



August 28, 2015

Ms. Jean Fraser, Planner
City of Portland, Maine
Planning and Development Department
389 Congress Street
Portland, Maine 04101-3509

Subject: Second Tee Business Park – Unit #9
Applicants: Moongate Properties, LLC
Response Letter #1

Dear Jean

On behalf of Moongate Properties, LLC, we are responding to your e-mail transmission dated August 11, 2015 that contained staff review comments related to the Level II Amended Site Plan application. The responses and supplemental information are provided to assist while you continue your ongoing review:

Comment 1:

Wetlands – The area around Unit 9 was delineated as wetland in the original review and it appears that the new building would encroach on this area. More generally, our files indicate that there is a history of wetland encroachment. The wetland impacts of the expanded building need to be quantified and submitted, including whether or not a NRPA permit is required (I believe I raised this previously and you indicated that new wetland delineation was being arranged).

Response:

An updated wetland review has been completed by Jim Logan of Albert Frick Associates. His findings are contained in the attached report. Previously, under MeDEP Permit Order #L-21677-TC-C-N and USACOE General Permit 200400088, the applicant was authorized to fill 198 SF of wetland based on a delineation that was available at the time. The most recent delineation shows the current wetland limits to be substantially less than originally identified. Unfortunately, our records do not include evidence of how the original wetland line was determined, hence the updated work by Frick Associates. The new delineation results in a substantially smaller area of wetland in the area of the proposed Unit #9. Despite the smaller amount of wetland area in the Unit 9 site the revised wetland impact associated with Unit #9 will be 1,109 SF which is a small increase of 911 SF over what was previously permitted. On behalf of the applicant we will be seeking an amendment to the DEP and ACOE permits for this minor wetland fill.

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Comment 2:

Stormwater – *I understand that this site was subject to a Site Location of Development Permit (by the City) in 2004 and that this application requires an amendment to that. Have you spoken to the MDEP? I also understand that the MDEP requires developments after the new standards came in (2005) to meet the new standards. Therefore please submit a summary of what was permitted and what has been developed for the business park as a whole so that we can understand what area of Unit 9 (including new paved areas) needs to be addressed in terms of stormwater flows and quality.*

Response:

At this time, FST has not contacted the MeDEP in regards to the project, as it was felt that the proposed modifications to the development program did not warrant such contact. We continue to feel that the proposed building modifications are relatively minor in nature and do not involve any substantial changes to site impacts. The overall building size has increased only 915 SF and the additional impervious area on the site is about 8,049 SF. Typically, we have viewed that this type of modification in the Industrial Zones has always been reviewed as a Level II submission for staff review and we believed the current proposal meets similar circumstances. However, to address your inquiry we will contact the Department and advise them of the current application, with the expectation that they will have no further need for review or action on the application. The Planning Authority will be copied on this correspondence.

As there is a small amount of increased impervious area we have offered, as a water quality treatment measure, a roof line drip strip filter at the rear of the proposed Unit #9. This BMP has been sized in accordance with Chapter 7.6 of the MeDEP BMP. In addition, there will be a new 4' diameter catch basin installed to capture runoff from the loading dock area where most of the runoff from the new impervious pavement area will be directed. The catch basin will be fitted with a 3' sump and hooded outlet to provide removal of sediment and floatables from any runoff.

Comment 3:

Traffic – *Please send us a copy of Mr. Bray's traffic study of October 2005 and a schedule of the existing uses and floor spaces per use of all the already constructed buildings. Please send us the actual expected trip generation for Unit #9, both peak and off peak.*

Response:

The October 10, 2005 report by Bill Bray is attached.

