



# M E M O R A N D U M

ADMINISTRATION DEPARTMENT  
TOWN OF CUMBERLAND, MAINE

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Date: August 11, 2022  
To: Cumberland Planning Board  
From: Carla Nixon, Town Planner  
Subject: **Lakeside Concrete Amendment**

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This amendment request has several key issues that have not been resolved as of Thursday afternoon. I provided my review to them Wednesday and when I spoke with the project engineer this morning, he said he would put together a response memo, but he will not be getting it to me until Monday. I had suggested they ask to be taken off the agenda and come in September because I know that board members do not want to get late information on projects, but they did not want to wait until next month. So, I will send out what I get from them, when I get it, and you can decide on Tuesday what you wish to do with it.

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Date August 11, 2022  
To Town of Cumberland Planning Board  
From Carla Nixon, Town Planner  
Subject **Planning Board Site Plan Amendment Review – Lakeside Concrete Office Building and Contractors Space**

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**1. REQUEST/PROJECT DESCRIPTION:**

The Applicant is Lakeside Concrete Cutting and Abatement Professionals, Inc. of 590 County Road, Suite 2, Westbrook, Maine. The Applicant is requesting an amendment to an approved site plan for the following:

- 1. Revision to water service.**
- 2. Dumpster pad/shed relocation.**
- 3. Concrete pad for propane tank.**
- 4. Grading revisions.**

The existing approval is for a 15,000 sf office building and contractors space that is currently under construction.

The 2.55 acre parcel is shown on Tax Assessor Map R01, Lot 11-3 and is located within the Office Commercial - South (OC-S) zoning district with a contract zoning overlay.

Joseph Marden, P.E., Sitelines Civil Engineers and Land Surveyors, prepared the site plan and will represent the Applicant at the Planning Board meeting.

This project is subject to review under the provisions of the Site Plan Ordinance and the Route 1 Design Standards.

**2. DESCRIPTION:**

<b>Proposed Use:</b>	Business and Professional Office and Contractor's Space.
<b>Water:</b>	Public
<b>Sewer:</b>	Public
<b>Floodplain:</b>	Map #230162-0018C. Designation: Zone C: minimal flooding
<b>Fire Protection:</b>	A sprinkler and alarm system is proposed.
<b>Right, Title or Interest:</b>	Deed

**3. OUTSIDE AGENCY APPROVALS:**

MDEP Site Location of Development permit: On file. **Is an amendment needed?**

MDEP Stormwater Permit: **Required.**

MDOT Entrance Permit: On file.

Maine Historic Preservation Commission: Letter on file dated 12/2/15

Maine Dept. of Inland Fisheries & Wildlife: Letter on file dated 12/10/15

Maine Dept. of Agriculture, Conservation and Forestry: Letter on file dated 11/7/15

**4. PREVIOUSLY APPROVED WAIVERS:**

1. Waiver from High Intensity Soil Survey
2. Waiver from Hydrogeologic evaluation
3. Waiver from Traffic Study
4. Waiver from Market Study

**5. DEPARTMENT HEAD REVIEW COMMENTS:**

**Dan Small, Fire Chief:**

- 1) Fire suppression sprinkler system.
- 2) Monitored fire alarm system.
- 3) Key Box approved by the fire department.

8/11/22 Comment: I am ok with the relocation of the fire hydrant as shown on sheet #C3 of the Site Layout & Utility Plan.

**6. TOWN PLANNER'S COMMENTS:**

1. The dumpster pad size increased from 12' x 20' to 20' x 30'. Why was it enlarged and what will be stored in it? How often will it be emptied? Will this impact the ability of trucks to maneuver to the loading docks in the rear of the building?
2. The placement of the dumpster in the proposed location at the end of the entrance drive, may make it visible from Rt. 1. This is not in conformance with the Rt. 1 design standards.
3. There is no detail drawing for the dumpster, the shed, or their enclosures.
4. No elevation drawings for the building have been provided. This is needed to show conformance with the Route 1 Design Standards.
5. No information was provided on stormwater impacts from the proposed changes. Is an amendment to the MDEP SLODA or stormwater permit required for these changes?
6. No new landscaping plan was provided; the new water line will require a cut in what is now a tight, evergreen buffer along Route 1 including several large pines that are important in screening the building from Route 1. A new landscaping plan should be submitted showing replacement trees across the cut on Route 1 and along the water line as it extends into the site. The three maple trees shown on the current landscape plan, on the southwesterly side of the building, should be replaced with a mix of mature deciduous and non-deciduous trees to shield the view of Route 1 from Lot 2.
7. A letter of approval from the Portland Water District for the proposed water connection is required.

**7. TOWN ENGINEER'S COMMENTS:**

1. Please comment on whether the changes to the project will require an amendment to the Maine DEP SLODA License for the site. Given that the changes appear to have resulted in a net reduction of impervious area, it is expected that a Minor Amendment would be required through the Maine DEP.
2. The Dumpster Details appear to indicate that the fence will be located on the outside of the bollards. Should the bollards be on the back side of the dumpster pad to avoid the dumpster from sliding off the pad during loading or unloading?

3. The fence on the dumpster pad detail does not appear to provide any screening of views along the site entrance or to the abutting property to the north.. SME recommends that additional screening (privacy fence, wooden stockade fence, etc.) be added to fully encompass the Dumpster Pad based on this relocation.
4. Please provide gate details for the dumpster fence enclosure.
5. It appears that the southernmost pavement extents have been shifted north by approximately 20-feet. Please consider regrading the area outside of the pavement extents to reduce the overall site footprint.
6. The Site Section on Plan C5 indicates plantings along the building of 10' to 15' in height. Please confirm that the Rhododendron proposed on the Landscape Plan will reach the heights shown.
7. Based on a conversation with Bob Bartels at the Portland Water District, the water main connection and service locations shown on the plans do not reflect the most recent configuration discussed with the District. SME understands that this was just updated earlier this week. Please provide updated plans showing the final approved location of the water main connection and services into the site.

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## **SITE PLAN REVIEW APPROVAL STANDARDS AND CRITERIA**

### **Chapter 229 - Site Plan Review, Section 10: Approval Standards and Criteria**

The following criteria shall be used by the Planning Board in reviewing applications for site plan review and shall serve as minimum requirements for approval of the application. The application shall be approved unless the Planning Board determines that the applicant has failed to meet one or more of these standards. In all instances, the burden of proof shall be on the applicant who must produce evidence sufficient to warrant a finding that all applicable criteria have been met.

#### **A. Utilization of the Site**

Utilization of the Site - The plan for the development, including buildings, lots, and support facilities, must reflect the natural capabilities of the site to support development. Environmentally sensitive areas, including but not limited to, wetlands, steep slopes, floodplains, significant wildlife habitats, fisheries, scenic areas, habitat for rare and endangered plants and animals, unique natural communities and natural areas, and sand and gravel aquifers must be maintained and preserved to the maximum extent. The development must include appropriate measures for protecting these resources, including but not limited to, modification of the proposed design of the site, timing of construction, and limiting the extent of excavation.

***The proposed development of an office building on an approved subdivision lot is an appropriate utilization of the site. There are letters on file from State agencies that were provided during the subdivision review process in 2015 that show there are no wildlife habitats.***

***Based on the above findings of fact, the Board finds the standards of this section have been met.***

#### **B. Traffic, Circulation and Parking**

**(1) Traffic Access and Parking.** Vehicular access to and from the development must be safe and convenient.

**(a)** Any driveway or proposed street must be designed so as to provide the minimum sight distance according to the Maine Department of Transportation standards, to the maximum extent possible.



- (b)** Points of access and egress must be located to avoid hazardous conflicts with existing turning movements and traffic flows.
- (c)** The grade of any proposed drive or street must be not more than + 3% for a minimum of two (2) car lengths, or forty (40) feet, from the intersection.
- (d)** The intersection of any access/egress drive or proposed street must function: (a) at a Level of Service D, or better, following development if the project will generate one thousand (1,000) or more vehicle trips per twenty-four (24) hour period; or (b) at a level which will allow safe access into and out of the project if less than one thousand (1,000) trips are generated.
- (e)** Where a lot has frontage on two (2) or more streets, the primary access to and egress from the lot must be provided from the street where there is less potential for traffic congestion and for traffic and pedestrians hazards. Access from other streets may be allowed if it is safe and does not promote short cutting through the site.
- (f)** Where it is necessary to safeguard against hazards to traffic and pedestrians and/ or to avoid traffic congestion, the applicant shall be responsible for providing turning lanes, traffic directional islands, and traffic controls within public streets.
- (g)** Access ways must be designed and have sufficient capacity to avoid queuing of entering vehicles on any public street.
- (h)** The following criteria must be used to limit the number of driveways serving a proposed project:
  - (1) No use which generates less than one hundred (1) vehicle trips per day shall have more than one (1) two-way driveway onto a single roadway. Such driveway must be no greater than thirty (30) feet wide.
  - (2) No use which generates one hundred (1) or more vehicle trips per day shall have more than two (2) points of entry from and two (2) points of egress to a single roadway. The combined width of all access ways must not exceed sixty (60) feet.
- (2) Access way Location and Spacing**  
Access ways must meet the following standards:
  - (a)** Private entrance / exits must be located at least fifty (50) feet from the closest un-signalized intersection and one hundred fifty (150) feet from the closest signalized intersection, as measured from the point of tangency for the corner to the point of tangency for the access way. This requirement may be reduced if the shape of the site does not allow conformance with this standard.
  - (b)** Private access ways in or out of a development must be separated by a minimum of seventy-five (75) feet where possible.
- (3) Internal Vehicular Circulation.** The layout of the site must provide for the safe movement of passenger, service, and emergency vehicles through the site.
  - (a)** Projects that will be served by delivery vehicles must provide a clear route for such vehicles with appropriate geometric design to allow turning and backing.
  - (b)** Clear routes of access must be provided and maintained for emergency vehicles to and around buildings and must be posted with appropriate signage (fire lane - no parking).
  - (c)** The layout and design of parking areas must provide for safe and convenient circulation of vehicles throughout the lot.
  - (d)** All roadways must be designed to harmonize with the topographic and natural features of the site insofar as practical by minimizing filling, grading, excavation, or other similar activities which result in unstable soil conditions and soil erosion, by fitting the development to the natural contour of the land and avoiding substantial areas of excessive grade and tree removal, and by retaining existing vegetation during construction. The road network must provide for vehicular, pedestrian, and cyclist safety, all season emergency access, snow storage, and delivery and collection services.
- (4) Parking Layout and Design.** Off street parking must conform to the following standards:
  - (a)** Parking areas with more than two (2) parking spaces must be arranged so that it is not necessary for vehicles to back into the street.
  - (b)** All parking spaces, access drives, and impervious surfaces must be located at least fifteen (15) feet from any side or rear lot line, except where standards for buffer yards require a greater distance. No parking spaces or asphalt type surface shall be located within fifteen (15) feet of the front property line. Parking lots on adjoining lots may be connected by accessways not exceeding twenty-four (24) feet in width.
  - (c)** Parking stalls and aisle layout must conform to the following standards.

Parking Angle	Stall Width	Skew Width	Stall Depth	Aisle Width
90°	9'-0"		18'-0"	24'-0" 2-way
60°	8'-6"	10'-6"	18'-0"	16'-0" 1-way
45°	8'-6"	12'-9"	17'-6"	12'-0" 1-way
30°	8'-6"	17'-0"	17'-0"	12'-0" 1 way

(d) In lots utilizing diagonal parking, the direction of proper traffic flow must be indicated by signs, pavement markings or other permanent indications and maintained as necessary.

(e) Parking areas must be designed to permit each motor vehicle to proceed to and from the parking space provided for it without requiring the moving of any other motor vehicles.

(f) Provisions must be made to restrict the "overhang" of parked vehicles when it might restrict traffic flow on adjacent through roads, restrict pedestrian or bicycle movement on adjacent walkways, or damage landscape materials.

#### **(5) Building and Parking Placement**

(a) The site design should avoid creating a building surrounded by a parking lot. Parking should be to the side and preferably in the back. In rural, uncongested areas buildings should be set well back from the road so as to conform to the rural character of the area. If the parking is in front, a generous, landscaped buffer between road and parking lot is to be provided. Unused areas should be kept natural, as field, forest, wetland, etc.

(b) Where two or more buildings are proposed, the buildings should be grouped and linked with sidewalks; tree planting should be used to provide shade and break up the scale of the site. Parking areas should be separated from the building by a minimum of five (5) to ten (10) feet. Plantings should be provided along the building edge, particularly where building facades consist of long or unbroken walls.

**(6) Pedestrian Circulation:** The site plan must provide for a system of pedestrian ways within the development appropriate to the type and scale of development. This system must connect the major building entrances/ exits with parking areas and with existing sidewalks, if they exist or are planned in the vicinity of the project. The pedestrian network may be located either in the street right-of-way or outside of the right-of-way in open space or recreation areas. The system must be designed to link the project with residential, recreational, and commercial facilities, schools, bus stops, and existing sidewalks in the neighborhood or, when appropriate, to connect the amenities such as parks or open space on or adjacent to the site.

***The entrance location meets the above requirements. Adequate sight distance has been provided at the entrance/exit location. A copy of the Traffic Movement Permit from MDOT has been provided. There is a sidewalk along the sides of the building that lead to entrances. The placement of the building, parking and overhead garage doors have been appropriately sited to reflect the requirements of the Route 1 Design Standards. The proposed use will have minimal traffic generation since it does not include retail space or services that require customers coming into the building. An MDOT Entrance Permit has been submitted.***

***Based on the above findings of fact, the Board finds the standards of this section have been met.***

### **C. Stormwater Management and Erosion Control**

**(1) Stormwater Management.** Adequate provisions must be made for the collection and disposal of all stormwater that runs off proposed streets, parking areas, roofs, and other surfaces, through a stormwater drainage system and maintenance plan, which must not have adverse impacts on abutting or downstream properties.

(a) To the extent possible, the plan must retain stormwater on the site using the natural features of the site.

- (b)** Unless the discharge is directly to the ocean or major river segment, stormwater runoff systems must detain or retain water such that the rate of flow from the site after development does not exceed the predevelopment rate.
- (c)** The applicant must demonstrate that on - and off-site downstream channel or system capacity is sufficient to carry the flow without adverse effects, including but not limited to, flooding and erosion of shoreland areas, or that he / she will be responsible for whatever improvements are needed to provide the required increase in capacity and / or mitigation.
- (d)** All natural drainage ways must be preserved at their natural gradients and must not be filled or converted to a closed system unless approved as part of the site plan review.
- (e)** The design of the stormwater drainage system must provide for the disposal of stormwater without damage to streets, adjacent properties, downstream properties, soils, and vegetation.
- (f)** The design of the storm drainage systems must be fully cognizant of upstream runoff which must pass over or through the site to be developed and provide for this movement.
- (g)** The biological and chemical properties of the receiving waters must not be degraded by the stormwater runoff from the development site. The use of oil and grease traps in manholes, the use of on-site vegetated waterways, and vegetated buffer strips along waterways and drainage swales, and the reduction in use of deicing salts and fertilizers may be required, especially where the development stormwater discharges into a gravel aquifer area or other water supply source, or a great pond.

## **(2) Erosion Control**

- (a)** All building, site, and roadway designs and layouts must harmonize with existing topography and conserve desirable natural surroundings to the fullest extent possible, such that filling, excavation and earth moving activity must be kept to a minimum. Parking lots on sloped sites must be terraced to avoid undue cut and fill, and / or the need for retaining walls. Natural vegetation must be preserved and protected wherever possible.
- (b)** Soil erosion and sedimentation of watercourses and water bodies must be minimized by an active program meeting the requirements of the Maine Erosion and Sediment Control Handbook for Construction: Best Management Practices, dated March 1991, and as amended from time to time.

***A stormwater management report (including erosion control) was submitted in the application and reviewed and approved by the Town Engineer for the original approval. An amended stormwater plan and an amended erosion and sedimentation control plan is required.***

***Based on the above findings of fact, the Board finds the standards of this section have NOT been met.***

## **(D) Water, Sewer, and Fire Protection**

- (1) Water Supply Provisions:** The development must be provided with a system of water supply that provides each use with an adequate supply of water. If the project is to be served by a public water supply, the applicant must secure and submit a written statement from the supplier that the proposed water supply system conforms with its design and construction standards, will not result in an undue burden on the source of distribution system, and will be installed in a manner adequate to provide needed domestic and fire protection flows.
- (2) Sewage Disposal Provisions:** The development must be provided with a method of disposing of sewage which is in compliance with the State Plumbing Code. If provisions are proposed for on-site waste disposal, all such systems must conform to the Subsurface Wastewater Disposal Rules.
- (3) Utilities:** The development must be provided with electrical, telephone, and telecommunication service adequate to meet the anticipated use of the project. New utility lines and facilities must be screened from view to the extent feasible. If the service in the street or on adjoining lots is underground, the new service must be placed underground.
- (4) Fire Protection:** The site design must comply with the Fire Protection Ordinance. The Fire Chief shall issue the applicant a "Certificate of Compliance" once the applicant has met the design requirement of the Town's Fire Protection Ordinance.

***The proposed development will connect to the existing utilities located in the Route 1 right of way. There will be public water for both domestic drinking water and fire protection. There will be underground electric, cable, and telephone/data. There will also be a connection to the natural gas main on Route 1. The building will be sprinkled and equipped with an alarm system. A letter from the Portland Water District indicating approval of the amended plan is required.***

***Based on the above findings of fact, the Board finds the standards of this section have been NOT been met.***

## **E. Water Protection**

**(1) Groundwater Protection:** The proposed site development and use must not adversely impact either the quality or quantity of groundwater available to abutting properties or to the public water supply systems. Applicants whose projects involve on-site water supply or sewage disposal systems with a capacity of two thousand (2,000) gallons per day or greater must demonstrate that the groundwater at the property line will comply, following development, with the standards for safe drinking water as established by the State of Maine.

**(2) Water Quality:** All aspects of the project must be designed so that:

**(a)** No person shall locate, store, discharge, or permit the discharge of any treated, untreated, or inadequately treated liquid, gaseous, or solid materials of such nature, quantity, obnoxious, toxicity, or temperature that may run off, seep, percolate, or wash into surface or groundwaters so as to contaminate, pollute, or harm such waters or cause nuisances, such as objectionable shore deposits, floating or submerged debris, oil or scum, color, odor, taste, or unsightliness or be harmful to human, animal, plant, or aquatic life.

**(b)** All storage facilities for fuel, chemicals, chemical or industrial wastes, and biodegradable raw materials, must meet the standards of the Maine Department of Environmental Protection and the State Fire Marshall's Office.

**(3) Aquifer Protection:** If the site is located within the Town Aquifer Protection Area, a positive finding by the Board that the proposed plan will not adversely affect the aquifer is required.

***The site is not located within the Town Aquifer Protection Area. All storage for fuel, chemicals, chemical or industrial wastes, biodegradable raw materials or liquid, gaseous or solid materials will meet the standards of the Maine Department of Environmental Protection and the State Fire Marshal's office. The project will be served by public water and sewer.***

***Based on the materials included in the application, the Board finds that the standards of this section have been met.***

## **F. Floodplain Management**

If any portion of the site is located within a special flood hazard area as identified by the Federal Emergency Management Agency, all use and development of that portion of the site must be consistent with the Town's Floodplain management provisions.

***The site is not located within a floodplain as shown on the submitted FEMA map.***

***Based on the above finding of fact, the Board finds the standards of this section have been met.***

## **G. Historic and Archaeological Resources**

If any portion of the site has been identified as containing historic or archaeological resources, the development must include appropriate measures for protecting these resources, including but not limited to, modification of the proposed design of the site, timing of construction, and limiting the extent of excavation.

***A letter dated November 2015 is on file from the Maine Historic Preservation Commission stating that there will be no impact on historical or archaeological resources.***

***Based on the above finding of fact, the Board finds the standards of this section have been met.***

## **H. Exterior Lighting**

The proposed development must have adequate exterior lighting to provide for its safe use during nighttime hours if such use is contemplated. All exterior lighting must be designed and shielded to avoid undue glare, adverse impact on neighboring properties and rights - of way, and the unnecessary lighting of the night sky.

***The exterior lighting includes pole and building mounted fixtures as well as pedestrian level bollard lights. The catalogue cut sheets show that the fixtures are full cut-off. The exterior lights will be off during non-business hours and one hour after and following hours of operation.***

***Based on the above findings of fact, the Board finds the standards of this section have been met.***

## **I. Buffering and Landscaping**

**(1) Buffering of Adjacent Uses:** The development must provide for the buffering of adjacent uses where there is a transition from one type of use to another use and for the screening of mechanical equipment and service and storage areas. The buffer may be provided by distance, landscaping, fencing, changes in grade, and / or a combination of these or other techniques.

**(2) Landscaping:** Landscaping must be provided as part of site design. The landscape plan for the entire site must use landscape materials to integrate the various elements on site, preserve and enhance the particular identity of the site, and create a pleasing site character. The landscaping should define street edges, break up parking areas, soften the appearance of the development, and protect abutting properties.

***An amended landscaping plan is required showing additional tree planting needed due to the water line connection that will now be through an existing, wooded buffer along Route 1.***

***Based on the above findings of fact, the Board finds the standards of this section have **NOT** been met.***

## **J. Noise**

The development must control noise levels such that it will not create a nuisance for neighboring properties.

***There are two proposed uses for the project. One is for professional office space and the other is for contractor's space. While the proposed office space use will not cause noise levels that would be a nuisance for neighboring properties, the backing up of trucks to the loading bays and for dumpster emptying will create noise audible beyond the property lines. Therefore, the hours of operation for truck deliveries/pick-ups, including dumpster emptying, shall be limited to 7:00 am to 7:00 p.m. This is a proposed condition of approval.***

**Based on the above findings of fact, and with the proposed condition of approval, the Board finds the standards of this section have been met.**

## **K. Storage of Materials**

(1) Exposed nonresidential storage areas, exposed machinery, and areas used for the storage or collection of discarded automobiles, auto parts, metals or other articles of salvage or refuse must have sufficient setbacks and screening (such as a stockade fence or a dense evergreen hedge) to provide a visual buffer sufficient to minimize their impact on abutting residential uses and users of public streets.

(2) All dumpsters or similar large collection receptacles for trash or other wastes must be located on level surfaces which are paved or graveled. Where the dumpster or receptacle is located in a yard which abuts a residential or institutional use or a public street, it must be screened by fencing or landscaping.

(3) Where a potential safety hazard to children is likely to arise, physical screening sufficient to deter small children from entering the premises must be provided and maintained in good condition.

**All storage areas and dumpsters are to be screened by either fencing or landscaping. No details were provided showing the proposed shed or dumpster or screening of each. This shed is proposed to be constructed as an accessory building to store materials containing asbestos until they can be properly disposed of, as such the shed shall be locked at all times when not in use.**

**Based on the above findings of fact, the Board finds the standards of this section have NOT been met.**

## **L. Capacity of the Applicant**

The applicant must demonstrate that he / she has the financial and technical capacity to carry out the project in accordance with this ordinance and the approved plan.

**Technical Ability: The applicant has retained the services of Sitelines, PA that has extensive experience planning and designing commercial developments.**

**Financial Capacity: Attachment G of the application includes a letter of financial capacity from Bangor Savings Bank.**

**Based on the above findings of fact, the Board finds the standards of this section have been met.**

## **M. Design and Performance Standards**

(1) Route 1 Design Standards

(2) **Route 1 Design Standards: APPLICABLE**

(3) Town Center District Design and Performance Standards

(4) Village Mixed Use Performance Standards.

# **ROUTE 1 DESIGN AND PERFORMANCE STANDARDS**

## **Route 1 Design Standards Ordinance Requirements**

## **1.2 Site Planning and Design**

### **1.1 Master Planning**

On properties that are large enough to accommodate more than a single structure, developers will be expected to prepare a conceptual master plan to show the Planning Board the general location of future buildings, parking lots, circulation patterns, open space, utilities, provisions for stormwater management, and other components of site development.

On sites with multiple buildings, the outdoor space defined by the structures should be designed as a focal point for the development, with provisions for seating and other outdoor use. Landscaping, bollards and other site features should maintain a safe separation between vehicles and pedestrians.

***FINDING: A subdivision plan was previously approved by the Planning Board which shows the location of this lot.***

### **1.2 Professional Design**

Developers shall have their site plans designed by licensed professionals (civil engineers, architects or landscape architects) as required by State of Maine professional licensing requirements to address the health, safety, welfare and visual pleasure of the general public, during all hours of operation and all seasons of the year.

***FINDING: Sitelines, PA provided all required professional services.***

## **1.3 Route One Buffer Strip**

**Developments should be designed to preserve the naturally forested character of much of the Rt. 1 corridor. A 75' setback is recommended.**

***FINDING: This setback is provided for.***

## **1.4 Vehicular Access**

Development along Cumberland's Route 1 corridor should promote safe, user-friendly and efficient vehicular movement while reducing both the number of trips on the roadway and the number of curb cuts wherever possible. The vehicular movements discussed in this chapter, both on-site and off-site, shall be designed by a professional engineer and shall be in conformance with all Maine Department of Transportation requirements.

***FINDING: There is one access point from Route 1 as per the approved subdivision plan. This will be a shared entrance with Lot 4.***

### **1.4.1 Route 1 Curb Cuts**

To promote vehicular, bicycle and pedestrian safety, the number of curb cuts on Route 1 should be kept to a minimum. Adjacent uses are encouraged to use shared driveways wherever possible, thereby reducing the number of turning motions onto and off of Route 1. This practice will increase motorist, bicycle and pedestrian safety, and has the added environmental benefit of helping to reduce impervious (paved) area.

Driveways and their associated turning movements should be carefully designed and spaced to reduce interruptions in Route 1's level of service and to promote safe and easily understandable vehicular movements. Where curb cuts will interrupt sidewalks, ADA requires that the cross slope not exceed 2% in order to maintain accessibility.



New driveways and existing driveways for which the use has changed or expanded require a Maine Department of Transportation “Driveway Entrance Permit.” The Planning Board will not grant project approval until the Town has been provided a copy of the permit, or alternately, until the applicant provides the Town a letter from the DOT stating that such a permit is not required. The MDOT may also require a Traffic Movement Permit if the number of vehicle trips exceeds the threshold established by the MDOT.

***FINDING: There is one access point from Route 1 as per the approved subdivision plan. This will be a shared entrance with Lot 4.***

#### **1.4.2 Site Circulation**

Internal vehicular movement on each site should be designed to achieve the following goals: to ensure the safety of motorists, delivery vehicles, pedestrians and cyclists by providing clear cues to the motorist as to where to drive or park, etc., once they enter the site. Landscaping, to reduce impervious areas, is encouraged as much possible.

Every effort should be made to restrict paved surfaces to a maximum of two sides of the building. The site should not feature a building surrounded by drive lanes and parking.

To ensure safe and easily understandable circulation, parking spaces, directional arrows, crosswalks and other markings on the ground should be painted on the pavement paint or shown by other suitable methods.

***FINDING: The plan reflects all of the above recommended features.***

#### **1.4.3 Driveways between Parcels**

Driveways between adjacent parcels should be used where feasible in order to make deliveries easier and reduce unnecessary trips and turning movements on Route 1.

These driveways should provide safe, direct access between adjacent lots, but only where the paved areas of the two adjacent lots are reasonably close together. However, they are inappropriate where they would require excessive impervious (paved) area or impose undue financial burden on the owner.

All such driveways between parcels should have pedestrian walkways when possible.

***FINDING: The approved subdivision plan shows a driveway along the rear of Lots 2, 3 and 4. This driveway is intended for use by personal vehicles and not large trucks. The driveway from Rt. 1 is to be shared with Lot #4.***

### **1.5 Building Placement**

***Objective:*** Buildings should be placed on their sites in a way that is sensitive to existing site conditions and respectful of adjacent uses.

#### **1.5.1 Location of Building on the Site**

In placing the building on the site, the designer should carefully consider the building’s relationship to existing site features such as the size of the site, existing vegetation and topography, drainage, etc., as well as the abutting land uses.

The site design should make every effort to avoid creating a building surrounded by parking lot. In addition, buildings should generally be square to Route 1 and should avoid unusual geometry in building placement unless the site requires it.

***FINDING: The location of the building on the site is appropriate.***



### **1.5.2 Building Entrances**

The building's main entrance should be a dominant architectural feature of the building, clearly demarcated by the site design and landscaping. Main entrances should front onto the most convenient parking area.

At building entrance areas and drop-off areas, site furnishings such as benches, sitting walls and, if appropriate, bicycle racks should be encouraged. Additional plantings may be desirable at these points to clearly identify the building entrance and to invite pedestrians into it.

Where building entrances do not face Route 1, the Route 1 façade should still be made interesting and attractive to drivers on Route 1.

***FINDING: Elevation drawings are required.***

### **1.5.3 Building Setbacks**

If adjacent building facades are parallel with Route 1 and buildings have consistent setbacks from Route 1, the visual effect from the road will be orderly and attractive.

Side and rear building setbacks must conform to the requirements of the underlying zone.

***FINDING: All setbacks are conforming and appropriate.***

### **1.5.4 Hillside Development**

When a proposed development is located on a hillside that is visible from Route 1 or from other public areas, its presence will be much more obvious than development on a level site. Because of this, it is even more important that the structure be designed to fit harmoniously into the visual environment. The use of berms and plantings, where appropriate, will help soften the impact of buildings located in open fields.

Site clearing should also be minimized and vegetation should be retained or provided to minimize the visual impact of the development. Issues of drainage, run-off and erosion should also be closely examined.

***FINDING: N/A***

### **1.5.5 Universal Accessibility**

Development of all properties, buildings, parking lots, crosswalks, walkways and other site features must comply with the applicable standards of the Americans with Disabilities Act (ADA).

***FINDING: All ADA requirements have been met.***

## **1.6 Parking**

**Objective:** Development should provide safe, convenient and attractive parking. Parking lots should be designed to complement adjacent buildings, the site and the Route 1 corridor without becoming a dominant visual element. Every effort should be made to break up the scale of parking lots by reducing the amount of pavement visible from the road. Careful attention should be given to circulation, landscaping, lighting and walkways.

***FINDING: The parking is located to the rear and sides of the building. There is no parking in front of the building.***

### **1.6.1 Location**

Parking lots should be located to the side or rear of buildings. Parking should only be placed between the building and Route 1 if natural site constraints such as wetlands or topography, allow no other option. If

parking must be built between the building and Route 1, it should be limited, if at all possible, to only one row of parking spaces and be adequately buffered.

**FINDING: There is no parking between the building and Route 1.**

### **1.6.2 Landscaping**

A 75' buffer between Route 1 and buildings and parking is intended to insure that views from Route One are not of expanses of asphalt. will be required of each new development that is on Route 1

Parking should be separated from the building by a landscaped strip a minimum of five to ten feet wide.

Landscaping around and within parking lots will shade hot surfaces and visually soften the appearance of the hard surfaces. Parking lots should be designed and landscaped to create a pedestrian-friendly environment. A landscaped border around parking lots is encouraged, and landscaping should screen the parking area from adjacent residential uses. Tree plantings between rows of parking are very desirable. Granite curbs, while more expensive, are more attractive and require less maintenance than asphalt ones.

**FINDING: The 75' buffer is shown on the plan.**

### **Snow Storage**

Provision should be made for snow storage in the design of all parking areas, and these areas should be indicated on the site plan. The area used for snow storage should not conflict with proposed landscaping or circulation patterns. These areas should be sited to avoid problems with visibility, drainage or icing during winter months.

**FINDING: Locations for snow storage are shown on the plan.**

### **1.6.4 Impervious Surfaces**

The amount of paved surface required for parking, driveways and service areas should be limited as much as possible in order to provide green space, reduce run-off and preserve site character. This will have the added benefit of reducing construction and maintenance costs.

**FINDING: The plan reflects these recommendations.**

## **1.7 Service Areas**

**Objective:** Service areas include exterior dumpsters, recycling facilities, mechanical units, loading docks and other similar uses. Service areas associated with uses along Route 1 should be designed to meet the needs of the facility with a minimum of visual, odor or noise problems. They should be the smallest size needed to fit the specific requirements of the building and its intended operation, and should be fully screened from view by either plantings or architectural elements such as attractive fences.

**FINDING: Service areas are located to the rear of the building, but information on size and shielding is required.**

### **1.7.1 Location**

Service areas should, if possible, be located so that they are not visible from Route 1 or from the building entrance. Locations that face abutting residential properties should also be avoided wherever possible.

Dumpster, recycling facilities and other outdoor service facilities should be consolidated into a single site location, in accordance with appropriate life safety requirements.

**FINDING: Service areas are not visible from Route 1.**

### **1.7.2 Design**

Service areas should be designed to accommodate the turning movements of anticipated vehicles, and should be separated from other vehicle movements, parking areas and pedestrian routes.

Wherever possible, service drives should be separated from areas where people will be walking by landscaped islands, grade changes, berms, or other devices to minimize conflicts.

Gates on enclosures should be designed to prevent sagging or binding. Wooden fencing is always preferred, but where chain link is necessary for safety considerations, it should be screened by landscaping and painted a dark color, or coated with dark vinyl.

***FINDING: The above criteria has been met.***

### **1.7.3 Buffering/Screening**

Service areas should be screened to minimize visibility from sensitive viewpoints such as Route 1, nearby residential dwellings, public open space, pedestrian pathways, and building entrances. Landscape screening may consist of evergreen trees, shrubs, and/or planted earth berms. Architectural screening may consist of walls, fences or shed structures, and should complement the design of the main structure through repetition of materials, detailing, scale and color.

Where plantings do not survive, or where they grow to a point where they no longer serve as effective screens, they shall be replaced or supplemented to meet the intent of the plan as approved by the Planning Board.

***FINDING: A plan showing the type of fencing and/or landscaping around the dumpster is required.***

## **1.8 Open Space**

**Objective:** In order to provide an attractive, hospitable and usable environment, future development along Route 1 should have generous amounts of open space and attractive site details for such elements as pavement, curbing, sitting and other public areas, landscaping, planters, walls, signage, lighting, bollards, waste receptacles and other elements in the landscape.

***FINDING: The site plan shows open areas around the building.***

### **1.8.1 Internal Walkways**

Internal walkways should invite pedestrians onto the property and make them feel welcome.

Walkways extending the full length of a commercial building are encouraged along any façade that features a customer entrance and an abutting parking area. Such walkways should be located five to ten feet from the face of the building to allow for planting beds. Such walkways should be shown on the project's landscaping plan.

Wherever feasible, interconnections between adjacent properties should be developed to encourage pedestrian movement and reduce vehicle trips.

At a minimum bituminous concrete should be used as the primary material for internal walkways, except that for entrance areas and other special features the use of brick or special paving shall be encouraged. Walkways should be separated from parking areas and travel lanes by raised curbing. Granite is strongly preferred for its durability, appearance and low maintenance requirements.

Driveway crosswalks should be marked by a change in pavement texture, pattern or color to maximize pedestrian safety in parking and other potentially hazardous areas.

***FINDING: There are walkways along three sides of the building.***

### **1.8.2 Landscaping**

Where there are trees in the 75' buffer between Route 1 and the building, existing healthy trees should be maintained in their natural state. Where there are few or no trees in the 75' buffer, the buffer area should be landscaped either with trees, or with flowering shrubs, fencing, or such architectural elements as stone walls.

