

196-D-8

#2000-0068

Hobart Street

Fore River Trail – Phase 1

Portland Trails

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

20000068

I. D. Number

Portland Trails

Applicant

1 India Street, Portland, ME 04101

Applicant's Mailing Address

Harding Lawson Associates

Consultant/Agent

828-3393 772-4762

Applicant or Agent Daytime Telephone, Fax

4/25/00

Application Date

Hobart Street

Project Name/Description

Hobart St, Portland Maine 04102

Address of Proposed Site

196-D-008

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 Parking Lot Other (specify) **proposed gravel trail**

Proposed Building square Feet or # of Units

Acreage of Site

Zoning

Check Review Required:

Site Plan (major/minor) Subdivision # of lots PAD Review 14-403 Streets Review
 Flood Hazard Shoreland Historic Preservation DEP Local Certification
 Zoning Conditional Use (ZBA/PB) Zoning Variance Other

Fees Paid: Site Plan \$0.00 Subdivisio Engineer Review Date 4/25/00

Planning Approval Status:

Reviewer rk

Approved Approved w/Conditions See Attached Denied

Approval Date 5/2/00 Approval Expiration 5/2/01 Extension to Additional Sheets Attached

OK to Issue Building Permi rk 5/2/01 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	
<input type="checkbox"/> Building Permit Issue	_____		
	date		
<input type="checkbox"/> Performance Guarantee Reduced	_____	_____	_____
	date	remaining balance	signature
<input type="checkbox"/> Temporary Certificate of Occupancy	_____	<input type="checkbox"/> Conditions (See Attached)	
	date		
<input type="checkbox"/> Final Inspection	_____	_____	
	date	signature	
<input type="checkbox"/> Certificate Of Occupancy	_____		
	date		
<input type="checkbox"/> Performance Guarantee Released	_____	_____	
	date	signature	
<input type="checkbox"/> Defect Guarantee Submitted	_____	_____	_____
	submitted date	amount	expiration date
<input type="checkbox"/> Defect Guarantee Released	_____	_____	
	date	signature	



April 11, 2000

Mr. Rick Knowland
Senior Planner
City of Portland Planning Department
Portland City Hall
389 Congress Street
Portland, ME 04101

Subject: Proposed Fore River Trail – Phase I
Minor Site Plan Review

Dear Mr. Knowland:

Harding Lawson Associates (HLA), on behalf of Portland Trails, is pleased to provide two copies of draft design plans for the subject project for City of Portland (City) Review. These plans are being submitted in support of minor site plan application for Phase I of the Fore River Trail; the application, along with final drawings, will be submitted by Portland Trails under separate cover later this week. Phase I consists of an approximately 3,725-ft-long section of trail which runs through City Property and Central Maine Power right-of-way, including a trail which loops through the City lot located along the south side of Hobart Street. Portland Trails will be responsible for all phases of development and maintenance of the trails. Phases II and III will be submitted a later date when siting/access issues have been resolved. An overview of the Fore River Trail project is attached.

The proposed trail will be cleared to an 8- to 10-ft width. The trail section is a 6-ft-to 8-ft-wide wide trail which will be box cut (set into existing grade rather than set on top of existing grade). The trail will consist of 2 inches of stone dust over 6 inches of gravel. A geotextile fabric will be laid prior to placement of gravel in areas where soils are poorly draining. We are preparing a Permit-By-Rule application for improvements within 100 feet of freshwater wetland boundaries, and are coordinating with the Maine Department of Environmental Protection for a pre-application wetland meeting to discuss wetland issues and permitting options for work within the freshwater wetlands which are located within the Shoreland Zone.

As we discussed at our meeting on Friday, the Maine Conservation Corps wants to begin construction of the Phase I trail on April 24, 2000. The work is being funded by a grant from the Maine Outdoor Heritage Fund and Julie N oil spill restoration. On behalf of Portland Trails, HLA thanks you for the fast-track review the City has agreed to provide on this project. If you have any questions, or require additional information please call me or Steve Walbridge at 775-5401.



Page 2
Mr. Rick Knowland
April 11, 2000

Harding Lawson Associates

Sincerely,

HARDING LAWSON ASSOCIATES



Katherine E. Kern, P.E.
Senior Engineer

enclosure

cc: N. Cumming, Portland Trails
T. Jewell, Jewell & Boutin
S. Walbridge, HLA
I. Broadwater, HLA

Portland Trail Network Signage proposal for Harborwalk Trail: Eastern Prom to Bug Light Park
E. Ehrenfeld 5 April, 2000 Sixth Draft

Participants in project included:

Colin Baker, Portland Trails
Mark Chase, Alliance for Transportation Choice
Chris Di Matteo, Portland Parks and Recreation Dept.
Jon Doré, South Portland Land Trust
Elizabeth Ehrenfeld, Portland Trails and Falmouth Trails Advisory Committee
Tex Haeuser, City of South Portland Planning Dept.
Tom Jewell, Portland Trails
Susy Kist, Portland Trails and Cape Elizabeth Land Trust
Dave Pineo, City of South Portland Engineering Dept.
Anna Marie Thron, South Portland Conservation Commission
Erik Hermann, GPGOC Kids and Transportation

Overview of signage proposal:

Portland, South Portland, and other neighboring communities have individual networks of trail systems that may or may not link to trails in adjoining communities. These trails are not always obvious to the public due to lack of signs or local knowledge. The fact that the two high-use trails in the Portland Trails network have high public awareness (Eastern Prom and Back Cove) points out the value that trails have for the community. In order to increase the awareness of the regional trail networks, and to promote the use of trails for recreation and transportation the following proposal for signage has been created. We would like to start by developing and implementing signs on a small section of the Portland Trails network. This will be used as a pilot project, which could then be replicated to cover the entire trail network.

This proposal outlines a signage program that has three goals. First to let the public know that these trails exist. Second, to show where they go, and how far away individual destinations are. And third, to make the trail easy to follow by having markings at set intervals and pointing out turns in direction. Many of the trails in the greater Portland area are in urban setting, and the trail (or sidewalk) is already in existence. What is missing is the knowledge to the public that a given trail or sidewalk location is part of a greater trail network.

- **Purpose:** In order to make the trail network fully accessible to the public, the actual trails as well as their end-points must be easily visible. Clear concise signs marking the walkways and their destinations should be erected. Major points of interest, along with their distance in miles and walking time, should be noted.
- **Frequency:** All major intersections should be clearly marked with the direction of the trail. Minor intersections should be marked if the direction of the trail is not obvious. Signs should be no more than 1/2 to 1 mile apart. Distance to next point of interest should only be marked at branch points from other network trails.
- **Design:** There are three different types of signs that are part of this proposal.
 1. Destination- mounted at branch points with destinations and time/mileage (i.e., 1/2 mile, 15 min.). There would also be a component to the destination sign telling the reader where they are. These could be vertical signs, similar to the signs at town limits in Maine. They could be mounted vertically along the pole holding the destination signs. The vertical signs would have room for the logos of individual trail organizations (Portland Trails, South Portland Land Trust, Eastern Trail).
 2. Directional- mounted at turns to show direction as needed. The sign would either say "harborwalk trail" or would have no words at all. May be on a straight section, or to show turn in trail.
 3. Diamonds- to confirm that the person walking is still on the trail.

Signposts and sign construction will differ depending on location. Posts currently in place (street signs, traffic lights) will be used when possible and allowable. Current design is for the horizontal signs to be yellow with black letters, and the vertical sign to be black with white letters. A hiker logo will be placed after the time designation to show that this is an approximate hiking or walking time.

Harborwalk Trail:

1. Back Cove

East End Beach
Portland Old Port

2. Marginal Way

East End Beach
Portland Old Port

3. East End Beach

Back Cove
Marginal Way
Maine State Pier
Portland Old Port
S. Portland Waterfront Market
Bug Light Park

4. Maine State Pier

East End Beach
Casco Bay Islands (Ferry)
South Portland Greenbelt Walkway
Bug Light Park

5. Portland Pier (directional sign only)

6. Chandler's Wharf (directional sign only)

7. Portland Old Port

East End Beach
S. Portland Waterfront Market
Bug Light Park

8. Harbor View Park (lower)

East End Beach
Maine State Ferry Pier
S. Portland Waterfront Market
Bug Light Park

9. Harbor View Park (upper)

East End Beach
Portland Old Port
S. Portland Waterfront Market
Bug Light Park

10. Thomas Knight Park

East End Beach
Portland Old Port
Greenbelt Walkway
Bug Light Park

10a. Greenbelt Walkway at South end of Casco Bay Bridge

East End Beach
Portland Old Port
Spring Point Light
Bug Light Park

11. Waterfront Market

East End Beach
Portland Old Port
Spring Point Light
Bug Light Park

12. Greenbelt Walkway at Mill Creek Park

East End Beach
Portland Old Port
Spring Point Light
Bug Light Park

13. no location sign? at Bug Light/ Spring Point branch point

Portland East End Beach
Portland Old Port
S. Portland Waterfront Market
Thomas Knight Park
Spring Point Light
Bug Light Park

14. Bug Light Park

Portland East End Beach
Portland Old Port
S. Portland Waterfront Market
Mill Creek Park

15. Spring Point

Portland East End Beach
S. Portland Waterfront Market
Spring Point Light
Willard Beach

16. Willard Beach

Portland East End Beach
S. Portland Waterfront Market
Bug Light Park
Spring Point Light

**Site Review Pre-Application
Multi-Family/Attached Single Family Dwellings/Two-Family Dwelling
or Commercial Structures and Additions Thereto**

In the interest of processing your application in the quickest possible manner, please complete the Information below for Site Plan Review

NOTEIf you or the property owner owes real estate or personal property taxes or user charges on ANY PROPERTY within the City, payment arrangements must be made before permits of any kind are accepted.**

Portland Trails

4/18/00

Applicant
one India Street

Application Date
Phase I - Fore River Trail

Applicant's Mailing Address
Portland, ME 04101

Project Name/Description
Hobart Street

Consultant/Agent
Harding Lawson Associates (HLA)

Address Of Proposed Site
Portland, ME

Applicant (Agent) Daytime telephone and FAX
HLA 820-3393 tel
772-4762 fax

Assessor's Reference, Chart#, Block, Lot#
No. 196/D/8,9
No. 196/H
No. 197C / Office
No. 197A/I Retail

Proposed Development (Check all that apply) New Building Building Addition Change of Use Residential Office Retail
 Manufacturing Warehouse/Distribution Other(Specify) proposed gravel trail

N/A
Proposed Building Square Footage and /or # of Units

N/A
Acreage of Site

R5/RPZ
Zoning

You must Include the following with you application:

- 1) A Copy of Your Deed or Purchase and Sale Agreement
- 2) 7 sets of Site Plan packages containing the information found in the attached sample plans and checklist. ~~PLUS 2 sets of copies of site plan~~
(Section 14-522 of the Zoning Ordinance outlines the process, copies are available for review at the counter, photocopies are \$ 0.25 per page)

I hereby certify that I am the Owner of record of the named property, or that the proposed work is authorized by the owner of record and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if an approval for the proposed project or use described in this application is issued, I certify that the Code Official's authorized representative shall have the authority to enter all areas covered by this approval at any reasonable hour to enforce the provisions of the codes applicable to this approval.

