399-C-51

2002-0238

73 Racine Ave.
Drainage Easement - Plan Amend.
Gregory Ives

on Spreadsheet

CITY OF PORTLAND, MAINE
DEVELOPMENT REVIEW APPLICATION
PLANNING DEPARTMENT PROCESSING FORM
DRC Copy

2002-0238
Application I. D. Number

11/06/2002
Application Date

Amendment to Plan - Drainage Easeme
Project Name/Description

Ives Gregory G &
Applicant

73 Racine Ave, Portland, ME 04103
Applicant's Mailing Address

Consultant/Agent

Agent Ph: **Agent Fax:**
Applicant or Agent Daytime Telephone, Fax

73 - 73 Racine Ave, Portland, Maine
Address of Proposed Site

399 C051001
Assessor's Reference: Chart-Block-Lot

Proposed Development (check all that apply): ☐ New Building ☐ Building Addition ☐ Change Of Use ☑ Residential ☐ Office ☐ Retail ☐ Manufacturing ☐ Warehouse/Distribution ☐ Parking Lot ☐ Other (specify)

Proposed Building square Feet or # of Units | Acreage of Site | **R3** Zoning

Check Review Required:

☑ Site Plan (major/minor) ☐ Subdivision # of lots ☐ PAD Review ☐ 14-403 Streets Review

☐ Flood Hazard ☐ Shoreland ☐ HistoricPreservation ☐ DEP Local Certification

☐ Zoning Conditional Use (ZBA/PB) ☐ Zoning Variance ☐ Other

Fees Paid: Site Plan Subdivision Engineer Review Date

DRC Approval Status:

Reviewer

☐ **Approved** ☐ **Approved w/Conditions** See Attached ☐ **Denied**

Approval Date Approval Expiration Extension to ☐ Additional Sheets Attached

☐ Condition Compliance signature date

Performance Guarantee ☐ **Required*** ☐ **Not Required**

* No building permit may be issued until a performance guarantee has been submitted as indicated below

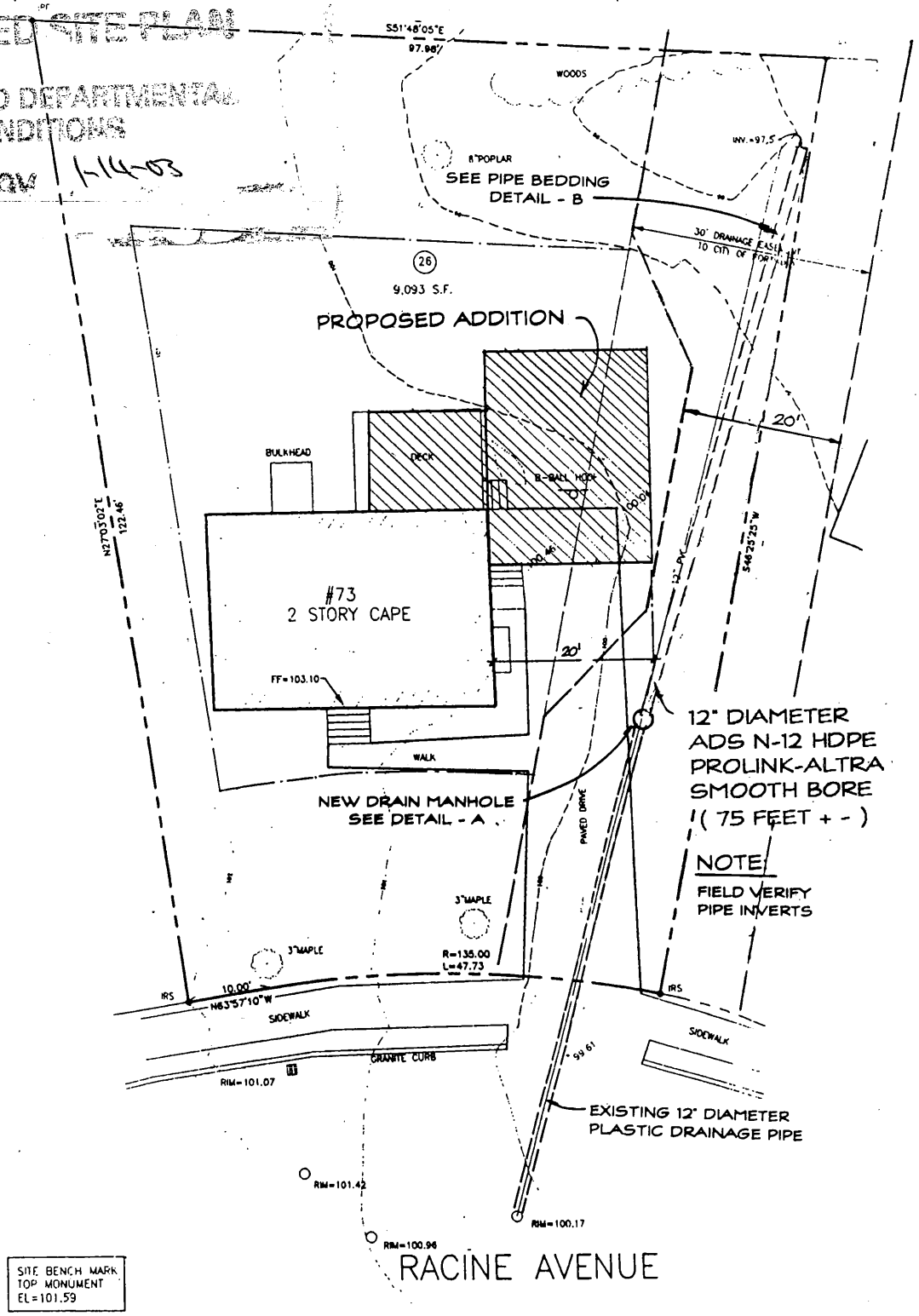
☐ Performance Guarantee Accepted	date	amount	expiration date
☐ Inspection Fee Paid	date	amount	
☐ Building Permit Issue	date		
☐ Performance Guarantee Reduced	date	remaining balance	signature
☐ Temporary Certificate of Occupancy	date	☐ Conditions (See Attached)	expiration date
☐ Final Inspection	date	signature	
☐ Certificate Of Occupancy	date		
☐ Performance Guarantee Released	date	signature	
☐ Defect Guarantee Submitted	submitted date	amount	expiration date
☐ Defect Guarantee Released	date	signature	

CITY OF PORTLAND

APPROVED SITE PLAN

SUBJECT TO DEPARTMENTAL CONDITIONS

DATE OF APPROV 1-14-03



SITE BENCH MARK
TOP MONUMENT
EL=101.59

DETAIL DRAWING - 1

REV: NOV. 13, 2002
NOV. 5, 2002

architect: brian e. duffy associates

THE IVES RESIDENCE
73 RACINE AVENUE
PORTLAND, MAINE 04103

PERFORMANCE GUARANTEE
with the City of Portland

Developer's Tax Identification Number: 007-60-3410

Developer's Name and Mailing Address: GREGORY IVES
73 RACINE AVE
PORTLAND, ME 04103

City Account Number: [1]

Treasurer's Report of Receipts Number: [1]

Project Job Number: [1]
(from Site Plan Application form)

Application of GREGORY IVES [**Applicant**] for RACINE DRAINAGE CHANGES at LOT 26 / 73 RACINE AVE Portland, Maine.

The City of Portland (hereinafter the "City") will hold the sum of $ 1,950.00 on behalf of GREGORY IVES in a non-interest bearing account established with the City. This account shall represent the estimated cost of installing NEW DRAIN LINE AND MANHOLE IN EXISTING DRAINAGE EASEMENT as depicted on the subdivision/site plan, approved on 14 JAN. 2003 as required under Portland Code of Ordinances Chapter 14 §§499, 499.5, 525 and Chapter 25 §§46 through 65. It is intended to satisfy the Applicant's obligation, under Portland Code of Ordinances Chapter 14 §§501, 502 and 525, to post a performance guarantee for the above referenced development.

The City, through its Director of Planning and Development and in his sole discretion, may draw against this Escrow Account in the event that:

1. the Developer has failed to satisfactorily complete by 14 JAN '05 the work on the improvements contained within the RACINE AVENUE LOT 26 DRAINAGE EASEMENT REVISIONS/AMENDED PLAT approval, dated 14 JAN, 2003 or

2. the Developer has failed to deliver to the City a deed containing the metes and bounds description of any streets, easements or other improvements required to be deeded to the City; or

3. the Developer has failed to post the ten percent (10%) Defect Guarantee required by Portland Code of Ordinances Chapter 14 §§501 and 525; or

4. the Developer has failed to notify the City for inspections in conjunction with the installation of improvements noted in paragraph one.

The Director of Planning and Development may draw on this guarantee, at his option, either thirty days prior to the expiration date contained herein, or s/he may draw against this escrow for a period not to exceed ninety (90) days after the expiration of this commitment; provided that the Applicant will give the City written notice, by certified mail (restricted delivery to Duane Kline, Director of Finance, City of Portland, 389 Congress Street, Room 110, Portland, Maine) of the expiration of this escrow within sixty (60) days prior thereto. Otherwise, drafts may be submitted by the City of Portland no later than ninety (90) days following such notice, whenever given.

After all underground work has been completed and inspected to the satisfaction of the Department of Public Works and Planning, including but not limited to sanitary sewers, storm drains, catch basins, manholes, electrical conduits, and other required improvements constructed chiefly below grade, the City of Portland Director of Planning and Development or its Director of Finance as provided in Chapter 14 §501 of the Portland Code of Ordinances, may authorize the City to reduce the available amount of the escrowed money by a specified amount.

This Esrow will automatically expire upon the earlier of:

1. the written notification from Portland's Director of Planning and Development that said work contained within the LOT 26 DRAINAGE EASEMENT REVISIONS/ AMENDED RECORDING PLAT ; approval and as required by Portland Code of Ordinances Chapter 14 §§499, 499.5, 525 and Chapter 25 §46 through 65 has been completed in accordance with the City of Portland's specifications; or

2. the expiration date of 14 JAN '05 or any automatically extended date as specified herein.

Seen and Agreed to: GREGORY INES

By: Gregory B. Ines

Attach **Letter of Approval and Estimated Cost of Improvements** to this form.

Distribution

1. This information will be completed by Planning Staff.
2. The account number can be obtained by calling Paul Colpitts, ext. 8665.
3. The Agreement will be executed with one original and one copy.
4. The original and copy, each signed by the Developer, will be delivered to the Finance Office, together with a copy of the Report of Receipts form.
5. The Director of Finance will sign the copies, retain the original for their files and deliver the other signed copy to the Planning Office.

M O H R & S E R E D I N
Landscape Architects, Inc.

January 22, 2003

Ms. Sarah Hopkins
Mr. Jay Reynolds
Planning Dept.
City of Portland
389 Congress St.
Portland, ME 04101

RE: 73 Racine Avenue, Portland, Maine
Property of Gregory G. Ives

Dear Sarah and Jay:

Per the Planning Board's approval for the amended Racine Avenue plan we submit the following to fulfill the conditions of approval:

1) Per confirmation from your office on January 21, 2003, we are sending two checks from Mr. Gregory Ives; one for his escrow account and the other for the $300.00 inspection fee.
2) A letter from the owner of the adjoining property indicating her approval of the work.
3) A copy of the drainage easement put into the City's format.

Please call if you have any questions.

Sincerely,

Stephen B. Mohr, ASLA

\\Server\F\Projects\507-RacineAve\escrow.doc

18 Pleasant Street, Portland, Maine 04101
(207) 871-0003
416

January 15 , 2003

Gregory Ives
73 Racine Avenue
Portland, Maine 04103

Re: Your new garage addition

Dear Greg,

I'm writing you to confirm our conversation regarding your new garage addition and how it effects my property. I understand that you are required to relocate a 12" storm drain pipe that is buried between our homes within a city easement. I have no problem with you coming onto my property to do the work necessary to move to pipe. All I ask is that you leave my lawn in the same condition as it was prior to the work.

Sincerely,

Teresa LaForgia 1/19/03
69 Racine Avenue

January 17, 2003

SCHEDULE A

A certain lot or parcel of land situated on the northerly side of, Racine Avenue in the City of Portland, County of Cumberland, and State of Maine bounded and described as follows:

Beginning at a point on the northerly side of Racine Avenue at the southeasterly corner of Lot 26 as shown on Recording Plat of Racine Avenue Subdivision dated February 23, 1988 revised 6-21-89 by Owen Haskell, Inc. recorded in Cumberland County Registry of Deeds Plan Book 179 Page 63;

Thence westerly along the northerly sideline of Racine Avenue on a curve to the left having a radius of 135.00 feet an arc distance of 20.07 feet;

Thence the following courses and distances across said Lot 26:

N 46° 25' 21 E 34.00 feet;
N 76° 39' 14" E 19.86 feet;
N 46° 25' 21" E 22.00 feet;
N 17° 05' 24" E 20.41 feet;
N 46° 25' 21" E 25.26 feet to the northerly line of said Lot 26;

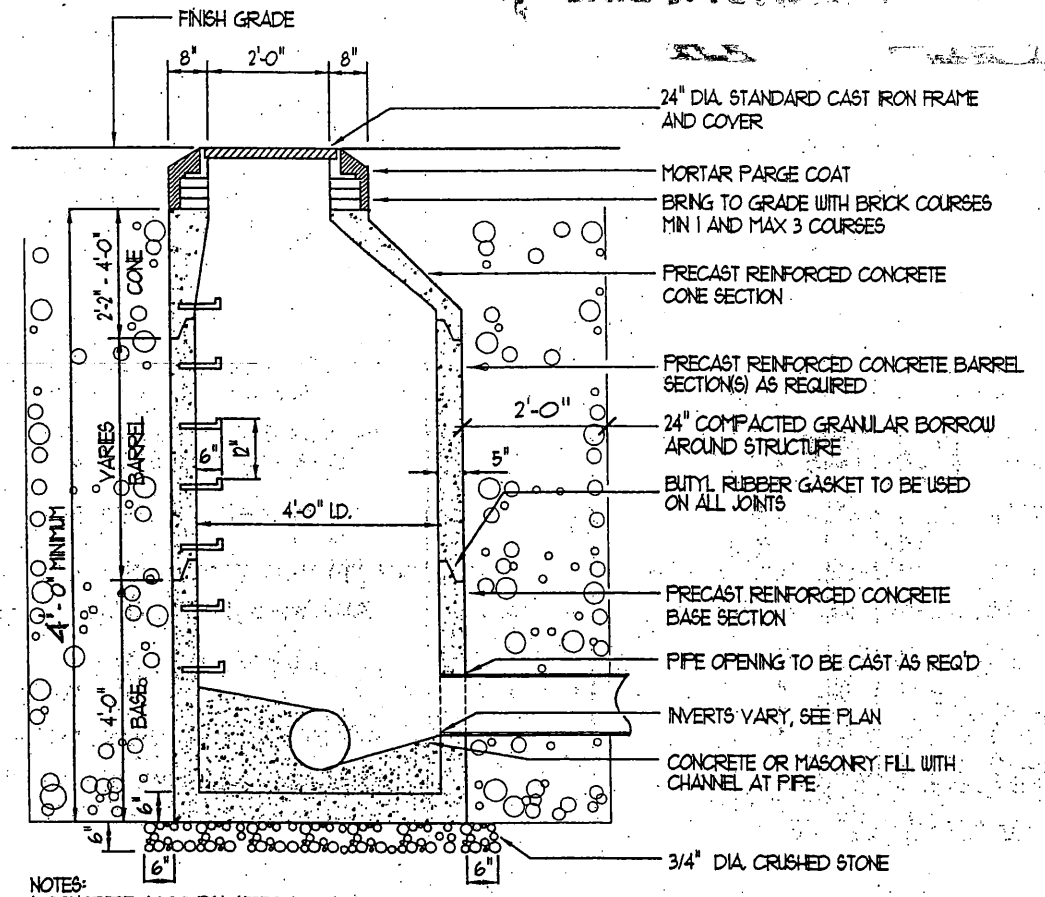
Thence S 51° 48' 00" E along the northerly line of said Lot 26 a distance of 20.21 feet to the northeasterly corner of said Lot 26;

Thence S 46° 25' 21" E along the easterly line of said Lot 26 a distance of 117.64 feet to the northerly sideline of Racine Avenue and the point of beginning containing 1939 square feet;

For a more particular description see amended recording plat of Racine Avenue subdivision dated November 14, 2002 by Owen Haskell, Inc. to be recorded.

File: 2002-149-02-ECB

CITY OF PORTLAND
APPROVED SITE PLAN
SUBJECT TO DEPARTMENTAL CONDITIONS
DATE OF APPROV 1-14-03



NOTES:
1. CONCRETE 4000 PSI AFTER 28 DAYS.
2. REINFORCING H-20 LOADING 4x4 / 4x4 W.W.M.
3. EACH CASTING TO HAVE LIFTING HOLES TO BE FILLED WITH NON-SHRINK MORTAR.
4. MANHOLE STEPS TO BE ALUMINUM OR HIGH IMPACT PLASTIC.

(A) PRECAST CONCRETE DRAIN MANHOLE

NOT TO SCALE

DETAIL DRAWING - 2

NOV. 5, 2002

architect: brian e. duffy associates

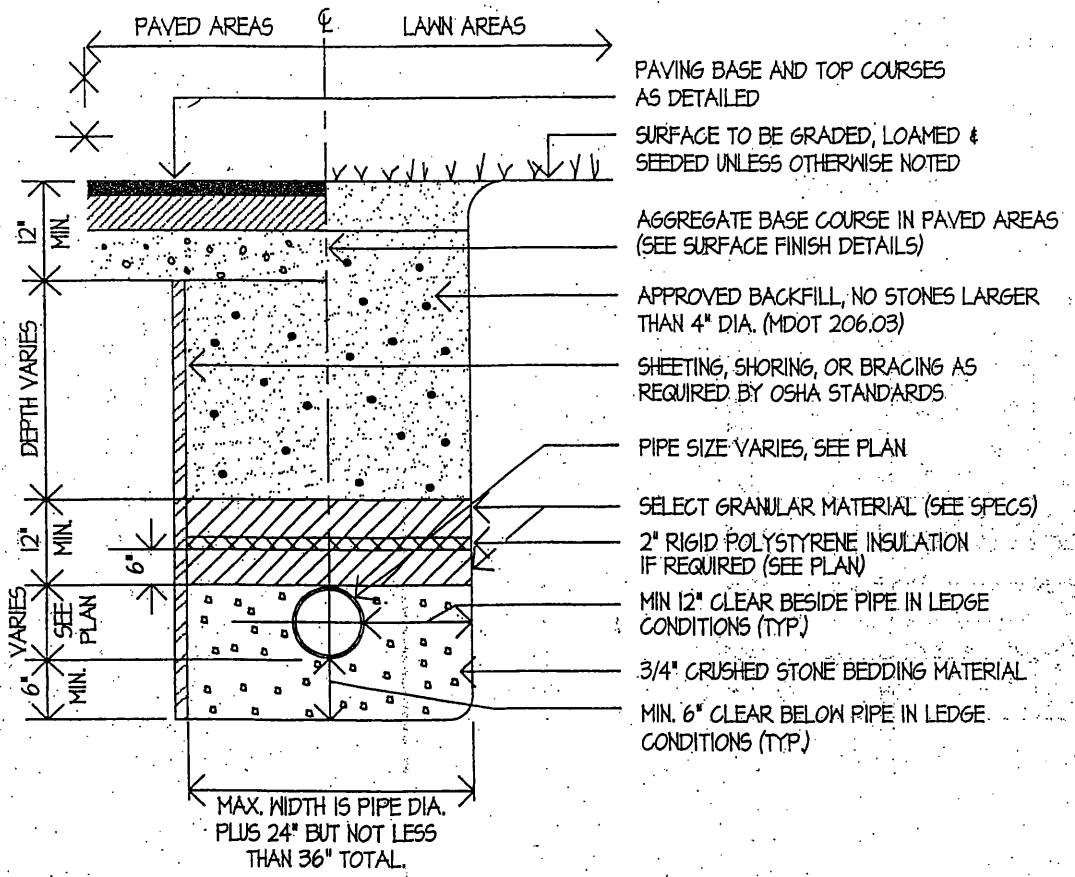
THE IVES RESIDENCE
73 RACINE AVENUE
PORTLAND, MAINE 04103

CITY OF PORTLAND

APPROVED SITE PLAN

SUBJECT TO DEPARTMENTAL CONDITIONS

DATE OF APPROVAL 1-14-03



B TYPICAL PIPE BEDDING DETAIL

N.T.S.

DETAIL DRAWING - 3

NOV. 5, 2002

architect: brian e. duffy associates

THE IVES RESIDENCE
73 RACINE AVENUE
PORTLAND, MAINE 04103

From: <gregory.g.ives@verizon.com>
To: Portland.CityHall(JAYJR)
Date: Wed, Oct 29, 2003 4:47 PM
Subject: **73 Racine Avenue**

Mr. Jay Reynolds

Per our conversation today in reference to the Performance Guarantee we entered into with the City of Portland and myself in January of 2003. I would like to officially inform you that the plans were changed to move the addition to my property directly behind my existing home, thus making the move of the storm drain unnecessary. I would like to ask that we start the paper work to refund my deposit at this time.

Any questions I can be reached at my work number during regular business hours.

Thank you for your assistance in this matter

207-775-9616

January 24, 2003

Gregory Ives
73 Racine Ave
Portland, ME 04103

RE: Drainage Easement

CBL:

Dear: Mr. Ives

On January 14, 2003, the Portland Planning Board voted unanimously (5-0; Malone absent) to approve the drainage easement and building envelope amendment to the Racine Ave. Subdivision. The approval was granted for the project with the following condition:

i. That the applicant secure permission from the abutter, if required, in order to install;l the drainage improvements.

The approval is based on the submitted site plan and the findings related to site plan review standards as contained in Planning Report #04-03, which is attached.

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

1. Where submission drawings are available in electronic form, the applicant shall submit any available electronic CADD.DXF files with seven (7) sets of the final plans.

2. A performance guarantee covering the site improvements as well as an inspection fee payment of 2.0% of the guarantee amount and 7 final sets of plans must be submitted to and approved by the Planning Division and Public Works prior to the release of the building permit. If you need to make any modifications to the approved site plan, you must submit a revised site plan for staff review and approval.

3. The site plan approval will be deemed to have expired unless work in the development has commenced within one (1) year of the approval or within a time period agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the expiration date.

4. A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.

5. Prior to construction, a preconstruction meeting shall be held at the project site with the contractor, development review coordinator, Public Work's representative and owner to review the construction schedule and critical aspects of the site work. At that time, the site/building contractor shall provide three (3) copies of a detailed construction schedule to the attending City representatives. It shall be the contractor's responsibility to arrange a mutually agreeable time for the preconstruction meeting.

6. If work will occur within the public right-of-way such as utilities, curb, sidewalk and driveway construction, a street opening permit(s) is required for your site. Please contact Carol Merritt at 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)

The Development Review Coordinator must be notified five (5) working days prior to date required for final site inspection. The Development Review Coordinator can be reached at the Planning Department at 874-8632. Please make allowances for completion of site plan requirements determined to be incomplete or defective during the inspection. This is essential as all site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

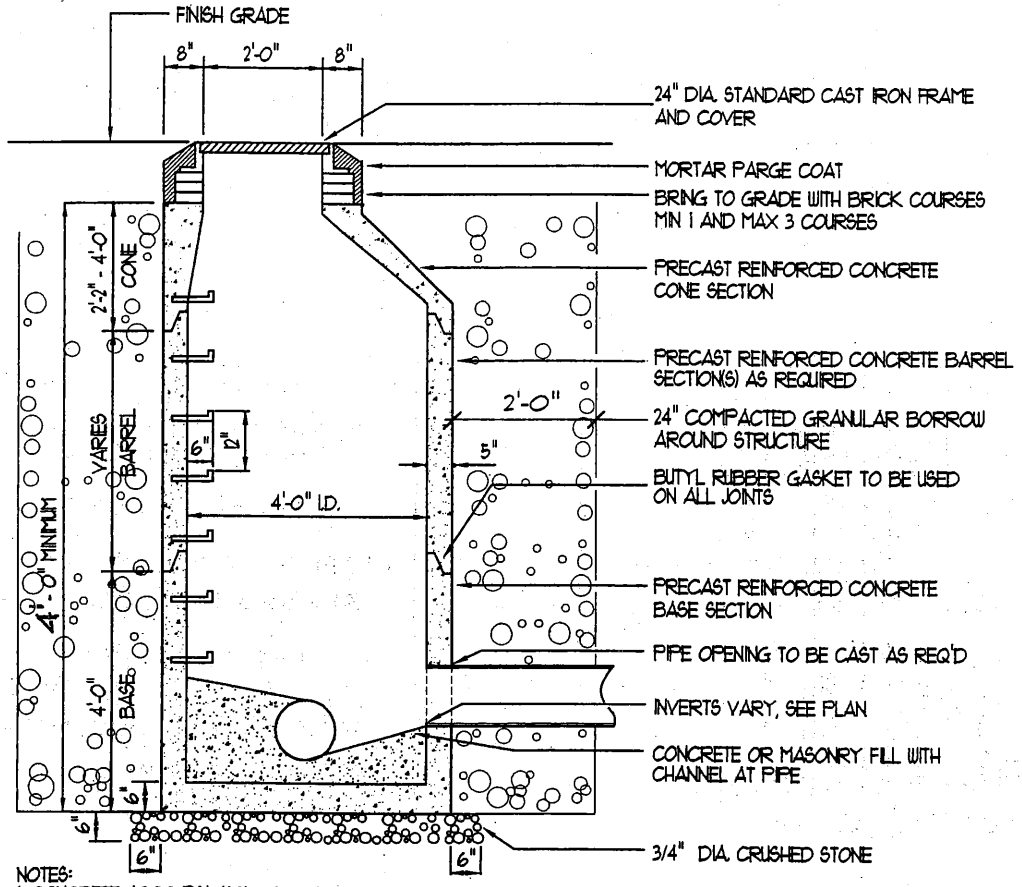
If there are any questions, please contact Jay Reynolds at 874-8632.

Sincerely,

Jaimey Caron, Chair
Portland Planning Board

cc: Lee D. Urban, Planning and Development Department Director
Alexander Jaegerman, Planning Division Director
Sarah Hopkins, Development Review Program Manager
Jay Reynolds, Development Review Coordinator
Marge Schmuckal, Zoning Administrator
Jodine Adams, Inspections
Larry Ash, Traffic Engineer
Tony Lombardo, Project Engineer
Eric Labelle, City Engineer
Jeff Tarling, City Arborist
Penny Littell, Associate Corporation Counsel
Lt. Gaylen McDougall, Fire Prevention

Don Hall, Appraiser, Assessor's Office
Approval Letter File
Correspondence File



NOTES:
1. CONCRETE 4000 PSI AFTER 28 DAYS.
2. REINFORCING H-20 LOADING 4x4 / 4x4 W.W.M.
3. EACH CASTING TO HAVE LIFTING HOLES TO BE FILLED WITH NON-SHRINK MORTAR.
4. MANHOLE STEPS TO BE ALUMINUM OR HIGH IMPACT PLASTIC.

(A) PRECAST CONCRETE DRAIN MANHOLE

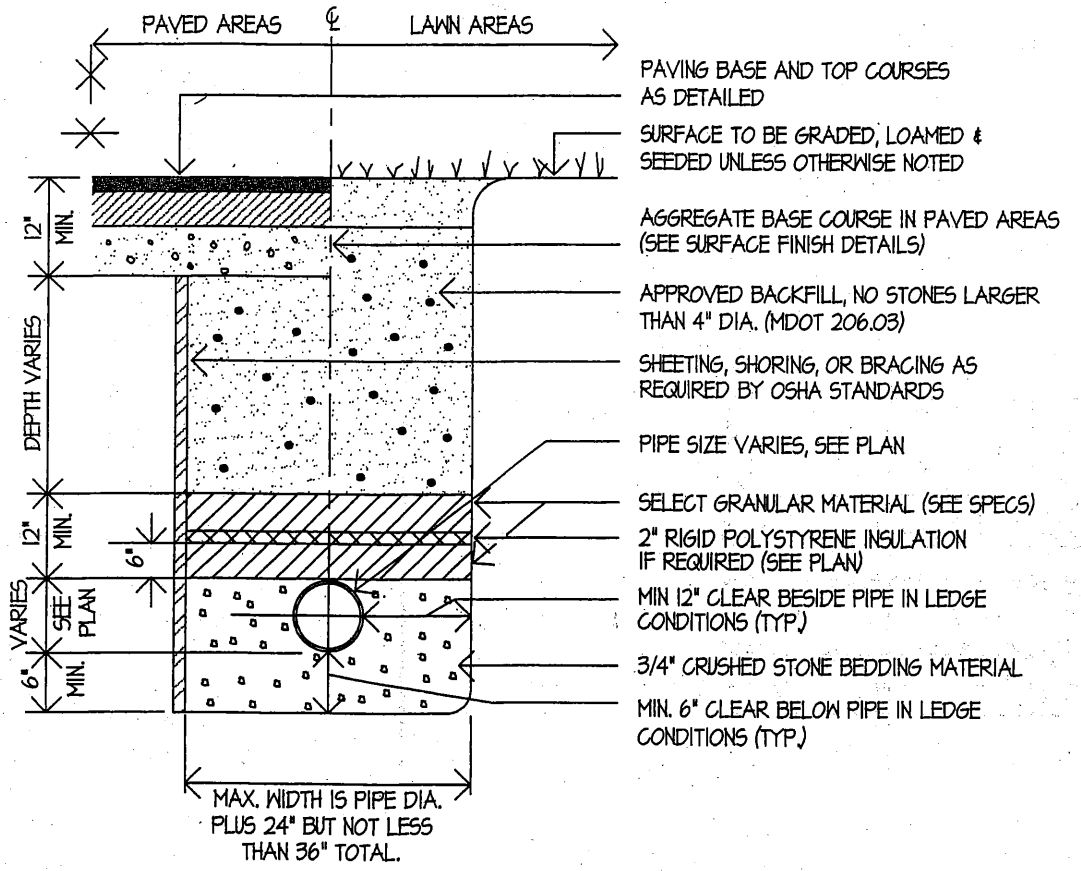
NOT TO SCALE

DETAIL DRAWING - 2

NOV. 5, 2002

architect: brian e. duffy associates

THE IVES RESIDENCE
73 RACINE AVENUE
PORTLAND, MAINE 04103



(B) TYPICAL PIPE BEDDING DETAIL

N.T.S.

DETAIL DRAWING - 3

NOV. 5, 2002

architect: brian e. duffy associates

THE IVES RESIDENCE
73 RACINE AVENUE
PORTLAND, MAINE 04103

MOHR & SEREDIN
Landscape Architects, Inc.

November 5, 2002

Ms. Sarah Hopkins
City of Portland Planning Dept.
398 Congress St.
Portland, ME

RE: Racine Avenue Drainage Easement Realignment

Dear Sarah

Attached please find nine (9) copies of the plans and details supporting the request by Gregory Ives to relocate the existing storm drainage outlet on Racine Avenue. As I discussed with you last week, and Brian Duffy has reviewed with the City engineering staff this summer, the proposal is to adjust the location of the existing 12" storm drain line that is on Mr. Ives lot. By moving the storm drain line approximately six (6) feet, and adjusting the drainage easement associated with the pipe, Mr. Ives can accommodate a modest addition to his house for a single car garage.

As you are aware Penny, in the Corporation Council's office, and Tony, in City Engineering, have both looked at this proposal. Based on their comments and our discussion, we have prepared an amended recording plan, a revised description of the drainage easement, and drain line plans and details. We have delivered a copy of this directly to Tony to expedite the review process, and would appreciate your prompt attention in moving this item before the Planning Board for amended plan approval.

Please contact us after you have had formal staff comments so we can make any necessary adjustments in the submission prior to Board review. Thanks for your help in this matter.

Sincerely,

Stephen B. Mohr, ASLA

Cc: Brian Duffy

18 Pleasant Street, Portland, Maine 04101
(207) 871-0003

MOHR & SEREDIN
Landscape Architects, Inc.

November 15, 2002

Ms. Sarah Hopkins, Planner
City of Portland
389 Congress St.
Portland, ME 04101

RE: Racine Avenue Drainage Easement
Amended Subdivision Plat

Dear Sarah:

Thank you for having the staff look at this little project so promptly. I really appreciated Jay's follow-up call to me to review the staff's comments. Based on the information relayed to me I submit the following information in support of the application Gregory Ives.

1. Revised detail drawing Number 1 on which the sweep has been taken out of the pipe and the pipe has been changed to an ADSN-12 HPDE.
2. A full amended recording plat prepared by Owen Haskell, Inc., and showing the changes in the easement on Lot 26 has been prepared.

Ten copies of each of these with the revision date noted of November 13 are submitted with this letter. I trust this will address the last of the these concerns and hope that this project can be placed on the next available Planning Board agenda.

Sincerely,

Stephen B. Mohr, ASLA

Cc: Brian Duffy

F:\Projects\507-RacineAve\sh11-15-02.doc

18 Pleasant Street, Portland, Maine 04101
(207) 871-0003

CITY OF PORTLAND, MAINE
DEVELOPMENT REVIEW APPLICATION
PLANNING DEPARTMENT PROCESSING FORM
Engineering Copy

2002-0238
Application I. D. Number

11/06/2002
Application Date

Amendment to Plan - Drainage Easeme
Project Name/Description

Ives Gregory G &
Applicant

73 Racine Ave, Portland, ME 04103
Applicant's Mailing Address

Consultant/Agent

Agent Ph: **Agent Fax:**
Applicant or Agent Daytime Telephone, Fax

73 - 73 Racine Ave, Portland, Maine
Address of Proposed Site

399 C051001
Assessor's Reference: Chart-Block-Lot

Proposed Development (check all that apply): ☐ New Building ☐ Building Addition ☐ Change Of Use ☑ Residential ☐ Office ☐ Retail ☐ Manufacturing ☐ Warehouse/Distribution ☐ Parking Lot ☐ Other (specify)

Proposed Building square Feet or # of Units | Acreage of Site | **R3** Zoning

Check Review Required:

☑ Site Plan (major/minor) ☐ Subdivision # of lots ☐ PAD Review ☐ 14-403 Streets Review

☐ Flood Hazard ☐ Shoreland ☐ HistoricPreservation ☐ DEP Local Certification

☐ Zoning Conditional Use (ZBA/PB) ☐ Zoning Variance ☐ Other

Fees Paid: Site Plan Subdivision Engineer Review Date

Engineering Comments

PUBLIC WORKS ENGINEERING REVIEW....11/13/02

I have reviewed the application and plans dated 11/06/02 and offer the following comments:

1. Public Works is not comfortable with layout of proposed drain pipe between the new manhole and outlet. It appears that the applicant is proposing the installation of flexible drain pipe within the City easement. Instead we are requesting the applicant install ADS N-12, ProLink Ultra, smooth bore HDPE drain pipe, or approved equivalent. This run of pipe should be installed in a straight line and not swept as specified on the plans.

PUBLIC WORKS ENGINEERING REVIEW....11/26/02

I have reviewed the plans dated 11/15/02 and find them revised as requested. Therefore, I am granting Public Works approval.

Performance Guarantee ☐ **Required*** ☐ **Not Required**

* No building permit may be issued until a performance guarantee has been submitted as indicated below

☐ Performance Guarantee Accepted	date	amount	expiration date
☐ Inspection Fee Paid	date	amount	
☐ Building Permit Issue	date		
☐ Performance Guarantee Reduced	date	remaining balance	signature
☐ Temporary Certificate of Occupancy	date	☐ Conditions (See Attached)	expiration date

OWEN HASKELL, INC. Professional Land Surveyors

16 Casco Street • Portland, Maine 04101-2979 • 207/774-0424 • FAX: 774-0511 • ohi@owenhaskell.com

November 6, 2002

DESCRIPTION OF PORTION OF
30 FOOT WIDE DRAINAGE EASEMENT
TO BE RELEASED FROM LOT 26

A certain lot or parcel of land situated on the northerly side of but not adjacent to, Racine Street in the City of Portland, County of Cumberland, and State of Maine bounded and described as follows:

Beginning at a point on the northerly side of a 30 foot drainage easement across Lot 26 as shown on Recording Plat of Racine Avenue Subdivision dated February 23, 1988 revised 6-21-89 by Owen Haskell, Inc. recorded in Cumberland County Registry of Deeds Plan Book 179 Page 63, said point being 34.00 feet from the northerly sideline of Racine Avenue as measured on a bearing of N 46° 25' 25" E along side 30 foot drainage easement;

Thence N 76° 39' 14" E across the existing drainage easement 19.86 feet;

Thence N 46° 25' 25" E across said easement 22.00 feet;

Thence N 17° 05' 24" E across said easement 20.41 feet to the northerly side of the 30 foot easement;

Thence S 46° 25' 25" W along the northerly side of said 30' easement 56.95 feet to the point of beginning containing 395 square feet;

For a more particular description see amended plan of Lot 26 dated November 6, 2002 by Owen Haskell, Inc. to be recorded.

File: 2002-149-01-ECB

Department of Planning & Development
Lee D. Urban, Director

CITY OF PORTLAND

Division Directors
Mark B. Adelson
Housing & Neighborhood Services

Alexander Q. Jaegerman, AICP
Planning

John N. Lufkin
Economic Development

TO: Duane Kline, Finance Department

FROM: Alexander Jaegerman, Planning Division Director

DATE: November 4, 2003

SUBJECT: Request for Release of Performance Guarantee
73 Racine Ave., Amendment to Plan
ID # (2002-0238) Lead CBL # (399C051)

Please release the City Escrow Account #710-0000-233-46-00 for the drainage amendment at 73 Racine Avenue.

Current Balance= $ 1,950.00

Approved:

Alexander Jaegerman
Planning Division Director

cc: Sarah Hopkins, Development Review Services Manager
Jay Reynolds, Development Review Coordinator
Todd Merkle, Public Works
Code Enforcement
file

O:\PLAN\CORRESP\DRC\PERFORM\RACINE73A.DOC

CITY OF PORTLAND, MAINE
DEVELOPMENT REVIEW APPLICATION
PLANNING DEPARTMENT PROCESSING FORM
Planning Copy

2002-0238
Application I. D. Number

11/06/2002
Application Date

Ives Gregory G &
Applicant

73 Racine Ave, Portland, ME 04103
Applicant's Mailing Address

Amendment to Plan - Drainage Easeme
Project Name/Description

Consultant/Agent

73 - 73 Racine Ave, Portland, Maine
Address of Proposed Site

Agent Ph: **Agent Fax:**
Applicant or Agent Daytime Telephone, Fax

399 C051001
Assessor's Reference: Chart-Block-Lot

Proposed Development (check all that apply): ☐ New Building ☐ Building Addition ☐ Change Of Use ☑ Residential ☐ Office ☐ Retail
☐ Manufacturing ☐ Warehouse/Distribution ☐ Parking Lot ☐ Other (specify)

Proposed Building square Feet or # of Units | Acreage of Site | **R3** Zoning

Check Review Required:

☑ Site Plan (major/minor)
☐ Subdivision # of lots
☐ PAD Review
☐ 14-403 Streets Review
☐ Flood Hazard
☐ Shoreland
☐ Historic Preservation
☐ DEP Local Certification
☐ Zoning Conditional Use (ZBA/PB)
☐ Zoning Variance
☐ Other

Fees Paid: Site Plan _____ Subdivision _____ Engineer Review _____ Date _____

Planning Approval Status:

Reviewer _____

☐ **Approved**
☐ **Approved w/Conditions** See Attached
☐ **Denied**

Approval Date _____ Approval Expiration _____ Extension to _____ ☐ Additional Sheets Attached

☐ OK to Issue Building Permit _____ signature _____ date _____

Performance Guarantee ☐ **Required*** ☐ **Not Required**

* No building permit may be issued until a performance guarantee has been submitted as indicated below

☐ Performance Guarantee Accepted	date	amount	expiration date
☐ Inspection Fee Paid	date	amount	
☐ Building Permit Issue	date		
☐ Performance Guarantee Reduced	date	remaining balance	signature
☐ Temporary Certificate of Occupancy	date	☐ Conditions (See Attached)	expiration date
☐ Final Inspection	date	signature	
☐ Certificate Of Occupancy	date		
☐ Performance Guarantee Released	date	signature	
☐ Defect Guarantee Submitted	submitted date	amount	expiration date
☐ Defect Guarantee Released	date	signature	

CITY OF PORTLAND, MAINE
DEVELOPMENT REVIEW APPLICATION
PLANNING DEPARTMENT PROCESSING FORM
Engineering Copy

2002-0238
Application I. D. Number

11/06/2002
Application Date

Amendment to Plan - Drainage Easeme
Project Name/Description

Ives Gregory G &
Applicant

73 Racine Ave, Portland, ME 04103
Applicant's Mailing Address

Consultant/Agent

Agent Ph: **Agent Fax:**
Applicant or Agent Daytime Telephone, Fax

73 - 73 Racine Ave, Portland, Maine
Address of Proposed Site

399 C051001
Assessor's Reference: Chart-Block-Lot

Proposed Development (check all that apply): ☐ New Building ☐ Building Addition ☐ Change Of Use ☑ Residential ☐ Office ☐ Retail ☐ Manufacturing ☐ Warehouse/Distribution ☐ Parking Lot ☐ Other (specify)

Proposed Building square Feet or # of Units | Acreage of Site | **R3** Zoning

Check Review Required:

☑ Site Plan (major/minor) ☐ Subdivision # of lots ☐ PAD Review ☐ 14-403 Streets Review

☐ Flood Hazard ☐ Shoreland ☐ HistoricPreservation ☐ DEP Local Certification

☐ Zoning Conditional Use (ZBA/PB) ☐ Zoning Variance ☐ Other

Fees Paid: Site Plan Subdivision Engineer Review Date

Engineering Comments

PUBLIC WORKS ENGINEERING REVIEW....11/13/02

I have reviewed the application and plans dated 11/06/02 and offer the following comments:

1. Public Works is not comfortable with layout of proposed drain pipe between the new manhole and outlet. It appears that the applicant is proposing the installation of flexible drain pipe within the City easement. Instead we are requesting the applicant install ADS N-12, ProLink Ultra, smooth bore HDPE drain pipe, or approved equivalent. This run of pipe should be installed in a straight line and not swept as specified on the plans.

Performance Guarantee ☐ **Required*** ☐ **Not Required**

* No building permit may be issued until a performance guarantee has been submitted as indicated below

☐ Performance Guarantee Accepted	date	amount	expiration date
☐ Inspection Fee Paid	date	amount	
☐ Building Permit Issue	date		
☐ Performance Guarantee Reduced	date	remaining balance	signature
☐ Temporary Certificate of Occupancy	date	☐ Conditions (See Attached)	expiration date
☐ Final Inspection	date	signature	
☐ Certificate Of Occupancy	date		

City of Portland Site Plan Application

If you or the property owner owe real estate taxes, personal property taxes or user charges on any property within the City of Portland, payment arrangements must be made before permit applications can be received by the Inspections Dept.

Address of Construction: 73 RACINE AVE		Zone: R3
Total Square Footage of Proposed Structure	Square Footage of Lot	
Tax Assessor's Chart, Block & Lot Chart# Block# Lot# 399 - C - 51	Property owner, mailing address: GREGORY IVES 73 RACINE AVE PORTLAND, ME 04103	Telephone: 871.0003 (STEVE MOHR)
Consultant/Agent, mailing address, phone & contact person MOHR & SEREDIN 18 PLEASANT ST. PORTLAND, ME 04101	Applicant name, mailing address, telephone #/Fax#/Pager#: MOHR & SEREDIN 18 PLEASANT ST. PORTLAND, ME 04101	**Project name:** RACINE AVENUE DRAINAGE EASEMENT REALIGNMENT

Proposed Development (check all that apply) ___New Building ___Building Addition ___Change of Use
X Residential ___Office ___Retail ___Manufacturing ___Warehouse/Distribution ___Parking lot
___Subdivision, amount of lots____ $25.00 per lot $_____
___Site Location of Development $3,000, except for residential lots which are then $200 per lot_____
___Traffic Movement $1,000 ___Stormwater Quality $250.00 ___Other_____
___After the fact review - Major project $1,500.00 ____After the fact review - Minor project $1,200.00

Major Development _____ $500.00 **Minor Development**_____ $400.00
Plan Amendments: X Board review $200.00 ____Staff review $100.00

Who billing will be sent to: MOHR & SEREDIN
Mailing address: 18 PLEASANT ST
State and Zip: PORTLAND, ME 04101 Contact person: STEVE MOHR Phone: 871.0003

Submittals shall include (9) separate folded packets of the following:

a. **copy of application**
b. **cover letter stating the nature of the project**
c. **site plan containing the information found in the attached sample plans check list**

Amendment to Plans: Amendment applications should include 6 separate packets of the above (a, b, and c)

ALL PLANS MUST BE FOLDED NEATLY AND IN PACKET FORM

Section 14-522 of the Zoning Ordinance outlines the process, copies are available at the counter at .50 per page (8.5 x11) you may also visit the web site: ci.portland.me.us chapter 14

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 Code Official'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.

Signature of applicant: Brian E. Mitchell for STEVE MOHR **Date:** 11-6-2002

This application is for site review ONLY, a building Permit application and associated fees will be required prior to construction.

Department of Planning & Development
Lee D. Urban, Director

CITY OF PORTLAND

Division Directors
Mark B. Adelson
Housing & Neighborhood Services

Alexander Q. Jaegerman, AICP
Planning

John N. Lufkin
Ecomonic Development

To Applicants for Development in Portland:

The City of Portland has instituted the following fees to recover the costs of reviewing development proposals under the Site Plan and Subdivision ordinances: application fee; engineering fee; and inspection fee. Performance and defect guarantees are also required by ordinance to cover all site work proposed.

The **Application Fee** covers general planning and administrative processing costs, and is paid at the time of application.

The Planning Division is required to send notices to neighbors upon receipt of an application and prior to public meetings. The applicant will be billed for mailing and advertisement costs. Applicants for development will be charged an **Engineering Review Fee.** This fee is charged by the Planning Division for review of on-site improvements of a civil engineering nature, such as stormwater management as well as the engineering analysis of related improvements within the public right-of-way, such as public streets and utility connections, as assessed by the Department of Public Works. The Engineering Review fee must be paid before a building permit can be issued. Monthly invoices are sent out by the Planning Division on a monthly basis to cover engineering costs.

A **Performance Guarantee** will be required following approval of development plans. This guarantee covers all required improvements within the public right-of-way, plus certain site improvements such as landscaping, paving, and drainage improvements. The Planning Division will provide a cost estimate form for figuring the amount of the performance guarantee, as well as sample form letters to be filled out by a financial institution.

An **Inspection Fee** must also be submitted to cover inspections to ensure that sites are developed in accordance with the approved plan. The inspection fee is 2.0% of the performance guarantee amount, or as assessed by the planning or public works engineer. The minimum inspection fee is $300 for development, unless no site improvements are proposed. Public Works inspects work within the City right-of-way and Planning inspects work within the site including pipe-laying and connections. (The contractor must work with inspectors to coordinate timely inspections, and should provide adequate notice before inspections, especially in the case of final inspection.)

Upon completion of a development project, the performance guarantee is released, and a **Defect Guarantee** in the amount of 10% of the performance guarantee must be provided. The Defect Guarantee will be released after a year.