Where plantings do not survive, or grow to a point where they no longer serve as effective buffers, they shall be replaced or enhanced to meet the intent of the approved plan.

***FINDING: Due to necessary grading for stormwater management, some existing trees will be removed, however additional plantings will buffer the building in time.***

### **1.8.3 Usable Open Space**

Whenever possible, site plans should provide inviting open spaces where people can sit, relax and socialize. Open spaces should be thought of as outdoor rooms, with consideration to ground surfaces, landscaping, lighting and other physical elements. Examples of such spaces include a forecourt outside a building entrance, or a peaceful place outdoors where employees can sit down and eat lunch or have breaks.

***FINDING: Usable open space has not been shown on the plan.***

## **1.9 Buffering of Adjacent Uses**

**Objective:** Buffering or screening may be necessary to effectively separate quite different land uses such as housing and office or commercial buildings. Plantings, earth berms, stone walls, grade changes, fences, distance and other means can be used to create the necessary visual and psychological separation.

### **1.9.1 Appropriateness**

The selection of the proper type of buffer should result from considering existing site conditions, distances to property lines, the intensity (size, number of users) of the proposed land use, and the degree of concern expressed by the Planning Department, Planning Board, and abutting landowners. Discussions regarding the need for buffers, and appropriate sizes and types, should begin at the sketch plan stage of review.

### **1.9.2 Design**

Buffers and screens should be considered an integral part of the site and landscaping plans. Stone walls, plantings, fencing, landforms, berms, and other materials used for buffers should be similar in form, texture, scale and appearance to other landscape elements. Structural measures, such as screening walls, should likewise be related to the architecture in terms of scale, materials, forms and surface treatment.

### **1.9.3 Maintenance**

Where plantings do not survive, or where they grow to a point where they no longer serve as effective buffers, they shall be replaced or supplemented to meet the intent of the plan as approved by the Planning Board.

***FINDING: To be done.***

## **1.10 Erosion, Sedimentation and Stormwater Management**

**Objective:** Protecting the natural environment in Cumberland is as much a priority in these design guidelines as protecting the visual environment. A developer should take every measure possible in the

construction and operation of a project to ensure that little or no adverse impact to the natural environment occurs. These measures should be as visually attractive as possible.

### **1.10.1 Erosion and Sedimentation**

Before any site work, construction or the disturbance of any soil occurs on a property, methods, techniques, designs, practices and other means to control erosion and sedimentation, as approved or required by the Maine Department of Environmental Protection, shall be in place. For guidance developers should refer to “Maine Erosion and Sedimentation Control Handbook for Construction – Best Management Practices,” produced by the Cumberland County Soil and Water Conservation District and the Maine DEP.

***FINDING: A request for an updated erosion and sedimentation control plan has been made by the Town. It shall need to be reviewed by the Town Engineer and MDEP, if required.***

## **1.11 Utilities**

**Objective:** It is important to make efficient use of the utility infrastructure that exists along the Route 1 corridor, and to ensure that utility connections to individual development lots are as inconspicuous as possible.

***FINDING: All utilities will be underground from Route 1.***

### **1.11.1 Water and Sewer**

All proposed development along the Route 1 Corridor must connect to the municipal water supply and the municipal sewer, wherever such connections are available. Proposed connections are subject to review by the Town and/or its peer reviewers.

***FINDING: There will be a connection to the public water line.***

### **1.11.2 Electric, Telephone and Cable**

Electric, telephone, cable and other wired connections from existing utilities on Route 1 should be made to individual development lots via underground conduit wherever possible. This prevents the accumulation of unsightly overhead wires, and preserves the natural character of the corridor.

***FINDING: Service will be via underground lines.***

## **2. Building Types**

The purpose of these guidelines is to encourage architectural styles within the Route 1 corridor that draw their inspiration from traditional New England examples. “Vernacular” or commonly used styles that are well represented in Cumberland are center-chimney Federal buildings in brick or clapboard, 1 and a half story Greek Revival “capess” with dormers, in white clapboard with corner pilasters or columns, and Victorians buildings with more steeply pitched roofs, porches and gingerbread trim. Except for mill buildings, the scale and nature of older commercial buildings in towns like Cumberland and Yarmouth, was similar to that of houses of the same period. Modern interpretations and versions of these styles, are entirely appropriate and encouraged. Because of their larger size, traditional barns are also sometimes used as inspiration for modern commercial buildings.

### **2.1 General Architectural Form**

Traditional New England buildings look like they do because of the climate, the materials and technologies available for building and the styles and fads of the 19<sup>th</sup> century. This is what is meant when people talk

about “vernacular architecture”. It is the architecture that develops in a particular geographic area. Typically, while there may be architects who work in a particular “vernacular”, vernacular architecture evolves over time and is not the product of a particular person’s powerful vision.

These guidelines encourage the use of materials and forms that are characteristic of the construction of ordinary houses and commercial buildings of 19<sup>th</sup> century in northern New England, and particularly in Maine. Modern interpretations and versions of these materials and forms are entirely appropriate and encouraged.

**FINDING: TBD**

### **2.1.1 Roofs**

Because of the need to shed snow, New England roofs have generally been pitched rather than flat. Federal roofs are sometimes gambrel-shaped. In the Greek Revival style they are often gabled or have dormers, and have decorative “returns” at the bottom edge of the gable or dormers, suggesting the pediment of a Greek temple. Victorian houses typically have more steeply sloped roofs. Flat roofs are to be avoided.

**FINDING: *The roofline is flat to accommodate HVAC equipment, however the use of facades in sections of the roofline break up the effect of the flat roof and screen the HVAC equipment.***

### **2.1.2 Windows**

Windows are typically vertical rectangles, often with two or more panes of glass. They may have shutters. If shutters are used, each should be wide enough to actually cover half of the window. Horizontal and vertical “lights”, rows of small panes of New England buildings such as parapets. Where parapets are used to break up a flat roofline, the height of glass, are common over and next to doors. Window frames often have a decorative wood or stone pediment over them.

**FINDING: TBD**

### **2.1.3 Detailing**

Each historical period also has its characteristic embellishments. Federal buildings may have a decorative fanlight over the entrance door. Greek Revival buildings have corner-boards in the form of pilasters or even rows of actual columns across 1 façade, below a pediment. Victorian buildings use a wealth of turned columns and decorative scroll-work and shingle-work. Too many embellishments can look “busy”, and mixing the details of several periods or styles can also spoil the desired effect. Modern interpretations of older styles often used simplified forms to suggest the details that were more elaborately defined in earlier periods.

**FINDING: TBD**

### **2.1.4 Building Materials**

Traditional siding materials common to Northern New England are brick, painted clapboard and either painted or unpainted shingles. Contemporary materials that have the same visual characteristics as traditional materials (e.g., cementitious clapboards or vinyl siding) are acceptable if attention is paid to detailing (e.g., corners, trim at openings, changes in material). Metal cladding is not permitted.

Common traditional roofing materials are shingles – cedar originally or asphalt now, as well as standing seam metal. Where visible, the roofing color should be selected to complement the color and texture of the building’s façade. Roofing colors are usually darker than the color of the façade.

Colors commonly found in historic New England houses vary by period. In the Federal and Greek Revival periods, white was the most common color, often with green or black shutters. But houses were not infrequently painted “sober” colors such as dull mustard or gray. In the Victorian period much brighter

colors were often used, with trim in complementary colors. The characteristic colors for barns are white, barn red, or weathered shingle.

**FINDING: TBD**

## **2.2 Large Scale Buildings**

**Objective:** Due to their visibility and mass, the design of new large structures (10,000 square feet or greater) have the ability to greatly enhance or detract from Route 1's visual character. These structures should be designed as attractive pieces of commercial architecture that are responsive to their site and compatible with adjacent development.

**FINDING: TBD**

### **2.2.1 Design and Massing**

Large structures should be designed so that their large mass is broken up into smaller visual components through the use of clustered volumes, projections, recesses and varied façade treatment. The design should provide variation to add shadow and depth and a feeling of reduced scale.

**FINDING: TBD**

### **2.2.2 Site Design**

Wherever possible, large buildings should fit into the existing topography and vegetation, and should not require dramatic grade changes around their perimeter. Landscaping, site walls, pedestrian amenities and existing trees can be effective in reducing the apparent scale of large buildings.

**FINDING: TBD**

### **2.2.3 Architectural Details**

Large structures should have the same degree of detailing found in well-designed smaller and medium sized buildings along the Route 1 corridor. Architectural details can be used to reduce the scale and uniformity of large buildings. Elements such as colonnades, pilasters, gable ends, awnings, display windows and appropriately positioned light fixtures can be effective means of achieving a human scale.

**FINDING: TBD**

### **2.2.4 Facades and Exterior Walls**

Unbroken facades in excess of 80 feet are overwhelming whether they are visible from Route 1, other roadways or pedestrian areas, or when they abut residential areas. Breaking up the plane of the wall can reduce this sense of overwhelming scale. Where the plane of the wall is broken, the offset should be proportionate to the building's height and length. A general rule of thumb for such projections or recesses is that their depth shall be at least 3% of the façade's length, and they shall extend for at least 20% of the façade's length.

Other devices to add interest to long walls include strong shadow lines, changes in rooflines, pilasters and similar architectural details, as well as patterns in the surface material and wall openings. All façade elements should be coordinated with the landscape plan.

Facades of commercial buildings that face Route 1 or other roadways should have transparent openings (e.g. display windows or entry areas) along 30% or more of the length of the ground floor. Blank or unadorned walls facing public roads, residential neighborhoods, or abutting properties are boring and unattractive.

**FINDING: TBD**

### **2.2.5 Building Entrances**

Large structures should have clearly defined and highly visible entrances emphasized through such devices as significant variations in rooflines or cornice lines, changes in materials, porticos, landscape treatments, distinctive lighting or other architectural treatments.

**FINDING: TBD**

## **2.3 Linear Commercial Buildings**

**Objective:** Linear commercial structures, such as multi-tenant offices or commercial buildings may be appropriate along Route 1 provided that they are designed with façade and roofline elements that reduce their sense of large scale and add visual interest.

### **2.3.1 Design**

Buildings with multiple storefronts should be visually unified through the use of complementary architectural forms, similar materials and colors, consistent details, and a uniform signage size and mounting system.

**FINDING: TBD.**

### **2.3.2 Façade Design**

The use of covered walkways, arcades, or open colonnades is strongly encouraged along long facades to provide shelter, encourage people to walk from store to store, and to visually unite the structure. Pedestrian entrances to each business or tenant should be clearly defined and easily accessible.

**FINDING: TBD**

### **2.3.3 Focal Points**

Linear commercial buildings can include a focal point – such as a raised entranceway or clock tower, or other architectural element – to add visual interest and help reduce the scale of the building.

**FINDING: TBD**

### **2.3.4 Façade Offsets**

Variations in the plane of the front façade add visual interest. They also create opportunities for common entries, and social or landscaped spaces.

**FINDING: TBD**

### **2.3.5 Rooflines**

Variations in rooflines, detailing, cornice lines and building heights should be incorporated into the design to break up the scale of linear commercial buildings.

**FINDING: TBD**

## **2.4 Smaller Freestanding Commercial Buildings**

**Objective:** Smaller freestanding commercial buildings can easily make use of traditional New England building forms and should be designed to be attractive pieces of architecture, expressive of their use and compatible with surrounding buildings.



### **2.4.1 Single Use Buildings**

Buildings that are constructed for use by a single business are generally smaller in scale than multi-tenant buildings. Single use buildings should be designed to be attractive and architecturally cohesive. To the greatest extent possible, the same materials, window types and roof types should be used throughout.

**FINDING: N/A**

### **2.4.2 Franchise Design**

Franchise architecture with highly contrasting color schemes, non-traditional forms, reflective siding and roof materials are not related to any traditional New England style. They are buildings that are stylized to the point where the structure is a form of advertising. However, franchises have been willing to use existing “vernacular” buildings, and sometimes have designs that somewhat reflect local styles.

**FINDING: N/A**

### **2.4.3 Mixed Use Buildings**

Buildings containing mixed uses (e.g., health club on the first floor with professional offices on the second floor) are encouraged. The architecture of a mixed-use building can reflect the different uses on the upper floors by a difference in façade treatment, as long as the building has a unified design theme.

**FINDING: N/A**

## **2.5 Residential Structures**

**Objective:** Cumberland’s future housing stock in the Route 1 corridor should be well designed and constructed, and is encouraged to have some connection to the traditional styles of New England residential architecture. The large mass of multiplex dwellings, can be broken up by façade articulation and architectural detailing in order to reduce their apparent size.

Building form and massing can conform to traditional New England residences by using gable or gambrel roofs with generous overhangs. Traditional vertically hung windows are encouraged. Garages should not constitute a major element of the front of the house that faces the street, but should be located to the side or rear wherever possible.

Dwellings with ells and additions, and ones with multiple roof planes harken back to traditional New England farm and seaside homes. Box-like, ranch or split-level “contractor modern” type dwellings do not particularly reflect Maine styles.

Similarly, traditional New England building materials such as wooden shingles and clapboards are encouraged. Modern low-maintenance materials such as cementitious shingles and clapboards may be substituted.

**FINDING: N/A**

## **2.6 Residential Care Facilities**

**Objective:** Ensure that the future needs of Cumberland’s aging population are met in healthy and well-designed facilities, and that the architecture and site design of such facilities fit into the Cumberland context.

The design of Residential Care Facilities can also draw on the local vernacular architecture of gable roofs, multiple building forms and traditional materials. Landscaping, site design and resident amenities will also be of concern to the Planning Board. The site should offer outdoor amenities such as decks, terraces,

gardens, gazebos, lawns or similar features. Residential Care Facilities should be buffered from roadways and adjacent uses as much as possible.

**FINDING: N/A**

## **2.7 Hotels**

**Objective:** To ensure that any future hotels in the Town of Cumberland are in keeping with the character of the surrounding area, and that the scale and design respects the architectural context of the region.

Using traditional building materials and colors is encouraged, and the use of large blocks of bright, primary colors is discouraged.

The signage and lighting standards contained in this publication will help as well.

**FINDING: N/A**

### **2.7.1 All Building Types: Awnings and Canopies**

Awnings and canopies can enhance the appearance and function of a building by providing shade, shelter, shadow patterns, and visual interest. Where awnings are used, they should complement the overall design and color of the building.

Whether fixed or retractable, awnings and canopies should be an integral element of the architecture. They should be located directly over windows and doors to provide protection from the elements. Awnings or canopies should not be used as light sources or advertising features. Graphics and wording located on canopies and awnings will be considered part of the total signage area. Any such graphics shall be designed as an integral part of the signage program for the property, and coordinated with other sign elements in terms of typeface, color and spacing.

**FINDING: N/A**

## **3 Signage**

*Signs play a central role in providing much-needed information and setting the tone for the Route 1 corridor. They inform motorists and pedestrians and have a direct effect on the overall appearance of the roadway. Signage should not create visual clutter along the roadway, yet must provide basic, legible information about commercial goods and services. Signs should be compatible with the architecture and the context of the development.*

### **3.1 Sign Design**

**Objective:** Commercial uses along Route 1 in Cumberland should be identified by attractive, legible signs that serve the need of the individual business, while complementing the site and the architecture. All signage shall comply with the requirements of the Zoning Ordinance of the Town of Cumberland.

#### **3.1.1 Signage Plan**

For development proposals requiring one or more signs, the applicant shall provide a detailed signage plan as part of Site Plan or Subdivision review. The signage plan should show the location of all signs on a site plan drawing and on building elevations, as well as sign construction details, dimensions, elevations, etc., and accurate graphic representations of the proposed wording.

**FINDING: TBD with sign permit application**

### **3.1.2 Sign Location**

Signs should be placed in locations that do not interfere with the safe and logical usage of the site. They should not block motorists' lines of sight or create hazards for pedestrians or bicyclists. Roof mounted signs are not encouraged.

**FINDING: Complies**

### **3.1.3 Sign Design**

The shape and materials and finish of all proposed signage should complement the architectural features of the associated building. Simple geometric forms are preferable for all signs. All signage shall comply with the requirements of the Zoning Ordinance of the Town of Cumberland.

**FINDING: TBD with sign permit application**

### **3.1.4 Sign Colors**

Signs should be limited to two or three contrasting colors that are clearly complimentary to the colors of the associated building.

**FINDING: TBD with sign permit application**

### **3.1.5 Sign Content**

To ensure a clear and easily readable message, a single sign with a minimum of informational content should be used. As a general rule no more than about 30 letters should be used on any sign.

Lettering on any sign intended to be read by passing motorists needs to be legible at the posted speed limit. In general a minimum letter height of 6 inches is appropriate. Smaller letters can require motorists to slow down thereby creating traffic and safety hazards. Upper and lower case lettering is preferred to all upper case, as it is easier to read.

The use of variable message "reader boards", sponsor logos, slogans or other messages that promote products or services other than the tenants' are not permitted.

Signage for any proposed development should prominently feature its assigned street address to facilitate general way-finding and e-911 emergency response.

**FINDING: TBD with sign permit application**

## **3.2 Sign Type**

**Objective:** To ensure that any sign type complements the architecture of the associated building, and to ensure that they are attractively designed and functional while clearly delivering the intended information.

### **3.2.1 Building Mounted Signs**

Building or façade mounted signs should be designed as an integral element of the architecture, and should not obscure any of the architectural details of the building. Signage should be mounted on vertical surfaces and should not project past or interfere with any fascia trim. Signs should be located a minimum of 18" from the edge of a vertical wall, however the overall proportions of both the wall and sign should be taken into consideration in the placement of the sign.

Flush mounted (flat) signage should be mounted with concealed hardware. Perpendicularly mounted hanging signs should be mounted with hardware designed to complement the building's architecture. All metal hardware should be corrosion and rust resistant to prevent staining or discoloration of the building.

***FINDING: TBD with sign permit application***

### **3.2.2 Freestanding Signs**

An alternative to a façade-mounted sign is a freestanding “pylon” sign. These signs are typically located between the building and the roadway right-of-way, adjacent to the site’s vehicular entry point.

As with façade-mounted signage, design and content standards shall apply. Because freestanding signs amount to architecture themselves, it is important that they be carefully designed to complement the associated building. This will entail similar forms, materials, colors and finishes. Landscaping surrounding the base of such signs shall be consistent with the landscaping of the entire site.

Where a freestanding sign lists multiple tenants, there should be an apparent hierarchy: i.e., Address, name of the building or development, primary tenant, other tenants.

***FINDING: TBD with sign permit application***

### **3.2.3 Wayfinding Signs**

To prevent visual clutter and motorist confusion, additional smaller signs indicating site circulation are generally discouraged. However they are sometimes needed to clarify complex circulation patterns. Wayfinding signage is also sometimes required to indicate different areas of site usage, such as secondary building entries, loading, or service areas. The Planning Board shall exercise its discretion in the requirement or prohibition of such signs.

Where required, wayfinding signage should be unobtrusive, no taller than absolutely necessary, and shall complement the overall architecture and signage plan in terms of materials, color, form and finishes.

***FINDING: TBD with sign permit application***

## **3.3 Sign Illumination**

Only externally lit signs are permitted in the Route 1 corridor because, compared with internally lit signs, the direction and intensity of the light can be more easily controlled. Externally illuminated signs are made of an opaque material and have a dedicated light fixture or fixtures mounted in close proximity, aimed directly at the sign face. The illumination level on the vertical surface of the sign should create a noticeable contrast with the surrounding building or landscape without causing undue reflection or glare.

Lighting fixtures should be located, aimed and shielded such that light is only directed onto the surface of the sign. Wherever possible, fixtures should be mounted above the sign and be aimed downward to prevent illumination of the sky.

***FINDING: Complies***

## **4 Lighting**

*Outdoor lighting is used to identify businesses and illuminate roadways, parking lots, yards, sidewalks and buildings. When well designed and properly installed it can be very useful in providing us with better visibility, safety, and a sense of security, while at the same time minimizing energy use and operating costs. If outdoor lighting is not well designed or is improperly installed it can be a costly and inefficient nuisance. The main issues are glare (hampering the safety of motorists and pedestrians rather than enhancing it), light trespass (shining onto neighboring properties and into residential windows), energy waste (lighting too brightly or lighting areas other than intended or necessary), and sky glow (lighting shining outward and upward washing out views of the nighttime sky).*

## 4.1 Good Lighting

**Objective:** Good lighting does only the job it is intended to do, and with minimum adverse impact on the environment. Common sense and respect for neighbors goes a long way toward attaining this goal.

The applicant should provide sufficient lighting for the job without over-illuminating.

Fixtures should be fully shielded, giving off no light above the horizontal plane. They should also direct the light onto the intended areas. Fully shielded produce very little glare, which can dazzle the eyes of motorists and pedestrians.

The height and positioning of fixtures is also important, since even well shielded fixtures placed on tall poles can create light trespass. Fixtures should be positioned to uniformly illuminate the subject area. Hot spots created by too-bright or too-low fixtures make the in between areas seem dark, which can create safety problems.

High efficiency lamps are encouraged. Shielded lights can be lower in wattage, and will actually light an area better than unshielded high-output lights because they don't waste light by casting it outward and upward.

**FINDING: Complies**

## 4.2 The Lighting Plan

**Objective:** As part of Site Plan or Subdivision review the Planning Board may, at its discretion, require that a lighting plan be provided. It should be prepared by a professional with expertise in lighting design. The intent of the lighting plan is to show how the least amount of light possible will be provided to achieve the lighting requirements.

### 4.2.1 Elements of the Lighting Plan

In addition to meeting the requirements of the Zoning Ordinance, the Lighting Plan should contain a narrative that describes the hierarchy of site lighting, describes how lighting will be used to provide safety and security, and describes how it will achieve aesthetic goals. The Lighting Plan should include specifications and illustrations of all proposed fixtures, including mounting heights, photometric data, and other descriptive information. It should also include a maintenance and replacement schedule for the fixtures and bulbs.

The Planning Board may require a photometric diagram that shows illumination levels from all externally and internally visible light sources, including signage.

The location and design of lighting systems should complement adjacent buildings, pedestrian routes, and site plan features. Pole fixtures should be proportionate to the buildings and spaces they are designed to illuminate.

Buffers, screen walls, fencing and other landscape elements should be coordinated with the lighting plan to avoid dark spots and potential hiding places.

Where proposed lighting abuts residential areas, parking lot lighting and other use-related site lighting should be substantially reduced in intensity within one hour of the business closing.

**FINDING: Complies**

## **4.3 Types of Lighting**

### **4.3.1 Façade and Landscaping Lighting**

Lighting on the front of a building can highlight architectural features or details of a building and add depth and interest to landscaping. This style of lighting should not be used to wash an entire façade in light or light the entire yard. Rather should be used to emphasize particular aspects of the project. All fixtures should be located, aimed and shielded so that they only illuminate the façade or particular plantings and do not illuminate nearby roadways, sidewalks or adjacent properties. For lighting a façade, the fixtures should be designed to illuminate the portion of the face of the building from above, aimed downward, to eliminate skyglow.

#### **4.3.2 Parking Lot and Driveway Lighting**

Parking lot and driveway lighting should be designed to provide the minimum lighting necessary for safety and visibility. Poles and fixtures should be in proportion to the roadways and areas they are intended to illuminate.

All fixtures should be fully shielded or “cut-off” style, such that no light is cast above the horizontal plane. Decorative fixtures are strongly encouraged as long as they meet the cut-off criteria, and their design and color complements the architecture and landscaping of the project.

***FINDING: Complies***

#### **4.3.3 Pedestrian Lighting**

Places where people walk, such as sidewalks, stairs, sitting areas, curbs and landscaping should be adequately but not excessively illuminated.

Mounting heights for pedestrian lighting should be appropriate in design and scale for the project and its setting. Bollard fixtures of 3' to 4' in height and ornamental fixtures of up to 12' in height are encouraged. Fixtures should be a maximum of 1 watts and should not create glare or light trespass onto abutting properties.

***FINDING: Complies***

**EXPIRATION OF APPROVAL:** Construction of the improvements covered by any site plan approval must be substantially commenced within 12 months of the date upon which the approval was granted. If construction has not been substantially commenced within 12 months of the date upon which approval was granted, the approval shall be null and void. If construction has not been substantially completed within 24 months of the date upon which approval was granted or within a time period as specified by the Planning Board, the approval shall be null and void. The applicant may request an extension of the period. Such request must be made in writing and must be made to the Planning Board. The Planning Board may grant up to two one-year extensions to the period if the approved plan conforms to the ordinances in effect at the time the extension is granted and any and all federal and state approvals and permits are current.

**STANDARD CONDITION OF APPROVAL:** This approval is dependent upon and limited to the proposals and plans contained in the application and supporting documents submitted by the applicant. Any variation from the plans, proposals and supporting documents, except de minimis changes as so determined by the Town Planner which do not affect approval standards, is subject to review and approval of the Planning Board prior to implementation.

#### **DRAFT CONDITIONS OF AMENDMENT APPROVAL:**

1. Exterior lighting will only be on during the actual hours of operation and one hour prior to and one hour following the hours of operation.
2. All storage for fuel, chemicals, chemical or industrial wastes, biodegradable raw materials or liquid, gaseous or solid materials shall meet the standards of the Maine Department of Environmental Protection and the State Fire Marshal's office.



August 15, 2022

4306-7

Carla Nixon, Town Planner  
Town of Cumberland  
290 Tuttle Road  
Cumberland, Maine 04021

**Re: Site Plan Amendment - Response to Comments  
Commercial/Office Building  
Route 1, Cumberland  
Tax Map R01, Lot 11-3**

Dear Ms. Nixon:

We have reviewed the comments provided by you and have prepared the following responses to address your concerns. The comments are reiterated in italics for reference with our response, in bold, immediately following:

- 1. The dumpster pad size increased from 12' x 20' to 20' x 30'. Why was it enlarged and what will be stored in it? How often will it be emptied?*

**Upon further review by the owner, the dumpster pad was enlarged to accommodate the intended dumpsters to be stored on the dumpster pad. The dumpster pad will include two (2) dumpsters. One of the dumpster pads will be utilized for asbestos and will be emptied approximately once per month. The other dumpster pad will be utilized for construction-related debris and will be emptied approximately once per week. The shed will primarily be utilized to store any overflow asbestos waste.**

- 2. There is no detail drawing for the dumpster, the shed, or their enclosures.*

**The details for the dumpster pad and enclosure are shown on Sheet C10. The dimensions for the dumpster pad shown on the detail have been revised to match the site plan. The dumpster pad will have an 8-foot chain link fence with vinyl slats screening the front of the dumpster pad facing towards Route 1. The remainder of the dumpster pad will be unscreened to provide better access to the dumpster for disposal and for emptying of the dumpster pad. The dumpster pad is naturally screened on the northwest and northeast sides by the ledge cut and, with the new location, is more than 300-feet from the abutter to the southwest.**

**SITELINES • CIVIL ENGINEERS • LAND SURVEYORS**  
**119 Purinton Road, Suite A, Brunswick Landing, Brunswick, ME 04011**  
**207-725-1200 • [www.sitelinespa.com](http://www.sitelinespa.com)**

**The shed is a typical wood frame building. An image of a typical shed has been enclosed with this letter.**

3. *No elevation drawings for the building have been provided. This is needed to show conformance with the Route 1 Design Standards.*

**The architectural elevations were reviewed and approved as part of the Site Plan approval process and have not been revised as part of the requested amendment. They should not be subjected to further review as a result of this amendment process.**

4. *No information was provided on stormwater impacts from the proposed changes. Is an amendment to the MDEP SLODA or stormwater permit required for these changes?*

**As a result of proposed revisions to the plans, there are no changes to the stormwater management plan. A Minor Revision application will be submitted to the MDEP for the changes to the site plan and the water service. Since these changes are minor and do not change the nature of the project or change the MDEP findings with respect to the licensing criteria, the Minor Revision application is intended to illustrate the changes to MDEP but does not result in a significant review on their part.**

5. *No new landscaping plan was provided; the new water line will require a cut in what is now a tight, evergreen buffer along Route 1. A new landscaping plan should be submitted showing replacement trees across the cut on Route 1 and along the water line as it extends into the site. The three maple trees shown on the current landscape plan, on the southwesterly side of the building, should be replaced with a mix of mature deciduous and non-deciduous trees to shield the view of Route 1 from Lot 2.*

**The three (3) maple trees shown along the southwesterly side of the building were previously approved and the proposed modifications to the plans do not result in any changes to the visibility of Route 1 from Lot 2. As such, the Landscaping Plan has not been revised as requested.**

**Subsequent to this comment, the Portland Water District has approved an appeal from the applicant to not require a full relocation of the water service. As such, clearing of the existing buffer along Route 1 is no longer necessary and, as such, no additional buffering trees have been proposed.**

6. *A letter of approval from the Portland Water District for the proposed water connection is required.*

**As noted above, subsequent to this comment, the Portland Water District approved an appeal from the applicant, supported by the Town, to not require the water service to be relocated. The Portland Water District will require some modifications to the water**



service previously shown on the approved plans, and the attached plans have been revised to illustrate those changes. The appeal approval from the Portland Water District has been enclosed with this letter.

7. *An amended stormwater plan and an amended erosion and sedimentation control plan is required.*

As noted previously, the proposed changes do not result in any changes to the stormwater management plan or erosion and sedimentation control plan previously submitted and approved by the Town and MDEP.

8. *While the proposed office space use will not cause noise levels that would be a nuisance for neighboring properties, the backing up of trucks to the loading bays and for dumpster emptying will create noise audible beyond the property lines. Therefore, the hours of operation for truck deliveries/pick-ups, including dumpster emptying, shall be limited to 7:00 am to 7:00 p.m. This is a proposed condition of approval.*

The proposed modifications to the project include relocating the dumpster pad further away from the abutter on Lot 2, which should reduce the noise level associated with emptying the dumpster. The business operations are outside of the hours identified above and imposing those hour restrictions on the business would be detrimental to the business.

It should be noted that the noise level associated with backing up of trucks was identified as part of the original approval but there was no requirement for restricted hours. None of the requested modifications to the plans will result in any increase in the anticipated noise levels for the project.

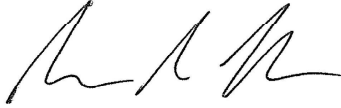
9. *The approved subdivision plan shows a driveway along the rear of Lots 2, 3 and 4. This driveway is intended for use by personal vehicles and not large trucks. The driveway from Rt. 1 is to be shared with Lot # 4.*

The driveway along the rear of Lots 2, 3, 4, and 5 is indicated on the approved Subdivision Plan as a “*Common Access Easement*.” As this is a commercial subdivision with undeveloped lots intended to be utilized for commercial operations, it would be assumed that the shared driveway would be utilized for commercial vehicles as well as passenger vehicles. Based on conversations with the owner, the business does not have significant delivery truck traffic and there should be fewer than 3 to 4 tractor trailer deliveries per week. However, regardless of the anticipated delivery truck traffic, the common access easement does not have any restrictions that would preclude the intended use by the applicant.

Site Plan Amendment - Response to Comments  
Commercial/Office Building  
August 15, 2022  
Page 4

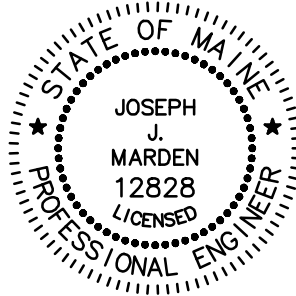
We trust these responses will address the comments provided. Please feel free to contact me if additional information is needed. We appreciate your assistance with this application.

Very truly yours,



Joseph J. Marden, P.E.  
Engineering Manager

Enclosure





August 15, 2022

Ryan Peters  
Lakeside Concrete Cutting & Abatement Professionals

RE: SR#413238 US Route 1 Lot 3, Cumberland

Dear Mr. Peters:

The Portland Water District Internal Review Team has met, discussed and ruled on your recent appeal to our decision to serve the proposed development at US Route 1 Lot 3, Cumberland. The Team has decided the following:

The Portland Water District (PWD) will allow use of the 8-inch water line that has frontage on Lot 4 to provide service to Lot 3 in a configuration that is acceptable to PWD (please see attached markup). A water main extension of approximately 20' will be required from the end of the existing 8-inch line, as it was constructed in 2017, culminating in a blow off at the end of the extension. Individual services shall be made from the extension to serve Lot 3. Services to Lot 3 shall enter through the property's frontage on US Route 1, no closer than 10' from any side property lines. All piping previously installed in the public ROW without PWD inspection shall be removed and shall not be used in the main extension or service line installation in the public ROW.

A public fire hydrant will be required on the existing 12-inch water line that crosses US Route 1 on the frontage of Lot 3.

PWD is providing markups to the development team as part of this appeal response that reflect the changes as described above.

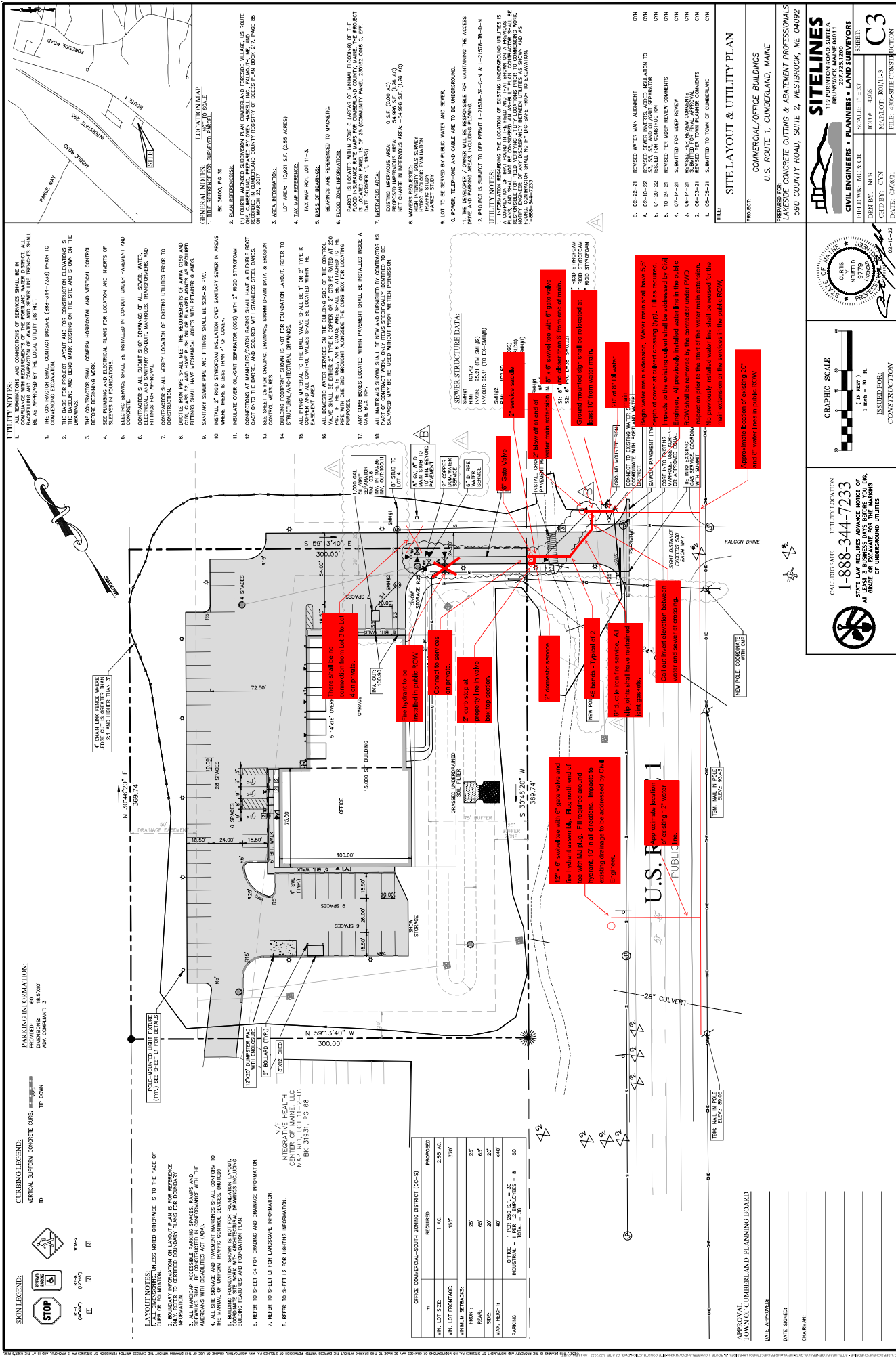
Should you disagree with this determination, you may further appeal this case to the Portland Water District Board of Trustees. The request must be made in writing to the Portland Water District c/o Board of Trustees. The Board of Trustees case appeals are scheduled at the discretion of the President of the Board.

