>Unheated</u></b>		<b><u>Heated</u></b>	
Bedrooms		Weekly	Monthly	Weekly	Monthly
0		107	461	131	565
1		124	535	154	664
2		157	674	194	834
3		198	850	243	1,046
4		227	978	283	1,216
<b><u>Penobscot County HMFA</u></b>		<b><u>Unheated</u></b>		<b><u>Heated</u></b>	
Bedrooms		Weekly	Monthly	Weekly	Monthly
0		99	427	123	531
1		99	427	127	548
2		114	491	151	651
3		171	734	216	930
4		195	837	250	1,075
<b><u>Lewiston/Auburn MSA</u></b>		<b><u>Unheated</u></b>		<b><u>Heated</u></b>	
Bedrooms		Weekly	Monthly	Weekly	Monthly
0		89	382	113	486
1		105	451	135	580
2		141	607	178	767
3		181	779	227	975
4		183	788	239	1,026



**Metropolitan FMR Areas**

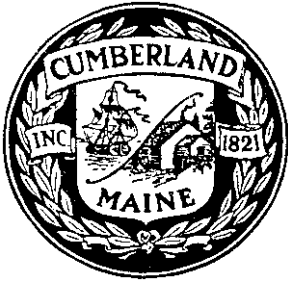
<b><u>Portland HMFA</u></b>			<b><u>Unheated</u></b>		<b><u>Heated</u></b>	
Bedrooms	Weekly	Monthly	Weekly	Monthly	Weekly	Monthly
0	148	636	172	740		
1	176	757	206	886		
2	218	939	256	1,099		
3	296	1,272	341	1,468		
4	301	1,293	356	1,531		
<b><u>York/Kittery/S. Berwick HMFA</u></b>			<b><u>Unheated</u></b>		<b><u>Heated</u></b>	
Bedrooms	Weekly	Monthly	Weekly	Monthly	Weekly	Monthly
0	186	798	210	902		
1	186	798	210	902		
2	233	1,003	270	1,163		
3	324	1,393	370	1,589		
4	345	1,485	401	1,723		
<b><u>Cumberland County HMFA</u></b>			<b><u>Unheated</u></b>		<b><u>Heated</u></b>	
Bedrooms	Weekly	Monthly	Weekly	Monthly	Weekly	Monthly
0	111	471	134	575		
1	133	574	163	703		
2	182	783	219	943		
3	273	1,175	319	1,371		
4	325	1,399	381	1,637		
<b><u>Sagadahoc County HMFA</u></b>			<b><u>Unheated</u></b>		<b><u>Heated</u></b>	
Bedrooms	Weekly	Monthly	Weekly	Monthly	Weekly	Monthly
0	138	603	163	702		
1	142	611	172	740		
2	167	718	204	878		
3	222	954	267	1,150		
4	286	1,231	342	1,469		
<b><u>York County HMFA</u></b>			<b><u>Unheated</u></b>		<b><u>Heated</u></b>	
Bedrooms	Weekly	Monthly	Weekly	Monthly	Weekly	Monthly
0	126	541	148	637		
1	139	597	169	726		
2	178	767	216	927		
3	251	1,079	297	1,275		
4	251	1,079	304	1,308		

# ITEM

## 15-126

To set a Public Hearing date of October 12<sup>th</sup> to consider and act on authorizing the Town Manager to send a letter to inform the Town of Windham that effective December 1, 2015, the Town of Cumberland will no longer be able to provide primary response services for Fire, EMS and Police. The Town will continue to assist with mutual aid calls as circumstances allow





# M E M O R A N D U M

TOWN OF CUMBERLAND, MAINE  
290 TUTTLE ROAD  
CUMBERLAND, MAINE 04021  
TEL: 207-829-2205 FAX: 829-2224

**To:** Town Council  
**From:** William R. Shane, Town Manager  
**Date:** September 24, 2015  
**Re:** **Item 126 – Begin Mutual Aid with Windham December 1, 2015**

---

I am recommending we hold a Public Hearing so all parties involved have the ability to voice concerns. Councilor Edes and Councilor Copp have now had 3 meetings with Windham Councilors and Councilor Copp attended a Windham Council meeting this past Monday. They will be reporting to the Town about those meetings.

I would recommend:

- Set the Date for the Public Hearing- October 12, 2015 7 PM
- Prepare Notices that we will no longer be the primary responder for all public safety related items.
- Announce we will continue to respect and abide by our current Mutual Aid agreements.
- Encourage Windham to return to the Town Council and rev-visit a future agreement once all road deficiencies are corrected and winter maintenance procedures are improved.

## Original February 1983

Cumberland Fire Department  
Windham Fire Department

### Standard Operating Procedure for the Forest Lake Area

1. Smoke in the area or burning without a permit
  - a. If the situation is a hazard, Cumberland will respond and extinguish.  
An officer from Windham will respond and care for the paper work.
  - b. If the burn is not a hazard, then Windham will be notified by dispatch to respond an Officer to care for the situation.
2. Rescues
  - a. Handle as always. No need to notify Windham except in the case of a police matter.
3. Vehicle fire, structure fires, chimney fires, woods fires, etc.
  - a. As soon as it is apparent the call is in Windham, dispatch will be notified to have Windham respond an Officer and that Cumberland is responding to a reported \_\_\_\_\_ fire.
  - b. As soon as Cumberland is on the scene, dispatch will be notified of the situation and if Windham's apparatus will be needed.  
The Windham Officer will meet with the Cumberland Officer to take information.
4. Any Cumberland response to this area, that appears will be of any duration, will be relieved by Windham apparatus or Officer.
5. Any response to this area that encounters impassable road conditions will be handled as follows:
  - a. Cumberland apparatus nor ambulance will be risked on impassable roads or road conditions i.e. mud, snow, ice, etc.
  - b. Windham will be notified by dispatch of the type of response i.e. fire, rescue, etc.  
What will be the need for the extra equipment i.e. snow plow, sand truck, etc.
  - c. A Cumberland Officer will standby to meet the equipment and direct to the scene.
6. This protocol will be added to page 17 of the Department S.O.P.

Cumberland Fire Department

Windham Fire Department

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Kenneth C. Wagner, Chief

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Timothy Dolby, Chief

## William Shane

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**From:** William Shane  
**Sent:** Monday, March 05, 2012 9:58 AM  
**To:** Anthony Plante (E-mail)  
**Subject:** Windham Fire Coverage in the Forest Lake Area

Hi Tony,

My Council has requested I review the current agreement for Fire Services around the Forest Lake area of Windham. Since I have been here (9 years) it has been set at \$3,900 per year. This is not an exercise to gain additional monies from Windham, but over the past 5 years the conditions of many of the private roads around the lake has deteriorated to a point now that I am concerned with damage to our fire equipment. Also a lot of the seasonal camps have become year round residences.

Perhaps our Fire Chiefs and Public Works Directors could meet and review the service area and the conditions of the roads. Everything from road grading, brush cutting and pot hole repair should be looked at and addressed. I personally drove around the Windham area and believe it would not take much to bring the roads to an acceptable level for the trucks to pass safely.

Let me know if you'd like to talk or meet to discuss this further before handing this off to Department heads. I have not seen any formal agreement, so if you have a copy and could e-mail or fax to me that would be much appreciated.

Talk to you soon,

Bill

William R. Shane, P.E.  
Town Manager  
290 Tuttle Road  
Cumberland, Maine 04021

Tel: 207-829-2205  
Fax: 207-829-2224  
Cell: 207-232-5258

**William Shane**

---

**From:** William Shane  
**Sent:** Friday, November 08, 2013 7:15 AM  
**To:** Anthony Plante (E-mail)  
**Subject:** Fire Truck accident James Rd

Hi Tony

You probably have heard by now but we had damage to one of our trucks yesterday responding to a call on James Rd. Driver trying to avoid an oncoming truck moved over too far on soft shoulder. Minor damage but truck is out of service. Have you had a chance to discuss with your Town Council the letter I sent regarding road improvements to the roads in the neighborhood we inspected several months ago? I'm certain this incident will be raised during our next council meeting on Nov 25. Any update would be appreciated.

Thank you,  
Bill

Sent from my iPhone

## William Shane

---

**From:** Tony Plante <atplante@town.windham.me.us>  
**Sent:** Tuesday, November 12, 2013 7:15 AM  
**To:** William Shane  
**Cc:** Charles Hammond; Douglas Fortier  
**Subject:** RE: Fire Truck accident James Rd

Bill,

I was not aware of the most recent incident. As we discussed previously, I briefed the Council on the issues with some of the private roads and emergency response from Cumberland around Forest Lake. We will be following up with the property owners in an effort to improve the situation.

Tony Plante, Town Manager  
Town of Windham  
8 School Road  
Windham, ME 04062

207-892-1907 x1121  
207-892-1910 fax  
207-233-0806 cell

NOTICE: Under Maine's Freedom of Access ("Right to Know") law, documents - including emails - in the possession of public officials about town business are considered public records. This means if anyone asks to see it, we are required to provide it. There are very few exceptions. We welcome citizen comments and want to hear from our constituents, but please keep in mind that what you write in an email is not private and will be made available to any interested party.

-----Original Message-----

**From:** William Shane [mailto:wshane@cumberlandmaine.com]  
**Sent:** Friday, November 08, 2013 7:15 AM  
**To:** Tony Plante  
**Subject:** Fire Truck accident James Rd

Hi Tony

You probably have heard by now but we had damage to one of our trucks yesterday responding to a call on James Rd. Driver trying to avoid an oncoming truck moved over too far on soft shoulder. Minor damage but truck is out of service. Have you had a chance to discuss with your Town Council the letter I sent regarding road improvements to the roads in the neighborhood we inspected several months ago? I'm certain this incident will be raised during our next council meeting on Nov 25. Any update would be appreciated.

Thank you,  
Bill

Sent from my iPhone

Please be advised that pursuant to Title 1 M.R.S.A. Section 402(3), a public record includes any written, printed or graphic matter or any mechanical or electronic data in the possession or custody of an agency or public official that has been received or prepared for use in connection with the transaction of public or governmental business and contains information relating to the transaction of said business; therefore, the public is advised that any correspondence,



## William Shane

---

**From:** Tony Plante <atplante@town.windham.me.us>  
**Sent:** Thursday, November 14, 2013 4:37 PM  
**To:** William Shane  
**Subject:** Forest Lake Update

Bill,

Chief Hammond, Doug Fortier, and I met recently to map out an approach to the residents of James Way and other private roads connected to it in response to Cumberland's concerns. We will be writing a letter to residents soon seeking their cooperation in improving winter maintenance for the short term and adding appropriate turn-arounds before next winter in order to preserve our current arrangement. I will try to keep you informed as we go.

Please feel free to contact me at any time if you have any questions, concerns, or suggestions.

Tony Plante, Town Manager  
Town of Windham  
8 School Road  
Windham, ME 04062

207-892-1907 x1121  
207-892-1910 fax  
207-233-0806 cell

NOTICE: Under Maine's Freedom of Access ("Right to Know") law, documents – including emails – in the possession of public officials about town business are considered public records. This means if anyone asks to see it, we are required to provide it. There are very few exceptions. We welcome citizen comments and want to hear from our constituents, but please keep in mind that what you write in an email is not private and will be made available to any interested party.

October 7, 2013

Mr. Anthony Plante, Town Manager  
Town Office  
School Street  
Windham, Maine

Re: Forest Lake Area Roads

Dear Tony:

Thank you for the time you and your staff spent with us riding the Windham private roads around Forest Lake on September 19, 2013. The significant increase in housing in this area, coupled with substandard road conditions have caused the Town of Cumberland some serious public safety issues over the past few years, particularly during winter months. The most serious issue was when two large wreckers were needed to help maneuver one of our fire trucks off of one of the roads due to the lack of a turnaround and icy road conditions.

We are now to a point where we must give you notice that these conditions must be addressed, including turnarounds and roadside brush encroachments, or we will be unable to provide emergency services to this area of your town. The minimal fee we collect for this service pales in comparison to the potential damage that exists to our Fire, EMS and Police vehicles. This has nothing to do with money, and entirely to do with protecting Cumberland personnel and equipment from unnecessary damage or injury because of road conditions that worsen as additional homes are built each year in this growing neighborhood.

We ask that you develop an action and implementation plan for the private roads around the lake with a minimum of the following conditions:

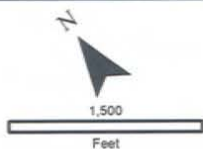
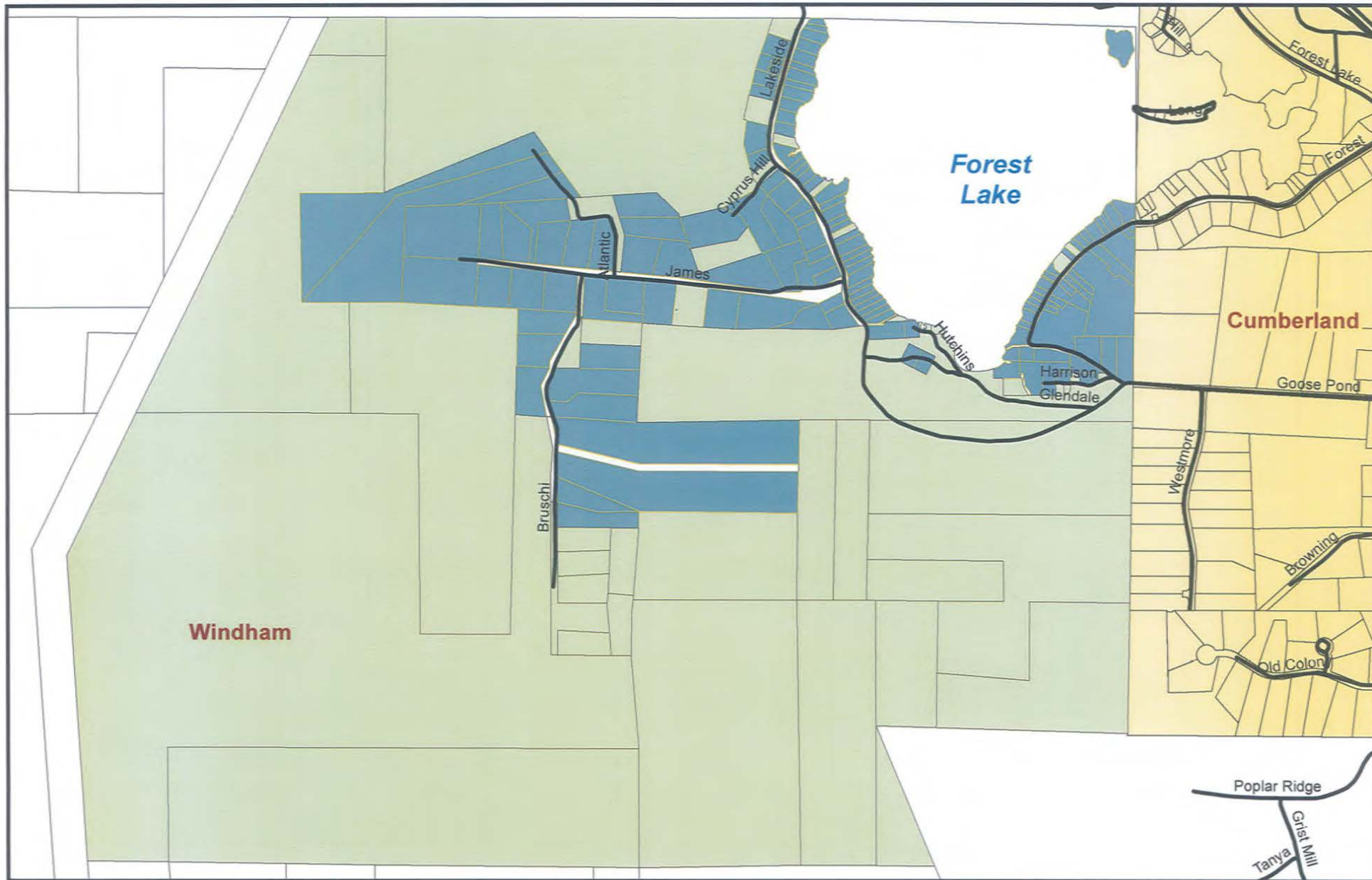
1. Road side brush is cut back annually
2. All gravel roads graded each year prior to winter (no sooner than October 15<sup>th</sup>).
3. Turnarounds are installed on all dead end roads. The turnaround must have no less than 25' radii, be at least 40' deep and 16' wide on all dead end roads. The grade of the turnarounds can be no more than 8% positive or negative.
4. That the road associations employ a truck with mechanical sanding devices (not hand shovels from the back of a pick-up truck) to properly apply sand to all of these roads during the winter months to allow for traction during winter conditions.

We will continue to service this area through August 31, 2014 and ask that we meet on site in early August to review all the turnarounds and road conditions. If conditions have not significantly improved, we need to discuss the next steps as I cannot continue to place my employees and equipment in situations where they could be injured or equipment damaged.

Sincerely,

William R. Shane, P.E.  
Town Manager

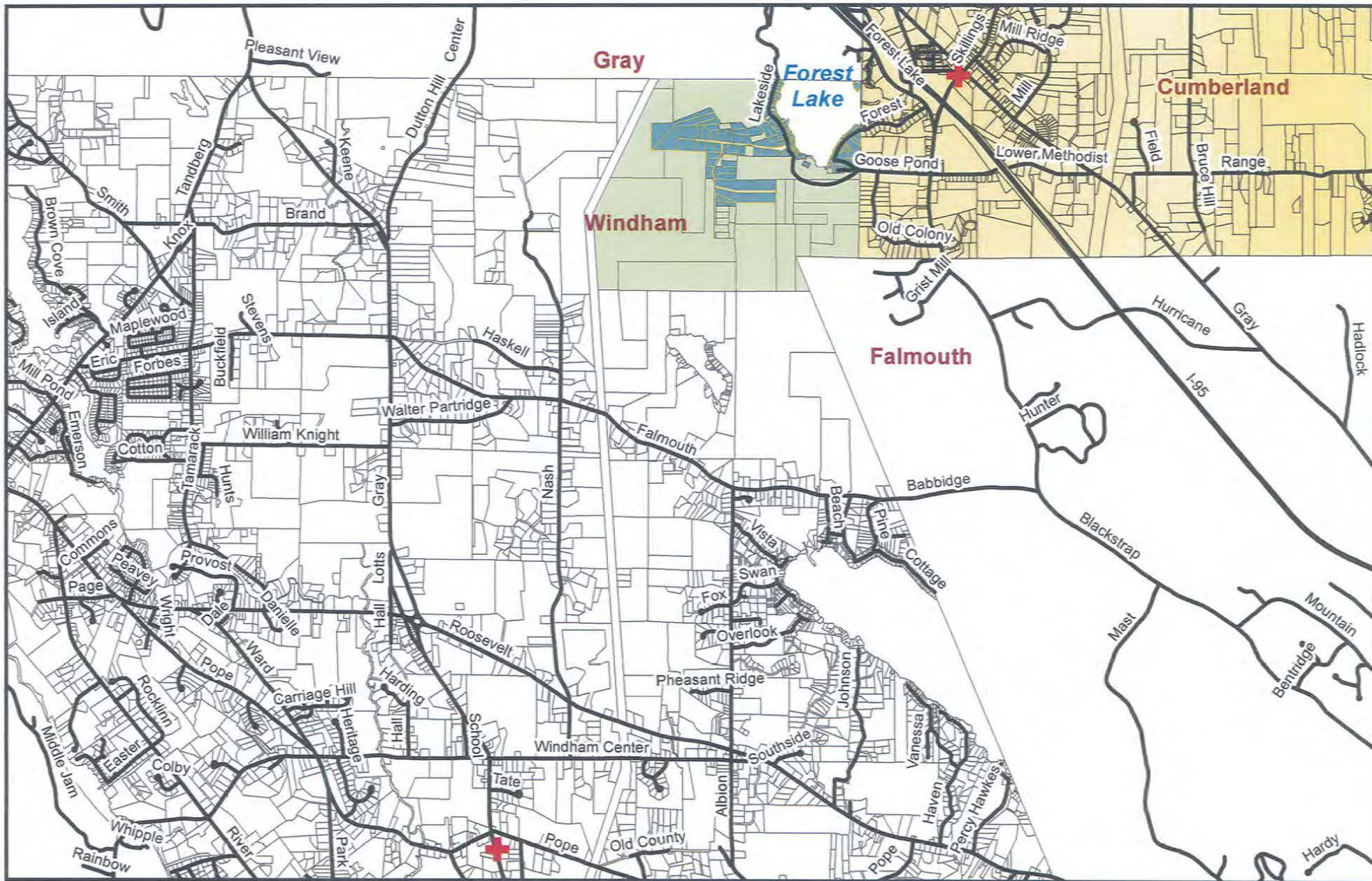
cc: Town Council



### Forest Lake Area Cumberland Emergency Response

- Current Housing (142 Units)
- Undeveloped Land (850 acres)





**Forest Lake Area**

**Emergency Response Distance**

**to Upper Methodist/Blackstrap Intersection**

**Windham: 7.4 mi    Cumberland: 0.6 mi**

+ Rescue Locations

Current Housing (142 Units)

Undeveloped Land (850 acres)



# Meeting with Windham Town Council Forest Lake Area Roads

May 11, 2015



Lakeside Drive  
At the Start  
Coming out of  
Cumberland



Lakeside Drive  
At the Start  
Coming out of  
Cumberland

Mini Cooper and  
our Fire Truck



Lakeside Drive  
At the Start  
Coming out of  
Cumberland



Lakeside Drive  
just before  
concrete bridge



Lakeside Drive  
Mud hole water  
pumping out of  
road just before  
concrete bridge



Lakeside Drive  
Unstable base-  
No Gravel = No  
support for and  
vehicle



Lakeside Drive  
At Concrete Box  
Culvert





Lakeside Drive  
At Concrete Box  
Culvert – Wt.  
Limits ? Narrow  
width and not  
sure who  
designed it?



