

148-A-7

212 Cancos Rd.

warehouse

Nelson + Small

Withdrawn



CITY OF PORTLAND

September 20, 1996

Mr. Al Palmer
DeLuca-Hoffman Associates, Inc.
778 Main Street, Suite 8
South Portland, ME 04106

Re: 212 Canco Road, Nelson & Small

Dear Mr. Palmer:

Below is a list of issues that need to be addressed for the Nelson & Small site plan at 212 Canco Road.

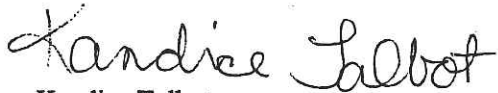
1. Dumpster should be enclosed and a detail should be shown on the plan.
2. Catalogue cuts and photometrics for lighting should be submitted.
3. Drainage calculations should be included to verify that the 12" storm drain is appropriate or if more on-site storage can be held by throttling the culvert opening with a smaller orifice.
4. Is there a drainage maintenance agreement for storm drain to the Canco Road catch basin?
5. How will Quarry Road drain and how is it graded?
6. Quarry Road should be constructed to an industrial street cross-section because of heavy weight of trailers using it.
7. What is going to happen to the fuel fill (mh) located on the western corner?
8. Does Quarry Road cross the railroad or have rights to do so?
9. All parking spaces should be shown and specified as compact or standard space not both - as shown on SW side.
10. Erosion control blanket or mesh shall be installed on newly constructed ditch slopes and in channel bottom 3:1 or greater.

O:\PLAN\DEVREVP\PROJECTS\212CANCO\LETTERS\PALM9-20.WPD

11. The curb radius for the entrance at Canco Road shall be granite curb with standard detail.
12. Paved section should extend beyond parking lot edge where surface water concentrates and flows to ditch on northeast corner of front parking area. Detail should be submitted.
13. Handicapped ramps required on Canco Road access/entrance.

If you have any questions, please do not hesitate to contact me.

Sincerely,



Kandice Talbot
Planner



Sebago Technics
Engineering & Planning for the Future

Facsimile Cover Sheet

Project No. 454

To: KANDI TALBOT

Company: CITY OF PORTLAND PLANNING OFF.

Phone: 874-8721

Fax: 756-8258

From: JIM SEYMOUR

Date: 9/19

Pages including this cover page: 3

Comments:

Dear Planning Office

Please give this to KANDI ASAP
For her meeting / review being held
this morning at 10AM.

Thank You,

Jim Seymour

Reply Requested: _____ Yes

_____ No

Original to go out in mail: _____ Yes

_____ No

If you have any problems with this FAX, please contact us at:
(207) 856-0277
(207) 856-2206 FAX Number

②

DEPARTMENT OF PLANNING AND
URBAN DEVELOPMENT

JAMES SEYMOUR
ACTING DEVELOPMENT REVIEW COORDINATOR

4. How Will Quakey Rd
Drain And How Is It Graded.
Who Will Be Responsible For
Maintenance. Nelson & Small?
J.B. Brown?
Owners Assoc?
The City?

5. Road Should Be Constructe
To An Industrial Street
Cross-Section. Because Of
Heavy Weight / Trailers Using It.

6. What Is Going To Happen
To The Fuel Fill (MH)
Located On The Western
Corner.

①

DEPARTMENT OF PLANNING AND
URBAN DEVELOPMENT

JAMES SEYMOUR
ACTING DEVELOPMENT REVIEW COORDINATOR

Nelson & Small Inc - Cancord

① Is 90' FT Opening At Street
Line Necessary - Check w/ Traffic
If Trucks Are Entering On Quarry
Rd.

② Drainage Calculations
Should Be Included To
Verify That The 12" Storm
Drain The Appropriate Or
- If More On-Site Storage
Can Be Held By Throttling
The Culvert Opening With
A Smaller Orifice.

③ Is There A Drainage
Maintenance Agreement For
Storm Drain To The Cancord
Catch Basin.

DEPARTMENT OF PLANNING AND
URBAN DEVELOPMENT

JAMES SEYMOUR
ACTING DEVELOPMENT REVIEW COORDINATOR

3.

7. DOES QUARRY RD CROSS THE RAILROAD OR HAVE RIGHTS TO DO SO.
8. ALL PARKING SPACES SHOULD BE SHOWN AND SPECIFIED AS COMPACT OR STANDARD SPACE NOT BOTH - AS SHOWN ON SW SIDE.
9. EROSION CONTROL BLANKET OR MESH SHALL BE INSTALLED ON NEWLY CONSTRUCTED DITCH SLOPES 3:1 OR GREATER. AND IN CHANNEL BOTTOM.

DEPARTMENT OF PLANNING AND
URBAN DEVELOPMENT

JAMES SEYMOUR
ACTING DEVELOPMENT REVIEW COORDINATOR

4.

10. THE CURBER RADIUS FOR THE ENTRANCE AT CANCO RD SHALL BE GRANITE CURB W/ STANDARD DETAIL
11. PAVED SECTION SHOULD EXTEND BEYOND PARKING LOT EDGE WHERE SURFACE WATER CONCENTRATES AND FLOWS TO DITCH ON NORTHEAST CORNER OF FRONT PARKING AREA. PLEASE DETAIL.
12. HANDICAPPED RAMPS REQUIRED ON CANCO ROAD ACCESS/ENTRANCE.



Pleasant Street Office
134 Pleasant Street
Portsmouth, New Hampshire 03801
Telephone (603) 436-1006

July 25, 1996

Ms. Sarah Hopkins
Department of Planning
& Urban Development
City Hall
389 Congress Street
Portland, ME 04101

Re: Nelson & Small, Inc.

Dear Ms. Hopkins:

The purpose of this letter is to advise you that our valued customer, Nelson & Small, Inc. may require bank financing in connection with the renovation of their corporate headquarters on Canco Road.

We understand that the renovation project may cost as much as \$2.0 million to \$3.0 million. We would be pleased to entertain such a request which we view as being well within their capacity. If you have any questions, please feel free to call me at (603) 430-5533. Kind regards.

Sincerely,

A handwritten signature in blue ink that reads 'David D. McGraw'.

David D. McGraw
Vice President



DeLUCA HOFFMAN ASSOCIATES, INC.
CONSULTING ENGINEERS

778 MAIN STREET
SUITE 8
SOUTH PORTLAND, MAINE 04106
TEL. 207 775 1121
FAX 207 879 0896

- ROADWAY DESIGN
- ENVIRONMENTAL ENGINEERING
- TRAFFIC STUDIES AND MANAGEMENT
- PERMITTING
- AIRPORT ENGINEERING
- SITE PLANNING
- CONSTRUCTION ADMINISTRATION

July 11, 1996

Ms. Marge Schmukal
City of Portland
Inspections Department
389 Congress Street
Portland, Maine. 04101

**Subject: Nelson & Small, Inc. Property
Canco Road**

Dear Marge:

This letter is in response to the pre-application meeting for the above referenced project which was attended by the following parties:

- Marge Schmukal, City of Portland
- Sarah Hopkins, City of Portland
- Alex Jagerman, City of Portland
- Santo Cimino, Cimino Construction Inc.
- Al Palmer, DeLuca-Hoffman Associates, Inc.

As discussed at our meeting the project would include:

- Renovations to the existing structure for the purpose of providing up to 32,450 square feet of office space. This results in a change of use of 9,950 square feet of warehouse space based upon the enclosed letter from David L. Small which indicates a previous peak usage of 22,500 square feet of office type space.
- Construction of a loading dock facility of up to 9,950 square feet at the rear of the existing structure for relocation of the loading docks from the Canco Road side.
- Construction of a truck maneuvering area at the rear of the existing structure.
- Construction of a rail crossing at the rear of the existing structure for the purpose of routing truck traffic to/from Quarry Road rather than Canco Road.
- Rehabilitation to the existing parking lot which will result in the addition of less than 50 parking spaces above current levels.

Ms. Marge Schmukal
July 11, 1996
Page 2

At this time, field work in the form of survey and geotechnical explorations are underway, and a submittal to the City under Site Plan Review is anticipated during August. To assist the Owner in preparing a schedule, DeLuca-Hoffman Associates, Inc. would request your confirmation that the project would be processed as a Minor Development only requiring Staff Review.

Please contact this office with any questions you may have.

Sincerely,

DeLUCA-HOFFMAN ASSOCIATES, INC.



Alton M. Palmer, P.E.
Senior Engineer

AMP/ajm/JN1312/schm7-15

c: Sarah Hopkins, City of Portland
Santo Cimino, Cimino Construction

Nelson & Small, Inc. D I S T R I B U T O R S

mailing address: P.O. Box 1420
Portland, Maine 04104-1420
(800) 341-0780
(207) 775-5666
FAX No. (207) 775-4303

June 25, 1996

Mr. Santo Cimino
CIMINIO CONSTRUCTION
125 Pleasant Hill Road
Scarborough, ME 04074
Via Fax: 883-1163

Dear Santo:

I hope this letter will answer several of the questions you raised yesterday as to Nelson & Small's historical use of space at 212 Canco Road. As you know, the facility was constructed for Nelson & Small who moved from Union Street in downtown Portland during 1961. Several additions were constructed through the 1960s and Nelson & Small continued to grow with the Canco Road site as its headquarters, until the mid-1980's, when our business operations and parking requirements outgrew the site. At that point we built a new and larger structure on 12 acres at 380 Riverside Street.

My recollection is that throughout the 70s and until our move to our newly constructed headquarters on Riverside Street, in 1986, our Canco Road location was home to 100 or so employees. At its peak, the facility contained an estimated 22,500 square feet of space that was devoted to showrooms, offices, parts and service departments, and literature/records storage areas. The remaining square footage was for traditional warehouse storage and shipping purposes. We distributed products from ten or so industries, all incorporated under one roof.

