September 14, 2022
14265

Sandy Fredricks, Planning Board Clerk
Town of Raymond
401 Webbs Mills Road
Raymond, ME 04071

Major Site Plan Application – Planning Board Responses
Jordan Bay Marina Expansion
1326 Roosevelt Trail, Raymond, ME

Dear Sandy:

Based upon the August 26 memorandum from Gorrill Palmer and the May 9 and August 30 memoranda from the Fire Department, we offer the following responses:

Peer Review Comments

1. Revise the location map on the existing conditions plan. The leader from the "Site" text does not point to the site, and Route 11 should be changed to Route 85.

   Location Map has been modified as commented.

2. Provide addresses for abutters.

   Abutter list was inadvertently left out of the application; list is included here within.

3. Call out proposed stormwater treatment ponds as grassed underdrained soil filters on the plans.

   Callouts have been changed as requested.

4. The application states that the proposed subsurface disposal system will handle flows from the existing marina. Will piping from the existing marina be connected to the proposed subsurface system, or is the statement only referring to the relocated bath house?

   The system has been designed to handle both the bathhouse flows (to be relocated to the new building) and the existing commercial building flows (in the future as needed). The plans have been modified to allow provisions to connect the flows from the existing building's septic tank to the system.

5. Delineate the proposed wetland impact on the plans.

   The proposed wetland impacts have been indicated on the Demolition Plan.

6. Provide correspondence from Portland Pipeline showing that they have reviewed the proposed development within their ROW.

   We have corresponded with Portland Pipeline and responded to their comments on the project; we are awaiting confirmation from their final review of the project.

7. The project proposes excavation and fill within a FEMA A1 Floodplain. We recommend that the proposed volume of fill within the floodplain be provided.

   We recalculated the proposed filling in CAD and obtained 54.2 cy for the area adjacent to under drained soils filter # 1 and 96.8 cy adjacent to under drained soils filter # 2. This amount is approximately 46% less than stated in our submission letter. This volume would raise the surface of the lake 0.00000312'.

8. Provide the following items to the Town upon receipt:
   a. ACOE permit
   b. MDEP NRPA permit
   c. MDEP Stormwater permit
   d. MDOT opening permit
   e. MDOT driveway/entrance permit
   f. MHPC response
   g. MEDIFW response

   Attached are responses from MDIFW, MHPC, and the Maine Historical Preservation Commission; permitting is ongoing with the remaining agencies.

9. Dimension the accessible parking spaces and aisle.

   Dimensions have been added as requested.

10. Provide a turning movement diagram showing a fire truck maneuvering around the connector drive.

    Enclosed are the routings for the fire truck movements through the site.

11. Show the easement for the proposed fire hydrant on the Site Plan.

    The easement has been added to the Site Plan.

12. The proposed site is closer to North Windham than Bridgton, therefore use the Cumberland County North Windham rainfall for the design storms.

    The stormwater calculations have been modified to use the rainfall values for SE Cumberland County.

13. Add spot grades for the bottom of the sediment forebay at underdrained soil filter #1

    Spot grades have been added for the intermediate berm between the forebay and under drained soiled filter.

14. Provide detail or call out for proposed outlet orifices at the soil filters.

    The bleeder sizes for the under drained soil filters have been added to the Under Drained Soil Filter Table and indicated in the control structure detail.

15. Provide a spillway analysis for the 25-, and 100-year storms showing the required freeboard.

    The analyses for the spillways are enclosed in the revised stormwater calculations as requested.

16. The pond berm at grassed underdrained soil filter #2 is up to 6' high and should have a top of berm width of 6 feet.

    The detail for the berm and the plans have been changed to reflect the 6' in width.

17. Provide discussion of phosphorus control in the stormwater report.

    Section for phosphorus treatment has been added as requested.

18. Show silt fence on demolition plan and grading plan.

    The filter barrier has been indicated on the Demolition Plan; for clarity of the Grading & Utilities Plan, it has not been added to that plan.

19. Add information about removal of temporary erosion control to the plans/report.

    A note, "Temporary erosion control measures installed during construction shall be removed after final stabilization of the project." has been added to the Demolition Plan and construction BMP's section of the inspection, maintenance and housekeeping notes in the report.