Lakeside Drive  
After  
Concrete Box  
Road begins to  
narrow



Lakeside Drive  
Wood cutters lot  
on left hand side  
Not Exempt from  
Load Limits



Lakeside Drive  
Concrete Bx



Near #94  
Lakeside Drive  
Approaching  
Gray

13



14



Looking from  
Gray end back  
toward Windham  
Lakeside Drive

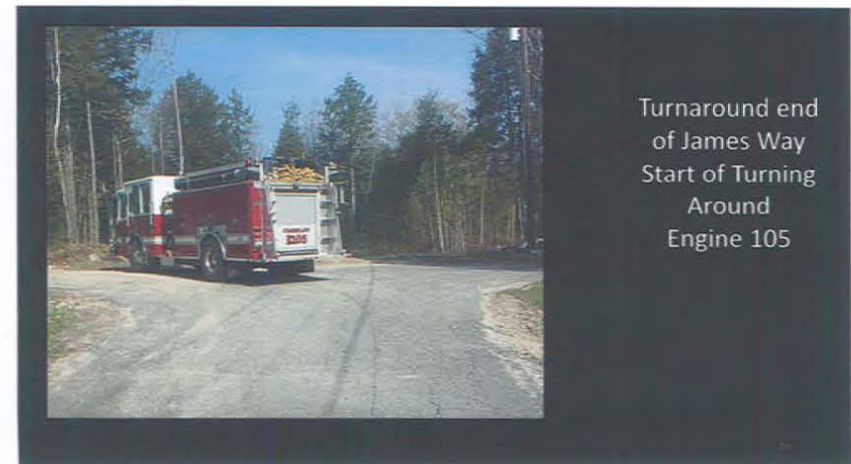
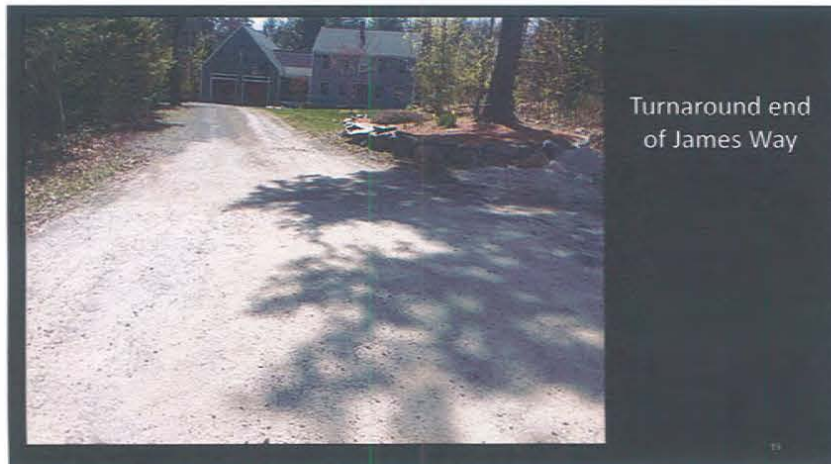
15



Glendale Road

16







Turnaround end  
of James Way  
Start of Turning  
Around  
Engine 105

21



Turnaround end  
of James Way  
Turning Around  
Engine 105

22



Turnaround end  
of James Way  
Turning Around  
Engine 105

23



Turnaround end  
of James Way  
Turning Around  
Engine 105

24





Turnaround end  
of James Way  
Turning Around  
Engine 105



Turnaround end  
of James Way

Gravel Area  
would be a huge  
help for turning  
around- except  
filled with snow  
in winter



Heading Up  
Atlantic



Atlantic

Driveway right  
Tee Large enough  
to Turnaround  
Cumberland Fire  
Fighter lives on  
Road constructed  
turn around





Heading Up  
Bruschi Road



Start of Bruschi  
Lane



Start of Bruschi  
Ledge on right  
trees left narrow  
road in May  
without snow



Bruschi Lane  
narrow road



Heading Up  
Bruschi Road



Heading Up  
Bruschi Road  
Narrow – Sloping  
ledge banks  
minimize winter  
snow storage



Heading Up  
Bruschi Road  
Turn Around Left  
Rocks Straight  
Ahead



Turnaround left  
at Bruschi Road





Bruschi Road  
Start of turn  
around  
Rear of 105



Same Photo  
Bruschi Road  
Start of turn  
around  
Front of 105



Same Photo  
Bruschi Road  
Start of turn  
around  
Front of 105



Bruschi Road  
Start of turn  
around  
Side of 105



Winter Snow  
Storage Area

Bruschi Road  
turn around  
Driveway Grades  
And Road Big  
Problem



Bruschi Road

When Difference  
Is Greater than 9 %  
vehicles will  
bottom out even  
greater with longer  
Wheel based  
equipment



End of  
Bruschi Road

Ominous Looking  
Ahead at  
Potential  
Development

## Moving Forward – May 11, 2015

- Number of Calls - 14 Police & Fire- EMS in FY 2015
- Narrow Roads damage equipment - \$1,000 Equipment Deductible
- Re- visit current \$3,800 funding commitment
- Establish a Reserve Account for damages below \$1,000 deductible - \$3,000
- Require All brush be cut back on roadsides
- Require Turnarounds not used for Snow Storage
- Work on better Road Standards and limiting building permits  
Shuttling water not a good option- Tanker 2,000 gallons , Engine 105 1,000 gallons- foam onboard





# ITEM

# 15-127

To consider and act on sending to the Planning Board for a Public Hearing and recommendation, amendments Section 315-71(F) (Residential Care Facilities) as recommended by the Ordinance Committee

To: William Shane, Town Manager  
From: Carla Nixon, Town Planner  
Date: 9-17-15

Re: Proposed Amendment to Sec. 315-71 F – Residential Care Facilities

**Issue:** There is an existing provision in this section of the Zoning Ordinance that requires a developer to reserve 10% of its units for purchasers with lower income levels. The developer then subsidizes the lower price by building inferior units and/or subsidizing the lower price by increasing the cost of the remaining units. This is a typical example of what is known as "Inclusionary Zoning". It is usually used in large (50 or more units/homes) subdivisions, in more urban areas. There are some municipalities that will give a density bonus to offset the lower sales price of the affordable units. While it is an admirable goal to apply this to residential care facilities, the economics just don't work unless there is substantial public funding and that, unfortunately is not the current reality in Maine.

**Proposed Ordinance Change: Amendment to Sec. 315-71 F – Residential Care Facilities:**

**Reserved units.** A proposed residential care facility with 25 or more units shall be required to reserve at least 10% of its units for lower-income people. "Lower income" is defined as the full range of incomes at or below 80% of the median household income as determined by the Department of Economic and Community Development. Any applicant seeking a variance from the requirement of this subsection must, in addition to the other variance standards under this chapter, demonstrate that the Town has achieved a level of 10% or more of new residential development, including units in residential care facilities, based on the most recent five-year historical average of residential development in the Town, which meets the definition of housing for lower-income persons as defined herein.

# ITEM

## 15-128

To set a meeting date of November 9th to discuss the recommended amendments to the Town Center Growth Area and the proposed zone changes, as recommended by the Planning Board

# **RECOMMENDATIONS**

## **From Land Use Committee chaired by Steve Moriarty & forwarded by Planning Board**

**Town Council Item 15-128 – highlighted in yellow**

- 1. The boundaries of the existing RR1 and RR2 zones should be retained, with the exception of that portion of the RR1 zone connecting the MDR and HC in the Town Center Growth Area.**
2. No changes to the location, boundaries, lot standards and allowed uses of the RR1 and RR2 zones are recommended, except as noted above.
3. The Committee recommends that the boundaries of the Foreside Growth Area should be depicted as shown on the map attached under Attachment #3.
- 4. The Committee recommends that the boundaries of the Town Center Growth Area should be depicted as shown on the map included in Attachment # 3.**
5. The Committee recommends that the boundaries of the West Cumberland Growth Area should be as depicted as shown on the map included in Attachment # 3.
6. Timber harvesting should be abolished as a permitted use in the OC-N and OC-S Zones.
7. Duplex and multiplex dwellings should not be added as permitted uses in the OC-S zone.
8. Restaurant and retail uses should be permitted in the OC-N and OC-S zones provided that the restaurant or retail space does not exceed 33% of the developed floor space and that no single restaurant or retail use may exceed 3,500 square feet.
9. An overlay district should be created to include the northernmost four lots in the OC-S zone for restaurant and retail uses provided that the uses not exceed 3,500 square feet in size, but with no limit on the percentage of developed floor space devoted to either use.
10. Drive-through restaurants should be prohibited in the OC-N and OC-S zones.
11. The Route One Design Standards shown in Attachment # 4 of this report should be adopted in place of the existing Route One Design Guidelines.
12. The Cumberland Conservation Subdivision Ordinance Goals and Issues should be adopted as a framework for the study and development of a proposed Conservation Subdivision Ordinance.
13. Another committee should be appointed and, with the assistance of a consultant, should be charged with the development of a proposed Conservation Subdivision **Ordinance.**

# ITEM 15-129

To consider and act on sending to the Planning Board for a Public Hearing and recommendation proposed amendments to the Cumberland Code for:

- a) Eliminating Timber Harvesting in the OC-N and OC-S Zones
- b) Allowing limited restaurants and retail uses in the OC-N and OC-S Zones
- c) Create an overlay district for restaurant and retail uses in the OC-S Zone



# **RECOMMENDATIONS**

## **From Land Use Committee chaired by Steve Moriarty & forwarded by Planning Board**

**Town Council Item 15-129 – highlighted in yellow**

1. The boundaries of the existing RR1 and RR2 zones should be retained, with the exception of that portion of the RR1 zone connecting the MDR and HC in the Town Center Growth Area.
2. No changes to the location, boundaries, lot standards and allowed uses of the RR1 and RR2 zones are recommended, except as noted above.
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6. Timber harvesting should be abolished as a permitted use in the OC-N and OC-S Zones.
7. Duplex and multiplex dwellings should not be added as permitted uses in the OC-S zone.
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9. An overlay district should be created to include the northernmost four lots in the OC-S zone for restaurant and retail uses provided that the uses not exceed 3,500 square feet in size, but with no limit on the percentage of developed floor space devoted to either use.
10. Drive-through restaurants should be prohibited in the OC-N and OC-S zones.
11. The Route One Design Standards shown in Attachment # 4 of this report should be adopted in place of the existing Route One Design Guidelines.
12. The Cumberland Conservation Subdivision Ordinance Goals and Issues should be adopted as a framework for the study and development of a proposed Conservation Subdivision Ordinance.
13. Another committee should be appointed and, with the assistance of a consultant, should be charged with the development of a proposed Conservation Subdivision Ordinance.





SURREY LN

CARRIAGE RD

HERITAGE LN

US ROUTE 1

1.8 A

2.0A

2.1A

2.5A

I295

I295



# ITEM 15-130

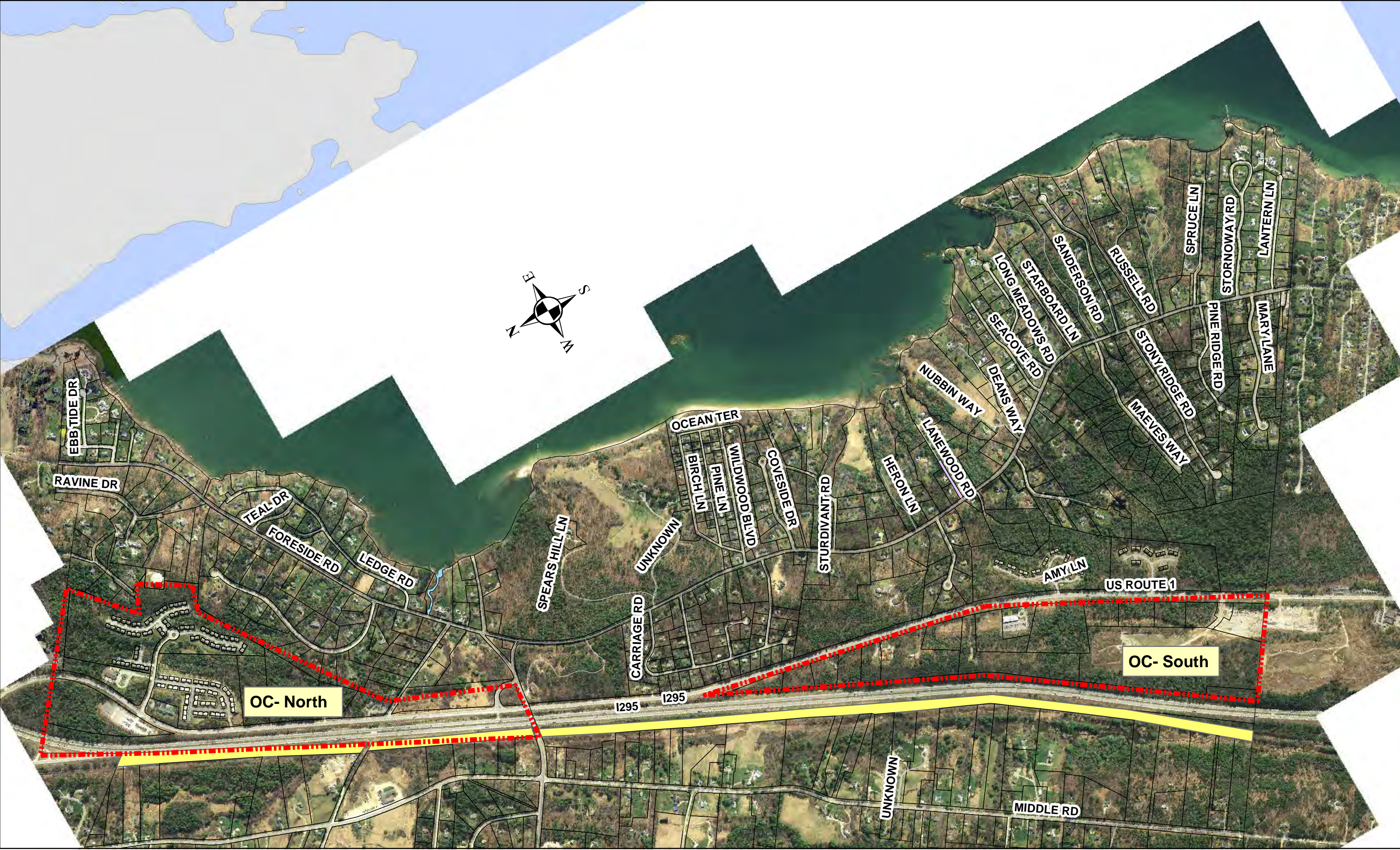
To consider and act on sending to the Planning Board for a Public Hearing and recommendation a proposed recommendation to prohibit drive-through's in the OC-N and OC-S Zone

**RECOMMENDATIONS**  
**From Land Use Committee chaired by Steve Moriarty**  
**& forwarded by Planning Board**

**Town Council Item 15-130 – highlighted in yellow**

1. The boundaries of the existing RR1 and RR2 zones should be retained, with the exception of that portion of the RR1 zone connecting the MDR and HC in the Town Center Growth Area.
2. No changes to the location, boundaries, lot standards and allowed uses of the RR1 and RR2 zones are recommended, except as noted above.
3. The Committee recommends that the boundaries of the Foreside Growth Area should be depicted as shown on the map attached under Attachment #3.
4. The Committee recommends that the boundaries of the Town Center Growth Area should be depicted as shown on the map included in Attachment # 3.
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7. Duplex and multiplex dwellings should not be added as permitted uses in the OC-S zone.
8. Restaurant and retail uses should be permitted in the OC-N and OC-S zones provided that the restaurant or retail space does not exceed 33% of the developed floor space and that no single restaurant or retail use may exceed 3,500 square feet.
9. An overlay district should be created to include the northernmost four lots in the OC-S zone for restaurant and retail uses provided that the uses not exceed 3,500 square feet in size, but with no limit on the percentage of developed floor space devoted to either use.
- 10. Drive-through restaurants should be prohibited in the OC-N and OC-S zones.**
11. The Route One Design Standards shown in Attachment # 4 of this report should be adopted in place of the existing Route One Design Guidelines.
12. The Cumberland Conservation Subdivision Ordinance Goals and Issues should be adopted as a framework for the study and development of a proposed Conservation Subdivision Ordinance.
13. Another committee should be appointed and, with the assistance of a consultant, should be charged with the development of a proposed Conservation Subdivision Ordinance.







Legend

LandUseZoning

Zone\_

Industrial

Rural Industrial

Highway Commercial

Office Commercial (North)

Office Commercial (South)

Village Center Commercial

Village Office Commercial 1

Village Office Commercial 2

Mixed Use

Rural Residential 1

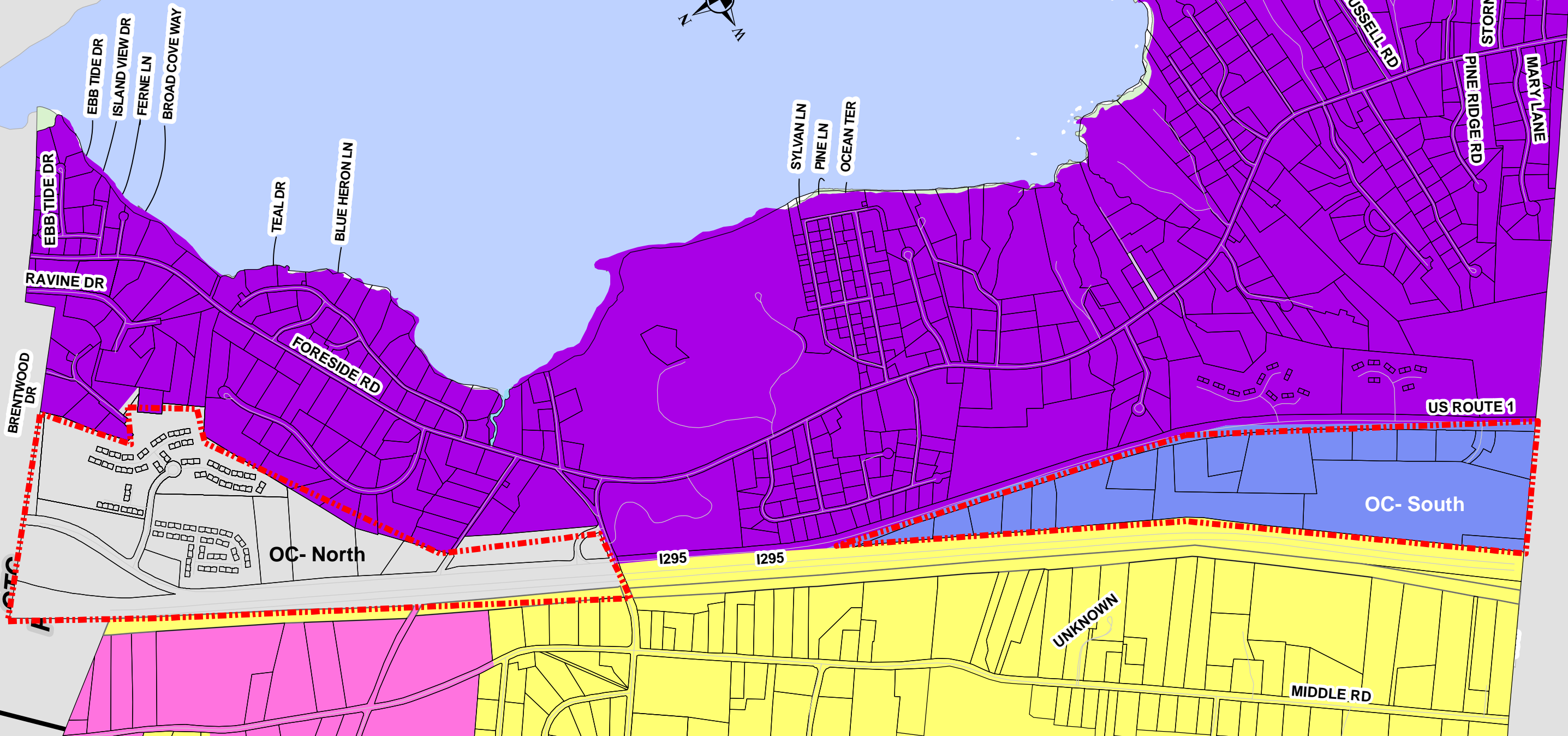
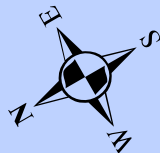
Rural Residential 2

Medium Density Residential

Village Medium Density Residential

Low Density Residential

Island Residential







SURREY LN

CARRIAGE RD

HERITAGE LN

US ROUTE 1

1.8 A

2.0A

2.1A

2.5A

I295

I295



# ITEM 15-131

To set a Public Hearing date of October 12th to consider and act  
on an Automobile Graveyard/Junkyard and Automobile Recycling  
Permit for Cumberland Salvage for the period of  
October 31, 2015 – October 31, 2020



# ITEM

## 15-132

To set a Public Hearing date of October 12th to consider and act on an Automobile Recycling Permit for Copp Motors for the period of October 31, 2015 – October 31, 2020

# ITEM

## 15-133

To set a Public Hearing date of October 12<sup>th</sup> to consider and act on draft amendments to change the zoning from Rural Residential One (RR1) district to Village Mixed Use Zone (VMU) for the property located at 306 Tuttle Road, as recommended by the Planning Board

### Notice of Decision

**Date:** September 17, 2015

**To:** William Shane, Town Manager  
Town of Cumberland  
290 Tuttle Road  
Cumberland, ME 04021

**RE: Public Hearing:** To recommend to the Town Council draft amendments to change the zoning from Rural Residential One (RR1) district to Village Mixed Use Zone (V-MU) for the property located at 306 Tuttle Road, Tax Assessor Map R03, Lot 52.



