



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

January 10, 2018

Mr. Matthew Grooms

Planning Authority
4th Floor City Hall
City of Portland
Portland, ME 04103

**Subject: Canal Landing New Yard
100 West Commercial Street
Level II Site Plan Application for Travel Lift Basin and Boat Ramp
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 Canal Landing New Yard development off West Commercial Street. This submission package is intended to meet the City's Level II Site Plan Application requirements for activity within the Shoreland Zone. The development site is an approximately 17.77-acre area that includes a 5.03-acre remainder parcel that the applicant retained following an eminent domain taking by the MaineDOT associated with the International Marine Terminal Expansion. The 5.03-acre parcel was part of the original Site Plan applications and NRPA Permit Order associated with 23 acres of land formerly controlled by the Applicant, prior to the MaineDOT taking. Subsequent to the MaineDOT taking, the Applicant acquired an additional 12.74-acres of land from the Portland Terminal Company. The additional land includes approximately 1,540 LF of waterfront, located west of the 5.03-acre parcel waterfront, previously permitted. The Applicant is now seeking a Level II Site Plan approval from the City related to the construction of a marine travel lift basin and second boat ramp along their waterfront. This activity has been approved by the U.S. ACOE and the Portland Harbor Commission as evidenced by the accompanying permits. The Maine DEP continues to review the NRPA application related to this activity and we believe they will be issuing a permit order in the very near future. As we have discussed, the applicant is seeking to commence the dredging work for the travel lift basin as soon as possible, due to the time of year restrictions set forth in the U.S. ACOE permit conditions.

The existing site has had a long history of development activity including, but not limited to, the origination of the Cumberland and Oxford Canal, operation of the Portland Gas Light Company and railroad operations. In its more recent history, the property had been largely unused. The site's waterfront contains dilapidated piers and pilings over much of its length and the intent is to rehabilitate much of this shorefront for a new travel lift basin



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vessel berthing, floating dock facilities, and related uses. Only a portion of the original permit activities were completed by the applicant due to the land taking.

Phase I of the development included the construction of a boat maintenance building and a boat storage building along with new shorefront uses including a boat ramp, docks, and new and reconstructed piers all on the 5.03-acre remainder land, previously covered in previous Site Plan permits and NRPA coverage from the MeDEP.

New site development activities will include earthwork, grading, shorefront stabilization, pier rehabilitation, a second boat ramp, a new travel lift basin, building construction, utilities, and overall site stabilization. Only a portion of these activities, including the travel lift basin, boat ramp, float system and revetment repairs, will occur with 75 feet of the highest annual tide (HAT) line (elev. 7.4') or will result in the alteration of coastal wetland. Work below the HAT line will include the removal of existing piles and pier remnants, and the replacement of pilings with 12 to 14 inch diameter steel piles (piling work to be performed substantially during low tide conditions to reduce potential adverse impacts); the installation of a second 20 foot wide concrete plank boat ramp; the construction of a travel lift basin, cut into the shoreline with sheet pile retaining walls; the dredging of approximately 12,924 SF of material in preparation for the installation of the travel lift basin and floats; and the installation of eight foot wide floats oriented both parallel and perpendicular to the shoreline along much of the property shorefront to provide vessel berthing space. As we previously discussed, the Applicant is seeking to start the travel lift basin construction as soon as possible.

The applicant was previously permitted under MeDEP Permit Order L-25823-4E-A-N for the following impacts:

Description	Original Permitted Impact Area (SF)	Actual impacts completed
Fill associated with ramps below HAT elevation 7.4'	4,452 SF	1972 SF
Fill associated with riprap placement along shorefront below HAT elevation 7.4'	2,092 SF	0 SF
Total Fill	6,544 SF	1972 SF
Dredge	8,966 SF (2,998 SF below mean low water)	0 SF (Travel Lift not constructed)
Structure Shading associated with proposed floats	12,892 SF	About 6,600 SF



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The revised impacts based on the shift of development program to new shorefront located just west of the original land is as follows:

Description	New Proposed Impact Area (SF)	Revised and Total Impacts (SF)
Fill associated with ramps below HAT elevation 7.4'	4,850 SF	6,822 SF
Fill associated with rip rap placement along shorefront below HAT elevation 7.4'	0 SF	0 SF
Total Fill	4,850 SF	6,822 SF
Dredge (Travel Lift Basin and Float Area)	12,924 SF	12,924 SF
Structure Shading associated with proposed floats	17,090 SF	23,690 SF

Ultimately, we anticipate even more dilapidated pier removal than originally expected since the new waterfront land also included old pier space along much of the frontage. Previously it was contemplated that about 43,377 SF of pier decking would be removed. This value is now estimated at greater than 50,000 SF which the applicant expects to remove/salvage/dispose of over time. We note that the old pier space suffered from fire damage many years ago and has been unusable for a period of decades although there is salvage value in the remaining timbers.

Accompanying this cover letter are the following materials:

- Application for Level II Site Plan Application
- Attachment #1: Development Description
- Attachment #2: Alternative Analysis
- Attachment #3: USGS Location Map and Other Resource Maps
- Attachment #4: Existing Conditions Photographs
- Attachment #5: Figures
- Attachment #6: Travel Lift Basin Plan Sheets
- Attachment #7: Construction Plan
- Attachment #8: Erosion and Sediment Control Plan
- Attachment #9: Site Conditions Report
- Attachment #10: Maine Historic Preservation Commission
- Attachment #11: Functional Assessment



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On behalf of the Canal Landing Team, we look forward to your review of this application. Application materials have been uploaded to e-Plan in accordance with the City of Portland submission procedures.

If you have any questions with regards to the information submitted, please contact our office.

Regards,

STANTEC CONSULTING SERVICES INC.

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Attachments – As listed above

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

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