

MEMORANDUM



TO: Bill Needelman, Planner
FROM: David Senus, P.E. & Ashley Auger, E.I.T.
DATE: December 14, 2012
RE: 40 West Commercial Street, Final Level III Site Plan Application

Woodard & Curran has reviewed the Response to Comments on the Final Level III Site Plan Application for Phase I of the Canal Landing Development at 40 West Commercial Street in Portland, Maine. The project proposes to construct a boat repair and maintenance yard along with related marine uses over the course of multiple phases. Phase I will include construction of a tension fabric building and associated utilities, concrete boat ramps along the shorefront, establishment of yard areas, and marine improvements.

Documents Provided By Applicant

- Response to Comments Letter and attachments dated December 6, 2012, prepared by DeLuca-Hoffman Associates, Inc., on behalf of New Yard, LLC.
- Engineering Plans, Sheets C-2.1, C-3.1, C-4.1, C-6.1, C-8.1, C-9.0, & L-1.0, revised December 5, 2012, prepared by DeLuca-Hoffman Associates, Inc., on behalf of New Yard, LLC.

Comments

- 1) The Applicant is proposing a manmade pervious surface ("Boatyard Surface") for much of the improved area of the site to meet the General Standard. The "Boatyard Surface" has been altered from the previous submittal to increase the depth of the crushed stone surface layer and the Type D gravel layer. In addition, the "Boatyard Surface" Section detail on Sheet C-8.1 has been updated to show geo-grid below the Type D gravel layer (between the Type D gravel and the existing subgrade). A similar product was previously noted directly below the crushed stone, between the stone and the underlying gravel (refer to C-8.1 drawing dated 10/31). Placing a separation grid or netting product between the stone and gravel would limit the migration of stone into the gravel section, and avoid loss of the stone "reservoir" layer over time. Please clarify whether a grid or netting product can be utilized between the stone layer and the gravel layer, as previously depicted.
- 2) The Grading & Drainage Plan depicts "Stormwater Management Areas" along the east and south of the improved "Boatyard Surface" area. These areas are intended to collect and manage stormwater during larger storm events. We recommend adding additional "Stormwater Management Areas" to the west, south of the driveway access the Travel Lift Basin and Boat Ramp (between the "Boatyard Surface" and the seawall); so long as this is acceptable to the MaineDEP in consideration for the site's VRAP.
- 3) The Applicant has indicated that the "Stormwater Management Areas" noted on C3.1 are intended to be grassed swales, as detailed on Sheet C6.3. The plans should reference this detail for clarity.
- 4) Proper oversight during the construction of the stormwater systems will be essential to ensure that the correct materials and methods are utilized to construct these systems. The plans should include a note stating that the Owner shall retain the services of a professional engineer to oversee the construction of the stormwater management systems, including the "Boatyard Surface" and the "Stormwater Management Areas".
- 5) Inspection and maintenance of the "Boatyard Surface" will be a critical step to ensuring that the system functions as intended. The Applicant has referenced Chapter 32 of the City of Portland Code of Ordinances within the "Project Overview" section of the project's Inspection and Maintenance Manual. Section IV, "Program Administration", of the Inspection and Maintenance Manual should also include specific reference to the City's Inspection, Maintenance, and Reporting requirements outlined under Chapter 32.
- 6) The Inspection and Maintenance Manual should include a description of the prescribed operations for the wash-down collection areas.