Signature of applicant: <u>Nan Cummins</u>	Date: <u>4/18/00</u>
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Site Review Fee: Major \$500.00 Minor 400.00

This application is for site review ONLY, a Building Permit application and associated fees will be required prior to construction.

Harding Lawson Associates

April 18, 2000



Mr. Rick Knowland
Senior Planner
City of Portland Planning Department
Portland City Hall
389 Congress Street
Portland, ME 04101

Subject: Proposed Fore River Trail – Phase I
Minor Site Plan Review

Dear Mr. Knowland:

Harding Lawson Associates (HLA), on behalf of Portland Trails, is pleased submit seven (7) copies of design plans along with a Minor Site Plan Application for City of Portland (City) Minor Site Plan Review of the subject project. Phase I consists of an approximately 3,725-ft-long section of trail which runs through City Property on the south side of Hobart Street and traverses Central Maine Power property on the north side of Hobart Street. Portland Trails will be responsible for all phases of development and maintenance of the trails. Phases II and III will be submitted a later date when siting/access issues have been resolved. An overview of the Fore River Trail project is attached.

The proposed trail will be cleared to an 8- to 10-ft width. This 10-ft-wide swath will be the limit of work, except for a few small areas where there will be minor regrading. The trail section is a 6-ft-to 8-ft-wide wide trail that will be box cut (set into existing grade rather than set on top of existing grade). The trail will consist of 2 inches of stone dust over 6 inches of gravel. A geotextile fabric will be laid prior to placement of gravel in areas where soils are poorly draining. We are preparing a Permit-By-Rule application for improvements within 100 feet of freshwater wetland boundaries, and are coordinating with the Maine Department of Environmental Protection for a pre-application wetland meeting to discuss wetland issues and permitting options for work within the freshwater wetlands which are located within the Shoreland Zone. A copy of the wetland delineation narrative is attached.

As we discussed at our on-site meeting on Friday, April 14th, the Maine Conservation Corps wants to begin construction of the Phase I trail on April 24, 2000. The work is being funded by a grant from the Maine Outdoor Heritage Fund and Julie N oil spill restoration. You suggested that it might be expedient to have the review/approval informally split between the City property and the CMP property so that any revisions/approvals to the City parcel won't hold up construction of the CMP portion of the project. Please note that the trail on the City parcel (Dwg



Overview of the Fore River Trail Project

Portland Trails' current focus is the Fore River Trail, envisioned to run from Outer Congress Street to Thompson's Point, and serve as a vital link to eventually connect the Maine Audubon Society's Fore River Sanctuary to the Eastern Prom Trail. Phase I begins along Hobart Street which is located along the south side of Outer Congress Street. A portion of Phase I is located a the City parcel located on the south side of Hobart Street. For most of its length, the Phase I trail runs on the north side of Hobart Street, parallel to an existing trail that traverses Central Maine Power property. This existing trail is used quite frequently by all-terrain vehicles; therefore, the proposed trail has deliberately been designed to be a separate trail for the use of hikers and bicyclists. Phase II of the project involves the development of the portion of the trail in vicinity of Thompson's Point; landowner issues are being addressed. Phase III involves the portion of the trail along the Fore River from Congress Street to the City lot which is part of the Phase I application. Significant access issues remain to be resolved. Construction of Phases II and III are not anticipated within this calendar year.

Wetland Delineation Narrative
Portland Trails – Fore River Trail Project
Portland, Maine

Harding Lawson Associates (HLA) has conducted a wetland delineation in support of design of a trail located along the Fore River for Portland Trails. The purpose of this narrative is to describe the observations made by Kendra Bavor, environmental scientist, during a wetland delineation conducted on the property of the City of Portland (City) Parcel and a section of Central Maine Power (CMP) property along the north side of Hobart Street. The City of Portland parcel is adjacent to the railroad track on Hobart Street and Outer Congress Street in Portland, Maine. A base map prepared by scanning existing topography (E. C. Jordan, 1972) was used as a reference for the project. The proposed trail is approximately 3700 feet long.

In preparation for the project, a copy of the local zoning code was obtained from the City of Portland. The Cumberland County Soil Survey for the area was also reviewed. The soil types according to the Cumberland County Soil Survey on the parcel include Tidal Marsh (TM), Hartland very fine sandy loam, slopes 8-25% eroded (HfC2), Belgrade very fine sandy loam 0-8% slope (BgB), and Suffield silt loam 8-25% slope eroded (SuC2).

Wetlands were delineated in accordance with the criteria outlined in the 1987 Army Corp of Engineers (ACOE) Wetland Delineation Manual. The methodology outlined in the manual has been adopted by the State of Maine. The manual, Field Indicators for Identifying Hydric Soils in New England, was also used to assist in determining whether hydric soils were present. For an area to be classified as a wetland, the soils must be hydric. Vegetation must also be dominated by plants, which grow at least part of the time in hydric soil conditions (i.e., hydrophytic vegetation).

On October 28, 1999, the field investigation of the parcels was completed and flagged. In general, the properties were sparsely forested in addition to open field areas. The property along the rail line has an existing all terrain vehicle (ATV) trail which was located on December 17, 1999 by comparing measurements from the base map and comparing them to tape measures to the property structures (power poles and man-ways) for verification. Several pockets of wetland were found along the on the CMP property in addition to a wetland located on the City property. Two wetland transects consisting of an upland and wetland plot were completed as part of the delineation, one on the CMP portion and the other on the City parcel. A soil auger was used to evaluate the presence or absence of hydric soils and vegetation types were observed. On December 17, 1999, the wetland boundary was flagged and located using a Trimble Pro-XR Global Positioning System (GPS). Wetlands observed on the City property were forested and classified as Palustrine forested wetland (PFO), Palustrine emergent (PEM), and estuarine intertidal emergent (i.e, a coastal wetland). A majority of wetlands on the CMP parcel were vegetated with saplings and shrubs and classify as Palustrine scrub-shrub. Being along the Fore River, coastal tidal wetlands also border the CMP property.

The transect plots showed a moderately well drained, shallow soil in the upland area. Characteristics of the soil classify it as a Belgrade very fine sandy loam. Much of the soils observed at the City of Portland parcel are man made (i.e., fill). Vegetation types observed include White Oak (*Quercus rubra*), Red Maple (*Acer rubrum*), and False Solomon's Seal (*Smilacina racemosa*).

On the CMP parcel, the upland vegetation included New England Aster (*Aster Novae angliae*), Thistle (*Cirsium arvense*) and Blackberry (*Rubus allegheniensis*). The vegetation in the wetlands was dominated by plants typical of a forested wetland including Speckled Alder (*Alnus rugosa*) and Seaside Goldenrod (*Solidago sempervirens*). Soils were poorly drained and had the characteristics of Namburg sand soil series. Other areas were dominated by Cat-tails (*Typha Latifolia*), Prairie cord grass (*Spartina pectinata*) and Purple Loosetrife (*Lythrum salicaria*).

Along the southern and western edge of the city property, areas of emergent vegetation were observed and the area appeared to be influenced by tides. The Soil Survey map of the area confirmed this with the

presence of a Emergent Intertidal (EMI) wetland map unit in this area with tide marshes. Based on the Portland zoning ordinance, development can not occur within 250 feet from "Coastal Wetland" which including EMI wetlands. The presence of "coastal wetlands" (i.e., intertidal) also has implications on the permits necessary for development of the trail. Therefore, a determination was also made on the boundary between "coastal" and Palustrine (i.e., freshwater wetlands) and is shown on the wetland boundary plan. This boundary was also flagged and located using a Trimble GPS.

This document was prepared for the sole use of Portland Trails Association, the only intended beneficiary of our work. No other party shall rely on the information contained herein without prior written consent of Harding Lawson Associates.

Site Review Pre-Application
Multi-Family/Attached Single Family Dwellings/Two-Family Dwelling
or Commercial Structures and Additions Thereto

In the interest of processing your application in the quickest possible manner, please complete the information below for Site Plan Review

NOTEIf you or the property owner owes real estate or personal property taxes or user charges on ANY PROPERTY within the City, payment arrangements must be made before permits of any kind are accepted.**

Portland Trails

6/23/00

Applicant: One India Street

Application Date: Upper Stroudwater Trail

Applicant's Mailing Address: Portland, Maine

Project Name/Description: near Blueberry Road

Consultant/Agent: Woodward + Curran

Address Of Proposed Site: Portland, ME

Applicant/Agent Daytime telephone and FAX: 775-2411
772-7673

Assessor's Reference, Chart#, Block, Lot#: # 238/A/6
245/A/15
245/A/13

Proposed Development (Check all that apply) New Building Building Addition Change of Use Residential Office Retail
 Manufacturing Warehouse/Distribution Other (Specify) Wilderness trail

Proposed Building Square Footage and /or # of Units: N/A Acreage of Site: N/A Zoning: moderate industrial

You must include the following with you application:

- 1) A Copy of Your Deed or Purchase and Sale Agreement
 - 2) 7 sets of Site Plan packages containing the information found in the attached sample plans and checklist. 2 Other Site Plans
- (Section 14-522 of the Zoning Ordinance outlines the process, copies are available for review at the counter, photocopies are \$ 0.25 per page)

I hereby certify that I am the Owner of record of the named property, or that the proposed work is authorized by the owner of record and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if an approval for the proposed project or use described in this application is issued, I certify that the Code Official's authorized representative shall have the authority to enter all areas covered by this approval at any reasonable hour to enforce the provisions of the codes applicable to this approval.

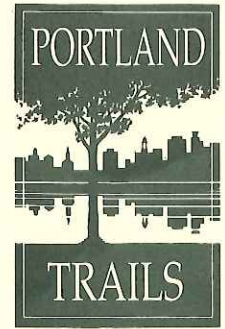
Signature of applicant: <u>[Signature]</u>	Date: <u>6/23/00</u>
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Site Review Fee: Major \$500.00 Minor 400.00

This application is for site review ONLY, a Building Permit application and associated fees will be required prior to construction.

June 22, 2000

Mr. Richard Knowland
Senior Planner
City of Portland Planning Department
Portland City Hall
389 Congress Street
Portland, Maine 04101



Re: Proposed Upper Stroudwater Trail Site Plan Review

Dear Rick:

Portland Trails is pleased to submit this filing for City review of the proposed Upper Stroudwater Trail. Our discussions with the DEP indicate that this project will be subject to Tier I review. Concurrent with that review process, we are submitting the attached information for review by the City of Portland.