Other reimbursements to the City include actual or apportioned costs for advertising and mailed notices. All fees shall be paid prior to the issuance of any building permit.

For more information on the fees or review process, please call the Planning Division at 874-8719 or 874-8721.

Alexander Jaegerman, AICP
Planning Division Director

Development Review Fee Schedule

Application Fees:

- Major Site Plan Review (More than 10,000 sq. ft.) (Parking area - 50 spaces or more)	$500.00
- After-the-fact Major Site Plan Review	$1,500.00
- Minor Site Plan Review (Less than 10,000 sq. ft.)	$400.00
- After-the-fact Minor Site Plan Review	$1,200.00
- Minor-Minor Site Plan Review	$300.00
- Subdivision Fee	$500.00 (plus $25.00 per lot)
- Section 14-403 Review	$400.00 (plus $25.00 per lot)
- Site Location of Development	$300.00 (except for residential projects which shall be $200.00 per lot)
- Traffic Movement Permit	$1,000.00
- Stormwater Quality Permit	$250.00

Engineering Fees:

- Engineering Review Fee	Assessed by Engineer
- Inspection Fee	2% of Performance Guarantee or as assessed by Planning or Public Works Engineer with $300.00 being the minimum)

Permit Fees:

- Building Permit Fee (Based on cost of work - estimated cost of labor and materials)	$30.00 for the first $1,000.00 ($7.00 per additional $1,000.00)

Noticing/Advertisements

- Legal Advertisement (Ad runs for workshop mtg. and public hearing mtg.)	Percent of total bill
- Notices (Notices are sent when application is received, for workshop mtg. and public hearing mtg.)	.40 cents each

CITY OF PORTLAND, MAINE
SITE PLAN CHECKLIST

Project Name, Address of Project _____ **Application Number** _____

Submitted () & Date	Item	Required Information	Section 14-525 (b,c)
_____	(1)	Standard boundary survey (stamped by a registered surveyor, at a scale of not less than 1 inch to 100 feet and including:	1
_____	(2)	Name and address of applicant and name of proposed development	a
_____	(3)	Scale and north points	b
_____	(4)	Boundaries of the site	c
_____	(5)	Total land area of site	d
_____	(6)	Topography - existing and proposed (2 feet intervals or less)	e
_____	(7)	Plans based on the boundary survey including:	2
_____	(8)	Existing soil conditions	a
_____	(9)	Location of water courses, marshes, rock outcroppings and wooded areas	b
_____	(10)	Location, ground floor area and grade elevations of building and other structures existing and proposed, elevation drawings of exterior facades, and materials to be used	c
_____	(11)	Approx location of buildings or other structures on parcels abutting the site	d
_____	(12)	Location of on-site waste receptacles	e
_____	(13)	Public utilities	e
_____	(14)	Water and sewer mains	e
_____	(15)	Culverts, drains, existing and proposed, showing size and directions of flows	e
_____	(16)	Location and dimensions, and ownership of easements, public or private rights-of-way, both existing and proposed	f
_____	(17)	Location and dimensions of on-site pedestrian and vehicular access ways	g
_____	(18)	Parking areas	g
_____	(19)	Loading facilities	g
_____	(20)	Design of ingress and egress of vehicles to and from the site onto public streets	g
_____	(21)	Curb and sidewalks	g
_____	(22)	Landscape plan showing:	h
_____	(23)	Location of existing proposed vegetation	h
_____	(24)	Type of vegetation	h
_____	(25)	Quantity of plantings	h
_____	(26)	Size of proposed landscaping	h
_____	(27)	Existing areas to be preserved	h
_____	(28)	Preservation measures to be employed	h
_____	(29)	Details of planting and preservation specifications	h
_____	(30)	Location and dimensions of all fencing and screening	i
_____	(31)	Location and intensity of outdoor lighting system	j
_____	(32)	Location of fire hydrants, existing and proposed	k
_____	(33)	Written statement	c
_____	(34)	Description of proposed uses to be located on site	l
_____	(35)	Quantity and type of residential, if any	l
_____	(36)	Total land area of the site	b2
_____	(37)	Total floor area and ground coverage of each proposed building and structure	b2
_____	(38)	General summery of existing and proposed easements or other burdens	c3
_____	(39)	Method of handling solid waste disposal	4
_____	(40)	Applicant's evaluation of availability of off-site public facilities, including sewer, water and streets	5
_____	(41)	Description of any problems of drainage or topography, or a representation that there are none	6
_____	(42)	An estimate of the time period required for completion of the development	7
_____	(43)	A list of all state and federal regulatory approvals to which the development may be subject to	8
_____	(44)	The status of any pending applications	8
_____	(45)	Anticipated timeframe for obtaining such permits	h8

_____ (46) A letter of non jurisdiction h8

_____ (47) Evidence of financial and technical capability to undertake and complete the development including a letter from a responsible financial institution stating that is has reviewed the planned development and would seriously consider financing it when approved.

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

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

Other comments:

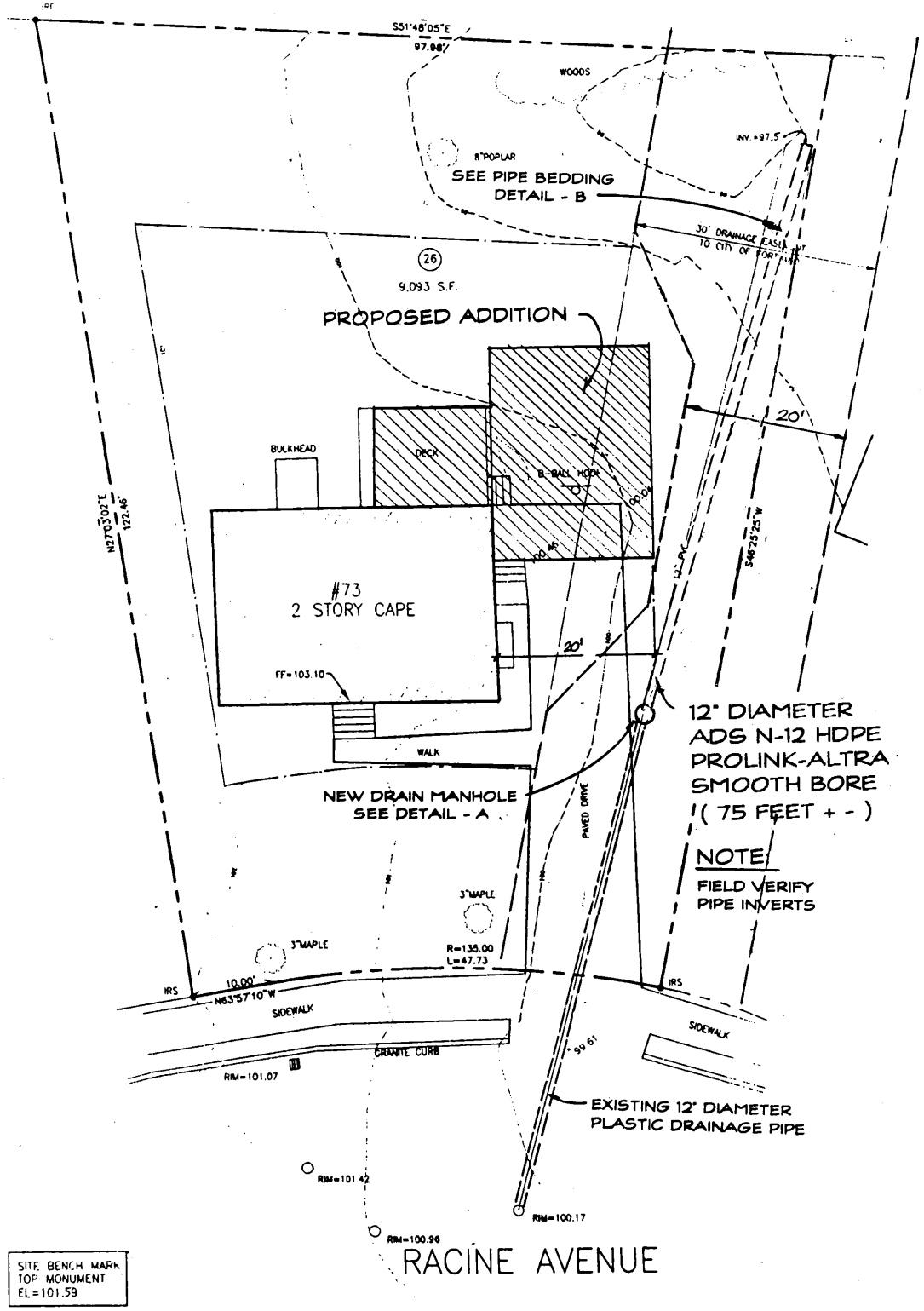
Notice to Developers of New Subdivisions

Effective January 1, 1998, the City of Portland requests that developers of new subdivisions submit information regarding the origin of the name of any new street(s) created within the city limits. This information shall be submitted to the Planning Office with all other related application materials.

In 1997, Portland residents Norman and Althea Green presented the City of Portland with a compilation of research which documents the origins of all street names existing in the city as of 1995. The person, event, location, or subject for which each street was named is now recorded for posterity, constituting an important public record for all those interested in the development of Portland. This compilation is on file at the Portland Public Library, the Maine Historical Society, and the library of the Portland Newspapers, as well as in the City Clerk's Office at Portland City Hall.

It is the intent of the City of Portland to continue this documentation for all streets created in the city. As part of the subdivision review process, applicants are required to submit information regarding the person or subject for which all new streets are being named. In the case of a person, the full name should be submitted, as well as their vocation, relationship to the developer or the area, or other pertinent information. Once the street is formally accepted by the City Council, the information will be placed on file at the City Clerk's office and copies will be sent to the other three Portland repositories.

January 1, 1998



DETAIL DRAWING - 1

REV: NOV. 13, 2002
NOV. 5, 2002

architect: brian e. duffy associates

THE IVES RESIDENCE
73 RACINE AVENUE
PORTLAND, MAINE 04103

DRAFT
ENVIRONMENTAL ASSESSMENT

PROPOSED CONSTRUCTION AND OPERATION OF A NEW PORTLAND, MAINE PROCESSING AND DISTRIBUTION CENTER

Contract #475450-94-B-0315
Project No. B08531
Work Order No. 15.02

November 19, 1997

Prepared For:

United States Postal Service
Major Facilities Office
225 North Humphreys Boulevard
Memphis, Tennessee 38166-0330
(901) 747-7336

Prepared by:

Dames & Moore
235 Peachtree Street, N.E.
North Tower, Suite 2000
Atlanta, Georgia 30303-1405
(404) 577-2122

DAMES & MOORE JOB NUMBER 03711-885-009

TABLE OF CONTENTS

LIST OF FIGURES

Figure

LIST OF APPENDICES

Appendix

ACRONYMS AND ABBREVIATIONS

AADC	Automated Area Distribution Center
ACBM	asbestos-containing building materials
AADT	annual average daily traffic
B-2	General Business District
Btu/hour	British thermal unit per hour
C&O	Cumberland and Oxford
CG	general commercial
CFR	Code of Federal Regulation
CFS	Computerized Forwarding System
DEP	Maine Department of Environmental Protection
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FPC	Facility Planning Concept
FSA	Farm Services Agency
GPCOG	Greater Portland Council of Governments
HVAC	heating, ventilation, and air-conditioning
I	Industrial
I-M, I-Mb	Moderate Impact Industrial Zone
IAQ	Indoor Air Quality
LBP	lead-based paint
MGS	Maine Geological Survey
msl	mean sea level
NEPA	National Environmental Policy Act
NO_x	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRPA	Natural Resources Protection Act
P&DC	Processing and Distribution Center
PCE	passenger car equivalent
pCi/L	picoCuries per liter
ROW	right-of-way
SDC	State Distribution Center
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
USPS	U.S. Postal Service
VOC	volatile organic compounds

THIS PAGE INTENTIONALLY LEFT BLANK

DRAFT
ENVIRONMENTAL ASSESSMENT
PROPOSED CONSTRUCTION AND OPERATION OF A NEW PORTLAND, MAINE PROCESSING AND DISTRIBUTION CENTER

1.0 SUMMARY

The Portland, Maine Processing and Distribution Center (P&DC) is a U.S. Postal Service-owned facility with a P&DC building comprised of 245,612 square feet of net interior space, including 156,627 square feet of workroom floor space. The platform area provides an additional 19,940 square feet of work space. The P&DC site is located at 125 Forest Avenue in Portland, Maine.

The interior of the current facility is crowded and does not provide sufficient space for expansion. A larger facility would be needed to adequately service the Portland area in the future. The Proposed Action to address this need is to construct and operate a new P&DC at one of three alternative locations. The new facility would provide additional workroom space needed for deployment of additional equipment to serve current and future mail processing operations. A portion of the mail operations currently housed in the existing P&DC would move to the new location, and the existing P&DC would continue to operate as the Main Post Office for the city of Portland (USPS, 1997a).

An Environmental Assessment has been completed to identify potential environmental impacts due to implementation of the Proposed Action and the No Action Alternative. Recommended mitigative measures have also been identified.

1.1 KEY ISSUES

The key issues identified during the assessment of the Proposed Action include the following:

- Soil erosion could occur at each of the three tracts and result in degradation of downstream surface waters.

- Soil characteristics at the Snyder and Scarborough Downs Tracts, such as high water content and retainage, poor drainage, and low bearing capacities, should be addressed in the design specifications.

- Jurisdictional wetlands are present on all three sites – the Snyder Tract design layout avoids construction in the identified wetlands areas; however, on the Scarborough Downs and Grondin's Quarry sites, project impacts might be present, which would require authorization from the U.S. Army Corps of Engineers (USACE) and the Maine Department of Environmental Protection (DEP) and implementation of mitigation measures. Due to the size of the Proposed Action, the U.S. Fish and Wildlife Service (USFWS) and other resource agencies might request that in-depth resource surveys are conducted at the selected site as part of the permitting process.

- A pipeline easement owned by Portland Pipe Line Corporation bisects the Snyder Tract requiring relocation or avoidance in constructing the P&DC.

- Soil and groundwater contamination has been confirmed at both the Scarborough Downs and Grondin's Quarry Tracts.

- Forested areas would be altered at the Snyder Tract and Scarborough Downs Tract. Wildlife using the associated habitats would be displaced.

- Archeological sites might be present on the Grondin's Quarry Tract.

- Residences (sensitive receptors) are located near each of the three tracts.

- Traffic would increase in the vicinity of the selected site due to the Proposed Action, and decrease in the downtown Portland area.

- The Proposed Action would impact more than 5 acres - a National Pollutant Discharge Elimination System (NPDES) permit for stormwater control would be required for each of the three sites.

1.2 POSITIVE CHARACTERISTICS OF THE PROPOSED ACTION

The Proposed Action would alleviate the existing crowded conditions at the existing P&DC, providing a safer, more efficient working environment at that facility and at the new P&DC. Mail delivery operations that currently originate from several locations would be centralized at one site, the new Portland P&DC location. The newly constructed P&DC would provide the space needed for existing and additional mail processing equipment. The Proposed Action would address the needs of postal operations for several years.

1.3 RECOMMENDATION FOR FURTHER ACTION

The following additional studies and/or actions are recommended in order to evaluate the significance of the environmental impacts identified in this assessment. An evaluation of whether a "Finding of

No Significant Impact" can be issued (if sufficient mitigation measures can be identified) or an Environmental Impact Statement is required, would be made after obtaining and evaluating additional information, such as the following:

- Additional information regarding soil characteristics should be obtained in order to better plan and design on-site structures.
- Following the development of a site-specific building design, if any of the on-site wetlands require filling, or are otherwise impacted, the Postal Service should coordinate the Proposed Action with the USACE and DEP.
- An archeological survey should be conducted at the Grondin's Quarry Tract.
- Traffic studies should be conducted at each of the three sites to more fully assess the impact the proposed P&DC would have on traffic patterns in the immediate area.

THIS PAGE INTENTIONALLY LEFT BLANK

2.0 STATEMENT OF PURPOSE

2.1 PURPOSE

The purpose of this Environmental Assessment is to identify and evaluate the potential impacts related to the proposed construction and operation of a new Postal Service P&DC at each of three locations in the Portland, Maine area. This assessment is intended to be a "first tier" assessment focussing on the three sites being considered for the new P&DC. This assessment was not intended to evaluate potential environmental impacts at the existing postal facilities; nor to assess changes in postal-related traffic near each of the affected postal facilities.

2.2 ENVIRONMENTAL ASSESSMENT REQUIREMENT

The Postal Service is completing this assessment to comply with the requirements of the National Environmental Policy Act (NEPA). The NEPA is a charter for protecting the human environment; it requires Federal agencies to consider and evaluate the potential impacts of proposed actions, and to integrate those evaluations into their planning and decision-making process.

As stated in the Postal Service's *Facilities Environmental Handbook RE-6, Section 710* (USPS, 1991), an Environmental Assessment is a public document that would be utilized to:

- Assess whether the Proposed Action has the potential to significantly affect the human environment and thus necessitate preparation of an Environmental Impact Statement;
- Identify mitigation measures which would reduce adverse impacts of the Proposed Action; and
- Identify Federal, state, and local environmental protection laws and regulations that pertain to the Proposed Action.

Environmental assessments also include agency and public notification of the intent to implement the Proposed Action, and the opportunity for agency and public review and comment upon the assessment document. A notice of the Postal Service's intent to implement the Proposed Action has been published in the local Portland, Maine newspaper; and Federal, state, and local authorities have been contacted and asked to comment upon the project (Appendices A and B).

THIS PAGE INTENTIONALLY LEFT BLANK

3.0 DESCRIPTION OF THE PROPOSED ACTION

3.1 EXISTING CONDITIONS

The Portland P&DC is located in Cumberland County at 125 Forest Avenue in Portland, Maine. Figure 1 presents a site location map which includes the location of the existing Portland P&DC and the three alternative sites being considered as the location of the new P&DC.

The Portland P&DC building comprises 245,612 square feet of net interior space, and 19,940 square feet of platform space. The workroom space in the P&DC building consists of 156,627 square feet. The P&DC facility, first constructed in 1933, consisted of approximately 95,000 square feet at that time. The original building was expanded to its present size in 1963. Currently, the operational layout of the Portland P&DC involves three floors with two platforms at different levels.

Based on the Postal Service's *Facility Planning Concept* (FPC) prepared in January 1997, the Portland P&DC currently serves an estimated 720,000 customers, which is 60 percent of the population for the state of Maine. The facility is the Main Post Office for the city of Portland, and provides full retail and box services. The P&DC is the Area Distribution Center Facility for 501 postal facilities in the 040-049 ZIP Code areas; a designated Automated Area Distribution Center (AADC) for ZIP Codes 040, 041, 042, 043, 045, and 048; and the State Distribution Center (SDC) for the entire state of Maine. The Portland P&DC is also the designated SDC for Standard Mail B (Parcel Post). In addition, the P&DC is the lead plant in the Maine Performance Cluster (USPS, 1997a).

According to the FPC (USPS, 1997a), the capacity of the Portland P&DC was constrained by the early 1980's. Because the P&DC is a small multi-level facility, deployment of automated equipment was often located in any available space. By 1992, the mail processing flow had become increasingly difficult and complex. The third floor of the facility housed the automated distribution process; the second floor contained cancellation, mechanized and manual processing, and the city carriers; and the first floor contained dispatching, platform operations, and fixed mechanization. Elevators are located in inefficient areas of the P&DC, and are used to transport mail between locations in the facility; only two of the elevators access all three floors of the P&DC (USPS, 1997a).

The Postal Service has taken several measures to increase the efficiency of operations, processing, and service in the Portland area, as follows (USPS, 1997a):

- In 1990, a 17,000-square-foot annex, the South Portland Carrier Annex, was leased in order to relocate 21 carriers housed in the P&DC. Additional carriers from another post office and

one overcrowded station were also relocated to this annex. An additional 6,000 square feet was leased at this location in 1995. The South Portland Carrier Annex currently houses 74 city and rural carriers for ZIP Codes 04102, 04106, 04107, and 04074. The annex is located approximately 3 miles southwest of the Portland P&DC.

- The Northwest Annex, an 83,000-square-foot facility located approximately 4.5 miles northwest of the P&DC, was purchased by the Postal Service in 1993. This annex provides administrative and warehouse space for the customer service area of the Maine District. Bulk Business Mail (BBM) operations from the P&DC were relocated to this annex, along with 10 city and rural carriers (delivery zones 04105 and 04110), which were formerly located on the second floor of the P&DC. In addition, 14 carriers (delivery zone 04092) were relocated from the overcrowded Westbrook Post Office to this facility.

- A 14,100-square-foot warehouse facility located on Quarry Road was leased in June 1995.This facility was leased to store and process empty equipment from the P&DC, and provides storage space for mail processing equipment and supplies.

- The 36,000-square-foot Rand Road Station, located approximately 2.5 miles west of the P&DC, was leased in December 1995. The remaining carriers from the P&DC and carriers from the Northwest Annex were relocated to this facility. A total of 60 city and rural carriers operate from this location, serving ZIP Codes 04104, 04103, 04105, 04110, and 04092. Computerized Forwarding System (CFS) operations for the state of Maine were also relocated to the Rand Road Station from the P&DC.

Despite the measures described above, workroom and platform space at the Portland P&DC remains critically short. Moreover, the multi-level layout of the P&DC makes operations at the plant inefficient. A draft Major Facility Planning Data report (Form 929), prepared in June 1996 as part of the National Prioritization Review, showed the Portland P&DC to be 39.8 percent space deficient. As a result, Portland was ranked as the eighth highest priority by the review team (USPS, 1997a).

The total employee complement at the existing Portland P&DC facility is approximately 890 persons (USPS, 1997a).

3.2 PROPOSED ACTION

The Postal Service proposes to acquire an approximate 25- to 30-acre land parcel, and subsequently construct and operate a new, approximately 355,650 gross square-foot, P&DC that would meet the

current and future postal needs of the Portland area (Griffin, 1997). According to the preliminary alternate facility designs provided by Sverdrup-Gilbane (1997), the new Portland P&DC would have adequate employee parking (approximately 135,000 square feet), postal vehicle parking (at least 30,600 square feet), and a truck maneuvering area of approximately 109,200 square feet. The workroom area would be comprised of at least 200,000 square feet, while a 110,000 to 200,000 square feet office and support area is planned for the building. The facility design also allows for adequate dock space, and a 10-year expansion area of 66,000 square feet (Sverdrup-Gilbane, 1997). The optimum usable site size is estimated to be near 24 acres, exclusive of setbacks, easements, ponding areas, and other site use restrictions. Approximately 850 postal employees would be relocated from the existing facilities to the new P&DC.

Three possible sites for the new Portland P&DC have been identified by the Postal Service; these sites are described briefly in Section 4.1, Alternate Sites for Proposed Action, and in more detail in Sections 5.0 through 7.0.

The existing Portland P&DC would be retained as the Main Post Office for the city of Portland. Currently, the Postal Service plans to relocate all or portions of delivery operations from the currently leased facilities to the existing Portland P&DC. CFS would also be housed at this location. Retail services, such as window service and post office boxes, would remain at the existing P&DC on Forest Avenue. A postal store is also to be placed in this facility, and expansions to the box section and customer parking would be made (USPS, 1997a).

According to the FPC, the Postal Service-owned Northwest Annex might not be needed after the Proposed Action is implemented. Processing and distribution operations currently located at this facility would be relocated to the new Portland P&DC, as well as the administrative offices for the Performance Cluster. The Postal Service would vacate the three leased facilities. The carrier and CFS operations at the South Portland Carrier Annex and the Rand Road Station would return to the Portland Main Post Office (the existing Portland P&DC). The empty equipment processing and storage operation currently housed at the Quarry Road warehouse would be relocated to the new Portland P&DC (USPS, 1997a).

3.3 REASONS FOR PROPOSED ACTION

As stated in the FPC (USPS, 1997a), the Portland P&DC has reached its operational capacity. A larger facility is needed to meet the mail service needs of the existing population, as well as the projected population increase in the area. The multi-level crowded conditions at the existing Portland P&DC have impacted the overall efficiency of mail processing at the plant. The proposed new P&DC, a more efficiently designed plant, would provide the space required to handle the projected volume increases (anticipated to be 10 percent in the next five years) in mail operations for the Portland area.

4.0 PROJECT CONSIDERATIONS AND ALTERNATIVES

This section describes the alternatives that would be evaluated in this Environmental Assessment report. It also describes the No Action Alternative, and other alternatives that were considered by the Postal Service prior to the selection of the Proposed Action.

4.1 ALTERNATIVE SITES FOR PROPOSED ACTION

The Postal Service advertised for available sites in the Portland Area at which to relocate and or construct a new P&DC. Over 30 properties in the Portland area were offered to the Postal Service for consideration. Numerous sites contained jurisdictional wetland areas or other development concerns, some were outside the preferred area and some sites were not conveniently accessible to the Maine Turnpike.

In July 1997, the Postal Service selected three sites preferred as the location of the new P&DC, known as the Snyder Tract, the Scarborough Downs Tract, and the Grondin's Quarry Tract. A map showing the location of these three sites, along with the site of the existing Portland P&DC, is shown in Figure 1. An assessment of each of these locations is included in this report considering the preliminary site utilization plans as illustrated on Figures 2, 3, and 4. A brief description of the three sites being considered for purchase and subsequent development (construction) of the new Portland P&DC follows:

- The Snyder Tract is located on the east side of the Maine Turnpike between Brighton Avenue and Westbrook Street in Portland (Figure 1). This site comprises approximately 80 acres, of which 35 acres are considered to be usable for development. The site is approximately 3.5 miles from the existing P&DC. Currently, this site is undeveloped and heavily wooded.

  As shown in Figure 2, the Postal Service's preliminary utilization plan for the Snyder Tract incorporates a new Maine Turnpike interchange being planned by the Maine Turnpike Authority at the northwestern corner of the site. The access road would be Rand Road, which presently terminates east of the site and would require extension. The western portion of the property would be developed by the Postal Service, with access from Rand Road.

- The Scarborough Downs Tract is located in the town of Scarborough, approximately 0.25 mile northeast of the Maine Turnpike at its junction with Haigis Parkway on the east side of Payne Road and at the entrance to the Scarborough Downs racetrack (Figure 1). The 35-acre tract under consideration for purchase is a portion of a larger site (the Scarborough Downs development)

consisting of 500 acres. The site is located approximately 5 miles from downtown Portland. The site is heavily wooded.

As shown in Figure 3, the Postal Service's preliminary site utilization plan for the Scarborough Downs Tract provides for entrances on Payne Road and the existing Scarborough Downs Access Road for postal vehicles and employees. The P&DC would be situated near the central portion of the property being offered.

- The Grondin's Quarry Tract is located 4 miles south of downtown Portland and 2 miles south of the Portland International Jetport (Figure 1). The site lies on the municipal line between the city of South Portland and the town of Scarborough. Access to the site is from Broadway Road, approximately 0.75 mile south of the Route 1 Connector of the Maine Turnpike. The total site comprises approximately 100 acres, of which 25 acres are being considered for purchase by the Postal Service. This site is currently operated as a rock quarry.

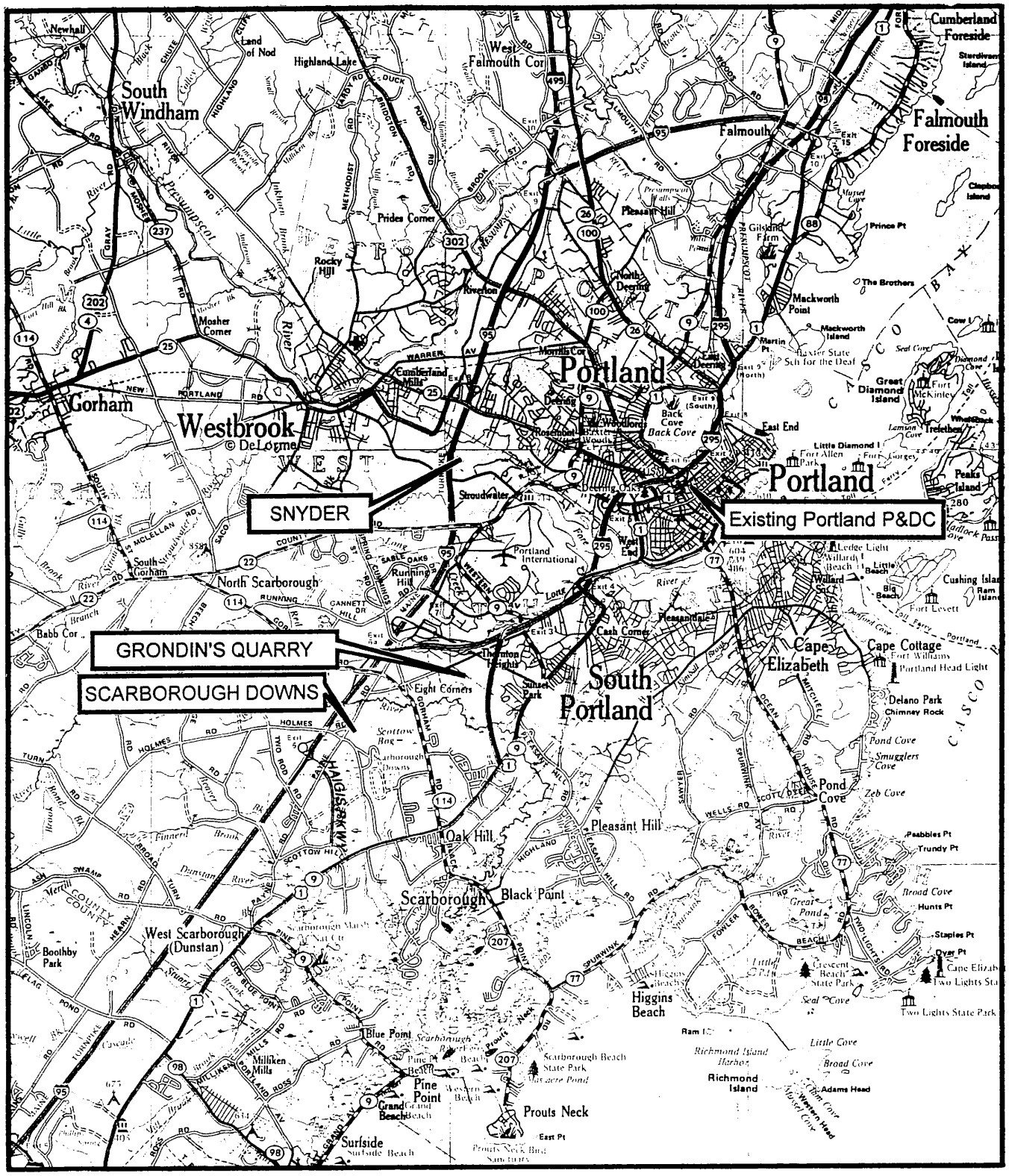
  As shown in Figure 4, the Postal Service's preliminary site utilization plan for the Grondin's Quarry Tract provides for two entrances on a new access road to Broadway. Existing stormwater detention ponds have been incorporated into the design.

4.2 NO ACTION ALTERNATIVE

The No Action Alternative is also evaluated in this document. This alternative would consist of continuing to provide the best possible service using the existing facilities. No construction would occur. The conditions at the existing Portland P&DC would continue to worsen and degrade with time and increased postal demands. No enhanced services would be possible.

4.3 OTHER ALTERNATIVES CONSIDERED

The Postal Service also considered the expansion of the existing Portland P&DC located at 125 Forest Avenue as an alternative action. However, expansion of the current facility is not feasible due to the lack of space. Since the expansion alternative does not serve as a feasible solution to the problems associated with the existing facility, this alternative will not be considered further in this Environmental Assessment.



2.0 1.0 0 2.0 4.0 Miles

Approximate Scale

N

SOURCE: Base map is from a portion of "The Maine Atlas and Gazetteer" (road atlas) by DeLorme Mapping dated 1996

Figure 1

SITE LOCATIONS MAP

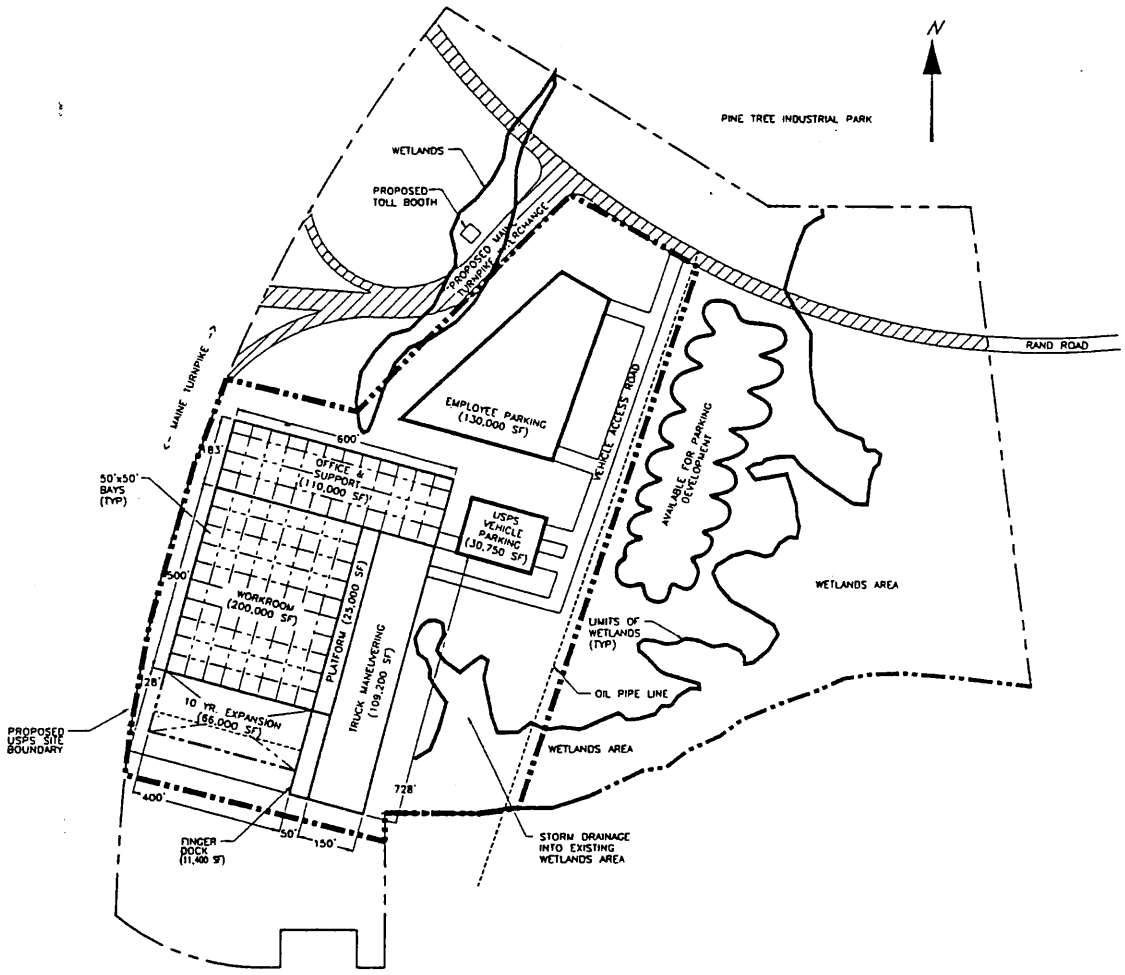
-

Proposed New Portland Processing and Distribution Center

United States Postal Service

Portland, Maine

DAMES & MOORE



500 400 300 200 100 0 500 1000 FEET

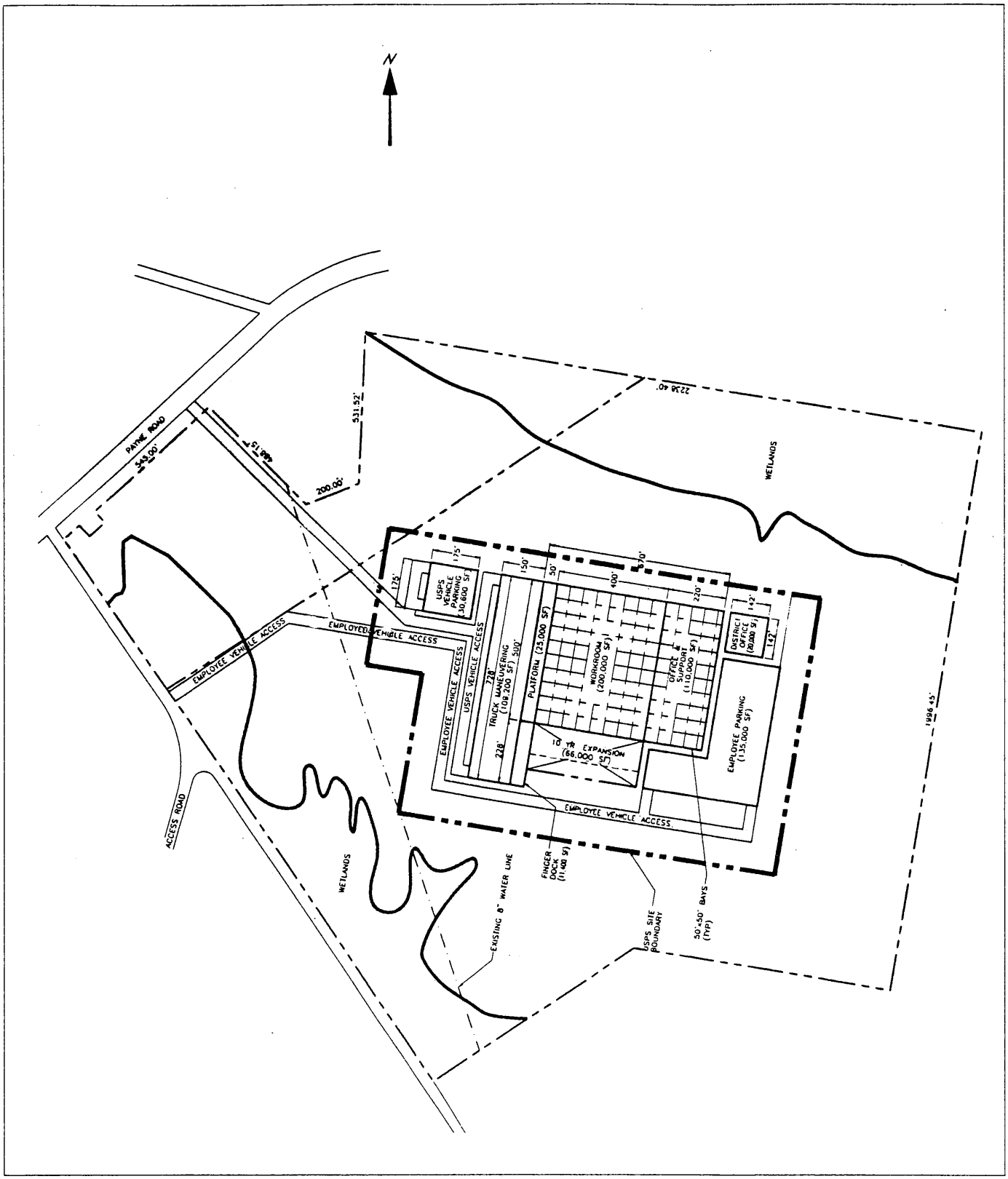
SOURCE: Base map is from "Snyder Site Option 2" drawing by Sverdrup-Gilbane, June 1997

N

Figure 2

PRELIMINARY SITE UTILIZATION
SNYDER TRACT
Proposed New Portland
Processing and Distribution Center
United States Postal Service
Portland, Maine

DAMES & MOORE
A DAMES & MOORE GROUP COMPANY



500 400 300 200 100 0 500 1000 FEET

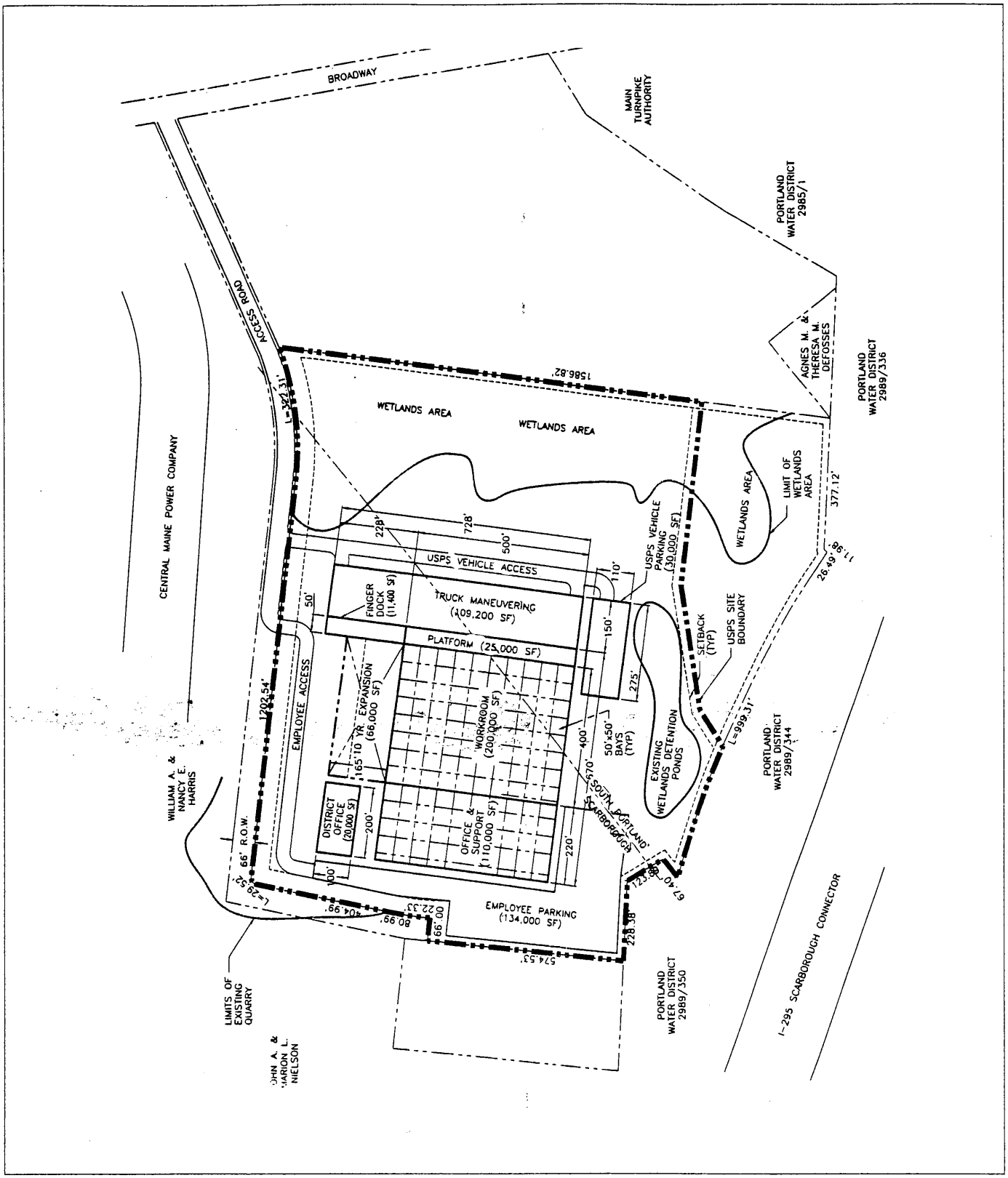
SOURCE: Base map is from "Scarborough Downs Site Opt - 1" by Sverdrup-Gilbane, June 1997

Figure 3

N

PRELIMINARY SITE UTILIZATION
SCARBOROUGH DOWNS TRACT
Proposed New Portland
Processing and Distribution Center
United States Postal Service
Portland, Maine

DAMES & MOORE
A DAMES & MOORE GROUP COMPANY



400 200 0 400 800 FEET

SOURCE: Base map is from "Grondin's Quarry Site Option 2" by Sverdrup-Gilbane, June 1997

N

Figure 4

PRELIMINARY SITE UTILIZATION
GRONDIN'S QUARRY TRACT
Proposed New Portland
Processing and Distribution Center
United States Postal Service
Portland, Maine

DAMES & MOORE
A DAMES & MOORE GROUP COMPANY

4.4 POSTAL ENVIRONMENT

4.4.1 Existing Conditions

Section 3.1 describes the existing conditions at the Portland P&DC, and Section 3.3 describes the need for the Proposed Action. The existing and anticipated future postal environment needs necessitates the Proposed Action.

4.4.2 Potential Impacts Resulting from the Proposed Action

Implementation of the Proposed Action would satisfy immediate and future work space requirements. The construction of a new Portland P&DC would have a beneficial impact on mail processing and delivery operations in the Portland area.

Postal Services: The existing Portland P&DC located at 125 Forest Avenue would be retained as the Main Post Office for the city of Portland. As such, retail services (window service, post office boxes, etc.) would remain at that location, and the facility would be upgraded to include a postal store. In addition, both the customer parking area and the box section would be expanded at this facility.

Delivery Services: The Proposed Action would allow for the relocation of delivery services from the postal-owned and leased facilities (South Portland Carrier Annex and the Rand Road Station) to one location, the existing facility located at 125 Forest Avenue. Currently, the Postal Service plans to reconfigure the operation of the Northwest Annex, and return the leased properties (i.e., the South Portland Carrier Annex and the Rand Road Station) to the lessors. All or portions of delivery for ZIP codes 04101, 04102, 04103, 04105, 04106, 04107, 04110, 04074, and 04092 would stem from the existing P&DC.

Operational Productivity: The existing Portland P&DC has reached its operational capacity. Because the P&DC is a multi-level facility, deployment of automated equipment was located in any available space, causing difficulties and inefficiencies in mail processing flow. Due to the overcrowding, and in order to sustain postal operations, the Postal Service was required to lease two off-site facilities (the South Portland Annex and the Rand Road Station), and to purchase the Northwest Annex. In addition, the Postal Service leased the Quarry Road warehouse facility to store and process empty equipment for the existing P&DC, and to provide storage for mail and processing

equipment and supplies. Thus, at the present time, mail processing and distribution operations are located in five separate locations. Despite the relocation of services described previously, the Portland P&DC still has a shortage of workroom space, and is inefficient due to its multi-level design. Implementation of the Proposed Action would satisfy immediate and future space requirements, and increase the efficiency of the mail processing and distribution operations in the Portland area.

Work Conditions: Due to the existing crowded and inefficient conditions at the P&DC on Forest Avenue and the inefficiencies associated with mail operations stemming from several postal facilities, construction and operation of a new, larger P&DC and consolidation of operations would greatly improve working conditions for postal personnel. While safety is a concern at the existing P&DC due to crowded conditions and multi-level operations, it would be improved at the new, adequately-sized P&DC.

4.4.3 Potential Impacts Resulting from the No Action Alternative

Implementation of the No Action Alternative would have a negative impact on postal operations, productivity, and service.

5.0 EVALUATION OF IMPACTS – SNYDER TRACT ALTERNATIVE

This section describes the existing environment, the anticipated environmental impacts associated with the Snyder Tract Alternative, as well as suggested measures to mitigate potentially adverse impacts.

5.1 PHYSICAL ENVIRONMENT

5.1.1 Topography

5.1.1.1 Existing Conditions

The Portland, Maine area is located in the coastal lowland section of the New England Physiographic Province. The coastal lowland is an area of low relief with isolated hills that reaches an elevation of 200 to 300 feet at its western boundary. It is bounded to the west by the boundary mountains and central foothills, and to the east by the Atlantic Ocean.

