



October 21, 2014

Rick Knowland
Planning Department
Portland City Hall
389 Congress Street
Portland, Maine 04101

**RE: Level I Site Plan Development Staff Review Response and Revised Plans
Uhaul Facility
425 Marginal Way
Portland, Maine**

Dear Rick:

On behalf of Uhaul Co. of New Hampshire & Maine, Inc. (Applicant), Walsh Engineering Associates, Inc. (WEA) is pleased to submit this response and updated Site Plans to the staff review comments received on October 16, 2014 for the Level I Site Alteration application for the site alterations to the subject property at 425 Marginal Way in Portland (Map 8, Block A, Lot 5).

Response to Comments provided by Tom Errico:

- 1) The proposed crosswalk on Plowman Street should be shifted approximately 15 feet toward Marginal Way. The crosswalk marking shall be "block" design and meet City standards. The sidewalk ramps shall meet City standards and detectible warning panels shall be included.

The location of the crosswalk has been shifted approximately 15 feet west towards Marginal Way from its originally proposed location.

The crosswalk pavement markings have been revised to 24-inch wide painted lines spaced 4-feet on-center in accordance with the City of Portland Technical Manual.

The sidewalk curb ramp details have been revised to meet the standards of the City of Portland Technical Manual. A detail for the detectable warnings has also been added to Sheet C3.0.

- 2) The curb radii at the Marginal Way and Plowman Street intersection are excessive and it would be my suggestion that the radius adjacent to the project site be reduced, which will provide for improved crosswalk conditions between the two U-Haul sites. Given that the City will be installing stormwater infrastructure in Marginal Way in the future, I would not suggest that the modifications be implemented as part of this project. On some projects, the City has requested that an applicant make a monetary contribution towards future improvements. I would suggest that this be considered for this project.

Noted. We are in agreement with the practicality of not constructing something this year that will be removed next year. The client is willing to obtain a price for the work and contribute that amount to the project.

- 3) All parking circulation aisles shall be 24-feet for two-way flow conditions.

The vehicular circulation aisle widths have been increased to 24 feet around the building.

- 4) I would suggest that the parallel parking space nearest the Marginal Way driveway be eliminated (maneuvering in and out of the space may create safety problems).

The parking space nearest the Marginal Way entrance driveway has been eliminated and 12 feet of clear space has been provided between the entrance and the first parallel parking space. As a result, the total number of proposed parking spaces has been reduced to 12, which is the minimum allowable per the City Ordinance.

- 5) I am concerned about entering and exiting vehicle movements at the Plowman Street driveway and how they may create safety issues with Bayside Trail users. The applicant should provide an assessment of this issue and whether any specific strategies should be considered for implementation.

We have proposed the installation of “right turn only” and “no left turn” signs at the Plowman Street exit. This strategy will prevent vehicles exiting the facility from crossing the Bayside Trail, but will still allow for connection between the two Uhaul facilities, which is the primary reason for maintaining the Plowman Street access point.

Response to Comments provided by Rick Knowland:

- 1) Guard rail should indicate material of the rail.

Detail 6 on Sheet C3.0 has been revised to indicate pressure treated wooden guard rail posts and rail materials.

- 2) The 50 foot long guard rail along Marginal Way looks good but I can envision more trailers creeping toward Marginal Way. I believe another increment of guard rail is needed (roughly 15 feet) or if you want to use another barrier such as boulders that would be fine.

The guard rail along Marginal Way has been extended approximately 20 feet to the north.

- 3) In regard to the boulders on the corner of Plowman and Marginal Way, we'll likely have a condition that they be field located with review and approval by City Staff. There may be a need for additional boulders given the openness of the area and the prolific number of vehicles/trailers in grass areas.

Understood. Three additional boulders have been added to the plan on the east side of the proposed sidewalk. A note has been added to Sheet C2.0 indicating that the placement of boulders shall be field located with review and approval by City staff.

- 4) Tom Errico's last bullet references the Bayside Trail and safety issues at the U-Haul driveway. The new connection shown on the plan to the driveway is compromised by a utility pole and a trail sign. On the other side of the pole it's not much better. We'll need to discuss this further. This may require a field visit with city staff because the plan and google earth does not portray the constraint very well.

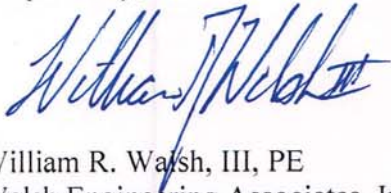
WEA visited the site following receipt of this comment to determine an adequate location for a connection to the Bayside trail from the Uhaul facility on the north side of Plowman Street. It appears that there is adequate space on the north side of the utility pole to provide the connection between the pole and the associated guy wire. The site plan has been revised to show the connection at this location and a photograph of the area is included with this submission.

- 5) If there is any reference on the site plan regarding the self-storage use obviously that needs to be removed.

All references to self-storage have been removed from the plans. Please note that the references to self-storage in paragraphs 1 and 3 of the original application cover letter dated September 17, 2014 should be disregarded.

We trust that these responses adequately address the City's comments. Please find the revised plan sheets attached. If you require any additional information, please contact us.

Respectfully,



William R. Walsh, III, PE
Walsh Engineering Associates, Inc.

- enc. Revised plan sheets C1.0, C2.0, and C3.0 (1 full size, 1 reduced size)
Photograph of location Bayside Trail connection to Uhaul Facility
Electronic copies of materials
- cc. Mr. Tom Errico, PE, T.Y. Lin
Mr. William Marcotte, Client