20. Per Article 10 Section D.b of the Raymond Land Use Ordinance, since development will occur within the Commercial Zone, provide a narrative explaining how the project complies with the Raymond Design Guidelines. Additionally, building elevations should be provided.

    Preliminary building elevations are enclosed. The narrative from the building architect on the Raymond Design Guidelines with input/edits follows:

    The proposed building is 60'x100', and will provide a showroom and boat sales on the upper level, with boat service/storage and marina bathrooms on the lower level. The design is in the very early stages of development; however, we have reviewed and considered the Town of Raymond Design Guidelines and Standards, and included below is a description of how we intend to meet some of the Standards.

    Site Planning: The current design includes an entry canopy/portico that faces Route 302 (the public street), lowers the scale of the building at the street, and provides a covered space that welcomes pedestrians (pedestrian space). Parking is provided in front of the building, adjacent to the street, similar to other commercial buildings along Route 302. A side walk is included across the street for pedestrian and bicycle traffic. The windows proposed on the streetside will help to create a vibrant and lively business presence, and the entry canopy/portico creates an

inviting pedestrian space and covered walkway. The adjacent residential properties are buffered with landscaping and vegetation.

Architecture: The building is designed to create an open, bright, and active storefront along route 302. The building forms proposed (gables and shed dormers) take inspiration from traditional New England building forms, and specifically large New England barns, however the window size and arrangement, along with the materials selected help to create a contemporary aesthetic that is complimentary to the traditional buildings that exist along Route 302. Contemporary building materials that have similar visual characteristics as traditional materials were selected, such as painted standing seam metal roofing, and painted board and batten metal siding. These building materials, and others, were selected for aesthetics, low reflective qualities, and long-term durability.

The façade was designed to reduce the large scale of the building and create a pedestrian-friendly entry. The corner glazing on the southeast, and a large bay window on the northeast, are designed to help reduce the scale of the building, invite natural daylighting inside, and create areas for the display of boats visible from the street. A large dormer on the east side is proposed to break up the large expanse of roof and bring additional light into the showroom. The building entry is clearly visible from Route 302, and as noted above, the entry canopy/portico is proposed to reduce the scale of the building at the street (a more human scale) and provide a covered space for pedestrians. The building has a pitched roof with a slope equal to 5/12 (the ratio of rise to run), and the glazing proposed on the east side facing route 302 occupies more than 40% of the wall surface area, both of which meet the design guidelines. The HVAC systems will be designed/build during the Construction phase; however, equipment will be designed and installed as required to minimize visibility from the street.

The building will be designed to be as energy efficient, healthy, and environmentally friendly as possible within the project requirements and budget. Some of the features that are being considered include:

- ***Passive Solar Design where, for example, ample windows are oriented southward for winter heat gain.***
- ***Thermal Mass, which includes dense materials such as concrete slabs or masonry walls to store heat.***
- ***Direct venting of bulk moisture from shower and bathrooms.***
- ***Energy efficient lighting, such as Light Emitting Diode (LED) light fixtures.***
- ***Low flow/water-conserving plumbing fixtures and possible rain catchment systems.***
- ***Energy efficient heating/cooling systems, such as air-to-air heat pumps, ground source heat pumps, biomass boilers, or high-efficiency gas boilers.***
- ***High-performance building envelope that's very well insulated and properly air sealed.***
- ***Durable materials that require little maintenance and products that are sourced locally and sustainably. Material choices that contain low toxin levels, and low reflectance levels.***
- ***Materials and products that are easy, safe, and require low energy to maintain.***
- ***Onsite energy generation such as Photovoltaic Panels also known as solar panels.***

Landscaping: Landscaping will be provided along 302 to create a vegetated buffer and safe separation between route 302 and the parking lot, and to provide shading in the summer. Street trees have been provided along the frontage of Roosevelt Trail with additional landscaping to frame the front of the site adjacent to the building. Additional trees are included within the site

to break up and further buffer elements of the site. All plans utilized are within the lists of the Design Guide or native to the state of Maine.

Lighting: Lighting will be provided at the parking area, under the building entry canopy, along the north side walkway and stairs to below, for a high level of visibility and safety. Downlighting will be selected to limit light pollution/maintain a dark sky at night, and to avoid light intrusion on abutting properties. Downlights will be installed in the ceiling under the entry canopy, and wall sconces that shine down will be selected and installed along the walkway/stair on the northside, and over the garage doors on the west side of the proposed building.

