

Core X Partners – Cold Storage Warehouse Facility
Main Street
Site Plan Review
M30 L1

Town of Gorham
Planning Board Meeting
November 6, 2023

ITEM 1 - Discussion – Site Plan - Core X Partners – a request to construct a cold storage warehouse building consisting of freezer warehouse space, office space, cold docks and battery charging and material handling equipment storage. Zoned I. Map 30, Lot 1. Represented by Chris Taylor, P.E. from Sebago Technics.

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PROJECT TRACKING

DESCRIPTION	COMMENTS	STATUS
Sketch Plan Review		January 9, 2023
Site Plan Review		November 6, 2023

The following staff notes are written to assist the Applicant with compliance to the Town of Gorham Land Use Development Code and are not necessarily inclusive of all project requirements. Staff notes contain review comments and recommendations from Town Staff and may include comments from any of the Town’s peer review consultants, regarding applicability to the Gorham Land Use and Development Code and standard engineering practices.

The Planning Board refers to staff notes during the review process; however, it shall be noted that staff recommendations are noncommittal and all final decisions are those of the Planning Board and not Town Staff.

Vincent Grassi, Chair, Gorham Planning Board

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1. OVERVIEW

The applicant is requesting site plan review of a 106,000 square foot cold storage warehouse building on Main Street, just west of Mosher Corner. The purpose of the facility is to temporarily store cold merchandise before shipping to smaller facilities.

This is the second time this proposal is before the Planning Board. The applicant was previously before the Board for sketch plan review in January, 2023. The applicant is represented by Craig Taylor, P.E. with Sebago Technics.

2. ITEMS OF NOTE

Below are topics the Planning Board may want to discuss with the applicant. The discussion topics are written as a guide for the Planning Board. It should be noted that the discussion topics are noncommittal and all decisions on relevant discussion topics are those of the Planning Board.

General Items

- The zoning is currently Industrial (I), which allows for “warehousing and outdoor storage” and for “road and rail distribution facilities”.
- The proposed development is consistent with the existing zoning as well as with the Future Land Use in the Town’s Comprehensive Plan.
- An exterior lighting plan needs to be submitted for review.

Transportation

- Town ordinances require 1 parking space per 1,000 square feet for this land use, for a total of 106 spaces. The applicant is requesting a waiver from this requirement, instead providing 62 vehicle spaces and 27 truck spaces. Evidence supporting this request are found in the Traffic Impact Assessment and are based on expected employee counts and prior experiences with similar sites.

Motion: I move to grant a waiver from the parking standard in Chapter 2, Section 2-2, A. 2 to allow 62 general parking spaces and 27 truck parking spaces rather than the required 106 spaces.

- The Town’s 3rd party traffic engineer, Town Engineer, and Public Works Director have raised concerns regarding access into the site for left-turning traffic from Main St. It is recommended that a dedicated left turn lane be provided to improve safety and mobility.
- Gorham’s Land Use Code states: *“There shall be no new access or curb cuts to Main Street, Libby Avenue or New Portland Road from any lots in the Industrial District, when an alternative access exists as of November 30, 1998, provided however, if no such alternative exists than there can be only one access or curb cut per lot in existence at the date of adoption of this ordinance. The Planning Board may allow additional access points onto*

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Main Street or New Portland Road if the developer demonstrates that additional access would provide for better traffic circulation and improved traffic safety, without reducing the level of service on the main travel way.” The site plan calls for 2 driveways access points to Main St., therefore the Planning Board will need to consider whether this is warranted.

Utilities

- Public water is proposed to be supplied to the site via an existing line in Main Street. An exterior fire suppression tank is being proposed to meet water volume and pressure demands during an emergency. An ability to serve letter from the Portland Water District needs to be provided.
- A sanitary sewer connection is to be provided via a proposed extension of service along Main Street.
- Underground electric and telecommunications utilities will be connected through a new pole on site to existing overhead utilities on Main Street.
- A connection to the gas utility on Main Street will be installed for heating and to serve the on-site emergency generator.
- Stormwater systems are being sited to allow room for future expansion of the facility as “Phase II”.