If you choose not to appeal further, please submit engineered plans to [MEANS@pwd.org](mailto:MEANS@pwd.org) in order to advance the project.

Sincerely,  
Portland Water District

A handwritten signature in black ink, appearing to read 'Robert Bartels', is written over a horizontal line.

Robert Bartels, PE  
Senior Project Engineer





10002. THIS DRAWING IS THE PROPERTY AND INSTRUMENT OF SITELINES P.A. NO MODIFICATION OR CHANGES MAY BE MADE TO THIS DRAWING WITHOUT THE EXPRESS WRITTEN PERMISSION OF SITELINES P.A. ANY MODIFICATION, CHANGE OR USE OF THIS DRAWING WITHOUT THE EXPRESS WRITTEN PERMISSION OF SITELINES P.A. IS WARRANTEED AND IS AT THE USER'S RISK. X:\LAND PROJECTS\9400\LAKESSIDE U.S. ROUTE 1 CUMBERLAND\DWG\9400-001-001.DWG, COVER CT, 01/05/2022, 10:41 P.M. JOE

GENERAL NOTES:

1. DRAWINGS ARE BASED ON BOUNDARY AND TOPOGRAPHIC SURVEY INFORMATION FROM MULTIPLE SOURCES BY SITELINES, PA.
2. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR THE ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION HAS NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVES AND IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANY AND DIG SAFE (1-800-DIG-SAFE) AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IN AREAS OF POTENTIAL CONFLICTS TEST PITS SHALL BE REQUIRED TO VERIFY EXISTING UTILITY LOCATION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
3. RIM ELEVATIONS OF PROPOSED SANITARY SEWER MANHOLES AND ASSOCIATED STRUCTURES ARE APPROXIMATE. FINAL ELEVATIONS ARE TO BE SET FLUSH AND CONSISTENT WITH THE GRADING PLANS. ADJUST ALL OTHER RIM ELEVATIONS OF MANHOLES, WATER GATES, GAS GATES AND OTHER UTILITIES TO FINISH GRADE WITHIN LIMITS OF WORK.
4. THE LOCATION, SIZE, DEPTH, AND SPECIFICATIONS FOR CONSTRUCTION OF PROPOSED PRIVATE UTILITY SERVICES SHALL BE INSTALLED ACCORDING TO THE REQUIREMENTS PROVIDED BY, AND APPROVED BY THE RESPECTIVE UTILITY COMPANY (GAS, TELEPHONE, ELECTRIC, CABLE AND FIRE ALARM). FINAL DESIGN LOADS AND LOCATIONS TO BE COORDINATED WITH CONSTRUCTION MANAGER AND ARCHITECT.
5. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION, SIZE, INVERTS AND TYPES OF EXISTING PIPES AT ALL PROPOSED POINTS OF CONNECTION PRIOR TO ORDERING MATERIALS. WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, THE LOCATIONS, ELEVATION, AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR, AND THE INFORMATION FURNISHED IN WRITING TO THE CONSTRUCTION MANAGER REPRESENTATIVE FOR THE RESOLUTION OF THE CONFLICT.
6. THE CONTRACTOR SHALL VERIFY ALL CRITICAL DIMENSIONS AND GRADES BEFORE WORK BEGINS. CONTRACTOR SHALL CONFIRM LOCATION AND DEPTH ALL UTILITY LINE CROSSINGS WITH TEST PITS PRIOR TO BEGINNING WORK. CONFLICTS SHALL BE REPORTED IN WRITING TO CONSTRUCTION MANAGER FOR RESOLUTION OF THE CONFLICT.
7. ALL AREAS OUTSIDE THE LIMIT OF WORK THAT ARE DISTURBED SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE. ALL AREAS DISTURBED DURING CONSTRUCTION NOT COVERED WITH BUILDINGS, STRUCTURES, OR PAVEMENT SHALL RECEIVE 4 INCHES OF LOAM AND SEED.
8. THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS AND SHALL BE RESPONSIBLE FOR PAYING ANY FEES FOR ANY POLE RELOCATION AND FOR THE ALTERATION OR ADJUSTMENT OF GAS, ELECTRIC, TELEPHONE, CABLE, FIRE ALARM AND ANY OTHER PRIVATE UTILITIES BY THE UTILITY COMPANIES.
9. UPON AWARD OF CONTRACT, CONTRACTOR SHALL MAKE ALL NECESSARY CONSTRUCTION NOTIFICATIONS AND APPLY FOR AND OBTAIN ALL NECESSARY PERMITS, PAY ALL FEES AND POST ALL BONDS ASSOCIATED WITH THE WORK INDICATED ON THE DRAWINGS AND AS SPECIFIED.
10. ALL PROPERTY MONUMENTATION DISTURBED DURING CONSTRUCTION SHALL BE RESET TO THEIR ORIGINAL LOCATION BY A MAINE REGISTERED LICENSED PROFESSIONAL LAND SURVEYOR (PLS) AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL PREPARE AN AS-BUILT PLAN SURVEY SHOWING LOCATIONS OF ALL SURFACE FEATURES AND SUBSURFACE UTILITY SYSTEMS INCLUDING THE LOCATION TYPE, SIZE AND INVERTS.
11. THE CONTRACTOR SHALL INSTALL ALL EROSION CONTROL MEASURES PRIOR TO EARTHWORK OPERATION AND MAINTAIN ALL EROSION CONTROL MEASURES AND SEEDED EMBANKMENTS DURING CONSTRUCTION. EROSION CONTROL SHALL BE REMOVED ONLY UPON THE ESTABLISHMENT OF ALL LANDSCAPED AREAS. ALL WORK SHALL BE IN COMPLIANCE WITH THE ENVIRONMENTAL QUALITY HANDBOOK FOR EROSION AND SEDIMENT CONTROL, LATEST EDITION, AS ADOPTED BY THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION.
12. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR SITE SECURITY AND JOB SAFETY. ALL CONSTRUCTION ACTIVITY SHALL BE IN ACCORDANCE WITH OSHA STANDARDS AND LOCAL REQUIREMENTS.
13. ALL MATERIALS AND CONSTRUCTION METHODS USED WITHIN THE PUBLIC RIGHT-OF-WAY SHALL CONFORM TO ALL LOCAL MUNICIPAL STANDARDS AND MAINE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.
14. THE CONTRACTOR IS REQUIRED TO CONTROL DUST DURING CONSTRUCTION. EXPOSED SOIL AREAS SHALL BE SPRAYED WITH WATER AS NEEDED TO CONTROL DUST EMISSIONS. COVER EXPOSED SOIL AREAS AS QUICKLY AS PRACTICAL TO PREVENT WINDS FROM GENERATING DUST.
15. ALL HANDICAP ACCESSIBLE PARKING SPACES, RAMPS AND SIDEWALKS SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA).
16. ALL SITE SIGNAGE AND PAVEMENT MARKINGS SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
17. THE CONTRACTOR SHALL ANTICIPATE THAT GROUNDWATER WILL BE ENCOUNTERED DURING CONSTRUCTION AND SHALL INCLUDE SUFFICIENT COSTS WITHIN THEIR BID TO PROVIDE DEWATERING AS NECESSARY. NO SEPARATE PAYMENT SHALL BE MADE TO THE CONTRACTOR FOR DEWATERING.
18. ALL MATERIALS SHALL BE NEW AND PROVIDED BY THE CONTRACTOR.
19. CONTRACTOR SHALL PROVIDE NOTIFICATION TO THE NAVY COORDINATOR PRIOR TO START OF CONSTRUCTION.

LAYOUT NOTES:

1. ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB OR FOUNDATION.
2. OFFSETS TO CATCH BASINS AND MANHOLES ARE TO THE CENTER OF THE FRAME.
3. PIPE LENGTH EQUALS THE CENTER TO CENTER DISTANCES BETWEEN CATCH BASINS AND/OR MANHOLES MINUS ONE HALF THE DIAMETER OF EACH CATCH BASIN OR MANHOLE.
4. BOUNDARY INFORMATION ON LAYOUT PLAN IS FOR REFERENCE ONLY, REFER TO CERTIFIED BOUNDARY PLANS FOR BOUNDARY INFORMATION.
- GRADING AND DRAINAGE NOTES:
1. UNLESS OTHERWISE NOTED, ALL STORM DRAIN PIPE SHALL BE IN ACCORDANCE WITH MDOT SPECIFICATIONS SECTION 603. PIPE CULVERTS AND STORM DRAINS, LATEST REVISION WITH THE EXCEPTION THAT THE ONLY ACCEPTABLE TYPES OF PIPE ARE AS FOLLOWS:
- POLYVINYL CHLORIDE PIPE (PVC) SDR 35  
SMOOTH BORE POLYETHYLENE PIPE - HDPE N-12 ADS OR SDR 35
2. TOPSOIL STRIPPED IN AREAS OF CONSTRUCTION THAT IS SUITABLE FOR REUSE AS LOAM SHALL BE STOCKPILED ON SITE AT A LOCATION TO BE DESIGNATED BY OWNER. UNSUITABLE SOIL SHALL BE SEPARATED, REMOVED AND DISPOSED OF AT AN APPROVED DISPOSAL LOCATION OFF SITE.
3. THE CONTRACTOR SHALL ANTICIPATE THAT GROUNDWATER WILL BE ENCOUNTERED DURING CONSTRUCTION AND SHALL INCLUDE SUFFICIENT COSTS WITHIN THEIR BID TO PROVIDE DEWATERING AS NECESSARY. NO SEPARATE PAYMENT SHALL BE MADE TO THE CONTRACTOR FOR DEWATERING.

PERMITTING REQUIREMENTS:

AGENCY:	PERMIT:	STATUS:
TOWN OF CUMBERLAND	SITE PLAN - AMENDMENT BUILDING	PENDING (BY CONTRACTOR)
MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION	STORMWATER LAW PERMIT	APPROVED



CALL DIG SAFE UTILITY LOCATION  
**1-888-344-7233**  
STATE LAW REQUIRES ADVANCE NOTICE OF AT LEAST 3 BUSINESS DAYS BEFORE YOU DIG, GRADE OR EXCAVATE FOR THE MARKING OF UNDERGROUND UTILITIES



# COMMERCIAL/OFFICE BUILDING

## ROUTE 1, CUMBERLAND, MAINE

PREPARED FOR:  
**LAKESIDE CONCRETE CUTTING INC.**  
**590 COUNTY ROAD, SUITE 2, WESTBROOK, MAINE 04092**

### TOWN/UTILITY CONTACTS

#### CODE ENFORCEMENT

WILLIAM LONGLEY  
TOWN OF CUMBERLAND  
290 TUTTLE ROAD  
CUMBERLAND, MAINE 04021  
207-829-2207

#### ELECTRIC SERVICE

CENTRAL MAINE POWER  
280 BATH ROAD  
BRUNSWICK, MAINE 04011  
207-721-8054

#### TELEPHONE SERVICE

FAIRPOINT  
BATH ROAD (P.O. BOX 360)  
BRUNSWICK, MAINE 04011  
207-442-8018

#### CABLE SERVICE

COMCAST CONSTRUCTION OFFICE  
336 BATH ROAD  
BRUNSWICK, MAINE, 04011  
207-729-6660

#### WATER SERVICE

PORTLAND WATER DISTRICT  
225 DOUGLASS STREET  
PO BOX 3553  
PORTLAND, MAINE 04104

#### SANITARY SEWER

TOWN OF CUMBERLAND  
WILLIAM SHANE, P.E., TOWN MANAGER  
290 TUTTLE ROAD  
CUMBERLAND, MAINE 04021  
207-829-2205

#### PUBLIC WORKS DEPARTMENT

CHRISTOPHER BOLDUC, PUBLIC SERVICES DIRECTOR  
290 TUTLE ROAD  
CUMBERLAND, MAINE 04021  
207-829-2220

#### CUMBERLAND FIRE DEPARTMENT

DANIEL SMALL, FIRE CHIEF  
366 TUTTLE ROAD  
CUMBERLAND, MAINE 04021  
207-829-5421

### PROJECT TEAM

#### CIVIL ENGINEER

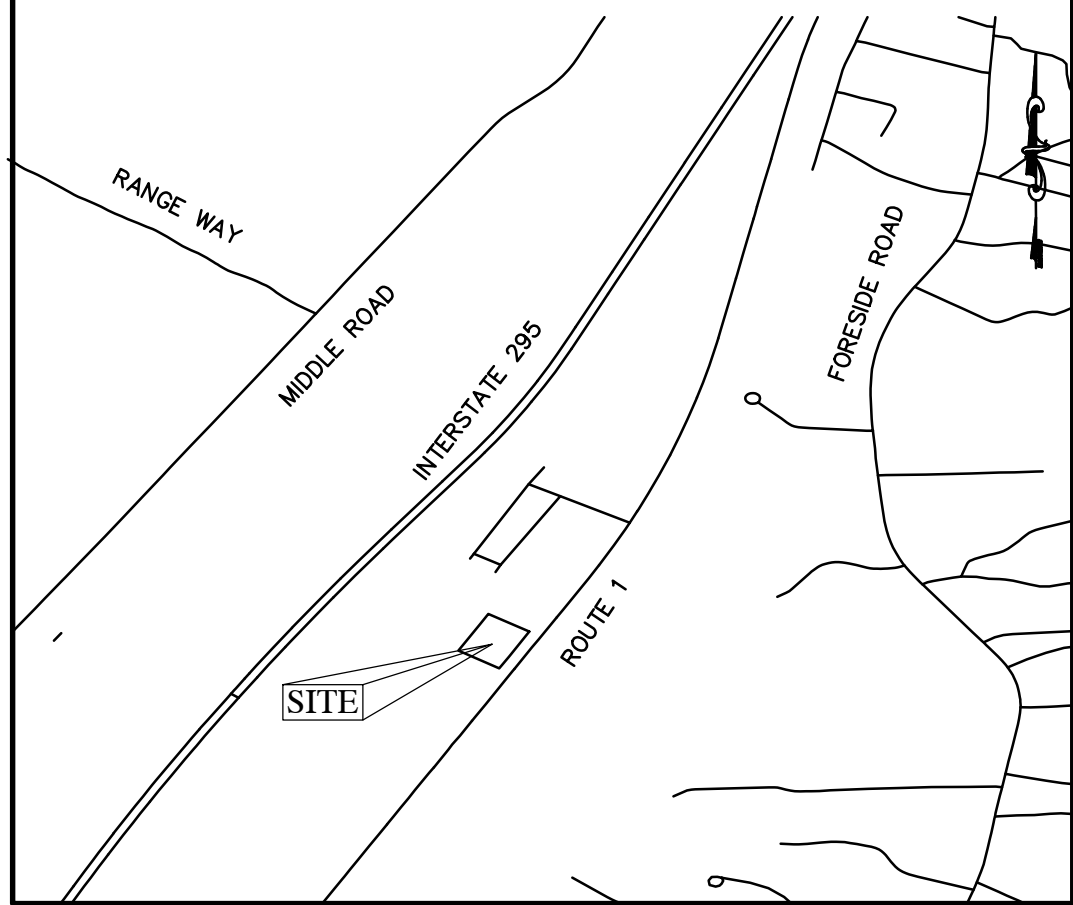
SITELINES P.A.  
ATTN: JOSEPH J. MARDEN, P.E.  
119 PURINTON ROAD, SUITE A  
BRUNSWICK, MAINE 04011  
207-725-1200  
WWW.SITELINESPA.COM

#### GEOTECHNICAL

SUMMIT GEOENGINEERING SERVICES  
173 PLEASANT STREET  
ROCKLAND, MAINE 04841  
207-318-7761

#### SURVEYOR

SITELINES P.A.  
ATTN: KEVIN CLARK, P.L.S.  
119 PURINTON ROAD, SUITE A  
BRUNSWICK, MAINE 04011  
207-725-1200  
WWW.SITELINESPA.COM



LOCATION MAP  
NOT TO SCALE


### LEGEND

EXISTING		PROPOSED
	IRON MARKER FOUND	
	5/8" REBAR TOPPED WITH AN ALUMINUM I.D. CAP	
	CATCH BASIN	
	SEWER MANHOLE	
	FIRE HYDRANT	
	WATER GATE VALVE	
	WATER SHUT-OFF	
	BLOW-OFF/CLEAN-OUT	
	UTILITY POLE	
	UTILITY LINE (OVERHEAD UTILITY LINE)	
	PROPERTY LINE	
	EASEMENTS	
	SETBACK/BUFFER	
	STREAM	
	CURB	
	EDGE OF PAVEMENT	
	BUILDING	
	STORM DRAIN(SEE PLAN FOR SIZE)	
	SEWER LINE(SEE PLAN FOR SIZE)	
	WATER LINE(SEE PLAN FOR SIZE)	
	UNDERDRAIN(SEE PLAN FOR SIZE)	
	SLOPE ARROW	
	CONTOURS	
	TREE LINE	
	SEDIMENT BARRIER	
	RIPRAP	
	PROPOSED PAVEMENT	
	SPOT GRADE	

SHEET INDEX		
SHEET #	SHEET TITLE:	SCALE:
C1	COVER SHEET	NTS
C2	EXISTING CONDITIONS PLAN	1"=30'
C3	SITE LAYOUT & UTILITY PLAN	1"=30'
C4	GRADING & DRAINAGE PLAN	1"=30'
C5	SITE PROFILE	VARIES
C6	BLASTING PLAN	1"=100'
C7	EROSION CONTROL PLAN	1"=30'
C8	EROSION CONTROL DETAILS AND NOTES	NTS
C9	SITE DEVELOPMENT DETAILS - 1 OF 2	NTS
C10	SITE DEVELOPMENT DETAILS - 2 OF 2	NTS
C11	STORMWATER DETAILS	NTS
L1	LANDSCAPE PLAN	1"=30'
L2	SITE PHOTOMETRIC PLAN	1"=30'

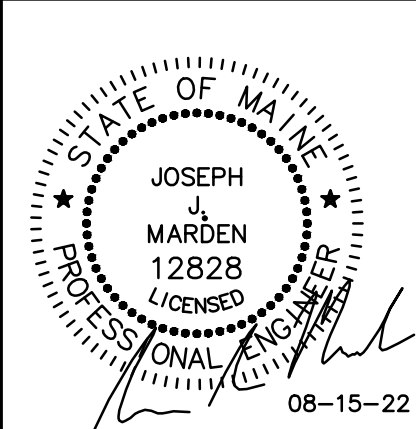
F. 08-15-22	REVISED PER TOWN COMMENTS	JJM
E. 07-26-22	SUBMITTED TO TOWN FOR AMENDMENT	JJM
D. 06-29-22	REVISED WATER SERVICE	JJM
C. 05-06-22	REVISED DUMPSTER PAD LOCATION	NCR
B. 02-22-21	REVISED WATER MAIN ALIGNMENT	CYN
A. 02-10-22	REVISED SEWER INVERTS, ADDED INSULATION TO S3, S5, S5, AND OIL/GRIT SEPARATOR	CYN

TITLE:	COVER SHEET
PROJECT:	COMMERCIAL/OFFICE BUILDINGS U.S. ROUTE 1, CUMBERLAND, MAINE
PREPARED FOR:	LAKESIDE CONCRETE CUTTING & ABATEMENT PROFESSIONALS 590 COUNTY ROAD, SUITE 2, WESTBROOK, ME 04092

		<b>SITELINES</b> 119 PURINTON ROAD, SUITE A BRUNSWICK, MAINE 04011 207.725.1200 <b>CIVIL ENGINEERS ■ PLANNERS ■ LAND SURVEYORS</b>	
FIELD WK: MC & CR	SCALE: NTS	<b>C1</b>	SHEET:
DRN BY: NCR	JOB #: 4306		
CHD BY: CYN	MAP/LOT: R01/I1-3		
DATE: 03/08/21	FILE: 4306-COV-DET		

PROGRESS PRINT  
THIS PLAN IS ISSUED FOR REVIEW AND INFORMATION PURPOSES ONLY. THIS PLAN IS SUBJECT TO CHANGE AND IS NOT FOR PRICING OR CONSTRUCTION. PRICING BASED ON THIS PLAN IS NOT BINDING UNLESS SIGNED BY BOTH CONTRACTOR AND OWNER.

ISSUED FOR:  
PERMITTING



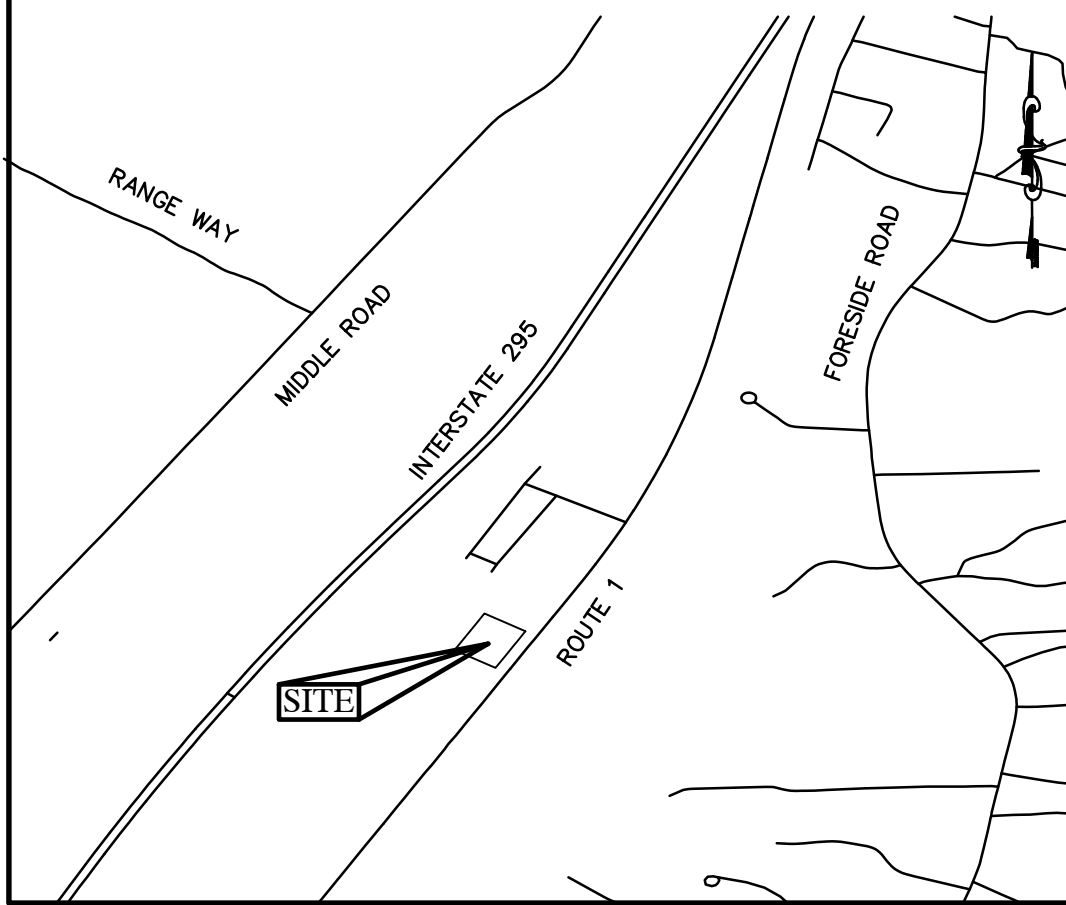
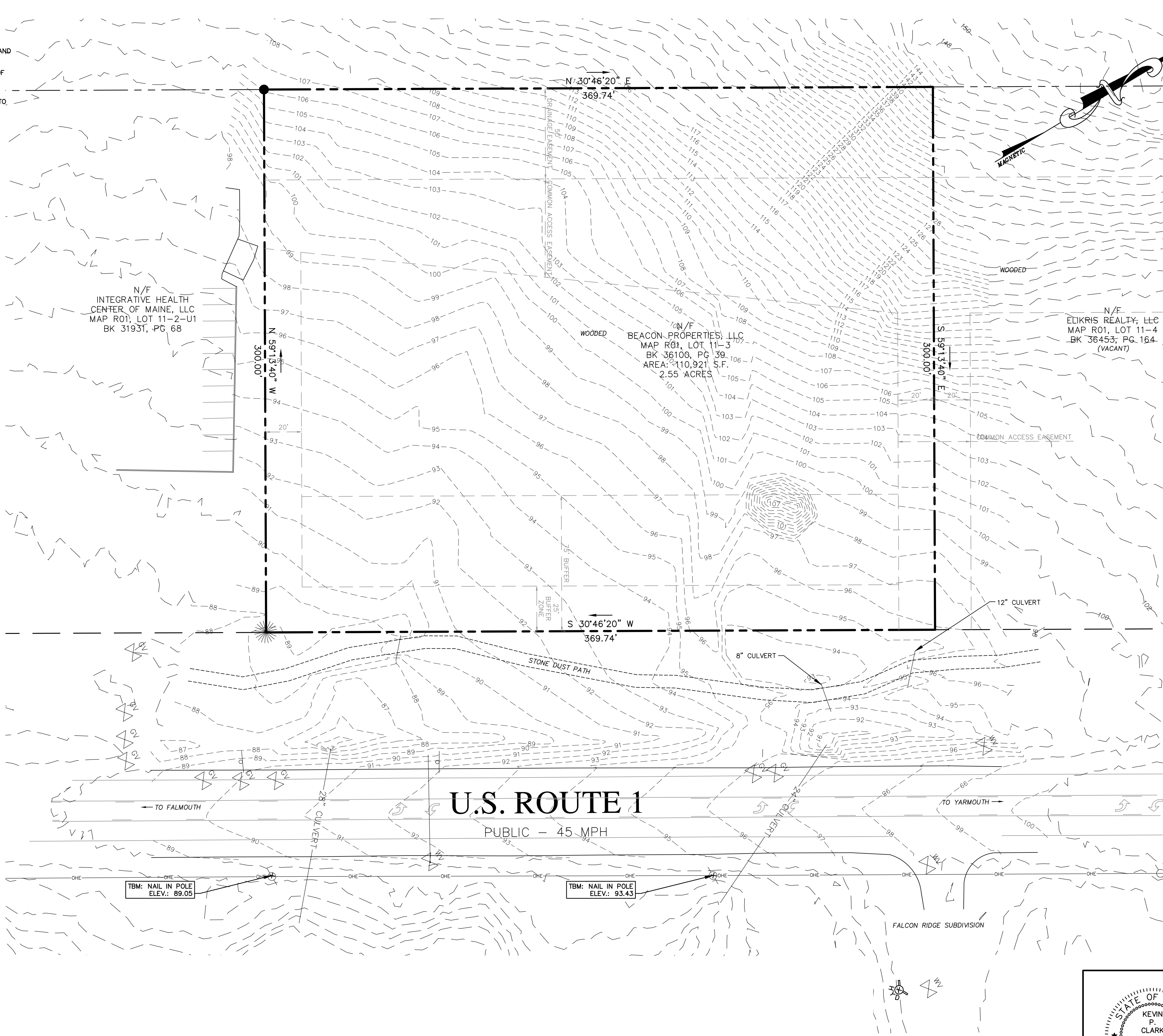


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24 LAND PROJECTS: HADSBROOK, MAINE; U.S. ROUTE 1, CUMBERLAND; WESTBROOK, MAINE; SITE AMENDMENT; DOW, GE EX COND; DEMO, 8/15/2023, 1:48:45 PM, CDE

DEMOLITION NOTES:

- 1) PROTECT EXISTING DRAINAGE SYSTEM(S) AS NECESSARY TO PREVENT SEDIMENT FROM ENTERING DURING CONSTRUCTION. SEE DETAIL SHEETS FOR EROSION CONTROL DEVICES.
- 2) ALL WORK WITHIN ROADWAY RIGHT-OF-WAYS TO CONFORM TO TOWN OF CUMBERLAND AND MaineDOT STANDARDS.
- 3) THE LIMITS OF WORK SHALL BE CLEARLY MARKED IN THE FIELD PRIOR TO THE START OF CONSTRUCTION OR SITE CLEARING.
- 4) NOTES ON THIS PLAN THAT READ "TBR" REPRESENT FEATURES TO BE REMOVED. ANY FEATURES NOT LABELED "TBR" OR "TO BE REMOVED" SHALL BE CONSIDERED EXISTING TO REMAIN.



LOCATION MAP  
NOT TO SCALE

NOTES:

THIS PLAN DEPICTS CONDITIONS FOUND AND SURVEYED BY SITELINES PA AS OF FEBRUARY 2021. SUPPORTING DATA IS FROM THE INFORMATION BELOW.

1. TITLE REFERENCE FOR SURVEYED PARCEL:

BK 36100, PG 39

2. PLAN REFERENCE(S):

(1) FOURTH AMENDED SUBDIVISION PLAN CUMBERLAND FORESIDE VILLAGE, US ROUTE ONE, CUMBERLAND, PREPARED BY OWEN HASKELL INC., FALMOUTH, ME, AND RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS PLAN BOOK 217, PAGE 85 ON MARCH 23, 2017

3. AREA INFORMATION:

2.55 ACRES

4. TAX MAP REFERENCE:

TAX MAP R01, LOT 11-3.

5. BASIS OF BEARINGS:

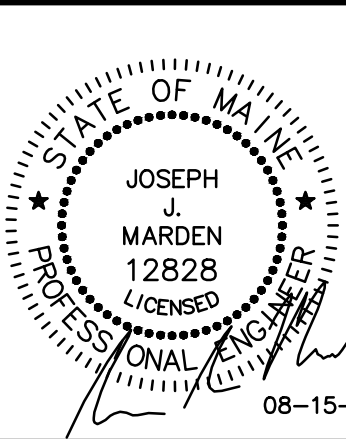
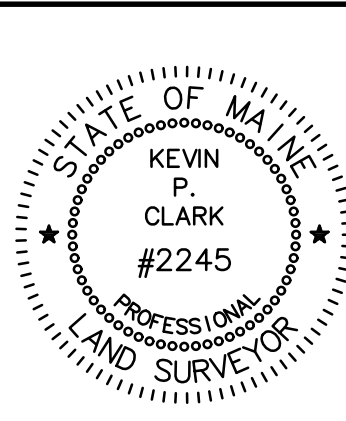
BEARINGS ARE MAGNETIC AND ARE BASED ON HAND COMPASS BEARINGS ALONG RANDOM TRAVERSE LINES.

6. UTILITY INFORMATION:

THERE MAY BE UNDERGROUND CONDUIT, WIRES, CABLES AND/OR STRUCTURES NOT SHOWN ON THIS PLAN. THE LOCATIONS SHOWN ARE BASED ON SURFACE FEATURES VISIBLE AT THE TIME OF SURVEY AND POSSIBLY FROM INFORMATION PROVIDED BY THE OWNER, MUNICIPAL GIS DATA, AND/OR UTILITY COMPANIES. NO EXCAVATIONS WERE MADE DURING THE COURSE OF THE SURVEY TO VERIFY OR LOCATE ANY UNDERGROUND STRUCTURES. IT IS THE RESPONSIBILITY OF THE OWNER/CONTRACTOR TO VERIFY THE LOCATION OF ANY UNDERGROUND UTILITIES PRIOR TO EXCAVATING BY CONTACTING THE APPROPRIATE UTILITY COMPANY. STATE LAW REQUIRES DIG-SAFE BE CONTACTED PRIOR TO EXCAVATION.

F.	08-15-22	REVISED PER TOWN COMMENTS	JUM
E.	07-26-22	SUBMITTED TO TOWN FOR AMENDMENT	JUM
D.	06-29-22	REVISED WATER SERVICE	JUM
C.	05-06-22	REVISED DUMPSTER PAD LOCATION	NCR
B.	02-22-21	REVISED GRADING	NCR
A.	02-22-21	REVISED WATER MAIN ALIGNMENT	CYN
	02-10-22	REVISED SEWER INVERTS, ADDED INSULATION TO S3, S5, S5, AND OIL/GRIT SEPARATOR	CYN

TITLE:	EXISTING CONDITIONS PLAN
PROJECT:	COMMERCIAL/OFFICE BUILDINGS U.S. ROUTE 1, CUMBERLAND, MAINE
PREPARED FOR:	LAKEVIEW CONCRETE CUTTING & ABATEMENT PROFESSIONALS 590 COUNTY ROAD, SUITE 2, WESTBROOK, ME 04092



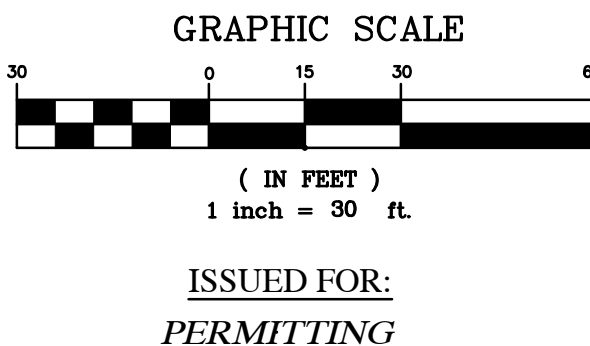
**SITELINES**  
119 PURINTON ROAD, SUITE A  
BRUNSWICK, MAINE 04011  
207.725.1200  
CIVIL ENGINEERS • PLANNERS • LAND SURVEYORS

FIELD WK: MC & CR	SCALE: 1" = 30'	SHEET: <b>C2</b>
DRN BY: NCR	JOB #: 4306	
CHD BY: CYN	MAP/LOT: R01/11-3	
DATE: 03/08/21	FILE: 4306-SITE-AMEND	

PROGRESS PRINT  
THIS PLAN IS ISSUED FOR REVIEW AND INFORMATION PURPOSES ONLY. THIS PLAN IS SUBJECT TO CHANGE AND IS NOT FOR PRICING OR CONSTRUCTION. PRICING BASED ON THIS PLAN IS NOT BINDING UNLESS SIGNED BY BOTH CONTRACTOR AND OWNER.