Signage: Signage has not yet been developed; however, a monument sign has been added to the Site Plan adjacent to the main entrance. This sign is proposed to be lit and will have adjacent landscaping to accent the sign. It has been placed to be seen from both directions and will include the street numbering on both sides of the sign as requested by the fire department. The final design will be provided at the time of building permit and will be designed to be uncluttered, simple, legible, and high-quality in order to create a distinctive commercial village corridor.

21. The Applicant is proposing 19 parking spaces, which is less than the Ordinance requirement of 1 space per 200 sf for any retail, wholesale, or service establishment. The application narrative indicates that the proposed parking spaces will be adequate based on past history and marina use. If the Board is amenable to the reduced number of parking spaces, we recommend that a formal waiver request be provided. The suggested use of the boat storage area for additional parking would only work if there are no boats stored.

    We will discuss the parking with the Planning Board and address this comment based on input from the Board.

22. Provide a retaining wall detail.

    Details have been added to the plan for the segmental retaining wall with a note that the contractor shall provide engineered shop drawings.

23. Provide a stair detail.

    A detail for the exterior stairway has been added to the plans.

24. Provide architectural plans for proposed building and relationship of the building height to the boat rack height. The plan calls out a 45' high boat rack, and the narrative says that the boat rack will be shielded by the building. The narrative states that the boat rack will be limited to 35 feet. Clarify the height of the boat storage rack and the height of the proposed building.

    The plans incorrectly referenced the height of the boat rack as 45' high; the plan has been corrected to reference the height of 35'. As mentioned above, elevations of the building are provided which indicate the proposed height of the building.

25. What will the existing bathhouse be used for, after the proposed bathhouse is built?

A decision has not been made relative to the use of this building. It may be used for storage or it may be removed.

26. Show the piping at SMH 9273, will this piping be modified?

    Information is being obtained relative to the manhole. Based on the existing buried lines and septic system and the lack of records for the site, it may be impossible to accurately determine the locations of the existing facilities without excavation of the site. The existing subsurface system will be continued to be used for the existing commercial building until the decision to redirect flow to the new system. At that time, it will be determined whether it is possible to gravity flow the existing sanitary to the new system or whether a pump will be needed.

27. Provide size, inverts, and slopes for the proposed sanitary sewer.

    The slopes and sizes for the sanitary lines and subsurface system to be built have been added to the plan.

28. Provide details and inverts for H-20 Septic Tank, Distribution Box, and Concrete Chambers.

    Details have been added to the details for H-20 Septic Tank, Distribution Box, and Concrete Chambers.

29. We recommend that the Roosevelt Trail moratorium pavement restoration for the water service connection work be shown on the plan rather than with the current note on Sheet 6 of 9. The pavement and gravel thicknesses for the water main trench shall be confirmed with MaineDOT and provided on the plans.

    The limits for overlay have been added to the plans and notes added relative to mill depth, placement and compaction of asphalt, and restoration of striping. These modifications will be confirmed through the permitting with MDOT.

30. Provide a copy of the revised SWPPP including pollution prevention for the proposed service area.

    A copy of the modified SWPPP for the Multi-Sector General Permit is attached.

31. Zoning Ordinance 10.1.f states that parking lots shall have an internal landscaped island of 100 sf minimum. Describe how the parking lot meets this requirement.

    We have minimized the size/amount of parking based on the site use. In conjunction with the comment on the number of parking spaces, we will address this with the Planning Board to receive direction on this comment.

32. Zoning Ordinance 10.F.2 requires an average 1.5 footcandle light intensity in parking lots and a minimum of 3 foot candles at intersections. Provide a photometric plan and note the maximum height of light poles on the plan. Discuss the proposed timing of the light use.

    A Photometrics Plan is enclosed. The normal and busiest use of the site is during daylight hours during the spring and summer months of the year. The lighting provided is more for security

than for use of the site. Based the nature of the site and a review with the lighting supplier, we believe that the proposed lighting for the site is adequate.

33. Shoreland Ordinance Section 15.H requires a minimum setback to a wetland of 50 feet for a road or driveway. The plan shows less than 50 feet. Add wetland setback dimensions to the plans. The site driveway in lower southwest corner appears to encroach into the wetland setback.