Portland Trails hopes to begin work on the Upper Stroudwater Trail beginning July 8th, pending appropriate approvals from the DEP and the City of Portland. The proposed Upper Stroudwater Trail will run from the Turnpike right-of-way to the Westbrook-Portland city boundary along the Stroudwater River Corridor. The trail alignment of the trail corridor and design of all trail structures have been developed to be consistent with the features of the Lower Stroudwater Trail which was permitted by the DEP and City in 1997.

Portland Trails believes that the Upper Stroudwater Trail will be an asset to the quality of life within Portland for the following reasons:

- **Permitted Use.** The proposed trail project is located entirely within the boundaries of the City of Portland. The trail is designed and developed expressly for educational and non-motorized recreational purposes. The proposed trail lies within the Resource Protection Zone, and is a permitted use under Article III, Division 19, Section 14-321.2a: bikeways, pedestrian trails, and walkways, under Chapter 14, Land Use, of the Code of Ordinances, City of Portland, Maine. No structures are proposed aside from the bridges, boardwalks, walkways, culverts, benches, and educational postings proposed along the trail. Standards of the shoreland zone and floodplain management area, Division 26 and 26.5 will be adhered to.
- **No Reduction in Flood Carrying Capacity.** All of the bridges and boardwalks are located within the 100-year flood plain and are designed so as to not increase, restrict or impede the flow of the Stroudwater River during flooding. Minimal fill will be used to construct the trail. The fill is not anticipated to have any material effect on runoff or river flows. The bridges and boardwalks will be elevated above wetland areas so as to not disturb vegetation. Wooden planking used on boardwalks and bridges will be tethered to posts with 10' of 1/4" braided steel cable to anchor each section in a flood event. This will

allow sections of the bridges and boardwalks to float at times of flooding, yet remain tethered to the posts.

- **Educational Purpose.** The proposed trail will serve an important educational purpose. It is designed to explore the diversity of the riparian zone, leading across wetlands, uplands, woodlands, and in several areas along the edge of the Stroudwater River itself. The existence of the Regional Waste Systems (RWS) incinerator and recycling facility provides a unique educational opportunity for trail users. Coordinating with RWS, Portland Trails has explored the possibility of educational signage, joint trail walks, and tours of the RWS facility allowing for a unique educational perspective on the tension between our disposable, consumer culture and the finite ecological resources that exist within Maine's largest urban center.

The location of the proposed trail, adjacent to the Stroudwater River in several sections, is integral to the trail's educational purpose. The proposed trail corridor allows for observation of a beaver lodge (on the opposite river bank), oxbows created by the changing river channel, avian life along the river corridor, as well as the workings of a river corridor / watershed throughout the seasons (with the exception of the Inland Fisheries and Wildlife parcel as noted below). The trail corridor has been located and will be constructed to minimize the impact on wetlands and the river corridor within the flood plain while maximizing the trail's value as an educational resource.

Pursuant to Chapter 310 (5)(C)(6)(d), Portland Trails is seeking an exception with the DEP from performing a functional assessment or compensation for the proposed trail on the basis of its being a walkway for public educational purposes. Our conversations with the DEP indicate that this project is undergoing a standard Tier I review.

- **Minimal Impact on Wildlife.** The proposed trail project has been designed and will be developed expressly for educational and non-motorized recreational purposes. The trail corridor will be 4' wide. Given the scope of the trail project, its intended uses, and the anticipated level of use, no significant impact on surrounding wildlife is anticipated.

Portland Trails has worked with the Department of Inland Fisheries and Wildlife to develop a use plan for the trail which adheres to Inland Fisheries and Wildlife's guidelines for the conservation and recreational easement it holds on the Hutchins Property. Specifically, Inland Fisheries and Wildlife recommended a trail alignment near the Stroudwater River. Accordingly, the proposed location of the trail corridor best meets the needs of Inland Fisheries and Wildlife and has been approved by them. Further, Portland Trails has agreed to limit trail access on the Inland Fisheries and Wildlife portion of the trail to the non-winter months in accordance with the wishes of Inland Fisheries and Wildlife.

- **Minimal Disturbance of Wetlands.** No wetlands, surface or groundwater bodies or other significant natural resources will be impacted as a result of the trail project, other than the less than 1,240 square foot area of wetlands impacted by bridge and boardwalk posts, wooden walkways and culverted drainages. It is critical to note that the bridge and

boardwalk structures will be elevated above wetland areas so as to not disturb vegetation. Sufficient elevation (18 inches and 24 inches, depending upon vegetation) will be maintained to minimize shading and allow for ground vegetation. The only disturbance associated with these structures will be the ground supports elevating the decking. Attachment A provides a detailed description of the cumulative mitigating effect of the boardwalks and bridges over the course of the trail corridor.

Project Description

Trail Corridor. The proposed trail corridor runs along easements and licenses held by Portland Trails on Sturbridge Yankee Workshop, City of Portland, and Regional Waste Systems parcels of land as well as a Department of Inland Fisheries and Wildlife conservation and recreation easement. A detailed description of the proposed trail, as it heads upriver from the Turnpike to the Portland – Westbrook city line is provided below.

Turnpike Right-of-Way

The trail corridor passes underneath the Turnpike adjacent to the abutments of the bridges (one northbound and one southbound) that span the Stroudwater River. This alignment follows along the top of the bluff overlooking the Stroudwater River, leaving existing erosion control and drainage features undisturbed. The trail corridor is entirely above the flood plain and does not impact any wetlands on this parcel of land.

Wetlands

None

Structures

None

Sturbridge Yankee Workshop

The trail corridor follows along the top of the bluff overlooking the Stroudwater River. Existing erosion control and drainage features will not be disturbed by the proposed trail alignment. The trail corridor is entirely above the flood plain and does not impact any wetlands on this parcel of land.

Wetlands

None

Structures

Stairs – outside of the floodplain.

City of Portland

As the trail enters the City of Portland parcel, the trail corridor descends a gently sloping bank toward the Stroudwater River. The trail runs alongside an existing storage shed and along a paved/gravel parking area, past an existing Portland Water District Pump House. The descent down the bluff places the proposed trail within the 100-year flood plain for the first time. However, given the previous development on this parcel, Portland Trails believes that the proposed trail will have no impact as it passes along the existing paved/gravel parking area, adjacent to the City of Portland and Portland Water District structures, until it reaches the brook and wetlands at the upstream edge of this parcel.

The brook and neighboring lowlands at the upstream edge of the parcel denote the first wetland to be crossed by the proposed trail. The brook and associated wetlands will be spanned with a combination boardwalk/bridge to minimize the impact on wetlands and allow unimpeded flow of the brook and, during flooding, the Stroudwater River. The impact of this brook/wetlands crossing is mitigated by the design of a 75-foot long bridge/boardwalk structure. The structure will be sufficiently elevated to allow wetlands vegetation to remain intact. As described above, the bridge and boardwalk will be designed and constructed so as to not impede, restrict or increase river flow during flooding.

<u>Wetlands</u>	<u>Structures</u>
One 75' crossing	One 75' bridge/boardwalk

Regional Waste Systems

The brook spanned by the bridge/boardwalk structure described above signifies the boundary between the City of Portland and Regional Waste Systems (RWS) parcels. At the end of the 75-foot trail structure, the trail passes onto a bank above the river channel. At this point, the trail corridor emerges from the flood plain to pass immediately adjacent to the RWS facility, heading upstream. Several wetlands, created by drainage from the RWS structure and parking lot, are crossed by the trail using a combination of boardwalks and culverts with fill.

At the upstream edge of the RWS parcel the trail turns toward the river channel, entering the flood plain once again. A final wetland on the RWS parcel is spanned with a boardwalk structure before the trail enters the Inland Fisheries and Wildlife easement. The trail alignment through the RWS parcel was chosen to minimize the amount of trail corridor constructed in wetlands and the floodplain, given the constraints posed by the existing RWS facility. The design of the proposed trail structures further mitigates the impact of the trail corridor along the length of this parcel.

<u>Wetlands</u>	<u>Structures</u>
One 5' crossing	Culvert and gravel
One 65' crossing	20' boardwalk w/ 45' culvert and gravel
One 45' crossing	10' boardwalk w/ 35' culvert and gravel
One 25' crossing	One 25' boardwalk

Inland Fisheries and Wildlife

Once the trail corridor enters the Inland Fisheries and Wildlife easement, it heads gradually inland, away from the river channel. This alignment was selected to minimize the number of wetland crossings required. However, the proposed trail does then move toward the river, crossing several wetlands. Portland Trails believes this alignment is necessary to balance three imperatives: (i) minimizing the impact on wetlands and the river corridor within the flood plain; (ii) adhering to Inland Fisheries

and Wildlife's preferred trail alignment, and (iii) developing a trail with the greatest value to educators and students alike.

Mitigating the impact on wetlands and the river corridor is achieved via the design of the proposed trail and accompanying trail structures. As previously noted, bridges and boardwalks will be elevated above wetland areas with wooden planking tethered to the support posts to anchor the "float away" decking in a flood event. This will allow sections of the bridges and boardwalks to float above the 100-year flood elevation and remain tethered to the posts so as to not increase, restrict or impede the flow of the river during flooding. An added benefit is the reduced square footage of wetland affected by a boardwalk crossing. A limited amount of gravel fill will be used along the proposed trail corridor to stabilize trail surfaces and cover culverts. This fill is not anticipated to have any material effect of runoff or river flows due to the small volume of fill to be used and its low profile on the ground surface.

As the summary below indicates, the wetlands within the Inland Fisheries and Wildlife easement are spanned using a variety of mechanisms, including 95 linear feet of "bog bridge" (wooden structures placed on the ground surface to stabilize soils), 1300 linear feet of culvert with gravel fill, and 50 linear feet of boardwalk/bridge elevated 18 inches to three feet off the ground.

Within the Inland Fisheries and Wildlife easement, the trail climbs out of the floodplain after crossing a brook and gains elevation to the pipeline right-of-way. The remaining portion of the trail corridor from the pipeline to the Westbrook line is entirely above the flood plain. Also of note is the fact that from the pipeline right-of-way to the Westbrook line, the proposed trail follows an existing trail that has been used for walking, mountain biking and cross-country skiing.

<u>Wetlands</u>	<u>Structures</u>
One 45' crossing	One 45' bog bridge
One 80' crossing	One 30' boardwalk w/ 50' bog bridge
One 10' crossing	Culvert and gravel
One 110' crossing	One 110' culvert(s) and gravel
One 20' crossing	One 20' bridge
One 10' crossing	Culvert and gravel

Construction Techniques. While the Lower Stroudwater Trail required machinery during construction, all trail materials on the Upper Stroudwater Trail will be hand placed, using established low-impact trail building techniques and appropriate erosion controls, including silt fences where appropriate. This low impact trail design is feasible because we expect much of the proposed trail to be less utilized than the Lower Stroudwater Trail due to its location and distance from existing and proposed trails in the Portland Trails trail network.

Portland Trails will be responsible for all phases of development and maintenance of the trail. A nascent stewardship program is in place, bringing together residents of the areas along the Stroudwater River, abutting landowners, and the resources and membership of Portland Trails. This stewardship effort holds great promise for conserving the Stroudwater River corridor as an ecological, educational, and recreational resource.