Review of the United States Geological Survey (USGS) *7.5-minute Portland West, Maine Quadrangle Map* [1956, photorevised 1978 (Figure 5)] indicates that the elevations on the site are approximately 40 to 60 feet above mean sea level (msl). The site is slightly elevated above the surrounding area; however, the on-site topography is generally flat.

5.1.1.2 Potential Impacts Resulting from the Proposed Action

The area of the proposed development is relatively flat with an average elevation of approximately 40 feet above msl. The proposed construction would not significantly impact the existing site contours and is not expected to require excessive site development costs to bring the site to grade.

5.1.2 Geology and Soils

5.1.2.1 Existing Conditions

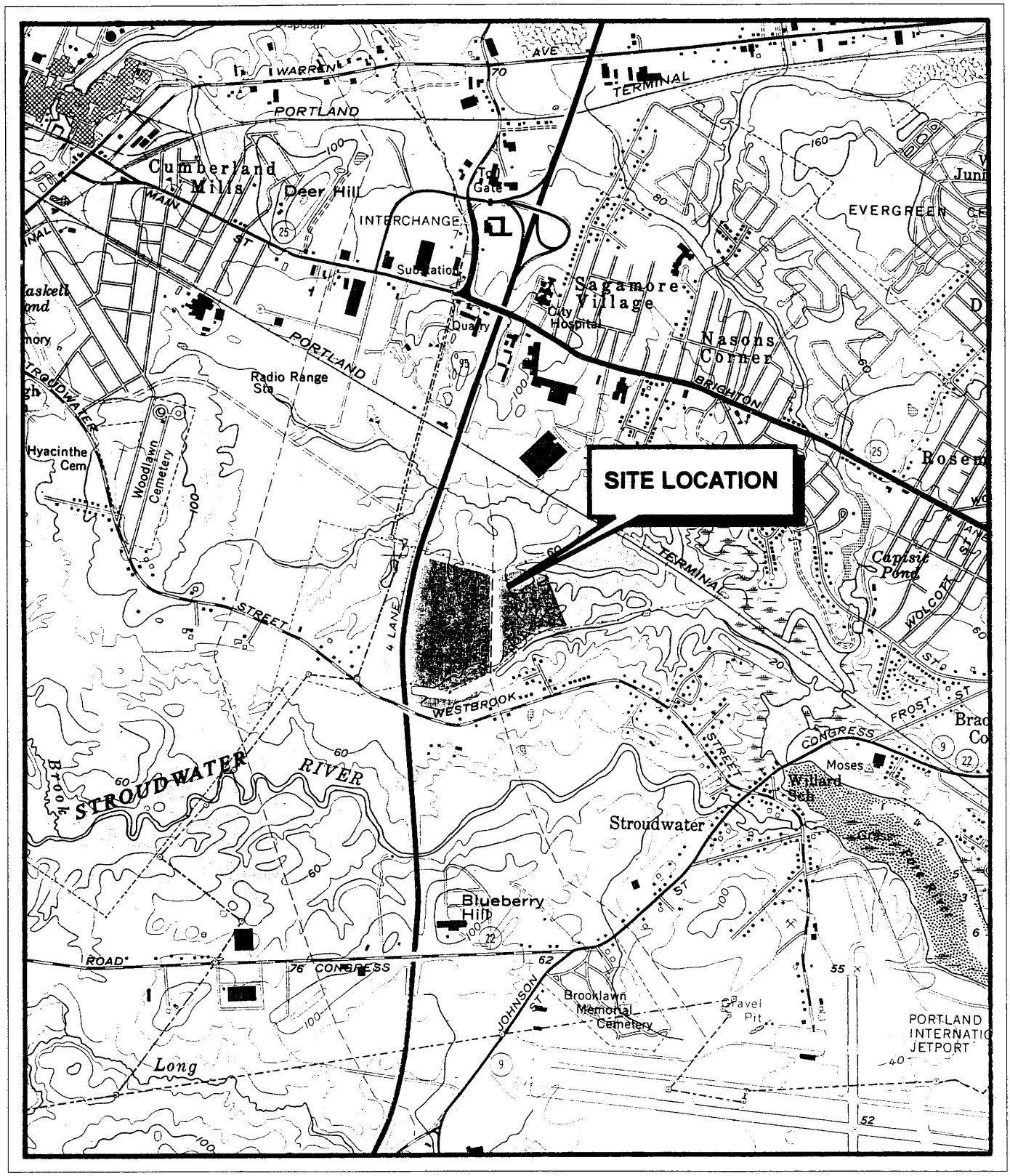
Site Characteristics: As previously stated, the Snyder Tract is located in the coastal lowland section of the New England Physiographic Province. The bedrock geology comprises finely laminated quartzose phyllite of the MacWorth Formation, a member of the Casco Bay Group. The Casco Bay

Group age is unconfirmed, but generally accepted as probable Precambrian to Ordovician (Maine Geological Survey, 1985).

In the *Soil Survey of Cumberland County, Maine* (United States Department of Agriculture [USDA], 1974), the soils at the site are primarily Swanton fine sandy loam, with lessor amounts of Scantic silt loam, Suffield silt loam (25 to 45 percent slopes), Elmwood fine, sandy loam (0 to 8 percent slopes), and Windsor loamy sand (15 to 30 percent slopes).

The Swanton soils consist of deep, nearly level, poorly drained to somewhat poorly drained soils. These soils formed in moderately coarse-textured sediment of glacioflurial origin over fine-textured sediments of marine origin. This soil forms in depressions. Swanton soils are wet throughout the year due to slow permeability and topographic factors. This soil has very severe limitations for most uses due to the high water table. Scantic soils consist of deep, nearly level poorly drained soils that formed in depressions and old marine estuaries. These soils are wet throughout the year and also have severe or very severe limitations due to the high water table. Suffield soils are deep, well drained and steeply sloping. This soil exhibits rapid runoff and has very severe limitations due to erosion and steep slopes. Elmwood soils are deep, nearly level to undulating, with slow permeability. These slow permeability soils have limitation for development due to the seasonally high water table. Windsor soils are deep, well drained and coarse grained. These soils have only slight limitations for development.

According to the *Reconnaissance Surficial Geology of the Portland West Quadrangle, Maine* (Maine Geological Survey, 1976), the surficial geology of the Snyder Tract and nearby surrounding area is comprised of glacial-marine deposits known as the Presumpscot Formation, and loosely referred to as a "silt and clay" deposit. The Presumpscot Formation formed during the retreat of the Late Wisconsin glacier (approximately 12,000 to 25,000 years ago) when silt-, sand-, and clay-sized particles were washed into the ocean and deposited on the shallow ocean bottom near the prehistoric shoreline. As the glacier retreated, the land surface rose relative to the Atlantic Ocean, which lifted the Presumpscot Formation above sea level. This is a widespread deposit that is very common in southern and central Maine, particularly within 30 miles of the present day coastline. These deposits are generally characterized by low permeability materials that are easily erodible and locally subject to slope failure where topography is sloping. The *Groundwater Resources Maps of Cumberland County* (Maine Geological Survey, 1978), indicate that surficial materials in the site area are approximately 100 feet thick.



2000 1000 0 2000 4000 FEET

SOURCE: Base map is from a portion of the U.S.G.S. 1:24,000 scale topographic map titled: "Portland West, ME.", photorevised 1978

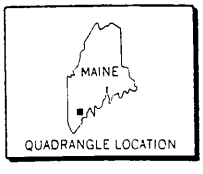


Figure 5

N

U.S.G.S. TOPOGRAPHIC MAP OF SNYDER TRACT AREA
Proposed New Portland Processing and Distribution Center
United States Postal Service
Portland, Maine

DAMES & MOORE
A DAMES & MOORE GROUP COMPANY

Subsurface Conditions, Impediments to Development: Due to soil conditions, a high water table and flat topography, drainage and stormwater control must be carefully considered in the facility design.

Presence of Faults and Folds: The site is located within the Norumbega Fault Zone, a major structural feature extending from New Brunswick, Canada to Massachusetts. The Flying Point Fault (within the Norumbega Fault Zone) underlies the site. This fault has exhibited seismic activity several times since 1900 (Maine Geological Survey, 1979).

Seismic Hazard Potential: While seismic activity is not considered to be a major threat to the site area, the site has a moderate earthquake hazard. The probabilistic earthquake accelerations (90 percent probability) that may occur with a frequency of 50 years, and 250 years are 8 percent and 17 percent of gravity, respectively (USGS, 1990).

Radon: Cumberland County, Maine has radon in excess of 4.0 picoCuries per liter (pCi/L) of air in over 50 percent of the buildings tested. The EPA-recommended action level for residences is 4.0 pCi/L.

Potential for Site Contamination: The Snyder Tract consists of undeveloped forest land (Figure 6). Based upon review of aerial photography and vicinity reconnaissance, the surrounding area consists largely of light industrial, commercial, and residential properties interspersed with forested and agricultural land.

A Portland Pipe Line Corporation crude oil pipeline easement traverses the site on a north/south orientation (Figure 6). A temporarily out-of-service 18-inch diameter crude oil pipeline and an abandoned 12-inch diameter pipeline are located in this easement. No leaks or spills have been reported to be associated with these pipelines on or near the subject property.

5.1.2.2 Potential Impacts Resulting From the Proposed Action/Mitigation Measures

The Proposed Action should not adversely impact the site soil/geology. However, several factors should be considered at this site as follows:

- Wetlands, flat topography, and poorly drained soils would present challenges for design of stormwater and runoff containment and control systems. These poorly drained soils are in the

areas of proposed development. Additional information regarding the characteristics and load-bearing capacities of the site soils is recommended prior to designing a building for the site.

- Based upon discussions with the Maine Radon Indoor Air Quality (IAQ) Coordinator, radon control measures should be considered in building design. Positive-pressure ventilation systems have been successful in mitigating radon in large buildings such as schools.

5.1.3 Hydrology/Water Quality

5.1.3.1 Existing Conditions

Local Groundwater: The transport of groundwater in the Portland, Maine area is predominantly through two separate but interconnected water-bearing zones. A shallow water-bearing zone often occurs within the water-deposited sediments above bedrock, and a deeper zone can occur within the underlying bedrock. The sediments on top of the bedrock comprise the surficial aquifer in the subject property area.

Groundwater in the surficial aquifer occurs in the interstitial pore spaces between the individual grains comprising the sediments. Groundwater in this zone typically occurs under water table conditions with groundwater flow being from topographic highs (recharge areas) to topographic lows (discharge areas). The site does not overlie a mapped sand and gravel aquifer (Maine Geological Survey, 1979).

The occurrence and movement of groundwater in the underlying bedrock is controlled by pore space, joints, fractures, and faults within the bedrock. Groundwater within this deeper zone can occur under both confined and unconfined conditions. Because groundwater occurrence and movement are partially controlled by the distribution of structural openings in the bedrock, it is difficult to predict groundwater movement in this deeper zone, particularly on a small scale.

Aquifer Recharge Areas: Recharge to the aquifer basins in the Portland area is by surface water infiltration where areas are unpaved. Since the Snyder Tract is forested land, it is likely that surface water infiltrates downward to the groundwater flow system. However, since the site soils are characterized as having low permeability, and since the Maine DEP has made a determination that the groundwater underlying Portland does not generally attain drinking water quality, recharge from the site is not expected to significantly alter groundwater quality.

400 200 0 400 800 FEET

SOURCE: Greater Portland Council of Governments 1995 Aerial Photograph

N

Figure 6

AERIAL PHOTOGRAPH OF SNYDER TRACT
Proposed New Portland Processing and Distribution Center
United States Postal Service
Portland, Maine

DAMES & MOORE

Depth to Groundwater: Based upon the presence of wetlands, seasonally high water tables, and site observations, groundwater is expected to occur at depths ranging from less than one foot below ground surface to as much as ten feet below ground surface.

Water Retention Requirements: Since the site is currently undeveloped forested land, water retention is not now required at the site.

Site Surface Drainage: The majority of the Snyder Tract consists of a relatively flat plain that gently slopes to the southeast (Figure 5). The southern and eastern edges of the plain are dissected by a series of drainages. The northwestern portion of the site gently slopes north in a wide shallow drainage basin. Runoff from the relatively flat central and eastern portions of the site considered for development does not appear to readily drain from the area. Due to the flat topography in this area, stormwater control and retention would need to be carefully designed and constructed.

Streams or Lakes: There are no lakes associated with the Snyder Tract. According to the *USGS Portland West, Me. 7.5-minute Topographic Quadrangle* Map (USGS, 1978) and conditions observed during a site reconnaissance by Dames & Moore in June 1997, several intermittent streams arise in a series of steep drainageways (ravines) that dissect the eastern and southern portions of the site (Figure 5). A small perennial stream is located in the bottom of the abandoned Cumberland and Oxford (C&O) Canal that traverses the southern portion of the site (Figure 6). These headwater tributary drainageways discharge either directly into the Fore River located approximately 0.5 mile southeast of the site (Figure 5) or indirectly by way of the perennial stream in the abandoned canal. A small, headwater intermittent drainage arises in the northeastern portion of the site and flows north offsite to an unnamed tributary to the Fore River.

An approximate 80-acre Fore River Audubon Sanctuary is located at Capsic/Stroudwater estuary at the head of Fore River (Figure 5) approximately 3,000 feet (0.6 mile) east of the proposed development area of the Snyder Tract. The sanctuary borders the Fore River and consists of forested, rolling hills and saltwater/freshwater marshes. The sanctuary is owned and maintained by the Maine Audubon Society. The perennial stream located in the abandoned C&O Canal flows through the sanctuary. Discharge from the headwater drainages that arise in the ravines in the eastern portion of the Snyder Tract also flows through the sanctuary.

Floodplain: According to the *City of Portland Flood Insurance Rate Map* (FIRM), the subject property is located in Zone C and outside any federally designated 100-year or 500-year flood zones. Although the Rand Road Station located adjacent to this parcel to the north reportedly flooded last year, the Snyder Tract is higher in elevation and in a separate drainage basin.

Wetlands: A field delineation of wetlands and other waters that are under the jurisdiction of the U.S. Army Corps of Engineers (USACE) and/or the Maine Department of Environmental Protection (DEP) was conducted at the site by Woodlot Alternatives, Inc. (WAI) on December 1 and 2, 1994. A wetland delineation report by WAI addressed to Mr. John Mitchell of Mitchell and Associates dated December 4, 1994 describes the location, extent, and characteristics of the delineated areas (Appendix C). According to WAI, eight jurisdictional wetlands were identified and delineated on the site. Three jurisdictional areas are associated with the ravines and abandoned canal in the east and southern portions of the site, two wetland areas are associated with a stream in the northwest corner of the site (at the location proposed by the Maine Turnpike Authority for a new interchange), and three isolated wetlands are located in the Central Maine Power Company electrical transmission line right-of-way (ROW) in the northern portion of the site (Figure 6). The DEP or the USACE has not yet verified the 1995 WAI wetland delineation. During Dames & Moore's site visit in June 1997, current site conditions as related to these jurisdictional areas appeared to be relatively unchanged from that described by WAI.

The soil map units depicted by the *Soil Survey of Cumberland County, Maine* (USDA, 1974) in the portion of the Snyder Tract proposed for development in the Postal Service's preliminary site utilization plans are listed in the USDA Natural Resources Conservation Service's (NRCS) county list of hydric soils. The presence of hydric soils indicates a potential for wetlands to occur at the site. However, hydric soils are just one of the three parameters required to determine if an area is a wetland subject to USACE jurisdiction. The other parameters are the presence of hydrophytic vegetation and wetland hydrological indicators as outlined in the 1978 *Corps of Engineers Wetlands Delineation Manual*. All impacts to existing wetlands would be addressed and authorized by the USACE before siting the P&DC.

According to the U.S. Fish and Wildlife Service (USFWS) Portland West National Wetland Inventory (NWI) map, wetlands were mapped in the portion of the site bounded by I-95 (Maine Turnpike), the two on-site electrical transmission line ROWs, and a petroleum pipeline ROW that traverses the

central portion of the site (Figure 6). The majority of the NWI-mapped wetlands in this portion of the site were classified by the USFWS as Seasonally Flooded/Saturated, Broad-leaved Deciduous, Forested (PFO1E) systems. A small area of wetland classified as Scrub-Shrub (PSS1E) was mapped in the transmission line ROW near the northwestern corner of the property. With the exception of a swale delineated in the northwestern portion of the site, the NWI-mapped wetlands were not identified by the WAI wetland investigation and delineation as areas subject to USACE jurisdiction.

Wild and Scenic Rivers: According to information provided in the Wild and Scenic Rivers Act, the site is not near any federally designated wild and scenic waterways (16 U.S.C. §§1274-1276).

5.1.3.2 Potential Impacts Resulting from the Proposed Action/Mitigation Measures

Implementation of the Proposed Action would increase the rate and amount of runoff from the site, as natural vegetation would be replaced with impervious surfaces. Best Management Practices would be employed during the construction to control soil erosion and to decrease impacts to surface water quality. In addition, other features such as stormwater detention ponds and forested buffers to intercept stormwater runoff, and erosion and sedimentation Best Management Plans would be employed to protect water quality and prevent habitat degradation of the salt marsh aquatic habitat at the Fore River Audubon sanctuary as a result of the Proposed Action.

A National Pollutant Discharge Elimination System (NPDES) permit for stormwater control is required for the Proposed Action since more than 5 acres of land would be disturbed. An erosion and sediment control plan would be prepared and implemented.

The discharge of dredge or fill material into wetlands and other jurisdictional waters is prohibited without USACE authorization. Any activities that would result in the deposition of fill material into jurisdictional waters would require a permit from the USACE pursuant to Section 404 of the Clean Water Act and/or from the DEP pursuant to the Maine Natural Resources Protection Act (NRPA). In Maine, the DEP and USACE have a joint permitting process; therefore, the DEP coordinates with the Federal agencies in permitting projects.

Maine has a tiered system to determine the required permitting process. Projects having impact to between 4,300 square feet and 15,000 square feet of wetlands (Tier 1) have a 30-day review time and are not subject to wetland compensation requirements. Projects with impacts to between 15,000

square feet and 1 acre of wetlands (Tier 2) have a 60-day review period. Tier 2 projects require more documentation than Tier 1 and mitigation for projects that impact more than 20,000 square feet. To qualify for Tier 1 or Tier 2 review, the Proposed Action must meet the following requirements:

- Activity is not within 250 feet of a coastal wetland or great pond;
- Activity is not within 25 feet of a river, stream, or brook;
- Activity is not within a freshwater wetland with more than 20,000 square feet of open water or marsh vegetation under normal circumstances;
- Activity is not within a floodplain;
- Activity is not within a wetland with significant wildlife habitat as defined and identified by the Department of Inland Fisheries and Wildlife; and
- Activity is not within peatlands.

If the Proposed Action does not meet the listed requirements, causes impacts to more than one acre of wetlands, or, in the opinion of the DEP or USACE has the potential to cause significant impacts, it would fall under Tier 3 review and would require an Individual Permit.

If implementation of the Proposed Action results in less than 4,300 square feet of wetland alteration and does not occur in another protected natural resource, the project is exempt from NRPA permit requirements. The project would not require further DEP or USACE coordination.

The DEP or the USACE has not verified the 1995 WAI wetland delineation at the Snyder Tract. The WAI delineation or a new wetland delineation performed at the site would require verification before DEP and USACE authorization can occur.

Postal Service policy states that impacts to wetlands should be avoided unless there are no practicable alternatives (USPS, 1991). Specifically, Postal Service wetland policies (39 CFR 776) are:

- To avoid direct or indirect long- or short-term adverse impacts to wetlands;
- To preserve and enhance the natural and beneficial values of wetlands; and
- To minimize the destruction, loss, or degradation of wetlands.

The Postal Service constructs in a wetland only when it has been determined that there is no practical alternative site.

For the above reasons, the jurisdictional areas delineated at the site are considered to be sensitive to development. The Postal Service has considered the avoidance of the wetland areas in designing the proposed facility for this site.

As indicated on the Preliminary Site Utilization (Figure 2), the proposed P&DC would not impact identified wetlands on the Snyder Tract. The Maine Turnpike Authority plans to construct an access road from a proposed new interchange on I-95 to Rand Road. The Postal Service plans to coordinate with the Maine Turnpike Authority in order to access the proposed new P&DC.

5.1.4 Prime Farmland

5.1.4.1 Existing Conditions

Elmwood fine sandy loam, 0 to 8 percent slopes (EmB), a soil map unit designated as meeting the requirements for Prime Farmland by the USDA NRCS in Cumberland County, occurs in the eastern portion of the Snyder Tract, as depicted by the *Soil Survey of Cumberland County, Maine* (USDA, 1974).

5.1.4.2 Potential Impacts Resulting from the Proposed Action

The Prime Farmland Soil, Elmwood fine sandy loam, is located in the eastern portion of the site (east of the petroleum pipeline traversing the site) in the area dissected by the intermittent headwater drainageways. Development of the area occupied by the mapped soil unit designated as a Prime Farmland Soil may result in the permanent conversion of Prime Farmland and would require evaluation by the NRCS and completion of a Farmland Conversion Impact Rating Form (Form AD-1006). Based on the preliminary site utilization plans for the Snyder Tract (Figure 2), development is planned for the area west of the on-site petroleum pipeline ROW, and therefore, the proposed development is not expected to impact Prime Farmland Soils. However, according to Mr. William Yamartino of the USDA NRCS Maine State Office, an evaluation by the NRCS and completion of Form AD-1006 would be required at the site.

5.1.5 Botanical Element

5.1.5.1 Existing Conditions

The current vegetation cover on the Snyder Tract, with the exception of the high voltage electrical transmission line ROWs and the petroleum pipeline ROW that traverse the site, consists primarily of mixed hardwood and conifer forest harvested for timber in the past five years (Figure 6). The overstory comprises dense stands of closed canopy while other areas are more open where timber harvesting has occurred. Common overstory trees include hemlock (*Tsuga canadensis*), white pine (*Pinus strobus*), fir (*Abies balsamea*), spruce (*Picea* sp.), red maple (*Acer rubrum*), northern red oak (*Quercus rubra*), sugar maple (*Acer saccharum*), birches (*Betula* spp.), and poplars (*Populus* spp.). Hemlock dominate in the ravines in the eastern and southern portions of the site. The dominant vegetation in the understory and ground cover include cinnamon fern (*Osmunda cinnamomea*), interrupted fern (*Osmunda claytoniana*), bracken fern (*Pteridium aquilinum*), sensitive fern (*Onoclea sensibilis*), lady fern (*Athyrium filix-femina*), meadowsweet (*Spiraea alba*), nannyberry (*Viburnum lentago*), blueberries (*Vaccinium* spp.), pagoda dogwood (*Cornus alternifolia*), and winterberry (*Ilex verticillata*).

Vegetation in the utility ROWs is periodically suppressed by mechanical and/or chemical means and consists primarily of various shrub and herbaceous vegetation typical of ROWs in the region. The previously mentioned fern species are very common in the ROWS.

According to information provided by the Maine Department of Conservation Natural Areas Program, there are no known occurrences at the site of threatened or endangered plant species listed by the USFWS as occurring in Maine (Appendix D).

5.1.5.2 Potential Impacts Resulting from the Proposed Action/Mitigation Measures

The project would replace existing natural vegetation with structural and paved impervious surfaces. The removal of natural vegetation and its replacement by impervious surfaces would significantly increase stormwater runoff from the site that would otherwise be intercepted and absorbed into the ground. Retention of natural forested areas not required for the new P&DC should be considered in the project design, and would lessen impacts to vegetation and provide filtration and absorption of runoff from development on the site.

5.1.6 Fish and Wildlife

5.1.6.1 Existing Conditions

Although the Snyder Tract is within the corporate limits of the city of Portland, this property contains a natural forested community that is not heavily disturbed by current on-going human activity. However, light industrial, residential, commercial, and transportation development are located either adjacent to or in close proximity to the site. Although the types and numbers of wildlife utilizing the site's habitat have not been determined, the faunal community at the Snyder Tract is probably typical of other forested tracts of similar size that are surrounded by development in the region.

The small (3-12 feet wide and 5-15 inches deep) perennial stream located in the abandoned C&O Canal may provide aquatic habitat for minnows (*Cyprinids*) and similar small fish that can adapt to unstable conditions and rapidly recolonize available habitat. According to local residents, the portion of the stream on the Snyder Tract occasionally dries up during periods of drought. The stream does not appear to provide habitat for desirable game fish or other large fish.

According to information provided by the Maine Department of Inland Fisheries and Wildlife, there are no known occurrences at the site of threatened or endangered animal species listed by the USFWS as occurring in Maine (Appendix D).

5.1.6.2 Potential Impacts Resulting from the Proposed Action

The Proposed Action would alter up to 35 acres of previously logged mixed hardwood and conifer forest within the portion of the site west of the pipeline ROW. Wildlife utilizing the site may be displaced by the removal of habitat. Dames & Moore recommends that the future landscaping plan recognize the loss of habitat, and to the extent feasible, restore woodland habitats.

5.2 CULTURAL ENVIRONMENT

5.2.1 Historical and Archeological Resources

5.2.1.1 Existing Conditions

As required by the implementing regulations of the Advisory Council on Historic Preservation, Dames & Moore visited the Maine Historic Preservation Commission (the State Historic Preservation

Office for the State of Maine) on August 27, 1997, and met with Robert Bradley, Deputy State Historic Preservation Officer. The purpose of the visit was to seek information about previous cultural resource surveys and known sites in the project area and immediate vicinity, and about the likelihood that historic properties would be affected by the proposed undertaking. A brief description of the undertaking and information about site location were provided to Mr. Bradley. Under the established procedure of the Maine Historic Preservation Commission, their staff conducted a records search to determine if any properties are known in the project area, and if it is anticipated that any sites will be identified and potentially affected by the proposed undertaking. The State responded to this request for information in a letter of September 5, 1997, from Earle G. Shettleworth, Jr., State Historic Preservation Officer (Appendix A).

The Snyder Tract project area is undeveloped forested land. No historic structures are present on the property; no structures were identified in the examination of historic aerial photographs of the project area that date to 1976. The *Soil Survey of Cumberland County, Maine* (USDA, 1974) depicts the majority of the property as undeveloped forest land, based on 1964 aerial photography. This pattern is interrupted only by recently constructed power line rights-of-way.

The nearest historic site to the Snyder Tract is the Cumberland and Oxford (C&O) Canal, portions of which were listed in the National Register of Historic Places in 1974 as "a valuable example of Nineteenth Century engineering and transportation enterprise." The Canal was designed to open the interior of Southern Maine to development by connecting existing bodies of water with Portland Harbor; it operated from 1830 to about 1872. Mr. Kirk F. Mohney of the Maine Historic Preservation Commission was interviewed about the significance of the portion of the Canal along the southern edge of the Snyder Tract, and about the potential of the proposed Postal Service undertaking to affect the historic value of the Canal. According to Mr. Mohney, the portion of the Canal that is located on the Snyder Tract was not determined eligible for listing in the National Register of Historic Places. Therefore, it does not warrant further consideration or protection under the regulations implementing the National Historic Preservation Act.

More than 95 percent of archeological sites in Maine "...are habitation/workshop sites at which Native Americans with a generalized hunter/gatherer or hunter/gatherer-horticultural economy both lived and worked...The predictive model for habitation/workshop sites is based on the fact that over 98percent of habitation/workshop sites are located adjacent to a body of water that is navigable by

canoe" (Maine Historic Preservation Commission, 1996). This model is complicated by the fact that water courses have changed over time. However, because the Snyder Tract is not adjacent to a navigable river, it is not anticipated that prehistoric archeological sites would be found there.

No historic use or occupation of the project area is known. It is not anticipated that archeological sites dating to the historic period would be identified on the Snyder Tract.

5.2.1.2 Potential Impacts Resulting From the Proposed Action

No archeological sites are expected to be affected by the proposed undertaking. According to the September 5, 1997, letter from the Maine Historic Preservation Commission (Appendix A), "For...Site C (Snyder, Portland) I find that there are no properties in the project impact area of historic, architectural, or archeological significance as defined by the National Historic Preservation Act of 1966". No further consideration under the National Historic Preservation Act is needed if the Snyder Tract is selected by the Postal Service for development.

5.2.2 Local Employment and Economics

This section briefly summarizes the recent indicators of employment and economy in the vicinity of the proposed P&DC site based on information obtained from the Greater Portland Council of Governments (GPCOG) and the Maine Department of Labor.

5.2.2.1 Existing Conditions

According to information provided by the GPCOG (Goss, 1997), the Chamber of Commerce of the Greater Portland Region reports that most households in the Greater Portland Region are far above the national average for many market segments, as listed below. Furthermore, over 60 percent of the households earn more than $30,000. The following table shows employment by trade for Cumberland County in 1997 and estimates employment percentages for the next two decades:

Economic Activity and Employment for Cumberland County

Trade	Percent of Workforce		
	1997	2007	2014
Government	11.7	11.3	11.0
Services	34.2	39.2	42.1
Finance, Insurance, and Real Estate	9.8	9.3	8.9
Mining	<0.1	<0.1	<0.1
Farming	0.4	0.3	0.3
Construction	5.6	5.4	5.4
Manufacturing	8.4	6.9	6.1
Transportation and Public Utilities	3.8	3.5	3.1
Wholesale Trade	5.6	5.2	4.9
Retail Trade	20.4	18.9	18.1

Source: University of Southern Maine, REMI Model

Based on unemployment rates provided by the Maine Department of Labor (Carpentter, 1997), a greater percentage of the Portland workforce has been employed compared to the national workforce. The following table shows unemployment rates (not seasonally adjusted) for July 1997:

Unemployment Rates (not seasonally adjusted)

Area	Unemployment Rates July 1997
United States	5.0 percent
State of Maine	3.9 percent
Cumberland County	2.2 percent
Portland Metropolitan Statistical Area	2.1 percent
City of Portland	3.0 percent

Source: Maine Department of Labor

5.2.2.2 Potential Impacts Resulting from the Proposed Action

The construction of the P&DC building would result in a small boost to the local economy of the Greater Portland Region. The construction, construction supervision, landscaping, and other associated tasks for the expansion would result in additional short-term jobs and revenue to the area. It is assumed that a substantial portion, if not all of this amount, would be spent in the Greater Portland Region.

Approximately 850 employees would be relocated to the new P&DC (Burrington, 1997) and thus, would result in a small beneficial impact on retail services in the vicinity of the Snyder Tract. Hiring of additional staff is not anticipated as a result of the Proposed Action.

5.2.3 Land Use and Zoning Patterns

5.2.3.1 Existing Conditions

Land Use: The Snyder Tract is located on the east side of the Maine Turnpike between Brighton Avenue and Westbrook Street in Portland, Cumberland County, Maine. The site is bordered to the north by Pine Tree Industrial Park and other commercial facilities; to the south by Westbrook Street, residential properties, and agricultural land; to the east by undeveloped forest land; and to the west by the Maine Turnpike, agricultural land, and undeveloped forest land (Figure 6).

The Snyder Tract consists of undeveloped forestland. Electrical power transmission line ROWs currently used by Central Maine Power Company traverse the northern and southern portions of the site adjacent to property boundaries. A cleared ROW, currently utilized by the Portland Pipe Line Corporation for a crude oil pipeline, traverses the site on a north/south orientation. A temporarily out-of-service 18-inch pipeline and an abandoned 12-inch pipeline are located in this easement. No transfer or pumping stations are located along the site's portion of the pipeline. A cleared ROW, currently the location of a Portland Water District 16-inch water main, is present along the eastern property boundary (Figure 6).

Portland Trails, a non-profit urban land conservation organization dedicated to creating a network of trails and greenways within the city limits of Portland, is currently proposing a trail loop in the Snyder Tract area that would link trails in the Fore River Audubon Sanctuary with a proposed trail on the southern side of the Stroudwater River. The abandoned Cumberland and Oxford Canal, of which a

portion is located along the southern edge of the Snyder Tract, may provide a suitable route for the proposed trail.

Past Uses of the Site: At the time of the Phase I Environmental Site Assessment (Dames & Moore, 1997a), Mr. Jason A. Snyder (one of the current owners of the property) said that the tract was undeveloped forest land prior to 1976 and selective timber harvesting occurred at the site between 1993 and 1997. It is possible that petroleum products were used and/or stored on the site during timbering operations; however, Mr. Snyder reported no knowledge of any environmental concerns at the Snyder Tract (Dames & Moore, July 1997a).

Zoning: The Snyder Tract is currently zoned "Moderate Impact Industrial Zone" (I-M and I-Mb) for the following uses: low impact industrial uses; research, development, and back office uses; building contractors, construction, and engineering services; wholesale trade; warehousing and distribution facilities; intermodal transportation facilities and terminals; repair services; indoor amusement or recreational centers; plant and tree nurseries; lumber yards; commercial kitchens/food preparation; recycling facilities; food and seafood processing for human consumption; (enclosed) municipal or regional solid waste disposal facilities; day-care facilities; dairies; utility substations; correctional pre-release facilities for up to 12 persons, plus staff; and incidental accessory uses. Setbacks and space regulations for property zoned "I-M" and "I-Mb" include one foot for each one foot of building height (up to 25 feet) for front, side, and rear yards. The maximum building height is 75 feet, and the maximum impervious ratio is 75 percent (*City of Portland Zoning Regulations*, 1997).

The "Moderate Impact Industrial" zones are intended to provide zones in the areas of the city of Portland in which light-and moderate-impact industries and transportation-related uses would coexist. The "I-M" zones are located on arterials or collectors. The "I-Mb" zones are similarly located on the peninsula. These locations provide for direct access onto arterials, thereby protecting residential neighborhoods from drive-through traffic. The "I-M" and "I-Mb" zones are also intended to provide for larger industrial buildings and for the limited or controlled use of areas outside of structures for storage of materials and machinery (*City of Portland Zoning Regulations*, 1997).

Two high-voltage transmission lines ROWs located in the Central Maine Power Company easement presently traverse the northern and southern property boundaries.

Environmental Condition of Existing Buildings on Site: No buildings presently occupy the property and none has reportedly been located onsite in the past.

5.2.3.2 Potential Impacts Resulting from the Proposed Action

Land Use and Zoning: Implementation of the Proposed Action at the Snyder Tract would not result in adverse impacts to land use and zoning patterns. According to the *City of Portland Zoning Regulations* (1997), the use of the Snyder site as a P&DC facility is a conforming use for the present zoning designation ("I-M" and "I-Mb") of the property.

It is recommended that the design of P&DC consider the location of the pipeline to avoid building over it.

Residential Development and Aesthetic Considerations: The site is located in an area zoned for industrial use. The new P&DC would most likely be constructed in similar style to the structures currently located in the site vicinity, and thus would not pose a significant visual impact. Retention of trees on portions of the site not required by the P&DC would mitigate potential visual impacts.

The construction of the new P&DC at the Snyder Tract would not preclude the establishment of Portland Trails' proposed trail loop linking the Fore River Audubon Sanctuary with a proposed trail along the Stroudwater River. The abandoned Cumberland and Oxford Canal in the southern portion of the site could provide a corridor to be used as a route for the proposed trail loop that, with the retention of a forested buffer, would mitigate potential visual impacts.

Industrial Potential: The Proposed Action does not conflict with the potential industrial development in the area, as it would be constructed on property currently zoned for industrial use.

5.2.4 Transportation

This section identifies the metropolitan and local access to the Snyder Tract as well as existing levels of traffic in the site vicinity. Additionally, this section assesses the potential impacts to traffic associated with constructing and operating a new Portland P&DC at this site.

5.2.4.1 Existing Conditions

The Snyder Tract is located on the east side of the Maine Turnpike between Brighton Avenue and Westbrook Street in Portland, between Exits 7 and 8 of the Maine Turnpike (Figures 1, 5, and 6). The site is located approximately 3.5 miles northwest of the existing P&DC site.

Because the Snyder Tract is undeveloped, there is currently no direct road access to the site. According to the Maine Turnpike Authority, a new turnpike interchange is planned at or near the northwest corner of the site, between Exits 7 and 8. A preliminary design for this interchange is underway at this time; however, because of the potential wetlands impacts at this location (see Section 5.1.3), the Turnpike Authority must coordinate activities with the USACE. Final written authorization of the Turnpike Authority's design from the USACE can take up to one year to receive. Therefore, construction of the interchange would probably not be completed until the year 2000. With the new interchange in place, the Snyder Tract would have direct access to the Maine Turnpike for both north- and southbound traffic (Griffin, 1997). Without the new interchange, the route from the site to the nearest exit of the Maine Turnpike (Exit 8) is approximately 2 miles along Rand Road and Brighton Avenue.

Traffic Levels: Current traffic counts are available for Exits 7 and 8 of the Maine Turnpike. Between January 1997 and May 1997, inclusive, the average traffic through Exit 7 was 18,745 vehicles per day, while the average traffic at Exit 8 was 19,483 vehicles per day (Maine Turnpike Authority, 1997b). Traffic projections for the proposed new Westbrook interchange estimate average daily traffic at the exchange to be between 9,500 and 11,400 vehicles per day (T.Y. Lin International, 1992).

Traffic counts are also available for Brighton Avenue in the vicinity of the site. A study measuring westbound traffic volume on Brighton Avenue west of Devon Street (approximately 3,000 feet east of the turnpike) was conducted from July 3 to July 5, 1996. The results indicated the average daily westbound traffic was 12,299 vehicles per day, with peak hours occurring at 11:00 a.m. and 4:00 p.m. A study measuring eastbound traffic volumes was conducted on July 8 through July 10, 1996, for Brighton Avenue just west of the turnpike. The results indicated the average daily eastbound traffic was 20,786 vehicles per day, with peak hours occurring at 4:30 a.m. and 6:45 p.m. (Portland Traffic Engineering Division, 1996).

In addition, turning movement counts were conducted at the intersection of Rand Road and Brighton Avenue in July 1996 and September 1996. On July 15, 1996, 3,293 vehicles passed through this intersection between 7:00 and 8:00 a.m., while 2,468 vehicles passed through the intersection between 3:00 and 4:00 p.m. On September 23, 1996, a total of 7,781 vehicles passed through the Rand Road/Brighton Avenue intersection between 3:00 and 5:00 p.m.; the hourly traffic flow remained fairly even during this time period (Portland Traffic Engineering Division, 1996).

Traffic Safety: There are currently no known traffic problems associated with the city streets surrounding the Snyder site (USPS, 1997b). However, according to the City of Portland Public Works Department (Cote, 1997), the traffic on Brighton Avenue and Westbrook Street does tend to get congested during peak hours (7:00 to 9:00 a.m. and 3:00 to 6:00 p.m.).

Public Transportation Availability: Public transportation is available in the Portland area between 5:30 a.m. and 11:00 p.m., but not within close proximity to the Snyder site. The closest bus service is located between 0.5 to 0.75 mile from the site (USPS, 1997b). Due to the limited hours of availability and the distance from the site, no employees are expected to use public transportation (bus service) to ride to and from the site.

5.2.4.2 Potential Impacts Resulting from the Proposed Action

P&DC Traffic: A total of 850 employees would work (over seven days and over three 8½-hour shifts or tours) at the new Portland P&DC. On the first shift, which would start at 11 p.m., 29 percent of the employees would work, 24 percent of the employees would start work at 7 a.m., and the remaining employees (47 percent) would begin work at 3 p.m.. According to Postal Service personnel, the best way to estimate the daily employee complement at the P&DC would be to divide the total number of employees by six, multiply this result by five, and account for another 15 percent of the employees off due to leave (Burrington, 1997). Using this method, an estimated 602 employees would be on site each day. If each employee is assumed to drive to work alone via his or her own vehicle, and stay on-site for lunch (Burrington, 1997), then commuting postal employees could contribute as many as 1,204 vehicle trips to the surrounding area daily. Most of this traffic (approximately 427 trips) would be concentrated during the mid-afternoon hours (3 p.m.).

In addition, approximately 200 more vehicle trips are expected to be associated with operation of the new facility each day, consisting of 160 highway contract vehicle trips and 40 trips associated with

other business (Burrington, 1997). Most of this traffic would be concentrated between 5:00 a.m. and 6:00 a.m., and between 5:00 p.m. and 7:00 p.m.. When added to the commuter trips mentioned earlier, the new Portland P&DC could contribute as many as 1,404 vehicle trips to the surrounding area daily.

No retail service or post office box service would be available at the new Portland P&DC site; therefore, customer traffic is expected to be minimal.

A new P&DC at the Snyder site would shift postal-related traffic from the Northwest Annex, the South Portland Carrier Annex, the Rand Road Station, and the Quarry Road warehouse facilities to the new P&DC location and to the location of the Portland Main Post Office (the existing P&DC). All traffic associated with processing and distribution operations at the existing P&DC would also shift to the new P&DC. This traffic would include carrier traffic, transport trucks, and highway contract vehicles.

According to Postal Service personnel (Sterling, 1997), delivery trucks travelling to and from the new P&DC would most likely use the nearest access to the highway system. If the new turnpike interchange is constructed, there would be direct access to the Maine Turnpike. Without the new interchange, trucks would travel along Rand Road and Brighton Avenue to Exit 8 of the turnpike. According to Postal Service personnel (Burrington, 1997), only one of the highway contract vehicles (delivery trucks) would travel directly from the facility towards downtown Portland (i.e., east on Brighton Avenue). A total of 16 vehicle trips associated with other postal business would travel between downtown and the P&DC, and thus, on Brighton Avenue, per day (Burrington, 1997).

However, commuter traffic associated with the operation of a new P&DC at the Snyder Tract has the potential to impact traffic conditions on Brighton Avenue and the Rand Road/Brighton Avenue intersection, particularly if the new turnpike interchange is not constructed. These areas are heavily traveled and the intersection in particular tends to get congested during the mid-afternoon hours. Therefore, Dames & Moore recommends a traffic study be performed to more fully assess the impact that the proposed P&DC would have on traffic congestion in the vicinity of the site.

Construction Traffic: Construction of the new Portland P&DC would require the presence of additional vehicles at the site during construction. Construction-related traffic would be transient in nature and therefore is not expected to significantly impact overall traffic conditions.

5.2.5 Noise

5.2.5.1 Existing Conditions

Noise: The adjoining properties of the Snyder Tract are primarily light industrial, residential or agriculture in nature. Pine Tree Industrial Park abuts the tract to the north. Residential and agricultural properties occupy the areas south of the tract. To the east is undeveloped, forested land. I-95 (Maine Turnpike) borders the site to the west and further west of the interstate is undeveloped agricultural land.

Based on observations made by Mr. Michael Breiner of Dames & Moore during a site visit in June 1997, the main sources of noise in the project area appear to be vehicular traffic associated with I-95 and Pine Tree Industrial Park and air traffic from the Portland International Jetport. The airport is located approximately 1 mile southeast of the site. Traffic noise from I-95 and the adjacent industrial park is of a relatively low to moderate level. Additionally, traffic noise is consistently generated from I-95 and, as such, is generally part of the background noise at the site.

Sensitive Receptors: The area surrounding the Snyder Tract is occupied by residential, agricultural and light industrial properties. The residential properties located along the north side of Westbrook Street, south of the tract's southern boundary (Figure 6) are the closest sensitive receptors.

5.2.5.2 Potential Impacts Resulting from the Proposed Action/Mitigation Measures

Construction and operation of a new P&DC at the Snyder Tract is not anticipated to result in a significant increase in exterior noise. The majority of the noise associated with the operation of the future P&DC would be generated from the movement of facility vehicles. The type of noise generated from postal operations and traffic would be comparable to traffic noise from I-95 and the neighboring industrial park.

Construction of the P&DC would also require some trees to be removed, thereby decreasing the effectiveness of the natural sound barrier at the tract.

Noise Impacts During Construction: Construction-related noise would result from the Proposed Action. Other than delivery of the building materials and concrete, the noise anticipated from the proposed construction should be similar to that associated with residential construction. Blasting of

rock during construction is not anticipated since the *Soil Survey of Cumberland County, Maine* (USDA, 1974), indicated that depth to bedrock is greater than 5 feet for soils mapped at the tract.

Exterior Postal Operations: The majority of postal operations would occur inside the P&DC building. However, traffic and, therefore, noise are expected to increase in the area as a result of the conversion of a portion of the site from woodland to a developed and operational postal facility. As stated earlier in Section 5.2.4, approximately 160 highway contract vehicle (i.e., delivery trucks) trips would be associated with the daily operation of the new P&DC. If the arrival and departure times of the vehicles are similar to their schedule at the existing P&DC (Sterling, 1997), then approximately 38 percent (61 trips) of the trips would occur between 12:00 a.m. and 7:00 a.m., 26 percent (42 trips) would occur between 7:00 a.m. and 3:00 p.m., and 36 percent (57 trips) would occur between 3:00 p.m. and 12:00 a.m. Thus, the majority of the truck traffic to and from the new facility would occur during the evening and at night. However, this traffic would funnel through the industrial area located north of the site rather than through the residential area located along Westbrook Street.

Once at the P&DC, trucks would drive to, maneuver, and park along the platform on the eastern side of the P&DC. After parking, generated noise would be limited to the loading of mail onto the trucks from the inside of the facility. The Preliminary Site Utilization for the Snyder Tract (Figure 2) proposes development of the western portion of the site. The nearest sensitive noise receptors (residents) are located at least 500 feet southeast of the proposed truck maneuvering and platform area, lessening the noise impact from the P&DC. The distance from the active portion of the site and the infrequency of truck trips during nighttime hours is not expected to be a significant noise impact to the area's residents.

The P&DC would be a conforming land usage for the site, which is zoning for industrial use.

Mitigative Measures: Although of a temporary nature, construction noise can be minimized for off-site and on-site receptors by the following mitigative measures:

- Managing construction to limit significant noises to between 7:00 a.m. and 7:00 p.m. Monday through Saturday.

- To lessen the potential noise impact to construction workers, construction workers involved in daily operations on or around heavy equipment would wear ear protective safety equipment such as ear plugs or muffs.

5.2.6 Air Quality

5.2.6.1 Existing Conditions

The Snyder Tract is currently undeveloped forested land. The area nearby is mainly residential or undeveloped. No large sources of air emissions were identified in the immediate area. The major source of air emissions in the area is vehicles.

The Maine DEP does not operate any ambient air quality monitoring stations in the immediate vicinity of the Snyder Tract. Therefore, no monitoring data exist for use in comparing air quality conditions among the three sites. Carbon monoxide concentrations are not considered a concern in the Portland area, and DEP does not operate a monitor for carbon monoxide in the Portland area. Further, the DEP reported that the EPA had conducted a short-term carbon monoxide study in the Portland area and found that carbon monoxide concentrations were at very low levels.

5.2.6.2 Air Quality Attainment Status

The Snyder Tract is located in Cumberland County. The EPA classifies Cumberland County as part of a "moderate" non-attainment area for ozone. [Ozone is not emitted from vehicles, but is formed from the photochemical reaction of precursor pollutants, primarily nitrogen oxides (NO_x) and volatile organic compounds (VOC), which are emitted from vehicles]. Special permitting requirements are needed for major stationary sources of VOC and NO_x located in ozone non-attainment areas. (Major stationary sources in areas of Maine classified as "moderate" are sources with emissions greater than 50 tons per year of VOC or 100 tons per year of NO_x.)

Ozone is a pollutant of regional concern, and ozone concentrations would not be expected to vary substantially from one proposed site to another, on average. Emissions directly attributable to vehicle trips generated by the Postal Service facility are not expected to have a significant effect on regional ozone levels.

