

321-A-5

2008-0014

569 Riverside St.

Metal Recycling Facility

Proterized New England

add to Spreadsheet

*Prolerized New England
City of Portland Review Comments*

TO: City of Portland Planning Board **FROM:** Carl V. Beal, P.E. **DATE:** **June 17, 2008**

CC: Dave Murphy, Jeanne Schmeichel, Hope Jacobsen, file

SUBJECT: Response to Richard Knowland, Senior Planner

PROJECT: RE: Prolerized New England Site Plan; 568 Riverside Street (06-769-00)

Following please find CIVIL CONSULTANTS' responses to the memorandum from Richard Knowland of City of Portland dated March 7, 2008. CIVIL CONSULTANTS' 3/20/08 responses are in italics and 06/17/08 responses are in red.

The purpose of this letter is to summarize staff review comments on the proposed Prolerized New England Company LLC PNEC metal recycling facility in the vicinity of 568 Riverside Street. These comments are intended to be as thorough and comprehensive as possible in preparation for the July 8th meeting. Should other staff comments arise, I will forward them to you accordingly.

COMMENT	RESPONSE
1. Lighting . . . The photometric plan is difficult to read. Value numbers are illegible. Need to submit catalog cuts of the light fixtures. Indicate mounting height. Light fixtures should have a cut-off feature.	<i>Electrical Design Consultants will revise the plan so the numbers are more legible. Details for the light fixtures will be added. Changes have been made and drawings EP & ES are included in the plan set.</i>
2. Application seems to indicate that only vendors will be delivering scrap metal to the site. Does that mean that scrap metal will not be accepted from the general public? Could someone drive (tow) their junk car to your site or would they need to go to a vendor?	<i>The PNEC facility will accept scrap metal from the general public as well as from vendors.</i>
3. Is there an agreement from the City or The Trust for Public Land for an emergency fire access shown on the plan? I am told by Capt. Cass that an emergency access is not required..	<i>The agreement between the TPL and PNEC could be prepared to allow the access as an option. The emergency access was shown anticipating that the Fire Department would require a second access. If the access is not required it can be eliminated.</i>
4. How many people will be employed at your facility?	<i>At initial startup the facility will have 5-7 employees. Once operations reach full production, a maximum of 15 employees are anticipated.</i>



**CIVIL
CONSULTANTS**

P.O. Box 100 South Berwick, Maine 03908 207-384-2550

Response Memo, Page 1 of 8

*Prorized New England
City of Portland Review Comments*

<p>5. Operations Manual . . . I haven't compared this with the City's Scrap Metal Facilities Ordinance requirements but does the Operations Manual track these requirements? In terms of the storage and handling of waste, including lubricants and chemicals from junk cars, please outline your procedures for dealing with matters. The term "municipal dumpster", I assume is a private commercial dumpster? What procedures do you have in place in case material falls off trucks within the public right-of-way in the vicinity of the site?</p>	<p><i>The Operations Manual submitted is PNEC's company standard. Additional plans will be prepared when the building design and construction is completed: A Spill Prevention Control & Countermeasure Plan (SPCC), A Stormwater Pollution Protection Plan(SWPP), A Plan for Handling Auto Fluids and Wastes.</i></p> <p><i>Yes, a Private Commercial Dumpster</i></p> <p><i>If, as part of our normal inspection of incoming material PNEC noticed a loose or dangerously secured load, PNEC would advise the hauler of the situation but this is not something that they can control. The scrap hauler is responsible for any material outside of the property lines.</i></p>
<p>6. Portland Water District easement. It will need to be a condition of approval unless it is finalized.</p>	<p><i>Yes, the easement is intended to be a condition of approval. There is no need for the easement to be finalized until the Site Plan is approved by the City. Portland Water District has indicated its general agreement to the idea of a sewer easement for the PNEC property.</i></p>
<p>7. How many cranes will be used on the site and what height will they be?</p>	<p><i>Two cranes are anticipated at the site. The height will be 45 feet when fully extended.</i></p>
<p>8. What will be the typical height of the large scrap metal pile? In scaling the footprint of the pile shown on the site plan, the scrap pile at its' closest point is about 470 feet from Riverside Street. Can we assume the scrap pile will typically be setback a minimum 470 feet from Riverside Street? A review of the site plan indicates that scrap material will be stored in the rear large scrap metal pile and within the storage bin buildings. Are there any other locations on the site or buildings accommodating scrap metal storage?</p>	<p><i>In conformance with the Portland Scrap Metal Rules, the maximum height of the scrap metal pile will be 30 feet. Please refer to the new site section included with this response.</i></p> <p><i>Yes the pile is anticipated to be 470 feet from Riverside Street as depicted on the plans.</i></p> <p><i>Non-ferrous scrap metal will also be stored in the main building. Autos will be stored in the Flat Auto Storage Building.</i></p>
<p>9. Do you have the right to install an invert (sheet C-4) on the City/TPL land or is this an existing invert?</p>	<p><i>This could be included in the potential TPL easement agreement. If the Emergency Access is eliminated then the culvert would not be needed.</i></p>
<p>10. You will need to request a waiver on the separation distance between project driveway and the Portland Water District driveway per Technical and Design Standards and Guidelines (see Sec. III (2)(a). The driveways are too close.</p>	<p><i>The project entrance has been designed at the same location as the existing drive on the parcel. This location is directly opposite Manual Drive and is the best location for meeting the City access management principals per Gorrill-Palmer Consulting Engineers.</i></p> <p><i>The new entrance can not provide a 150-foot separation from the existing driveways on Riverside Street. The separation will be 230-feet to the South but only 70-feet to the Verizon driveway to the North. However, this drive is not used daily, only occasionally when Verizon is maintaining their equipment.</i></p> <p><i>A waiver letter is included from the separation standard.</i></p>



**CIVIL
CONSULTANTS**

P.O. Box 100 South Berwick, Maine 03908 207-384-2550

Response Memo, Page 2 of 8

*Prolerized New England
City of Portland Review Comments*

11. A maintenance agreement will need to be executed for the water quality unit.	<i>The maintenance agreement will be executed for all of the stormwater treatment BMP's following approval of the design by the City and the DEP. Execution can be a condition of Site Plan approval for the project.</i>
12. Please describe the activities within the "flat auto storage building." Are cars crushed on site using equipment outside this building?	<i>Cars would be prepared (any fluids removed, mercury switches removed, batteries, gas, etc, in accordance with all applicable regulations) then they would be flattened in the building or directly outside on concrete pavement. . The flattened cars will be trucked to Everett for processing.</i>



*Prorized New England
City of Portland Review Comments*

13. What type of equipment will be located within the facility? Please specify, cranes; car crusher; front end loader; tractor trailer; etc.	<i>A Baler and Crusher will be located within the main building. Outside equipment will a front end loader, a crane with grapple, a crane with magnet, a mobile baler and mobile shear.</i>
14. Location of nearest fire hydrant along the street.	<i>Directly opposite the new entrance, just North of Manual Drive.</i>
15. Incorporate site plan notes on the plan.	<i>OK. We will add any and all notes that the City wishes to include on the final plans.</i>
16. Submit building elevations indicating exterior materials and height of all buildings proposed on the site.	<i>The building design has not been completed. However, we anticipate that this industrial building will have metal siding and metal roof panels.</i>
17. It would be helpful if the Exhibits "table of contents" was moved to the first page before Exhibit 1.	<i>It has been moved in the 13 new binders.</i>
18. Based on the project narrative it appears that an auto parts business is not part of this proposal for this site. Could you clarify this?	<i>The auto parts business is not part of the business plan for PNEC. This site is for recycling ferrous and non-ferrous metals.</i>
19. Was a stamped land survey submitted?	<i>Yes, the 2 drawings prepared by William G. Scott PLS 2239, dated December 16, 2005.</i>
20. The chain link fence appears to be very close to the right-of-way. The fence should be a minimum 10 feet from the street right-of-way. Please submit a catalog cut of the fence. What will the height of the fence be? Will barb wire be used? There are city regulations on barb wire which I will research. For the portion of the fence closest to the street we will recommend a black vinyl fence. Chain link fencing so close to a well traveled public street needs to be mitigated.	<i>The plans will be revised to move the fence along Riverside Street to be approximately 40 feet from the Riverside ROW. This will put the fence between the existing trees along the street and the proposed landscaping. This section of the fence will be black vinyl coated chain link. The remainder of the fence will be galvanized chain link fence. Fence has been moved away from Riverside.</i> <i>The fence will be 10 feet high with no barb wire.</i> <i>Details will be added for the fencing.</i>
21. Snow should be stored on the site such that melted snow flows into the storm water treatment system and not onto abutting properties. It does not appear this is addressed in all cases. It appears snow could be piled over a curb with resulting snow melt not contained within the curbed yard area.	<i>All of the snow storage areas inside the security fence are designed to drain back onto the pavement and to drain to the stormwater treatment system at the West edge of the site. This will ensure that snow melt containing pieces of metal will be treated, just like rainfall runoff. The only areas that don't receive treatment are portions of the entrance driveway.</i>
22. We noticed the utility pole within the island by the driveway. There is some concern it could be vulnerable to large vehicles hitting it by accident.	<i>This utility pole will be moved approximately 75-feet South along Riverside Street. This will eliminate the possibility of the pole being hit by vehicles entering or exiting the site. Refer to drawings ES.</i>
23. Engineering review comments from Dan Goyette of dated March 7, 2008 are attached.	<i>Please refer to the responses to that memo.</i>

*Prolerized New England
City of Portland Review Comments*

24. Traffic review comments from Tom Errico are expected shortly and will be forwarded to you accordingly.	<i>Please refer to the responses to that memo, presented at the end of this document.</i>
25. Comments from Marge Schmuckal, Zoning Administrator, are summarized below.	
<ul style="list-style-type: none"> • The “nonferrous storage building” up front has 25 ft. side setbacks instead of the required 35 ft. side setbacks. All front and rear setbacks are being met. 	<i>The storage building design will be revised to provide 35-foot setbacks on both sides. This change will appear on future drawing submittals. Moved</i>
<ul style="list-style-type: none"> • There are two site plans that do not match: ES and C2. I would want a clarification as to which plan is correct. Most of the given plans match C2 for building locations and parking. ES has a different location for the flat auto storage building and shows 20 parking spaces instead of 19. 	<i>The Progress Print of ES submitted was not correct. It has been revised and resubmitted with this response. ES & EP have been revised and are within the plan set submitted herein.</i>
<ul style="list-style-type: none"> • Applicant has not addressed the I-H noise requirements. 	<i>A Noise Study prepared by Epsilon Associates was provided in Exhibit 19. It addresses both State and City of Portland requirements.</i>
<ul style="list-style-type: none"> • Building elevations need to be submitted. 	<i>Building Elevations are provided in Exhibit 16</i>
26. I have met with Jeff Tarling (City Arborist). A number of his comments are summarized on the attached marked up site plan. Other comments are shown below.	
<ul style="list-style-type: none"> • There are sections of the site plan where the planting material is not clearly labeled. 	<i>Woodburn & Company will revise their Landscape Plans L1 & L2 to provide labels. See L1&L2</i>
<ul style="list-style-type: none"> • There is some significant mature vegetation proposed to be protected near Riverside Street. Please label the size and species of trees you intend to save. 	<i>Existing mature vegetation along the PNEC/PWD boundary is proposed to remain. In addition a portion of the mature stand of trees West of PWD shall remain. Each tree location and size has been surveyed and a sketch will be provided for City review.</i>
<ul style="list-style-type: none"> • One of the streetscape sketches (“proposed sketch”) prepared by Woodburn & Company shows a view from Riverside Street (Winter Green Solariums side). The sketch shows a number of evergreens in the vicinity of the bio-rention pond providing a significant screen for the site. But in reviewing the site plan there appear to be fewer of these trees shown on the plan. 	<i>This rendering was prepared prior to the addition of the Bio-retention pond. Woodburn & Company is revising the rendering to reflect the change and it will be presented at the planning board workshop.</i>
27. Fire Dept comments from Capt. Greg Cass.	
<ul style="list-style-type: none"> • Please provide details for the storage use and handling of all flammable and combustible liquids. NFPA 30 is the code adopted by the State and City. Compliance for the tank installation will be required. 	<i>We will provide additional details when the Building Design is completed and submitted with a Building Permit Application.</i>
<ul style="list-style-type: none"> • Provide details for the storage and use of all flammable gasses used for cutting and or welding operations. 	<i>We will provide additional details when the Building Design is completed and submitted with a Building Permit Application.</i>

*Prolerized New England
City of Portland Review Comments*

<ul style="list-style-type: none"> • Provide details for fire dept. access through-out the site, after hours access and access to the emergency gate. 	<i>We will provide additional details when the Building Design is completed and later in the Site Plan approval process.</i>
<ul style="list-style-type: none"> • Please complete the Fire Dept. Checklist. Please provide details of all proposed fire protection systems. 	<i>We will provide additional details when the Building Design is completed and submitted with a Building Permit Application.</i>
<ul style="list-style-type: none"> • Is the proposed emergency access on the city property passable? Does it need to be improved? Who will maintain it? 	<i>If the emergency access is not required, it can be eliminated.</i>
<ul style="list-style-type: none"> • The fire hydrant behind the building may need to be relocated to a more central location. 	<i>Ok. Wherever the City would prefer it to be. The new hydrant has been moved to the landscaped island in front of the new building, just beyond the gate.</i>
<ul style="list-style-type: none"> • Provide info on how the cars are stripped. 	<i>Cars would be prepared (any fluids removed, mercury switches removed, batteries, gas, etc, in accordance with all applicable regulations) then they would be flattened in the building or directly outside on concrete pavement. . The flattened cars will be trucked to Everett for processing.</i>
28. The wetlands report recommends researching previous NRPA permits on the property. Has that been done? Could you clarify where you will be filling wetlands?	<i>We are currently working with the DEP to determine if a NRPA permit exists for the property. DEP has found no NRPA permits for the property. No prior permits were found for this property.</i>
29. The report indicates that 0.22 acre of impervious surface of the site is not receiving water quality treatment. Where is this located on the site and why is it not being treated?	<i>Please refer to drawings D2 and D3 in the Stormwater Management Study in Exhibit 18. The area not treated is the portion of the entrance driveway immediately next to Riverside Street. This area at the intersection of the driveway and Riverside Street will not drain into the Bio-Retention Basin. However, runoff will be treated within the 2 catch basin structures via a "Snout" trap and a "SmartSponge Ultra-Urban Filter" to capture sediment, oils, etc.</i>
30. I've been to the site several times but can't recall the condition of the steep slopes along the perimeter of the site. For the most part it appeared vegetated and stable but there may be some gaps given it was filled land. Is it your intention to loam, seed and stabilize the slope where necessary?	<i>Any disturbed portions of the existing slope will be stabilized with mulch and seed. New pavement and curbing will direct all surface water to the treatment system and eliminate the current surface and groundwater sources of the slope erosion.</i>
31. Do you have a service capacity letter from the Portland Water District?	<i>PWD is providing a letter. Letter submitted to City previously.</i>
32. We haven't reviewed information relating to signage yet. We will review prior to the workshop.	<i>The signage is typical to what exists at other PNEC facilities. Final information will be submitted to the City for a Sign Permit.</i>

\\cc2000server\data\aaa\2006\0676900\Submittals\City of Portland\Site App\City Comments\20080617CCresponse.doc

Prolerized New England
City of Portland Review Comments

Following please find *CIVIL CONSULTANTS'* responses to the memorandum from consultant Tom Errico for City of Portland dated March 10, 2008. *CIVIL CONSULTANTS'* responses are in italics and 06/17/08 responses are in red.

COMMENT	RESPONSE
1. Vehicle queuing at the entry is a significant concern and the applicant needs to provide detailed documentation on the expected queuing (worst-case scenario). Queuing currently occurs at the Bayside facility and therefore would be expected at the Riverside Street site. What is the breakdown of vehicle types entering the facility? The plan illustrates one entry lane for smaller trucks. Vehicle spillback onto Riverside Street must be avoided.	<i>Please refer to the attached response memo from Gorrill-Palmer Consulting Engineers, Inc. An updated May 6th response was submitted by GP to Wilber-Smith and a copy is included in this submittal.</i>
2. The driveway curb cut on Riverside Street is approximately 60 feet wide (inclusive of the center island) and therefore does not meet City standards. I recognize the importance of maximizing the vehicle queuing space, but would prefer that the curb line width be narrower than what is proposed.	<i>Please refer to the attached response memo from Gorrill-Palmer Consulting Engineers, Inc. An updated May 6th response was submitted by GP to Wilber-Smith and a copy is included in this submittal.</i>
3. The applicant shall provide an explanation on proposed internal site operations. For example, why are two exit lanes provided? How will employees access the site parking spaces if trucks are queued at the driveway entrance? What is the process for smaller delivery vehicles?	<p><i>Only one exit lane is provided from the facility. The southern lane adjacent to it is intended to be a parking lane for trucks to wait for paperwork following being weighed on the scale but prior to departure.</i></p> <p><i>Employees will turn left after traveling past the island into the parking lot. The facility will inform vendors that the left lane is to remain open.</i></p> <p><i>All vehicles will be weighed either on the large scales or via a portable scale in the building.</i></p>
4. The parking aisle, between the parking spaces and the exit lane is 28 feet. The City standard is 24 feet and therefore the applicant should provide a response as to why the extra width is necessary.	<i>The extra width is provided to allow trucks and cars to maneuver in the parking area. If this is a problem, the painted island can be made wider.</i>
5. The applicant should provide commentary on the proposed driveway and its ability to meet City access management standards.	<i>Please refer to the attached response memo from Gorrill-Palmer Consulting Engineers, Inc. An updated May 6th response was submitted by GP to Wilber-Smith and a copy is included in this submittal.</i>
6. The applicant should verify that all proposed landscaping will not obstruct sight distance for vehicles exiting the proposed driveway.	<i>All shrub plantings are less than 2 feet in height. The one large Armelachier is on the PNEC property and will not obstruct the site distance of the trucks exiting the facility.</i>



**CIVIL
CONSULTANTS**

P.O. Box 100 South Berwick, Maine 03908 207-384-2550

Response Memo, Page 7 of 8

*Prolerized New England
City of Portland Review Comments*

<p>7. The traffic study uses data from August 2005 for estimating traffic levels from the project. The applicant should provide documentation on seasonal/yearly variation and why the August data is most appropriate.</p>	<p><i>Please refer to the attached response memo from Gorrill-Palmer Consulting Engineers, Inc. PNEC has stated that the adjusted August 2005 data is suitable for typical traffic projections at the facility throughout the year. An updated May 6th response was submitted by GP to Wilber-Smith and a copy is included in this submittal.</i></p>
---	--



**CIVIL
CONSULTANTS**

P.O. Box 100 South Berwick, Maine 03908 207-384-2550

*Prorized New England
City of Portland Review Comments*

8. The applicant should plan on making financial contributions towards future transportation improvements at the Riverside Street/Warren Avenue intersection.	<i>Please refer to the attached response memo from Gorrill-Palmer Consulting Engineers, Inc. PNEC is willing to contribute towards future improvements in proportion to any net increase in traffic it creates. An updated May 6th response was submitted by GP to Wilber-Smith and a copy is included in this submittal.</i>
---	--

Following please find CIVIL CONSULTANTS' responses to the memorandum from Woodard & Curran for City of Portland. CIVIL CONSULTANTS' responses are in italics and 06/17/08 responses are in red.

COMMENT	RESPONSE
1. A demolition plan should be provided, as the existing plan indicates buildings, piping, gravel driveways, and other items that are not included on the proposed site plan.	<i>The amount of demolition is minor compared to the proposed project development. PNEC will provide a demolition plan if required following the Planning Board workshop.</i>
2. All catch basins should include casco traps. A separate detail should be included, and the location of the installed casco traps should be shown on the catch basin details.	<i>Casco Traps will be added to the 2 catch basins at the entrance. A detail will be added to the drawings. Runoff will be treated within the 2 catch basin structures via a "Snout" trap and a "SmartSponge Ultra-Urban Filter" to capture sediment, oils, etc.</i>
3. The proposed catch basin detail shows a square frame and grate. The City of Portland technical and design standards call for circle frames and grates.	<i>The detail will be revised. Done</i>
4. A number of details have not been provided. These need to be included to ensure that they are in conformance with City of Portland standards. <ul style="list-style-type: none"> • Drain manhole • Waterline components • Gates • Fencing 	<i>The details will be added. Done</i>
5. Sewer and storm drain trench details need to be modified so that they are in conformance with City of Portland standards. Pipes should be backfilled with crushed stone, with a minimum of 12" above the pipe and 6" below.	<i>The details will be revised. Done</i>
6. The site plans have been labeled with "reinforced concrete pavement," however it was noted that the rigid pavement detail does not include any reinforcement.	<i>The concrete pavement will be reinforced with woven wire mesh or rebar. The detail will be revised to reflect this information. Done</i>
7. The pavement thickness shown adjacent to curbing in the concrete curb detail is a different thickness than the pavement thickness in the bituminous pavement detail.	<i>The detail will be revised. Done</i>
8. It is recommended that cleanouts be installed on the underdrain in the bioretention basin.	<i>Ok we will add the cleanouts to the drawings. Done</i>
9. Rip rap apron sizing was provided in Exhibit 18, Appendix C as part of the stormwater management report. This sizing information is not consistent with the table provided with the rip rap apron detail.	<i>The 2 & 3 pipe outlets are not typical and therefore the rip rap apron sizes in the detail do not apply to them. Detail revised</i>



**CIVIL
CONSULTANTS**

P.O. Box 100 South Berwick, Maine 03908 207-384-2550

Response Memo, Page 9 of 8

*Prorized New England
City of Portland Review Comments*

10. Details should be provided for curbing and tipdowns required for the construction of the site entrance.	<i>N/A We are requesting a waiver of the sidewalk requirement.</i>
11. Snow storage locations will need to be reevaluated to eliminate runoff onto adjacent property.	<i>The snow storage areas inside the fence all drain to the treatment system.</i>
12. More information should be provided for the emergency access driveway to Riverside Street located on the eastern side of the property.	<i>The access can be eliminated if the City does not think that it is required.</i>
13. The catch basin located within the driveway entrance will need to be moved.	<i>Why? A new grate can be provided.</i>
14. The applicant will be required to construct a 5 foot bituminous sidewalk with an 8 foot esplanade. A detail will need to be provided.	<i>We are requesting a waiver of the sidewalk requirement.</i>

Vcc2000server\data\aaa\2006\0676900\Submittals\City of Portland\Site App\City Comments\20080617CCresponse.doc



**CIVIL
CONSULTANTS**

P.O. Box 100 South Berwick, Maine 03908 207-384-2550

Response Memo, Page 10 of 8

DRAFT
IN PROGRESS

March 6, 2008

Mr. Carl Beal
Civil Consultants
293 Main Street
P.O. Box 100
So. Berwick, ME 03908

RE: Prolerized New England Site Plan; 568 Riverside Street

Dear Carl,

The purpose of this letter is to summarize staff review comments on the proposed Prolerized New England metal recycling facility in the vicinity of 568 Riverside Street. These comments are intended to be as thorough and comprehensive as possible in preparation for the March 25th workshop. These comments are intended to clarify the submission so that staff and the planning board have adequate information to review the project for site plan review.

1. Lighting . . . The photometric plan is difficult to read. Value numbers are illegible. Need to submit catalog cuts of the light fixtures. Indicate mounting height. Light fixtures should have a cut-off feature.
2. Application seems to indicate that only vendors will be delivering scrap metal to the site. Does that mean that scrap metal will not be accepted from the general public? Could someone drive (tow) their junk car to your site or would they need to go to a vendor?
3. Is there an agreement from the City or the Trust for Public Land for an emergency fire access shown on the plan?
4. How many people will be employed at your facility?
5. Operations Manual . . . I haven't compared this with the City's Scrap Metal Facilities requirements but does the Operations Manual track these requirements? In terms of the storage and handling of waste including lubricants and chemicals from junk cars, please

outline your procedures for dealing with matters? The term “municipal dumpster”, I assume is a private commercial dumpster? What procedures do you have in place in case material falls off trucks within the public right-of-way in the vicinity of the site?

6. Portland Water District easement . . . It will need to be a condition of approval unless it is finalized.
7. How many cranes will be used on the site and what height will they be?
8. What will be the typical height of the large scrap metal pile? In scaling the footprint of the pile shown on the site plan, the scrap pile at its' closest point is about xxx feet from Riverside Street. Can we assume the scrap pile will typically be setback a minimum xxx from Riverside Street?
9. Do you have the right to install an invert (sheet C-4) on the City/TPL land or is this an existing invert?
10. You will need to request a waiver on the separation distance between project driveway and the Portland Water District driveway per Technical and Design Standards and Guidelines (see Sec. III (2)(a). The driveways are too close.
11. A maintenance agreement will need to be executed for the water quality unit.
12. Please describe the activities within the “flat auto storage building.” Are cars crushed on the site using equipment outside this building?
13. What type of equipment will be located within the facility? Please specify, cranes; car crusher; front end loader; tractor trailer; etc.
14. Location of nearest fire hydrant along the street.
15. Incorporate site plan notes on the plan.
16. Submit building elevations indicating exterior materials and height of all buildings proposed on the site.
17. It would be helpful if the Exhibits table of contents was moved to the first page before Exhibit 1.
18. Fire Dept Comments
Please provide details for the storage use and handling of all flammable and combustible liquids. NFPA 30 is the code adopted by the State and City. Compliance for the tank installation will be required.

July 21, 2011

Rick Knowland, Senior Planner
Planning & Urban Development Department
CITY OF PORTLAND
389 Congress St.
Portland ME 04101

**Re: *Prolerized New England Company, LLC,
568 Riverside St., Portland***

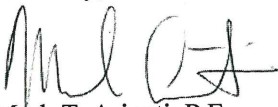
Dear Mr. Knowland:

At the request of Schnitzer Northeast, Inc., Acadia Environmental Technology (Acadia) will be performing environmental testing at the above-referenced facility in accordance with Portland's Scrap Metal Recycling Facilities Rules (the Rules). This testing, to be performed near the end of July 2011, will consist of collecting and analyzing groundwater samples from the three existing overburden monitoring wells. The samples will be analyzed for the parameters listed in Rule #3 paragraph (c). The results of this testing will be submitted to the City prior to September 30, 2011.

Rule #8(b) states that annual soil testing shall be performed at facilities that were required to undertake a remedial action plan after the initial waste baseline sampling if the department demonstrates that the remedial action plan was not implemented in accordance with its terms. No remedial action plan was required by the City after initial baseline sampling, and therefore it is our understanding that no annual soil testing is required.

Please do not hesitate to contact me if you have comments or questions as we go forward with this testing program.

Sincerely,



Mark T. Arienti, P.E.

cc: Richard Carmosino, Schnitzer
Hope Creal Jacobsen, Perkins Thompson

DRAINAGE MAINTENANCE AGREEMENT

IN CONSIDERATION OF site plan approval granted by the Planning Board of the City of Portland to a plan entitled PNE Scrap Metal Facility, drawing C4 - Grading Plan, Revision 4, dated May 13, 2010 and filed with the City of Portland, Department of Planning and Urban Development, 389 Congress Street, Portland, Maine, and pursuant to a condition thereof, H. Finkelman, Inc., a Maine corporation with a place of business at 3200 NW Yeon Ave., Portland, OR 97210, the owner of the subject premises, does hereby agree, for itself, its successors and assigns (the "Owner"), as follows:

That it will, at its own cost and expense and at all times in perpetuity, maintain in good repair and in proper working order the surface water drainage system as shown on said plan, including but not limited to the detention basins or basins and the outlet or outlets therefrom, for the benefit of the said City of Portland, all persons in lawful possession of said premises and abutters thereto; further, that the said City of Portland, said persons in lawful possession and said abutters, or any of them, may enforce this Agreement by an action at law or in equity in any court of competent jurisdiction; further, that after giving the Owner written notice and a reasonable time to perform, the said City of Portland may, by its authorized agents or representatives, enter upon said premises of any of said surface water drainage system in the event of any failure or neglect thereof, the cost and expense thereof to be reimbursed in full to the said City of Portland by the Owner upon demand.

This Agreement shall not confer upon the City of Portland or any other person the right to utilize said surface water drainage system for public use or for the development of any other property, and the Owner shall bear no financial responsibility by virtue of this Agreement for enlarging the capacity of said surface water drainage system for any reason whatsoever.

This Agreement shall bind the undersigned only so long as it retains any interest in said premises, and shall run with the land and be binding upon its successors and assigns as their interests may from time to time appear.

Dated this 23rd day of August, 2010.

H. FINKELMAN, INC.

[Handwritten signature]

By Richard C. Josephson

Its Secretary

STATE of OREGON
MULTNOMAH, ss.