Historic Preservation/Natural Resources

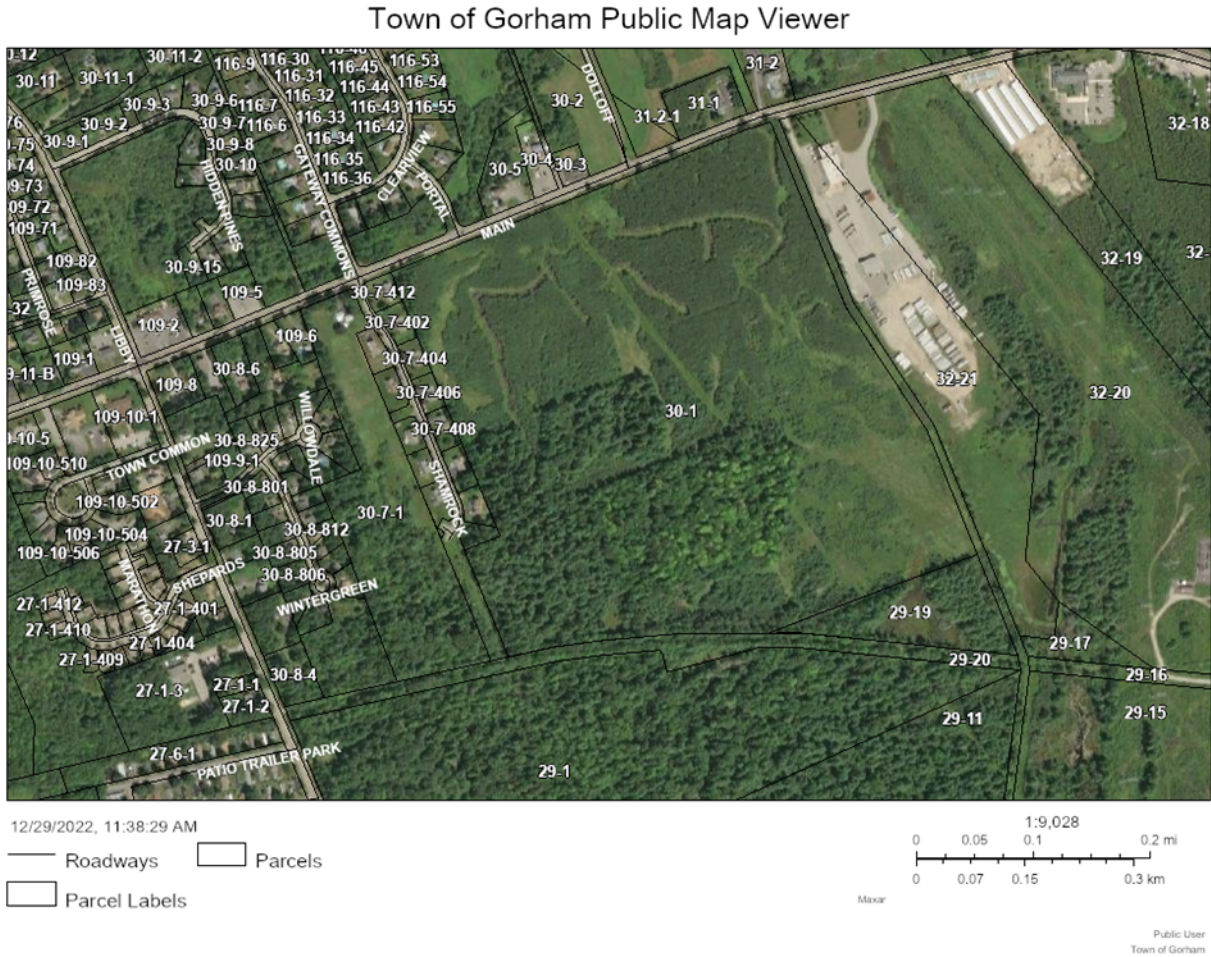
- The site contains wetland areas, as shown on the sketch plan map included with the application. These wetlands are also shown on the Town of Gorham’s GIS inventory as well as on the Beginning with Habitat map inventory provided by Maine Inland Forestry and Wildlife (IF&W), which also shows a significant vernal pool on the southern end of the site.
- A letter from IF&W staff dated March 3, 2023 indicated that no significant wildlife habitat would be directly affected by the project.
- A letter dated October 29, 2020 from Maine Natural Areas Program staff indicated that no known rare botanical features are located on the site.
- The application materials describe one “archeologically sensitive area” on the site. The applicant has stated they do not propose any disturbance of this area.

State and Federal Permits

- The applicant is seeking a Site Location of Development (SLODA) and Tier 1 Natural Resources Protection Act (NRPA) Permit from Maine Department of Environmental Protection
- A US Army Corps of Engineers Wetland Alteration Permit has been submitted
- The applicant is required to obtain a Maine Construction General Permit.

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3. AERIAL PHOTOGRAPH



4. STAFF REVIEWS

Assessing Department: No comment

Code Department: No comment

Fire Department: 10/05/2023

MAP 30 Lot 1

I have reviewed the submitted plans for Core X Cold Storage Facility **and** have the following requirements or Questions

1. The Main Sprinkler Room shall have an exterior door leading in the space.

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2. The Building needs to have State Building Permit from the State of Maine. A stamped approved set of plans (All Pages Stamped approved) submitted to the Fire Chief’s Office prior to start of Construction.

3. The actual hydrant locations shall be determined by the Fire Chief at the time of installation. Hydrants will remain private hydrants and will need a winter maintained contract on them.

4. Fire Alarm System – Shall have 2 annunciators for Fire Use.1 in the Sprinkler Room and 1 at the Main entrance to the Building.

May have more requirements as this moves through the progress

Planning Department: 10/31/2023

- Ordinances (and specific sections) to review for applicability:
 - Chapter 1 - Zoning regulations
 - The standards listed on the site plan appear to be correct. Note that the 50 foot front setback applies because the area across Main St. is a residential zone.
 - Chapter 1, Section 1-12, E, A of the Land Use Code states *“There shall be no new access or curb cuts to Main Street, Libby Avenue or New Portland Road from any lots in the Industrial District, when an alternative access exists as of November 30, 1998, provided however, if no such alternative exists than there can be only one access or curb cut per lot in existence at the date of adoption of this ordinance. **The Planning Board may allow additional access points onto Main Street or New Portland Road if the developer demonstrates that additional access would provide for better traffic circulation and improved traffic safety, without reducing the level of service on the main travel way.**”* The site plan calls for 2 driveways access points to Main St., therefore the Planning Board will need to consider whether this is warranted.
 - While the traffic impact assessment appears to show that a traffic movement permit is not required (the estimate showed a maximum of 60 passenger car equivalents, where 100 triggers the permit requirement), it should be noted that this only includes the “Phase I” intensity of use. A “Phase II” expansion of the facility may increase the passenger care equivalents above 100 peak hour trips and require a traffic movement permit at that time.
 - During the pre-application meeting on October 11, 2023, town staff discussed the possibility of creating a dedicated left-turn-in lane for access by trucks to the site. A right-in-right-out lane for access to the employee parking lot was also discussed.
 - A 100’ “perimeter setback” standard applies, and is met by the proposal.
 - Chapter 2 - General Standards of Performance
 - Parking requirements