5.2.6.3 Potential Impacts Resulting from the Proposed Action

Construction-Related Air Quality Impacts: The major air quality impacts associated with construction of the proposed building are those associated with emissions from the operation of construction equipment, the vehicles used to deliver building materials, and the paving of the

driveways and parking and maneuvering areas. Emissions from gasoline- and diesel-operated machines are expected to be minimal. Fugitive dust emissions resulting from grading, paving, and other construction activities are also expected to be minor. Construction air impacts are considered insignificant due to the relatively small magnitude of the impacts and the temporary nature of the construction activities.

Air Quality Impacts During Operation: The primary emissions associated with the proposed facility are emissions from motor vehicles and emissions from natural gas-fired boilers. The preliminary facility design includes two natural gas-fired boilers that are estimated to have a combined heat input capacity of 1.5 million British thermal units per hour (Btu/hour) (Traexler, 1997).

Air Permits: Construction and use of the proposed P&DC do not require air permit(s) from the Maine Department of Environmental Protection (MDEP). According to Sarah Anderson (1997), the MDEP also does not require air quality permits for mobile sources (vehicles). Other than emissions associated with the natural gas-fired boilers, no stationary source air emissions are expected from the facility. MDEP allows for natural gas-fired fuel-burning equipment to be exempt from air quality permitting if the total heat input capacity of the equipment is less than 10 million Btu/hour. The proposed boilers at the P&DC would be below this capacity at an estimated 1.5 million Btu/hour.

Air Quality Impacts Related to Traffic: Traffic data from January through May 1997 were available for Exits 7 and 8 of the Maine Turnpike. The average traffic through Exit 7 is 18,745 vehicles per day, and the average traffic through Exit 8 is 19,483 vehicles per day. The total number of vehicle trips generated by the P&DC operation is estimated to be about 1,404 trips per day.

The emissions of most interest for the proposed facility are emissions from vehicles. Related to vehicular emissions, the pollutants of most interest are carbon monoxide from a local impact standpoint and ozone from a regional standpoint. Based on the available information, the increase in traffic due to the proposed facility is expected to have only a minor impact on air quality in comparison with current traffic volume in the area.

Conformity: Federal actions (other than transportation projects) in ozone non-attainment areas must be reviewed for applicability of "general conformity" requirements [40 Code of Federal Regulation

(CFR) 51, subpart W]. The purpose of the general conformity rules is to assure that Federal actions are consistent with state implementation plans and would not increase the frequency or severity of an existing air quality standards non-attainment condition or delay attainment of standards. To gain this assurance, Federal actions are subject to a conformity determination unless project emissions are below defined threshold levels or the project is otherwise considered exempt.

The threshold emission level for moderate ozone non-attainment areas is 100 tons per year of either VOC or NO_x. These thresholds apply to the sum of direct and indirect emissions.

No indirect VOC or NO_x emissions are expected to result from the Proposed Action. Direct VOC and NO_x emissions from the proposed project are primarily mobile source emissions from the vehicles entering and leaving the P&DC and emissions from the proposed boilers. Total vehicle and boiler VOC and NO_x emissions attributable to the expansion should be well below the 100-ton-per-year threshold. Therefore, a conformity determination is not considered necessary for the proposed project.

5.2.6.4 Recommended Mitigation Measures

No mitigation measures are believed necessary due to operation of the proposed postal facility. However, during facility construction, if fugitive dust emissions on egress routes become excessive, housekeeping steps should be implemented to remove mud and soil tracked onto the adjacent roadways.

5.2.7 Population Trends and Housing

5.2.7.1 Existing Conditions

The existing P&DC in downtown Portland serves an estimated 720,000 customers which, according to the *FPC* (USPS, 1997a), is approximately 60 percent of the State of Maine's population. Based on information issued by the U.S. Bureau of the Census, the population of Maine increased by 1.3 percent, from 1,227,928 in April 1990 to 1,243,316 in July 1996 (1997a). The U.S. Census expects the total Maine population to increase by approximately 181,000 people over the next three decades (1997b).

The Snyder Tract is located in the city of Portland in Cumberland County. Based on the 1990 Census estimates, Portland has a population of approximately 63,228 and Cumberland County has a

population of 243,135 (Allen, 1997). According to the U.S. Census, the population of Cumberland County increased by 3.3 percent, from 243,135 in April 1990 to 251,087 in July 1996 (March 1997). The Greater Portland Region embodies a total population of approximately 200,000.

5.2.7.2 Potential Impacts Resulting from the Proposed Action

The Postal Service anticipates that up to 850 employees would be reassigned to the new P&DC as a result of the proposed construction (Burrington, 1997). The employees are not expected to add to the local population since the existing P&DC in downtown Portland and associated postal facilities, and the proposed site are located within 5 miles of each other. Thus, no additional housing would be needed as a result of the Proposed Action.

Construction of a new P&DC would have minimal impacts on population trends and housing since construction would be short term and would most likely use local construction firms. Also, there are no plans to hire additional staff at the new P&DC following the completion of the proposed construction.

5.2.8 Relocation of Employees, Residences, and Businesses

5.2.8.1 Existing Conditions

The Snyder Tract is presently undeveloped and, as such, no businesses or residences occupy the site. The site is located within 5 miles of the existing downtown P&DC.

5.2.8.2 Potential Impacts Resulting from the Proposed Action

The proposed construction would not result in a relocation of businesses or residences from the Snyder Tract since it is presently undeveloped.

Approximately 850 employees would be relocated to the proposed P&DC (Burrington, 1997). Implementation of the Proposed Action at the Snyder Tract would not require employees to relocate their residences since the tract is located within 5 miles of the existing P&DC and other associated postal facilities.

5.2.9 Community Services

5.2.9.1 Existing Conditions

The Snyder Tract is located in the city of Portland. As such, it has easy access to community services such as restaurants, medical services, commercial-retail facilities, and police/fire protection.

Access and Distance to Restaurants/Services: The nearest restaurants and hotels are located approximately 1 mile north of the Snyder Tract along Brighton Avenue, Portland/Main Street, Westbrook (Brighton Avenue turns into Main Street at the Maine Turnpike) (MapBlast!, 1997). Downtown Portland and the Old Port district of Portland, located approximately 3.5 miles southeast of the Snyder Tract, offer the services of a variety of hotels, shops and restaurants. Community facilities, such as, the Chamber of Commerce of the Greater Portland Region, the Cumberland County Courthouse, the Cumberland County Civic Center, and the Portland International Ferry Terminal are also located in downtown Portland (DeLorme, 1997). The site has easy access to the Portland International Jetport, which is located approximately 1 mile southeast of the tract.

Access and Distance to Hospitals: The closest medical facilities are the Westbrook Community Hospital, located approximately 2.5 miles northwest of the tract in the town of Westbrook (40 Park Road), and Brighton Medical Center Emergency Services, located approximately 2.5 miles northeast in the city of Portland (335 Brighton Avenue) (DeLorme, 1997; MapBlast!, 1997). Maine Medical Center (22 Bramhall Street) and Mercy Hospital (144 State Street) are located in downtown Portland, approximately 3.5 miles east of the Snyder Tract (DeLorme, 1997; NYNEX, 1996).

Emergency Services, Fire and Police Protection: 911 emergency service is available for police, fire and medical services. The Westbook Fire and Police Departments are located approximately 2.5 miles northwest of the Snyder Tract (MapBlast!, 1997). The South Portland Fire Department is equally accessible and is located approximately 2.5 miles southeast of the tract (MapBlast!, 1997). The Greater Portland Area is reportedly adequately staffed with fire, police and emergency medical service personnel (Burrington, 1997).

5.2.9.2 Potential Impacts Resulting from the Proposed Action

As previously stated, the proposed construction of a new P&DC is not expected to significantly add to the local area population. Thus, there is no additional need for community services such as medical

care, fire protection or police protection. No additional services are expected to be required during the construction activities. No significant negative impacts to the local area community facilities and services would occur.

5.2.10 Utilities

5.2.10.1 Existing Conditions

The Snyder site is currently undeveloped, and thus no utilities are present on the site.

5.2.10.2 Potential Impacts Resulting from the Proposed Action

All utilities must be extended to the Snyder site. The nearest locations of the utilities needed on site (based on a preliminary project design) are described below.

Water: Public water service stops approximately 350 feet short of the Maine Turnpike on Westbrook Street. A 42-inch water main is located on the northern side of the site by Pine Tree Industrial Park, and a 16-inch water main runs along the eastern property line of the site. Either of these water mains can be used to extend public water service to the site (Portland Water District, 1997).

Sewer: The city of Portland provides public sewer service to the Portland area. The nearest sewer line is an 8-inch line located in Westbrook that stops at Swan Street. A manhole exists at the end of the Fore River interceptor line, which runs along the southern portion of the Snyder property. It may be possible to use this manhole to extend gravity sewer to serve the site (Mitchell and Associates, 1997).

Natural gas: Six-inch natural gas lines are present in Brighton and Westbrook, with the most likely connection location for the site at Westbrook. According to a representative from Northern Utilities, if there is a significantly large customer demand to offset the cost of extending service, then Northern Utilities would extend natural gas service to the site at no cost to the customer (Northern Utilities, 1997).

Electricity: Three-phase electrical service currently exists on Brighton Avenue and Rand Road. The costs to extend service to the site would depend upon the projected customer demand (Central Maine Power, 1997).

Two high-voltage transmission lines ROWs located in the Central Maine Power Company easement presently traverse the northern and southern property boundaries. An electromagnetic field is created by current flowing through a conductor, the strength of which is dependent on the amount of current and the distance from the conductor. A direct measurement of the electromagnetic fields generated by these high-voltage transmission lines will be completed by mid-November 1997 (Bartlett, 1997). An analysis of the electromagnetic radiation generated by the high-voltage power will be included in the final version of this assessment.

Telephone: Telephone service in the Portland area is provided by NYNEX. Although specific connection information has been requested by the Postal Service, a response has not yet been received. However, it can be assumed that adequate telephone service can be provided at the site.

5.2.11 Energy Requirements and Conservation

5.2.11.1 Existing Conditions

The Snyder Tract is presently undeveloped and, thus, no buildings exist at the site.

5.2.11.2 Potential Impacts Resulting from the Proposed Action

Energy conservation would be considered in the facility design. New automated equipment would be incorporated into the P&DC in a manner that would conserve energy. Consideration would also be given to utilizing energy-saving light bulbs throughout the new P&DC.

THIS PAGE INTENTIONALLY LEFT BLANK

6.0 EVALUATION OF IMPACTS – SCARBOROUGH DOWNS TRACT ALTERNATIVE

This section describes the existing environment, the anticipated environmental impacts associated with the Proposed Action, as well as suggested measures to mitigate potentially adverse impacts.

6.1 PHYSICAL ENVIRONMENT

6.1.1 Topography

6.1.1.1 Existing Conditions

The Scarborough, Maine area is located in the coastal lowland section of the New England Physiographic Province. The coastal lowland is an area of low relief with isolated hills representing a glacially eroded peneplain. These lowlands occur at elevations below 500 feet above mean sea level (msl). This area is bounded to the west by the boundary mountains and the central foothills and to the east by the Atlantic Ocean.

Review of the United States Geological Survey (USGS) *7.5-minute Prouts Neck, Maine Quadrangle Map* (1957, photorevised 1970 and 1978 [Figure 7]) indicates that the elevations at the site range from approximately 40 to 60 feet msl. Based upon aerial photographs, interviews and other data presented in the Phase I Report (Dames & Moore, 1996a), the site topography has remained virtually unchanged for at least the last 40 or 50 years.

The site topography gently slopes to the north (Figure 7). The majority of the site is very gently sloped such that surface water drains into adjacent wetlands and rutted woods roads which ultimately drain to the Nonesuch River to the north or Scottow Bog (and Mill Brook) to the east and southeast. Both surface water bodies drain to the Atlantic Ocean within 5 miles of the site.

The proposed development portion of the site consists of a level undeveloped wooded area adjacent to on-site and off-site forested wetlands (Figure 8).

6.1.1.2 Potential Impacts Resulting from the Proposed Action

The area of the proposed development is relatively flat with an average elevation of approximately 40 feet msl. The proposed building would not significantly impact the existing site contours and would not require excessive site development costs to bring the site to grade. However, the flat topography may require additional surface water control structures due to the expected slow drainage of the area. The flat topography may also necessitate a pumping lift station for a sewer line from the facility.

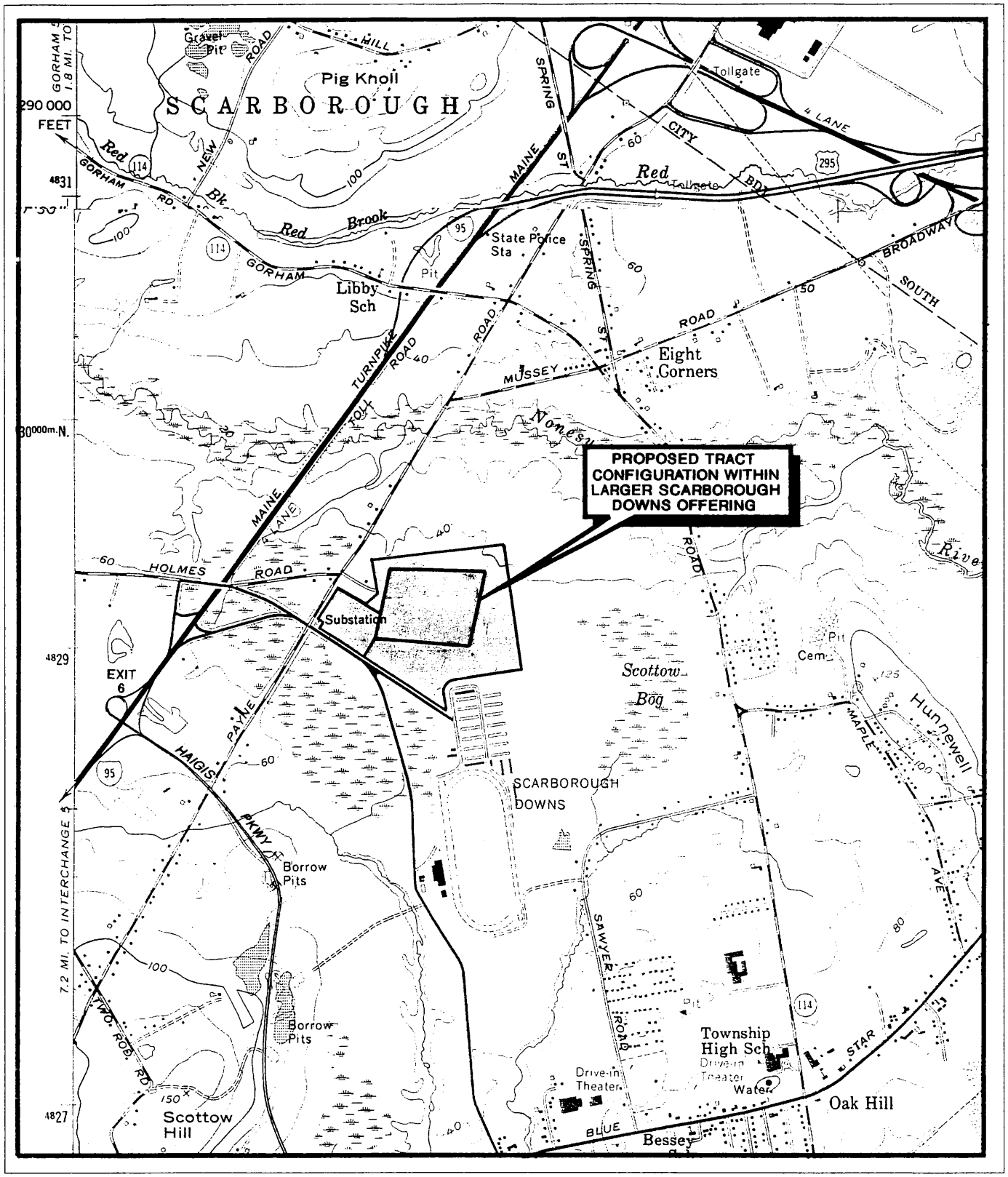
6.1.2 Geology and Soils

6.1.2.1 Existing Conditions

Site Characteristics: As previously stated, the Scarborough Downs Tract is located in the coastal lowland section of the New England Physiographic Province. The coastal lowland in the site area contains weakly metamorphosed sedimentary and volcanic rocks of the Casco Bay Group which is of Ordovician to Precambrian Age. This group includes the Cape Elizabeth Formation, the Spring Point Formation, and the Scarborough Formation. The Cape Elizabeth Formation is interbedded pelite and sandstone that has been metamorphosed into various schists. The Spring Point Formation is metamorphosed volcanic rocks which occur as phyllites, gneisses and schists. The Scarborough Formation is a chlorite-muscovite phyllite.

In the *Soil Survey of Cumberland County, Maine* [United Sates Department of Agriculture (USDA), 1974], the soils at the site were identified as Windsor loamy sands with 0 to 8 percent slopes and Saugatuck loamy sand. Windsor soils consist of deep, excessively-drained, rapidly permeable sandy soils that developed on old sandy beaches, deltas and terraces. A limitation of these soils is that they may present a slight to moderate erosion hazard when disturbed. Saugatuck soils consist of deep, poorly drained, nearly level, coarse-textured soils. The Scarborough Downs Tract site is the representative profile for these soils. Limitations to these soils are severe or very severe due to the high water table. Made land (i.e., fill) is also mapped along the east side of the site.

According to the log for a test boring located along the Maine Turnpike near the site, soils were 96 feet thick at that location [Maine Geological Survey (MGS), 1979]. On-site soils are mapped as the Presumpscot Formation, a glaciomarine deposit formed during the retreat of the continental glacier



2000 1000 0 2000 4000 FEET

N

SOURCE: Base map is from portions of the U.S.G.S. 1:24,000 scale topographic maps titled: "Prouts Neck, ME.", photorevised 1978 and "Portland West, ME.", photorevised 1978

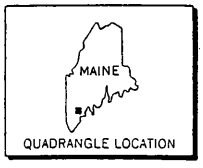


Figure 7

U.S.G.S. TOPOGRAPHIC MAP OF SCARBOROUGH DOWNS TRACT AREA
Proposed New Portland Processing and Distribution Center
United States Postal Service
Portland, Maine

DAMES & MOORE
A DAMES & MOORE GROUP COMPANY

from the area during the Quaternary Period. The Presumpscot Formation generally comprises silt and clay-sized materials, with lessor amounts of sand. This formation is typically poorly drained and the soils may have limited bearing capacities.

Subsurface Conditions, Impediments to Development: The site is currently undeveloped. No geologic impediments to development were identified during this assessment.

Presence of Faults and Folds: The site is located in the Norumbega Fault Zone. At least five faults are located within 5 miles of the site. These faults developed as part of the Taconic Orogeny of late Ordovician Age and are generally considered inactive, although several minor earthquakes have been historically located along the Flying Point Fault less than 5 miles north of the site. The site lies in the middle of a series of synclines and anticlines that are unnamed.

Seismic Hazard Potential: The Scarborough, Maine area is relatively free of seismic events. While seismic activity is not considered to be a major threat to the site area, the area has a moderate earthquake hazard. The probabilistic earthquake accelerations (90 percent probability) that may occur with a frequency of 50 years or 250 years are 8 percent and 17 percent of gravity, respectively (USGS, 1990).

Radon: Cumberland County, Maine has radon in excess of 4.0 picoCuries per liter (pCi/L) of air (4.0 pCi/L is the EPA-recommended action level for residences) in over 50 percent of the buildings tested.

Potential for Site Contamination: Based upon review of aerial photography and vicinity reconnaissance, the subject property and the surrounding area consist largely of commercial, residential and light industrial properties interspersed with forested and agricultural land.

Geoprobe testing of on-site soils near the northwest boundary of the site (adjacent to an active junkyard) indicate petroleum impacts. Petroleum and solvent impacts to site groundwater have also been confirmed in this same area. On-site waste control practices historically appear to have been an issue from Scarborough Downs. The Phase I Report prepared by Dames & Moore identified several potential or suspect waste disposal areas (Dames & Moore, 1996a).

6.1.2.2 Potential Impacts Resulting from the Proposed Action

The Proposed Action should not adversely impact the site soil/geology. However, several factors should be considered at the site, as follows:

- Additional information regarding the characteristics and load-bearing capacities of the on-site soils (including the Presumpscot Formation and the fill material mapped by the USGS along the eastern property boundary) should be obtained prior to designing a building for the site.
- The Postal Service should communicate and coordinate with the Maine DEP to evaluate whether corrective action is required for the contaminated soils and groundwater.
- Local flooding could occur, particularly in on-site areas with Saugatuck soils, along the Scarborough Downs Access Road and Payne Road.
- Natural woodland vegetation should be retained and protected where possible to provide maximum evapotranspiration.
- Based upon discussions with the Maine Radon Indoor Air Quality (IAQ) Coordinator (Stillwell, 1997), radon control measures should be considered in building design. Positive-pressure ventilation systems have been successful in mitigating radon in large buildings such as schools.

6.1.3 Hydrology/Water Quality

6.1.3.1 Existing Conditions

Local Groundwater: The transport of groundwater in the Scarborough, Maine area is predominantly through two separate but interconnected water-bearing zones. A shallow water-bearing zone often occurs within the water-deposited sediments above bedrock, and a deeper zone can occur within the underlying bedrock. The sediments on top of the bedrock comprise the surficial aquifer in the subject property area.

Groundwater in the surficial aquifer occurs in the interstitial pore spaces between the individual grains comprising the sediments. Groundwater in this zone typically occurs under water table conditions with groundwater flow being from topographic highs (recharge areas) to topographic lows (discharge areas). The site is located on a mapped sand and gravel aquifer capable of yielding 10 to 50 gallons per minute (MGS, 1979).

The occurrence and movement of groundwater in the underlying bedrock is controlled by pore space, joints, fractures, and faults within the bedrock. Groundwater within this deeper zone can occur under both confined and unconfined conditions. Because groundwater occurrence and movement are partially controlled by the distribution of structural openings in the bedrock, it is difficult to predict groundwater movement in this deeper zone, particularly on a small scale.

Aquifer Recharge Areas: Recharge to the aquifer basin in the Scarborough area is by surface water infiltration through the overlying sediment. However, due to the relatively flat topography and mapped low permeability soils, the rate of infiltration is expected to be slow.

Depth to Groundwater: Based upon Geoprobe borings, wetland delineation activities and site observation, groundwater is present at depths ranging from less than 1 foot to up to 8 feet below ground surface.

Water Retention Requirements: Since the site is currently undeveloped woodland, water retention is not required at the site at this time.

Site Surface Drainage: The relatively flat, existing terrain at the Scarborough Downs Tract is gently sloping to the north. Runoff from the central portion of the site considered for development does not appear to readily drain from the area. Wetlands appear limited to the site area located along the Scarborough Downs Access Road. However, due to flat topography throughout most of the site, stormwater control and retention should be addressed in the project design.

Streams or Lakes: Based on review of the *USGS Prouts Neck, Maine 7.5-minute Topographic Quadrangle* map (USGS, 1978), no streams or lakes are associated with the site.

Floodplain: According to the *Town of Scarborough Flood Insurance Rate Map* (FIRM), the subject property is located in Zone C and not in any federally designated 100-year or 500-year flood zones.

Wetlands: Figure 9 depicts the approximate location of wetland boundaries as identified in a Phase I Environmental Site Assessment Update Report (Dames & Moore, July 15, 1997b). In addition, two proposed lot configurations (Figures 10 and 11) are depicted that would maximize the use of available upland areas and minimize impacts to forested wetland areas on the site. In both Option 1 and Option 2 configurations, wetland areas were identified adjacent to the Scarborough Downs Access

Road. Option 1 includes fewer wetland areas along its southern boundary than in Option 2. Wetlands were also identified north and south of the eastern portion of the both optional configurations, separated by upland terrain.

According to the U.S. Fish and Wildlife Service (USFWS) Prouts Neck National Wetland Inventory (NWI) map, wetlands were mapped in the southern portion of the site between the parking area for the Scarborough Downs racetrack and the Downs Access Road (this area is excluded from both optional configurations). These NWI mapped wetlands were classified by the USFWS as Saturated, Needle-leaved Evergreen, Broad-leaved Deciduous, Forested (PFO4/1B), Seasonally Flooded/Saturated, Broad-leaved Deciduous, Scrub-Shrub (PSS1E), and excavated, Permanently Flooded, Unconsolidated Bottom (PUBHx) systems. The NWI-mapped wetlands are included in the area identified as wetlands in the Dames & Moore report referenced above (Figure 9).

Wild and Scenic Rivers: According to information provided in the Wild and Scenic Rivers Act, the site is not near any federally designated wild and scenic waterways (16 U.S.C.A §§1274-1276).

6.1.3.2 Potential Impacts Resulting from the Proposed Action/Mitigation Measures

Implementation of the Proposed Action would increase the rate and amount of runoff from the site, as the natural vegetation would be replaced with impervious surfaces. Best Management Practices would be employed during the construction to control soil erosion and to decrease impacts to surface water quality.

A National Pollutant Discharge Elimination System (NPDES) permit is required for the Proposed Action since more than 5 acres of land is being disturbed. An erosion and sediment control plan would be prepared and implemented.

The discharge of dredge or fill material into wetlands and other jurisdictional waters is prohibited without U.S. Army Corps of Engineers (USACE) and Maine Department of Environmental Protection (DEP) authorization. Any activities that would result in the deposition of fill material into jurisdictional waters would require a permit from the USACE pursuant to Section 404 of the Clean Water Act and/or from the DEP pursuant to the Maine Natural Resources Protection Act (NRPA). In Maine, the DEP and USACE have a joint permitting process; therefore, the DEP coordinates with the Federal agencies in permitting projects.

Maine's tiered wetland permitting process system and the Postal Service policy regarding wetlands are described in Section 5.1.3.2.

The Postal Service considered the location of on-site wetland areas in the proposed site layout. If the access road connected to Downs Access Road is located to minimize the wetland footprint, it would probably qualify for Tier 1 review with no mitigation required. The proposed employee vehicle access road shown on the Preliminary Site Utilization (Figure 3) could be moved further south to traverse a narrower portion of the on-site wetlands to minimize the impacts of the access road on wetlands.

The Proposed Action would not adversely affect the occurrence or flow of groundwater at the Scarborough Downs Tract. However, due to anticipated drainage issues, surface water recharge may need to be diverted in some areas, potentially resulting in a minor and very local shift in groundwater flow direction. Petroleum- and solvent-impacted groundwater is not expected to affect site development, but may need to be addressed from a regulatory perspective to minimize potential future liability issues.

6.1.4 Prime Farmland

6.1.4.1 Existing Conditions

Soil map units designated as meeting the requirements for Prime Farmland in Cumberland County by the NRCS were not identified on the site by the *Soil Survey of Cumberland County, Maine* (USDA, 1974).

6.1.4.2 Potential Impacts Resulting from the Proposed Action

There would be no impacts to Prime Farmland at the site.

6.1.5 Botanical Element

6.1.5.1 Existing Conditions

The current vegetation cover on the Scarborough Downs Tract consists primarily of undeveloped mixed hardwood and conifer forest previously harvested for timber (Figure 8). Common overstory trees include hemlock, white pine, balsam fir, spruce, red maple, birches, and poplars. The dominant

vegetation in the understory and ground cover include cinnamon fern, interrupted fern, bracken fern, sensitive fern, lady fern, meadowsweet, nannyberry, blueberries, and pagoda dogwood.

According to information provided by the Maine Department of Conservation Natural Areas Program, there are no known occurrences at the site of threatened or endangered plant species listed by the U.S. Fish and Wildlife Service (USFWS) as occurring in Maine (Appendix D).

6.1.5.2 Potential Impacts Resulting from the Proposed Action

The project would replace existing natural vegetation with structural and paved impervious surfaces. The removal of natural vegetation and its replacement by impervious surfaces would significantly increase stormwater runoff from the site that would otherwise be intercepted and absorbed into the ground. Retention of natural forested areas not required for the new P&DC should be considered in the project design and would lessen impacts to vegetation and provide filtration and absorption of runoff from development on the site.

6.1.6 Fish and Wildlife

6.1.6.1 Existing Conditions

The Scarborough Downs Tract contains a natural forested community that is not heavily disturbed by current on-going human activity. However, various types of development are located either adjacent to or in close proximity to the site. Although the types and numbers of wildlife utilizing the site's habitat have not been determined, the faunal community at the site is probably typical of other forested tracts of similar size surrounded by development in the region.

According to information provided by the Maine Department of Inland Fisheries and Wildlife, there are no known occurrences at the site of threatened or endangered animal species listed by the USFWS as occurring in Maine (Appendix D).

6.1.6.2 Potential Impacts Resulting from the Proposed Action

The Proposed Action would alter up to 35 acres of previously logged mixed hardwood and conifer forest. Wildlife utilizing the site may be displaced by the removal of habitat. Dames & Moore

recommends that the future landscaping plan recognize the loss of habitat and to the extent feasible, restore woodland habitats.

6.2 CULTURAL ENVIRONMENT

6.2.1 Historical and Archeological Resources

6.2.1.1 Existing Conditions

Dames & Moore visited the Maine Historic Preservation Commission (the State Historic Preservation Office for the State of Maine) on August 27, 1997, and met with Robert Bradley, Deputy State Historic Preservation Officer. The purpose of the visit was to seek information about previous cultural resource surveys and known sites in the project area and immediate vicinity, and about the likelihood that historic properties would be affected by the proposed undertaking. A brief description of the undertaking and information about site location were provided to Mr. Bradley. Under the established procedure of the Maine Historic Preservation Commission, their staff conducted a records search to determine if any properties are known in the project area, and if it is anticipated that any sites will be identified and potentially affected by the proposed undertaking. The State responded to this request for information in a letter of September 5, 1997, from Earle G. Shettleworth, Jr., State Historic Preservation Officer (Appendix A).

The project area is undeveloped land; available historic records and interviews indicate that it has been undeveloped throughout this century. Historically, the site has been woodland. No historic structures are present on the property, and no structures were identified in the examination of historic maps and aerial photographs of the project area. A fire insurance map available for the site area from the Scarborough Public Library is an 1871 series entitled, Old Maps of Rural Cumberland County, Maine in 1871. The tract was undeveloped at that time. The proposed project area is located within the 284-acre Thornton Swamp Plan on a November 8, 1906, map by Surveyor William Moulton. No structures were identified on the 1906 map.

More than 95 percent of archeological sites in Maine "...are habitation/workshop sites at which Native Americans with a generalized hunter/gatherer or hunter/gatherer-horticultural economy both lived and worked...The predictive model for habitation/workshop sites is based on the fact that over 98 percent of habitation/workshop sites are located adjacent to a body of water that is navigable by canoe"

(Maine Historic Preservation Commission, 1996). This model is complicated by the fact that water courses have changed over time. The nearest permanent surface water is the Nonesuch River approximately 0.5 mile north of the site. Because the Scarborough Downs Tract is not adjacent to a navigable river, it is not anticipated that prehistoric archeological sites would be found there. No historic use or occupation of the project area is known and it is not anticipated that archeological sites dating to the historic period will be identified on the Scarborough Downs Tract.

6.2.1.2 Potential Impacts Resulting from the Proposed Action

It is not expected that any archeological sites will be affected by the proposed undertaking. According to the September 5, 1997, letter from the Maine Historic Preservation Commission (Appendix A), "For...Site B (Scarborough Downs) I find that there are no properties in the project impact area of historic, architectural, or archeological significance as defined by the National Historic Preservation Act of 1966". No further consideration under the National Historic Preservation Act is needed if the Scarborough Down Tract is selected by the Postal Service for development.

6.2.2 Local Employment and Economics

This section briefly summarizes the recent indicators of employment and economy in the vicinity of the proposed P&DC site based on information obtained from the Greater Portland Council of Governments (GPCOG) and the Maine Department of Labor.

6.2.2.1 Existing Conditions

According to information provided by the GPCOG (Goss, 1997), the Chamber of Commerce of the Greater Portland Region reports that most households in the Greater Portland Region are far above the national average for many market segments, as listed below. Furthermore, over 60 percent of the households earn more than $30,000. The following table shows employment by trade for Cumberland County in 1997 and estimates employment percentages for the next two decades:

Economic Activity and Employment for Cumberland County

Trade	Percent of Workforce		
	1997	2007	2014
Government	11.7	11.3	11.0
Services	34.2	39.2	42.1
Finance, Insurance, and Real Estate	9.8	9.3	8.9
Mining	<0.1	<0.1	<0.1
Farming	0.4	0.3	0.3
Construction	5.6	5.4	5.4
Manufacturing	8.4	6.9	6.1
Transportation and Public Utilities	3.8	3.5	3.1
Wholesale Trade	5.6	5.2	4.9
Retail Trade	20.4	18.9	18.1

Source: University of Southern Maine, REMI Model

Based on unemployment rates provided by the Maine Department of Labor (Carpentter, 1997), a greater percentage of the Scarborough workforce has been employed compared to the national workforce. The following table shows unemployment rates (not seasonally adjusted) for July 1997:

Unemployment Rates (not seasonally adjusted)

Area	Unemployment Rates July 1997
United States	5.0 percent
State of Maine	3.9 percent
Cumberland County	2.2 percent
Portland Metropolitan Statistical Area	2.1 percent
Town of Scarborough	1.5 percent

Source: Maine Department of Labor

6.2.2.2 Potential Impacts Resulting from the Proposed Action

The construction of the P&DC building would result in a small boost to the local economy of the Greater Portland Region. The construction, construction supervision, landscaping, and other associated tasks for the expansion would result in additional short-term jobs and revenue to the area. It is assumed that a substantial portion, if not all of this amount, would be spent in the Greater Portland Region.

Approximately 850 employees would be relocated to the new P&DC (Burrington, 1997) and thus, would result in a small beneficial impact on retail services in the vicinity of the Scarborough Downs Tract. Hiring of additional staff is not anticipated as a result of the Proposed Action.

6.2.3 Land Use and Zoning Patterns

6.2.3.1 Existing Conditions

Land Use: The Scarborough site is located in Scarborough, Cumberland County, Maine, 0.25 mile northeast of the Maine Turnpike at its junction with Haigis Parkway, at the entrance to the Scarborough Downs racetrack. The site is bordered to the north by undeveloped land, to the south by the Scarborough Downs Access Road and undeveloped wetlands, to the east by the Scarborough Downs stable and a construction debris/manure disposal area, and to the west by Colpritt's junkyard and Payne Road.

Past Uses of the Site: An 1871 series fire insurance map from the Scarborough Public Library entitled *"Old Maps of Rural Cumberland County, Maine in 1871"* shows the site area as undeveloped. Another map, dated November 8, 1906, and entitled *"Thornton Swamp Plan"*, shows no distinguishing features such as buildings on the site property. William Moulton, a surveyor, produced this map.

According to Cumberland County Deed records, the current Scarborough Downs property (which includes the subject site) existed as 14 separate parcels of land prior to 1949 and was owned by Robert Verrier. Mr. Verrier sold the parcels to the Maine State Raceways in December 1949. Information provided by the Scarborough Historical Society indicates that Scarborough Downs opened a race track in 1949. The land was purchased by the Scarborough Holding Company in 1950.

A 1957 USGS topographic map shows the site as undeveloped, but indicates a clearing in the middle of the site. A 1975 aerial photograph obtained from the Town of Scarborough indicated that this cleared area had experienced a ground disturbance by this date. In addition, the photograph appears to show that the Colpritt's junkyard had significantly encroached upon the subject site's property line. The area east of the subject site had numerous buildings and barns that are not present today. A gravel road was visible, and extended from the stable area of the Scarborough Downs access road to a potential horse carcass disposal area near the southern property boundary. The remainder of the site was wooded and similar in appearance to present day conditions.

Environmental Condition of Existing Buildings on Site: The Scarborough Downs Tract is undeveloped and, as such, no buildings occupy the property. According to the Phase I Environmental Site Assessment performed by Dames & Moore in May 1997, the site has historically been undeveloped throughout this century.

Zoning: The Scarborough Downs property is currently zoned "General Business District" (B-2) under the jurisdiction of the Town of Scarborough. Appropriate uses for property zoned for "B-2" include the following: retail business and service establishments including warehousing and wholesale distribution; personal services; professional offices; financial and real estate offices; business services and business offices; non-municipal government offices; fully-enclosed places of assembly, amusement, culture, and government; clubs and lodging houses; passenger transportation facilities; accessory uses; family day care homes; high technology research facilities, light assembly and light manufacturing; hotels and motels; restaurants; and golf courses. Setbacks for property zoned "B-2" include a minimum of 80 feet for the front yard, and 15 feet for the side and rear yards. Maximum building coverage is 50 percent (*Town of Scarborough Zoning Regulations*, last amended 1994).

The "General Business District" zones are intended to provide zones in the areas of the Town of Scarborough in which general retail sales, services, and business space can be located that allow for miscellaneous neighborhood and community-wide sales and service. As such, these areas are not intended to primarily serve the motoring public passing through Scarborough on U.S. Route 1. Areas zoned as "B-2" are primarily meant for local business and storage, but of a larger scale than is generally appropriate for a "B-1" district (*Town of Scarborough Zoning Regulations*, last amended 1994).

connects the Maine Turnpike with U.S. Route 1. U.S. Route 1, also a multi-laned road, runs north to south and lies to the east of the site.

Traffic Levels: Current traffic counts are available for Exit 6 of the Maine Turnpike, and for several of the city streets surrounding the site. Between January 1997 and May 1997, inclusive, the average traffic through Exit 6 was 5,906 vehicles per day (Maine Turnpike Authority *Traffic Comparison by Interchange, Yearly Report*, 1997). The 1994 annual average daily traffic (AADT) count on Payne Road, just north of its intersection with Haigis Parkway was 11,600 vehicles per day; the 1994 AADT count was 11,080 vehicles per day just south of the same intersection. The 1994 AADT count for Haigis Parkway, just north of its intersection with Payne Road, was 4,850 vehicles per day (Maine Department of Transportation). The 1995 AADT counts at the intersection of Payne Road and the site's access road are as follows: 11,680 vehicles per day on Payne Road north of the intersection; 10,960 vehicles per day on Payne Road south of the intersection; 1,210 vehicles per day on the access road north of the intersection; and 880 vehicles per day on the access road south of the intersection (Maine Department of Transportation).

Traffic Safety: There are currently no known traffic problems associated with the city streets surrounding the Scarborough site (USPS, 1997b).

According to Mr. Ken Dinsmore, the Town Engineer for the Town of Scarborough, an area of traffic congestion currently exists on Payne Road in Scarborough. Payne Road is a major artery in the site area. A traffic study was performed for Payne Road in 1990. As a result of that study, businesses are required to pay traffic fees to the town which are proportional to the amount of traffic they generate on Payne Road during peak hours (4:00 to 6:00 p.m.) (Dinsmore, 1997). The revenue generated from these fees is used for reconstruction and improvement of Payne Road. Any business or developer planning construction within Scarborough must submit a traffic study to the town as part of their site plan review (Dinsmore, 1997).

Public Transportation Availability: Public transportation is available in the Portland area between 5:30 a.m. and 11:00 p.m., but not within close proximity to the Scarborough site. The closest bus service is located more than 1 mile from the site (USPS, 1997b).

6.2.4.2 Potential Impacts Resulting from the Proposed Action

P&DC Traffic: A total of 850 employees would work (over seven days and over three 8½-hour shifts or tours) at the new Portland P&DC. On the first shift, which would start at 11:00 p.m., 29 percent of the employees would work, 24 percent of the employees would start work at 7:00 a.m., and the remaining employees (47 percent) would begin work at 3:00 p.m.. According to Postal Service personnel, the best way to estimate the daily employee complement at the P&DC would be to divide the total number of employees by six, multiply this result by five, and account for another 15 percent of employees off due to leave (Burrington, 1997). Using this method, an estimated 602 employees would be on-site each day. If each employee is assumed to drive to work alone via his or her own vehicle, and stay on-site for lunch (Burrington, 1997), then commuting postal employees could contribute as many as 1,204 vehicle trips to the surrounding area daily. Most of this traffic (approximately 427 trips) would be concentrated during the mid afternoon hours (3:00 p.m.).

In addition, approximately 200 more vehicle trips are expected to be associated with operation of the new facility each day, consisting of 160 highway contract vehicle trips and 40 trips associated with other business (Burrington, 1997). Most of this traffic would be concentrated between 5:00 a.m. and 6:00 a.m., and between 5:00 p.m. and 7:00 p.m.. When added to the commuter trips mentioned earlier, the new Portland P&DC could contribute as many as 1,404 vehicle trips to the surrounding area daily.

Due to the limited hours of availability and the distance from the site, no employees are expected to use public transportation (bus service) to ride to and from the site.

No retail service or post office box service would be available at the new Portland P&DC site; therefore, customer traffic is expected to be minimal.

A new P&DC at the Scarborough site would shift postal-related traffic from Northwest Annex, the South Portland Carrier Annex, the Rand Road Station, and the Quarry Road warehouse facilities to the new P&DC location and to the location of the Portland Main Post Office (i.e., the existing P&DC). All traffic associated with processing and distribution operations at the existing P&DC would also shift to the new P&DC. This traffic would include carrier traffic, transport trucks, and highway contract vehicles.

According to Postal Service personnel (Sterling, 1997), delivery trucks travelling to and from the new P&DC would most likely use the nearest access to the highway system. If the new P&DC is built on the Scarborough Downs site, trucks would access the Maine Turnpike at Exit 6 via Payne Road and Haigis Parkway.

The traffic associated with the operation of a new P&DC at the Scarborough Downs Tract has the potential to impact traffic conditions on Payne Road. According to Ken Dinsmore, the Town Engineer for the Town of Scarborough, any business or developer planning construction within the town limits must submit a traffic study to the town as part of the site plan review. Therefore, Dames & Moore recommends a traffic study be performed to more fully assess the impact that the proposed P&DC would have on traffic congestion on Payne Road.

Construction Traffic: Construction of the new Portland P&DC would require the presence of additional vehicles at the site during construction. Construction-related traffic would be transient in nature and therefore is not expected to significantly impact overall traffic conditions.

6.2.5 Noise

6.2.5.1 Existing Conditions

Noise: The Scarborough Downs Tract is located on an undeveloped portion of the Scarborough Downs racetrack complex. Surrounding land uses include a junkyard (Colpritt's) and Payne Road to the northwest; Scarborough Downs racetrack and barns to the southwest and south; and undeveloped wooded land to the east. I-95 (Maine Turnpike) is located immediately west of Payne Road. Several residential properties were observed by Dames & Moore along the western side of Payne Road at its intersection with Holmes Road and further north of the intersection.

The main sources of noise in the project area are activities associated with Colpritt's Junkyard and the Scarborough Downs racetrack. A low level of traffic noise is also generated from Scarborough Downs Access Road and Payne Road.

Sensitive Receptors: Sensitive receptors identified within the site area are the residential properties along Holmes Road, immediately across Payne Road, located approximately 800 feet west of the

Scarborough Downs Tract's western boundary. No other sensitive receptors in the immediate vicinity of the site were identified during this assessment.

6.2.5.2 Potential Impacts Resulting from the Proposed Action/Mitigation Measures

Construction of a new P&DC at the Scarborough Downs Tract will cause an increase in exterior noise, but this increased noise will be temporary in nature. The majority of the noise associated with the operation of the future P&DC would be generated from the movement of facility vehicles.

Noise Impacts During Construction: Construction-related noise would result from the Proposed Action. Other than delivery of the building materials and concrete, the noise anticipated from the construction of the P&DC should be similar to that associated with residential construction. Blasting of rock during construction is not anticipated.

Exterior Postal Operations: The majority of postal operations would occur inside the P&DC building. However, traffic and, therefore, noise are expected to increase in the area as a result of the conversion of a portion of the site from woodland to a developed and operational postal facility. As stated earlier in section 6.2.4, approximately 160 highway contract vehicle (i.e. delivery truck) trips would be associated with the daily operation of the new P&DC. If the arrival and departure times of these vehicles are similar to their schedule at the existing P&DC (Sterling, 1997), then approximately 38 percent (or 61 trips) of the trips would occur between 12:00 a.m. and 7:00 a.m., 26 percent (42 trips) would occur between 7:00 a.m. and 3:00 p.m., and 36 percent (57 trips) would occur between 3:00 p.m. and 12:00 a.m. Thus, the majority of the truck traffic to and from the new facility would occur during the evening and at night. The nearest residents (along Payne Road) are located over 1,000 feet from the proposed truck maneuvering and platform area. The area between the P&DC and Payne Road would likely remain wooded. This usage, the location of the platform, and the infrequency of delivery vehicle traffic, minimizes noise impacts to the area.

Although vehicular noise would be generated from the operation of a new P&DC, the Scarborough Downs Tract is located in an area zoned for general business use, and the P&DC would be a conforming use of the site.

Mitigative Measures: Although of a temporary nature, construction noise can be minimized for off-site and on-site receptors by the following mitigative measures:

- Managing construction to limit significant noises to between 7:00 a.m. and 7:00 p.m. Monday through Saturday.

- To lessen the potential noise impact to construction workers, construction workers involved in daily operations on or around heavy equipment would wear ear protective safety equipment such as ear plugs or muffs.

6.2.6 Air Quality

6.2.6.1 Existing Conditions

The Scarborough Downs Tract is currently undeveloped woodland. The area nearby is mainly residential or undeveloped. No large sources of air emissions were identified in the immediate area. The major source of air emissions in the area is vehicles.

The Maine DEP does not operate any ambient air quality monitoring stations in the immediate vicinity of the Scarborough Downs Tract. Therefore, no monitoring data exist for use in comparing air quality conditions among the three sites.

Carbon monoxide concentrations are not considered a concern in the Portland area, and the DEP does not operate a monitor for carbon monoxide in the Portland area. Further, the DEP reported that the EPA had conducted a short-term carbon monoxide study in the Portland area and found that carbon monoxide concentrations were at very low levels.

6.2.6.2 Air Quality Attainment Status

The Scarborough Downs Tract is located in Cumberland County. The EPA classifies Cumberland County as part of a "moderate" non-attainment area for ozone. [Ozone is not emitted from vehicles, but is formed from the photochemical reaction of precursor pollutants, primarily nitrogen oxides (NO_x) and volatile organic compounds (VOC), which are emitted from vehicles]. Special permitting requirements are needed for major stationary sources of VOC and NO_x located in ozone non-attainment areas. (Major stationary sources in areas of Maine classified as "moderate" are sources with emissions greater than 50 tons per year of VOC or 100 tons per year of NO_x).

Ozone is a pollutant of regional concern and ozone concentrations would not be expected to vary substantially from one proposed site to another, on average. Emissions directly attributable to vehicle

trips generated by the Postal Service facility are not expected to have a significant effect on regional ozone levels.

6.2.6.3 Potential Impacts Resulting From The Proposed Action

Construction-Related Air Quality Impacts: The major air quality impacts associated with construction of the proposed building are those associated with emissions from the operation of construction equipment, the vehicles used to deliver building materials, and the paving of the driveways and parking and maneuvering areas. Emissions from gasoline- and diesel-operated machines are expected to be minimal. Fugitive dust emissions resulting from grading, paving, and other construction activities are also expected to be minor. Construction air impacts are considered insignificant due to the relatively small magnitude of the impacts and the temporary nature of the construction activities.