Personally appeared the above-named Richard C. Josephson, and acknowledged the foregoing instrument to be his free act and deed in his said capacity, and the free act and deed of said H. Finkelman, Inc.

Before me,

[Handwritten signature]

Notary Public/Attorney at Law

Rhonda Sandstrom

Print Name



August 27, 2010

PHILIP C. HUNT
JOHN S. UPTON
PEGGY L. McGEHEE
MELISSA HANLEY MURPHY
JOHN A. HOBSON
JAMES N. KATSIAPICAS
TIMOTHY P. BENOIT
J. GORDON SCANNELL, JK
FRED W. BOPP III
MARK P. SIJOW
WILLIAM J. SHELS
DAVID B. McCONNELL
PAUL D. PIETROPAOLI
HOPE CREAL JACOBSEN
RANDY J. CRESWELL
JULIANNE C. RAY
DAWN M. HARMON
CHRISTOPHER M. DARGIE
ANTHONY J. MANHART
STEPHANIE A. WILLIAMS
PETER J. McDONELL
KEITH J. DUNLAP
SARA N. MOPPIN
JEFFREY A. COHEN
SHAWN K. LEYDEN

Mr. Rick Knowland
Portland Planning Director
Department of Planning and Development
389 Congress Street
Portland, ME 04101

Re: PNE/Drainage Maintenance Agreement

Dear Rick:

Enclosed please find the fully-executed original Drainage Maintenance Agreement for your files.

If you have any questions, please do not hesitate to call.

Very truly yours,


Hope C. Jacobsen

H CJ:pal

Enclosure

OF COUNSEL

THOMAS SCHULTEN
OWEN W. WELLS
DOUGLAS S. CARR

JOHN A. CIRALDO
1956 - 2010

Rick Knowland - FW: NEMR/Sewer Easements

From: <hjacobsen@perkinsthompson.com>
To: RWK@portlandmaine.gov
Date: 8/27/2010 10:48 AM
Subject: FW: NEMR/Sewer Easements
CC: jghiringhelli@schm.com; carl@civcon.com
Attachments: Recorded Finkelman Easement Deed.pdf; Recorded Finkelman Amendment to Easement Deed 7-20-10.pdf

Rick – Here are the easements for sewer, telecom and electric for Riverside.

Hope

HOPE CREAL JACOBSEN
ATTORNEY

PERKINS | THOMPSON

ONE CANAL PLAZA, PO BOX 426
PORTLAND, ME 04112-0426
207.774.2635 x8116 MAIN
207.400.8116 DIRECT
207.807.4259 CELL
207.871.8026 FAX

www.perkinsthompson.com
hjacobsen@perkinsthompson.com

CONFIDENTIALITY AND TAX ADVICE NOTICE: The information contained in this communication may be confidential or privileged. If you are not the intended recipient of this communication, any disclosure, copying, distribution or use of this communication is prohibited. If you have received this communication in error, please notify the sender and immediately destroy this communication. Any tax advice contained in this communication cannot be used to avoid tax penalties.

**Groundwater Monitoring,
August 2013
Prolerized New England Company, LLC
Portland, Maine**

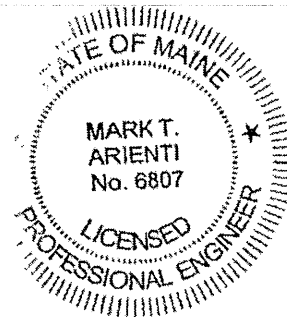
Prepared for:

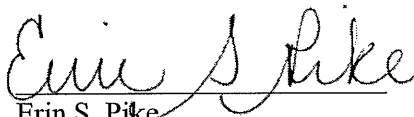
Prolerized New England Company, LLC
69 Rover Street
Everett, MA 02149

Prepared by:

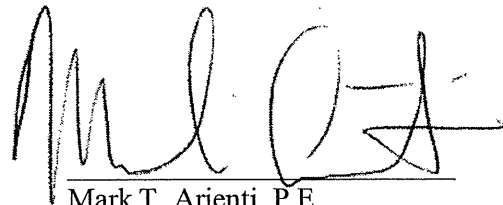
Acadia Environmental Technology
48 Free Street
Portland, Maine 04103

August 26, 2013




Erin S. Pike

Environmental Scientist


Mark T. Arienti, P.E.

Senior Environmental Engineer

Introduction

At the request of Prolerized New England Company, LLC (PNE), Acadia Environmental Technology (Acadia) conducted groundwater monitoring at the PNE scrap metal recycling facility located at 568 Riverside Street in Portland, Maine. The facility became fully operational in October 2010, and this monitoring was performed to meet the requirements for annual testing of groundwater (Rule #8 (a)) under the June 18, 2007 Amendments to Scrap Metal Recycling Facility Rules (Rules) promulgated by the City of Portland (City) as authorized under Chapter 31, the ordinance for Scrap Metal Recycling Facilities, Revised July 19, 2006, of its Code of Ordinances.

Monitoring Well Locations

The monitoring wells that were sampled are designated as MW-1, MW-2, and MW-3, whose location is shown on the site plan, Sheet D4, which follows the text of this report. These monitoring wells were installed for the City of Portland in November 2007 under the oversight of Tewhey Associates as part of the evaluation of the property in advance of purchase. Documentation of the installation, development and initial monitoring of these wells is found in the January 2008 report prepared by Tewhey Associates and entitled *Phase II Supplemental Soil and Groundwater Investigation, Lucas Tree Expert Site, 636 Riverside Street, Portland, Maine* prepared for the City of Portland, Maine.

Scope of Work:

The scope of work performed to meet this requirement included:

- Groundwater sampling by low-flow methods,
- Laboratory analysis of groundwater samples for VOCs (volatile organic compounds), SVOCs (semivolatile organic compounds), PCBs (polychlorinated biphenyls), RCRA 8 metals, extractable petroleum hydrocarbons (EPH), and volatile petroleum hydrocarbons (VPH); and
- Preparation of this report documenting the monitoring results.

Methodology

Groundwater Sampling

Groundwater sampling was completed according to the Maine Department of Environmental Protection's (MEDEP) Standard Operating Procedure DR#003 (SOP DR003), titled *Groundwater Sampling Using Low Flow Purging and Sampling Protocol*, which is an updated version of the 1996 SOP protocol specified in Rule #8(a).

At the commencement of sampling, static groundwater levels were measured with a Heron Dipper-T water level meter to the nearest 0.01 foot from the top of casing. Dedicated tubing was installed in each well prior to sampling. The depth of the intake was in the screened interval within 3 to 5 feet of the bottom of the well. A peristaltic pump was used to purge the wells. The pumping rate was adjusted to minimize draw down during purging and sampling. A Horiba U22 with flow cell was used to monitor field parameters during low flow purging. Field parameters included temperature, specific conductance, pH, dissolved oxygen and oxidation-reduction potential. Samples were collected when field parameters stabilized to within 10 percent of the prior reading for 3 consecutive readings taken at three to five minute intervals.

Groundwater samples were placed into laboratory-supplied containers with preservatives as specified by each analytical method, and stored on ice. Chain of custody documentation was maintained.

Samples from all wells on August 1, 2013 were collected according to the methodology described above.

Laboratory Analysis of Groundwater Samples

Groundwater samples were submitted to Katahdin Analytical Services located in Scarborough, Maine for analysis of the parameters specified by the City's Scrap Metal Recycling Facility Rules. These include the following: VOCs by EPA Method 8260B, SVOCs by EPA Method 8270, PCBs by EPA Method 8082, RCRA 8 metals by EPA method 6010/7040, EPH by MADEP EPH 04-1.1, and VPH by MADEP VPH 04-1.1.

When written, the rules specified the testing for petroleum hydrocarbons using the diesel range organics analysis (DRO) by Maine Health and Environmental Testing Laboratory, HETL, Method 4.1.25 and gasoline range organics (GRO) by Maine HETL Method 4.2.17. Since that time, however, the MEDEP has in most cases switched to the use of the EPH and VPH methods.

Results

Hydrogeology

As written in the January 2008 Tewhey report, each of the monitoring wells was installed in thick, massive deposits of clay and silty clay that underlie the site. Shallow groundwater flow at the site is northward, toward the Presumpscot River.

The depth of the wells range from 18 to 22 feet, and each was constructed with a 2-inch diameter schedule 40 PVC well screen (10-ft long) and riser. Static groundwater levels were measured prior to sampling each well on August 1, 2013. The depth to water from the top of the well casing ranged from 5.22 feet in MW-1 to 10.42 in MW-2. Field data sheets are included in Appendix B.

Groundwater Quality

Groundwater quality data is summarized below in Table 1. Only parameters that were measured at levels equal to or greater than their respective practical quantitation limit (PQL) in 2013 are listed in Table 1. The full laboratory report is included as Appendix A. For comparison purposes, previous groundwater sampling data from these monitoring well locations is also presented. These include results from monitoring performed by GZA GeoEnvironmental (GZA) in February 2006 and Tewhey Associates (Tewhey) in November 2007. The monitoring performed by GZA in 2006 was from temporary wells in the same locations as the current MW-1, MW-2, and MW-3. Tewhey installed permanent wells in these locations in 2007.

During the 2013 monitoring, none of the monitoring well samples contained SVOCs, VOCs, EPH or VPH at a concentration equal to or above their PQL. Groundwater samples from wells MW-1 and MW-2 did not contain detectable levels of PCBs. Groundwater samples from MW-3 were not analyzed for PCBs because the well ran dry during initial sampling and failed to recover sufficiently by the following day to allow collection of additional sample.

The 2013 results for monitoring wells MW-1 and MW-3 show that none of the parameters were measured at levels that exceed the Maine MEGs.

Table 1 –Metals Detected in Groundwater above PQL (results in mg/L)

Monitoring Location	Parameter	Feb. 2006 (GZA)	Nov. 2007 (Tewhey)	Sept. 2010	July 2011	August 2012	August 2013	MEG
MW-1	Barium	0.022	0.025	0.012	0.0098	0.037	0.0078	2.0
	Lead	<0.010	0.064	<0.005	<0.005	<0.005	<0.005	0.010
MW-2	Arsenic	0.016	<0.008	0.008	0.014	0.015	0.005	0.010
	Barium	0.012	0.121	0.0202	0.0244	0.179	0.0218	2.0
	Chromium	0.023	<0.015	<0.015	<0.015	<0.0100	0.0023	0.040
	Lead	<0.010	0.021	<0.005	<0.005	<0.005	<0.005	0.010
MW-3	Barium	0.008	0.041	0.0202	0.0210	0.0142	0.0177	2.0
	Lead	<0.010	0.007	<0.005	<0.005	<0.005	<0.005	0.010

Conclusions

Groundwater monitoring was performed at the Prolerized New England site at 568 Riverside Street as required under the City of Portland Scrap Metal Recycling Facility Rules. Monitoring results showed that the no exceedances of drinking water standards (MEGs) were reported.

With the exception of arsenic, whose concentrations are consistent with preexisting background levels, the monitoring performed by PNE for the past three years have shown compliance with applicable regulatory guidelines. In accordance with Rule # 8(c) of the Amendments to the Scrap Metal Recycling Facility Rules, PNE requests that groundwater monitoring be reduced to once every three years.



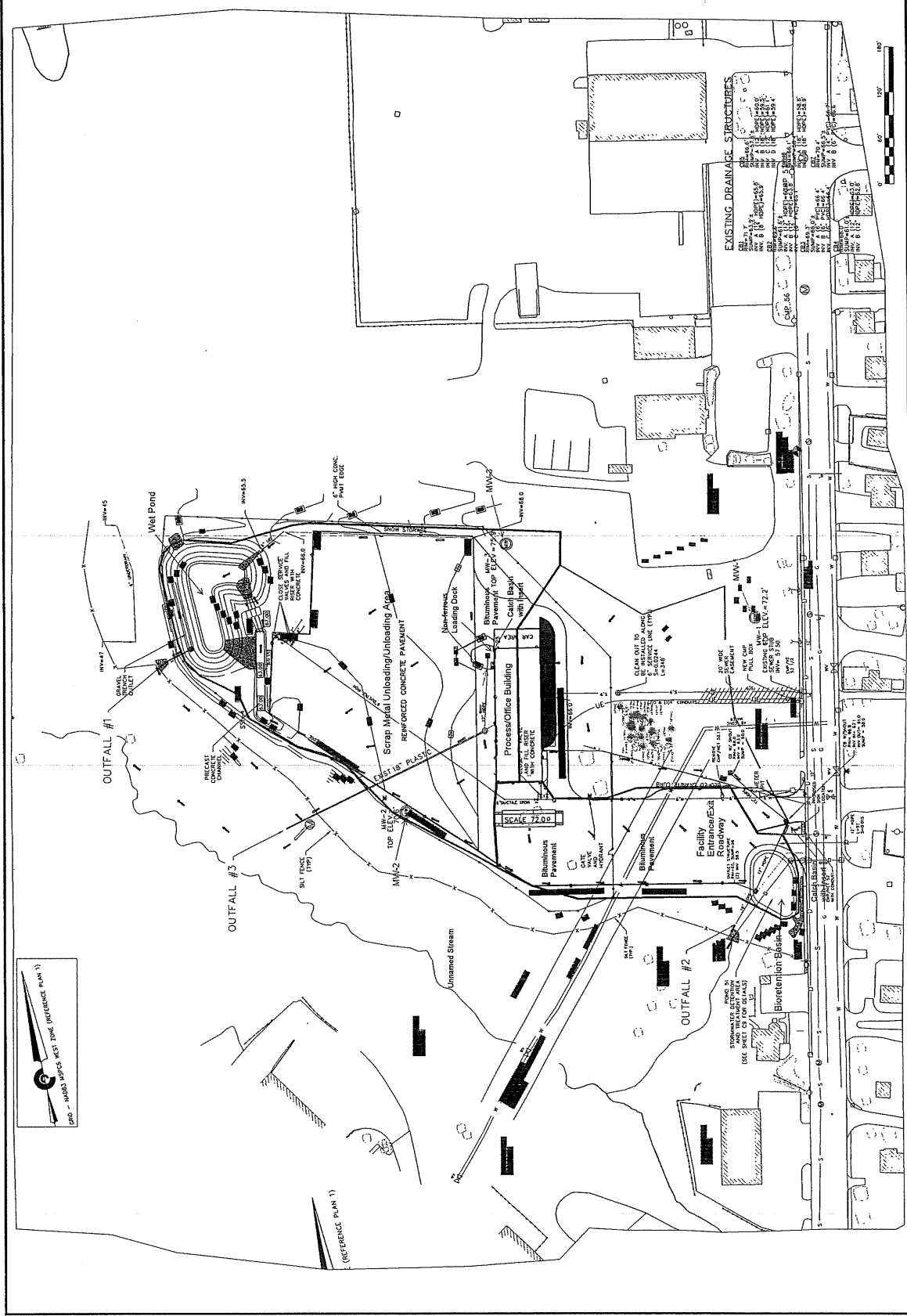
CIVIL CONSULTANTS
 Engineers
 Planners
 Surveyors
 P.O. Box 100
 South Branch
 Bethel, ME 04915
 207-584-2369
 cnc@ccnco.com

NO.	REVISIONS	INT.	DATE
1	ADD DITCH LEVEL SPREADER ON CITY	CB	04/09/10
2	LOWER BLDG FLOOR & SITE ELEV.	CB	01-19-10
3	RAISE BLDG FLOOR & SITE ELEV. 1	CB	01-19-10
4	REVISIONS TO CITY STAFF COMMENTS	CB	01-19-10
5	MOVED SCALE & ADDED COMMENTS	CB	01-19-10
6	DELETED DITCH CONTIGUE #4	CB	02/23/10
7	AS-BUILT DRAINAGE PLAN	CB	08/23/10

PROFESSIONAL NEW ENGLAND CO. LLC
 1000 BROAD ST. 10TH FLOOR
 PORTLAND, MAINE
 RIVERSIDE STREET
 PNE SCRAP METAL FACILITY
 2009-2010 SITEWORK CONTRACT

CIVIL CONSULTANTS
 DRAWN BY: JAC, CDB
 DATE: 29 AUGUST 2010
 CHECKED: JAC, CDB
 SCALE: 1" = 60'
 SHEET TITLE:
 * GRADING PLAN

SHEET NUMBER:
D4
 SHEET 1 OF 1
 PROJECT # 06-769.00
 DATE: 6/23/2010



DWG NAME: 0676900C-ST-4-R6 DIRECTOR: CARLSON ENGINEERING DRAWINGS

PLANNING BOARD REPORT #33-08

**PROLERIZED NEW ENGLAND COMPANY LLC.
SCRAP METAL RECYCLING FACILITY
VICINITY OF 568 RIVERSIDE STREET**

Submitted to:
Portland Planning Board
Portland, Maine

July 8, 2008

Submitted by:
Richard Knowland, Senior Planner
July 8, 2008

I. Introduction

A public hearing has been scheduled to consider a proposal by Prolerized New England Company LLC for a metal recycling facility in the vicinity of 568 Riverside Street. The proposal is subject to site plan review.

A large white binder has been submitted as part of the application. References in the staff memo to "Exhibit" are individual exhibits within the binder. The most recent site plan is placed behind Exhibit 25 in the rear binder pocket. The site plan also includes an aerial of the site and vicinity on sheet C-2A. Applicant submissions since the May 13th workshop may be found in the front pocket of the binder.

132 notices were sent to area property owners. A notice was also sent to the City of Westbrook.

The applicant currently occupies the New England Metal Recycling (also known as the Finkleman Scrap Metal) site at 25 Somerset Street. Prolerized and the City have an agreement for Prolerized to purchase the 568 Riverside Street property and relocate their facilities to this site with the City purchasing 25 Somerset Street. This agreement is on file in the Planning Division.

II. Findings

Zoning:	I-H Industrial High Impact RPZ Resource Protection Zone (flood plain area of an undeveloped portion of the site) Shoreland Zone (an undeveloped portion of the site)
Land Area:	12.9 Acres
Existing Uses:	Single family residence (vacant); former stockyard of Lucas Tree
Proposed Use:	Metal recycling facility...Described as a full service integrated ferrous and nonferrous processing/recycling center serving the Greater Portland area. Facility is expected to process 75,000 tons of metal per year. For further details, see white binder, project summary on first page.
Proposed Buildings:	18,800 sq. ft. (primary includes offices, processing and bailer) 5,000 sq. ft. (flat auto storage) 4,500 sq. ft. and 1,250 sq. ft. (non-ferrous storage)
Impervious Surface:	5.5 acres or 42.6 % of the site
Street Frontage:	437 ft.

Minimum Building Setback from Riverside Street.: 100 feet (non-ferrous building)
270 feet (primary building)

Parking Spaces: 20

Employees: 15

Shoreland/ Flood Plain: The lower portion of the site adjacent to the Presumpscot River is in a Shoreland Zone and a flood plain zone. The developed portion of the site is not located in these zones.

Development Permits:

City: This project is subject to site plan review. Although a portion of the site is located within a Shoreland Zone and Resource Protection Zone, no development activities are taking place within these areas. A Scrap Metal Recycling Facilities license will need to be obtained from the City Council. A prerequisite of a license is site plan approval.

State: This project is subject to a Solid Waste Processing Facility permit from the Maine DEP. Applicant has submitted the application and it is on file in the Planning Division. This review negates the need for a Site Location of Development permit.

Parcel: The 568 Riverside Street parcel is part of a larger parcel formerly owned by Lucas Tree. With the assistance of The Trust for Public Land (TPL), the City gained control of the 53.8 acre Lucas Tree site in 2006. The property is currently owned by TPL but the City of Portland has an agreement to purchase the property. The Lucas Tree site was purchased to provide a more appropriate industrial setting for metal recycling facilities and the Public Works complex. The relocation of scrap metal yards and Public Works are important measures to facilitate the revitalization of Bayside.

An oddity of the site is a small Portland Water District sub-station (separate lot) located in the middle of the project frontage along Riverside Street.

The Prolerized parcel (12.9 acres) is located on the far southerly end of the Lucas Tree site. Since creation of the Prolerized lot is the first division of the Lucas Tree site, there is no subdivision.

In December 2005, the City Council approved a zone change extending the existing I-H on the Lucas Tree site to the southerly end of the site for the Prolerized parcel.

Vicinity Uses: The proposed site is bounded on the west by the Presumpscot River; to the north by the Lucas Tree complex; to the south by Wintergreen Solarium sales, Bernie's Auto Repair, 508 Riverside Street (Restaurant Equipment of Maine), 470 Riverside Street (UPS and other businesses); and on the east by Riverside Street (across the street) with various businesses

(Phoenix Welding, Six G's Business Park, Superior Roofing, Protection One, etc.) and some non-conforming residential uses (I-M).

In terms of zoning and land use, this area of Riverside Street clearly has an industrial/commercial character. Zoning in the vicinity of the site is I-M industrial. At its closest point, the nearest residential zone (R-5) is about 1,400 feet from the site and includes Terrace Pond and Riverton public housing complexes. There are a few remaining non-conforming residences but the area is decidedly commercial and industrial. Across the Presumpscot River in Westbrook there are residential areas and vacant land. The closest residential street in Westbrook (Constitution Drive) is about 720 feet from the working area of the site. Along the Presumpscot River corridor, the low lying meadow is undeveloped and zoned RPZ.

Site Characteristics

The site is a mixture of woodlands, grass meadows, wetlands, and areas of made land with buildings and pavement. Test borings indicate that up to 11 feet of fill was previously added to the made land area of the site. A stream is also located along the southern boundary of the site. The existing topography on the site varies; exceeding 2:1 slopes at some areas adjacent to the stream bank and between 2% to 8% over the remainder of the site. The existing single family residence will be removed from the site.

Like other properties near the Presumpscot River, the low lying area of the property is located in a flood plain area (Resource Protection Zone). The flood plain elevation is approximately 35 feet. This project has no development within 100 feet horizontal distance from this flood zone or below an elevation of 60 ft. The property does not have frontage along the river. At its closest point, the property line is about 180 feet from the Presumpscot River (but increases further along southwesterly property line) while the closest paved surface on the site is another 300 feet from the river.

Site Layout

The site layout is influenced by topography, operational needs of the proposed use and providing appropriate screening and buffering. While the property totals 12.9 acres, only about 7.6 acres of the site will be disturbed by construction. Impervious surface totals 5.5 acres. The property consists of a relatively flat area with steep slopes featured along the southerly and westerly sides of the site. Below the slopes are wetlands and flood plain associated with the Presumpscot River. Site improvements are focused within the flat areas of the site and away from the slopes. A Portland Water District easement crosses the front section of the site.

The project driveway has been situated on the southerly side of the Portland Water District parcel along Riverside Street. The driveway is very wide (60 feet inclusive of a center island) to allow for significant queuing so that vehicles lines don't extend into Riverside Street. The closest proposed building to Riverside Street (100 feet) is a non-ferrous storage building. (The City scrap metal recycling facility license rules require that all buildings be a minimum 100 feet from a public road.)

The primary building (processing/bailer) on the site is an 18,800 sq. ft. building in the middle of the site. The building is set back a minimum 270 feet from Riverside Street. It is 260 feet long with a base of height of 30 feet. One wing of the building has a total height of 50 feet as measured to the roof peak. Weight scales are adjacent to the building. The building provides a significant screening function for the designated scrap metal piles which are located behind the building. The length of the pile footprint is the same as the building. The footprint of the scrap metal pile is a minimum 470 feet from Riverside Street. To the rear of the scrap metal pile is a 50 ft by 100 ft flat auto storage building and a stormwater detention and treatment pond.

Exterior elevations of the bailer/processing building have been submitted. See updated site plan, sheet A-200. The building has been described as having a metal exterior. Elevations for the remaining 2 buildings have not been submitted to date.

III. Staff Review

The site plan has been reviewed by City staff for conformance with the applicable review standards of the site plan ordinance.

1/2. Traffic/Circulation

A traffic report has been prepared by Gorrill-Palmer traffic consultants. See Exhibit 15. The report indicates the facility will generate 19 and 17 trip ends for the weekday AM and PM peak hours. The trip generation falls below the threshold for a Traffic Movement permit. The Applicant is projecting a 20% increase in traffic over their existing Somerset Street facility. The Gorrill-Palmer report concludes that "the development will not substantially increase congestion on Riverside Street, or at any nearby intersection of Riverside Street with Warren and Forest Avenues.

Comments from Tom Errico, Traffic Review Consultant, are shown on Attachment 1-B.

Vehicle queuing is an important issue for consideration in light of the long lines of vehicles observed at the existing facility on Somerset Street. The Somerset property has limited space on site for vehicles to park while they wait their turn to drop-off scrap metal. Tom Errico (Traffic Review Consultant) states:

The City has witnessed backups onto Franklin Arterial from the existing Bayside site and therefore it is recommended that on-site vehicle storage should meet similar storage capacity. Based upon a review of aerial mapping information, approximately 800 feet of distance exists along Somerset Street between the existing site and Franklin Arterial. Accordingly, the project should provide some 800 feet of storage space on site. The 800 feet of storage capacity should account for some large vehicle lane overlap and inefficiencies near Riverside Street, where entry movements require large turning maneuvers. I would further note that a condition should be included that requires an annual monitoring program as it relates to vehicle queuing. If through the annual monitoring program problems are identified, the applicant will be responsible for implementing a mitigation plan to

be approved by the City. Lastly, the applicant should provide documentation on an operations management plan that will outline actions to be taken if the vehicle queue is approaching Riverside Street.

A revised site plan was received by the Planning Office on Wednesday morning intending to demonstrate the stacking capacity of the driveway. A quick review of the plan indicates that the stacking capacity exceeds 700 feet but appears to fall short of the 800 foot goal. With some minor modifications to the site plan or appropriate management of driveway activities it appears feasible that 800 feet of stacking can take place on the site. Mr. Errico will be reviewing the most recently submitted plan to confirm the total queuing space available.

The Applicant is proposing a driveway from Riverside Street just south of the Portland Water District substation driveway. The project entrance has been designed at the same location as the existing drive on the parcel. The driveway is abnormally wide (60 feet inclusive of the center island) reflecting the Applicant's concern of avoiding vehicles queuing onto Riverside Street.

The excessive driveway width does not meet the requirements of the City's Technical and Design standards.

The driveway is divided into an enter and exit lane with an island in the middle. The entrance to the driveway is in excess of 30 feet wide which quickly becomes 4 lanes of queuing into the site. The plan indicates that 3 of the lanes can accommodate up to 8 tractor trailers while the 4th could accommodate a lane of smaller vehicles. The exit lane accommodates one lane of vehicles.

Mr. Errico would prefer the driveway width to be narrower, but recognizes the importance of maximizing vehicle queuing space to avoid backups onto Riverside St. He supports a waiver for the proposed driveway configuration based upon the specific needs of the site as it relates to large vehicle maneuvers and on-site queuing.

The proposed driveway is within 25 feet of the Portland Water District sub-station driveway which doesn't meet the driveway separation standard of the technical and design standards. This is not expected to be a concern since the driveway has a limited function and doesn't generate public use. A waiver request to the technical and design standards will need to be considered.

Pedestrian Circulation

The Applicant has requested a waiver from the requirement of constructing a sidewalk along the Riverside Street. When Riverside Street was rebuilt several years ago, MDOT funded and constructed a sidewalk only on the easterly side of the street. The property doesn't have a sidewalk along its street frontage although it does have curb. Staff is not recommending a waiver. The lack of funding for a sidewalk in the past or the lack of foresight is not a sufficient reason to support a waiver request now. With more development taking place along Riverside Street and Portland Trails planning a trail

along the Presumpscot River, it is likely there will be more pedestrian activity taking place along Riverside Street in the future.

Bicycle Parking

Four bicycle spaces are required. A bike rack is proposed in a landscaped island near the main building.

Vehicle Parking

Twenty parking spaces are proposed. Nineteen are required by zoning.

3. Bulk, location, height of structures causing health or safety problems

The largest building on the site has a setback of 270 feet from Riverside Street. The scrap metal pile is 470 feet from Riverside Street and 650 feet from the Presumpscot River at its nearest point. The facility has a fence around the entire facility. There are no known health or safety issues associated with this use related to the height, bulk or location of the facility on the site.

4. Bulk, location, height of structures minimizes substantial diminution in the value or utility of neighboring structures

The site is located in the I-H zone which allows recycling facilities as a permitted use. The Riverside Street corridor in the vicinity of the site has a decidedly industrial/commercial character except for a few non-conforming residential uses.

The facility is located on a parcel of 12.9 acres with only 5.5 acres or 42% of the site developed with impervious surface. The I-H zone allows an impervious surface of 85 %. As discussed above, the proposed buildings and scrap metal pile have been sited to provide a significant buffer from Riverside Street, Presumpscot River and neighboring properties. The tallest building on the site is 36 feet high while the scrap yard pile is limited to 30 feet high except for 5 days within a 30 day consecutive period as provided by city ordinance. The maximum building height on the I-H is 75 feet. The orientation and profile of the proposed buildings and landscaping helps mask the apparent size of the scrap metal pile.