The proposed trail corridor will be cleared to a 5 foot width (in contrast to the Lower Stroudwater Trail which is cleared to an 8 –10 foot width) while the trail itself will be 4 feet wide. From the Turnpike right-of-way to the edge of the City of Portland parcel, a trail 4 feet wide will be graveled. As previously noted, this section of trail does not cross any wetlands. Heading upstream, along the RWS and Inland Fisheries and Wildlife land, the 4 foot-wide trail will be lightly covered with organic mulch that does not compact the roots of nearby trees. In select locations, the wood chip trail cover will be augmented by gravel and geotextile to provide a more resilient trail surface within the trail corridor. Along the entire trail corridor, the trail will be cleared and constructed with hand tools.

Trail Structure Design. The proposed trail structures will be similar in design and materials to those employed on the Lower Stroudwater Trail. Two proposed bridges (one spanning the brook between the City of Portland and RWS parcels and one spanning a brook on the Inland Fisheries and Wildlife easement just downstream of the pipeline) will be elevated 3' to 6' above drainage flows to accommodate a minimum of a 25-year storm event. These structures will have railings that comply with the City of Portland Building Code. Wooden boardwalks will be elevated 18" above wetlands.

Wooden decking will be laid across joists and the joists will be supported by 2.5" diameter steel pipe or 4" x 4" wooden posts. The structure will rely on posts or sleepers set below frost depth. Another four boardwalks will be constructed in sections, and will be designed in the same manner as the bridges with the exception of closely spaced 2.5" diameter galvanized steel posts that will be set into the ground.

The bridges and boardwalks will be elevated above wetland areas and the wooden planking will be tethered to the posts with 10' of ¼" braided steel cable to anchor the section in a flood event. This will allow sections of the bridges and boardwalks to float above the 100-year flood elevation and remain tethered to the posts, where waters up to 6' deep may cover portions of the trail. All of the bridges and boardwalks are located within the 100-year flood plain and are designed so as to not increase, restrict or impede the flow of the river during flooding.

A limited amount of gravel/mulch fill will be used along the proposed trail corridor to stabilize trail surfaces and cover culverts. This fill is not anticipated to have any material effect of runoff or river flows. A total of five wetlands areas will be crossed in full or part by culverts and gravel. The remaining crossings will feature wooden structures along the ground designed to allow drainage and minimize the impact of foot and bike traffic on trail surfaces.

As a result of these design features, the total disturbance to wetland areas will be less than 1,240 square feet. The wetlands disturbance will consist of elevated post supports of

bridges and boardwalks, wooden structures on the ground, and culverts with fill, similar to the Lower Stroudwater Trail. No wetlands, surface or groundwater bodies or other significant natural resources will be impacted as a result of the trail project, other than less than 1,240 square feet impacted by bridge and boardwalk posts, wooden walkways and culverted drainages. Care will be taken to construct the trail on stable ground, and no public utility services will be required for the construction, maintenance, or use of the trail.

Project Workplan/Map. The attached workplan/map provides the following information: (i) the location of the Stroudwater River; (ii) the location of the proposed trail corridor; and (iii) easement and property owners' boundaries

Given the negligible impact on the flood carrying capacity of the Stroudwater River from the proposed trail and trail structures, the minimal wetlands disturbance (<1,240 square feet), and the consistent design features between the Upper and Lower Stroudwater Trails, the applicant believes that the proposed project has been conceived in compliance with existing site review and resource protection ordinances of the City of Portland. Accordingly, we hope to begin preliminary work along the trail corridor on July 8th.

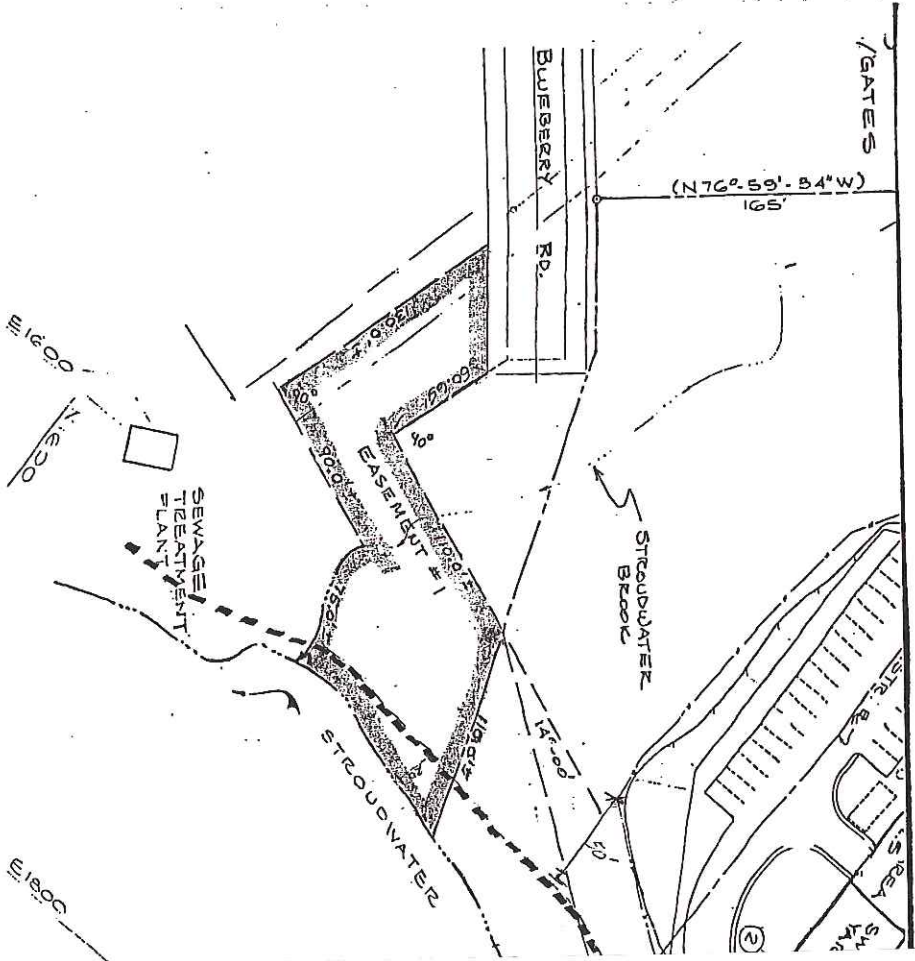
All of us associated with the Upper Stroudwater River Trail at Portland Trails look forward to working with you to build upon the success of the Lower Stroudwater Trail. If the City requires any additional information beyond that contained in this document, please feel free to contact me at 775-2411.

Sincerely yours,



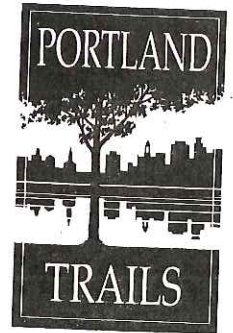
Nan Cumming
Executive Director

PLAN
1"=50'



April 17, 2000

Joseph E. Gray, Jr.
Director
Planning and Urban Development
City of Portland
389 Congress Street
Portland, ME 04101



RE: Fore River Trail

Dear Joe:

I am writing to request that Portland Trails be granted a waiver of the Performance Guarantee as well as the Site Plan Review Application Fee and Engineering Review Fee.

The piece of trail we will be building this summer will provide public access to a stretch of the Fore River that has been largely ignored by Portland residents and polluted by the *Julie N* oil spill. This project will transform this area into a beautiful riverside park and recreation trail that will benefit city residents for years to come. Dana Sousa and Chris DiMatteo met with our committee members about this project in Fall 1998.

The Maine Conservation Corps is scheduled to begin construction on the trail on Monday, April 24, 2000. Rick Knowland has already provided assistance in speeding this process along.

I appreciate any further assistance you can provide!

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Nan".

Nan Cumming
Executive Director



CITY OF PORTLAND

May 10, 2000

Ms Nan Cumming
1 India Street
Portland, ME 04101

RE: Portland Trails, vicinity of Hobart Street

Dear Ms Cumming,

This letter is to confirm that the Portland Planning Authority has approved for minor site plan review a pedestrian trail in the vicinity of Hobart Street. The approved trail is located on land owned by CMP. This approval does not include the segment of the trail on City owned property. The approval is subject to the following conditions.

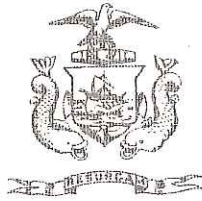
1. That the applicant shall contact Steve Bushey (Development Review Coordinator) prior to construction for a field inspection with the centerline of the trail staked out.
2. The applicant shall be responsible for the installation and maintenance of all necessary erosion control measures.
3. The Development Review Coordinator reserves the right to require additional lot grading or other drainage improvements as necessary due to field conditions.
4. All damage to sidewalk, curb, street, or public utilities shall be repaired to City of Portland Standards prior to the issuance of a Certificate of Occupancy.
5. That the applicant submit documentation to the Planning Department that they have the permission of CMP to do improvements on the CMP trail.
6. That the applicant shall provide documentation to the Planning Department that they have DEP approval for all wetland alterations.

The approval is based on the submitted site plan. If you need to make any modifications to the approved site plan, you must submit a revised site plan for staff review and approval.

Please note the following provisions and requirements for all site plan approvals:

1. The site plan approval will be deemed to have expired unless work in the development

Executive Department



Robert B. Ganley
City Manager

CITY OF PORTLAND

April 19, 2000


Nan Cumming
Executive Director
Portland Trails
One India Street
Portland ME 04101

Dear Ms. Cumming:

In response to your letter dated April 17, 2000, I am granting your request to waive the Performance Guarantee, Site Plan Review Application Fee and Engineering Review Fee for the trail project which will be built along the Fore River this summer.

If you have any further questions, please contact Richard Knowland in our Planning Office.

Sincerely,

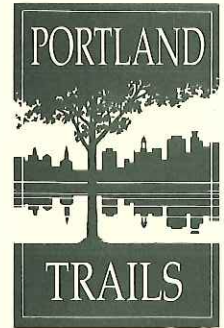

Robert B. Ganley
City Manager

cc: Richard Knowland, Senior Planner
Michael Nugent, Manager of Inspection Services
Dana Souza, Parks Department
Chris DiMatteo, Parks Department

O:\PLAN\CORRESP\JOE\LETTERS\CUMMING.JMD

April 17, 2000

Joseph E. Gray, Jr.
Director
Planning and Urban Development
City of Portland
389 Congress Street
Portland, ME 04101



RE: Fore River Trail

Dear Joe:

I am writing to request that Portland Trails be granted a waiver of the Performance Guarantee as well as the Site Plan Review Application Fee and Engineering Review Fee.

The piece of trail we will be building this summer will provide public access to a stretch of the Fore River that has been largely ignored by Portland residents and polluted by the *Julie N* oil spill. This project will transform this area into a beautiful riverside park and recreation trail that will benefit city residents for years to come. Dana Sousa and Chris DiMatteo met with our committee members about this project in Fall 1998.