Air Quality Impacts During Operation: The primary emissions associated with the proposed facility are emissions from motor vehicles and emissions from natural gas-fired boilers. The preliminary facility design includes two natural gas-fired boilers that are estimated to have a combined heat input capacity of 1.5 million Btu/hr (Traexler, 1997).

Air Permits: Construction and use of the proposed P&DC do not require air permit(s) from the Maine Department of Environmental Protection (MDEP). The MDEP also does not require air quality permits for mobile sources (vehicles). Other than emissions associated with the natural gas-fired boilers, no stationary source air emissions are expected from the facility. MDEP allows for natural gas-fired fuel-burning equipment to be exempt from air quality permitting if the total heat input capacity of the equipment is less than 10 million Btu/hour. The proposed boilers at the P&DC would be below this capacity at an estimated 1.5 million Btu/hour.

Air Quality Impacts Related to Traffic: Traffic data from 1995 was available for the intersection of Payne Road and the Scarborough Downs Access Road. The average traffic on Payne Road north of the intersection was 11,680 vehicles per day, and the average traffic south of the intersection was 10,960 vehicles per day. The total number of vehicle trips generated by the P&DC operation is estimated to be about 1,404 trips per day.

The emissions of most interest for the proposed facility are emissions from vehicles. Related to vehicular emissions, the pollutants of most interest are carbon monoxide from a local impact standpoint and ozone from a regional standpoint. Based on the available information, the increase in traffic due to the proposed facility is expected to have only a minor impact on air quality in comparison with current traffic volume in the area.

Conformity: Federal actions (other than transportation projects) in ozone non-attainment areas must be reviewed for applicability of "general conformity" requirements (40 CFR 51, subpart W). The purpose of the general conformity rules is to assure that Federal actions are consistent with state implementation plans and would not increase the frequency or severity of an existing air quality standards non-attainment condition or delay attainment of standards. To gain this assurance, Federal actions are subject to a conformity determination unless project emissions are below defined threshold levels or the project is otherwise considered exempt.

The threshold emission level for moderate ozone non-attainment areas is 100 tons per year of either VOC or NO_x. These thresholds apply to the sum of direct and indirect emissions.

No indirect VOC or NO_x emissions are expected to result from the Proposed Action. Direct VOC and NO_x emissions from the proposed project are primarily mobile source emissions from the vehicles entering and leaving the P&DC and emissions from the proposed boilers. Total vehicle and boiler VOC and NO_x emissions attributable to the expansion should be well below the 100-ton-per-year threshold. Therefore, a conformity determination is not considered necessary for the proposed project.

6.2.6.4 Recommended Mitigation Measures

No mitigation measures are believed necessary due to operation of the proposed postal facility. However, during facility construction, if fugitive dust emissions on egress routes become excessive, housekeeping steps should be implemented to remove mud and soil tracked onto the adjacent roadways.

6.2.7 Population Trends and Housing

6.2.7.1 Existing Conditions

The existing P&DC located in downtown Portland serves an estimated 720,000 customers which, according to the *FPC* (USPS, 1997a), is approximately 60 percent of the State of Maine's population. Based on information issued by the U.S. Bureau of the Census, the population of Maine increased by 1.3 percent, from 1,227,928 in April 1990 to 1,243,316 in July 1996 (1997a). The U.S. Census expects the total Maine population to increase by approximately 181,000 people over the next three decades (1997b). The Greater Portland Region embodies a total population of approximately 200,000.

The Scarborough Downs Tract is located in the town of Scarborough in Cumberland County. Based on the 1990 Census estimates, Scarborough has a population of approximately 13,128 and Cumberland County has a population of 243,135 (Allen, 1997). More recently, permitting information on record at the Scarborough Planning Department estimated the Scarborough population to be up to 14,158 in 1995 (Ziepniewski, 1997). The *Scarborough Comprehensive Plan 1994* on file at the Scarborough Planning Department projected the Scarborough population in 2003 to be between 14,400 and 16,100 (Ziepniewski, 1997). Historically, the population of Scarborough has increased at an average rate of 1.96 percent per year between 1890 to 1990 and 2.36 percent per year between 1970 to 1990 (Ziepniewski, 1997).

6.2.7.2 Potential Impacts Resulting from the Proposed Action

The Postal Service anticipates that up to 850 employees would be reassigned to the new P&DC as a result of the proposed construction (Burrington, 1997). The employees are not expected to add to the local population since the existing P&DC in downtown Portland and associated postal facilities, and the proposed site are located within 5 miles of each other. Thus, no additional housing would be needed as a result of the Proposed Action.

Construction of a new P&DC would have minimal impacts on population trends and housing since construction would be short term and would most likely use local construction firms. Also, there are no plans to hire additional staff at the new P&DC following the completion of the proposed construction.

6.2.8 Relocation of Employees, Residences, and Businesses

6.2.8.1 Existing Conditions

The Scarborough Downs Tract is presently undeveloped and, as such, no businesses or residences occupy the site. The site is located within 5 miles of the existing downtown P&DC and associated postal facilities.

6.2.8.2 Potential Impacts Resulting from the Proposed Action

The proposed construction would not result in a relocation of businesses or residences from the Scarborough Downs Tract since it is presently undeveloped.

Approximately 850 employees would be relocated to the proposed P&DC (Burrington, 1997). Implementation of the Proposed Action at the Scarborough Downs Tract would not require the employees to relocate their residences since the site is located within 5 miles of the existing P&DC and other associated postal facilities.

6.2.9 Community Services

6.2.9.1 Existing Conditions

The Scarborough Downs Tract is located in the town of Scarborough, which abuts the city of South Portland to the west. As such, it has easy access to community services such as restaurants, medical services, commercial-retail facilities, and police/fire protection located in Scarborough, as well as in the Greater Portland Region.

Access and Distance to Restaurants/Services: The nearest restaurants are located approximately 1 mile southwest of the Scarborough Downs Tract along Payne Road (MapBlast!, 1997). Additionally, the cities of Portland and South Portland offer the services of a variety a hotels, shopping areas, restaurants and civic facilities such as, the South Portland Fire and Police Departments, the Chamber of Commerce of the Greater Portland Region, the Cumberland County Courthouse, Cumberland County Civic Center, and the Portland International Ferry Terminal (DeLorme, 1997). Downtown Portland and the Old Port district of Portland are located approximately 5 miles northeast of the Scarborough Downs Tract. The site has easy access to the Portland International Jetport, which is located roughly 3 miles northeast of the tract.

Access and Distance to Hospitals: The closest medical facilities are the Maine Medical Center (22 Bramhall Street) and Mercy Hospital (144 State Street), which are located roughly 5 miles from the Scarborough Downs Tract in downtown Portland (DeLorme, 1997; NYNEX, 1996). Brighton Medical Center Emergency Services is also easily accessible and is located just over 5 miles northeast of the tract at 335 Brighton Avenue (MapBlast!, 1997).

Emergency Services, Fire and Police Protection: 911 emergency service is available for police, fire and medical services. The Scarborough Fire and Police Departments are located on Oak Hill Scar, approximately 1.5 miles southeast of the tract (MapBlast!, 1997). The Greater Portland Area is reportedly adequately staffed with fire, police and emergency medical service personnel (Burrington, 1997).

6.2.9.2 Potential Impacts Resulting from the Proposed Action

As previously stated, the proposed construction of a new P&DC is not expected to significantly add to the local area population. Thus, there is no additional need for community services such as medical care, fire protection or police protection. No additional services are expected to be required during the construction activities. No significant negative impacts to the local area community facilities and services would occur.

6.2.10 Utilities

6.2.10.1 Existing Conditions

Currently, the only utility present on the Scarborough site is public water. A 12-inch water line, located on the east side of Payne Road, connects to a private 8-inch line that serves the Scarborough Downs Race Track (Portland Water District, 1997). Dames & Moore would recommend negotiating a service easement along this line.

6.2.10.2 Potential Impacts Resulting from the Proposed Action

Public sewer service, natural gas service, electrical service, and telephone service must be extended to the Scarborough Downs Tract. The nearest locations of these utilities are described below.

Sewer: The town of Scarborough plans to extend sewer service to the site area in the near future; however, no specific plans regarding where and when the expansion would occur are available at this time. Current plans are to extend the sewer system from one of three possible locations: (1) west from Route 1 through the Scarborough Downs Access Road, (2) from Haigis Parkway, or (3) from Payne Road (Scarborough Sanitation Department, 1997). If the sewer system extension is not in place when the new P&DC is constructed, the facility may be able to be served by the current Scarborough Downs sewer system. This system, which is used solely by the race track, connects to the public system located north of the track. With an upgrade, connection to the Scarborough Downs system could be a suitable temporary solution until the public system is in place.

Natural gas: Currently, the closest connection to natural gas is near Wal-Mart on Spring Street, located nearly 2 miles from the site. The extension would likely run south along Payne Road to the site. The Postal Service's cost of the line extension, if any, would be determined based upon estimated load usage (Northern Utilities, 1997).

Electricity: Three-phase electrical service is currently available along Payne Road; an extension from this location would be required to supply the site with electrical service. The Postal Service's cost to extend service to the site is dependent upon the type of service needed (Central Maine Power, 1997).

Telephone: Telephone service in the Portland area is provided by NYNEX. A reply has not yet been received to a request for specific connection information. However, it is assumed that adequate telephone service can be provided at the site.

6.2.11 Energy Requirements and Conservation

6.2.11.1 Existing Conditions

The Scarborough Downs Tract is presently undeveloped and, thus, no buildings exist at the site.

6.2.11.2 Potential Impacts Resulting from the Proposed Action

Energy conservation would be considered in the facility design. New automated equipment would be incorporated into the P&DC in a manner that would conserve energy. Consideration would also be given to utilizing energy-saving light bulbs throughout the new P&DC.

THIS PAGE INTENTIONALLY LEFT BLANK

7.0 EVALUATION OF IMPACTS – GRONDIN'S QUARRY TRACT ALTERNATIVE

This section describes the existing environment, the anticipated environmental impacts associated with the Grondin's Quarry Tract Alternative, as well as suggested measures to mitigate potentially adverse impacts.

7.1 PHYSICAL ENVIRONMENT

7.1.1 Topography

7.1.1.1 Existing Conditions

The Scarborough, Maine area is located in the coastal lowland section of the New England Physiographic Province. The coastal lowland is an area of low relief with isolated hills representing a glacially eroded peneplain. These lowlands occur at elevations below 500 feet mean sea level (msl). This area is bounded to the west by the boundary mountains and the central foothills and to the east by the Atlantic Ocean.

Review of the United States Geological Survey (USGS) *7.5-minute Prouts Neck, Maine Quadrangle Map* [1957, photorevised 1970 and 1978 (Figure 12)] indicates that the elevations at the site range from approximately 40 to 100 feet msl. Based upon aerial photographs, interviews and other data presented in the Phase I report (Dames & Moore, May 1996), the site topography has been altered due to the ongoing quarry operations which are removing a bedrock knoll from the site, and on-site material stockpiles.

The site topography gently slopes to the southwest (Figure 12). The majority of the site is gently sloped such that surface water drains into adjacent wetlands and topographic low areas which ultimately drain to the Nonesuch River to the south. The Nonesuch River drains to the Atlantic Ocean within 5 miles of the site.

The area of the proposed expansion at the site consists of a relatively level undeveloped open area surrounded by forested wetlands. This level area contains stockpiles of construction aggregate, demolition debris, and equipment storage.

7.1.1.2 Potential Impacts Resulting from the Proposed Action

The area of the proposed development is relatively flat with an average elevation of approximately 60 feet msl. The proposed building would not significantly impact the existing site contours and would not require excessive site development costs to bring the site to grade. The flat topography adjacent to the proposed development area may necessitate a pumping lift station along a sewer line from the facility.

7.1.2 Geology and Soils

7.1.2.1 Existing Conditions

Site Characteristics: As previously stated, Grondin's Quarry Tract is located in the coastal lowland section of the New England Physiographic Province. The coastal lowland in the site area contains weakly metamorphosed sedimentary and volcanic rocks of the Casco Bay Group which is of Ordovician to Precambrian Age. This group includes the on-site schists and phyllites mapped as the Spring Point Formation.

In the *Soil Survey of Cumberland County, Maine* (United States Department of Agriculture [USDA], 1974), the majority of the soils at the site were identified as Saugatuck loamy sand. Saugatuck soils comprise deep, poorly-drained, nearly-level, coarse-textured soils. Limitations to these soils are severe or very severe due to high water table. Other soils mapped on-site include Au Gres loamy sand; Swanton fine, sandy loam; and Hollis fine, sandy loam (0 to 8 percent slopes). Some of these soils (AuGres, Swanton and Woodbridge) have severe to very severe limitations due to the high water table or wetness, and Hollis soils have severe to very severe limitation due to shallow bedrock.

On-site soils are mapped as the Presumpscot Formation, a glaciomarine deposit formed during the retreat of the continental glacier from the area during the Quaternary Period. The Presumpscot Formation generally comprises silt and clay-sized materials, with lessor amounts of sand. This Formation is typically poorly drained and the soils may have limited bearing capacities. Test pits excavated on-site confirmed the presence of Presumpscot Formation silts and clays. Some areas on-site contained clam and mussel shell fragments (Dames & Moore, 1996b). Wetlands were delineated in the western half of the Grondin property in forested areas.

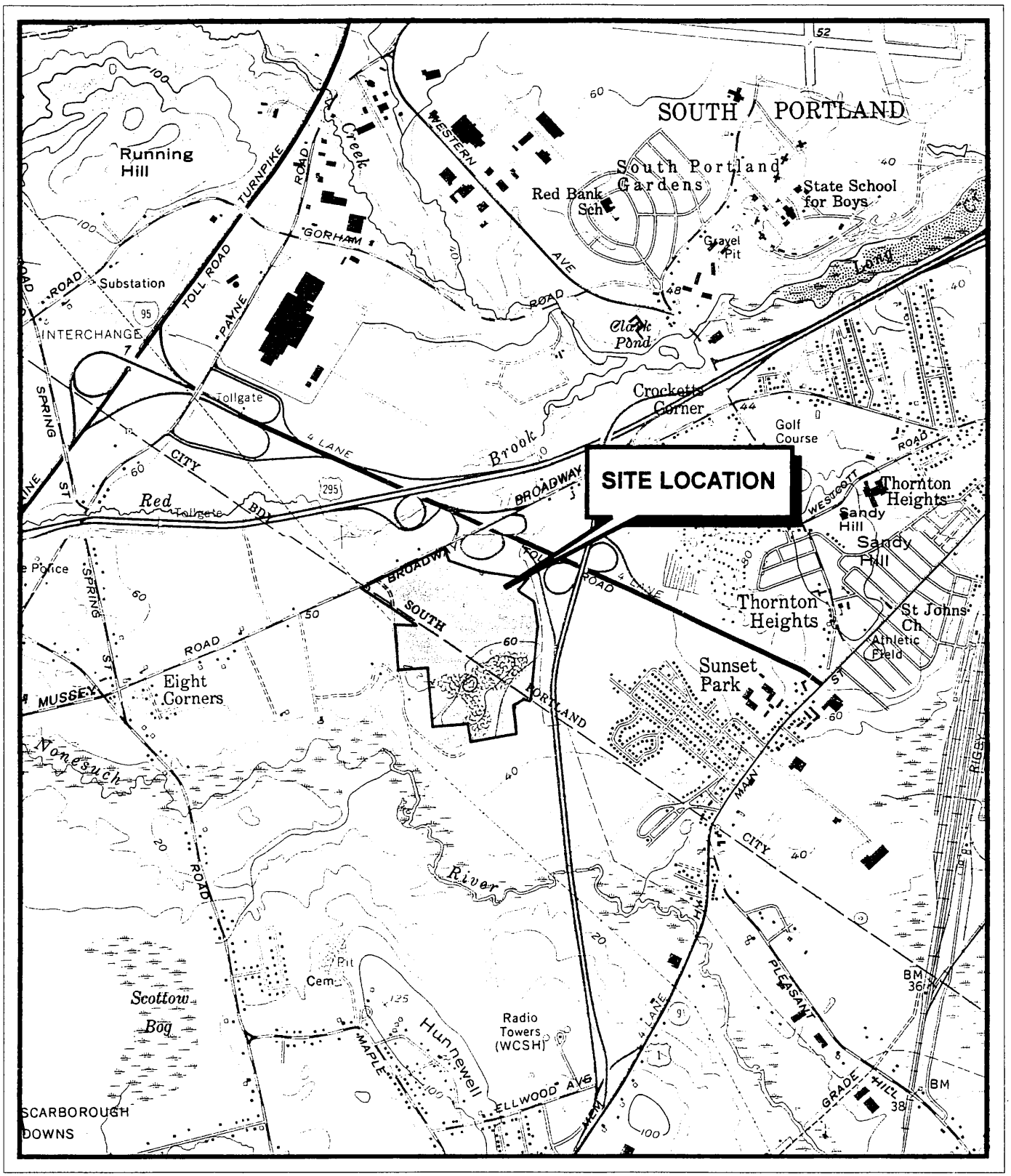


Figure 12

SOURCE: Base map is from portions of the U.S.G.S. 1:24,000 scale topographic maps titled: "Prouts Neck, ME.", photorevised 1978 and "Portland West, ME.", photorevised 1978

U.S.G.S. TOPOGRAPHIC MAP OF GRONDIN'S QUARRY TRACT AREA
Proposed New Portland Processing and Distribution Center
United States Postal Service
Portland, Maine

DAMES & MOORE

Subsurface Conditions, Impediments to Development: The site is currently undeveloped. No geologic impediments to development were identified during this assessment.

Presence of Faults and Folds: The site is located in the Norumbega Fault Zone. At least five faults are located within five miles of the site. These faults developed as part of the Taconic Orogeny of late Ordovician Age and are generally considered inactive, although several minor earthquakes have been historically located less than five miles north of the site along the Flying Point Fault. The site lies in the middle of a series of synclines and anticlines that are unnamed.

Seismic Hazard Potential: The Scarborough, Maine area is relatively free of seismic events. While seismic activity is not considered to be a major threat to the site vicinity, the area has a moderate earthquake hazard. The probablistic earthquake accelerations (90 percent probability) that may occur with a frequency of 50 years or 250 years are 8 percent and 17 percent of gravity, respectively (USGS, 1990).

Radon: Cumberland County, Maine has radon in excess of 4.0 picoCuries per liter (pCi/L) of air (4.0 pCi/L is the EPA-recommended action level) in over 50 percent of the buildings tested.

Potential for Site Contamination: Based upon review of aerial photography (Figure 13) and vicinity reconnaissance, the subject property and the surrounding area consist largely of commercial, residential and light industrial properties interspersed with forested and agricultural land.

On-site monitoring wells near the southern boundary of the site (adjacent to an active truck maintenance facility) indicate petroleum impacts to soils and groundwater. On-site waste control practices historically appear to have been an issue for the quarry operation. Drums, apparent oil-stained soil, and piles of demolition debris may contribute to site environmental impacts (Dames & Moore, 1996b).

7.1.2.2 Potential Impacts Resulting from the Proposed Action

The Proposed Action at the Grondin's Quarry Tract should not adversely impact the site soil/geology. However, several factors should be considered at this site, as follows:

- Local flooding could occur, particularly in on-site areas with Saugatuck soils.

- Natural woodland vegetation should be retained and protected where possible to provide maximum evapotranspiration.

- The preliminary site utilization plans indicate minimal impacts to on-site wetlands. The presence of the wetlands should be considered in all further project design evaluations.

- Additional information regarding the characteristics and load bearing capacities of the Presumpscot Formation should be obtained prior to designing a building for the site, to minimize settlement. In addition, the presence of shallow bedrock should be addressed in the project design.

- Based upon discussions with the Maine Radon indoor air quality (IAQ) Coordinator (Stillwell, 1997), radon control measures should be considered in building design. Positive-pressure ventilation systems have been successful in mitigating radon in large buildings such as schools.

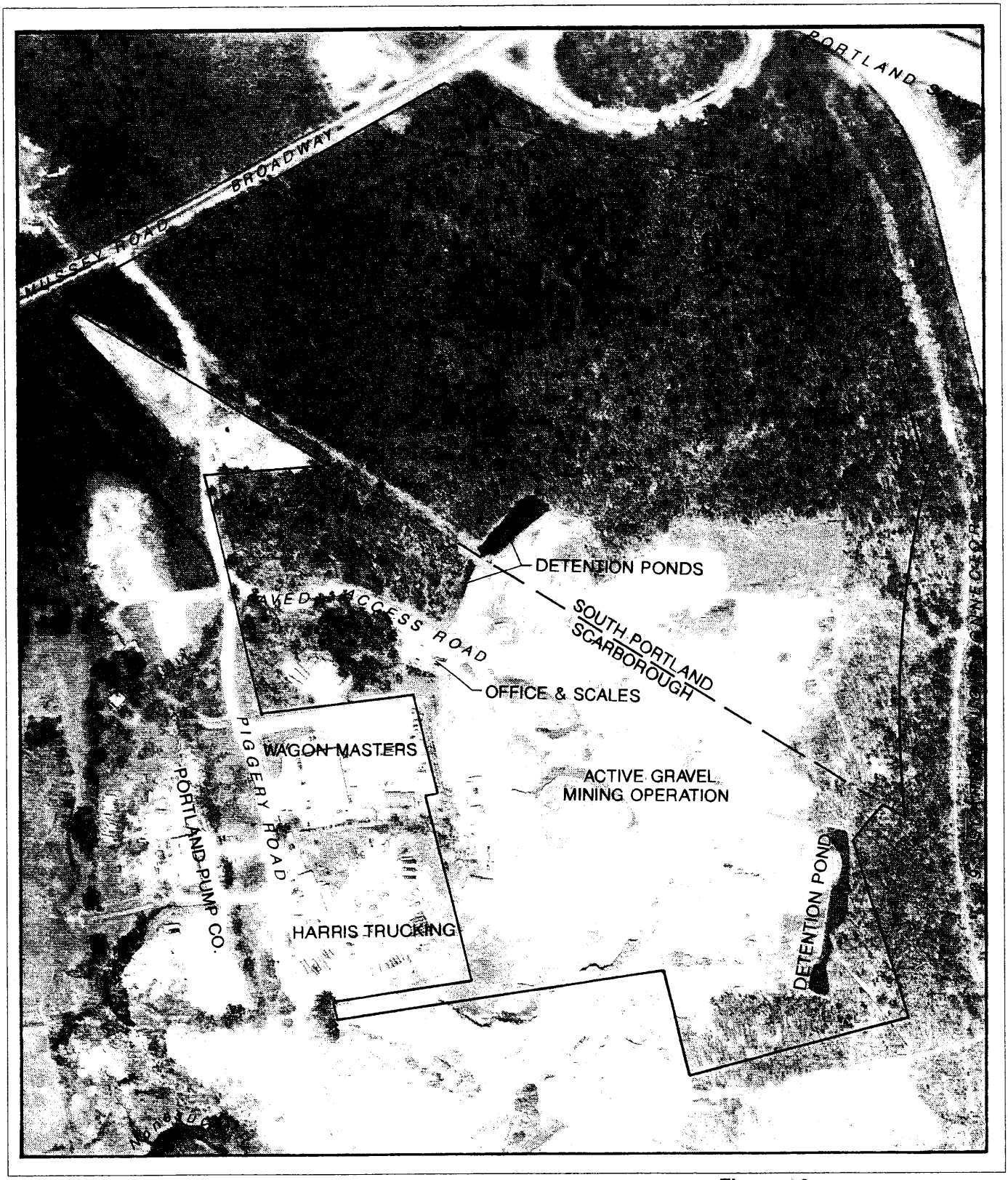
7.1.3 Hydrology/Water Quality

7.1.3.1 Existing Conditions

Local Groundwater: The transport of groundwater in the Scarborough, Maine area is predominantly through two separate but interconnected water-bearing zones. A shallow water-bearing zone often occurs within the water-deposited sediments above bedrock, and a deeper zone can occur within the underlying bedrock. The sediments on top of the bedrock comprise the surficial aquifer in the subject property area.

Groundwater in the surficial aquifer occurs in the interstitial pore spaces between the individual grains comprising the sediments. Groundwater in this zone typically occurs under water table conditions with groundwater flow being from topographic highs (recharge areas) to topographic lows (discharge areas). The site is not located on a mapped sand and gravel aquifer [Maine Geological Survey (MGS), 1979].

The occurrence and movement of groundwater in the underlying bedrock is controlled by pore space, joints, fractures, and faults within the bedrock. Groundwater within this deeper zone can occur under both confined and unconfined conditions. Because groundwater occurrence and movement are partially controlled by the distribution of structural openings in the bedrock, it is difficult to predict groundwater movement in this deeper zone, particularly on a small scale.



SOURCE: Greater Portland Council of Governments 1995
Aerial Photograph

Figure 13

AERIAL PHOTOGRAPH OF
GRONDIN'S QUARRY TRACT
Proposed New Portland
Processing and Distribution Center
United States Postal Service
Portland, Maine

DAMES & MOORE

Aquifer Recharge Areas: Recharge to the aquifer basin in the Scarborough area is by surface water infiltration through the overlying sediment.

Depth to Groundwater: Based upon monitoring well data, wetland delineation activities and site observation, groundwater is present at depths ranging from less than 1 foot to up to 8 feet below ground surface.

Water Retention Requirements: Stormwater detention ponds are present in the southeastern portion and in the central portion of the Grondin's Quarry Tract.

Site Surface Drainage: Preliminary on-site mapping has identified forested wetlands on the northern half of the Grondin's Quarry Tract. The site topography is sloped such that surface water flows to the north, where it enters the wetlands area, and eventually flows into the Nonesuch River. Several stormwater detention ponds have been created on-site, however these ponds generally promote infiltration into the site soils.

Streams or Lakes: Based on review of the *USGS Prouts Neck, Maine 7.5-minute Topographic Quadrangle* map (USGS, 1978) and a site reconnaissance, there are no streams located on the site (Figure 12). Several manmade storm water detention ponds are located on the site. The Nonesuch River is located approximately 300 to 500 feet southwest of the site and receives local drainage from the site and surrounding areas.

Floodplain: According to the *Scarborough Flood Insurance Rate Map* (FIRM), the subject property is located in Zone C and, therefore, not within a federally designated 100-year or 500-year flood zone.

Wetlands: Figure 14 depicts the approximate location of the preliminary wetland boundaries on the site. Forested wetlands were identified and delineated in the majority of the northern portion of the site. The wetland areas are generally undeveloped except for a small gravel road that accesses the site from Piggery Road along the Scarborough-South Portland municipal boundary (Figures 12 and 13).

Wild and Scenic Rivers: According to information provided in the Wild and Scenic Rivers Act, the site is not near any federally designated wild and scenic waterways (16 U.S.C. §§1274-1276).

7.1.3.2 Potential Impacts Resulting from the Proposed Action

This alternative would not adversely affect the occurrence or flow of groundwater at the site. Due to flat topography throughout much of the site, stormwater control and retention should be considered in the project design. Surface water recharge may need to be diverted in some areas, potentially resulting in a minor and very local shift in groundwater flow direction. Petroleum- and solvent-impacted groundwater is not expected to affect site development, but may need to be addressed from a regulatory perspective to minimize potential future liability issues.

Best Management Practices would be employed during the construction to control soil erosion and to decrease impacts to surface water quality.

A National Pollutant Discharge Elimination System (NPDES) permit is required for the Proposed Action since more than 5 acres of land is being disturbed. An erosion and sediment control plan would be prepared and implemented.

The discharge of dredge or fill material into wetlands and other jurisdictional waters is prohibited without U.S. Army Corps of Engineers (USACE) and Maine Department of Environmental Protection (DEP) authorization. Any activities that would result in the deposition of fill material into jurisdictional waters would require a permit from the USACE pursuant to Section 404 of the Clean Water Act and/or from the DEP pursuant to the Maine Natural Resources Protection Act (NRPA). In Maine, the DEP and USACE have a joint permitting process, therefore, the DEP coordinates with the Federal agencies in permitting projects.

Maine's tiered wetland permitting process system and the Postal Service policy regarding wetlands are described in Section 5.1.3.2. The Postal Service considered the location of on-site wetlands in their site design as shown in the Preliminary Site Utilization for the Grondin's Quarry Tract (Figure 4).

The Proposed Action would require development of an alternate access road to the site as the current access road, Piggery Road, crosses privately owned property for which the site apparently has no deeded right-of-way (ROW). Other areas that might be considered for site access would require development through forested wetlands that could result in lengthy, complex, and costly permitting activities. Dames & Moore held a site meeting with USACE to discuss site development related to

wetlands. According to the USACE, the gravel woods road (Figure 14) that accesses the site from Piggery Road along the Scarborough-South Portland boundary was previously constructed in accordance with USACE requirements and is acceptable as currently constructed (USACE, 1997). If the road is not widened or altered in a manner that could impact the adjacent wetland, additional permitting would not be required from the USACE or DEP. However, this road is single lane and would likely require widening. It is anticipated that the road widening would require Tier 2 permitting review by the DEP.

7.1.4 Prime Farmland

7.1.4.1 Existing Conditions

Soil map units designated as meeting the requirements for Prime Farmland in Cumberland County by the NRCS were not identified on the site by the *Soil Survey of Cumberland County, Maine* (USDA, 1974).

7.1.4.2 Potential Impacts Resulting from the Proposed Action

There would be no impacts to Prime Farmland at the site.

7.1.5 Botanical Element

7.1.5.1 Existing Conditions

The site is currently an active rock quarry with most of the activity performed in the southern half of the site. Vegetation cover in this area consists primarily of barren ground and ruderal plants typical of disturbed situations. Much of the northern part of the site is mixed hardwood and conifer forest (Figures 12 and 13). Dominant vegetation in the forested portion includes white pine, balsam fir, and spruce.

According to information provided by the Maine Department of Conservation Natural Areas Program, there are no known occurrences at the site of threatened or endangered plant species listed by the USFWS as occurring in Maine (Appendix D).

7.1.5.2 Potential Impacts Resulting from the Proposed Action

Impacts to vegetation at the site would be insignificant if the highly disturbed, southern portion of the site is developed by the Proposed Action, as is preliminarily planned. The Proposed Action would eliminate relatively undisturbed mixed hardwood and conifer forest if the forested northern portion is developed. Retention of natural forested areas not required by the Proposed Action would lessen impacts to vegetation and would provide filtration and absorption of runoff from development on the site.

7.1.6 Fish and Wildlife

7.1.6.1 Existing Conditions

The southern portion of the Grondin's Quarry Tract has been heavily disturbed by current on-going human activity. In addition, various types of development are located either adjacent to or in close proximity to the site. The faunal community in the northern forested portion of the site is probably typical of other forested tracts of similar size surrounded by development in the region.

According to information provided by the Maine Department of Inland Fisheries and Wildlife, there are no known occurrences at the site of threatened or endangered animal species listed by the USFWS as occurring in Maine (Appendix D).

7.1.6.2 Potential Impacts Resulting from the Proposed Action

Potential impacts to the portion of the site occupied by the active rock quarry operation would be minimal. Retention of the natural forested areas in the northern portion of the tract, which is not required for development, would lessen potential impacts to wildlife.

7.2 CULTURAL ENVIRONMENT

7.2.1 Historical and Archeological Resources

7.2.1.1 Existing Conditions

Dames & Moore visited the Maine Historic Preservation Commission (the State Historic Preservation Office for the State of Maine) on August 27, 1997, and met with Robert Bradley, Deputy State Historic Preservation Officer. The purpose of the visit was to seek information about previous cultural

resource surveys and known sites in the project area and immediate vicinity, and about the likelihood that historic properties would be affected by the proposed undertaking. A brief description of the undertaking and information about site location were provided to Mr. Bradley. Under the established procedure of the Maine Historic Preservation Commission, their staff conducted a records search to determine if any properties are known in the project area, and if it is anticipated that any sites will be identified and potentially affected by the proposed undertaking. The State responded to this request for information in a letter of September 5, 1997, from Earle G. Shettleworth, Jr., State Historic Preservation Officer (Appendix A).

The project area is an active rock quarry and construction material processing facility. Wooded areas surround the main operations area. The only structure on the site is a small modern wood frame scale house/office for the facility.

More than 95 percent of archeological sites in Maine "...are habitation/workshop sites at which Native Americans with a generalized hunter/gatherer or hunter/gatherer-horticultural economy both lived and worked...The predictive model for habitation/workshop sites is based on the fact that over 98 percent of habitation/workshop sites are located adjacent to a body of water that is navigable by canoe" (Maine Historic Preservation Commission, 1996). This model is complicated by the fact that water courses have changed over time. The nearest permanent surface water is the Nonesuch River approximately 300 to 500 feet west of the site. Because of the proximity of a navigable river and because a previously recorded archeological site is located nearby, it is anticipated that other prehistoric archeological sites may be identified on the Grondin's Quarry Tract project site.

No historic use or occupation of the project area is known and it is not anticipated that archeological sites dating to the historic period would be identified on the Grondin's Quarry Tract.

7.2.1.2 Potential Impacts Resulting from the Proposed Action

It is anticipated that archeological sites may be affected by the proposed undertaking if the Grondin Quarry Tract is the selected site. According to the September 5, 1997, letter from the Maine Historic Preservation Commission (Appendix A), "Site A (Grondin Quarry) has a known prehistoric archeological site (site 8.16) located along its southern boundary. This site was located by an avocational archeologist, and the rest of the parcel under consideration has not received any

archeological survey. We ask that you or the postal service contract for an archeological survey of the Grondin Quarry parcel if it is retained in consideration as a construction site."

Dames & Moore has requested site information on the subject archeological site from the Maine Historic Preservation Commission under the terms of their procedures for guarding archeological site information. That information has not yet been received. However, an archeological survey will be conducted in consultation with the Maine Historical Commission if the Grondin's Quarry Tract is selected for development by the Postal Service.

7.2.2 Local Employment and Economics

This section briefly summarizes the recent indicators of employment and economy in the vicinity of the proposed P&DC site based on information obtained from the Greater Portland Council of Governments (GPCOG) and the Maine Department of Labor.

7.2.2.1 Existing Conditions

According to information provided by the GPCOG (Goss, 1997), the Chamber of Commerce of the Greater Portland Region reports that most households in the Greater Portland Region are far above the national average for many market segments, as listed below. Furthermore, over 60 percent of the households earn more than $30,000. The following table shows employment by trade for Cumberland County in 1997 and estimates employment percentages for the next two decades:

Economic Activity and Employment for Cumberland County

Trade	Percent of Workforce		
	1997	2007	2014
Government	11.7	11.3	11.0
Services	34.2	39.2	42.1
Finance, Insurance, and Real Estate	9.8	9.3	8.9
Mining	<0.1	<0.1	<0.1
Farming	0.4	0.3	0.3
Construction	5.6	5.4	5.4

Trade	Percent of Workforce		
	1997	**2007**	**2014**
Manufacturing	8.4	6.9	6.1
Transportation and Public Utilities	3.8	3.5	3.1
Wholesale Trade	5.6	5.2	4.9
Retail Trade	20.4	18.9	18.1

Source: University of Southern Maine, REMI Model

Based on unemployment rates provided by the Maine Department of Labor (Carpentter, 1997), higher percentages of the South Portland and Scarborough workforces have been employed compared to the national workforce. The following table shows unemployment rates (not seasonally adjusted) for July 1997:

Unemployment Rates (not seasonally adjusted)

Area	Unemployment Rates July 1997
United States	5.0 percent
State of Maine	3.9 percent
Cumberland County	2.2 percent
Portland Metropolitan Statistical Area	2.1 percent
City of South Portland	2.1 percent
Town of Scarborough	1.5 percent

Source: Maine Department of Labor

7.2.2.2 Potential Impacts Resulting from the Proposed Action

The construction of the P&DC building would result in a small boost to the local economy of the Greater Portland Region. The construction, construction supervision, landscaping, and other associated tasks for the expansion would result in additional short-term jobs and revenue to the area. It is assumed that a substantial portion, if not all of this amount, would be spent in the Greater Portland Region.

Approximately 850 employees would be relocated to the new P&DC (Burrington, 1997) and thus, would result in a small beneficial impact on services in the vicinity of Grondin's Quarry Tract. Hiring of additional staff is not anticipated as a result of the Proposed Action.

7.2.3 Land Use and Zoning Patterns

7.2.3.1 Existing Conditions

Land Use: The Grondin's Quarry Tract is located on the municipal line between the town of Scarborough and the city of South Portland, in Cumberland County, Maine. The site is located 4 miles south of downtown Portland and 2 miles south of the Portland International Jetport. Access to the site is from Mussey Road, approximately 0.75 mile south of the Route 1 connector to the Maine Turnpike. The site is bordered to the east by a ROW for a buried water main and a limited access highway; and to the south, west, and north by various commercial services (Figure 13). In addition, several residences are located approximately 200 to 300 feet west of the site. The site is currently used as an active rock quarry and construction material processing facility.

Past Uses of the Site: The site has been operated as an active quarry since the mid-1950's. Prior to the mid-1950's, the site was used primarily as farmland. A 1964 aerial photograph of the Grondin's Quarry Tract indicates the occurrence of quarrying on the southern portion of the property, while the northern portion is undeveloped and wooded.

Environmental Condition of Existing Buildings on Site: A wooden scale house/office (less than 1000 square feet) associated with the quarry is the only on-site building observed at the tract (USPS, July 1997). No asbestos or lead-based paint (LBP) surveys have been conducted at the building.

Zoning: Since the Grondin's Quarry Tract is located on the municipal line of South Portland and Scarborough, zoning ordinances for both cities were reviewed. Under the jurisdiction of South Portland, the site is currently zoned "General Commercial" (CG). The "General Commercial District" was established to accommodate wholesale and service uses that do not depend on frequent personal visitors, customers, or clients, and include the storage of materials and finished products. Appropriate uses for property zoned for "CG" include the following: wholesale trade; warehousing and distribution facilities; transportation termini; new and/or used motor vehicle sales facilities; automotive filling stations, automotive repair services, and car washes; miscellaneous repair services;

public utility buildings, including substations, pumping stations, and compressor stations; accessory buildings and uses; child, adult, or combined day care centers; and telecommunication towers. Setbacks for property zoned "CG" include 50 feet for the front yard, and 20 feet or 50 percent of the building height (whichever is greater) for the side and rear yards (*City of South Portland Zoning Code*, last amended December 1993).

The Grondin's Quarry Tract is zoned as "Industrial District" (I) under the town of Scarborough zoning ordinance. The purpose of this zoning designation is to provide districts within the town of Scarborough for manufacturing, processing, treatment, research, warehousing, storage and distribution, where there is no danger of explosion or other hazard to public safety. The following uses are permitted in areas zoned "I": manufacturing, processing, and treatment; warehousing and storage; distribution and transportation; research laboratories; retail facilities and services accessory to principal permitted uses; business and professional offices; and accessory uses. The maximum building coverage for property zoned "I" is 35 percent, and the setbacks include 100 feet for the front yard, and 25 feet or 50 percent of the building height (whichever is greater) for the side and rear yard (*Town of Scarborough Zoning Regulations*, last amended 1994).

7.2.3.2 Potential Impacts Resulting from the Proposed Action

Implementation of the Proposed Action at the Grondin's Quarry Tract would not result in adverse impacts to land use and zoning patterns. The use of this site as a P&DC facility is a conforming use for the present zoning designations ("I" and "CG") of the property.

It is anticipated that the on-site scale house/office would be removed by the current owner prior to development.

Residential Development and Aesthetic Considerations: The site is located in an area zoned for commercial and industrial use. It is anticipated that the new P&DC would be constructed in similar style to the structures currently located in the site vicinity, and thus would not pose a significant visual impact.

Industrial Potential: The Proposed Action does not conflict with the potential industrial development in the area, as it would be constructed on property currently zoned for commercial and industrial use.

7.2.4 Transportation

This section identifies the metropolitan and local access to the Grondin's Quarry Tract as well as existing levels of traffic in the site vicinity. Additionally, this section assesses the potential impacts to traffic associated with constructing and operating a new Portland P&DC at this site.

7.2.4.1 Existing Conditions

The Grondin's Quarry Tract lies on the municipal line between the city of South Portland and the town of Scarborough (Figures 1 and 9). The site is located approximately 0.8 mile southeast of the interchange of the Route 1 Connector and the Maine Turnpike, off of Mussey Road/Broadway Avenue (Figure 13; the road is named "Mussey" in Scarborough and "Broadway" in South Portland). The site is currently operated as an active rock quarry. Access to the site can be gained via Piggery Road located off of Mussey Road/Broadway Avenue.

Mussey/Broadway is a two-lane road in the vicinity of the site. Currently, there is no traffic signal present at the intersection of Mussey/Broadway and the access road to the site. Based on information obtained from the town of Scarborough and the city of South Portland, no road improvements are planned in the site area (Griffin, 1997). The Route 1 Connector connects to the Maine Turnpike at Exit 7. From there, access to I-295 and to downtown Portland is easily obtained.

Traffic Levels: Current traffic counts were available for Exit 7 of the Maine Turnpike, and for Mussey Road at what would be the intersection with the site. Between January 1997 and May 1997, inclusive, the average traffic through Exit 7 was 18,745 vehicles per day (Maine Turnpike Authority, 1997b). The 1992 annual average daily traffic count on Mussey Road at its intersection with the site was 5,770 vehicles per day (Maine Department of Transportation).

Traffic Safety: According to Postal Service personnel, there are currently no known traffic problems associated with the city streets surrounding the Grondin's Quarry Tract (USPS, 1997b). However, according to Mr. Ken Dinsmore, the Town Engineer for the Town of Scarborough, an area of traffic congestion currently exists in the eight corners area of Scarborough, located on Mussey Road less than one mile from the Grondin's Quarry site. Two 4-corner intersections are located at eight corners; one intersection has a two-way stop, while the other has a flashing traffic signal. Although a traffic congestion problem has been identified in this area, the measures that will be undertaken to ease the

problem are still under discussion. Possible solutions include the construction of additional lanes on the streets, or making the two-way stop into a four-way stop (Dinsmore, 1997).

In addition, traffic congestion is an ongoing problem on Payne Road, which intersects Mussey Road approximately 1.25 miles west of the Grondin's Quarry Tract. Payne Road is a major artery in the site area. A traffic study was performed for Payne Road in 1990. As a result of that study, businesses or developments located within the town limits of Scarborough are required to pay traffic fees to the town which are proportional to the amount of traffic they generate on Payne Road during peak hours (4:00 p.m. to 6:00 p.m.). The revenue generated from these fees is used for reconstruction and improvement of Payne Road. Any business or developer planning construction within Scarborough must submit a traffic study to the town as part of their site plan review (Dinsmore, 1997).

According to the South Portland Planning Department, there are no apparent traffic congestion problems on Broadway Avenue at the municipal line (the location of the Grondin's Quarry site) (Cummings, 1997).

Public Transportation Availability: Public transportation is available in the Portland area between 5:30 a.m. and 11:00 p.m., but not within close proximity to the Grondin's Quarry Tract. The closest bus service is located approximately one mile from the site (USPS, 1997b).

7.2.4.2 Potential Impacts Resulting from the Proposed Action

P&DC Traffic: A total of 850 employees would work (over seven days and over three 8½-hour shifts or tours) at the new Portland P&DC. On the first shift, which would start at 11:00 p.m., 29 percent of the employees would work, 24 percent of the employees would start work at 7:00 a.m., and the remaining employees (47 percent) would begin work at 3:00 p.m.. According to Postal Service personnel, the best way to estimate the daily employee complement at the P&DC would be to divide the total number of employees by six, multiply this result by five, and account for another 15 percent of employees off due to leave (Burrington, 1997). Using this method, an estimated 602 employees would be on site each day. If each employee is assumed to drive to work alone via his or her own vehicle, and stay on-site for lunch (Burrington, 1997), then commuting postal employees could contribute as many as 1,204 vehicle trips to the surrounding area daily. Most of this traffic (approximately 427 trips) would be concentrated during the mid afternoon hours (3:00 p.m.).

In addition, approximately 200 more vehicle trips are expected to be associated with operation of the new facility each day, consisting of 160 highway contract vehicle trips and 40 trips associated with other business (Burrington, 1997). Most of this traffic would be concentrated between 5:00 a.m. and 6:00 a.m., and between 5:00 p.m. and 7:00 p.m.. When added to the commuter trips mentioned earlier, the new Portland P&DC could contribute as many as 1,404 vehicle trips to the surrounding area daily.

Due to the limited hours of availability and the distance from the site, no employees are expected to use public transportation (bus service) to ride to and from the site.

No retail service or post office box service would be available at the new Portland P&DC site; therefore, customer traffic is expected to be minimal.

A new P&DC at the Grondin's Quarry Tract would shift postal-related traffic from the Northwest Annex, the South Portland Carrier Annex, the Rand Road Station, and the Quarry Road warehouse facilities to the new P&DC location and to the location of the Portland Main Post Office (i.e., the existing P&DC). All traffic associated with processing and distribution operations at the existing P&DC would also shift to the new P&DC. This traffic would include carrier traffic, transport trucks, and highway contract vehicles.

According to Postal Service personnel (Sterling, 1997), delivery trucks travelling to and from the P&DC would most likely use the nearest access to the highway system. At the Grondin's Quarry Tract, trucks would travel along the Route 1 connector and access the Maine Turnpike at Exit 7. Given the existing levels of traffic on these roads, it is unlikely that delivery vehicle traffic would significantly impact the area.

However, commuter traffic associated with the operation of a new P&DC at the Grondin's Quarry Tract has the potential to impact traffic conditions at the eight corners area and perhaps the Payne Road area in Scarborough (Dinsmore, 1997). For example, in the event that the majority of commuter traffic travels through the eight corners area, as many as 427 (postal employees) vehicles could pass through that area in a hour's time. In addition, according to Ken Dinsmore, the Town Engineer for the Town of Scarborough, any business or developer planning construction within the town limits must submit a traffic study to the town as part of the site plan review. Therefore, Dames & Moore

recommends a traffic study be performed to more fully assess the impact that the proposed P&DC would have on traffic congestion in these areas.

Construction Traffic: Construction of the new Portland P&DC would require the presence of additional vehicles at the site during construction. Construction-related traffic would be transient in nature and therefore is not expected to significantly impact overall traffic conditions.

7.2.5 Noise

7.2.5.1 Existing Conditions

Noise: Land use surrounding the Grondin's Quarry Tract is primarily commercial and undeveloped with some residential development. To the east is a buried waterline ROW and a limited access highway (I-295 Connector). To the south, west and north, the area is generally occupied by commercial services, such as a truck repair shop and petroleum tank service (Dames & Moore, 1996b). Woodlands also occupy portions of the area located south of the site. Several residential properties were observed approximately 200 to 300 feet west of the tract (Dames & Moore, 1996b).

The main sources of noise in the project area are rock blasting and the usage of heavy equipment at the quarry; vehicular traffic generated from the I-295 connector and Broadway; and air traffic from the Portland International Jetport. The airport is located approximately 2 miles north of the tract.

Sensitive Receptors: The nearest sensitive receptors within the site area include the residential properties located west of the Grondin's Quarry Tract. Currently, wooded areas separate the tract from these residential properties. Dames & Moore identified no other sensitive receptors in the immediate vicinity of the site.

7.2.5.2 Potential Impacts Resulting from the Proposed Action/Mitigation Measures

Construction of a new P&DC at the Grondin's Quarry Tract would cause a temporary increase in exterior noise in the site area. The majority of the noise associated with the operation of the future P&DC at the site would be generated from the movement of facility vehicles.