    The accessway has been modified to be 50' from the wetlands that will remain in the Portland Pipeline corridor.

34. Shoreland Ordinance Section 15.Q.2 limits the cleared opening within 100 feet of the upland edge of a wetland to 250 sf. The proposed clearing exceeds this requirement.

    The stated purpose of the Shoreland Ordinance is to protect water quality and wildlife habitat. In the area of the under drained soil filter for the boat and trailer parking, most of the clearing occurs on the far side of the clearing that exists in the pipeline corridor (60' in width) with a small portion in the corridor for grading purposes. The under drained soil filter in this area provides water quality treatment for the runoff that replenishes the needed water flow through the wetlands. The other area likewise contains an under drained soil filter that provides water quality. No area of development on this parcel discharges untreated water directly to the wetlands. In addition, it is common for wildlife to graze within the soil filters.

35. Discuss solid waste disposal. If a dumpster is proposed, the location should be shown on the plans.

    Any refuge created will be collected and placed in the existing dumpster on the existing marina site. Refuge for the marina is already handled by a private hauling company, Troiano Waste Services.

36. The Ordinance requires documentation on whether the site is located over a sand and gravel aquifer.

    A copy of the aquifer map for the Town of Raymond is included with this resubmission.

Fire Department Comments, May 9, 2022 Memorandum

1. The application should address Fire Rescue Department access in accordance with NFPA 1, Chapter 18 and Town of Raymond Ordinances.
   a. The access roads shall be a minimum of 20 feet in width for emergency vehicle access throughout this site, including the outside boat sales access roads.

      As indicated on the site plan most of the accessways are 24' wide with one of the accesses at 20' in width.

   b. The access roads shall be designed, constructed, and maintained to support a fire department apparatus weighing 75,000 lbs. on an "all-weather" driving surface, with turns and turn- arounds designed to permit emergency vehicle access throughout this site, including the outside boat sales access roads.

The plans detail the sections for both the paved areas and gravel access areas. These pavement system sections are sufficient for the intended load from the Town's fire truck.

c. The access road(s) design shall be capable of permitting a 40 ft. commercial cab, tandem axle fire truck with a 214-inch wheelbase to turn within the designed access road configurations. An "Auto-Turn" or equivalent template shall be provided to the RFRD for verification and approval.

Attached to this resubmission are truck routings for the requisite fire truck size.

d. The access roads shall be designed with an unobstructed vertical clearance of 13' 6".

No accessways have an obstructed clearance within 13' 6" of the proposed grade.

e. The access road grades shall be designed according to the limitations of fire department apparatus regarding approach/departure/break-over angles as follows:
   i. An angle of approach no greater than 8 degrees.
   ii. Departure angles no greater than 9 degrees.
   iii. Break-over angles no greater than 13 degrees.
   iv. Access Road Grades shall not exceed 10 degrees along their entire length.

A profile of the steepest portion accessway has been added to the plans that show compliance with these criteria.

f. The RFRD requests that as a condition of approval the developer provide plans showing the access road gradients throughout the site, to ensure compliance with NFPA 1, Town Ordinances and the limitations of RFRD apparatus described herein.

The plans show the proposed grading of the site. Other than the accessway section mentioned above, grading typically varies in the 1.00% - 2.50% range.

g. The access roads shall be designed to extend to within 50 feet of at least one exterior door that can be opened from the outside, providing access to the interior of the building / structure (see Figure below).

As shown on the site plan, there is a door in the middle of the building within 27' of the drive aisle for the parking area.

h. The access roads shall be designed such that any portion of the building / structure, or any portion of an exterior wall of the first story of the building / structure is located not more than 150 feet from fire department access roads as measured by a RFRD approved route around the exterior of the building / structure (see Figure below).

Every exterior wall is within 150' of the accesses that surround the building.

i. The access roads serving the proposed building and boat rack storage structures, including those areas with fire protection equipment (i.e., fire hydrants, fire dept. connections (FDC), outside emergency disconnects for electrical and propane, etc.) should be designated as "Fire Lanes".

As noted.

j. Access areas, in close proximity the structure, shall be provided to permit aerial ladder access to the roof areas of the proposed structures in the event of a fire or emergency. These aerial ladder access areas shall be designated as “Fire Lanes” on the approved plans and entered in the approved plan “Notes”.