The bulk, location or height of proposed structures minimizes, to the extent feasible, any substantial diminution in the value or utility to neighboring structures.

5. Sewers, sanitary, storm drains, water, solid waste disposal

The site plan indicates sanitary waste needs from the site and connect into the city sewer in Riverside Street. A letter from Public Works (White Book, Attachment 20) indicates “the existing twelve-inch diameter sewer pipe located in Riverside Street has adequate capacity to transport, while the Portland Water District sewage treatment facilities has adequate capacity to treat the total increase in wastewater flows of 225 gallons per day”. 225 gallons per day are the expected waste flows from the equivalent of 15 employees.

The sanitary waste line from the site will cross through the Portland Water District sub-station property. The water district has executed an easement to the current owner (The Trust for Public Land) for a 20 foot wide easement to accommodate the sewer line.

Water service will be from Riverside Street.

Solid waste generated by the facility will be removed from the site by a private contractor. A dumpster is shown on the site.

See Section 8 for stormwater management.

6/7. Landscaping

Landscaping and screening are important elements of review. The site layout resembles many other industrial/warehouse uses in the Riverside Street area with a large metal building and an accompanying black top area. The primary visual issue is the screening of recycled materials. This has been addressed in a number of ways including building placement and landscape material. The landscaping plan is shown on the updated site plan starting on sheet L-1. Perspectives and a cross-section of the site follow on subsequent pages.

Scrap metal storage takes place in the following locations. Outside storage is limited to the scrap metal pile which is located behind the primary building.

1. Non-ferrous storage building...storage bins with a roof structure ...a landscaped berm screens the structure from Riverside St.
2. Large primary building...includes process operations and bailer building.
3. Flat auto storage building...located to the rear of the site
4. Scrap metal pile...Foot print is located behind primary building

The primary building of the site has been placed 270 feet from Riverside Street. It is 260 feet long and has a minimum height of 30 feet. One wing of the building has a total height of 36 feet or 50 feet to the peak. The designated scrap metal pile footprint is located directly behind the building. A scaling of the site plan indicates the pile is 260 feet long and is a minimum of 470 feet from Riverside Street and 650 feet from the Presumpscot River. Per the City's scrap metal license provisions, scrap metal piles are limited to a height of 30 feet except for 5 days within a 30 day consecutive period. The profile of the building should provide an excellent screen of the pile from Riverside Street. The size of the site and the remoteness of the scrap pile from Riverside Street and adjoining properties provides an opportunity to mitigate potential visual impacts.

A cross section has been submitted as part of the updated site plan packet indicating the site line from Riverside Street, Presumpscot River and a house in Westbrook. This provides a context for the relative visibility of the facility and scrap pile from these locations.

On the Presumpscot River or westerly side of the site the flat auto storage building provides a partial screening function from the scrap yard. This is supplemented by new plantings along the edge of the facility. The site plan includes a color cross-section view of the site from a 1st and 2nd floor of a residence in Westbrook. The primary visual impact of the facility will be perhaps 3 houses on Continental Drive in Westbrook.

The site plan indicates that pockets of existing vegetation will be preserved near the Riverside Street side of the property. This vegetation includes large mature pine trees.

We had previously requested that the site plan be revised to clearly delineate the specific vegetation (including size and species) proposed to be saved. A number of the trees have been identified but not all of the trees such as trees near the Portland Water District property line.

The proposed landscaping plan is shown on the updated site plan (L1 and L2). Landscaping near Riverside Street is clustered by the bio-retention pond, a landscaped berm in front of the non-ferrous storage building, and landscaping directly adjacent to the primary building (including preservation of 2 mature trees). Jeff Tarling, City Arborist, had previously recommended additional material be planted as shown on Attachment 1-E.

The landscaping plan proposes new plantings around the perimeter of the facility. The side line screening is important in mitigating the site's visual impact as one approaches the site along Riverside Street and to address impacts of nearby properties. Mr. Tarling's recommendations include addressing some gaps in the side line landscaping plan as shown on Attachment 1-D.

The development occupies only 7.6 acres of the 12.9 acre site. The remainder of the site can be left as open area and existing vegetation preserved. This open area consists primarily of steep slopes and the flood plain of the Presumpscot River. Existing vegetation within this area will play an important role as a buffer from the project site. This vegetation can be seen along the southwesterly property line (UPS building at 470 Riverside Street) with mature pine trees near the property line. Between the developed area of the site and the Presumpscot River mature vegetation exists within the lower lying flood plain area. The primary visual impact would be from hikers using the trail along the river (a Portland Trail's trail) and some houses in a subdivision across the river in Westbrook.

New plantings proposed near the rear detention basin will provide a screening function for views from the Presumpscot River and Westbrook. These planting are listed below.

- 16 Norway Spruce (PI)...8 to 10 ft.
- 22 White Spruce (PS2)...8 to 10 ft.
- 3 River Heritage Birch (BN)...10 to 12 ft.

22 Giant Arborvitae (TP)...8 to 9 ft.
2 Tuliptree (TP)...2.5 to 3 inch cal.
2 Red Oak (QR)...2.5 to 3 inch cal.

8. Drainage and Soil

Stormwater management is a critical planning issue for this site. Of particular concern is the treatment of stormwater so that contaminants do not migrate into the flood plain of the Presumpscot River. Stormwater management information is shown on Exhibit 18. Soil information is shown on Exhibit 12. The stormwater design is intended to meet the DEP Chapter 500 stormwater standard.

Of the site's 12.9 acres, about 7.6 acres will be disturbed. The development will result in a net impervious area of 5.5 acres.

The entire site currently drains to the Presumpscot River via an on-site stream or through a wetlands adjacent to the northwest corner of the site. The stream and wetlands are part of the flood plain associated with the Presumpscot River. The stream begins along Riverside Street at two outlets of the City storm drain system. There are man-made wetlands on the site, along with a small (465 sq. ft.) isolated wetland in the area to be developed. A man-made sediment basin was previously constructed at the bottom of the existing fill slope, adjacent to the stream.

Key features of the stormwater management plan include concrete curb around the perimeter of the development site; two detention basins; a bituminous and concrete work surface for the facility. The curb and surface material provides a containment system for the site so that potentially contaminated stormwater won't leave the site unless first treated in the detention basins. The stormwater will sheet flow into the detention basins. As an impervious surface, the concrete/asphalt also provides a barrier to prevent contaminants from entering the groundwater.

The design of the detention basins are shown on the updated site plan (C-8 and C-9). The larger of the two basins is located to the rear of the site and serves most of the developed site. It has a footprint of about 10,250 sq. ft. Initially stormwater flows into a concrete pretreatment swale and continues through oil absorbing booms before entering a concrete oil/water separated treatment tank. After this treatment process, water then flows into the detention basin. The detention basin is described as a wet pond and is designed to have a permanent pool elevation of 4 feet. The wet pond will outlet through a gravel filter bench, then be routed through a system of drains to an existing sediment structure. Stormwater discharged from the basin flows into an existing swale that is part of the Presumpscot River floodplain.

The second basin is located near Riverside Street and serves a smaller area of the site (employee parking area and Riverside Street entrance). Described as a bioretention pond, it is simpler in design and doesn't rely on all the concrete structures of the larger basin. Extensive vegetation is proposed within the basin. Contaminants are filtered by the

vegetation and an 18 inch filter media. Filtered water then makes it way into an underdrain system and an outlet pipe which empties into an adjacent stream.

According to the submission 0.22 acres of impervious surface will not be treated accounting for 4% of the total impervious area.

Stormwater calculations have been submitted indicating post-development peak runoff rates will equal pre-development rates for all stormwater events. This is accomplished by the two detention basins on the site as described above.

The site plan indicates snow storage around the perimeter of the site. The snow storage areas are located between the yard curbing and a fence. If the snow is pushed beyond the curb, how will melting snow be contained on the site so it drains to the stormwater treatment system?

A stormwater maintenance facilities inspection plan has been submitted. See Exhibit 18.

Engineering related comments from Dan Goyette, Engineering Review Consultant, are shown on Attachment 1-C.

An erosion control plan has been submitted and is shown starting on Attachment C-7 of the updated site plan. There may be some existing slope areas on the project site that lack a sufficient vegetative cover. The submission indicates "any disturbed portions of the existing slope will be stabilized with mulch and seed. New pavement and curbing will direct all surface water to treatment system and eliminate the current surface groundwater sources of the slope erosion". A note on the states "all disturbed areas will be dressed with 4 inches of topsoil and planted as noted on the plans..."

The detention basin plan shows rip rap at all outfalls.

Operational Procedures/Scrap Metal Recycling Facilities Rules

Exhibit 13 entitled "Process Design Information" outlines the metal handling process from trucks entering the front gate to the flow of material on the site. Operational procedures are important in supporting the integrity of environmental safeguards designed for the site and protecting the environment. Staff has requested further information on these procedures such as the storage and handling of waste by-products, including lubricants and chemicals from junk cars. Some basic questions include where are the lubricants/chemicals removed from the junk cars? What methods/procedures do you follow to insure that such chemicals don't spill onto the floor or ground? And if spills do occur how do you address it? How do you monitor the spilling of lubricants or chemicals while vehicles are waiting in line by your entrance? Aside from warning the driver not to do it again, how would you address cleaning up the spill?

The applicant has indicated "specific plans dealing with the handling of lubricants, chemicals, waste, etc. will be drafted later following architectural design of the building."

As an example of what these may look like, the applicant has submitted copies of SWPPP plans for PNE's Somerset Street facility. See front pocket of the binder.

Although the City's Scrap Metal Recycling Facilities Ordinance and Scrap Metal Facilities Rules are not part of this review our goal is to make sure the site plan is designed to comply with these regulations. A copy of the ordinance and rules are shown as Attachment 1-F. To operate a scrap metal recycling facility must have a license which is approved by the City Council. A pre-requisite of a license is site plan review of the facility.

The scrap metal recycling facilities rules include provisions for soil testing; groundwater testing; handling procedures for waste from dismantling vehicles and other items containing waste; storage and handling of waste; and visual screening of stock piles, limitation on height of piles and setback of facilities from a public street.

9. Lighting

A photometric plan has been submitted which is much clearer to read than the original submission. See Exhibit 25 (EP) and "Responses" dated March 20, 2008. The proposed light is a full cut-off fixture. Ten pole mounted fixtures (25 foot pole) are proposed on the property with two fixtures mounted on the building. The fixture at 400 watts is high but in industrial areas light fixtures may exceed 250 watts according to the Technical and Design Standards and Guidelines.

10. Fire

Comments from Capt. Greg Cass of the Fire Department are summarized below. As requested the applicant relocated a proposed fire hydrant in a landscaped island in front of the main building. Other comments are summarized below.

Provide details for the storage use and handling of all flammable and combustible liquids. NFPA 30 is the code adopted by the State and City. Compliance for the tank installation will be required.

Provide details for the storage and use of all flammable gasses for cutting and welding operations.

Provide details for Fire Dept. access through-out the site and after hours access. Complete the Fire Dept. checklist. Provide details of all proposed fire protection systems.

11. Infrastructure

The applicant is seeking a waiver from a sidewalk along the project street frontage. With more development taking place along Riverside Street and Portland Trails planning a trail along the Presumpscot River, it is likely there will be more pedestrian activity along Riverside Street in the future. When Riverside Street was rebuilt several years ago, MDOT constructed a sidewalk only on the easterly side of the street but the lack of

funding for a sidewalk in the past or the lack of foresight is not a sufficient reason to support a waiver now.

12. Undue adverse environmental consequences

None of the material accepted for recycling at the facility generates any odors or gases according to the application. It also states “the generation of fugitive dust from the site will be minimized because most of the site will be paved with concrete and/or other impervious surface.

A noise impact assessment study has been prepared by Epsilon Associates (Exhibit 19). The report indicates that noise attributed to the recycling facility may arise from excavator equipment used to move materials; load waste handlers for cleaning and moving materials; and back-up alarms from trucks on the site.

The report concludes:

“The noise impact assessment for the proposed Schnitzer Northeast metal recycling facility indicates that predicted noise levels will comply with the most stringent local daytime noise regulations, provided that excavator operation occurs at 85 feet away from any property line (with emphasis on the northern property line near Lucas Tree). Expected worst-case sound levels from the baler, excavators, loaders, and truck-back-up alarms will be slightly higher than the current property-line noise levels, but sound levels will still be within the noise regulation limits. Even assuming worst-case modeling scenarios, noise levels will not exceed 70 dBA at property lines to the west, south, or east of the main site building.

The recycling facility will be far enough away from all residential zones, such that noise from the facility will not exceed the 55 dBA maximum limit at any residentially-zoned properties.

Sound levels due to facility operation will be below 55dBA at the nearest Westbrook residences.

Should it be necessary to operate an excavator any closer than 85 feet from any property line, construction of a barrier would be required to meet the 70 dBA limit.

Marge Schmuckal has reviewed the report and offers the following comments:

It appears that the operation can meet the maximum noise requirements within the I-H zone. However, there is an admission that if the excavator is operated any closer than 85 feet from a property line, the construction of a barrier would be required. It is my opinion that there should be a design for the worst case scenario at the beginning of the project. An excavator operator will not be

concerned about how far from the property line he/she might be working. It should be a requirement that the minimum acoustical barrier be constructed as part of the main development and prior to the issuance of a temporary and/or permanent certificate of occupancy.

The I-H noise standards are shown on their entirety on Attachment I-E. The maximum permissible sound level in this zone follows:

- 75 dba between the hours of 7:00 a.m. and 10:00 p.m.
- 55 dba between the hours of 10:00 p.m. and 7:00 a.m., as measured at or within the boundaries of any residential zone.

13. Historic property

Not applicable

14. No adverse impact upon existing natural resources

The primary environmental impact from this project is expected to be potentially contaminated stormwater. The site has been designed to first contain stormwater on the site by curbs and impervious surfaces (concrete and asphalt) so that contaminants don't flow untreated into the Presumpscot River. Most of the site will be treated by a wet pond located towards the rear of the site. The remainder of the site will be treated by a bioretention system. With these systems in place surface water and groundwater will be protected from contaminants. As discussed in section 6 of this report, operational procedures are critical to insure that environmental safe-guards designed for the site are working as they were intended.

Although a portion of the property is located within a shoreland zone and flood plain (Resource Protection Zone), the developed portion of the site is located outside of these areas.

There are no unusual natural areas on the developed portion of the facility site since the property was previously disturbed by development activity.

The applicant has submitted a wetlands report prepared by Woodlot Alternatives. See Exhibit 11. The report identified 6 wetlands on the property. These wetlands are summarized below. The most significant wetlands are #5 and #6 which are associated with the Presumpscot River flood plain. Wetlands #1, #2, and #4 will be impacted by site development. The DEP has determined that #1 and #2 are non-jurisdictional. Therefore only wetland #4 (544 sq. ft.) will be impacted by the development. The small amount of wetland does not reach the threshold requiring NRPA permit. The project impact on wetlands is limited.

Wetland #1...Small wetland swale and former garden pond associated with the nursery that was previously on-site.

Wetland #2...A construction ditch adjacent to an access drive on the property and the large fill pile.

Wetland #3...Series of small wetlands, created by construction of the erosion control berm at the base of the steep slope.

Wetland #4...Small area of wet meadow habitat south of the farm house.

Wetland #5...Stream-associated wetland that extends from Riverside Street to the Presumpscot River.

Wetland #6...Large wet meadow associated with the flood plain of the Presumpscot River.

15. Groundwater

The site is served by public sewer. An impervious surface and curb contains contaminated stormwater on the site prior to it being treated by the 2 project detention basins.

16. Special Industrial Zone Buffering

a. Landscaping and buffering

1. Buildings and paved areas will be landscaped to screen and to buffer adjacent properties from the proposed
2. Existing landscaping appears to be preserved where possible. We have requested that the applicant include in the submission a survey of existing vegetation. The site is largely void of vegetation except for the Riverside Street side of the property. This vegetation is primarily adjacent to the Portland Water District property. Two large trees are proposed to be considered in a landscaped island adjacent to the boiler building.
3. The site does not directly abut a residential zone.
4. The site is located along an arterial/collector street and landscaping has been provided along front, rear and side yard.
5. A stormwater treatment system has been proposed.

17. Zoning Review

Marge Schmuckal, Zoning Administrator, has reviewed the plan and finds it acceptable but with 2 comments. Building elevations for the non-ferrous storage building and the flat auto storage building need to be submitted to confirm that they meet the maximum height requirement of the I-H zone. Also there is a potential noise issue that needs to be addressed regarding the use of an excavator on the site within 85 feet of a property line. See section #12 of this report.

IV. SUMMARY OF STAFF REVIEW

On May 13th a workshop was held on this item. It was decided that a second workshop was not necessary. In retrospect perhaps a second workshop would have been helpful. A reading of this report and the proposed conditions of approval reveals a number of loose ends. While a number of these conditions are technical details the total number of conditions is not insignificant. Tuesday provides the opportunity to receive public comment on this item and if the Board is uncomfortable with the number and content of the conditions of approval, the application could be tabled so that the remaining issues can be addressed.

V. MOTIONS FOR THE BOARD TO CONSIDER

1. Waivers

On the basis of the application, reports and other information submitted by the applicant, findings, and recommendations contained in Planning Report #33-08, relevant to the Portland Technical and Design Standards and Guidelines and other regulations and the testimony presented at the Planning Board hearing:

- The Planning Board (**waives/does not waive**) the requirements of Chapter 25 that a sidewalk shall be constructed along the project street frontage.
- The Planning Board (**waives/does not waive**) the requirement of the Traffic Design Standards and Guidelines that a driveway shall not exceed 30 feet in width.
- The Planning Board (**waives/does not waive**) the requirements of the Traffic Design Standards and Guidelines that a parking aisle width shall not exceed 24 feet in width.
- The Planning Board (**waives/does not waive**) the requirements of the Traffic Division Standards and Guidelines regarding the minimum distance between driveways.

2. Site Plan

On the basis of the application, reports and other information submitted by the applicant, findings and recommendations contained in Planning Report #33-08, relevant to the Site Plan Ordinance and other regulations and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan is/is not in conformance with the Site Plan standards of the land use code, subject to the following potential conditions of approval:

- i. That the applicant shall address all of the review comments in Tom Errico's memo of 6-27-08 which shall be submitted for review and approval by City staff. These comments include but are not limited to submission of an annual monitoring program related to vehicle queuing and if problems are identified, applicant shall be responsible for implementing a mitigation plan to be approved by the City. Applicant

shall submit an operations management plan that shall address actions to be taken if the vehicle queuing is approaching Riverside Street. Applicant shall also contribute \$10,000 towards future transportation improvements at the Riverside/Warren Avenue intersection.

- ii. That the landscape plan shall be revised and submitted for review and approval by the City Arborist.
- iii. That the site plan shall be revised and submitted for review and approval by Dan Goyette, Development Review Coordinator.
- iv. That the site plan shall be revised and submitted for review and approval by Marge Schmuckal (Zoning Administrator) reflecting a noise barrier to address the noise standards of the I-H zone (see page 13 of staff report) and that building elevations for the flat auto storage and non-ferrous storage buildings be submitted to confirm conformance with the I-H height requirements.
- v. That the site plan shall be revised and submitted for review and approval by the Fire Department.
- vi. That an executed sewer easement across the Portland Water District property and a water capacity letter shall be submitted to City staff for review and approval.
- vii. That an operations procedures manual for the facility shall be submitted for City staff review and approval regarding the handling of waste products including lubricants and other chemicals.

Attachments

- 1-A Memos from Richard Knowland, Senior Planner
- 1-B Memos from Tom Errico, Traffic Review Consultant
- 1-C Memos from Dan Goyette, Development Review Engineer
- 1-D Comment Sketch from Jeff Tarling, City Arborist
- 1-E I-H Noise Standards
- 1-F Scrap Metal Recycling Facilities Ordinance/Scrap Metal Recycling Facilities Rules
2. Applicant Submission (white binder)
3. Written Public Comment

Rick Knowland - Fwd: Prolerized New England

From: Rick Knowland
To: Alex Jaegerman ; Barbara Barhydt
Date: 6/26/2008 10:08 AM
Subject: Fwd: Prolerized New England

fyi.

>>> Rick Knowland Thursday, June 26, 2008 >>>

Carl, Nextweek is going to be a tight what with Friday being the July 4th. I will need 20 complete sets of the revised site plan packet (11 inch by 17 inch format) by Wednesday, July 2nd at 10:00 am. The 11 by 17 plans should also include the building elevations.

Below are staff comments on the most recently submitted plan. I would recommend that you address as many of these comments as possible to limit the number of conditions of approval.

1. Landscaping. The landscaping plan did not address the City Arborist comments. That will obviously be a condition of approval. The June 17th submission referenced in several locations that "each tree location and size has been surveyed and a sketch provided for city review". That information should of been submitted as part of the plans. We were never given a copy of the revised streetscape or cross section from the workshop. Copies should be submitted in a format in an appropriate format for the planning board.

2. The emergency access lane shown on the abutting property should be removed from the plan. The applicant does not have right, title or interest on the abutting property for this use. The same thing applies to the 75 ft. by 330 ft. grading easement. Applicant has no right, title or interest in the abutting land for this. It too should be removed from the plan. This is a huge area for a grading easement so I was surprised to see it given that it wasn't on the previous plan.

3. Will the cranes be in an upright position when not in use?

4. We have previously requested information on the handling of lubricants including chemicals from junk cars. The applicant responses allude to various "plans" that will be drafted in the future. Certainly these plans will be required for the scrap metal recycling facilities license application but I suspect the planning board will have similar questions. My immediate questions include the following. Where are the lubricants/chemicals removed from the junk cars (in the process building)? What methods/procedures do you follow to insure that such chemicals don't spill onto the floor or the ground? And if spills do occur how do you address it? Also how do you monitor the spilling of chemicals while vehicles are waiting in line or by your entrance? Aside from warning the driver not to do it again, how would you address cleaning up the spill?

5. Noise. Marge Schmuckal (Zoning Administrator) has reviewed the plan and offers the following comments. It appears that the operation can meet the maximum noise requirements within the I-H zone. However, there is an admission that if the excavator is operated any closer than 85 feet from a property line, the construction of a barrier would be required. It is my opinion that there should be a design for the worst case scenario at the beginning of the project. An excavator operator will not be concerned about how far from the property line he/she might be working. It should be a requirement that the miniimum accoustical barrier be constructed as part of the main development and prior to the issuance of a temporary and/or permanent certificate of occupancy.

6. The site plan was revised to reflect a fire hydrant in the appropriate location. Responses to the remainder of Greg Cass comments were deferred for later submission. This will be a condition of approval unless the material is submitted.

7. I neglected to send you the site plan notes. I will fax them to you today.

8. I'm assuming the light fixture shown on sheet E-S will be the fixture used for all of the pole mounted and building mounted fixtures. I did notice on the southerly/westerly property there was some light spill-over over the property line. Probably the most important of the fixtures are the ones closest to Riverside St. Have you considered a lower wattage fixture?

9. The fuel containment structure on the southerly/westerly property line. Is there a curb around it in case there is a spill or if there is a spill in transferring fuel?

10. I didn't see provisions for bike storage on the site plan.

These are comments I have to date. I'm expecting comments from Tom Errico and Dan Goyette on the latest submission on Monday. I'll forward comments to you when I receive them but with a limited amount of time you need to make some judgements in terms of limiting conditions of approval and submitting the 11 by 17 plans on Wednesday.

Should you have any questions on this email please free to contact me.



1-A-3

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

March 7, 2008

Mr. Carl Beal
Civil Consultants
293 Main Street
P.O. Box 100
So. Berwick, ME 03908

RE: Prolerized New England Site Plan; 568 Riverside Street

Dear Carl,

The purpose of this letter is to summarize staff review comments on the proposed Prolerized New England metal recycling facility in the vicinity of 568 Riverside Street. These comments are intended to be as thorough and comprehensive as possible in preparation for the March 25th workshop. Should other staff comments arise, I will forward them to you accordingly.

1. Lighting . . . The photometric plan is difficult to read. Value numbers are illegible. Need to submit catalog cuts of the light fixtures. Indicate mounting height. Light fixtures should have a cut-off feature.
2. Application seems to indicate that only vendors will be delivering scrap metal to the site. Does that mean that scrap metal will not be accepted from the general public? Could someone drive (tow) their junk car to your site or would they need to go to a vendor?
3. Is there an agreement from the City or The Trust for Public Land for an emergency fire access shown on the plan? I am told by Capt. Cass that an emergency access is not required..
4. How many people will be employed at your facility?
5. Operations Manual . . . I haven't compared this with the City's Scrap Metal Facilities Ordinance requirements but does the Operations Manual track these requirements? In terms of the storage and handling of waste, including lubricants and chemicals from junk cars, please outline your procedures for dealing with matters. The term "municipal

- dumpster”, I assume is a private commercial dumpster? What procedures do you have in place in case material falls off trucks within the public right-of-way in the vicinity of the site?
6. Portland Water District easement . . . It will need to be a condition of approval unless it is finalized.
 7. How many cranes will be used on the site and what height will they be?
 8. What will be the typical height of the large scrap metal pile? In scaling the footprint of the pile shown on the site plan, the scrap pile at its’ closest point is about 470 feet from Riverside Street. Can we assume the scrap pile will typically be setback a minimum 470 feet from Riverside Street? A review of the site plan indicates that scrap material will be stored in the rear large scrap metal pile and within the storage bin buildings. Are there any other locations on the site or buildings accommodating scrap metal storage?
 9. Do you have the right to install an invert (sheet C-4) on the City/TPL land or is this an existing invert?
 10. You will need to request a waiver on the separation distance between project driveway and the Portland Water District driveway per Technical and Design Standards and Guidelines (see Sec. III (2)(a). The driveways are too close.
 11. A maintenance agreement will need to be executed for the water quality unit.
 12. Please describe the activities within the “flat auto storage building.” Are cars crushed on site using equipment outside this building?
 13. What type of equipment will be located within the facility? Please specify, cranes; car crusher; front end loader; tractor trailer; etc.
 14. Location of nearest fire hydrant along the street.
 15. Incorporate site plan notes on the plan.
 16. Submit building elevations indicating exterior materials and height of all buildings proposed on the site.
 17. It would be helpful if the Exhibits “table of contents” was moved to the first page before Exhibit 1.
 18. Based on the project narrative it appears that an auto parts business is not part of this proposal for this site. Could you clarify this?
 19. Was a stamped land survey submitted?

20. The chain link fence appears to be very close to the right-of-way. The fence should be a minimum 10 feet from the street right-of-way. Please submit a catalog cut of the fence. What will the height of the fence be? Will barb wire be used? There are city regulations on barb wire which I will research. For the portion of the fence closest to the street we will recommend a black vinyl fence. Chain link fencing so close to a well traveled public street needs to be mitigated.
21. Snow should be stored on the site such that melted snow flows into the storm water treatment system and not onto abutting properties. It does not appear this is addressed in all cases. It appears snow could be piled over a curb with resulting snow melt not contained within the curbed yard area.
22. We noticed the utility pole within the island by the driveway. There is some concern it could be vulnerable to large vehicles hitting it by accident.
23. Engineering review comments from Dan Goyette of dated March 7, 2008 are attached.
24. Traffic review comments from Tom Errico are expected shortly and will be forwarded to you accordingly.
25. Comments from Marge Schmuckal, Zoning Administrator, are summarized below. The "nonferrous storage building" up front has 25 ft. side setbacks instead of the required 35 ft. side setbacks. All front and rear setbacks are being met. There are two site plans that do not match: ES and C2. I would want a clarification as to which plan is correct. Most of the given plans match C2 for building locations and parking. ES has a different location for the flat auto storage building and shows 20 parking spaces instead of 19. Applicant has not addressed the I-H noise requirements. Building elevations need to be submitted.
26. I have met with Jeff Tarling (City Arborist). A number of his comments are summarized on the attached marked up site plan. Other comments are shown below. There are sections of the site plan where the planting material is not clearly labeled. There is some significant mature vegetation proposed to be protected near Riverside Street. Please label the size and species of trees you intend to save.

One of the streetscape sketches ("proposed sketch") prepared by Woodburn & Company shows a view from Riverside Street (Winter Green Solariums side). The sketch shows a number of evergreens in the vicinity of the bio-retention pond providing a significant screen for the site. But in reviewing the site plan there appear to be fewer of these trees shown on the plan.

