



COMcheck Software Version 3.4.2

Envelope Compliance Certificate

2003 IECC

Report Date: 07/27/07

Data filename: Untitled.cck

Section 1: Project Information

Project Title: Hammond Lumber - Drive Through Building

Construction Site:
300 Riverside Street
Portland, ME 04103-1037

Owner/Agent:
Michael Hammond
Hammond Lumber
Belgrade, ME

Designer/Contractor:
Chris Walsh
Chris Walsh & Company Architects
9 Vernon Street
Framingham, ME 01701
508 820 9707
arcwalsh@rcn.com

Section 2: General Information

Building Location (for weather data): **Portland, Maine**
Climate Zone: **15**
Heating Degree Days (base 65 degrees F): **7378**
Cooling Degree Days (base 65 degrees F): **268**
Project Type: **New Construction**
Vertical Glazing / Wall Area Pct.: **0%**

Building Type **Floor Area**
Storage, Industrial and Commercial 44458

Section 3: Requirements Checklist

Envelope PASSES: Design 15% better than code.

Climate-Specific Requirements:

Component Name/Description	Gross Area or Perimeter	Cavity R-Value	Cont. R-Value	Proposed U-Factor	Budget U-Factor
Roof 1: Metal Roof without Thermal Blocks	35000	0.0	19.0	0.051	0.053
Exterior Wall 1: Metal Wall without Thermal Blocks	12873	13.0	0.0	0.123	0.075
Door 1: Overhead	1225	---	---	0.010	0.122
Door 2: Solid	120	---	---	0.450	0.122
Interior Wall 1: Metal Frame, 16" o.c.	720	19.0	0.0	0.110	0.122
Floor 1: Slab-On-Grade:Unheated, Vertical 3 ft.	850	---	10.0	---	---

(a) Budget U-factors are used for software baseline calculations ONLY, and are not code requirements.

Air Leakage, Component Certification, and Vapor Retarder Requirements:

- 1. All joints and penetrations are caulked, gasketed or covered with a moisture vapor-permeable wrapping material installed in accordance with the manufacturer's installation instructions.
- 2. Windows, doors, and skylights certified as meeting leakage requirements.
- 3. Component R-values & U-factors labeled as certified.
- 4. Insulation installed according to manufacturer's instructions, in substantial contact with the surface being insulated, and in a manner that achieves the rated R-value without compressing the insulation.
- 5. Stair, elevator shaft vents, and other dampers integral to the building envelope are equipped with motorized dampers.
- 6. Cargo doors and loading dock doors are weather sealed.

- 7. Recessed lighting fixtures are: (i) Type IC rated and sealed or gasketed; or (ii) installed inside an appropriate air-tight assembly with a 0.5 inch clearance from combustible materials and with 3 inches clearance from insulation material.
- 8. Building entrance doors have a vestibule and equipped with closing devices.
Exceptions:
 - Building entrances with revolving doors.
 - Doors that open directly from a space less than 3000 sq. ft. in area.
- 9. Vapor retarder installed.

Section 4: Compliance Statement

Compliance Statement: The proposed envelope design represented in this document is consistent with the building plans, specifications and other calculations submitted with this permit application. The proposed envelope system has been designed to meet the 2003 IECC requirements in COMcheck Version 3.4.2 and to comply with the mandatory requirements in the Requirements Checklist.

CHRIS WALSH _____ 8.1.07
Name - Title Signature Date



COMcheck Software Version 3.4.2

Lighting Compliance Certificate

2003 IECC

Report Date: 07/27/07

Data filename: Untitled.cck

Section 1: Project Information

Project Title: Hammond Lumber - Drive Through Building

Construction Site:
300 Riverside Street
Portland, ME 04103-1037

Owner/Agent:
Michael Hammond
Hammond Lumber
Belgrade, ME

Designer/Contractor:
Chris Walsh
Chris Walsh & Company Architects
9 Vernon Street
Framingham, ME 01701
508 820 9707
arcwalsh@rcn.com

Section 2: General Information

Building Use Description by:
Project Type: **New Construction**

Building Type	Floor Area
Storage, Industrial and Commercial	44458

Section 3: Requirements Checklist

Interior Lighting:

1. Total actual watts must be less than or equal to total allowed watts.

Allowed Watts	Actual Watts	Complies
35566	34250	YES

2. Exit signs 5 Watts or less per side.

Exterior Lighting:

3. Efficacy greater than 45 lumens/W.

Exceptions:

Specialized lighting highlighting features of historic buildings; signage; safety or security lighting; low-voltage landscape lighting.

Controls, Switching, and Wiring:

4. Independent controls for each space (switch/occupancy sensor).

Exceptions:

Areas designated as security or emergency areas that must be continuously illuminated.

Lighting in stairways or corridors that are elements of the means of egress.

5. Master switch at entry to hotel/motel guest room.
 6. Individual dwelling units separately metered.
 7. Each space provided with a manual control to provide uniform light reduction by at least 50%.

Exceptions:

Only one luminaire in space;

An occupant-sensing device controls the area;

The area is a corridor, storeroom, restroom, public lobby or guest room;

Areas that use less than 0.6 Watts/sq.ft.

- 8. Automatic lighting shutoff control in buildings larger than 5,000 sq.ft.

Exceptions:

Areas with only one luminaire, corridors, storerooms, restrooms, or public lobbies.

- 9. Photocell/astronomical time switch on exterior lights.

Exceptions:

Lighting intended for 24 hour use.

- 10. Tandem wired one-lamp and three-lamp ballasted luminaires (No single-lamp ballasts).

Exceptions:

Electronic high-frequency ballasts; Luminaires on emergency circuits or with no available pair.

Section 4: Compliance Statement

Compliance Statement: The proposed lighting design represented in this document is consistent with the building plans, specifications and other calculations submitted with this permit application. The proposed lighting system has been designed to meet the 2003 IECC, Chapter 8, requirements in COMcheck Version 3.4.2 and to comply with the mandatory requirements in the Requirements Checklist.

Name - Title

Signature

Date



Lighting Application Worksheet

2003 IECC

Report Date:

Data filename: Untitled.cck

Section 1: Allowed Lighting Power Calculation

A	B Floor Area	C Allowed Watts / ft2	D Allowed Watts
Storage, Industrial and Commercial	44458	0.8	35566
Total Allowed Watts =			35566

Section 2: Actual Lighting Power Calculation

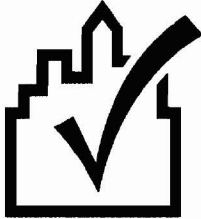
A Fixture ID : Description / Lamp / Wattage Per Lamp / Ballast	B Lamps/ Fixture	C # of Fixtures	D Fixture Watt.	E (C X D)
Storage, Industrial and Commercial (44458 sq.ft.)				
HID 1: Metal Halide 400W / Electronic	1	75	400	30000
HID 3: Metal Halide 175W / Electronic	1	10	175	1750
HID 4: Metal Halide 250W / Electronic	1	10	250	2500
Total Actual Watts =				34250

Section 3: Compliance Calculation

If the Total Allowed Watts minus the Total Actual Watts is greater than or equal to zero, the building complies.

Total Allowed Watts = 35566
Total Actual Watts = 34250
Project Compliance = 1316

Lighting PASSES: Design 4% better than code.



COMcheck Software Version 3.4.2

Mechanical Compliance Certificate

2003 IECC

Report Date: 07/27/07

Data filename: Untitled.cck

Section 1: Project Information

Project Title: Hammond Lumber - Drive Through Building

Construction Site:

300 Riverside Street
Portland, ME 04103-1037

Owner/Agent:

Michael Hammond
Hammond Lumber
Belgrade, ME

Designer/Contractor:

Chris Walsh
Chris Walsh & Company Architects
9 Vernon Street
Framingham, ME 01701
508 820 9707
arcwalsh@rcn.com

Section 2: General Information

Building Location (for weather data):	Portland, Maine
Climate Zone:	15
Heating Degree Days (base 65 degrees F):	7378
Cooling Degree Days (base 65 degrees F):	268
Project Type:	New Construction

Section 3: Mechanical Systems List

Quantity System Type & Description

Section 4: Requirements Checklist



COMcheck Software Version 3.4.2

Mechanical Requirements Description

2003 IECC

Report Date:

Data filename: Untitled.cck

MS



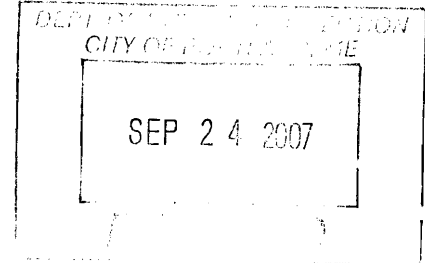
Strengthening a Remarkable City. Building a Community for Life www.portlandmaine.gov

Planning and Development Department
Lee D. Urban, Director

September 20, 2007

Planning Division
Alexander Jaegerman, Director

James R. Seymour, PE
Project Manager
Sebago Technics
P.O. Box 1339
Westbrook, ME 04098-1339



**Re: RE: Hammond Lumber Retail and "Drive Thru" Warehouse
300 Riverside Street, Portland
Site Plan Application ID #2006-0227**

Dear Jim,

I refer to your letters of June 29th and July 25th, 2007 addressed to Jean Fraser regarding the final plans and addressing conditions of approval. Since then there have been several exchanges of letters and e-mails re progress on the project along with new information regarding the intentions of the MDOT. Based upon our records, Hammond Lumber was granted permission to preload the site on June 12, 2007 and was granted permission to conduct stormwater management work on August 1, 2007. The foundation permit was issued on September 6, 2007.

I confirm that the City agrees with the need to avoid undue delay or cost to Mr Hammond in relation to the MDOT intersection improvements. Therefore the City intends to process this project in accordance with the site plan approved by the Planning Board on May 22, 2007 and to process it independently of the MDOT proposals. Hammond Lumber may seek an amendment to their site plan if they wish to make revisions to their plan based upon a firm design developed by MDOT.

In regards to the full building permit, many of the conditions have been met. However, there are a few conditions that need to be completed prior to the issuance of the full building permit and I have outlined these below:

EASEMENTS

Easement for intersection improvements: We note you have submitted the survey description which is being reviewed. We also need the draft language and associated plans. This easement is more than an access and grading easement as it needs to grant the City and the State full rights to build a public road, including curb, sidewalk, and drainage facilities.

I understand that Jean Fraser and Penny Littell provided you with draft wording for this easement in late July (this is wording that MDOT has agreed). I believe an easement for the land within the boundaries shown in the Site Plan can be processed now as this was agreed by the Planning Board and constitutes part of the approval. If the MDOT determine they need additional land/easements, these can be negotiated once the need is identified.

Public Access Easement for Sidewalks on Hammond land: This could be included in the above easement if the land area in question is co-terminus for all sidewalks associated with the Site Plan approval.

Other Easements: Could you please clarify whether a drainage easement is required as shown on the Site Plan Rev E?

ACCESS DESIGN.

The Fire Department considers that the island off Riverside Street should be "mountable" for fire apparatus access. Please submit a detail for this location.

The Public Works Department request a detail for the raised bituminous island in the east driveway on Warren Avenue (we note you have described it in your letter of June 29, 2007 but a detail for inclusion in the approved plan set is requested).

In view of the timetable for construction, please proceed with finalizing the detailed access design plans for the purposes of issuance of a building permit. If you wish to amend the approval based on new information/proposals and supporting traffic data, please submit an amendment application which would be referred to the Planning Board.

SITE PLANS

Wayfinding plan: The Traffic Engineering Reviewer comments: "The wayfinding plan should direct traffic to the warehouse exit for vehicles destined to east or north. There should also be a 'no left turn' sign at the east driveway on Warren Avenue." Please submit a revised plan.

Design of sidewalks, esplanades, ramps and tipdowns: We request that all the items referred to in this condition be designed and included in the final plan set for approval prior to the issuance of the building permit. Please revise the handicapped ramp at the intersection of Warren Avenue & Riverside Street so that it is shown wide enough at the curb to provide truncated domes at the base of the ramp to be oriented in 2 directions for 2 future crosswalks. Where details may be uncertain, the plan could include a note, specific to particular locations, indicating that minor field adjustments may be made in agreement with the Department of Public Works at the time of construction.

Landscaping plan: The City Arborist, Jeff Tarling, has reservations regarding the lack of screening of the warehouse, its associated pavement and the retaining slope. We appreciate that underground utilities and drainage limit planting, but there appear to be several corners/areas where additional white pines could be planted. In order to expedite the building permit, we

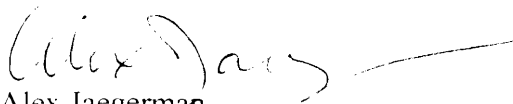
suggest adding a note to the plan that relates to the area in front of the warehouse and near the slope which states "Up to 5 additional white pines will be planted prior to requesting a Certificate of Occupancy in locations to be agreed with the City Arborist".