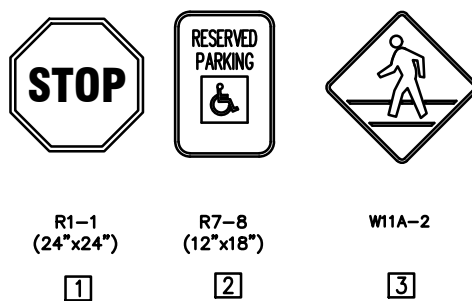
CALL DIG SAFE UTILITY LOCATION  
**1-888-344-7233**  
STATE LAW REQUIRES ADVANCE NOTICE OF AT LEAST 3 BUSINESS DAYS BEFORE YOU DIG, GRADE OR EXCAVATE FOR THE MARKING OF UNDERGROUND UTILITIES



08-15-22

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#### SIGN LEGEND:



#### CURBING LEGEND:

VERTICAL SLIPFORM CONCRETE CURB: 12" WIDE  
TIP DOWN

#### PARKING INFORMATION:

PROVIDED: 60  
DIMENSIONS: 18.5'x10'  
ADA COMPLIANT: 3

#### LAYOUT NOTES:

1. ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB OR FOUNDATION.
2. BOUNDARY INFORMATION ON LAYOUT PLAN IS FOR REFERENCE ONLY. REFER TO CERTIFIED BOUNDARY PLANS FOR BOUNDARY INFORMATION.
3. ALL HANDICAP ACCESSIBLE PARKING SPACES, RAMPS AND SIDEWALKS SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA).
4. ALL SITE SIGNAGE AND PAVEMENT MARKINGS SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. (MUTCD)
5. BUILDING FOUNDATION SHOWN IS NOT FOR FOUNDATION LAYOUT. COORDINATE SITE WORK WITH ARCHITECTURAL DRAWINGS INCLUDING BUILDING FEATURES AND FOUNDATION PLAN.
6. REFER TO SHEET C4 FOR GRADING AND DRAINAGE INFORMATION.
7. REFER TO SHEET L1 FOR LANDSCAPE INFORMATION.
8. REFER TO SHEET L2 FOR LIGHTING INFORMATION.

N/F  
INTEGRATIVE HEALTH  
CENTER OF MAINE, LLC  
MAP R01, LOT 11-2-U1  
BK 31931, PG 68

OFFICE COMMERCIAL--SOUTH ZONING DISTRICT (OC-S)		
m	REQUIRED	PROPOSED
MIN. LOT SIZE:	1 AC.	2.55 AC.
MIN. LOT FRONTAGE:	150'	370'
MINIMUM SETBACKS:		
FRONT:	25'	25'
REAR:	65'	65'
SIDE:	20'	20'
MAX. HEIGHT:	40'	<40'
PARKING	OFFICE - 1 PER 250 S.F. = 30 INDUSTRIAL - 1 PER 1.2 EMPLOYEES = 8 TOTAL = 38	60

#### UTILITY NOTES:

1. ALL TERMINATIONS AND CONNECTIONS OF SERVICES SHALL BE IN COMPLIANCE WITH REQUIREMENTS OF THE PORTLAND WATER DISTRICT. ALL BACKFILLING AND COMPACTION OF WATER AND SEWER LINE TRENCHES SHALL BE AS APPROVED BY THE LOCAL UTILITY DISTRICT.
1. THE CONTRACTOR SHALL CONTACT DIGSAFE (888-344-7233) PRIOR TO COMMENCING EXCAVATION.
2. THE BASIS FOR PROJECT LAYOUT AND FOR CONSTRUCTION ELEVATIONS IS THE BASELINE AND BENCHMARK EXISTING ON THE SITE AND SHOWN ON THE DRAWINGS.
3. THE CONTRACTOR SHALL CONFIRM HORIZONTAL AND VERTICAL CONTROL BEFORE BEGINNING WORK.
4. SEE PLUMBING AND ELECTRICAL PLANS FOR LOCATION AND INVERTS OF SLEEVES IN FOUNDATIONS.
5. ELECTRIC SERVICE SHALL BE INSTALLED IN CONDUIT UNDER PAVEMENT AND CONCRETE.
6. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF ALL SEWER, WATER, ELECTRICAL, AND SANITARY CONDUIT, MANHOLES, TRANSFORMERS, AND FITTINGS FOR APPROVAL.
7. CONTRACTOR SHALL VERIFY LOCATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION.
8. DUCTILE IRON PIPE SHALL MEET THE REQUIREMENTS OF AWWA C150 AND C151, CLASS 52, AND HAVE PUSH ON OR FLANGED JOINTS AS REQUIRED. FITTINGS SHALL HAVE MECHANICAL JOINTS WITH RETAINER GLANDS.
9. SANITARY SEWER PIPE AND FITTINGS SHALL BE SDR-35 PVC.
10. INSTALL 2" RIGID STYROFOAM INSULATION OVER SANITARY SEWER IN AREAS WHERE THERE IS LESS THAN 4' OF COVER.
11. INSULATE OVER OIL/GRIT SEPARATOR (OGS) WITH 2" RIGID STYROFOAM
12. CONNECTIONS AT MANHOLES/CATCH BASINS SHALL HAVE A FLEXIBLE BOOT CAST ONTO THE BARREL AND SECURED WITH STAINLESS STEEL BANDS.
13. SEE SHEET C5 FOR GRADING, DRAINAGE, STORM DRAIN DATA & EROSION CONTROL MEASURES.
14. BUILDING FOOTPRINT SHOWN IS NOT FOR FOUNDATION LAYOUT. REFER TO STRUCTURAL/ARCHITECTURAL DRAWINGS.
15. ALL PIPING MATERIAL TO THE BALL VALVE SHALL BE 1" OR 2" TYPE K COPPER AND ALL CONTROL VALVES SHALL BE LOCATED WITHIN THE EASEMENT AREA.
16. ALL DOMESTIC WATER SERVICES ON THE BUILDING SIDE OF THE CONTROL VALVE SHALL BE EITHER 2" TYPE K COPPER OR 2" CTS PE RATED AT 200 PSI. IF THE PE IS USED, AN 8 GAUGE WIRE SHALL BE ATTACHED TO THE PIPE WITH ONE END BROUGHT ALONGSIDE THE CURB BOX FOR LOCATING PURPOSES.
17. ANY CURB BOXES LOCATED WITHIN PAVEMENT SHALL BE INSTALLED INSIDE A GATE BOX TOP.
18. ALL MATERIALS SHOWN SHALL BE NEW AND FURNISHED BY CONTRACTOR AS PART OF CONTRACT WORK. ONLY ITEMS SPECIFICALLY IDENTIFIED TO BE SALVAGED MAY BE RE-USED WITHOUT PRIOR WRITTEN PERMISSION.

#### GENERAL NOTES:

1. TITLE REFERENCE FOR SURVEYED PARCEL:  
BK 36100, PG 39
2. PLAN REFERENCE(S):  
(1) FOURTH AMENDED SUBDIVISION PLAN CUMBERLAND FORESIDE VILLAGE, US ROUTE ONE, CUMBERLAND, PREPARED BY OWEN HASKELL INC., FALMOUTH, ME, AND RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS PLAN BOOK 217, PAGE 85 ON MARCH 23, 2017
3. AREA INFORMATION:  
LOT AREA: 110,921 S.F. (2.55 ACRES)
4. TAX MAP REFERENCE:  
TAX MAP R01, LOT 11-3.
5. BASIS OF BEARINGS:  
BEARINGS ARE REFERENCED TO MAGNETIC.
6. FLOOD ZONE INFORMATION:  
PARCEL IS LOCATED WITHIN ZONE C (AREAS OF MINIMAL FLOODING) OF THE FLOOD INSURANCE RATE MAPS FOR CUMBERLAND COUNTY, MAINE. THE PROJECT IS LOCATED ON PANEL 18 OF 25 (COMMUNITY PANEL 230162 0018 C, EFF. DATE OCTOBER 15, 1985)
7. IMPERVIOUS AREA:  
EXISTING IMPERVIOUS AREA: 0 S.F. (0.00 AC)  
PROPOSED IMPERVIOUS AREA: 54,996 S.F. (1.26 AC)  
NET CHANGE IN IMPERVIOUS AREA: +54,996 S.F. (1.26 AC)
8. WAIVERS REQUESTED:  
HIGH INTENSITY SOILS SURVEY  
HYDRO GEOLOGIC EVALUATION  
TRAFFIC STUDY  
MARKET STUDY
9. LOT TO BE SERVED BY PUBLIC WATER AND SEWER.
10. POWER, TELEPHONE AND CABLE ARE TO BE UNDERGROUND.
11. THE DEVELOPER / OWNER WILL BE RESPONSIBLE FOR MAINTAINING THE ACCESS DRIVE AND PARKING AREAS, INCLUDING FLOWING.
12. PROJECT IS SUBJECT TO DEP PERMIT L-21578-39-C-N & L-21578-TB-D-N

#### UTILITY NOTES:

1. INFORMATION REGARDING THE LOCATION OF EXISTING UNDERGROUND UTILITIES IS A COMPILATION OF THAT FOUND IN THE FIELD AND THAT SHOWN ON A PREVIOUS PLANS, AND SHALL NOT BE CONSIDERED AN AS-BUILT PLAN. CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFYING UTILITY LOCATIONS PRIOR TO COMMENCING WORK. NOTIFY ENGINEER OF ANY DISCREPANCY BETWEEN UTILITIES AS SHOWN AND AS FOUND. CONTRACTOR SHALL NOTIFY DIG-SAFE PRIOR TO EXCAVATION. 1-888-344-7233

F. 08-15-22	REVISED PER TOWN COMMENTS	JUM
E. 07-26-22	SUBMITTED TO TOWN FOR AMENDMENT	JUM
D. 06-29-22	REVISED WATER SERVICE REVISED DUMPSTER PAD LOCATION	JUM
C. 05-06-22	REVISED GRADING	NCR
B. 02-22-21	REVISED WATER MAIN ALIGNMENT	CYN
A. 02-10-22	REVISED SEWER INVERTS, ADDED INSULATION TO S3, S5, S5, AND OIL/GRIT SEPARATOR	CYN

TITLE:	SITE LAYOUT & UTILITY PLAN
PROJECT:	COMMERCIAL/OFFICE BUILDINGS U.S. ROUTE 1, CUMBERLAND, MAINE
PREPARED FOR:	LAKESIDE CONCRETE CUTTING & ABATEMENT PROFESSIONALS 590 COUNTY ROAD, SUITE 2, WESTBROOK, ME 04092

**SITELINES**  
119 PURINTON ROAD, SUITE A  
BRUNSWICK, MAINE 04011  
207.725.1200

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FIELD WK: MC & CR	SCALE: 1" = 30'	SHEET: <b>C3</b>
DRN BY: NCR	JOB #: 4306	
CH'D BY: CYN	MAP/LOT: R01/11-3	
DATE: 03/08/21	FILE: 4306-SITE-AMEND	

APPROVAL  
TOWN OF CUMBERLAND PLANNING BOARD

DATE APPROVED:

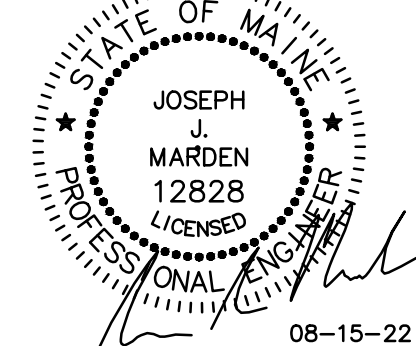
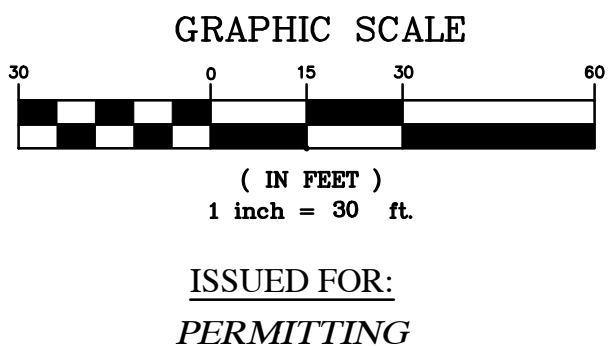
DATE SIGNED:

CHAIRMAN:

PROGRESS PRINT  
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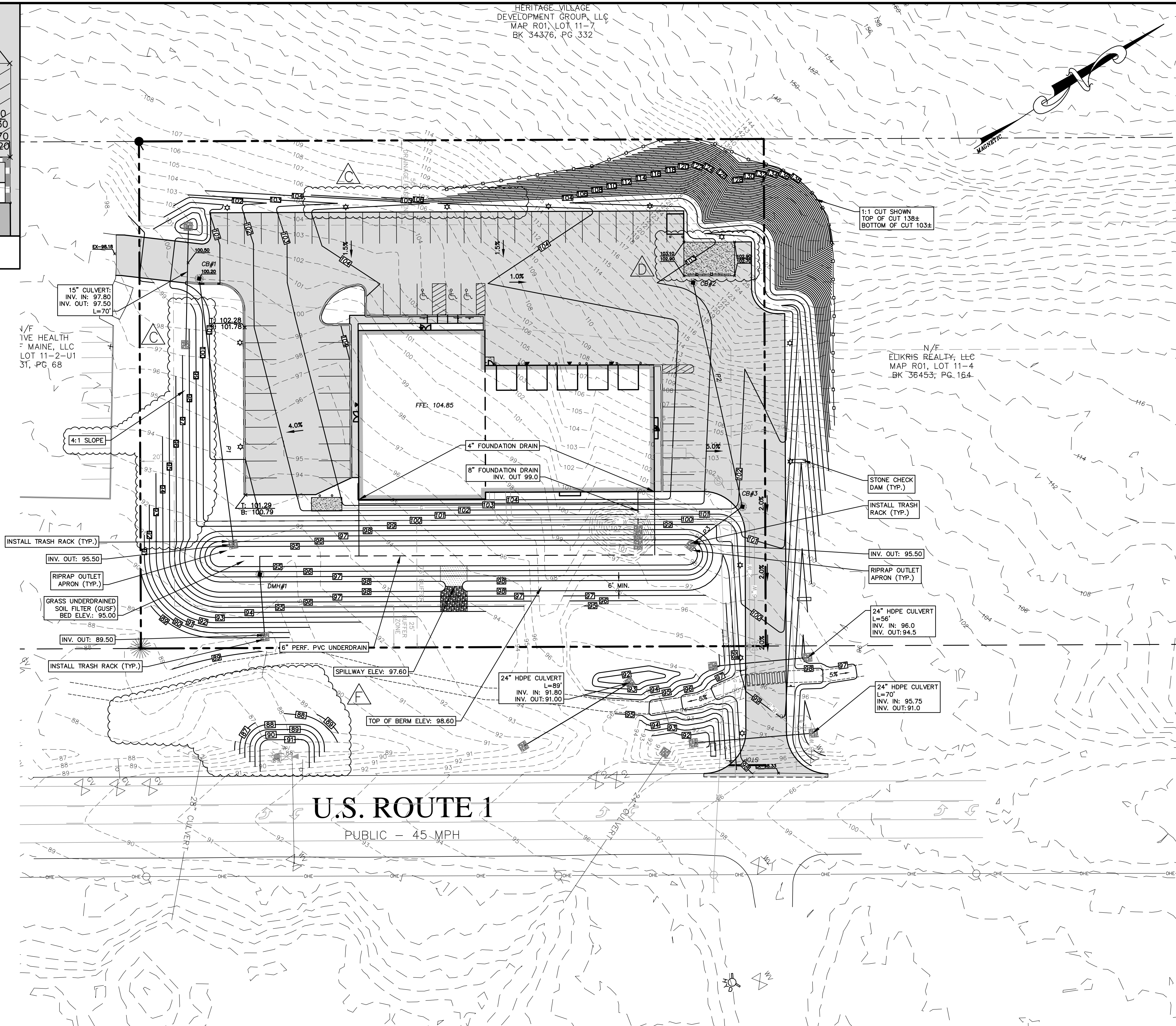
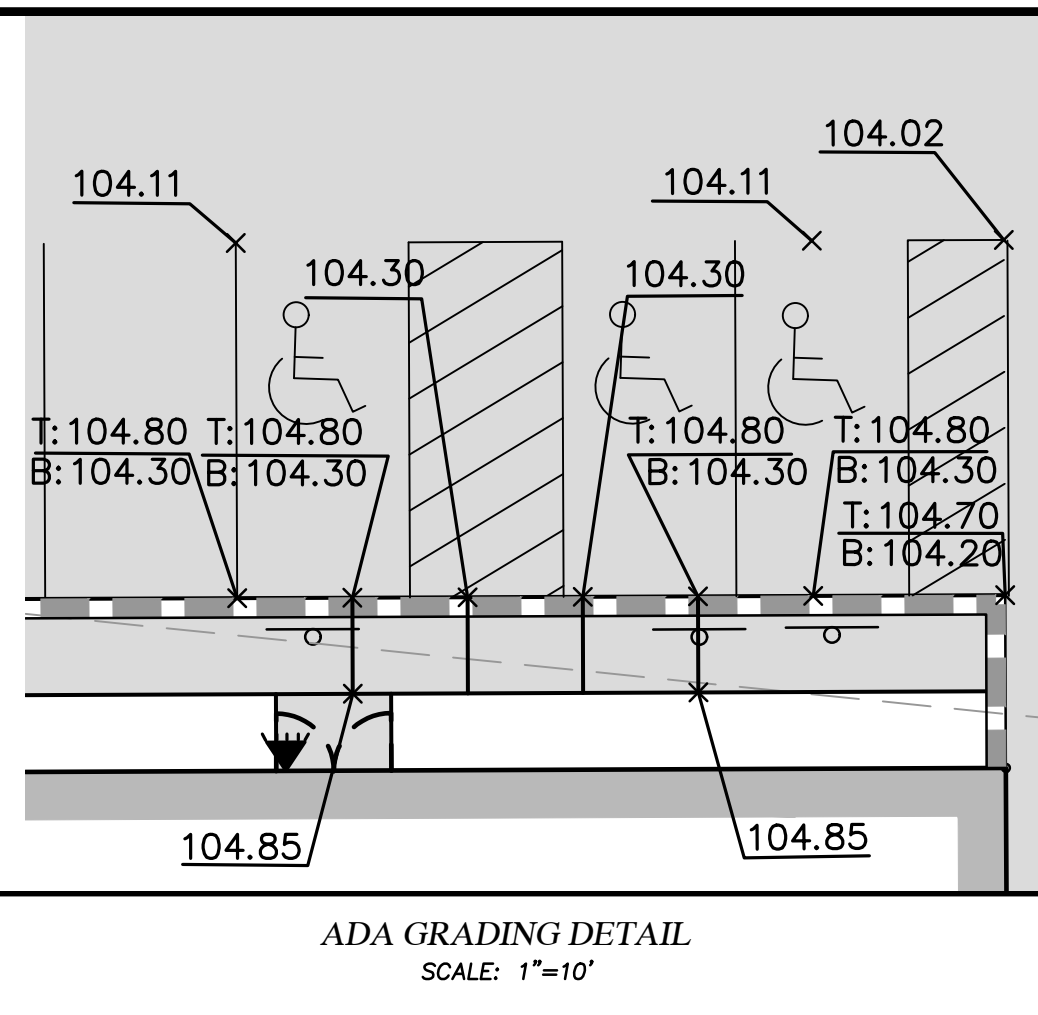
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PLAN PROJECT: 240401 LAKESIDE U.S. ROUTE 1 CUMBERLAND AND WESTBROOK, ME. SITE AMENDMENT Dwg. 02 GRADING. 11/15/2022. 148 P. P. J. JOE



- GRADING AND DRAINAGE NOTES:**
1. THE CONTRACTOR SHALL PHASE GRADING EFFORTS SUCH THAT TOTAL SITE DISTURBANCE IS MINIMIZED. TEMPORARY EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO GRADING EFFORTS OR WITHOUT DELAY UPON THEIR COMPLETION, DEPENDENT UPON THE SITUATION.
  2. ALL FILL SLOPES SHALL BE A MINIMUM OF 3:1 HORIZONTAL TO VERTICAL UNLESS OTHERWISE NOTED OR DIRECTED.
  3. THE LIMITS OF DISTURBANCE SHALL GENERALLY BE THE MINIMAL EXTENT NECESSARY ONLY TO PERFORM THE GRADING EFFORTS SHOWN ON THE DRAWINGS. SPECIAL CARE SHALL BE TAKEN TO AVOID DISTURBANCE OF OBJECTS AND AREAS NOT SPECIFICALLY IDENTIFIED FOR MODIFICATION OR REMOVAL.
  4. ALL DISTURBED AREAS SHALL BE LOAMED AND SEEDING IN ACCORDANCE WITH THE DRAWINGS, UNLESS INTENDED FOR OTHER SURFACE COVER.
  5. STORM DRAINS SHALL BE CONSTRUCTED CONCURRENTLY WITH GRADING EFFORTS TO PROVIDE ADEQUATE CONVEYANCE FOR ANY SITE RUNOFF CONDITIONS.
  6. WHERE FINAL GRADING HAS BEEN COMPLETED, SURFACE RESTORATION FOR DISTURBED AREAS WILL BE COMPLETED AS SOON AS PRACTICABLE. FOR VEGETATIVE AREAS, VEGETATION WILL BE PROGRESSIVELY ESTABLISHED.
  7. UNLESS OTHERWISE NOTED, ALL STORM DRAIN PIPE SHALL BE IN ACCORDANCE WITH MDOT SPECIFICATIONS SECTION 603. PIPE CULVERTS AND STORM DRAINS, LATEST REVISION WITH ACCEPTABLE TYPES OF PIPE ARE AS FOLLOWS:  
SMOOTH BORE POLYETHYLENE PIPE - HDPE N-12 ADS
  8. BENCHMARK INFORMATION: SEE PLAN
  9. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF ALL DRAINAGE STRUCTURES AND PIPING PRIOR TO ORDERING.
  10. RIM ELEVATIONS OF PROPOSED DRAINAGE STRUCTURES ARE APPROXIMATE. FINAL ELEVATIONS ARE TO BE SET FLUSH AND CONSISTENT WITH THE GRADING PLANS.
  11. TRANSITIONS BETWEEN SLOPES ARE TO BE GENERALLY GRADUAL AND RESULT IN A SMOOTH, ROUNDED APPEARANCE.

**DRAINAGE STRUCTURE DATA:**

CB#1  
RIM: 100.20  
INV. OUT: 96.26 (TO GUSF)

CB#2  
RIM: 102.79  
INV. OUT: 97.76 (TO CB#3)

CB#3  
RIM: 101.74  
INV. IN: 97.08 (FROM CB#2)  
INV. OUT: 96.98 (TO GUSF)

DMH#1  
RIM: 96.50  
INV. IN: 92.00 (FROM GUSF)  
INV. OUT: 91.90 (TO EX. CULVERT)

P1: 12" HDPE L=159' S=0.005  
P2: 12" HDPE L=136' S=0.005  
P3: 12" HDPE L=37' S=0.040

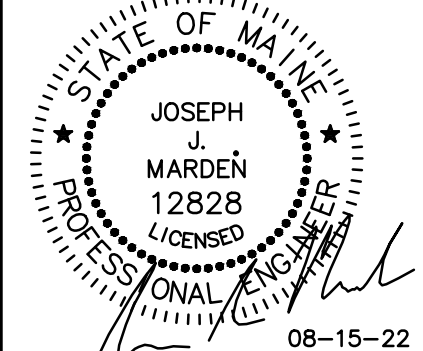
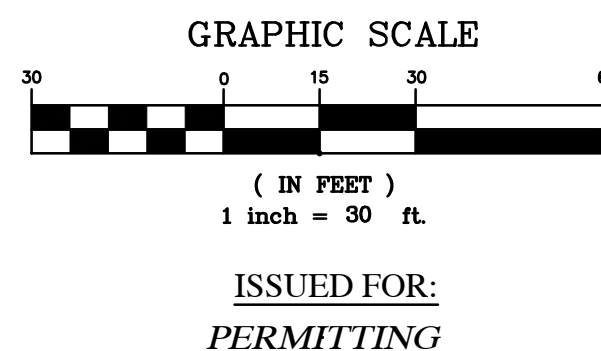
F. 08-15-22	REVISED PER TOWN COMMENTS	JJM
E. 07-26-22	SUBMITTED TO TOWN FOR AMENDMENT	JJM
D. 06-29-22	REVISED WATER SERVICE REVISED DUMPSTER PAD LOCATION	JJM
C. 05-06-22	REVISED GRADING	NCR
B. 02-22-21	REVISED WATER MAIN ALIGNMENT	CYN
A. 02-10-22	REVISED SEWER INVERTS, ADDED INSULATION TO S3, S5, S5, AND OIL/GRIT SEPARATOR	CYN

TITLE: <b>GRADING PLAN</b>	
PROJECT: COMMERCIAL/OFFICE BUILDINGS U.S. ROUTE 1, CUMBERLAND, MAINE	
PREPARED FOR: LAKESIDE CONCRETE CUTTING & ABATEMENT PROFESSIONALS 590 COUNTY ROAD, SUITE 2, WESTBROOK, ME 04092	

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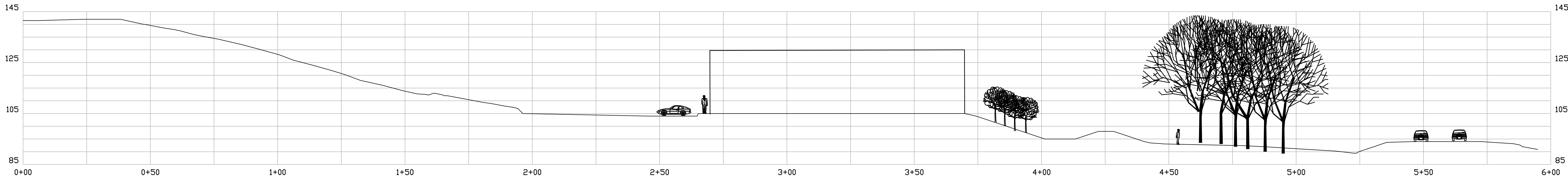
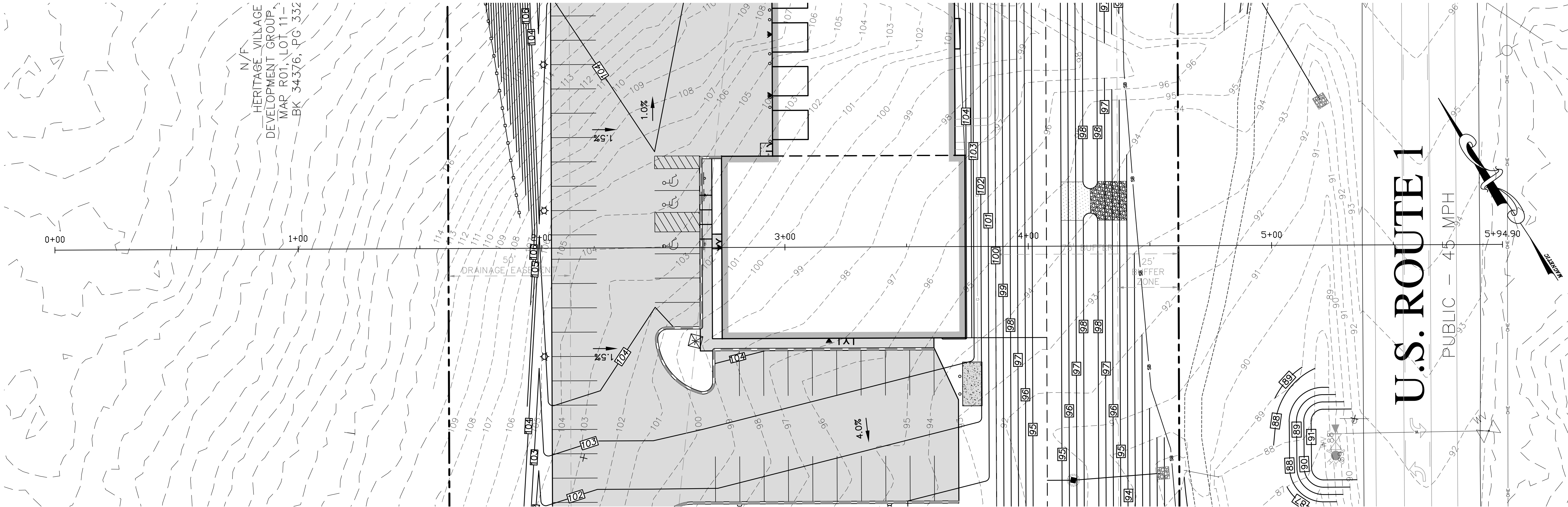


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FIELD WK: MC & CR	SCALE: 1" = 30'
DRN BY: NCR	JOB #: 4306
CH'D BY: CYN	MAP/LOT: R01/11-3
DATE: 03/08/21	FILE: 4306-SITE-AMEND

SHEET:  
**C4**

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PLAN AND PROJECT: 590 LAKESIDE U.S. ROUTE 1 CUMBERLAND AND CHARGE: SITE AMEND Dwg. 03 PROFILE 08/15/2022 1:48:48 PM JOE



- |    |          |   |     |
|----|----------|---|-----|
| F. | 08-15-22 | REVISED PER TOWN COMMENTS   | JJM |
| E. | 07-26-22 | SUBMITTED TO TOWN FOR AMENDMENT   | JJM |
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| A. | 02-10-22 | REVISED SEWER INVERTS, ADDED INSULATION TO S3, S5, S5, AND OIL/GRIT SEPARATOR | CYN |

TITLE:  
**SITE SECTION**

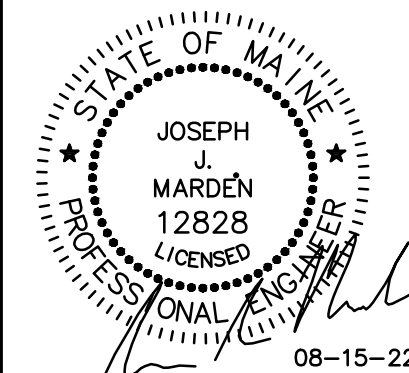
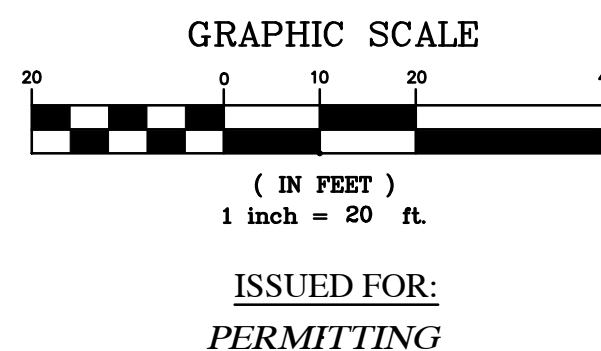
PROJECT:  
**COMMERCIAL/OFFICE BUILDINGS  
U.S. ROUTE 1, CUMBERLAND, MAINE**

PREPARED FOR:  
**LAKESIDE CONCRETE CUTTING & ABATEMENT PROFESSIONALS  
590 COUNTY ROAD, SUITE 2, WESTBROOK, ME 04092**

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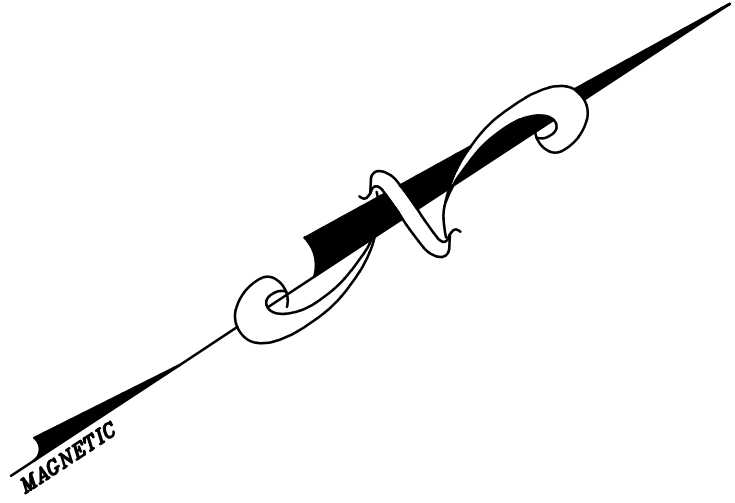
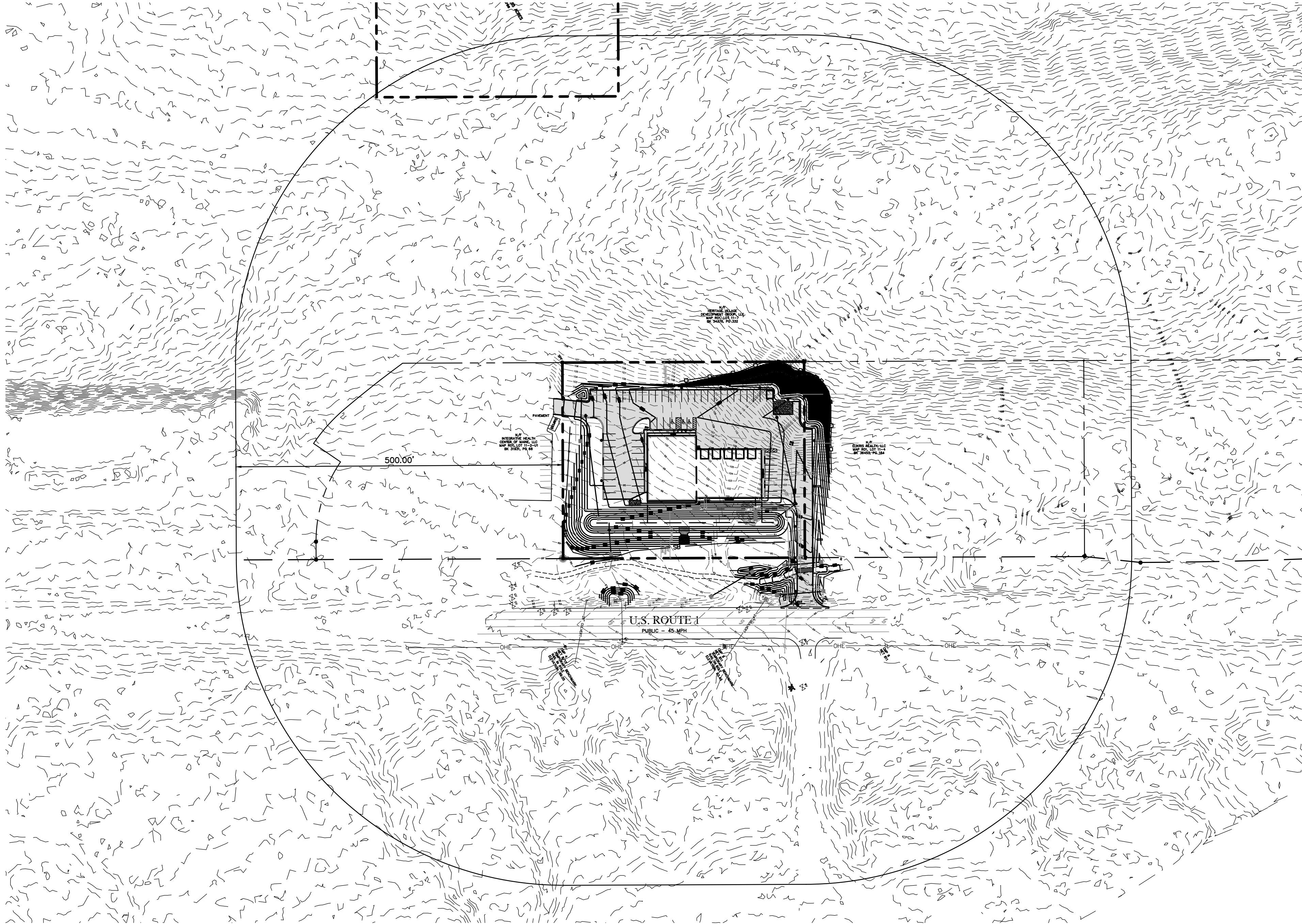
FIELD WK: MC & CR	SCALE: VARIES
DRN BY: NCR	JOB #: 4306
CH'D BY: CYN	MAP/LOT: R01/11-3
DATE: 03/08/21	FILE: 4306-SITE-AMEND

SHEET:  
**C5**



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PLAN AND PROJECT: 590 LAKESIDE U.S. ROUTE 1, CUMBERLAND, MAINE. DRAWING: 01/20/22 14648.P01, JOE



ROCK REMOVAL GUIDELINES:

THESE GUIDELINES APPLY TO ROCK REMOVAL ASSOCIATED WITH THE CONSTRUCTION OF THE BUILDING, ROAD, AND UTILITIES AT LAKESIDE CONCRETE CUTTING & ABATEMENT PROFESSIONALS. ROCK EXCAVATION IS THE REMOVAL AND DISPOSAL OF MATERIALS THAT CANNOT BE EXCAVATED WITHOUT MODERN, TRACK-MOUNTED, HEAVY-DUTY EXCAVATING EQUIPMENT, WITHOUT DRILLING, BLASTING, OR PIPPING. TYPICAL MATERIALS CLASSIFIED AS ROCK ARE SOLID ROCK, ROCK IN LEDGES, AND ROCKHARD CEMENTITIOUS AGGREGATE DEPOSITS ONE CUBIC YARD OR MORE IN VOLUME.