The following is a summary of uses and sizes for each of the buildings:

Unit #	Existing Tenant	Land Use*	Size SF
3	Canon	Office/Warehouse	7,500

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Unit #	Existing Tenant	Land Use*	Size SF
4	Bioprocessing	Office/Warehouse	10,000
5	Welch Printing	Office/Warehouse	29,755
7	Alside Building Supply	Office/Warehouse	30,000
8	Direct TV	Office/Warehouse	9,800
10	B&G Sweeping	Warehouse	4,800
12	Mix of Tenants	Office/Warehouse	53,120
13	Transport Air Contact	Warehouse	4,800
14	Tecta American Roofing	Office/Warehouse	14,028
1, 2, 9, 11, 15	Currently undeveloped		

Using the trip generation rates for general office/warehouse contained in the original assessment report by Bill Bray, the expected trip generation for the proposed Unit #9 is as follows:

- AM Peak hour = 10,925 SF/1,000 x 0.59 = 7 trips
- PM Peak hour = 10,925 SF/1,000 x 0.61 = 7 trips

Based on the existing uses and overall observation of site traffic, we believe that the findings of the October 10, 2005 traffic analysis continue to apply and the addition of unit 9 will not result in significant traffic generation nor the need for a Traffic movement permit.

Comment 4:

Landscape – Please add landscape to the site plan in accordance with the current site plan standards, including areas where trees will be preserved.

Response:

The accompanying plan depicts the rear of the site as a tree preservation area. Given the industrial nature of the site and the Unit 9 location at the rear of the property, there seems to be only minor benefit to the placement of new trees around the site. Nevertheless we have added several trees around the building in an effort to satisfy any code requirements.

Comment 5:

Snow Storage – Please show on plan, along with more dimensions.

Response:

The Attached site plan includes information related to this comment.

Comment 6:

Plat Amendment – Please ensure the Plat amendment matches the site plans in terms of location and dimensions of the Unit #9.

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Response:

The attached 4th Amended Recording Plat has been prepared to coincide with the latest layouts for Units 9 and 11.

If you have any questions on the information being submitted or require any additional information, please contact our office.

Sincerely,

FAY, SPOFFORD & THORNDIKE, LLC



Stephen Bushey, P.E., C.P.E.S.C.
Associate

SRB/smk

Enclosures: Al Frick Report
Bill Bray Report
Site Plan
4th Amended Recording Plat

William J. Bray, P.E.

235 Bancroft Street
 Portland, Maine 04102
 Phone (207) 774-3603
wbray@yorkmaine.org

October 10, 2005

Mr. Thomas Errico, P.E.
 Wilbur Smith and Associates
 59 Middle Street
 Portland, Maine 04101

RE: 1039 Riverside Street, LLC – Proposed Expansion Traffic Impact

Dear Tom:

1039 Riverside Street, LLC, owners of the Second Tee Condominium Business Park, is proposing development activities on the present business park lot and an adjoining 2.06 acre lot. (Refer to attached copy of the latest site plan for the project.) The total square footage represented for all structures both existing and proposed, as depicted on the enclosed site plan, is approximately 197,722 square feet. The total square foot area of buildings occupying the present site is 122,857 square feet and the remaining 74,865 is proposed for development. As noted in the following table, existing site buildings #12 and #13 were constructed pre-1997 and were formerly occupied by Douglass Brothers a manufacturer of metal pipe, etc. The total building area of these structures, as noted in the table, is 57,920 square feet. The following text presents an estimate of “new” site trips generated by the proposed site development project and an estimate of total site trips, both existing and proposed, that are subject to review under the Maine Department of Transportation’s Traffic Movement Permit process.

Site Development, the following table references by number, each of the existing or proposed structures depicted on the plan, the building size in square feet and the development status of the building:

<u>Building Number</u>	<u>Square Foot Area</u>	<u>Development Status</u>	<u>Special Remarks</u>
1	7,500sf	proposed	none
2	7,500sf	proposed	none
3	7,500sf	proposed	none
4	10,000sf	proposed	none
5	25,137sf	existing	constructed post-1997
7	30,000sf	existing	constructed post-1997
8	9,800sf	existing	constructed post-1997
9	6,000sf	proposed	none
10	4,800sf	proposed	none
11	8,885sf	proposed	none