LIGHTING

The revised photometric from Wiswell Electric Inc shows improved lighting levels along the western boundary (now a maximum of 0.3 compared to 1.4, but also has introduced a different lighting fixture of a high wattage along that side of the warehouse. The "E" fixture was not included in the Hearing Report catalog cuts and does not appear to be of the "cut off" type. The City's standard requires that "All fixtures, including wall packs, shall be a "cut-off " type *where lenses, refractors or lamp sources do not extend below the surface of the fixture housing and no direct light shall be directed at or above the horizontal plane.*" Please confirm that lighting fixtures B, D, N and E are "cut off" type.

If you have any questions please contact Jean Fraser at (207) 874 8728 or jf@portlandmaine.gov.

Sincerely,



Alex Jaegerman
Planning Division Director

cc: Mike Hammond-Hammond Lumber Company

Cc Barbara Barhydt, Development Review Services Manager
Marge Schmuckal, Zoning Administrator
Mike Farmer/Dan Goyette, Engineering Reviewers
Jim Carmody, Transportation Engineer
Jeff Tarling, City Arborist

Penny Utell
Tom Errico
Dani Bourke
Paul DiPerno

From: Marge Schmuckal
To: Jean Fraser
Date: 8/22/2007 3:12:27 PM
Subject: Re: Hammond Lumber

Jean,
Thank you.

It is somewhat annoying that applicants do not always take seriously that our division must be sure that all our codes are being met also. Usually, I am familiar with these projects because I am part of the site plan review process. But certainly any applicant can discuss building and fire codes with Mike & Greg prior to applying for a building permit in order to work out these issues.

Please don't consider it a complaint of your good work in what you do.
Marge

>>> Jean Fraser 8/22/2007 2:53:12 PM >>>
Marge,

Thanks so much for getting Mikes phone number- its not that anyone here is putting pressure on Inspections its just that the applicant is upset about the MDOT improvement scheme changing its route and so our actions are more in the spotlight.

Mike reported:

1. He had pointed out to them that the submitted foundation design had not addressed the geotechnical report for the site;
2. He had looked at a couple of design revisions (most recently as 11:30pm last night as he knows they are pressing to move forward) but the foundation design still does not meet the geotechnical requirements so he was not able to sign off- he undertands they are revising the design at the moment.

I find it surprising that they have had since May 2007 (date of our Site Plan approval) to design the foundations and basic issues appear to be unresolved!

I am now working at getting the paperwork sorted so that a full building permit can be issued asap.

thanks
Jean

Completeness check

Applicant: Hammond Lumber

Date: 11/21/06

Address: 300 Riverside St

C-B-L: 316-A-001

CHECK-LIST AGAINST ZONING ORDINANCE ³¹⁷ - - 17

Date - Nov 2005

07-0938

Zone Location -

B-4

07-0993 - Foundation

Interior or corner lot -

Warren

Proposed Use/Work -

retail Lumber

Lumber building
Bldg 1 - retail - 16,315 sq ft

Sewage Disposal -

Private

Bldg 2 - 43,000 sq ft

Lot Street Frontage -

60' min - 557.65'

Bldg 3 - 2400 sq ft

Front Yard -

20' min - 65' scaled

20 x 120' = 2400 sq ft

52,315 sq ft

Rear Yard -

20' min - 46' at closest

Side Yard -

12st - 10' min - 34' given (10' + 24')

Side yard on side st:

1-2 stories - 10' min - 73' to Riverside at closest

Projections -

3 stories 12' min

Width of Lot -

60' min - well over

Height -

65' max - 1 story show

Lot Area -

10,000 sq ft min 234,775 sq ft given

Lot Coverage (Impervious Surface) -

80% max - 4.02 given } 75%
5.39 total land

Area per Family - N/A

Off-street Parking -

To be decided by PB over 50,000 sq ft

Loading Bays -

HAS Drive thru bays 22 loading

Site Plan -

2006-0227

Shoreland Zoning/ Stream Protection -

N/A

Flood Plains -

Panel 6 - Zone 1

Floor Area Ratio: R-3 closest

$\frac{52,315}{234,775} = 22\%$



City of Portland, Maine Site Plan Checklist

Handwritten notes: 10, 20, 2006-0227

Hammond Lumber Co.

2006-0227

Project Name, Address of Project
Number

Application

B-4

requesting a mtg

Submitted () & Date
(b,c)

Item Required Information

Section 14-525

Submitted () & Date (b,c)	Item	Required Information	Section 14-525
Yes 10/20/06	(1)	Standard boundary survey (stamped by a registered surveyor, at a scale of not less than 1 inch to 100 feet and including:	1
Yes	(2)	Name and address of applicant and name of proposed development	a
Yes	(3)	Scale and north points	b
Yes	(4)	Boundaries of the site	c
Yes	(5)	Total land area of site	d
Yes	(6)	Topography - existing and proposed (2 feet intervals or less)	e
	(7)	Plans based on the boundary survey including:	2
in written material	(8)	Existing soil conditions	a
Yes	(9)	Location of water courses, marshes, rock outcroppings and wooded areas	b
yes, classification of materials needed - clarify storage area	(10)	Location, ground floor area and grade elevations of building and other structures existing and proposed, elevation drawings of exterior facades, and materials to be used	c
Yes	(11)	Approx location of buildings or other structures on parcels abutting the site	d
dumpster pad - need to screen	(12)	Location of on-site waste receptacles	e
no letters from utilities	(13)	Public utilities	e
Yes	(14)	Water and sewer mains <u>Septic system</u>	e
Yes	(15)	Culverts, drains, existing and proposed, showing size and directions of flows	e
Yes	(16)	Location and dimensions, and ownership of easements, public or private rights-of-way, both existing and proposed	f
no sidewalk proposed	(17)	Location and dimensions of on-site pedestrian and vehicular access ways	g
Yes / see notes	(18)	Parking areas - PB to decide # of spaces	g
Yes	(19)	Loading facilities	g
Yes	(20)	Design of ingress and egress of vehicles to and from the site onto public streets	g
- no sidewalks - PB to	(21)	Curb and sidewalks	g
	(22)	Landscape plan showing:	h
proposed - Yes	(23)	Location of existing proposed vegetation	h
Yes	(24)	Type of vegetation	h
Yes	(25)	Quantity of plantings	h
Yes	(26)	Size of proposed landscaping	h
NA	(27)	Existing areas to be preserved	h
NA	(28)	Preservation measures to be employed	h
Yes / see notes	(29)	Details of planting and preservation specifications	h
Yes - screen dumpster - yes	(30)	Location and dimensions of all fencing and screening	i
No - need	(31)	Location and intensity of outdoor lighting system	j
don't see on plan	(32)	Location of fire hydrants, existing and proposed	k
Yes	(33)	Written statement	c
Yes -	(34)	Description of proposed uses to be located on site	l
Yes	(35)	Quantity and type of residential, if any	l
Yes	(36)	Total land area of the site	b2
Yes	(37)	Total floor area and ground coverage of each proposed building and structure	b2
Yes	(38)	General summary of existing and proposed easements or other burdens	c3
Yes	(39)	Method of handling solid waste disposal	4
No	(40)	Applicant's evaluation of availability of off-site public facilities, including sewer, water and streets	5
Yes	(41)	Description of any problems of drainage or topography, or a representation that there are none	6
Yes	(42)	An estimate of the time period required for completion of the development	7
Yes	(43)	A list of all state and federal regulatory approvals to which the development may be subject to. **	8

<u>yes</u>	(44)	The status of any pending applications	8
<u>yes</u>	(45)	Anticipated timeframe for obtaining such permits	h8
<u>- NA</u>	(46)	A letter of non jurisdiction	h8
<u>yes</u>	(47)	Evidence of financial and technical capability to undertake and complete the development including a letter from a responsible financial institution stating that it has reviewed the planned development and would seriously consider financing it when approved.	

**** If project consists of soil disturbance of over one acre, a Maine Construction General Permit is required from the Maine Department of Environmental Protection.** yes

Note: Depending on the size and scope of the proposed development, the Planning Board or Planning Authority may request additional information, including (but not limited to):

- drainage patterns and facilities;
- erosion and sedimentation controls to be used during construction;
- a parking and/or traffic study;
- emissions; and
- a wind impact analysis.
- an environmental impact study;
- a sun shadow study;
- a study of particulates and any other noxious
- a noise study;

Other comments:



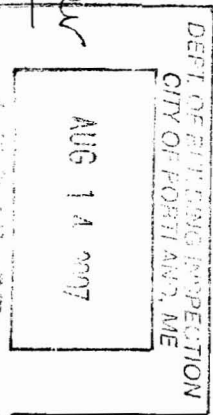
PORTLAND MAINE

Planning Division
Jean Fraser, Planner

8.13.2007.

Marge

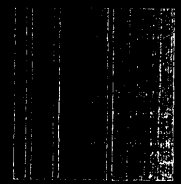
Hammond lumber



Just to confirm recent ^{check} ~~the~~ ^{check} -
this plan set (dated mostly 6.28.07)
was submitted July 2, 2007 and is
approved (except for landscape plan,
paving and 2 orange arched areas)
on basis for issuing Foundation Permit.

If the set submitted with the BP applies,
do not record with this set, please
let me know.

I have asked Tom Seymour for more
copies of plan set as this is Pilsb-
but keep it on inspection file so
that foundation permit can be
processed as quickly as possible.

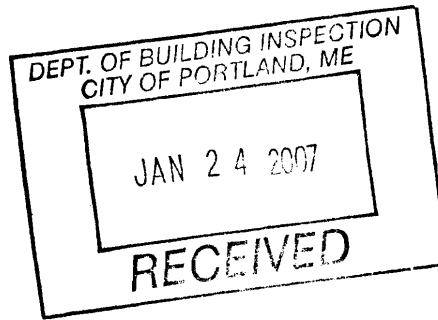


January 19, 2007
05353

316 A 001 Attachment II

sebagotechnics.com
One Chabot Street
P.O. Box 1339
Westbrook, Maine
04098-1339
Ph. 207-856-0277
Fax 856-2206

Jean Fraser, Planner
City of Portland Planning Division
City Hall 4th Floor
389 Congress St.
Portland, ME 04101



1/24/07

Hammond Lumber Company's - Proposed Drive-Thru Warehouse and Retail Store
300 Riverside St. Portland, Maine - Permitting and Project Status Update

Dear Ms. Fraser:

Per your request, we have prepared this letter to update you with the current permitting status with the Site Location of Development/ Site Plan Application and associated design plans that we have prepared for Hammond Lumber - Proposed Drive-Thru Warehouse and Retail Store to be located on the corner of Warren Avenue and Riverside Street in Portland Maine. This property required a DEP Site Location of Development Permit due to the proposed impervious surface in excess of 3 acres. The City of Portland Planning Department will review the Permit under their DEP delegated authority for Site Location Permits exclusive of the Stormwater Management.

Additionally, the site is subject to proposed wetland filling in excess of 2 acres requiring wetland compensation and NRPA permits. Woodlot Alternatives has filed the application permit associated with the Tier 3 Permit for the level of wetland disturbance, and have worked out acceptable mitigated areas for the Army Corps of Engineers and the Maine DEP with Hammond Lumber purchasing approximately 20 acres along the Presumpscot River Corridor. A parcel of land in Falmouth located along the Piscataqua River, which feeds into the Presumpscot River, has been accepted for mitigation. The application was filed January 12, and we will forward acceptance letter when we are copied from the DEP.

The Stormwater Permit has been given clearance to be permitted as well and will be done so this week. DEP protocol did not allow for the submission of the Stormwater Permit ahead of any Natural Resources Permit, such as wetland alteration. We have held both a pre-application meeting, pre submission meeting for the Stormwater Permit Application, and have sent Notice of Intent to File notices as required. Both the Stormwater Permit and Wetland Alteration Tier 3 Permits have up to 120 days for review, though we anticipate those could be completed as early as 60 days from filing.

The lack of public sewer in the immediate vicinity requires that sewage will be handled by an onsite wastewater disposal system. The site's wastewater system, located under the parking lot to the rear of the retail store, requires both municipal plumbing inspector approval and State approvals. To initiate your concerns, we will be filing an application with the State's Division of Environmental Health for their review of the soils variance and wastewater design.

We have enclosed a letter from our soil scientist explaining the soil conditions and wastewater design as proposed with pre-treatment. However, based on your ordinance, it appears that there is the need for a High Intensity Soil Mapping for the property if on-site subsurface wastewater system is proposed. We respectfully request that the geotechnical information and letter enclosed be substituted for the High Intensity Mapping. The site is on public water, no residences are within 500 feet of the property, it is located in a business zoning district, the system has maintained allowable separation from drainage proposed systems, and the geotechnical report covers the subsurface findings and soils characteristics as necessary. The process for a High Intensity Soil Mapping is redundant information of the geotechnical data, will cost the applicant more for field testing and mapping, and yield no new data or provide findings that will alter the design. If the staff cannot substitute the soils information as we have provided, we will then request that a waiver be granted for the soil mapping.