NOTIFICATIONS:

1. THE CONTRACTOR SHALL PROVIDE WRITTEN NOTICE TO THE ADJACENT PROPERTIES A MINIMUM OF ONE WEEK IN ADVANCE OF PRE-BLAST SURVEYS. A WRITTEN SCHEDULE OF THE LIKELY BLASTING WILL BE FILED WITH THE PLANNING DEPARTMENT PRIOR TO CONSTRUCTION AND WILL BE UPDATED MONTHLY UNTIL THE WORK IS COMPLETE.

BLASTING PROCEDURES:

ALL BLASTING WILL BE PERFORMED IN ACCORDANCE WITH

- ALL PERTINENT PROVISIONS OF THE "MANUAL OF ACCIDENT PREVENTION IN CONSTRUCTION" ISSUED BY THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA, INC.,
- MAINE STATUTE 38 MRSA §490-Z(14),
- MAINE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS SECTION 105.2.7, "USE OF EXPLOSIVES".

BLASTING THROUGH THE OVERBURDEN WILL BE ALLOWED UNDER THE FOLLOWING CONDITIONS:

1. ALL BLASTS MUST BE COVERED WITH APPROPRIATE MATS AND/OR EARTH.
2. DRILLING EQUIPMENT WILL BE EQUIPPED WITH SUITABLE DUST CONTROL APPARATUS THAT MUST BE KEPT IN REPAIR AND USED DURING ALL DRILLING OPERATIONS.
3. BLASTING WILL NOT PRODUCE PEAK PARTICLE VELOCITIES IN EXCESS THOSE SHOWN IN FIGURE B-1 APPENDIX B, U.S. BUREAU OF MINES REPORT OF INVESTIGATIONS 8507, AT THE CLOSEST STRUCTURE OR WATER SUPPLY WELL.
4. SOUND FROM CONSTRUCTION OF DEVELOPMENTS.

- (a) THE SOUND FROM CONSTRUCTION ACTIVITIES BETWEEN 7:00 P.M. AND 7:00 A.M. IS SUBJECT TO THE FOLLOWING LIMITS:
- (i) SOUND FROM NIGHTTIME CONSTRUCTION ACTIVITIES SHALL BE SUBJECT TO THE NIGHTTIME ROUTINE OPERATION SOUND LEVEL LIMITS CONTAINED IN SECTION 10, "NOISE CONTROL", C. "NOISE LEVEL LIMITS" SUBSECTIONS 1(g) AND 1(h), OF MAINE DEP CHAPTER 375 "NO ADVERSE EFFECT STANDARDS OF THE SITE LOCATION OF DEVELOPMENT".
- (ii) IF CONSTRUCTION ACTIVITIES ARE CONDUCTED CONCURRENTLY WITH ROUTINE OPERATION, THEN THE COMBINED TOTAL OF CONSTRUCTION AND ROUTINE OPERATION SOUND SHALL BE SUBJECT TO THE NIGHTTIME ROUTINE OPERATION SOUND LEVEL LIMITS CONTAINED IN SUBSECTIONS 1(g) AND 1(h).
- (iii) HIGHER LEVELS OF NIGHTTIME CONSTRUCTION SOUND ARE PERMITTED WHEN A DULY ISSUED PERMIT AUTHORIZING NIGHTTIME CONSTRUCTION SOUND IN EXCESS OF THESE LIMITS HAS BEEN GRANTED BY:
1. THE LOCAL MUNICIPALITY WHEN THE DURATION OF THE NIGHTTIME CONSTRUCTION ACTIVITY IS LESS THAN OR EQUAL TO 90 DAYS.

2. THE LOCAL MUNICIPALITY AND THE BOARD WHEN THE DURATION OF THE NIGHTTIME CONSTRUCTION ACTIVITY IS GREATER THAN 90 DAYS.

(b) SOUND FROM CONSTRUCTION ACTIVITIES BETWEEN 7:00 A.M. AND 7:00 P.M. SHALL NOT EXCEED THE FOLLOWING LIMITS AT ANY PROTECTED LOCATION:

DURATION OF ACTIVITY

12 HOURS	90 DBA
8 HOURS	92 DBA
6 HOURS	94 DBA
4 HOURS	95 DBA
3 HOURS	97 DBA
2 HOURS	100 DBA
1 HOUR OR LESS	105 DBA

(c) ALL EQUIPMENT USED IN CONSTRUCTION ON DEVELOPMENT SITES SHALL COMPLY WITH APPLICABLE FEDERAL NOISE REGULATIONS AND SHALL INCLUDE ENVIRONMENTAL NOISE CONTROL DEVICES IN PROPER WORKING CONDITION, AS ORIGINALLY PROVIDED WITH THE EQUIPMENT BY ITS MANUFACTURER.

5. ALL BLASTS MUST BE MONITORED USING FIELD SEISMOGRAPHS. ALL FIELD SEISMOGRAPHS MUST RECORD THE FULL ANALOG WAVE FORM OF EACH OF THE 3 MUTUALLY PERPENDICULAR COMPONENTS OF MOTION IN TERMS OF PARTICLE VELOCITY. ALL SEISMOGRAPHS MUST BE CAPABLE OF SENSOR CHECK AND MUST BE CALIBRATED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS.
6. TO THE EXTENT POSSIBLE, BLASTING WILL BE ACCOMPLISHED TOWARD AN OPEN FACE FOR RELIEF PURPOSES.
7. FLYROCK. THE CONTRACTOR IS TO CONTROL FLYROCK WITH MATS OR OTHER SUITABLE COVER TO PREVENT FLYROCK FROM ENTERING ANY WETLANDS.

PRE-BLAST SURVEY:

THE CONTRACTOR WILL CONDUCT A PRE-BLAST SURVEY OF ALL STRUCTURES WITHIN 500' OF THE BLAST AREA, AND PROVIDE THE TOWN WITH A WRITTEN REPORT OF THE PRE-BLAST SURVEY PRIOR TO ANY BLASTING. AT A MINIMUM THE SURVEY WILL COVER THE EXTERIOR OF EACH BUILDING, INCLUDING EXPOSED FOUNDATIONS. INTERIOR SURVEYS ARE AT THE DISCRETION OF THE INDIVIDUAL PROPERTY OWNERS. VIDEOTAPE WITH VOICE MUST BE EMPLOYED AND CLEAR IDENTIFICATION OF EACH STRUCTURE AND PART OF THAT STRUCTURE IS REQUIRED.

2. THE REPORT SUBMITTED TO THE TOWN ENGINEER MUST INCLUDE AS A MINIMUM A LIST OF THE HOMES AND OTHER BUILDINGS INSPECTED AND INDICATE THE TYPE OF INSPECTION.

TEST BLAST:

THE BLASTING CONTRACTOR WILL DEVELOP A TEST SHOT UNDER THE OBSERVATION OF THE TOWN'S DESIGNATED OFFICIAL. THE TEST SHOT MUST BE INSTRUMENTED WITH AT LEAST TWO RECORDING SEISMOGRAPHS ORIENTED AT RIGHT ANGLES TO EACH OTHER AND SPACED EQUIDISTANT FROM THE SHOT. THE SHOT AND SEISMOGRAPHS SHOULD BE ORIENTED TO PROVIDE DATA PARALLEL AND PERPENDICULAR TO THE GENERAL BEDROCK TREND AT THE SITE.

RECORDS:

1. THE CONTRACTOR WILL PROVIDE THE TOWN WITH A BLASTING LOG FOR ALL BLASTS INCLUDING THE TEST BLASTS. THE BLASTING LOG MUST CONTAIN THE FOLLOWING INFORMATION:

- a. NAME OF BLASTING COMPANY OF BLASTING CONTRACTOR.
- b. LOCATION, DATE, AND TIME OF BLAST.
- c. NAMES, SIGNATURE, AND SOCIAL SECURITY NUMBER OF BLASTER.
- d. TYPE OF MATERIAL BLASTED.
- e. NUMBER AND SPACING OF HOLES AND DEPTH OF BURDEN OR STEMMING.
- f. DIAMETER AND DEPTH OF HOLES.
- g. TYPE OF EXPLOSIVES USED.
- h. TOTAL AMOUNT OF EXPLOSIVES USED.
- i. MAXIMUM AMOUNT OF EXPLOSIVES USED PER DELAY PERIOD OF 8 MILLISECONDS OR GREATER.
- j. MAXIMUM NUMBER OF HOLES PER DELAY PERIOD OF 8 MILLISECONDS OR GREATER.
- k. METHOD OF FIRING AND TYPE OF CIRCUIT.
- l. DIRECTION AND DISTANCE IN FEET TO THE NEAREST DWELLING, PUBLIC BUILDING, SCHOOL, CHURCH OR COMMERCIAL OR INSTITUTIONAL BUILDING NEITHER OWNED NOR CONTROLLED BY THE DEVELOPER.
- m. WEATHER CONDITIONS, INCLUDING FACTORS SUCH AS WIND DIRECTION AND CLOUD COVER.
- n. HEIGHT OR LENGTH OF STEMMING.
- o. AMOUNT OF MATS OR OTHER PROTECTION USED.
- p. TYPE OF DETONATORS USED AND DELAY PERIODS USED.
- q. THE EXACT LOCATION OF EACH SEISMOGRAPH AND THE DISTANCE OF EACH SEISMOGRAPH FROM THE BLAST.
- r. SEISMOGRAPHIC READINGS.
- s. NAME AND SIGNATURE OF THE PERSON OPERATING EACH SEISMOGRAPH.
- t. NAMES OF THE PERSON AND THE FIRM ANALYZING THE SEISMOGRAPHIC DATA.

IF BLASTING FOR CONSTRUCTION WILL OCCUR WITHIN 500 FEET OF NON-OWNED OFF-SITE STRUCTURES (BUILDINGS AND WELLS), THEN A BLASTING PLAN, PREPARED AND SIGNED BY A QUALIFIED BLASTER, MUST BE PROVIDED TO THE DEPARTMENT OF ENVIRONMENTAL PROTECTION. SEE PART II, SECTION 20.B OF THE SITE APPLICATION. THE BLASTING PLAN MUST INCLUDE BLASTING STANDARDS IN THE STATUTE: 38 MRS §490-Z (14). THE BLASTING PLAN MUST BE PROVIDED PRIOR TO ANY BLASTING, AND INCLUDE AN ANTICIPATED BLAST DESIGN/SHOT PATTERN SPECIFICALLY TAILORED TO THE PROJECT SITE.

PROGRESS PRINT

THIS PLAN IS ISSUED FOR REVIEW AND INFORMATION PURPOSES ONLY. THIS PLAN IS SUBJECT TO CHANGE AND IS NOT FOR PRICING OR CONSTRUCTION. PRICING BASED ON THIS PLAN IS NOT BINDING UNLESS SIGNED BY BOTH CONTRACTOR AND OWNER.

F.	08-15-22	REVISED PER TOWN COMMENTS	JUM
E.	07-26-22	SUBMITTED TO TOWN FOR AMENDMENT	JUM
D.	06-29-22	REVISED WATER SERVICE REVISED DUMPSTER PAD LOCATION	JUM
C.	05-06-22	REVISED GRADING	NCR
B.	02-22-21	REVISED WATER MAIN ALIGNMENT	CYN
A.	02-10-22	REVISED SEWER INVERTS, ADDED INSULATION TO S3, S5, S5, AND OIL/GRIT SEPARATOR	CYN

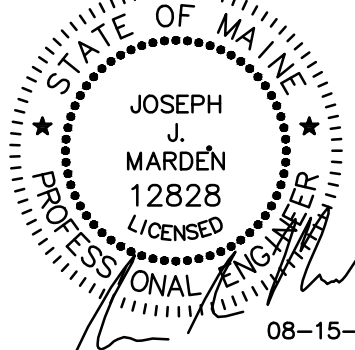
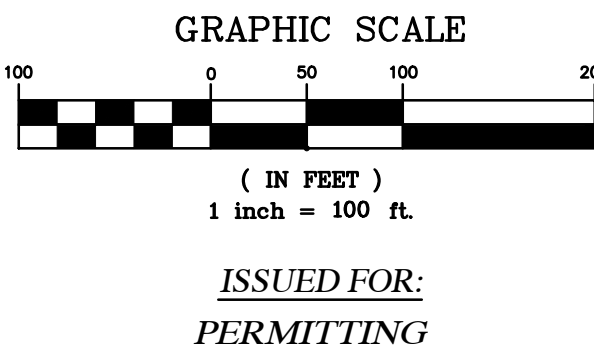
TITLE: **BLASTING PLAN**

PROJECT: **COMMERCIAL/OFFICE BUILDINGS  
U.S. ROUTE 1, CUMBERLAND, MAINE**

PREPARED FOR: **LAKESIDE CONCRETE CUTTING & ABATEMENT PROFESSIONALS  
590 COUNTY ROAD, SUITE 2, WESTBROOK, ME 04092**



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119 PURINTON ROAD, SUITE A  
BRUNSWICK, MAINE 04011  
207.725.1200  
**CIVIL ENGINEERS • PLANNERS • LAND SURVEYORS**

FIELD WK: MC & CR	SCALE: 1" = 100'
DRN BY: NCR	JOB #: 4306
CH'D BY: CYN	MAP/LOT: R01/11-3
DATE: 03/08/21	FILE: 4306-SITE-AMEND

SHEET: **C6**

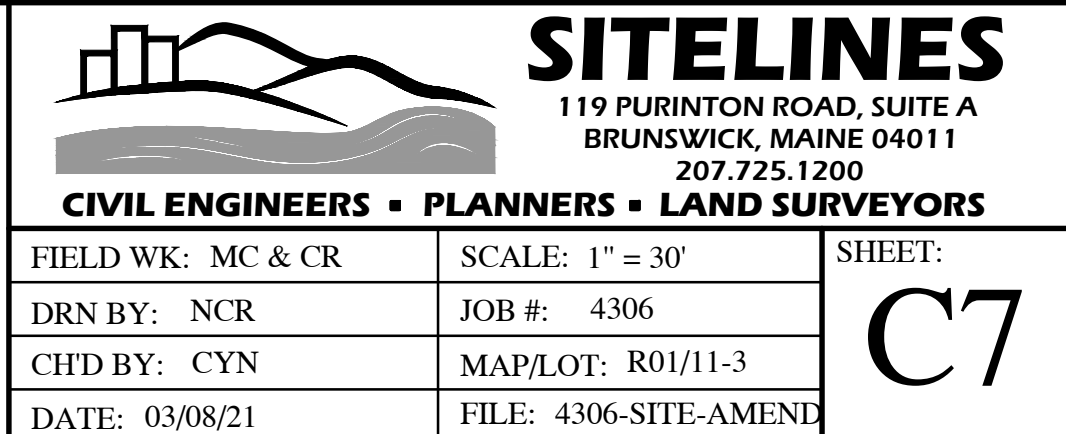




**A** FILTREXX SILTSOXX DETAIL "SEDIMENT BARRIER OPTION"  
N.T.S.



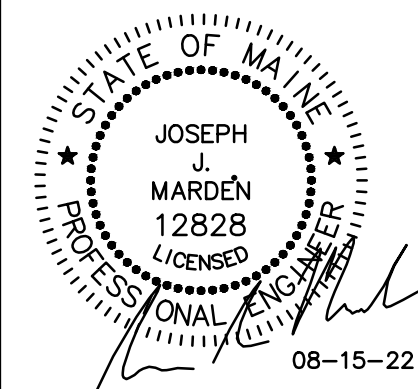
**B** SILT FENCE DETAIL "SEDIMENT BARRIER OPTION"  
N.T.S.



C	STABILIZED CONSTRUCTION ENTRANCE
	N.T.S.



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EROSION AND SEDIMENTATION NOTES:

1. CONTRACTOR SHALL REFER TO THE FOLLOWING REFERENCES FOR THE DESIGN AND INSTALLATION OF TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL PRACTICES:
- 2016 REVISION TO THE 2003 MAINE EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES MANUAL FOR DESIGNERS AND ENGINEERS
  - 2014 REVISION TO THE 2003 MAINE EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONTRACTORS

GENERAL EROSION AND SEDIMENTATION CONTROL PRACTICES:

EROSION/SEDIMENT CONTROL DEVICES:

THE FOLLOWING EROSION SEDIMENTATION CONTROL DEVICES ARE PROPOSED FOR CONSTRUCTION ON THIS PROJECT. INSTALL THESE DEVICES AS INDICATED ON THE PLANS.

1. SEDIMENT BARRIER: PRIOR TO THE START OF CONSTRUCTION, SILT SOXX OR APPROVED EQUAL WILL BE INSTALLED ALONG THE DOWN GRADING EDGES OF DISTURBED AREAS TO TRAP RUNOFF BORNE SEDIMENTS UNTIL THE SITE IS STABILIZED. THE STANDARD FOR STABILIZED IS 90% COVERAGE OF SEEDED AREAS. IN AREAS WHERE STORMWATER DISCHARGES THE SEDIMENT BARRIER WILL BE REINFORCED WITH HAY BALES TO HELP MAINTAIN THE INTEGRITY OF THE SEDIMENT BARRIER AND TO PROVIDE ADDITIONAL TREATMENT.
2. HAY BALES: HAY BALES TO BE PLACED IN LOW FLOW DRAINAGE SWALES AND PATHS TO TRAP SEDIMENTS AND REDUCE RUNOFF VELOCITIES. DO NOT PLACE HAY BALES IN FLOWING WATER OR STREAMS.
3. RIPRAP: PROVIDE RIPRAP IN AREAS WHERE CULVERTS DISCHARGE OR AS SHOWN ON THE PLANS.
4. LOAM, SEED, & MULCH: ALL DISTURBED AREAS, WHICH ARE NOT OTHERWISE TREATED, SHALL RECEIVE PERMANENT SEEDING AND MULCH TO STABILIZE THE DISTURBED AREAS. THE DISTURBED AREAS WILL BE REVEGETATED WITHIN 5 DAYS OF FINAL GRADING. SEEDING REQUIREMENTS ARE PROVIDED AT THE END OF THIS SPECIFICATION.
5. STRAW AND HAY MULCH: USED TO COVER DENUDED AREAS UNTIL PERMANENT SEED OR EROSION CONTROL MEASURES ARE IN PLACE. MULCH BY ITSELF CAN BE USED ON SLOPES LESS THAN 15% IN SUMMER AND 8% IN WINTER. JUTE MESH IS TO BE USED OVER MULCH ONLY.
6. IN LIEU OF MULCH, USE EROSION CONTROL BLANKET (EQUAL TO NORTH AMERICAN GREEN SC150) TO STABILIZE AREAS OF CONCENTRATED FLOW AND DRAINAGE WAYS.
7. STABILIZED CONSTRUCTION ENTRANCE: PRIOR TO THE START OF CONSTRUCTION, A STABILIZED CONSTRUCTION ENTRANCE WILL BE INSTALLED AND UTILIZED FOR CONTRACTOR ACCESS. TRACKED MUD OR SEDIMENT SHALL BE REMOVED PRIOR TO THE NEXT STORM EVENT.

TEMPORARY EROSION/SEDIMENTATION CONTROL MEASURES:

PROVIDE THE FOLLOWING TEMPORARY EROSION/SEDIMENTATION CONTROL MEASURES PRIOR TO THE START OF CONSTRUCTION OF THE DEVELOPMENT:

1. SEDIMENT BARRIER ALONG THE DOWNGRADIENT SIDE OF THE PARKING AREAS AND OF ALL FILL SECTIONS. THE SEDIMENT BARRIER SHALL BE INSTALLED PRIOR TO THE START OF THE CONSTRUCTION AND WILL REMAIN IN PLACE UNTIL THE SITE IS 90% REVEGETATED.
2. HAY BALES PLACED AT KEY LOCATIONS TO SUPPLEMENT THE SEDIMENT BARRIER.
3. PROTECT TEMPORARY STOCKPILES OF STUMPS, GRUBBINGS, OR COMMON EXCAVATION AS FOLLOWS:
  - A. SOIL STOCKPILE SIDE SLOPES SHALL NOT EXCEED 2:1.
  - B. AVOID PLACING TEMPORARY STOCKPILES IN AREAS WITH SLOPES OVER 10 PERCENT, OR NEAR DRAINAGE SWALES.
  - C. STABILIZE STOCKPILES WITHIN 7 DAYS BY TEMPORARILY SEEDING WITH A HYDROSEED METHOD CONTAINING AN EMULSIFIED MULCH TACKIFIER OR BY COVERING THE STOCKPILE WITH MULCH.
  - D. SURROUND STOCKPILE SOIL WITH SEDIMENT BARRIER AT BASE OF PILE.
  - E. STORMWATER SHOULD BE PREVENTED FROM RUNNING ONTO STOCKPILES.
4. ALL DENUDED AREAS WHICH HAVE BEEN ROUGH GRADED AND ARE NOT LOCATED WITHIN THE BUILDING PAD, OR PARKING AND DRIVEWAY SUBBASE AREA SHALL RECEIVE MULCH WITHIN 7 DAYS AFTER CESSATION THE CONSTRUCTION ACTIVITIES. STABILIZE ANY EXPOSED SOIL WITH MULCH, OR OTHER NON-ERODIBLE COVER. IN THE EVENT THE CONTRACTOR COMPLETES FINAL GRADING AND INSTALLATION OF LOAM AND SOD WITHIN THE TIME PERIODS PRESENTED ABOVE, INSTALLATION OF MULCH AND NETTING, WHERE APPLICABLE, IS NOT REQUIRED.
5. IF WORK IS CONDUCTED BETWEEN OCTOBER 15 AND APRIL 15, ALL DENUDED AREAS ARE TO BE COVERED WITH HAY MULCH, APPLIED AT TWICE THE NORMAL APPLICATION RATE, AND ANCHORED WITH FABRIC NETTING. THE PERIOD BETWEEN FINAL GRADING AND MULCHING SHALL BE REDUCED TO A 7 DAY MAXIMUM.
6. TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED ONCE THE SITE HAS BEEN STABILIZED OR IN AREAS WHERE PERMANENT EROSION CONTROL MEASURES HAVE BEEN INSTALLED.
7. WHENEVER PRACTICABLE, NO DISTURBANCE ACTIVITIES SHOULD TAKE PLACE WITHIN 50 FEET OF ANY WETLAND. IF DISTURBANCE ACTIVITIES TAKE PLACE BETWEEN 30 FEET AND 50 FEET OF ANY WETLAND, AND STORMWATER DISCHARGES THROUGH THE DISTURBED AREAS TOWARD THE WETLAND, PERIMETER EROSION CONTROLS MUST BE DOUBLED. IF DISTURBANCE ACTIVITIES TAKE PLACE LESS THAN 30 FEET FROM ANY PROTECTED NATURAL RESOURCE, AND STORMWATER DISCHARGES THROUGH THE DISTURBED AREAS TOWARD THE PROTECTED NATURAL RESOURCE, PERIMETER EROSION CONTROLS MUST BE DOUBLED AND DISTURBED AREAS MUST BE TEMPORARILY OR PERMANENTLY STABILIZED WITHIN 7 DAYS.
8. AREAS WITHIN 75 FT OF A WETLAND WILL BE STABILIZED WITHIN 48 HOURS OF INITIAL DISTURBANCE OF THE SOIL OR PRIOR TO ANY STORM EVENT, WHICHEVER COMES FIRST.
9. ALL AREAS WITHIN 75 FEET OF A WETLAND MUST BE PROTECTED WITH A DOUBLE ROW OF SEDIMENT BARRIERS DURING WINTER CONSTRUCTION (NOVEMBER 1 THROUGH APRIL 15).
10. TEMPORARY SEDIMENT BASINS MAY BE INSTALLED DOWNGRADIENT OF THE DISTURBED AREAS. THESE BASINS MUST BE DESIGNED TO PROVIDE STORAGE FOR EITHER THE CALCULATED RUNOFF FROM A 2-YEAR, 24-HOUR STORM OR PROVIDE FOR 3,600 CUBIC FEET OF CAPACITY PER ACRE DRAINING TO THE BASIN. OUTLET STRUCTURES MUST DISCHARGE WATER FROM THE SURFACE OF THE BASIN WHENEVER POSSIBLE. EROSION CONTROLS AND VELOCITY DISSIPATION DEVICES MUST BE USED IF THE DISCHARGING WATERS ARE LIKELY TO CREATE EROSION. ACCUMULATED SEDIMENT MUST BE REMOVED AS NEEDED FROM THE BASIN TO MAINTAIN AT LEAST ½ OF THE DESIGN CAPACITY OF THE BASIN.
11. EXCAVATION AND EARTHWORK SHALL BE COMPLETED SUCH THAT NO MORE THAN 1 ACRE OF THE SITE IS WITHOUT STABILIZATION AT ANY ONE TIME. AT ANY TIME, THE DENUDED AREA WILL NOT EXCEED THAT WHICH CAN BE MULCHED IN ONE DAY.

PERMANENT EROSION CONTROL MEASURES:

THE FOLLOWING PERMANENT CONTROL MEASURES ARE REQUIRED BY THIS EROSION/SEDIMENTATION CONTROL PLAN:

1. ALL AREAS DISTURBED DURING CONSTRUCTION, BUT NOT SUBJECT TO OTHER RESTORATION (PAVING, RIPRAP, ETC.), WILL BE LOAMED, LIMED, FERTILIZED AND SEEDDED. NATIVE TOPSOIL SHALL BE STOCKPILED AND REUSED FOR FINAL RESTORATION WHEN IT IS OF SUFFICIENT QUALITY.

2. SLOPES GREATER THAN 2:1 WILL RECEIVE RIPRAP. (NONE ANTICIPATED)

POST-CONSTRUCTION REVEGETATION:

THE FOLLOWING GENERAL PRACTICES WILL BE USED TO PREVENT EROSION AS SOON AS AN AREA IS READY TO UNDERGO FINAL GRADING.

1. A MINIMUM OF 6" OF LOAM WILL BE SPREAD OVER DISTURBED AREAS AND GRADED TO A UNIFORM DEPTH AND NATURAL APPEARANCE, OR STONE WILL BE PLACED ON SLOPES TO STABILIZE SURFACES.
2. IF FINAL GRADING IS REACHED DURING THE NORMAL GROWING SEASON (4/15 TO 9/15), PERMANENT SEEDING WILL BE DONE AS SPECIFIED BELOW. PRIOR TO SEEDING, LIMESTONE SHALL BE APPLIED AT A RATE OF 138 LBS/1000 SQ. FT. AND 10:20:20 FERTILIZER AT A RATE OF 18.4 LBS/1000 SQ.FT WILL BE APPLIED. BROADCAST SEEDING AT THE FOLLOWING RATES:

LAWNS SHALL BE: ALLEN, STERLING & LATHROP "TUFFTUFF", 70% DIAMOND TALL FESCUE, 20% PLEASURE OLUS PERENNIAL YEGRASS, 10% BARON KENTUCKY BLUEGRASS. SEEDING RATE SHALL BE 7-LBS./1,000 SQ. FT.

SWALES SHALL BE: WILDFLOWER MEADOW (SEED) FESTUCA OVINA SHEEP FESCUE; SOW AT A RATE OF 12 OZ. PER 1,000 SOFT. TRIFOLIUM REPENS WHITE CLOVER; SOW AT A RATE OF ½ OZ.PER 1,000 SOFT. (FLOWERS) ACHILLEA MILLEFOLIUM YARROW, AQUILEGA CANADENSIS COLUMBINE, ASOLEAS TUBEROSE BUTTERFLY MILKWED, ASTER NOVAE-ANGLIAE NEW-ENGLAND ASTER, BAPTISIA AUSTRALIS WILD INDIGO, GOLTONIA ASTERIFOLDS FALSE ASTER, CHRYSANTHEMUM LEUCANTHEMUM OXEYE DAISY, DIGITALIS PURPUREA FOXGLOVE, ECHINACEA PURPUREA POPY CONFLOWER, LUPINUS PERENNIS LUPINE, MONARDA FISTULOSA BERGAMOT, PAPAYER ORIENTALE ORIENTAL POPY, RUDBECKIA HIRTA BLACK-EYED SUSAN, SALVIA OFFICINALIS SAGE; SOW AT A RATE OF 1/3 OZ. EACH PER 1,000 SOFT. OR 4 OZ. PER 1,000 SOFT. IN COMBINATION
3. AN AREA SHALL BE MULCHED IMMEDIATELY AFTER IS HAS BEEN SEEDDED. MULCHING SHALL CONSIST OF HAY MULCH, HYDRO-MULCH, JUTE NET OVER MULCH, PRE-MANUFACTURED EROSION MATS OR ANY SUITABLE SUBSTITUTE DEEMED ACCEPTABLE BY THE DESIGNER.
  - A. HAY MULCH SHALL BE APPLIED AT THE RATE OF 2 TONS PER ACRE. HAY MULCH SHALL BE SECURED BY EITHER: (NOTE: SOIL SHALL NOT BE VISIBLE)
    - i. BEING DRIVEN OVER BY TRACKED CONSTRUCTION EQUIPMENT ON GRADES OF 5% AND LESS.
    - ii. BLANKETED BY TACKED PHOTODEGRADABLE/BIODEGRADABLE NETTING, OR WITH SPRAY, ON GRADES GREATER THAN 5%.
  - SEE NOTE 6, GENERAL NOTES, AND NOTE 8, WINTER CONSTRUCTION.
  - B. HYDRO-MULCH SHALL CONSIST OF A MIXTURE OF EITHER ASPHALT, WOOD FIBER OR PAPER FIBER AND WATER SPRAYED OVER A SEEDED AREA. HYDRO-MULCH SHALL NOT BE USED BETWEEN 9/15 AND 4/15.
4. CONSTRUCTION SHALL BE PLANNED TO ELIMINATE THE NEED FOR SEEDING BETWEEN SEPTEMBER 15 AND APRIL 15. SHOULD SEEDING BE NECESSARY BETWEEN SEPTEMBER 15 AND APRIL 15 THE FOLLOWING PROCEDURE SHALL BE FOLLOWED. ALSO REFER TO NOTE 9 OF WINTER CONSTRUCTION.
  - A. ONLY UNFROZEN LOAM SHALL BE USED.
  - B. LOAMING SEEDING AND MULCHING WILL NOT BE DONE OVER SNOW OR ICE COVER. IF SNOW EXISTS, IT MUST BE REMOVED PRIOR TO PLACEMENT OF SEED.
  - C. WHERE PERMANENT SEEDING IS NECESSARY, ANNUAL WINTER RYE (1.2 LBS/1000 SQ.FT) SHALL BE ADDED TO THE PREVIOUSLY NOTED AREAS.

- D. WHERE TEMPORARY SEEDING IS REQUIRED, ANNUAL WINTER RYE (2.6 LBS/1000 SQ. FT.) SHALL BE SOWN INSTEAD OF THE PREVIOUSLY NOTED SEEDING RATE.
- E. FERTILIZING, SEEDING AND MULCHING SHALL BE APPLIED TO LOAM THE DAY THE LOAM IS SPREAD BY MACHINERY.
- F. ALTERNATIVE HAY MULCH SHALL BE SECURED WITH PHOTODEGRADABLE/BIODEGRADABLE NETTING. TRACKING BY MACHINERY ALONE WILL NOT SUFFICE.

5. FOLLOWING FINAL SEEDING, THE SITE WILL BE INSPECTED EVERY 30 DAYS UNTIL 85% COVER HAS BEEN ESTABLISHED. RESEEDING WILL BE CARRIED OUT BY THE CONTRACTOR WITHIN 10 DAYS OF NOTIFICATION BY THE ENGINEER THAT THE EXISTING CATCH IS INADEQUATE.

MONITORING SCHEDULE:

THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING, MONITORING, MAINTAINING, REPAIRING, REPLACING AND REMOVING ALL OF THE EROSION AND SEDIMENTATION CONTROLS OR APPOINTING A QUALIFIED SUBCONTRACTOR TO DO SO. MAINTENANCE MEASURES WILL BE APPLIED AS NEEDED DURING THE ENTIRE CONSTRUCTION CYCLE. AFTER EACH RAINFALL, A VISUAL INSPECTION WILL BE MADE OF ALL EROSION AND SEDIMENTATION CONTROLS AS FOLLOWS:

1. HAY BALE BARRIERS, SEDIMENT BARRIER, AND STONE CHECK DAMS SHALL BE INSPECTED AND REPAIRED ONCE A WEEK OR IMMEDIATELY FOLLOWING ANY SIGNIFICANT RAINFALL. SEDIMENT TRAPPED BEHIND THESE BARRIERS SHALL BE EXCAVATED WHEN IT REACHES A DEPTH OF 6" AND REDISTRIBUTED TO AREAS UNDERGOING FINAL GRADING. SHOULD THE HAY BALE BARRIERS PROVE TO BE INEFFECTIVE, THE CONTRACTOR SHALL INSTALL SEDIMENT BARRIER BEHIND THE HAY BALES.
2. VISUALLY INSPECT RIPRAP ONCE A WEEK OR AFTER EACH SIGNIFICANT RAINFALL AND REPAIR AS NEEDED. REMOVE SEDIMENT TRAPPED BEHIND THESE DEVICES ONCE IT ATTAINS A DEPTH EQUAL TO 1/2 THE HEIGHT OF THE DAM OR RISER. DISTRIBUTE REMOVED SEDIMENT OFF-SITE OR TO AN AREA UNDERGOING FINAL GRADING.
3. REVEGETATION OF DISTURBED AREAS WITHIN 25' OF DRAINAGE-COURSE/STREAM WILL BE SEEDDED WITH THE "MEADOW AREA MIX" AND INSPECTED ON A WEEKLY BASIS OR AFTER EACH SIGNIFICANT RAINFALL AND RESEDED AS NEEDED. EXPOSED AREAS WILL BE RESEDED AS NEEDED UNTIL THE AREA HAS OBTAINED 100% GROWTH RATE. PROVIDE PERMANENT RIPRAP FOR SLOPES IN EXCESS OF 3:1 AND WITHIN 25' OF DRAINAGE COURSE.