12	53,120sf	existing	constructed pre-1997 (Douglass Brothers)
13	4,800sf	existing	constructed pre-1997 (Douglass Brothers)
14A/14B	13,900sf	proposed	none
15	<u>8,780sf</u>	proposed	none

TOTAL Existing/Approved Building Area Pre-1997	= 57,920 sf
TOTAL Existing/Approved Building Area Post-1997	= 64,937 sf
TOTAL Proposed Building Area	= <u>74,865 sf</u>
TOTAL SITE BUILDING AREA	= 197,722 sf

Existing Site - Trip Generation. Existing site entrance traffic data was gathered on August 8, 2005 during both the AM and PM peak commuter hours for the purpose of determining an appropriate trip rate for the proposed site expansion project. (A copy of the collected data for both peak periods is attached.) All vehicular traffic entering/exiting the site driveway (Walsh Drive) was recorded in 15-minute intervals between the hours of 7:00 to 9:00AM and again between 3:00 to 6:00PM. A separate peak hour of traffic was selected for each time period from a summary of the data. The morning peak hour occurred between 7:30 and 8:30 AM when a total of 73 vehicles were recorded (46 entering and 27 exiting). The afternoon peak hour was determined to fall between 4:30 and 5:30PM when a total of 75 vehicles were recorded (27 entering site and 48 trips leaving site). Accordingly, the vehicle trip rate per square feet of building area is estimated at 0.59 trips ($73/122,857/1000 = 0.59$) during the AM peak hour and 0.61 trips ($75/122,857/1000 = 0.61$) in the PM peak hour.

Proposed Site Expansion Project - Trip Generation. 1039 Riverside Street, LLC is proposing to expand the existing Second Tee Condominium Business Park site by an additional 74,865 square feet of building area with the construction of nine new buildings. The proposed building space will be marketed as general office/warehouse space, which is consistent with the present site use. The proposed site can, therefore, be expected to generate a total of 44 ($74,865/1000 \times 0.59 = 44$ trips) additional site trips during the AM peak hour and 46 trips ($74,865/1000 \times 0.61 = 46$ trips) in the PM peak hour.

Total Site - Trip Generation. The Second Tee Condominium Business Park, with full occupation of the proposed development expansion project, can be expected to generate a total of 117 site trips in the morning peak hour and 121 trips during the evening peak hour.

Trip Generation - Former Douglass Brothers Site. Existing site buildings #12 and #13, which were constructed pre-1997, were formerly occupied by Douglass Brothers a manufacturer of metal pipe, etc. Trip generation of the Douglass Brothers site was estimated based upon trip generation rates presented in the seventh edition of the Institute of Transportation Engineer's (ITE) "TRIP GENERATION" publication. The ITE manual provides the following peak hour trip rates for Land Use Code #140 - Manufacturing:

- **AM Peak Hour = 0.73**
- **PM Peak Hour = 0.74**

Based upon these trip rates the previous Douglass Brothers site generated a total of **42** trips in the morning peak hour and **43** trips in the evening peak hour.

Total "Net" Site Trips - Subject to MDOT Traffic Permit Requirements. The January 2000 MDOT Chapter 305 Rules and Regulations pertaining to Traffic Movement Permits states in Section 4E that all site trips generated after July 1, 1997 are subject to review and determination as to the total number of site trips generated by the site. The regulations further state that any development whose peak hour trip generation exceeds 100 passenger car equivalent trips is required to file for and obtain a MDOT issued Traffic Movement Permit. Based upon MDOT's regulations, the Second Tee Condominium Business Park site will generate a total of **75** ($117 - 42 = 75$ trips) peak hour trips in the AM peak hour and **78** ($121 - 43 = 78$ trips) during the PM peak hour that are subject to review under MDOT's Chapter 305.

It would be most helpful if you would review the findings presented above and provide your direction as to what level of further traffic review, if any, is required for the proposed expansion project.

You can reach me at 363-1011 with questions and/or additional information needs. Your prompt response would be appreciated.

Very truly yours,

William J. Bray, P.E.

C.c.: Katherine Earley, P.E.
Stephen Bushey, P.E.