Hammond Lumber Co. will be holding an informational meeting and required public meetings with abutters once the City has completed the workshop format. Sebago Technics has completed the necessary scoping meeting as part of its Traffic Movement Permit Application with MDOT and the City of Portland, and has discussed with both the City and State officials potential improvements in conjunction with a future Warren Ave.-Riverside St. intersection/road reconstruction project. We anticipate after discussions with the City's Traffic Consulting Engineer that signalization contributions for the Warren Ave. and Riverside St. intersection will be consistent with other recent developments on Warren Ave. that impact the intersection. In addition to signalization, it may be necessary to provide curbing, sidewalk, and drainage improvements along the projects frontage.

We have also done a parking analysis to compare this Hammond site to others recently completed. Due to the uniqueness of the drive-thru warehouse, we will demonstrate that the parking ratio for the proposed Portland facility has a less dense parking to building ratio than other Hammond facilities similar in operation. Our overall building footprints in excess of 50,000 square feet allows for the developer to offer a parking management plan. We feel that the parking arrangement with spaces provided in parallel formation in the warehouse will easily meet the requirements for the City's off-street parking ordinance. However, the supplied parking ration calculation is to show without that inside parking this facility still provides more parking than other Hammond facilities in Maine.

Given the that sidewalks are non-existent on this leg of Warren Avenue, and that a pedestrian crossing is highly unlikely across this major intersection, we did not originally included them in our design. However, having discussed this with the planning staff, traffic engineers, and following review of the sidewalk waiver criteria, we felt we cannot meet the waiver criteria for sidewalks. This corner lot currently does not have enough right-of-way space to fit the curbing, standard esplanade, and sidewalk. Therefore, we will request that to reduce the amount of land transference for City right-of-way, or limit the land needed in a public access easement, that construction of the esplanade requirement be waived and that a six-foot wide sidewalk be installed adjacent to the proposed curb line. Ideally, with a future reconstruction project on Riverside Street being considered, it may be prudent for our design plan to show the curbing and sidewalk needed to front on Riverside Street, but in lieu of construction now, that the City retain the funds for sidewalk/curb completion and apply them when the Street Alignment/Intersection takes place. This could benefit the City and State to allow for

flexibility in the final street location or with potential to have to reset both curb and sidewalk if it differs from the location we propose and actual construct.

We have received comments from the Development Review Coordinator dated December 10, 2006 and will revise the plans as necessary, or respond in writing to his comments. Hammond Lumber Company is very anxious to start construction this spring of 2007. As discussed, we are filing simultaneously with the DEP this week and expect their review to be completed by March and hold expectations of a Final Hearing in February or March, or when the Board deems the application ready for a public hearing. We would appreciate all efforts to process this permit as quickly as possible. We are fully aware of the allocated review time, but would like to be proactive with your staff and be responsive to facilitate approvals in coordination with Site Plan/SLOD approval.

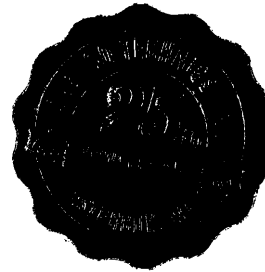
In the interim, we are available at your request to meet with the City's review staff to address comments or design questions of the project. Please feel free to contact me at our office (856-0277). We look to meeting with the Planning Board for a workshop meeting on January 23rd.

Sincerely,

SEBAGO TECHNICS, INC.



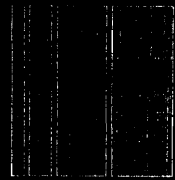
James R. Seymour, P.E.
Project Manager



JRS:kn

Enc.

cc: Mike Hammond, Hammond Lumber Company



January 18, 2007
05353

Ms. Barbara Barhydt, Senior Planner
Portland Planning Division
City of Portland
389 Congress Street
Portland, ME 04101

sebagotechnics.com
One Chabot Street
P.O. Box 1339
Westbrook, Maine
04098-1339
Ph. 207-856-0277
Fax 856-2206

Soil Conditions
Proposed Hammond Lumber Site
Riverside Street, Portland, Maine

Dear Barbara:

In early 2006, Sebago Technics, Inc. performed site evaluations at the above-mentioned site for purposes of subsurface wastewater disposal. Several test pits and hand augered borings were performed and soil logs completed. In addition to these, multiple test pits and borings were completed to verify consistency of soil conditions for which detailed information was not recorded. The subsurface explorations appear to be consistent throughout the site.

The ordinance for the City of Portland has a requirement for completion of a Class B High Intensity Soil Survey on developments such as this one. Class B soil mapping standards require 1-acre accuracy, meaning the soil map units will not contain dissimilar soils (individual inclusions) of greater than 1-acre. This parcel is approximately 5.4± acres in size, which translates to the need for approximately 5-6 test pits or boring observations on the site to meet the Class B requirements and complete the soil map. In searching for suitable soils for subsurface wastewater disposal, a minimum of ten test pits and borings were performed on the site. In addition to that, several borings were observed for geotechnical purposes. This exceeds the required accuracy for a Class B High Intensity Soil Survey, and due to the consistency between the subsurface explorations, we would like to submit this letter in lieu of the requirement or request a waiver of the requirement if a substitution is not allowed.

Previously, the property had an existing residential farmhouse located near the intersection of Riverside Street and Warren Avenue. Along that intersection are small areas of sandy loam and fill material overlying soils that originated in marine and lucustrine deposits. The rest of the site is also composed of soils that originated in marine and lucustrine deposits. The soils were generally comprised of a thin layer of fine sandy loam overlying firm silty clay loam. Some of the test pits along Warren Avenue had a thin layer of fine sandy loam over a loamy to medium sand cap, which was overlying the marine and lucustrine parent material. Using today's soil classification, the majority of the soils on the site would be classified as the somewhat poorly drained Lamoine silt loam. The test pits with the loamy to medium sand cap would be classified as the somewhat poorly drained Swanton fine sandy loam. Both Lamoine and Swanton soils on the site have a seasonal high water table between 7-inches to less than 16-inches. The exception to these soil classifications would be in the areas with significant

slopes. In these areas, the seasonal high water table may not be present in the top 40-inches of the soil profile; however, the soil is still considered to have a "limiting factor" at or near the surface for purposes of subsurface wastewater disposal. This is due to the restrictive silty clay loam parent material and lack of significant depth in surface and subsurface horizons due to erosion. The large wetland complex in the western portion of the site would be classified as poorly or very poorly drained, meaning it has a seasonal high water table at or near the surface for much of the year. It is likely that those soils would be classified as either Scantic silt loam or Biddeford mucky peat, depending on the thickness of the organic layer.

Subsurface wastewater disposal fields are not permitted on soils with a seasonal high water table or restrictive layer of less than 12-inches without a variance. In this case, a First Time System Variance (HHE-215) needs to be filed with the City of Portland. Due to insufficient soils, it is necessary that a minimum of 50 points be earned for the site to become eligible for the variance. The necessary points were earned by designing the subsurface wastewater disposal system to utilize an alternative treatment unit (SeptiTech, Oxypro, or equal), as well as being designed 66% larger than required by the Subsurface Wastewater Disposal Rules. Additionally, an effluent filter was specified for the septic tank. Variances for soil conditions may be approved at the local level as long as the total point assessment is at least the minimum allowed. Typically, the application would be approved and permitted at the local level; however, the City also has the option of reviewing the variance request and referring it to the State of Maine Division of Environmental Health (DEH). In that case, the municipal officer and the local plumbing inspector would need to sign the variance in the signature block referring the application to DEH and wait for approval from the State prior to issuing a permit.

Attached are soil logs for the test pits and borings. I hope this information is sufficient for your use. Please feel free to contact me with any questions regarding the soils on this site.

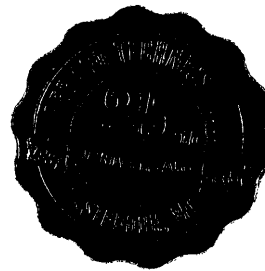
Sincerely,

SEBAGO TECHNICS, INC.



Bonnie J.S. Cobb, CSS, LSE
Soil Scientist

BSC:bsc/jc/kn
Enc.



Project Name: McAlister Parcel	Applicant Name: Hammond Lumber	Project Location (municipality): Portland	
---------------------------------------	---------------------------------------	--	--

SOIL DESCRIPTION AND CLASSIFICATION			
Exploration Symbol: B-1 <input type="checkbox"/> Test Pit <input checked="" type="checkbox"/> Boring			
0" Depth of Organic Horizon Above Mineral Soil			
0	1	2	3
	FINE SANDY LOAM	FRIABLE	DARK BROWN
4			
5	(FILL MATERIAL)		
6			
7			
8			
9			
10			NONE OBSERVED
11			
12			
13			
14			
15			(*AT EDGE OF STEEP BANK)
16	VERY FINE SANDY LOAM		
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30	SILTY CLAY LOAM	FIRM	GRAY
31			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			
hydic non-hydric		Slope % 3-8+	Limiting factor 10"
<input type="checkbox"/>			<input type="checkbox"/> ground water restrictive layer bedrock

c.s.s. Soil Series / phase name: _____ Drainage Class _____ Hydrologic Group _____

L.S.E. Soil Classification: **8** Profile **D** Drainage Class **3** Design Class

SOIL DESCRIPTION AND CLASSIFICATION			
Exploration Symbol: B-2 <input type="checkbox"/> Test Pit <input checked="" type="checkbox"/> Boring			
0" Depth of Organic Horizon Above Mineral Soil			
0	1	2	3
	SILTY CLAY LOAM	FIRM	GRAY
4			NONE OBSERVED
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			
hydic non-hydric		Slope % 3-8+	Limiting factor 0"
<input type="checkbox"/>			<input type="checkbox"/> ground water restrictive layer bedrock

c.s.s. Soil Series / phase name: _____ Drainage Class _____ Hydrologic Group _____

L.S.E. Soil Classification: **8/9** Profile **E** Drainage Class **5** Design Class

SOIL DESCRIPTION AND CLASSIFICATION			
Exploration Symbol: B-3 <input type="checkbox"/> Test Pit <input checked="" type="checkbox"/> Boring			
0" Depth of Organic Horizon Above Mineral Soil			
0	1	2	3
	FINE SANDY LOAM	FRIABLE	DARK BROWN
4			
5	(SOME FILL)		
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			
hydic non-hydric		Slope % 3-8+	Limiting factor 14"
<input type="checkbox"/>			<input type="checkbox"/> ground water restrictive layer bedrock

c.s.s. Soil Series / phase name: _____ Drainage Class _____ Hydrologic Group _____

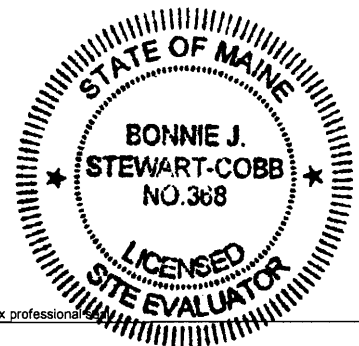
L.S.E. Soil Classification: **7** Profile **D** Drainage Class **3** Design Class

SOIL DESCRIPTION AND CLASSIFICATION			
Exploration Symbol: B-4 <input type="checkbox"/> Test Pit <input checked="" type="checkbox"/> Boring			
0" Depth of Organic Horizon Above Mineral Soil			
0	1	2	3
	FINE SANDY LOAM	FRIABLE	DARK BROWN
4			
5	(SOME FILL)		
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			
hydic non-hydric		Slope % 3-8	Limiting factor 14"
<input type="checkbox"/>			<input type="checkbox"/> ground water restrictive layer bedrock

c.s.s. Soil Series / phase name: _____ Drainage Class _____ Hydrologic Group _____

L.S.E. Soil Classification: **8** Profile **D** Drainage Class **3** Design Class

C.S.S. signature: _____	Date: _____
name printed/typed: _____	Lic.#: _____
L.S.E. signature: <i>Bonnie J. Stewart-Cobb</i>	Date: 1/12/06
name printed/typed: Bonnie J. Stewart-Cobb	Lic.#: 368



Project Name: **McAlister Parcel** Applicant Name: **Hammond Lumber** Project Location (municipality): **Portland**

SOIL DESCRIPTION AND CLASSIFICATION			
Exploration Symbol: <u>B-5</u> <input type="checkbox"/> Test Pit <input checked="" type="checkbox"/> Boring			
* Depth of Organic Horizon Above Mineral Soil			
0			
1			
2	FINE	FRIABLE	DARK
3	SANDY		BROWN
4	LOAM		
5	(SOME FILL)		
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20	LOAMY		COMMON &
21	SAND	YELLOWISH	DISTINCT
22		BROWN	
23			
24			
25			
26			
27			
28			
29			
30	VERY FINE	SOMEWHAT	GRAY
31	SANDY LOAM	FIRM	
32	W/SILT LOAM		
33	LENSES		
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			
□	hydic	Slope %	Limiting factor
□	non-hydic	<u>0-3</u>	<u>14"</u>
□			ground water
□			restrictive layer
□			bedrock

c.s.s. Soil Series / phase name: _____ Drainage Class _____ Hydrologic Group _____
 L.S.E. Soil Classification: 7 D 3
 Profile Drainage Class Design Class