HOUSEKEEPING:

FROM THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, CHAPTER 500, APPENDIX C.

1. SPILL PREVENTION. CONTROLS MUST BE USED TO PREVENT POLLUTANTS FROM CONSTRUCTION AND WASTE MATERIALS STORED ON SITE TO ENTER STORMWATER, WHICH INCLUDES STORAGE PRACTICES TO MINIMIZE EXPOSURE OF THE MATERIALS TO STORMWATER. THE SITE CONTRACTOR MUST DEVELOP, AND IMPLEMENT AS NECESSARY, APPROPRIATE SPILL PREVENTION, CONTAINMENT, AND RESPONSE PLANNING MEASURES.

NOTE: ANY SPILL OR RELEASE OF TOXIC OR HAZARDOUS SUBSTANCES MUST BE REPORTED TO THE DEPARTMENT. FOR OIL SPILLS, CALL 1-800-482-0777 WHICH IS AVAILABLE 24 HOURS A DAY. FOR SPILLS OF TOXIC OR HAZARDOUS MATERIAL, CALL 1-800-452-4664 WHICH IS AVAILABLE 24 HOURS A DAY. FOR MORE INFORMATION, VISIT THE DEPARTMENT'S WEBSITE AT : HTTP://WWW.MAINE.GOV/DEP/SPILLS/EMERGSPIRLRESP/

2. GROUNDWATER PROTECTION. DURING CONSTRUCTION, LIQUID PETROLEUM PRODUCTS AND OTHER HAZARDOUS MATERIALS WITH THE POTENTIAL TO CONTAMINATE GROUNDWATER MAY NOT BE STORED OR HANDLED IN AREAS OF THE SITE DRAINING TO AN INFILTRATION AREA. AN "INFILTRATION AREA" IS ANY AREA OF THE SITE THAT BY DESIGN OR AS A RESULT OF SOILS, TOPOGRAPHY AND OTHER RELEVANT FACTORS ACCUMULATES RUNOFF THAT INFILTRATES INTO THE SOIL. DIKES, BERMS, SUMPS, AND OTHER FORMS OF SECONDARY CONTAINMENT THAT PREVENT DISCHARGE TO GROUNDWATER MAY BE USED TO ISOLATE PORTIONS OF THE SITE FOR THE PURPOSES OF STORAGE AND HANDLING OF THESE MATERIALS. ANY PROJECT PROPOSING INFILTRATION OF STORMWATER MUST PROVIDE ADEQUATE PRE-TREATMENT OF STORMWATER PRIOR TO DISCHARGE OF STORMWATER TO THE INFILTRATION AREA, OR PROVIDE FOR TREATMENT WITHIN THE INFILTRATION AREA, IN ORDER TO PREVENT THE ACCUMULATION OF FINES, REDUCTION IN INFILTRATION RATE, AND CONSEQUENT FLOODING AND DESTABILIZATION.

NOTE: LACK OF APPROPRIATE POLLUTANT REMOVAL BEST MANAGEMENT PRACTICES (BMPs) MAY RESULT IN VIOLATIONS OF THE GROUNDWATER QUALITY STANDARD ESTABLISHED BY 38 M.R.S.A. §465-C(1).

3. FUGITIVE SEDIMENT AND DUST. ACTIONS MUST BE TAKEN TO ENSURE THAT ACTIVITIES DO NOT RESULT IN NOTICEABLE EROSION OF SOILS OR FUGITIVE DUST EMISSIONS DURING OR AFTER CONSTRUCTION. OIL MAY NOT BE USED FOR DUST CONTROL, BUT OTHER WATER ADDITIVES MAY BE CONSIDERED AS NEEDED. A STABILIZED CONSTRUCTION ENTRANCE (SCE) SHALL BE INSTALLED AT THE END OF THE EXIST PAVED ACCESS TO THE SITE TO MINIMIZE TRACKING OF MUD AND SEDIMENT. IF OFF-SITE TRACKING OCCURS, PUBLIC ROADS SHOULD BE SWEPT IMMEDIATELY AND NO LESS THAN ONCE A WEEK AND PRIOR TO SIGNIFICANT STORM EVENTS. OPERATIONS DURING DRY MONTHS, THAT EXPERIENCE FUGITIVE DUST PROBLEMS, SHOULD WET DOWN UNPAVED ACCESS ROADS ONCE A WEEK OR MORE FREQUENTLY AS NEEDED WITH A WATER ADDITIVE TO SUPPRESS FUGITIVE SEDIMENT AND DUST.

4. DEBRIS AND OTHER MATERIALS. MINIMIZE THE EXPOSURE OF CONSTRUCTION DEBRIS, BUILDING AND LANDSCAPING MATERIALS, TRASH, FERTILIZERS, PESTICIDES, HERBICIDES, DETERGENTS, SANITARY WASTE AND OTHER MATERIALS TO PRECIPITATION AND STORMWATER RUNOFF. THESE MATERIALS MUST BE PREVENTED FROM BECOMING A POLLUTANT SOURCE.

5. EXCAVATION DE-WATERING. EXCAVATION DE-WATERING IS THE REMOVAL OF WATER FROM TRENCHES, FOUNDATIONS, COFFER DAMS, PONDS, AND OTHER AREAS WITHIN THE CONSTRUCTION AREA THAT RETAIN WATER AFTER EXCAVATION. IN MOST CASES THE COLLECTED WATER IS HEAVILY SILTED AND HINDERS CORRECT AND SAFE CONSTRUCTION PRACTICES. THE COLLECTED WATER SHOULD BE REMOVED IMMEDIATELY AND NO LESS THAN ONCE A WEEK. THE WATER SHOULD BE REMOVED THROUGH A DRAINAGE BASIN, WHICH MUST BE DESIGNED TO COLLECT THE WATER THROUGH NATURAL WOODDED BUFFERS OR REMOVED TO AREAS THAT ARE SPECIFICALLY DESIGNED TO COLLECT THE MAXIMUM AMOUNT OF SEDIMENT POSSIBLE, LIKE A COFFERDAM SEDIMENTATION BASIN. AVOID ALLOWING THE WATER TO FLOW OVER DISTURBED AREAS OF THE SITE. EQUIVALENT MEASURES MAY BE TAKEN IF APPROVED BY THE DEPARTMENT.

EXCAVATION DEWATERING IS ANTICIPATED FOR THIS PROJECT. SHOULD IT BE NECESSARY, THE COLLECTED WATER REMOVED FROM THE PONDED AREA, EITHER THROUGH GRAVITY OR PUMPING, MUST BE REMOVED TO AREAS THAT ARE SPECIFICALLY DESIGNED TO COLLECT THE MAXIMUM AMOUNT OF SEDIMENT POSSIBLE, LIKE A SEDIMENT TRAP (SEE DETAIL THIS SHEET), DIRT BAG, OR SEDIMENTATION BASIN. A DEWATERING DISCHARGE PLAN SHALL BE SUBMITTED TO THE OWNER'S REPRESENTATIVE FOR APPROVAL.

6. AUTHORIZED NON-STORMWATER DISCHARGES. IDENTIFY AND PREVENT CONTAMINATION BY NON-STORMWATER DISCHARGES. WHERE ALLOWED NON-STORMWATER DISCHARGES EXIST, THEY MUST BE IDENTIFIED AND STEPS SHOULD BE TAKEN TO ENSURE THE IMPROPER APPROPRIATE POLLUTION PREVENTION MEASURES FOR THE NON-STORMWATER COMPONENT(S) OF THE DISCHARGE. AUTHORIZED NON-STORMWATER DISCHARGES ARE:

- (a) DISCHARGES FROM FIREFIGHTING ACTIVITY;
- (b) FIRE HYDRANT FLUSHINGS
- (c) VEHICLE WASHWATER IF DETERGENTS ARE NOT USED AND WASHING IS LIMITED TO THE EXTERIOR OF VEHICLES (ENGINE, UNDERCARRIAGE AND TRANSMISSION WASHING IS PROHIBITED);
- (d) DUST CONTROL RUNOFF IN ACCORDANCE WITH PERMIT CONDITIONS AND CHAPTER 500 APPENDIX (C)(3);
- (e) ROUTINE EXTERNAL BUILDING WASHDOWN, NOT INCLUDING SURFACE PAINT REMOVAL, THAT DOES NOT INVOLVE DETERGENTS;
- (f) PAVEMENT WASHWATER (WHERE SPILLS/LEAKS OF TOXIC OR HAZARDOUS MATERIALS HAVE NOT OCCURRED, UNLESS ALL SPILLED MATERIAL HAD BEEN REMOVED) IF DETERGENTS ARE NOT USED;
- (g) UNCONTAMINATED AIR CONDITIONING OR COMPRESSOR CONDENSATE;
- (h) UNCONTAMINATED GROUNDWATER OR SPRING WATER;
- (i) FOUNDATION OR FOOTER DRAIN-WATER WHERE FLOWS ARE NOT CONTAMINATED;
- (j) UNCONTAMINATED EXCAVATION DEWATERING (SEE REQUIREMENTS IN APPENDIX C(5));
- (k) POTABLE WATER SOURCES INCLUDING WATERLINE FLUSHINGS; AND
- (l) LANDSCAPE IRRIGATION.

7. UNAUTHORIZED NON-STORMWATER DISCHARGES. THE DEPARTMENT'S APPROVAL UNDER CHAPTER 500 DOES NOT AUTHORIZE A DISCHARGE THAT IS MIXED WITH A SOURCE OF NON STORMWATER, OTHER THAN THOSE DISCHARGES IN COMPLIANCE WITH APPENDIX C (6). SPECIFICALLY, THE DEPARTMENTS APPROVAL DOES NOT AUTHORIZE DISCHARGES OF THE FOLLOWING:

- (a) WASTEWATER FROM THE WASHOUT OR CLEANOUT OF CONCRETE, STUCCO, PAINT, FORM RELEASE OILS, CURING COMPOUNDS OR OTHER CONSTRUCTION MATERIALS;
- (b) FUELS, OILS OR OTHER POLLUTANTS USED IN VEHICLE AND EQUIPMENT OPERATION AND MAINTENANCE;
- (c) SOAPS, SOLVENTS, OR DETERGENTS USED IN VEHICLE AND EQUIPMENT WASHING; AND
- (d) TOXIC OR HAZARDOUS SUBSTANCES FROM A SPILL OR OTHER RELEASE.

CONSTRUCTION PHASE:

THE FOLLOWING GENERAL PRACTICES WILL BE USED TO PREVENT EROSION DURING CONSTRUCTION OF THIS PROJECT.

1. INSTALL STABILIZED CONSTRUCTION ENTRANCE AND MAINTAIN UNTIL SITE IS PAVED.
2. ONLY THOSE AREAS NECESSARY FOR CONSTRUCTION WILL BE DISTURBED.
3. PRIOR TO THE START OF CONSTRUCTION, SEDIMENT BARRIER WILL BE INSTALLED ACROSS THE SLOPE(S), ON THE CONTOUR, AT OR JUST BELOW THE LIMITS OF CLEARING OR GRUBBING, AND/OR JUST ABOVE ANY ADJACENT TRAVELLED WAY TO PROTECT IT FROM CONSTRUCTION-RELATED EROSION.
4. CLEAR AND GRUB WORK SITE AS NEEDED TO EXECUTE PLANS USING CAUTION NOT TO OVER EXPOSE THE SITE.
5. STORMWATER MANAGEMENT SYSTEM WILL BE INSTALLED PRIOR TO CONSTRUCTION OF SITE ELEMENTS THAT DISCHARGE TO THESE SYSTEMS. NO STORMWATER SHALL BE DIRECTED TO THE BIORETENTION FILTERS UNTIL THE SITE IS COMPLETELY STABILIZED. TEMPORARY INFILTRATION BASINS SHALL BE INSTALLED TO COLLECT ANY INFILTRATE ANY STORMWATER RUNOFF FROM THE SITE DURING CONSTRUCTION AND PRIOR TO STABILIZATION.
6. DISTURBED AREAS WILL BE PERMANENTLY STABILIZED WITHIN 15 DAYS OF FINAL GRADING, OR TEMPORARILY STABILIZED WITHIN 30 DAYS OF THE INITIAL DISTURBANCE. DISTURBED AREAS WILL BE STABILIZED BEFORE STORMS. LOAM WILL BE SAVED FOR LATER USE WHERE POSSIBLE. EXCESS SOIL MATERIALS WILL BE USED AS FILL OR REMOVED FROM SITE TO AN APPROVED LOCATION.
7. AT A MINIMUM, THE EROSION CONTROL MEASURES SHALL BE REVIEWED AND REPAIRED ONCE A WEEK OR IMMEDIATELY FOLLOWING ANY SIGNIFICANT RAINFALL OR SNOWMELT. SEDIMENT TRAPPED BEHIND THESE BARRIERS SHALL BE EXCAVATED WHEN IT REACHES A DEPTH OF 6 INCHES AND BE DISCARDED ON THE SITE. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED AS INDICATED ON THE DRAWINGS.

8. LOAM, LIME, FERTILIZE, SEED, AND MULCH LANDSCAPED AND OTHER DISTURBED AREAS.

9. ONCE THE SITE IS STABILIZED AND A 90% CATCH OF VEGETATION HAS BEEN OBTAINED, REMOVE ALL TEMPORARY EROSION CONTROL MEASURES.

10. TOUCH UP LOAM AND SEED.

NOTE: ALL DENUDED AREAS NOT SUBJECT TO FINAL PAVING, RIPRAP OR GRAVEL SHALL BE REVEGETATED.

EROSION CONTROL DURING WINTER CONSTRUCTION:

1. WINTER CONSTRUCTION PERIOD: NOVEMBER 1 THROUGH APRIL 15.
2. WINTER EXCAVATION AND EARTHWORK SHALL BE COMPLETED SUCH THAT NO MORE THAN ONE (1) ACRE OF THE SITE IS WITHOUT STABILIZATION AT ANY ONE TIME.
3. EXPOSED AREA SHALL BE LIMITED TO THOSE AREAS TO BE MULCHED IN ONE DAY. AT THE END OF EACH WORK WEEK NO AREAS MAY BE LEFT UNSTABILIZED OVER THE WEEKEND.
4. CONTINUATION OF EARTHWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED, SUCH THAT NO LARGER AREA OF THE SITE IS WITHOUT EROSION CONTROL PROTECTION AS LISTED IN ITEM 2 ABOVE.
5. AN AREA SHALL BE CONSIDERED TO HAVE BEEN STABILIZED WHEN EXPOSED SURFACES HAVE BEEN EITHER MULCHED WITH STRAW OR HAY AT A RATE OF 150 LB. PER 1000 S.F. (WITH OR WITHOUT SEEDING) OR DORMANT SEEDDED, MULCHED AND ANCHORED SUCH THAT SOIL SURFACES NOT VISIBLE THROUGH THE MULCH. NOTE: AN AREA IS ALSO CONSIDERED STABLE IF SODDED, COVERED WITH GRAVEL (PARKING LOTS) OR STRUCTURAL SAND.

6. BETWEEN THE DATES OF OCTOBER 15 AND APRIL 1, LOAM OR SEED WILL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES THE SLOPES SHALL BE FINE GRADED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEEDDED AND MULCHED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF THE DATE IS AFTER NOVEMBER 1 AND IF THE EXPOSED AREA HAS BEEN LOAMED, FINAL GRADED WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDDED AT A RATE OF 3 TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED. IF CONSTRUCTION CONTINUES DURING FREEZING WEATHER, ALL EXPOSED AREAS SHALL BE CONTINUOUSLY GRADED BEFORE FREEZING AND THE SURFACE TEMPORARILY PROTECTED FROM EROSION BY THE APPLICATION OF MULCH. SLOPES SHALL NOT BE LEFT UNEXPOSED OVER THE WINTER OR ANY OTHER EXTENDED TIME OF WORK SUSPENSION UNLESS TREATED IN THE ABOVE MANNER. UNTIL SUCH TIME AS WEATHER CONDITIONS ALLOW, DITCHES TO BE FINISHED WITH THE PERMANENT SURFACE TREATMENT. EROSION SHALL BE CONTROLLED BY THE INSTALLATION OF BALES OF HAY, SEDIMENT BARRIER OR STONE CHECK DAMS IN ACCORDANCE WITH THE STANDARD DETAILS SHOWN ON THE DESIGN DRAWINGS. NOTE: DORMANT SEEDING SHOULD NOT BE ATTEMPTED UNLESS SOIL TEMPERATURE REMAINS BELOW 50 DEGREES AND DAY TIME TEMPERATURES REMAIN IN THE 30'S.

7. MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL DRAINAGE WAYS. SLOPES GREATER THAN 3% FOR SLOPES EXPOSED TO DIRECT WINDS AND FOR ALL OTHER SLOPES GREATER THAN 8% VEGETATED DRAINAGE WALES SHALL BE LINED WITH STRAW-COCOONUT EROSION CONTROL BLANKET (NORTH AMERICAN GREEN SC150 OR APPROVED EQUAL).

8. BETWEEN THE DATES OF OCTOBER 15 TO NOVEMBER 1, WINTER RYE IS RECOMMENDED FOR STABILIZATION. AFTER NOVEMBER 1, WINTER RYE IS NOT EFFECTIVE. AROUND NOVEMBER 15 OR LATER, ONCE TEMPERATURES OF THE AIR AND SOIL PERMIT, DORMANT SEEDING IS EFFECTIVE.

9. IN THE EVENT OF SNOWFALL (FRESH OR CUMULATIVE) GREATER THAN 1 INCH DURING WINTER CONSTRUCTION PERIOD ALL SNOW SHALL BE REMOVED FROM THE AREAS OF SEEDING AND MULCHING PRIOR TO PLACEMENT.

10. ALL AREAS WITHIN 75 FEET OF A PROTECTED NATURAL RESOURCE MUST BE PROTECTED WITH A DOUBLE ROW OF SEDIMENT BARRIERS.

SITE INSPECTION AND MAINTENANCE:

1. WEEKLY INSPECTIONS, AS WELL AS ROUTINE INSPECTIONS FOLLOWING EACH RAINFALL, SNOWSTORM, OR THAWING, SHALL BE CONDUCTED BY THE GENERAL CONTRACTOR OF ALL TEMPORARY AND PERMANENT EROSION CONTROL DEVICES UNTIL FINAL ACCEPTANCE OF THE PROJECT (90% GRASS CATCH). RAINFALL OF 0.5 INCHES OR MORE OF RAIN IN 24 CONSECUTIVE HOURS SHALL TRIGGER AN INSPECTION. SNOWFALL OF 2 INCHES OR MORE SHALL TRIGGER AN INSPECTION. CORRECTIVE ACTION SHALL BE STARTED BY THE END OF THE NEXT WORK DAY AND COMPLETED WITHIN SEVEN (7) DAYS OR BEFORE THE NEXT STORM EVENT AS NOTED ABOVE. INSPECTIONS SHALL BE PERFORMED BY SOMEONE WITH KNOWLEDGE OF EROSION AND STORMWATER CONTROL INCLUDING THE STANDARDS AND CONDITIONS IN THE PERMIT ISSUED FOR THE PROJECT. THE SCOPE OF CONSTRUCTION INSPECTIONS INCLUDES DISTURBED AREAS AND IMPERVIOUS AREAS, MATERIAL STORAGE AREAS, AND VEHICLE ACCESS POINTS IN ADDITION TO ESC MEASURES. NECESSARY REPAIRS SHALL BE MADE TO CORRECT UNDERMINING OR DETERIORATION. FINAL ACCEPTANCE SHALL INCLUDE A SITE INSPECTION TO VERIFY THE STABILITY OF ALL DISTURBED AREAS AND SLOPES. UNTIL FINAL INSPECTION, ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL IMMEDIATELY BE CLEANED, AND REPAIRED BY THE GENERAL CONTRACTOR AS REQUIRED. DISPOSAL OF ALL TEMPORARY EROSION AND CONTROL DEVICES SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR. RECORDS OF INSPECTIONS SHALL BE KEPT FOR THREE (3) YEARS.

MAINTENANCE. IF BEST MANAGEMENT PRACTICES (BMPs) NEED TO BE REPAIRED, THE REPAIR WORK SHOULD BE INITIATED UPON DISCOVERY OF THE PROBLEM BUT NO LATER THAN THE END OF THE NEXT WORKDAY. IF ADDITIONAL BMPs OR SIGNIFICANT REPAIR OF BMPs ARE NECESSARY, IMPLEMENTATION MUST BE COMPLETED WITHIN 7 CALENDAR DAYS AND PRIOR TO ANY STORM EVENT (RAINFALL). ALL MEASURES MUST BE MAINTAINED IN EFFECTIVE OPERATING CONDITION UNTIL AREAS ARE PERMANENTLY STABILIZED.

DOCUMENTATION. KEEP A LOG (REPORT) SUMMARIZING THE INSPECTIONS AND ANY CORRECTIVE ACTION TAKEN. THE LOG MUST INCLUDE THE NAME(S) AND QUALIFICATIONS OF THE PERSON MAKING THE INSPECTIONS, THE DATE(S) OF THE INSPECTIONS, AND MAJOR OBSERVATIONS ABOUT THE OPERATION AND MAINTENANCE OF EROSION AND SEDIMENTATION CONTROLS, MATERIALS STORAGE AREAS, AND VEHICLES ACCESS POINTS TO THE PARCEL. MAJOR OBSERVATIONS MUST INCLUDE BMPs THAT NEED MAINTENANCE, BMPs THAT FAILED TO OPERATE AS DESIGNED OR PROVED INADEQUATE FOR A PARTICULAR LOCATION, AND LOCATION(S) WHERE ADDITIONAL BMPs ARE NEEDED. FOR EACH BMP REQUIRING MAINTENANCE, BMP NEEDING REPLACEMENT, AND LOCATION NEEDING ADDITIONAL BMPs, NOTE IN THE LOG THE CORRECTIVE ACTION TAKEN AND WHEN IT WAS TAKEN.

THE LOG MUST BE MADE ACCESSIBLE TO DEPARTMENT STAFF AND A COPY MUST BE PROVIDED UPON REQUEST. THE PERMITEE SHALL RETAIN A COPY OF THE LOG FOR A PERIOD OF AT LEAST THREE YEARS FROM THE COMPLETION OF PERMANENT STABILIZATION.

IT IS RECOMMENDED THAT THE OWNER HIRE THE SERVICES OF THE DESIGN ENGINEER TO PROVIDE COMPLIANCE INSPECTIONS (DURING ACTIVE CONSTRUCTION) RELATIVE TO IMPLEMENTATION OF THE STORMWATER AND EROSION CONTROL PLANS. SUCH INSPECTIONS SHOULD BE LIMITED TO ONCE A WEEK OR AS NECESSARY AND BE REPORTABLE TO THE OWNER, TOWN AND DEP.

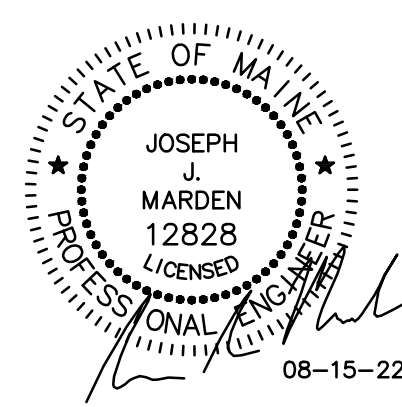
DURING WINTER CONSTRUCTION, THE EROSION CONTROL MEASURES SHALL BE INSPECTED AFTER EACH RAINFALL, SNOWSTORM, OR THAWING, AND A MINIMUM OF ONCE PER WEEK.

2. SHORT-TERM SEDIMENTATION MAINTENANCE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CLEAN OUT ALL SWALES AND STRUCTURES PRIOR TO TURNING PROJECT OVER.


3. LONG-TERM PROVISIONS FOR PERMANENT MAINTENANCE OF ALL EROSION AND SEDIMENTATION CONTROL DEVICES AFTER ACCEPTANCE OF THE PROJECT SHALL BE THE RESPONSIBILITY OF THE OWNER.

ISSUED FOR:  
PERMITTING

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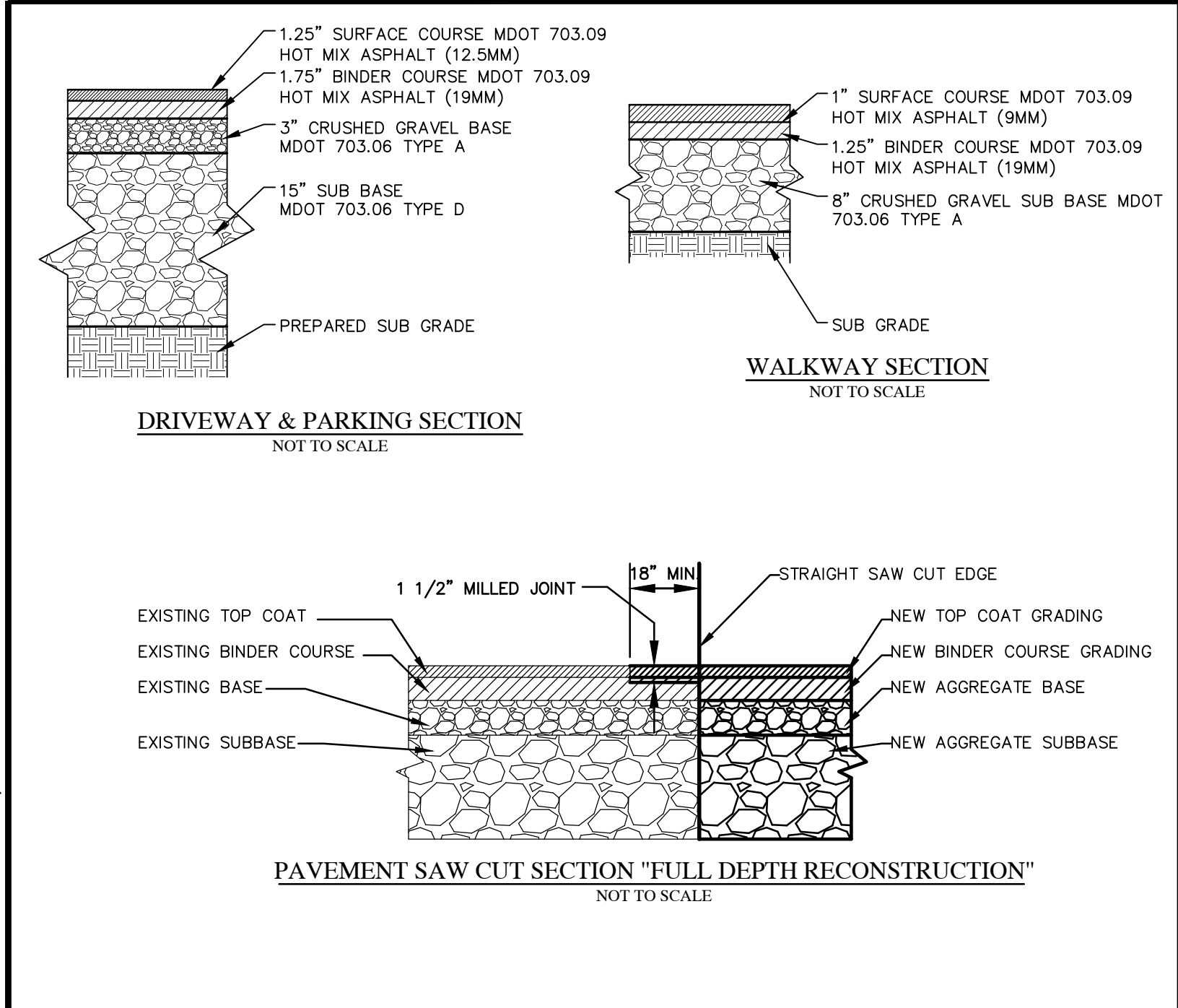


F.	08-15-22	REVISED PER TOWN COMMENTS	JJM
E.	07-26-22	SUBMITTED TO TOWN FOR AMENDMENT	JJM
D.	06-29-22	REVISED WATER SERVICE	JJM
C.	05-06-22	REVISED DUMPSTER PAD LOCATION	NCR
B.	02-22-21	REVISED WATER MAIN ALIGNMENT	CYN
A.	02-10-22	REVISED SEWER INVERTS, ADDED INSULATION TO S3, S5, S5, AND OIL/GRIT SEPARATOR	CYN

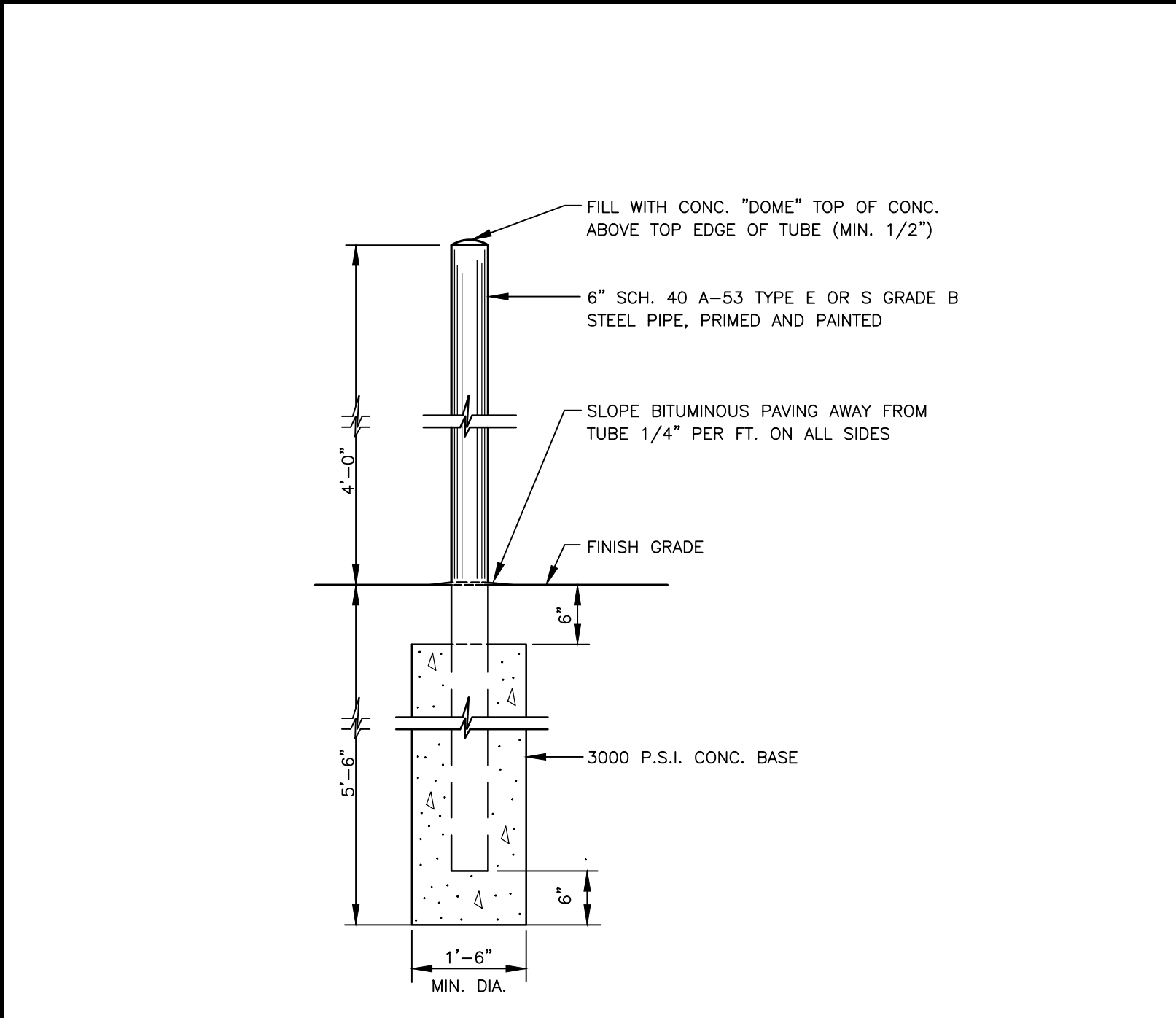
TITLE: <b>EROSION CONTROL DETAILS AND NOTES</b>		
PROJECT: <i>COMMERCIAL/OFFICE BUILDINGS U.S. ROUTE 1, CUMBERLAND, MAINE</i>		
OWNER: <b>LAKESIDE CONCRETE CUTTING &amp; ABATEMENT PROFESSIONALS 590 COUNTY ROAD, SUITE 2, WESTBROOK, ME 04092</b>		
 <b>SITELINES</b> 119 PURINTON ROAD, SUITE A BRUNSWICK, MAINE 04011 207.725.1200 <b>CIVIL ENGINEERS • PLANNERS • LAND SURVEYORS</b>		
FIELD WK: MC & CR	SCALE: NTS	SHEET:
DRN BY: NCR	JOB #: 4306	<b>C8</b>
CHD BY: CYN	MAP/PLOT: R01/11-3	
DATE: 03/08/21	FILE: 4306-COV-DET	