27. Fire Dept comments from Capt. Greg Cass.
 Please provide details for the storage use and handling of all flammable and combustible liquids. NFPA 30 is the code adopted by the State and City. Compliance for the tank installation will be required.
 Provide details for the storage and use of all flammable gasses used for cutting and or welding operations.
 Provide details for fire dept. access through-out the site, after hours access and access to the emergency gate.
 Please complete the Fire Dept. Checklist. Please provide details of all proposed fire protection systems.
 Is the proposed emergency access on the city property passable? Does it need to be improved? Who will maintain it?
 The fire hydrant behind the building may need to be relocated to a more central location. Provide info on how the cars are stripped.
28. The wetlands report recommends researching previous NRPA permits on the property. Has that been done? Could you clarify where you will be filling wetlands?
29. The report indicates that 0.22 acre of impervious surface of the site is not receiving water quality treatment. Where is this located on the site and why is it not being treated?
30. I've been to the site several times but can't recall the condition of the steep slopes along the perimeter of the site. For the most part it appeared vegetated and stable but there may be some gaps given it was filled land. Is it your intention to loam, seed and stabilize the slope where necessary?
31. Do you have a service capacity letter from the Portland Water District?
32. We haven't reviewed information relating to signage yet. We will review prior to the workshop.

Should you have any questions concerning this letter feel free to call me. This is a fairly long list but they are primarily technical details in nature. I expect Tom Errico's traffic review comments will be available shortly and they will be forwarded to you accordingly.

Sincerely,

Richard Knowland

Richard Knowland,
 Senior Planner

cc: Alex Jaegerman, Director of Planning and Development
 Barbara Barhydt, Development Review Manager
 Marge Schmuckal, Zoning Administrator
 Jeff Tarling, City Arborist

Rick Knowland - Prolerized

From: "Errico, Thomas A" <TERRICO@wilbursmith.com>
To: "Rick Knowland " <RWK@portlandmaine.gov>
Date: 6/27/2008 9:22 AM
Subject: Prolerized
CC: "James Carmody" <JPC@portlandmaine.gov>, "Katherine Earley" <KAS@portlandmaine.gov>

Rick –

The following summarizes my final comments and is formatted according to my comments contained in my April 14, 2008 email.

1. Vehicle queuing at the entry is a significant concern and the applicant needs to provide detailed documentation on the expected queuing (worst-case scenario). Queuing currently occurs at the Bayside facility and therefore would be expected at the Riverside Street site. What is the breakdown of vehicle types entering the facility? The plan illustrates one entry lane for smaller trucks. Vehicle spillback onto Riverside Street must be avoided.

Status: The City has witnessed backups onto Franklin Arterial from the existing Bayside site and therefore it is recommended that on-site vehicle storage should meet similar vehicle storage capacity. Based upon a review of aerial mapping information, approximately 800 feet of distance exists along Somerset Street between the existing site and Franklin Arterial. Accordingly, the project should provide 800 feet of storage space on site. The 800 feet of storage capacity should account for some large vehicle lane overlap and inefficiencies near Riverside Street, where entry movements require large turning maneuvers. I would further note that a condition should be included that requires an annual monitoring program as it relates to vehicles queuing. If through the annual monitoring program problems are identified, the applicant will be responsible for implementing a mitigation plan to be approved by the City. Lastly, the applicant should provide documentation on an operations management plan that will outline actions to be taken if the vehicle queue is approaching Riverside Street.

2. The driveway curb cut on Riverside Street is approximately 60 feet wide (inclusive of the center island) and therefore does not meet City standards. I recognize the importance of maximizing the vehicle queuing space, but would prefer that the curb line width be narrower than what is proposed.

Status: City staff supports a waiver for the proposed driveway configuration based upon the specific needs of the site as it relates to large vehicle maneuvers and on-site vehicle queuing.

3. The applicant shall provide an explanation on proposed internal site operations. For example, why are two exit lanes provided? How will employees access the site parking spaces if trucks are queued at the driveway entrance? What is the process for smaller delivery vehicles?

Status: I have no further comment.

4. The parking aisle, between the parking spaces and the exit lane is 28 feet. The City standard is 24 feet and therefore the applicant should provide a response as to why the extra width is necessary.

Status: I support a waiver for aisle width based upon anticipated on-site traffic circulation needs.

5. The applicant should provide commentary on the proposed driveway and its ability to meet City access management standards.

Status: I have no further comment.

6. The applicant should verify that all proposed landscaping will not obstruct sight distance for vehicles exiting

1-B-2

the proposed driveway.

Status: I have no further comment.

7. The traffic study uses data from August 2005 for estimating traffic levels from the project. The applicant should provide documentation on seasonal/yearly variation and why the August data is most appropriate.

Status: I have no further comment.

8. The applicant should plan on making a financial contribution towards future transportation improvements at the Riverside Street/Warren Avenue intersection.

Status: Based upon previous development contributions, the applicant shall contribute \$10,000.00 towards future transportation improvements at the Riverside Street/Warren Avenue intersection.

If you have any questions or comments, please contact me.

Best regards,

Thomas A. Errico, P.E.
Senior Transportation Engineer
Wilbur Smith Associates
59 Middle Street
Portland, Maine 04101
w: 207.871.1785 f: 207.871.5825
TErrico@WilburSmith.com
www.WilburSmith.com

Rick Knowland - Prolerized New England Company -

From: "Errico, Thomas A" <TERRICO@wilbursmith.com>
To: "Rick Knowland" <RWK@portlandmaine.gov>
Date: 4/14/2008 8:26 AM
Subject: Prolerized New England Company -
CC: "James Carmody" <JPC@portlandmaine.gov>, "Katherine Earley" <KAS@portlandmaine.gov>

Rick –

The following summarizes the status of my comments contained in my March 10, 2008 email, based upon the March 20, 2008 response packet from Civil Consultants.

1. Vehicle queuing at the entry is a significant concern and the applicant needs to provide detailed documentation on the expected queuing (worst-case scenario). Queuing currently occurs at the Bayside facility and therefore would be expected at the Riverside Street site. What is the breakdown of vehicle types entering the facility? The plan illustrates one entry lane for smaller trucks. Vehicle spillback onto Riverside Street must be avoided.

Status: The applicant needs to provide information that details why significant vehicle queuing occurs at the existing Bayside site and how this condition will be remedied at the Riverside Street site. The City has witnessed backups onto Franklin Arterial and needs definitive data that will guarantee backups will not occur. One visual assessment at the existing Bayside site is not sufficient information for the City to approve the vehicle storage capacity.

2. The driveway curb cut on Riverside Street is approximately 60 feet wide (inclusive of the center island) and therefore does not meet City standards. I recognize the importance of maximizing the vehicle queuing space, but would prefer that the curb line width be narrower than what is proposed.

Status: I continue to review this with other City staff.

3. The applicant shall provide an explanation on proposed internal site operations. For example, why are two exit lanes provided? How will employees access the site parking spaces if trucks are queued at the driveway entrance? What is the process for smaller delivery vehicles?

Status: At this time I have no further comment. I continue to review on-site circulation and may have future comments.

4. The parking aisle, between the parking spaces and the exit lane is 28 feet. The City standard is 24 feet and therefore the applicant should provide a response as to why the extra width is necessary.

Status: A waiver from the City standard is required. The applicant should clearly document the pros and cons of providing four additional feet of width. The response provided in the March 20, 2008 submittal is not sufficient.

5. The applicant should provide commentary on the proposed driveway and its ability to meet City access management standards.

Status: The City standard for driveway separation is not met and the project will need a design standard waiver. The applicant should provide documentation that justifies a waiver.

6. The applicant should verify that all proposed landscaping will not obstruct sight distance for vehicles exiting the proposed driveway.

Status: No further comment.

7. The traffic study uses data from August 2005 for estimating traffic levels from the project. The applicant should provide documentation on seasonal/yearly variation and why the August data is most appropriate.

Status: The applicant shall submit documentation that supports conclusions for seasonal/yearly variation.

8. The applicant should plan on making a financial contribution towards future transportation improvements at the Riverside Street/Warren Avenue intersection.

Status: City staff will provide the contribution amount in the future.

If you have any questions or comments, please contact me.

Best regards,

Thomas A. Errico, P.E.
Senior Transportation Engineer
Wilbur Smith Associates
59 Middle Street
Portland, Maine 04101
w: 207.871.1785 f: 207.871.5825
TErrico@WilburSmith.com
www.WilburSmith.com

1-5B

From: "Errico, Thomas A" <TERRICO@wilbursmith.com>
To: "Rick Knowland " <RWK@portlandmaine.gov>
Date: 3/10/2008 10:30:40 AM
Subject: Prolerized New England Company LLC

Rick -

I have reviewed the Site Plan Application dated February 2008 prepared by Civil Consultants and have the following initial comments.

1. Vehicle queuing at the entry is a significant concern and the applicant needs to provide detailed documentation on the expected queuing (worst-case scenario). Queuing currently occurs at the Bayside facility and therefore would be expected at the Riverside Street site. What is the breakdown of vehicle types entering the facility? The plan illustrates one entry lane for smaller trucks. Vehicle spillback onto Riverside Street must be avoided.
2. The driveway curb cut on Riverside Street is approximately 60 feet wide (inclusive of the center island) and therefore does not meet City standards. I recognize the importance of maximizing the vehicle queuing space, but would prefer that the curb line width be narrower than what is proposed.
3. The applicant shall provide an explanation on proposed internal site operations. For example, why are two exit lanes provided? How will employees access the site parking spaces if trucks are queued at the driveway entrance? What is the process for smaller delivery vehicles?
4. The parking aisle, between the parking spaces and the exit lane is 28 feet. The City standard is 24 feet and therefore the applicant should provide a response as to why the extra width is necessary.
5. The applicant should provide commentary on the proposed driveway and its ability to meet City access management standards.
6. The applicant should verify that all proposed landscaping will not obstruct sight distance for vehicles exiting the proposed driveway.

1-8-6

7. The traffic study uses data from August 2005 for estimating traffic levels from the project. The applicant should provide documentation on seasonal/yearly variation and why the August data is most appropriate.

8. The applicant should plan on making a financial contributions towards future transportation improvements at the Riverside Street/Warren Avenue intersection.

If you have any questions or comments, please contact me.

Best regards,

Thomas A. Errico, P.E.

Senior Transportation Engineer

Wilbur Smith Associates

59 Middle Street

Portland, Maine 04101

w: 207.871.1785 f: 207.871.5825

TErrico@WilburSmith.com

[www.WilburSmith.com](http://www.wilbursmith.com/) <<http://www.wilbursmith.com/>>

CC: "James Carmody" <JPC@portlandmaine.gov>, "Katherine Earley" <KAS@portlandmaine.gov>

ATTACHMENT 1-C-1

**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: Rick Knowland
FROM: Dan Goyette, PE
DATE: June 30, 2008
RE: Prolerized New England, 568 Riverside Street

Woodard & Curran has reviewed the Response to Comments submission for the scrap metal recycling facility proposed by Prolerized New England Company, LLC for a location at 568 Riverside Street, in Portland. The proposed project involves the construction of a building, as well as bituminous and concrete paved areas that will be part of the metal processing and recycling facility. The project also includes the construction of stormwater detention ponds and other associated landscaping improvements to the site.

Documents Reviewed

- Response to Comments submission and associated attachments for Prolerized New England Company, LLC, Riverside Street, Portland, Maine, prepared by Civil Consultants, on behalf of Prolerized New England Company, LLC, dated June 17, 2008.

Comments

- The applicant is proposing the use of an "Ultra Urban Filter and Smart Sponge" in the basins which will receive and discharge untreated stormwater. A specific maintenance plan should be provided for these items.
- The catch basin located within the driveway entrance still needs to be moved. The truck traffic at the site will all need to perform turning movements on the cover. This type of abuse will result in a maintenance problem for the cover and therefore, it should be relocated outside of the traffic area.
- If the applicant is not granted a sidewalk waiver, they will be required to construct a 5 foot bituminous sidewalk with an 8 foot esplanade. A detail will need to be provided.

Note: There has been concern about the proposed wet ponds and bioretention cells performance during cold weather. The University of New Hampshire's Stormwater Center has conducted extensive research on these types of stormwater treatment devices. Based on their research, they have found that a bioretention cell's and a wet pond's ability to treat water quality and control water quantity remained relatively consistent in all seasons. UNHSC researchers have observed that when properly designed and installed a cold climate does not have a negative impact. In fact, these systems showed less seasonal variation than many conventional approaches that depend on sedimentation as a primary removal mechanism.

With regards to their effectiveness in the removal of heavy metals, they can be very effective. The key to their effectiveness is in the vegetation selected and the maintenance of the areas. The better the maintenance, the more effective they typically are.

Please contact our office if you have any questions.

DRG
203943.78

CONFIDENTIAL
DRIVE RESULTS41 Hutchins Drive
Portland, Maine 04102
www.woodardcurran.comT 800.426.4262
T 207.774.2112
F 207.774.6835

MEMORANDUM



TO: Barbara Barhydt
FROM: Dan Goyette, PE and Lauren Swett, EIT
DATE: March 7, 2008
RE: Prolerized New England

Woodard & Curran has reviewed the Site Plan Application for the scrap metal recycling facility proposed by Prolerized New England Company, LLC for a location at 568 Riverside Street, in Portland. The proposed project involves the construction of a building, as well as bituminous and concrete paved areas that will be part of the metal processing and recycling facility. The project also includes the construction of stormwater detention ponds and other associated landscaping improvements to the site.

Documents Reviewed

- Site Plan Application for Prolerized New England Company, LLC, Riverside Street, Portland, Maine, prepared by Civil Consultants, on behalf of Prolerized New England Company, LLC, dated February 2008.
- Engineering plan sheets C1-C9, L1, L2, ES, and EP, prepared by Civil Consultants, on behalf of Prolerized New England Company, LLC, dated February 14 2008.

Comments

- A demolition plan should be provided, as the existing plan indicates buildings, piping, gravel driveways, and other items that are not included on the proposed site plan.
- All catch basins should include casco traps. A separate detail should be included, and the location of the installed casco traps should be shown on the catch basin details.
- The proposed catch basin detail shows a square frame and grate. The City of Portland technical and design standards call for circle frames and grates.
- A number of details have not been provided. These need to be included to ensure that they are in conformance with City of Portland standards.
 - Drain manhole
 - Waterline components
 - Gates
 - Fencing
- Sewer and storm drain trench details need to be modified so that they are in conformance with City of Portland standards. Pipes should be backfilled with crushed stone, with a minimum of 12" above the pipe and 6" below.
- The site plans have been labeled with "reinforced concrete pavement," however it was noted that the rigid pavement detail does not include any reinforcement.
- The pavement thickness shown adjacent to curbing in the concrete curb detail is a different thickness than the pavement thickness in the bituminous pavement detail.
- It is recommended that cleanouts be installed on the underdrain in the bioretention basin.
- Rip rap apron sizing was provided in Exhibit 18, Appendix C as part of the stormwater management report. This sizing information is not consistent with the table provided with the rip rap apron detail.
- Details should be provided for curbing and tipdowns required for the construction of the site



entrance.

- Snow storage locations will need to be reevaluated to eliminate runoff onto adjacent property.
- More information should be provided for the emergency access driveway to Riverside Street located on the eastern side of the property.
- The catch basin located within the driveway entrance will need to be moved.
- The applicant will be required to construct a 5 foot bituminous sidewalk with an 8 foot esplanade. A detail will need to be provided.

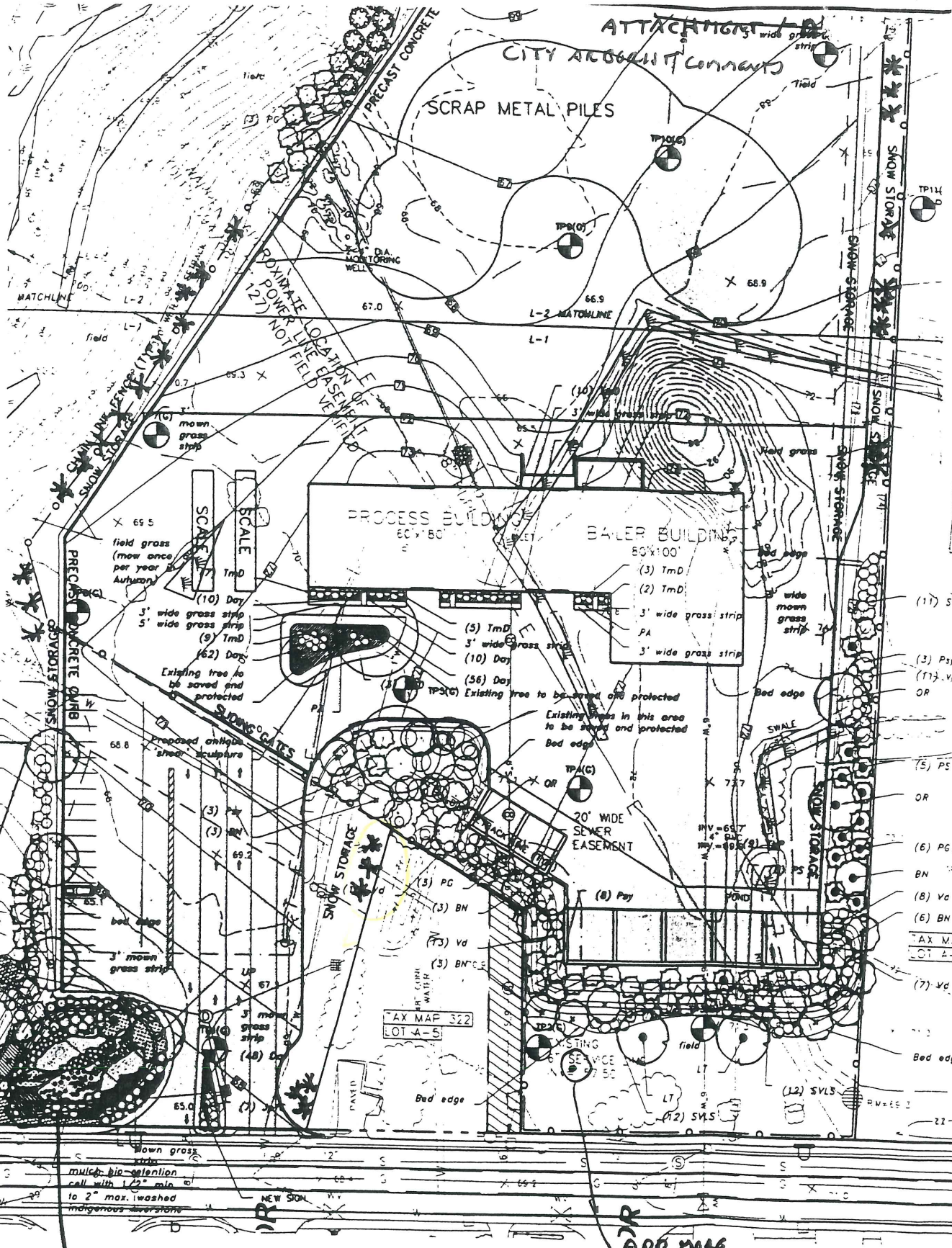
Please contact our office if you have any questions.

DRG/LJS
203943

to meet 20000214 and may require
 systems during construction and start time of
 1 hour minimum.
 of Department Standards
 not shown. City Landscape Architect or Owner's
 or a licensed arborist should be consulted prior to
 full to protect from damage for the
 reason of protection to 1/4" minimum
 1/4". Do not cut or remove on the same line
 at the site line at a minimum and start
 match on the same line. Do not remove
 a branch, limb and back of the trunk; if
 it is in or on the area within the site lines;
 of existing utilities and easements and
 location of all utilities with the respective
 E at 1-800-344-7233
 to prior to construction.
 shown on the drawings and listed thereon
 conditions similar to those in the vicinity of
 a nation and standards of this nature and
 adopted by the American Association of
 Planting Society, American Standard Institute,
 200
 near name
 less than one year from time of
 into upon delivery for conformity to
 1 foot offset the right of excavation and
 and/or approved the right to proceed and/or
 the right to proceed a representative
 true, correct and ground cover at the place
 is intended for all parts of the same location
 prior approval of the Owner or the Owner's
 a following

grading of newly landscaped areas and
 surface during planting. Contractor shall
 a landscape or Owner's Representative when
 the basis shall be located when planting
 and shall be placed on the ground or
 prepared to a depth of 12" with 75% loam
 mixed to a depth of 7" with two-year-old
 1" than 1" in length and 1/2" in width. One of
 of numerous specimens shall be no larger
 than 1/2" x 5/8" diameter and no more
 than 1/2" in length. All specimens shall be
 color and substrate must be performing
 a history of deep type distributor or by
 the soil to create grasses, easy to use, and
 at in Home England, the best results are
 seeding can be successful with a light
 less than 3" to 1" thick to improve
 where a light surface in the seedling with
 industry methods. Keep covered until root
 creation. Application Rate 1 LB/100 SQ
 feet to be mown once per year in autumn to
 seed quantities

field grass
 (mow once
 per year in
 Autumn)
 (10) Day
 3' wide grass strip
 5' wide grass strip
 (9) TmD
 (62) Day
 Existing tree to
 be saved and
 protected
 (5) TmD
 3' wide grass strip
 (10) Day
 (56) Day
 Existing tree to
 be saved and
 protected
 Existing trees in this
 area to be saved and
 protected
 Bed edge
 SWALE
 (9) SVLS
 UP
 (7) Yc
 (5) PS
 UP
 (3) PS
 bio-retention
 cell; see ideal
 planting plan



Quantity	Unit	Description
1	sq ft	10-17 ft 80
2	sq ft	2-7 ft 80
3	sq ft	6-7 ft 80
4	sq ft	6-10 ft 80
5	sq ft	7-11 ft 80
6	sq ft	7-11 ft 80
7	sq ft	7-11 ft 80
8	sq ft	7-11 ft 80
9	sq ft	7-11 ft 80
10	sq ft	7-11 ft 80
11	sq ft	7-11 ft 80
12	sq ft	7-11 ft 80
13	sq ft	7-11 ft 80
14	sq ft	7-11 ft 80
15	sq ft	7-11 ft 80
16	sq ft	7-11 ft 80
17	sq ft	7-11 ft 80
18	sq ft	7-11 ft 80
19	sq ft	7-11 ft 80
20	sq ft	7-11 ft 80

Quantity	Unit	Description	Quantity	Unit	Description
1	sq ft	10-17 ft 80	1	sq ft	10-17 ft 80
2	sq ft	2-7 ft 80	2	sq ft	2-7 ft 80
3	sq ft	6-7 ft 80	3	sq ft	6-7 ft 80
4	sq ft	6-10 ft 80	4	sq ft	6-10 ft 80
5	sq ft	7-11 ft 80	5	sq ft	7-11 ft 80
6	sq ft	7-11 ft 80	6	sq ft	7-11 ft 80
7	sq ft	7-11 ft 80	7	sq ft	7-11 ft 80
8	sq ft	7-11 ft 80	8	sq ft	7-11 ft 80
9	sq ft	7-11 ft 80	9	sq ft	7-11 ft 80
10	sq ft	7-11 ft 80	10	sq ft	7-11 ft 80
11	sq ft	7-11 ft 80	11	sq ft	7-11 ft 80
12	sq ft	7-11 ft 80	12	sq ft	7-11 ft 80
13	sq ft	7-11 ft 80	13	sq ft	7-11 ft 80
14	sq ft	7-11 ft 80	14	sq ft	7-11 ft 80
15	sq ft	7-11 ft 80	15	sq ft	7-11 ft 80
16	sq ft	7-11 ft 80	16	sq ft	7-11 ft 80
17	sq ft	7-11 ft 80	17	sq ft	7-11 ft 80
18	sq ft	7-11 ft 80	18	sq ft	7-11 ft 80
19	sq ft	7-11 ft 80	19	sq ft	7-11 ft 80
20	sq ft	7-11 ft 80	20	sq ft	7-11 ft 80

EVERGREENS
 PER JEFFREY
 DRAWING 2

SHOW CROSS SECTION OF SITE FROM RIVERBIDGE ST (PROPOSITION, EARLY) TO SCRAPPILE WITH BUILDINGS AND OTHER SCREENING. SHOW HEIGHT AND DIMENSIONS

materials, preventing stagnant water, or by some other means. No outdoor storage shall be permitted between the front of any building on the site and the street, except for storage for plant and tree nurseries or lumber yards.

(Ord. No. 164-97, § 8, 1-6-97)

Sec. 14-267. Performance standards.

Uses in the I-H and I-Hb zones shall meet the following standards:

- (a) *Required landscaping:* Where a front yard abuts an arterial or a major collector street, it shall be landscaped. Rear yards, side yards and the perimeter of any parking area for greater than fifteen (15) vehicles shall be landscaped if visible from a street, public open space or residential zone.
- (b) *Noise:*
 1. *Definitions:*
 - a. Tonal sounds are defined as sound waves usually perceived as a hum or whine because their instantaneous sound pressure varies essentially as a simple sinusoidal function of time.
 - b. Impulse sounds are defined as sound events characterized by brief excursions of sound pressure, each with a duration of less than one (1) second.
 2. *Measurement:* Sound levels shall be measured with a sound level meter with a frequency weighting network manufactured according to standards prescribed by the American National Standards Institute (ANSI) or its successor body. Measurements shall be made at all major lot lines of the site, at a height of at least four (4) feet above the ground surface. In measuring sound levels under this section, sounds with a continuous duration of less than sixty (60) seconds shall be measured by the maximum reading on a sound level meter set to the A weighted scale and the fast meter response (L maxfast). Sounds with a continuous duration of sixty (60) seconds or more shall be measured on the basis of the energy average sound level over a period of sixty (60) seconds (LEQ₁).

3. *Maximum permissible sound levels:* The maximum permissible sound level of any continuous, regular or frequent source of sound produced by an activity shall be as follows:
 - a. Seventy-five (75) dBA between the hours of 7:00 a.m. and 10:00 p.m.
 - b. Fifty-five (55) dBA between the hours of 10:00 p.m. and 7:00 a.m., as measured at or within the boundaries of any residential zone.

In addition to the sound level standards established above, all uses located within this zone shall employ best practicable sound abatement techniques to prevent tonal sounds and impulse sounds or, if such tonal and impulse sounds cannot be prevented, to minimize the impact of such sounds in residential zones.

4. *Exemptions:*
 - a. Noises created by construction and maintenance activities between 7:00 a.m. and 10:00 p.m. are exempt from the maximum permissible sound levels set forth in subsection (a)3 of this section. Construction activities on a site abutting any residential use between the hours of 10:00 p.m. of one (1) day and 7:00 a.m. of the following day shall not exceed fifty (50) dBA.
 - b. The following uses and activities shall also be exempt from the requirements of subsection (a)3 of this section:
 - i. The noises of safety signals, warning devices, emergency pressure relief valves, and any other emergency devices.
 - ii. Traffic noise on public roads or noise created by airplanes and railroads.
 - iii. Noise created by refuse and solid waste collection, provided that the activity is conducted between 6:00 a.m. and 7:00 p.m.
 - iv. Emergency construction or repair work by public utilities, at any hour.

3. *Maximum permissible sound levels:* The maximum permissible sound level of any continuous, regular or frequent source of sound produced by an activity shall be as follows:
 - a. Seventy-five (75) dBA between the hours of 7:00 a.m. and 10:00 p.m.
 - b. Fifty-five (55) dBA between the hours of 10:00 p.m. and 7:00 a.m., as measured at or within the boundaries of any residential zone.

In addition to the sound level standards established above, all uses located within this zone shall employ best practicable sound abatement techniques to prevent tonal sounds and impulse sounds or, if such tonal and impulse sounds cannot be prevented, to minimize the impact of such sounds in residential zones.

4. *Exemptions:*
 - a. Noises created by construction and maintenance activities between 7:00 a.m. and 10:00 p.m. are exempt from the maximum permissible sound levels set forth in subsection (a)3 of this section. Construction activities on a site abutting any residential use between the hours of 10:00 p.m. of one (1) day and 7:00 a.m. of the following day shall not exceed fifty (50) dBA.
 - b. The following uses and activities shall also be exempt from the requirements of subsection (a)3 of this section:
 - i. The noises of safety signals, warning devices, emergency pressure relief valves, and any other emergency devices.
 - ii. Traffic noise on public roads or noise created by airplanes and railroads.
 - iii. Noise created by refuse and solid waste collection, provided that the activity is conducted between 6:00 a.m. and 7:00 p.m.
 - iv. Emergency construction or repair work by public utilities, at any hour.

From: "John Poliquin" <quest@maine.rr.com>
To: <rwk@portlandmaine.gov>
Date: 3/25/2008 12:53:06 PM
Subject: Riverside metal recycling facility

Mr. Richard Knowland

Senior Planner

City of Portland, Maine

Dr Mr. Knowland,

I am writing in response to notice from the City of Portland regarding a metal recycling facility being proposed for the area of 568 Riverside St. I run a small business on Rainmaker Drive, just behind 585 Riverside St. My business, Quest Martial Arts, has adults and children attending classes every day except Sunday.

I confess I know nothing about metal recycling nor about this facility specifically. My concerns, however, are as follows.