Noise Impacts During Construction: Construction-related noise would result from the Proposed Action. Other than delivery of the building materials and concrete, the noise anticipated from the

construction of the P&DC should be similar to that associated with residential construction. Due to the occurrence of shallow bedrock at the site, blasting of rock during construction might be needed.

Exterior Postal Operations: Traffic and, therefore, noise are expected to increase as a result of the Proposed Action. As stated earlier in Section 7.2.4, approximately 160 highway contract vehicle (i.e., delivery truck) trips would be associated with the daily operation of the new P&DC. If the arrival and departure times of these vehicles are similar to their schedule at the existing P&DC (Sterling, 1997), then approximately 38 percent (or 61 trips) of these trips would occur between 12:00 a.m. and 7:00 a.m., 26 percent (42 trips) would occur between 7:00 a.m. and 3:00 p.m., and 36 percent (57 trips) would occur between 3:00 p.m. and 12:00 a.m. Thus, the majority of the truck traffic to and from the new facility would occur during the evening and at night. Due to the surrounding land uses, the increase in nightime noise associated with facility-related traffic is not expected to be significant.

Although vehicular noise would be generated from the operation of a new P&DC, the Grondin's Quarry Tract is located in an area zoned for commercial and industrial use, and the P&DC would be a conforming use of the site.

Mitigative Measures: Although of a temporary nature, construction noise can be minimized for off-site and on-site receptors by the following mitigative measures:

- Managing construction to limit significant noises to between 7:00 a.m. and 7:00 p.m. Monday through Saturday.
- To lessen the potential noise impact to construction workers, construction workers involved in daily operations on or around heavy equipment, or in rock blasting activities, would wear ear protective safety equipment such as ear plugs or muffs.

In addition, the project design should consider retaining the natural sound barrier (the wooded area) located between the site and the nearby residential area.

7.2.6 Air Quality

7.2.6.1 Existing Conditions

The Grondin's Quarry Tract site is partially undeveloped woodland and partially an active rock quarry. The area nearby is mainly residential or undeveloped. No large sources of air emissions other

than the quarry were identified in the immediate area. The major source of air emissions in the area is vehicles.

The Maine DEP does not operate any ambient air quality monitoring stations in the immediate vicinity of the Grondin's Quarry Tract. Therefore, no monitoring data exist for use in comparing air quality conditions among the three sites.

Carbon monoxide concentrations are not considered a concern in the Portland area, and DEP does not operate a monitor for carbon monoxide in the Portland area. Further, the DEP reported that the EPA had conducted a short-term carbon monoxide study in the Portland area and found that carbon monoxide concentrations were at very low levels.

7.2.6.2 Air Quality Attainment Status

The Grondin's Quarry Tract is located in Cumberland County. The EPA classifies Cumberland County as part of a "moderate" non-attainment area for ozone [ozone is not emitted from vehicles, but is formed from the photochemical reaction of precursor pollutants, primarily nitrogen oxides (NO_x) and volatile organic compounds (VOC), which are emitted from vehicles]. Special permitting requirements are needed for major stationary sources of VOC and NO_x located in ozone non-attainment areas. (Major stationary sources in areas of Maine classified as "moderate" are sources with emissions greater than 50 tons per year of VOC or 100 tons per year of NO_x.)

Ozone is a pollutant of regional concern, and ozone concentrations would not be expected to vary substantially from one proposed site to another, on average. Emissions directly attributable to vehicle trips generated by the Postal Service facility are not expected to have a significant effect on regional ozone levels.

7.2.6.3 Potential Impacts Resulting from The Proposed Action

Construction-Related Air Quality Impacts: The major air quality impacts associated with construction of the proposed building are those associated with emissions from the operation of construction equipment, the vehicles used to deliver building materials, and the paving of the driveways and parking and maneuvering areas. Emissions from gasoline- and diesel-operated machines are expected to be minimal. Fugitive dust emissions resulting from grading, paving, and

other construction activities are also expected to be minor. Construction air impacts are considered insignificant due to the relatively small magnitude of the impacts and the temporary nature of the construction activities.

Air Quality Impacts During Operation: The primary emissions associated with the proposed facility are emissions from motor vehicles and emissions from natural gas-fired boilers. The preliminary facility design includes two natural gas-fired boilers that are estimated to have a combined heat input capacity of 1.5 million Btu/hr (Traexler, August 28, 1997).

Air Permits: Construction and use of the proposed P&DC do not require air permit(s) from the Maine Department of Environmental Protection (MDEP). The MDEP also does not require air quality permits for mobile sources (vehicles). Other than emissions associated with the natural gas-fired boilers, no air stationary source emissions are expected from the facility. MDEP allows for natural gas-fired fuel-burning equipment to be exempt from air quality permitting if the total heat input capacity of the equipment is less than 10 million Btu/hour. The proposed boilers at the P&DC would be below this capacity at an estimated 1.5 million Btu/hour.

Air Quality Impacts Related to Traffic: Traffic data from January through May 1997 were available for Exit 7 of the Maine Turnpike. Traffic data from 1992 was available for Mussey Road at what would be the intersection of the site's access road. The average traffic through Exit 7 was 18,745 vehicles per day, and the average traffic on Mussey Road was 5,770 vehicles per day. The total number of vehicle trips generated by the P&DC operation is estimated to be about 1,404 trips per day.

The emissions of most interest for the proposed facility are emissions from vehicles. Related to vehicular emissions, the pollutants of most interest are carbon monoxide from a local impact standpoint and ozone from a regional standpoint. Based on the available information, the increase in traffic due to the proposed facility is expected to have only a minor impact on air quality in comparison with current traffic volume in the area.

Conformity: Federal actions (other than transportation projects) in ozone non-attainment areas must be reviewed for applicability of "general conformity" requirements (40 CFR 51, subpart W). The purpose of the general conformity rules is to assure that Federal actions are consistent with state implementation plans and would not increase the frequency or severity of an existing air quality

standards non-attainment condition or delay attainment of standards. To gain this assurance, Federal actions are subject to a conformity determination unless project emissions are below defined threshold levels or the project is otherwise considered exempt.

The threshold emission level for moderate ozone non-attainment areas is 100 tons per year of either VOC or NO_x. These thresholds apply to the sum of direct and indirect emissions.

No indirect VOC or NO_x emissions are expected to result from the Proposed Action. Direct VOC and NO_x emissions from the proposed project are primarily mobile source emissions from the vehicles entering and leaving the P&DC and emissions from the proposed boilers. Total vehicle and boiler VOC and NO_x emissions attributable to the expansion should be well below the 100-ton-per-year threshold. Therefore, a conformity determination is not considered necessary for the proposed project.

7.2.6.4 Recommended Mitigation Measures

No mitigation measures are believed necessary due to operation of the proposed postal facility. However, during facility construction, if fugitive dust emissions on egress routes become excessive, housekeeping steps should be implemented to remove mud and soil tracked onto the adjacent roadways.

7.2.7 Population Trends and Housing

7.2.7.1 Existing Conditions

The existing P&DC located in downtown Portland serves an estimated 720,000 customers which, according to the FPC (USPS, 1997a), is approximately 60 percent of the State of Maine's population. Based on information issued by the U.S. Bureau of the Census, the population of Maine increased by 1.3 percent, from 1,227,928 in April 1990 to 1,243,316 in July 1996 (1997a). The U.S. Census expects the total Maine population to increase by approximately 181,000 people over the next three decades (1997b). The Greater Portland Region embodies a total population of approximately 200,000.

The Grondin's Quarry Tract is located in Cumberland County in both the town of Scarborough and the city of South Portland. Based on the 1990 Census estimates, Scarborough has a population of approximately 13,128, South Portland has a population of 23,104, and Cumberland County has a

population of 243,135 (Allen, 1997). Permitting information on record at the Scarborough Planning Department estimated the Scarborough population to increase to 14,158 by 1995 (Ziepniewski, 1997).

The *Scarborough Comprehensive Plan 1994* on file at the Scarborough Planning Department projected the Scarborough population in 2003 to be between 14,400 and 16,100 (Ziepniewski, 1997). Historically, the population of Scarborough has increased at an average rate of 1.96 percent per year between 1890 to 1990 and 2.36 percent per year between 1970 to 1990 (Ziepniewski, 1997). The population of South Portland was projected by the *South Portland Comprehensive Plan 1991*, on record at the South Portland Planning Department, to be 25,344 in 2003 (Cummings, 1997).

7.2.7.2 Potential Impacts Resulting from the Proposed Action

The Postal Service anticipates that up to 850 employees (Burrington, 1997) would be reassigned to the new P&DC as a result of the proposed construction. The employees are not expected to add to the local population since the existing P&DC in downtown Portland and the associated postal facilities and the Grondin's Quarry Tract are located within 5 miles of each other. Thus, no additional housing would be needed as a result of the Proposed Action.

Construction of a new P&DC at the Grondin's Quarry Tract would have minimal impacts on population trends and housing since construction would be short term and would most likely use local construction firms. Also, there are no plans to hire additional staff at the new P&DC following the completion of the proposed construction.

7.2.8 Relocation of Employees, Residences, and Businesses

7.2.8.1 Existing Conditions

The Grondin's Quarry Tract is presently occupied by an active rock quarry operation. The site is located within 5 miles of the existing downtown P&DC and associated postal facilities.

7.2.8.2 Potential Impacts Resulting from the Proposed Action

The proposed construction would result in a relocation of the on-site quarry operation.

Approximately 850 employees would be relocated to the new P&DC (Burrington, 1997). The Proposed Action at the Grondin's Quarry Tract would not require the Postal Service employees to

relocate their residences since the tract is located within 5 miles of the existing P&DC and associated postal facilities.

7.2.9 Community Services

7.2.9.1 Existing Conditions

The Grondin's Quarry Tract straddles the municipal boundary between the city of South Portland and the town of Scarborough. As such, it has easy access to community services such as restaurants, medical services, commercial-retail facilities, and police/fire protection located in Scarborough, as well as in the Greater Portland Region.

Access and Distance to Restaurants/Services: The nearest restaurants are located within a 1-mile radius of Grondin's Quarry Tract and are generally located in South Portland along Broadway, Main Street (Route 1) and off of Southborough Drive (MapBlast!, 1997). Additionally, the cities of Portland and South Portland offer the services of a variety of hotels, shopping areas, restaurants and civic facilities such as, the South Portland Fire and Police Departments, the Chamber of Commerce of the Greater Portland Region, the Cumberland County Courthouse, the Cumberland County Civic Center, and the Portland International Ferry Terminal (DeLorme, 1997). Downtown Portland and its Old Port district are located approximately 4 miles northeast of the Grondin's Quarry Tract. The site has easy access to the Portland International Jetport, which is located roughly 2 miles north of the tract.

Access and Distance to Hospitals: The closest medical facilities are the Maine Medical Center (22 Bramhall Street) and Mercy Hospital (144 State Street), which are located approximately 4 miles from the Grondin's Quarry Tract in downtown Portland (DeLorme, 1997; NYNEX, 1996). Brighton Medical Center Emergency Services is also easily accessible and is located approximately 4 miles northeast of the tract at 335 Brighton Avenue (MapBlast!, 1997).

Emergency Services, Fire and Police Protection: 911 emergency service is available for police, fire and medical services. The closest fire protection is offered by the South Portland Fire Department and Civil Emergency Preparedness Office, which are located approximately 1 mile northeast of the tract at 684 Broadway (MapBlast!, 1997). The Scarborough Police Department is located approximately 2.5 miles south of Grondin's Quarry (Oak Hill Scar) and the South Portland Police Department is

located approximately 4 miles northeast (30 Anthoine Street) of the site (MapBlast!, 1997; NYNEX, 1996). The Greater Portland Area is reportedly adequately staffed with fire, police and emergency medical service personnel (Burrington, 1997).

7.2.9.2 Potential Impacts Resulting from the Proposed Action

As previously stated, the proposed construction of a new P&DC is not expected to significantly add to the local area population. Thus, there is no additional need for community services such as medical care, fire protection or police protection. No additional services are expected to be required during the construction activities. No significant negative impacts to the local area community facilities and services would occur.

7.2.10 Utilities

7.2.10.1 Existing Conditions

Currently, the only utility present on the Grondin's Quarry Tract is public water which is provided by the Portland Water District. A 12-inch water line is located within the site, and runs east from Mussey Road (Portland Water District, 1997).

7.2.10.2 Potential Impacts Resulting from the Proposed Action

Public sewer service, natural gas service, electrical service, and telephone service would require extension to the Grondin's Quarry Tract. The nearest locations of these utilities are described below.

Public Water: As stated above, an underground 12-inch water line traverses the site along the municipal line. The location of this line would be considered in the project design and might require relocation.

Sewer: The town of Scarborough provides public sewer service in the site area. An extension from a 10-inch line located on the west side of Mussey Road would be required to serve the site (Scarborough Sanitation Department, 1997). The extension of this sewer line would be a condition of the Offer to Sell (Griffin, 1997).

Natural gas: Currently, the closest connection to natural gas is near Wal-Mart on Spring Street, located nearly 2 miles from the site. The extension would likely run along Spring Street to Mussey,

then northeast to the site. The Postal Service's cost of the line extension, if any, would be determined based upon estimated load usage (Northern Utilities, 1997).

Electricity: Three-phase electrical service is not currently available at the site. Upgrading would be required to supply the site with electrical service. The Postal Service's cost of the extension would be dependent upon the type of service provided at the site (Central Maine Power, 1997).

Telephone: Telephone service in the Portland area is provided by NYNEX. A reply has not been received to a request for specific connection. However, it is assumed that adequate telephone service can be provided at the site.

7.2.11 Energy Requirements and Conservation

7.2.11.1 Existing Conditions

The Grondin's Quarry Tract is presently undeveloped with the exception of a small wooden building (scale house/office) associated with the on-site quarry operation.

7.2.11.2 Potential Impacts Resulting from the Proposed Action

Energy conservation would be considered in the facility design. New automated equipment would be incorporated into the P&DC in a manner that would conserve energy. Consideration would also be given to utilizing energy-saving light bulbs throughout the new P&DC.

THIS PAGE INTENTIONALLY LEFT BLANK

8.0 EVALUATION OF IMPACTS – NO ACTION ALTERNATIVE

This section describes the anticipated environmental impacts associated with the No Action Alternative as well as suggested measures to mitigate potentially adverse impacts.

8.1 PHYSICAL ENVIRONMENT

8.1.1 Topography

Under the No Action Alternative, no construction would occur at any of the existing postal sites in the Portland Area. Therefore, existing topography would be unaffected under the No Action Alternative.

8.1.2 Geology and Soils

No construction would occur at any of the existing sites; therefore, no change in impacts to geology and soils would occur under the No Action Alternative.

8.1.3 Prime Farmland

No change in impacts to Prime Farmland (if present) would occur under the No Action Alternative.

8.1.4 Botanical Element

No change in impacts to the botanical element would occur under the No Action Alternative.

8.1.5 Fish and Wildlife

No change in impacts to fish and wildlife would occur under the No Action Alternative.

8.2 CULTURAL ENVIRONMENT

8.2.1 Historical and Archeological Resources

No change in impacts to historical and archeological resources (if present) would occur under the No Action Alternative. The Forest Avenue postal facility (existing P&DC), which is listed on the National Register of Historic Sites, would continue to be used by the Postal Service.

8.2.2 Local Employment and Economics

No change in the existing local employment and economics would occur under the No Action Alternative.

8.2.3 Land Use and Zoning Patterns

Implementation of the No Action Alternative would not result in a change in land use and zoning patterns in the vicinity of the existing postal facilities in Portland.

8.2.4 Transportation

Implementation of the No Action Alternative would not result in a change in existing traffic conditions in the vicinity of the existing postal facilities in the Portland area.

8.2.5 Noise

Existing noise conditions associated with postal operations would not change under the No Action Alternative.

8.2.6 Air Quality

Existing air quality conditions associated with postal operations would be unaffected under the No Action Alternative.

8.2.7 Population Trends and Housing

Population trends and housing would not change as a result of the No Action Alternative.

8.2.8 Relocation of Employees, Residences, and Businesses

Relocation of employees, residences, and businesses would not occur as a result of the No Action Alternative.

8.2.9 Community Services

Existing community services would not change as a result of the No Action Alternative.

8.2.10 Utilities

Existing utility needs and uses would continue under the No Action Alternative.

8.2.11 Energy Requirements and Conservation

Under the No Action Alternative, it is likely that additional energy conservation measures would be implemented at postal facilities in the Portland area.

THIS PAGE INTENTIONALLY LEFT BLANK

9.0 SUMMARY OF IMPACTS AND RECOMMENDED MITIGATION MEASURES

9.1 TYPES OF POTENTIAL IMPACTS

The Proposed Action would be designed and constructed to minimize and avoid (to the extent possible) adverse impacts to the environment. Minimal to moderate adverse impacts expected to be caused by implementation of the Proposed Action include:

- Soils (due to erosion potential at Snyder and Scarborough Downs Tracts).
- Hydrology/water quality (due to on-site wetlands and stormwater runoff at all three sites).
- Botanical elements (due to loss of woodlands at Snyder and Scarborough Downs Tracts; no Federally or state-listed species of special concern [threatened or protected] was identified at any of the sites.)
- Wildlife (due to loss of potential wildlife habitats at Snyder and Scarborough Downs Tracts; no federally or state-listed species of special concern [threatened or protected] was identified at any of the sites.)
- Historic and archeological resources (due to potential for on-site archeological resources at Grondin's Quarry Tract – additional investigation required).
- Business relocation (due to relocation of Grondin's Quarry to another location).

Other elements include:

- Topography, which would not be significantly altered at any of the three sites.
- Prime Farmland Soils, which are mapped in the eastern portion of the Snyder Tract, although this portion of the site is not anticipated to be used during site development by the Postal Service.
- Traffic, which would experience a local increase due to relocation of postal-related traffic to the new P&DC and a decrease in the downtown area.
- Local employment and economics, which would be beneficially affected at each of the three sites.
- Land use and zoning, which would be compatible with the existing uses and zoning patterns at each of the three sites.

- Noise, which would increase at the Snyder and Scarborough Downs Tracts due to the Proposed Action. The types of site-related noise at the Grondin's Quarry Tract would change due to the new use of the site.

- Air quality, which is not expected to be significantly affected by the Proposed Action.

- Population trends and housing, which would be unaffected by the Proposed Action.

- Community services, which would not be impacted by the Proposed Action.

- Utilities, which would require extension to each of the sites.

- Energy requirements and conservation, which would be incorporated into the design of the new P&DC.

9.2 MITIGATION MEASURES

Many of the adverse impacts described in more detail in Sections 5.0, 6.0, and 7.0 of this assessment can be mitigated through use of Best Management Practices and carefully designed site utilizations, as summarized below.

Regardless of which site is selected, Best Management Practices would be followed to minimize soil erosion and sediment and to protect surface water quality. A soil erosion and control plan would be prepared and implemented.

Coordination with the U.S Army Corps of Engineers and the Maine Department of Environmental Protection would occur to address on-site wetlands and required permitting and mitigation measures at each of the three sites. At the Snyder Tract, the preliminary site utilizations for the new postal facility avoid the wetlands identified at the site. The Postal Service will coordinate with the Maine Turnpike Authority to utilize their access road in order to avoid impacting additional wetland areas at the Snyder Tract. At the Scarborough Downs Tract, it is likely that an access road would traverse wetland areas. Two possible site configurations have been evaluated in order to minimize impacts to wetlands at this site. Wetlands comprise the northern portion of the Grondin's Quarry Tract, although the preliminary site utilizations have located the P&DC in the southern portion of the site where wetlands would be minimally affected. However, the required access from Broadway/Mussey Road to the site would significantly impact wetlands.

The irretrievable loss of woodlands at the Snyder and Scarborough Downs Tracts cannot be mitigated. However, at the Snyder Tract, only the western portion of the woodland would be utilized by the Postal Service for site development; the eastern portion of the site could be retained as a natural wooded area. The loss of woodlands would result in a corresponding loss of wildlife habitat at these two sites. Again, retaining the woodlands on the eastern portion of the Snyder Tract would mitigate the adverse impacts to the wildlife.

Archeological sites could be present at the Grondin's Quarry site, although the portion of the site proposed for development by the Postal Service has already been significantly altered by the quarrying operations. The Postal Service would coordinate activities with the Maine Historic Preservation Commission and conduct a survey for archeological resources if required. Archeological resources, if found, would be protected.

Transportation impacts at each of the three sites could be mitigated by implementing employee ride-share programs, etc. Stop signs would be installed at all facility entrances, and if feasible, the Postal Service might petition for traffic lights onto busy streets. Additional mitigation measures might be developed based on results of traffic studies being recommended as part of this assessment. It is expected that there would be beneficial traffic impacts at some of the other postal facilities due to relocation of most operations to the new P&DC.

Noise impacts during construction would be impacted by scheduling activities during daytime hours and by wearing protective safety equipment. Blasting of rock might be required at the Grondin's Quarry Tract; in addition to daytime scheduling of this activity, workers would wear hearing-protection/safety equipment. In addition, the site designs would incorporate maintaining existing forested areas as buffers to the extent reasonably feasible.

THIS PAGE INTENTIONALLY LEFT BLANK

10.0 REQUIRED PERMITS

Development of one of the three sites by the Postal Service may require permits. Aspects of the project that may be subject to permitting requirements include potential air, development, wetland, and stormwater impacts as summarized below.

- Air permits from the Maine Department of Environmental Protection (DEP) would not likely be needed, based on current design estimates. The only stationary air emission source expected to operate at the site is a heating plant with natural gas-fired boilers. Under Maine Air Pollution Control regulations, a permit exemption is allowed for sources that burn natural gas and have a combined heat output of less than 10 million British thermal units per hour (million Btu/hour). Since the proposed heating plant would consist of two natural gas-fired boilers with a combined input of 1.5 million Btu/hour, the heating plant would be exempted. Furthermore, it is expected that the facility would not be a major source of air emissions which would require Title V operating permits under the Clean Air Act.

- Each of the three sites are determined by the State of Maine to be located in the Coastal Zone Management Area, which includes all municipalities that border coastal areas. Under the Coastal Zone Management Act (CZMA) 16 U.S.C. § 1451 *et seq*, the Postal Service would issue a Consistency Determination for the project following a review of the Proposed Action's consistency with the Maine Coastal Management Program 16 U.S.C. § 1456(c)(1)(A). This Consistency Determination should be provided to the Maine DEP no later than 90 days before final approval of the activity. 16 U.S.C. § 1456(c)(1)(C).

- Since all three sites are mapped as having various wetlands, a permit would likely be required from the U.S. Army Corps of Engineers (USACE). The USACE has jurisdiction for regulating wetland filling and alteration under Section 404 of the Clean Water Act. Typically minor wetland impacts of less than 0.1 acre are exempt from permits, however as the size of the wetland impact increases, the permitting process becomes more involved. Wetland impacts of more than 1 acre or in "wetlands of special significance", are considered major impacts and require a full detailed Tier 3 review. Minor or less significant impacts can be permitted through a joint review process established between the DEP and the USACE.

- The Maine Site Location of Development Law does not legally apply to the proposed project, but needs to be considered. This law requires the evaluation of a wide range of factors and a finding of no significant potential impacts in each area reviewed. This law would likely result in a larger level of effort to permit than the wetland aspects of the project. The areas of review are:
  - Stormwater
  - Wildlife and fisheries
  - Water quality
  - Buffer strips
  - Noise

- Traffic
- Hazardous wastes
- Air quality
- Soils
- Erosion control
- Aesthetics
- Archeological, historical
- Water supply
- Solid waste disposal
- Wastewater
- Groundwater protection

Some of these areas of review have recently been modified by the Maine Legislature to a more restrictive standard. Chapters 500 and 502 of the Site Law address stormwater as water quality standards. Although the proposed project should consider these new regulations, the site is not located in an area termed "sensitive or threatened region or watershed", "Rivers, streams, brooks most at risk from development". Although new regulations are in general more restrictive than the previous regulations, the most stringent aspects of the new regulations do not apply to any of the three sites since they are not located in or adjacent to one of the areas listed above.

Chapter 374 of the Site Law addressing traffic movement has also been recently modified to broaden the review authority of the DEP and to set performance standards for the flow of traffic, particularly during peak traffic periods. The number of passenger car equivalents (PCE's) determines the level of detail required in the traffic study.

- Maine has other laws that address oil storage; chemical storage, use and disposal; reporting requirements; however these regulations do not appear to be problematic for the existing P&DC facility and would therefore not likely to be problematic for the Proposed Action.

- Since more than 5 acres of land would be disturbed at each of the three sites, a National Pollutant Discharge Elimination System (NPDES) permit for stormwater would be required.

11.0 REFERENCES/COORDINATION

11.1 REFERENCES

The following documents were reviewed or personnel were interviewed during the assessment and are cited in this document.

1964. Aerial Photograph of Grondin Quarry Site.

Allen, Margaret, 1997. Telephonic communication between Michele Healy of Dames & Moore and Ms. Allen of the Maine Municipal Association. Ms. Allen provided information reported in the 1990 Census tables.

Anderson, Sarah, September 1997. Personal communication with Douglas Waldron of Dames & Moore and Sarah Anderson of the Maine Department of Environmental Protection, Augusta, Maine.

Ash, Larry, 1997. Telephonic communication between Lynn Whitmore of Dames & Moore and Larry Ash of the City of Portland, Public Works Department.

Bartlett, Peter, 1997. Personal communication between Lynn Whitmore of Dames & Moore and Mr. Bartlett (Technical Service Engineer) of Central Maine Power.

Bates, Dick, 1997. Telephonic communication between Lynn Whitmore of Dames & Moore and Dick Bates (Technical Service Engineer) of Central Maine Power.

Burrington, John, 1997. Telephonic communication between Lynn Whitmore of Dames & Moore and John Burrington of the U.S. Postal Service.

Carpentter, Roger, 1997. Telephonic communication between Michele Healy of Dames & Moore and Mr. Carpentter of the Maine Department of Labor, Division of Labor Market Information Services.

Central Maine Power, 1997. Information provided to Mr. Ken Griffin of the U.S. Postal Service Major Facilities Office by Central Maine Power.

City of Portland, not dated. Zoning Map (Snyder Site)

City of Portland, last revised 1997. *City of Portland Zoning Regulations.*

City of South Portland, last revised 1992. *City of South Portland Zoning Code.*

City of South Portland, Not Dated. Zoning Map (Grondin's Quarry Site).

Coastal Zone Management Act 16 U.S.C. § 1451 *et seq.*

Code of Federal Regulations, Title 40, Part 51, Subpart W, Determining Conformity of General Federal Actions to State or Federal Implementation Plans (40 CFR 51.850 - 51.860)

Cumberland County, Deed Records, Scarborough Property (reviewed by Dames & Moore, 1996).

Cummings, Susan, 1997. Telephonic communications between Michele Healy and Lynn Whitmore of Dames & Moore and Ms. Cummings of the South Portland Planning Department. Ms. Cummings provided information reported in the *South Portland Comprehensive Plan 1991*, as well as information regarding traffic congestion.

Dames & Moore, 1996a. *Phase I Environmental Site Assessment, Site B (Alternate) Scarborough Downs Adjacent Payne Road, Scarborough, Maine.*

Dames & Moore, May 1996. *Phase I Hazardous Materials Site Assessment - Scarborough Downs (Site B)*

Dames & Moore, 1996b. *Phase I Environmental Site Assessment Site C (Grondin's Quarry), Mussey Road, Scarborough, Maine.*

Dames & Moore, November 1, 1996. *Preliminary Development, Environmental and Geotechnical Assessment for Site C (Grondin's Quarry), Scarborough, Maine.*

Dames & Moore, July 15, 1997a. *Draft Report, Phase I Environmental Site Assessment, Snyder Tract, Portland, Maine.*

Dames & Moore, July 15, 1997b. *Draft Report, Phase I Environmental Site Assessment Update, Scarborough Downs Tract, Scarborough, Maine*

Dames & Moore, July 15, 1997c. *Draft Report, Phase I Environmental Site Assessment Update, Grondin's Quarry Tract, South Portland and Scarborough, Maine.*

DeLorme, 1997. *Greater Portland map & guide*. Yarmouth, Maine.

Dinsmore, Ken, 1997. Telephonic communication between Lynn Whitmore of Dames & Moore and Ken Dinsmore (Town Engineer) of the Town of Scarborough.

Environmental Laboratory, 1987. *Corps of Engineers Wetlands Delineation Manual*, Technical Report Y-87-1, U.S. Army Engineer Waterways Experiment Station, Vicksburg, Mississippi.

Federal Emergency Management Agency (FEMA), June 19, 1985. Flood Insurance Rate Map (FIRM), Scarborough, Maine. Community Panel Number: 230052 0010 D.

Federal Emergency Management Agency (FEMA), July 17, 1986. Flood Insurance Rate Map (FIRM), Portland, Maine. Community Panel Number: 230051 0012 B.

Griffin, Ken, 1997. Personal and telephonic communications between Patti Westermann of Dames & Moore and Mr. Griffin of the U.S. Postal Service.

Goss, Kris, 1997. Telephonic communication between Michele Healy of Dames & Moore and Mr. Goss of the Greater Portland Council of Governments (GPCOG).

Grover, Rebecca, 1997. Telephonic communication between Lynn Whitmore of Dames & Moore and Ms. Grover of the Maine Turnpike Authority.

Holbrook, Sarah, 1997. Information provided to Michael Breiner of Dames & Moore by Ms. Holbrook of the Maine Department of Conservation Natural Areas Program.

Lee, Sherry, 1997. Telephonic communication between Michael Breiner of Dames & Moore and Ms. Sherry Lee of the Audubon Society of Maine.

Maine Department of Transportation, Division of Traffic Engineering, Annual Average Daily Traffic Counts, 1992 through 1995.

Maine Geological Survey, 1976, revised 1978. "Groundwater Resource Maps of Cumberland County."

Maine Geological Survey, 1976. Open File Report No. 76-47 "Reconnaissance Surficial Geology of the Portland West Quadrangle, Maine."

Maine Geological Survey, 1979. Open-File Report No. 79-6 "Sand and Gravel Aquifers Map 5, Cumberland and York Counties, Maine."

Maine Geological Survey, 1981. Open File Report No. 81-29 "Bedrock Geology of the Lower Androscoggin Valley-Casco Bay Area, Maine."

Maine Geological Survey, 1985. Open File Report No. 85-87 "The Bedrock Geology of the Bath and Portland 2 Map Sheets, Maine" by Arthur Mussey."

Maine Geological Survey, 1985. "Bedrock Geologic Map of Maine."

Maine Geological Survey, 1985. "Surficial Geological Map of Maine."

Maine Historic Preservation Commission, 1996. *A Heritage for the Future: A Plan for Preserving Maine's Historic and Archeological Resources.*

Maine Turnpike Authority, 1997a. Information provided to Dames & Moore via Ken Griffin (U.S. Postal Service).

Maine Turnpike Authority, 1997b. *Traffic Comparison by Interchange Report* January through May (inclusive).

MapBlast! http://www.mapblast.com. 1996 Vicinity Corporation. Searches performed by Michele Healy of Dames & Moore on September 3 and 4, 1997 (maps).

McCollough, Mark, 1997. Information provided to Michael Breiner of Dames & Moore by Mr. McCollough of the Maine Department of Inland Fisheries and Wildlife.

Meadows, Jeff, 1997. Telephonic communication between Michael Breiner of Dames & Moore and Jeff Meadows of the U.S. Postal Service Corporate Law Section.

Mitchell and Associates, 1997. Information obtained from Bob Metcalfe regarding utilities on Snyder Property, June, 1997.

Moulton, William, November 8, 1906. *Thornton Swamp Map*. Provided by Scarborough Public Library.

NYNEX Information Resources Company, 1996. *NYNEX Yellow Pages - Portland Area with White Pages, Area Code 207, August 1996 – July 1997.*

Northern Utilities, 1997. Information provided to Mr. Ken Griffin of the U.S. Postal Service Major Facilities office by Northern Utilities.

Portland Water District, 1997. Information provided to Mr. Ken Griffin of the U.S. Postal Service's Major Facilities Office by the Portland Water District.

Scarborough Public Library (obtained from), 1871. *Old Maps of Rural Cumberland County, Maine, (Fire Insurance Map).*

Scarborough Sanitation Department, 1997. Information provided to Mr. Ken Griffin of the U.S. Postal Service Major Facilities office by Scarborough Sanitation Department.

Snyder, Jason, 1997. Telephonic communication between Michael Breiner of Dames & Moore and Jason Snyder, owner of the Snyder Tract.

Sterling, Jim, 1997. Telephonic communication between Lynn Whitmore of Dames & Moore and Jim Sterling, Facility Specialist, Maine District, U.S. Postal Service. Mr. Sterling also provided the training schedule for highway contract vehicles at the existing P&DC.

Stillwell, Robert, 1997. Personal Communications between Larry Fitzgerald of Dames & Moore, and Mr. Stillwell, Maine Radon IAQ Coordinator.

Sverdrup-Gilbane, 1997. Alternate Designs and Site Plans for the new Portland PDC: Grondin's Quarry, Scarborough, and Snyder Sites. April, 1997.

Town of Scarborough, not dated. Zoning Map (Scarborough Site)

Town of Scarborough (obtained from), 1975. Aerial Photograph of Scarborough Tract.

Town of Scarborough, last amended 1994. *Town of Scarborough Zoning Regulations.*

Traexler, John, 1997. Telephonic communication between Lynn Whitmore of Dames & Moore and John Traexler of Sverdrup-Gilbane.

T.Y. Lin International, 1992. Technical memorandum: *Portland Area Interchange. Study – Traffic Forecasts for Systems Alternative Analysis*. Prepared for Maine Turnpike Authority by T.Y. Lin International, Falmouth, Maine, November 1992.

University of Southern Maine, 1997. *Employment Estimates and Forecasts for the Southern Maine Economic Development District: Cumberland County – REMI Model* (Table). Provided by Kris Goss of the Greater Portland Council of Governments (GPCOG).

USACE, July 10, 1997. Letter to Mark Hampton of Sebago Technics, Inc. from Mr. Rodney A. Howe, Project Manager, USACE.

U.S. Bureau of the Census, 1997a. *Estimates of the Population of Counties: July 1, 1996, and Percent Population Change: April 1, 1990 to July 1, 1996*. Population Division, Population Estimates Program, http://www.census.gov/population/estimates/ county/ets/co96_me.txt.

U.S. Bureau of the Census, 1997b. *Maine's Population Projections: 1995 to 2025*. Population Division, Population Paper Listing #47, Population Electronic Product #45, http://www.census.gov/population/projections/state/9525rank/meprsrel.txt.

U.S. Department of Agriculture (USDA), 1974. *Soil Survey of Cumberland County, Maine*. Soil Conservation Service in cooperation with the Maine Agricultural Experiment Station.

U.S. Department of the Interior, Fish and Wildlife Service, 1992. *Prouts Neck, Maine, National Wetlands Inventory (NWI) Map.*

U.S. Department of the Interior, Fish and Wildlife Service, 1992. *Portland West, ME, National Wetlands Inventory (NWI) Map.*

U.S. Geological Survey (USGS), 1956, Photorevised 1978. *Portland West, Me, 7.5-Minute Topographic Quadrangle.*

U.S. Geological Survey (USGS), 1957, Photorevised 1970 and 1978. *Prouts Neck, Maine, 7.5-Minute Topographic Quadrangle.*

U.S. Postal Service, 1991. *Facilities Environmental Handbook, RE-6.*

U.S. Postal Service, January 1997. *Facility Planning Concept, Portland, Maine P&DC.*

U.S. Postal Service, April 1997. *Facility Planning Data for the Portland PDC.*

U.S. Postal Service, 1997. Equal Employment Opportunity Profile, Proposed Portland, Maine P&DC.

U.S. Postal Service Floodplain Management and Protection of Wetlands Procedures, 39 CFR Part 776.

Wild and Scenic River Act, 16 U.S.C. §1274-1276.

Woodlot Alternatives, Inc. December 9, 1994. Wetland Delineation of the Snyder Site East of I-95, Portland, Maine.

Wyman, Regina, 1997. Telephonic communication between Lynn Whitmore of Dames & Moore and Regina Wyman of the Maine Turnpike Authority.

Yamartino, William, 1997. Telephonic communication between Michael Breiner of Dames & Moore and Mr. Yamartino of the Natural Resources Conservation Service, Maine State Office.

Ziepniewski, Joseph, 1997. Telephonic communication between Michele Healy of Dames & Moore and Mr. Ziepniewski of the Scarborough Planning Department. Mr. Ziepniewski provided population information reported in the *Scarborough Comprehensive Plan 1994* and in the April 1995 permitting documents.

11.2 AGENCIES AND PERSONS CONTRIBUTING TO THE ENVIRONMENTAL ASSESSMENT

Completion of this Environmental Assessment was coordinated with Postal Service personnel in the Memphis, Tennessee Major Facilities Office and the existing Portland P&DC; and Federal, state, and local and regulatory agencies. Agencies were contacted for information regarding the proposed construction and a letter was sent to the Maine State Clearinghouse to request intergovernmental comment on the Proposed Action. A copy of related correspondence is presented in Appendix A. Appendix B provides the Notice of Intent and the Proof of Publication.

The following persons and agencies contributed information that was used during the assessment:

Name	Affiliation
Margaret Allen	Maine Municipal Association
Sarah Anderson	Maine Department of Environmental Protection, Augusta, Maine (Air Quality Engineer)
Larry Ash	City of Portland, Public Works Department (Traffic Engineers)
Peter Bartlett	Central Maine Power (Technical Service Engineer)

Dick Bates	Central Maine Power (Technical Service Engineer)
Robert Bradley	Maine Historic Preservation Commission (Deputy State Historic Preservation Officer)
John Burrington	U.S. Postal Service (Manager, Administrative Services, District of Maine)
Todd Burroughs	Maine State Planning Office, Coastal Programs
Roger Carpentter	Maine Department of Labor, Division of Labor Market Information Services
David Chiapetta	National Resources Conservation Service, Cumberland County Field Office
David Coffin	Portland Water District (Engineering Department)
Lucie Cote	City of Portland, Public Work Department (Associate Engineer)
Susan Cummings	South Portland Planning Department
Ken Dinsmore	Town of Scarborough (Town Engineer)
Mike Farmer	Town of Scarborough Sanitary Department (Sanitary Superintendent)
Ken Griffin	U.S. Postal Service, Major Facilities Office (Real Estate Specialist)
Rebecca Grover	Maine Turnpike Authority (Assistant Director of Government Relations)
Kris Goss	Greater Portland Council of Governments
Sarah Holbrook	Maine Department of Conservation Natural Areas Program
Alix W. Hopkins	Portland Trails, Executive Director
Bill Howard	Northern Utilities
Rodney A. Howe	U.S. Army Corps of Engineers (Project Manager)
Carey Kish	Greater Portland Council of Governments
Sherry Lee	Audubon Society of Maine
Mark McCullogh	Maine Department of Inland Fisheries and Wildlife

Bob Metcalfe	Maine Historic Preservation Commission
John Mitchell	Mitchell and Associates
Kirk F. Mohney	Maine Historic Preservation Commission
Gordon Russell	U.S. Fish and Wildlife Service, Ecological Services, Maine Field Office
Earle G. Shettleworth	Maine Historic Preservation Commission (State Historic Preservation Officer)
Rick Seeley	Greater Portland Council of Governments (Coastal Coordinator)
Jason Snyder	Owner of Snyder Tract
Diana Stahl	Maine Department of Conservation Natural Areas Program (Data Specialist)
Steve Tippenoe	Maine Department of Inland Fisheries and Wildlife (Environmental Coordinator)
Jim Sterling	U.S. Postal Service, Maine District (Facilities Specialist)
John Traexler	Sverdrup-Gilbane (Program Manager)
Scott Vincent	U.S. Postal Service, Memphis Facilities Office (Environmental Specialist)
Conrad Welzel	Maine Turnpike Authority (Director of Government Relations)
Regina Wyman	Maine Turnpike Authority (Fare Collections)
William Yamartino	Natural Resources Conservation Service, Maine State Office (Resource Conservationist)
Joseph Ziepniewski	Town of Scarborough Planning Department
	Woodlot Alternatives, Inc.

Maine Department of Transportation, Division of Traffic Engineering

Portland Water District

11.3 PREPARERS

The following Dames & Moore personnel prepared this Environmental Assessment:

Name	Expertise	Tasks
Charles T. Allen, P.E.	Over 25 years experience; expertise: engineering, program management, and inter-disciplinary projects	Technical Review
Patricia M. Westermann	11 years related experience; expertise: geology and coordination of inter-disciplinary projects	Technical review; program management; site reconnaissance
Michael S. Breiner	17 years related experience; expertise: wildlife and fisheries science, wetland studies	Site reconnaissance; assessment coordination; report review; biological and water resource sections
Lynn M. Whitmore	7 years related experience; expertise: environmental science and risk assessments	Introduction, land use and zoning, transportation, utilities and postal operations sections
Jeffrey R. Stephens	6 years related experience; expertise: environmental investigations; geology and hydrogeology; asbestos and lead	Coordination of geology, hydrogeology and soils sections
Jim W. Little	Over 20 years related experience; expertise: air quality, compliance, and permitting	Review of air quality section
Doug W. Waldron	2 years related experience; expertise: air quality	Air quality section
Janet L. Friedman	Over 25 years related experience; expertise: cultural resources evaluations, NEPA assessments	Historical and archeological resources section

Name	Expertise	Tasks
Larry Fitzgerald	16 years experience; expertise: geology, hydrogeology, environmental assessment, Maine environmental regulations	Geology, hydrogeology and soils sections
Michele A. Healy	2 years related experience; expertise: environmental assessment	Employment and economics, noise, population and community services sections; summary table

APPENDIX A
INTERGOVERNMENTAL CORRESPONDENCE AND INFORMATION

THIS PAGE INTENTIONALLY LEFT BLANK

DAMES & MOORE
A DAMES & MOORE GROUP COMPANY

235 Peachtree Street, N.E.
North Tower, Suite 2000
Atlanta, Georgia 30303-1405
404 577 2122 Tel
404 577 5425 Fax

August 28, 1997

Ms. Joyce Benson
Maine State Planning Office
38 State House Station
Portland, Maine 04333-0038

Attention: Ms. Joyce Benson

RE: Notice of Intent and Request for Interagency Review
Proposed Construction and Operation of a
New U.S. Postal Service Processing and Distribution Center
Portland, Maine

Dear Ms. Benson:

The U.S. Postal Service proposes to build a new mail processing and distribution center (P&DC) in the Portland, Maine area. The existing Portland P&DC has exceeded its operational capacity and a new facility would relieve the strain that the facility has experienced due to the physical constraints of a small multi-level facility. The Postal Service has selected three potential sites for the new P&DC.

An Environmental Assessment (EA) will be prepared to examine the environmental impacts of constructing a new P&DC on each of the contending sites, as follows:

- Grondin's Quarry Tract: 30-acre parcel located on the southeast side of Broadway/Mussey Road in South Portland and Scarborough
- Scarborough Downs Tract: 30-acre vacant parcel located on the east side of Payne Road, north of the Scarborough Downs Race Track, in Scarborough
- Snyder Tract: 80-acre parcel located on the east side the Maine Turnpike (between Brighton Avenue and Westbrook Street) in Portland

Enclosed with this letter is a copy of the initial notification letter (including topographic maps) prepared in June 1997 by Ken Griffin, Real Estate Specialist for the U.S. Postal Service. Any questions concerning the Proposed Action may be directed to Scott Vincent, U.S. Postal Service Environmental Specialist, at (901) 747-7336 (phone) or (901) 747-7408 (fax). Distribution of this letter to relevant government agencies would be appreciated. So that it can be incorporated into the EA, any information generated during the review process should be submitted directly to me by September 14, 1997:

Patricia M. Westermann, Dames & Moore
North Tower, Suite 2000
235 Peachtree Street, NE
Atlanta, Georgia 30303-1405

\\DM_ATL\SYS\COMMON\MAIN\TMP_LTR\Ltr_CLR.doc

MAJOR FACILITIES OFFICE

UNITED STATES POSTAL SERVICE

June 11, 1997

Ms. Joyce Benson
Maine State Clearinghouse
Executive Department
State of Maine
184 State Street
Augusta, ME 04330-6406

Dear Ms. Benson:

SUBJECT: Portland, Maine
New Processing & Distribution Center

In the interest of intergovernmental cooperation, we are forwarding for your review information on three (3) sites under consideration for the proposed new postal facility in the Portland area. The sites are in no specific order of preference.

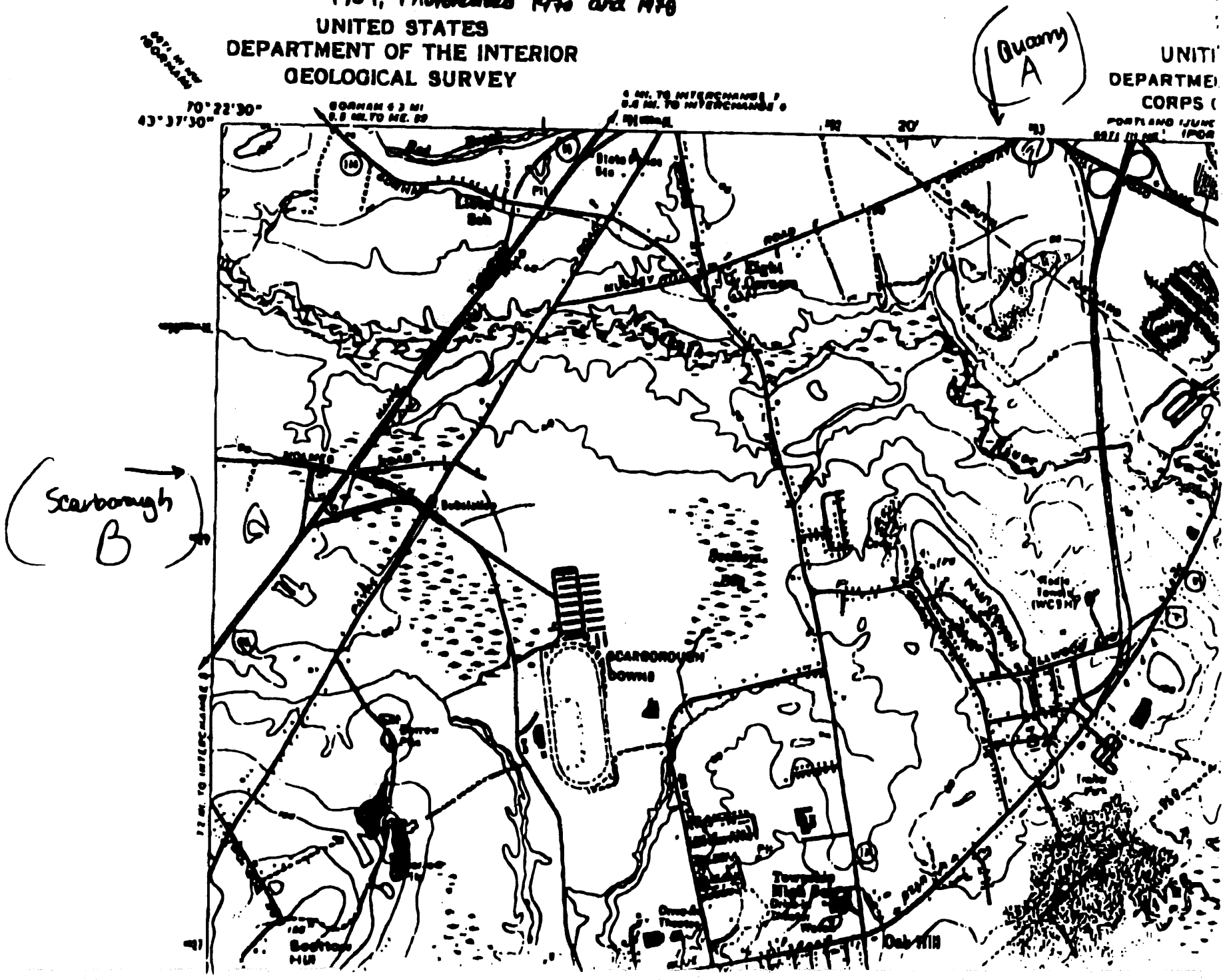
Site A (Grondin Quarry) - USPS plans would include purchasing approximately 30 acres of uplands on a site located on the southeast side of Broadway/Mussey Road on the line of the corporate limits of both South Portland and Scarborough. Location is approximately 1/2 mile southwest of the South Portland Spur of the Maine Turnpike. The site is currently operated as a rock quarry. The only improvements to the site is a wooden scale house used in the operation. Age is approximately 20 years. A Phase I environmental study is underway.