During the early 90s, our business operations became much more narrowly focused and we were delighted to be able to move back to our original home on Canco Road in 1992. Some of the products that used to move in and out of this facility on a daily basis that we no longer distribute include Zenith and Pioneer electronics, Armstrong carpeting and vinyl flooring, Polaris snowmobiles and ATVs, Glaston and Smokercraft boats, Shoreland'r trailers, and other assorted plumbing and heating, lawn and garden, kitchen cabinets, and furniture lines. Most of these products co-existed with one another and were delivered on our own fleet of large delivery trucks as well as common carrier.

I hope this historical summary provides the information you were looking for. Should you have any further questions, please feel free to contact me.

Very truly yours,



David L. Small



DeLUCA HOFFMAN ASSOCIATES, INC.
CONSULTING ENGINEERS

778 MAIN STREET
SUITE 8
SOUTH PORTLAND, MAINE 04106
TEL. 207 775 1121
FAX 207 879 0896

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August 5, 1996

Ms. Marge Schmukal
City of Portland
Inspections Department
389 Congress Street
Portland, Maine. 04101

**Subject: Nelson & Small, Inc. Property
Canco Road**

Dear Marge:

This letter is intended to confirm our telephone conversation this morning in reference to the subject property and our July 11, 1996 letter requesting confirmation that the project as outlined in our letter would only require Staff review. Based upon our discussion, it is my understanding that your office concurs that only Staff review will be necessary provided the thresholds outlined in our July 11, 1996 letter are not exceeded. DeLuca-Hoffman Associates, Inc. and Nelson & Small, Inc. appreciate your consideration of this matter in advance of the Site Plan submittal package as it allows for establishment of the project schedule. Our office anticipates a submittal to the City under Site Plan review later next week and look forward to the Staff's review.

Please contact this office with any questions you may have.

Sincerely,

DeLUCA-HOFFMAN ASSOCIATES, INC.

Alton M. Palmer, P.E.
Senior Engineer

AMP/ajm/JN1312/schm8-5

c: Sarah Hopkins, City of Portland
Santo Cimino, Cimino Construction



DeLUCA HOFFMAN ASSOCIATES, INC.
CONSULTING ENGINEERS

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October 15, 1996

Ms. Kandice Talbot
City of Portland Planning Department
389 Congress Street
Portland, Maine 04101

**Subject: Nelson & Small Building
Planning Staff Comments**

Dear Kandice:

DeLuca-Hoffman Associates, Inc. has received your comments relative to the minor site plan review application for the Nelson & Small property on Canco Road. The comments have been provided to Cimino Construction (Construction Manager) as well as Nelson & Small.

Nelson & Small is presently reviewing the proposed site plan based upon newly acquired leasing data. Nelson & Small may propose revisions to the site plan based upon this data and therefore DeLuca-Hoffman Associates, Inc. is withholding preparation of a response to your comments until this matter is resolved. DeLuca-Hoffman Associates, Inc. anticipates a decision within 2-3 weeks relative to revisions to the Site Plan and will contact your office at that time relative to the manner in which the project will proceed.

Please contact this office with any questions.

Sincerely,

DeLUCA-HOFFMAN ASSOCIATES, INC.

Alton M. Palmer, P.E.
Senior Engineer

AMP/ajm/JN1312/Tal10-15

c: Santo Cimino, Cimino Construction



DeLUCA HOFFMAN ASSOCIATES, INC.
CONSULTING ENGINEERS

778 MAIN STREET
SUITE 8
SOUTH PORTLAND, MAINE 04106
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- SITE PLANNING
- CONSTRUCTION ADMINISTRATION

February 3, 1997

Ms. Kandi Talbot
City of Portland Planning Department
389 Congress Street
Portland, ME 04101

**Subject: Nelson & Small Property
Minor Site Plan Application**

Dear Kandi:

As we discussed last week, Nelson & Small is still evaluating various options with respect to the redevelopment of their property at 312 Canco Road. As no decision has been reached at this time, Nelson & Small would request that this application noted above which was submitted to the City on August 16, 1996, be withdrawn. Upon reaching resolution as to the manner in which the project will proceed, a revised application would be submitted to the City.

Please contact this office with any questions.

Sincerely,

DeLUCA-HOFFMAN ASSOCIATES, INC.

Alton M. Palmer, P.E.
Senior Engineer

AMP/ajm/JN1312/TAL2-3

c: Santo Cimino, Cimino Construction



**CITY OF PORTLAND, MAINE
DEVELOPMENT REVIEW APPLICATION
PLANNING DEPARTMENT PROCESSING FORM**

I. D. Number _____

Nelson & Small, Inc.
Applicant
212 Conco Road, Portland
Applicant's Mailing Address
DeLuca-Hoffman Associates, Inc.
Consultant/Agent
775-1171
Applicant or Agent Daytime Telephone, Fax

August 20, 1996
Application Date
Project Name/Description _____

212 Conco Road
Address of Proposed Site
148-A-7
Assessor's Reference: Chart-Block-Lot

Proposed Development (check all that apply):
 ___ New Building ___ Building Addition Change of Use ___ Residential
 ___ Office ___ Retail ___ Manufacturing Warehouse/Distribution ___ Other (specify) _____
181,210 Sq ft (4.17 acres)
 Proposed Building Square Feet or # of Units _____ Acreage of Site _____ Zoning _____

Check Review Required:

- | | | | |
|---|--|--|--|
| <input checked="" type="checkbox"/> Site Plan (major/minor) | <input type="checkbox"/> Subdivision # of lots _____ | <input type="checkbox"/> PAD Review | <input type="checkbox"/> 14-403 Streets Review |
| <input type="checkbox"/> Flood Hazard | <input type="checkbox"/> Shoreland | <input type="checkbox"/> Historic Preservation | <input type="checkbox"/> DEP Local Certification |
| <input type="checkbox"/> Zoning Conditional Use (ZBA/PB) | <input type="checkbox"/> Zoning Variance | <input type="checkbox"/> Single-Family Minor | <input type="checkbox"/> Other _____ |

Fees paid: site plan \$300.00 subdivision _____

Approval Status: _____ Reviewer _____

- Approved Approved w/Conditions listed below Denied

1. _____
2. _____
3. _____
4. _____

Approval Date _____ Approval Expiration _____ date Extension to _____ date Additional Sheets Attached

Condition Compliance _____ signature _____ date

Performance Guarantee Required* Not Required

* No building permit may be issued until a performance guarantee has been submitted as indicated below

<input type="checkbox"/> Performance Guarantee Accepted	_____ date	_____ amount	_____ expiration date
<input type="checkbox"/> Inspection Fee Paid	_____ date	_____ amount	
Performance Guarantee Reduced	_____ date	_____ remaining balance	_____ signature
Performance Guarantee Released	_____ date	_____ signature	
Defect Guarantee Submitted	_____ submitted date	_____ amount	_____ expiration date
Defect Guarantee Released	_____ date	_____ signature	

Address: _____



**CITY OF PORTLAND, MAINE
DEVELOPMENT REVIEW APPLICATION
PLANNING DEPARTMENT PROCESSING FORM**

I. D. Number _____

Address: 212 Canco Road

Nelson & Small, Inc.
Applicant
212 Canco Road, Portland
Applicant's Mailing Address
DeLuca-Hoffman Associates, Inc.
Consultant/Agent
775-1121
Applicant or Agent Daytime Telephone, Fax

August 20, 1996
Application Date

Project Name/Description _____

212 Canco Road
Address of Proposed Site
148-A-7
Assessor's Reference: Chart-Block-Lot

Proposed Development (check all that apply):
 ___ New Building ___ Building Addition Change of Use ___ Residential
 ___ Office ___ Retail ___ Manufacturing Warehouse/Distribution ___ Other (specify) _____
181,210 Sq ft (4.17 acres)
 Proposed Building Square Feet or # of Units Acreage of Site Zoning

Check Review Required:

- | | | | |
|---|--|--|--|
| <input checked="" type="checkbox"/> Site Plan (major/minor) | <input type="checkbox"/> Subdivision # of lots _____ | <input type="checkbox"/> PAD Review | <input type="checkbox"/> 14-403 Streets Review |
| <input type="checkbox"/> Flood Hazard | <input type="checkbox"/> Shoreland | <input type="checkbox"/> Historic Preservation | <input type="checkbox"/> DEP Local Certification |
| <input type="checkbox"/> Zoning Conditional Use (ZBA/PB) | <input type="checkbox"/> Zoning Variance | <input type="checkbox"/> Single-Family Minor | <input type="checkbox"/> Other _____ |

Fees paid: site plan \$300.00 subdivision _____

Approval Status: _____ Reviewer _____

- Approved Approved w/Conditions listed below Denied

1. _____
2. _____
3. _____
4. _____

WITHDRAWN

Approval Date _____ Approval Expiration _____ date Extension to _____ date Additional Sheets Attached

Condition Compliance _____ signature _____ date

Performance Guarantee Required* Not Required

* No building permit may be issued until a performance guarantee has been submitted as indicated below

- | | | | |
|---|----------------------|-------------------------|-----------------------|
| <input type="checkbox"/> Performance Guarantee Accepted | _____ date | _____ amount | _____ expiration date |
| <input type="checkbox"/> Inspection Fee Paid | _____ date | _____ amount | |
| Performance Guarantee Reduced | _____ date | _____ remaining balance | _____ signature |
| Performance Guarantee Released | _____ date | _____ signature | |
| Defect Guarantee Submitted | _____ submitted date | _____ amount | _____ expiration date |
| Defect Guarantee Released | _____ date | _____ signature | |

ASSOCIATES, INC.
Engineers
 Main Street
 Suite 8
 Portland, MAINE 04106

(207) 775-1121
 FAX (207) 879-0896

PT OF PORTLAND

LETTER OF TRANSMITTAL

DATE	8-19-96	JOB NO.	1312
ATTENTION			
RE: NELSON & SMALL INC			
SITE PLAN APPROVAL			
APPLICATION			

WE ARE SENDING YOU Attached Under separate cover via _____ the following items:

Shop drawings Prints Plans Samples Specifications

Copy of letter Change order _____

QTY	DATE	NO.	DESCRIPTION
1			SITE PLAN APPROVAL APPLICATION

WHAT ARE TRANSMITTED as checked below:

For approval Approved as submitted Resubmit _____ copies for approval

For your use Approved as noted Submit _____ copies for distribution

As requested Returned for corrections Return _____ corrected prints

For review and comment _____

FOR BIDS DUE _____ 19 _____ PRINTS RETURNED AFTER LOAN TO US

REMARKS _____

COPIES TO _____

SIGNED: *[Signature]*

If enclosures are not as noted, kindly notify us at once.