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- 1 space per 1000 sf. The applicant proposes 60 car spaces and 27 truck spaces for a total of 87 spaces. The proposed building is 106,000 sf, therefore it appears that an additional 19 spaces are required.
- This requirement can be waived “Where it is clearly demonstrated that the parking demand will be lower than that established by this section and that the reduction will not detract from neighborhood property values, inconvenience the public, or increase congestion on adjacent streets”. The applicant has requested a waiver from the parking requirements, and has stated that the number of spaces provided is consistent with the number needed based on the applicants operations of similar facilities at many locations throughout the U.S.
- Chapter 3 - Floodplain Management (if applicable)
 - N/A
- Historic Preservation Ordinance (if applicable) and resources
 - Note that there are archaeological and historic resources within this site i.e. Mosher farmstead.
 - The applicant’s representatives discussed the historic resources with the Planning Board at its January 10, 2023 Sketch Plan Review, stating that development activity is not anticipated to directly affect the historic Mosher farmstead site.
- Sidewalk Construction (if applicable)
 - The development plan will provide for a system of pedestrian circulation within and to the development.
 - The town is planning to construct sidewalk from Gateway Commons to Mosher Corner, at least.
 - The applicant’s is proposing to create a sidewalk linking the site from Main Street to the employee/visitor lot and main office.
- Solid Waste Flow Control
- Stormwater
 - This project will need to meet Chapter 500 standards. In addition, this is located in the MS4 area. Chapter 500 and Site Location of Development (SLODA) requirements also apply.
 - Low Impact Development (LID) infrastructure is encouraged at this site, consistent with MS4 program goals.
- Water supply
 - The applicant proposes to connect to the 8” water main located on Main St.
- Wastewater
 - The applicant proposes connections to public sewer, which is planned to be extended along Main Street.
- The site plans show wetlands will be impacted by the development. The applicant needs to demonstrate that efforts have been made to avoid adverse impacts on wetlands, and create a plan to offset impacts that cannot practicably be avoided, dependent on the total impacted area per State of Maine requirements.

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- The plan does not show any connections to the Cross Town Trail/ potential Hutcherson Drive extension adjacent to the southern edge of the site. Connections to the Crosstown trail should be considered. The town has created a trail easement on an adjacent parcel that it owns directly to the south of this site which will allow for a connection directly to the Cross Town Trail. The primary goal of the connection would be for employee recreational and transportation use.
- A letter from IF&W staff dated March 3, 2023 indicated that no significant wildlife habitat would be directly affected by the project.

Police Department: No comment

Public Works Department: No comment

Town Engineer: 10/30/2023

1) Please provide auto-turn analysis of wb-67 entering and exiting the truck entrance to confirm the curb return radii of 50' is sufficient for trucks to not encroach into oncoming traffic.

2) Per **Chapter 4: Site Plan Review, subsection 4-9: Approval Criteria and Standards**, of the Town of Gorham Land Use & Development Code, access into a site will be “located to avoid hazardous conflicts with existing turning movements and traffic flows”.

The applicants' traffic analysis was reviewed with the Town's consultant traffic engineer. The consultant highlighted the characteristics of the large truck traffic and identified concern with turning movements into and out of the facility.

It is the Town's desire for the applicant to provide a left turn lane of sufficient length to facilitate turning movements into this facility. Due to the proximity of the Route 237 / Route 25 intersection and the commuter traffic in the area, a left turn lane will ensure there are no hazardous conflicts with existing traffic and will reduce the likelihood of queueing extending back to the Route 237 Intersection.

Wright Pierce: 10/26/2023

As requested by the Town of Gorham, Wright-Pierce has reviewed the Major Non-Residential Site Plan Application submission for the proposed 106,000 SF cold storage warehouse building on undeveloped 41.4-acre Lot 1, Tax Map 30 located within the Industrial District.

Documents Reviewed by Wright-Pierce

- Site Plan Review Application Package – prepared by Sebago Technics, Inc. (September 2023)
- Core X Cold Storage Site Plan (Sheets 1-17) and Pre- and Post-Development Watershed Plans (Sheets 1-2) – prepared by Sebago Technics (Revised September 27, 2023, Issued for Site Plan Review)
- Overall Boundary Plan – prepared by Norse Northern Survey Engineering (September 24, 2021)
- Class B High Intensity Soil Survey – prepared by Statewide Surveys, Inc. (February 4, 2021)

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Review Comments

Applicant should provide written responses to the review comments recommending clarification or further information to be provided by the Applicant.

