



Stantec Consulting Services Inc.
482 Payne Road Scarborough Court, Scarborough ME 04074-8929

June 26, 2018

Mr. Matthew Grooms
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

Subject: Canal Landing New Yard – Phase IV (Building E)
400 West Commercial Street
Level III Site Plan and Conditional Use Application
Applicant: Canal Landing, LLC

Dear Matthew:

On behalf of Canal Landing, LLC, we are pleased to provide the accompanying package of submission materials related to the proposed **Phase IV** Canal Landing New Yard development off West Commercial Street. This submission package is intended to meet the City's Submission Requirements as outlined in the Level III Application procedures.

As you are aware, the applicant has completed the initial phases of development consisting of two buildings constructed since late 2013 on their 5.03-acre remainder property positioned just to the southeast corner of the IMT Expansion project. The Portland Planning Authority previously approved these activities beginning in the fall of 2013. More recently in January 2018, the Planning Board approved the Phase III Site Plan for Buildings C & D and in February 2018 the Planning Authority approved a Level II Site Plan for the Travel Lift Basin construction and various and improvements. This current application is for the next phase (**Phase IV**) of development activity which will include the development of an 80' x 150' Maintenance Building (E), to be located on the waterfront parcel near the new Travel Lift Basin. As outlined in previously submitted Master Plans, the Canal Landing development will include multiple new buildings to be constructed along the Commercial Street frontage as well as shorefront areas. It is expected that all uses will be marine related and thus compliant with the WPDZ zoning either as permitted or conditional uses. An impact mitigation narrative is contained in Section 3 of this submission package.

The **Phase IV** development activity for which this application is made includes the construction of approximately 12,000 SF of new maintenance building space. The Canal Landing **Phase IV** activity includes a use that is identified as Permitted under the WPDZ Zone (Marine Repair Services) and therefore the appropriate supporting information is contained within this submission. The proposed building will also extend to a height of 72'-0" the it qualifies as a conditional use under Section 14-320.2(a).



PROJECT OVERVIEW

Canal Landing, LLC proposes to construct an expansion to their boat maintenance and repair yard within approximately 17.77 acres of land located prominently along the West Commercial Street waterfront. This land area includes 5.03 acres of remainder land that the Applicant retained after the MaineDOT acquired nearly 18 acres of land from New Yard, LLC for the IMT Expansion project. The Applicant acquired an additional 12.74 acres from Maine Central Railroad to fulfill their goals for a full-scale boat maintenance and marine related activities facility. The project represents an ideal reuse of a former highly industrialized property. The Canal Landing Boat Maintenance facility and IMT expansion have now initiated a new resurgence in marine waterfront related activity along the Fore River.

The proposed project includes previously approval buildings constructed over multiple phases along with constructed shoreline uses including a marine travel lift basin, two boat ramps, floats/docks, new or reconstructed piers and ancillary support features. The current Level III Site Plan approval request is only for **Phase IV** activities which are listed below in the Proposed Development section.

The **Phase IV** project includes limited site development activities involving earthwork, grading, building construction, and utilities associated with the proposed Maintenance Building (E). Among other things, utilities have been previously stubbed to the proposed Building E location.

The following sections provide greater detail regarding the site's existing conditions and the proposed development program.

Site Ownership

According to the ALTA/ACSM Survey completed by Owen Haskell, Inc. in April 2015, the development site contains multiple parcels as identified in the City of Portland Tax Assessor's maps. These parcels are more fully described as follows:

TABLE 1 – Land Ownership		
Chart-Block-Lot	Owner	Description
59-A-3 & 4	New Yard, LLC CCRD Book 30887; Page 2	Consists of 5.03 acres. Land retained following the MaineDOT land taking.
60-F-1, 3 & 4 71-F-2	Canal Landing, LLC CCRD Book 32239; Page 148	Consists of a 6.75-acre area between the IMT rail track and the street; also consists of 5.99 acres of area along the waterfront, out to mean low water.



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Figures 1-12 provided with this letter depict the project location on various available resource maps. As shown, the site location is on West Commercial Street just west of the Casco Bay Bridge and between Commercial Street and the waterfront. The combined parcels have approximately 2,159.55 LF of frontage along Commercial Street. The development site is identified on the U.S.G.S. Portland West 7.5 Minute Quadrangle Map.

PROJECT PURPOSE AND NEED

The Canal Landing project has transformed an underutilized, yet prominent property, into water dependent maritime use as was contemplated within the City's zoning and comprehensive plans. The project's community benefits continue to include:

- Enhanced commercial/marine related opportunity and rehabilitation of a deteriorated, older industrial property.
- Rehabilitated waterfront including new/renovated pier(s), boat ramp(s) and shoreline stabilization.
- Various remedial activities related to recognized environmental conditions on the properties will be performed, thus addressing several long-standing environmental issues.
- Revitalization of an important waterfront property that has excellent access to deep water, various utilities, City services, and related shorefront amenities.
- Furtherance of the purposes of the Waterfront Port Development zone as articulated in the Land Use Ordinance to "ensure the continued viability of the Port of Portland" by limiting use to "those uses which are dependent upon deep water and which contribute to port activity".
- Creation of new buildings and site use consistent with waterfront activities in a gateway location along the busy West Commercial Street corridor. The proposed **Phase IV** building includes marine repair service facilities that are essential to the operations of the Portland Yacht Services business.

EXISTING CONDITIONS

The site consists of approximately 17.77 acres of land that is composed of three primary areas described as follows:

1. **Retained Parcel (Map 59A, Lots 3 & 4):** Consists of the retained 5.03-acre area owned by New Yard, LLC and it represents the retained land originally permitted by the Applicant during late 2012 – 2013. Within this land area New Yard, LLC has constructed Building A and Building B amounting to approximately 48,000 SF of



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building space. This parcel contains a boat ramp and boat yard area currently in use by Portland Yacht Services.

2. **Shorefront Parcel (Map 60F, Lots 3 & 4)**: This area is irregularly shaped and contains approximately 1,581 LF of waterfront. The site area is approximately 5.99 acres. This area is now home to the new travel lift and travel lift basin which has been under construction since early spring.
3. **Street Front Parcel (Map 60F, Lot 1)**: This 6.75-acre area contains approximately 2,160 LF of street front. Previously approved Buildings C & D are scheduled for construction this summer in this area.

Existing development in the area includes the following:

- The City of Portland Marine Terminal and expansion area is located to the east of the site.
- Commercial activity including Nova Seafood and Graybar Electric operate out of buildings on the north side of Commercial Street.
- The Portland Star Match Co. building lines up opposite the site.
- The State of Maine now operates rail tracks into the IMT expansion area. These tracks were completed in 2014/2015.

ACCESS CONDITIONS

The applicant has installed two new driveways (east & central as shown on plans) to allow access to Canal Landing's business operations. The central driveway will continue to be the primary site entrance as it aligns with a 50' wide rail track crossing. The easterly driveway will provide access to the east end of the site including the existing buildings and easterly boat ramp. A third driveway, previously approved as part of the Phase III activity for Buildings C & D, is currently under construction at the far west end of the property.

SITE UTILITIES

The site contains numerous utility lines. The primary utilities are identified as follows:

- The Portland Water District maintains a 48" sanitary sewer interceptor sewer along the site's entire Commercial Street frontage. A portion of this sewer is located within the site within a utility easement. The District/City also maintain two CSO lines that discharge out to the Fore River. The previously completed Buildings A and B discharge



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to an onsite private pump station that ultimately discharges to the 48" interceptor sewer. The proposed **Phase IV** building's sanitary sewer will also connect to the existing force main on the waterfront side of the tracks and these flows will continue to discharge to the 48" interceptor sewer.

- The Portland Water District maintains a water main in Commercial Street that varies from 12" to 16". The Applicant has previously installed a fire line and fire line meter to supply water to allow for both fire and domestic water supply service into the waterfront site. This system will be used for the **Phase IV** Maintenance Building.
- Unitil maintains high-pressure and low-pressure natural gas line along Commercial Street. The Applicant continues to investigate service connections for natural gas supply to the property. Currently, Buildings A and B are served by onsite LP fuel storage tanks. Building E is also expected to be served by onsite LP tank supply.
- Power to the site is supplied by Central Maine Power. Currently, there is an overhead service crossing Commercial Street to a pole from which underground facilities extend to Buildings A and B. This service will also be used to supply power to Building E. We have requested CMP provide a statement regarding their ability to continue supplying power to the development site.