DeLUCA HOFFMAN ASSOCIATES, INC.
CONSULTING ENGINEERS

778 MAIN STREET
SUITE 8
SOUTH PORTLAND, MAINE 04106
TEL. 207 775 1121
FAX 207 879 0896

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August 16, 1996

Ms. Marge Schmuckal
City of Portland
Inspections Department
389 Congress Street
Portland, Maine 04101

**Subject: Minor Site Plan Application
Nelson & Small, Inc.**

On behalf of Nelson & Small, Inc., DeLuca-Hoffman Associates, Inc. is submitting a Minor Site Plan Application for the renovation of their facility which is located at 212 Canco Road.

Enclosed please find:

- Seven sets of Applications with supporting documents;
- A check in the amount of \$300,000, payable to the City of Portland, for application fees.

Please contact this office with any questions you may have concerning this project, or to discuss the review schedule.

Sincerely,

DeLUCA-HOFFMAN ASSOCIATES, INC.

Alton M. Palmer, P.E.
Senior Engineer

AMP/ajm/JN1312/sch8-14

Enclosure

c: Santo Cimino, Cimino Construction, w/3 copies
Stephen Reynolds, J. B. Brown & Sons

**MINOR SITE PLAN APPROVAL
APPLICATION FOR
NELSON & SMALL, INC.
212 CANCO ROAD
PORTLAND, MAINE**

Prepared for Submittal to:

**City of Portland
Planning Department
389 Congress Street
Portland, Maine 04101**

Prepared for:

**Nelson & Small, Inc.
212 Canco Road
Portland, Maine 04104**

Prepared by:

**DeLuca-Hoffman Associates, Inc.
778 Main Street, Suite 8
South Portland, Maine 04106
(207) 775-1121**

August 1996

LIST OF ATTACHMENTS

ATTACHMENT

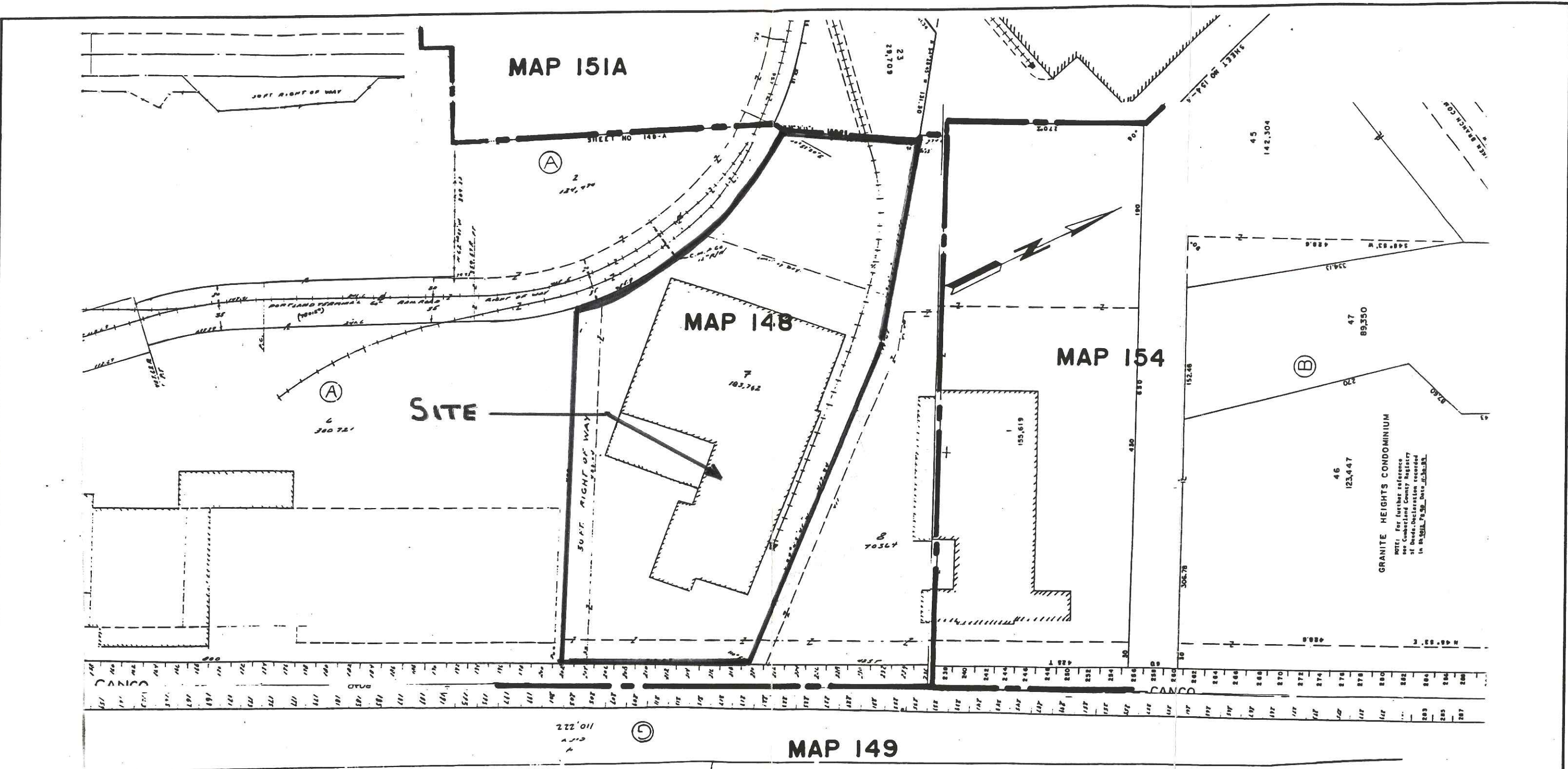
DESCRIPTION

- | | |
|---|--|
| A | LIST OF ABUTTING PROPERTY OWNERS |
| B | DEVELOPMENT DESCRIPTION |
| C | LETTER RELATIVE TO FINANCIAL CAPACITY |
| D | EVIDENCE OF APPLICANT'S INTEREST IN PROPERTY |
| E | PHOTOS OF SITE |
| F | PREVIOUS CORRESPONDENCE WITH CITY OF PORTLAND |
| G | TRAFFIC NARRATIVE |
| H | LETTER FROM RAILROAD RELATIVE TO PROPOSED CROSSING |
| I | EXISTING CONDITIONS SURVEY DRAWING |
| J | PROPOSED SITE PLANS AND SUPPORTING PLANS |

ATTACHMENT A

LIST OF ABUTTING PROPERTY OWNERS

ABUTTERS		
Tax Map	Lot Number	Abutter
148-A	6	Central Securities Corp. 83 Edison Dr. Augusta, ME 04336
148-A	2	Brown J.B. & Sons P.O. Box 207 Portland, ME 04112
148-A	8	Seltzer & Rydholm, Inc. P.O. Box 1359 Portland, ME 04104
149-B	1	Black Bear Development, Inc. 30 Ledgewood Dr. Falmouth, ME 04105
149-G	6	Central Maine Power Co. Land Management Dept. Edison Dr. Augusta, ME 04336
151A-A	23	J. B. Brown & Sons 482 Congress Street Portland, ME 04101



TAX MAP
PROTLAND, MAINE
 TAX MAP NUMBERS: 148, 149, 151A, 154



DeLUCA - HOFFMAN ASSOCIATES, INC.
 CONSULTING ENGINEERS
 778 MAIN STREET
 SUITE 8
 SOUTH PORTLAND, MAINE 04106
 TEL. 207-775-1121
 FAX 207-879-0896

DESIGNED DER	DATE AUG, 1996
DRAWN HME	SCALE N.T.S.
CHECKED WGH	JOB NO. 1312

FIGURE
1

ATTACHMENT B

DEVELOPMENT DESCRIPTION

ATTACHMENT B

DEVELOPMENT DESCRIPTION

I. INTRODUCTION

Nelson & Small, Inc. has retained DeLuca-Hoffman Associates, Inc. to prepare plans for the Minor Site Plan Approval of the expansion and parking reconfiguration of its facility at 212 Canco Road in Portland, Maine. The facility is located approximately 2250 feet south of the intersection of Canco Road and Washington Avenue. The site location is shown on Figure 2 following this page.

The Canco Road facility was constructed by Nelson & Small, Inc. when they relocated from Union Street in 1961. Several additions were constructed throughout the 1960's and Nelson & Small, Inc. continued to grow with the Canco Road facility serving as their headquarters, until the 1980's. At that time, business operations outgrew the site and a new facility was constructed on a 12 acre site at Riverside Street. The Canco Road site continued to operate through a series of leases to other corporations. During the early 1990's the focus of Nelson & Small, Inc. became more narrowly defined allowing their operation to return to the Canco Road site.