SOIL DESCRIPTION AND CLASSIFICATION			
Exploration Symbol: <input type="checkbox"/> Test Pit <input type="checkbox"/> Boring			
* Depth of Organic Horizon Above Mineral Soil			
0			
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			
□	hydic	Slope %	Limiting factor
□	non-hydic		ground water
□			restrictive layer
□			bedrock

c.s.s. Soil Series / phase name: _____ Drainage Class _____ Hydrologic Group _____
 L.S.E. Soil Classification: _____ Profile _____ Drainage Class _____ Design Class _____

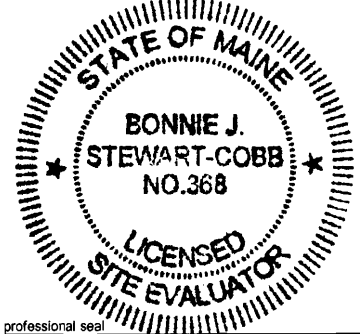
SOIL DESCRIPTION AND CLASSIFICATION			
Exploration Symbol: <input type="checkbox"/> Test Pit <input type="checkbox"/> Boring			
* Depth of Organic Horizon Above Mineral Soil			
0			
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			
□	hydic	Slope %	Limiting factor
□	non-hydic		ground water
□			restrictive layer
□			bedrock

c.s.s. Soil Series / phase name: _____ Drainage Class _____ Hydrologic Group _____
 L.S.E. Soil Classification: _____ Profile _____ Drainage Class _____ Design Class _____

SOIL DESCRIPTION AND CLASSIFICATION			
Exploration Symbol: <input type="checkbox"/> Test Pit <input type="checkbox"/> Boring			
* Depth of Organic Horizon Above Mineral Soil			
0			
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			
□	hydic	Slope %	Limiting factor
□	non-hydic		ground water
□			restrictive layer
□			bedrock

c.s.s. Soil Series / phase name: _____ Drainage Class _____ Hydrologic Group _____
 L.S.E. Soil Classification: _____ Profile _____ Drainage Class _____ Design Class _____

C.S.S. signature: _____ Date: _____
 name printed/typed: _____ Lic.#: _____
 L.S.E. signature: *Bonnie J. Stewart-Cobb* Date: 1/12/06
 name printed/typed: **Bonnie J. Stewart-Cobb** Lic.#: **368**



affix professional seal

Project Name: **McAlister Parcel** Applicant Name: **Hammond Lumber** Project Location (municipality): **Portland**

SOIL DESCRIPTION AND CLASSIFICATION			
Exploration Symbol: TP-6 <input checked="" type="checkbox"/> Test Pit <input type="checkbox"/> Boring			
0" Depth of Organic Horizon Above Mineral Soil			
1			
2	FINE SANDY LOAM	FRIABLE	DARK BROWN
3			
4			
5			
6			
7			
8			
9			
10	LOAMY SAND	CEMENTED	DARK YELLOWISH BROWN
11			
12			
13			
14			
15			
16			
17			
18	MEDIM-FINE SAND	FRIABLE	LIGHT OLIVE BROWN
19			COMMON & DISTINCT
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36	SITLY CLAY LOAM	FIRM	DARK GRAY
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			

hydric non-hydric Slope % **0-3** Limiting factor **8"** ground water restrictive layer bedrock
 c.s.s. Soil Series / phase name: _____ Drainage Class _____ Hydrologic Group _____
 L.S.E. Soil Classification: **7** Profile **D** Drainage Class **3** Design Class

SOIL DESCRIPTION AND CLASSIFICATION			
Exploration Symbol: <input type="checkbox"/> Test Pit <input type="checkbox"/> Boring			
0" Depth of Organic Horizon Above Mineral Soil			
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			

hydric non-hydric Slope % _____ Limiting factor _____ ground water restrictive layer bedrock
 c.s.s. Soil Series / phase name: _____ Drainage Class _____ Hydrologic Group _____
 L.S.E. Soil Classification: _____ Profile _____ Drainage Class _____ Design Class _____

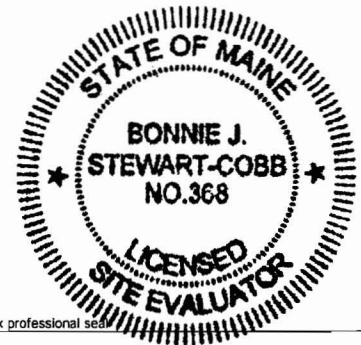
SOIL DESCRIPTION AND CLASSIFICATION			
Exploration Symbol: TP-7/TP-8 <input checked="" type="checkbox"/> Test Pit <input type="checkbox"/> Boring			
0" Depth of Organic Horizon Above Mineral Soil			
1			
2	FINE SANDY LOAM	FRIABLE	DARK BROWN
3			
4			
5			
6			
7			
8			
9			
10	SILTY CLAY LOAM	FIRM	DARK GRAY
11			COMMON & DISTINCT
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			

hydric non-hydric Slope % **3-8** Limiting factor **8"** ground water restrictive layer bedrock
 c.s.s. Soil Series / phase name: _____ Drainage Class _____ Hydrologic Group _____
 L.S.E. Soil Classification: **8** Profile **D** Drainage Class **3** Design Class

SOIL DESCRIPTION AND CLASSIFICATION			
Exploration Symbol: <input type="checkbox"/> Test Pit <input type="checkbox"/> Boring			
0" Depth of Organic Horizon Above Mineral Soil			
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			

hydric non-hydric Slope % _____ Limiting factor _____ ground water restrictive layer bedrock
 c.s.s. Soil Series / phase name: _____ Drainage Class _____ Hydrologic Group _____
 L.S.E. Soil Classification: _____ Profile _____ Drainage Class _____ Design Class _____

C.S.S. signature: _____ Date: _____
 name printed/typed: _____ Lic.#: _____
 L.S.E. signature: *Bonnie J Stewart-Cobb* Date: **3/15/06**
 name printed/typed: **Bonnie J. Stewart-Cobb** Lic.#: **368**



Project Name: **McAlister Parcel** Applicant Name: **Hammond Lumber** Project Location (municipality): **Portland**

SOIL DESCRIPTION AND CLASSIFICATION

Exploration Symbol: B-9 Test Pit Boring

0" Depth of Organic Horizon Above Mineral Soil

1			
2	FINE SANDY LOAM	FRIABLE	DARK BROWN
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14	LOAMY VERY FINE SANDY		OLIVE
15			COMMON & DISTINCT
16			
17			
18			
19			
20	SILTY CLAY LOAM	FIRM	GRAY
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			

This area is approx. 15' X 20': is not large enough and is too close to property lines to support the disposal field

hydic non-hydic Slope % 0-3 Limiting factor 12" ground water restrictive layer bedrock

c.s.s. Soil Series / phase name: _____ Drainage Class _____ Hydrologic Group _____

L.S.E. Soil Classification: 8 Profile D Drainage Class 3 Design Class

SOIL DESCRIPTION AND CLASSIFICATION

Exploration Symbol: B-10 Test Pit Boring

0" Depth of Organic Horizon Above Mineral Soil

1			
2	FINE SANDY LOAM	FRIABLE	DARK BROWN
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14	LOAMY FINE SAND		OLIVE
15			COMMON & DISTINCT
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30	SILTY CLAY LOAM	FIRM	GRAY
31			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			

This area is approx. 15' X 20': is not large enough and is too close to property lines to support the disposal field

hydic non-hydic Slope % 0-3 Limiting factor 12" ground water restrictive layer bedrock

c.s.s. Soil Series / phase name: _____ Drainage Class _____ Hydrologic Group _____

L.S.E. Soil Classification: 8 Profile D Drainage Class 3 Design Class

SOIL DESCRIPTION AND CLASSIFICATION

Exploration Symbol: Test Pit Boring

0" Depth of Organic Horizon Above Mineral Soil

1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			

hydic non-hydic Slope % _____ Limiting factor _____ ground water restrictive layer bedrock

c.s.s. Soil Series / phase name: _____ Drainage Class _____ Hydrologic Group _____

L.S.E. Soil Classification: _____ Profile _____ Drainage Class _____ Design Class _____

SOIL DESCRIPTION AND CLASSIFICATION

Exploration Symbol: Test Pit Boring

0" Depth of Organic Horizon Above Mineral Soil

1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			

hydic non-hydic Slope % _____ Limiting factor _____ ground water restrictive layer bedrock

c.s.s. Soil Series / phase name: _____ Drainage Class _____ Hydrologic Group _____

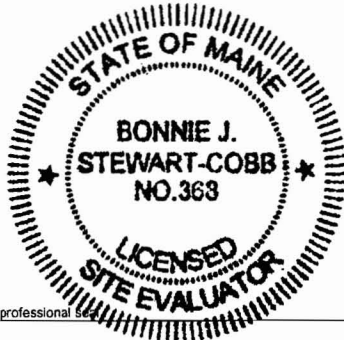
L.S.E. Soil Classification: _____ Profile _____ Drainage Class _____ Design Class _____

c.s.s. signature: _____ Date: _____

name printed/typed: _____ Lic.#: _____

L.S.E. signature: *Bonnie J. Stewart-Cobb* Date: 4/3/06

name printed/typed: Bonnie J. Stewart-Cobb Lic.#: 368



affix professional

CITY OF PORTLAND, MAINE
PLANNING BOARD

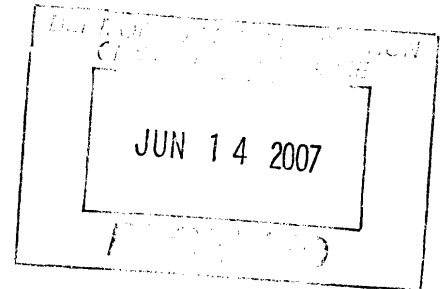
Michael J. Patterson, Chair
Janice E. Tevanian, Vice Chair
Kevin Beal
Bill Hall
Lee Lowry III
Shalom Odokara
David Silk

Margg S.
(Inspection)

June 12, 2007

James Seymour, P.E.
Sebago Technics, Inc
P.O. Box 1339
Westbrook, ME 04098-1339

RE: **Hammond Lumber Retail and "Drive Thru" Warehouse**
300 Riverside Street, Portland
Site Plan Application ID #2006-0227
CBL # 316 A001 001



Dear Messrs. Seymour and Hammond,

On May 22, 2007 the Portland Planning Board considered the proposal for a new single story (16,315 sq ft) retail and a new 43,600 sq ft "drive thru" warehouse building at the northwest corner of the intersection of Warren Avenue and Riverside Street. Approval was granted for the project by the following motions:

1. That pursuant to Section 14-506 (b) of the Land Use Code, the Portland Planning Board voted 6-0 (Tevanian absent) to waive the City's Technical Standard (Section I 9 Figure 5) which requires an 8 foot esplanade between the sidewalk and the street for commercial /industrial streets, to allow an esplanade of a minimum of 4 feet, subject to it being moved to the back of the ROW wherever possible along Warren Avenue, in view of the layout of the development and the adjacent intersection.
2. The Portland Planning Board voted 5-1 (Patterson opposed; Tevanian absent) that the proposed site plan is in conformance with 23 MRSA 704-A and Chapter 305 Rules and Regulations pertaining to Traffic Movement Permits with the following conditions of approval:
 - i That the applicant shall contribute \$100,000 to an account maintained by the City that will be used to fund traffic improvements to the intersection at Riverside Street / Warren Avenue; and
 - ii That the applicant will provide, prior to the issuance of a building permit, an easement ranging between 10 and 20 feet in width to the City/MDOT along Warren Avenue and Riverside Street, as shown in a dashed line on the Site Plan attached to this report, for construction and use of retaining walls, sidewalks, curbing and other road work and maintenance associated with improvements at the intersection of Warren Avenue and Riverside Street. This easement may be widened beyond the identified easement line with the mutual agreement of the property owner and the City/MDOT, provided it does not preclude the construction, operation, access and maintenance of the Hammond Lumber Company development; and