This is to advise you that on September 15, 2015 the Planning made the following recommendations:

- To recommend to the Town Council a draft zoning map amendment for the property located at 306 Tuttle Road, Tax Assessor Map R03, Lot 52 to change the zone from Rural Residential One (RR1) to Village Mixed-Use Zone (V-MUZ) zone.
- To recommend to the Town Council draft zoning amendments to §315-18 D. (1) of the Cumberland Code as follows: (1) Minimum lot size of 5,000 square feet, provided the minimum lot size of a lot with frontage on Tuttle Road shall be 20,000 square feet.

Findings of Fact: None  
Waivers granted: None  
Waivers Denied: None

#### Standard Conditions of Approval

This approval is dependent upon and limited to the proposals and plans contained in the application and supporting documents submitted by the applicant. Any variation from the plans, proposals and supporting documents, except minor changes as so determined by the Town Planner which do not affect approval standards, is subject to review and approval of the Planning Board prior to implementation.

Cumberland Planning Board

  
Christopher S. Neagle, Board Chair

# ITEM 15-134

To set a Public Hearing date of October 26<sup>th</sup> to consider and act on draft amendments to the 2009 Comprehensive Plan as recommended by the Planning Board in their Notices of Decision dated August 19<sup>th</sup> and September 16<sup>th</sup>, 2015  
(excluding Town Center Growth Area)



## Notice of Decision

**Date:** August 19, 2015

**To:** William Shane, Town Manager  
Town of Cumberland  
290 Tuttle Road  
Cumberland, ME 04021

**RE: Public Hearing:** To recommend to the Town Council draft amendments to the 2009 Comprehensive Plan as recommended by the Ad Hoc Land Use Advisory Committee's final report dated June 15, 2015.

This is to advise you that on August 18, 2015 the Planning Board voted to approve and recommend to the Town Council the following recommendations for draft amendments to the 2009 Comprehensive Plan.

### Committee Charge #3 – Conservation Subdivisions

1. A committee of residents should be appointed to study the development of a conservation subdivision ordinance with the assistance of consultant and the goals and issues be used as a resource as developed by the Land Use Committee

### Committee Charge #2 – Route One Zoning

2. Timber harvesting should be abolished as a permitted use in the OC-N and OC-S zones.
3. Duplex and multiplex dwellings should not be added as permitted uses in the OC-S zone.
4. Restaurant and retail uses should be permitted in the OC-N and OC-S zones provided that the restaurant or retail space does not exceed 33% of the developed floor space and that no single restaurant or retail use may exceed 3,500 square feet.
5. An overlay district should be created to include the northernmost four lots in the OC-S zone for restaurant and retail uses provided that the uses not exceed 3,500 square feet in size, but with no limit on the percentage of developed floor space devoted to either use.
6. Drive-through restaurants should be prohibited in the OC-N and OC-S zones.
7. The Cumberland Conservation Subdivision Ordinance Goals and Issues should be adopted as a framework for the study and development of a proposed Conservation Subdivision Ordinance.
8. Another committee should be appointed and, with the assistance of a consultant, should be charged with the development of a proposed Conservation Subdivision Ordinance.

The Planning Board agreed to table the following recommendations (related to the Growth Area Maps and Route One Guidelines) and hold a workshop on September 10, 2015 at 6:00 p.m.

*Al*


1. The boundaries of the existing RR1 and RR2 zones should be retained, with the exception of that portion of the RR1 zone connecting the MDR and HC in the Town Center Growth Area.
2. No changes to the location, boundaries, lot standards and allowed uses of the RR1 and RR2 zones are recommended, except as noted above.
3. The Committee recommends that the boundaries of the Foreside Growth Area should be depicted as shown on the map attached under Attachment #3.
4. The Committee recommends that the boundaries of the Town Center Growth Area should be depicted as shown on the map included in Attachment # 3.
5. The Committee recommends that the boundaries of the West Cumberland Growth Area should be as depicted as shown on the map included in Attachment # 3.
6. The Route One Design Standards shown in Attachment # 4 of this report should be adopted in place of the existing Route One Design Guidelines.

<b>Findings of Fact:</b>	<b>None</b>
<b>Waivers granted:</b>	<b>None</b>
<b>Waivers Denied:</b>	<b>None</b>

#### **Standard Conditions of Approval**

This approval is dependent upon and limited to the proposals and plans contained in the application and supporting documents submitted by the applicant. Any variation from the plans, proposals and supporting documents, except minor changes as so determined by the Town Planner which do not affect approval standards, is subject to review and approval of the Planning Board prior to implementation.

Cumberland Planning Board



Christopher S. Neagle, Board Chair

**Notice of Decision**

**Date:** September 16, 2015

**To:** William Shane, Town Manager  
Town of Cumberland  
290 Tuttle Road  
Cumberland, ME 04021

**RE: Public Hearing:** To recommend to the Town Council draft amendments to the 2009 Comprehensive Plan as recommended by the Ad Hoc Land Use Advisory Committee's final report dated June 15, 2015.

This is to advise you that on September 15, acted on the following recommendations of the Ad Hoc Land Use Committee as follows:

**Committee Charge #2 – Growth Areas and Rural Zoning**

1. The Planning Board voted to recommend to the Town Council that the 2009 Comprehensive Plan be amended to adopt the boundaries of the Foreside Growth Area as shown on the map under Attachment # 3 of The Report of the Land Use Committee dated 6/15/15.
2. The Planning Board voted to recommend to the Town Council that the 2009 Comprehensive Plan be amended to adopt the proposed boundaries of the West Cumberland Growth Area as depicted as shown on the map included in the Attachment #3 of The Report of the Land Use Committee dated 6/15/15.
3. The Planning Board voted to recommend to the Town Council that the 2009 Comprehensive Plan be amended to adopt the proposed boundaries of the Town Center Growth Area as depicted as shown on the map included in the Attachment # 3 of The Report of the Land Use Committee dated 6/15/15.
4. The Planning Board voted to recommend that the boundaries of existing RR1 and RR2 zones should be retained, except that the portion of the RR1 Zone within the proposed new Town Center Growth Area should be changed to the RR 2 Zone.
5. The Planning Board voted to commend that no other changes be made to the location, boundaries, lot standards and allowed uses of the RR1 and RR2 zones, except as described in paragraph 4.

**Committee Charge #2 – Route One Zoning**

6. The Planning Board voted to table the request for Route One Design Standards and voted to hold a workshop on the Route One Design Standards on October 6, 2015 at 6:30 p.m.

Ce

**THE REPORT OF THE AD HOC  
LAND USE ADVISORY COMMITTEE**

**Presented to the Town Council**

**On June 15, 2015**



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## **I. INTRODUCTION.**

The Ad Hoc Land Use Advisory Committee was appointed by the Town Council on May 12, 2014 and held its first meeting on June 3, 2014. The Committee met a total of fifteen times as a group, and a sub-committee met on a number of occasions to prepare the survey to be distributed to the public. The minutes of those meetings are available which will further describe the process. Several of the originally appointed members resigned along the way, and at the time of the completion of its work the committee consisted of the following residents and town staff.

### **1. Members:**

	Steve Moriarty, Chair	
	Bob Waterhouse, Vice Chair	
Adrienne Brown		Bob Maloney
Beth Fitzgerald		James Orser
Tom Foley		Sally Pierce
Chris Franklin		Jeff Porter
Lynda Jensen		Sally Stockwell

### **2. Planning Board Members:**

Chris Neagle  
Peter Sherr

### **3. Town Staff**

Carla Nixon, Town Planner  
Pam Bosarge, Committee Secretary

### **4. Town Council Liaison**

Peter Bingham  
Shirley Storey-King

All meetings of the Committee were held at town hall. Advance notice of all meetings was provided and the public was invited to attend. .

The Council presented the Committee with a four- part charge as follows:

## **II. COMMITTEE CHARGE.**

**The Ad Hoc Land Use Advisory Committee shall review and make recommendations to the Town Council on the following:**

- 1. The two rural residential zoning districts (RR 1 and RR 2) including but not limited to, their location, boundaries, lot standards, and allowed uses. The committee will also review the provisions of Section 315-6 (G) and 315-6B-(G) and consider if any changes should be made to the existing Rural and Growth areas as contained in the 2009 Comprehensive Plan.**

- 2. The Office Commercial (OC-S and OC-N) districts located on Route 1, including but not limited to, the location of the districts, the land uses allowed and lot standard requirements. The committee will also review the current Route 1 Design Guidelines.**
- 3. Consider if a Conservation Subdivision ordinance should be adopted and, if so, where and how the provisions would apply.**
- 4. Assist in the development and administration of a town-wide survey on issues relating to land use regulation.**

Although the Committee was asked to report to the Council no later than January, 2015, that target date could not be met but the Committee made every attempt to complete its work in an efficient and thorough fashion. A list of the Committee's recommendations is attached under Attachment # 1

### **III. FIRST CHARGE.**

***The two rural residential zoning districts (RR 1 and RR 2) including but not limited to, their location, boundaries, lot standards, and allowed uses. The committee will also review the provisions of Section 315-6 (G) and 315-6B-(G) and consider if any changes should be made to the existing Rural and Growth areas as contained in the 2009 Comprehensive Plan.***

This charge consisted of two sections, the first of which asked the Committee to examine the existing RR1 and RR2 zones, and the second of which asked the Committee to examine the existing rural and growth areas as described in the 2009 Comprehensive Plan.

With respect to the initial portion of the charge, after lengthy discussion and analysis of the survey the Committee recommends retention of the existing RR1 and RR2 zones as shown on the current Official Zoning Map. With the exception noted below in sub-paragraph B, the Committee does not recommend any changes to the locations, boundaries, lot standards and permitted uses of the RR1 and RR2 zones. This is consistent with the survey results, outlined in more detail under the Fourth Charge.

The second and somewhat more complex portion of the charge addressed the growth areas as described in the current Comprehensive Plan. Reference is made to Chapter 14 of the 2009 Comprehensive Plan, titled "Future Land Use Plan" in which three rural and growth areas were described and recognized. A copy of Chapter 14 of the Comprehensive Plan is included in Attachment # 2. Note that the growth areas do not differentiate between commercial and residential uses, and all three growth areas contain both rural and more densely settled portions. The three growth areas and the Committee's recommendations will be discussed separately.

Note: It does not appear that a map officially displaying the boundaries of the growth areas was ever approved following adoption of the Comprehensive Plan. A map was prepared in September 2008 depicting the growth areas, and was discussed by the Comprehensive Plan Committee, but it was evidently never adopted or approved. However, the map was used as a reference in committee discussions. Attached to this report under Attachment # 3 is a map showing the Committee's recommended boundaries for the three growth areas.



The designation of a Growth Area carries with it no zoning changes such as new or deleted uses or lot size changes. Rather it is an essential planning tool designed to show areas where growth can best be absorbed and directed in order to help preserve more rural areas of town.

#### **A. FORESIDE GROWTH AREA**

This area is clearly and explicitly defined in the Comprehensive Plan as consisting of the Limited Density Residential (LDR) district, the Rural Industrial (RI) district, the Office Commercial – North (OC-N), and the Office Commercial – South (OC-S) districts. The Committee recommends that the Foreside Growth Area continue to consist of the four zoning districts specified in the Comprehensive Plan and does not recommend any changes to the boundaries of the Area. Accordingly, the map shown in Attachment #3 shows the Foreside Growth Area exactly as defined in the 2009 Comprehensive Plan without any further modification. Please note that in Section IV of this report the committee recommends a several use changes in the OC-N and OC-S zones.

#### **B. TOWN CENTER GROWTH AREA**

##### **I. Comprehensive Plan Change**

Analysis of the Town Center Growth Area was more difficult. While the Comprehensive Plan make reference to both the Medium Density Residential (MDR) zone and the Highway Commercial (HC) zone, the plan did not explicitly indicate whether there was to be connectivity between these two zones to create one larger Growth Area. The narrative of the plan can be read to imply a direct connection, but it can also be interpreted to mean that the MDR and HC zones were to constitute the Town Center Growth Area separately and not contiguously. The Plan was unclear as to whether any portions of the existing RR1 separating the MDR and HC zones should be included within the Growth Area.

Following extended discussion, the Committee recommends a Town Center Growth Area somewhat larger than may have been contemplated in the 2009 Comprehensive Plan, as can be seen on the map in attachment # 3. Specifically, the Committee recommends inclusion within the area of some portions of the RR1 zone to the east of the MDR, to include Val Halla, the Small's Brook Crossing Subdivision, and the Town Forest. While it would appear that these areas are not available for development, the committee believes they should be included in the event that future redevelopment occurs. In addition, the Committee recommends that the boundary of the proposed new Growth Area to the east and west of Route 9 be drawn to correspond with lot lines, such that both sides of the Route 9 corridor between the MDR and HC are included within the Area.

To summarize, the Committee recommends that the Town Center Growth Area include the designated portions of the RR1 zone in such a manner to connect the MDR and HC zones into a single Area. As a result, The Village Green Subdivision, the former Drowne Road School, and the Town Hall are included in the proposed new Growth Area.

## **2. Recommended Zoning Ordinance Change**

With respect to that portion of the RR1 zone that lies within the boundaries of the recommended Growth Area, the Committee recommends that the zoning be changed to RR2 and that the Council and the Planning Board also consider other zoning changes that may be appropriate to this portion of the proposed Growth Area. It is the Committee's belief that lot size requirements within the RR1 portion of the Town Center Growth Area be changed to allow for more dense development in this area in order to protect rural areas from development

### **C. WEST CUMBERLAND GROWTH AREA**

As was true of the Town Center Growth Area, the language of the Comprehensive Plan did not specifically define the boundaries of the West Cumberland Growth Area with respect to existing zoning districts. The language can be interpreted in a manner that includes only the various commercial zones that were adopted several years ago along the length of the Route 100 corridor. However, the existing Industrial (I) zone does not abut Route 100 and has potential for residential and commercial development.

Following discussion, the Committee recommends that the West Cumberland Growth Area consist of a large triangular- shaped parcel which includes the Route 100 corridor as well as all property to the west of the corridor and to the west of the Maine Turnpike extending to the western and southern boundaries of the Town.

### **D. SUMMARY OF GROWTH AREAS**

In summary, the Committee recommends no changes to the boundary of the Foreside Growth Area as described in the 2009 Comprehensive Plan, but recommends specific boundaries for the Town Center and West Cumberland Growth Areas in order to address ambiguities in the description of these Areas in the Plan, and to encourage development to the growth areas and maintain rural character in other areas.

## **IV. SECOND CHARGE**

***The Office Commercial (OC-S and OC-N) districts located on Route 1, including but not limited to, the location of the districts, the land uses allowed and lot standard requirements. The committee will also review the current Route 1 Design Guidelines.***

The Committee recommends removal of timber harvesting as a permitted use in the OC-N and the OC-S zones.

While the Committee is aware of the various housing alternatives that are permitted in the contract zone known as Cumberland Foreside Village, the Committee recommends against adding duplex or multiplex dwellings as permitted uses in the OC-S zone. Note that these housing options are currently allowed as permitted uses in the OC-N zone.

With regard to additional uses, the Committee recommends that restaurant and retail be added as permitted uses in OC-N and OC-S zones, provided that the restaurant or retail use does not exceed 33% of the developed floor space and that no single restaurant or retail use may exceed 3,500 square feet. The Committee further recommends prohibiting drive-through restaurants in the OC-N and OC-S zones.

In light of the unique shape of the OC-S zone, the Committee recommends creating an overlay district in the northern - most four lots of the OC-S zone for both restaurant and retail uses not to exceed 3,500 square feet in size, but with no limit on the overall percentage of the developed floor space that can be devoted to these uses.

The Committee reviewed and considered the current Route One Design Guidelines, and recommends that mandatory Route One Design Standards as shown in Attachment # 4 be adopted in their place. The Standards are mandatory, but do not differ radically from the existing Guidelines, and closely resemble the Standards that are currently in place along the Route 100 corridor.

## **V. THIRD CHARGE.**

***Consider if a Conservation Subdivision ordinance should be adopted and, if so, where and how the provisions would apply.***

The Committee discussed at length the existing clustered, dispersed, and traditional subdivision provisions of Section 315-43 of the Cumberland Code. It is significant to point out that in the past twelve years nearly all approved subdivisions (with the exception of those located in contract zones) have followed the clustered model. Conservation subdivisions are similar to clustered subdivisions in that homes are clustered close together in one area of the lot in order to preserve open space areas and areas of high ecological value. However the Conservation Subdivision process is very different in that the high value areas of a parcel are depicted on the proposed plan prior to laying out the road and house lot locations.

The Committee strongly recommends developing a Conservation Subdivision Ordinance that follows the Goals and Issues outlined in the attached framework included in Attachment #5. The Committee believes conservation subdivisions are an important tool for conserving important natural resources and the rural character of the town, and to some extent can counterbalance the expansion of the Town Center and West Cumberland Growth Areas into the RR zones.

The addition of a Conservation Subdivision Ordinance whether as an option or as a requirement, presents a broad array of complex and inter-woven land use planning considerations. Given limited resources and the desire to complete its work in a timely fashion, the Committee focused upon describing the framework of a Conservation Subdivision Ordinance rather than the specifics of the ordinance. The Committee recommends that the drafting of a Conservation Subdivision Ordinance be delegated to another committee to be appointed by the Town Council, and that such committee be provided with the services of a consultant in developing the language that addresses the Goals and Issues and which is otherwise consistent with the 2009 Comprehensive Plan.

## **VI. FOURTH CHARGE.**

***Assist in the development and administration of a town-wide survey on issues relating to land use regulation.***

The survey subcommittee met a total of seven times and with the assistance of Brian Robertson of Market Decisions agreed upon a survey which was sent in September 2014 to over 3,200 residents and property owners in Cumberland. Results were compiled by Market Decisions, and included in Attachment #6 are the Land Use Committee Survey Results and the more detailed Land Use Committee Survey Report. The Committee was guided by the results of the survey in making its various recommendations.



There was a 30% response rate to the survey which was considered to be statistically strong and reliably indicative of the desires of Cumberland residents. The Committee believes that the results of the survey will be of long-term value to the Town in making planning decisions beyond those issues with which the Committee was charged.

The Land Use Committee Survey Results is a concise summary of survey responses and the data has been compiled in a reader-friendly format. Briefly, residents are satisfied with the current pace of both residential and commercial growth. A majority favored maintaining the current RR1 and RR2 zones. While the results regarding designating areas for residential growth did not show that some areas were clearly favored, there was extremely strong support for designating areas within the RR zones in which the protection of existing rural character should be encouraged. This lends strong support to the creation and adoption of a Conservation Subdivision Ordinance.