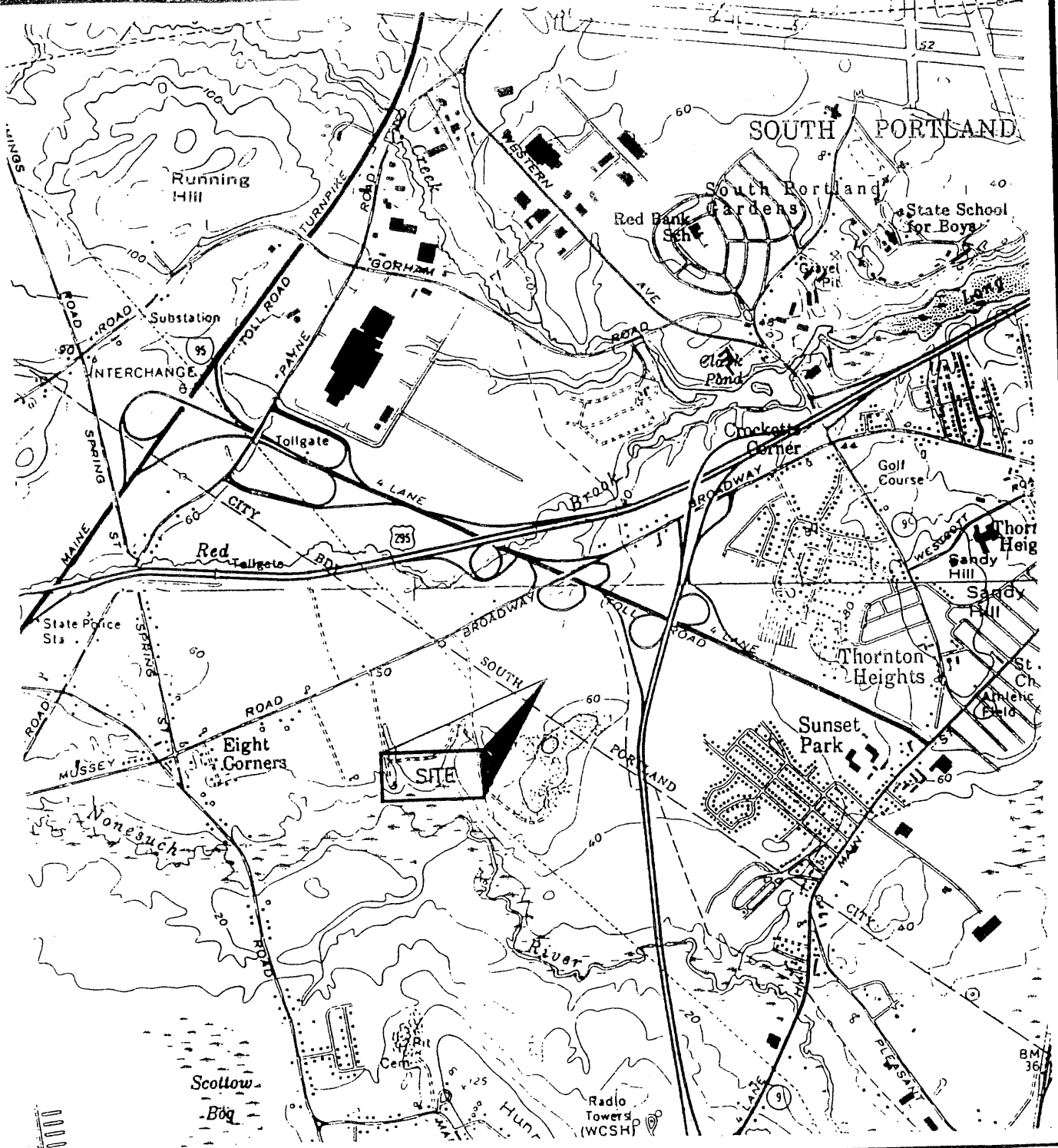
Site B (Scarborough Downs) - A 30 acre vacant tract located on the east side of Payne Road, approximately 1/4 mile north of the Payne Road/Haigis Parkway (Exit 6 of Maine Turnpike) in Scarborough. The upland acreage under consideration is a portion of a larger tract and is part of the Scarborough Downs Race Track (harness racing). A Phase I environmental study of this site is also underway.

Site C (Snyder, Portland) - An 80 acre wooded tract located between Brighton Avenue and Westbrook Street abutting the east side of the Maine Turnpike (between Exits 7 & 8). Approximately 50 acres are considered uplands and useable. A turnpike interchange is being considered for the northwest corner of this parcel. A Phase I environmental study will be initiated. Wetland delineation has been made and the Maine Turnpike Authority and the Corps of Engineers are reviewing.

225 NORTH HUMPHREYS BOULEVARD
MEMPHIS, TN 38166-0300
FAX: 901/747-7444/7408

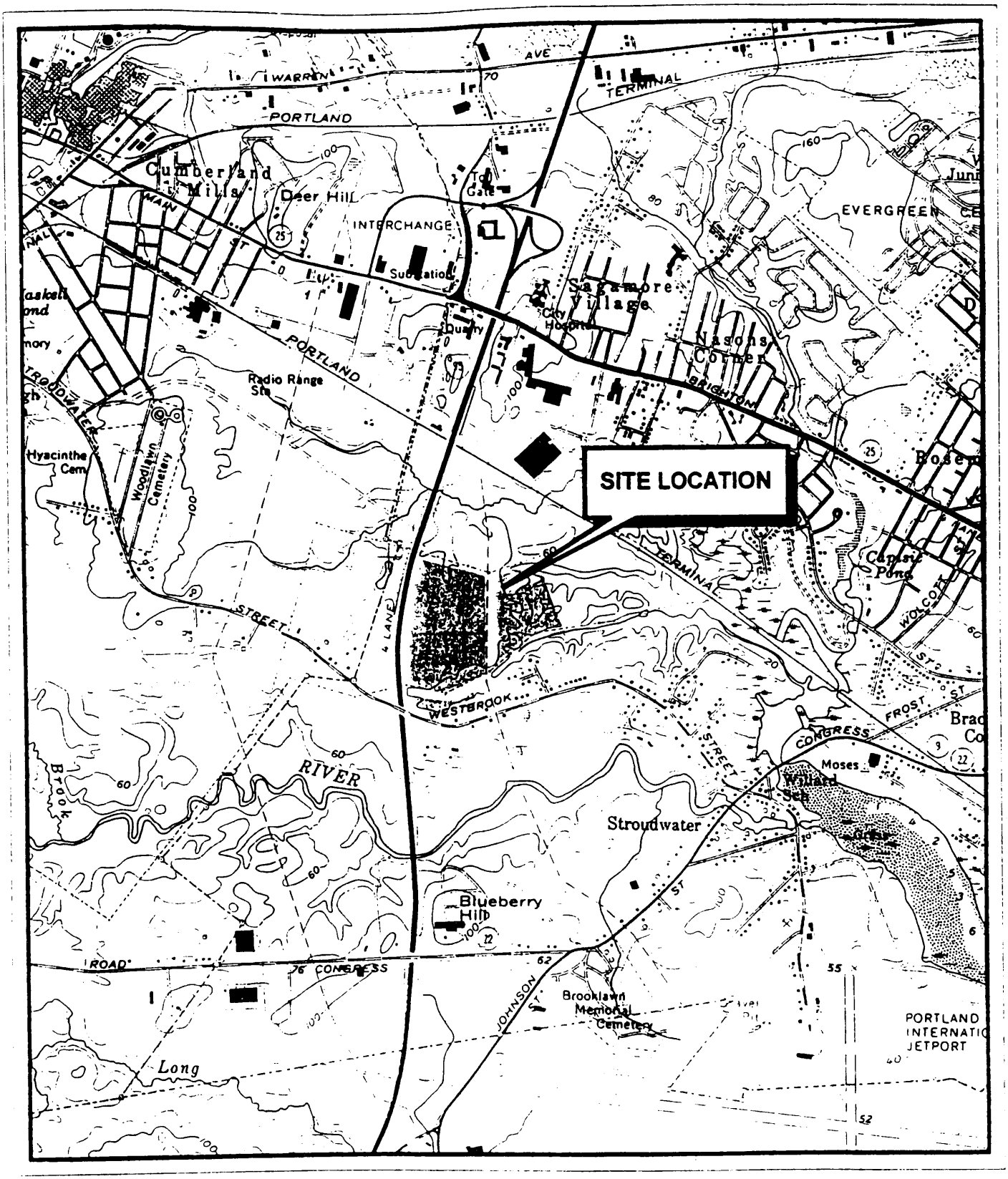
Prouts Neck, ME
1957, Photorevised 1970 and 1978





SOURCE:
USGS 7.5 MINUTE SERIES TOPOGRAPHIC MAP
PROUTS NECK & PORTLAND WEST MAINE QUADRANGLE
PHOTOREVISED 1978

CLIENT:	UNITED STATES POSTAL SERVICE
PROJECT:	ENVIRONMENTAL ASSESSMENT AND RELATED INVESTIGATIONS, GRONDIN'S TRACT (SITE C)
	DAMES & MOORE A DAMES & MOORE GROUP COMPANY
TITLE:	SITE LOCUS
PROJECT NO:	03711-885
DESIGN: WPH	SCALE: AS SHOWN
APPROVED: LJF	DATE: 07/11/97
DRAWN: —	FILE NO: S3361A
FIGURE NO:	1



2000 1000 0 2000 4000 FEET

SOURCE: Base map is from a portion of the U S G S 1:24,000 scale topographic map titled: "Portland West, ME", photorevised 1978

MAINE

QUADRANGLE LOCATION

N

Figure 1

SITE LOCATION MAP

Snyder Tract
1581-1667 Westbrook Street
Portland, Maine

DAMES & MOORE

DAMES & MOORE

A DAMES & MOORE GROUP COMPANY

235 Peachtree Street, N.E.
North Tower, Suite 2000
Atlanta, Georgia 30303-1405
404 577 2122 Tel
404 577 5425 Fax

August 28, 1997

Honorable Ralph Baxter, Sr.
Mayor of South Portland
P.O. Box 9422
South Portland, Maine 04116-9422

Attention: Mayor Baxter

RE: Notice of Intent and Request for Interagency Review
Proposed Construction and Operation of a
New U.S. Postal Service Processing and Distribution Center
Portland, Maine

Dear Mayor Baxter:

The U.S. Postal Service proposes to build a new mail processing and distribution center (P&DC) in the Portland, Maine area. The existing Portland P&DC has exceeded its operational capacity and a new facility would relieve the strain that the facility has experienced due to the physical constraints of a small multi-level facility. The Postal Service has selected three potential sites for the new P&DC.

An Environmental Assessment (EA) will be prepared to examine the environmental impacts of constructing a new P&DC on each of the contending sites, as follows:

- Grondin's Quarry Tract: 30-acre parcel located on the southeast side of Broadway/Mussey Road in South Portland and Scarborough
- Scarborough Downs Tract: 30-acre vacant parcel located on the east side of Payne Road, north of the Scarborough Downs Race Track, in Scarborough
- Snyder Tract: 80-acre parcel located on the east side the Maine Turnpike (between Brighton Avenue and Westbrook Street) in Portland

Enclosed with this letter is a copy of the initial notification letter (including topographic maps) prepared in June 1997 by Ken Griffin, Real Estate Specialist for the U.S. Postal Service. Any questions concerning the Proposed Action may be directed to Scott Vincent, U.S. Postal Service Environmental Specialist, at (901) 747-7336 (phone) or (901) 747-7408 (fax). Distribution of this letter to relevant local governmental agencies would be appreciated. So that it can be incorporated into the EA, any information generated during the review process should be submitted directly to me by September 14, 1997:

Patricia M. Westermann, Dames & Moore
North Tower, Suite 2000
235 Peachtree Street, NE
Atlanta, Georgia 30303-1405

F:\COMMON\MAHN\MAINEPORT_RB.doc

MAJOR FACILITIES OFFICE

UNITED STATES POSTAL SERVICE

June 10, 1997

Honorable Ralph Baxter, Sr.
Mayor of South Portland
PO Box 9422
South Portland, ME 04116-9422

Dear Mayor Baxter:

SUBJECT: Portland, Maine (area)
New Processing & Distribution Center

On April 28th, your office was notified of the Postal Service plans and need to construct a new processing and distribution center in the Portland area. I wish to apprise you of one site the Postal Service in seriously considering for purchase and later development within the city of South Portland.

Site A (Grondin Quarry) - USPS plans would include purchasing approximately 30 to 40 acres of uplands on a site located on the southeast side of Broadway/Mussey Road on the line of the corporate limits of both South Portland and Scarborough. Location is approximately 1/2 mile southwest of the South Portland Spur of the Maine Turnpike. The site is currently operated as a rock quarry. In order to gain entry to a large contiguous upland area, a new road (to city specifications) will be constructed by the owner.

As mayor, I ask for your written comments on this location for the proposed new facility. No South Portland postal facilities will be impacted. The purpose of this facility is to provide adequate processing and distribution functions and to improve service for the area. If questions arise, please contact me at 901/747-7419.

Sincerely,

Ken Griffin
Real Estate Specialist

Attachment

225 NORTH HUMPHREYS BOULEVARD
MEMPHIS, TN 38166-0300
FAX: 901/747-7444/7408

DAMES & MOORE
A DAMES & MOORE GROUP COMPANY

235 Peachtree Street, N.E.
North Tower, Suite 2000
Atlanta, Georgia 30303-1405
404 577 2122 Tel
404 577 5425 Fax

August 28, 1997

Mr. Carl Betterley
Scarborough Town Manager
P.O. Box 360
Scarborough, Maine 04070-0360

Attention: Mr. Carl Betterley

RE: Notice of Intent and Request for Interagency Review
Proposed Construction and Operation of a
New U.S. Postal Service Processing and Distribution Center
Portland, Maine

Dear Mr. Betterley:

The U.S. Postal Service proposes to build a new mail processing and distribution center (P&DC) in the Portland, Maine area. The existing Portland P&DC has exceeded its operational capacity and a new facility would relieve the strain that the facility has experienced due to the physical constraints of a small multi-level facility. The Postal Service has selected three potential sites for the new P&DC.

An Environmental Assessment (EA) will be prepared to examine the environmental impacts of constructing a new P&DC on each of the contending sites, as follows:

- Grondin's Quarry Tract: 30-acre parcel located on the southeast side of Broadway/Mussey Road in South Portland and Scarborough

- Scarborough Downs Tract: 30-acre vacant parcel located on the east side of Payne Road, north of the Scarborough Downs Race Track, in Scarborough

- Snyder Tract: 80-acre parcel located on the east side the Maine Turnpike (between Brighton Avenue and Westbrook Street) in Portland

Enclosed with this letter is a copy of the initial notification letter (including topographic maps) prepared in June 1997 by Ken Griffin, Real Estate Specialist for the U.S. Postal Service. Any questions concerning the Proposed Action may be directed to Scott Vincent, U.S. Postal Service Environmental Specialist, at (901) 747-7336 (phone) or (901) 747-7408 (fax). Distribution of this letter to relevant local governmental agencies would be appreciated. So that it can be incorporated into the EA, any information generated during the review process should be submitted directly to me by September 14, 1997:

Patricia M. Westermann, Dames & Moore
North Tower, Suite 2000
235 Peachtree Street, NE
Atlanta, Georgia 30303-1405

F:\COMMON\MAINE\NPORT_CO.doc

MAJOR FACILITIES OFFICE

UNITED STATES POSTAL SERVICE

June 10, 1997

Mr. Carl Betterly
Scarborough Town Manager
PO Box 360
Scarborough, ME 04070-0360

Dear Mr. Betterly:

On April 28th, your office was notified of the Postal Service plans and need to construct a new processing and distribution center in the Portland area. I wish to apprise you of two sites the Postal Service in seriously considering for purchase and later development within the Town of Scarborough.

Site A (Grondin Quarry) - USPS plans would include purchasing approximately 30 to 40 acres of uplands on a site located on the southeast side of Broadway/Mussey Road on the line of the corporate limits of both South Portland and Scarborough. Location is approximately 1/2 mile southwest of the South Portland Spur of the Maine Turnpike. The site is currently operated as a rock quarry. In order to gain entry to a large contiguous upland area, a new road (to town specifications) will be constructed by the owner.

Site B (Scarborough Downs) - Approximately 30 acres of vacant land located on the east side of Payne Road, approximately 1/4 mile north of the Payne Road/Haigas Parkway (Exit 6 of Maine Turnpike) in Scarborough. The upland acreage under consideration is a portion of a larger tract and is part of the Scarborough Downs Race Track. As in the case of the previous site, an access road would be constructed to the upland areas. This road(s) would be from Payne Road and/or the Downs entry road.

As city manager, I ask for your written comments on these locations for the proposed new facility. No Scarborough postal facilities will be impacted. The purpose of this facility is to provide adequate processing and distribution functions and to improve service for the area.

I have spoken with Harvey Rosenfeld about these locations but do request your comments. If questions arise, please contact me at 901/747-7419.

Sincerely,

Ken Griffin
Real Estate Specialist

cc: Harvey Rosenfeld

225 NORTH HUMPHREYS BOULEVARD
MEMPHIS, TN 38166-0300
FAX: 901/747-7444/7406

DAMES & MOORE
A DAMES & MOORE GROUP COMPANY

235 Peachtree Street, N.E.
North Tower, Suite 2000
Atlanta, Georgia 30303-1405
404 577 2122 Tel
404 577 5425 Fax

August 28, 1997

Honorable John F. McDonough
Mayor of Portland
389Congress Street
Portland, Maine 04101-3509

Attention: Mayor McDonough

RE: Notice of Intent and Request for Interagency Review
Proposed Construction and Operation of a
New U.S. Postal Service Processing and Distribution Center
Portland, Maine

Dear Mayor McDonough:

The U.S. Postal Service proposes to build a new mail processing and distribution center (P&DC) in the Portland, Maine area. The existing Portland P&DC has exceeded its operational capacity and a new facility would relieve the strain that the facility has experienced due to the physical constraints of a small multi-level facility. The Postal Service has selected three potential sites for the new P&DC.

An Environmental Assessment (EA) will be prepared to examine the environmental impacts of constructing a new P&DC on each of the contending sites, as follows:

- Grondin's Quarry Tract: 30-acre parcel located on the southeast side of Broadway/Mussey Road in South Portland and Scarborough

- Scarborough Downs Tract: 30-acre vacant parcel located on the east side of Payne Road, north of the Scarborough Downs Race Track, in Scarborough

- Snyder Tract: 80-acre parcel located on the east side the Maine Turnpike (between Brighton Avenue and Westbrook Street) in Portland

Enclosed with this letter is a copy of the initial notification letter (including topographic maps) prepared in June 1997 by Ken Griffin, Real Estate Specialist for the U.S. Postal Service. Any questions concerning the Proposed Action may be directed to Scott Vincent, U.S. Postal Service Environmental Specialist, at (901) 747-7336 (phone) or (901) 747-7408 (fax). Distribution of this letter to relevant local governmental agencies would be appreciated. So that it can be incorporated into the EA, any information generated during the review process should be submitted directly to me by September 14, 1997:

Patricia M. Westermann, Dames & Moore
North Tower, Suite 2000
235 Peachtree Street, NE
Atlanta, Georgia 30303-1405

MAJOR FACILITIES OFFICE

UNITED STATES POSTAL SERVICE

June 10, 1997

Honorable John F. McDonough
Mayor of Portland
389 Congress Street
Portland, ME 04101-3509

Dear Mayor McDonough:

SUBJECT: Portland, Maine (area)
New Processing & Distribution Center

On April 28th, your office was notified of the Postal Service plans and need to construct a new processing and distribution center in the Portland area. I wish to apprise you of one site the Postal Service is seriously considering for purchase and later development within the city of Portland.

The location abuts the east side of the Maine Turnpike between Brighton Avenue and Westbrook Street in Portland. Total site size is near 80 acres with approximately 50 acres considered useable. There is no access to the site currently. Access would be created from Rand Road (south of the USPS carrier annex). Future access would be via a new ramp access to the turnpike. This location was previously being considered for a bakery distribution facility. Location is good for our intended operation and with access to the Turnpike, convenient ingress/egress is created.

As mayor, I ask for written comments on this location for the proposed new facility. The purpose of this facility is to provide adequate processing and distribution functions and to improve service for the area. Retail functions will remain in the downtown area.

I have spoken with Kathleen Brown about this location but do request your comments. If questions arise, please contact me at 901/747-7419.

Sincerely,

Ken Griffin
Real Estate Specialist

Attachment

225 NORTH HUMPHREYS BOULEVARD
MEMPHIS, TN 38166-0300
FAX: 901/747-7444/7408

DAMES & MOORE
GROUP A DAMES & MOORE GROUP COMPANY

7 Community Drive
Augusta, Maine 04330
207 623 9188 Tel
207 622 6085 Fax

August 27, 1997

Mr. Earle G. Shettleworth, Director
Maine Historic Preservation Commission
55 Capital Street
Station 65
Augusta, Maine 04333-0065

Re: Request for review of three tracts in Cumberland County, Maine

Dear Mr. Shettleworth:

Dames & Moore, under contract with the U.S. Postal Service (USPS), is conducting environmental assessments of three tracts being considered for possible development of a USPS processing and distribution facility (see attached figure). Mr. Ken Griffin of the USPS submitted a preliminary description of the properties in a June 11, 1997 letter (attached).

The prospective development will include an approximately ten-acre, two story building with roughly ten-acres of parking. Transmission towers and/or structures greater than approximately fifty-feet in height are unlikely but may be included in the development. We respectfully request your review of the proposed tracts with regard to historic and prehistoric archeology, and architectural history as they relate to possible development of the tracts. Because the property boundaries shown on the attached figure have not been finalized, please extend your review to an area one-quarter mile beyond the property boundaries displayed. If the proposed properties do not include significant findings, we would appreciate a general description of any significant sites within an approximately two mile radius of the properties.

We are working on a tight schedule for completion of the project and would greatly appreciate receiving your report as soon as practicable. I understand from a conversation with Mr. Bob Bradley that three different individuals will likely work on the report. If interim findings are available, I would be available to pick them up before the final report is complete so we can begin incorporating the data into our report.

Please call with any questions and have a great holiday weekend.

Sincerely,

DAMES & MOORE

William P. Humphries
Staff Geologist

03711\885\archlet.wp5

c: Patti Westerman, D&M

DAMES & MOORE
A DAMES & MOORE GROUP COMPANY

235 Peachtree Street, N.E.
North Tower, Suite 2000
Atlanta, Georgia 30303-1405
404 577 2122 Tel
404 577 5425 Fax

28 August 1997

Ms. Sarah Holbrook
Information Manager
Maine Natural Areas Program
Department of Conservation
159 Hospital Street
#93 State House Station
Augusta, Maine 04333

Re: Request for Protected Species Information

Dear Ms. Holbrook:

Dames & Moore has been retained by the United States Postal Service to perform a NEPA Environmental Assessment of three sites under consideration for the location of the proposed new Portland Processing and Distribution Center (P&DC) in the Portland area. I am writing to request information on any protected species, species of concern, natural areas, rare communities, areas with unique features, or other natural elements of concern that have been reported to occur or are likely to occur within or near the three sites under consideration. The sites, highlighted in yellow, are depicted on the enclosed photocopies of portions of USGS 7.5-minute topographic quadrangles.

The Snyder Tract is depicted on the Portland West, ME (1956, Photorevised 1978) Quadrangle. The Snyder Tract is located east of and adjacent to the Maine Turnpike (I-95) between Westbrook Street and Pine Tree Industrial Park in Portland.

The Grondin's Quarry Tract is depicted on the Prouts Neck, Maine (1957, Photorevised 1970 and 1978) Quadrangle. Grondin's Quarry is located on the southeast side of Broadway/Mussey Road on the line of the corporate limits of South Portland and Scarborough.

The Scarborough Downs Tract is also depicted on the Prouts Neck Quadrangle. This property is located within the existing Scarborough Downs Raceway complex east of Payne Road in Scarborough.

DAMES & MOORE
A DAMES & MOORE GROUP COMPANY

Dames & Moore appreciates your assistance in this request. If additional information is needed, please do not hesitate to contact me at the above address and telephone number.

Respectfully,

Michael S. Breiner
Biologist

STATE OF MAINE
DEPARTMENT OF CONSERVATION
159 HOSPITAL STREET
93 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0093

ANGUS S. KING, JR.
GOVERNOR

RONALD B. LOVAGLIO
COMMISSIONER

September 23, 1997

Michael S. Breiner
Dames & Moore
235 Peachtree Street, N.E.
Atlanta, GA 30303-1405

Re: Request for Protected Species Information: Snyder, Grondin's Quarry, and Scarborough Downs Tracts

Dear Mr. Breiner:

I have searched the Natural Areas Program's Biological and Conservation Data System files in response to your request of August 28, 1997 for information on the presence of rare or unique botanical features documented from the vicinity of the project sites in the towns of Portland, South Portland, and Scarborough, Maine. Rare and unique botanical features include the habitat of rare, threatened, or endangered plant species and unique or exemplary natural communities. Our review involves examining maps, manual, and computerized records, other sources of information such as scientific articles or published references, and the personal knowledge of staff or cooperating experts.

Our official response covers only botanical features. For authoritative information and official response for zoological features you must make a similar request to the Maine Department of Inland Fisheries and Wildlife, 284 State Street, Augusta, Maine 04333.

According to the information currently in our Biological and Conservation Data System files, there are no rare botanical features documented specifically within any of the project sites. However, a number of rare plant species has been documented to occur in the towns of Portland and Scarborough. Historic records of several species have been documented in the vicinity of the tracts: *Potamogeton vaseyii* near the Snyder Tract, *Carex sterilis* (dioecious sedge) and *Ranunculus ambigens* (water-plantain spearwort) near the Grondin's Quarry and Scarborough Downs Tracts. In addition, the Fore River Sanctuary is located just east of the Snyder Tract. To ensure that such features are not inadvertently harmed, we suggest that you inventory the properties for rare or unusual plants, and natural communities.

NATURAL RESOURCES INFORMATION AND MAPPING CENTER
ROBERT G. MARVINNEY, DIRECTOR AND STATE GEOLOGIST

PHONE: (207) 287-8044
FAX: (207) 287-8040
TTY: (207) 287-2213

If field surveys of the project sites are conducted, you may want to refer to the enclosed supplemental information regarding rare and exemplary botanical features documented to occur in the towns of Portland and Scarborough. These features may occur in the project area if suitable habitat exists and should be considered during future environmental surveys.

This finding is available and appropriate for preparation and review of environmental assessments, but it is not a substitute for on-site surveys. Comprehensive field surveys do not exist for all natural areas in Maine, and in the absence of a specific field investigation, the Maine Natural Areas Program cannot provide a definitive statement on the presence or absence of unusual natural features on this site.

The Natural Areas Program welcomes coordination with individuals or organizations proposing environmental alteration, or conducting environmental assessments. If, however, data provided by the Natural Areas Program are to be published in any form, the Program should be informed at the outset and credited as the source.

Thank you for using the Natural Areas Program in the environmental review process. Please do not hesitate to contact me if you have further questions about the Natural Areas Program or about rare or unique botanical features on this site.

Sincerely,

Diana Stahl
Data Specialist
Maine Natural Areas Program

Enclosures

RARE PLANTS AND NATURAL COMMUNITIES DOCUMENTED FROM SCARBOROUGH

SCIENTIFIC NAME	COMMON NAME	G-RANK	S-RANK	S-STAT	FED-STAT	HABITAT
AGALINIS MARITIMA	SALTMARSH FALSE-FOXGLOVE	G5	S2			Saltmarshes
ALLIUM TRICOCCUM	WILD LEEK	G5	S2			Rich woods and bottoms
CAREX RECTA	SALT-MARSH SEDGE	G4	S1	E		Saltmarshes
CAREX SILICEA	SEA-BEACH SEDGE	G5	S3			Maritime sands and rocks
CAREX STERILIS	DIOECIOUS SEDGE	G4	S1	T		Wet calcareous soils
ERIOCAULON PARKERI	PARKER'S PIPEWORT	G3	S3			Tidal mud and estuaries
GENTIANELLA QUINQUEFOLIA	STIFF GENTIAN	G5	SH			Rich woods, wet gravelly banks, damp fields, etc.
RANUNCULUS AMBIGENS	WATER-PLANTAIN SPEARWORT	G4	SH			Sloughs, ditches, and muddy swamps
SELAGINELLA APODA	CREEPING SPIKE-MOSS	G5	S1	E		Low woods, wet rocks, meadows
ZANNICHELLIA PALUSTRIS	HORNED PONDWEED	G5	S2			Fresh, brackish or alkaline waters, and stream edges

INFORMATION DATED 23 SEP 1997

A RANK EXPLANATION SHEET IS ENCLOSED

RARE PLANTS AND NATURAL COMMUNITIES DOCUMENTED FROM PORTLAND

SCIENTIFIC NAME	COMMON NAME	G-RANK	S-RANK	S-STAT	FED-STAT	HABITAT
ADLUMIA FUNGOSA	ALLEGHENY VINE	G4	S1	E		Wet or recently burned woods, rocky wooded slopes
ALLIUM TRICOCCUM	WILD LEEK	G5	S2			Rich woods and bottoms
CAREX POLYMORPHA	VARIABLE SEDGE	G2G3	S1	T		Dry sandy open woods and clearings, very local
PLATANTHERA FLAVA	PALE GREEN ORCHIS	G4T4Q	S2			Swampy woods, bottomlands, swales, and wet shores
SUAEDA CALCEOLIFORMIS	AMERICAN SEA-BLITE	G5	SH			Saltmarshes and sea-strands

INFORMATION DATED 23 SEP 1997
A RANK EXPLANATION SHEET IS ENCLOSED

MAINE NATURAL AREAS PROGRAM

STATE RANKS (S-RANK)

S1 Critically imperiled in Maine because of extreme rarity (five or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extirpation from the State of Maine.

S2 Imperiled in Maine because of rarity (6-20 occurrences or few remaining individuals or acres) or because of other factors making it vulnerable to further decline.

S3 Rare in Maine (on the order of 20-100 occurrences).

S4 Apparently secure in Maine.

S5 Demonstrably secure in Maine.

SA Accidental in Maine, including species that only sporadically breed in Maine.

SE An exotic species established in Maine; may be native elsewhere in North America.

SH Occurred historically in Maine, and could be rediscovered; not known to have been extirpated.

SU Possibly in peril in Maine, but status uncertain; need more information.

SX Apparently extirpated in Maine (historically occurring species for which habitat no longer exists in Maine).

S? Probably rare or historic in Maine, based on status elsewhere in New England, but not yet reviewed or documented by the Maine Natural Areas Program.

Note: **"S-RANKS"** determined by the Maine Natural Areas Program.
"G-RANKS" indicate global ranks as determined by The Nature Conservancy, and follow the criteria listed above for state ranks. For example, "G1" means 1-5 occurrences and critically imperiled throughout its entire range.

MAINE STATUS: PLANTS

NOTE: This column reflects State-listed status according to 5 M.R.S.A. § 13076-13079, which mandates the Department of Conservation to produce and biennially update the official list of Maine's endangered and threatened plants. The list is derived by a technical advisory committee of botanists who use data in the Natural Areas Program's database to recommend status changes to the Department of Conservation. The current official list is based on 1988 data, and bears a printing date of May 1990.

E ENDANGERED SPECIES; represented in Maine by <u>one</u> recent (within the last twenty years) documented occurrence, or federally listed as Endangered (but see exceptions below).

T THREATENED SPECIES; represented in Maine by <u>two to four</u> recent documented occurrences, or federally listed as Threatened (but see exceptions below).

Exceptions to the numerical criteria for these categories are small population sizes, confined to a small geographic area in Maine, and the taxon is clearly and imminently jeopardized.

FEDERAL STATUS

LE Listed as Endangered at the national level.

LT Listed as Threatened at the national level.

Please note that species names follow the 1995 *Checklist of the Vascular Plants of Maine*, 3rd revision, Josselyn Botanical Society of Maine, Maine Agricultural and Forest Experiment Station, University of Maine, Bulletin 844.

Where entries appear as binomials, all representatives (subspecies and varieties) of the species are rare in Maine; where names appear as trinomials, only that particular variety or subspecies is rare in Maine, not the species as a whole.

MAJOR FACILITIES OFFICE

UNITED STATES POSTAL SERVICE

June 11, 1997

Mr. Earle G. Shettleworth, Jr., SHPO
Maine Historic Preservation Committee
55 Capitol Street, Station 65
Augusta, ME 04333-0001

Dear Mr. Shettleworth:

SUBJECT: Portland, Maine
New Processing & Distribution Facility

In the interest of intergovernmental cooperation, we are forwarding for your review information on three (3) sites under consideration for the proposed new postal facility in the Portland area. The sites are in no specific order of preference.

Site A (Grondin Quarry) - USPS plans would include purchasing approximately 30 acres of uplands on a site located on the southeast side of Broadway/Mussey Road on the line of the corporate limits of both South Portland and Scarborough. Location is approximately 1/2 mile southwest of the South Portland Spur of the Maine Turnpike. The site is currently operated as a rock quarry. The only improvements to the site is a wooden scale house used in the operation. Age is approximately 20 years. A Phase I environmental study is underway.

Site B (Scarborough Downs) - A 30 acre vacant tract located on the east side of Payne Road, approximately 1/4 mile north of the Payne Road/Haigis Parkway (Exit 6 of Maine Turnpike) in Scarborough. The upland acreage under consideration is a portion of a larger tract and is part of the Scarborough Downs Race Track (harness racing). A Phase I environmental study of this site is also underway.

Site C (Snyder, Portland) - An 80 acre wooded tract located between Brighton Avenue and Westbrook Street abutting the east side of the Maine Turnpike (between Exits 7 & 8). Approximately 50 acres are considered uplands and useable. A turnpike interchange is being considered for the northwest corner of this parcel. A Phase I environmental study will be initiated. Wetland delineation has been made and the Maine Turnpike Authority and the Corps of Engineers are reviewing.

225 NORTH HUMPHREYS BOULEVARD
MEMPHIS, TN 38166-0555
FAX: 901/747-7444/7406

Your comments as to these locations will be appreciated. The proposed facility will act as a processing and distribution facility for the Portland area. These functions are currently performed in the Portland Processing & Distribution Center on Forest Avenue, Portland. That facility will remain as a customer service/retail facility. Copies of the pertinent quad maps showing site locations are enclosed. If questions arise, I can be reached at 901/747-7419.

Sincerely,

Ken Griffin
Real Estate Specialist

Enclosure

DAMES & MOORE
A DAMES & MOORE GROUP COMPANY

7 Community Drive
Augusta, Maine 04330
207 623 9188 Tel
207 622 6085 Fax

September 12, 1997

Dr. Arthur Spiess
Maine Historic Preservation Commission
55 Capital Street
Station 65
Augusta, Maine 04333-0065

Re: Request for information on prehistoric archeological site 8.16

Dear Mr. Spiess:

Thank you for your recent review of three tracts located in Cumberland County currently under consideration for the development of a new U.S. Postal Service processing and distribution facility (Dames & Moore request dated August 27, 1997). Review of prehistoric archeological sites identified a known prehistoric archeological site (8.16). We are presently preparing an Environmental Assessment of this site and are required to incorporate available data on known sites that have been identified. As a result, we would appreciate any documentation of the site (8.16) that is available from your office.

Please call with any questions.

Sincerely,

DAMES & MOORE

William P. Humphries
Staff Geologist

03711\885\archlet2.wp5

c: Patti Westerman, D&M

Earle G. Shettleworth, Jr.
Director

MAINE HISTORIC PRESERVATION COMMISSION
55 Capitol Street
65 State House Station
Augusta, Maine 04333

Telephone:
207-287-2132

September 5, 1997

Mr. William P. Humphries
Dames and Moore
7 Community Drive
Augusta, ME 04330

RE: Three tracts in Cumberland County, U. S. Postal Service

Dear Mr. Humphries:

My staff has reviewed the three tracts in Portland, Scarborough, and South Portland under consideration for a new Postal Service processing and distribution center. For Site B (Scarborough Downs) and Site C (Snyder, Portland) I find that there are no properties in the project impact area of historic, architectural, or archaeological significance as defined by the National Historic Preservation Act of 1966.

Site A (Grondin Quarry) has a known prehistoric archaeological site (site 8.16) located along its southern boundary. This site was located by an avocational archaeologist, and the rest of the parcel under consideration has not received any archaeological survey. We ask that you or the postal service contract for an archaeological survey of the Grondin Quarry parcel if it is retained in consideration as a construction site. The enclosed material explains the Phase I/II/III approach to archaeological survey that we require, with each step being contingent only upon a positive finding during the preceding step. I also enclose a list of recommended contract archaeologists.

Should a significant archaeological resource be located on the property, it can either be excavated with proper scientific method, or protected through various legal and physical means. Please note that this office must approve any proposal for archaeological fieldwork. Please contact Dr. Arthur Spiess of this office if you have any questions.

Sincerely,

Earle G. Shettleworth, Jr.
State Historic Preservation Officer

Encl.

MAINE HISTORIC PRESERVATION COMMISSION
55 Capitol Street
65 State House Station
Augusta, Maine 04333

Earle G. Shettleworth, Jr.
Director

Telephone:
207-287-2132

RECEIVED SEP 2 5 1997

September 23, 1997

Dr. William Humphries
Dames and Moore
7 Community Drive
Augusta, ME 04330

RE: U.S. Postal Service Facility, Portland

Dear Dr. Humphries:

WE know almost nothing about archaeological site 8.16 on the proposal postal service parcel in Portland, except that stone tools and stone tool fragments have been found at the location by an amateur archaeologist. We do not know what the size of the site may be, although it is likely to be less than 0.5 acres in extent. In trade terms, we have insufficient information to judge the site's significance, hence my request for further archaeological work prior to development.

Sincerely,

Dr. Arthur Spiess
Archaeologist

October 2, 1997

Ms. Patricia M. Westermann
Dames and Moore
North Tower, Suite 2000
235 Peachtree Street, NE
Atlanta, GA 30303-1405

RE: US Postal Service Processing Center for Portland, Maine: Snyder Tract

Dear Ms. Westermann:

Portland Trails is a non-profit urban land conservation organization dedicated to creating a 30-mile network of greenways and trails within city limits. We recently worked to construct a 2-mile harborfront trail along the city's Eastern Promenade.

I am writing to express my concern about the proper study of environmental impacts on the 80-acre Snyder tract. This land is both very near to Maine Audubon Society's 85-acre Fore River Wildlife Sanctuary, as well as to one of our most important proposed loops, the 4-mile Stroudwater River trail. It is also situated very near to the watershed which drains into the Fore River.

Thus far it has been somewhat difficult to get many answers as to what is being planned there, or as to the process involved. We, as a land trust, work with developers and real estate companies often, so my concern is NOT that there is proposed development, but that merely an Environmental Assessment has been ordered, not a full-fledged Environmental Impact Statement. It seems to me that this area is much too sensitive to risk gathering inadequate data. Also, if a turnpike exit needs to be built there, it will have major impact on the area as well.

Therefore we urge you to conduct an EIS to properly gauge the effects, both primary and secondary, which could result from this proposal. I apologize for my tardiness in communicating, but I was only recently made aware of this project. Enclosed you will find a copy of our Vision Map, which contains red dots indicating our proposed trail loop. Thank you for your attention to this concern.

Sincerely,

Alix Hopkins

Alix W. Hopkins (Ms.)
Executive Director

Enclosure

One India Street Portland, Maine 04101 207.775.2411 FAX 772.7673 info@trails.org

George N. Campbell, Jr.
Mayor

City of Portland
Office of the Mayor and Council
Portland, Maine

September 11, 1997

Ms. Patricia M. Westermann
James & Moore
North Tower, Suite 2000
235 Peachtree Street, NE
Atlanta, Georgia 30303-1405

VIA FAX (404) 577-5120

Dear Ms. Westermann:

I am in receipt of your letter regarding "Notice of Intent and Request for Interagency Review: Proposed Construction and Operation of a New U.S. Postal Service Processing and Distribution Center Portland, Maine".

Since the Snyder Tract is such a fragile area and the combined effect of this project and the propossed Turnpike Exit will have such a massive environmental impact on the area, I urge you to conduct a full environmental impact study of this project before moving ahead.

Thank you for your consideration.

Sincerely

Tom Kane

Tom Kane
City Councilor
District 3

cc: Scott Vincent, FAX (901) 747-7408

APPENDIX B
NOTICE OF INTENT AND PROOF OF PUBLICATION

THIS PAGE INTENTIONALLY LEFT BLANK

LEGAL ADVERTISEMENT
NOTICE OF BIDS
FOR
PURCHASE AND INSTALLATION OF PLAYGROUND EQUIPMENT

The Town of Sanford, Maine will receive sealed bids for: PURCHASE AND INSTALLATION OF PLAYGROUND EQUIPMENT until 12:30 P.M. on Friday, SEPTEMBER 19, 1997 at the Town Administrator's Office, 267 Main Street, Sanford, Maine, at which time and place all bids will be publicly opened and read aloud.
Specifications, the Invitation to Bid and Instructions to Bidders are on file at the Sanford Town Administrator's Office at 267 Main Street, Sanford, Maine.
DATE: September 3, 1997
TOWN OF SANFORD, MAINE
By: /s/ John E. Webb
Town Administrator

592513

LEGAL ADVERTISEMENT
NOTICE OF INTENT

The U.S. Postal Service proposes to build a new mail processing & distribution center (P&DC) in the Portland, Maine area. A new P&DC would relieve the space constraints that the existing facility has experienced and would provide much needed workroom space. The existing postal retail services would remain in downtown Portland.
An ENVIRONMENTAL ASSESSMENT (EA) will examine the environmental impacts of constructing a new P&DC up to approximately 400,000 square-feet on one of three sites in the Portland area: a rock quarry (up to 40 acres) located on the southeast side of Broadway/Mussey Road at the corporate limits of South Portland and Scarborough; a wooded portion of the Scarborough Downs Race Track (approximately 30 acres) located in Scarborough; and an undeveloped parcel (approximately 80 acres)located on the east side of the Maine Turnpike, between Brighton Avenue and Westbrook Street, in Portland.
By 9/19/97, those who went more information or wish to identify issues or concerns that should be addressed in the EA are invited to contact: Scott Vincent, USPS, MFO, 225 N. Humphreys Blvd., Memphis, TN 38166-0300, Fax (901) 747-7408.
The EA process is expected to be completed by 10/97 and wil be made available for review by interested parties.

592541

LEGAL ADVERTISEMENT
NOTICE OF BIDS
FOR
PROVIDING BULK ROAD SALT

The Town of Sanford, Maine will receive sealed bids for: PROVIDING BULK ROAD SALT until 12:30 P.M. on Friday, SEPTEMBER 19, 1997 at the Town Administrator's Office, 267 Main Street, Sanford, Maine, at which time and place all bids will be publicly opened and read aloud.
Specifications, the Invitation to Bid and Instructions to Bidders are on file at the Sanford Town Administrator's Office at 267 Main Street, Sanford, Maine.
DATE: September 3, 1997
TOWN OF SANFORD, MAINE
By: /s/ John E. Webb
Town Administrator

592522

LEGAL ADVERTISEMENT
REQUEST FOR PROPOSALS
MAINE DEPARTMENT OF TRANSPORTATION
ADVERTISEMENT

The Department of Transportation's Office of Freight Transportation has conducted research and analysis on data obtained from surveys and interviews with Maine businesses, interest groups, and government agencies. Information has been collected on the current status of the freight transportation system and on how the present system could be improved. The Office of Freight Transportation is also studying other key issues in freight transportation. The Office of Freight Transportation is seeking proposals from qualified firms and individuals to provide technical support toward the development of an Integrated Freight Plan for the State of Maine.
The Department will consider proposals from all qualified applicants who submit a proposal. Three sealed copies of the proposal must be clearly marked "PROPOSAL: TECHNICAL SUPPORT, INTEGRATED FREIGHT PLAN" and be delivered to the Division of Purchases, Room 119 State Office Building, State House Station 9, Augusta, ME 04333, no later than 2:00 PM local time on September 22, 1997, at which time and place they will be opened. Please note that only proposals actually received in Room 119 of the State Office Building prior to the stated time will be considered; bidders submitting proposals by mail are responsible for allowing adequate time for delivery. Proposals received after the 2:00 PM deadline will be rejected, without exception.
Any firm or individual with experience in community planning, infrastructure development, logistics management, or other related background is invited to submit a proposal. An information packet containing the Request for Proposal, the Selection Procedure, the Scope of Services and the Proposal Outline is available from the address listed below.
It is the policy of the Maine Department of Transportation to provide maximum opportunity for the participation by disadvantaged/women/minority owned businesses. As a prerequisite to the award of the contract, the selected firm must certify its good faith efforts to comply with all applicable requirements on equal employment opportunity, nondiscrimination, and affirmative action, including providing opportunities to disadvantaged/women/minority owned firms certified by MDOT. Directories of certified businesses can be obtained by contacting www.state.me.us/mdot/homepage.htm, or from the Project Manager.
The Department reserves the right to reject any or all proposals received for whatever reason it deems appropriate.

APPENDIX C
SNYDER TRACT WETLAND DELINEATION REPORT

THIS PAGE INTENTIONALLY LEFT BLANK

Snyder

Woodlot Alternatives, Inc.

December 9, 1994

John Mitchell
Mitchell & Associates
The Staples School
7 Center Street
Portland, Maine 04101

RE: **Wetland Delineation on the Snyder Site East of I-95, Portland, Maine.**

Dear John,

As requested, Woodlot Alternatives, Inc. (WAI) delineated all wetlands on the Snyder site east of I-95 in Portland, Maine that are under the jurisdiction of the U. S. Corps of Engineers (Corps) and the Maine Department of Environmental Protection (DEP). No local ordinances were reviewed.