General/Completeness

None

General Standards of Performance

1. Environmental

- a. The proposed project is not located within the 100-year floodplain or shoreland overlay district.
- b. Wetland impacts are proposed. We recommend the Applicant provide Maine Department of Environmental Protection (DEP) Site Law and Natural Resources Protection Act (NRPA) permits along with the US Army Corps of Engineers permit to the Town when approved.
- a. The project is in the Municipal Separate Storm Sewer System (MS4) urbanized area and will disturb more than an acre, therefore, compliance with Chapter 2 of Gorham’s Stormwater Ordinance (Post-Construction Stormwater Management) is necessary. An Inspection, Maintenance, and Housekeeping Plan has been submitted.
 - i. The reference to the City of Waterville under During Construction, Section 3 Documentation should be updated.
 - ii. Post-Construction, Section 3 Documentation, part A should be updated to meet the requirements outlined in Section 6.1.C of the Post-Construction Stormwater Management Ordinance. We recommend the signed certification be submitted to the Stormwater Compliance Officer at Public Works in addition to the Code Enforcement Office.
 - iii. Under Post-Construction, Section 4 Re-Certification, the Plan notes that the 5-year recertification should be submitted to the “Department”. “Department” should be clearly defined as the Maine Department of Environmental Protection, so it is not confused with the Town’s Public Works Department, which is also referenced in the document.
 - iv. The Post-Construction Stormwater Management Ordinance currently allows the inspection to be completed by a Person owning, operating, leasing, or having control over the stormwater management facilities or a Qualified Post-Construction Stormwater Inspector; however, we recommend inspections of post-construction stormwater facilities be completed by a Qualified Post-Construction Stormwater Inspector as defined in the Ordinance. We recommend incorporating this into the Inspection and Maintenance Plan.
- b. The project proposes over one acre of disturbance and will require a Maine Construction General Permit.
- c. Proposed erosion controls appear adequate and undue environmental impacts are not anticipated. Filter barrier is proposed along the perimeter downgradient of proposed disturbances. Stone check dams are proposed in ditches and catch basin inlet protection are proposed in catch basins. Riprap inlet/outlet protection is proposed at culverts and storm drain discharge locations. A stabilized construction entrance is proposed off Main Street at the eastern entrance/exit.

2. Parking, Loading, and Traffic

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- a. A waiver request was submitted to reduce the number of required parking spaces from 106 to 62. The justification is that the employee count is much lower than the required number of parking spaces and it would preserve greenspace. The nature of the business requires a large amount of building storage space that may not correlate with the number of employees. We find no exception with this waiver.
- b. The van accessible parking spaces should have a second sign noting they are van accessible. The ADA Accessible Signs detail on Sheet 15 does not show nor note this.
- c. It is our understanding the Town will have Barton & Loguidice review traffic for this project. WP has not reviewed the traffic impact study included in the Site Plan application.

Site Plan Requirements

1. Access Into the Site – A -2.0% slope is maintained for 5 feet into the site, but the required maximum of -3.0% slope for 40 feet beyond this is exceeded. For example, the western entrance has a slope of 3.75%.
2. Internal Vehicle Circulation – Please submit a vehicle turning analysis showing delivery vehicles and fire truck circulation is adequate.
3. Stormwater Management
 - a. Two wet ponds are proposed for stormwater treatment. A cursory review of the MDEP General Standard Calculations shows adequate treatment is provided. The proposed wet ponds will treat 97.2% of the new impervious area and 84.7% of the newly developed area, exceeding the minimum treatment area requirements of 95% and 80%, respectively. MDEP will review for compliance with their standard in more detail during the Site Location of Development Permit Application review.
 - b. Wet Pond 1 emergency spillway was modeled with a 17' breadth but the Spillway Section shows 16'.
 - c. Wet Pond 2 emergency spillway was modeled with an 18' breadth but the Spillway Section shows 16'.
4. Water Supply – The project proposes connection to municipal water on Main Street for water and fire services. Applicant to provide a statement/letter from the Portland Water District (PWD) regarding per Section 4-9.H of the Town's Land Use Development Code and as outlined in the Checklist for Site Plan Review under Utilities in the Site Plan Application.
5. Sewage Disposal – The project proposes connection to a future extension of municipal sewer along Main Street, which is currently under design by the Town of Gorham. The Grading & Utility Plan 1 shows a 6" gravity sewer service with a clean out to Main Street, a future PWD pump station with a proposed sewer easement adjacent to Main Street, and a force main on the northeastern side of the building to a sewer pump station located near the guard house. Applicant should provide clarification and more detail on the sewer servicing the proposed development, including the connection to the future extension of municipal sewer, and confirm with PWD and/or the Town there will be adequate capacity for this project. Applicant to provide a letter from Portland Water District as outlined in the Checklist for Site Plan Review under Utilities in the Site Plan Application.
6. Exterior Lighting – Exterior Lighting information has not been submitted. The applicant stated it will be submitted later. Town to determine if a formal lighting review is required.
7. Landscaping – It is our understanding the Town will have Barton & Loguidice review landscaping for this project. WP has not reviewed the landscape plan included in the plan set.

