

**From:** Jeff Tarling  
**To:** David Margolis-Pineo; Errico Thomas; Jean Fraser; Philip DiPierro  
**Date:** 1/17/2014 11:18 AM  
**Subject:** Re: Capisic Pond Improvements

Jean -

I walked through the project earlier this week and feel they are proposing the steps necessary to restore the park back to better than before conditions. There are a couple of 'tree saves' near Capisic Street that are important and aware to the project team.

Thanks,

Jeff

**From:** Jeff Tarling  
**To:** Jean Fraser  
**Date:** 3/20/2014 3:39 PM  
**Subject:** Capisic Pond Project

Hi Jean -

I have reviewed the proposed Capisic Pond project and find the updated plans acceptable. Fortunately, I have been included in the site visits and project updates and feel comfortable the plan has some flexibility to make sure the site work and restoration efforts work.

Thanks,

Jeff Tarling

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**MEMORANDUM**

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Att. 2

**To:** FILE  
**From:** Jean Fraser  
**Subject:** Application ID: 2013-268  
**Date:** 1/23/2014

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**Comments Submitted by: Marge Schmuckal/Zoning on 1/22/2014**

This project is located in an ROS zone with floodplain and shoreland overlay. Floodplain regulations [14-450.8(c)} state: "All development associated with altered or relocated portions of a watercourse shall be constructed and maintain in such a manner that no reduction occurs in the flood carrying capacity of the watercourse." This project is to specifically open up the closed in areas by overproductive cat-o-nine tails. The pond is being brought back to a healthier state with this "clean-out".

Shoreland/Stream protection also allows clearing within the pond to historically open areas [14-14-449(e)3 & 4]. 14-449(d) allows the excavation or similar activities, however that section of the Shoreland Zone goes on to list best management practices that must be met and within the time frames given in the Ordinance. The applicant shall follow these required practices during the construction work.

Zoning approves the work being proposed.

Marge Schmuckal  
Zoning Administrator  
City of Portland

**From:** Tom Errico <thomas.errico@tylin.com>  
**To:** Jean Fraser <JF@portlandmaine.gov>  
**CC:** David Margolis-Pineo <DMP@portlandmaine.gov>, Katherine Earley <KAS@portlandmaine.gov>, Jeff Tarling <JST@portlandmaine.gov>, "JeremiahBartlett" <JBartlett@portlandmaine.gov>  
**Date:** 1/23/2014 9:51 AM  
**Subject:** Capisic Pond Improvements Project

Jean - I have reviewed the proposed plans and request that the following information be provided for the project.

\* The applicant shall provide an estimate of both daily and peak hour truck volumes entering and exiting the site.

\* Sight distance measurements shall be provided for proposed temporary driveways with discussion on meeting City standards.

\* A proposed truck routing plan shall be documented. It is my understanding that it is likely that trucks will be destined to the City of Westbrook via Brighton Avenue. Accordingly, it seems reasonable that the routing consist of travel along Capisic Street to Brighton Avenue. I would suggest that truck activity avoid peak drop-off and pick-up times at Breakwater School. Also, provisions to ensure that vehicles are cleaned prior to entering the public street system should be included.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE  
Senior Associate  
Traffic Engineering Director  
[T.Y. Lin International]T.Y. Lin International  
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"One Vision, One Company"

Please consider the environment before printing.

**From:** Tom Errico <thomas.errico@tylin.com>  
**To:** Jean Fraser <JF@portlandmaine.gov>  
**CC:** David Margolis-Pineo <DMP@portlandmaine.gov>, Katherine Earley <KAS@port...>  
**Date:** 3/20/2014 3:15 PM  
**Subject:** Capisic Pond Project

Jean - I have reviewed the updated materials and I find the project to be acceptable from a traffic perspective with the following status updated from my January comments.

\* The applicant shall provide an estimate of both daily and peak hour truck volumes entering and exiting the site.

Status: The applicant has provided truck volumes and I don't expect the level of traffic to be problematic from a capacity or safety perspective. I have no further comment.

\* Sight distance measurements shall be provided for proposed temporary driveways with discussion on meeting City standards.

Status: The applicant has conducted an analysis of sight distance and has determined the project meets standards. I have no further comment.

\* A proposed truck routing plan shall be documented. It is my understanding that it is likely that trucks will be destined to the City of Westbrook via Brighton Avenue. Accordingly, it seems reasonable that the routing consist of travel along Capisic Street to Brighton Avenue. I would suggest that truck activity avoid peak drop-off and pick-up times at Breakwater School. Also, provisions to ensure that vehicles are cleaned prior to entering the public street system should be included.

Status: The applicant has provided a routing program that I find acceptable. This should be considered a condition of approval.

If you have any questions, please contact me.

Best regards,

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 Traffic Engineering Director  
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**From:** David Margolis-Pineo  
**To:** Jean Fraser  
**Date:** 1/24/2014 7:51 AM  
**Subject:** Re: Fwd: Capisic Pond Improvements Project

Jean,

Please add one item for me please.

Please add a note to the plans stating that "The Contractor shall be responsible for any sweeping due to materials inadvertently falling on the roadway between the dredge and disposal site."

>>> Jean Fraser 1/23/2014 4:59 PM >>>

Are you sending separate comments or does this cover your concerns?

>>> Tom Errico <thomas.errico@tylin.com> 1/23/2014 9:50 AM >>>

Jean – I have reviewed the proposed plans and request that the following information be provided for the project.

- The applicant shall provide an estimate of both daily and peak hour truck volumes entering and exiting the site.
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- A proposed truck routing plan shall be documented. It is my understanding that it is likely that trucks will be destined to the City of Westbrook via Brighton Avenue. Accordingly, it seems reasonable that the routing consist of travel along Capisic Street to Brighton Avenue. I would suggest that truck activity avoid peak drop-off and pick-up times at Breakwater School. Also, provisions to ensure that vehicles are cleaned prior to entering the public street system should be included.

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