



July 19, 2023
14265-02

Alex Sirois
Code Enforcement Officer
Town of Raymond
401 Webbs Mill Road
Raymond, ME 04071

Jordan Bay Marina Expansion Site Plan Review Comment Response
1326 Roosevelt Trail, Raymond
Port Harbor Marine LLC

Dear Alex:

This letter is provided in response to the staff review comments received on July 6, 2023 for the above-referenced major site plan application. Below, please find the review comments provided followed by our responses in bold.

1. Provide the following items to the Town upon receipt:

Status as indicated below.

- a. ACOE permit - ***ACOE permit was issued for prior configuration which was provided to the town. We have submitted to ACOE to modify the existing approval.***
- b. MDEP NRPA permit – ***Resubmission was made relative to new configuration concurrently with town submission.***
- c. MDEP Stormwater permit – ***Resubmission was made relative to new configuration concurrently with town submission.***
- d. MaineDOT opening permit – ***Per response below, we will be resubmitting plans to MDOT for the issuance of this approval.***
- e. MaineDOT driveway/entrance permit – ***MaineDOT issued the entrance permit which was provided to the town. The driveway location has not changed but revised plans are being provided to MaineDOT.***
- f. Written approval from Portland Pipeline for proposed grading/drainage improvements that impact the pipeline corridor. – ***Portland Pipeline approval was issued for prior configuration which was provided to the town. We have submitted to Portland Pipeline to modify the existing approval.***

In addition, we have reached out to the Portland Water District to update the service of availability letter for the project.

2. Article 10 Section 300-10.4.A.2 (formerly 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. The Applicant stated that building floor plans will be submitted separately. Elevation views of the proposed building shall also be submitted.

The proposed building is 120'x160' and will provide boat storage and marina bathrooms on a single level. The design is in the 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 these Standards.

Site Planning: The current design is positioned on a sloping site with its primary elevation facing Route 302 (the public street). The existing grade reduces the scale of the building at street level, creating a more inviting presence. Parking is provided in front of the building adjacent to the street, similar to other commercial buildings along Route 302. A sidewalk is included across the street for pedestrian and bicycle traffic. The windows proposed on the streetside will help create a vibrant and lively business presence, and the low roof and covered awning creates an inviting presence. 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 cross-gable roof with shed dormer takes inspiration from traditional New England vernacular, 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, painted board and batten metal siding. These building materials and others were selected for aesthetics, low reflective qualities and long-term durability. The proposed color for the building will be an earth tone tan/grey siding with bronze windows.

The front façade was designed to reduce the large scale of the building and create a welcoming appearance. The storefront glazing on the front elevation and punched window patterning on the side elevations are designed to help reduce the scale of the building and invite natural daylighting inside. A large dormer on the front is proposed to break up the large expanse of roof and bring additional light into the space. 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. Any mechanical/electrical systems will be design/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.
- ***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.***

- **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.**

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.

Lighting: Lighting will be provided at the parking area, under the building entry canopy and along the side elevations 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.

Signage: Signage has not yet been developed; however, it will be designed to be uncluttered, simple, legible and high quality in order to create a distinctive commercial village corridor.

3. Article 10 Section 300-10.3.A the Applicant is proposing 8 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. The applicant has requested a waiver for additional parking.

As previously discussed with the planning board, the monitoring that we have done for the site parking has indicated that there are no issues and the proposed use does not warrant the additional parking. Furthermore, the additional storage of boats will require new employees and represent new users as they will be for boats that are currently stored offsite. This additional parking possibly used for employees to free up other on-site locations. We assume the planning board will make the same finding as previously determined.

4. Article 10 Section 300-10.6.A.6 (formerly 10.1.f) states that parking lots shall have an internal landscaped island of 100 sf minimum. Provide a description of how the parking lot meets this requirement.

The proposed parking area is very small and has extensive proposed landscaping around it. The planning board previously made a determination that this condition was met by the amount of landscaping area adjacent to the prior small parking area. We assume the planning board will make the same finding as previously determined for the smaller parking area.

5. Article 10 Section 300-10.6.B (formerly 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. Lighting symbols are shown on the plans. Add a lighting schedule denoting the model of light proposed at each location.

The proposed lighting is approximately in the same locations as previously shown. Based upon the nature of the project and the desire not to have excessive light in the lake front zone, the planning board had made a determination that the lighting was adequate. We assume the planning board will make the same finding as previously determined.

6. Article 10 Section 300-10.6.O Buffers – The Applicant is proposing a natural wooded buffer along the southerly property line. During review of the prior application there was discussion about whether additional buffering is necessary along the southerly property line that is adjacent to the proposed boat storage area.

The proposed buffer includes 15' of existing heavy vegetation which will be protected and remain. In addition, there is a 15'+ grassed slope area adjacent to the wooded buffer as well as 12' to 15' of vegetation on the adjacent property. The buffer for the project was previously reviewed by the planning board and made a determination that the buffers were adequate. We assume the planning board will make the same finding as previously determined.

7. Shoreland Ordinance Section 350-6.18.B (formerly Section 15.Q.2) limits the cleared opening within 100 feet of the upland edge of a wetland to 250 sf. The Shoreland Ordinance defines wetlands as freshwater wetlands and does not include forested wetlands. Applicant shall confirm that type of wetlands that have been delineated on the site.