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Portland Water District: No comments

Barton & Loguidice: 10/26/2023

We have reviewed the Applicant's submission dated 9/27/23, from Sebago Technics and offer the following comments:

- 1) **Trip Generation Calculation** – The ITE Trip Generation Manual has several different types of warehouse uses listed as land use codes (LUC), additional detail should be provided on the exact details of this proposed use to ensure the most accurate LUC is used. Some of the uses have higher trip generation rates which corresponds to increased trip generation.
- 2) **Trip Assignment** – Based on population centers in the region we would think that the majority of employees would arrive at the site from the east (general Portland/I-95 area) via a left-turn from Main Street. The Trip assignment should be reviewed and confirmed as this could impact the need for a left-turn lane on Main Street.
- 3) **Crash Data** – Because the majority of site trips are coming from the east, the intersection of Route 25 and Route 237 should be included as a study intersection.
- 4) **Intersection Sight Distances** – We are generally in agreement with the sight distances measured by Sebago Technics but would ask that these sight distances are checked when there is full foliage on the trees and vegetation along Route 25 and areas trimmed back to improve and optimize sight distance as necessary.
- 5) **Traffic Operations Analysis** – The traffic report only includes the delay and level-of-service results from the Simtraffic outputs, the Synchro files showing the inputs for the traffic analysis should be provided to complete this review.
- 6) **Truck Traffic**
 - a) Turning Templates should be provided for the largest tractor trailer truck that will be accessing the site. Templates should be provided for all movements into and out of the site and for movements internal to the site.
- 7) **Site Entrances**
 - a) Lighting at both entrances needs to be provided, a photometrics plan should be submitted
 - b) Gorham Land Use Code, Section 4-9 Approval Criteria & Standards, Part A. Access to the Site and Part B. Access into the site

Route 25 is an important arterial type roadway both regionally and for the Town of Gorham serving as a key corridor for the movement of goods and services, and commuters. Maintaining optimal mobility and safety is important to the Town of Gorham and consistent with its Land Use Regulations. The nature of the proposed facility will be primarily generating large tractor trailer type traffic, and regular hourly truck traffic is expected between the hours of 6AM and 8 PM each weekday and potentially on the weekends.

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Due to the size and characteristics of large trucks requiring longer acceleration and deceleration times, and requiring longer gaps in traffic (and more time) to make left turns from Main Street into the site, a left-turn lane should be required on Main Street at the Truck entrance to minimize negative impacts to mobility and safety along this section of Main Street (Route 25).

In addition should the truck traffic shift and/or increase a right-turn lane may be required in the future.

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PLANNING BOARD
SITE PLAN REVIEW
AND FINDINGS OF FACT
For
CORE X PARTNERS

November 6, 2023

Applicant/ Property Owner: The applicant is Core X Partners, 90 Charlton Road, Sturbridge, MA 01566. The property owner is Town of Gorham, 75 School Street, Gorham, ME 04038

Property: The lot is identified as Tax Map 30, Lot 1, on Main Street west of Mosher Corner.

Consultants: Chris Taylor, P.E., with Sebago Technics.

Project Description: The applicant is proposing a 106,000 square foot cold storage warehouse facility with associated infrastructure.

Site Description: The lot is 41.4 acres in size with wetlands located primarily on the south side of the parcel. The vegetation on the lot is a mix of low trees and scrub growth.

Applicability: Major Site Plan regulations identify the Planning Board as having review and approval authority.

Zoning: Industrial, B. Permitted Uses, 1) Warehousing and outdoor storage

Variances: None requested.

Waivers: A waiver has been requested from Land Use Code Chapter 2, Section 2-2, A. 2. The proposed provision of 62 general parking spaces and 27 truck parking spaces is less than the 106 spaces required.

Pursuant to the Application:

Site Plan Review was held on November 6, 2023.

The projects and plans and other documents considered to be a part of the approval by the Planning Board in this ruling consist of the following:

Chris Taylor, PE of Sebago Technic's Plans consist of the following:

Sheet 1 – Cover Sheet; Dated 11/17/2022; Revised through 9/27/2023; Received 10/03/2023 Sheet 2 – Notes & Legend; Dated 11/17/2022; Revised through 09/27/2023; Received 10/03/2023
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Sheet 3 – Overall Site Plan; Dated 11/17/2022; Revised through 09/27/2023; Received 10/03/2023

Sheet 4 – Site Plan 1; Dated 11/17/2022; Revised through 09/27/2023; Received 10/03/2023

Sheet 5 – Site Plan 2; Dated 11/17/2022; Revised through 09/27/2023; Received 10/03/2023

Sheet 6 – Overall Grading & Utility Plan; Dated 11/17/2022; Revised through 09/27/2023; Received 10/03/2023

Sheet 7 – Grading & Utility Plan 1; Dated 11/17/2022; Revised through 09/27/2023; Received 10/03/2023

Sheet 8 – Grading & Utility Plan 2; Dated 11/17/2022; Revised through 09/27/2023; Received 10/03/2023

Sheet 9 – Landscape Plan; Dated 11/17/2022; Revised through 09/27/2023; Received 10/03/2023

Sheet 10 – Landscape Plan Details; Dated 11/17/2022; Revised through 09/27/2023; Received 10/03/2023

Sheet 11 – Erosion Control Notes; Dated 11/17/2022; Revised through 09/27/2023; Received 10/03/2023

Sheet 12 – Erosion Control Details; Dated 11/17/2022; Revised through 09/27/2023; Received 10/03/2023

Sheet 13 – Details 1; Dated 11/17/2022; Revised through 09/27/2023; Received 10/03/2023

Sheet 14 – Details 2; Dated 11/17/2022; Revised through 09/27/2023; Received 10/03/2023

Sheet 15 – Details 3; Dated 11/17/2022; Revised through 09/27/2023; Received 10/03/2023

Sheet 16 – Details 4; Dated 11/17/2022; Revised through 09/27/2023; Received 10/03/2023