In May of this year, the sprinkler service main, located beneath the floor slab in the front portion of the facility, failed. The floor slab in the office area heaved and broke due to the water pressure which allowed the water to flow above the slab through a considerable portion of the facility resulting in significant damage to products, office furnishings, walls and floor coverings. Subsequent to the emergency repairs which were conducted to remedy the situation, the Owners elected to embark on a program to upgrade the entire facility. A decision was made to retain the Boulos Company as a leasing agent and to renovate the structure to include the change in use of 9,950 s.f. of warehouse space to additional office space. In addition to the interior renovations, it was decided to pursue a program to upgrade the parking lot with installation of curb, landscaping and a new facade treatment for the exterior of the structure. As the project results in the change of use of less than 80,000 s.f. of space, Minor Site Plan Approval from the Portland Planning Staff is required. The project team previously reviewed the limits of the project with the Staff as shown in the correspondence contained in Attachment F.

In addition to the improvements outlined above, the loading docks which presently face Canco Road will be relocated to the rear of the structure. Access to the new loading docks will be provided from Quarry Road.

Quarry Road is a two lane, dead end, access road off Read Street that almost reaches the western corner of the site. The first 900 feet of the road is paved with the remaining approximate 500 feet being gravel. It currently serves trucks/deliveries and employee parking areas for J. B. Brown and Brockway Smith with no through traffic. The first 515' of Quarry Road has been accepted by the City, with the remaining right-of-way owned by J.B. Brown. Nelson & Small, Inc. has an easement over the J. B. Brown right-of-way. The unimproved section of Quarry Road will be upgraded by Nelson & Small, Inc. and a private crossing of the existing railroad track will be installed. J. B. Brown & Sons has agreed to expand the Nelson & Small, Inc. easement along the southerly property line as shown on the site plan.



U.S.G.S. LOCATION MAP PORTLAND, MAINE

U.S.G.S. PORTLAND WEST QUADRANGLE, 7.5 MINUTE SERIES (TOPOGRAPHIC)



DeLUCA - HOFFMAN ASSOCIATES, INC.
 CONSULTING ENGINEERS
 778 MAIN STREET
 SUITE 8
 SOUTH PORTLAND, MAINE 04106
 TEL. 207-775-1121
 FAX 207-879-0896

DESIGNED	DER	DATE	AUG, 1996
DRAWN	HME	SCALE	1" = 2000'
CHECKED	WGH	JOB NO.	1312

FIGURE
2

II. GENERAL INFORMATION RELATIVE TO PROJECT

Due to the change in use of this building, an increase in parking spaces is required in accordance with the City's Ordinance. (Calculations are located on the supporting plans). The parking area has been reconfigured and the number of spaces provided surpasses the requirement of the City's Ordinance. The site plan depicts the option for the use of either standard size (18' x 9') or compact size parking spaces (18' x 7.5') for those spaces which surpass the number required by the City. The Applicant will determine which size parking space will be used prior to construction. The number of loading docks was determined by the Owner to meet their requirements.

III. WRITTEN STATEMENTS

1. Refer to the introduction of this attachment for a description of the proposed uses to be located on the site.
2. The parcel is designated by the City of Portland Tax Map Number 148, Block A, Lot 7. The total area of the site is 181,210 s.f. (4.17 acres).
3. There are no known existing or proposed easements or other burdens on the property.
4. There will be no significant additional solid waste generated by the property.
5. Offsite water or sewer facilities will not be altered for this project.
6. During a preapplication meeting with Sarah Hopkins, it was recommended that DeLuca-Hoffman Associates, Inc. contact Bill Goodwin of the Engineering Department as he had recently prepared a memorandum to the City Engineer relative to stormwater runoff from this area. DeLuca-Hoffman Associates, Inc. contacted Mr. Goodwin who provided a copy of the memorandum to our office which is enclosed as part of Attachment F.

Mr. Goodwin informed DeLuca-Hoffman Associates, Inc. that the storm drain system in Canco Road had been modified such that flows from the north and east sides of the Nelson & Small, Inc. property were removed from the Torrey Street combined sewer. According to Mr. Goodwin, these removed flows were directed to an outlet on the south side of Canco Road, which is tributary to "Ice Pond" and acts as a regional detention facility. In reviewing the proposed project with Mr. Goodwin, DeLuca-Hoffman Associates, Inc. was provided with the following guidance:

- The area on the west side of the Nelson & Small property is tributary to the Torrey Street sewer and no increase in stormwater runoff should be directed towards that system due to the existing size, condition and flows which this system experiences.

- The area on the east side of the Nelson & Small, Inc. property is tributary to the modified storm drain system which the City removed from the Torrey Street sewer. Mr. Goodwin indicated that as this area was tributary to "Ice Pond", it was his opinion that onsite detention was not warranted for an increase in runoff due to construction of the loading dock area.

Based upon this information, the design of the facility proceeded. With respect to the westerly side of the site (tributary to Torrey Street), the area of impervious surface is reduced in the renovated condition. While a modest increase in paved surfaces is proposed near the entrance (2,051 s.f.), the proposed project includes the removal of 5,564 s.f. of pavement in the area tributary to the Torrey Street sewer which will be replaced by loamed seed or landscaped surfaces. Therefore, this area will experience an 3,513 s.f. reduction in impervious surfaces.

The drainage area tributary to the modified storm drain system (west side of the site) will experience an increase of approximately 0.52 acres of impervious surface (expanded loading dock area north of the building). This area was previously vegetated by a mixture of grass, brush, and small trees. As indicated by Mr. Goodwin, on-site detention has not been provided as this area is tributary to Ice Pond. Several measures have been incorporated into the design relative to this side of the site. The existing swale west of the structure is presently 1' wide and will be regraded to provide a bottom width of approximately 4' to 5' and a riprapped apron will be provided at the inlet adjacent to Canco Road to minimize clogging of the pipe be vegetation. In addition, subsequent to stabilization of disturbed areas, the existing storm drain in Canco Road will be flushed and any accumulated sediment removed.

7. Construction of the development would commence upon receipt of approval from the City of Portland with respect to the Minor Site Plan Approval.
8. No State or Federal Regulatory Approvals are required for the development.
9. Attachment C is a letter addressing the financial capacity of Nelson & Small, Inc. to complete the project.
10. A document identifying Nelson & Small, Inc.'s deed for the property is enclosed as Attachment D.
11. There are no unusual natural areas, wildlife and fisheries habitats, or archaeological sites located on or near the project site.

IV. EROSION/SEDIMENT CONTROL PLAN

The primary emphasis of the erosion/sediment control plan for this project are as follows:

- a. Development of a careful construction sequence to limit the amount of exposed area to that which is expected to be completed in 15 days.
- b. Rapid revegetation of denuded areas to minimize the period of soil exposure.

- c. The use of on-site measures to capture sediment (hay bales/silt fence, etc.).

Erosion and Sediment Control Device

The following erosion/sedimentation control devices are planned for this site during the construction period. These devices shall be installed as indicated on the plans or as described within this report.

1. Siltation fence will be installed downgradient of disturbed areas to trap runoff borne sediments until the site is revegetated. Installation details are provided in the plan set.
2. Stone Check Dams are intended to trap sediments and reduce runoff velocities. Installation details are provided within the plan set.
3. Straw or hay mulch is intended to provide cover for denuded areas. Mulch placed on slopes of less than 10 percent shall be anchored by applying water; mulch placed on slopes steeper than 10 percent shall be covered with netting and anchored with staples in accordance with the manufacturers recommendations. Mulch application rates are provided in the appendix of this section.
4. A construction entrance will be constructed at the access point onto the site to prevent tracking of soil onto Quarry Road.
5. Sediment traps will be installed at catch basin inlets to prevent silt from entering the storm drain system. Installation details are provided on the erosion control detail sheet.
6. Loam and seed is intended to serve as the primary re-vegetative measure for all denuded areas not provided with other erosion control measures, such as rip rap.

Timing and Sequence of Erosion/Sediment Control Measures

The sitework construction period will last approximately two months. The Contractor will be required to have the least possible practical area exposed to the elements and will be required to maintain the erosion control elements on a regular maintenance schedule. The sequence of events anticipated are:

Install perimeter silt fence, stone check dams and construction entrance.

Clear trees, cut underbrush, remove stumps, and grub site.

Remove pavement in loading dock area.

Perform cut/fill operations and bring site to sub-grade elevation.

Begin installation of the underground storm drain system, underdrain, and construction of the parking lot.

Upon completion of the storm drain system installation, install inlet protection at the new catch basins, as well as the existing catch basins.

Complete fine grading of the paved area and place base pavement course to stabilize the site.

Install curb and begin installation of the landscaping.

Install surface pavement course and stripe the paved area.

Finish the perimeter landscaping, topsoil and seed all perimeter disturbed areas and install loam and seed.

Upon establishing vegetative cover, flush silt from storm drain line and catch basin. Remove silt from catch basin and from behind the silt fences and mix with topsoil for use in topsoiling operations. Remove stone check dams.

When vegetative cover is established on 95% of the site, remove the perimeter silt fence.

Note: All denuded areas not subject to final paving or rip rap will be revegetated. Various items in the sequence may occur concurrently.

Provisions for Maintenance of the Erosion/Sediment Control Features

The project will be constructed by Cimino Construction. The Contractor will be required to designate, by name, a person responsible for implementation of all erosion control measures. Specific responsibilities will include:

1. Inspection of the project work site on a weekly basis, and after each rainfall (0.5 inches or more within any consecutive 24 hour period) with the installation of added erosion control measures in areas which appear vulnerable to erosion. The contractor shall maintain written records of these inspections noting compliance with the plan, any deviations and corrective measures necessary to comply with the erosion control requirements of this section.
2. Inspection of all erosion control measures and drainage inlets after any significant rainfall. Accumulated silt/sediment should be removed from the barriers when the depth of sediment reaches 6 inches. A significant rainfall shall be defined as over 1/2 inch of precipitation in any consecutive 24 hour period.
3. Inspect loam and seed for any damage. A minimum vegetative cover of 95% is required prior to removal of erosion control measures.

