COMMITMENT & INTEGRITY
DRIVE RESULTS

41 Hutchins Drive
Portland, Maine 04102
www.woodardcurran.com

T 800.426.4262
T 207.774.2112
F 207.774.6635

MEMORANDUM

TO: Nell Donaldson, Planner
FROM: Ashley Auger, E.I.T. & David Senus, P.E.
DATE: December 4, 2012
RE: Motley Street Extension, Level I Site Plan Application

Woodard & Curran has reviewed the Level I Site Plan Application for the Motley Street extension project located in Portland, Maine. The project consists of improving approximately 90 linear feet of Motley Street to allow development of two single-family residential properties. The following review comments are specific to review of the roadway extension portion of the project.

Documents Provided By Applicant

- Site Plan Application and attachments dated November 8, 2012, prepared by Walsh Engineering Associates, Inc., on behalf of Milk Street Capital, LLC.
- Engineering Plans, Sheets C1.0, C2.0, C2.1, & C3.0-C3.2, dated November 9, 2012, prepared by Walsh Engineering Associates, Inc., on behalf of Milk Street Capital, LLC.

Comments

1) A Level I Site Plan Submission is required to include proposed stormwater management control and a soil erosion control plan (*City of Portland Land Use Code, Article V. Site Plan, Section 14-527(b) (12) and (13)*) in conformance with the Basic, General, Flooding, and Urban Impaired Stream standards outlined in Section 5 of the City of Portland Technical Manual (*Section 14-524(a)2.d.(ii)(b): Level 1 Site Alteration Plans are required to conform with certain site plan standards contained in the City Code of Ordinances, Section 14-526, including Environmental Quality Standards outlined in Section 14-526(b) 3 – Water Quality, Stormwater Management and Erosion Control*):
   a) Basic Standards: Plans, notes, and details have been provided to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in general accordance with Appendix A, B, & C of MaineDEP Chapter 500. In addition to the erosion and sediment control features noted on the plan, appropriate provisions should be made for catch basin inlet protection for the existing catch basins within Motley Street.
   b) General Standards: The project data sheet reports a net increase in impervious area of 5,195 square-feet. This number appears to include the impervious area associated with the driveway and buildings proposed on the two single-family residential lots. The project narrative describes existing ground cover within the roadway area as impervious (compacted gravel and ledge). Based on this description, we have assumed that there is little to no proposed increase in developed or impervious area associated with the proposed street improvements. As such, no stormwater quality treatment measures are required under the General Standards.
   c) Flooding Standard: As noted above, we have assumed that there is little to no proposed increase in developed or impervious area associated with the proposed street improvements. The roadway project will result in little to no increase in stormwater runoff rate or volume relative to the existing site condition. As such, the roadway project is in general conformance with the Flooding Standard.
   d) Urban Impaired Stream (UIS) Standard: The project falls within the Capisic Brook Watershed, which is classified as an UIS by the MaineDEP. The City of Portland requires that all development, except single and two-family homes, subject to City of Portland review shall be required to comply with the UIS Standard pursuant to MaineDEP Chapter 500 Stormwater Management Rules if they are located within an UIS watershed (*Technical Manual, Section 5. II. A.*). A project in the direct watershed of an urban impaired stream must pay a compensation fee or mitigate project impacts by treating, reducing, or eliminating an off-site or on-site pre-development impervious stormwater

source following the guidance outlined in MaineDEP Chapter 500 standards. As noted above, we have assumed that there is little to no proposed increase in developed or impervious area associated with the proposed street improvements. As such, the roadway project is in general conformance with the UIS Standard.