Letters were sent to the following utility providers requesting ability to serve for the project (copies provided with this letter in Tab 5):

- Portland Water District (water supply)
- City of Portland Public Services (sanitary sewer)

Plan C-2.1 shows the proposed utilities for **Phase IV**.

TOPOGRAPHY AND DRAINAGE

Owen Haskell, Inc. has completed a topographic survey of the property. The site is relatively flat with the highest points along the Commercial Street frontage, sloping to the waterfront. Site elevations along Commercial Street trend down from east to west from Elevation 18' (NGVD 1929) to Elevation 16'. Recent site improvements include the placement of a boatyard surface material over most of the shorefront parcel, as was previously approved. This has raised site grades up several feet. The High Annual Tide Line (HAT) for the Fore River is elevation 7.4' and mean low water is approximately Elevation -4.0'. The Federal Channel is also represented on the project drawings and it is generally located 60' to 120' off the shorefront.



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The site's runoff drains directly to the Fore River via overland flow. There are very few drainage measures on site except for several old catch basins, although there is a closed storm drainage system within Commercial Street.

Ongoing ground activities include improved surfaces to support boatyard activities. This includes the placement of the "Boatyard Surface" consisting of new gravel and crushed stone surfacing thereby aiding stormwater control and treatment. This "Boatyard Surface" treatment has been widely placed throughout the shorefront land and it has been found effective in handling the site's runoff conditions. This surface is compliant with the MeDEP Brightwork Manual. The majority of the shorefront parcel area is now covered with the "Boatyard Surface" and generally speaking produces minimal runoff as nearly all rainfall is absorbed into the surface area.

SOILS CONDITIONS

- 10 to 15 feet of sand and gravel fill – there is little to no organic surface layer throughout the site which is reflective of the site's rail yard history.
- 5 to 10 feet of silt and sand.
- 10 to 40 feet of gray clay identified as the Presumpscot formation.
- 30 to 40 feet of dense silty marine sands.
- An undetermined thickness of dense silty sand and gravel identified as glacial till overlaying bedrock.

According to various investigation data, depth to groundwater varies from 3 to 7 feet and this likely varies with tidal conditions in the Fore River. Generally, the groundwater flows from the northwest to the southeast across the site. The **Phase IV** project will not impact the underlying soils or groundwater conditions.

PROPOSED DEVELOPMENT

The Applicant proposes to continue development of the property in a manner consistent with the WPDZ Standards. The **Phase IV** development program includes construction of a 12,000 SF Maintenance Building.

Offsite

Site access is proposed via Commercial Street as well as from the Fore River. The **Phase IV** primary site entrance is proposed from both of the existing rail crossing and West Commercial Street entrances.



LAND ORDINANCE REVIEW

The property currently lies within the City of Portland Waterfront Port Development Zone (WPDZ). Within the WPDZ district the following uses are permitted or conditioned:

Permitted Uses

- Marine repair services and machine shops
- Tug boat, fire boat, pilot boat and similar services
- Boat repair yard
- Marine cargo handling facilities, including docking, loading, and related storage
- Warehousing and storage of goods which are awaiting shipment via cargo carriers

Conditional Uses

- Marine ship building and facilities for construction, maintenance, and repair of vessels
- Boat storage facilities excluding rack storage
- Seafood processing
- Seafood packing and packaging
- Off-street parking lots, excluding parking structures

The following dimensional requirements apply in the WPDZ District:

Dimensional Standard	Requirement
Minimum Lot Size	None
Minimum Frontage	None
Front Yard Setback	None
Side Yard Setback	None
Rear Yard Setback	None
Setback from Pier Line	5 feet for structures
Maximum Lot Coverage	50%
Maximum Building Height	55 feet or 75 feet (conditional use) ¹

With regard to building height compliance, the proposed finished floor elevation of the **Phase IV** building is 12.0 feet and the building height will be 70'-0".

In accordance with Section 14-318.5 (no adverse impact on marine uses) the following statements support the project intentions:

¹ The proposed Building E will have a maximum height of 72'-0". This is considered a conditional use in the WPDZ per Section 14-320.2(a) Dimensional Table.



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- *Criteria 1 – The proposed non-water dependent use will not displace an existing water-dependent use.*

Supporting Evidence: In fact, the proposed project is a water dependent use and it is not displacing any existing water related use.

- *Criteria 2 – The proposed use will not reduce existing commercial vessel berthing spaces.*

Supporting Evidence: In fact, the project includes measures to improve and increase commercial vessel berthing space as the project activities contemplate pier rehabilitation and the installation of berthing spaces for maintenance of vessels including tug boats or similar sized vessels and travel lift capacity to remove vessels from the water for placement into the proposed Maintenance Building.

- *Criteria 3 – The proposed non-water dependent use, structure or activities, including but not limited to access, circulation, parking, dumpsters, exterior storage or loading facilities, and other structures, will unreasonably interfere with the activities and operation of existing water-dependent uses or significantly impede access to vessel berthing or other access to the water by water-dependent uses.*

Supporting Evidence: The proposed uses are water-dependent and do not interfere with any existing water dependent uses or activities on the site.

- *Criteria 4 – The siting of a proposed non-water dependent use will substantially reduce or inhibit existing public access to marine or tidal waters.*

Supporting Evidence: The project is not non-water dependent and it will not reduce or inhibit existing public access to marine or tidal waters. It is expected that waterfront access will be improved as a result of the installation of the previously approved boat ramp(s) and floating dock facilities.

In accordance with Section 14-320 – Conditional Use Standards, the following evidence is provided:

Provisions to satisfy:

- *Not impede or preclude existing or potential water dependent development on other lots.*



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Supporting Evidence:

The proposed Maintenance Building will be an integral part of the marine services provided on the property. Its placement will not impede uses or future activities at the IMT or Cassidy Point.

- *Allow for adequate access to the water.*

Supporting Evidence:

The Maintenance Building has been positioned to allow for use by the travel lift basin and it will not impede access to the two boat ramps on the site.

- *Be compatible with water dependent and marine uses.*

Supporting Evidence:

The proposed Maintenance Building is an integral part of the boat repair and maintenance operations to be provided at this site. It is considered absolutely compatible with water dependent and marine uses.

- *Operationally support one or more water dependent use(s) or be located in a building or structure that is physically adaptable or relocatable to make way for future development of water dependent uses.*

Supporting Evidence:

The proposed Maintenance Building will be used for vessel repairs and maintenance and is therefore supportive of water depended uses.

- *Meet any additional performance and dimensional standards set forth below (per Section 14-320.3)*

Supporting Evidence:

The proposed Maintenance Building will have a maximum height of 72'-0" and is therefore compliant with the conditional use dimensional standards.

Performance Standard Compliance

The Applicant will comply with all items listed and described in the performance standards for the WPDZ in the development of the proposed **Phase IV** project as well as through the day to day operational activity at the site once construction of **Phase IV** is



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complete. Compliance with these standards is discussed in the Impact Mitigation narrative contained in Section 3 of this submission.

The off-street parking and loading requirements will not be applicable to Canal Landing's business operations. The construction of the Maintenance Building will not involve the increase of staffing beyond current levels. Generally, the project involves employee parking which will vary within the yard area to allow flexibility for boat storage.

Brightwork manual overview

In 2005, the Maine Department of Environmental Protection released "*Brightwork -- A Best Management Practices Manual for Maine's Boatyards and Marinas*". The goal of the manual is to help site owners and operators of marinas and boatyards to reduce pollution from their facilities by providing environmental compliance benchmarks, common sense practices that enable the benchmarks to be met, a list of regulatory references that form the basis of the benchmarks, and a series of tools to enable easier benchmark progress measuring.

The manual describes in detail, the types of toxic pollutants generated by boatyard and marina sites and the resulting environmental and economic impacts.

The manual provides guidance on how to carry out typical jobs and practices associated with boatyards and marinas and the associated benchmarks, best management practices, clean up and waste disposal, customer relations, legal requirements, etc.