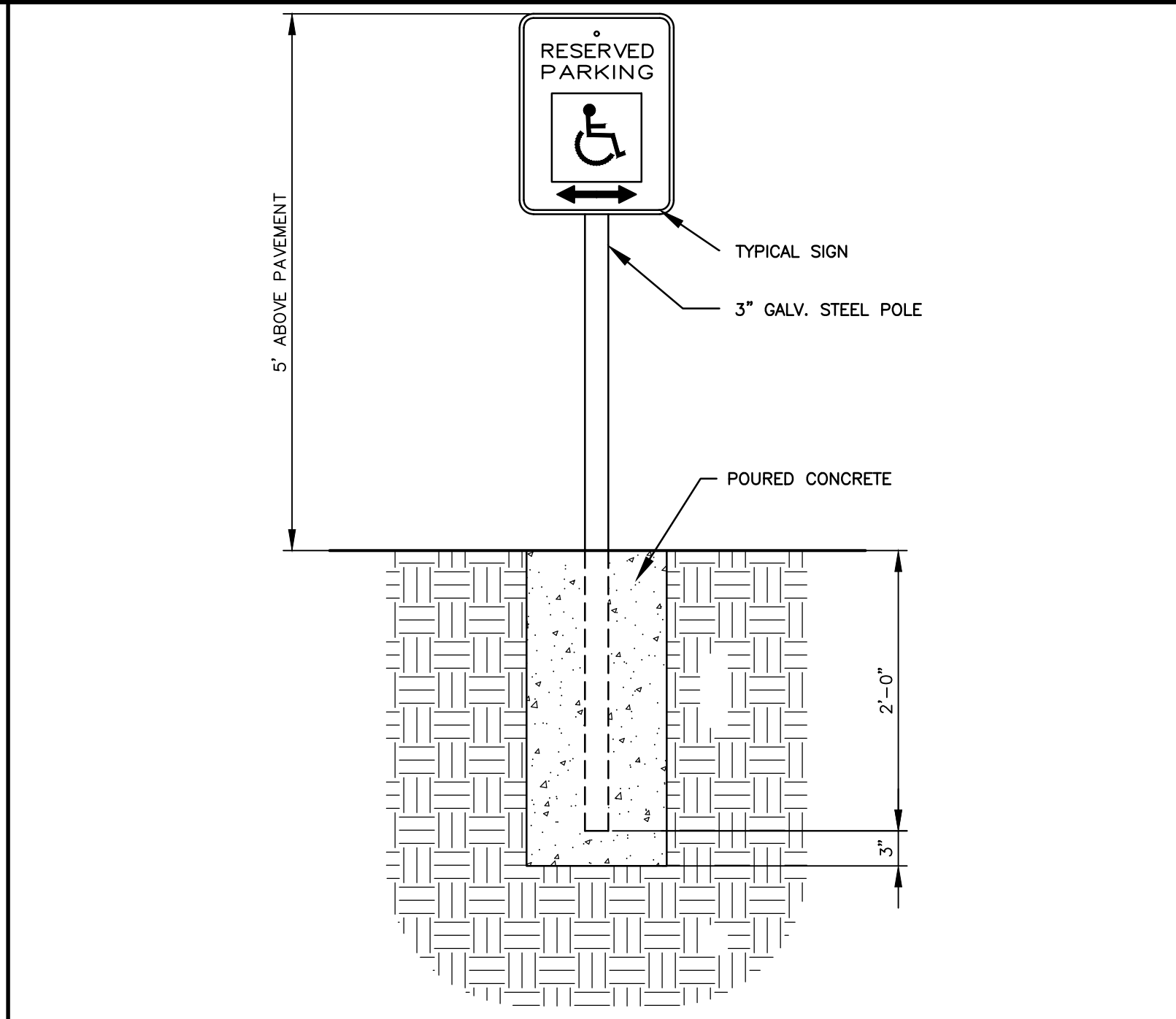
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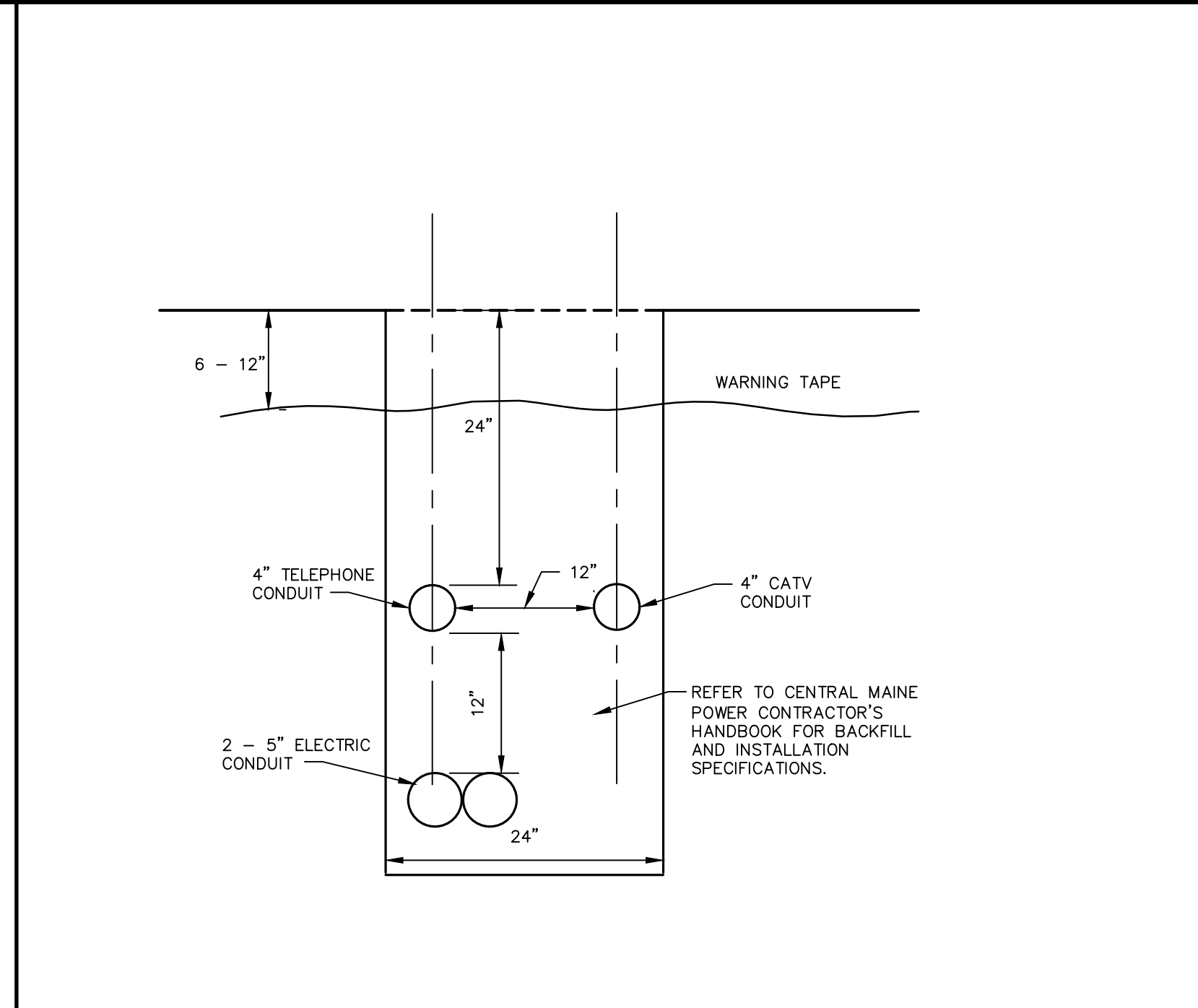
**A** PAVEMENT SECTIONS  
N.T.S.



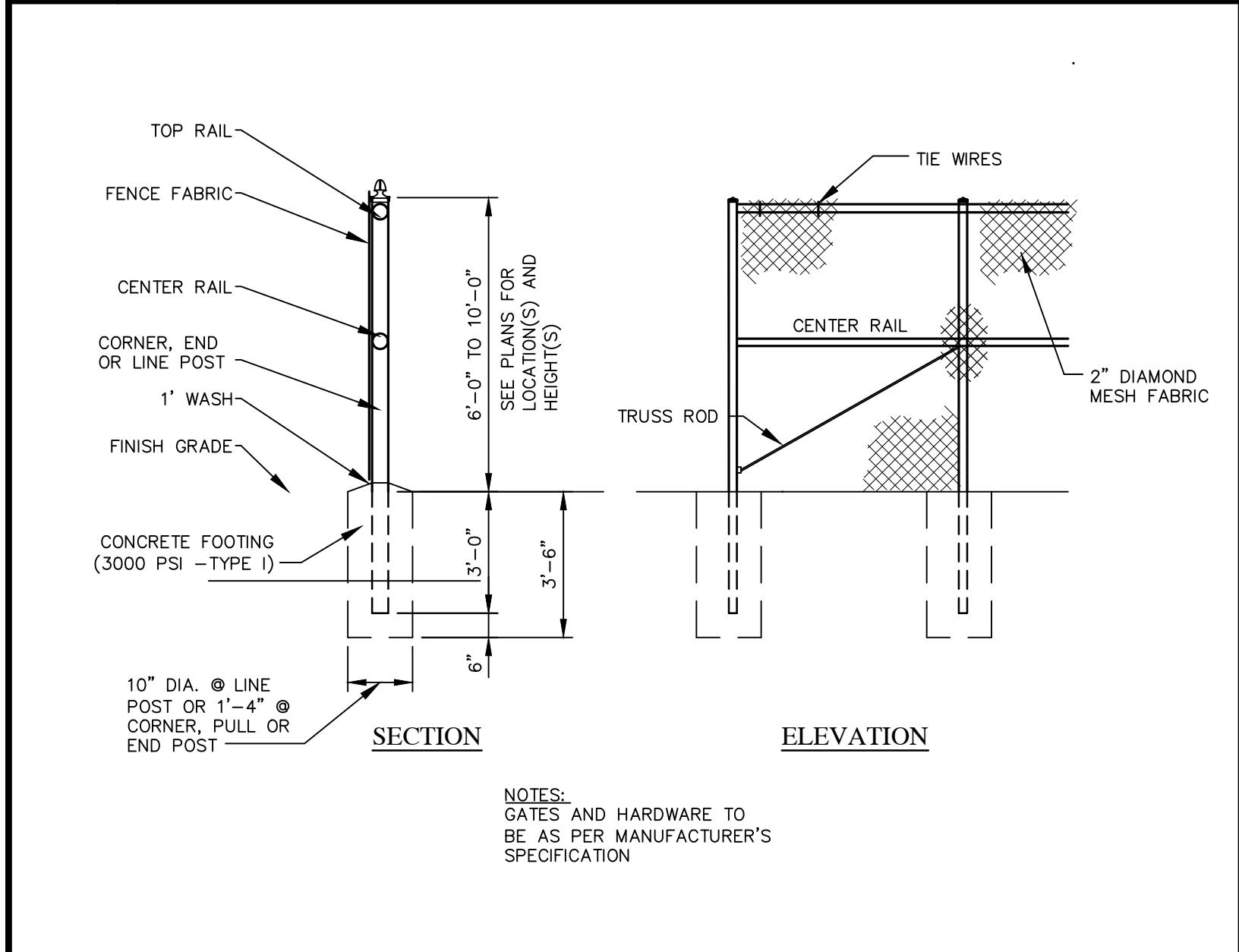
**B** TYPICAL BOLLARD DETAIL  
N.T.S.



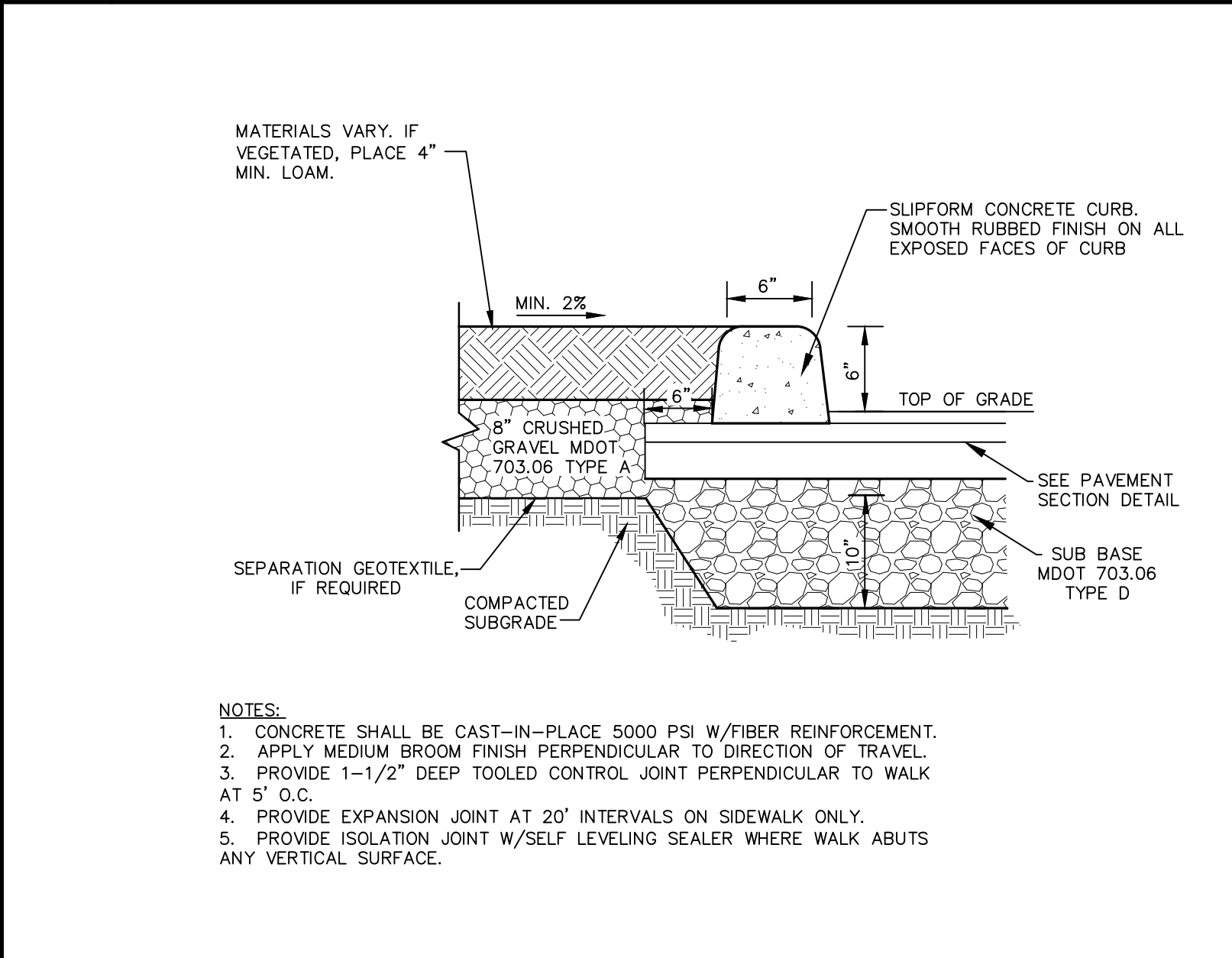
**C** BARrier FREE PARKING SIGN DETAIL  
N.T.S.



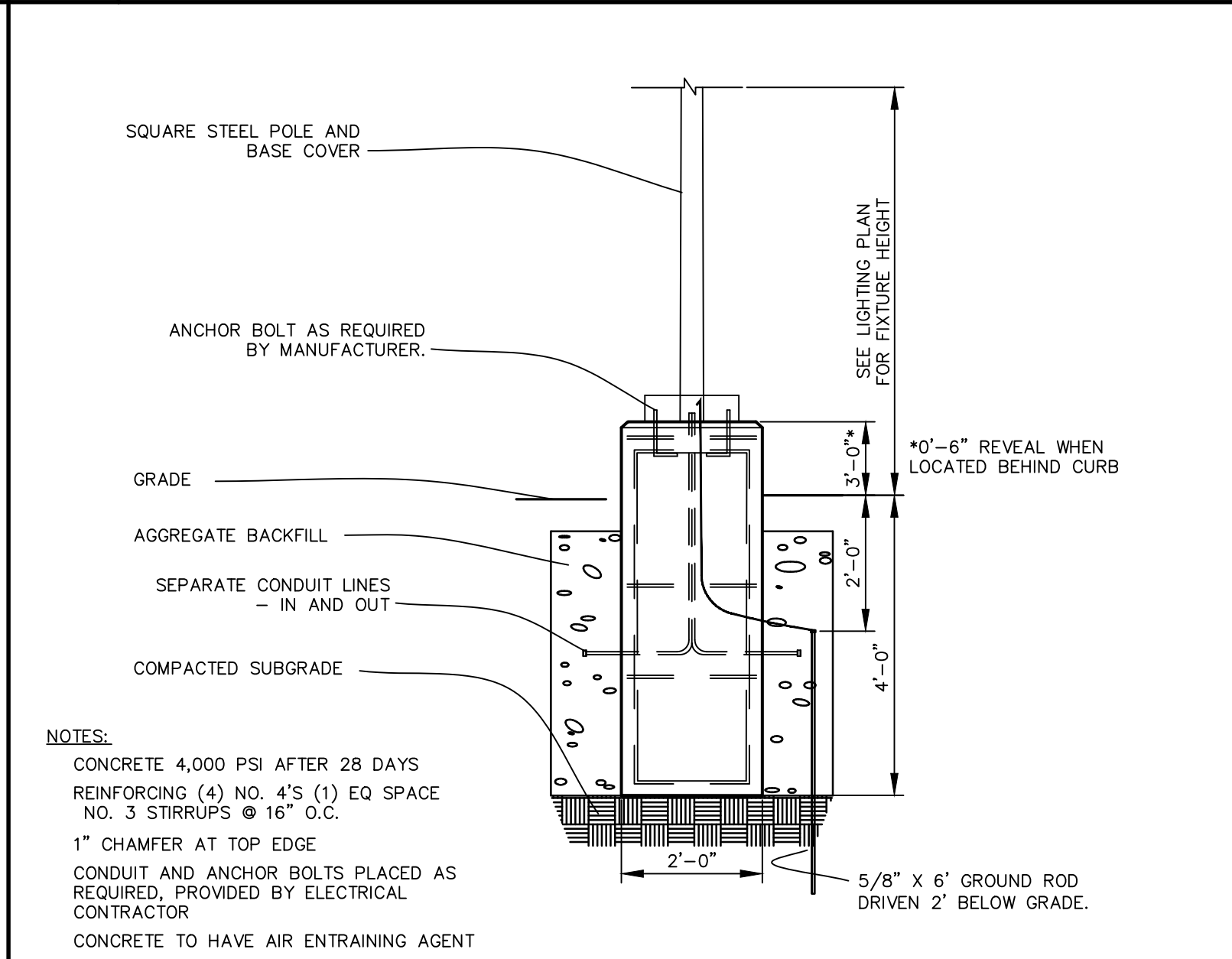
**D** UTILITY TRENCH  
N.T.S.



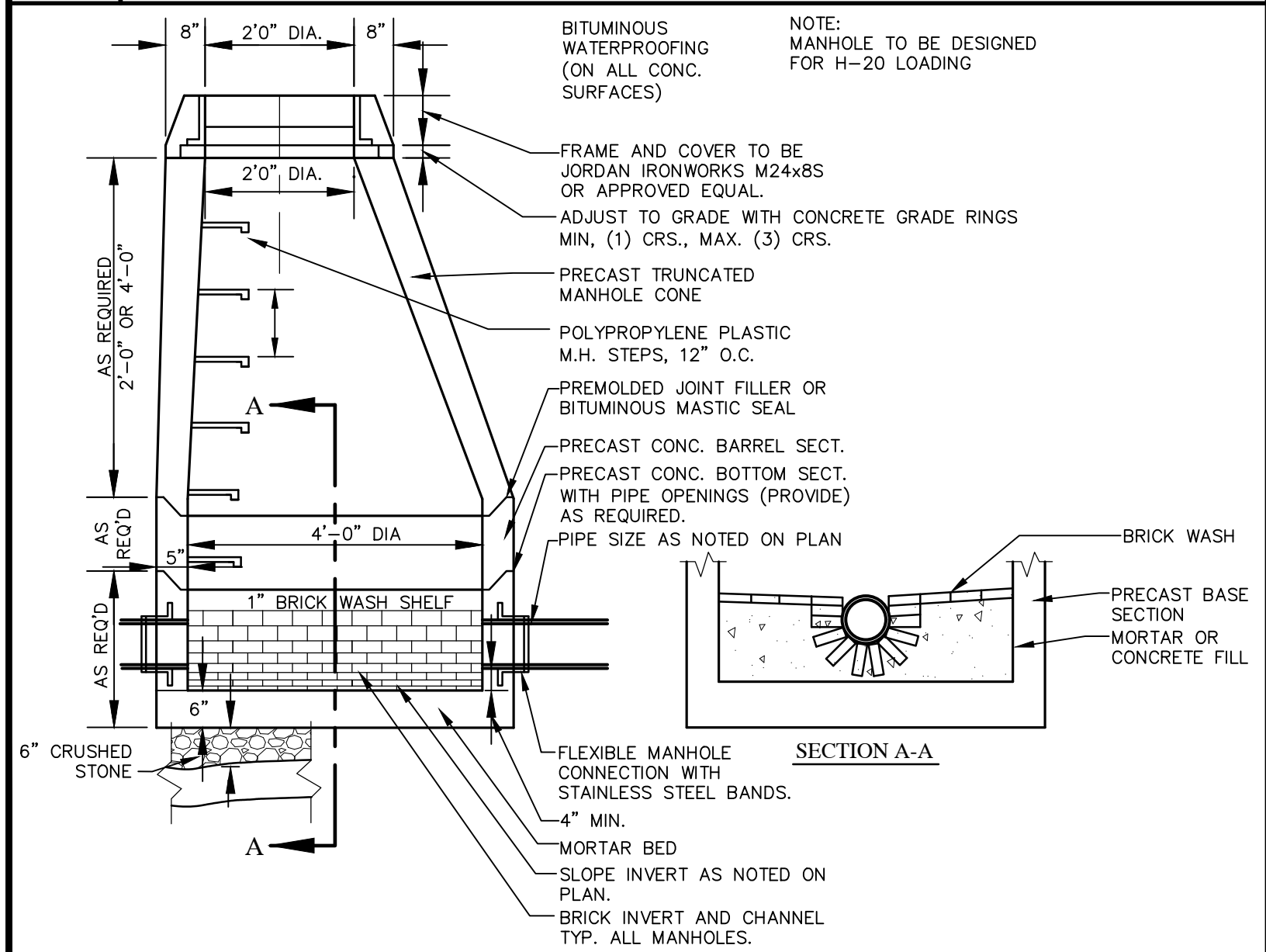
**E** CHAIN LINK FENCE DETAIL  
N.T.S.



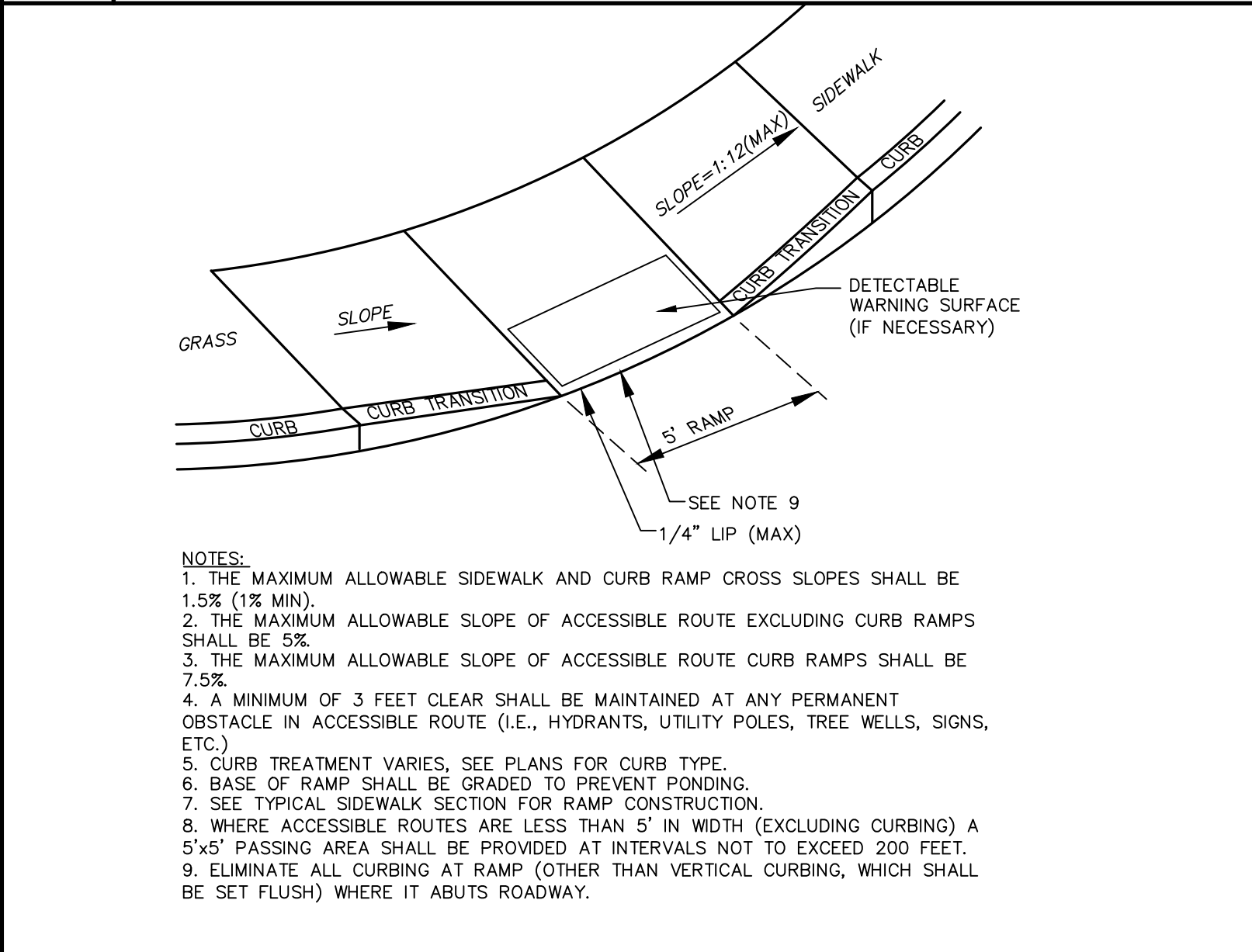
**F** VERTICAL SLIPFORM CONCRETE CURB  
N.T.S.



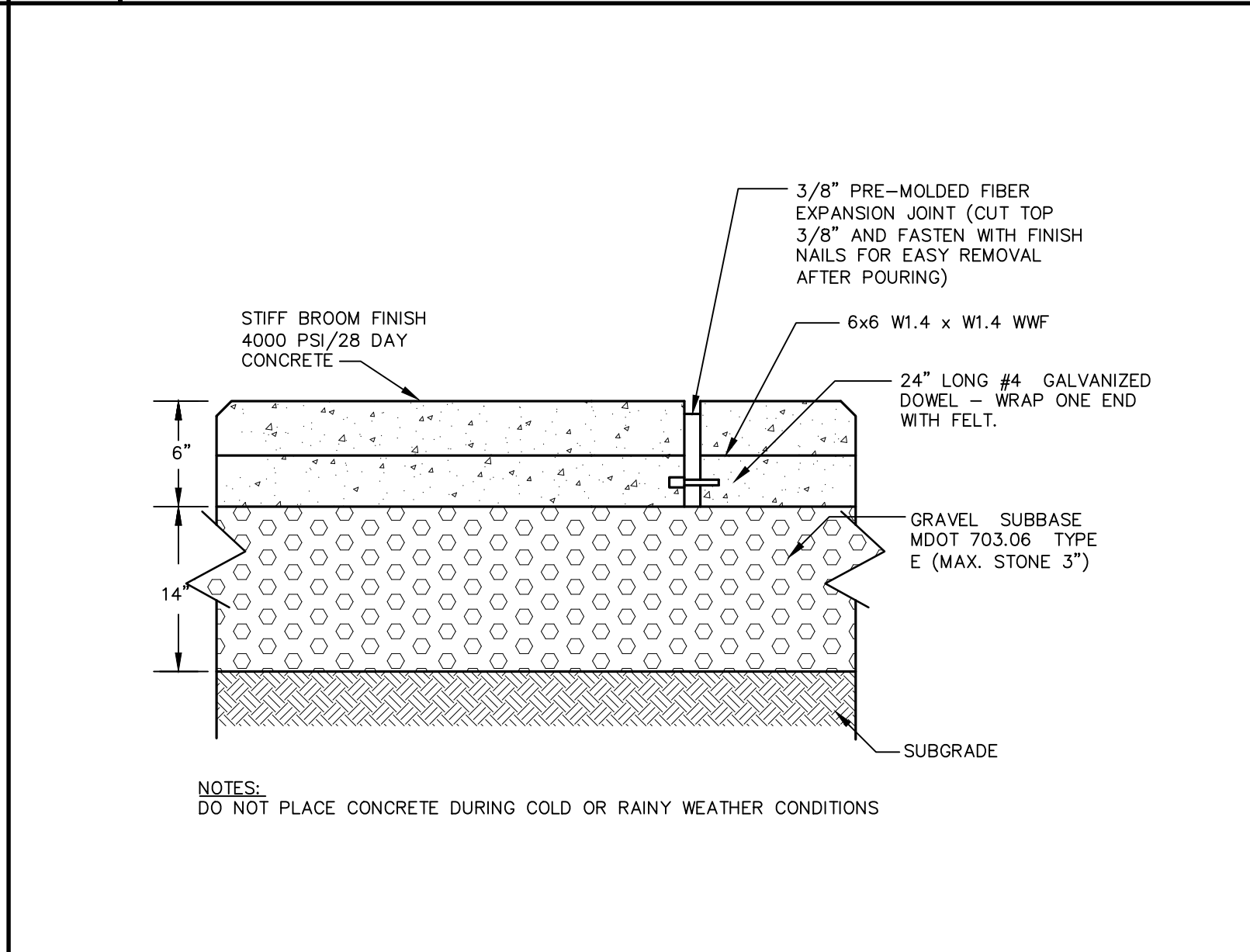
**G** LIGHT POLE BASE DETAIL  
N.T.S.



**H** SANITARY SEWER DETAIL  
N.T.S.



**I** TIP DOWN SIDEWALK RAMP  
N.T.S.



**J** CONCRETE PAD DETAIL  
N.T.S.

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ISSUED FOR:  
**PERMITTING**

08-15-22

**SITELINES**  
119 PURINTON ROAD, SUITE A  
BRUNSWICK, MAINE 04011  
207.725.1200  
CIVIL ENGINEERS • PLANNERS • LAND SURVEYORS

FIELD WK: MC & CR  
DRN BY: NCR  
CHD BY: CYN  
DATE: 03/08/21

SCALE: NTS  
JOB #: 4306  
MAP/LOT: R01/11-3  
FILE: 4306-COV-DET

SHEET:  
**C9**

F. 08-15-22 REVISED PER TOWN COMMENTS JUM  
E. 07-26-22 SUBMITTED TO TOWN FOR AMENDMENT JUM  
D. 06-29-22 REVISED WATER SERVICE JUM  
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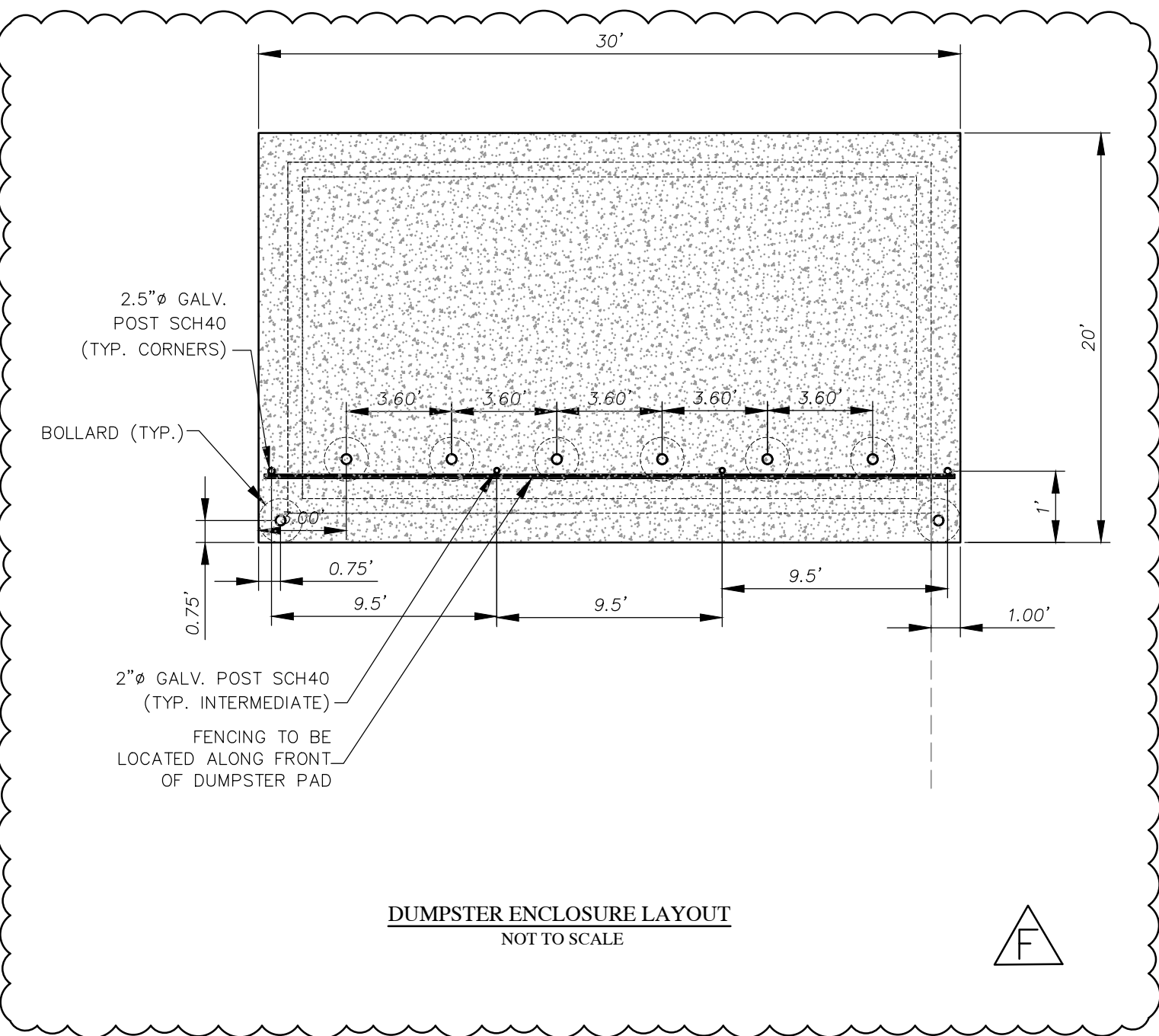
TITLE:  
**SITE DEVELOPMENT DETAILS - 1 OF 2**