- iii That the applicant shall develop and submit an improvement plan for the main access drive from Warren Avenue that restricts left-turn movements from the site and does not impede fire apparatus access. The improvement plan shall be reviewed and approved by the traffic engineer and planning authority prior to the issuance of a Building Permit; and
 - iv That the applicant shall implement the improvement plan for the main Warren Avenue access as described in Condition iii prior to the issuance of a Certificate of Occupancy so that the left turn out of the site is prohibited unless and until the MDOT intersection improvements are completed and operational. When the left turn out from that drive is allowed and commenced, the applicant shall conduct traffic and safety studies at intervals of 3 months and 6 months (and such other times as determined by the City) from the date of commencement to determine if any traffic operations or safety problems exist. In the event the study concludes that the left-turns out of the site should be prohibited, the applicant shall be responsible for the immediate reinstatement of the approved improvement plan subject of condition iii above.
3. The Portland Planning Board voted 6-0 (Tevanian absent) that the site plan is in conformance with the site plan standards of the land use code with the following conditions of approval:
- i That the applicant receives and submits all required permits from the MDEP prior to the issuance of a building permit; and
 - ii That the applicant shall contribute \$100,000 to an account maintained by the city that will be used to fund traffic improvements to the intersection at Riverside Street / Warren Avenue; and
 - iii That the applicant will provide, prior to the issuance of a building permit, an easement ranging between 10 and 20 feet in width to the City/MDOT along Warren Avenue and Riverside Street, as shown in a dashed line on the Site Plan attached to this report, for construction and use of retaining walls, sidewalks, curbing and other road work and maintenance associated with improvements at the intersection of Warren Avenue and Riverside Street. This easement may be widened beyond the identified easement line with the mutual agreement of the property owner and the City/MDOT, provided it does not preclude the construction, operation, access and maintenance of the Hammond Lumber Company development; and
 - iv That the applicant shall develop and submit an improvement plan for the main access drive from Warren Avenue that restricts left-turn movements from the site and does not impede fire apparatus access. The improvement plan shall be reviewed and approved by the traffic engineer and planning authority prior to the issuance of a building permit; and
 - v That the applicant shall implement the improvement plan for the main Warren Avenue access as described in Condition iv. prior to the issuance of a Certificate of Occupancy so that the left turn out of the site is prohibited unless and until the MDOT intersection improvements are completed and operational. When the left turn out from that drive is allowed and commenced, the applicant shall conduct traffic and safety studies at intervals of 3 months and 6 months (and such other times as determined by the City) from the date of commencement to determine if any traffic operations or safety problems exist. In the event the study concludes that the left-turns out of the site should be prohibited, the applicant shall be responsible for the immediate reinstatement of the approved improvement plan subject of condition iv above; and

- vi That the applicant shall design and implement an internal way finding signage program that directs customers to the best suited driveway to minimize exit use of the main access on Warren Avenue. The details of this program shall be submitted to the planning authority for review and approval; and
- vii That the applicant shall provide to the City a public pedestrian easement over and along the section of the proposed sidewalk that is not within the ROW; and
- viii That the applicant shall contribute \$7,500 to the city for the purpose of conserving wetlands as part of the Riverton Trolley Park project; and
- ix That the applicant shall submit a capacity to serve letter from the Portland Water District for the project and associated fire hydrants prior to the issuance of a building permit; and
- x The applicant shall adhere to the Inspection and Maintenance Plan and Geotechnical Report (submitted May 16, 2007); and
- xi That the applicant shall submit, for review and approval prior to the issuance of a building permit, plans and details that address the memo from the DRC (Dan Goyette) dated May 16, 2007 and the memo from Public Works (Mike Farmer) dated May 18, 2007 in respect of the Side Slope Rip Rap and pond embankment; and
- xii That the design, width and location of sidewalks, esplanades, crosswalks and associated items such as handicap ramps and tip downs, shall be submitted for review and approval by the Planning Authority prior to the issuance of a building permit and be constructed prior to the issuance of the Certificate of Occupancy; and
- xiii That the internal drive shall be widened to 20 feet and its design and detailed location shall allow for adequate turning radii for fire apparatus and the plan for this be submitted for review and approval by the Planning Authority prior to the issuance of the building permit; and
- xiv That the lighting proposals along the western boundary shall be reviewed and approved by the city prior to the issuance of a Certificate of Occupancy; and
- xv That any signs shall be subject to detailed review and approval prior to the issuance of a Certificate of Occupancy; and
- xvi That the applicant shall provide documentation/plans showing provision of fire hydrants with adequate flow pressures to the satisfaction of the Fire Department and submit the detailed plans for the entrance driveways for review and approval, including curbing material, by the Fire Department prior to the issuance of a building permit; and
- xvii That the applicant shall submit revised landscape proposals to include additional pockets of conifer tree planting at the wetland edges, for review and approval prior to issuance of the building permit.

The approval is based on the application, plans, and materials submitted by the applicant, the information contained in Planning Report #21-07 (as amended in Addendum #1) relevant to the standards for a traffic movement permit and site plan regulations, evidence presented at the public hearing, and other findings.

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

1. Where submission drawings are available in electronic form, the applicant shall submit any available electronic Autocad files (*.dwg), release 14 or greater, with seven (7) sets of the final plans.
2. A performance guarantee covering the site improvements as well as an inspection fee payment of 2.0% of the guarantee amount and 7 final sets of plans must be submitted to and approved by the Planning Division and Public Works prior to the release of the building permit. If you need to make any modifications to the approved site plan, you must submit a revised site plan for staff review and approval.
3. The site plan approval will be deemed to have expired unless work in the development has commenced within one (1) year of the approval or within a time period agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the expiration date.
4. A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.
5. Prior to construction, a pre-construction meeting shall be held at the project site with the contractor, development review coordinator, Public Work's representative and owner to review the construction schedule and critical aspects of the site work. At that time, the site/building contractor shall provide three (3) copies of a detailed construction schedule to the attending City representatives. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting.
6. If work will occur within the public right-of-way such as utilities, curb, sidewalk and driveway construction, 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.)

The Development Review Coordinator must be notified five (5) working days prior to date required for final site inspection. The Development Review Coordinator can be reached at the Planning Department at 874-8632. 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.

If there are any questions related to the conditions of approval or otherwise please contact Jean Fraser at 874-8728 or jf@portlandmaine.gov.

Sincerely,



Michael J. Patterson, Chair
Portland Planning Board

Enclosed: Planning Board Hearing Report #21-07
 Addendum #1 (to the Hearing Report) Revised Potential Site Plan Conditions of Approval
 Inspection and Maintenance Plan and Geotechnical Report (submitted May 16, 2007)
 Memo from the DRC (Dan Goyette) dated May 16, 2007
 Memo from Public Works (Mike Farmer) dated May 18, 2007

cc: Lee D. Urban, Planning and Development Department Director
 Alexander Jaegerman, Planning Division Director
 Barbara Barhydt, Development Review Services Manager
 Jean Fraser, Planner
 Development Review Coordinator
 Marge Schmuckal, Zoning Administrator
 Inspections Division
 Michael Bobinsky, Public Works Director
 Katherine Earley, Public Works Engineering Manager
 Jim Carmody, City Transportation Engineer
 Mike Farmer, Public Works Project Engineer
 Dan Goyette, DRC
 Jeff Tarling, City Arborist
 Greg Cass, Fire Prevention
 Assessor's Office
 Approval Letter File

PLANNING BOARD REPORT #21-07

**HAMMOND LUMBER RETAIL & "DRIVE THRU" WAREHOUSE
VICINITY OF 300 RIVERSIDE STREET
SITE PLAN REVIEW AND TRAFFIC MOVEMENT PERMIT
HAMMOND LUMBER COMPANY, APPLICANT**

Submitted to:

Portland Planning Board
Portland, Maine

May 22, 2007

I. INTRODUCTION

The applicant, Hammond Lumber Company, is seeking site plan approval for the construction of a new 16,315 square foot retail building, a new 43,600 square foot "drive-thru" warehouse building, storage structure and associated access, parking lot, and utility improvements. The project is located on a 5.39 acre parcel at the north west corner of Warren Avenue and Riverside Street.

Two Workshops have been held where the main issues were identified as:

- a. What TMP requirements were appropriate to address the adjacent "failing" intersection of Riverside Street and Warren Avenue, given the slipping timetable for the MaineDOT improvement project; and
- b. What additional wetlands mitigation should be required of the applicant in addition to those already committed in respect of the Tier III Wetland Permit

Both the applicant and staff have devoted considerable resources to resolving the fundamental and complex issues surrounding the Traffic Movement Permit. These have delayed the project (which was first submitted in November, 2006) and the applicant is anxious to move forward. A number of detailed issues appear to require further discussion and these are the subject of suggested conditions.

The applicant has filed permit applications in respect of DEP Site Location of Development (SLOD) – Stormwater Management, MaineDOT Traffic Movement Permit and NRPA Tier III (Full) Permit re Wetlands fill. The NRPA Tier III permit has been approved and progress regarding the Stormwater Management will be provided by the applicant at the Hearing.

The project site is largely open land and wetlands, with a steep change in elevation across the site. It abuts a dentists office/home and the McAllister commercial subdivision to the north, Riverside Street to the northwest and west; Warren Avenue to the south and several single story commercial buildings immediately to the west. The boundary with Westbrook is about 400 feet to the west.

The project site presents a number of design challenges including extensive wetlands, poor soils combined with the steep slopes, and a location on a congested intersection that is located on the crest of the hill. All of these issues have constrained the layout and associated access and circulation facilities.

Notices were sent to 125 area residents and interested citizens and notices also appeared in *Portland Press Herald*. The applicant held a Neighborhood Meeting on April 11, 2007 but no members of the public attended (Attachment 20v).

II. SUMMARY OF FINDINGS

Site Area:	5.39 acres
Zoning:	B-4
Scale of Proposed building:	16,315 sq ft foot print of retail building; 43,600 sq ft total footprint of drive-thru warehouse
Proposed parking on site:	74 spaces (54 for retail at upper level; 20 at lower level outside); an additional 40 spaces are suggested as possible within the "drive thru" lumber warehouse (total of 114)
Parking required by zoning:	determined by Planning Board

III. PROPOSED DEVELOPMENT

A comprehensive description of the proposal is included in Attachments 1 and 2, with supplementary information included in Attachments 3, 4, 9, 10, 11, 12, 17, 19, 20 and 23.

The proposed single story retail building (16,315 sq ft) is sited on the "upper level" of the site nearest the intersection, accessed by two drives, one each from Riverside Street and Warren Avenue. The "drive thru" warehouse (43,600 sq ft) will be located on the lower level on the west side of the site with a separate access drive from Warren Avenue. The two buildings will be linked with a 16 foot wide one way internal access drive to the north of the site, which wraps around a 120 foot long three-sided storage structure set into the central slope separating the two parts of the site (Attachment 23c).

Each of these buildings will have a check out and be able to operate independently. The concept of the "Drive Thru" Lumber Warehouse has been successfully operated in other Maine locations and the applicant described the operation at the first Workshop.

Parking is located around both buildings and within the warehouse building. The buildings and associated paved areas require filling of most of the wetlands on the site (almost 2 acres) and a build out close to site boundaries. This has limited the scope for landscaping and also necessitated complex stormwater and wastewater treatment systems involving underground units and an open detention basin to the rear of the lumber warehouse.

The project meets zoning requirements (Attachment 6) and necessitates an easement for storm water drainage and for the corner of sidewalk at the intersection.

IV. STAFF REVIEW

The proposed development has been reviewed by staff for conformance with the relevant review standards of the Traffic Movement Permit legislation and site plan ordinances. Staff comments are highlighted in this report.

V. SITE PLAN REVIEW

1/2. Traffic

Traffic Movement Permit

A separate Traffic Movement Permit application (Attachment 4) and request for a scoping meeting was received with the Site Plan application as the Saturday peak hour traffic generation was over 100 trips per hour. A Scoping Meeting was held on January 11, 2007 and further information was requested regarding impacts on the intersection, adequacy of the turning lanes, crash information, impact on nearby accesses and adequacy of sight lines.

At the first workshop the need for additional turning lanes at the intersection was raised by a representative from Handyman Rental (on opposite side of Riverside Street) and these are to be included in the MDOT intersection improvements.

The information requested at the Scoping Meeting was submitted on 2.20.07 (Attachment 12). The Traffic Engineering Reviewer, Tom Errico, requested further information, particularly in relation to the operation of the intersection (e-mail of 2.27.2007 in Attachment 13). Additional information was submitted on 3.6.2007 (Attachment 17) and included some additional accident information

regarding Riverside Street north of Warren Avenue.

The traffic studies (Attachment 17) have shown that the intersection is operating poorly at present and will be worse when the project is developed. This was of concern to reviewers in March (Attachment 18) and staff remain of the view that the improvements are necessary to address existing safety and congestion problems and allow for necessary roadway capacity expansion (ie from the development) (Attachment 22b).

There is a proposed MDOT improvement project for this intersection for which design work and funding discussions have been underway for years. That project would increase the intersection capacity and meet the concerns of reviewers. Therefore the applicant has been requested to make a contribution of \$100,000 towards that project.

Traffic Reviewers confirm that “This estimate [of \$100,000] is based upon identical methods applied to other projects in the study area including Dunkin Donuts, Evergreen Credit Union, Warren Avenue Car Wash, and Wickes Lumber. The contribution estimated is based upon projected peak hour traffic generation added to the subject intersection.” (Attachment 22b).