The Maine Conservation Corps is scheduled to begin construction on the trail on Monday, April 24, 2000. Rick Knowland has already provided assistance in speeding this process along.

I appreciate any further assistance you can provide!

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Nan".

Nan Cumming
Executive Director

From: "Steve Bushey" <srbushey@maine.rr.com>
To: "Rick Knowland" <RWK@ci.portland.me.us>
Date: Tue, May 2, 2000 9:10 AM
Subject: Portland Trails

Rick,
I have reviewed the Submission materials provided by HLA on behalf of the Portland Trails and find the plans to be complete and well prepared. The scope of the work is generally straight forward and the plans include adequate measures for erosion control and drainage. My only comment is related to construction layout and control for the trail. It appears the trail is to be positioned in the field by means of scaling off the plans. It may be beneficial if a reasonable amount of layout data such as a baseline or some form of geometry was provided to allow ease of layout and to assure proper placement of the trail according to the plans. I'm certain there will be some amount of field adjustments made anyway during construction, therefore I am not overly concerned about this issue. Otherwise, I see no reason not to approve the plan. pending no other staff issues. If you have any questions please give me a call..
Steve

CITY OF PORTLAND, MAINE
SITE PLAN REVIEW (ADDENDUM)
CONDITIONS OF APPROVAL

APPLICANT: Portland Trails
ADDRESS: 1 India street
SITE ADDRESS/LOCATION: Hobart ST trail
DATE: 5/2/00

Review by the Development Review Coordinator is for General Conformance with ordinances and standards only and does not relieve the applicant, his contractors or agents from the responsibility to provide a completely finished site, including but not limited to: increasing or concentrating of all surface runoff onto adjacent or downstream properties, issues regarding vehicle sight distance, location of public utilities and foundation elevations.

CONDITIONS CHECKED OFF BELOW WILL BE ENFORCED FOR YOUR SITE PLAN

1. All damage to sidewalk, curb, street, or public utilities shall be repaired to City of Portland Standards prior to issuance of a Certificate of Occupancy.
2. Two (2) City of Portland approved species and size trees must be planted on your street frontage prior to issuance of a Certificate of Occupancy.
3. Your new street address is now _____, the number must be displayed on the street frontage of your house prior to issuance of Certificate of Occupancy.
4. The Development Review Coordinator (874-8300 ext. 8722) must be notified five (5) working days prior to date required for final site inspection. Please make allowances for completion of site plan requirements determined to be incomplete or defective during the inspection. This is essential as all site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.
5. Show all utility connections: water, sanitary sewer, storm drain, electric, telephone, cable.
6. A sewer permit is required for your project. Please contact Carol Merritt at 874-8300, ext. 8828. The Wastewater and Drainage section of Public Works must be notified five (5) working days prior to sewer connection to schedule an inspector for your site.
7. A street opening permit(s) is required for your site. Please contact Carol Merritt at 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)

8. _____ As-built record information for sewer and stormwater service connections must be submitted to Parks and Public Works Engineering Section (55 Portland Street) and approved prior to issuance of a Certificate of Occupancy.
9. _____ The building contractor shall check the subdivision recording plat for pre-determined first floor elevation and establish the first floor elevation (FFE) and sill elevation (SE) to be set above the finish street/curb elevation to allow for positive drainage away from entire footprint of building.
10. _____ The site contractor shall establish finish grades at the building foundation, bulkhead and basement windows to be in conformance with the first floor elevation (FFE) and sill elevation (SE) set by the building contractor to provide for positive drainage away from entire footprint of building.
11. _____ A drainage plan shall be submitted to and approved by Development Review Coordinator showing first floor elevation (FEE), sill elevation (SE), finish street/curb elevation, lot grading, existing and proposed contours, drainage patterns and paths, drainage swales, grades at or near abutting property lines, erosion control devices and locations and outlets for the drainage from the property.
12. X _____ The Development Review Coordinator reserves the right to require additional lot grading or other drainage improvements as necessary due to field conditions.
13. + _____ The applicant shall be responsible for the installation and maintenance of all necessary erosion control measures.

cc: Katherine Staples, P.E., City Engineer

CITY OF PORTLAND, MAINE
PUBLIC NOTICE

To All Building Permit Applicants and/or Contractors:

Effective immediately all temporary erosion control measures as shown on submitted site plans or as made part of a conditional approval of a site plan shall be installed, maintained, and inspected for proper functioning. Erosion control measures include but are not limited to silt fencing hay bales, stone check dams, earthen berms, stone lined swales, riprap embankments, riprap inlet/outlets of any pipe channel or culvert, sodded or grass strips, hay mulch cover on exposed soils, jute matting or erosion control blanket/matting, geotextile grids or webbing, and any provision approved by the City Engineer or Development Review Coordinator to decrease erosion or sedimentation.

All temporary and permanent erosion control measures shall be in conformance with the Maine Erosion and Sediment Control Handbook for construction: Best Management Practices as published by Cumberland County SWCD and the Maine Department of Environmental Protection. Consistent failure to install, maintain, or construct in an acceptable manner will result in a stop work order on the building permit. All erosion control measures shall be established in proposed areas of disturbed soils resulting from construction activities prior to actual construction unless a specific deadline has been made a condition of approval or agreed to by a Public Works Engineer or the Development Review Coordinator.

Effective immediately any request for Certificate of Occupancy will be denied if the above measures have not been addressed or completed. Only under extreme conditions, due to weather, shall the omission of the erosion control standards be included on the conditions for a Certificate of Occupancy, otherwise the request for a Certificate will be refused.

The City of Portland Planning Department and Public Works Department consider Erosion and Sediment Control Planning to be an absolutely necessary initial construction activity that requires as much attention and enforcement as building construction. For the protection of sensitive waterbodies, undisturbed lands, neighboring properties, established vegetated areas, and municipal drainage systems please pay careful attention to erosion and sediment control measures and conform to the notes, details, and conditions of approval as noted on your approved site plan. These controls must be installed and maintained continuously throughout the construction period. The City may inspect the site at any time to ensure compliance, and violations could result in work stoppage orders as indicated above.

We appreciate your prompt compliance with these requirements.



CITY OF PORTLAND
Planning and Urban Development Department

MEMORANDUM

TO: Joseph E. Gray, Jr., Director of Planning and Urban Development
Alexander Jaegerman, Chief Planner

FROM: James Seymour, Acting Development Review Coordinator

DATE: April 5, 1995

SUBJECT: Disclaimer Statement of Existing Poorly Drained Areas

It is the responsibility of the lot owner/homebuilder to assess drainage and provide for appropriate stormwater management design and engineering in an area which has evidence of poor hydrologic soil conditions, and/or a history of poor drainage, ponding, or soils saturation due to topography, fluctuation of seasonal ground water tables creating surface flooding, or as a result from rainfall events or snow/ice melts. The City of Portland is not responsible for resolving the drainage of land areas which could be described in any one of the above conditions.

The City of Portland Development Review Coordinator reviews lot grading for all single family homes to assure that field elevations will conform to the grades which exist at the abutting property line or to the grades which have been previously approved at the abutting property lines. The construction standards require that final foundation elevations be provided on site plans which are a minimum of 2 1/2 feet higher than street grades established at the frontage of the lot and provide positive drainage away from the entire foundation perimeter, including garage, and all basement accesses (ie. bulkheads, doorways and windows). As long as these standards are strictly enforced, most water problems on single family lots will be avoided. However, in locations with clear evidence of hydric soils, the following note shall be placed on all approved site plans:

"The City of Portland Development Review Coordinator has reviewed and approved this plan. The lot is located in an areas that is subject to seasonal conditions of saturation by surface or groundwater. Approval of this plan does not constitute a guarantee that no water problems will be experienced by the homeowners in this vicinity. Homeowners are advised to exercise care and diligence to ensure that their home and yard is adequately constructed and graded for localized drainage conditions."

**Site Review Pre-Application
Multi-Family/Attached Single Family Dwellings/Two-Family Dwelling
or Commercial Structures and Additions Thereto**

In the interest of processing your application in the quickest possible manner, please complete the Information below for Site Plan Review

NOTEIf you or the property owner owes real estate or personal property taxes or user charges on ANY PROPERTY within the City, payment arrangements must be made before permits of any kind are accepted.**

Portland Trails

4/18/00

Applicant
one India Street

Application Date
Phase I - Fore River Trail

Applicant's Mailing Address
Portland, ME 04101

Project Name/Description
Hobart Street

Consultant/Agent
Harding Lawson Associates (HLA)

Address Of Proposed Site
Portland, ME

Applicant (Agent) Daytime telephone and FAX
HLA 820-3343 tel
772-4762 fax

Assessor's Reference, Chart#, Block, Lot#
No. 196/D/8,9
No. 196/H
No. 197C / Office
No. 197A/I Retail

Proposed Development (Check all that apply) New Building Building Addition Change of Use Residential Office Retail
 Manufacturing Warehouse/Distribution Other(Specify) proposed gravel trail

N/A Proposed Building Square Footage and /or # of Units N/A Acreage of Site R5/RPZ Zoning

You must Include the following with you application:

- 1) A Copy of Your Deed or Purchase and Sale Agreement
 - 2) 7 sets of Site Plan packages containing the information found in the attached sample plans and checklist. ~~PLUS 2 sets of copies of site plan~~
- (Section 14-522 of the Zoning Ordinance outlines the process, copies are available for review at the counter, photocopies are \$ 0.25 per page)

I hereby certify that I am the Owner of record of the named property, or that the proposed work is authorized by the owner of record and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if an approval for the proposed project or use described in this application is issued, I certify that the Code Official's authorized representative shall have the authority to enter all areas covered by this approval at any reasonable hour to enforce the provisions of the codes applicable to this approval.

Signature of applicant: <u>Nan Cummings</u>	Date: <u>4/18/00</u>
--	----------------------

Site Review Fee: Major \$500.00 Minor 400.00

This application is for site review ONLY, a Building Permit application and associated fees will be required prior to construction.

Harding Lawson Associates



April 18, 2000

Mr. Rick Knowland
Senior Planner
City of Portland Planning Department
Portland City Hall
389 Congress Street
Portland, ME 04101

Subject: Proposed Fore River Trail – Phase I
Minor Site Plan Review

Dear Mr. Knowland:

Harding Lawson Associates (HLA), on behalf of Portland Trails, is pleased submit seven (7) copies of design plans along with a Minor Site Plan Application for City of Portland (City) Minor Site Plan Review of the subject project. Phase I consists of an approximately 3,725-ft-long section of trail which runs through City Property on the south side of Hobart Street and traverses Central Maine Power property on the north side of Hobart Street. Portland Trails will be responsible for all phases of development and maintenance of the trails. Phases II and III will be submitted a later date when siting/access issues have been resolved. An overview of the Fore River Trail project is attached.