Sheet 17 – Details 5; Dated 11/17/2022; Revised through 09/27/2023; Received 10/03/2023

Sheet 1 of 2 – Overall Boundary Plan; Dated 09/24/2021 Revised through 09/21/2021; Received 10/03/2023

Sheet 2 of 2 – Class B High Intensity Soil Survey; Dated 02/04/2021; Revised through 02/04/2021; Received 10/03/2023

Other documents submitted consist of the following:

Site Plan Review Application – 10/03/2023

Plans – 10/03/2023

Letter of Financial Capacity – 01/04/2023

Trip Generation Memorandum – 09/27/2023

Gorham Town Planner Comments – 10/30/2023

Gorham Assessor Comments – NA

Gorham Fire Chief Comments – 10/05/2023

Gorham Public Works Director Comments – NA

Gorham Town Engineer – 11/01/2023

Gorham Code Enforcement Officer – NA

Wright Pierce – 10/26/2023

CHAPTER IV, SITE PLAN REVIEW, SECTION 9 – Approval Criteria and Standards

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The Planning Board, following review of the Site Plan Application Amendment, makes these findings based on the Site Plan Review criteria found in Chapter 4, Section 9 – Approval Criteria and Standards, of the Town of Gorham Land Use and Development Code.

CHAPTER 4, Section 9 – Approval Criteria and Standards

A. Utilization of the Site: The plan for the development will reflect the natural capabilities of the site to support development.

The proposal is to construct a 106,000 sq. ft. cold storage facility on an area shown by the project site plans to have a minimal impact on natural resources. Alterations to wetlands will be duly permitted by the U.S. Army Corps of Engineers through a Tier 1 Wetland Alteration Permit.

Finding: The plan for the development reflects the natural capabilities of the site to support the development and the natural features and drainage ways are preserved to the greatest extent practical.

B. Access to the Site: Vehicular access to the site will be on roads which have adequate capacity to accommodate the additional traffic generated by the development.

Vehicular access to the site will be through Main Street. Provisions will need to be made to show that left-turning truck traffic can be accommodated safely and with a minimal impact on vehicle level of services. Additional Syncho files from the Simtraffic outputs are needed to complete review to show the applicant has met this requirement.

Acceleration and deceleration lanes should be considered to allow trucks to safely enter the primary lane on Main Street.

The development is proposed to have less than 100 peak hour trips; 478 total daily passenger count equivalents (PCEs), with 86 employee and visitor trips and 196 truck trips. The busiest a.m. time will be from 7 to 8 am and produce 60 PCEs. The busiest p.m. time will be from 4 to 5 p.m. and produce 33 PCEs.

The Traffic Impact Study prepared by the applicant shows that this development does not trigger the need for a new traffic movement permit (TMP).

Finding: Vehicular access to the site will be on roads which have adequate capacity to accommodate the additional traffic generated by the development.

C. Access into the Site: Vehicular access into the development will provide for safe and convenient access.

A -2.0% slope is maintained for 5 feet into the site, but the required maximum of -3.0% slope for 40 feet beyond this is exceeded. As shown on Sheet 7 of 21, Grading and Utility Plan, the western entrance has a slope of 3.75%.

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The applicant has stated that providing two access drives eliminates interactions between passenger cars and tractor trailers, improving safety. The Land Use Code of Development calls for access to developments from Main Street to be limited to one driveway, but that additional access points may be established if the Planning Board finds that the developer demonstrates that additional access would provide for better traffic circulation and improved traffic safety, without reducing the level of service on the main travel way.

The applicant should demonstrate that sight distances are adequate at times when there is full foliage on trees and other vegetation along Main Street.

Finding: The vehicular access into the development will provide for safe and convenient access.

D. Internal Vehicular Circulation: The layout of the site will provide for the safe movement of passenger, service and emergency vehicles through the site.

Sheet 7 & 8 of 21 of the site plan, Grading and Utilities, shows routes for WB67 trucks as well as a fire truck. Additional information, including turning templates should be provided for the largest tractor trailer truck that will be accessing the site. Templates should be provided for all movements into and out of the site and for movements internal to the site.

Internal vehicle circulation is designed to minimize interaction between passenger vehicles and tractor trailers. Truck traffic is managed through an automated security gate and guard house.

Finding: The layout of the site provides for the safe movement of passenger, service, and emergency vehicles through the site.

E. Pedestrian Circulation: The development plan will provide for a system of pedestrian circulation within and to the development.

Sidewalks are designed to connect the building to the parking lot and Main Street and are shown on Site Plan Sheet 4 of 21. There are no existing sidewalks along Main Street for connections to be made.

Finding: The layout of the site provides for a system of pedestrian circulation within and to the development.

F. Storm water Management: Adequate provisions will be made for the disposal of all storm water collected on streets, parking areas, roofs or other impervious surfaces through a storm water drainage system and maintenance plan which will not have adverse impacts on abutting or downstream properties.

The applicant is proposing to comply with stormwater management requirements, meeting or exceeding Chapter 500 Standards as detailed in Site Plan Review Application Section 4: Stormwater. Stormwater is proposed to be managed through a system of catch basins, pipes, vegetated swales, and wet ponds. This lot is located with the MS4 area and will require yearly stormwater system inspection reports to the town.