- 1) Noise pollution. If the plant creates noise in the surrounding area, this will be disturbing to my classes as well as my clients. Can you provide any information regarding noise output from the facility?
- 2) I am also concerned about smell. Needless to say, if the surrounding area is subjected to odor caused by the plant or its process, this will directly impact the willingness of customers to patronize my business.
- 3) Also, I am concerned about the visual aspects of the facility. Will there be inventory of metal or metal waste visible by surrounding businesses or passersby? Again, if such is the case, this would negatively impact my business. How large will this structure be and far off the road?
- 4) Additionally, any of the above situations, has the very real possibility of lowering the value of my property.

I am in hopes that the City of Portland will not allow a facility that does not appropriately control these environmental factors into this area of businesses and residences. Any information you can send me regarding these concerns would be greatly appreciated. Thank you.

Very truly yours,


John Poliquin

Quest Martial Arts Center

operations (no evenings or weekends) to afford adequate protection of our residential neighborhood.

Your support and consideration of these matters is greatly appreciated.

Very truly yours,

A handwritten signature in black ink, appearing to read "Bruce L. Chuluda", with a long horizontal flourish extending to the right.

Bruce L. Chuluda
Mayor

CC: Mayor Edward Suslovic
Alex Jaegerman, Planning Director
Richard Knowland, Senior Planner
Westbrook City Council

Quarterly Stormwater Management Facility Inspection Checklist Prolerized New England, Portland, Maine

Inspection for the Period:
(check one)

January-March _____ April - June _____ July-September _____
October-December X

Inspection Item	Satisfactory	
	Yes	No
1. Are metal processing areas swept clean of dirt, debris, and trash on a weekly basis?	X	
2. Is Debris and trash disposed of weekly?	X	
3. Have leaks/spills from industrial equipment, drums, barrels or containers been observed?	X (a)	
4. Have spills and leaks been absorbed and cleaned ASAP after each event?	X	
5. Are the absorbent booms in the concrete settling basin saturated with oil and dirt? If yes, arrange to have them replaced.	X	
6. Is excessive sediment present in concrete settling basin that requires cleaning? If yes, arrange to have it removed.	X	
7. Is there excessive oil or sediment accumulation in the oil-water separators? If yes, arrange to have them cleaned.		X
8. Is there excessive sediment accumulation present in the wet pond forebay? If yes, arrange to have it removed.		X
9. Is catch basin near Process Building loading dock draining freely? Check Urban Filter insert to make sure its not plugged with oil or sediment. Arrange to have replaced if not functioning.	X (b)	
10. Is catch basin near facility entrance draining freely? Check Urban Filter insert to make sure it's not plugged with oil or sediment. Arrange to have replaced if not functioning.	X (b)	
11. Are spill response materials stocked and available on-site in the areas where oil or chemicals may be present? Arrange to have replaced if not functioning.	X	
12. Does the bioretention cell have excessive sediment accumulation? If yes, arrange to have it removed.		X
13. Any areas of erosion observed (check slopes, edges of roadways)? If yes, arrange to have it repaired.	X (c)	

Please add comments as appropriate on following page.

Quarterly Stormwater Management Facility Inspection Checklist
Prolerized New England, Portland, Maine

Comments:

(a) Some incidental oil leakage typical of such operations was observed on the concrete-surface processing area.

It will be contained by absorbent booms in the concrete channel. Hay bales could be replace at top of channel

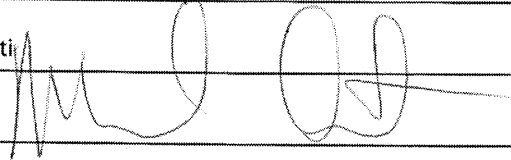
(b) The noted catch basins were draining freely, but accumulated sediment in the filters should be removed to ensure continued proper draining.

(c) One small erosion rill with exposed fabric was observed in north sidewall of the bioretention cell. Also slight subsidence of the floor of the bioretention cell near the beehive overflow basin indicates possible shorircuiting of flow. This should be monitored closely.

Name: Mark Arienti

Date: 11/8/12

Signature:





Fed Ex 8019 8129 8078

To: Maine DEP
Attn: Vicki Bryant
17 State House Station
Augusta, ME 04333

Date: February 27, 2013

Re: Annual Solid Waste Report
Prolerized New England Company LLC
Portland, ME (S-022289-WK-A-N)

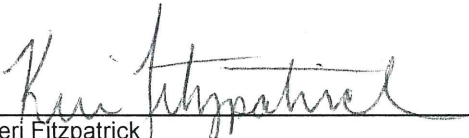
Copies	Date	Document
1	2/27/2013	Annual Solid Waste Report

Notes:

Please find the Annual Solid Waste Report attached for our Portland, ME facility for 2012.

Please do not hesitate to contact me at (781) 706-7003 if you have any questions.

From:


Keri Fitzpatrick
Regional Environmental Manager


C: Rick Knowland, Senior Planner, Planning and Development Department, City of Portland, 389 Congress Street, Portland, ME 04101 (Fed Ex 8020 0302 2958)
Project File

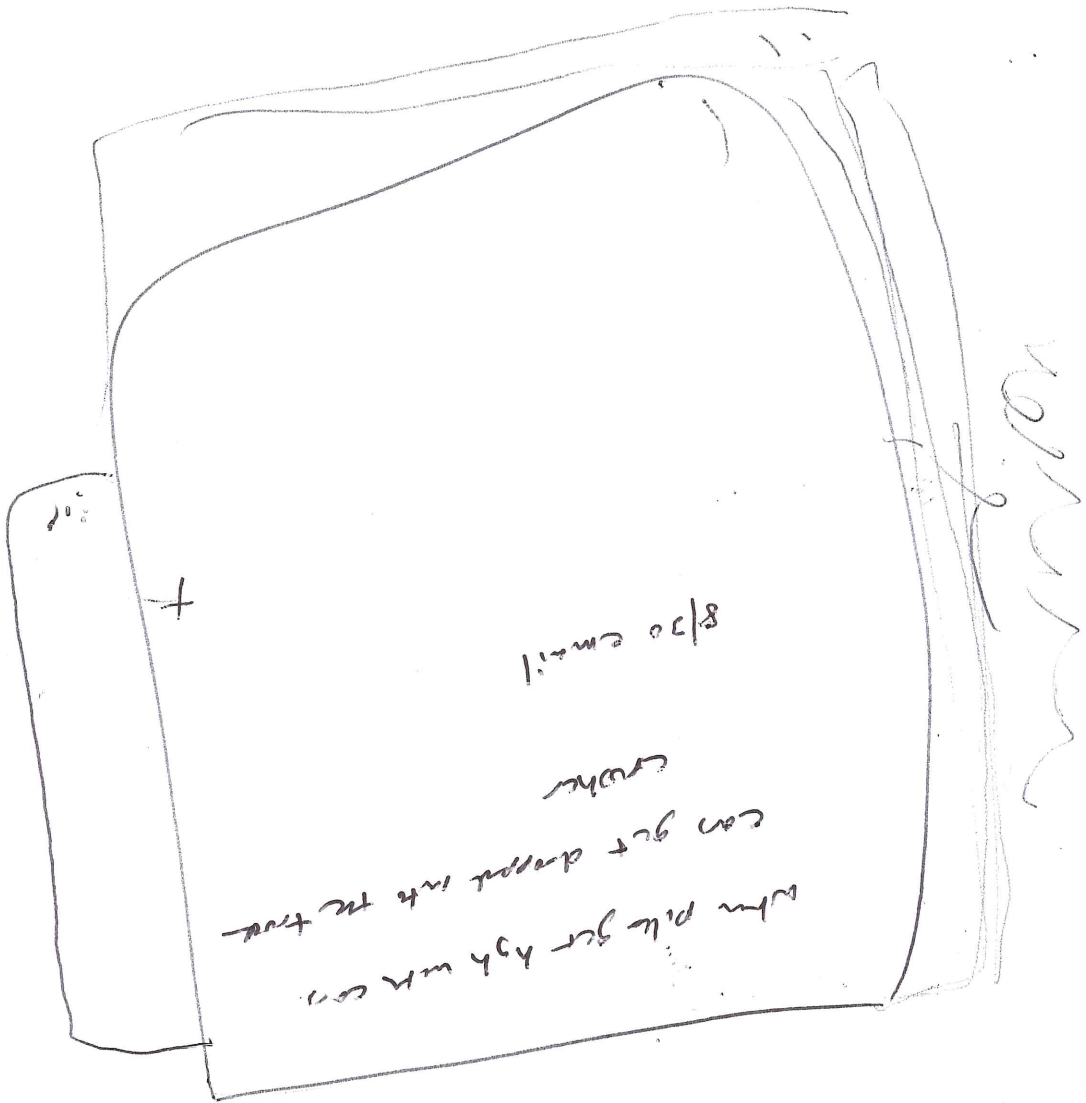
- _____ 1. The types of metal processed on the site.
- _____ 2. The types of waste handled and the average volume per year per material.
- _____ 3. A description of the protocol for handling waste and the destination to which that waste is sent.
- _____ 4. An operations manual as described in chapter 402 of the Maine Department of Environmental Protection regulations.
- _____ 5. Operational records as described in chapter 402 of the Maine Department of Environmental Protection regulations.
- _____ 6. An annual report as described in chapter 402 of the Maine Department of Environmental Protection regulations.

Renewal Application

If this is a renewal application, please provide evidence of annual testing completed according to the Rules attached to this application.

Applicant, by signature below, agrees to abide by all laws, orders, ordinances, rules and regulations governing the above license and further agrees that any misstatement of material fact may result in refusal of license or revocation if one has been granted. Applicant agrees that all taxes and accounts pertaining to the premises, or otherwise owed to the City by the Applicant, will be paid prior to issuance of the license. It is understood that this and any application(s) shall become public record and the applicant(s) hereby waive(s) any rights to privacy with respect thereto. I/We, hereby waive any rights to privacy with respect thereto.

Signature  Title GENERAL MANAGER Date 08/27/12
NH/ME OPERATIONS



Lucas
Tree

* Cell Body on an expert
noise and vibration















Rick Knowland - Fwd: Snitzer N.E. noise complaint

From: Barbara Barhydt
To: Jaegerman, Alex; Knowland, Rick
Date: 9/10/2012 3:50 PM
Subject: Fwd: Snitzer N.E. noise complaint

We need to discuss.

>>> Ann Machado Monday, September 10, 2012 2:31 PM >>>

Here is the letter from Mark Caron. Let me know if you need me to do anything else. Maybe Tammy will have to send an inspector out.

Ann

>>> Mark Caron <MCaron@Nemech.com> 9/10/2012 1:08 PM >>>

Anne,

Thank you for your timely follow-up to my call. As I stated, my name is Mark Caron; I am the branch manager for Northeast Mechanical which is located at 470 Riverside St., Unit #6, Portland Maine. I am writing to file a formal noise complaint against Snitzer N.E. metal recycling on Riverside St.

Northeast Mechanicals office, unit #6 is located approximately ¼ mile in of Riverside street. Our physical proximity to the actual recycling area is less than 100 yards. The front of our building is constructed from glass panels which run from floor to ceiling and are susceptible to vibrations. Throughout the day, scrap metal is being removed from trucks dropped onto the ground from the constant line of vehicles going in and out.

We regularly experience shaking or vibrating glass panels and ceiling tiles. Things becomes much worse when their yard gets full of scrap metal and junked cars, because at this point, they apparently crush or grinds the large metal; then drop it into semi-trailer to be removed from the facility. It's rare when it doesn't feel like we're working on a construction site. When Northeast Mechanical moved to this location, it was a quiet area teaming with deer and turkeys, which is no longer the case.

I hope that City of Portland and Snitzer N.E. can find an amenable resolution to this noisy issue.

Regards,

Mark Caron
Division Manager
Northeast Mechanical
(207) 400-8318 office
(207) 653-7633 cell
macron@nemech.com

Barbara Barhydt - Fwd: Snitzer N.E. noise complaint

From: Ann Machado
To: Barbara Barhydt; Rick Knowland
Date: Monday, September 10, 2012 2:31 PM
Subject: Fwd: Snitzer N.E. noise complaint

Here is the letter from Mark Caron. Let me know if you need me to do anything else. Maybe Tammy will have to send an inspector out.

Ann

>>> Mark Caron <MCaron@Nemech.com> 9/10/2012 1:08 PM >>>
Anne,

Thank you for your timely follow-up to my call. As I stated, my name is Mark Caron; I am the branch manager for Northeast Mechanical which is located at 470 Riverside St., Unit #6, Portland Maine. I am writing to file a formal noise complaint against Snitzer N.E. metal recycling on Riverside St.

Northeast Mechanicals office, unit #6 is located approximately ¼ mile in of Riverside street. Our physical proximity to the actual recycling area is less than 100 yards. The front of our building is constructed from glass panels which run from floor to ceiling and are susceptible to vibrations. Throughout the day, scrap metal is being removed from trucks dropped onto the ground from the constant line of vehicles going in and out.

We regularly experience shaking or vibrating glass panels and ceiling tiles. Things becomes much worse when their yard gets full of scrap metal and junked cars, because at this point, they apparently crush or grinds the large metal; then drop it into semi-trailer to be removed from the facility. It's rare when it doesn't feel like we're working on a construction site. When Northeast Mechanical moved to this location, it was a quiet area teaming with deer and turkeys, which is no longer the case.

I hope that City of Portland and Snitzer N.E. can find an amenable resolution to this noisy issue.

Regards,

Mark Caron
Division Manager
Northeast Mechanical
(207) 400-8318 office
(207) 653-7633 cell
macron@nemech.com

Planning _____
PPD _____
Zone _____
Taxes _____
Fire _____

City Clerk's Office
389 Congress Street
Portland, Maine 04101
(207)-874-8557

License fee \$515 plus costs
Application fee \$35 new \$25 renewal
Total Due _____
License Expires 9/30/ _____

SCRAP METAL RECYCLING FACILITIES PERMIT APPLICATION
CHAPTER 31, PORTLAND CITY CODE §31-1 et. seq.

Please check one: (Corporation/ LLC/ Non-profit org.) (Sole Proprietor) (Partnership)

Property Owner's Name: Prolerized New England Company LLC Phone: (617) 389-8300

Property Owner's Address: P.O. Box 0048, 69 Rover Street, Everett, MA Zip 02149

*If the property is owned by more than one entity please supplement above information on an additional sheet of paper.

Business Name: Prolerized New England Company, LLC/ Schnitzer Northeast Phone: (207) 772-8329

Location Address: 568 Riverside Street, Portland, ME Zip 04103

Mailing Address: P.O. Box 0048, 69 Rover Street, Everett, MA Zip 02149

Contact Person: Joseph Nicoella Phone: (339) 224-8949

Manager of Business Joseph Murphy Home Phone # (207) 310-4070

Does the issuance of this license benefit any City employee? Yes No

If yes, please list name(s) of employee(s) and City Department(s):

Have applicant, partners, associates, or corporate officers ever been arrested, indicted, convicted or court martialled for any violation of law? No If yes, please explain: _____

Have any of the applicants, including the corporation if applicable, ever held a business license with the City of Portland?
 Yes No. If yes, please list business name(s) and location(s):

Prolerized New England Company, LLC/ Schnitzer Northeast, Riverside St, Portland

Is any principal officer under the age of 18? Yes No

Please list items or general type of items for sale, if any: NA

SOLE PROPRIETOR / PARTNERSHIP INFORMATION: (if corporation, leave blank)

Name of Owner(s): _____ Date of Birth _____ Residence Zip Code _____

Name of Owner(s): _____ Date of Birth _____ Residence Zip Code _____

Name of Owner(s): _____ Date of Birth _____ Residence Zip Code _____

CORPORATE / LLC / NON-PROFIT ORGANIZATION APPLICANTS: (if sole proprietor, leave blank)

Corporation Name: Prolerized New England Company, LLC

Corporation Mailing Address: P.O. Box 0048, 69 Rover Street, Everett, MA ZIP 02149

Contact Person: Joseph Nicoella Phone Number: (339)-224-8949

PRINCIPAL OFFICERS: (if more space is needed, please attach a separate page)

Name _____	Title _____	Date of Birth _____	Residence Zip Code _____
Name _____	Title _____	Date of Birth _____	Residence Zip Code _____
Name _____	Title _____	Date of Birth _____	Residence Zip Code _____
Name _____	Title _____	Date of Birth _____	Residence Zip Code _____
Name _____	Title _____	Date of Birth _____	Residence Zip Code _____
Name _____	Title _____	Date of Birth _____	Residence Zip Code _____



Please provide the following information and check all items for which information has been submitted. **20 COPIES MUST BE SUBMITTED WITH THIS APPLICATION FOR DISTRIBUTION TO CITY DEPARMENTS. Incomplete packets will not be accepted.** All information required for renewal has been previously submitted to the city Planning

Department except the current groundwater results, which are attached.
 _____ The maximum storage height of any piles of metal or other material.

_____ A map of the location of any areas on the site used for processing, preparing or storage of materials.

_____ A map of the location of any sand and/or gravel aquifer and/or any sand and gravel aquifer recharge area as described on the Maine Geological Survey significant aquifer map for the Portland West Quadrangle (GSM Map No. 99-11) or as mapped by a State of Maine certified geologist or other competent professional.

_____ A map of the location of any residences, schools, public parks, public playgrounds, public bathing beaches, churches, or cemeteries within 500 feet of the area where metal and/or materials will be stored or processed.

_____ A map of the boundaries of the 100-year floodplain.

_____ A map of any sand or gravel aquifer on or adjacent to the site as mapped by the Maine Geological Survey or by a licensed geologist.

_____ A map of any waterbody, watercourse or wetland on or within 300 feet of the site.

_____ A site plan that complies with chapter 14, section 525(b) as files for approval by the Portland Planning Department/Board.
 **Please note date of site plan submission at Planning Office, 4th floor, City Hall: _____, 200__

_____ Results and data from on-site and off-site soil sampling and testing, which testing complies with the Rules attached hereto.

_____ Results and data from on-site and off-site groundwater sampling and testing, which testing complies with the Rules attached hereto.

_____ A depiction of any and all screening of the site.

_____ *Other information.*

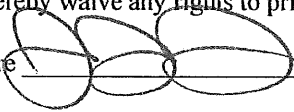
All information required for renewal has been previously submitted to the city Planning Department except the current groundwater results, which are attached.

- _____ 1. The types of metal processed on the site.
- _____ 2. The types of waste handled and the average volume per year per material.
- _____ 3. A description of the protocol for handling waste and the destination to which that waste is sent.
- _____ 4. An operations manual as described in chapter 402 of the Maine Department of Environmental Protection regulations.
- _____ 5. Operational records as described in chapter 402 of the Maine Department of Environmental Protection regulations.
- _____ 6. An annual report as described in chapter 402 of the Maine Department of Environmental Protection regulations.

Renewal Application

If this is a renewal application, please provide evidence of annual testing completed according to the Rules attached to this application.

Applicant, by signature below, agrees to abide by all laws, orders, ordinances, rules and regulations governing the above license and further agrees that any misstatement of material fact may result in refusal of license or revocation if one has been granted. Applicant agrees that all taxes and accounts pertaining to the premises, or otherwise owed to the City by the Applicant, will be paid prior to issuance of the license. It is understood that this and any application(s) shall become public record and the applicant(s) hereby waive(s) any rights to privacy with respect thereto. I/We, hereby waive any rights to privacy with respect thereto.

Signature  Title GENERAL MANAGER Date 08/27/12
NH/ME OPERATIONS

- _____ 1. The types of metal processed on the site.
- _____ 2. The types of waste handled and the average volume per year per material.
- _____ 3. A description of the protocol for handling waste and the destination to which that waste is sent.
- _____ 4. An operations manual as described in chapter 402 of the Maine Department of Environmental Protection regulations.
- _____ 5. Operational records as described in chapter 402 of the Maine Department of Environmental Protection regulations.
- _____ 6. An annual report as described in chapter 402 of the Maine Department of Environmental Protection regulations.

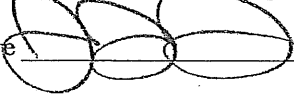
Renewal Application

If this is a renewal application, please provide evidence of annual testing completed according to the Rules attached to this application.

Applicant, by signature below, agrees to abide by all laws, orders, ordinances, rules and regulations governing the above license and further agrees that any misstatement of material fact may result in refusal of license or revocation if one has been granted. Applicant agrees that all taxes and accounts pertaining to the premises, or otherwise owed to the City by the Applicant, will be paid prior to issuance of the license.

It is understood that this and any application(s) shall become public record and the applicant(s) hereby waive(s) any rights to privacy with respect thereto.

I/We, hereby waive any rights to privacy with respect thereto.

Signature  Title GENERAL MANAGER Date 08/27/12
NH/ME OPERATIONS

PRINCIPAL OFFICERS: (if more space is needed, please attach a separate page)

Name _____	Title _____	Date of Birth _____	Residence Zip Code _____
Name _____	Title _____	Date of Birth _____	Residence Zip Code _____
Name _____	Title _____	Date of Birth _____	Residence Zip Code _____
Name _____	Title _____	Date of Birth _____	Residence Zip Code _____
Name _____	Title _____	Date of Birth _____	Residence Zip Code _____
Name _____	Title _____	Date of Birth _____	Residence Zip Code _____



Please provide the following information and check all items for which information has been submitted. **20 COPIES MUST BE SUBMITTED WITH THIS APPLICATION FOR DISTRIBUTION TO CITY DEPARTMENTS. Incomplete packets will not be accepted.** All information required for renewal has been previously submitted to the city Planning Department except the current groundwater results, which are attached. +

- The maximum storage height of any piles of metal or other material.
- A map of the location of any areas on the site used for processing, preparing or storage of materials.
- A map of the location of any sand and/or gravel aquifer and/or any sand and gravel aquifer recharge area as described on the Maine Geological Survey significant aquifer map for the Portland West Quadrangle (GSM Map No. 99-11) or as mapped by a State of Maine certified geologist or other competent professional.
- A map of the location of any residences, schools, public parks, public playgrounds, public bathing beaches, churches, or cemeteries within 500 feet of the area where metal and/or materials will be stored or processed.
- A map of the boundaries of the 100-year floodplain.
- A map of any sand or gravel aquifer on or adjacent to the site as mapped by the Maine Geological Survey or by a licensed geologist.
- A map of any waterbody, watercourse or wetland on or within 300 feet of the site.
- A site plan that complies with chapter 14, section 525(b) as files for approval by the Portland Planning Department/Board.
 **Please note date of site plan submission at Planning Office, 4th floor, City Hall: _____, 200__
- Results and data from on-site and off-site soil sampling and testing, which testing complies with the Rules attached hereto.
- Results and data from on-site and off-site groundwater sampling and testing, which testing complies with the Rules attached hereto.
- A depiction of any and all screening of the site.
- Other information.*

All information required for renewal has been previously submitted to the city Planning Department except the current groundwater results, which are attached.

Rick Knowland - Re: FW: Portland License renewal

From: Rick Knowland
To: hjacobsen@perkinsthompson.com
Subject: Re: FW: Portland License renewal

>>> <hjacobsen@perkinsthompson.com> Thursday, September 13, 2012 >>>

Supplemental Information to Scrap License Renewal Application:

(Questions 1 through 6 on last page).

1. Metals processed at the facility include ferrous and non ferrous metals.
2. The average volumes vary considerably from month to month. Overall volumes are documented in the annual report written pursuant to Chapter 402 of the Maine DEP solid waste regulations, and submitted annually to the Maine Department of Environmental Protection and the City Planning Department. The most recent annual report was submitted in February 2012, and, along with all prior reports, is on file with the City.
3. Please see the operations manual on file with the City for specific protocol for handling any waste material. All wastes are processed and handled in accordance with the Maine Department of Environmental Protection rules for waste handling and disposal. For recycled materials (as opposed to wastes), all ferrous metals and automobiles are shipped to Schnitzer's yard in Everett, Massachusetts for further processing, or shipped directly to customers. Batteries and non-ferrous metals are shipped through intercompany transfer to customers.
- 4, 5 and 6. The Operational manual, operational records and an annual report have been submitted directly to Maine DEP with a certified copy sent also to the City of Portland. Please see the City planning department file for those reports. As stated above, the most recent annual report was submitted to the City in February, 2012.

From: Rich Carmosino [<mailto:rcarmosino@schm.com>]
Sent: Wednesday, September 12, 2012 2:15 PM
To: Hope Creal Jacobsen
Subject: Portland License renewal

Memorandum
Department of Planning and Urban Development
Planning Division



TO: Mark Rees, City Manager
FROM: Alexander Jaegerman, Director of Planning Division
DATE: September 12, 2012
RE: Prolerized New England Company, LLC. Scrap Metal Recycling License

Prolerized New England Company, LLC seeks renewal of their scrap metal recycling facilities license. Prolerized moved to a new state of the art recycling facility at 568 Riverside Street in 2010. They were previously located in Bayside.

The standards for renewing a scrap metal facility license are covered under sec. 31-9 of the ordinance (process and standards for renewal of a license) as shown below. The submitted application meets the standards.

- [a] An application for a renewal of a license submitted pursuant to sec. 31-6 (c) shall identify which information, if any, required on the original application pursuant to sec. 31-7, has been changed or modified since the last application was filed.

This information has been provided.

- [b] The applicant shall submit evidence that it conducted any soil and groundwater testing required under the scrap metal recycling facilities ordinance and its prior license and that it submitted the results of such testing to the department.

Applicant has submitted the results of recent groundwater testing on the site. John Tewhey of Tewhey Associates (the City's environmental consultant) indicates the testing results are acceptable with no environmental issues or concerns. Mr. Tewhey indicates "the methodology and results of sampling fulfill requirements and criteria of the City of Portland Rules for the monitoring of metal recycling facilities". See attachment.

- [c] If the results of the prior required testing resulted in the city requiring that the applicant submit and implement a remedial action plan, then the applicant must submit evidence that it implemented the remedial action plan.

Not applicable. A remedial action plan was not required.

- [d] If the City Council finds that the standard of subsections [a], [b] and [c] above have been met, the city council shall issue a renewal of the license.

The above standards have been met.

Rick Knowland - Acadia Report Review for Schnitzer Site

From: John Tewhey <tewhey@gwi.net>
To: <RWK@portlandmaine.gov>
Date: 9/6/2012 11:25 AM
Subject: Acadia Report Review for Schnitzer Site
Attachments: 97-005lucasrev.doc

Rick,

I have attached my review memo for the Schnitzer (Prolerized New England) scrap metal recycling site on Riverside Street. My review has found that Acadia has fulfilled the annual groundwater monitoring requirement and there is no evidence of groundwater impact by the scrap yard operations. Slightly elevated levels of arsenic in groundwater in one monitoring well have been present since pre-development times and is due to natural arsenic levels in clay soil. If you have questions, please call (839-4261) or e-mail.

Thanks,

John Tewhey



TEWHEY ASSOCIATES
P.O. Box 238
Gorham, Maine 04038
(207)839-4261 • E-mail: info@tewhey.com

Memorandum

DATE: September 6, 2012

TO: Rick Knowland
Dept. of Planning and Econ. Dev.
City of Portland

PHONE: 874-8725

FROM: John Tewhey
Tewhey Associates

PHONE: 839-4261

RE: Review and Comment on Acadia Annual Testing Requirement at the Prolerized New England Company LLC Site, Portland, Maine

Background. The firm of Acadia Environmental Technology (Acadia) of Portland has prepared a groundwater monitoring report, dated August 30, 2012, for the Prolerized New England Company LLC (Prolerized) site located at 568 Riverside Street in Portland. Prolerized is a scrap metal recycling facility that was constructed in 2010. Prolerized formerly occupied the New England Metal Recycling (NEMR) scrap yard site at 25 Somerset Street in Portland. The Acadia report is intended to meet the requirements for annual testing of groundwater under the City of Portland Scrap Metal Recycling Facility Rules (Rules). The parcel at 568 Riverside Street includes an office and receiving facility for incoming scrap metal and a scrap metal storage and processing yard. The operational portions of the parcel are paved.

The initial field exploration, monitoring well installation and baseline groundwater sampling activities on the former Lucas Tree site (now the Prolerized site) was accomplished for the City of Portland in November 2007 by the firm of Tewhey Associates of Gorham, Maine. The initial sampling data is found in the Tewhey Associates report of January 2008 entitled, *Phase II Supplemental Soil and Groundwater Investigation, Lucas Tree Expert Site, Portland, Maine*. Tewhey Associates installed three monitoring wells in clay soils on the site. The three wells are designated as MW-1, MW-2 and MW-3. Subsequent to the Tewhey report, there have been three rounds of the required annual groundwater sampling at the site conducted by Acadia. The Acadia report of August 30, 2012 represents the third round of sampling. The Acadia report and the groundwater monitoring results have been reviewed by Tewhey Associates on behalf of the City of Portland. The review comments are presented herein.