There was solid support for the creation of restaurant and retail uses along the Route One corridor as well as for mandatory Design Standards. The Committee's recommendations for the OC-N and OC-S zones correspond closely with the results of the survey.

## **V. CONCLUSION.**

The Town is fortunate that so many of its residents from diverse backgrounds were willing to devote substantial time and energy to the charges presented by the Town Council. Our discussions were vigorous and far-reaching, and while there was not unanimous support for all of the recommendations there was substantial agreement nevertheless. All members of the Committee look forward to the opportunity to discussing this Report and the attached recommendations in greater detail.

Respectfully submitted,

Steve Moriarty, Chairman

## ATTACHMENT # 1

## **RECOMMENDATIONS**

1. The boundaries of the existing RR1 and RR2 zones should be retained, with the exception of that portion of the RR1 zone connecting the MDR and HC in the Town Center Growth Area.
2. No changes to the location, boundaries, lot standards and allowed uses of the RR1 and RR2 zones are recommended, except as noted above.
3. The Committee recommends that the boundaries of the Foreside Growth Area should be depicted as shown on the map attached under Attachment #3.
4. The Committee recommends that the boundaries of the Town Center Growth Area should be depicted as shown on the map included in Attachment # 3.
5. The Committee recommends that the boundaries of the West Cumberland Growth Area should be depicted as shown on the map included in Attachment # 3.
6. Timber harvesting should be abolished as a permitted use in the OC-N and OC-S Zones.
7. Duplex and multiplex dwellings should not be added as permitted uses in the OC-S zone.
8. Restaurant and retail uses should be permitted in the OC-N and OC-S zones provided that the restaurant or retail space does not exceed 33% of the developed floor space and that no single restaurant or retail use may exceed 3,500 square feet.
9. An overlay district should be created to include the northernmost four lots in the OC-S zone for restaurant and retail uses provided that the uses not exceed 3,500 square feet in size, but with no limit on the percentage of developed floor space devoted to either use.
10. Drive-through restaurants should be prohibited in the OC-N and OC-S zones.
11. The Route One Design Standards shown in Attachment # 4 of this report should be adopted in place of the existing Route One Design Guidelines.
12. The Cumberland Conservation Subdivision Ordinance Goals and Issues should be adopted as a framework for the study and development of a proposed Conservation Subdivision Ordinance.
13. Another committee should be appointed and, with the assistance of a consultant, should be charged with the development of a proposed Conservation Subdivision Ordinance.



## ATTACHMENT # 2

## CHAPTER 14: FUTURE LAND USE PLAN

This purpose of this section of the comprehensive plan is to summarize the ways in which Cumberland plans to turn the broad concepts contained in the vision statement, into a concise land use plan that will actualize that vision.

The Vision Statement reads:

*The Town of Cumberland's vision for the next ten years is to preserve the community's rich agricultural heritage; to implement programs and practices to assure environmental sustainability; to make available quality affordable housing for people of all ages and income levels; to expand its non-residential tax base; and to facilitate moderate growth through prudent planning.*

The starting point then was to determine the rural and growth areas for the town. By establishing those areas, the other elements of the plan, such as where to direct capital investments to facilitate non-residential development, to how to protect the natural resources of the town fell into place.

### **Growth Areas:**

There are **three** growth areas designated in the plan; all of which have existing development consistent with this plan.

The **first** growth area is along the easterly side of town, called the Foreside. This area extends from the Falmouth town line to the Yarmouth town line. It includes all of Cumberland's mainland shorefront. There are four zoning districts within this area: Rural Industrial (RI), Limited Density Residential (LDR) and two office commercial (OC) districts. Nearly the entire area is served by water and sewer. This area of town is the most densely developed. Future development will be primarily infill development of a residential nature. There is a large area of vacant commercial land that will likely be developed over the next 10 years. The zoning allows for business and professional offices, residential care facilities, and other moderately intense uses.

The **second** growth area is the town center. This area is a mix of dense residential development, several grandfathered non-residential uses, several schools, the library, fire station and town hall. Most of this area is served by water and sewer. Where it is not, the plan calls for an extension of these services. The zoning in this area is primarily Medium Density Residential (MDR) which allows single and multiplex dwellings and little else. However, the growth area does extend outside this MDR area to include an existing Highway Commercial (HC) district. This is the area where the extended water and sewer lines will go. In the HC district, professional offices, restaurants, retail and other businesses are permitted. Currently there is a small business park which contains a daycare center and several small businesses. A major arterial, Route 9, passes through this area and the MDR district as well. There are three other locations within this growth area where development could occur within the next 10 years. One is the

so-called Doane Property which is owned by the Town. It encompasses over 40 acres that is centrally located within the town center area. Water and sewer would need to be extended to this area to facilitate development of the concept plan of a mixed development that would include small businesses, professional offices and a variety of residential types, including affordable and senior housing units.

Also located in the heart of the second growth area is Main Street. Currently, zoning on Main Street allows for only residential uses. There are a few grandfathered businesses: a small convenience store/take out, a gas station and a few professional offices. Within the past three years, the Town Council utilized contract zoning to allow for two condominium developments that exceeded the density standard for the area. As of the time of this writing, a town-wide referendum showed support for the decision to grant a contract zone for a credit union to locate on Main Street. The vote was 80% in favor, 20 % opposed. Many residents expressed the view that Main Street is the town center and that there should be a mix of low-intensity uses allowed. The Council is about to appoint a citizen's committee to look at the issue and make a recommendation to the Council. Aside from Main Street, there are a number of densely developed neighborhoods that would have little potential for infill growth.

The **third** growth area is located in West Cumberland along Route 100 which extends from the Falmouth town line to the Gray town line. There is a Fire/EMS substation in this area and public water is in the process of being expanded into this part of town to help facilitate non-residential growth.

Several years ago a citizen's committee was appointed to study and make recommendation on how to improve the function and appearance of the Route 100 corridor. The committee developed revised zoning districts and lot standards that allows for denser development. The committee also developed design standards that will be used for all new construction along the Route 100 corridor.

## **Rural Areas**

As shown on the rural/growth map, nearly 57% of the town is designated as a rural area. These areas are zoned Rural Residential 1 and 2 and they allow primarily residential and agricultural uses. Cumberland's early economy centered on agriculture, and fortunately, there are still large areas of rolling fields and forests that truly reflect "rural character". While there are only a handful of working farms and orchards, this plan includes actions to protect those farms and to encourage future agriculture use. In an effort to retain areas for agriculture, this plan suggests the utilization of a type of subdivision called a "conservation subdivision". In this type of development, the prime open space land is preserved and the structures are clustered in less visible areas of the parcel.

The comprehensive plan adopted in 1998 recommended minimum lot sizes of 2 (RR2) and 4 (RR1) acres. This was done in an attempt to protect the aquifer and to control growth. However, as shown on the *Buildings Over Time* maps, residential growth has occurred throughout these areas in a sprawl-like manner. As part of this planning process, the Committee hired Sevee and Maher Engineers to provide an update to the



groundwater study that was the basis of the lot size decision. The updated report explains that there have been improvements in septic designs that would allow homes to be clustered on smaller lots and still allow for well water to be safe. Based on that, the Committee did not reduce the minimum lot sizes, but it did recommend that the Subdivision Ordinance which currently allows for traditional style subdivisions (where lots can be spread out over the entire parcel) be replaced with the conservation style subdivision.

This Future Land Use Plan will be the basis for the ordinance changes outlined in the Implementation Plan.

## ATTACHMENT # 3

# Growth Area Map March 2015

## Land Use Zoning

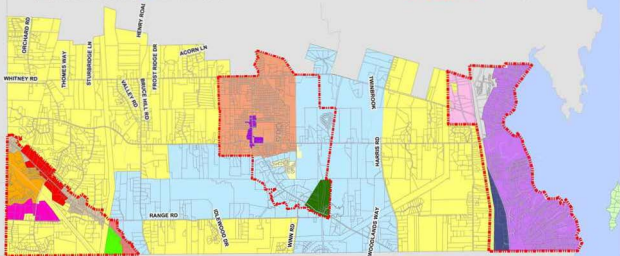
### Zone

Office Commercial-South (OC-S)	Rural Residential 2 (RR2)
Village Center Commercial (VCC)	Medium Density Residential (MDR)
Village Office Commercial 1 (VOC1)	Village Medium Density Residential (VMDR)
Village Office Commercial 2 (VOC2)	Low Density Residential (LDR)
Village Mixed Use (VMU)	Island Residential (IR)
Mixed Use (MU)	
Office Commercial-North (OC-N)	Rural Residential 1 (RR1)
Town Center District (TCD)	
Industrial (I)	
Rural Industrial (RI)	
Highway Commercial (HC)	



3,000 1,500 0 3,000 Feet

Growth Area



## ATTACHMENT # 4



TOWN OF CUMBERLAND  
ROUTE ONE DESIGN STANDARDS



Adopted by the Cumberland Town Council on \_\_\_\_\_ 2015 as part of the 2014 Cumberland  
Comprehensive Plan  
Amended: \_\_\_\_\_, 2015

## Introduction

Route 1 is a major entry point to the Town of Cumberland and as such, the Town of Cumberland has adopted these Design Standards to ensure that development along the Route 1 Corridor will be attractive, functional and will maintain some of the existing rural character of the corridor. Development decisions shall be based upon a complete understanding of what each site can support in terms of natural resources and public utilities, the goals of the Comprehensive plan and on good design principles.

The goals of these Design Standards are to:

- Encourage high quality, economically viable development that is architecturally appropriate, that reinforces Cumberland's sense of place, and that is responsive to the Town's unique character.
- Promote uses of the type and density that respond to each site's ability to sustain development, both ecologically and with regard to the efficient provision of adequate public services.
- Preserve, wherever possible, the rural appearance of the corridor by maintaining a buffer of trees along the highway and preserving open space to reduce the apparent density of development.
- Foster an attractive, functional and safe environment that is conducive to commerce, senior housing, pedestrian and cycling activities, and other allowed uses.
- Protect abutting residential properties through sensitive site planning, buffering and building design.

Throughout the Site Plan and/or Subdivision review process of each new development in the Route One Corridor, the developer will be asked to demonstrate how they intend to meet these standards.

Through the consistent and thorough application of these standards, the corridor will develop as an attractive and sustainable environment which will benefit Cumberland's residents and business owners for years to come.

*NOTE: Any waivers from the provisions of these standards must be approved by the Planning Board. The applicant may request, in writing, a waiver from one or more of the specific requirements. The applicant must demonstrate that the standards contained herein impose an undue hardship on the parcel due to its peculiar configuration, topography or location or that the proposed project demonstrates the use of highly innovative architectural, site planning, or land use techniques. The Planning Board may approve any waiver to the minimum extent necessary to allow the project to be constructed. The applicant for any such waiver shall have the burden of showing that the proposed project, with such waiver granted, will be as good or better in terms of environmental protection, aesthetic enhancements, land use compatibility, and traffic considerations.*

## **Table of Contents**

**NOTE: FINAL NUMBERING OF SECTIONS WILL BE DONE PRIOR TO  
ADOPTION BY TOWN COUNCIL.**

# **1. SITE PLANNING AND DESIGN**

## **1.**

### **1.1 Master Planning:**

On properties that are large enough to accommodate more than a single structure, developers shall prepare a conceptual master plan to show the Planning Board the general location of future buildings, parking areas, circulation patterns, open space, utilities, stormwater management plan and any other pertinent information.

### **1.2 Designer:**

Developers shall utilize licensed professionals (civil engineers, landscape architects, architects) so that these standards are adequately addressed.

### **1.3 Rt. 1 Buffer Strip:**

A 75' undisturbed buffer from the Rt. 1 right-of-way to the buildings is required. There may be properties that are not able to meet this due to the configuration of the lot being developed and/or the location of the Rt. 1 right-of-way. An alternative to preserving the existing tree line for buffering is to design a manicured, park-like entrance.

### **1.4 Vehicular Access:**

The goal is to create safe, user-friendly and efficient vehicular movement while reducing both the number of trips on the roadway and the number of curb cuts wherever possible. New driveways and existing driveways for which the use has changed or expanded require a Maine Department of Transportation "Driveway Entrance Permit." The Planning Board will grant no project approval until the Town has been provided a copy of the permit, or alternately, until the applicant provides the Town a letter from the DOT stating that such a permit is not required. Shared entrance locations will be required whenever possible.

### **1.5 Site Circulation:**

Internal vehicular movement on each site shall be designed to achieve the following goals: to ensure the safety of motorists, delivery vehicles, pedestrians and cyclists by providing clear cues to the motorist as to where to drive or park, etc., once they enter the site. Landscaping, to reduce impervious areas is required. Parking shall be located to the rear of the building. If this is not possible due to site configuration, parking on one side of the building may be permitted if appropriate buffering is provided.

### **1.6 Building Placement:**

Buildings shall be placed on their sites in a way that is sensitive to existing site conditions and respectful of adjacent uses.

#### ***Location of Building on Site***

In placing the building on the site, the designer shall carefully consider the building's relationship to existing site features such as the size of the site, existing vegetation and topography, drainage, etc., as well as the abutting land uses.



The site design shall make every effort to avoid creating a building surrounded by parking lot. In addition, buildings shall generally be square to Route One and shall avoid unusual geometry in building placement unless the site requires it.

#### **1.7 Building Entrances:**

The building's main entrance shall be a dominant architectural feature of the building, clearly demarcated by the site design and landscaping.

At building entrance areas and drop-off areas, site furnishings such as benches, sitting walls and, if appropriate, bicycle racks is encouraged. Additional plantings at these points will clearly identify the building entrance and to invite pedestrians into it. Where building entrances do not face Route One, the Route One façade shall still be made interesting and attractive to drivers on Route One.

#### **1.8: Parking:**

Objective: to provide safe, convenient and attractive parking. Parking shall not be the dominant visual element. Careful attention shall be given to circulation, landscaping, lighting and walkways. Parking shall be located to the side or rear of buildings. They shall be between the building(s) and Rt. 1 only if no other option is available due to site constraints. Parking shall be separated from the building by a landscaped strip a minimum of five to ten feet wide.

#### **1.9 Service Areas:**

These include exterior dumpsters, recycling facilities, mechanical units, loading docks and other similar uses. They shall meet the needs of the facility with a minimum of visual, odor or noise problems. They shall be the smallest size possible and be fully screened from view by plantings or fencing. Service areas are not permitted on the front or sides of the building.

#### **1.10 Open Space:**

Developments shall have generous amounts of open space. There shall be inviting open spaces where visitors and employees can sit, relax or socialize..

#### **1.11 Landscaping:**

Where there are trees in the 75' buffer, existing healthy trees shall be maintained in their natural state. Where there are few or no trees within the buffer, the buffer area shall be landscaped with trees, or with flowering shrubs, fencing, or architectural features such as stone walls. When plantings do not survive or grow to a point where they no longer serve as effective buffers, they shall be replaced or enhanced to meet the intent of the approved plan.

#### **1.12 Buffering of Adjacent Uses:**

Buffering or screening between different land uses is required to create a sense of separation. Plantings, earth berms, stone walk grade changes, fences, distance and other means can be used to create the necessary visual and psychological separation. The discussion regarding the need for buffers, and appropriate sizes and types shall begin at the sketch plan stage of review.

**1.13** Protection shall be in place.

**1.14     Storm water Management:**

All storm water Management systems shall be designed to create the least visual impact on the site. Drainage shall be confined to a closed system of pipes. All such measures shall fit unobtrusively into the landscape.

**1.15     Utilities:**

It is important to make efficient use of the utility infrastructure that exists along the Rt. 1 corridor, and to ensure that utility connections to individual development lots are as inconspicuous as possible. Underground connections are required unless the Planning Board finds there are barriers to the installation of underground utilities.

**1.16     Water and Sewer:**

All proposed development along the Route One Corridor must connect to the municipal water supply and the municipal sewer, wherever such connections are available.

**1.17     Electric, Telephone and Cable:**

All wired connections from existing utilities on Route One shall be made to individual lots via underground conduit. This prevents the accumulation of unsightly overhead wires, and preserves the natural character of the corridor.

## **2.     Building Types**

**2.1     Building Design:**

The purpose of this section of the Design Standards is to encourage architectural styles within the Route 1 corridor that draw their inspiration from traditional New England structures.

**2..2     Roofs**

Because of the need to shed snow, New England roofs have generally been pitched rather than flat. Flat roofs are discouraged along Route 1 unless required to house HVAC equipment, in which case a false parapet or façade shall be incorporated.

**2..3     Windows**

Windows are typically vertical rectangles, often with two or more panes of glass. They may have shutters or decorating wood trim around them.

## **2.4 Detailing**

Detailing, appropriate to the architectural style of the building, is required.

## **2.5 Building Materials**

Traditional siding materials common to Northern New England are brick, painted clapboard and either painted or unpainted shingles. Contemporary materials that have the same visual characteristics as traditional materials (e.g., cementitious clapboards or vinyl siding) are acceptable if attention is paid to detailing (e.g., corners, trim at openings, changes in material). Metal cladding is not allowed on front or sides of the buildings.

Common traditional roofing materials are shingles – cedar originally or asphalt now, as well as standing seam metal. Where visible, the roofing color shall be selected to complement the color and texture of the building's façade. Roofing colors are usually darker than the color of the façade.

## **2.6 Large Scale Buildings**

**Objective:** Due to their visibility and mass, the design of new large structures (*10,000 square feet or greater*) have the ability to greatly enhance or detract from Route One's visual character. These structures shall be designed as attractive pieces of commercial architecture that are responsive to their site and compatible with adjacent development.

## **2.7 Design and Massing**

Large structures shall be designed so that their large mass is broken up into smaller visual components through the use of clustered volumes, projections, recesses and varied façade treatment. The design shall provide variation to add shadow and depth and a feeling of reduced scale.

## **2.8 Site Design**

Wherever possible, large buildings shall fit into the existing topography and vegetation, and shall not require dramatic grade changes around their perimeter. Landscaping, site walls, pedestrian amenities and existing trees can be effective in reducing the apparent scale of large buildings.

## **2.9 Architectural Details**

Large structures shall have the same degree of detailing found in well-designed smaller and medium sized buildings along the Route One corridor. Architectural details can be used to reduce the scale and uniformity of large buildings. Elements such as colonnades, pilasters, gable ends, awnings, display windows and appropriately positioned light fixtures can be effective means of achieving a human scale.

## **2.10 Facades and Exterior Walls**

Unbroken facades in excess of 80 feet are overwhelming whether they are visible from Route 1, other roadways or pedestrian areas, or when they abut residential areas. Breaking up the plane of the wall can reduce this sense of overwhelming scale. Where the plane of the wall is broken, the offset shall be proportionate to the building's height and

length. A general rule of thumb for such projections or recesses is that their depth shall be at least 3% of the façade's length, and they shall extend for at least 20% of the façade's length.

Other devices to add interest to long walls include strong shadow lines, changes in rooflines, pilasters and similar architectural details, as well as patterns in the surface material and wall openings. All façade elements shall be coordinated with the landscape plan.

Facades of commercial buildings that face Route One or other roadways shall have transparent openings (e.g. display windows or entry areas) along 30% or more of the length of the ground floor.

### **2.11 Building Entrances**

Large structures shall have clearly defined and highly visible entrances emphasized through such devices as significant variations in rooflines or cornice lines, changes in materials, porticos, landscape treatments, distinctive lighting or other architectural treatments.

### **2.12 Linear Commercial Buildings**

Linear Commercial structures such as multi-tenant offices or commercial buildings are appropriate along Route One provided that they are designed with façade and roofline elements that reduce their sense of large scale and add visual interest.

### **2.13 Design**

Buildings with multiple storefronts shall be visually unified through the use of complementary architectural forms, similar materials and colors, consistent details, and a uniform signage size and mounting system.

### **2.14 Façade Design**

The use of covered walkways, arcades, or open colonnades is strongly encouraged along long facades to provide shelter, and to visually unite the structure. Pedestrian entrances to each business or tenant shall be clearly defined and easily accessible.

### **2.15 Focal Points**

Linear commercial buildings can include a focal point – such as a raised entranceway or clock tower, or other architectural element – to add visual interest and help reduce the scale of the building.

### **2.16 Façade Offsets**

Variations in the plane of the front façade add visual interest. They also create opportunities for common entries, and social or landscaped spaces.



### **2.17 Rooflines**

Variations in rooflines, detailing, cornice lines and building heights shall be incorporated into the design to break up the scale of linear commercial buildings.