The proposed trail will be cleared to an 8- to 10-ft width. This 10-ft-wide swath will be the limit of work, except for a few small areas where there will be minor regrading. The trail section is a 6-ft-to 8-ft-wide wide trail that will be box cut (set into existing grade rather than set on top of existing grade). The trail will consist of 2 inches of stone dust over 6 inches of gravel. A geotextile fabric will be laid prior to placement of gravel in areas where soils are poorly draining. We are preparing a Permit-By-Rule application for improvements within 100 feet of freshwater wetland boundaries, and are coordinating with the Maine Department of Environmental Protection for a pre-application wetland meeting to discuss wetland issues and permitting options for work within the freshwater wetlands which are located within the Shoreland Zone. A copy of the wetland delineation narrative is attached.

As we discussed at our on-site meeting on Friday, April 14th, the Maine Conservation Corps wants to begin construction of the Phase I trail on April 24, 2000. The work is being funded by a grant from the Maine Outdoor Heritage Fund and Julie N oil spill restoration. You suggested that it might be expedient to have the review/approval informally split between the City property and the CMP property so that any revisions/approvals to the City parcel won't hold up construction of the CMP portion of the project. Please note that the trail on the City parcel (Dwg

Overview of the Fore River Trail Project

Portland Trails' current focus is the Fore River Trail, envisioned to run from Outer Congress Street to Thompson's Point, and serve as a vital link to eventually connect the Maine Audubon Society's Fore River Sanctuary to the Eastern Prom Trail. Phase I begins along Hobart Street which is located along the south side of Outer Congress Street. A portion of Phase I is located on the City parcel located on the south side of Hobart Street. For most of its length, the Phase I trail runs on the north side of Hobart Street, parallel to an existing trail that traverses Central Maine Power property. This existing trail is used quite frequently by all-terrain vehicles; therefore, the proposed trail has deliberately been designed to be a separate trail for the use of hikers and bicyclists. Phase II of the project involves the development of the portion of the trail in vicinity of Thompson's Point; landowner issues are being addressed. Phase III involves the portion of the trail along the Fore River from Congress Street to the City lot which is part of the Phase I application. Significant access issues remain to be resolved. Construction of Phases II and III are not anticipated within this calendar year.

Wetland Delineation Narrative
Portland Trails – Fore River Trail Project
Portland, Maine

Harding Lawson Associates (HLA) has conducted a wetland delineation in support of design of a trail located along the Fore River for Portland Trails. The purpose of this narrative is to describe the observations made by Kendra Bavor, environmental scientist, during a wetland delineation conducted on the property of the City of Portland (City) Parcel and a section of Central Maine Power (CMP) property along the north side of Hobart Street. The City of Portland parcel is adjacent to the railroad track on Hobart Street and Outer Congress Street in Portland, Maine. A base map prepared by scanning existing topography (E. C. Jordan, 1972) was used as a reference for the project. The proposed trail is approximately 3700 feet long.

In preparation for the project, a copy of the local zoning code was obtained from the City of Portland. The Cumberland County Soil Survey for the area was also reviewed. The soil types according to the Cumberland County Soil Survey on the parcel include Tidal Marsh (TM), Hartland very fine sandy loam, slopes 8-25% eroded (HfC2), Belgrade very fine sandy loam 0-8% slope (BgB), and Suffield silt loam 8-25% slope eroded (SuC2).

Wetlands were delineated in accordance with the criteria outlined in the 1987 Army Corp of Engineers (ACOE) Wetland Delineation Manual. The methodology outlined in the manual has been adopted by the State of Maine. The manual, Field Indicators for Identifying Hydric Soils in New England, was also used to assist in determining whether hydric soils were present. For an area to be classified as a wetland, the soils must be hydric. Vegetation must also be dominated by plants, which grow at least part of the time in hydric soil conditions (i.e., hydrophytic vegetation).

On October 28, 1999, the field investigation of the parcels was completed and flagged. In general, the properties were sparsely forested in addition to open field areas. The property along the rail line has an existing all terrain vehicle (ATV) trail which was located on December 17, 1999 by comparing measurements from the base map and comparing them to tape measures to the property structures (power poles and man-ways) for verification. Several pockets of wetland were found along the on the CMP property in addition to a wetland located on the City property. Two wetland transects consisting of an upland and wetland plot were completed as part of the delineation, one on the CMP portion and the other on the City parcel. A soil auger was used to evaluate the presence or absence of hydric soils and vegetation types were observed. On December 17, 1999, the wetland boundary was flagged and located using a Trimble Pro-XR Global Positioning System (GPS). Wetlands observed on the City property were forested and classified as Palustrine forested wetland (PFO), Palustrine emergent (PEM), and estuarine intertidal emergent (i.e, a coastal wetland). A majority of wetlands on the CMP parcel were vegetated with saplings and shrubs and classify as Palustrine scrub-shrub. Being along the Fore River, coastal tidal wetlands also border the CMP property.

The transect plots showed a moderately well drained, shallow soil in the upland area. Characteristics of the soil classify it as a Belgrade very fine sandy loam. Much of the soils observed at the City of Portland parcel are man made (i.e., fill). Vegetation types observed include White Oak (*Quercus rubra*), Red Maple (*Acer rubrum*), and False Solomon's Seal (*Smilacina racemosa*).

On the CMP parcel, the upland vegetation included New England Aster (*Aster Novae angliae*), Thistle (*Cirsium arvense*) and Blackberry (*Rubus allegheniensis*). The vegetation in the wetlands was dominated by plants typical of a forested wetland including Speckled Alder (*Alnus rugosa*) and Seaside Goldenrod (*Solidago sempervirens*). Soils were poorly drained and had the characteristics of Namburg sand soil series. Other areas were dominated by Cat-tails (*Typha Latifolia*), Prairie cord grass (*Spartina pectinata*) and Purple Loosetrife (*Lythrum salicaria*).

Along the southern and western edge of the city property, areas of emergent vegetation were observed and the area appeared to be influenced by tides. The Soil Survey map of the area confirmed this with the

presence of a Emergent Intertidal (EMI) wetland map unit in this area with tide marshes. Based on the Portland zoning ordinance, development can not occur within 250 feet from "Coastal Wetland" which including EMI wetlands. The presence of "coastal wetlands" (i.e., intertidal) also has implications on the permits necessary for development of the trail. Therefore, a determination was also made on the boundary between "coastal" and Palustrine (i.e., freshwater wetlands) and is shown on the wetland boundary plan. This boundary was also flagged and located using a Trimble GPS.

This document was prepared for the sole use of Portland Trails Association, the only intended beneficiary of our work. No other party shall rely on the information contained herein without prior written consent of Harding Lawson Associates.

From: Steve Bushey <srbushey@maine.rr.com>
To: Rick Knowland <RWK@ci.portland.me.us>
Date: Tuesday, May 02, 2000 9:10 AM
Subject: Portland Trails

Rick,

I have reviewed the Submission materials provided by HLA on behalf of the Portland Trails and find the plans to be complete and well prepared. The scope of the work is generally straight forward and the plans include adequate measures for erosion control and drainage. My only comment is related to construction layout and control for the trail. It appears the trail is to be positioned in the field by means of scaling off the plans. It may be beneficial if a reasonable amount of layout data such as a baseline or some form of geometry was provided to allow ease of layout and to assure proper placement of the trail according to the plans. I'm certain there will be some amount of field adjustments made anyway during construction, therefore I am not overly concerned about this issue. Otherwise, I see no reason not to approve the plan. pending no other staff issues. If you have any questions please give me a call..

Steve

TO: KATHERINE KERW

FROM: RICK KNOWLAND

RE: FORE RIVER TRAIL

PRELIMINARY COMMENTS ON THE SITE PLAN

1. DOCUMENTATION OF PERMISSION FROM CMP AND THE CITY TO DO IMPROVEMENTS ON THEIR PROPERTY, I ASSUME PERMISSION IS ALSO NEEDED FROM THE PORTLAND WATER DISTRICT.
2. INDICATE AREA OF DISTURBANCE ADJACENT TO THE TRAIL
3. STATUS OF PERMIT APPLICATIONS WITH DEP AND OR ACE.
4. BE MORE SPECIFIC ON TREE CLEARANCE.
5. SHOW THE DRIVEWAY FROM HOBART STREET INTO THE SITE. IS THE DRIVEWAY WIDE ENOUGH FOR CARS TO BACK UP OUT OF THE PARKING SPACES?
6. I TALKED WITH CHRIS DIMATTEO AND GAVE HIM A PRELIMINARY REVIEW OF THE SITE PLAN. HIS INITIAL REACTION WAS THAT THE LOOPED DRIVEWAY (C-103) COULD BE SIMPLIFIED. THE

TRAIL DOESN'T NEED TO DOUBLEBACK. AFTER HGI HAD A CHANCE TO REVIEW IT, I'M SURE HE WILL HAVE MORE COMMENTS.

I WILL SHOW THIS PLAN AT WEDNESDAY'S STAFF MEETING, AND GET BACK TO YOU WITH OTHER COMMENTS. I'M NOT SURE HOW REALISTIC THE PORTLAND TRAIL'S TIMEFRAME IS TO START CONSTRUCTION. IT MAY MAKE SENSE TO SET UP A MEETING THIS WEEK TO GO OVER THIS PROJECT WITH CHRIS, OUR ENGINEER, PORTLAND TRAIL'S AND MYSELF. THEIR CONSTRUCTION TIMEFRAME APPEARS PROBLEMATIC BUT PERHAPS WE CAN MOVE THINGS ALONG. I AM AWAY ON VACATION NEXT WEEK.

GIVE ME A CALL AND WE CAN DISCUSS THIS FURTHER.

OOPI. COMMENT 7. SEE ATTACHED SITE PLAN NOTES, ADD THE "CHECKED" NOTES TO THE PLAN.

From: "Steve Bushey" <srbushey@maine.rr.com>
To: "Rick Knowland" <RWK@ci.portland.me.us>
Date: Tue, May 2, 2000 9:10 AM
Subject: Portland Trails

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Steve



August 29, 2000

Mr. Rick Knowland
Senior Planner
City of Portland Planning Department
Portland City Hall
389 Congress Street
Portland, ME 04101

Subject: Proposed Fore River Trail – Phase I
City Parcel

Dear Mr. Knowland:

Harding Lawson Associates (HLA), on behalf of Portland Trails, is pleased submit six (6) revised copies of design plans for the City Parcel portion of the Proposed Fore River Trail – Phase I (Drawings 3 thru 6). Phase I consists of an approximately 3,725-ft-long section of trail which runs through City Property on the south side of Hobart Street and traverses Central Maine Power property on the north side of Hobart Street. The City granted approval of the CMP property earlier this summer pending wetland permit approvals, and made the decision to hold off approval of the City Parcel until wetland permits had been granted. We received an approved Tier 1 permit for alteration of freshwater wetlands associated with the proposed trail improvements from MEDEP on July 21, 2000, a copy of which is attached.