The practices described include:

- Hull Preparation
- Sandblasting
- Painting
- Boat Washing
- Engine Repair and Maintenance
- Stormwater Planning
- Fueling and Fuel Storage
- Waste Management

The manual provides best management practices for each practice including containment, indoor vs. outdoor recommendations, dust emissions, managing spills, storage, labeling and disposal of various waste products.

The Applicant currently complies with the Brightwork practices within their new facilities at the Canal Landing Yard. They will continue to utilize the Brightwork Manual as a reference and adhere to the requirements set forth for all activities at the proposed site.



TRAFFIC

The proposed project will not result in significant impacts to the surrounding street system. The previous approval review in January 2016 included a Traffic Movement Permit which we understand remains in force. No further traffic analysis for the **Phase IV** application has been performed at this time as the proposed building is a maintenance building that will be part of the ongoing business operations and no impact to site traffic generation is anticipated.

The existing boatyard consists of two buildings totaling 48,000 SF of boat storage/maintenance space. There are approximately 50 employees at the site at various times. The proposed **Phase IV** activities include the construction of Building E that will include the following use:

- Approximately 12,000 SF of marine repair and support space (Building E)

NATURAL FEATURES

The development site does not contain any significant natural features including wetlands, vernal pools or other protected resources except for the shorefront edge adjacent the Fore River. The site has been developed for a period greater than 150 years and there is generally no land area that has not been disturbed or otherwise developed. Stantec previously has contacted various resource agencies regarding the site's potential to contain significant wildlife habitat, historic or archaeological resources. Findings from each of the agencies has been previously provided to the City. The MeDEP has previously approved the ongoing construction of the travel lift basin and revetment repairs.

NOISE/VIBRATION

The WPDZ has the following standards for noise and vibration:

“Noise:

1. *The level of sound, measured by a sound level meter with frequency weighting network, inherently and recurrently generated within the WPDZ between the hours of 7.00 p.m. and 7.00 a.m. from industrial facilities or operation commenced on or after July 1, 1988, shall not exceed 55 dB on the A scale at or within the boundaries of any residential zone, except for sound from construction activities, sound from traffic on public streets, sound from temporary activities such as festivals, and sound created as a result of, or relating to, an emergency, including sound from emergency warning devices.*



2. *In measuring sound levels under this section, sounds with a continuous duration of less than 60 seconds shall be measured by the maximum reading on a sound level meter set to the weighted scale and the fast meter response (L maxfast). Sounds with a continuous duration of 60 seconds or more shall be measured on the basis of the energy average sound level over a period of 60 seconds (LEQ₁).*
3. *In addition to the sound level standards otherwise established, facilities or operations established or built in the waterfront port development zone on or after July 1, 1988, shall employ best practicable sound abatement techniques to prevent tonal sounds and impulse sounds or, if such tonal and impulse sounds cannot be prevented, to minimize the impact of such sounds in residential zones. Tonal sound is defined as a sound wave usually perceived as a hum or which because its instantaneous sound pressure varies essentially as a simple sinusoidal function of time. Impulse sounds are defined as sound events characterized by brief excursions of sound pressure, each with a duration of less than one second."*

"Vibration:

Vibration inherently and recurrently generated shall be imperceptible without instruments at lot boundaries. This shall not apply to vibration resulting from activities aboard a vessel or from railroad vehicle activities, or from activities on a pile supported pier."

It is the Applicant's intention to comply with the noise and vibration standards above. Night time activity will be minimal. Typical sources of noise from routine boat yard jobs and practices include hull preparation, sandblasting, painting, boat washing, engine repairs and maintenance and transportation of vessels throughout the site. All these practices will be performed in accordance with the MeDEP Brightwork Manual.

The site is well separated from noise sensitive sites with no direct abutting impacts to abutting residential neighborhoods. The nearest residential building is approximately 800' away from the edge of the proposed buildings and is located along the Beach Street ramp connection to the Casco Bay Bridge.

The site is surrounded by commercial/industrial uses including the International Marine Terminal to the east, Commercial activity including Nova Seafood and Graybar Electric operate out of buildings on the north side of Commercial Street. Other adjacent noise generating sources including the Casco Bay Bridge and the flight path of the Portland International Jetport. To the best of our understanding, the operations of the site over the past few years has not resulted in neighborhood complaints or issues.

LIGHTING

The primary purpose for site lighting for Canal Landing is for security in the vicinity of the buildings and to provide lighting at key operational access points to the Fore River.



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Nighttime operations for the boatyard are atypical. Security at the site will be supplemented by infrared cameras mounted on the buildings.

It is important to note that light sources from abutting properties cast direct and indirect illumination onto the property. The adjacent light sources include cobra head sodium lights on utility poles along Commercial Street.

Based upon the existing ambient light levels and the proposed lighting, the Applicant is comfortable that adequate lighting will be present at the property for the proposed uses. Comments from the residential neighbors during the previous review periods indicate that additional lighting to raise the overall level of light at the property is not desired.

The Applicant is requesting that the Planning Staff support a waiver by the Planning Board of the lighting standards of Section XV 4.A. Uniformity and 4.B. Illumination Levels, based upon the following:

1. Existing ambient light levels at the property are between 0 and 0.3 foot-candles at the interior and 0.8 to 1.5 fc at the edges of the lot;
2. Proposed lighting will raise the light levels needed for safe access and egress in and out of the property onto Commercial Street to reasonable average levels of 1.25; and
3. Proposed lighting will provide for security, safety, and nighttime use of the new buildings and work yards;
4. Illumination of the property to the levels required by the City Ordinance will impact the residences located uphill from the proposed project.

SOLID WASTE

The proposed boatyard use will generate two types of solid waste: regular waste and hazardous waste.

Regular non-hazardous waste will be stored on site in a dumpster(s) and collected by a local solid waste company who the Applicant will form an annual contract.

Hazardous waste will be stored in accordance with the requirements of the Brightwork Boatyard Manual and collected, transported and disposed of by ENPRO Services, Inc. or another similar company. We have previously provided a letter from ENPRO identifying the most common drummed wastes generated by the Applicant's former facility on Fore Street in Portland, how they are tracked, where they are transported to and how they are disposed of. No further information related to solid waste will be provided unless requested by City Staff.



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STORMWATER MANAGEMENT

The development will rely on the placement of boatyard surface materials consisting of crushed stone aggregate and subbase gravels similar to what has been placed on the majority of the shorefront parcel. The Applicant will be requesting a waiver from the City's Flooding Standards due to the site's proximity to Tidal Conditions in the Fore River. We propose the placement of the "Boatyard Surface" as the primary means of water quality treatment for the site.

EROSION AND SEDIMENT CONTROL

A temporary Erosion and Sediment Control Plan is included as part of the plan documents. Because of the placement of the crushed stone surface over most of the property, there is little to no exposure for erosion or sediment transport off the site.

FLOODING

The project site has been depicted graphically on a portion of the FEMA Flood Insurance Rate Map and is attached as Figure 7 and provided at the end of this section. The **Phase IV** building will be constructed with a finish floor elevation of at least 12.0 feet, which is 2 feet higher than the 100-year flood elevation of 10.0 feet.

BLASTING

Based on previous soil investigation at the site, blasting is not anticipated for construction of Building E.

AIR EMISSIONS/ODORS/VAPORS

Air emissions expected to occur as a result of, or within the project area, are as follows:

- Temporary emissions associated with construction vehicles and construction of project.
- Temporary emissions associated with vehicular travel of employees, delivery vehicles, travel lift, etc.
- Emissions associated with the heating systems for the building.
- Emissions related to boat repair activity.
- Insignificant odors will be generated during the construction phase of the development and during day to day operation of the proposed boatyard facility.



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Short term odors or odors generated during construction include the following:

- Organic odors from earth moving during construction.
- Petroleum odors from construction equipment and vehicles used during construction for the project.
- These odors will emanate from the site and may be detectable in the immediate vicinity of the development but will dissipate through the air into the atmosphere in negligible amounts.

Long term odors or odors generated during day to day operation of the facility such as that proposed include:

- Petroleum odors from vehicles/travel lift.
- Solid Waste odors.
- Odors from boatyard activities such as painting, etc.

These odors are not likely to be offensive, as they are of low intensity and the site is not in a densely developed area. Therefore, no provisions for odor control are planned. However appropriate ventilation procedures will be utilized on site for health and safety of staff during certain boat repair activities.