ATTACHMENT C

**LETTER FROM RELATIVE TO
FINANCIAL CAPACITY**



Pleasant Street Office
134 Pleasant Street
Portsmouth, New Hampshire 03801
Telephone (603) 436-1006

July 25, 1996

Ms. Sarah Hopkins
Department of Planning
& Urban Development
City Hall
389 Congress Street
Portland, ME 04101

Re: Nelson & Small, Inc.

Dear Ms. Hopkins:

The purpose of this letter is to advise you that our valued customer, Nelson & Small, Inc. may require bank financing in connection with the renovation of their corporate headquarters on Canco Road.

We understand that the renovation project may cost as much as \$2.0 million to \$3.0 million. We would be pleased to entertain such a request which we view as being well within their capacity. If you have any questions, please feel free to call me at (603) 430-5533. Kind regards.

Sincerely,

A handwritten signature in dark ink, appearing to read 'David D. McGraw'.

David D. McGraw
Vice President

ATTACHMENT D

**EVIDENCE OF APPLICANTS
INTEREST IN PROPERTY**

Know All Men by These Presents.

That N & S Realty Corp.

a Corporation organized and existing under the laws of the State
of Maine and located at Portland
in the County of Cumberland and State of Maine
in consideration of One Dollar and Other Valuable Considerations

paid by Mildred A. Nelson, Harriette Small and Marilyn A. Nelson, all
of the City of Portland, County of Cumberland, and State of Maine
the receipt whereof it does hereby acknowledge, does hereby give, grant,
bargain, sell and convey unto the said Mildred A. Nelson, Harriette Small and
Marilyn A. Nelson, their

heirs and assigns forever, a certain lot or parcel of land with the
buildings thereon, in said Portland, bounded and described as follows:

Beginning at an iron pipe at a point in the northwesterly side line of Canco Road in the division line between land conveyed by the City of Portland to Cumberland Securities Corporation by deed dated April 1, 1954 and recorded in Cumberland County Registry of Deeds in Book 2172, Page 4 (now owned by New England Union Mutual Life Insurance Company and under lease to Central Maine Power Company) and the land herein being conveyed, said point being distant north-easterly along said side line of Canco Road 800 feet from the northeasterly side line of Bay Street; thence northeasterly by the northwesterly side line of Canco Road a distance of 219.83 feet to a point and an iron pipe in the northwesterly side line of Canco Road; thence northwesterly by the division line between the land herein conveyed and land now or formerly of Montefusco and making an included angle of $110^{\circ}58'$ through the west with the southwesterly direction of the northwesterly side line of Canco Road a distance of 417.34 feet to an angle and an iron pipe; thence northwesterly and making an included angle of $165^{\circ}15'$ through the west with the southeasterly direction of the last described line a distance of 167.55 feet to a copper bolt set in a granite monument, thence on a prolongation in a straight line of the last described course a distance of 84.50 feet to a point and an iron pipe; thence southwesterly and making an angle of 90° with the last described line a distance of 159.06 feet, more or less, to a point and an iron pipe in the easterly side line of the railroad spur right-of-way conveyed by the City of Portland to Quincy Market Cold Storage & Warehouse Company by deed recorded in the Cumberland County Registry of Deeds in Book 2076, Page 145; thence southerly by said easterly side line of said right-of-way about 337 feet to a point and an iron pipe; thence southeasterly by the division line between the land hereby being conveyed and the aforementioned land conveyed by the City of Portland to Cumberland Securities Corporation by deed dated April 1, 1954 and recorded in Cumberland County Registry of Deeds in Book 2172, Page 4 (now owned by New England Union Mutual Life Insurance Company and under lease to Central Maine Power Company) a distance of 435.05 feet, more or less, to Canco Road and the point of beginning, said last mentioned division line making an angle of 90° with the northwesterly side line of Canco Road, containing 182,952 square feet. The land hereinabove described is a part of the property acquired by the City of Portland by deed of Goodrich, Stickney & Burnham Land Company, dated April 24, 1944, and recorded in said Registry in Book 1745, Page 244, and by deed of Charles L. Goodrich et als, dated June 10, 1918, and recorded in said Registry in Book 1010, Page 1.

Excepting and reserving, however, from the aforesaid premises and to the City of Portland, its successors and assigns, forever, a right-of-way or easement for the purpose of maintaining, operating, altering, repairing, removing and replacing a sewer line or lines, said right-of-way being bounded and described as follows: Beginning in the northwesterly side line of Canco Road in the division line between the land being above conveyed and land conveyed to Cumberland Securities Corporation; thence northwesterly by said division line about 435.05 feet, more or less, to the above mentioned railroad spur right-of-way, said right-of-way or easement to be thirty (30) feet wide and to lie wholly on the northeasterly side of the above-described line.

This conveyance is made upon the express condition that the said Grantees, their heirs and assigns, shall not erect, place, or maintain any structures on, above, or under said right-of-way or easement which in any way will interfere with the use of said right-of-way or easement by the said City of Portland, its successors or assigns, for the purposes above reserved.

There is also conveyed by this deed the following interest in land: The right, pursuant to reservations set forth in a certain deed from the City of Portland to Quincy Market Cold Storage & Warehouse Company, dated January 29, 1952, and recorded in the Cumberland County Registry of Deeds in Book 2076 Page 145, to use in common for railroad purposes as therein defined, and subject to the provisions therein set forth, the railroad spur track constructed by the said Quincy Market Cold Storage & Warehouse Company in the right-of-way referred to therein.

This conveyance is made subject to the covenants, agreements, terms and conditions set forth in a deed from City of Portland to N & S Realty Corp. dated January 14, 1960, and recorded in said Registry in Book 2520, Page 313.

This conveyance includes all of the grantor's rights in and to any agreements relating to railroad spurs and sidetracks which serve said land and buildings.

To have and to hold the aforegranted and bargained premises with all the privileges and appurtenances thereof, to the said Mildred A. Nelson, Harriette Small and Marilyn A. Nelson, their heirs and assigns, to them and their use and behoof forever.

And the said Grantor Corporation does hereby covenant with the said Grantees, their heirs and assigns, that it is lawfully seized in fee of the premises, that they are free of all incumbrances; except as aforesaid

that it has good right to sell and convey the same to the said Grantees to hold as aforesaid; and that it and its successors, shall and will Warrant and Defend the same to the said Grantees, their heirs and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, the said N & S Realty Corp.

has caused this instrument to be sealed with its corporate seal and signed in its corporate name by Irving Small, its Treasurer thereunto duly authorized, this 15th day of March in the year one thousand nine hundred and sixty-one.

Signed, Sealed and Delivered in presence of

Leonard M. Nelson
By: Irving Small, Treasurer
N & S Realty Corp.



State of Maine, Cumberland ss. Portland, Maine, March 1, 19 61.

Personally appeared the above named Irving Small, Treasurer

of said Grantor Corporation as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity, and the free act and deed of said corporation.



Before me, Leonard M. Nelson

Justice of the Peace
Notary Public

MAY 2 1961

REGISTRY OF DEEDS, CUMBERLAND COUNTY, MAINE

Received at 3 H - M. M., and recorded in BOOK 2600 PAG 210 - Register



VIEW FROM EASTERN CORNER OF SITE

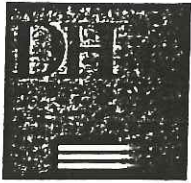


VIEW FROM SOUTHERN CORNER OF SITE

FIGURE 3

ATTACHMENT F

**PREVIOUS CORRESPONDANCE TO
THE CITY OF PORTLAND**



DeLUCA HOFFMAN ASSOCIATES, INC.
CONSULTING ENGINEERS

778 MAIN STREET
SUITE 8
SOUTH PORTLAND, MAINE 04106
TEL. 207 775 1121
FAX 207 879 0896

- ROADWAY DESIGN
- ENVIRONMENTAL ENGINEERING
- TRAFFIC STUDIES AND MANAGEMENT
- PERMITTING
- AIRPORT ENGINEERING
- SITE PLANNING
- CONSTRUCTION ADMINISTRATION

1312
44

August 5, 1996

Ms. Marge Schmukal
City of Portland
Inspections Department
389 Congress Street
Portland, Maine. 04101

**Subject: Nelson & Small, Inc. Property
Canco Road**

Dear Marge:

This letter is intended to confirm our telephone conversation this morning in reference to the subject property and our July 11, 1996 letter requesting confirmation that the project as outlined in our letter would only require Staff review. Based upon our discussion, it is my understanding that your office concurs that only Staff review will be necessary provided the thresholds outlined in our July 11, 1996 letter are not exceeded. DeLuca-Hoffman Associates, Inc. and Nelson & Small, Inc. appreciate your consideration of this matter in advance of the Site Plan submittal package as it allows for establishment of the project schedule. Our office anticipates a submittal to the City under Site Plan review later next week and look forward to the Staff's review.

Please contact this office with any questions you may have.

Sincerely,

DeLUCA-HOFFMAN ASSOCIATES, INC.

Alton M. Palmer, P.E.
Senior Engineer

AMP/ajm/JN1312/schm8-5

c: Sarah Hopkins, City of Portland
Santo Cimino, Cimino Construction



DeLUCA HOFFMAN ASSOCIATES, INC.
CONSULTING ENGINEERS

778 MAIN STREET
SUITE 8
SOUTH PORTLAND, MAINE 04106
TEL. 207 775 1121
FAX 207 879 0896

■ ROADWAY DESIGN
■ ENVIRONMENTAL ENGINEERING
■ TRAFFIC STUDIES AND MANAGEMENT
■ PERMITTING
■ AIRPORT ENGINEERING
■ SITE PLANNING
■ CONSTRUCTION ADMINISTRATION

July 11, 1996

Ms. Marge Schmukal
City of Portland
Inspections Department
389 Congress Street
Portland, Maine. 04101

**Subject: Nelson & Small, Inc. Property
Canco Road**

Dear Marge:

This letter is in response to the pre-application meeting for the above referenced project which was attended by the following parties:

- Marge Schmukal, City of Portland
- Sarah Hopkins, City of Portland
- Alex Jagerman, City of Portland
- Santo Cimino, Cimino Construction Inc.
- Al Palmer, DeLuca-Hoffman Associates, Inc.