Acadia Methodology. Acadia conducted groundwater sampling of the three monitoring wells on August 21, 2012 in accordance with Maine DEP Standard Operating Procedure entitled *Groundwater Sampling Using Low-Flow Purging and Sampling Protocol*, which is an updated version of the 1996 protocol specified in the City of Portland Scrap Yard Facility Rule 8(a). Field parameter data collected by Acadia included temperature, specific conductance, pH, dissolved oxygen and oxidation-reduction potential. Field parameters are reported on an Acadia form at the end of their report. Tewhey Associates successfully resolved questions about field parameter values in a phone call with the Acadia representative on September 6, 2012.

Groundwater samples were submitted to Katahdin Analytical Services in Scarborough, ME and were analyzed for volatile organic compounds (VOCs); semi-volatile organic compounds (SVOCs); polychlorobiphenyls (PCBs); eight metal compounds, including arsenic, barium, cadmium, chromium, lead, mercury, selenium and silver; extractable petroleum hydrocarbons (EPH) and volatile petroleum hydrocarbons (VPH). Two analyses specified in the City of Portland Rules, diesel-range organics (DRO) and gasoline range organics (GRO) have been superseded and replaced by the Maine DEP with the EPH and VPH analyses. Acadia appropriately conducted the groundwater analyses for the two new parameters. Acadia's technical methodology as described in their report was appropriate and sufficient to fulfill the requirements of the City of Portland Rules.

Discussion of Analytical Results. The Acadia report has shown that there were no detections of VOCs, SVOCs, PCBs, EPH or VPH above the lab detection limits. There were no metal detections in monitoring wells MW-1 and MW-3 above the Maine DEP groundwater criteria or standards. In monitoring well MW-2 which is located on the western boundary of the parcel, there was a detection of arsenic of 0.015 milligrams per liter (mg/L) that exceeded Maine DEP criteria of 0.010 mg/L. Previous laboratory analyses for groundwater on the site, including the pre-development samples, have shown slightly elevated levels of arsenic, including the pre-development samples. It is well known that arsenic is a common natural contaminant in Maine groundwater. It is a particularly common contaminant in groundwater that flows through clay soil. Clay soils are prevalent on the Prolerized site. The low arsenic levels found in groundwater on the site are due to the presence of clay soils on the site are not the result of scrap metal operations.

Conclusion. Acadia has conducted the required 2012 annual groundwater monitoring at the Prolerized metal recycling facility on Riverside Street in Portland. The methodology and results of sampling fulfill the requirements and criteria of the City of Portland Rules for the monitoring of metal recycling facilities. No further action is required of Acadia associated with the 2012 annual groundwater monitoring.



AN IMPORTANT NOTICE FROM THE CITY OF PORTLAND

The Portland City Council will hold a public hearing to consider an application by Prolerized New England Company, LLC. (Schnitzer Northeast) to renew their license for a Scrap Metal Recycling Facilities Permit (pursuant to Chapter 31 of the municipal code) for an existing scrap metal recycling facility at 568 Riverside Street. Public comments will be taken at this meeting.

The meeting will be held:

Wednesday, September 19, 2012

7:00 p.m.

Council Chambers, 2nd Floor, City Hall

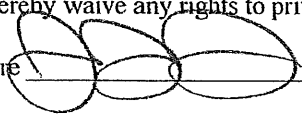
Copies of the proposal are available in the Portland Planning Division, 4th Floor, City Hall. If you wish to submit written comments, address them to Richard Knowland, Senior Planner, Planning Division, City Hall, 4th Floor, 389 Congress Street, Portland, Maine 04101, contact by phone at 874-8725 or e-mail at rwk@portlandmaine.gov.

- _____ 1. The types of metal processed on the site.
- _____ 2. The types of waste handled and the average volume per year per material.
- _____ 3. A description of the protocol for handling waste and the destination to which that waste is sent.
- _____ 4. An operations manual as described in chapter 402 of the Maine Department of Environmental Protection regulations.
- _____ 5. Operational records as described in chapter 402 of the Maine Department of Environmental Protection regulations.
- _____ 6. An annual report as described in chapter 402 of the Maine Department of Environmental Protection regulations.

Renewal Application

If this is a renewal application, please provide evidence of annual testing completed according to the Rules attached to this application.

Applicant, by signature below, agrees to abide by all laws, orders, ordinances, rules and regulations governing the above license and further agrees that any misstatement of material fact may result in refusal of license or revocation if one has been granted. Applicant agrees that all taxes and accounts pertaining to the premises, or otherwise owed to the City by the Applicant, will be paid prior to issuance of the license. It is understood that this and any application(s) shall become public record and the applicant(s) hereby waive(s) any rights to privacy with respect thereto. I/We, hereby waive any rights to privacy with respect thereto.

Signature  Title GENERAL MANAGER Date 08/27/12
NH/ME OPERATIONS



**AN IMPORTANT NOTICE FROM THE
CITY OF PORTLAND**

The Portland City Council will hold a public hearing to consider an application by Prolerized New England Company, LLC. (Schnitzer Northeast) to renew their license for a Scrap Metal Recycling Facilities Permit (pursuant to Chapter 31 of the municipal code) for an existing scrap metal recycling facility at 568 Riverside Street. Public comments will be taken at this meeting.

The meeting will be held:

Wednesday, September 19, 2012

7:00 p.m.

Council Chambers, 2nd Floor, City Hall

Copies of the proposal are available in the Portland Planning Division, 4th Floor, City Hall. If you wish to submit written comments, address them to Richard Knowland, Senior Planner, Planning Division, City Hall, 4th Floor, 389 Congress Street, Portland, Maine 04101, contact by phone at 874-8725 or e-mail at rwk@portlandmaine.gov.

Planning _____
PPD _____
Zone _____
Taxes _____
Fire _____

City Clerk's Office
389 Congress Street
Portland, Maine 04101
(207)-874-8557

License fee \$515 plus costs
Application fee \$35 new \$25 renewal
Total Due _____
License Expires 9/30/ _____

SCRAP METAL RECYCLING FACILITIES PERMIT APPLICATION
CHAPTER 31, PORTLAND CITY CODE §31-1 et. seq.

Please check one: (Corporation/ LLC/ Non-profit org.) (Sole Proprietor) (Partnership)

Property Owner's Name: Prolerized New England Company LLC Phone: (617) 389-8300

Property Owner's Address: P.O. Box 0048, 69 Rover Street, Everett, MA Zip 02149

*If the property is owned by more than one entity please supplement above information on an additional sheet of paper.

Business Name: Prolerized New England Company, LLC/ Schnitzer Northeast Phone: (207) 772-8329

Location Address: 568 Riverside Street, Portland, ME Zip 04103

Mailing Address: P.O. Box 0048, 69 Rover Street, Everett, MA Zip 02149

Contact Person: Joseph Nicoletta Phone: (339) 224-8949

Manager of Business Joseph Murphy Home Phone # (207) 310-4070

Does the issuance of this license benefit any City employee? Yes No

If yes, please list name(s) of employee(s) and City Department(s): _____

Have applicant, partners, associates, or corporate officers ever been arrested, indicted, convicted or court martialled for any violation of law? No If yes, please explain: _____

Have any of the applicants, including the corporation if applicable, ever held a business license with the City of Portland?

Yes No. If yes, please list business name(s) and location(s):

Prolerized New England Company, LLC/ Schnitzer Northeast, Riverside St, Portland

Is any principal officer under the age of 18? Yes No

Please list items or general type of items for sale, if any: NA

SOLE PROPRIETOR / PARTNERSHIP INFORMATION: (if corporation, leave blank)

Name of Owner(s): _____ Date of Birth _____ Residence Zip Code _____

Name of Owner(s): _____ Date of Birth _____ Residence Zip Code _____

Name of Owner(s): _____ Date of Birth _____ Residence Zip Code _____

CORPORATE / LLC / NON-PROFIT ORGANIZATION APPLICANTS: (if sole proprietor, leave blank)

Corporation Name: Prolerized New England Company, LLC

Corporation Mailing Address: P.O. Box 0048, 69 Rover Street, Everett, MA ZIP 02149

Contact Person: Joseph Nicoletta Phone Number: (339) 224-8949

PRINCIPAL OFFICERS: (if more space is needed, please attach a separate page)

Name _____	Title _____	Date of Birth _____	Residence Zip Code _____
Name _____	Title _____	Date of Birth _____	Residence Zip Code _____
Name _____	Title _____	Date of Birth _____	Residence Zip Code _____
Name _____	Title _____	Date of Birth _____	Residence Zip Code _____
Name _____	Title _____	Date of Birth _____	Residence Zip Code _____



Please provide the following information and check all items for which information has been submitted. **20 COPIES MUST BE SUBMITTED WITH THIS APPLICATION FOR DISTRIBUTION TO CITY DEPARMENTS. Incomplete packets will not be accepted.**

_____ All information required for renewal has been previously submitted to the city Planning Department except the current groundwater results, which are attached. 22

_____ The maximum storage height of any piles of metal or other material.

_____ A map of the location of any areas on the site used for processing, preparing or storage of materials.

_____ A map of the location of any sand and/or gravel aquifer and/or any sand and gravel aquifer recharge area as described on the Maine Geological Survey significant aquifer map for the Portland West Quadrangle (GSM Map No. 99-11) or as mapped by a State of Maine certified geologist or other competent professional.

_____ A map of the location of any residences, schools, public parks, public playgrounds, public bathing beaches, churches, or cemeteries within 500 feet of the area where metal and/or materials will be stored or processed.

_____ A map of the boundaries of the 100-year floodplain.

_____ A map of any sand or gravel aquifer on or adjacent to the site as mapped by the Maine Geological Survey or by a licensed geologist.

_____ A map of any waterbody, watercourse or wetland on or within 300 feet of the site.

_____ A site plan that complies with chapter 14, section 525(b) as files for approval by the Portland Planning Department/Board.

**Please note date of site plan submission at Planning Office, 4th floor, City Hall: _____, 200__

_____ Results and data from on-site and off-site soil sampling and testing, which testing complies with the Rules attached hereto.

_____ Results and data from on-site and off-site groundwater sampling and testing, which testing complies with the Rules attached hereto.

_____ A depiction of any and all screening of the site.

_____ *Other information.*

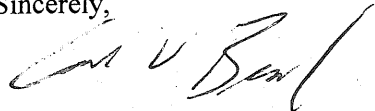
All information required for renewal has been previously submitted to the city Planning Department except the current groundwater results, which are attached.

April 1, 2010
Mr. Rick Knowland
Page 2

7. The bituminous pavement area has been reduced from 2.3 to 1.3 acres.
8. Chain link fence has been moved away from Riverside Street to enclose only the building and process areas. The 60' wide sliding gate is now parallel with the building.
9. The entrance lanes will still provide over 800 feet of vehicle storage, to comply with the City conditions.
10. Storm drains at the entrance drive and bioswale Pond 51 have been redesigned to tie into the existing 18-inch City drain and eliminate redundant pipe systems.
11. The loading dock, west side roof drains and footing drains have been designed to tie into the existing 18-inch HDPE drain, which discharges into the existing detention basin at the bottom of the south embankment. The remainder of the processing area will drain to the new stormwater treatment system as originally designed and approved. This will allow the stormwater treatment system to be more effective in treating only the runoff from the scrap storage areas and allow "clean runoff" to bypass the system.
12. Landscaping materials have been adjusted to work with the revised screening berm, building and paved areas. Refer to drawing LA-2 for the revised design.
13. Power and telephone service will be installed above ground from Riverside Street to the proposed entrance gate. Then the utilities will be installed underground from the gate to the building. All on-site lighting wiring will be installed underground.

The remaining information on the construction drawings is identical to the plans approved by the Portland Planning Board and the City Council. Please contact me with any questions or comments during your review of this information, so that construction may commence in April 2010.

Sincerely,



CIVIL CONSULTANTS

Carl V. Beal, P.E.

cc: file, Hope Jacobsen, Esq., Ben Ghiringhelli, Frank LaRosa,

J:\aaa\2006\0676902\PDF's\20100401\CityPlanChanges\20100401RickKnowlandPlanChangesLtr.doc



**Development Review Application
PORTLAND, MAINE**

Department of Planning and Urban Development,
Planning Division and Planning Board

PROJECT NAME: **Prolerized New England Company LLC**

PROPOSED DEVELOPMENT ADDRESS:

569 Riverside Street, Portland, ME

PROJECT DESCRIPTION:

Scrap Metal Recycling Facility Amendment to Approved Site Plan.

CHART/BLOCK/LOT: **321 & 322/Block A/Lot #5**

CONTACT INFORMATION:

APPLICANT

Name: **Prolerized New England Company LLC**

Address: **c/o Ben Ghiringhelli
69 Rover Street, PO Box 0048
Everett, MA**

Zip Code: **02149**

Work #: **781-873-1662**

Cell #: **508-330-8216**

Fax #: _____

Home: _____

E-mail: **bghiringhelli@schn.com**

PROPERTY OWNER

Name: **H. Finkelman, Inc.**

Address: **c/o Ben Ghiringhelli
69 Rover Street, PO Box 0048
Everett, MA**

Zip Code: **02149**

Work #: **781-873-1662**

Cell #: **508-330-8216**

Fax #: _____

Home: _____

E-mail: **bghiringhelli@schn.com**

BILLING ADDRESS

Name: **Same as above.**

Address: _____

Zip: _____

Work #: _____

Cell #: _____

Fax #: _____

Home: _____

E-mail: _____

RECEIVED

APR 22 2010

City of Portland
Planning Division

~As applicable, please include additional contact information on the next page~

AGENT/REPRESENTATIVE

Name: _____
Address: _____

Zip Code: _____
Work #: _____
Cell #: _____
Fax #: _____
Home: _____
E-mail: _____

ENGINEER

Name: Civil Consultants
Address: 293 Main Street,
PO Box 100
South Berwick, ME
Zip Code: 03908
Work #: 207-384-2550
Cell #: _____
Fax #: 207-384-2112
Home: _____
E-mail: carl@civcon.com

ARCHITECT

Name: _____
Address: _____

Zip Code: _____
Work #: _____
Cell #: _____
Fax #: _____
Home: _____
E-mail: _____

CONSULTANT

Name: Civil Consultants
Address: 293 Main Street,
PO Box 100
South Berwick, ME
Zip Code: 03908
Work #: 207-384-2550
Cell #: _____
Fax #: 207-384-2112
Home: _____
E-mail: carl@civcon.com

SURVEYOR

Name: _____
Address: _____

Zip Code: _____
Work #: _____
Cell #: _____
Fax #: _____
Home: _____
E-mail: _____

ATTORNEY

Name: Hope Jacobsen
Perkins Thompson
Address: One Canal Plaza
PO Box 426
Portland, ME
Zip Code: 04112
Work #: 207-774-2635
Cell #: 207-807-4259
Fax #: _____
Home: _____
E-mail: hjacobsen@perkinsthompson.com

Infrastructure Financial Contribution Form

Obtain an Account Number from Paul Colpitts, Chief Acct., (ext. 8665) prior to the distribution of this form.

Amount \$ 10,000.00

City Account Number: 710-0000-236-98-00

Project Code: _____
(This number is requested from Cathy Ricker, Accountant)

Project Name:

PROLOGIZED NEW ENGLAND
SCHNITZER (NEMR) SCRAP METAL FACILITY

Project #:
(from Naviline)

2008-0014

Project Location:

568 RIVERSIDE STREET

Project Description:

METAL RECYCLING FACILITY

Funds intended for:

FUTURE TRANSPORTATION IMPROVEMENTS AT THE
RIVERSIDE/WARREN AVE. INTERSECTION

Applicant's Name:

PROLOGIZED NEW ENGLAND

Applicant's Address:

P.O. BOX 0048, 69 RIVER ST., EVERETT, MA 02149

Expiration:

If funds are not expended or encumbered for the intended purpose by _____, funds, or any balance of remaining funds, shall be returned to contributor within six months of said date.

Funds shall be permanently retained by the City.

Other (describe in detail) _____

Form of Contribution:

Escrow Account

Cash Contribution

Interest Disbursement: Interest on funds to be paid to contributor only if project is not commenced.

Terms of Draw Down of Funds: The City shall periodically draw down the funds via a payment requisition from Public Works, which form shall specify use of City Account # shown above.

Date of Form: 7-20-10

Planner: RK

Person Completing Form: RK

- Attach the approval letter, condition of approval or other documentation of the required contribution.
- One copy sent to the Applicant.

Electronic Distribution to: Peggy Axelsen, Michael Bobinsky, Michael Farmer, Kathi Earley, Betsy Beety, David Margolis-Pineo, Jeff Tarling, Alex Jaegerman, Barbara Barhydt, Phil DiPierro, Deb Marquis and Planner for project.

September 10, 2010

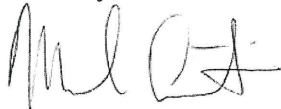
Rick Knowland, Senior Planner
Planning & Urban Development Department
CITY OF PORTLAND
389 Congress St.
Portland ME 04101

Re: *Prolerized Northeast, 568 Riverside St.*

Dear Mr. Knowland:

At the request of Schnitzer Northeast, Inc., Acadia has submitted a Notice of Intent (NOI) to the Maine Department of Environmental Protection for the above-referenced facility to be covered under the Multisector General Permit (MSGP) for Stormwater Discharge Associated with Industrial Activity. Consistent with the instructions in the NOI, Acadia is submitting a copy of the NOI to the municipal offices of the city in which the facility is located.

Sincerely,



Mark T. Arienti, P.E.

cc: Keri Fitzpatrick, Schnitzer

NOTICE OF INTENT TO COMPLY WITH MAINE MULTI-SECTOR GENERAL PERMIT FOR STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY

Submission of this Notice of Intent (NOI) constitutes the expressed intent of the entity in Section A to be authorized to discharge pollutants to waters of the State, from the facility/site identified in Section C, under Maine's Stormwater Multi-sector General Permit (MSGP). This also certifies that the responsible official understands and meets the eligibility conditions of Part I of the MSGP, agrees to comply with all applicable terms and conditions of the MSGP, and understands that continued authorization under the MSGP is contingent on maintaining eligibility for coverage. **In order to be granted coverage, this form must be completed in its entirety and sent to the Maine Dept. of Environmental Protection, 17 State House Station, Augusta, ME 04333-0017. Be sure to include a check for \$300 made payable to "Treasurer, State of Maine". Please read the instructions on the back prior to completing the NOI form.**

A. Company Information – Legal Name & Business Address						B. Parent Company Information (if applicable)					
Company Legal Name	PROLERIZED NEW ENGLAND COMPANY LLC dba SCHNITZER NORTHEAST			ME State Charter Number:		Parent Co Name:	SCHNITZER STEEL INDUSTRIES, INC.				
Mailing Address	69 ROVER STREET					Mailing Address	3200 NW YEON AVE				
City/Town	EVERETT	State	MA	Zip Code	02149	City/Town	PORTLAND	State	OR	Zip Code	97210
Daytime phone:	(617) 389-8300					Daytime phone: (with area code)	503-224-9900				
E-mail:	KFITZPATRICK@SCHN.COM					E-mail:	PCHRISTOPHER@SCHN.COM				
The 4-digit Standard Industrial Classification (SIC) Code(s) or the 2-letter Activity Code(s) that best represent the primary products produced or services rendered by your facility and major co-located activities.						Primary SIC#	5093	Secondary SIC# (if known):			
C. Facility/Site Physical Location						D. Contact Person Information for this NOI					
Facility/Site Name	PROLERIZED NEW ENGLAND COMPANY LLC dba SCHNITZER NORTHEAST					Permit Contact Person	KERI FITZPATRICK				
Physical Address	568 RIVERSIDE STREET					Title	REGIONAL ENVIRONMENTAL MANAGER				
Town	PORTLAND	State	ME	Zip Code	04103	Contact Address	69 ROVER STREET, EVERETT, MA 02149				
Daytime phone: (with area code)	(207) 772-8329					Daytime phone: (with area code)	(781) 706-7003				
Title, Right, or Interest to this site location:	Yes	<input checked="" type="checkbox"/>	No								
Email:	JAGUIAR@SCHN.COM					Email:	KFITZPATRICK@SCHN.COM				
Facility Ownership:	<input checked="" type="checkbox"/> Private <input type="checkbox"/> Tribal <input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> Municipal <input type="checkbox"/> Other public entity										

SCHNITZER STEEL INDUSTRIES

PO Box 10047
Portland OR 97296-0047 (503) 224-9900

Stub 1 of 1

Check No. 613867

Invoice Date	Invoice No.	Description	Gross Amount	Discount Amount	Net Amount
24-Aug-10	CKREQ082410	0810 PERMIT	300.00	0.00	300.00
Totals			300.00	0.00	300.00

PLEASE DETACH BEFORE DEPOSITING

THIS CHECK HAS A GREEN AND BLUE BACKGROUND AND IS PRINTED ON WATERMARKED PAPER. THE BORDER IS MICROPRINTED AS A SAFETY PRECAUTION.



SCHNITZER STEEL INDUSTRIES

PO Box 10047
Portland OR 97296-0047 (503) 224-9900

BANK OF AMERICA
64-1278/611

Check No.
613867

DATE
25-Aug-10

PAY ONLY **300.00**
THREE ZERO ZERO CTS CTS

\$***300.00**

PAY Three Hundred Dollars And Zero Cents*****

TO THE ORDER OF
TREASURER STATE OF MAINE
DEPT. OF ENVIRONMENTAL PROTECTON
17 STATE HOUSE STATION
AGUSTA, ME 04330

Void After 180 days

Richard Beach
Authorized Signature

0000613867 061112788 003299813693

Facility Latitude: (if known)	43° 41' 52.72" N	Facility Longitude:	70° 19' 31.64"
The facility discharges stormwater either directly or indirectly to the waters of the state: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		The facility discharges stormwater to a municipal separate stormwater sewer system (MS4). <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If Yes, names(s) of the receiving waters: PRESUMPSCOT RIVER		If Yes, name(s) of MS4 operator:	

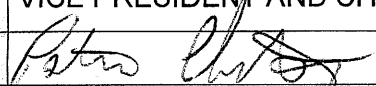
E. Permit Information

Applicable sector(s) of industrial activity, as designated in Part III (D)(5) of the MSGP, that include associated discharges that you seek to have covered under this permit (choose all that apply):	<input type="checkbox"/> Sector A	<input type="checkbox"/> Sector B	<input type="checkbox"/> Sector C	<input type="checkbox"/> Sector D	<input type="checkbox"/> Sector E	<input type="checkbox"/> Sector F
	<input type="checkbox"/> Sector G	<input type="checkbox"/> Sector H	<input type="checkbox"/> Sector I	<input type="checkbox"/> Sector J	<input type="checkbox"/> Sector K	<input type="checkbox"/> Sector L
	<input type="checkbox"/> Sector M	<input checked="" type="checkbox"/> Sector N	<input type="checkbox"/> Sector O	<input type="checkbox"/> Sector P	<input type="checkbox"/> Sector Q	<input type="checkbox"/> Sector R
	<input type="checkbox"/> Sector S	<input type="checkbox"/> Sector T	<input type="checkbox"/> Sector U	<input type="checkbox"/> Sector V	<input type="checkbox"/> Sector W	<input type="checkbox"/> Sector X
	<input type="checkbox"/> Sector Y	<input type="checkbox"/> Sector Z	<input type="checkbox"/> Sector AA	<input type="checkbox"/> Sector AB	<input type="checkbox"/> Sector AC	<input type="checkbox"/> Sector AD

If this facility was covered by a previous EPA Multi-Sector General Permit, enter the number assigned to the facility by EPA:

F. Certification of Responsible Official

I certify under penalty of law that I have personally examined the information submitted in this document and all attachments thereto and that, based on my inquiry of those individuals immediately responsible for obtaining the information, I believe the information is true, accurate, and complete. By my signature as a responsible official for the entity or individual identified in Section A of this NOI, I certify under penalty of law that that I am the operator of the facility, and have Title, Right or Interest, as indicated in Section A.

Printed Name:	PATRICK CHRISTOPHER	Date:	8/23/10
Title:	VICE PRESIDENT AND CHIEF OPERATING OFFICER		
Signature:			

OFFICE USE ONLY	C k. #	Date Received	NOI #	Acct. # 014-06A-1751-142
------------------------	---------------	----------------------	--------------	---------------------------------

RECEIPT OF AMENDED SITE PLAN APPLICATION

RE: Vicinity of 568 Riverside Street

An amended site plan application was submitted to the City of Portland Planning Division for certain revisions to the Prolerized New England Company scrap metal recycling facility. The applicant is proposing a number of revisions to the plan including an increased building setback from Riverside Street, a reconfiguration of the main process building and location, reconfiguration of a screening berm and a reduction in the amount of bituminous pavement.

It is anticipated the application will be reviewed administratively and this will be the only notice pertaining to the revisions. Should you have comments or questions on the changes, a public comment period has been provided until Wednesday, April 28, 2010 at which time comments must be submitted for consideration.

Plans are available in the Portland Planning Division, 4th Floor, City Hall. If you wish to submit written comments, address them to Richard Knowland, Senior Planner, Planning Division, City Hall, 4th Floor, 389 Congress Street, Portland, Maine 04101, contact by phone at 874-8725 or e-mail at rwk@portlandmaine.gov

PROJECT DATA

1 acre = 43,560 sq ft.

The following information is required where applicable, in order complete the application

Total Site Area	<u>12.9 Acres</u>	sq. ft. <i>561,924 sq ft.</i>
Proposed Total Disturbed Area of the Site	<u>7.6 Acres</u>	sq. ft. <i>331,056 sq ft.</i>

(If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland)

IMPERVIOUS SURFACE AREA

Proposed Total Paved Area	<u>3.35 Acres</u>	sq. ft. <i>145,926 sq ft.</i>
Existing Total Impervious Area	<u>2.5 Acres</u>	sq. ft. <i>108,900 sq ft.</i>
Proposed Total Impervious Area	<u>3.6 Acres</u>	sq. ft. <i>156,816 sq ft.</i>
Proposed Impervious Net Change	<u>1.1 Acres</u>	sq. ft. <i>47,916 sq ft.</i>

BUILDING AREA

Existing Building Footprint	<u>1,200</u>	sq. ft.
Proposed Building Footprint	<u>12,000</u>	sq. ft.
Proposed Building Footprint Net change	<u>11,000</u>	sq. ft.
Existing Total Building Floor Area	<u>1,200</u>	sq. ft.
Proposed Total Building Floor Area	<u>13,800</u>	sq. ft.
Proposed Building Floor Area Net Change	<u>12,600</u>	sq. ft.
New Building	<u>yes</u>	(yes or no)

ZONING

Existing	<u>IH</u>
Proposed, if applicable	<u>IH</u>

LAND USE

Existing	<u>--</u>
Proposed	<u>--</u>

RESIDENTIAL, IF APPLICABLE

Proposed Number of Affordable Housing Units	<u>--</u>
Proposed Number of Residential Units to be Demolished	<u>--</u>
Existing Number of Residential Units	<u>--</u>
Proposed Number of Residential Units	<u>--</u>
Subdivision, Proposed Number of Lots	<u>--</u>

PARKING SPACES

Existing Number of Parking Spaces	<u>0</u>
Proposed Number of Parking Spaces	<u>19</u>
Number of Handicapped Parking Spaces	<u>0</u>
Proposed Total Parking Spaces	<u>19</u>

BICYCLE PARKING SPACES

Existing Number of Bicycle Parking Spaces	<u>0</u>
Proposed Number of Bicycle Parking Spaces	<u>18</u>
Total Bicycle Parking Spaces	<u>18</u>

ESTIMATED COST OF PROJECT

Please answer the following with a Yes/No response on all that apply to the proposed development

Institutional	<u>N</u>	Change of Use	<u>N</u>	
Parking Lot	<u>N</u>	Design Review	<u>N</u>	
Manufacturing	<u>N</u>	Flood Plain Review	<u>N</u>	
Office	<u>N</u>	Historic Preservation	<u>N</u>	
Residential	<u>N</u>	Housing Replacement	<u>N</u>	
Retail/Business	<u>Y</u>	14-403 Street Review	<u>N</u>	
Warehouse	<u>N</u>	Shoreland	<u>N</u>	
Single Family Dwelling	<u>N</u>	Site Location	<u>N</u>	
2 Family Dwelling	<u>N</u>	Stormwater Quality	<u>N</u>	
Multi-Family Dwelling	<u>N</u>	Traffic Movement	<u>N</u>	
B-3 Ped Activity Review	<u>N</u>	Zoning Variance	<u>N</u>	(or date)
Change of Use	<u>N</u>	Historic Dist./Landmark	<u>N</u>	
		Off Site Parking	<u>N</u>	

APPLICATION FEE:

Check all reviews that apply. Payment may be made in cash or check to the City of Portland.