### **2.18 Smaller Freestanding Commercial Buildings**

**Objective:** Smaller freestanding commercial buildings can easily make use of traditional New England building forms and shall be designed to be attractive pieces of architecture, expressive of their use and compatible with surrounding buildings.

### **2.19 Single Use Buildings**

Buildings that are constructed for use by a single business are generally smaller in scale than multi-tenant buildings. Single use buildings shall be designed to be attractive and architecturally cohesive. To the greatest extent possible, the same materials, window types and roof types shall be used throughout.

### **2.20 Franchise Design**

Franchise architecture with highly contrasting color schemes, non-traditional forms, reflective siding and roof materials are not related to any traditional New England style and are not permitted on the Route 1 corridor. Franchise buildings shall reflect the New England style architecture prevalent in the area.

### **2.21 Mixed Use Buildings**

Buildings containing mixed uses (e.g., health club on the first floor with professional offices on the second floor) are encouraged. The architecture of a mixed-use building can reflect the different uses on the upper floors by a difference in façade treatment, as long as the building has a unified design theme.

### **2.22 Residential Structures**

**Objective:** Cumberland's future housing stock in the Route 1 corridor shall be well designed and constructed, and is encouraged to have some connection to the traditional styles of New England residential architecture. The large mass of duplex and, multiplex dwellings, can be broken up by façade articulation and architectural detailing in order to reduce their apparent size.

Building form and massing can conform to traditional New England residences by using gable or gambrel roofs with generous overhangs. Traditional vertically hung windows are encouraged. Garages shall not constitute a major element of the front of the house that faces the street, but shall be located to the side or rear wherever possible.

Dwellings with ells and additions, and ones with multiple roof planes harken back to traditional New England farm and seaside homes. Box-like, ranch or split-level "contractor modern" type dwellings do not particularly reflect Maine styles.

Similarly, traditional New England building materials such as wooden shingles and clapboards are encouraged. Modern low-maintenance materials such as cementitious shingles and clapboards may be substituted.

## **2.23 Residential Care Facilities**

**Objective:** Ensure that the future needs of Cumberland's aging population are met in healthy and well-designed facilities, and that the architecture and site design of such facilities fit into the Cumberland context.

The design of Residential Care Facilities can also draw on the local vernacular architecture of gable roofs, multiple building forms and traditional materials. Landscaping, site design and resident amenities will also be of concern to the Planning Board. The site shall offer outdoor amenities such as decks, terraces, gardens, gazebos, lawns or similar features. Residential Care Facilities shall be buffered from roadways and adjacent uses as much as possible.

## **2.24 Hotels and Motels**

**Objective:** To ensure that any future hotels or motels in the Town of Cumberland are in keeping with the character of the surrounding area, and that the scale and design respects the architectural context of the region.

While it is understood that these uses need to be visible from adjacent roads, effort can be made to ensure that the structures and their signs are not overly dominant. Lots shall be designed and landscaped in such a way that the visual impact of the structure is softened, while still affording recognition from automobiles.

Using traditional building materials and colors is required.

## **2.25 All Building Types: Awnings and Canopies**

Awnings and canopies can enhance the appearance and function of a building by providing shade, shelter, shadow patterns, and visual interest. Where awnings are used, they shall complement the overall design and color of the building.

Whether fixed or retractable, awnings and canopies shall be an integral element of the architecture. They shall be located directly over windows and doors to provide protection from the elements. Awnings or canopies shall not be used as light sources or advertising features. Graphics and wording located on canopies and awnings will be considered part of the total signage area. Any such graphics shall be designed as an integral part of the signage program for the property, and coordinated with other sign elements in terms of typeface, color and spacing.

# **3. Signage**

*Signs play a central role in providing much-needed information and setting the tone for the Route One corridor. They inform motorists and pedestrians, and have a direct effect on the overall appearance of the roadway. Signage shall not create visual clutter along the roadway, yet must provide basic, legible information about commercial goods and services. Signs shall be compatible with the architecture and the context of the development.*

Commercial uses along Route One in Cumberland shall be identified by attractive, legible signs that serve the need of the individual business, while complementing the site and the architecture. Internally illuminated signs and reader boards are not permitted. All signage shall comply with the requirements of the Zoning Ordinance of the Town of Cumberland

### **3.1 Signage Plan**

For development proposals requiring multiple signs, the Planning Board may, at its discretion, ask that a detailed signage plan be submitted as part of Site Plan or Subdivision review. The signage plan shall show the location of all signs on a site plan drawing and on building elevations, as well as sign construction details, dimensions, elevations, etc., and accurate graphic representations of the proposed wording. Where the future tenant of a proposed development is not known at the time of Planning Board review, the applicant shall resubmit the signage plan when tenancy has been finalized.

For less complex development proposals where the Planning Board does not require a detailed signage plan, the applicant is still required to submit drawings depicting the design, size, materials, color, content and location of proposed signs.

### **3.2 Sign Location**

Signs shall be placed in locations that do not interfere with the safe and logical usage of the site. They shall not block motorists' lines of sight or create hazards for pedestrians or bicyclists. Roof mounted signs are not permitted. Signs may be located within the 75' buffer providing there is minimal clearing of vegetation required. The location of all signs must be approved by the Planning Board.

### **3.3 Sign Design**

The shape and materials and finish of all proposed signage shall complement the architectural features of the associated building. Simple geometric forms are preferable for all signs. All signage shall comply with the requirements of the Zoning Ordinance of the Town of Cumberland.

### **3.4 Sign Colors**

Signs shall be limited to two or three contrasting colors that are clearly complimentary to the colors of the associated building.

### **3.5 Sign Content**

To ensure a clear and easily readable message, a single sign with a minimum of informational content shall be used. As a general rule no more than about 30 letters should be used on any sign.

Lettering on any sign intended to be read by passing motorists needs to be legible at the posted speed limit. In general a minimum letter height of 6 inches is appropriate. Smaller letters can require motorists to slow down thereby creating traffic and safety hazards. Upper and lower case lettering is preferred to all upper case, as it is easier to read.

Variable message "reader boards", sponsor logos, slogans or other messages that promote products or services other than the tenants' are not permitted.

Signage for any proposed development should prominently feature its assigned street address to facilitate general way-finding and e-911 emergency response.

## **Sign Type**

**Objective:** To ensure that any sign type complements the architecture of the associated building, and to ensure that they are attractively designed and functional while clearly delivering the intended information.

### **3.6 Building Mounted Signs**

Building or façade mounted signs shall be designed as an integral element of the architecture, and shall not obscure any of the architectural details of the building. Signage shall be mounted on vertical surfaces and shall not project past or interfere with any fascia trim. Signs shall be located a minimum of 18" from the edge of a vertical wall, however the overall proportions of both the wall and sign shall be taken into consideration in the placement of the sign.

Flush mounted (flat) signage shall be mounted with concealed hardware. Perpendicularly mounted hanging signs shall be mounted with hardware designed to complement the building's architecture. All metal hardware shall be corrosion and rust resistant to prevent staining or discoloration of the building.

### **3.7 Freestanding Signs**

An alternative to a façade-mounted sign is a freestanding "pylon" sign. These signs are typically located between the building and the roadway right-of-way, adjacent to the site's vehicular entry point.

As with façade-mounted signage, design and content standards shall apply. Because freestanding signs amount to architecture themselves, it is important that they be carefully designed to complement the associated building. This will entail similar forms, materials, colors and finishes. Landscaping surrounding the base of such signs shall be consistent with the landscaping of the entire site.

Where a freestanding sign lists multiple tenants, there should be an apparent hierarchy: i.e., Address, name of the building or development, primary tenant, other tenants.

### **3.8 Wayfinding Signs**

To prevent visual clutter and motorist confusion, additional smaller signs indicating site circulation are generally discouraged. However they are sometimes needed to clarify complex circulation patterns. Wayfinding signage is also sometimes required to indicate different areas of site usage, such as secondary building entries, loading, or service areas. The Planning Board shall exercise its discretion in the requirement or prohibition of such signs.

Where required, wayfinding signage shall be unobtrusive, no taller than absolutely necessary, and shall complement the overall architecture and signage plan in terms of materials, color, form and finishes.

### **3.9 Sign Illumination**

Only externally lit signs are allowed in the Route One corridor because, compared with internally lit signs, the direction and intensity of the light can be more easily controlled. Externally illuminated signs are made of an opaque material and have a dedicated light fixture or fixtures mounted in close proximity, aimed directly at the sign face. The illumination level on the vertical surface of the sign should create a noticeable contrast with the surrounding building or landscape without causing undue reflection or glare.

Lighting fixtures shall be located, aimed and shielded such that light is only directed onto the surface of the sign. Fixtures shall be mounted above the sign and be aimed downward to prevent illumination of the sky and to avoid blinding passing motorists



## 4. Lighting

*Outdoor lighting is used to identify businesses and illuminate roadways, parking lots, yards, sidewalks and buildings. When well designed and properly installed it can be very useful in providing us with better visibility, safety, and a sense of security, while at the same time minimizing energy use and operating costs. If outdoor lighting is not well designed or is improperly installed it can be a costly and inefficient nuisance. The main issues are glare (hampering the safety of motorists and pedestrians rather than enhancing it), light trespass (shining onto neighboring properties and into residential windows), energy waste (lighting too brightly or lighting areas other than intended or necessary), and sky glow (lighting shining outward and upward washing out views of the nighttime sky).*

### **4.1 General Lighting Elements**

**Objective:** Good lighting does only the job it is intended to do, and with minimum adverse impact on the environment. Common sense and respect for neighbors goes a long way toward attaining this goal. The applicant shall provide sufficient lighting for the job without over-illuminating.

Fixtures shall be fully shielded, giving off no light above the horizontal plane. They shall also direct the light onto the intended areas. Fully shielded fixtures produce very little glare, which can dazzle the eyes of motorists and pedestrians.

The height and positioning of fixtures is also important, since even well shielded fixtures placed on tall poles can create light trespass. Fixtures shall be positioned to uniformly illuminate the subject area. Hot spots created by too-bright or too-low fixtures make the in between areas seem dark, which can create safety problems.

### **4.2 The Lighting Plan**

**Objective:** As part of Site Plan or Subdivision review the Planning Board, shall require that a lighting plan be provided. It shall be prepared by a professional with expertise in lighting design. The intent of the lighting plan is to show how the least amount of light possible will be provided to achieve the lighting requirements.

### **4.3 Elements of the Lighting Plan**

In addition to meeting the requirements of the Zoning Ordinance, the Lighting Plan shall contain a narrative that describes the hierarchy of site lighting that describes how lighting will be used to provide safety and security, and describes how it will achieve aesthetic goals. The Lighting Plan shall include specifications and illustrations of all proposed fixtures, including mounting heights, photometric data, and other descriptive information. It shall also include a maintenance and replacement schedule for the fixtures and bulbs.

The photometric diagram shall show illumination levels from all externally and internally visible light sources, including signage.

The location and design of lighting systems shall complement adjacent buildings, pedestrian routes, and site plan features. Pole fixtures shall be proportionate to the buildings and spaces they are designed to illuminate.

Buffers, screen walls, fencing and other landscape elements shall be coordinated with the lighting plan to avoid dark spots and potential hiding places.

Where proposed lighting abuts residential areas, parking lot lighting and other use-related site lighting shall be substantially reduced in intensity, or turned off within one hour of the business closing.

## **Types of Lighting**

### **4.4 Façade and Landscaping Lighting**

Lighting on the front of a building can highlight architectural features or details of a building and add depth and interest to landscaping. This style of lighting shall not be used to wash an entire façade in light or light the entire yard. Rather shall be used to emphasize particular aspects of the project. All fixtures shall be located, aimed and shielded so that they only illuminate the façade or particular plantings and do not illuminate nearby roadways, sidewalks or adjacent properties. For lighting a façade, the fixtures shall be designed to illuminate the portion of the face of the building from above, aimed downward, to eliminate skyglow.

### **4.5 Parking Lot and Driveway Lighting**

Parking lot and driveway lighting shall be designed to provide the minimum lighting necessary for safety and visibility. Poles and fixtures shall be in proportion to the roadways and areas they are intended to illuminate.

All fixtures shall be fully shielded or “cut-off” style, such that no light is cast above the horizontal plane. Decorative fixtures are strongly encouraged as long as they meet the cut-off criteria, and their design and color complements the architecture and landscaping of the project.

### **4.6 Pedestrian Lighting**

Places where people walk, such as sidewalks, stairs, sitting areas, curbs and landscaping shall be adequately but not excessively illuminated.

Mounting heights for pedestrian lighting shall be appropriate in design and scale for the project and its setting. Bollard fixtures of 3' to 4' in height and ornamental fixtures of up to 12' in height are encouraged. Fixtures shall be a maximum of 100 watts and shall not create glare or light trespass onto abutting properties.

**ADA.** The “Americans with Disabilities Act” is a 1990 federal law intended to bring disabled Americans into the economic mainstream to provide them equal access to jobs, transportation, public facilities and services. The Act outlines the physical requirements for ensuring that buildings, site features, parking areas and the like are accessible.

**Applicant.** The person, organization, land owner or representative of the same who is seeking Site Plan or Subdivision approval from the Town, or who is seeking any other permit or permission from the Town.

**Architectural Feature.** A prominent or significant part or element of a building, structure or site.

**Board of Adjustment and Appeals.** A Town board empowered to grant special exceptions or variances from the Town’s Zoning Ordinance.

**Bollard.** A rigid post protruding from the ground to a height of 30” to 50” intended to protect the corners of buildings, fences or other structures from damage incurred by vehicles, or to separate pedestrian areas from vehicular areas, or for decorative purposes.

**Buffer.** Any planted or built barrier intended to visually, and in some cases acoustically, separate two adjacent but different uses. Also used to shield an unpleasant use on a site from other uses on the site, such as a dumpster. Buffers are typically vegetated (planted) but can also be in the form of a berm or fence.

**Massing.** The grouping of three-dimensional forms to achieve variation, as in building forms or landscaping.

**Community Character.** The image of a community as defined by such factors as its architectural styles,, natural features, open space, and the type and quality of its public facilities and services.

**Curb Cut.** The interruption of a curb at which point vehicles may enter or leave the roadway.

**Cut-off Fixtures.** A type of light fixture that prevents most of the light from projecting above the horizontal plane of the fixture.

**Developer.** The person, organization, land owner or representative of the same who is seeking Site Plan or Subdivision approval from the Town, or who is seeking any other permit or permission from the Town.

**Gable Roof.** A roof with two slopes, one on each side of a ridge line, and a gable at each end.

**Gambrel Roof.** A roof that has two slopes on each side of a ridge line, the lower slope being steeper than the upper.

**Impervious Surface.** A surface such as a rooftop, a paved area or a graveled area that does not allow water to be absorbed through it into the ground beneath, but rather causes the water to be shed elsewhere.

**Landscape Plan.** A drawing in a project proposal that identifies the species, quantity and location of all proposed vegetation.

**Open Space.** Areas of a building site that are left unbuilt to be used for public use of visual enhancement.. This can be landscaped or left in a natural state, depending upon the individual project.

**Planning Board.** A Town board empowered to grant Site Plan approval and Subdivision approval. Any project proposed in the Route One corridor will require Planning Board review and approval.

**Peer Review.** The review by a qualified professional of certain aspects of an application before a Town board for conformance with the Town's Ordinances.

**Performance Guarantee.** Any security that may be accepted by the Town to assure that improvements required as part of an approval will be satisfactorily completed.

**Route One Corridor.** All parcels of land immediately adjacent to, or that are clearly visible from, the U.S. Route One right-of-way.

**Scale.** The interrelationships of a development, its elements and its surroundings in terms of size, bulk, intensity and aesthetics.

**Service Area.** A designated area on a development site where a business accommodates its necessary but visually unattractive services such as shipping and delivery, trash storage and pick-up, utility storage and the like

**Setbacks.** The mandatory distances from adjacent property lines that all structures, parking areas and driveways must not be built within.

**Shed Roof.** A flat roof of a single pitch that will shed water and snow away from it high edge toward its lower edge.

**Site Furniture.** Outdoor objects such as benches, shelters, sculpture, trash receptacles and bicycle racks that can enliven and give variety to an outdoor space used by the public.

**Vernacular Architecture.** Architectural forms that are indigenous to an area, and that have developed in response to the locale's available materials and its cultural and environmental conditions.

## ATTACHMENT # 5



## **Goals and Issues**

### **1. Goals**

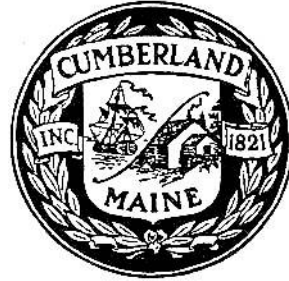
- A. To permit clustering of houses and structures on less environmentally sensitive soils which will reduce the amount of infrastructure, including paved surfaces and utility easements, necessary for residential development.
- B. To promote interconnected greenways and corridors throughout the community.
- C. To provide a residential zoning district that permits flexibility of design in order to promote environmentally sensitive and efficient uses of the land.
- D. To preserve in perpetuity unique or sensitive natural resources such as groundwater, floodplains, wetlands, streams, steep slopes, woodlands and wildlife habitat.
- E. To conserve scenic landscapes, vistas and features.
- F. To preserve important historic and archaeological sites.
- G. To provide for the preservation of greenspace as a nonstructural stormwater runoff and watershed protection measure.
- H. To encourage interaction in the community by clustering houses and orienting them closer to the street, providing public gathering places and encouraging the use of parks and community facilities as focal points in the neighborhood.
- I. To encourage street designs that reduces traffic speeds and reliance on main arteries.
- J. To promote construction of convenient landscaped walking trails and bike paths both within the subdivision and connected to neighboring communities, businesses, and facilities to reduce reliance on automobiles.
- K. To reduce erosion and sedimentation by minimizing land disturbance and removal of vegetation in residential development.
- L. To promote contiguous greenspace with adjacent municipalities.
- M. To protect rural character and rural activities such as farming and forestry.
- N. To protect water quality and aquifers.

### **2. Issues:**

- A. Whether a Conservation Subdivision should be available in all zones or only the RR 1 and RR 2 zones.
- B. Whether the Conservation Subdivision should be mandatory in all zones or just the RR 1 and RR 2 zones, and if so whether there should be waiver language to address unique hardships or situations in which the goals are not likely to be satisfied.

- C. Determination of minimum and maximum lot size requirements.
- C.2 Whether and where to require maximum density and what that density should be.
- D. Whether and where density bonuses or options designed to make the Conservation Subdivision more appealing to landowners and developers should be provided.
- E. Whether the Conservation Subdivision should be required only for parcels of an established minimum size.
- E.2. Whether and where maximum road lengths and/or widths should be required, and if and where road designs should incorporate wildlife crossing fencing and/or other structures.
- F. Determination of the minimum percentage of the gross land and buildable land area to be preserved as open space.
- G. Whether the open space would be publicly owned and accessible or owned by a homeowners' association and not accessible.
- H. Defining natural resources and attributes to be included in conservation areas.
- I. Impact of availability of public water and/or public sewer upon minimum lot size.
- J. Determining permitted and prohibited uses within reserved open space.
- K. Preparation of Site Analysis Map as part of subdivision approval process.
- L. Development of open space management plan.

## ATTACHMENT # 6



# Town of Cumberland

## Land Use Committee Survey Results

Brian Robertson, PhD





# Goal

- The goal of the research was to obtain public input from the residents of Cumberland on:
- The pace of residential and commercial growth.
- Zoning changes that would potentially impact residential areas of Cumberland.
- Allowing stores and/or restaurants along Route 1.
- Design standards.

# The Survey Questionnaire

The survey included 24 survey items that focused on:

- Factors residents liked most about living in Cumberland
- Any concerns residents had about living in Cumberland
- The pace of commercial growth
- The pace of residential growth
- Rural residential zoning
- Growth and rural character in the residential zones
- Allowing stores and/or restaurants along Route 1
- Design standards

# Data Collection

- Data collection began on October 9, 2014 and was completed on November 14, 2014.
- Surveys were mailed to 3,227 residents of Cumberland and to property owners not living in Cumberland.
- Surveys were also provided at Town Hall and Prince Memorial Library.
- A total of 967 residents/property owners completed the survey.
- The survey response rate was 30%.
- The sampling error associated with results is plus or minus 2.6%.