Ms. Dawn Hollowell of the MEDEP conducted a site walkover in May 2000. Following the site walkover, modifications were made to the design to reduce wetland impacts. The original configuration of the trail included two wetland crossings on the City Parcel that formed a trail loop. One of the crossings has been eliminated to avoid impact; the location of the crossing retained in the design was selected to minimize and avoid unnecessary impacts as it is located at the narrowest wetland width in this area of the City Parcel. The trail also was originally designed to have 8-foot-wide boardwalks; however, to minimize impacts, the preliminary design was modified to have 6-foot-wide boardwalks. This width allows minimum but acceptable room for passage of pedestrians. Boardwalks were also raised so that the height of the boardwalk is a minimum of $\frac{1}{2}$ the width of the boardwalk. This will allow sunlight to reach vegetation below the boardwalks.

The proposed trail will be cleared to an 8- to 10-ft width. This 10-ft-wide swath will be the limit of work, except for a few small areas where there will be minor regrading. The trail section is a 6-ft-to 8-ft-wide wide trail that will be box cut (set into existing grade rather than set on top of



Page 2
Mr. Rick Knowland
August 29, 2000

Harding Lawson Associates

existing grade). The trail will consist of 2 inches of stone dust over 6 inches of gravel. A geotextile fabric will be laid prior to placement of gravel in areas where soils are poorly draining.

The Maine Conservation Corps will return to the site sometime during the month of September to complete construction of the Phase I trail, including portions along the CMP property that were on hold until the MEDEP Tier 1 wetland permit was granted.

On behalf of Portland Trails, HLA thanks you again for the fast-track review the City has agreed to try to provide on this project. If you have any questions, or require additional information please call me or Steve Walbridge at 775-5401.

Sincerely,

HARDING LAWSON ASSOCIATES



Katherine E. Kern, P.E.
Senior Engineer

enclosures

cc: N. Cumming, Portland Trails
S. Walbridge, HLA

Harding Lawson Associates

511 Congress Street
P.O. Box 7050
Portland, ME 04112-7050
Telephone: 207/775-5401
Fax: 207/772-4762

Engineering, Environmental
and Construction Services



July 14, 2000

Ms. Dawn Hollowell
Maine Department of Environmental Protection
312 Canco Road
Portland, ME 04103

Dear Dawn:

Subject: Tier I Wetland Permit Application for the Portland Trails Project on the Fore River

Attached is an application for a Tier I Wetland Permit for the subject project. This application is being filed by Portland Trails, a non-profit corporation, with assistance from Harding Lawson Associates. As you will recall, after a site walkover and review of the plans for the project, you determined that due to the nature of the impacts, a Tier I permit would be sufficient for this project.

Enclosed is a 7.5 minute USGS topographic map of the project area, the permit application, a statement regarding avoidance and minimization, a 8 1/2" x 11" map of the project, and a full set of plans for the project. The required application fee is also included. A copy of the Permit By Rule application plans, filed in April 2000, was provided to you during our pre-application meeting. I have included a set of photos which were taken for the Permit By Rule application for your information.

Should you have any questions during your review of this permit application or drawings, please feel free to call me at 207-828-3688.

Sincerely,

Harding ESE

A handwritten signature in black ink, appearing to read 'Ian Broadwater', written over a horizontal line.

Ian Broadwater
Wetland Scientist

Portland Trails

A handwritten signature in black ink, appearing to read 'Nan Cummings', written over a horizontal line.

Nan Cummings
Director

cc: Mr. Rick Knowland; Senior Planner; City of Portland Planning Department



DEPARTMENT OF ENVIRONMENTAL PROTECTION (DEP)
APPLICATION FORM for FRESHWATER WETLAND ALTERATION
 (For Tier 1 and Tier 2 Review under 38 M.R.S.A. Sec. 480-X)

- PLEASE TYPE OR PRINT IN **BLACK INK ONLY** (3 COPIES, PLEASE BEAR DOWN)
- SEE ATTACHED INSTRUCTIONS

1. Name of Applicant: PORTLAND TRAILS		4. Name of Agent: (if applicable) HARDING ESE	
2. Applicant's Mailing Address: One INDIA ST. PORTLAND, ME 04101		5. Agent's Mailing Address: P.O. BOX 7050 PORTLAND, ME 04112-7050	
3. Applicant's Daytime Phone No. (with area code): 207-775-2411		6. Agent's Daytime Phone No. (with area code): 207-775-5401	
7. Statement of Authorization: I hereby authorize the above named person to act in my behalf as my agent in the processing of this application. Signature of Applicant: <i>Man Cumming</i>			
8. Name of Wetland (if known):		9. Amount of Impact (Sq. Ft.): 2820	
10. Previous Wetland Alteration? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
11. Type of Wetland (Check all that apply): <input type="checkbox"/> Forested <input checked="" type="checkbox"/> Scrub Shrub <input type="checkbox"/> Emergent <input checked="" type="checkbox"/> Wet Meadow <input type="checkbox"/> Peatland		12. Fee Schedule: TIER 1 <input checked="" type="checkbox"/> 0 - 4,999 sq.ft. = \$35 <input type="checkbox"/> 5,000 - 9,999 sq.ft. = \$75 <input type="checkbox"/> 10,000 - 14,999 sq.ft. = \$150	
13. Location of Project (Town/City): PORTLAND		14. Tax Map#	
		15. Tax Lot #	
16. Detailed Directions to the Project: <i>Construction of a recreational trail for pedestrians on land around north side of Fore River. From Portland downtown take Congress St to Hobart St (on left). Trail begins at city sewer pump station and connects to Wayne Fleet School Trail.</i>			
17. Purpose and Description of Project: (attach sheet if necessary) <i>Construction of a walking trail for recreational use. Trail to be constructed of gravel with wood boardwalks for wetland crossings. Trail will allow pedestrian traffic views of natural areas including Fore River and associated land.</i>			

- I have read the criteria for eligibility (on the reverse page) and affirm that my project meets all the requirements including eligibility, avoidance, minimization, erosion control, water quality and classification standards, and buffer strips.
- I have submitted a copy of this application, including attachments, to the municipality in which the project is located.
- I authorize staff of State and Federal agencies, having jurisdiction over this activity, to access the project site for the purpose of determining compliance with the rules.
- I have attached 2 copies of all of the required submissions listed below. (see instruction sheet)

TIER 1		TIER 2	
<input type="checkbox"/> Fee	<input type="checkbox"/> Fee	<input type="checkbox"/> Copy of Public Notice	<input type="checkbox"/> Statement/Copy of cover letter to Maine Historic Preservation Commission
<input type="checkbox"/> Location Map	<input type="checkbox"/> Location Map	<input type="checkbox"/> Erosion Control Plan	
<input type="checkbox"/> Photos of Area (optional)	<input type="checkbox"/> Photos of Area (optional)	<input type="checkbox"/> Alternatives Analysis	
<input type="checkbox"/> Plan or Drawing (8 1/2" x 11")	<input type="checkbox"/> Plan or Drawing (8 1/2" x 11")	<input type="checkbox"/> Compensation Plan (if required)	
	<input type="checkbox"/> Professional Certification	<input type="checkbox"/> Description of Previously Mined Peatland (if required)	

◆ **NOTIFICATION FORMS CANNOT BE ACCEPTED WITHOUT THE NECESSARY ATTACHMENTS** ◆

19. Signature of Applicant: <i>Man Cumming</i>	20. Date: 7/14/00
---	-----------------------------

Keep the bottom copy as your record of application. Send the form with attachments via Certified Mail or hand deliver to the Maine Dept. of Environmental Protection at the appropriate regional office listed below. Permits are valid for two years.

AUGUSTA DEP
17 STATE HOUSE STATION
AUGUSTA, ME 04333-0017
(207) 287-2111

PORTLAND DEP
312 CANCO ROAD
PORTLAND, ME 04103
(207) 822-6300

BANGOR DEP
106 HOGAN ROAD
BANGOR, ME 04401
(207) 941-4570

PRESQUE ISLE DEP
1235 CENTRAL DRIVE
PRESQUE ISLE, ME 04769
(207) 764-0477

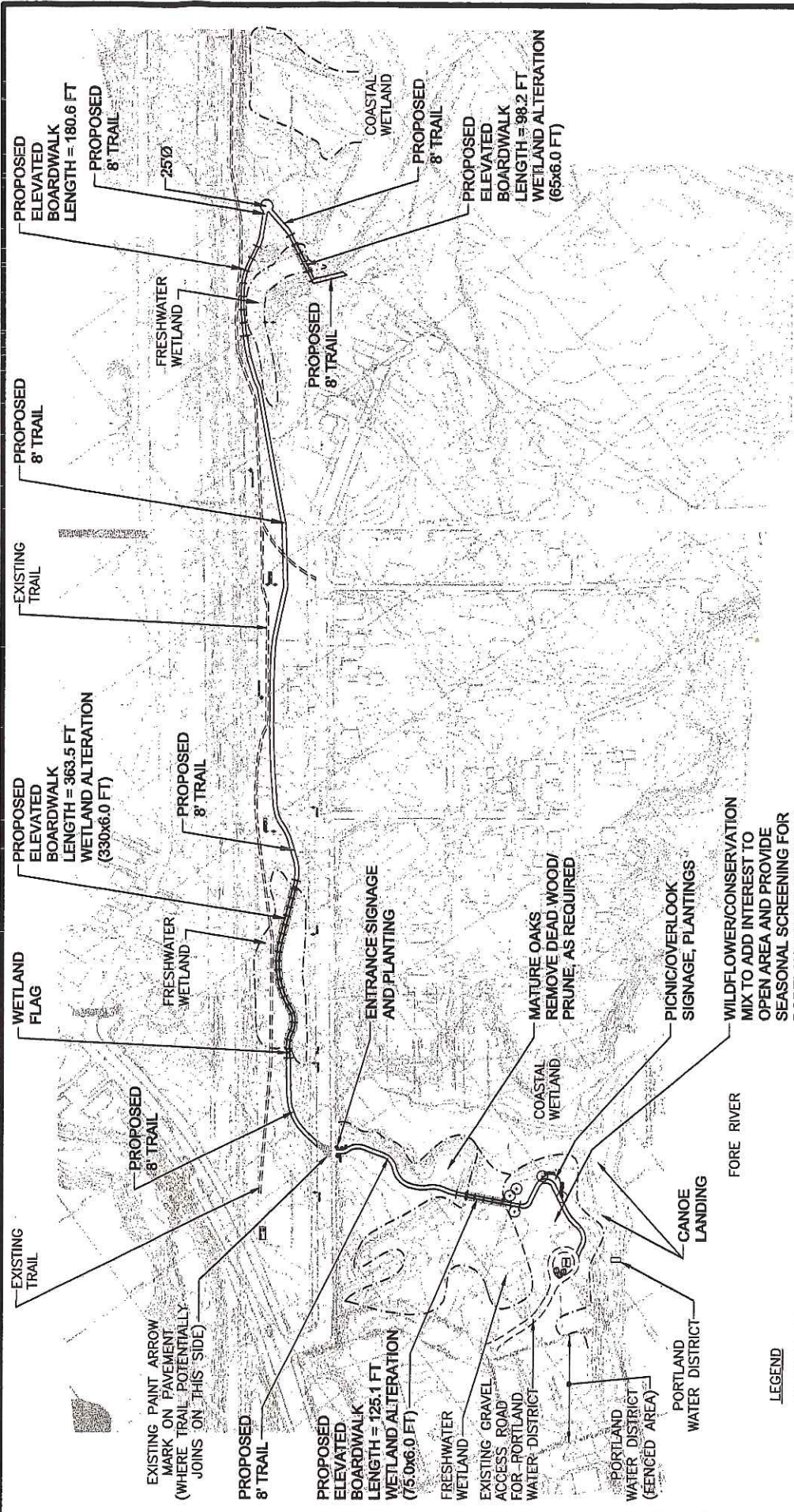
FOR OFFICE USE ONLY	CK #	Staff:	Staff:	Staff:	Site Visit:
APP #:	FP:	Rec'd Date:	Accep. Date:	Delic. Date:	Compl. Inspec.:

Avoidance and Minimization of Wetland Impacts for the Portland Trails Trail Extension Along the Fore River in Portland , Maine

The proposed project involves the construction of boardwalks over approximately 2,820 square feet of wetland. The preliminary design used techniques (i.e., boardwalked crossings of wetlands) to minimize and avoid impacts. The boardwalks are also designed to have spaces between platform boards to allow sunlight to penetrate the boardwalk and reach plants below.