<p>Major Development (more than 10,000 sq. ft.)</p> <p><input type="checkbox"/> Under 50,000 sq. ft. (\$500.00)</p> <p><input type="checkbox"/> 50,000 - 100,000 sq. ft. (\$1,000.00)</p> <p><input type="checkbox"/> Parking Lots over 100 spaces (\$1,000.00)</p> <p><input type="checkbox"/> 100,000 - 200,000 sq. ft. (\$2,000.00)</p> <p><input type="checkbox"/> 200,000 - 300,000 sq. ft. (\$3,000.00)</p> <p><input type="checkbox"/> Over 300,000 sq. ft. (\$5,000.00)</p> <p><input type="checkbox"/> After-the-fact Review (\$1,000.00 plus applicable application fee)</p>	<p>Plan Amendments</p> <p><input checked="" type="checkbox"/> Planning Staff Review (\$250.00)</p> <p><input type="checkbox"/> Planning Board Review (\$500.00)</p> <p>Subdivision</p> <p><input type="checkbox"/> Subdivision (\$500.00) + amount of lots _____ (\$25.00 per lot) \$ _____ + (applicable Major site plan fee)</p>
<p>Minor Site Plan Review</p> <p><input type="checkbox"/> Less than 10,000 sq. ft. (\$400.00)</p> <p><input type="checkbox"/> After-the-fact Review (\$1,000.00 plus applicable application fee)</p>	<p>Other Reviews</p> <p><input type="checkbox"/> Site Location of Development (\$3,000.00) (except for residential projects which shall be \$200.00 per lot _____)</p> <p><input type="checkbox"/> Traffic Movement (\$1,000.00)</p> <p><input type="checkbox"/> Storm water Quality (\$250.00)</p> <p><input type="checkbox"/> Section 14-403 Review (\$400.00 + \$25.00 per lot)</p> <p><input type="checkbox"/> Other _____</p>

DEVELOPMENT REVIEW APPLICATION SUBMISSION

Submissions shall include seven (7) packets with folded plans containing the following materials:


1. Seven (7) full size site plans that must be folded.
2. Application form that is completed and signed.
3. Cover letter stating the nature of the project.
4. All Written Submittals (Sec. 14-525 2. (c), including evidence of right, title and interest.
5. A stamped standard boundary survey prepared by a registered land surveyor at a scale not less than one inch to 100 feet.
6. Plans and maps based upon the boundary survey and containing the information found in the attached sample plan checklist.
7. Copy of the checklist completed for the proposal listing the material contained in the submitted application.
8. One (1) set of plans reduced to 11 x 17.

Refer to the application checklist (page 9) for a detailed list of submittal requirements.

Portland’s development review process and requirements are outlined in the Land Use Code (Chapter 14), which includes the Subdivision Ordinance (Section 14-491) and the Site Plan Ordinance (Section 14-521). Portland’s Land Use Code is on the City’s web site: www.portlandmaine.gov Copies of the ordinances may be purchased through the Planning Division.

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

This application is for site review only; a Performance Guarantee, Inspection Fee, Building Permit Application and associated fees will be required prior to construction.

<p>Signature of Applicant: </p>	<p>Date: 4/13/10</p>
--	----------------------

PROJECT SUMMARY

Prolerized New England Company LLC (“PNE”) is a leading purchaser and processor of recyclable scrap metals, with twelve locations in the Northeast. PNE is part of Schnitzer Steel Industries, Inc., a global leader in the recycling and sale of ferrous and nonferrous metal.

Currently, PNE owns and operates a metal recycling facility on Somerset Street in the Bayside neighborhood of Portland. As an integral part of the City’s Bayside redevelopment plans, the City coordinated the acquisition of land on Riverside Street with the express purpose of relocating several existing facilities, including the City Public Works facility, out of Bayside. PNE intends to sell its existing site to the City and plans to purchase land from the City to construct and operate a full service integrated ferrous and nonferrous processing/recycling center at the Riverside Street site, thus continuing its business operations in the City. The facility, which receives scrap metal from vendors in the Greater Portland area, is expected to process about 75,000 tons of metal per year. The metal products will be segregated into commodities such as ferrous metals, light iron, aluminum, copper, white goods, and automobiles. Periodically, materials will be transported, mostly by truck, to the PNE central processing facility in Everett, Massachusetts, other Schnitzer facilities or directly to consumers.

The PNE facility will be located on a 13.2 acre site, part of the former Lucas Tree property, although only about ___ acres will be developed. PNE will construct a new 18,800 square foot building, to house its offices and non-ferrous metal processing. The building will be set back more than 200 feet from Riverside Street and more than 35 feet from the nearest side lot line. Natural features, fencing and landscaping will buffer the site from neighboring properties and Riverside Street. Further, the main building on the site will screen larger piles of scrap metal from the driving public on Riverside Street.

PNE will preserve the area adjacent to the Presumpscot River from development and plans to plant trees along the West edge of the development to screen operations from residential properties across the River. Although a small area of the site is located within the 100-year flood zone along the River, site development will occur in the existing plateau, which is thirty feet above the flood elevation and more than one hundred feet horizontal away from the flood zone. The remaining work areas of the site will be paved with concrete or another impervious surface. A state of the art stormwater system will be installed, using best management practices to ensure any impacts from stormwater are minimized.

The site is located in an industrial area with good access for truck traffic. Metal materials will be delivered to the site by truck and processed on site. The traffic study submitted by Gorrill-Palmer Consulting Engineers, Inc., concluded that the facility will generate 19 and 17 trip ends for the weekday AM and PM peak hours, respectively, which does not trigger the need for a Maine DOT traffic permit. In addition, the level of service at the Warren Avenue and Forest Avenue intersections with Riverside Street will not be affected by the proposed development and sight lines exceed MaineDOT and City of Portland minimum requirements.

This will be a state of the art facility, operating between the hours of 6:00 am and 6:00 pm Monday through Friday and from 6:00 am until noon on Saturday. Normal delivery hours will be from 7:00 am to 4:00 pm Monday through Friday. The full service integrated ferrous and nonferrous processing/recycling center will include trucking operations, including container trucks and trailers, flat beds and a variety of trailers. The facility will employ careful acceptance and rejection procedures that eliminate production of bypass material at the facility. Material that cannot be handled and shipped to other facilities (mostly the Everett, Massachusetts facility) will not be accepted. Materials are inspected upon arrival and segregated. Material oil collected will be stored in secure above ground tanks and disposed of appropriately.

Ferrous materials generally arrive in large trucks and will be processed on an impervious surface by cranes with magnets or grapples, hydraulic excavators equipped with shears, car flatteners, balers and cutting torches. Materials will be stored outside on an impervious surface. Non-ferrous scrap will be graded, sorted and packaged for shipment to consuming mills around the world. Processing will include hand sorting, shearing, stripping, analyzing and baling. Forklifts will be equipped with squeeze forks and rotators. Some materials will be stored outside in bins but most work will occur within the confines of the building. Outdoor storage of all materials will be conducted in accordance with all applicable regulations.

Stormwater runoff created because the operating site consists of impermeable surfaces will be collected in a silt drainage control channel, directed through a an oil water separator, receive additional treatment in a wet pond with a gravel filter outlet, flow through existing manmade swales containing wetland vegetation to uptake nutrients before discharging to a stream and associated wetlands on the South side of the property.

The Noise Impact Assessment Study conducted by Epsilon Associates, Inc., concluded that the primary sources of noise at the proposed facility will be excavators used to move materials, loader waster handlers used to clear and move material, and back-up alarms from trucks. The Study concluded that the equipment expected to be used at the facility will operate at noise levels well within City noise regulations and without substantial impact to the surrounding ambient noise environment.

Environmental monitoring at the site will include groundwater monitoring wells at locations to be selected in conjunction with the Mane DEP and the Department of Planning and Urban Development. Monitoring of soil and groundwater will be conducted in accordance with Chapter 31 of the Code and the requirements imposed by the scrap metal recycling facility license (issued by the City Council following site plan approval by the Planning Board) and the DEP.

This proposed facility meets the standards of the City of Portland and the Maine DEP and will provide a safe and environmentally responsible means for the recycling of scrap metal. We look forward to presenting this application to the Planning Board.

TO: City of Portland Planning Board **FROM:** Carl V. Beal, P.E. **DATE:** March 20, 2008

CC: Dave Murphy, Jeanne Schmeichel, Hope Jacobsen, file

SUBJECT: Response to Richard Knowland, Senior Planner

PROJECT: RE: Prolerized New England Site Plan; 568 Riverside Street (06-769-00)

Following please find CIVIL CONSULTANTS' responses to the memorandum from Richard Knowland of City of Portland dated March 7, 2008. CIVIL CONSULTANTS' responses are in italics.

The purpose of this letter is to summarize staff review comments on the proposed Prolerized New England Company LLC PNEC metal recycling facility in the vicinity of 568 Riverside Street. These comments are intended to be as thorough and comprehensive as possible in preparation for the March 25th workshop. Should other staff comments arise, I will forward them to you accordingly.

COMMENT	RESPONSE
1. Lighting . . . The photometric plan is difficult to read. Value numbers are illegible. Need to submit catalog cuts of the light fixtures. Indicate mounting height. Light fixtures should have a cut-off feature.	<i>Electrical Design Consultants will revise the plan so the numbers are more legible. Details for the light fixtures will be added.</i>
2. Application seems to indicate that only vendors will be delivering scrap metal to the site. Does that mean that scrap metal will not be accepted from the general public? Could someone drive (tow) their junk car to your site or would they need to go to a vendor?	<i>The PNEC facility will accept scrap metal from the general public as well as from vendors.</i>
3. Is there an agreement from the City or The Trust for Public Land for an emergency fire access shown on the plan? I am told by Capt. Cass that an emergency access is not required..	<i>The agreement between the TPL and PNEC could be prepared to allow the access as an option. The emergency access was shown anticipating that the Fire Department would require a second access. If the access is not required it can be eliminated.</i>
4. How many people will be employed at your facility?	<i>At initial startup the facility will have 5-7 employees. Once operations reach full production, a maximum of 15 employees are anticipated.</i>
5. Operations Manual . . . I haven't compared this with the City's Scrap Metal Facilities Ordinance requirements but does the Operations Manual track these requirements? In terms of the storage and handling of waste, including lubricants and chemicals from junk cars, please outline your procedures for dealing with matters. The term "municipal dumpster", I assume is a private commercial dumpster? What procedures do you have in place in case material falls off trucks within the public right-of-way in the vicinity of the site?	<i>The Operations Manual submitted is PNEC's company standard. Additional plans will be prepared when the building design and construction is complete including: A Spill Prevention Control & Countermeasure Plan (SPCC), A Stormwater Pollution Protection Plan(SWPP), A Plan for Handling Auto Fluids and Wastes. Yes, a Private Commercial Dumpster If, as part of our normal inspection of incoming material PNEC noticed a loose or dangerously secured load, PNEC would advise the hauler of the situation but this is not something that they can control. The scrap hauler is responsible for any material outside of the property lines.</i>

<p>6. Portland Water District easement. It will need to be a condition of approval unless it is finalized.</p>	<p><i>Yes, the easement is intended to be a condition of approval. There is no need for the easement to be finalized until the Site Plan is approved by the City. Portland Water District has indicated its general agreement to the idea of a sewer easement for the PNEC property.</i></p>
<p>7. How many cranes will be used on the site and what height will they be?</p>	<p><i>Two cranes are anticipated at the site. The height will be 45 feet when fully extended.</i></p>
<p>8. What will be the typical height of the large scrap metal pile? In scaling the footprint of the pile shown on the site plan, the scrap pile at its' closest point is about 470 feet from Riverside Street. Can we assume the scrap pile will typically be setback a minimum 470 feet from Riverside Street? A review of the site plan indicates that scrap material will be stored in the rear large scrap metal pile and within the storage bin buildings. Are there any other locations on the site or buildings accommodating scrap metal storage?</p>	<p><i>In conformance with the Portland Scrap Metal Rules, the maximum height of the scrap metal pile will be 30 feet. Please refer to the new site section included with this response.</i></p> <p><i>Yes the pile is anticipated to be 470 feet from Riverside Street as depicted on the plans.</i></p> <p><i>Non-ferrous scrap metal will also be stored in the main building. Autos will be stored in the Flat Auto Storage Building.</i></p>
<p>9. Do you have the right to install an invert (sheet C-4) on the City/TPL land or is this an existing invert?</p>	<p><i>This could be included in the potential TPL easement agreement. If the Emergency Access is eliminated then the culvert would not be needed.</i></p>
<p>10. You will need to request a waiver on the separation distance between project driveway and the Portland Water District driveway per Technical and Design Standards and Guidelines (see Sec. III (2)(a). The driveways are too close.</p>	<p><i>The project entrance has been designed at the same location as the existing drive on the parcel. This location is directly opposite Manual Drive and is the best location for meeting the City access management principals per Gorrill-Palmer Consulting Engineers.</i></p> <p><i>The new entrance can not provide a 150-foot separation from the existing driveways on Riverside Street. The separation will be 170-feet to the South but only 30-feet to the Verizon driveway to the North. However, this drive is not used daily, only occasionally when Verizon is maintaining their equipment.</i></p> <p><i>A waiver letter is included from the separation standard.</i></p>
<p>11. A maintenance agreement will need to be executed for the water quality unit.</p>	<p><i>The maintenance agreement will be executed for all of the stormwater treatment BMP's following approval of the design by the City and the DEP. Execution can be a condition of Site Plan approval for the project.</i></p>
<p>12. Please describe the activities within the "flat auto storage building." Are cars crushed on site using equipment outside this building?</p>	<p><i>Cars would be prepared (any fluids removed, mercury switches removed, batteries, gas, etc, in accordance with all applicable regulations) then they would be flattened in the building or directly outside on concrete pavement. . The flattened cars will be trucked to Everett for processing.</i></p>



13. What type of equipment will be located within the facility? Please specify, cranes; car crusher; front end loader; tractor trailer; etc.	<i>A Baler and Crusher will be located within the main building. Outside equipment will a front end loader, a crane with grapple, a crane with magnet, a mobile baler and mobile shear.</i>
14. Location of nearest fire hydrant along the street.	<i>Directly opposite the new entrance, just North of Manual Drive.</i>
15. Incorporate site plan notes on the plan.	<i>OK. We will add any and all notes that the City wishes to include on the final plans.</i>
16. Submit building elevations indicating exterior materials and height of all buildings proposed on the site.	<i>The building design has not been completed. However, we anticipate that this industrial building will have metal siding and metal roof panels.</i>
17. It would be helpful if the Exhibits "table of contents" was moved to the first page before Exhibit 1.	<i>It has been moved in the 13 new binders.</i>
18. Based on the project narrative it appears that an auto parts business is not part of this proposal for this site. Could you clarify this?	<i>The auto parts business is not part of the business plan for PNEC. This site is for recycling ferrous and non-ferrous metals.</i>
19. Was a stamped land survey submitted?	<i>Yes, the 2 drawings prepared by William G. Scott PLS 2239, dated December 16, 2005.</i>
20. The chain link fence appears to be very close to the right-of-way. The fence should be a minimum 10 feet from the street right-of-way. Please submit a catalog cut of the fence. What will the height of the fence be? Will barb wire be used? There are city regulations on barb wire which I will research. For the portion of the fence closest to the street we will recommend a black vinyl fence. Chain link fencing so close to a well traveled public street needs to be mitigated.	<i>The plans will be revised to move the fence along Riverside Street to be approximately 40 feet from the Riverside ROW. This will put the fence between the existing trees along the street and the proposed landscaping. This section of the fence will be black vinyl coated chain link. The remainder of the fence will be galvanized chain link fence.</i> <i>The fence will be 10 feet high with no barb wire.</i> <i>Details will be added for the fencing.</i>
21. Snow should be stored on the site such that melted snow flows into the storm water treatment system and not onto abutting properties. It does not appear this is addressed in all cases. It appears snow could be piled over a curb with resulting snow melt not contained within the curbed yard area.	<i>All of the snow storage areas inside the security fence are designed to drain back onto the pavement and to drain to the stormwater treatment system at the West edge of the site. This will ensure that snow melt containing pieces of metal will be treated, just like rainfall runoff. The only areas that don't receive treatment are portions of the entrance driveway.</i>
22. We noticed the utility pole within the island by the driveway. There is some concern it could be vulnerable to large vehicles hitting it by accident.	<i>This utility pole will be moved approximately 75-feet South along Riverside Street. This will eliminate the possibility of the pole being hit by vehicles entering or exiting the site.</i>
23. Engineering review comments from Dan Goyette of dated March 7, 2008 are attached.	<i>Please refer to the responses to that memo.</i>
24. Traffic review comments from Tom Errico are expected shortly and will be forwarded to you accordingly.	<i>Please refer to the responses to that memo, presented at the end of this document.</i>



<p>25. Comments from Marge Schmuckal, Zoning Administrator, are summarized below.</p>	
<ul style="list-style-type: none"> The “nonferrous storage building” up front has 25 ft. side setbacks instead of the required 35 ft. side setbacks. All front and rear setbacks are being met. 	<p><i>The storage building design will be revised to provide 35-foot setbacks on both sides. This change will appear on future drawing submittals.</i></p>
<ul style="list-style-type: none"> There are two site plans that do not match: ES and C2. I would want a clarification as to which plan is correct. Most of the given plans match C2 for building locations and parking. ES has a different location for the flat auto storage building and shows 20 parking spaces instead of 19. 	<p><i>The Progress Print of ES submitted was not correct. It has been revised and resubmitted with this response.</i></p>
<ul style="list-style-type: none"> Applicant has not addressed the I-H noise requirements. 	<p><i>A Noise Study prepared by Epsilon Associates was provided in Exhibit 19. It addresses both State and City of Portland requirements.</i></p>
<ul style="list-style-type: none"> Building elevations need to be submitted. 	<p><i>Building Elevations are provided in Exhibit 16</i></p>
<p>26. I have met with Jeff Tarling (City Arborist). A number of his comments are summarized on the attached marked up site plan. Other comments are shown below.</p>	
<ul style="list-style-type: none"> There are sections of the site plan where the planting material is not clearly labeled. 	<p><i>Woodburn & Company will revise their Landscape Plans L1 & L2 to provide labels.</i></p>
<ul style="list-style-type: none"> There is some significant mature vegetation proposed to be protected near Riverside Street. Please label the size and species of trees you intend to save. 	<p><i>Existing mature vegetation along the PNEC/PWD boundary is proposed to remain. In addition a portion of the mature stand of trees West of PWD shall remain. Each tree location and size has been surveyed and a sketch will be provided for City review.</i></p>
<ul style="list-style-type: none"> One of the streetscape sketches (“proposed sketch”) prepared by Woodburn & Company shows a view from Riverside Street (Winter Green Solariums side). The sketch shows a number of evergreens in the vicinity of the bio-vention pond providing a significant screen for the site. But in reviewing the site plan there appear to be fewer of these trees shown on the plan. 	<p><i>This rendering was prepared prior to the addition of the Bio-retention pond. Woodburn & Company is revising the rendering to reflect the change and it will be presented at the planning board workshop.</i></p>
<p>27. Fire Dept comments from Capt. Greg Cass.</p>	
<ul style="list-style-type: none"> Please provide details for the storage use and handling of all flammable and combustible liquids. NFPA 30 is the code adopted by the State and City. Compliance for the tank installation will be required. 	<p><i>We will provide additional details when the Building Design is completed and submitted with a Building Permit Application.</i></p>
<ul style="list-style-type: none"> Provide details for the storage and use of all flammable gasses used for cutting and or welding operations. 	<p><i>We will provide additional details when the Building Design is completed and submitted with a Building Permit Application.</i></p>
<ul style="list-style-type: none"> Provide details for fire dept. access through-out the site, after hours access and access to the emergency gate. 	<p><i>We will provide additional details when the Building Design is completed and later in the Site Plan approval process.</i></p>
<ul style="list-style-type: none"> Please complete the Fire Dept. Checklist. Please provide details of all proposed fire protection systems. 	<p><i>We will provide additional details when the Building Design is completed and submitted with a Building Permit Application.</i></p>



<ul style="list-style-type: none"> • Is the proposed emergency access on the city property passable? Does it need to be improved? Who will maintain it? 	<i>If the emergency access is not required, it can be eliminated.</i>
<ul style="list-style-type: none"> • The fire hydrant behind the building may need to be relocated to a more central location. 	<i>Ok. Wherever the City would prefer it to be.</i>
<ul style="list-style-type: none"> • Provide info on how the cars are stripped. 	<i>Cars would be prepared (any fluids removed, mercury switches removed, batteries, gas, etc, in accordance with all applicable regulations) then they would be flattened in the building or directly outside on concrete pavement. . The flattened cars will be trucked to Everett for processing.</i>
28. The wetlands report recommends researching previous NRPA permits on the property. Has that been done? Could you clarify where you will be filling wetlands?	<i>We are currently working with the DEP to determine if a NRPA permit exists for the property. DEP has found no NRPA permits for the property.</i>
29. The report indicates that 0.22 acre of impervious surface of the site is not receiving water quality treatment. Where is this located on the site and why is it not being treated?	<i>Please refer to drawings D2 and D3 in the Stormwater Management Study in Exhibit 18. The area not treated is the portion of the entrance driveway immediately next to Riverside Street.</i>
30. I've been to the site several times but can't recall the condition of the steep slopes along the perimeter of the site. For the most part it appeared vegetated and stable but there may be some gaps given it was filled land. Is it your intention to loam, seed and stabilize the slope where necessary?	<i>Any disturbed portions of the existing slope will be stabilized with mulch and seed. New pavement and curbing will direct all surface water to the treatment system and eliminate the current surface and groundwater sources of the slope erosion.</i>
31. Do you have a service capacity letter from the Portland Water District?	<i>PWD is providing a letter.</i>
32. We haven't reviewed information relating to signage yet. We will review prior to the workshop.	<i>The signage is typical to what exists at other PNEC facilities. Final information will be submitted to the City for a Sign Permit.</i>

J:\aaa\2006\0676900\Submittals\City of Portland\Site App\City Comments\20080320Cresponse.doc



Following please find CIVIL CONSULTANTS' responses to the memorandum from consultant Tom Errico for City of Portland dated March 10, 2008. CIVIL CONSULTANTS' responses are in italics.

COMMENT	RESPONSE
1. Vehicle queuing at the entry is a significant concern and the applicant needs to provide detailed documentation on the expected queuing (worst-case scenario). Queuing currently occurs at the Bayside facility and therefore would be expected at the Riverside Street site. What is the breakdown of vehicle types entering the facility? The plan illustrates one entry lane for smaller trucks. Vehicle spillback onto Riverside Street must be avoided.	<i>Please refer to the attached response memo from Gorrill-Palmer Consulting Engineers, Inc.</i>
2. The driveway curb cut on Riverside Street is approximately 60 feet wide (inclusive of the center island) and therefore does not meet City standards. I recognize the importance of maximizing the vehicle queuing space, but would prefer that the curb line width be narrower than what is proposed.	<i>Please refer to the attached response memo from Gorrill-Palmer Consulting Engineers, Inc.</i>
3. The applicant shall provide an explanation on proposed internal site operations. For example, why are two exit lanes provided? How will employees access the site parking spaces if trucks are queued at the driveway entrance? What is the process for smaller delivery vehicles?	<i>Only one exit lane is provided from the facility. The southern lane adjacent to it is intended to be a parking lane for trucks to wait for paperwork following being weighed on the scale but prior to departure. Employees will turn left after traveling past the island into the parking lot. The facility will inform vendors that the left lane is to remain open. All vehicles will be weighed either on the large scales or via a portable scale in the building.</i>
4. The parking aisle, between the parking spaces and the exit lane is 28 feet. The City standard is 24 feet and therefore the applicant should provide a response as to why the extra width is necessary.	<i>The extra width is provided to allow trucks and cars to maneuver in the parking area.</i>
5. The applicant should provide commentary on the proposed driveway and its ability to meet City access management standards.	<i>Please refer to the attached response memo from Gorrill-Palmer Consulting Engineers, Inc.</i>
6. The applicant should verify that all proposed landscaping will not obstruct sight distance for vehicles exiting the proposed driveway.	<i>All shrub plantings are less than 2 feet in height. The one large Armelachier is on the PNEC property and will not obstruct the site distance of the trucks exiting the facility.</i>
7. The traffic study uses data from August 2005 for estimating traffic levels from the project. The applicant should provide documentation on seasonal/yearly variation and why the August data is most appropriate.	<i>Please refer to the attached response memo from Gorrill-Palmer Consulting Engineers, Inc. PNEC has stated that the adjusted August 2005 data is suitable for typical traffic projections at the facility throughout the year.</i>
8. The applicant should plan on making financial contributions towards future transportation improvements at the Riverside Street/Warren Avenue intersection.	<i>Please refer to the attached response memo from Gorrill-Palmer Consulting Engineers, Inc. PNEC is willing to contribute towards future improvements in proportion to any net increase in traffic it creates.</i>

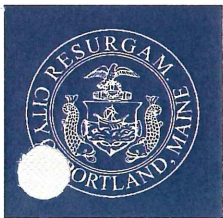


Following please find CIVIL CONSULTANTS' responses to the memorandum from Woodard & Curran for City of Portland. CIVIL CONSULTANTS' responses are in italics.

COMMENT	RESPONSE
1. A demolition plan should be provided, as the existing plan indicates buildings, piping, gravel driveways, and other items that are not included on the proposed site plan.	<i>The amount of demolition is minor compared to the proposed project development. PNEC will provide a demolition plan if required following the Planning Board workshop.</i>
2. All catch basins should include casco traps. A separate detail should be included, and the location of the installed casco traps should be shown on the catch basin details.	<i>Casco Traps will be added to the 2 catch basins at the entrance. A detail will be added to the drawings.</i>
3. The proposed catch basin detail shows a square frame and grate. The City of Portland technical and design standards call for circle frames and grates.	<i>The detail will be revised.</i>
4. A number of details have not been provided. These need to be included to ensure that they are in conformance with City of Portland standards. <ul style="list-style-type: none"> • Drain manhole • Waterline components • Gates • Fencing 	<i>The details will be added.</i>
5. Sewer and storm drain trench details need to be modified so that they are in conformance with City of Portland standards. Pipes should be backfilled with crushed stone, with a minimum of 12" above the pipe and 6" below.	<i>The details will be revised.</i>
6. The site plans have been labeled with "reinforced concrete pavement," however it was noted that the rigid pavement detail does not include any reinforcement.	<i>The concrete pavement will be reinforced with woven wire mesh or rebar. The detail will be revised to reflect this information.</i>
7. The pavement thickness shown adjacent to curbing in the concrete curb detail is a different thickness than the pavement thickness in the bituminous pavement detail.	<i>The detail will be revised.</i>
8. It is recommended that cleanouts be installed on the underdrain in the bioretention basin.	<i>Ok we will add the cleanouts to the drawings.</i>
9. Rip rap apron sizing was provided in Exhibit 18, Appendix C as part of the stormwater management report. This sizing information is not consistent with the table provided with the rip rap apron detail.	<i>The 2 & 3 pipe outlets are not typical and therefore the rip rap apron sizes in the detail do not apply to them.</i>
10. Details should be provided for curbing and tipdowns required for the construction of the site entrance.	<i>N/A We are requesting a waiver of the sidewalk requirement.</i>
11. Snow storage locations will need to be reevaluated to eliminate runoff onto adjacent property.	<i>The snow storage areas inside the fence all drain to the treatment system.</i>
12. More information should be provided for the emergency access driveway to Riverside Street located on the eastern side of the property.	<i>The access can be eliminated if the City does not think that it is required.</i>
13. The catch basin located within the driveway entrance will need to be moved.	<i>Why? A new grate can be provided.</i>
14. The applicant will be required to construct a 5 foot bituminous sidewalk with an 8 foot esplanade. A detail will need to be provided.	<i>We are requesting a waiver of the sidewalk requirement.</i>

J:\aaa\2006\0676900\Submittals\City of Portland\Site App\City Comments\20080320CCresponse.doc





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

RECEIVED

MAR 13 2008

CIVIL CONSULTANTS

March 7, 2008

Mr. Carl Beal
Civil Consultants
293 Main Street
P.O. Box 100
So. Berwick, ME 03908

RE: Prolerized New England Site Plan; 568 Riverside Street

Dear Carl,

The purpose of this letter is to summarize staff review comments on the proposed Prolerized New England metal recycling facility in the vicinity of 568 Riverside Street. These comments are intended to be as thorough and comprehensive as possible in preparation for the March 25th workshop. Should other staff comments arise, I will forward them to you accordingly.