# Summary of Survey Results



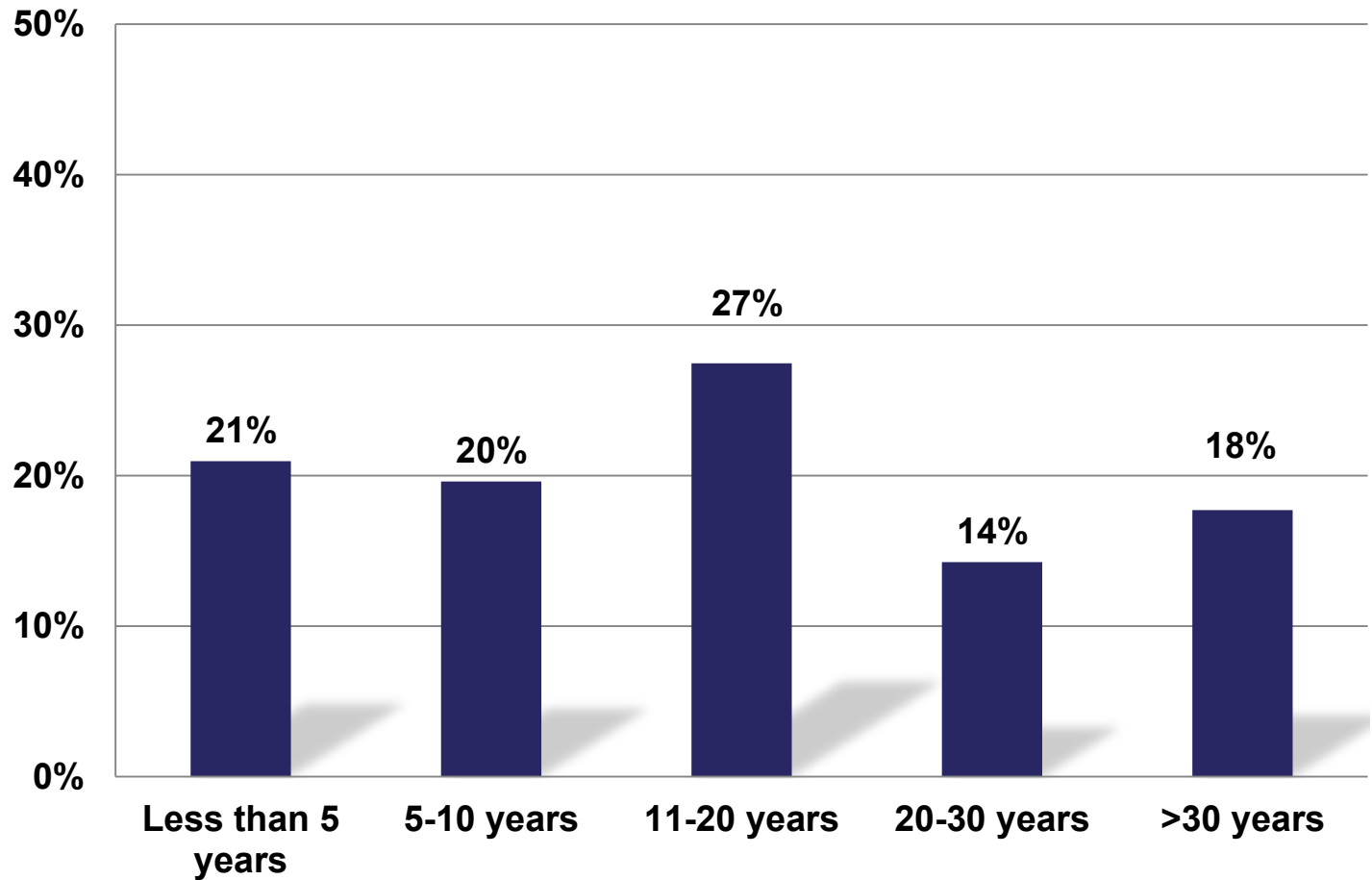
# Respondent Demographics

## Location of Residence/Property

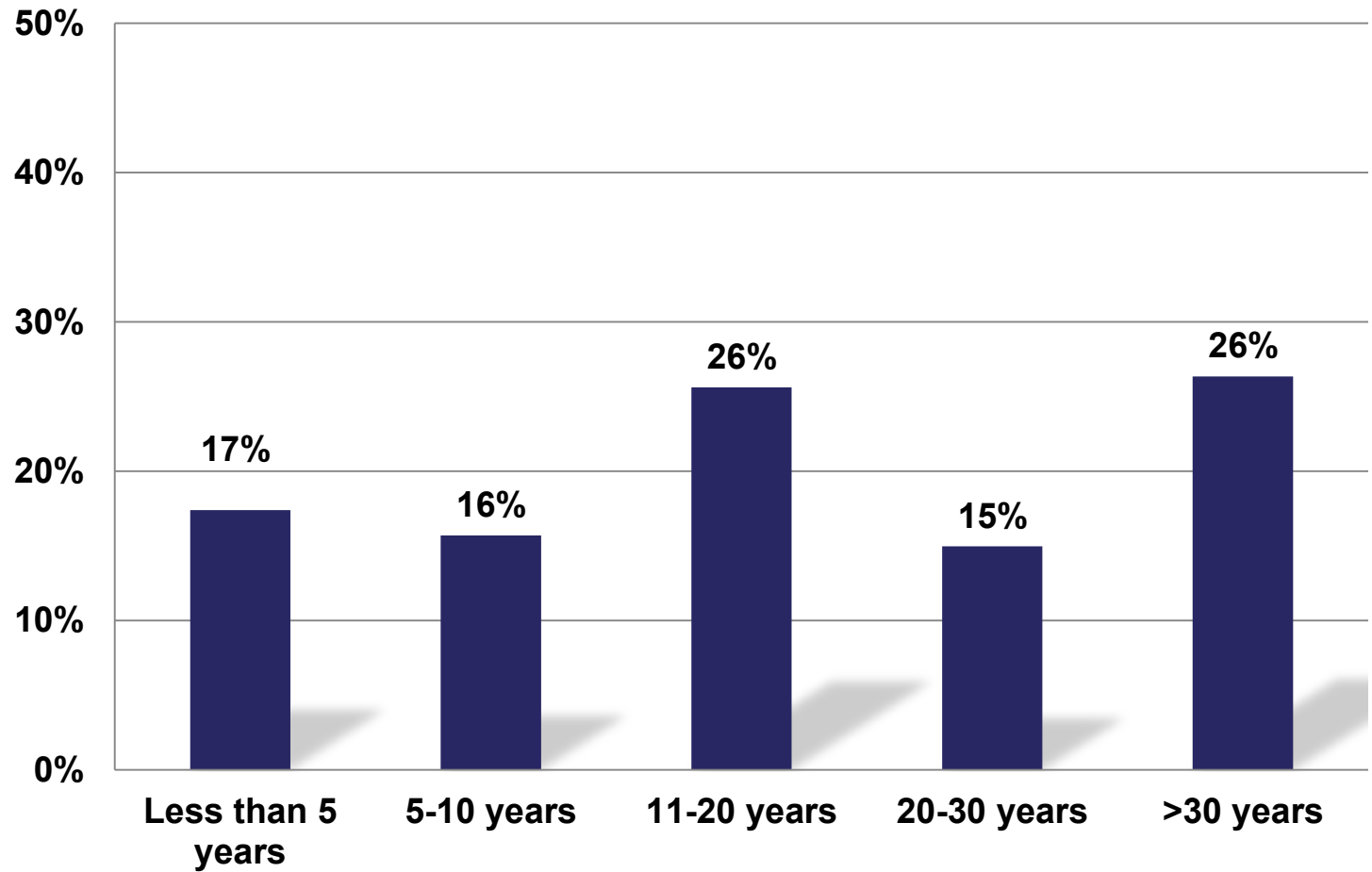
Please look at the Official Zoning Map that is included with the survey.  
In the box to the right, please write the zone in which you live.

	%
Rural Residential 2 (RR2)	31%
Low Density Residential (LDR)	17%
Medium Density Residential (MDR)	16%
Rural Residential 1 (RR1)	15%
Village Medium Density Residential (VMDR)	3%
Town Center District (TCD)	2%
Office Commercial North (OCN)	2%
Other	4%
Did not specify	9%
Total	100%

### How long have you lived at your current address?



### How long have you lived in Cumberland?



# **Residents' Views of Cumberland**



**Residents of Cumberland liked the peace and quiet, the presence of active farms and orchards, and that the town is centrally located and convenient to travel to other towns.**

### **What do you enjoy about living in Cumberland?**

*(Respondents could provide more than one response)*

	<b>%</b>
It is generally peaceful and quiet	90%
I like that there are still active farms and apple orchards	86%
I like that it is centrally located and convenient to travel to other towns	83%
As I drive or bike along the main roads, I enjoy the scenic views	71%
I appreciate the high quality of the schools	67%
I enjoy the people who live in this town	65%
I enjoy the passive recreation areas (e.g. Rines Forest, walking trails)	59%
I enjoy the quality of municipal services provided	57%
I enjoy the active recreation areas (e.g. ball fields, hiking trails)	54%
I enjoy the developing Town Center that now allows a mix of uses	54%
I frequent the new restaurants located on Main Street	40%
I own a large lot of land that provides me with privacy	33%
I frequent the restaurant and retail service businesses on Rt. 100	25%
Other	9%
<b>Total</b>	<b>100%</b>

**Residents describe Cumberland as a small and rural town, a suburban bedroom community, diverse, and quiet.**

**How would you describe the character of the town?**

*(Respondents could provide more than one response)*

	<b>%</b>
<b>Quaint, small, rural</b>	<b>44%</b>
<b>Suburban, bedroom, proximate to Portland</b>	<b>24%</b>
<b>Diverse, friendly, welcoming</b>	<b>17%</b>
<b>Quiet, peaceful</b>	<b>16%</b>
<b>High quality of life, good services</b>	<b>14%</b>
<b>Becoming less rural, changing</b>	<b>13%</b>
<b>Wealthy, educated, expensive</b>	<b>12%</b>
<b>Other</b>	<b>18%</b>
<b>Total</b>	<b>100%</b>

**The largest percentage were concerned about taxes continuing to rise, the lack of public oceanfront to enjoy, and the lack of growth to hold the line on taxes.**

**Do you have any concerns about living in Cumberland?**

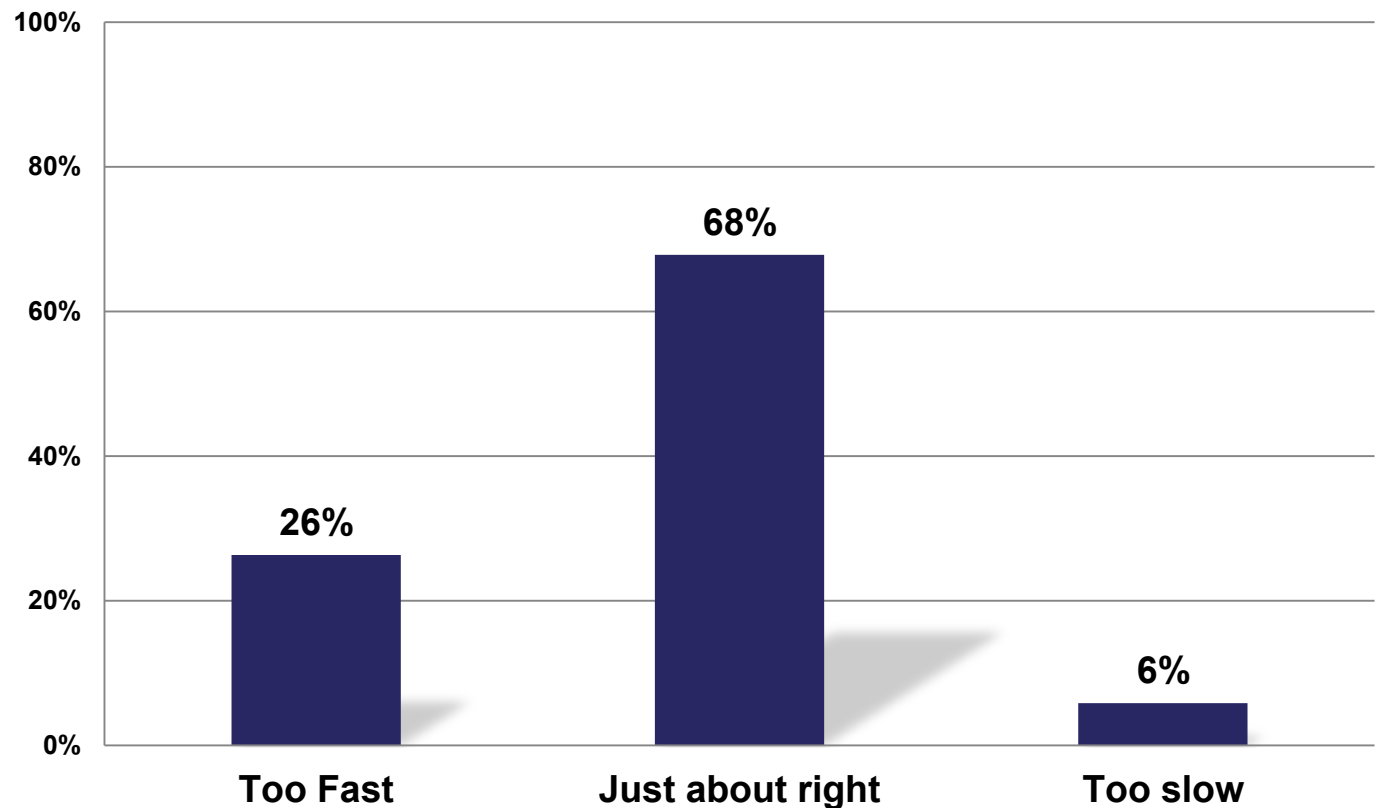
*(Respondents could provide more than one response)*

	%
Taxes continue to rise and I may need to move to a town with lower taxes	59%
There is no public oceanfront to enjoy	41%
There is not enough growth to hold the line on taxes	38%
There are not enough bike paths or sidewalks in town	31%
There is too much residential growth	23%
There are not enough activities and/or services for older residents	23%
The quality of municipal services has declined	13%
There are not enough activities for young people	13%
There is too much commercial growth	10%
I do not like changes that have occurred on Route 100	9%
There is not enough open space	8%
Other concerns	24%
Total	100%

# **The Pace of Residential and Commercial Growth**

**More than two-thirds (68%) considered the pace of residential growth to be about right.**

**How would you rate the pace of growth in residential areas of town, overall?**





**Most residents considered the pace of commercial growth to be about right in most areas, though 45% considered the pace too slow along Route 1 South and 41% along Route 1 North.**

**How would you rate the pace of commercial growth in each of the following areas of town?**

	<b>Too Fast</b>	<b>Just about right</b>	<b>Too slow</b>
<b>Area 1 - West Cumberland (Route 100)</b>	<b>12%</b>	<b>53%</b>	<b>36%</b>
<b>Area 2 - Upper Main Street</b>	<b>10%</b>	<b>69%</b>	<b>21%</b>
<b>Area 3 - Lower Main Street</b>	<b>8%</b>	<b>62%</b>	<b>30%</b>
<b>Area 4 - Route 1 - North</b>	<b>6%</b>	<b>53%</b>	<b>41%</b>
<b>Area 5 - Route 1 - South</b>	<b>7%</b>	<b>48%</b>	<b>45%</b>

**Comments about land use regulations and growth focused on support for limited commercial growth but also limiting residential growth and maintaining green spaces.**

**Do you have anything else you would like to share with the Committee about land use regulations or growth?**

**28% of residents offered comments**  
(Respondents could provide more than one response)

	%
Support limited scale commercial growth	34%
Focus on maintaining green spaces, slow development	18%
Limit residential growth, do not like recent residential growth	18%
Taxes too high, take steps to control taxes	10%
Do not support commercial growth of any kind	9%
Focus on expanding residential growth	7%
Other	31%
Total	100%

# Rural Residential Zoning

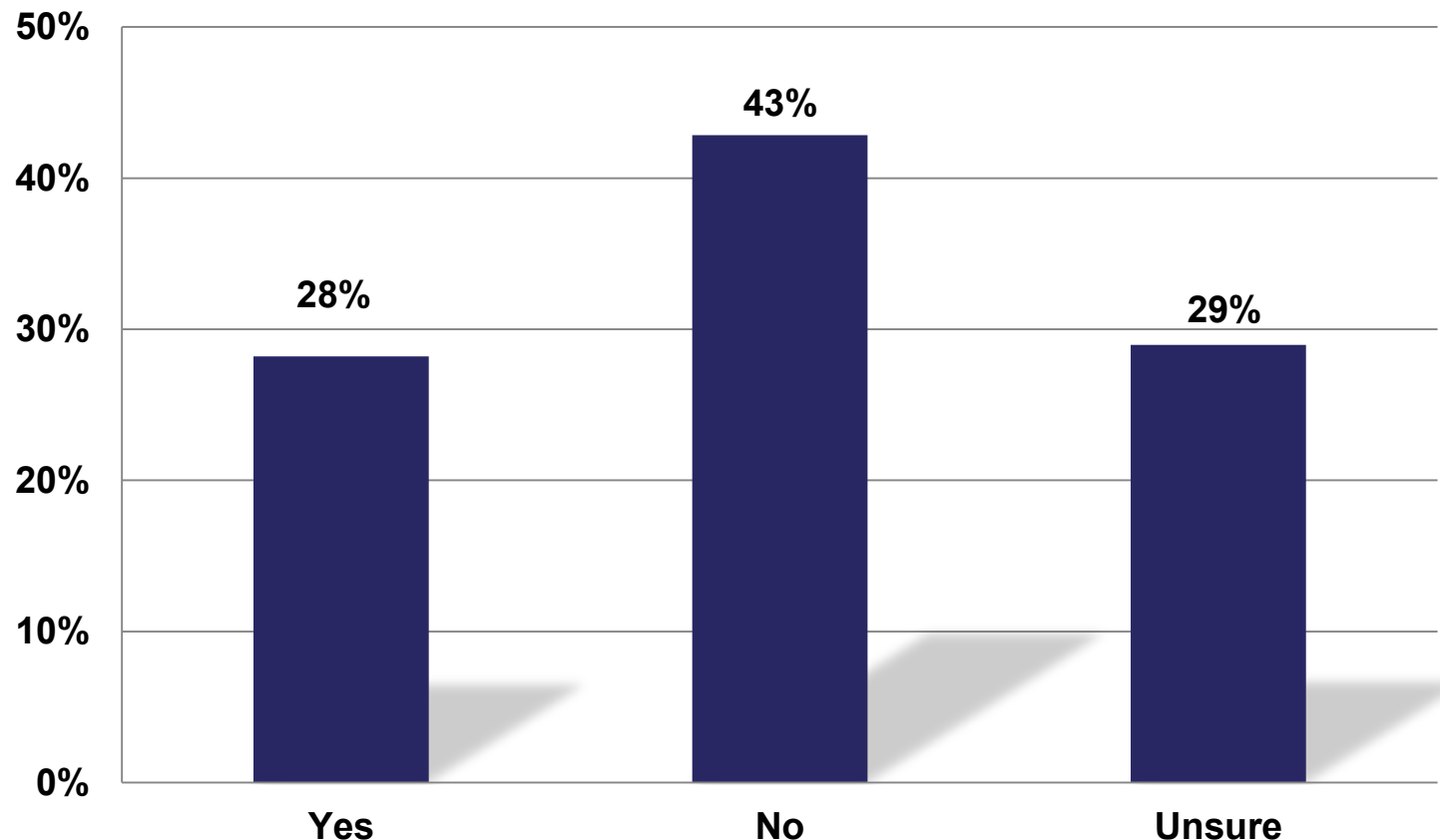
**There is no clear consensus about minimum lot size requirements for the Rural Residential Zones other than a majority did not want one Rural Residential zone with a 4 acre lot size minimum.**

**The following questions focus upon our two Rural Residential zones and seek input on the issue of maintaining or modifying current minimum lot size requirements. How strongly do you agree or disagree that...**

	<b>Agree</b>	<b>Neutral</b>	<b>Disagree</b>
<b>That the current RR1 and RR2 zones should be retained?</b>	<b>48%</b>	<b>27%</b>	<b>24%</b>
<b>There should be one Rural Residential zone with a 2 acre lot size minimum?</b>	<b>42%</b>	<b>21%</b>	<b>37%</b>
<b>There should be only one rural residential zoning district?</b>	<b>28%</b>	<b>32%</b>	<b>40%</b>
<b>There should be only one Rural Residential zone with a 4 acre lot size minimum?</b>	<b>23%</b>	<b>23%</b>	<b>54%</b>

**More than one-quarter thought the Town should consider other minimum lot sizes in the RR1 and RR2 areas with one to two acres the most commonly mentioned lot size.**