Traffic Reviewers (Tom Errico) also consider that:

“ This contribution is a condition required for the issuance of the MaineDOT Traffic Movement Permit (TMP), through the City's Delegated Review Authority. Based upon both Safety and Traffic Operational deficiencies at the Riverside Street/Warren Avenue intersection, the TMP requires project applicants to identify improvement recommendations that mitigate deficiencies. In the case of the subject intersection, the City has been collecting funds that will be used to supplement State funds for the implementation of roadway improvements in the study area. In my professional opinion, these improvements are necessary to address existing safety and congestion problems, and allow for necessary roadway capacity expansion that will allow future traffic growth to be accommodated in a safe and efficient manner.” (Attachment 22b)

The MDOT project is largely designed and estimated at \$1.2 million, including the right turn lanes which the city feels are necessary. Implementation of this project depends on identifying funding to fill the gap (of \$500,000) between this estimate and the existing committed funds of \$700,000. The city has committed up to \$400,000 (see confirmation from the Director of Public Works in Attachment 21) and the remaining shortfall of \$100,000 would come from the contribution requested from Hammond Lumber.

Traffic Engineering Reviewers also recommend that a 20 foot easement be secured along the Riverside Street frontage and part of Warren Avenue to be used for roadway improvements (Attachment 22a). The applicant is concerned that the 20 feet width would undermine the necessary drainage works along the northern part of the Riverside Street frontage and have shown a proposed easement line (on Attachment 23c Site Plan in dashed line) that is 10 feet from the property line for part of the frontage and increases to 20 feet near the intersection with Warren Avenue. Staff consider this is acceptable in view of the existing 10 foot ROW along the northern part of the frontage. A suggested condition has been included to secure this easement.

Access

The site is accessed by a total of three access drives, two on Warren Avenue proposed to be full access, and a right-in right-out only access on Riverside Street. The Traffic Engineering comments in Attachment 18 also refer to the need for further information and review of the proposed main driveway location on Warren Avenue (nearest the intersection), parking and crash data.

After reviewing the additional information the Traffic Engineering Reviewers requested that the geometry of the right-in right-out access from Riverside Street be revised to physically prevent vehicles from making the left turn out/in. This access was revised in the latest submission and reviewers find it to be acceptable (Attachment 22a) from a traffic viewpoint.

In addition, reviewers are concerned that left out traffic from the Warren Avenue access nearest the intersection may present safety and operational problems despite meeting sight distance requirements. For this reason reviewers recommend the following requirements (Attachment 22a) and suggested conditions of approval are included in this report:

- a. That the applicant should conduct a Traffic and safety study following the opening of the project and if problems are identified, the applicant to implement improvements which restrict left-turn movements from the site;
- b. That the possible improvements required to restrict the left turn out be designed and reviewed prior to the issuance of a building permit so that it is ready for implementation at short notice if problems are found to be created;
- c. That the applicant should implement an internal wayfinding signage program to direct customers to the best suited exit point to minimize traffic using the main Warren Avenue driveway.

The internal drive connecting the two buildings is proposed to be one - way and 16 feet in width, although in the original submissions it was 24 feet in width. The applicant has reduced the width in order to reduce costs but is willing to reconsider the width in order to allow leaving traffic to use the lower exit rather than the exit where there are concerns about the left turn. The Traffic Reviewer comments:

“I would suggest that the connector road be 20 feet wide. While it is being proposed as a one-way connector, there may be benefits to have two-way flow. While 20-feet is somewhat narrow for two-way flow, it is my opinion that it would be acceptable when considering the volume level. I would note that Jim Carmody should sign off on this issue.” (Attachment 22c)

A suggested condition (xiii) is included to address this comment.

Parking

The revised Site Plan (Attachment 23c) shows 74 outdoor parking spaces (54 at the upper level near the retail building; 20 at the lower level near the Drive thru warehouse). Some 40 additional spaces are proposed within the drive thru warehouse (as shown in Attachments 9) to give a total of 114 spaces.

A parking analysis was requested in March 2007 and was submitted on 5.16.2007 Attachment 21. The analysis is based on the Hammond lumber facility in Bangor, Maine which may be an appropriate comparison as this development does not fall precisely into known use classifications. Traffic Reviewers comment that “the parking analysis concludes that adequate parking will be provided on-site. The supporting documentation does not allow me to render a decision on parking adequacy.”

The Board may wish to consider adding a condition in respect of the parking provision.

3./4. Bulk, Location, Health, Safety, Air, Height of Proposed Buildings

The proposals meet the dimensional requirements of the B-4 zoning as confirmed in Attachment 6.

The original elevations (included as Attachment 23 t&v for information) showed entrance details on the corner facing the intersection only and a “blank” wall along Riverside Street and towards the adjacent dental office. Carrie Marsh, Urban Designer, commented that:

“Effort has been made to design a front facade at the southeast corner that is detailed with a significant entryway, and windows. This has resulted in a positive orientation to Warren Avenue and Riverside Street. The applicant is encouraged to consider the visual impact of the northeast corner and rear of the building from the perspective of Riverside Street. There may be an opportunity to mitigate the blank walls through further architectural detailing and fenestration, and landscaping along this corner of the building as well.” (Attachment 8).

The applicant has submitted revised designs for the northeast corner/rear of the retail building and these are included in Attachment 23u. Some minor additional detailing has been added to the northern perspective (seen from the dentist property and Riverside Street) including a window, corner pilaster and accent banding). The citys Urban Designer has no further comments.

The architect confirmed at the March Workshop that the Drive Thru Warehouse would be ventilated but this is not documented within the submissions. The Board may wish to include a condition requiring that this information be submitted and reviewed prior to the issuance of a Building Permit.

5. Sewers, Stormdrains, Water

There is no public sewer in the vicinity so sewage will be handled by an onsite wastewater disposal system and the letter of 1.19.2007 updates on this aspect of the proposal (Attachment 11). The proposed disposal system will be subject to State approval prior to receiving a building Permit and the applicant has had discussions with the state (reference in Attachment 20) and expects the necessary variance to be straightforward.

The applicant has not submitted a capacity to serve letter from the Portland Water District.

6. Landscaping and Existing Vegetation

The parking areas at the upper level (near the retail building) are very close to the site boundaries and the need for additional buffering/screening was raised at the Workshop. The applicant has submitted a revised Landscaping Plan (Attachment 23n) on 5.16.2007. The City Arborist will provide comments for the Planning Board to consider at the Hearing.

Wetland mitigation

At the January and March Workshops the Planning Board expressed concern that the wetlands mitigation agreed in connection with the Tier III NRPA Permit (see Attachment 20) does not directly relate to the loss of natural resources on this site and does not help offset the overall loss of wetlands in Portland. At he March Workshop the applicant explained the efforts he had made to find an acceptable wetland mitigation site within Portland and offered \$7,500 towards a Portland wetlands conservation project. Staff recommend this contribution be secured for the Riverton Trolley Park project as described in Attachment 15.

7. Soils and Drainage

Staff have agreed (Attachment 16d) to waive the requirement for a Class B High Intensity soil survey as required for this type of development in view of the detailed geotechnical investigations that have been undertaken (Attachment 20) and the explanatory letter from the applicants Soil Scientist (Attachment 11).

The applicant has introduced a stormwater management system to meet MDEP basic, general and flooding standards (outlined in Attachment 3). Both Public Works and the Engineering Reviewers have raised a number of detailed concerns with aspects of the grading and drainage (Attachment 22c and d) which the applicant should address. A suggested condition of approval covers these concerns.

No additional information has been received as to the MDEP review of the storm water proposals.

8. Exterior Lighting

The lighting proposals are shown in the catalog cuts (Attachment 20) and in the electrical plans shown in Attachments 23 y, z, and aa. The photometric plan indicates fairly high levels of potential light trespass along the western boundary where commercial buildings (including a veterinary clinic and not industrial) are located near to the boundary. The proposals were submitted on May 16, 2007 and staff has not had an opportunity to investigate the issue in full and a suggested condition allows for this question to be reviewed more thoroughly.

9. Fire

The Fire Department requested information regarding the proposed fire hydrants with flow rates, a review by a licensed sprinkler contractor to confirm compliance with the use of in rack sprinklers in storage areas, and also required that the island off of Riverside Street should be "mountable" to facilitate fire apparatus access (Attachment 7). These requirements were informed to the applicant in a staff letter on 3.1.2007 (Attachment 16) but as of the writing of this report only the question of the sprinklers has been addressed. A suggested condition of approval is that the applicant provide hydrants with adequate flow pressures to the satisfaction of the Fire Department and submit the detailed plans for the entrance driveways for review and approval prior to the issuance of a building permit.

The applicant has submitted a letter from Eastern fire Protection of 3.12.2007 which outlines the sprinkler system. This arrived on 5.16.2007 and there has not been time to include a written review and staff will update the Board at the Hearing.

10. City Infrastructure

The applicant was advised that sidewalks with esplanades are required on both Riverside Street and Warren Avenue in accordance with the City Ordinance and Technical and Design Standards (see Attachment 16). The sidewalk link into a crosswalk at Warren Avenue was also requested by staff.

Sidewalks with 3 foot wide esplanades have been included in the final proposals (Site Plan in Attachment 23c; note that it states the esplanades are 4 feet wide but they measure 3 feet wide). The City's Technical Standards require an 8 foot esplanade for this type of location. Public Works have recently recommended (Attachment 22e) that the esplanades be omitted because other existing sidewalks near this intersection were built without esplanades.

Planning staff support the inclusion of esplanades as the as the pedestrian environment immediately

adjacent to the roadway is dangerous (high percentage of trucks at this intersection) and unpleasant and will be impacted by snowbanks in winter.. The sidewalks would be more usable and attractive if set back behind an esplanade. It appears that 3 (?4) foot esplanades have been proposed to leave some buffer space between the sidewalks and parking within the site. However, this constraint only applies at one point long the Warren Avenue frontage. Planning staff support that the sidewalk be located at the back of the ROW along Warren Avenue wherever possible with an esplanade no less than 4 feet in width; and that along the Riverside Street frontage there should be a 4 foot esplanade (where in any case the sidewalk would be partly on the Hammond Lumber site).

Anything less than an 8 foot esplanade requires a waiver from the Technical Standards and a suggested waiver with two options (4 foot esplanade and no esplanade) is included in the Motions for the Board to consider.

The location of the proposed crosswalk at the intersection needs to be modified to a two ramp configuration to allow correct location vis a vis the crosswalks and stoplines (Attachment 22c). A suggested condition of approval is included to address this concern.

11. Easements

The applicant has submitted a draft easement deed for the drainage easement required at the western boundary of the site near Warren Avenue (Attachment 20) and this is acceptable to staff.

VI. MOTIONS FOR THE BOARD TO CONSIDER

On the basis of plans and materials submitted by the applicant, the information contained in Planning Report #21-07 relevant to standards for a traffic movement permit and site plan regulations, evidence presented at the public hearing, and other findings as follows:

1. That the Planning Board [does/does not] waive the Technical Standard (Section I 9 Figure 5) which requires an 8 foot esplanade between the sidewalk and the street for commercial /industrial streets [to allow an esplanade of a minimum of 4 feet, subject to it being moved the back of the ROW wherever possible along Warren Avenue /to allow for omission of the esplanade] in view of the layout of the development and the adjacent intersection.
2. That the site plan proposed [is/is not] in conformance with 23 MRSA 704-A and Chapter 305 Rules and Regulations pertaining to Traffic Movement Permits with the following conditions of approval:
 - ii That the applicant shall contribute \$100,000 to an account maintained by the City that will be used to fund traffic improvements to the intersection at Riverside Street / Warren Avenue; and
 - iii That the applicant will provide, prior to the issuance of a building permit, an easement ranging between 10 and 20 feet in width to the City/MDOT along Warren Avenue and Riverside Street, as shown in a dashed line on the Site Plan attached to this report, for construction and use of retaining walls, sidewalks, curbing and other road work and maintenance associated with improvements at the intersection of Warren Avenue and Riverside Street. This easement may be widened beyond the identified easement line with the mutual agreement of the property owner and the City/MDOT, provided it does not preclude the construction, operation, access and maintenance of the Hammond Lumber Company development; and

- iv That the applicant shall develop and submit an improvement plan for the main access drive from Warren Avenue that restricts left-turn movements from the site and does not impede fire apparatus access. The improvement plan shall be reviewed and approved by the traffic engineer and planning authority prior to the issuance of a Building Permit; and
 - v That the applicant shall conduct a traffic and safety study within 2 months of the Certificate of Occupation, at the location where vehicles exiting the development turn left out of the main Warren Avenue access drive, to determine if any traffic operations or safety problems exist. In the event the study concludes that the left-turns out of the site should be prohibited, the applicant shall be responsible for the immediate implementation of the approved improvement plan subject of condition iii above.
3. That the site plan [is/is not] in conformance with the site plan standards of the land use code with the following conditions of approval:

Potential Conditions of Approval

- i That the applicant receives and submits all required permits from the MDEP prior to the issuance of a building permit; and
- ii That the applicant shall contribute \$100,000 to an account maintained by the city that will be used to fund traffic improvements to the intersection at Riverside Street / Warren Avenue;
- iii That the applicant will provide, prior to the issuance of a building permit, an easement ranging between 10 and 20 feet in width to the City/MDOT along Warren Avenue and Riverside Street, as shown in a dashed line on the Site Plan attached to this report, for construction and use of retaining walls, sidewalks, curbing and other road work and maintenance associated with improvements at the intersection of Warren Avenue and Riverside Street. This easement may be widened beyond the identified easement line with the mutual agreement of the property owner and the City/MDOT, provided it does not preclude the construction, operation, access and maintenance of the Hammond Lumber Company development; and
- iv That the applicant shall develop and submit an improvement plan for the main access drive from Warren Avenue that restricts left-turn movements from the site and does not impede fire apparatus access. The improvement plan shall be reviewed and approved by the traffic engineer and planning authority prior to the issuance of a building permit; and
- v That the applicant shall conduct a traffic and safety study within 2 months of the Certificate of Occupation, at the location where vehicles exiting the development turn left out of the main Warren Avenue access drive, to determine if any traffic operations or safety problems exist. In the event the study concludes that the left-turns out of the site should be prohibited, the applicant shall be responsible for the immediate implementation of the approved improvement plan subject of condition iv above; and
- vi That the applicant shall design and implement an internal way finding signage program that directs customers to the best suited driveway to minimize exit use of the main

access on Warren Avenue. The details of this program shall be submitted to the planning authority for review and approval; and

- vii That the applicant shall provide to the City a public pedestrian easement over and along the section of the proposed sidewalk that is not within the ROW; and
- viii That the applicant shall contribute \$7,500 to the city for the purpose of conserving wetlands as part of the Riverton Trolley Park project; and
- ix That the applicant shall submit a capacity to serve letter from the Portland Water District for the project and associated fire hydrants prior to the issuance of a building permit; and
- x The applicant shall adhere to the Inspection and Maintenance Plan and Geotechnical Report (submitted May 16, 2007); and
- xi That the applicant shall submit, for review and approval prior to the issuance of a building permit, plans and details that address the memo from the DRC (Dan Goyette) dated May 16, 2007 and the memo from Public Works (Mike Farmer) dated May 18, 2007 in respect of the Side Slope Rip Rap, pond embankment, grading in the Warren Avenue ROW and the locations of the storm drain system along Warren Avenue; and
- xii That the design, width and location of sidewalks, esplanades, crosswalks and associated items such as handicap ramps and tip downs, shall be submitted for review and approval by the Planning Authority prior to the issuance of a building permit and be constructed prior to the issuance of the Certificate of Occupancy; and
- xiii That the internal drive shall be widened to 20 feet and its design and detailed location shall be submitted for review and approval by the Planning Authority prior to the issuance of the building permit; and
- xiv That the lighting proposals along the western boundary shall be reviewed and approved by the city prior to the issuance of a Certificate of Occupancy; and
- xv That any signs shall be subject to detailed review and approval prior to the issuance of a Certificate of Occupancy; and
- xvi That the applicant shall provide fire hydrants with adequate flow pressures to the satisfaction of the Fire Department and submit the detailed plans for the entrance driveways for review and approval by the Fire Department prior to the issuance of a building permit.

Attachments:

As previously included in Planning Board Memo of January 23, 2007 & March 13, 2007

1. Original Submission – Cover letter from Sebago Technics dated November 15, 2006
2. Original Submission key support document: “Site Location of Development Act Permit Application” , Sebago Technics, dated November 2006 and received in Planning Division on November 15, 2006

3. Stormwater Management Report, Sebago Technics, dated October 2006 and received in Planning Division on November 15, 2006
4. Traffic Movement Permit Application dated November 13, 2006 (also received in Planning division on November 15, 2006)
5. Reviewers comments: Dan Goyette, Engineering Reviewer memo of December 13, 2006
6. Reviewers comments: Marge Schmuckal, Zoning Administrator, UI of November 16, 2006
7. Reviewers comments: Greg Cass, City Fire Department, UI of November 16, 2006
8. Reviewers comments: Carrie Marsh, City Urban Designer, e-mail dated January 17, 2007
9. Parking Layout inside of "Drive Thru" Lumber Warehouse (from applicant January 11, 2007 at TMP Scoping Meeting)
10. Sebago Technics (John Adams, Transportation Engineer), memo dated January 11, 2007
11. Sebago Technics (Jim Seymour, PE) update letter dated January 19, 2007
12. Traffic Movement Permit – Response to Traffic movement Permit Scoping Meeting document dated February 20, 2007 (excl. data appendices to be available at the Hearing)
13. Reviewers comments: Tom Errico, Traffic Engineering Reviewer e-mail of February 27, 2007 commenting on further TMP submissions
14. Reviewers comments: Jeff Tarling, City Arborist e-mail of February 28, 2007 re Landscape
15. Reviewers comments: Jeff Tarling, City Arborist e-mail dated February 28, 2007 re Riverton Trolley Park (riverside) Projects (re Wetland Mitigation issue)
16. Staff letter dated March 1, 2007 clarifying city requirements, including Engineering Review comment of February 7, 2007
17. Traffic Movement Permit – Additional TMP information of March 6, 2007
18. Reviewers Comments: Tom Errico, Traffic Engineering Reviewer e-mail of March 9, 2007 comments on TMP status
19. Sebago Technics (Jim Seymour, PE) Permitting and Project Status Letter dated March 7, 2007 with Wetland Mitigation information

Since March 13, 2007 Planning Board Workshop (no duplication of information with previous)

20. Sebago Technics letter of May 16, 2007 with final details
 - i Drainage Easement (page 20c)
 - ii Sprinkler system description (page 20g)
 - iii NRPA Permit (re Wetlands) (page 20h)
 - iv Geotechnical Report(page 20m)
 - v Neighborhood Meeting Certificate (page 20dd)
 - vi Inspection and Maintenance Plan (page 20gg)
 - vii Lighting Catalog Cuts (page 20mm)
 - viii Parking Information (Page 20ddd)
21. City Director of Public Works confirmation regarding funding of MDOT Intersection Improvement Scheme email dated May 13, 2007
22. Staff comments
 - a. Traffic Engineering Reviewer (Tom Errico) comments of May 16, 2007
 - b. Traffic Engineering Reviewer (Tom Errico) comments of May 17
 - c. Traffic Engineering Reviewer (Tom Errico) comments of May 18, 2007
 - d. Engineering Reviewer (Dan Goyette) memo of May 16, 2007
 - e. Public Works (Mike Farmer) Memo of May 16, 2007
 - f. City Arborist comments (to be available at the Hearing)
23. Submitted Plan Set
 - a. Cover Sheet
 - b. Existing Conditions Plan (Survey)
 - c. Site Plan

- d. Legend and Construction Notes
- e. Grading & Drainage Plan
- f. Utility Plan
- g. Stormwater Details
- h. Stormwater Details
- i. Details
- j. Details
- k. Site Details
- l. Erosion Control Details
- m. Erosion Control Notes
- n. Landscaping Plan
- o. Pre-Development Stormwater Plan
- p. Post Development Stormwater Plan
- q. Construction Phasing Plan – Phase 1
- r. Construction Phasing Plan – Phase 2
- s. Retail Building - Layout(A1)
- t. Retail Building – Entrance Detail (A4)
- u. Retail Building – Elevations (A2.1)(Revised)
- v. Retail Building Elevations *superseded* (A3) for information
- w. Drive Through Building - Layout
- x. Drive Through Building - Elevations
- y. Shed Lighting E-106
- z. Area Lighting E-107
- aa. Lighting Photometric S -101

ADDENDUM TO HEARING REPORT

Department of Planning and Development
Planning Division



To: Chair Patterson and Members of the Portland Planning Board

From: Jean Fraser, Planner

Date: May 22, 2007

Re: May 22, 2007 Planning Board Hearing
300 Riverside Street - Hammond Lumber Company
ADDENDUM #1 Revised Potential Site Plan Conditions of Approval

The Fire Department (Attachment 1) and City Arborist comments (Attachments 2 and 3) were not received in time to be included in the Planning Board Report #21-07. The final submissions were received on May 16, 2007 so reviewers have undertaken the review as quickly as possible.

Attachment 1 raises concerns that should be addressed in the potential conditions of site plan approval. The potential Condition 3 xvi already addresses most of the Fire Department concerns, but Condition xvi needs to be made more explicit regarding curbing material and hydrants, and Condition xiii needs to be revised to include the Fire Department requirement that the turning radius of the internal drive must be adequate for fire apparatus.

Attachment 2 indicates the need for an additional potential condition to address the comments of the City Arborist requesting an additional landscaped island in the parking area (this refers to the row of 16 spaces nearest to Riverside Street) and additional planting at the wetland edges.

Attachment 3 from the City Arborist provides further information regarding the Riverton Trolley Park project and supports the discussion already included in the Report.

Based upon the above comments, the staff recommends that two conditions be revised (changes underlined) and Condition xvii be added.

The following text should be substituted for item 3 under **VI MOTIONS FOR THE BOARD TO CONSIDER** in the Planning Board Report #21-07:

3. That the site plan [is/is not] in conformance with the site plan standards of the land use code with the following conditions of approval:

Potential Conditions of Approval

- xvii That the applicant receives and submits all required permits from the MDEP prior to the issuance of a building permit; and
 - xviii That the applicant shall contribute \$100,000 to an account maintained by the city that will be used to fund traffic improvements to the intersection at Riverside Street / Warren Avenue; and
 - xix That the applicant will provide, prior to the issuance of a building permit, an easement ranging between 10 and 20 feet in width to the City/MDOT along Warren Avenue and Riverside Street, as shown in a dashed line on the Site Plan attached to this report, for construction and use of retaining walls, sidewalks, curbing and other road work and maintenance associated with improvements at the intersection of Warren Avenue and Riverside Street. This easement may be widened beyond the identified easement line with the mutual agreement of the property owner and the City/MDOT, provided it does not preclude the construction, operation, access and maintenance of the Hammond Lumber Company development; and
 - xx That the applicant shall develop and submit an improvement plan for the main access drive from Warren Avenue that restricts left-turn movements from the site and does not impede fire apparatus access. The improvement plan shall be reviewed and approved by the traffic engineer and planning authority prior to the issuance of a building permit; and
 - xxi That the applicant shall conduct a traffic and safety study within 2 months of the Certificate of Occupation, at the location where vehicles exiting the development turn left out of the main Warren Avenue access drive, to determine if any traffic operations or safety problems exist. In the event the study concludes that the left-turns out of the site should be prohibited, the applicant shall be responsible for the immediate implementation of the approved improvement plan subject of condition iv above; and
 - xxii That the applicant shall design and implement an internal way finding signage program that directs customers to the best suited driveway to minimize exit use of the main access on Warren Avenue. The details of this program shall be submitted to the planning authority for review and approval; and
 - xxiii That the applicant shall provide to the City a public pedestrian easement over and along the section of the proposed sidewalk that is not within the ROW; and
 - xxiv That the applicant shall contribute \$7,500 to the city for the purpose of conserving wetlands as part of the Riverton Trolley Park project; and
 - xxv That the applicant shall submit a capacity to serve letter from the Portland Water District for the project and associated fire hydrants prior to the issuance of a building permit; and
 - xxvi The applicant shall adhere to the Inspection and Maintenance Plan and Geotechnical Report (submitted May 16, 2007); and
 - xxvii That the applicant shall submit, for review and approval prior to the issuance of a building permit, plans and details that address the memo from the DRC (Dan Goyette) dated May 16, 2007 and the memo from Public Works (Mike Farmer) dated May 18, 2007 in respect
-

of the Side Slope Rip Rap, pond embankment, grading in the Warren Avenue ROW and the locations of the storm drain system along Warren Avenue; and

- xxviii That the design, width and location of sidewalks, esplanades, crosswalks and associated items such as handicap ramps and tip downs, shall be submitted for review and approval by the Planning Authority prior to the issuance of a building permit and be constructed prior to the issuance of the Certificate of Occupancy; and
- xxix That the internal drive shall be widened to 20 feet and its design and detailed location shall allow for adequate turning radii for fire apparatus and be submitted for review and approval by the Planning Authority prior to the issuance of the building permit; and
- xxx That the lighting proposals along the western boundary shall be reviewed and approved by the city prior to the issuance of a Certificate of Occupancy; and
- xxxi That any signs shall be subject to detailed review and approval prior to the issuance of a Certificate of Occupancy; and
- xxxii That the applicant shall provide documentation/plans showing provision of fire hydrants with adequate flow pressures to the satisfaction of the Fire Department and submit the detailed plans for the entrance driveways for review and approval, including curbing material, by the Fire Department prior to the issuance of a building permit; and
- xxxiii That the applicant shall submit revised parking lot layout and landscape proposals to address the City Arborist comments of May 18, 2007 for review and approval prior to issuance of the building permit.

Attachments:

1. Fire Department (Greg Cass) e-mail comments of May 21, 2007
2. City Arborist comments on landscape, e-mail of May 18, 2007
3. City Arborist comments on wetland/trail project at Riverton Trolley Park, e-mail of May 18, 2007

**COMMITMENT & INTEGRITY
DRIVE RESULTS**

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

T 800.426.4262
T 207.774.2112
F 207.774.6635

MEMORANDUM



TO: Jean Frazer
FROM: Dan Goyetta
DATE: May 16, 2007
RE: Hammond Lumber

Woodard & Curran has performed a review of the latest submission as it relates to the Major Site Plan submission for the Hammond Lumber Project on the corner of Riverside Street and Warren Avenue. The project proposes to construct a retail store and warehouse.