As discussed at our meeting the project would include:

- Renovations to the existing structure for the purpose of providing up to 32,450 square feet of office space. This results in a change of use of 9,950 square feet of warehouse space based upon the enclosed letter from David L. Small which indicates a previous peak usage of 22,500 square feet of office type space.
- Construction of a loading dock facility of up to 9,950 square feet at the rear of the existing structure for relocation of the loading docks from the Canco Road side.
- Construction of a truck maneuvering area at the rear of the existing structure.
- Construction of a rail crossing at the rear of the existing structure for the purpose of routing truck traffic to/from Quarry Road rather than Canco Road.
- Rehabilitation to the existing parking lot which will result in the addition of less than 50 parking spaces above current levles.

Ms. Marge Schmukal
July 11, 1996
Page 2

At this time, field work in the form of survey and geotechnical explorations are underway, and a submittal to the City under Site Plan Review is anticipated during August. To assist the Owner in preparing a schedule, DeLuca-Hoffman Associates, Inc. would request your confirmation that the project would be processed as a Minor Development only requiring Staff Review.

Please contact this office with any questions you may have.

Sincerely,

DeLUCA-HOFFMAN ASSOCIATES, INC.



Alton M. Palmer, P.E.
Senior Engineer

AMP/ajm/JN1312/schm7-15

c: Sarah Hopkins, City of Portland
Santo Cimino, Cimino Construction

Nelson & Small, Inc. DISTRIBUTORS

mailing address: P.O. Box 1420
Portland, Maine 04104-1420
(800) 341-0780
(207) 775-5666
FAX No. (207) 775-4303

June 25, 1996

Mr. Santo Cimino
CIMINIO CONSTRUCTION
125 Pleasant Hill Road
Scarborough, ME 04074
Via Fax: 883-1163

Dear Santo:

I hope this letter will answer several of the questions you raised yesterday as to Nelson & Small's historical use of space at 212 Canco Road. As you know, the facility was constructed for Nelson & Small who moved from Union Street in downtown Portland during 1961. Several additions were constructed through the 1960s and Nelson & Small continued to grow with the Canco Road site as its headquarters, until the mid-1980's, when our business operations and parking requirements outgrew the site. At that point we built a new and larger structure on 12 acres at 380 Riverside Street.

My recollection is that throughout the 70s and until our move to our newly constructed headquarters on Riverside Street, in 1986, our Canco Road location was home to 100 or so employees. At its peak, the facility contained an estimated 22,500 square feet of space that was devoted to showrooms, offices, parts and service departments, and literature/records storage areas. The remaining square footage was for traditional warehouse storage and shipping purposes. We distributed products from ten or so industries, all incorporated under one roof.

During the early 90s, our business operations became much more narrowly focused and we were delighted to be able to move back to our original home on Canco Road in 1992. Some of the products that used to move in and out of this facility on a daily basis that we no longer distribute include Zenith and Pioneer electronics, Armstrong carpeting and vinyl flooring, Polaris snowmobiles and ATVs, Glaston and Smokercraft boats, Shoreland'r trailers, and other assorted plumbing and heating, lawn and garden, kitchen cabinets, and furniture lines. Most of these products co-existed with one another and were delivered on our own fleet of large delivery trucks as well as common carrier.

I hope this historical summary provides the information you were looking for. Should you have any further questions, please feel free to contact me.

Very truly yours,



David L. Small

**CITY OF PORTLAND, MAINE
DEPARTMENT OF PUBLIC WORKS
OPERATIONS/ENGINEERING - INSPECTIONS
M E M O R A N D U M**

TO: Katherine A. Staples, P.E., City Engineer
FROM: William B. Goodwin, P.E., Project Engineer *Wm B. Goodwin*
DATE: May 10, 1996
SUBJECT: Torrey Street Sewer - Mary McCann Conroy's Concerns

INTRODUCTION

The intent of this memorandum is to supply you with the body of a letter in response to Mrs. Conroy.

I would recommend that a brief history of the Sewer System in Torrey Street be included, following your introductory paragraph to Mrs. Conroy. As she has been a long-term resident of Torrey Street, my recommendation for a brief history is more for the benefit of all those persons who were copied on the letters, rather than for Mrs. Conroy.

BODY OF LETTER:

THE HISTORY OF THE TORREY STREET SEWER

In July, 1929, the first section of sewer was built in Torrey Street, running from the "Ocean Avenue & Read Street Interceptor" northwesterly approximately 300 feet. This was constructed using 15" Ø vit. clay pipe.

In July and August of 1940, the 15" Ø vit. clay sewer was extended approximately 500 feet northwesterly to a deadend manhole, with 15" Ø vit. clay pipe. On April 21, 1952, Mrs. Conroy's house was connected to the 15" Ø vit. clay sewer, constructed in 1940, via 4" Ø "Orangeberg" (Bit. Fiber) pipe. The connection was made 8.86' down stream of the dead end manhole constructed in 1940. This is the most upstream connection to this section of pipe.

In December of 1957 the sewer was extended approximately 100 feet northwesterly from the aforementioned manhole with 24" Ø reinforced concrete pipe.

In the fall of 1960 the sewer was extended an additional 50' feet northwesterly with 24" Ø reinforced concrete pipe and then approximately 910', with 30" Ø reinforced concrete pipe, to get to Canco Road. This expansion also included approximately 280 feet of 24" Ø reinforced concrete pipe extending from Torrey Street northerly in Canco Road.

In the spring of 1963, a couple of high intensity, short duration rain storms caused the 15" Ø vit. clay sewer in Torrey Street to surcharge, flooding many of the basements of the houses connected to the 15" Ø pipe.

In June of 1963 the 15" Ø vit. clay pipe, constructed in 1929 and 1940, was replaced with 27" Ø reinforced concrete pipe.

In the early 1980's, Central Maine Power, Nelson & Small and the City made modifications to the stormwater system in and around Canco Road, which removed a substantial amount of stormwater, from the combined sewer and redirected it to surface ditches and natural water courses.

WRITTEN RESPONSES TO YOUR LETTER OF 4/23/96

In response to the eight (8) specific questions in your letter of request, let me answer the first two questions together.

1. What is the present volume of flow entering the Torrey Street Sewer as of this year?
2. Is this sewer still a combined sewerage system carrying both stormwater and sewerage?

Yes, the Torrey Street Sewer is still a combined sewer. This is the very reason why I nor anyone can answer your first question. We would have to be able to predict every rain event for the whole year in great detail. Each and every rain event is different in factors such as intensity, duration, and antecedent ground conditions. The City does now have a computer model, in which we can input the weather record and other data for the year, once it is compiled, and calculate the volume of flow a posteriori.

3. Does the 24" diameter field inlet on the north side of Canco Road which collects rainfall runoff from a large area to the north of Canco Road still discharge its flow into the Torrey Street Sewer System via Canco Road?

No, modifications to the stormwater system made by Central Maine Power, Nelson and Small, and the City have redirected the runoff from the north of Canco Road and the two City catch basins which collect runoff from this portion of Canco Road, to surface flows, which drain into the "Ice Pond", just northwesterly of your home, and down a little brook to Bay Street, and the "Ocean Avenue & Read Street Interceptor" combined sewer. Please see the enclosed sketch.

4. Is the present volume of TOTAL FLOWS into the existing Torrey Street Sewer known? If so, when and how was the evaluation done?

In the late 70's, periodically during the 80's, and continuing into the 90's, we have performed random "night stick gauging" at a manhole in Torrey Street to determine ranges in total flows and more particularly infiltration and inflow (i.e. groundwater volume leaking in, and stormwater volume flowing directly in, respectively hereinafter referred to as I/I). This "night stick gauging" station is number 46 shown on the enclosed sketch.

In 1991, in order to assess Combined Sewer Overflow (hereinafter referred to as CSO) activity in Portland, a computer model was developed to simulate stormwater runoff and wastewater collection and conveyance. The CSO Abatement Model was developed using the United States Environmental Protection Agency's Stormwater Management Model (SWMM) and incorporating SWMM's EXTRAN capabilities to model flow transport, internal flow diversions, and surcharged conditions.

The sewer system evaluation involved review of available information and provided data to develop estimates of base sanitary flow, I/I, and wet weather capture of the sewer system, for incorporation into the sewer system computer model. The computer model was run using the 40-year precipitation record for Portland, for the years 1950 through 1990. The simulated response of the sewer system to dry and wet weather conditions was compared to available monitoring data. The model was adjusted using the available data until as close a match as possible was achieved between the simulated sewer system response and the monitored response.

The initial CSO Abatement Model calibrated in 1991 provided a preliminary estimate of the frequency, volume, and duration of sewer system surcharge and CSOs. Subsequently, a comprehensive monitoring program was developed to gather baseline data and to gather additional frequency and flow monitoring data to improve the computer model. The additional monitoring data was required because of the need to calibrate and verify the systemwide model. The results of the additional monitoring and the assessment of sewer system surcharging and CSO activity revealed no surcharging problems with the Torrey Street Sewer.

The "Ocean Avenue and Read Street Interceptor" has substantial surcharging problems which can effect the lower reaches of the Torrey Street Sewer, near the Interceptor, but only the first two to three hundred feet, depending on the rain storm.

5. What is the PROJECTED flow for this system and what is the impact of this flow on the existing system?

As with question 1, this can only be answered by someone who can predict weather with 100% accuracy and in great detail. We have indicated the design flow for each section of the sewer on the enclosed sketch for your information ($Q = x$ cfs).