Most of the wetlands onsite are forested wetlands, there are some wetlands that are along the east property line. There is a small portion of the existing Portland Pipeline corridor clearing that varies 0' – 13'. A portion of this area currently has a crushed stone surface which is proposed to be removed and revegetated. The proposed grading for the outfall for UDSF#1 extends into the 100' setback and impacts approximately 185 square feet. This area will not be maintained and will be allowed to revert back to natural vegetation. These areas have been shown on the proposed site plan.

8. The 2023 updated Shoreland Zone Ordinance Section 350.7.3 requires the submission of preconstruction photographs with the application for development within the Shoreland Zone.

Photographs that have been taken are attached as required.

9. We recommend that top and bottom of retaining wall elevations be provided and that approved shop drawings from the contractor be submitted to the Town.

The cap of the wall adjacent to the boat storage area has been labeled at 275.50 with the toe of slope varying between 267.40 – 269.00. The cap of the wall adjacent to UDSF has been labeled at 274.00 with the toe of slope varying between 268.00 – 269.00. The wall not provided on sheet 5 of 13, references the contractor providing shop drawings.

10. We request that the Applicant provide a narrative describing how the proposed project complies with Article 9 Review Standards 1 through 27.

The resubmission indicated the compliance with the items of Article 9. Article 9 previously included items a. – z. and currently includes items 1.-27. with an additional item 27. dealing with solar energy systems which does not apply to this project. These applicable items are repeated here with the letter designations changed to numerical designations.

a. The standards and regulations set forth in Article 9 of the Land Use Ordinance shall be adhered to where applicable:

1. Conditional Uses

Conditional use approval has been obtained for outdoor sales and service.

3. Off-Street Parking

Parking for the new building is being provided as stated above. All parking will be provided onsite. The parking spaces and access aisle will be built to the Town standards. The new parking area does not access directly to Roosevelt Trail but to the loop drive that will be constructed for the project. The proposed loop driveway will not exceed 30 feet in width.

4. Off-Street Loading

Off-street loading will occur at the lower level of the site behind the proposed building and rack storage.

8. Subsurface Sewage Disposal System

The surface system will be designed by a Licensed Site Evaluator to the standards of the Maine Department of Human Services, be submitted to the Code Enforcement Officer as an HHE-220 design and will be periodically inspected.

12. Signs

At this time, no new signage is proposed other than traffic signage.

13. Soils

The site has been evaluated based upon test pits that have been dug for the subsurface system, water quality ponds, location of the oil pipelines and wetland delineation process. In addition, a NCRS soil map is included.

15. Water Quality Protection

The project provides for treatment of stormwater per the Maine Stormwater Law and protection of surface water during construction by the use of Best Management Practices). In addition, the septic system will be designed to meet state water quality standards.

17. Lot Structural Coverage

The building in the Commercial District is exempt from the lot coverage requirements. The proposed boat rack (approx. 5,250 sf) is less than 15% of the project's area (183,447 sf) of the Shoreland area of the property.

18. Driveway Construction

The driveway is designed with a grade break such that the project's stormwater will be routed and discharged through the project's under-drained soil filter.

24. Stormwater Quality and Phosphorus Control

The project is required to obtain a Stormwater Permit from the MDEP and will meet the requirements for the State of Maine Chapter 500 Stormwater regulations.

11. We request that the Applicant provide a narrative describing how the proposed project complies with the Chapter 350 Shoreland Zoning standards.

Based upon the outstanding comment from the November meeting of the Planning Board, the site development in the Shoreland Zone was re-evaluated and several alternate configurations were considered by

the applicant. The resulting impacts from cleared opening is 43,395 square feet which is 24.74% of the 183,487 square feet of the Shoreland Zone on the site. In addition, as a result of the reduced impact area, a significant number of the trees 4" and larger are being preserved with the number being removed is 59 trees which is 11.50% of the trees 4" and larger in the Shoreland Zone. The resulting impervious or non-vegetated surfaces has been reduced to 23,240 sf or 12.67% of the area of the Shoreland Zone. Lastly, the proposed building is designed such that the peak of the roof will not exceed 35' from the existing average grade on the Shoreland side of the building.

12. The Applicant shall comply with any review comments from the Raymond Fire Department.

Project will comply with the comments from the Raymond Fire Department.

Waivers Requested

The Applicant has requested the following waivers:

- Articles 9 Section 300-9.3 Off-street parking – requests relief from providing 1 parking space per 200 sf of gross floor area of any retail, wholesale or service establishment or office or professional building. Applicant proposes 8 new parking spaces which equates to 1 space per 2400 sf of gross floor area, however, the building use is proposed for boat storage. Also note that parking for the boat slips is provided on the parcel to the north.

As noted.

Included in this resubmission are the following Items:

- Eight (8) sets of revised plans including architectural renderings for the building (24" x 36")
- Seven (7) sets of revised plans including architectural renderings for the building (11" x 17")
- Fifteen (15) copies of photos with key map.
- Fifteen (15) copies of revised Portland Water District Letter of Availability.

We are hopeful that the enclosed information adequately addresses the staff comments. Upon your review of the enclosed information and plans, however, please contact me with any questions or if you require additional information. Thank you for your consideration.

Sincerely,

SEBAGO TECHNICS, INC.



Robert A. McSorley, PE
Senior Project Manager

RAM:me
attachments:

cc. Mike Soucy, Port Harbor Marine