Ms. Dawn Hollowell of the MEDEP conducted a site walkover in May 2000. Following the site walkover modifications were made to further avoid impacts the proposed trail by reducing the width and length, and eliminating one proposed crossing. The original configuration of the trail included two wetland crossings on the city parcel on the west side of the project. The two crossings formed a trail loop. One of the crossings has been eliminated to avoid impacts. On the city parcel, the location of the crossing retained in the design was selected to minimize and avoid unnecessary impacts as it is located at the narrowest wetland width in this area of the city parcel.

The trail also was originally designed to have 8 foot wide boardwalks, however, to minimize impacts the preliminary design was modified to have 6 foot wide boardwalks. This width allows minimum but acceptable room for passage of pedestrians. Boardwalks were also raised so that, at a minimum, the height of the boardwalk is a minimum of $\frac{1}{2}$ the width of the boardwalk. This will allow sunlight to reach vegetation below the boardwalks.



LEGEND

- WETLAND BOUNDARY
- ==== PROPOSED 8 FT. WIDE TRAIL
- ++++ PROPOSED 6 FT. WIDE ELEVATED BOARDWALK
- ++++ PROPOSED 6 FT. WIDE ELEVATED BOARDWALK (WETLAND ALTERATION SHADED)

NOTES:

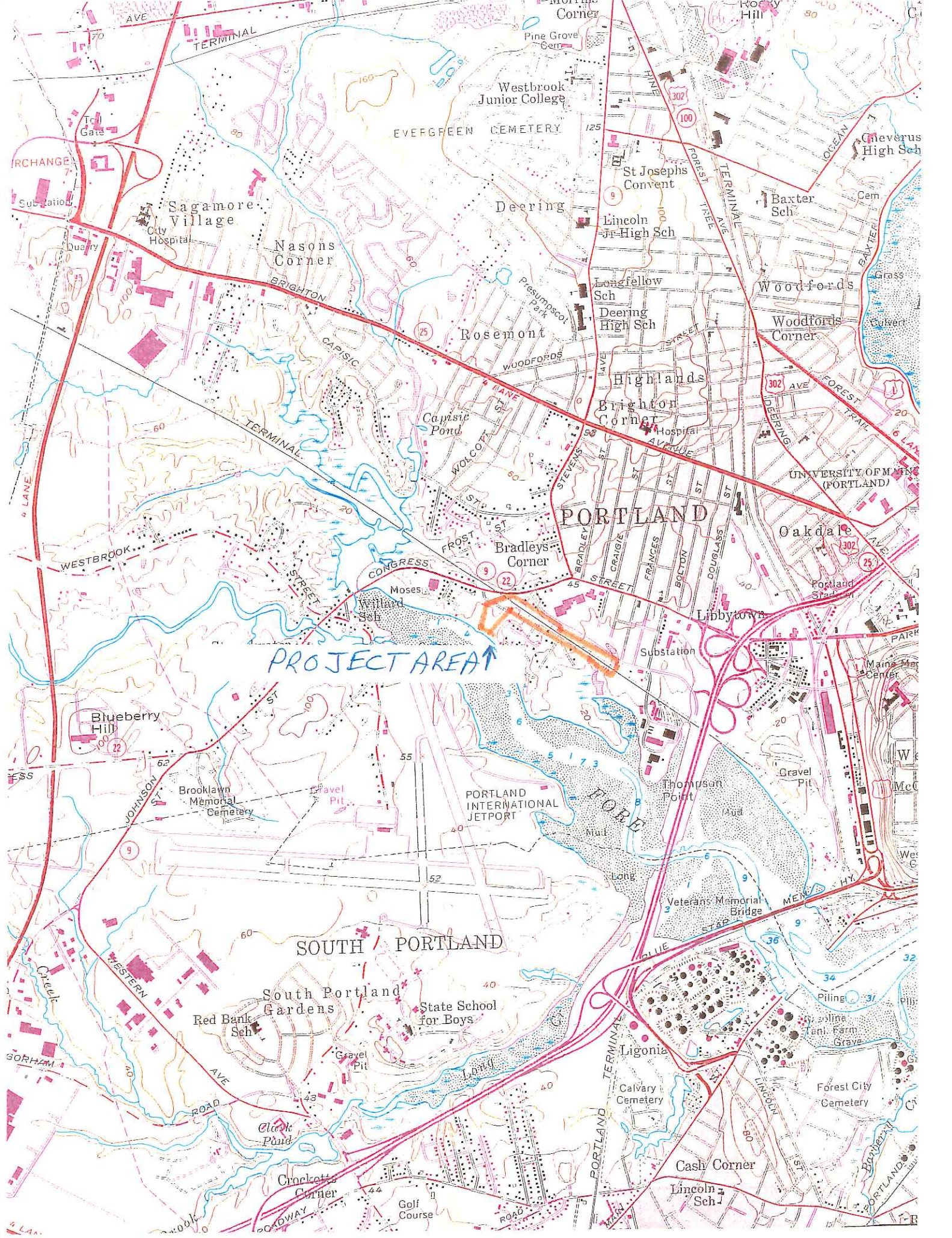
1. WETLAND BOUNDARY DELINEATED USING CRITERIA DESCRIBED IN THE 1987 U.S. ARMY CORPS OF ENGINEERS MANUAL (ROUTINE METHOD)
2. WETLAND BOUNDARY IS ACCURATE TO WITHIN 5 METERS AND WAS SURVEYED WITH A TRIMBLE GLOBAL POSITIONING SYSTEM.



SCALE: 1"=300'

PROPOSED WETLAND ALTERATIONS PORTLAND TRAILS PORTLAND, MAINE

Harding Lawson Associates



PROJECT AREA ↑

PORTLAND

SOUTH PORTLAND

FORE

LIGONIA

CASH CORNER

LINCOLN SCH 1



PHOTO 1 Existing Trail from the CMP/Railroad Property to the Waynflete Property. This photo is facing north-northeast.



PHOTO 2 Wetland at end of Hobart Street on CMP Property. This Photo is facing south-easterly.



PHOTO 3 Wetland at end of Hobart Street on CMP Property. This Photo is facing easterly.



PHOTO 4 Wetland on CMP Property showing existing ATV trail. This Photo facing westerly.



PHOTO 5 Wetland on CMP Property showing existing ATV trail. This Photo facing easterly.



PHOTO 6 Coastal wetland on the Portland Parcel off Hobart Street (area of large oaks). This Photo is facing south.



PHOTO 7 Freshwater wetland in foreground with coastal wetland in the background – Fore River. This Photo is facing easterly.



PHOTO 8 Freshwater wetland on the Portland Property near the water department driveway. This Photo is facing northerly.



PHOTO 9 Freshwater wetland located on the Portland Property. This Photo is facing south.



STATE OF MAINE
17 State House Station
Augusta, ME 04333

Tier 1 / Tier 2 Decision

Applicant Name & Address: Nan Cummings
Portland Trails
One India Street
Portland ME 04101

DEP Project Number: 00-1019-S
CORPS Permit Number:
Project Location: Hobart Street, Portland

Description of Work: Alter approximately 2,280 square feet of freshwater wetlands with the construction of an elevated boardwalk leading from City of Portland's property on Hobart Street to existing Waynfleet Academy trails along the Fore River. These alterations are located within 250 feet of a coastal wetland.

Permit for:	<input checked="" type="checkbox"/> Tier 1	<input type="checkbox"/> Tier 2
Date of Review:		
DEP Decision:	<input checked="" type="checkbox"/> Approved	<input type="checkbox"/> Denied (see attached letter)
CORPS Action:	<input checked="" type="checkbox"/> The Corps has been notified of your application. The following are subject to Federal screening: (1) projects with previously authorized or unauthorized work, in combination with a Tier 1 permit for a single and complete project, which total more than 15,000 square feet of altered area; (2) projects with multiple state permits and/or state exemptions which apply to a single and complete project that total more than 15,000 square feet of altered area; and (3) projects that may impact a vernal pool, as determined by the State of Maine or the Corps. If your activity is listed above, <i>Corps approval is required for your project.</i> For information regarding the status of your application contact the Corps' Maine Project Office at 623-8367.	

Special Conditions: Further wetland alteration must be approved by the Department prior to construction.

Standard Conditions:

- 1) This permit is good for two (2) years from the date signed and is transferable only with prior approval from the Department.
- 2) The project must be completed according to the plans in the application. Any change in the project plans must be reviewed and approved by the Department.
- 3) Properly installed erosion control measures must be installed prior to beginning the project, and all disturbed soil should be stabilized immediately upon project completion.
- 4) A copy of this approval will be sent to the City of Portland. Department approval of your activity does not supersede or substitute the need for any necessary local approvals.

This decision satisfies the Water Quality Certification requirement.

Please note the attached sheet for guidance on appeal procedures. If you have any questions regarding this, please contact Dawn Hallowell, project manager, at (207) 822-6300.

John B. Wether
MARTHA G. KIRKPATRICK, COMMISSIONER

7/21/2000
DATE

cc: file
City of Portland
Ian Broadwater, Harding Lawson Associates



August 29, 2000

Mr. Rick Knowland
Senior Planner
City of Portland Planning Department
Portland City Hall
389 Congress Street
Portland, ME 04101

Subject: Proposed Fore River Trail – Phase I
City Parcel

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HARDING LAWSON ASSOCIATES



Katherine E. Kern, P.E.
Senior Engineer

enclosures

cc: N. Cumming, Portland Trails
S. Walbridge, HLA