The approximately 80-acre site is located south of the Pine Tree Industrial Park, and bounded by I-95 to the west and the abandoned Sebago Lake - Fore River Canal to the south (see attached map). There are power line rights-of-ways (ROW) cutting across the northern and southern edges of the lot, and a woods road that bisects the center of the lot from north to south. The site contains a mixed hardwood forest growing on gently sloped plain that slips to the southeast. Much of the site has been harvested over the past few years. The south and southeast edges of this plain are dissected by a series of ravines that run to the canal south of the site. These are small tributaries of the Fore River east of the site. Wetlands are found in each of these ravines. Several vernal and intermittent streams. Each stream drains either directly or indirectly to the Fore River, over 2000 feet to the east of the site. There are also wetlands in the northern half of the property along the power line ROW and in the northeast corner of the site. All of the wetlands are described below.

[illegible] • [illegible] 04086 • 207-7[illegible] • [illegible] • [illegible]

METHODS

Background information was reviewed prior to visiting the site. This included topographic maps, soil surveys, and National Wetland Inventory maps.

A field delineation was on December 1 and 2, 1994. Delineations were accomplished using methods and technical guidelines outlined in the Corps Manuals[1].

A topographic, 1 inch to 200-foot scale, site plan was used to guide the survey. Wetland boundaries were sketched on the plan based on topographic features and rough field estimations. A copy of that map with wetland plot locations and numbered wetlands is enclosed.

Wetland community classification and DEP class were determined for each wetland using the Cowardin Classification System and definitions contained in the Natural Resources Protection Act (NRPA) Wetland Protection Rules, 38 M.R.S.A., Chapter 310 for each wetland under DEP jurisdiction.

RESULTS

Eight wetlands were identified on the site (see enclosed map). Two wetlands are associated with a stream in the northwest corner of the site, three isolated wetlands are located under the [illegible] Power Line ROW, and three are associated with the ravines and canal in the east and central portions of the site.

[1] Methods from both the 1987 Corps of Engineers Wetland Delineation Manual and the 1989 Federal Manual for Identifying and Delineating Jurisdictional Wetlands were used

Wetland Descriptions

Wetland #1

Location: western edge of site near northwest corner

Size Class: <10 acres

Wetland System: PEM2C - Palustrine, emergent, non-persistent, seasonally flooded by a perennial stream

DEP Classification: Class II

Jurisdiction/Rationale: ACE/Yes - meets wetland definition; DEP/Yes - stream associated floodplain wetland

Characteristics: This wetland is a seasonally flooded depression approximately 200 feet by 100 feet in size. It is dominated by tussocks of emergent grasses, sedges, and low growing shrubs and is flooded intermittently by a stream running just west of the property. This stream eventually flows across the northwest corner of the site as part of wetland #2 and crosses under the interstate. Soils at the edge of the wetland have a 10-inch thick layer of organic over approximately 13 inches of mucky gleyed silt-loam. Twenty-three inches below the soil surface is a dense, gleyed, bluish-grey, clay. This glacial marine deposit is found in the lower horizon of many of the wetlands in this area. The vegetation consists of a few red maple (*Acer rubrum*) saplings growing on tussocks of meadowsweet (*Spiraea alba*), tussock-sedge (*Carex stricta*), blue-joint grass (*Calamagrostis canadensis*), and swamp candle (*Lysimachia terrestris*). Sphagnum moss (*Sphagnum spp.*) blankets the edges of the tussocks and the saturated edges of the wetland basin.

Wetland #2

Location: [illegible] corner of the site

Size Class: [illegible]

Wetland System: PFO1E, PEM2E, and R4UBB - Palustrine, forested, broad-leaved deciduous, [illegible] saturated with a Palustrine, emergent, non persistent, seasonally saturated area near [illegible] which is Riverine, intermittent, unconsolidated mud bottom

DEP Classification: Class II - Those areas that contain either a stream or stream associated

floodplain wetland, all other areas are not DEP classified

Jurisdiction/Rationale: ACE/Yes - meets wetland definition; DEP/Yes - the northern most edges of this wetland that contain a stream or stream-associated floodplain wetlands

Characteristics: This wetland contains a long narrow forested wetland swale that eventually flows into a ditch and a small emergent wetland with an intermittent stream.

The swale varies from five to over a hundred feet wide as it extends north from the center of the western half of the site. It appears to collect some run off from adjacent lands that slowly seeps north to a ditch just off site to the north. There are no defined channels in this part of the forested portion of this wetland. Soils in this wetland contain shallow organic deposits over 12 to 18 inches of heavily mottled silt-loam. Below this are the dense glacial marine deposits. Red maple trees grow with hemlock (*Tsuga canadense*) and balsam fir (*Abies balsamea*) across this part of the wetland with patchy clumps of arrow-wood (*Viburnum dentatum*), nannyberry (*Viburnum lentago*), and cinnamon fern (*Osmunda cinnamomea*) growing beneath. Sphagnum moss grows in the wettest portions of the swale.

Run-off from the swale enter a ditch north of the site that flows west, back onto the site where it joins a stream and its floodplain near the northwest corner of the property. The stream averages three feet wide and three to eight inches deep with a silt bottom. Broad leaved cattail (*Typha latifolia*), meadowsweet, and sensitive fern (*Onoclea sensibilis*) grow in dense patches throughout the floodplain.

Wetland #3, #4, and #5

Location: under the power lines, east of wetland 2.

Size Class: < 10 acres.

Wetland System: PSS1C - Palustrine, scrub-shrub, broad-leaved deciduous, seasonal, saturated

DEP Classification: N/A - less than 10 acres in size, no stream

Jurisdiction/Rationale: ACE/Yes - meets wetland definition; DEP/No

floodplain wetland, all other areas are not DEP classified

Jurisdiction/Rationale: ACE/Yes - meets wetland definition; DEP/Yes - the northern most edges of this wetland that contain a stream or stream-associated floodplain wetlands

Characteristics: This wetland contains a long narrow forested wetland swale that drains north into a ditch and a small emergent wetland with an intermittent stream.

The swale varies from five to over a hundred feet wide as it extends north from the center of the western half of the site. It appears to collect some run off from adjacent lands that slowly seeps north to a ditch just off site to the north. There are no defined channels in this part of the forested portion of this wetland. Soils in this wetland contain shallow organic deposits over 12 to 18 inches of heavily mottled silt-loam. Below this are the dense glacial marine deposits. Red maple trees grow with hemlock (*Tsuga canadense*) and balsam fir (*Abies balsamea*) across this part of the wetland with patchy clumps of arrow-wood (*Viburnum dentatum*), nannyberry (*Viburnum lentago*), and cinnamon fern (*Osmunda cinnamomea*) growing beneath. Sphagnum moss grows in the wettest portions of the swale.

Run-off from the swale enter a ditch north of the site that flows west, back onto the site where it joins a stream and its floodplain near the northwest corner of the property. The stream averages three feet wide and three to eight inches deep with a silt bottom. Broad leaved cattail (*Typha latifolia*), meadowsweet, and sensitive fern (*Onoclea sensibilis*) grow in dense patches throughout the floodplain.

Wetland #3, #4, and #5

Location: under the power lines, east of wetland 2.

Size Class: < 10 acres.

Wetland System: PSS1A - Palustrine, scrub-shrub, broad-leaved deciduous, seasonally saturated

DEP Classification: N/A - less than 10 acres in size, no stream

Jurisdiction/Rationale: ACE/Yes - meets wetland definition; DEP/No

Characteristics: These three wetlands are similar in that they are small (less than 1/10 of an acre), isolated, wetland swales that are dominated by wetland shrubs and grasses. The dense glacial marine sediments beneath each of these wetlands perches enough water to saturate the soils above and support dense patches of meadowsweet, arrow-wood and winterberry (*Ilex verticillata*) with a mix of swamp candle, blue-joint grass, lady fern (*Athyrium felix-femina*), cinnamon fern and sensitive fern.

Wetland F6

Location: northeast corner of the site

Size Class: < 10 acres

Wetland System: PFO1E, PEM2, and R4UB3 - Palustrine, forested, broad-leaved deciduous, seasonally saturated with Palustrine, emergent, non-persistent, seasonally saturated and Riverine, intermittent, unconsolidated mud bottom

DEP Classification: Class II - the lower parts of the ravines where there are streams, otherwise N/A - less than 10 acres in size, no stream

Jurisdiction/Rationale: ACE/Yes - meets wetland definition; DEP No - less than 10 acres in size, no stream

Characteristics: This wetland contains a broad area of seeps at the top of a series of small ravines that merge in a single stream just off site. Small puddles and rivulets are located in areas where water discharges from the adjacent upland plain. Water from these seeps runs south and east into a three narrow ravines which concentrate the flow into small intermittent streams. Portions of the streams that are regulated by the DEP begin 100 to 300 feet west of the eastern property line. The streams are one to two feet wide and from one to five inches deep with silt-loam bottoms. The soils in the wetland vary from 16-inch-deep organic muck in forested seepage areas, to shallow silt-loams over densely mottled and gleyed silt-loam beneath the power lines. Under the power lines, the wetland is dominated by wool-grass (*Scirpus cyperinus*), blue-joint grass (*Calamagrostis canadensis*), redtop (*Agrostis gig...*), rugosa goldenrod (*Solidago rugosa*), sensitive fern, meadowsweet and winterberry. Forested areas contain red maple and hemlock trees, patches of speckled alder (*Alnus rugosa*), winterberry, and pagoda dogwood (*Cornus alternifolia*). The [illegible]

contains patches of cinnamon fern, sensitive fern, fancy fern (*Dryopteris intermedia*), foam-flower (*Tiarella cordifolia*) and cuckoo-flower (*Cardamine pratensis*). The lower ravines contain floodplain wetlands with very few trees. The dominant herbaceous plants include sedges (*Carex stricta* and *Dulichium arundinaceum*), foam-flower, cuckoo-flower, and soft rush (*Juncus effusus*).

Wetland #7

Location: east central edge of site

Size Class: < 10 acres

Wetland System: R4UB3 - Riverine, intermittent, unconsolidated mud bottom

DEP Classification: Class II - stream and stream-associated floodplain wetland

Jurisdiction/Rationale: ACE/Yes - meets wetland definition; DEP/Yes - lower parts of the ravines contains a DEP stream and floodplain

Characteristics: This wetland is similar to wetland #5, but without a headwater seepage area. This originates as a single seep or spring near the top of the ravine.

Wetland #8

Location: south edge of the property

Size Class: < 10 acres

Wetland System: PEM2B and R4UB3 - Palustrine emergent non-persistent, saturated and Riverine, intermittent, unconsolidated mud bottom

DEP Classification: Class II - stream and stream associated floodplain wetland areas only

Jurisdiction/Rationale: ACE/Yes - meets wetland definition; DEP/Yes - lower parts of ravines [illegible] DEP streams - the abandoned canal also contains a stream and floodplain

Characteristics: This wetland is dominated by the abandoned Sebago - Fore River. The old [illegible] canal stream that is 3 - 12 feet wide and 5 - 15 inches deep. A [illegible] marsh fills that bottom of the canal near the western property line. Speckled alder ([illegible]) and meadowsweet grow thickly along the [illegible] of the marsh and across the [illegible] stream. [illegible] ravines similar to those in wetland #6, drain into the canal [illegible] and two drain into the canal from the south. Several of these were excavated

during construction of the canal to increase the flow of water to the canal to flood the locks. A woods road crosses the canal approximately 400 feet from the western property line. Two ravines, one containing an intermittent stream, merge on the east side of this road and join the canal several hundred feet further east. The DEP regulated stream is intermittent, three to five feet wide, one to ten inches deep, with a silt bottom. Another DEP regulated stream drains the ravine on the north side of the canal, approximately 400 feet west of the eastern property line. The defined channel begins approximately 200 feet north of the main canal channel where a series of small seeps discharge from the base of the ravine. This stream is ½ - 1 foot wide and 1 - 4 inches deep. Each of the ravines has pockets of emergent marsh vegetation dominated by woolgrass, rattlesnake-manna grass (*Glyceria canadensis*), blue-joint grass and meadowsweet.

WETLAND JURISDICTION

Federal

The Corps has jurisdiction over all of the wetlands identified on the site. A Corps permit is needed to fill any of the wetlands. Each is considered to be an above headwater wetland [illegible] such filling will be seen as part of the entire single and complete project. Some minor filling activities may qualify for a Nationwide Permit. It is important to understand that in the northeast region, federal wetland regulations are currently undergoing substantial revisions. [illegible] likely to include the elimination of the Nationwide Permit system and an [illegible] section with DEP regulatory staff. Changes should be in place next summer [illegible] you may want to contact us prior to undertaking any activities requiring [illegible]. We would be able to provide you the latest permit information.

State

[illegible] has jurisdiction over all of the streams and stream associated floodplain [illegible] on site. None of the wetlands on site are greater than 10 contiguous acres in size [illegible] DEP streams and stream associated floodplain wetlands within 250 feet of streams, are-

[illegible] Class II wetlands. A permit will be required for all development activities within [illegible] wetlands as well as for any soil disturbance activities occurring within 100 feet [illegible] wetlands.

Because the DEP is also reviewing its regulatory program, it may be necessary to review what permits would be needed for work in or near DEP regulated wetlands.

Wetland delineation data forms are available upon request.

Should you have any questions concerning the methods we used, or our findings, please call.

Respectfully,
Woodlot Alternatives, Inc.

Joshua L. Royte
Field Biologist

WAI NO 94187.00

WETLAND MAP

SNYDER LAND
WESTBROOK STREET PORTLAND, M

Prepared By:
WOODLOT ALTERNATIVES, INC
[illegible] Main Street
[illegible], Maine 04011

WETLAND

WETLAND LOCATION

APPENDIX D
FEDERALLY PROTECTED THREATENED OR ENDANGERED SPECIES

THIS PAGE INTENTIONALLY LEFT BLANK

United States Department of the Interior

FISH AND WILDLIFE SERVICE
New England Field Office
22 Bridge Street, Unit #1
Concord, New Hampshire 03301-4986

October 14, 1997

Michael Breiner
Dames & Moore
25 Peachtree Street, NE
North Tower, Suite 2000
Atlanta, Georgia 30303-1405

Dear Mr. Breiner:

This responds to your letter dated September 10, 1997 for information on the presence of federally-listed and proposed, endangered or threatened species in relation to the proposed construction in South Portland and Scarborough, Maine.

Based on information currently available to us, no federally-listed or proposed, threatened and endangered species under the jurisdiction of the U.S. Fish and Wildlife Service are known to occur in the project area, with the exception of occasional, transient bald eagles (*Haliaeetus leucocephalus*) or peregrine falcons (*Falco peregrinus*).

As you are probably aware, any proposal to discharge fill material into wetlands may require authorization from the U.S. Army Corps of Engineers under Section 404 of the Clean Water Act. If an individual permit for wetland filling is required, it will be evaluated within the context of the Section 404(b)(1) Guidelines. The Guidelines carry a clear presumption that practicable alternatives exist for proposals to fill wetlands for non-water dependent uses. We encourage you to contact Jay Clement of the Corps' Manchester Field Office, RR2, Box 1855, Manchester, Maine 04351, at 207-623-8367, for specific guidance on permit requirements and wetland delineation protocols. We will provide specific comments on the project during our review of any applicable Section 404 permit applications.

Preparation of a Biological Assessment or further consultation with us under Section 7 of the Endangered Species Act is not required. Should project plans change, or additional information on listed or proposed species becomes available, this determination may be reconsidered.

A list of federally-designated endangered and threatened species in Maine is enclosed for your information. Thank you for your cooperation and please contact Linda Welch of our Maine Field Office at 207-827-5938 if we can be of further assistance regarding endangered species.

Sincerely yours,

Michael J. Bartlett
Supervisor
New England Field Office

Enclosure

FEDERALLY LISTED ENDANGERED AND THREATENED SPECIES IN MAINE

Common Name	Scientific Name	Status	Distribution
FISHES:			
Sturgeon, shortnose*	Acipenser brevirostrum	E	Kennebec River & Atlantic Coastal Waters
REPTILES:			
Turtle, leatherback*	Dermochelys coriacea	E	Oceanic summer resident
Turtle, loggerhead*	Caretta caretta	T	Oceanic summer resident
Turtle, Atlantic ridley*	Lepidochelys kempii	E	Oceanic summer resident
BIRDS:			
Eagle, bald	Haliaeetus leucocephalus	T	Entire state-nesting habitat
Falcon, American peregrine	Falco peregrinus anatum	E	Current nesting: Hancock, Penobscot, Piscataquis, Oxford, & Franklin Counties; entire state-migratory
Falcon, Arctic peregrine	Falco peregrinus tundrius	T	Entire state migratory-no nesting
Plover, Piping	Charadrius melodus	T	Atlantic coast
Roseate Tern	Sterna dougallii dougallii	E	Atlantic coast
MAMMALS:			
Wolf, eastern timber	Canis lupus	E	Somerset
Cougar, eastern	Felis concolor couguar	E	Entire state-may be extirpated
Whale, blue*	Balaenoptera musculus	E	Oceanic
Whale, finback*	Balaenoptera physalus	E	Oceanic
Whale, humpback*	Megaptera novaeangliae	E	Oceanic
Whale, right*	Eubalaena spp. (all species)	E	Oceanic
Whale, sei*	Balaenoptera borealis	E	Oceanic
Whale, sperm*	Physeter catodon	E	Oceanic
MOLLUSKS:			
NONE			
PLANTS:			
Small Whorled Pogonia	Isotria medeoloides	T	York, Kennebec, Cumberland, Oxford Counties
Lousewort, Furbish's	Pedicularis furbishiae	E	Aroostook County
Orchid, Eastern prairie fringed	Platanthera leucopehaea	T	Aroostook County

* Except for sea turtle nesting habitat, principal responsibility for these species is vested with the National Marine Fisheries Service

Rev. 7-28-95

United States Department of the Interior

FISH AND WILDLIFE SERVICE
U.S. Fish and Wildlife Service
1033 South Main Street
Old Town, Maine 04468
207-827-5938

August 29, 1997

Michael Brenier
Dames and Moore
235 Peachtree St. NE
North Tower Suite 200
Atlanta, GA 30303

Dear Mr. Brenier:

I have enclose a list of federally-designated endangered and threatened species for the state of Maine. Please feel free to contact me at the above number if you have any additional questions regarding endangered or threatened species in Maine.

Sincerely,

Linda Welch

Linda Welch
Wildlife Biologist

MOHR & SEREDIN
Landscape Architects, Inc.

January 15, 2003

Ms. Sarah Hopkins
Planning Department
City of Portland
389 Congress St.
Portland, ME 04101

RE: Gregory Ives; Racine Avenue Amended Plat

Dear Sarah:

Based on the Planning Board's approval of the above referenced project we would like to proceed as quickly as possible with the follow-up on the conditions of approval and the posting of the necessary bonds and fees with the City so that a building permit can be drawn. We offer the following for your consideration:

1. Construction Cost Breakdown of Public Improvements:

a.	Removals and erosion controls		$ 105.00
b.	New pipe (75'-12" HDPE)		$1,120.00
c.	New manhole (3' ht)		$ 525.00
d.	Finish grading, rip-rap, and seeding		$ 200.00
		Total	$1,950.00

Please let us know if this number is acceptable, and what the engineering/inspection fees will be.

2. Revised Drainage Easement:
We enclosed a revised metes and bounds description of the revised easement in our previous submission to you. Is this adequate for Corporation Counsel's use, or do you want a full easement prepared by us to be submitted for your review? A copy of the prior submission is attached.

3. Lot 27 Temporary Easement:
We believe that the work can all be accomplished from Mr. Ives' lot with the existing easement, without the need for a temporary easement from Lot 27. Notwithstanding that, would a simple letter from the owner of Lot 27 suffice if it indicated approval for the work to proceed even if some activity occurred on Lot 27? The less formal approach is more acceptable to the owner of Lot 27.

Sincerely,

Stephen B. Mohr, ASLA

18 Pleasant Street, Portland, Maine 04101
(207) 871-0003

MOHR & SEREDIN
Landscape Architects
18 Pleasant Street, Portland, Maine 04101
(207) 871-0003

TRANSMITTAL

Date: 1/15/03

Project Number:

Project: Racine Ave.

To: Sarah Hopkins

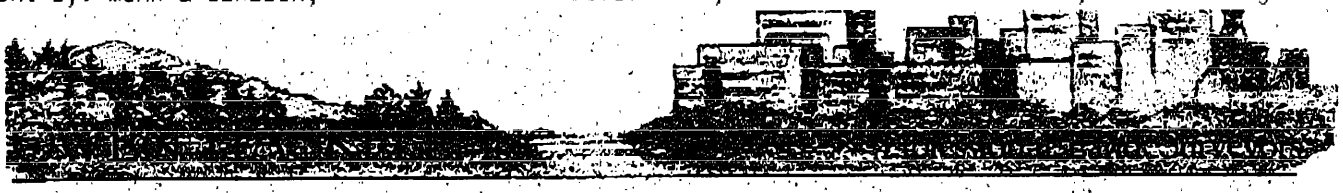
From: Stephen Mohr

Copy:

Message:

☐ Mailed
☐ Delivered

☒ Fax Number 874-8716
Total No. of Pages _____



16 Casco Street • Portland, Maine 04101-2979 • 207/774-0424 • FAX: 774-0511 • ohi@owenhaskell.com

November 6, 2002

DESCRIPTION OF PORTION OF 30 FOOT WIDE DRAINAGE EASEMENT TO BE RELEASED FROM LOT 26

A certain lot or parcel of land situated on the northerly side of but not adjacent to, Racine Street in the City of Portland, County of Cumberland, and State of Maine bounded and described as follows:

Beginning at a point on the northerly side of a 30 foot drainage easement across Lot 26 as shown on Recording Plat of Racine Avenue Subdivision dated February 23, 1988 revised 6-21-89 by Owen Haskell, Inc. recorded in Cumberland County Registry of Deeds Plan Book 179 Page 63, said point being 34.00 feet from the northerly sideline of Racine Avenue as measured on a bearing of N 46° 25' 25" E along side 30 foot drainage easement;

Thence N 76° 39' 14" E across the existing drainage easement 19.86 feet;

Thence N 46° 25' 25" E across said easement 22.00 feet;

Thence N 17° 05' 24" E across said easement 20.41 feet to the northerly side of the 30 foot easement;

Thence S 46° 25' 25" W along the northerly side of said 30' easement 56.95 feet to the point of beginning containing 395 square feet;

For a more particular description see amended plan of Lot 26 dated November 6, 2002 by Owen Haskell, Inc. to be recorded.

File: 2002-149-01-ECB

DRAINAGE EASEMENT DEED

KNOW ALL PERSONS BY THESE PRESENTS, that Gregory Ives, with an address at 73 Racine Avenue Portland, Maine, for consideration paid, receipt whereof is hereby acknowledged, grant to the City of Portland, a body politic and corporate located in Cumberland County, State of Maine, with warranty covenants, an easement described as follows:

The right perpetually to enter at any and all times upon property situated on Lot 26 (73 Racine Avenue), Portland, in said County of Cumberland and State of Maine, said property being described in Schedule A, attached hereto and incorporated herein by reference.

The above described parcel contains 1,939 square feet of area.

Meaning and intending to convey a portion of Lot 26 conveyed to this Grantor as shown on a Recording Plat of Racine Avenue Subdivision dated February 23, 1988 recorded in the Cumberland County Registry of Deeds in Plan Book 179 , Page 63, and amended by a Recording Plat of Racine Avenue Subdivision dated November 14, 2002.

Said easement for the sole purpose of and conveying the right to construct, install and perpetually maintain through, under and across said property conduits or pipelines with all necessary fixtures and appurtenances for conveying water and to lay, relay, repair, maintain, clean and remove said stormwater pipe or pipes upon or under said strips, with all necessary fixtures and appurtenances, together with the right at all times to make connections with said conduits or pipelines to land adjoining said drainage easement by means of pipes or other services; to trim, cut down and remove trees, bushes, and other vegetation of all kinds, to remove debris and deposits of any kind and to alter and regrade the contours of said drainage easement to such extent as in the sole judgment of the grantee is necessary or appropriate for any of the above purposes; and to enter upon said drainage easement at any and all times for any of the foregoing purposes, reserving to the grantor and her heirs and assigns the use and enjoyment of said strips and for such purposes only as will in no way interfere temporarily or otherwise with the perpetual use thereof by the grantee, its successors and assigns for the purpose above mentioned, provided that no building or any kind of permanent structure, including, but not limited to, walls and fences, shall be

erected on said strip by the grantor, her successors or assigns; and that the grantor, her heirs and assigns shall not remove earth from said drainage easement without the written permission of the grantee, its successors and assigns.

IN WITNESS WHEREOF, Gregory Ives has hereunto set his hand and seal on this 23 day of January_, 2003_.

WITNESS

STATE OF MAINE
CUMBERLAND, ss. Dated: 1/23/2003

Personally appeared the above-named , and acknowledged the foregoing instrument to be his free act and deed.

Before me, 1/23/03

PATRICIA JEWELL
Notary Public, Maine
My Commission Expires October 14, 2005

DRAINAGE EASEMENT DEED

KNOW ALL PERSONS BY THESE PRESENTS, that Gregory Ives, with an address at 73 Racine Avenue Portland, Maine, for consideration paid, receipt whereof is hereby acknowledged, grant to the City of Portland, a body politic and corporate located in Cumberland County, State of Maine, with warranty covenants, an easement described as follows:

The right perpetually to enter at any and all times upon property situated on Lot 26 (73 Racine Avenue), Portland, in said County of Cumberland and State of Maine, said property being described in Schedule A, attached hereto and incorporated herein by reference.

The above described parcel contains 1,939 square feet of area.

Meaning and intending to convey a portion of Lot 26 conveyed to this Grantor as shown on a Recording Plat of Racine Avenue Subdivision dated February 23, 1988 recorded in the Cumberland County Registry of Deeds in Plan Book 179 , Page 63, and amended by a Recording Plat of Racine Avenue Subdivision dated November 14, 2002.

Said easement for the sole purpose of and conveying the right to construct, install and perpetually maintain through, under and across said property conduits or pipelines with all necessary fixtures and appurtenances for conveying water and to lay, relay, repair, maintain, clean and remove said stormwater pipe or pipes upon or under said strips, with all necessary fixtures and appurtenances, together with the right at all times to make connections with said conduits or pipelines to land adjoining said drainage easement by means of pipes or other services; to trim, cut down and remove trees, bushes, and other vegetation of all kinds, to remove debris and deposits of any kind and to alter and regrade the contours of said drainage easement to such extent as in the sole judgment of the grantee is necessary or appropriate for any of the above purposes; and to enter upon said drainage easement at any and all times for any of the foregoing purposes, reserving to the grantor and her heirs and assigns the use and enjoyment of said strips and for such purposes only as will in no way interfere temporarily or otherwise with the perpetual use thereof by the grantee, its successors and assigns for the purpose above mentioned, provided that no building or any kind of permanent structure, including, but not limited to, walls and fences, shall be

erected on said strip by the grantor, her successors or assigns; and that the grantor, her heirs and assigns shall not remove earth from said drainage easement without the written permission of the grantee, its successors and assigns.

IN WITNESS WHEREOF, Gregory Ives has hereunto set his hand and seal on this 23 day of January, 2003.

WITNESS

STATE OF MAINE
CUMBERLAND, ss. Dated: 1/23/2003

Personally appeared the above-named , and acknowledged the foregoing instrument to be his free act and deed.

Before me, 1/23/03

PATRICIA JEWELL
Notary Public, Maine
My Commission Expires October 14, 2005

From: Anthony Lombardo
To: Jay Reynolds
Date: 1/17/03 9:35AM
Subject: Racine Ave.

I reviewed the amended plat's cost estimate and find the costs to be appropriate.

MOHR & SEREDIN
Landscape Architects, Inc.

January 15, 2003

Ms. Sarah Hopkins
Planning Department
City of Portland
389 Congress St.
Portland, ME 04101

RE: Gregory Ives; Racine Avenue Amended Plat

Dear Sarah:

Based on the Planning Board's approval of the above referenced project we would like to proceed as quickly as possible with the follow-up on the conditions of approval and the posting of the necessary bonds and fees with the City so that a building permit can be drawn. We offer the following for your consideration:

1. Construction Cost Breakdown of Public Improvements:

a.	Removals and erosion controls		$ 105.00
b.	New pipe (75'-12" HDPE)		$1,120.00
c.	New manhole (3' ht)		$ 525.00
d.	Finish grading, rip-rap, and seeding		$ 200.00
		Total	$1,950.00

   Please let us know if this number is acceptable, and what the engineering/inspection fees will be.

2. Revised Drainage Easement:
   We enclosed a revised metes and bounds description of the revised easement in our previous submission to you. Is this adequate for Corporation Counsel's use, or do you want a full easement prepared by us to be submitted for your review? A copy of the prior submission is attached.

3. Lot 27 Temporary Easement:
   We believe that the work can all be accomplished from Mr. Ives' lot with the existing easement, without the need for a temporary easement from Lot 27. Notwithstanding that, would a simple letter from the owner of Lot 27 suffice if it indicated approval for the work to proceed even if some activity occurred on Lot 27? The less formal approach is more acceptable to the owner of Lot 27.

Sincerely,

Stephen B. Mohr, ASLA

18 Pleasant Street, Portland, Maine 04101
(207) 871-0003

OWEN HASKELL, INC. Professional Land Surveyors

16 Casco Street • Portland, Maine 04101-2979 • 207/774-0424 • FAX: 774-0511 • ohi@owenhaskell.com

November 6, 2002

DESCRIPTION OF PORTION OF
30 FOOT WIDE DRAINAGE EASEMENT
TO BE RELEASED FROM LOT 26

A certain lot or parcel of land situated on the northerly side of but not adjacent to, Racine Street in the City of Portland, County of Cumberland, and State of Maine bounded and described as follows:

Beginning at a point on the northerly side of a 30 foot drainage easement across Lot 26 as shown on Recording Plat of Racine Avenue Subdivision dated February 23, 1988 revised 6-21-89 by Owen Haskell, Inc. recorded in Cumberland County Registry of Deeds Plan Book 179 Page 63, said point being 34.00 feet from the northerly sideline of Racine Avenue as measured on a bearing of N 46° 25' 25" E along side 30 foot drainage easement;

Thence N 76° 39' 14" E across the existing drainage easement 19.86 feet;

Thence N 46° 25' 25" E across said easement 22.00 feet;

Thence N 17° 05' 24" E across said easement 20.41 feet to the northerly side of the 30 foot easement;

Thence S 46° 25' 25" W along the northerly side of said 30' easement 56.95 feet to the point of beginning containing 395 square feet;

For a more particular description see amended plan of Lot 26 dated November 6, 2002 by Owen Haskell, Inc. to be recorded.

File: 2002-149-01-ECB

N

APPROXIMATE TREE LINE LOCATION (TYPICAL)

APPARENT PROPERTY LINE (TYPICAL)

I ZONE

R-F ZONE

B-2 ZONE

2238' (TOTAL)

908'

1330'

1996'

WETLANDS

PRELIMINARY WETLAND BOUNDARY

APPROXIMATE ZONING BOUNDARY (TYPICAL)

JUNK CARS

GARAGE

532'

488'

200'

545'

PAYNE ROAD

BURIED WATERLINE

UPLAND

54'

75'

186'

54'

435'

1400'

285'

DOWNS ACCESS ROAD

Figure 9

PRELIMINARY WETLAND DELINEATION OF SCARBOROUGH DOWNS TRACT AND SURROUNDING PROPERTY
Proposed New Portland Processing and Distribution Center
United States Postal Service
Portland, Maine

DAMES & MOORE
A DAMES & MOORE GROUP COMPANY

N

APPROXIMATE TREE LINE LOCATION (TYPICAL)

APPARENT PROPERTY LINE (TYPICAL)

I ZONE

R-F ZONE

B-2 ZONE

2238'; (TOTAL)

908'

1330'

WETLANDS

JUNK CARS

GARAGE

532'

PAYNE ROAD

480'

565'

200'

BURIED WATERLINE

UPLAND

PROPOSED LOT CONFIGURATION NO. 1

APPROXIMATE ZONING BOUNDARY (TYPICAL)

1996'

56'

75'

54'

106'

436'

1400'

285'

DOWNS ACCESS ROAD

0 300 450 600

SCALE, FEET

NOTES:

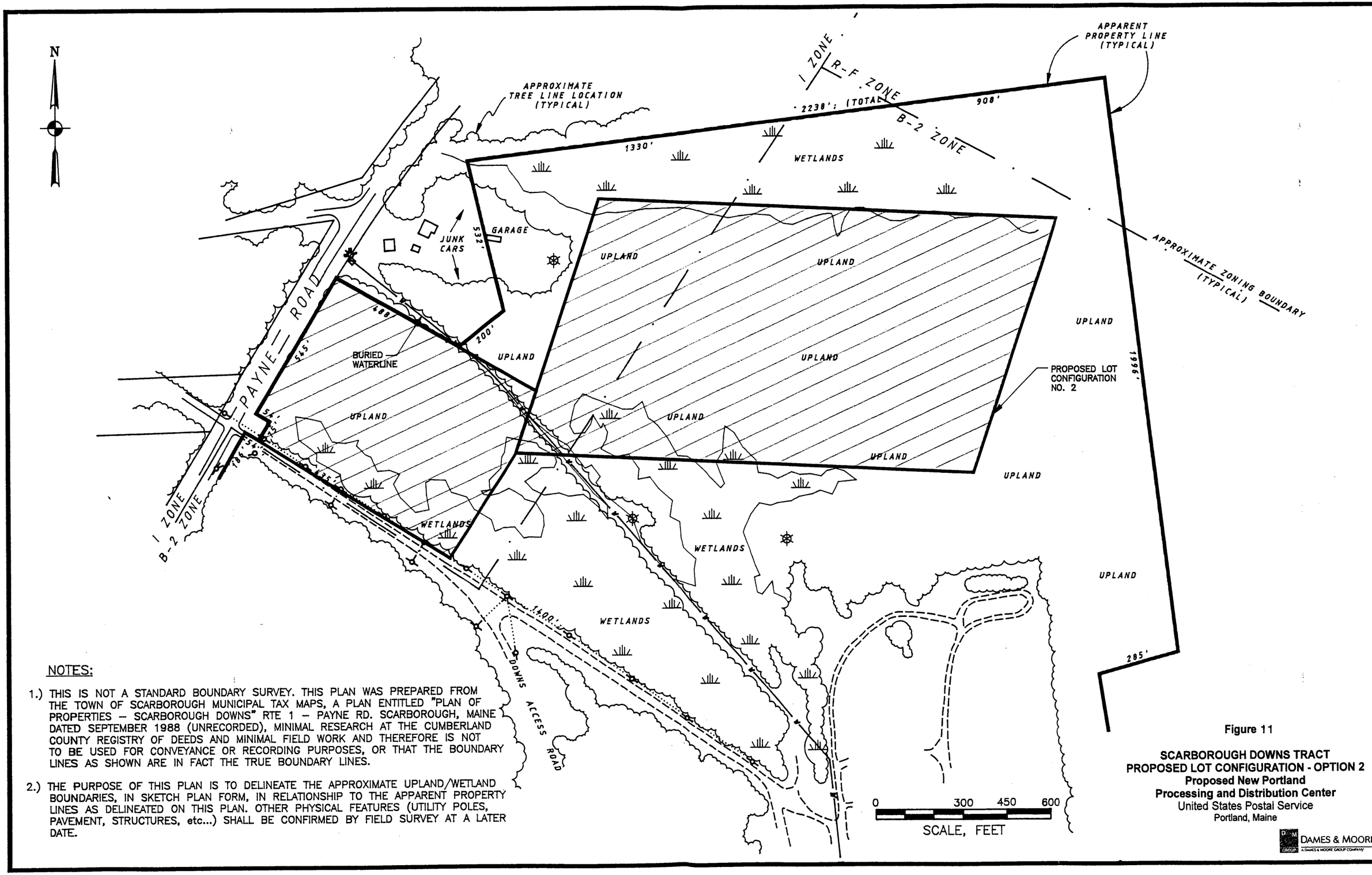
1.) THIS IS NOT A STANDARD BOUNDARY SURVEY. THIS PLAN WAS PREPARED FROM THE TOWN OF SCARBOROUGH MUNICIPAL TAX MAPS, A PLAN ENTITLED "PLAN OF PROPERTIES – SCARBOROUGH DOWNS" RTE 1 – PAYNE RD. SCARBOROUGH, MAINE DATED SEPTEMBER 1988 (UNRECORDED), MINIMAL RESEARCH AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS AND MINIMAL FIELD WORK AND THEREFORE IS NOT TO BE USED FOR CONVEYANCE OR RECORDING PURPOSES, OR THAT THE BOUNDARY LINES AS SHOWN ARE IN FACT THE TRUE BOUNDARY LINES.

2.) THE PURPOSE OF THIS PLAN IS TO DELINEATE THE APPROXIMATE UPLAND/WETLAND BOUNDARIES, IN SKETCH PLAN FORM, IN RELATIONSHIP TO THE APPARENT PROPERTY LINES AS DELINEATED ON THIS PLAN. OTHER PHYSICAL FEATURES (UTILITY POLES, PAVEMENT, STRUCTURES, etc...) SHALL BE CONFIRMED BY FIELD SURVEY AT A LATER DATE.

Figure 10

SCARBOROUGH DOWNS TRACT
PROPOSED LOT CONFIGURATION - OPTION 1
Proposed New Portland
Processing and Distribution Center
United States Postal Service
Portland, Maine

DAMES & MOORE
A DAMES & MOORE GROUP COMPANY



NOTES:

1.) THIS IS NOT A STANDARD BOUNDARY SURVEY. THIS PLAN WAS PREPARED FROM THE TOWN OF SCARBOROUGH MUNICIPAL TAX MAPS, A PLAN ENTITLED "PLAN OF PROPERTIES – SCARBOROUGH DOWNS" RTE 1 – PAYNE RD. SCARBOROUGH, MAINE DATED SEPTEMBER 1988 (UNRECORDED), MINIMAL RESEARCH AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS AND MINIMAL FIELD WORK AND THEREFORE IS NOT TO BE USED FOR CONVEYANCE OR RECORDING PURPOSES, OR THAT THE BOUNDARY LINES AS SHOWN ARE IN FACT THE TRUE BOUNDARY LINES.

2.) THE PURPOSE OF THIS PLAN IS TO DELINEATE THE APPROXIMATE UPLAND/WETLAND BOUNDARIES, IN SKETCH PLAN FORM, IN RELATIONSHIP TO THE APPARENT PROPERTY LINES AS DELINEATED ON THIS PLAN. OTHER PHYSICAL FEATURES (UTILITY POLES, PAVEMENT, STRUCTURES, etc...) SHALL BE CONFIRMED BY FIELD SURVEY AT A LATER DATE.

Figure 11

SCARBOROUGH DOWNS TRACT
PROPOSED LOT CONFIGURATION - OPTION 2
Proposed New Portland
Processing and Distribution Center
United States Postal Service
Portland, Maine

DAMES & MOORE
A DAMES & MOORE GROUP COMPANY

N

400 200 0 400 800 FEET

SOURCE: Greater Portland Council of Governments 1995
Aerial Photograph

Figure 8

AERIAL PHOTOGRAPH OF SCARBOROUGH DOWNS TRACT
Proposed New Portland Processing and Distribution Center
United States Postal Service
Portland, Maine

DAMES & MOORE
A DAMES & MOORE GROUP COMPANY

Table 9-1
Matrix Summary
Environmental Impacts

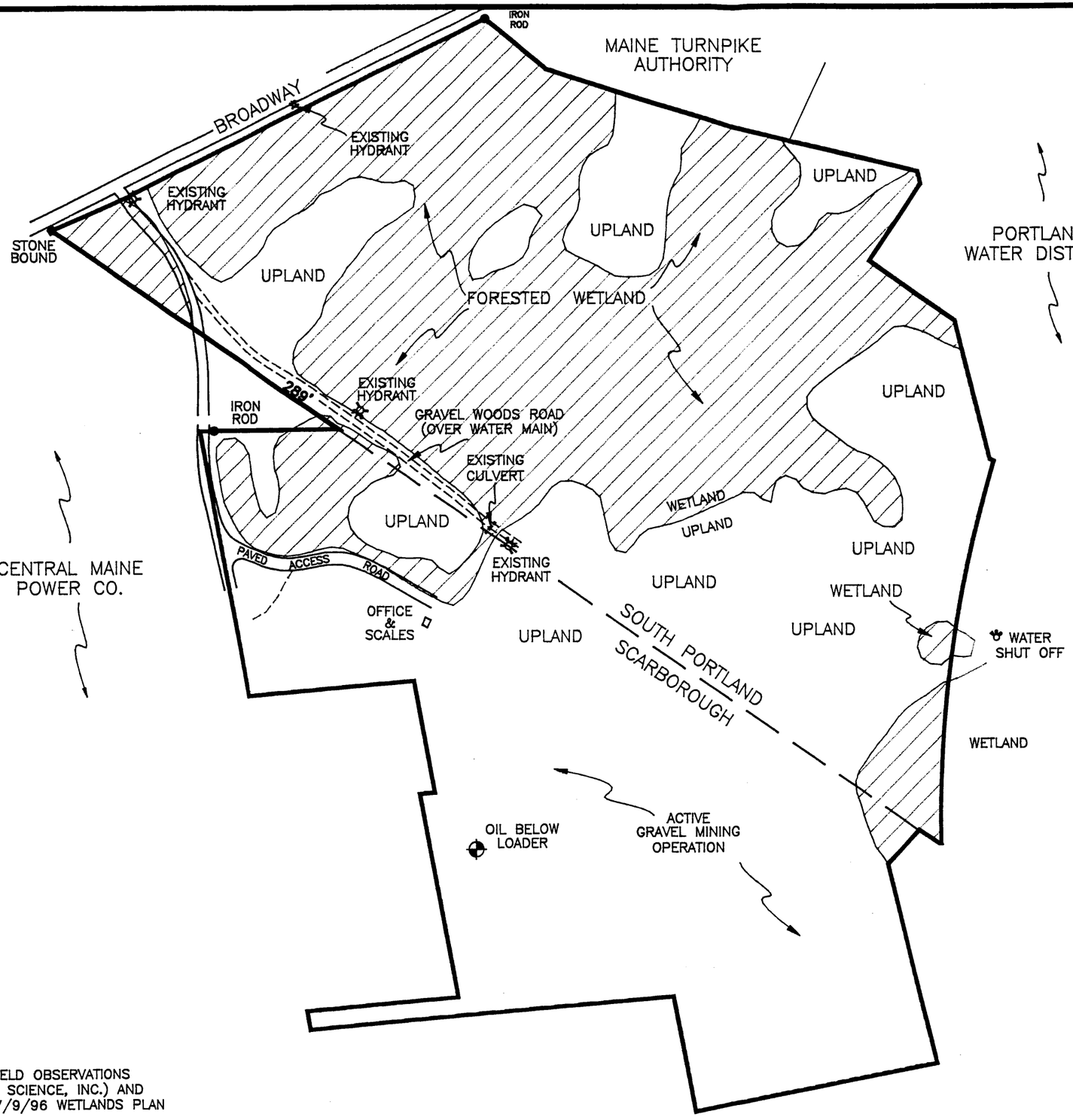
Component	Snyder Tract Alternative			Scarborough Downs Tract Alternative			Grondin's Quarry Tract			No Action Alternative		
	Impact	Duration	Mitigation	Impact	Duration	Mitigation	Impact	Duration	Mitigation	Impact	Duration	Mitigation
Physical Environment												
Topography	N	NA	NR	N	NA	NR	N	NA	NR	N	NA	NR
Geology and Soils	M	T	Y	M	T	Y	N	T	Y	N	NA	NR
Hydrology/Water Quality	M	P	Y	M	P	Y	N	P	Y	N	NA	NR
Prime Farmland	N	NA	NR	N	NA	NR	N	NA	NR	N	NA	NR
Botanical Elements	M	P	Y	M	P	Y	N	NA	NR	N	NA	NR
Fish and Wildlife	M	P	Y	M	P	Y	N	NA	NR	N	NA	NR
Cultural Environment												
Historic and Archeological Resources	N	NA	NR	N	NA	NR	U	NA	NR	N	NA	NR
Local Employment and Economics	B	NA	NR	B	NA	NR	B	NA	NR	N	NA	NR
Land Use and Zoning	N	P	NR	N	NA	NR	N	P	NR	N	NA	NR
Transportation	N-M	P	Y	N-M	P	Y	N-M	P	Y	N	NA	NR
Noise	N-M	P	Y	N-M	P	Y	N-M	NA	NR	N	NA	NR
Air Quality	N	P	Y	N	P	Y	N	P	Y	N	NA	NR
Population Trends and Housing	N	NA	NR	N	NA	NR	N	NA	NR	N	NA	NR
Employee/Business/Residential Relocation	N	NA	NR	N	NA	NR	M	P	C	N	NA	NR
Community Services	N	NA	NR	N	NA	NR	N	NA	NR	N	NA	NR
Utilities	N	T	NR	N	T	NR	N	T	NR	N	NA	NR
Energy Requirements and Conservation	N	NA	NR	N	NA	NR	N	NA	NR	N	NA	NR
Postal Environment												
Postal Environment	B	P	NR	B	P	NR	B	P	NR	M	P	C
Working Conditions	B	P	NR	B	P	NR	B	P	NR	M	P	C
Operational Productivity	B	P	NR	B	P	NR	B	P	NR	M	P	C

Key to Matrix

Impact Symbols
N = None or Negligible Impact
M = Moderately Adverse Impact
B = Beneficial Impact
S = Significantly Adverse Impact
U = Unknown; Possible Impact

Duration Symbols
NA = Not Applicable
T = Temporary Impact
P = Permanent Impact

Mitigation Symbols
NR = None Required
C = Cannot be Mitigated
Y = Can be Mitigated



LEGEND

WETLANDS

EDGE OF WETLAND

NOTES:

1.) THIS IS NOT A STANDARD BOUNDARY SURVEY. THIS PLAN WAS PREPARED FROM THE TOWN OF SCARBOROUGH MUNICIPAL TAX MAPS, A PLAN ENTITLED "STANDARD BOUNDARY SURVEY--THE QUARRY PROPERTY" BROADWAY SOUTH PORTLAND & SCARBOROUGH, MAINE DATED JULY 3, 1986 (UNRECORDED), MINIMAL RESEARCH AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS AND MINIMAL FIELD WORK AND THEREFORE IS NOT TO BE USED FOR CONVEYANCE OR RECORDING PURPOSES, OR THAT THE BOUNDARY LINES AS SHOWN ARE IN FACT THE TRUE BOUNDARY LINES.

2.) THE PURPOSE OF THIS PLAN IS TO DELINEATE THE APPROXIMATE UPLAND/WETLAND BOUNDARIES, IN SKETCH PLAN FORM, IN RELATIONSHIP TO THE APPARENT PROPERTY LINES AS DELINEATED ON THIS PLAN. OTHER PHYSICAL FEATURES (UTILITY POLES, PAVEMENT, STRUCTURES, etc...) SHALL BE CONFIRMED BY FIELD SURVEY AT A LATER DATE.

0 300 450 600

SCALE, FEET

SOURCE:
DAMES & MOORE FIELD OBSERVATIONS (BY ENVIRONMENTAL SCIENCE, INC.) AND SEBAGO TECHNICS 7/9/96 WETLANDS PLAN

Figure 14

PRELIMINARY WETLAND DELINEATION
GRONDIN'S QUARRY TRACT
Proposed New Portland
Processing and Distribution Center
United States Postal Service
Portland, Maine

DAMES & MOORE
A DAMES & MOORE GROUP COMPANY