**Do you think the Town should consider other minimum lot sizes in the RR1 and RR2 areas?**





## What other minimum lot sizes in the RR1 and RR2 areas do you think the Town should consider?

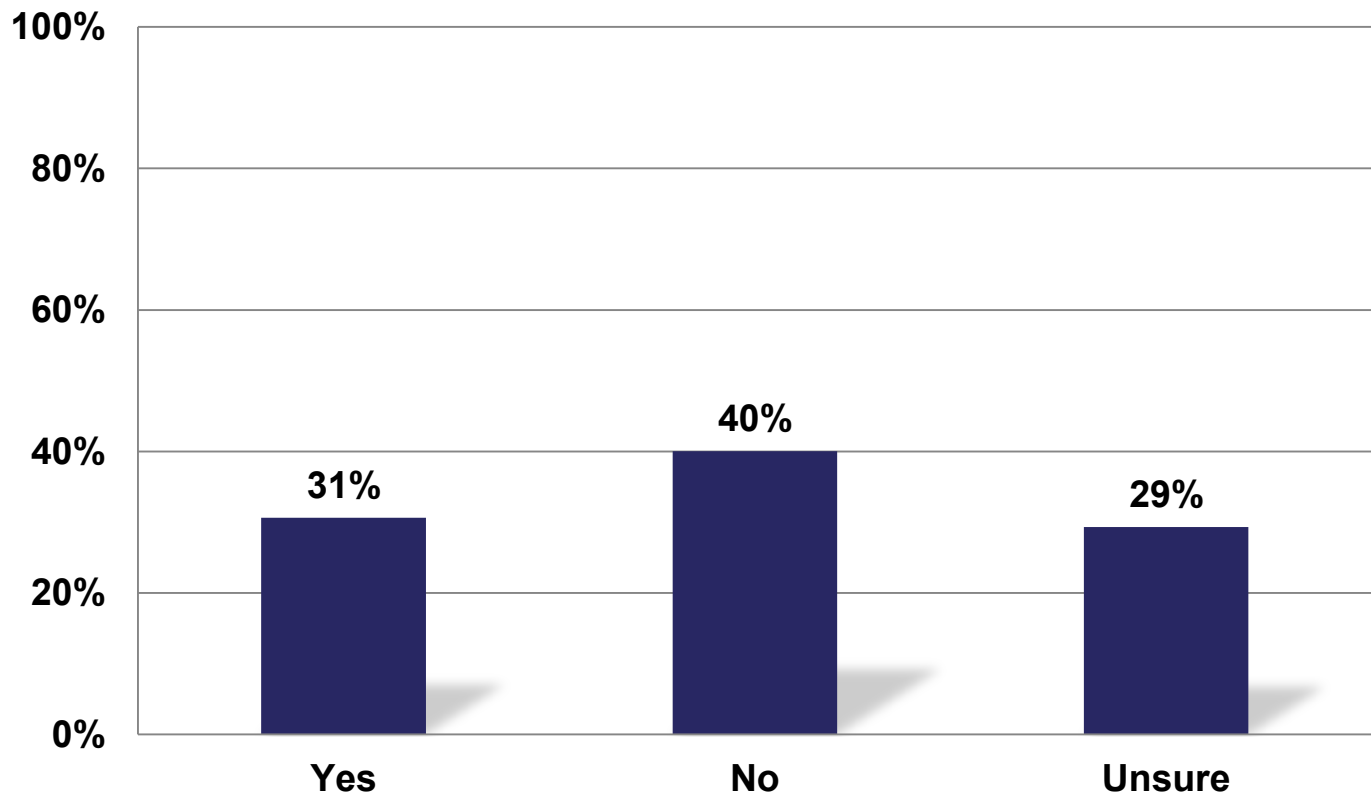
*(% among those indicating the Town should consider other minimum lot sizes)*

	%
One acre to less than two acres	29%
Two acres, less than three acres	13%
More than one half to less than one acre	13%
Mixed sizes, size changes with approval and use	11%
Use cluster development, encourage affordability	11%
Three to less than four	7%
Four to less than five	6%
One half acre or less	5%
Other	13%
Unsure	9%
Total	100%

# **Growth and Rural Character in the Residential Zones**

**About one in three thought there should be specific areas in the rural residential zones where residential growth should be encouraged.**

**Do you think there should be specific areas in the rural residential zones where residential growth should be encouraged?**



## Where do you think residential growth should be encouraged?

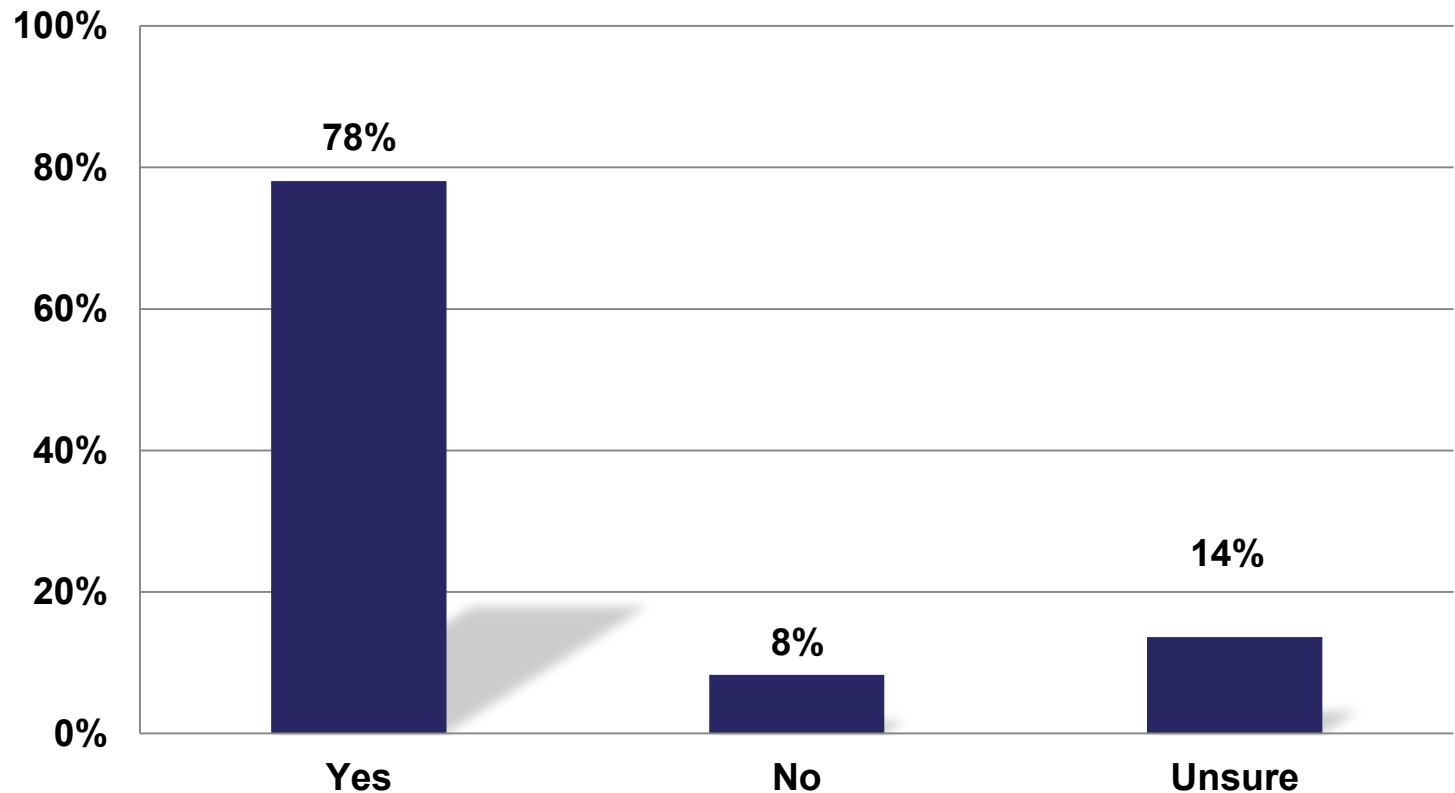
(% among those that think there should be specific areas in the rural residential zones where residential growth should be encouraged)

*(Respondents could provide more than one response)*

	%
<b>Blanchard Road Area</b>	<b>52%</b>
<b>Tuttle Road Area</b>	<b>50%</b>
<b>Greely Road Area</b>	<b>46%</b>
<b>Greely Road Extension Area</b>	<b>43%</b>
<b>Range Road Area</b>	<b>43%</b>
<b>Skillin Road Area</b>	<b>40%</b>
<b>Harris Road Area</b>	<b>38%</b>
<b>Orchard Road Area</b>	<b>37%</b>
<b>Pleasant Valley Road Area</b>	<b>31%</b>
<b>Other Areas</b>	<b>20%</b>
<b>Total</b>	<b>100%</b>

**More than three-quarters thought there should be specific areas in the rural residential zones where the protection of the rural character should be encouraged.**

**Do you think there should be specific areas in the rural residential zones where the protection of the rural character (such as forestry, farming, habitat and open space) should be encouraged?**





## Where do you think protection of the rural character (such as forestry, farming, habitat and open space) should be encouraged?

(% among those that think there should be specific areas in the rural residential zones where the protection of the rural character should be encouraged)

*(Respondents could provide more than one response)*

	%
<b>Blanchard Road Area</b>	<b>66%</b>
<b>Greely Road Area</b>	<b>65%</b>
<b>Range Road Area</b>	<b>61%</b>
<b>Tuttle Road Area</b>	<b>61%</b>
<b>Orchard Road Area</b>	<b>58%</b>
<b>Greely Road Extension Area</b>	<b>45%</b>
<b>Pleasant Valley Road Area</b>	<b>45%</b>
<b>Harris Road Area</b>	<b>36%</b>
<b>Skillin Road Area</b>	<b>34%</b>
<b>Other Areas</b>	<b>12%</b>
<b>Total</b>	<b>100%</b>

## Comments about rural residential issues focused on ways to maintain Cumberland's rural character and maintaining current rules involving growth and development.

Do you wish to share any other thoughts with the Committee on the rural residential issue?

**17% of residents offered comments**  
(Respondents could provide more than one response)

	%
<b>Develop in ways that keeps Cumberland's rural character</b>	<b>35%</b>
<b>Don't develop Cumberland, keep current rules</b>	<b>20%</b>
<b>Make Cumberland more affordable</b>	<b>8%</b>
<b>Additional residents bring additional costs</b>	<b>7%</b>
<b>Work to encourage development generally</b>	<b>7%</b>
<b>Expand public service access</b>	<b>6%</b>
<b>Allow landowners to use property as they wish</b>	<b>6%</b>
<b>Other</b>	<b>25%</b>
<b>Unsure</b>	<b>1%</b>
<b>Total</b>	<b>100%</b>

# **Allowing Stores and/or Restaurants along Route 1 and Design Standards**

## **A large majority favored small independent and medium sized independent stores along Route 1.**

**The second issue is whether to allow stores and/or restaurants along Route 1. Which of the follows types of retail, if any, would you support?**

	<b>%</b>
<b>Small independent stores, such as the Book Review in Falmouth</b>	<b>81%</b>
<b>Medium size independent stores such as Allen Sterling &amp; Lothrop in Falmouth</b>	<b>79%</b>
<b>Medium size chain stores such as Rite Aid in Yarmouth or Falmouth</b>	<b>51%</b>
<b>Large (Big Box) stores such as Wal-Mart or Target</b>	<b>23%</b>
<b>None of the above</b>	<b>12%</b>
<b>Total</b>	<b>100%</b>

## **A large majority favored small and medium size independent restaurants along Route 1.**

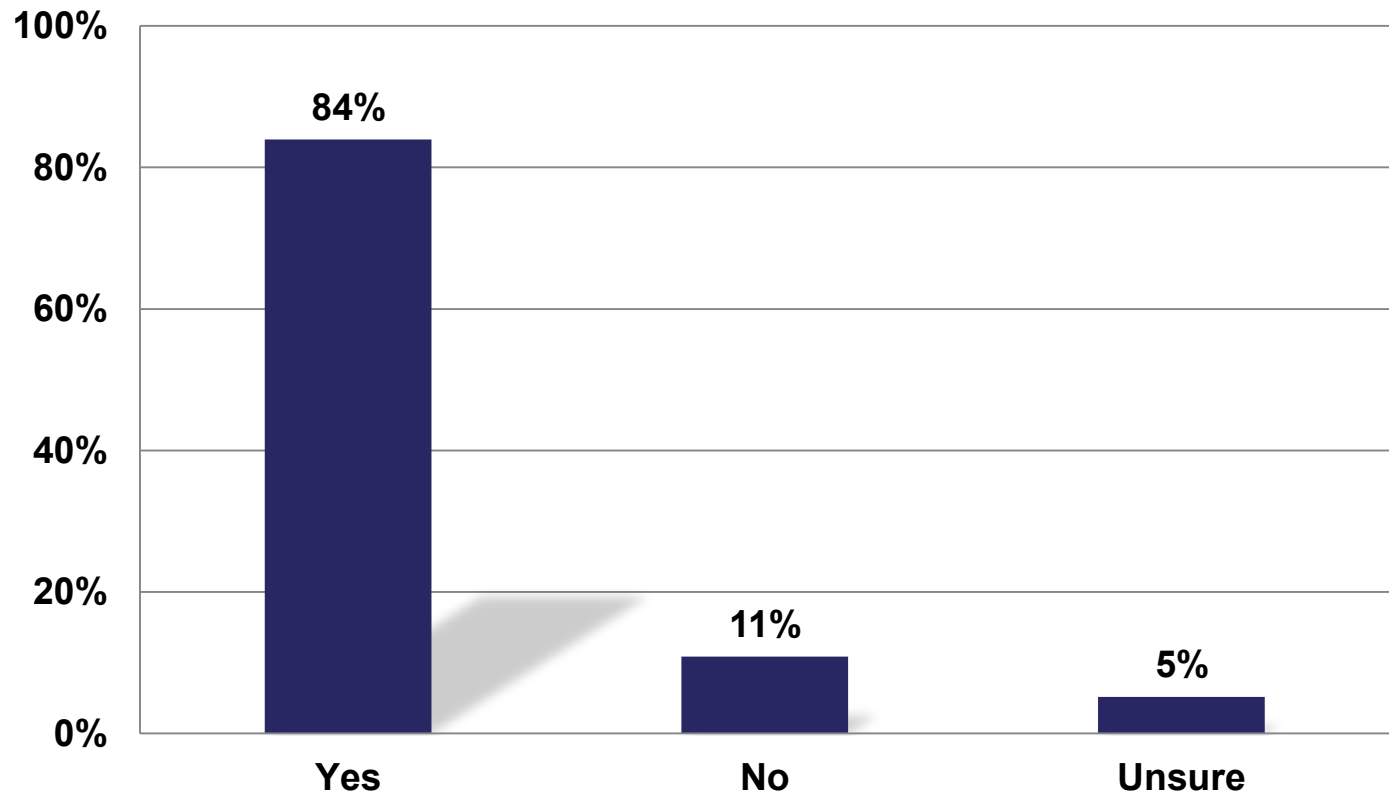
**Which of the following types of restaurants, if any, would you support  
(along Route 1)?**

	<b>%</b>
<b>Small, independent restaurants such as Louie's Grille in Cumberland</b>	<b>87%</b>
<b>Medium-sized independent restaurants such as Ricetta's in Falmouth</b>	<b>70%</b>
<b>Large, independent restaurants such as Cole Farms in Gray</b>	<b>38%</b>
<b>Franchise restaurants such as Olive Garden or Applebee's</b>	<b>27%</b>
<b>Fast Food restaurants such as Dunkin Donuts or McDonald's</b>	<b>22%</b>
<b>None of the above</b>	<b>9%</b>
<b>Total</b>	<b>100%</b>



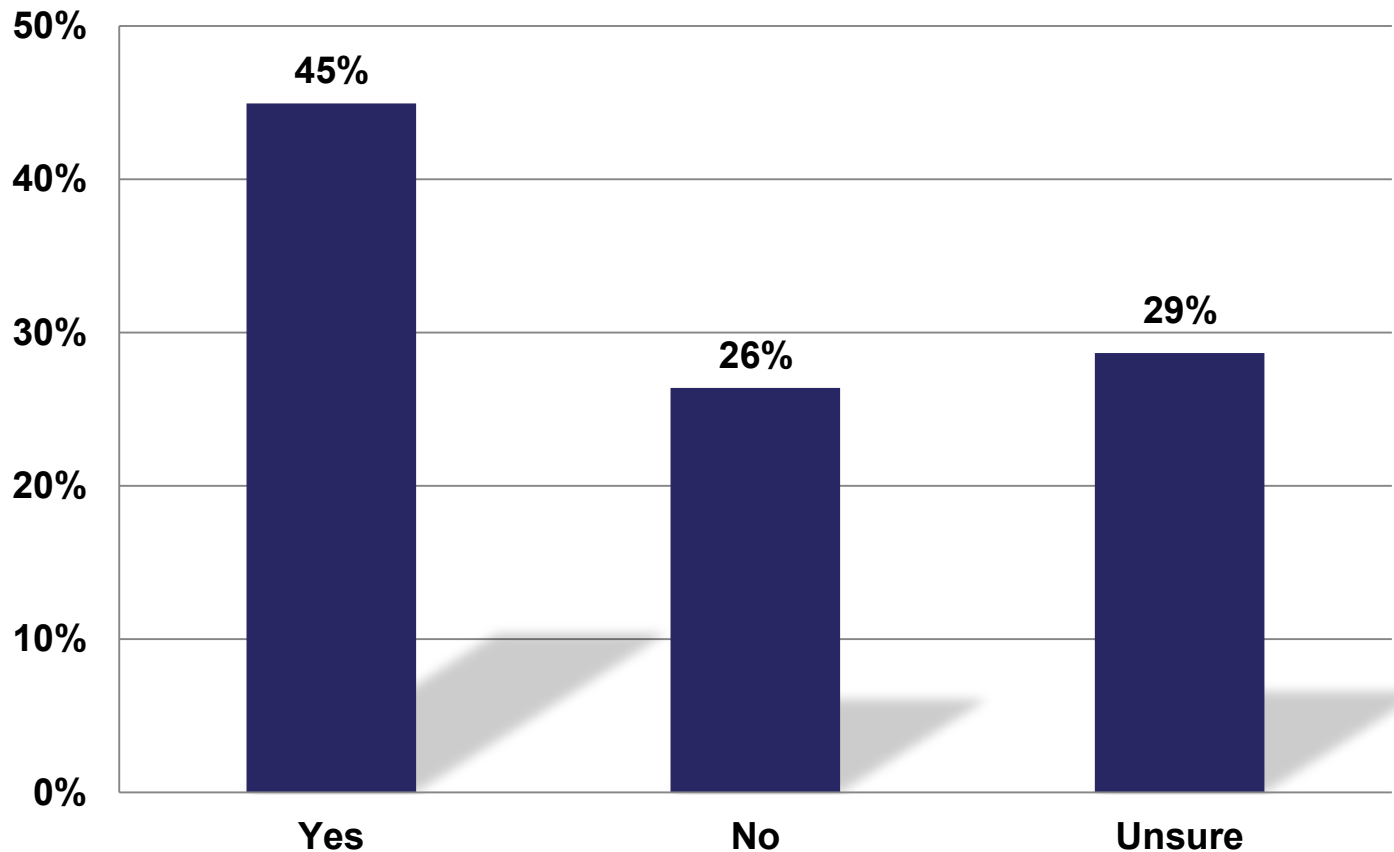
**More than eight in ten thought there should be mandatory design requirements that specify how the building and parking areas should look and function in the Route 1 area.**

**In general, do you think there should be mandatory design requirements that specify how the building and parking areas should look and function in the Route 1 area?**



## **45% thought there should be other limitations on retail and restaurants if allowed on Route 1.**

**If retail and restaurant uses become allowed on Route 1, do you think there should be other limitations on them?**



## What limitations should be placed on retail and restaurant uses on Route 1?

(% among those indicating other limitations should be placed on retail and restaurant uses on Route 1)

*(Respondents could provide more than one response)*

	%
Reduce bright lights, limit signage	20%
Small development, no big boxes	19%
Architecture and appearance standards	16%
Use buffering space, green space	14%
Local ownership, no chain stores	13%
Limited operating hours	12%
Limit effects on traffic	10%
Reduce visible parking	9%
Preserve Cumberland's character, limit strips	7%
Encourage businesses that make Cumberland more convenient, livable	5%
Other	19%
Unsure	12%
Total	100%

## Comments about Route 1 corridor issues focused on just allowing development along Route 1 but maintaining Cumberland's scenic appeal.

Do you wish to share any other thoughts with the Committee on the Route 1 corridor issue?