Large scale water vapor emissions are not anticipated as part of this project.

SUNLIGHT

The proposed building at the site will not cast significant shadows onto neighboring properties, or block access to direct sunlight for structures utilizing solar energy. The Site Layout Plan and Grading and Drainage Plan show the proposed site improvements and their relationships to property lines. The site plan shows the relative elevations of the building with respect to elevations along the property lines.

APPROVAL REQUIREMENTS

The following **Phase IV** permits are required:

- City of Portland Planning Board Level III Amended Site Plan Approval, Conditional Use Approval and Shoreland Zoning Approval
- City of Portland Building Permit(s)



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CLOSURE

Accompanying this cover letter are the following materials to complete Tab 1 – General Application Documents:

- Attachment A: Level III Site Plan Application Completed Checklist
- Attachment B: Right, Title and Interest
- Attachment C: Zoning Assessment
- Attachment D: Waiver Requests
- Attachment E: Financial Capability
- Attachment F: Technical Capability

In addition to the information listed above, we are also providing the following materials with our submission:

- Tab 2 – Transportation
- Tab 3 – Environmental and Landscape Features
- Tab 4 – Environmental and Stormwater
- Tab 5 – Public Infrastructure and Safety
- Tab 6 – Site Design
- Tab 7 – Construction Management Plan
- Plan Sheets

On behalf of the Canal Landing Team, we look forward to your continued assistance on the project and we look forward to the next available Public Hearing meeting with the Planning Board. We are of the opinion that a workshop with the Planning Board is not necessary given the previous appearances we have made before the Planning Board. In advance of the Public Hearing, the applicant will be conducting a Public Informational Meeting. We anticipate this meeting will be conducted prior to the Public Hearing.



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If you have any questions regarding the materials being submitted, please contact this office.

Sincerely,

STANTEC CONSULTING SERVICES INC.

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Associate
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Fax: (207) 883-3376
stephen.bushey@stantec.com

Attachments – As listed above

c: Phineas Sprague, Jr. – Canal Landing, LLC
Clint Marshall

V:\1953\active\195350129\Admin\Permitting\Level III - Ph 4 - Site Plan Application\lfr_grooms_level3_2018.06.26.docx

FIGURES 1-12



LOCATION MAP
CANAL LANDING - NEW YARD EXPANSION
PORTLAND, MAINE

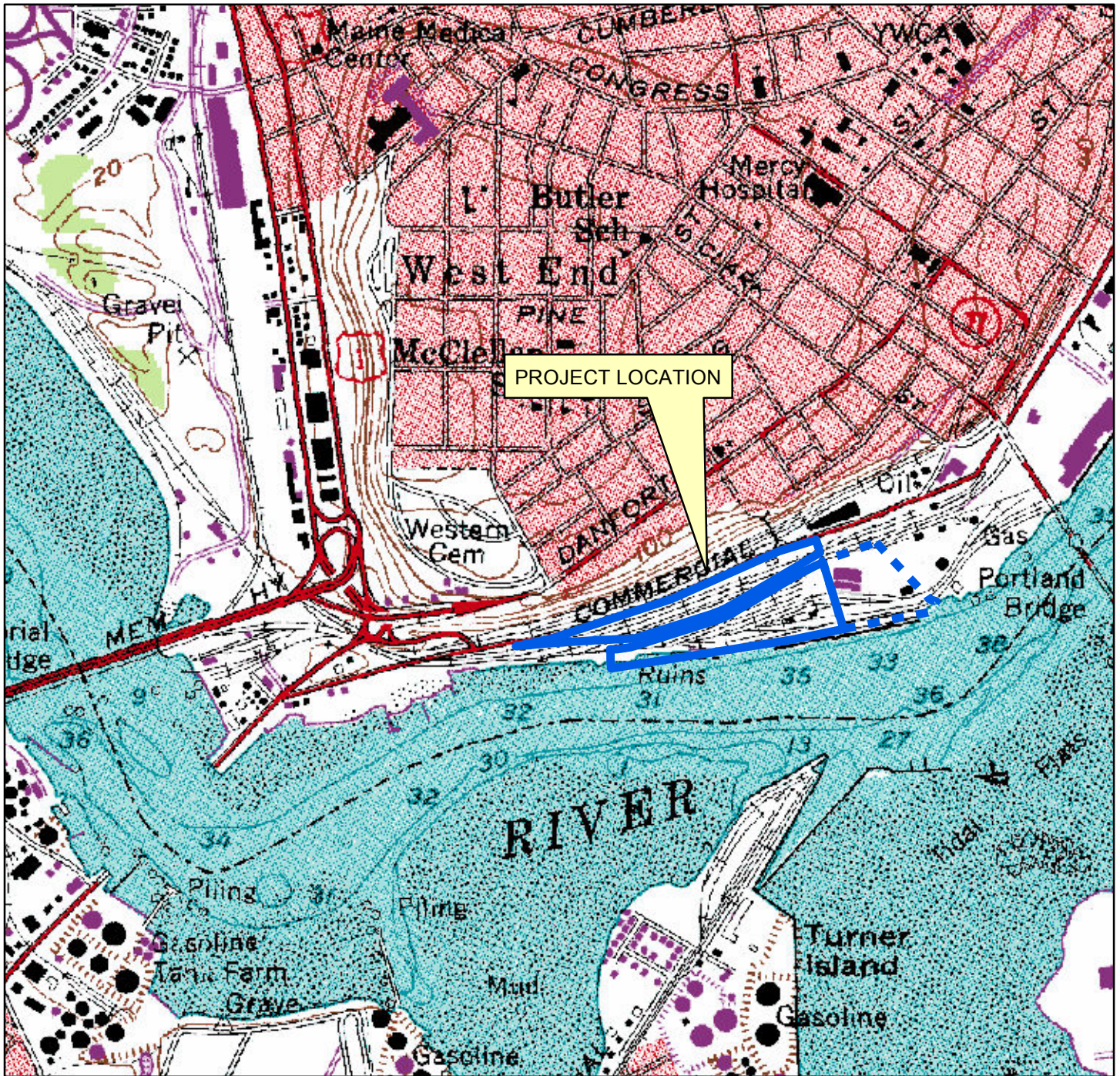
SOURCE: DELORME STREET ATLAS USA 5.0



FAY, SPOFFORD & THORNDIKE
ENGINEERS · PLANNERS · SCIENTISTS
 778 MAIN ST, SUITE 8, SOUTH PORTLAND, ME 04106

DRAWN: DED
 CHECKED: SRB
 DATE: FEB 2015
 FILENAME: 3091.04 LOCMAP
 SCALE: 1" = 1000'