6. When was the most recent REVIEW of this existing sewerage system undertaken between the PORTLAND PLANNING BOARD AND THE CITY ENGINEERING DEPARTMENT?

The CSO Abatement Study, which started in 1991, was managed by the Public Works Engineering Section and was presented to the Planning Board and the City Council in 1993 upon completion of a CSO Master Plan. My engineering staff works closely with the Portland Water District updating the computer models to keep them accurate so that we can input record weather data, as it becomes available, to simulate the sewer system's response to different rain storms.

7. Please list any other streets or areas connected to the Canco Road Sewerage System for discharge of the flow in addition to Torrey Street.

As can be seen on the enclosed sketch, the Torrey Street Sewer serves only the following:

The residentially-developed section of Torrey Street from the "Ocean Avenue & Read Street Interceptor" up to your neighbor's home, at number 90 Torrey Street and the new house being built across the street.

The wooded area of Torrey Street from just beyond your home to Canco Road.

A small section of Canco Road, including portions of CMP's parking lot, (not CMP's building); portions of Nelson & Small's parking lot and their building; and Seltzer and Rydholm's building (not their parking lot).

8. What improvements have been made to improve this segment of the City sewerage system, as development continues?

Memo to Katherine Staples
Page 5

Following the 1963 flooding, the replacement of the 15" Ø sewer with a 27" Ø sewer, as outlined in the history above, and the modifications to the stormwater system mentioned in answer to question 3.

I hope you find this response both informative and reassuring in that the improvements and modifications made since the 1963 flooding problem will keep basement flooding from being a reoccurring problem.

Current engineering staff work hard to see that proper stormwater management is incorporated into all new development within the City of Portland.

Thank you for raising your concerns and allowing us to address them. If I can be of any further assistance, please feel free to contact me.

Very truly yours,

Katherine A. Staples, P.E.
City Engineer

CONCLUDING REMARKS:

Mrs. Conroy's concerns regarding combined sewer surcharging and the subsequent basement flooding is a concern which I take very seriously. Her questions were good ones and required substantial consideration and research to answer correctly. This, coupled with my current workload, dictated the amount of time between your initial request and this reply. Although it was slightly longer than you or I initially anticipated, I hope you find it satisfactory. With the addition of your own introductory paragraph, this should be ready for mailing to Mrs. Conroy.

pc: William J. Bray, P.E., Deputy Director of Public Works
Bruce A. Bell, Operations Manager
Sara Hopkins, Senior Planner
Steve Harris, Assistant Engineer

Area currently draining to Torrey St Sewer

Area removed from Torrey St Sewer by modifications to storm water system

Legend

Existing Sewer Lines

Proposed Sewer Lines

Existing Storm Water Lines

Proposed Storm Water Lines

Manholes

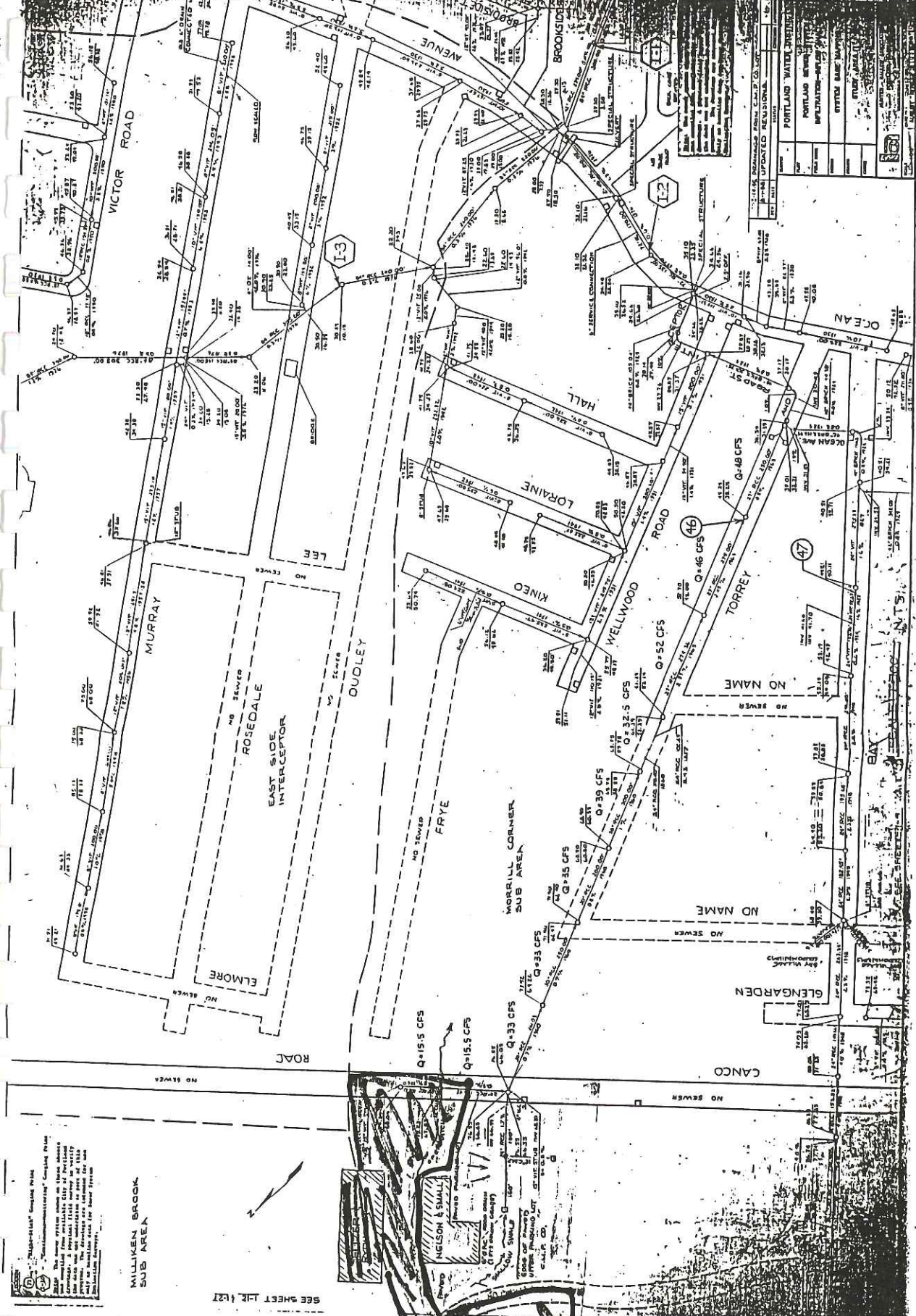
Valves

Other Structures

NO SEWER

MILLIKEN BROOK SUB AREA

SEE SHEET LTR L27



NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITS	11/15/11
2	REVISED PER PERMITS	12/15/11
3	REVISED PER PERMITS	1/15/12
4	REVISED PER PERMITS	2/15/12
5	REVISED PER PERMITS	3/15/12
6	REVISED PER PERMITS	4/15/12
7	REVISED PER PERMITS	5/15/12
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11	REVISED PER PERMITS	9/15/12
12	REVISED PER PERMITS	10/15/12
13	REVISED PER PERMITS	11/15/12
14	REVISED PER PERMITS	12/15/12
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16	REVISED PER PERMITS	2/15/13
17	REVISED PER PERMITS	3/15/13
18	REVISED PER PERMITS	4/15/13
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22	REVISED PER PERMITS	8/15/13
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98	REVISED PER PERMITS	12/15/19
99	REVISED PER PERMITS	1/15/20
100	REVISED PER PERMITS	2/15/20

ATTACHMENT G
TRAFFIC NARRATIVE

**TRAFFIC IMPACT EVALUATION
FOR A CHANGE OF USE
FROM WAREHOUSE TO OFFICE
NELSON & SMALL, INC.
PORTLAND, MAINE**

Prepared for

**Nelson & Small, Inc.
212 Canco Road
Portland, Maine**

Prepared by

**DeLuca-Hoffman Associates, Inc.
778 Main Street, Suite 8
South Portland, Maine 04106
(207) 775-1121**

August 1996

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FIGURES

<u>Fig. No.</u>	<u>Description</u>	<u>Follows Page</u>
1	Location Map.....	1

I. **Executive Summary**

The following executive summary is prepared for the readers convenience but is not intended to be a substitute for reading the full report.

