

July 27, 2011

Stephen R. Bushey, PE
Senior Engineer
DeLuca-Hoffman Associates, Inc.
778 Main Street, Suite 8
South Portland, ME 04106

**RE: 280 Warren Avenue – Building Addition
Level II Site Plan Review
Application ID Number: 2011-300**

Dear Mr. Bushey:

Thank you for your cover letter and application for a Level II site plan review of the proposed 1400 sq ft building addition and associated site revisions at the above address. The proposals are being reviewed at an administrative level under the provisions of the Site Plan ordinance, particularly 14-526 and 14-527.

This letter outlines the review comments on the submitted site plan; please revise the site plan (and details as appropriate) to address the following comments:

Zoning: The Zoning Administrator has confirmed that the proposal meets all the required setbacks of the B-4 zone and that the Maximum floor area ratio (R-3 zone closest) is more than being met at 14% where 55% is maximum. It is also noted that the maximum impervious surface is 80 % and the applicant has stated that the impervious surface will be at 75% post construction.

Parking: Please provide additional detail concerning parking:

- The submitted text states that 17 or more parking spaces will be provided. The site plan depicts only 12 specific parking spaces. Please revise the site plan to show details (location and dimensions and access drives) of all designated parking spaces; applicable standards are included in the City's Technical Manual.
- We request clarification as to how the site will work with the business operating and how vehicles will be maneuvered in and out during repairs. Please revise the site plan to show details of the circulation areas, with dimensions.
- Please incorporate 4 bicycle parking spaces near an entrance as per the Ordinance requirements in 14-526 (a)(4)b; further information is included in the City's Technical Manual. In this case they would largely be for employees.

Traffic Engineering:

- The site currently has three access/egress points* on Warren Avenue and we would suggest that one of the driveways be closed; based on our site investigation, we would suggest that the westerly driveway be closed. If you do not want to close any of the

driveways, please submit information that documents the need for all curb cuts, including Auto-Turn graphics and other supporting documentation.

- Please note that an interim closure plan would be acceptable for closing a driveway (ie such as bituminous curb or other infill option along with a longer term performance guarantee for the installation of granite curbing) thus avoiding pavement moratorium fees. The details of this interim program would need to be established, as well as the longer term final layout.
- Vehicle turning templates should be provided that document the need for the pavement widening on the side of the building where the expansion is proposed.

Landscape:

- Tree and landscape improvements - Depending on the final driveway access openings to Warren Avenue, additional street-trees should be included along Warren Avenue frontage as space allows and / or add trees to the space along the right property line. This should be between the front building plane and street. These trees may be shade or evergreen trees.
- Create a small landscape planting along the front of the building expansion. This could be similar to 'foundation' planting along the building using hardy shrubs. The planting may be protected by 'Cape-Cod' style bituminous, concrete or granite curbing as desired by the project or wooden guardrail. This small planting adds relief to the large paved area and building.

Storm water management: Please see the attached comments of the City's Engineering Reviewer David Senus of Woodard & Curran, which I forwarded several days ago for your consideration.

Survey:

- The site plan survey is incomplete since the property corners have not been set. All property corners shall be set before a building permit is issued.
- *The eastern-most access is located on the former Meadow Street. The survey does not show that the applicant has an easement to use that access, which is mostly on the part of the former street owned by the abutter. If this is the case (ie no easement for access here) then the layout should be designed (see Parking and Traffic comments) to operate without that access.

Please contact me if there are any questions on 874 8728 or jf@portlandmaine.gov.

Sincerely,

Jean Fraser,
Planner

Attachment: Memo from Woodard & Curran dated 7.21.2011

Cc Barbara Barhydt, Development Review Services Manager
Marge Schmuckal, Zoning Administrator
David Senus, Woodard & Curran (City consultant reviewer)
David Margolis-Pineo, Department of Public Services
Tom Errico, T Y Lin (City consultant reviewer)
Jeff Tarling, City Arborist

MEMORANDUM



TO: Jean Fraser, Planner
FROM: Ashley Auger, E.I.T. & David Senus, P.E.
DATE: July 21, 2011
RE: McFarland Spring Corporation – 280 Warren Avenue

Woodard & Curran has reviewed the Final Level II Site Plan Application for the McFarland Spring Corporation project located at 280 Warren Avenue in Portland, Maine. The project proposes to construct a 1,400 Square Foot (SF) building addition to an existing 8,400 SF industrial building. Associated site improvements will include additional paved surface.

Documents Provided

- Final Level II Site Plan Application and Attachments, dated June 30, 2011, prepared by DeLuca-Hoffman Associates, Inc., on behalf of David Parsons (owner of McFarland Spring Corporation).
- Engineering Plans, Sheets 1-3, dated June 27, 2011 (revised June 30, 2011), prepared by DeLuca-Hoffman Associates, Inc., on behalf of David Parsons (owner of McFarland Spring Corporation).
- Boundary and Topographic Survey, dated June 21, 2011, prepared by Owen Haskell, Inc. on behalf of DeLuca-Hoffman Associates, Inc.

Comments

Stormwater Management

- Per Section 5 of the City of Portland Technical Manual, Level II Site Plan Applications are required to submit stormwater management plans pursuant to the regulations of the Maine Department of Environmental Protection (MaineDEP) Chapter 500 Stormwater Management Rules, including compliance with the Basic, General and Flooding Standards. A stormwater management plan was not provided in the application, and the Applicant has requested a waiver from this requirement. We cannot support a waiver from this requirement. One suggestion provided during consultation with the City Department of Public Services is that the Applicant can elect to eliminate (change to pervious) an existing on-site impervious area of equal or greater size to the proposed new impervious area, and effectively meet the General and Flooding Standard.
- The project is located within the Capisic Brook Watershed, which is identified as an Urban Impaired Stream. Section 5 of the City of Portland Technical Manual requires that all development within the Capisic Brook watershed, except single and two family homes, comply with the Urban Impaired Stream Standard pursuant to MaineDEP Chapter 500 Rules. To meet the Urban Impaired Stream standard, the Applicant must either pay a compensation fee or mitigate project impacts by treating, reducing, or eliminating an off-site or on-site pre-development impervious stormwater source.
- In summary, the Applicant must meet the Basic, General, Flooding, and Urban Impaired Stream Standards for the project. If the Applicant elects to eliminate (change to pervious) an existing on-site impervious area of equal or greater size to the proposed new impervious area, the requirements for meeting the General, Flooding and Urban Impaired Stream Standards will effectively be met, and a stormwater management plan will not be required (as the Basic Standards will be met based on the Erosion and Sediment Control information provided on the plans). However, if additional net impervious area is proposed as part of the project, the Applicant must provide a stormwater management plan meeting the Basic, General, Flooding and Urban Impaired Stream Standards.

Plans & Details

- Please provide a detail for the proposed stabilized construction exit per B-4 of the MaineDEP Erosion and Sediment Control Best Management Practices Manual.