As noted.

k. A 10-foot “Fire Lane” area shall be designated around the front and sides of the FDC locations to provide for fire apparatus access at all times. The fire protection devices, including access paths from the roadway to the fire protection devices, shall be maintained free and clear of obstructions at all times. During the winter months, these fire protection devices shall be maintained clear of snow and ice (Note: Yellow Arrow in example below).

A ten-foot-wide Fire Lane to the Fire Department Connect (FDC) is provided as requested. The FDC is adjacent to a sidewalk along with the Fire Lane that will be maintained in the winter.

l. The designated “Fire Lane" areas shall be marked with approved "Fire Lane" signs that read; “Fire Lane”, "No Parking", "Vehicles Towed at the Owners Expense" (see example of the sign below). The locations and design of the signs shall be approved by the Raymond Fire Rescue Department (RFRD).

Signage is shown as requested.

m. Fire Lanes and Fire Lane signage shall be designated on the approved plans and addressed in the approved plan “Notes”. Also, the Fire Lane sign design shall be included in the approved plan “Details” page.

Details of the signage is provided in the details for the project. Notes have been added to the site plan.

2. The developer shall address the issue of fire protection water supply in accordance with NFPA 1, and NFPA 303 as follows:

a. Installation of a private fire hydrant within the property, with the location, designs and installation approved and inspected by the Raymond Fire Rescue Department (per NFPA 1, and NFPA 303).

A fire hydrant has been provided in the design submitted to the Town.

b. The RFRD shall be provided with fire flow test data for this proposed fire hydrant to determine the adequacy of the projected fire flow in gallons per minute (GPM) @ 20 lbs. residual pressure. This data will be reviewed by the RFRD to ensure that adequate Fire Flow is available to address on-site fire protection needs in accordance with NFPA 1. The Fire Flow test data provided shall be a Portland Water District (PWD) water system design modeling document that includes Static Pressure, Residual Pressure (@ 20 PSI) and GPM.

Once the fire hydrant has been installed, a fire flow test will be performed and the results submitted to the fire department.

c. The private fire hydrant shall be located within 25 feet of any fire protection equipment such as fire sprinkler and/or standpipe FDC's.

The FDC is proposed to be on the building. Per NFPA, fire hydrants shall not be closer than 40' to the building. Based the best use of the fire hydrant, a placement at the entrance allows the potential use of the hydrant for emergencies on Roosevelt Trail. We ask that the fire department reconsider this request.

d. 6-inch concrete filled protection bollards shall be installed to protect the fire hydrant from damage by vehicles, etc. The location of these protection bollards shall be approved by the RFRD (see example below).

Bollards have been added to the plan adjacent to the proposed fire hydrant. A layout detail for the fire hydrant has been added to the details.

e. The private fire hydrant shall be installed, flow tested, and shall meet all RFRD and Portland Water District (PWD) acceptance testing criteria prior to the issuance of any building permits at the property.

Notes have been added to the site plan.

f. Flow testing of the installed fire hydrant will be conducted by the PWD or a contractor approved by the PWD. Flow Test records will be submitted to the RFRD as a component of the RFRD acceptance testing for this hydrant.

Notes have been added to the site plan.

g. A maintenance agreement signed with the PWD, or PWD approved contractor, to inspect, maintain, test and/or repair this hydrant in accordance with American Water Works Association (AWWA) and NFPA standards, and manufacturers specifications and recommendations. This maintenance agreement shall be noted as a condition of approval. The responsibility for maintaining this private fire hydrant shall be that of the owner of the property. This requirement shall be noted in the approved plan "Notes".

h. A 10-foot "Fire Lane" area shall be designated around the front and sides of the fire hydrant to provide for fire apparatus access at all times. This Fire Lane shall be designated on the approved plans and entered into the approved plan "Notes".

Notes have been added to the site plan.

i. The fire hydrant shall be maintained free and clear of obstructions at all times. During the winter months, the fire hydrant shall be maintained clear of snow and ice.

Notes have been added to the site plan.

j. The approved fire hydrant and collision bollard locations shall be noted on the approved plans. The private fire hydrant requirements noted herein, shall be included in the approved plan "Notes".

Notes have been added to the site plan.