FIGURE
1



USGS LOCATION MAP
 CANAL LANDING - NEW YARD EXPANSION
 PORTLAND, MAINE

SOURCE: MAINE OFFICE OF GIS

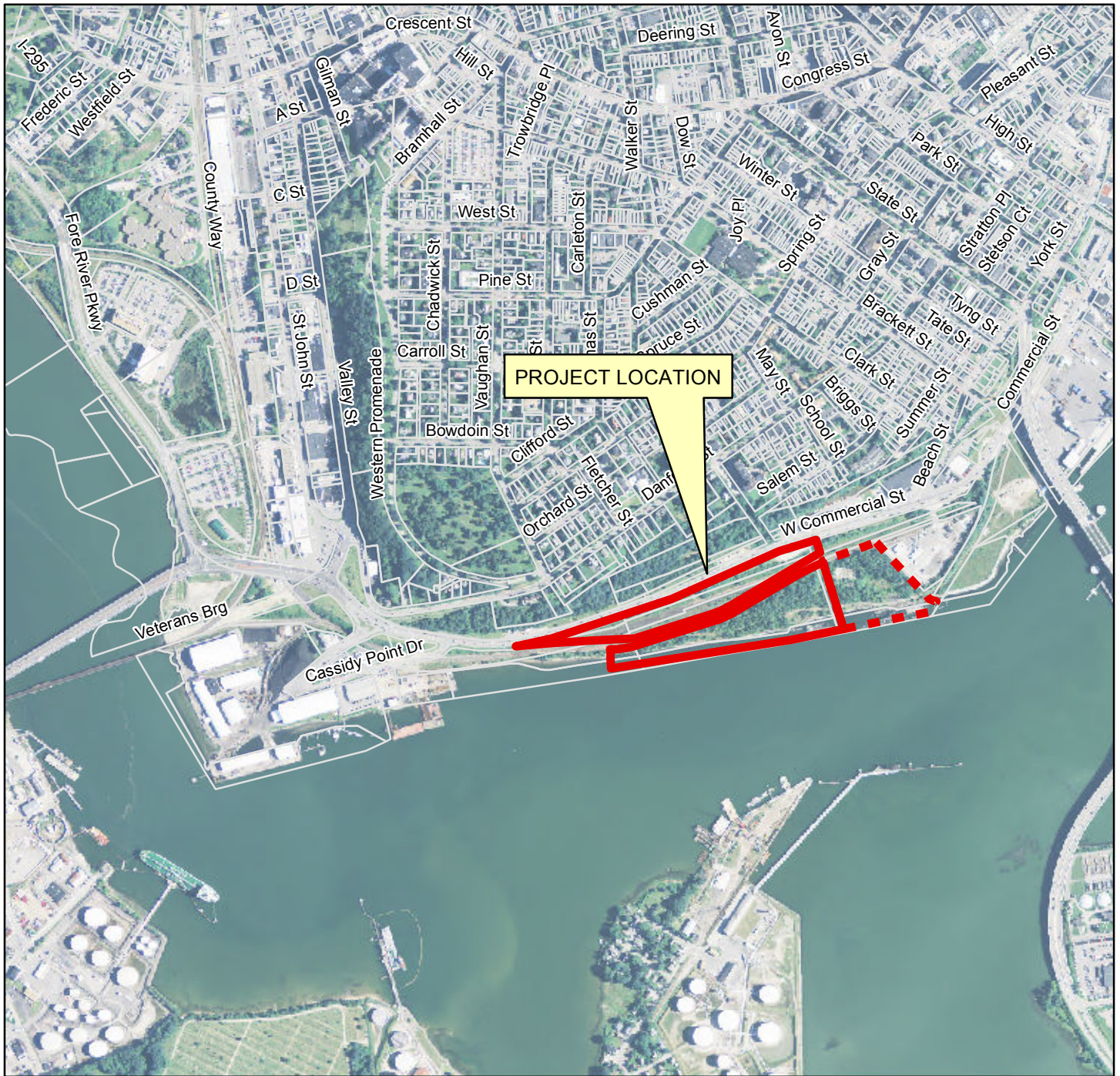


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DRAWN: DED
 CHECKED: SRB
 DATE: MAY 2015
 FILENAME: 3091.04-USGS
 SCALE: 1 inch = 1,000 feet

FIGURE

2



TAX MAP
CANAL LANDING - NEW YARD EXPANSION
PORTLAND, MAINE

SOURCE: MAINE OFFICE OF GIS

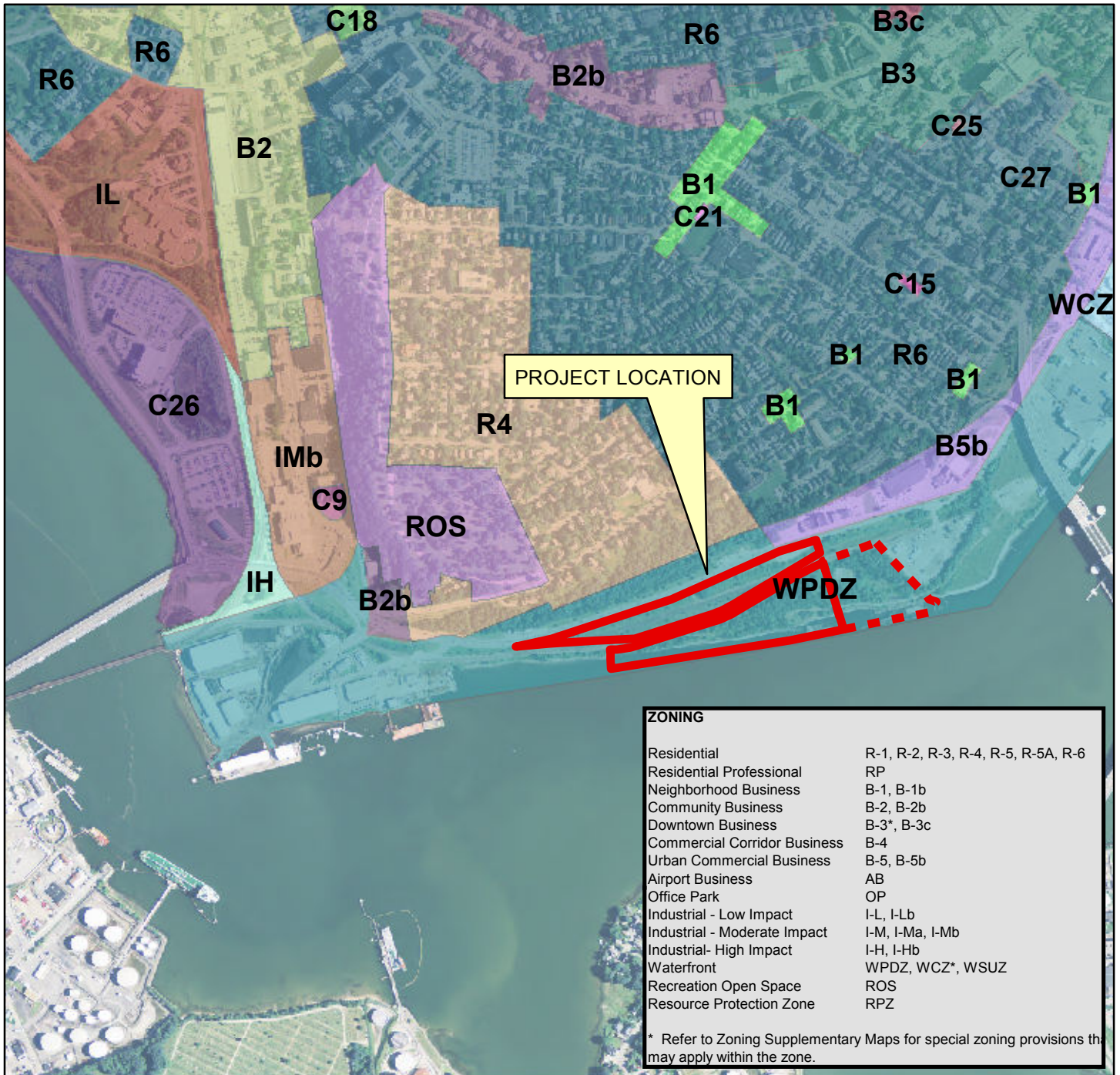


FAY, SPOFFORD & THORNDIKE
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DRAWN: DED
 CHECKED: SRB
 DATE: MAY 2015
 FILENAME: 3091.04-TAX MAP
 SCALE: 1 inch = 1,000 feet