### **24% of residents offered comments**

(Respondents could provide more than one response)

	%
Develop Route 1 generally, reduce restrictions on building	34%
Maintain Cumberland's scenic appeal, avoid development like Falmouth and Yarmouth	23%
Assure traffic can move along Route 1 safely, swiftly	11%
Do not develop Route 1, focus on other parts of Cumberland	11%
Encourage 'destination' commercial development, business parks	10%
Encourage small and local businesses	9%
Attract businesses which make Cumberland more livable	5%
Other	13%
Total	100%

**Thank you.**  
**I'd be happy to answer any questions.**

## Town of Cumberland

### Land Use Committee Survey Results

Brian Robertson, PhD





# NEW BUSINESS

## **Town of Cumberland**

### **Notice Of Survey Work in Your Area**

This is to notify all Residents in the vicinity of Goose Pond Road- Town of Cumberland Gravel Pit, that the town will be conducting survey work to locate all wells within 1000' of the Cumberland Town Gravel Pit for its required DEP application. The work will occur weekdays beginning Sept. 28, 2015 and will take a couple of days to complete.

For more information call  
Cumberland Public Services  
829-2220



# BUDGET REPORT

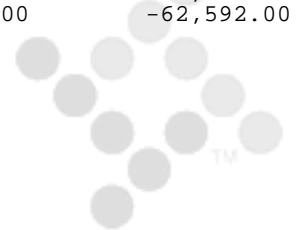
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**TOWN OF CUMBERLAND  
HISTORICAL ACTUALS COMPARISON REPORT**

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**FOR PERIOD 03 OF 2016**

<b>ACCOUNTS FOR:</b>	<b>PRIOR YR3</b>	<b>PRIOR YR2</b>	<b>LAST YR</b>	<b>CURRENT YR</b>	<b>CY REV</b>
<b>001 General Fund</b>	<b>ACTUALS</b>	<b>ACTUALS</b>	<b>ACTUALS</b>	<b>ACTUALS</b>	<b>BUDGET</b>
<hr/>					
0011 Tax Revenues					
<hr/>					
0011 0303 Motor Vehicle Excise Tax	-389,545.37	-413,330.22	-474,471.60	-451,131.42	-1,480,000.00
0011 0304 Boat Excise Tax	-2,088.50	-2,604.60	-1,543.80	-2,427.90	-10,000.00
0011 0328 Outer Islands Property Tax	.00	.00	.00	.00	-40,000.00
0011 0329 Payment in Lieu of Taxes	.00	-11,556.00	-14,328.00	-2,500.00	-23,793.00
TOTAL Tax Revenues	-391,633.87	-427,490.82	-490,343.40	-456,059.32	-1,553,793.00
0012 License & Permit Revenues					
<hr/>					
0012 0311 Hunting & Fishing License	-83.25	-98.50	-124.50	-99.50	-600.00
0012 0312 Marriage Lic & Vital Records	-1,057.40	-1,073.60	-1,090.00	-835.40	-1,900.00
0012 0313 Birth Certificates	-426.00	-532.40	-351.20	-290.00	-365.00
0012 0314 Death Certificates	-433.60	-274.20	-354.40	-185.40	-1,000.00
0012 0315 Clerk Licenses	-506.00	-1,150.00	-675.00	-745.00	-4,500.00
0012 0316 Shellfish Licenses	.00	-7.14	-25.00	.00	-3,000.00
0012 0317 Conservation Fees	.00	-2.86	-10.00	.00	-500.00
0012 0334 Snowmobile Reg	.00	.00	.00	.00	-200.00
0012 0361 Auto Reg. Fees	-5,397.00	-5,614.00	-5,714.00	-5,312.00	-21,000.00
0012 0362 Boat Reg. Fees	-118.00	-484.60	-455.40	-138.00	-500.00
0012 0366 Building Permits	-26,434.28	-24,385.57	-21,231.87	-20,373.95	-70,000.00
0012 0367 Electrical Permits	-3,281.63	-6,506.05	-5,230.65	-4,393.10	-18,000.00
0012 0368 Plumbing Permits	-3,328.50	-7,074.75	-7,566.25	-3,347.48	-18,000.00
0012 0369 Other Permits	-350.00	-775.00	-800.00	-250.00	-2,500.00
0012 0383 Agent Fees-Moses	.00	.00	-2.00	.00	.00
0012 0398 Application Fee	-600.00	-233.33	-200.00	-255.56	-1,000.00
0012 0401 Dog Licenses	-189.00	-729.00	-90.00	-64.00	-3,000.00
0012 0404 Commercial Haulers License	-200.00	.00	.00	-200.00	-600.00
TOTAL License & Permit Revenue	-42,404.66	-48,941.00	-43,920.27	-36,489.39	-146,665.00
0013 Intergovernmental Revenues					
<hr/>					
0013 0327 Homestead State Reimb	-125,757.00	-119,408.00	-81,770.00	-128,242.00	.00
0013 0331 State Revenue Sharing	-145,553.97	-94,265.87	-64,815.70	-119,194.23	-385,710.00
0013 0332 Park Fee Sharing	.00	.00	.00	.00	-7,080.00
0013 0335 DOT Block Grant	.00	.00	.00	.00	-62,592.00



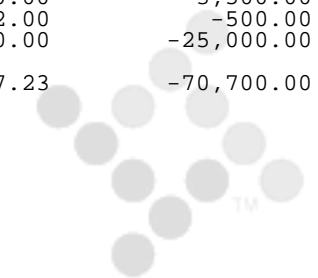
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TOWN OF CUMBERLAND  
HISTORICAL ACTUALS COMPARISON REPORT

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FOR PERIOD 03 OF 2016

ACCOUNTS FOR:	PRIOR YR3	PRIOR YR2	LAST YR	CURRENT YR	CY REV
001 General Fund	ACTUALS	ACTUALS	ACTUALS	ACTUALS	BUDGET
0013 0337 State Grant revenue	.00	.00	-.29	.00	.00
0013 0341 North Yarmouth Recreation Shar	.00	.00	.00	.00	-7,355.00
0013 0342 North Yarmouth Library Share	.00	.00	.00	.00	-145,952.00
0013 0347 North Yarmouth Channel 2	.00	.00	.00	.00	-2,674.00
0013 0348 ACO Sharing Payments	-600.00	-1,125.00	.00	.00	.00
0013 0397 Windham-Fire & Rescue	.00	.00	.00	.00	-3,900.00
0013 0509 Regional Assessing	-14,622.00	.00	.00	.00	.00
TOTAL Intergovernmental Revenue	-286,532.97	-214,798.87	-146,585.99	-247,436.23	-615,263.00
0015 Other Revenues					
0015 0305 Interest & Penalties	-5,412.79	-10,302.17	-3,009.62	-1,789.02	-40,000.00
0015 0306 Over/Short	112.28	-262.68	-207.01	51.88	-100.00
0015 0364 Growth Permits	-600.00	-1,900.00	-1,700.00	-1,000.00	-2,000.00
0015 0365 Board of Appeals	-100.00	.00	.00	-100.00	-100.00
0015 0379 Investment Earnings	-63.63	-28.42	-89.10	-1.01	.00
0015 0381 Building Rentals	.00	.00	.00	.00	-500.00
0015 0382 Sale of Assets	.00	-550.00	-1,300.00	.00	-25,000.00
0015 0390 Misc. Revenue	-1,677.50	-741.40	-1,473.50	-508.52	-38,000.00
0015 0399 Staff Review Fee	-6,600.00	-766.67	-750.00	-719.44	-10,000.00
0015 0402 Cable TV Revenue	.00	.00	.00	.00	-107,000.00
0015 0403 Mooring Fees	-130.00	-135.00	-135.00	-135.00	-1,000.00
0015 0410 Private Ways	-200.00	-200.00	-200.00	-400.00	-400.00
0015 0508 Impact Fees	-15,870.40	-29,511.80	-25,613.00	-21,936.60	-50,000.00
0015 0513 Assessing Records	.00	.00	.00	.00	-100.00
TOTAL Other Revenues	-30,542.04	-44,398.14	-34,477.23	-26,537.71	-274,200.00
0021 Police Related Revenues					
0021 0351 Police Issued Permits	-1,645.00	-389.00	-139.00	-200.00	-3,500.00
0021 0353 Police Insurance Reports	-128.00	-184.00	-120.00	-112.00	-500.00
0021 0427 Parking Tickets	-50.00	.00	.00	.00	-200.00
0021 0428 Outside Detail	-1,292.16	-5,214.25	-2,788.13	-1,583.23	-35,000.00
0021 0536 Animal Control Officer Revenue	41.40	-100.00	-68.00	-120.00	-2,500.00
0021 0546 Court Reimbursements	-215.00	-867.84	-50.00	-100.00	-3,500.00
0021 0547 Miscellaneous Police Revenue	-1,230.87	-124.00	-33.00	-12.00	-500.00
0021 0620 Federal Grant revenue	.00	.00	.00	-5,000.00	-25,000.00
TOTAL Police Related Revenues	-4,519.63	-6,879.09	-3,198.13	-7,127.23	-70,700.00



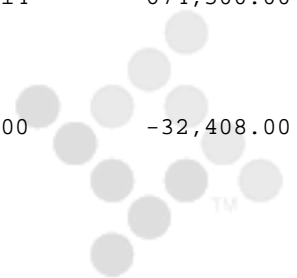
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TOWN OF CUMBERLAND  
HISTORICAL ACTUALS COMPARISON REPORT

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FOR PERIOD 03 OF 2016

ACCOUNTS FOR:	PRIOR YR3	PRIOR YR2	LAST YR	CURRENT YR	CY REV
001 General Fund	ACTUALS	ACTUALS	ACTUALS	ACTUALS	BUDGET
<hr/>					
0022 Fire Related Revenues					
<hr/>					
0022 0390 Misc. Revenue	-10,518.50	.00	.00	.00	-15,000.00
0022 0431 Outside Details	-2,215.00	-761.00	-2,990.00	-1,622.88	-15,000.00
0022 0504 Rescue Billing	-9,267.60	-8,426.49	-11,433.81	-16,166.95	-155,000.00
0022 0505 Non Emergency Transports	.00	.00	-7,337.13	-14,786.77	-31,200.00
0022 0507 Paramedic Intercepts	-600.00	-600.00	.00	.00	-2,000.00
TOTAL Fire Related Revenues	-22,601.10	-9,787.49	-21,760.94	-32,576.60	-218,200.00
0031 Public Works Related Revenues					
<hr/>					
0031 0355 Recycling Income	.00	-20.00	.00	.00	.00
0031 0390 Misc. Revenue	-264.00	-273.00	-78.00	-234.00	-500.00
0031 0517 Bags/Universal Waste	-20,523.50	-25,444.00	-13,205.00	-22,872.50	-260,000.00
0031 0539 Brush Passes	-906.00	-924.00	-1,069.00	-638.00	-7,500.00
TOTAL Public Works Related Rev	-21,693.50	-26,661.00	-14,352.00	-23,744.50	-268,000.00
0037 ValHalla Revenues					
<hr/>					
0037 0306 Over/Short	.00	.00	.00	-6.68	.00
0037 0329 Payment in Lieu of Taxes	.00	.00	.00	.00	-8,000.00
0037 0357 Golf Memberships	.00	.00	.00	-9,870.00	-239,283.00
0037 0358 Greens Fees	.00	.00	.00	-57,578.00	-127,148.00
0037 0359 Golf Cart Rentals	.00	.00	.00	-34,505.06	-89,232.00
0037 0378 Soda Sales	.00	.00	.00	-1,395.62	-3,325.00
0037 0416 Practice Range	.00	.00	.00	-5,476.50	-9,465.00
0037 0417 Program Revenues	.00	.00	.00	-12,954.00	-60,132.00
0037 0419 Advertising Sales	.00	.00	.00	-1,250.00	-24,000.00
0037 0522 Outing Golf	.00	.00	.00	-46,853.08	-72,315.00
0037 0560 Rental Income	.00	.00	.00	-4,545.20	-21,600.00
0037 0565 Cell Tower Land Lease	.00	.00	.00	.00	-20,000.00
TOTAL ValHalla Revenues	.00	.00	.00	-174,434.14	-674,500.00
0041 Recreation Related Revenues					
<hr/>					
0041 0370 Recreation Programs	-149.00	-2,162.00	-1,930.66	-2,545.00	-32,408.00





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TOWN OF CUMBERLAND  
HISTORICAL ACTUALS COMPARISON REPORT

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FOR PERIOD 03 OF 2016

ACCOUNTS FOR:	PRIOR YR3	PRIOR YR2	LAST YR	CURRENT YR	CY REV
001 General Fund	ACTUALS	ACTUALS	ACTUALS	ACTUALS	BUDGET
0041 0371 Fall Recreation Revenue	-29,378.65	-34,084.00	-29,982.00	-35,286.00	-36,228.00
0041 0372 Winter Recreation Revenue	-487.27	-1,120.00	-1,237.00	-1,270.00	-124,846.00
0041 0373 Spring Recreation Revenue	-325.70	-21.00	-2,288.00	.00	-41,239.00
0041 0374 Summer Recreation Revenue	-34,723.78	-38,008.79	-35,969.92	-21,014.50	-223,017.00
0041 0385 After School Programs	-15,842.50	-18,675.20	-30,589.30	-19,552.00	-173,302.00
0041 0387 Adult Enrichment Revenue	.00	.00	-9,009.50	-5,839.15	-32,377.00
0041 0388 Adult Fitness Revenue	.00	.00	-13,294.05	-12,596.00	-41,840.00
0041 0570 Rec Soccer Revenue	-1,690.00	-10,005.00	-7,456.00	-6,225.00	-10,211.00
0041 0606 CPR/First Aid Revenues	.00	.00	.00	-50.00	.00
TOTAL Recreation Related Reven	-82,596.90	-104,075.99	-131,756.43	-104,377.65	-715,468.00
0043 Park Revenues					
0043 0391 Field Usage Fees	-4,569.87	-3,012.70	-2,330.00	.00	-15,000.00
0043 0617 Twin Brooks Donations	.00	.00	-25.00	.00	.00
TOTAL Park Revenues	-4,569.87	-3,012.70	-2,355.00	.00	-15,000.00
0045 Library Related Revenues					
0045 0379 Library Interest Income	-91.42	-79.80	.00	-93.80	-200.00
0045 0392 Library Fines	-1,066.85	-1,195.33	-2,112.35	-1,378.55	-3,500.00
0045 0394 Misc. Library Revenue	-347.80	-253.50	-491.50	-376.40	.00
TOTAL Library Related Revenues	-1,506.07	-1,528.63	-2,603.85	-1,848.75	-3,700.00
TOTAL General Fund	-888,600.61	-887,573.73	-891,353.24	-1,110,631.52	-4,555,489.00
TOTAL REVENUES	-888,600.61	-887,573.73	-891,353.24	-1,110,631.52	-4,555,489.00
GRAND TOTAL	-888,600.61	-887,573.73	-891,353.24	-1,110,631.52	-4,555,489.00



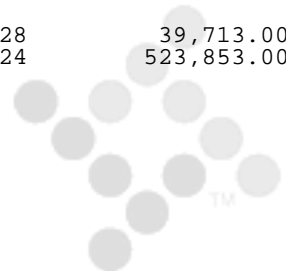
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TOWN OF CUMBERLAND  
HISTORICAL ACTUALS COMPARISON REPORT

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FOR PERIOD 03 OF 2016

ACCOUNTS FOR:	PRIOR YR3	PRIOR YR2	LAST YR	CURRENT YR	CY REV
001 General Fund	ACTUALS	ACTUALS	ACTUALS	ACTUALS	BUDGET
<hr/>					
10 General Government					
<hr/>					
130 Administration	151,629.25	154,264.25	157,840.92	163,804.81	548,827.00
140 Assessor	43,112.78	22,563.72	15,854.00	14,472.38	79,486.00
150 Town Clerk	44,317.82	45,892.86	51,573.97	55,965.86	221,002.00
160 Technology	62,618.16	53,132.72	34,941.44	60,009.75	166,546.00
165 Elections	517.55	1,474.00	3,254.43	170.00	11,953.00
170 Planning	14,765.52	14,184.58	15,447.64	14,312.50	63,775.00
190 Legal	2,010.09	4,068.00	7,390.32	5,616.15	42,500.00
999 Finance/GAAP entries	.00	.00	.00	-125.00	.00
TOTAL General Government	318,971.17	295,580.13	286,302.72	314,226.45	1,134,089.00
20 Public Safety					
<hr/>					
210 Police	239,798.93	261,451.45	315,874.06	315,956.63	1,257,423.00
220 Fire	187,105.90	180,555.02	210,516.81	205,721.56	885,161.00
240 Code Enforcement	16,279.64	16,534.97	23,377.44	26,827.93	94,049.00
260 Animal Control	11,365.05	9,676.73	7,261.77	12,421.12	27,661.00
TOTAL Public Safety	454,549.52	468,218.17	557,030.08	560,927.24	2,264,294.00
30 Public Services					
<hr/>					
310 Public Works	202,792.47	159,138.82	158,679.23	173,621.48	968,453.00
320 Waste Disposal	138,234.30	122,981.42	100,541.39	75,628.00	520,525.00
430 Parks	43,591.05	60,523.05	92,941.22	83,984.43	221,520.00
440 West Cumberland Rec	753.05	1,303.74	287.14	292.60	7,775.00
470 Historical Society Building	.00	.00	.00	.00	2,102.00
TOTAL Public Services	385,370.87	343,947.03	352,448.98	333,526.51	1,720,375.00
40 Recreation					
<hr/>					
350 Valhalla-Club	.00	.00	.00	9,914.28	39,713.00
360 Valhalla-Course	.00	.00	.00	196,925.24	523,853.00



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TOWN OF CUMBERLAND  
HISTORICAL ACTUALS COMPARISON REPORT

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FOR PERIOD 03 OF 2016

ACCOUNTS FOR:	PRIOR YR3	PRIOR YR2	LAST YR	CURRENT YR	CY REV
001 General Fund	ACTUALS	ACTUALS	ACTUALS	ACTUALS	BUDGET
370 Valhalla-Pro Shop	.00	.00	.00	74,878.28	195,668.00
410 Recreation	203,283.81	209,110.75	249,936.60	238,213.04	783,686.00
TOTAL Recreation	203,283.81	209,110.75	249,936.60	519,930.84	1,542,920.00
45 Library					
450 Library	88,849.38	93,780.21	97,189.87	101,542.63	411,267.00
TOTAL Library	88,849.38	93,780.21	97,189.87	101,542.63	411,267.00
50 Health & Welfare					
580 General Assistance	6,745.78	8,235.13	5,705.69	8,320.31	35,000.00
590 Health Services	6,043.35	6,043.35	7,543.35	13,231.35	13,375.00
TOTAL Health & Welfare	12,789.13	14,278.48	13,249.04	21,551.66	48,375.00
90 Other					
620 Cemetery Association	22,600.00	25,700.00	22,500.00	32,500.00	26,700.00
630 Conservation Commission	.00	.00	2,000.00	5,961.36	6,000.00
800 Fire Hydrants	9,766.39	14,381.47	14,903.43	11,139.16	65,000.00
810 Street Lighting	5,959.14	6,075.55	6,573.56	7,139.17	37,000.00
830 Contingent	1,633.62	9,273.08	.00	.00	25,000.00
840 Municipal Building	37,885.01	38,964.79	33,423.25	12,794.30	80,629.00
850 Abatements	.00	1,690.00	16,573.50	1,386.46	20,000.00
TOTAL Other	77,844.16	96,084.89	95,973.74	70,920.45	260,329.00
98 Fixed Expenses					
650 Debt Service	209,682.71	203,009.25	197,536.38	195,589.00	825,000.00
750 Insurance	154,549.94	151,605.82	119,475.41	106,023.34	219,499.00
860 MSAD #51	3,294,151.65	3,419,126.95	3,578,326.50	3,889,262.73	15,557,051.00
890 County Tax	623,416.00	665,675.00	696,073.00	.00	747,431.00



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TOWN OF CUMBERLAND  
HISTORICAL ACTUALS COMPARISON REPORT

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FOR PERIOD 03 OF 2016

ACCOUNTS FOR: 001	General Fund	PRIOR YR3 ACTUALS	PRIOR YR2 ACTUALS	LAST YR ACTUALS	CURRENT YR ACTUALS	CY REV BUDGET
910	Capital Imp. Plan	896,137.00	1,133,693.00	1,323,868.00	1,181,500.00	1,181,500.00
	TOTAL Fixed Expenses	5,177,937.30	5,573,110.02	5,915,279.29	5,372,375.07	18,530,481.00
	TOTAL General Fund	6,719,595.34	7,094,109.68	7,567,410.32	7,295,000.85	25,912,130.00
	TOTAL EXPENSES	6,719,595.34	7,094,109.68	7,567,410.32	7,295,000.85	25,912,130.00
	GRAND TOTAL	6,719,595.34	7,094,109.68	7,567,410.32	7,295,000.85	25,912,130.00