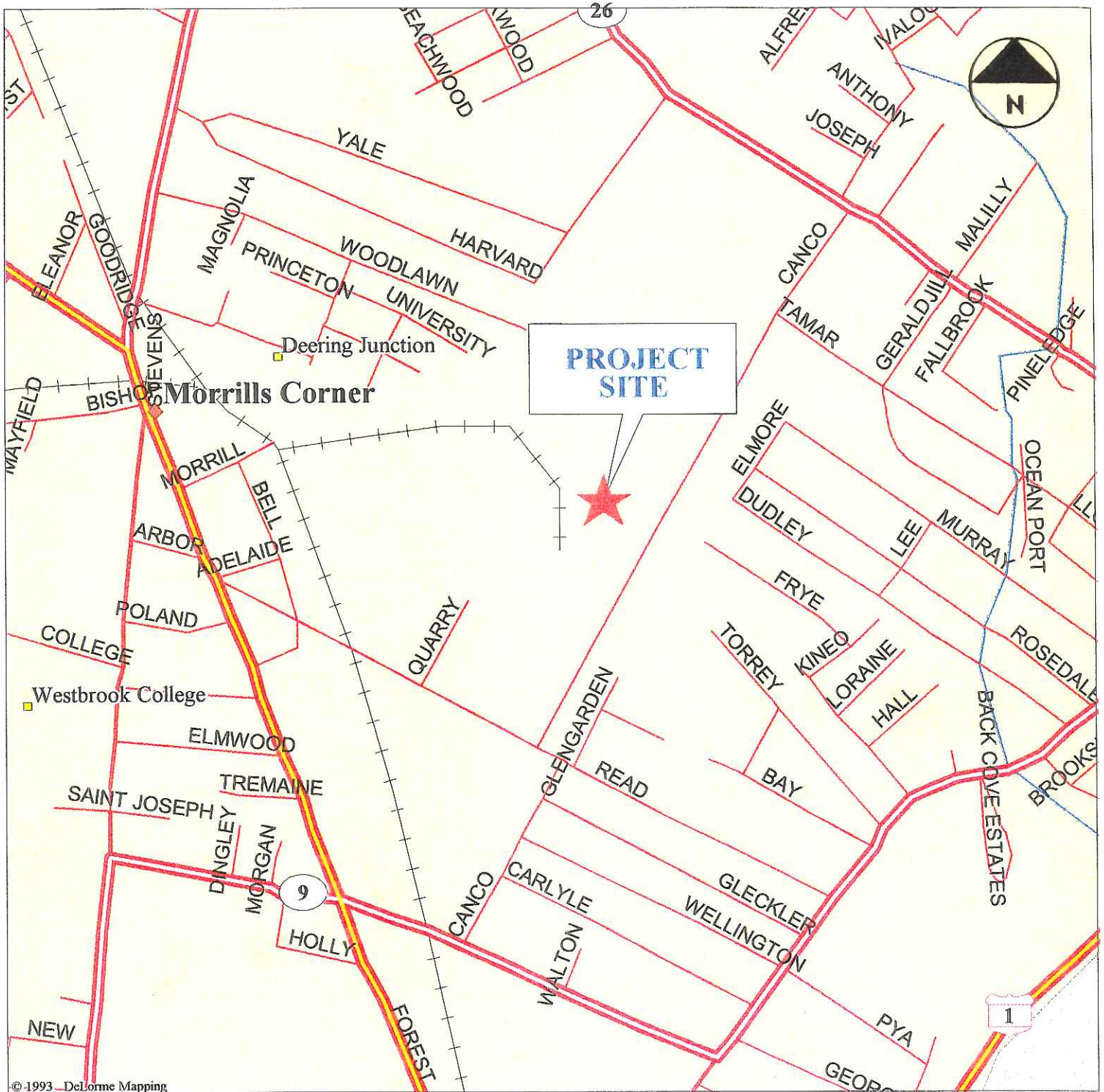
DeLuca-Hoffman Associates, Inc. has been retained by Nelson & Small, Inc. to conduct a traffic impact evaluation for a proposed change in use of approximately 9,950 square feet of warehouse to Class B Suburban Office Space. The site is located off Canco Road in Portland, Maine as shown in Figure 1 following this page.

The following is a summary of the major findings of the traffic evaluation:

1. It is estimated the proposed change of use will generate 33 additional peak hour trip ends*.
2. A proposed extension of Quarry Road leading to the rear of the site will serve as the delivery route for all trucks.










Based on the above findings, it is the opinion of DeLuca-Hoffman Associates, Inc. that the traffic generated by the proposed change in use from warehouse to office space will not significantly impact traffic operation on the surrounding roadway system.

* A trip end is defined as follows: 1 vehicle entering the facility plus 1 vehicle exiting the facility equals 2 vehicle trip ends associated with the facility.



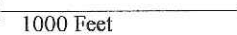
© 1993 DeLorme Mapping


LEGEND

-  State Route
-  Geo Feature
-  Town, Small City
-  Population Center
-  Street, Road
-  State Route
-  US Highway
-  Railroad
-  River

 Open Water

Scale 1:9,375 (at center)

 1000 Feet

 200 Meters

NELSON AND SMALL

Mag 15.00

Thu Aug 15 15:49:47 1996



DeLUCA - HOFFMAN ASSOCIATES, INC.
 CONSULTING ENGINEERS
 778 MAIN STREET
 SUITE 8
 SOUTH PORTLAND, MAINE 04106
 TEL. 207-775-1121
 FAX 207-879-0896

FIGURE
1

II. Existing Conditions

Site

The site is located on the northwest side of Canco Road in a primarily commercial/industrial setting in Portland, Maine and is bordered on the northeast, southwest, and northwest by other businesses. An exempt railroad track borders the site in the westerly corner. The single existing entrance is off Canco Road. The site currently consists of an approximately 181,595 s.f. office/warehouse building and associated parking and loading facilities.

Adjacent Roads

The site is fronted by Canco Road. Canco Road is a two-lane urban roadway with a posted speed of 40 mph in the vicinity of the site. Canco Road is a connector street between Washington Avenue to the northeast and Read Street to the southwest.

Quarry Road is a two lane, dead end, access road off Read Street that almost reaches the western corner of the site. The first 900 feet of the road is paved with the remaining approximate 500 feet being gravel. It currently serves trucks/deliveries and employee parking areas for J. B. Brown and Brockway Smith with no through traffic. The first 515' of Quarry Road has been accepted by the City, with the remaining right-of-way owned by J. B. Brown. Nelson & Small, Inc. has an easement over the J. B. Brown right-of-way.

Traffic

The existing building is currently utilized as a warehouse and office space as described below:

Use	Employees
Warehouse	0
Nelson & Small, Inc.	39 ±
Tenant (Wholesaler)	5 ±
Total	44 ±

In addition to the above employees, there are approximately 6 large truck deliveries and 15 to 20 small truck deliveries per day.

All of the above employee and delivery traffic utilizes a single entrance onto Canco Road. From the driveway, traffic can either turn left toward Washington Avenue or right toward Read Street and out to Forest Avenue.

III. Trip Generation

DeLuca-Hoffman Associates, Inc. has used the data provided in the ITE Trip Generation publication 5th edition, to estimate the traffic to be generated by the change in use from warehouse to business office. The trip rate equations from Land Use Code 710, General Office Building, were used for trip generation calculations using a 9,950 s.f. office space.

A summary of the traffic projections for this development is as follows:

AM Peak Hour	=	32 Trip Ends
PM Peak Hour	=	34 Trip Ends

Since the AM and PM trip ends are anticipated to be equal for the proposed office space, an average of 33 trip ends would be anticipated.

IV. Trip Distribution and Assignment

A directional distribution of 100% entering in the AM and 100% exiting in the PM would be expected.

All the trips will be primary in nature with the office building the origin and destination point. Of the approximately 33 generated trip ends, all will enter and exit utilizing the driveway on Canco Road. From the driveway, it is anticipated that there would be an approximately 50/50 split with half, approximately 16 vehicles, traveling out to Forest Avenue via Read Street and half out to Washington Avenue. Once the approximately 16 vehicles reach either Washington or Forest Avenue, it is anticipated they would split again with approximately 8 turning right and 8 turning left.

There are 6 large truck deliveries per day and 15 to 20 small truck deliveries that currently use the entrance onto Canco Road to access the site. In the proposed condition, they will utilize an extension of Quarry Road from Read Street to access a proposed delivery and associated truck maneuvering area in the rear of the building. The unimproved section of Quarry Road will be upgraded by Nelson & Small, Inc. and a private crossing of the existing railroad track will be installed. J. B. Brown & Sons has agreed to expand the Nelson & Small, Inc. easement along the southerly property line as shown on the site plan.

V. Roadway System Capacity

The roadway system in the vicinity of the site; consisting of Canco Road, Quarry Road and Read Street is comprised of secondary roads that primarily serve the businesses located on those roads and through commuter traffic. Given the generally local nature of these roadways, it is anticipated the proposed site generated traffic will have minimal impact on the surrounding roadway system. Additionally, the limited number of trips oriented to the Canco Road/Washington Avenue intersection should not significantly impact the operations at that location.

The existing number of deliveries to the site will be maintained. However, the delivery vehicles are proposed to use Quarry Road to access the rear of the site and will no longer use the Canco Road access. Field observations showed that tractor trailers needed to use portions of the other travel lanes in order to execute a turn into/out of Quarry Road from Read Street. This is not expected to cause a problem for two reasons:

- The site is only expected to generate 6 larger truck deliveries per day.
- This is an existing situation in which other truck drivers and persons driving to the local businesses are already aware of and compensate for accordingly.

VI. Conclusion

DeLuca-Hoffman Associates, Inc. has examined the impact of the traffic associated with the change of use from warehouse space to business offices.

Based upon these findings, it is the opinion of DeLuca-Hoffman Associates, Inc. that the impact of the traffic generated by the proposed change in use on Canco Road and surrounding roadway system will be minimal.

ATTACHMENT H

**LETTER FROM RAILROAD RELATIVE TO
PROPOSED CROSSING**

AMERICOLD

165 Rend Street
Portland, ME 04103
(207) 773-7255
FAX (207) 773-0140

August 4, 1996

Mr. David L. Small
NELSON & SMALL, INC.
212 Canco Road.
Portland, Maine 04104

Dear David:


Per our conversation last week, I am writing to confirm that I have contacted Ms. Karon Pittman of our corporate office regarding your request to upgrade and utilize the crossing at our rail spur.

Ms. Pittman has indicated to me that your request can easily be accommodated, and will be executed in the form of an easement. The terms of such easement would include provisions to address such issues as, proof of insurance, indemnification and the safeguarding of railroad specifications at the site.

As I have informed you, Ms. Pittman will be out of the office until the week of August 12th, and upon her return will process your request.

If I can be of further assistance, don't hesitate to call on me.

Regards,


Guy Torrey
General Manager

Post-It™ brand fax transmittal memo 7671 # of pages > |

To	AL Palmer	From	Santo A. Cimino
Co.	DeWitt Hoffman	Co.	Cimino Construction Co.
Dept.		Phone #	883-5638
Fax #	879-0896	Fax #	883-1163