1. Lighting . . . The photometric plan is difficult to read. Value numbers are illegible. Need to submit catalog cuts of the light fixtures. Indicate mounting height. Light fixtures should have a cut-off feature.
2. Application seems to indicate that only vendors will be delivering scrap metal to the site. Does that mean that scrap metal will not be accepted from the general public? Could someone drive (tow) their junk car to your site or would they need to go to a vendor?
3. Is there an agreement from the City or The Trust for Public Land for an emergency fire access shown on the plan? I am told by Capt. Cass that an emergency access is not required..
4. How many people will be employed at your facility?
5. Operations Manual . . . I haven't compared this with the City's Scrap Metal Facilities Ordinance requirements but does the Operations Manual track these requirements? In terms of the storage and handling of waste, including lubricants and chemicals from junk cars, please outline your procedures for dealing with matters. The term "municipal

Have the locations of any of the potential pollutants or material storage changed? Yes No

If yes, state corrective action or additional BMPs required _____

If yes, document in the SWPPP & on site map _____

Are there any non-stormwater discharges? Yes No

If yes, what are they? _____

Are the non-stormwater discharges authorized under the MSGP? NA Yes No

If no, have all the outfalls been inspected for unauthorized non-stormwater discharges? Yes No

State corrective actions for all unauthorized non-stormwater discharges. _____

Are any modifications required to be made to the SWPPP or Site Map(s) No modification required

SWPPP requires modification

Map(s) require modification

All required changes have been made to the Plan Date: _____ Initials: _____

All required changes have been made to the Site Map(s) Date: _____ Initials: _____

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering information, the information submitted is, to the best of my knowledge and belief, true, accurate and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fines and imprisonment for knowingly violating the law.

Authorized Signature:  Date: 10/12/11

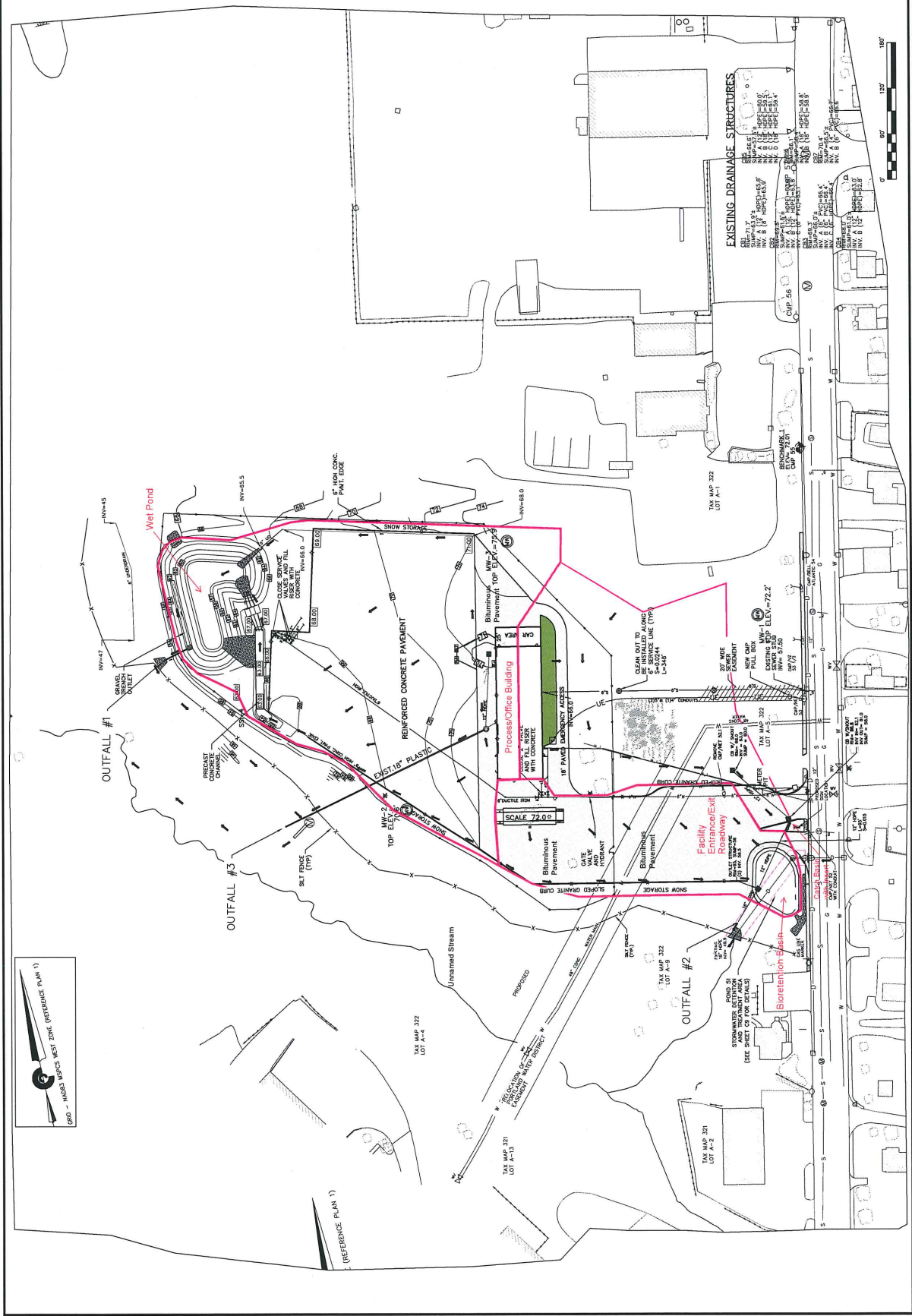


CIVIL CONSULTANTS
 Engineers
 Planners
 Surveyors
 P.O. Box 100
 Portland, Maine 04108
 207-634-8500
 info@ccmaine.com

NO.	REVISIONS	NT.	DATE
1.	ADD DITCH LEVEL SPREADER ON CITY	CVB	04/09/10
2.	LOWER BLDG. FLOOR & SITE ELEV.	CVB	04-19-10
3.	RAISE BLDG. FLOOR & SITE ELEV.	CVB	04-19-10
4.	RESPONSE TO CITY COMMENTS	CVB	04-19-10
5.	MOVED SCALE & ADDED PAVEMENT	CVB	07-01-10
6.	DELETED DITCH CONTOUR 84	CVB	07/29/10
7.	AS-BUILT DRAINAGE PLAN	CVB	08/23/10

2009-2010 SITEWORK CONTRACT
 PNE SCRAP METAL FACILITY
 RIVERSIDE STREET
 PORTLAND, MAINE
 PREPARED FOR:
 PROLERIZED NEW ENGLAND CO. LLC
 MAILING ADDRESS: 69 MOVER STREET EVERETT, MA 02149

CIVIL CONSULTANTS
 DRAWN: JAA
 DATE: 23 AUGUST 2010
 CHECKED: [Signature]
 APPROVED: [Signature]
 SCALE: 1" = 60'
 SHEET TITLE: GRADING PLAN
 SHEET NUMBER: D4
 PROJECT # 06-769.00
 SHEET 1 of 1
 DATE: 8/23/2010
 DIRECTORY: \CARLSON\ENGINEERING\DRAWING



(REFERENCE PLAN 1)



DWG NAME: 0676900E-ST-4F-R6
 DATE: 8/23/2010

TABLE 1. PROLIERIZED NEW ENGLAND STORMWATER MONITORING 2011

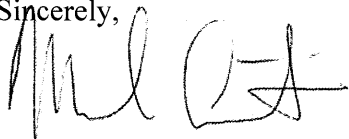
PARAMETER	May-11				September-11				Maine April 2011 2010 MSGP Sector N Monitoring Benchmarks
	Wet Pond In	Wet Pond Out (Outfall 1)	Bioretention (Outfall 2)	Loading Dock (Outfall 3)	Wet Pond In	Wet Pond Out (Outfall 1)	Bioretention (Outfall 2)	Loading Dock (Outfall 3)	
pH (S.U.)	-	6.7	7.0	7.2	7.8	7.7	6.7	7.5	6.0 - 9.0
Total Suspended Solids (mg/l)	-	24	14	6	9.6	10	ND	ND	100
Petroleum Hydrocarbons (ug/l)	3.3	2.2	0.91	0.37	2	1.6	0.22	0.42	100

As indicated in last quarter's report, observations (including during this rain event) have indicated that the level of water in the wet pond remains above the level of the underdrain bench even if after many days with no rain. This can result in a discharge through the overflow drain rather than through the underdrain even during less intense rainfall events. On November 15 and 16, the sand filter underdrain material was replaced with a gravel material to improve flow through the underdrain and ensure full treatment of stormwater. Modeling of the flow through the wet pond with the new underdrain material was submitted to and approved by MEDEP (in August 2011) to allow for this change. The new underdrain material required the installation of an orifice plate with two 1-inch diameter holes on the discharge pipe to maintain equivalent flow conditions at this outfall.

Conclusions

Stormwater monitoring was performed in September 2011 as required by PNE's solid waste license and the MSGP. The results show that the discharges from the outfalls are in compliance with the MSGP Benchmarks.

Sincerely,

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

Mark Arienti, P.E.
Senior Environmental Engineer

Cc: Mr. Randy McMullin, Maine DEP, Project Manager
Mr. Rick Knowland, City of Portland, Senior Planner

Methodology

Stormwater Sampling Procedures

Stormwater samples were collected according to the procedures outlined in the EMP in PNE's Operations Manual. These procedures, which follow those in Maine's MSGP, involved collection of a sample within the first 60 minutes (or as soon thereafter as possible but not more than 2.25 hrs) after initial discharge from the outfall for a storm producing measurable runoff.

To avoid cross-contamination, samples were collected directly into the laboratory analysis container.

The samples were collected during a rainfall event on September 29, 2011. The total precipitation during this storm, based on weather data from the Portland Jetport, was 0.48 inches of rain. The previous rainfall event (to the event sampled) with greater than 0.40 inches occurred on September 24.

Sample Analysis

Samples for laboratory analysis were transported on ice to Katahdin Analytical Laboratory in Scarborough, Maine. A laboratory report is incorporated into this report as Attachment A.

Visual Monitoring/Inspection

A visual monitoring report for this monitoring period was not prepared because the MSGP does not require visual monitoring when benchmark monitoring is performed. A copy of the Quarterly Site Compliance Inspection, which was performed the following day, is included as Attachment B.

Results/Discussion

Laboratory analysis of the sample collected at the wet pond outlet (SW-1) indicated that it contained 1.6 mg/l of (TPH) total petroleum hydrocarbons (see Table 1). The TPH concentration at the inlet to the wet pond (outlet of the oil-water separators) was 2.0 mg/l. This concentration is well below the 100 mg/l benchmark for TPH listed in the MSGP. Very low levels (<1.0 mg/l) of TPH were measured in the samples from the bioretention cell (Outfall 3) and the culvert from the loading docks (Outfall 2).

November 23, 2011

Mr. Richard Carmosino
Schnitzer Northeast
69 Rover Street
Everett, MA 02149

RE: Stormwater Monitoring, September 2011
Prolerized New England, Portland, Maine

Dear Rich:

This letter report documents stormwater monitoring performed during the 3rd quarter of 2011 at Prolerized New England (PNE) in Portland, Maine.

Background/Overview

The Environmental Monitoring Plan (EMP) for the facility specifies triannual surface water monitoring as required by the solid waste processing license issued by the Maine Department of Environmental Protection (MEDEP) and quarterly monitoring as required under Maine's Multisector General Permit for Stormwater Discharge Associated with Industrial Activity (MSGP).

Monitoring under the solid waste license requires collection of a sample from the wet pond outlet (Outfall 1) and the wet pond inlet and analysis for petroleum hydrocarbons.

The MSGP requires facilities covered by Sector N, Scrap Recycling, to perform visual and benchmark monitoring of outfalls with stormwater associated with industrial activity. This includes Outfalls 1-3 at the PNE facility. Visual evaluation of samples collected at these locations is required for the following (except when benchmark monitoring is performed): color, odor, clarity, floating solids, settled solids, suspended solids, foam, and oil sheen. For a facility falling under MSGP Sector N, Scrap Recycling, Benchmark monitoring of the outfalls is required for total suspended solids (TSS), total petroleum hydrocarbons (TPH) and pH.

Scope of Work

The following scope of work was performed:

- Collect stormwater samples
- Analyze/Evaluate stormwater samples,
- Prepare a report.

November 23, 2011

Mr. Richard Carmosino
Schnitzer Northeast
69 Rover Street
Everett, MA 02149

RE: Stormwater Monitoring, September 2011
Prolerized New England, Portland, Maine

Dear Rich:

This letter report documents stormwater monitoring performed during the 3rd quarter of 2011 at Prolerized New England (PNE) in Portland, Maine.

Background/Overview

The Environmental Monitoring Plan (EMP) for the facility specifies triannual surface water monitoring as required by the solid waste processing license issued by the Maine Department of Environmental Protection (MEDEP) and quarterly monitoring as required under Maine's Multisector General Permit for Stormwater Discharge Associated with Industrial Activity (MSGP).

Monitoring under the solid waste license requires collection of a sample from the wet pond outlet (Outfall 1) and the wet pond inlet and analysis for petroleum hydrocarbons.

The MSGP requires facilities covered by Sector N, Scrap Recycling, to perform visual and benchmark monitoring of outfalls with stormwater associated with industrial activity. This includes Outfalls 1-3 at the PNE facility. Visual evaluation of samples collected at these locations is required for the following (except when benchmark monitoring is performed): color, odor, clarity, floating solids, settled solids, suspended solids, foam, and oil sheen. For a facility falling under MSGP Sector N, Scrap Recycling, Benchmark monitoring of the outfalls is required for total suspended solids (TSS), total petroleum hydrocarbons (TPH) and pH.

Scope of Work

The following scope of work was performed:

- Collect stormwater samples
- Analyze/Evaluate stormwater samples,
- Prepare a report.

C. If structural BMP deficiencies are identified please complete the following information:

If a structural BMP is found to be deficient, excluding routine maintenance, this report must be kept with the facility's SWPPP and you must notify the regional stormwater inspector within (14) business days by phone, email, or USPS. If a non-structural BMP is found to be deficient, this form must be kept in the facility's SWPPP.

Description of BMP and the deficiency: (Please include the reason for the deficiency) _____

Location of BMP: _____

Description of planned corrective actions including any temporary BMPs: _____

Are other Department licenses or permits required? Yes No

If so what, and have they been obtained? _____

Date of construction or completion of corrective action: _____

Date of SWPPP modifications: _____

Note: If existing structural BMPs require modification or if additional structural BMPs are necessary, implementation must be completed before the next anticipated storm event to the greatest extent practicable, but not more than twelve (12) weeks after discovery of the deficiency unless otherwise authorized by the Department. Temporary BMPs must be implemented as soon as practicable after the Site Compliance Evaluation or site inspection is complete.

Signature of Responsible Official: I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering information, the information submitted is, to the best of my knowledge and belief, true, accurate and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fines and imprisonment for knowingly violating the law.

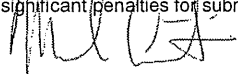
Name: _____ Date: _____

Signature: _____

Quarterly Stormwater Management Facility Inspection Checklist
Prolerized New England, Portland, Maine

Comments: _____

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering information, the information submitted is, to the best of my knowledge and belief, true, accurate and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fines and imprisonment for knowingly violating the law.

Authorized Signature:  _____

Date: 3/18/13

Quarterly Stormwater Management Facility Inspection Checklist
 Prolerized New England, Portland, Maine

January-March X April - June _____ July-September _____
 October-December _____

Inspection for the Period:
 (check one)

Inspection Item	Satisfactory		Corrective Action Required? (if yes, describe)
	Yes	No	
1. Are metal processing areas swept clean of dirt, debris, and trash on a weekly basis?		X	Evidence of sweeping, but measurable fine dirt and dust remains, particularly piles at edges
2. Have leaks/spills from industrial equipment, drums, barrels or containers been absorbed and cleaned ASAP after each event??	X		
3. Are there absorbent booms in the concrete settling basin? If saturated with oil and dirt, have them replaced.	X		Booms need to be replaced and three more need to be added
4. Concrete settling basin is substantially free of excessive sediment or floatables accumulation? If not arrange for cleaning.		X	Sediment in basin upstream of baffle should be cleaned out
5. Oil-water Separators are substantially free of excessive sediment or floatables accumulation? If not arrange for cleaning	X		
6. Is catch basin near Process Building loading dock draining freely? Check Urban Filter insert to make sure it's not plugged with oil or sediment. Arrange to have replaced if not functioning.	X		Sediment should still be cleaned out
7. Is catch basin near facility entrance draining freely? Check Urban Filter insert to make sure it's not plugged with oil or sediment. Arrange to have replaced if not functioning.	X		
8. Are spill response materials stocked and available on-site in the areas where oil or chemicals may be present? If not, arrange to have replaced or refilled.	X		
9. Wet pond forebay is substantially free of sediment accumulation? If no, arrange to have it removed.	X		
10. Bioretention cell is substantially free of sediment accumulation? If not, arrange to have it removed	X		Stone from inlet areas of parking lot needs to be put back in place – it moved during snowplowing
11. Wet pond and bioretention pond outlet pipes are draining freely? If clogged or erosion is present, take corrective action.	X		Outlets draining freely, but erosion rill on wall near entrance needs repair
12. Slopes, edges of roadways, and other areas free of erosion? If not, arrange to have erosion repaired.	X		
13. Are all non-stormwater discharges observed <u>authorized</u> by the MSGP? If no, determine source and take corrective action.	X		None observed



Maine's Multi-Sector General Permit Corrective Action Report (C.A.R)

A. General Information

Facility Name:	Prolerized New England, Portland Maine			
Permit Number:	Not available.			
Contact Person:	Keri Fitzpatrick	Title:	Regional Environmental Manager	
Phone:	781-873-1663	Ext:		Email: kfitzpatrick@schn.com
C.A.R Date:	3/25/13			
Site Inspection or Site Compliance Evaluation Date:	3/18/13			

B. Report Information

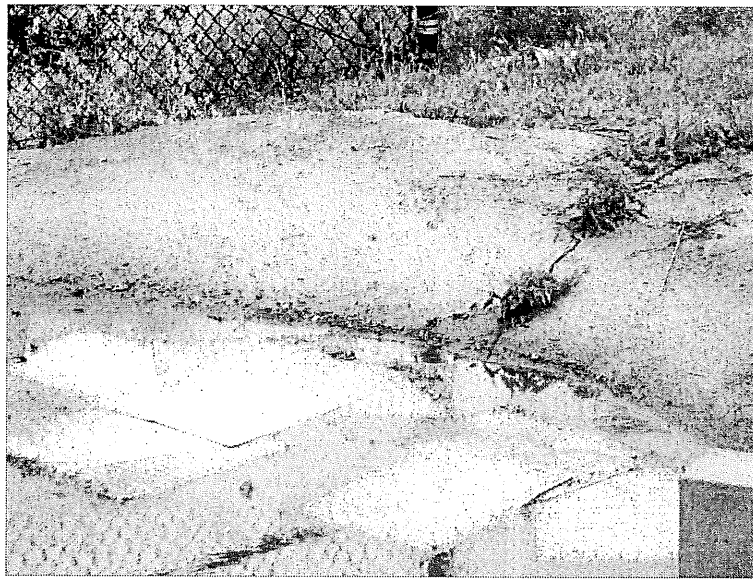
If a non-structural BMP is found to be deficient, this form must be kept in the facility's SWPPP.

Is there a structural or non-structural BMP deficiency?	<input type="checkbox"/> Structural	<input checked="" type="checkbox"/> Non-Structural	<input type="checkbox"/> Both
--	-------------------------------------	--	-------------------------------

If non-structural BMP deficiencies are identified please use the table below (See Section C for Structural):

Non-structural BMP	Location	Deficiency	Corrective Actions (Start and Stop Dates)	SWPPP Modifications
Erosion Control	Bioretention basin	Erosion rill on side-slope of basin next to facility entrance	Patch eroded area with soil matching existing material and compact as necessary (4/1 and 4/15)	None required.
Erosion Control	Bioretention basin	2-3" rounded drainage stone on parking area edge of basin push away onto surrounding grass and into basin	Clean up stone and place back into correct position (4/1 and 4/15)	None required.
Housekeeping	Main processing area; inlet area to concrete basin	Sporadic accumulations of sediment along west edge of processing area adjacent to concrete basin	Remove/clean up these accumulations and properly dispose (4/1 and 4/15)	None required.

PORTLAND QUARTERLY INSPECTION 06-28-2013

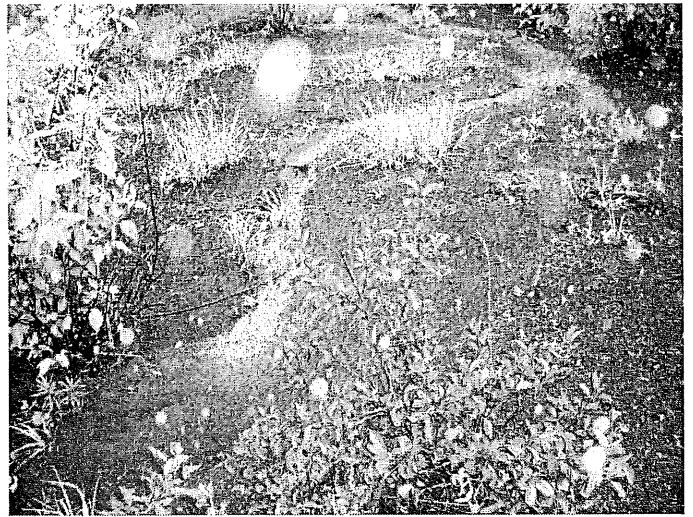


Crack in Concrete Swale

PORTLAND QUARTERLY INSPECTION 06-28-2013



Bioretention Basin Stone Trench Adjacent to Pavement

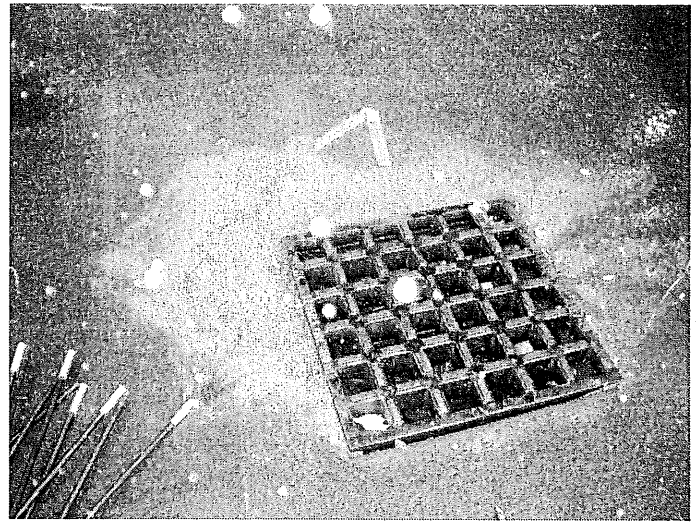


Bioretention Basin Mulch Erosion

PORTLAND QUARTERLY INSPECTION 06-28-2013



Small Piles of Sediment



Loading Dock Catch Basin

Quarterly Stormwater Management Facility Inspection Checklist
 Prolerized New England, Portland, Maine

January-March ___ April – June X July-September
 ___ October-December _____

Inspection for the Period:
 (check one)

Inspection Item	Satisfactory		Corrective Action Required? (if yes, describe)
	Yes	No	
1. Are metal processing areas swept clean of dirt, debris, and trash on a weekly basis?	X		Evidence of sweeping, but a few piles of fine sediment remains at edge of the scrap piles near settling basin (see photo).
2. Have leaks/spills from industrial equipment, drums, barrels or containers been absorbed and cleaned ASAP after each event??	X		
3. Are there absorbent booms in the concrete settling basin? If saturated with oil and dirt, have them replaced.	X		
4. Concrete settling basin is substantially free of excessive sediment or floatables accumulation? If not arrange for cleaning.		X	Sediment in basin upstream of baffle is several inches deep and should be cleaned out
5. Oil-water Separators are substantially free of excessive sediment or floatables accumulation? If not arrange for cleaning		X	Floatables (debris observed in the separators and should be cleaned out)
6. Is catch basin near Process Building loading dock draining freely? Check Urban Filter insert to make sure it's not plugged with oil or sediment. Arrange to have replaced if not functioning.	X		Sediment basket is full, should be cleaned out (see photo).
7. Is catch basin near facility entrance draining freely? Check Urban Filter insert to make sure it's not plugged with oil or sediment. Arrange to have replaced if not functioning.	X		
8. Are spill response materials stocked and available on-site in the areas where oil or chemicals may be present? If not, arrange to have replaced or refilled.	X		
9. Wet pond forebay is substantially free of sediment accumulation? If no, arrange to have it removed.	X		
10. Bioretention cell is substantially free of sediment accumulation? If not, arrange to have it removed	X		Stone from inlet areas of parking lot needs to be put back in place – it moved during snowplowing.
11. Wet pond and bioretention pond outlet pipes are draining freely? If clogged or erosion is present, take corrective action.	X		Outlets draining freely, but some of the mulch layer on the surface of the bioretention pond has eroded away (see photo) and should be replaced.
12. Slopes, edges of roadways, and other areas free of erosion? If not, arrange to have erosion repaired.	X		



Erosion at Inlet to Bioretention Basin



Crack in Concrete Swale



City of Westbrook, Maine

Bruce L. Chuluda
Mayor
Bchulu@westbrook.me.us

2 York Street
Westbrook, Maine 04092
1-207-854-9105
Fax: 854-0627

Jerre R. Bryant
City Administrator
Jbryan@westbrook.me.us

June 5, 2008

Mrs. Janice Tevanian, Chairperson
Portland Planning Board
389 Congress Street
Portland, Maine 04101

Re: Prolerized New England - Scrap Metal Recycling Facility

Dear Janice:

The City of Westbrook and a number of our residents were notified of an application to the Maine Department of Environmental Protection for a Solid Waste Permit for the above referenced scrap metal recycling facility proposal on Riverside Street in Portland. While this project is entirely within the City of Portland, the site is at the municipal boundary with the City of Westbrook and is separated from a large single family residential neighborhood by the Presumpscot River. The river provides virtually no visual or physical buffer between this industrial processing facility and a long established residential neighborhood.

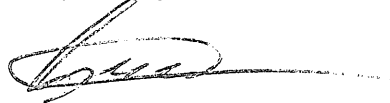
Many of our residents are very concerned over the potential negative impacts this project will have on their homes and neighborhood. Tom Eldridge, the City's Director of Public Services and Suzanne Joyce, City Councilor for Ward 5, along with a number of Westbrook residents attended a public meeting for this project held on Wednesday, May 28th at the Riverton Community Center. The primary concerns voiced at that meeting related to noise, dust and visual impacts on the residential properties in Westbrook.

It is my understanding that this project is scheduled for a public hearing before the Portland Planning Board on Tuesday, July 8th. While this project is located in Portland, there are many residents in an established Westbrook neighborhood located in close proximity to this proposed facility. Therefore, I am respectfully requesting that potentially impacted Westbrook residents be allowed to speak at the July 8th public hearing on this project. I also urge you, if you are inclined to approve this application, to give serious consideration to significant visual and sound buffers, along with limited hours of

operations (no evenings or weekends) to afford adequate protection of our residential neighborhood.

Your support and consideration of these matters is greatly appreciated.

Very truly yours,

A handwritten signature in black ink, appearing to read "Bruce L. Chuluda", with a long horizontal flourish extending to the right.

Bruce L. Chuluda
Mayor

CC: Mayor Edward Suslovic
Alex Jaegerman, Planning Director
Richard Knowland, Senior Planner
Westbrook City Council

**City of Portland
Site Plan Application**



**PROLERIZED NEW ENGLAND COMPANY LLC
RIVERSIDE STREET, PORTLAND, ME**



Prepared for

**Prolerized New England Company, LLC
69 Rover Street
Everett, MA 02149**

February 2008

J:\aaa\2006\0676900\Submittals\City of Portland\Cover.doc



**CIVIL
CONSULTANTS**

P.O. Box 100 South Berwick, Maine 03908 207-384-2550



Crack in Concrete Swale

**AN IMPORTANT NOTICE FROM THE
CITY OF PORTLAND**

The Portland City Council will hold a public hearing to consider an application by Prolerized New England Company, LLC. (Schnitzer Northeast) to renew their license for a Scrap Metal Recycling Facilities Permit (pursuant to Chapter 31 of the municipal code) for an existing scrapmetal recycling facility at 568 Riverside Street. Public comments will be taken at this meeting.

The meeting will be held:

Monday, September 19, 2011

7:00 p.m.

Council Chambers, 2nd Floor, City Hall

Copies of the proposal are available in the Portland Planning Division, 4th Floor, City Hall. If you wish to submit written comments, address them to Richard Knowland, Senior Planner, Planning Division, City Hall, 4th Floor, 389 Congress Street, Portland, Maine 04101, contact by phone at 874-8725 or e-mail at rwk@portlandmaine.gov To access agenda materials on-line, please visit the following web address on or after the Friday preceding the meeting date: <http://www.portlandmaine.gov/planning.htm>