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Finding: *The site has adequate provisions for the disposal of all storm water collected on streets, parking areas, roofs or other impervious surfaces through a storm water drainage system and maintenance plan which will not have adverse impacts on abutting or downstream properties.*

G. Erosion Control: For all projects, building and site designs and roadway layouts will fit and utilize existing topography and desirable natural surroundings to the fullest extent possible.

Natural vegetation will be preserved in all areas not developed.

The applicant will comply with all erosion and sedimentation control requirements as outlined in Site Plan Approval Application, Section 4: Stormwater. Erosion control measures will be installed and maintained as outlined on the Erosion Control Notes: Sheets 11 & 12 of 21.

The applicant will also comply with the “Maine Erosion and Sediment Control Handbook for Construction: Best Management Practices,” Maine Department of Environmental.

Finding: *The project, building, and site designs and roadway layouts will fit and utilize existing topography and desirable natural surroundings to the fullest extent possible.*

H. Water Supply: The development will be provided with a system of water supply that provides each use with an adequate supply of water meeting the standards of the State of Maine for drinking water.

The site will be served by public water from the Portland Water District. A 2” domestic water service line and an 8” fire protection water line will be extended into the site from the existing 8” water main located on Main Street. The water line design and installation must meet the requirements of the Portland Water District.

A letter of capacity to serve from the Portland Water District needs to be submitted.

Finding: *The development will be provided with a system of water supply that provides each use with an adequate supply of water meeting the standards of the State of Maine for drinking water.*

I. Sewage Disposal: A sanitary sewer system will be installed at the expense of the developer if the project is located within a sewer service area as identified by the sewer user ordinance. The Site Plan Review Committee or Planning Board may allow individual subsurface waste disposal systems to be used where sewer service is not available.

The site will be served by public sewer from the Portland Water District. An expansion of the existing sewer system along Main Street, with a new pump station, will be completed by the Town of Gorham.

A letter of capacity to serve from the Portland Water District needs to be provided.

Finding: *The sanitary sewer system will be installed at the expense of the developer meeting the requirements of the sewer user ordinance.*

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J. Utilities: The development will be provided with electrical and telephone service adequate to meet the anticipated use of the project.

The site will be served by existing overhead electrical power and telephone from Main Street. The lot itself will be served by underground electrical power and telephone run a pole to be installed along Main Street as shown on the Utility Plan, Sheet 7 of 21.

Finding: The development will be provided with electrical and telephone service adequate to meet the anticipated use of the project.

K. Natural Features: The landscape will be preserved in its natural state insofar as practical by minimizing tree removal, disturbance and compaction of soil, and by retaining existing vegetation insofar as practical during construction.

The proposed development of the site will require clearing of trees and understory to construct the building, parking, driveway, as well as some of the storm water infrastructure. Clearing of vegetation will be limited to the greatest extent practicable, as demonstrated in the Landscaping Plan shown on Plan Sheets 9 & 10 of 21.

Wetland impacts are proposed. A Tier 1 Natural Resource Protection Act Permit has been submitted to Maine DEP and the Army Corps of Engineers for review. The applicant will be required to comply with the terms of the permit in order to minimize impacts from the development on wetland systems and water quality.

The trees and wetlands located on the eastern and southern part of the site will remain undisturbed.

Finding: The landscape will be preserved in its natural state insofar as practical by minimizing tree removal, disturbance and compaction of soil, and existing vegetation will be retained insofar as practical during construction.

L. Groundwater Protection: The proposed site development and use will not adversely impact either the quality or quantity of groundwater available to abutting properties or public water supply systems.

There is no onsite septic or expected contaminants expected to be stored that would affect groundwater.

Finding: The proposed site development and use will not adversely impact either the quality or quantity of groundwater available to abutting properties or public water supply systems.

M. Exterior Lighting: The proposed development will provide for adequate exterior lighting to provide for the safe use of the development in nighttime hours.

A photometric lighting plan has not been submitted. This will need to be provided to show that the development will provide adequate lighting without having a detrimental effect on adjacent areas.

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Finding: *The proposed development will provide for adequate exterior lighting to provide for the safe use of the development in nighttime hours.*

O. Waste Disposal: The proposed development will provide for adequate disposal of solid wastes and hazardous wastes.

The project is proposing one compactor and dumpster to be located towards the rear of the dock area. The applicant has stated in Site Plan Review Application, Section 7, that they intend to contract with a licensed hauler to remove waste.

Finding: *The development will provide for adequate disposal of solid wastes and hazardous wastes.*

P. Landscaping: The development plan will provide for landscaping to define street edges, break up parking areas, soften the appearance of the development and protect abutting properties from adverse impacts of the development.

The landscaping plan, Sheet 9 and 10 of 21 shows that the developer has provided landscaping and sufficient buffers to meet the requirements of the Land Use Code. None of the proposed species are invasive.

Finding: *The development plan will provide for landscaping to define street edges, break up parking areas, soften the appearance of the development and protect abutting properties from adverse impacts of the development.*

Q. Shoreland Relationship: The development will not adversely affect the water quality or shoreline of any adjacent water body. The development plan will provide for access to abutting navigable water bodies for the use of occupants of the development.

The lot is not located in a Shoreland Overlay District.

Finding: *The development will not adversely affect the water quality or shoreline of any adjacent water body. The development plan will provide for access to abutting navigable water bodies for the use of occupants of the development.*

R. Technical and Financial Capacity: The applicant has demonstrated that it has the financial and technical capacity to carry out the project in accordance with this Code and the approved plan.

