



Plymouth Engineering, Inc.

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November 16, 2023

Job #: 22083

City of Bangor
Anja Collette, City Planner
73 Harlow Street
Bangor, Maine 04401

Team Properties, LLC Re-Submitted Application for a Land Development Permit for Major Subdivision and Conditional Use Permit for an Attached Residential Use ~ Response to Comments

Ms. Collette,

Plymouth Engineering, Inc. is pleased to submit the attached information in response to the comments received from the City of Bangor following the initial November 14, 2023 planning board meeting and in regard to their further review of the Subdivision Application submitted on October 30, 2023 and initial response to comments dated November 08, 2023 for The Maine Woods on behalf of Team Properties, LLC.

The following comments were received by email from you on Wednesday, November 15, 2023. We have added our responses and have attached plan updates for your review.

- It looks like there are some areas where the old utility pole locations were left on the plans (see below). For clarity's sake, it would be good to remove these from the plans, unless they're supposed to be there. **Your comment is correct, and the four errant poles have been removed.**
- Also, the response to comments says the street light symbols were removed, but I'm still seeing one between buildings 8 and 9 on the plans. **You are correct, and that light pole has been removed.**
- The location of the subdivision sign needs to be shown on the plans. **The subdivision sign located near the Lancaster Avenue entrance has been added to the plans.**
- There are still some remaining gaps in the lot line buffers, shown in the pictures at the bottom. In the first and second buffer pictures, buffer A Subtype 2 may need to be used given the confined area (Subtype 2 has a width of 6'). **It is worth noting that there was more vegetation there, but it was removed from a request by the abutter. We have added plan notes to indicate that a Type A, Subtype B buffer will be added there on both sides of the entrance.**
- Please look into the possibility of reducing the rip rap area shown for the swale in the southwest corner to accommodate vegetation for meeting the buffer requirements. **Please see the revised plans. We have relocated that swale to the base of the wet pond grading to provide for a more effective tree save in that location. There is ample vegetation to meet the Buffer Type A, subtype 1 requirement in that location.**
- To ensure that §165-112.B(1-c) is met for Land Development permit submissions, please indicate whether specimen trees are present in the existing vegetation areas shown on the property. If there are none present, please provide a statement on the plans indicating this. **There are some specimen trees on the property that are located in the tree save areas. These trees will not be removed as part of this project. We believe it necessary to once again note that the site's vegetation will not be removed outside the limits of grading required for the**

project. This is especially noted in the comment response below regarding the I-95 end of the project. There is significantly more mature vegetation there than the survey first noted, and our tree save has been increased in that area on the attached plans.

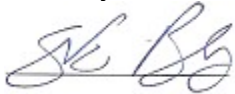
- The open space area between buildings 11-15 and I-95 is a very extensive lot line/side yard and should have additional tree plantings to ensure that §165-114.F(4) is met. As to the recreational use mentioned, having trees in this space would likely also make the trail more appealing to users by providing shade. I would advise looking at the other side lot lines as well to see where additional plantings might be needed to make sure this section of the code is met.
- I'm not seeing a written statement in the response to comments that John had requested stating the trip generation for the site, impact on the surroundings, and how it falls below the threshold for DOT traffic permitting. **Please see the attached revised plans that show an increased tree save area for this part of the project.**

In addition to the above, it was unclear whether Staff had received our responses to John Theriault's additional comments, so we've attached his comments and our responses, as well as the following statement regarding the anticipated trips generated by the proposed development.

“According to ITE Trip Generation, the proposed development is anticipated to generate 33 vehicle trips during the weekday morning peak hour and 37 trips during the evening weekday peak hour, according to the 11th edition of the ITE manual. This level of trip generation falls below the 100 peak hour trip threshold for requiring traffic permitting through the Maine Department of Transportation. We do not anticipate that the proposed project will have a significant impact on delays to motorists on Lancaster Avenue.”

As always, please feel free to contact us with any additional questions, and we look forward to working with the City through this process.

Sincerely,



Plymouth Engineering, Inc.
Scott E. Braley, PE, President

Cc: Team Properties.

ADDITIONAL JOHN THERIAULT COMMENTS

The following are my comments regarding Maine Woods Application: John Theriault

Please include statement regarding trip generation for the site ie. "According to ITE Trip Generation, the proposed development is anticipated to generate **33** vehicle trips during the weekday morning peak hour and **37** trips during the evening weekday peak hour. This level of trip generation falls below the typical threshold for requiring traffic permitting through the Maine Department of Transportation. We do not anticipate that the proposed project will have a significant impact on delays to motorists on Lancaster Avenue."

11th edition ITE manual

	215 Single Family Attached	
	Rate	60 units
AM Peak	0.55	33
PM Peak	0.61	37
Weekday	7.2	432
Saturday	8.76	526
Sunday	7.17	430

I have attached the trip generation for this project that I did last year as well as input I received from other traffic engineers.

Label USF's on sheet C3

The labels have been added.

Label Wetland fill area and permitting requirements Sheet C3

The area and note have been added.

Is there a riprap swale surrounding portion of wet pond? If so please label. Sheet C3

Note has been added.

Stray Note? "Install Filter swale, See Detail Sheet 8". Leader does not point to anything. I think it should be detail sheet 11 maybe. Sheet C3

The note has been removed. There was a filter swale in that location during the design process.

Modify existing contours (172 – 180) at westerly swale to show drainage flows staying in ditch and going to culvert rather than going onto adjacent property. Sheet C3

The ditch has been added to the west side of the site behind building 30.

Check out City code 165-84, B. Stormwater Offset Requirements, just want you to be aware of it.

The project will add no stormwater to the City sanitary sewer system. The general neighborhood has separated sewer and storm drain systems. The City has implemented storm water impervious area annual fees that we understand are intended for City wide benefit for upgrade projects. We believe these facts qualify the project for the city Engineer's waiver to this requirement as provided for by the seemingly outdated requirement.