Documents Reviewed

- Final Plans and Project Update Submittal, dated May 16, 2007 by James Seymour, Sebago Technics.
- Architectural Plan Sheet A2.1, Lighting Plan E-106, 107, and Photometric Plan s-101.
- Engineering Plan Sheets 1-16, Addenda Plan Sheets A1, A2 prepared by Sebago Technics dated May 15, 2007.

Comments

- The Side Slope RipRap detail does not match the recommendations for construction by the Geotechnical Report. It should be altered to match the recommendations within the report.
- The stormdrain system along Warren Avenue should be changed to avoid running the stormdrain line under the proposed sidewalk.

All other issues raised in previous memos have been adequately addressed.

DRG

203848.92

**CITY OF PORTLAND
DEPARTMENT OF PUBLIC WORKS
Engineering Division**

M E M O

TO: Jean Fraser
FROM: Michael Farmer, Project Engineer
DATE: May 16, 2007
RE: Hammond Lumber Co. - 300 Riverside Street

I am submitting the following comments based on the plans revised through May 15, 2007

1. It appears that the pond embankment fill near the northerly corner of the site would extend onto abutting property, although the contour data provided are not sufficiently accurate to tell. I think the embankment is too close to the boundary. The pond embankment may also create an un-drained area, where water would pond, on the abutting land near the pond, although the contour data provided are not sufficiently accurate to tell.
2. The proposed grading in the Warren Ave. right of way between the two proposed driveways would remove soil in the right of way and contribute toward creating a steep drop off from the road to the proposed parking lot. The drop off would be up to 14 feet. This steep slope would cut into the right of way and hinder the City's and State's ability to use the full right of way in the future for roadway purposes. The slope would create a situation similar to, but less severe than, the area in Riverside Street near the Carpet Depot, where the City and State are now faced with the prospect of having to build an expensive retaining wall to widen Riverside Street. I would recommend rejecting the proposed grading in this area and require the applicant to grade the land in the right of way so it slopes toward the curb.
3. The proposed storm drain location under the sidewalk along Warren Ave. does not conform to the City's design standards for utility locations. The area under the sidewalk is reserved for underground electric and telecommunications.
4. The Public Works Department is taking the position that the sidewalks along this project should be located next to the curbing, which deviates from the City's design standards. The basis for this recommendation is that the existing sidewalks near this intersection, along the Home Depot site, were built without esplanades. The City's design standard for a commercial/industrial street indicates that the sidewalks should be built with esplanades, with the back edge of the sidewalk on the right of way line. The applicant has proposed sidewalks with a three foot esplanade along Riverside Street and Warren Avenue. The proposed sidewalk along Warren Ave is about 3 feet from the edge of the right of way near Riverside Street and 12 feet from the edge of the right of way in the area between the two driveways.

Marge Schmuckel



Strengthening a Remarkable City. Building a Community for Life. www.portlandmaine.gov

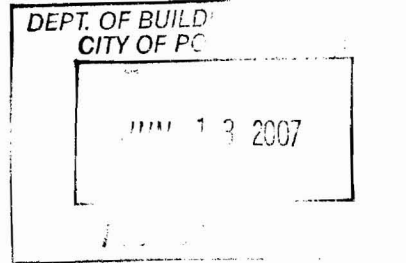
Planning and Development Department
Lee D. Urban, Director

6/13/07

June 12, 2007

Planning Division
Alexander Jaegerman, Director

James R. Seymour P.E.
Project Manager
Sebago Technics, Inc
PO Box 1339
Westbrook, ME. 04098-1339



**Re: Request for Pre-Load Site Work Commencement
Hammond Lumber, 300 Riverside Street (Application #2006-0227)**

Dear Mr. Seymour,

I refer to your letter of June 6, 2007 requesting approval to commence pre-load activities prior to the building permits being issued.

This letter confirms that these activities, as described in your letter, may commence on site prior to the issuance of a building permit, subject to the following conditions:

- 1) That a construction access plan shall be submitted, reviewed and approved prior to commencement of the pre-load operations. This plan should include traffic management arrangements and proposed methods for preventing material from being deposited on the streets;
- 2) That if material does get on the streets, the Contractor will be required to sweep and flush the streets;
- 3) That appropriate steps will be taken to protect the wetland areas from any potential impacts; and
- 4) Submission of a timetable that includes the likely dates for the preconstruction preloading coordination meeting, commencement of operations and completion dates so that the DRC and Traffic Engineers are able to schedule involvement as appropriate.

Please contact Jean Fraser if you have any questions at 874-8728 or jf@portlandmaine.gov.

Sincerely,

Alexander Jaegerman
Planning Division Director

cc. Michael Hammond, Hammond Lumber Co., PO Box 500, Belgrade, ME 04917

Lee D. Urban, Planning and Development Department Director

Alexander Jaegerman, Planning Division Director

Barbara Barhydt, Development Review Services Manager

Jean Fraser, Planner

Phil DiPierro, Development Review Coordinator

Marge Schmuckal, Zoning Administrator

Jeanie Burke, Inspections Division

Michael Bobinsky, Public Works Director

Katherine Earley, Public Works Engineering Manager

Jim Carmody, City Transportation Engineer

Mike Farmer, Public Works Project Engineer

Penny Littell, Associate Corporation Counsel

Captain Greg Cass, Fire Prevention



PORTLAND MAINE

Strengthening a Remarkable City, Building a Community for Life [®] www.portlandmaine.gov

Planning and Development Department
Lee D. Urban, Director

Planning Division
Alexander Jaegerman, Director

August 1, 2007

James R. Seymour P.E.
Project Manager
Sebago Technics, Inc
PO Box 1339
Westbrook, ME. 04098-1339

**Re: Request for Authority to Commence Site Work
Hammond Lumber, 300 Riverside Street (Application #2006-0227)**

Dear Mr. Seymour,

I refer to your letters dated June 29, 2007 and July 25, 2007 regarding the submitted plan revisions to meet conditions and the timetable for construction for this project, which was approved by the Planning Board on May 22, 2007.

I understand that the plans submitted June 29, 2007 are substantially approved with the exception of the several small areas of paving and curbing design and materials. Jean Fraser will write separately once all the reviewer comments have been received. The plans will be stamped approved with the condition that the easements be finalized prior to the issuance of a building permit. In addition Phil DiPierro has confirmed the estimate for the Performance Guarantee and the draft letter of credit is being reviewed by Penny Littell. I confirm that we are unable to waive the inspection fee.

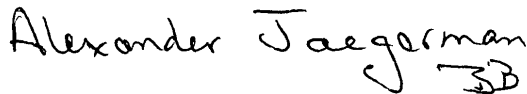
Regarding the request to continue pre-construction site work prior to the submission of final site plans and easements, we require that the Performance Guarantee be posted prior to any further work on the site. Once that is received you may proceed with the installation of drainage infrastructure only as described in your letter of July 25, 2007, subject to all work being done in accordance with the plans submitted June 29, 2007 and any applicable MDEP requirements. The proposed utility work may not begin until a foundation permit or full building permit have been granted for this project by the City of Portland's Inspections Division.

Please be advised that prior to undertaking this work you must also obtain all necessary permits from the City's Inspection Division and Public Works.

The approval to proceed with the storm drainage work is based on the submitted request dated July 25, 2007, and the work must be in compliance with the approval letter dated June 12, 2007 and the site plans as submitted June 29, 2007.

Please contact Jean Fraser if you have any questions at 874-8728 or jf@portlandmaine.gov.

Sincerely,



Alexander Jaegerman
Planning Division Director

cc: Inspections Department
Barbara Barhydt, Development Review Services Manager
Jean Fraser, Planner
Marge Schmuckal, Zoning Administrator
Phil DiPierro, Development Review Coordinator
Penny Littell, Corporation Counsel
Jim Carmody, City Transportation Engineer
Mike Farmer, Public Works Project Engineer
Captain Greg Cass, Fire Prevention
Todd Merkle, Public Works
Approval Letter File



Michael Hammond, Hammond Lumber Co., PO Box 500, Belgrade, ME 04917

From: Chris Walsh <arcwalsh@rcn.com>
To: Mike Nugent <mjn@portlandmaine.gov>, Jeanie Bourke <JMB@portlandmaine.gov>
Date: 10/1/2007 7:41:47 AM
Subject: Re: Hammond Lumber

Mike:

I received your email this morning, as I discussed with you, I continue to be very concerned with the timing of these permits as the foundation slabs are being poured early this week. Since you can only review these drawings after hours I can only assume that we will not have a permit before the 15th as the next time you will be available to review them is on the weekend of the 13th. This is extremely difficult.

The City already has the stamped plans of the Drive-Through structurals. I had made a request that they be integrated with the these plans in August. The Quality assurance forms that were previously filled out were intended to be for the whole project and not just the foundations.

Section 2208.1 -Storage Racks- The Design, testing of ...- /"Racks in the scope of this specification include industrial pallet racks , movable shelf racks and stacker racks and does not apply to other types of racks such as drive in and drive through racks, cantilever racks, portable racks or rack buildings."

/I my opinion the building is a drive through rack building utilizing cantilever racks and this section specifically excludes it.

Please contact me at any time if you have any questions. You have my cell phone #- Chris Walsh

Mike Nugent wrote:

> I spent some time with this permit this weekend. We need structurals that
> are stamped. The ones with our plan set are not. Also a copy of the
> approved quality assurance program or acceptable certification is
> needed. The rack storage needs to be certified as being compliant with
> the standards found in section 2208.1
>
> Is there a spec book for this project
>
> I'm on vacation from the 3rd to the 9th. I'm returning the permit to
> City Hall for Fire to review.
>
> Lannie, can you create copies of the Certification forms and Statement
> of S/I that are with the foundation permit and put them with this
> permit?
>
>
>

CC: <mhammond@hammondlumber.com>, <jseymour@sebagotechnics.com>, <Rmackenzie@sheridancorp.com>, <Wferland@sheridancorp.com>, <ccoolidge@summitenv.com>, Lannie Dobson <LDobson@portlandmaine.gov>

CHRIS WALSH & COMPANY

9 Vernon Street
Framingham, MA 01701
fax: 508 820 9708
phone: 508 820 9707
email: arcwalsh@rcn.com

To Jeanie Bouele -
fax _____
Job HLC
Date 10.1.07
From Chris Walsh

TRANSMITTAL

remarks

RE: 300 Riverside.

Jeanie - thanks for your help -
I'll have the enjoyment for
NATIONAL store functions pass out
the Quality ASSURANCE scheme

Chris Walsh

CHRIS WALSH & COMPANY

9 Vernon Street
Framingham, MA 01701
fax : 508 820 9708
phone : 508 820 9707
email: arcwalsh@rcn.com

To LAWIE DOBSON /
JENNIE BOUCKE
fax 207-874-8716
Job Hammmond Lumber co
Date 10-2-07
From Chris Walsh

TRANSMITTAL

QUALITY ASSURANCE PLAN: DRIVE THROUGH BUILDING
remarks

JENNIE,

I FIXED JOHN TOADER, THE ENGINEER
FOR NATIONAL STORE FIXTURES THE
Q.A.P FORM -

HE FAXED IT BACK TO ME & I'M SENDING
IT TO YOU - PLEASE LET ME KNOW IF
THIS IS THE ONLY OUTSTANDING DOCUMENT.

Thanks for your help with this
Chris Walsh

W/hold release - D.T.

Quality Assurance Plan

Quality Assurance for Seismic Resistance

Seismic Design Category **D**

Quality Assurance Plan Required (Y/N) **YES**

Description of seismic force resisting system and designated seismic systems:

ORDINARY STEEL CONCENTRICALLY BRACED FRAMES

Quality Assurance for Wind Requirements

Basic Wind Speed (3 second gust) **100 MPH**

Wind Exposure Category **B**

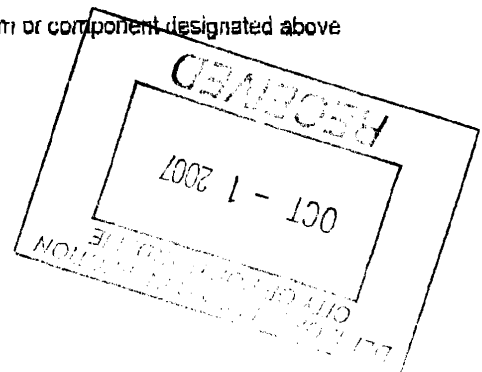
Quality Assurance Plan Required (Y/N) **NO**

Description of wind force resisting system and designated wind resisting components:

ORDINARY STEEL CONCENTRICALLY BRACED FRAMES

Statement of Responsibility

Each contractor responsible for the construction or fabrication of a system or component designated above must submit a Statement of Responsibility.



CASE Form 101 • Statement of Special Inspections • ©CASE 2004