3. The building and boat rack structure is greater than 4800 gross sq ft and will require the installation of NFPA 13 fire sprinkler systems as required by Town Ordinance, NFPA 1 and NFPA 303. The fire sprinkler requirement shall be noted on the approved plans and in the approved plan "Notes".

The building is 6,000 sf and is proposed to be sprinkled as indicated on the submitted plans. At this time the boat rack is intended to be an open steel frame structure and not a building. Notes have been added to the site plan.

4. The building and boat rack structure shall be evaluated for hazards of fire exposure between these structures. The appropriate methods of fire exposure protection shall be required to limit the transfer of fire from one structure to the other during a fire. This evaluation and the recommended exposure fire protection methods shall be reviewed and approved by the RFRD, and shall be provided in accordance with NFPA 1, NFPA 303, and NFPA 80A.

As stated above, the boat rack will be a steel frame structure that is separate from the building. Boats will be stored with bows 20 the rack towards the building; it is anticipated that the bows will be 12' to 15' from the building face. The gas tanks are towards the sterns of the boats. NFPA 80A specifically refers to exposure between buildings. Nonetheless, the proposed building will be fully sprinkled.

NFPA 80A states under 5.6.4 Exposed Building. Where the exposed building or structure is protected throughout by an approved, properly maintained automatic sprinkler system or other approved automatic fire suppression system of adequate design for the hazard involved, the exposure hazard to the total exposed building and its contents should be considered to be substantially reduced, depending upon the construction of the exterior wall.

The building materials used for the building will further reduce any exposure.

5. Installation of an NFPA 14, Class I Dry Standpipe system for extinguishment and fire protection with fire hose streams in accordance with NFPA 1 & 303 may be required. All proposed locations, designs, and installation of these standpipe systems will be approved and inspected (including acceptance testing) by the Raymond Fire Rescue Department.

It is proposed to have the FDC at the building with no dry standpipe.

6. Installation of an NFPA 72 fire alarm system will be required in accordance with Town Ordinance, NFPA 1 & NFPA 303. This requirement shall be noted in the approved plan "Notes".

Notes have been added to the site plan.

7. Installation of Knox Box system will be required in accordance with Town Ordinance and NFPA 1. This requirement shall be noted in the approved plan "Notes".

Notes have been added to the site plan.

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8. Portable Fire Extinguishers shall be installed in accordance with NFPA 10 as required by NFPA 1 and NFPA 303. This requirement shall be noted in the approved plan "Notes".

   Notes have been added to the site plan.

9. All utilities shall be installed underground to provide for fire department aerial ladder access to the roofs of the proposed structures. This requirement shall be noted in the approved plan "Notes".

   The utility service to the building is indicated to be underground. Notes have been added to the site plan.

10. All Electrical wiring and equipment installed and utilized shall be installed in accordance with the latest edition of NFPA 7O (National Electrical Code – 2020 edition). Outside Emergency Disconnects shall be installed in accordance with this standard for all new structures. Inspection by the State Electrical Inspector, Code Enforcement and the RFRD is required, and should be listed in the approved plan "Notes".

    Notes have been added to the site plan.

11. Storage and Handling of fuels shall be in accordance with NFPA 1, NFPA 303, NFPA 30, NFPA 30A, etc. Any changes to the underground fuel storage tank located on the site will require the location, designs and installation approved and inspected by the RFRD, in addition to all responsible local and state agencies. This requirement shall be noted in the approved plan "Notes".

    Notes have been added to the site plan.

12. Combustible waste material and residues shall be kept to a minimum, stored in covered metal and/or non-combustible receptacles (meeting ASTM E1354 standards) and removed from the site as required for fire safety.

    As noted.

13. Additionally, the Raymond Fire Rescue Department conditions outlined above shall be considered "Conditions of Approval" for this development. We would ask that these conditions be included on the approved "Final Plans", in the approved Plan "Notes", and in the Planning Board's "Findings of Fact" for this project.

    Notes have been added to the site plan.