FIGURE

3



ZONING MAP

CANAL LANDING - NEW YARD EXPANSION

PORTLAND, MAINE

SOURCE: MAINE OFFICE OF GIS

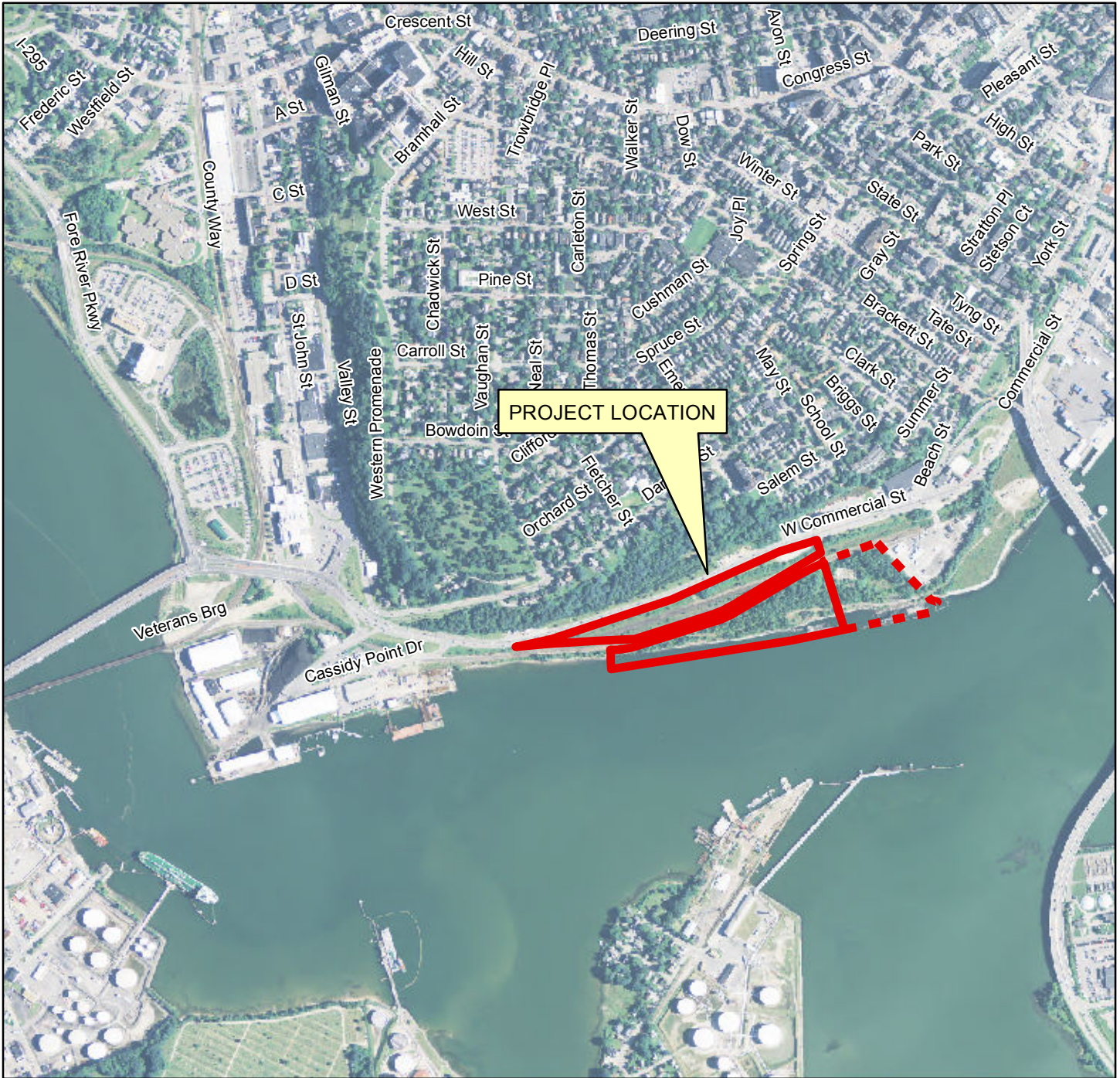


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 DATE: MAY 2015
 FILENAME: 3091.04-ZONING
 SCALE: 1 inch = 1,000 feet

FIGURE

4



**AERIAL PHOTOGRAPH
CANAL LANDING - NEW YARD EXPANSION
PORTLAND, MAINE**

SOURCE: MAINE OFFICE OF GIS

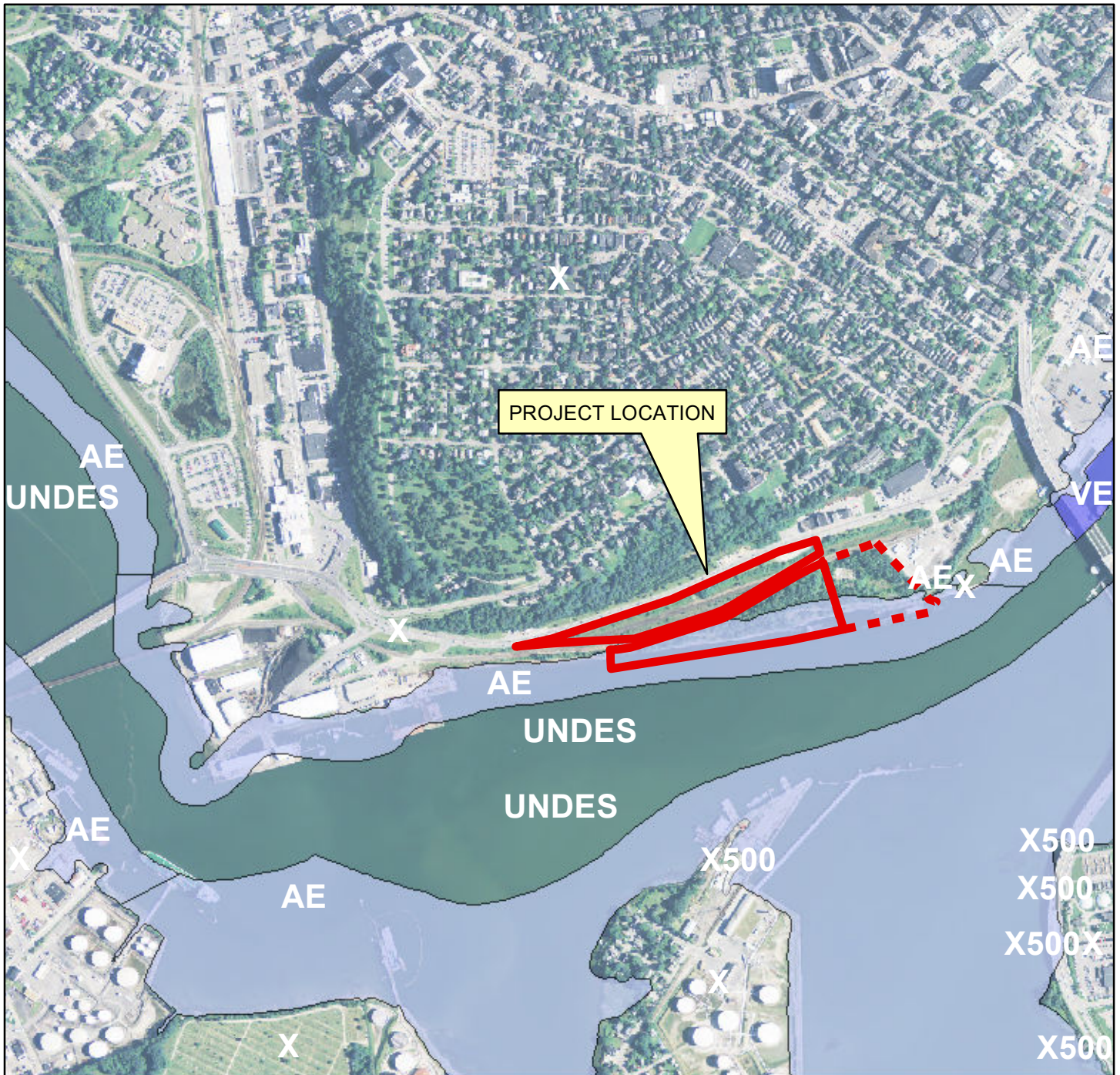


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CHECKED: SRB
DATE: MAY 2015
FILENAME: 3091.04-AERIAL
SCALE: 1 inch = 1,000 feet