The applicant is utilizing Sebago Technics for engineering services and ARCO Design/Build, for construction services, providing sufficient technical capacity to complete the project.

The applicant has submitted a letter from Sculptor Real Estate detailing their history of financing projects for the applicant, dated November 16, 2022 which identifies there is financial capacity to complete the project.

Finding: *The applicant has demonstrated that it has the financial and technical capacity to carry out the project in accordance with this Code and the approved plan.*

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S. Buffering: The development will provide for the buffering of adjacent uses where there is a transition from one type of use to another use and to screen service and storage areas. The buffer areas required by the district regulations will be improved and maintained.

The applicant is proposing to leave a majority of the existing trees located around the perimeter of the lot to break up the development from the abutters. The buffer meets requirements in the Land Use Code of Development.

Finding: The development will provide for buffering of adjacent uses where there is a transition from one type of use to another use and to screen service and storage areas.

T. Noise: The applicant has demonstrated that the development will comply with the noise regulations listed in Table 1 – *Sound Level Limits* and the associated ordinances.

The uses at the site are required to meet the A-weighted hourly equivalent sound level limits of 70 dBA daytime (7 a.m. - 7 p.m.) and 60 dBA nighttime (7 p.m. - 7 a.m.).

Finding: The development will comply with the A-weighted hourly equivalent sound level limits of 60 dBA daytime (7 a.m. – 7 p.m.) and 50 dBA nighttime (7 p.m. – 7 a.m.).

CHAPTER 2: GENERAL STANDARDS OF PERFORMANCE

Those standards sections that are not repeats from above or apply to this development are listed below.

Section 2-1 Environmental G. Air Pollution

Dust and dirt shall not exceed 0.3 grains per cubic foot and will not be produced after construction of the building. Post construction, the air will be treated in all rooms with carbon filters and will not produce odor that leaves the building.

Finding: No air pollution will be created by this development.

Section 2-2 Parking, Loading, and Traffic

A. Off Street Parking Standards

Eighty-seven parking spaces are shown on the lot on Sheet 4 of 21, however the Land Use Ordinance requires 106 spaces. A waiver from this provision has been requested.

Where artificial lighting is provided, it shall be shaded or screened so that no light source shall be visible from outside the area and its access driveways. A photometric lighting plan has not been provided at this time.

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Finding: The development provides for sufficient parking and the lighting is shaded and not visible from outside the area.

B. Off-street Loading Standards

An adequate number of bays is shown on Sheet 4 of 21. No bay is located so that they need to back into a street.

Finding: Off street loading is provided for by this development.

Conditions of Approval

1. That this approval is dependent upon, and limited to, the proposals and plans contained in this application and supporting documents submitted and affirmed by the applicants and that any variation from the plans, proposals and supporting documents is subject to review and approval by the Planning Board or Site Plan Review Committee, except for minor changes which the Town Planner may approve.
2. That prior to the commencement of construction of the site plan, the applicant is responsible for obtaining all required local, state and federal permits;
3. Any staff and peer review comments shall be addressed prior to the Board signing the plans.
4. That the applicant shall provide property line information and site information in auto-CAD format to the Town Planner prior to the pre-construction meeting;
5. All waivers and variances will be listed on the plan prior to recording;
6. The owner of the lot (Map 30, Lot 1) is responsible for compliance with the Town of Gorham Stormwater Ordinance, Chapter 2 - Post Construction Stormwater Management, MS4 provisions;
7. The map and lot numbers shall be listed in the bottom right corner of all pages of the plan set;
8. That all relevant conditions of approval from past Site Plan approvals shall remain in effect;
9. That any proposed use on the site shall meet the sound level requirements outlined under Chapter 4, Section 9, T. Noise;
10. That prior to the pre-construction meeting the applicant will establish the following: a performance guarantee totaling 125% of the costs to complete the construction and an escrow for field inspection meeting the approvals of Town Staff and the Town's Attorney;

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11. That prior to the commencement of any site improvements, the applicant, its earthwork contractor, and the design engineer shall arrange a pre-construction meeting with the Town’s Review Engineer, Public Works Director, Fire Chief, Code Enforcement Officer and the Town Planner to review the proposed schedule of improvements, conditions of approval, and site construction requirements;
12. That all site construction shall be carried out in conformance with the Maine Erosion and Sediment Control Best Management Practices, Maine Department of Environmental Protection, latest edition in accordance with the erosion and sedimentation control information contained in the application, and in compliance with the Town of Gorham Stormwater Ordinance, Chapter 3 – Erosion and Sedimentation Control at Construction Sites;
13. That the Planning Board Chair is authorized by the Planning Board to sign the Findings of Fact on behalf of the entire Board; and
14. That these conditions of approval must be added to the site plan and the site plan shall be recorded at the Cumberland County Registry of Deeds within thirty (30) days of the date of written notice of approval by the Planning Board, and a dated copy of the recorded site plan shall be returned to the Town Planner prior to the pre-construction meeting.

SUGGESTED MOTIONS:

FOR SITE PLAN APPROVAL:

Move to grant Core X Partners request for site plan approval for Map 30, Lot 1 on Main Street in the Industrial zoning district, based on Findings of Fact and Conditions of Approval as written by the Town Planner (and amended by the Planning Board).

TO PLACE SITE PLAN APPROVAL ON CONSENT AGENDA OF December 4, 2023:

Move to place site plan approval on the December 4, 2023 meeting consent agenda.