Fire Department Comments, August 30, 2022 Memorandum

1. In response to the RFRD Memo dated May 9, 2022, the applicant has indicated in their cover letter the intent to provide a fire hydrant within their property, and states that emergency vehicle access within the site will be improved. The applicant does currently show that all internal access roads within the site are a minimum 20-feet in width. The RFRD acknowledges the information and statements contained in the cover letter, but requests specifics be provided to the RFRD for

verification of emergency vehicle access in accordance with NFPA 1, Chapter 18. The applicant is asked to provide detailed information regarding the items outlined in the RFRD Memo of May 9, 2022. In addition, the applicant proposes to eliminate one of the current entrances off Roosevelt Trail, but we are not sure which entrance is being eliminated. It is important to confirm which entrance is proposed for elimination for our review of emergency vehicle access throughout the entire marina site. Finally, the plans and "Plan Notes" should address all the issues outlined in the May 9, 2022 RFRD Memo as follows.

The existing driveway areas to be removed are shown on the Demolition Plan. The proposed driveway location to be retained is the southernmost driveway.

a. The application should address Fire Rescue Department access in accordance with NFPA 1, Chapter 18.
    i. An Auto-Turn or equivalent template should be provided to the RFRD that demonstrates emergency vehicle access throughout the entire site, including the boat sales access roads. The Auto-Turn template shall show a 40 ft. commercial day-cab, tandem axle fire truck with a 214-inch wheelbase making maneuvers forwards and backwards within the front and rear parking lots, and all access roads including the boat sales areas.
    ii. The applicant shall provide the access road gradients as outlined in the RFRD Memo: Section 1, d. e. and f.
    iii. The applicant should indicate areas proposed as designated Fire Lanes (with signage) to address the RFRD Memo: Section 1, g. h. i. j. k. l. and m.
b. The Applicant should address the fire protection water supply issues noted in the RFRD Memo: Section 2, b. c. d. e. f. g. h. i. and j.
c. The approved plan "Notes" should include language that indicates that the location and installation of the required "Fire Lane" signs shall be approved by the Raymond Fire Rescue Department.
d. The plans should address the fire sprinkler and standpipe requirements from the RFRD Memo: Section 3. 4. and 5. in the plan "Notes".
e. The Plans should include the installation of the required fire alarm system and Knox Box system in the plan "Notes" as referenced in Section 6. and 7. of the RFRD Memo.
f. The plan "Notes" should reference that all utilities will be installed underground, and all electrical systems and emergency disconnects shall be installed in accordance with 2020 edition of NFPA 70 (see Section 9. & 10. of the RFRD Memo).
g. The plan "Notes" shall include language from Section 11. and 12. from the RFRD Memo regarding storage and handling of fuels and combustible waste removal.
h. The E-911 address for the building(s) proposed, shall be posted with signs readily visible from the street, from both approach directions on Roosevelt Trail, visible from the fire apparatus cab, as assigned by the Raymond E-911 Coordinator.

2. The applicant will be responsible for obtaining all required Fire Permit applications and approvals for the project as required by adopted codes and ordinances.
3. The Raymond Fire Rescue Department conditions outlined previously in the Memo of May 9, 2022, and the conditions outlined above shall be considered "Conditions of Approval" for this project. We would ask that these conditions be included on the approved "Final Plans', in the approved plan "Notes", and in the Planning Board "Findings of Fact" for this project.
4. The May 9, 2022, RFRD Memo will be included as an attachment in the email containing this Review Memorandum.

A note relative to building addressing has been added to the notes on the Site Plan. All other comments are addressed above.

This response is being submitted electronically to Gorrill Palmer and the Town of Raymond Fire Department along with the following attachments:

1. Response letters from the MDIFW, MHPC, and the Maine Historical Preservation Commission.
2. Revised Site Plans (24"x36").
3. Preliminary architectural floor plans, elevations, and 3D perspective drawings.
4. Revised SWPPP to cover the entire site under MSGP.
5. Revised SW Report.
6. Truck turning movements for Town Fire Truck.
7. Photometric Plan.
8. List of Abutters.
9. Aquifer Map.
10. Updated lighting spec sheets.

It is expected that these changes will be submitted in hard copy for the Planning Board with the next full submission. Thank you for your time and assistance relative to this application.

Sincerely,

SEBAGO TECHNICS, INC.

Robert A. McSorley, P.E.
Senior Project Manager

RAM:ram

cc. William C. Haskell, P.E., Gorrill Palmer
Wayne C. Jones, Fire Inspector, Town of Raymond
Alex Sirois, Town of Raymond CEO
Mike Soucy, Port Harbor Marine