FIGURE

5



FLOOD MAP
 CANAL LANDING - NEW YARD EXPANSION
 PORTLAND, MAINE

SOURCE: MAINE OFFICE OF GIS

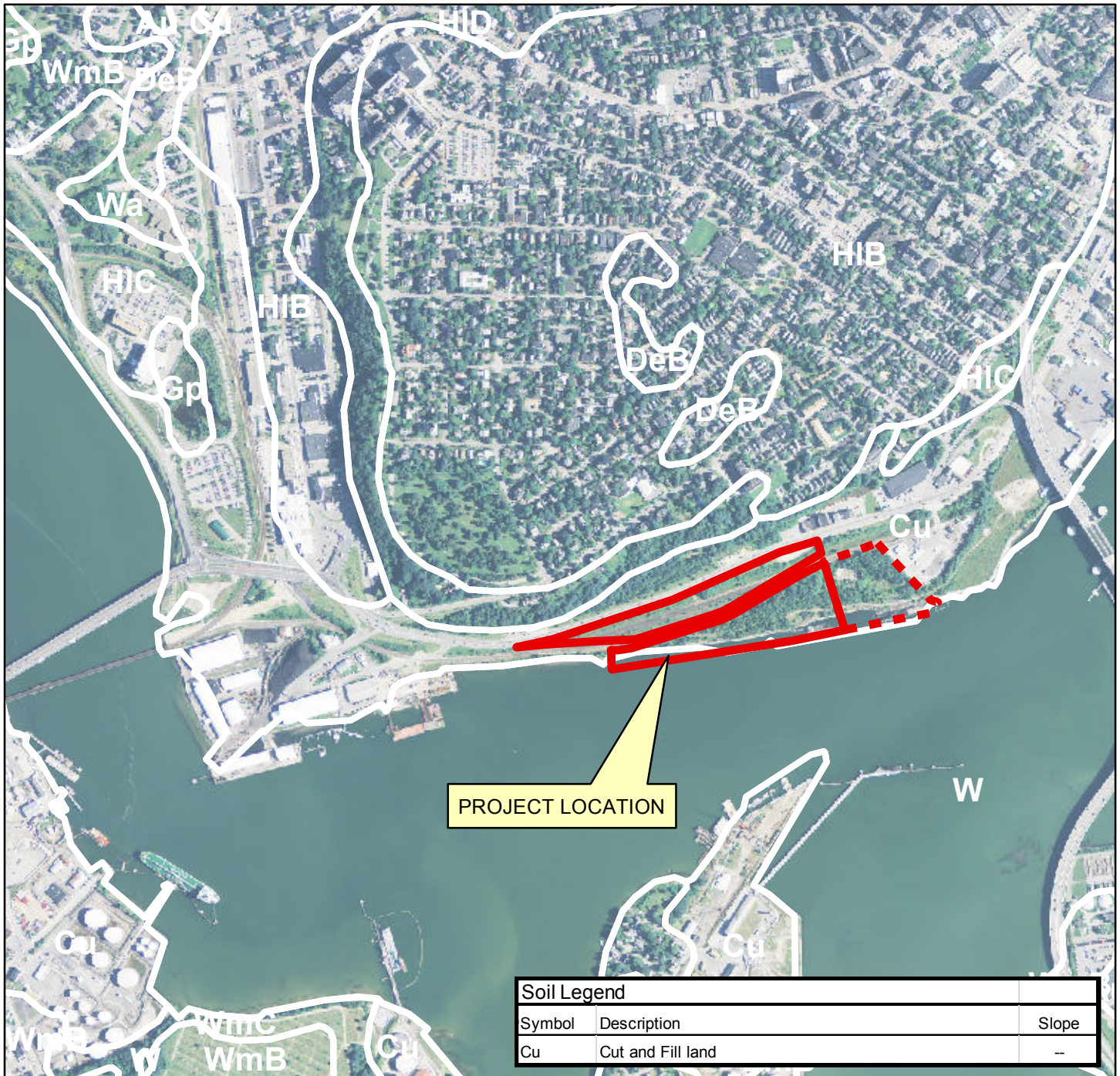



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FIGURE

7



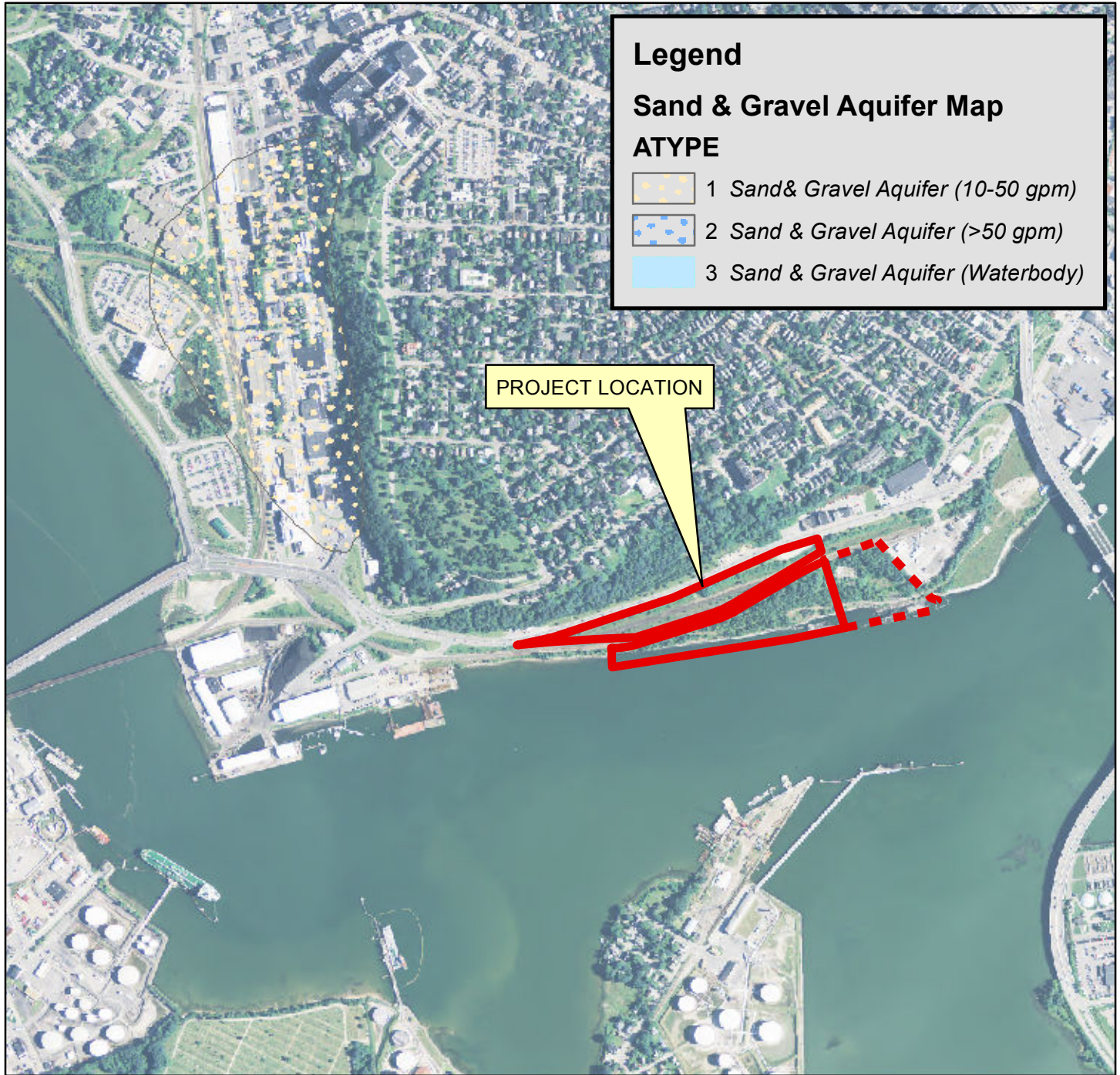

SOILS MAP
CANAL LANDING - NEW YARD EXPANSION
PORTLAND, MAINE
 SOURCE: MAINE OFFICE OF GIS



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 DATE: MAY 2015
 FILENAME: 3091.04-SOILS
 SCALE: 1 inch = 1,000 feet




FIGURE
8



Legend

Sand & Gravel Aquifer Map

ATYPE

-  1 Sand & Gravel Aquifer (10-50 gpm)
-  2 Sand & Gravel Aquifer (>50 gpm)
-  3 Sand & Gravel Aquifer (Waterbody)

PROJECT LOCATION



SAND GRAVEL AQUIFER MAP
CANAL LANDING - NEW YARD EXPANSION
PORTLAND, MAINE

SOURCE: MAINE OFFICE OF GIS



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 SCALE: 1 inch = 1,000 feet

FIGURE
9



7 - Glaciomarine deposits (fine-grained facies)



