



July 17, 2014

2454-7

Ms. Barbara Barhydt  
Development Review Services Manager  
City of Portland  
389 Congress St  
Portland, Maine 04101

**Re: Response to Comments**  
**PROPOSED BUILDING EXPANSION**  
**185 RAND ROAD, PORTLAND, MAINE**  
**CBL 254 A007001**

Dear Barbara:

We have reviewed the staff review comments, received July 2 and July 15, and have prepared the following responses to address their concerns. The comments are reiterated in italics for reference with our response, in bold, immediately following:

1. *Will there be curbing along the edge of the pavement on the western end of the site along the wetland setback? I am asking as some concern was raised about materials/debris, sand etc. running into the setback buffer as the edge of pavement is directly along this line.*

**Yes, there will be slipform concrete curb and gutter around the perimeter of the enclosed storage/loading area. There will be no stormwater from the impervious area directed to the wetland, except for a small portion of the front parking area. The existing development does not have any curbing along the rear, and more than an acre of untreated impervious area currently drains to the wetland, along with the pollutants, debris, and sand associated with an industrial use. Refer to the Post-Development Watershed Plan.**

2. *You note that the circulation of the site will be one way but I assume that is only in the gated truck storage/loading area and not the parking lots along Rand, is that correct? If so, could you note that circulation concept on a final plan?*

**Yes, this is correct. Pavement arrows and signage will be added to the Site Plan to indicate circulation.**

3. *It sounds like the applicant is willing to construct the sidewalk along the Pine Street Industrial property line, from the existing sidewalk to the end of the property.*

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**Yes, this is correct. As shown on the attached site plan, the sidewalk will terminate at the end of the western property line that directly abuts the roadway. There is a bump-out in the property line, adjacent to the railroad, that appears to be maintained as cleared area associated with the railroad.**

**Due to the grading of the road, a catch basin will need to be added to drain the low point of the road that will outlet to the ditch adjacent to the wetland.**

4. *It appears that the storage bays at the rear of the site are longer than the trailers you plan to load there. Would reducing the length of those bays have any effect on the amount of encroachment into the wetland area?*

**No, reduction of the loading bay length will not change the rear curb line. The curb line is dictated by the turning radii of trucks making a turn from the loading bays on the east side of the building, as shown on the previously submitted truck-turning diagrams. The pavement is wholly located outside of the 75-ft shoreland setback and conforms with all applicable pavement setbacks for the zoning.**

*Comments from Marge Schmuckal, Zoning*

5. *There are revised site plans showing revisions to earlier submitted plans. It now appears that all pavement and parking is located outside of the protected 75' Stream Protection area. There is one light pole that is still within that protected 75'. I find nothing in the ordinance allowing the light pole in the protected 75' without Planning Board approvals. It appears to me that one light pole can be shifted just a few feet to be outside of the protected area. As a note, fences are not considered a structure and can remain in the protected 75' area. We have allowed such fences previously on other site plans.*

**The plans have been revised to relocate the light poles outside of the 75' setback. A revised Photometrics Plan has been enclosed with the plan set.**

6. *Plan C-4, the Grading, Drainage, & Erosion Control Plan does show sediment barriers. 14-449(d) requires erosion and sedimentation control measures to apply all aspects of the proposed project and shall be in operation during all stages of activity in accordance with the "Maine Erosion and Sediment Control Handbook for Construction: Best Management Practices." Any exposed ground area shall be temporarily or permanently stabilized within one (1) week from the time it was last actively work with the appropriate materials. Any vegetation removed or damaged by the construction activities shall be replaced in kind and repaired.*

**The Erosion and Sedimentation Notes on sheet C8 – Erosion Control Detail and Notes cover the requested erosion control measures. Note 4 of the Temporary Erosion/Sedimentation Control Measures indicates that denuded areas shall receive mulch within thirty (30) days of initial disturbance or within seven (7) days after completing the rough grading operations. Note 1 of**



**the Permanent Erosion Control Measures indicates that all areas disturbed during construction will be loamed, limed, fertilized and seeded.**

7. *I also refer to the previous requirement about the "trash" removal prior to any occupancy permit that is currently within the 75' Stream Protection area nearer to the railroad track side.*

**As understood, all debris and trash will be removed from 75' stream protection area prior to issuance of a Certificate of Occupancy.**

We trust that this information satisfactorily addresses the concerns outlined in the comments received. Should you have any questions or require any additional information, please call or contact me via [jmarden@sitelinespa.com](mailto:jmarden@sitelinespa.com). We appreciate your assistance with this project.

Very truly yours,



Joseph J. Marden, P.E.  
Project Engineer

Enclosures

cc: Scott Freeman, D.F. Chase, Inc.