SURFICIAL GEOLOGY MAP
CANAL LANDING - NEW YARD EXPANSION
PORTLAND, MAINE

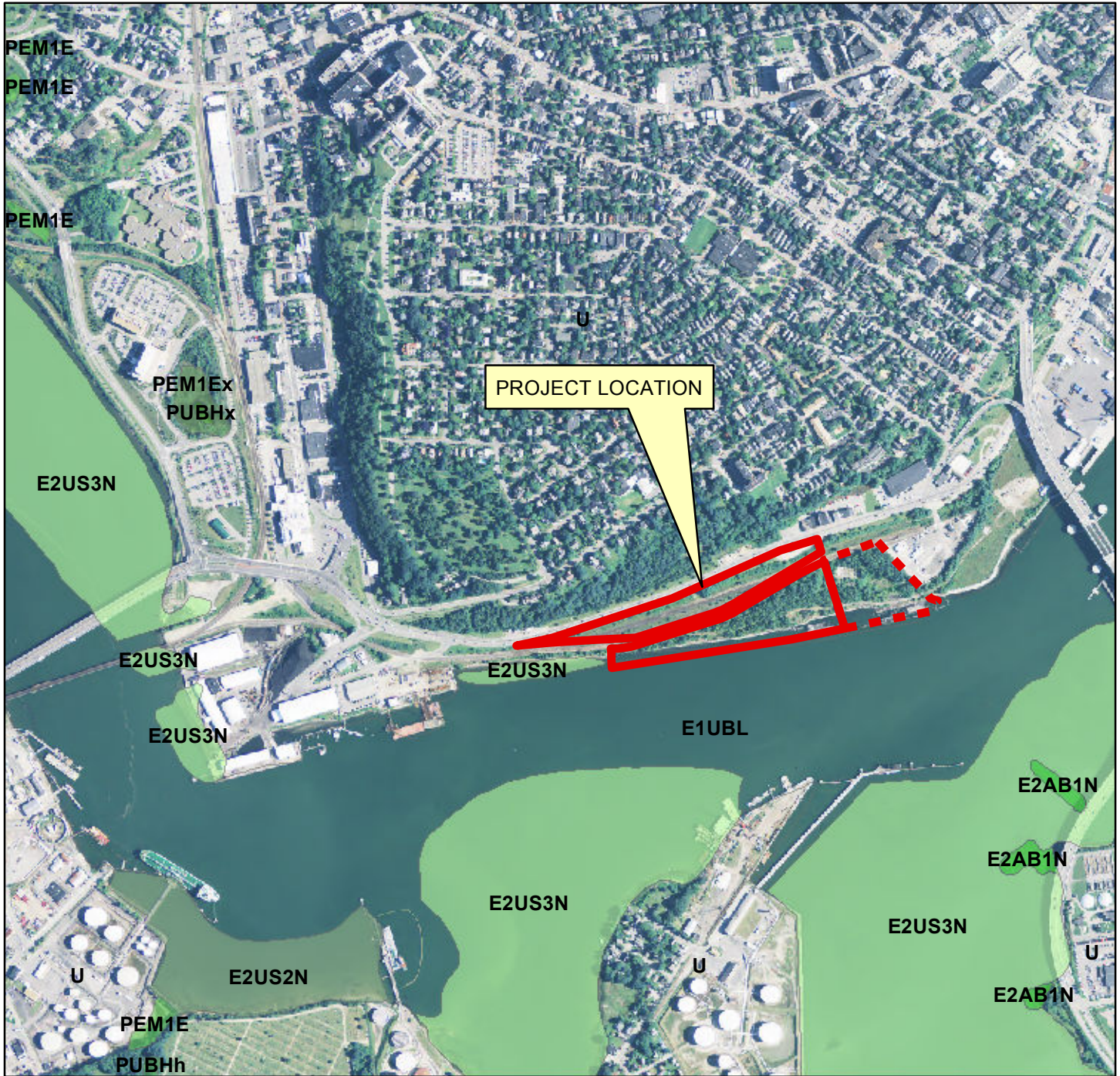
SOURCE: MAINE OFFICE OF GIS




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 FILENAME: 3091.04-GEOLOGY
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FIGURE
10



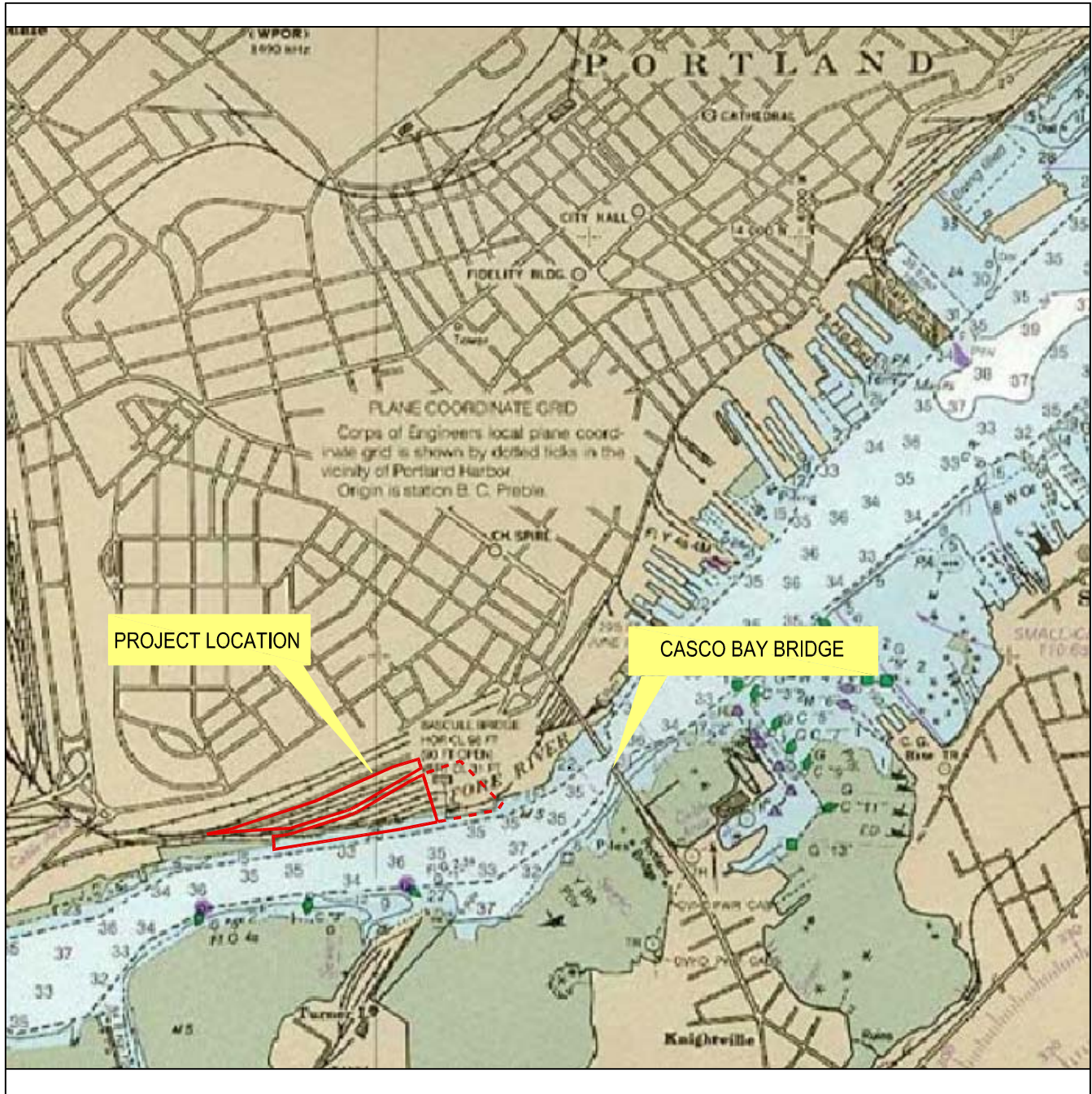

NWI MAP
CANAL LANDING - NEW YARD EXPANSION
PORTLAND, MAINE
 SOURCE: MAINE OFFICE OF GIS



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DRAWN: DED
 CHECKED: SRB
 DATE: MAY 2015
 FILENAME: 3091.04-NWI
 SCALE: 1 inch = 1,000 feet

FIGURE
11



PORT OF PORTLAND - HARBOR CHART
 CANAL LANDING - NEW YARD EXPANSION
 PORTLAND, MAINE

SOURCE: PORT OF PORTLAND HARBOR CHART



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DRAWN: DED
 CHECKED: WGH
 DATE: FEB 2015
 FILENAME: 3091.04 HARBOR
 SCALE: 1" = 1000'

FIGURE
12