PROJECT:  
COMMERCIAL/OFFICE BUILDINGS  
U.S. ROUTE 1, CUMBERLAND, MAINE

OWNER:  
LAKESIDE CONCRETE CUTTING & ABATEMENT PROFESSIONALS  
590 COUNTY ROAD, SUITE 2, WESTBROOK, ME 04092

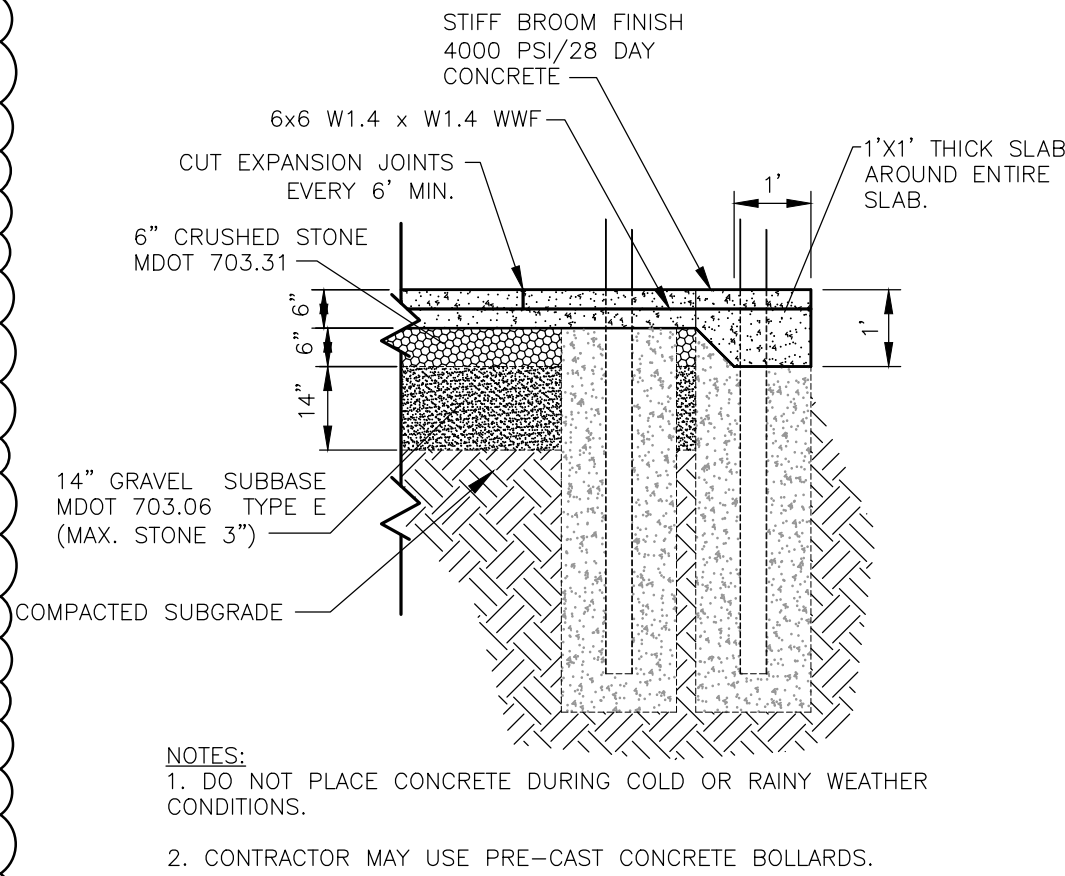
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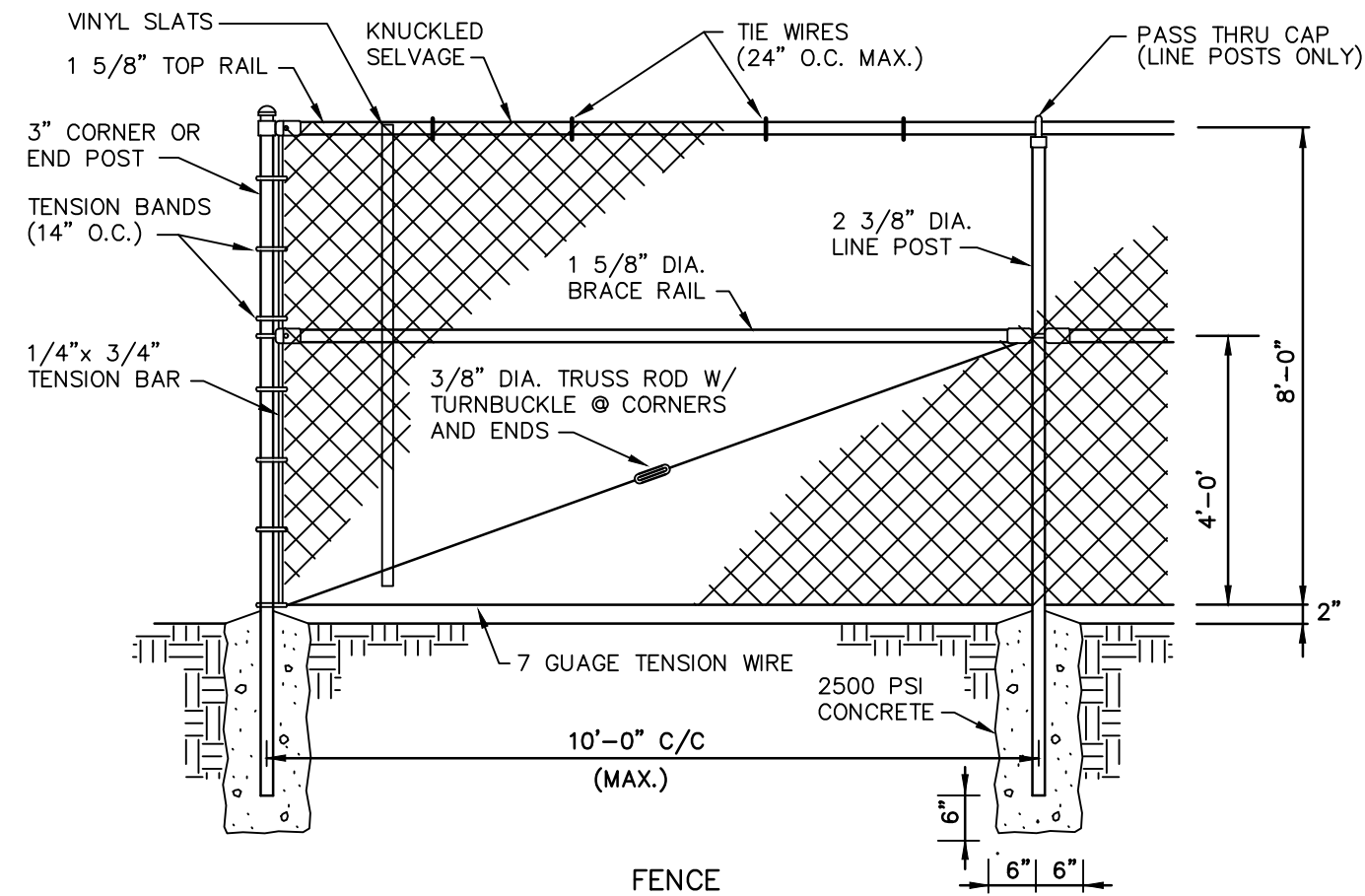


DUMPSTER ENCLOSURE LAYOUT  
NOT TO SCALE

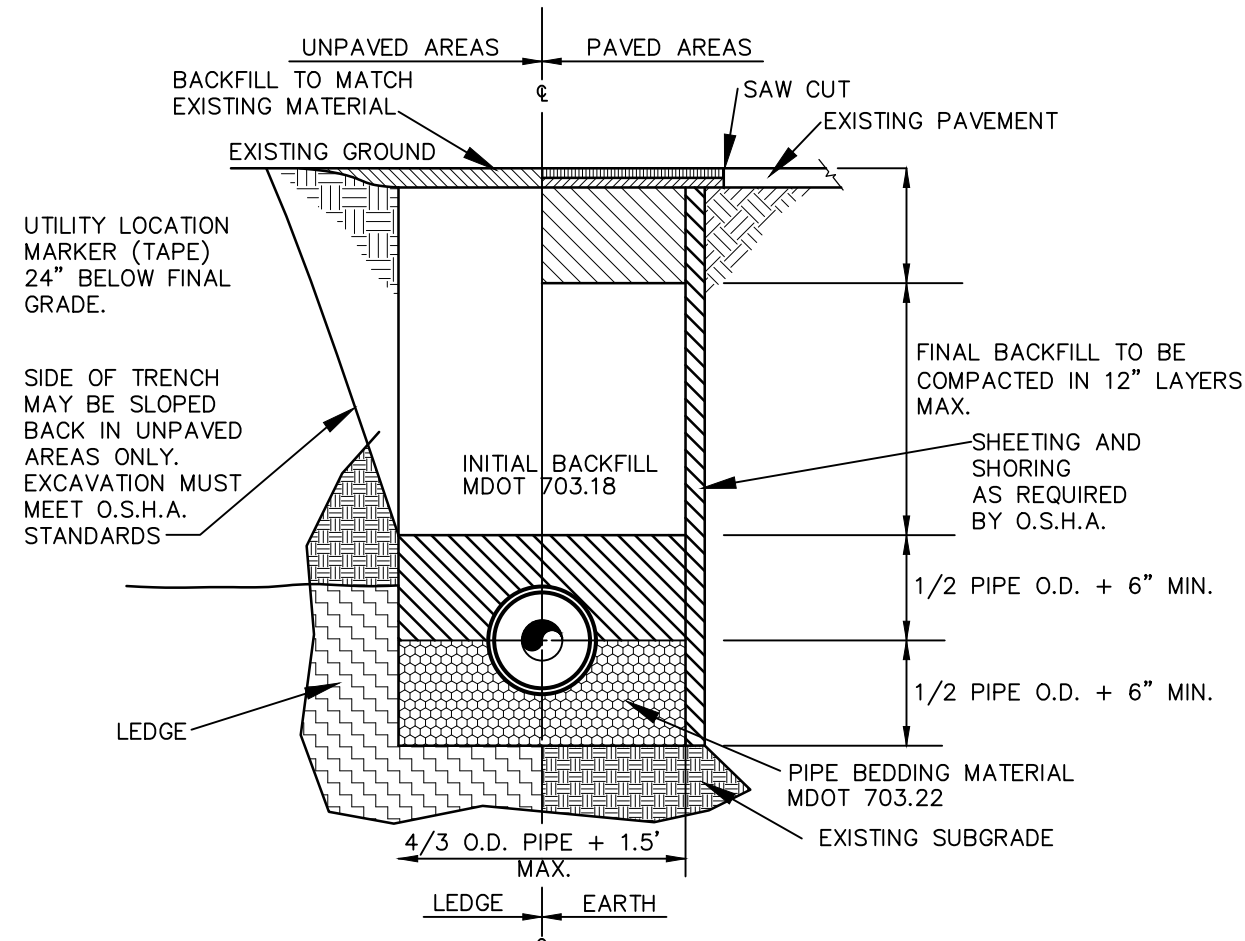
F



CONCRETE DUMPSTER PAD  
NOT TO SCALE



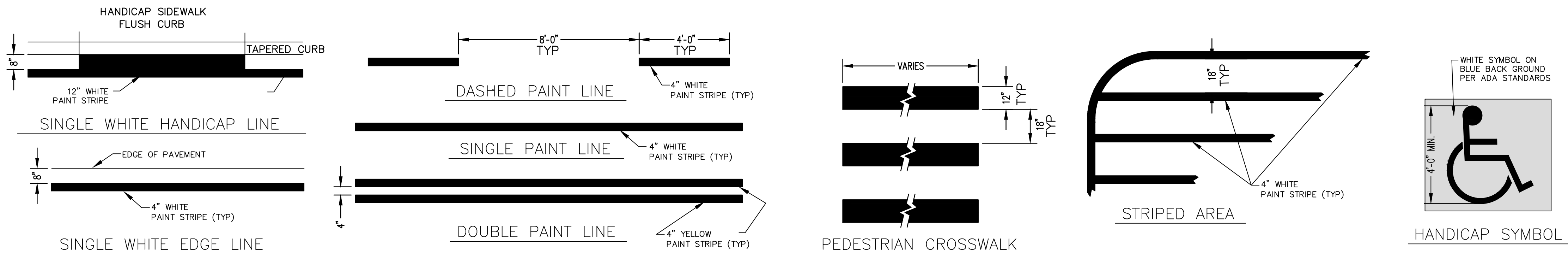
FENCE



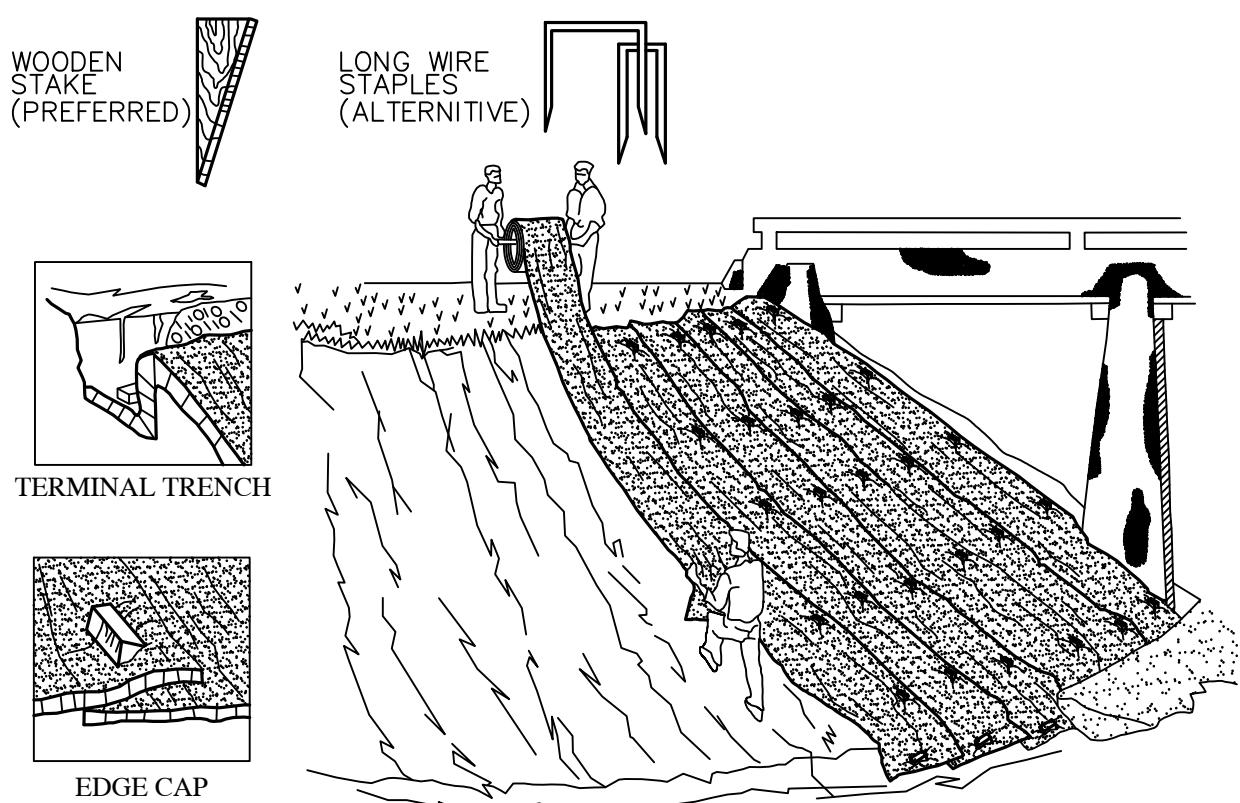
- NOTES:
1. INSTALL 3 FOOT LONG IMPERVIOUS DAMS IN BEDDING/INITIAL BACKFILL MATERIAL EVERY 100 FEET TO PREVENT TRENCH GROUNDWATER FROM BEING CHanneled ALONG BEDDING/INITIAL BACKFILL.
  2. REFER TO LATEST MDOT SPECIFICATIONS FOR BEDDING AND BACKFILL REQUIREMENTS.
  3. INITIAL BACKFILL TO BE 12 INCHES OVER TOP OF PVC PIPE ONLY.

A DUMPSTER DETAILS  
N.T.S.

B TYPICAL PIPE TRENCH DETAIL  
N.T.S.



C PAVEMENT MARKINGS  
N.T.S.



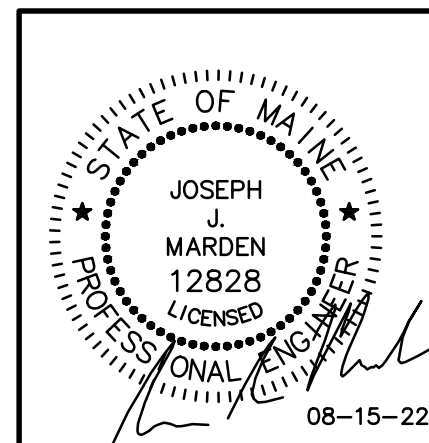
- UNROLL MAT ONTO GROUND IN DIRECTION OF WATER FLOW.  
—MAT SHOULD LIE FLAT. DO NOT STRETCH MAT OVER GROUND. STRETCHING MAY CAUSE MAT TO BRIDGE DEPRESSIONS IN THE SURFACE AND ALLOW EROSION UNDERNEATH.  
—BURY TRANSVERSE TERMINAL ENDS OF MAT TO SECURE AND PREVENT EROSION UNDERNEATH.  
—SECURE MAT SNUGLY INTO ALL TRANSVERSE CHECK SLOTS.  
—BACKFILL AND COMPACT TRENCHES AND CHECK SLOTS AFTER STAKING THE MAT IN BOTTOM OF TRENCH.  
—OVERLAP ROLL ENDS BY THREE (3) FEET (MIN.) WITH UPSLOPE MAT ON TOP TO PREVENT UPLIFT OF MAT END BY WATER FLOW. IF INSTALLING IN THE DIRECTION OF A CONCENTRATED WATER FLOW, START NEW ROLLS IN A TRANSVERSE DITCH.  
—WOOD STAKES ARE RECOMMENDED FOR PINNING MAT TO THE GROUND SURFACE. STAKES SHOULD BE 1"x 3" NOMINAL STOCK CUT IN A TRIANGULAR SHAPE. STAKES SHOULD BE 12" TO 18" LONG, DEPENDING ON SOIL DENSITY.  
—DRIVE WOODEN STAKES TO WITHIN THREE (3) INCHES OF GROUND SURFACE. DO NOT DRIVE FLUSH TO SURFACE.  
—IN ALL TRANSVERSE TERMINAL TRENCHES AND CHECK SLOTS, STAKE EACH MAT AT IS CENTER AND OVERLAP EDGES BEFORE BACKFILLING AND COMPACTING.  
—STAKE OVERLAPS LONGITUDINALLY AT THREE (3) TO FIVE (5) FOOT INTERVALS.

D EROSION CONTROL BLANKET GENERAL INSTALLATION  
N.T.S.

E NOT USED  
N.T.S.

PROGRESS PRINT  
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ISSUED FOR:  
PERMITTING



F.	08-15-22	REVISED PER TOWN COMMENTS	JJM
E.	07-26-22	SUBMITTED TO TOWN FOR AMENDMENT	JJM
D.	06-29-22	REVISED WATER SERVICE	JJM
C.	05-06-22	REVISED DUMPSTER PAD LOCATION	NCR
B.	02-22-21	REVISED WATER MAIN ALIGNMENT	CYN
A.	02-10-22	REVISED SEWER INVERTS, ADDED INSULATION TO S3, S5, S5, AND OIL/GRIT SEPARATOR	CYN

TITLE:  
SITE DEVELOPMENT DETAILS - 2 OF 2

PROJECT:  
COMMERCIAL/OFFICE BUILDINGS  
U.S. ROUTE 1, CUMBERLAND, MAINE

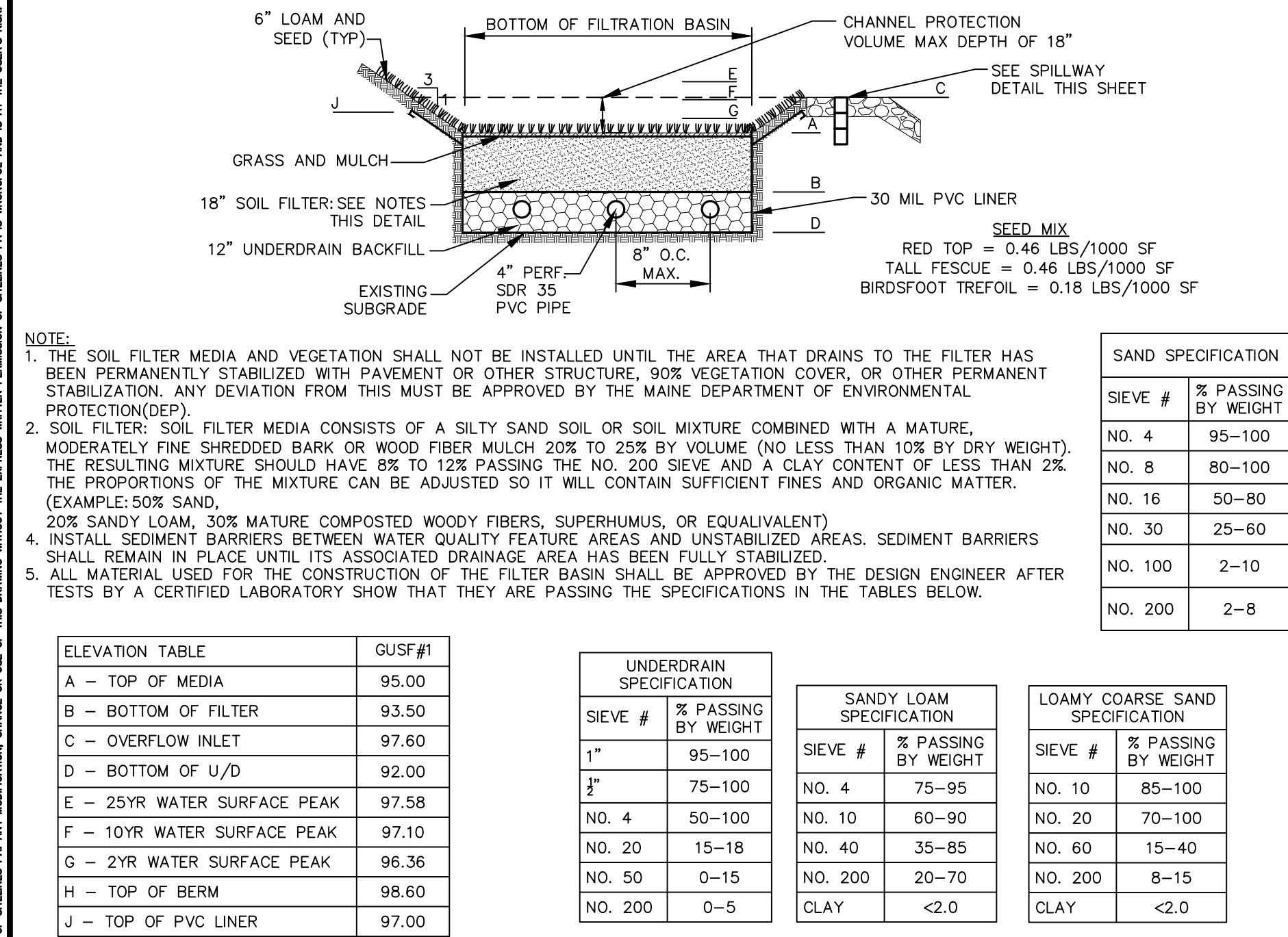
OWNER:  
LAKESIDE CONCRETE CUTTING & ABATEMENT PROFESSIONALS  
590 COUNTY ROAD, SUITE 2, WESTBROOK, ME 04092

**SITELINES**  
119 PURINTON ROAD, SUITE A  
BRUNSWICK, MAINE 04011  
207.725.1200  
CIVIL ENGINEERS • PLANNERS • LAND SURVEYORS

FIELD WK: MC & CR	SCALE: NTS	SHEET:
DRN BY: NCR	JOB #: 4306	C10
CHD BY: CYN	MAP/LOT: R01/11-3	
DATE: 03/08/21	FILE: 4306-COV-DET	

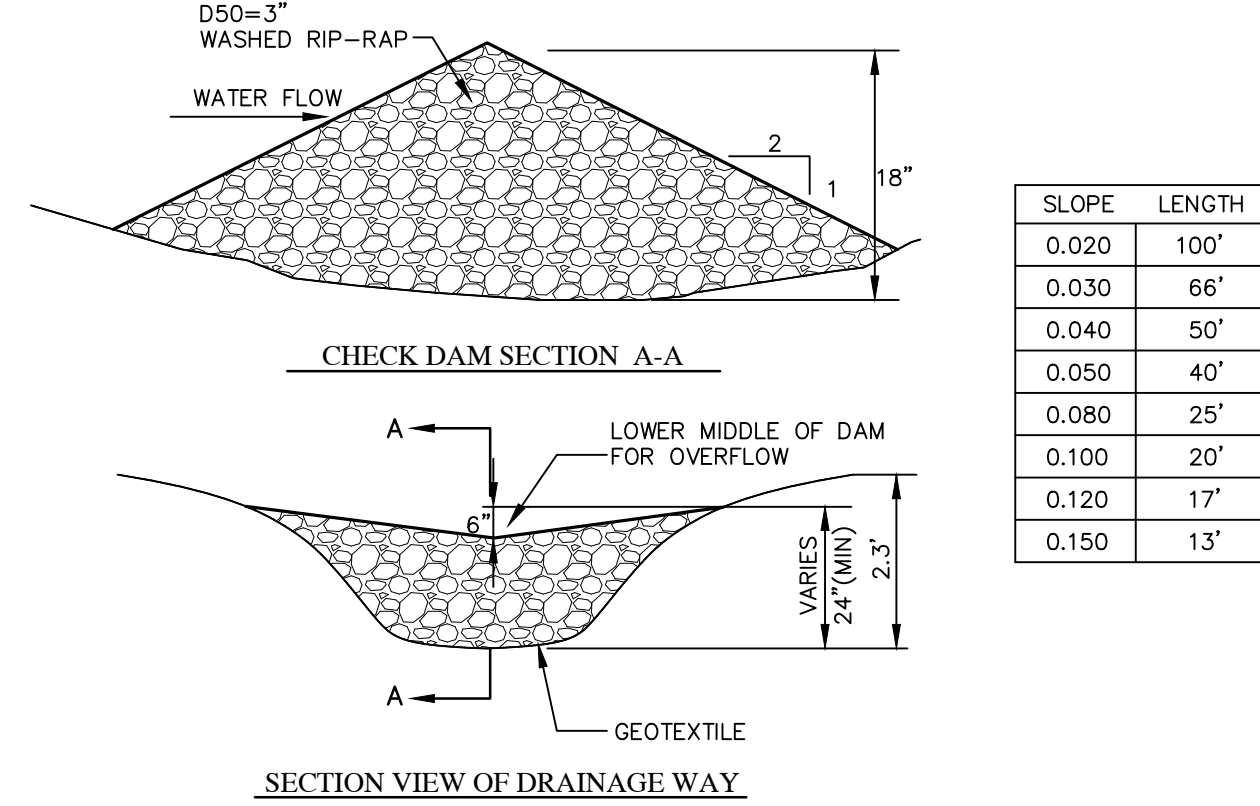
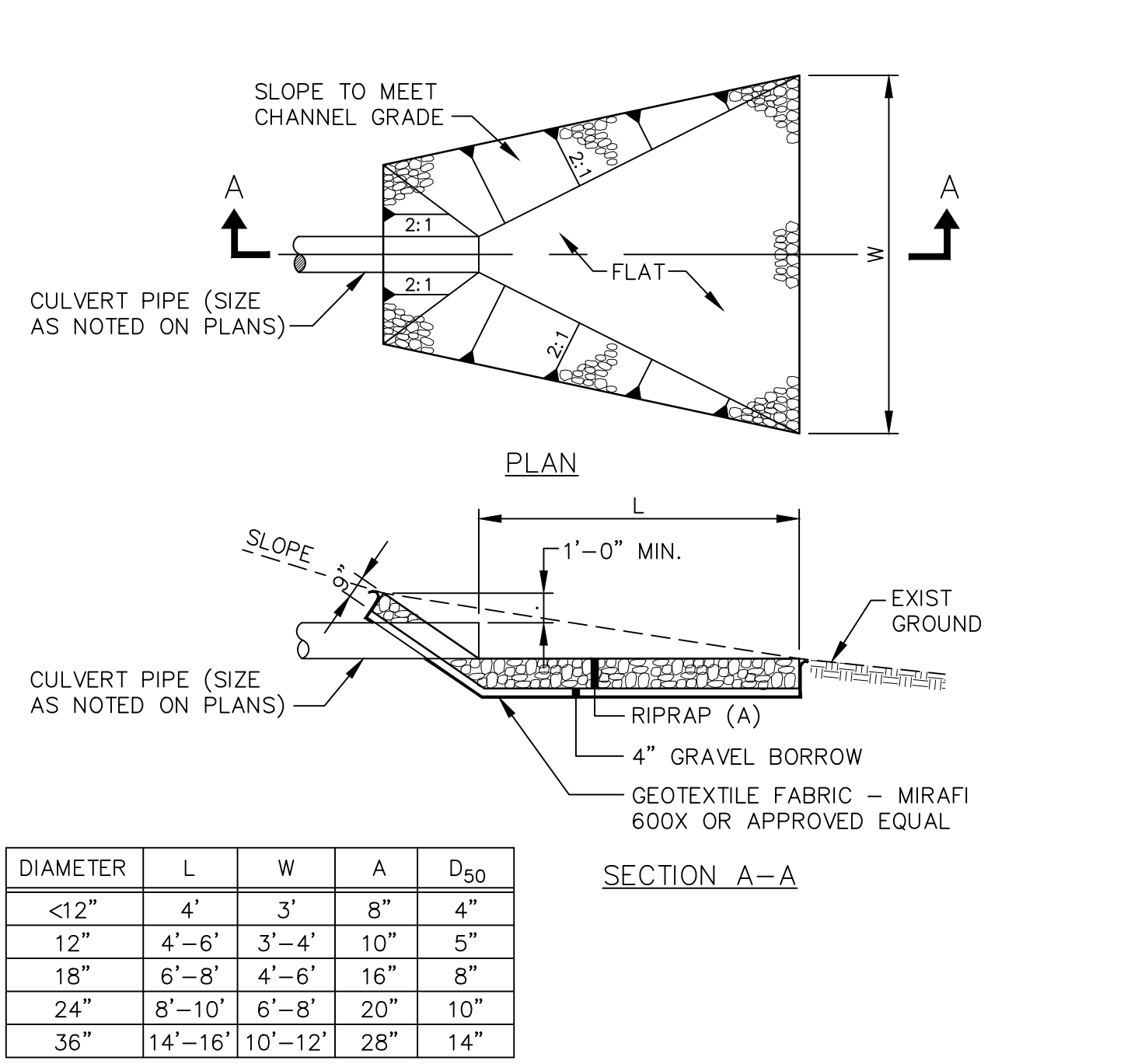


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#### CONSTRUCTION OVERSIGHT:

1. THE APPLICANT WILL RETAIN THE SERVICES OF A PROFESSIONAL ENGINEER TO INSPECT THE CONSTRUCTION AND STABILIZATION OF ALL STORMWATER MANAGEMENT STRUCTURES TO BE BUILT AS PART OF THE PROJECT. IF NECESSARY, THE INSPECTING ENGINEER WILL INTERPRET THE CONSTRUCTION PLANS FOR THE CONTRACTOR.
2. ONCE ALL STORMWATER MANAGEMENT STRUCTURES ARE CONSTRUCTED AND STABILIZED, THE INSPECTING ENGINEER WILL NOTIFY THE DEPARTMENT IN WRITING WITHIN 30 DAYS TO STATE THAT THE STRUCTURES HAVE BEEN COMPLETED.
3. ACCOMPANYING THE ENGINEER'S NOTIFICATION MUST BE A COPY OF THE TEST RESULTS FOR ANY SOIL FILL, AGGREGATE, OR MULCH MATERIALS USED IN THE CONSTRUCTION OF THE STORMWATER MANAGEMENT STRUCTURES AND A LOG OF THE ENGINEER'S INSPECTIONS GIVING THE DATE OF EACH INSPECTION, THE TIME OF EACH INSPECTION, AND THE ITEMS INSPECTED ON EACH VISIT.
4. CONSTRUCTION SEQUENCE: THE SOIL FILTER MEDIA AND VEGETATION MUST NOT BE INSTALLED UNTIL THE AREA THAT DRAINS TO THE FILTER HAS BEEN PERMANENTLY STABILIZED WITH PAVEMENT OR OTHER STRUCTURE, 90% VEGETATION COVER, OR OTHER PERMANENT STABILIZATION UNLESS THE RUNOFF FROM THE CONTRIBUTING DRAINAGE AREA IS DIVERTED AROUND THE FILTER UNTIL STABILIZATION IS COMPLETED.
5. COMPACTION OF SOIL FILTER: FILTER SOIL MEDIA MUST BE COMPACTED TO BETWEEN 90% AND 92% STANDARD PROCTOR. THE BED SHOULD BE INSTALLED IN AT LEAST 2 LIFTS OF 9 INCHES TO PREVENT POCKETS OF LOOSE MEDIA.
6. CONSTRUCTION OVERSIGHT: INSPECTION BY A PROFESSIONAL ENGINEER WILL OCCUR AT A MINIMUM:
  - 6.1. AFTER THE PREPARATION OF SUBGRADE,
  - 6.2. AFTER LINER IS INSTALLED,
  - 6.3. AFTER THE UNDERDRAIN PIPING IS INSTALLED PRIOR TO BACKFILL,
  - 6.4. AFTER THE DRAINAGE LAYER IS PLACED,
  - 6.5. AFTER THE FILTER MEDIA HAS BEEN INSTALLED AND SEEDED,
  - 6.6. AFTER ONE YEAR TO INSPECT HEALTH OF THE VEGETATION AND MAKE CORRECTIONS, AND
  - 6.7. ALL THE MATERIAL USED FOR THE CONSTRUCTION OF THE FILTER BASIN MUST BE CONFIRMED AS SUITABLE BY THE DESIGN ENGINEER. TESTING MUST BE DONE BY A CERTIFIED LABORATORY TO SHOW THAT THEY ARE PASSING DEP SPECIFICATIONS.
7. TESTING AND SUBMITTALS: THE CONTRACTOR SHALL IDENTIFY THE LOCATION OF THE SOURCE OF EACH COMPONENT OF THE FILTER MEDIA. ALL RESULTS OF FIELD AND LABORATORY TESTING SHALL BE SUBMITTED TO THE PROJECT ENGINEER FOR CONFIRMATION. THE CONTRACTOR SHALL:
  - 7.1. SELECT SAMPLES FOR SAMPLING OF EACH TYPE OF MATERIAL TO BE BLENDED FOR THE MIXED FILTER MEDIA. SAMPLES MUST BE A COMPOSITE OF THREE DIFFERENT LOCATIONS (GRABS) FROM THE STOCKPILE OR PIT FACE. SAMPLE SIZE REQUIRED WILL BE DETERMINED BY THE TESTING LABORATORY.
  - 7.2. PERFORM A SIEVE ANALYSIS CONFORMING TO ASTM C136 (STANDARD TEST METHOD FOR SIEVE ANALYSIS OF FINE AND COARSE AGGREGATES 1996A) ON EACH TYPE OF THE SAMPLE MATERIAL. THE RESULTING SOIL FILTER MEDIA MIXTURE MUST HAVE 8% TO 12% BY WEIGHT PASSING THE #200 SIEVE, A CLAY CONTENT OF LESS THAN 2% (DETERMINED HYDROMETER GRAIN SIZE ANALYSIS) AND HAVE 10% DRY WEIGHT OF ORGANIC MATTER.
  - 7.3. PERFORM A PERMEABILITY TEST ON THE SOIL FILTER MEDIA MIXTURE CONFORMING TO ASTM D2434 WITH THE MIXTURE COMPACTED TO 90-92% OF MAXIMUM DRY DENSITY BASED ON ASTM D698. THE PERMEABILITY SHALL BE BETWEEN 2.3 AND 2.5 IN/HR.



A

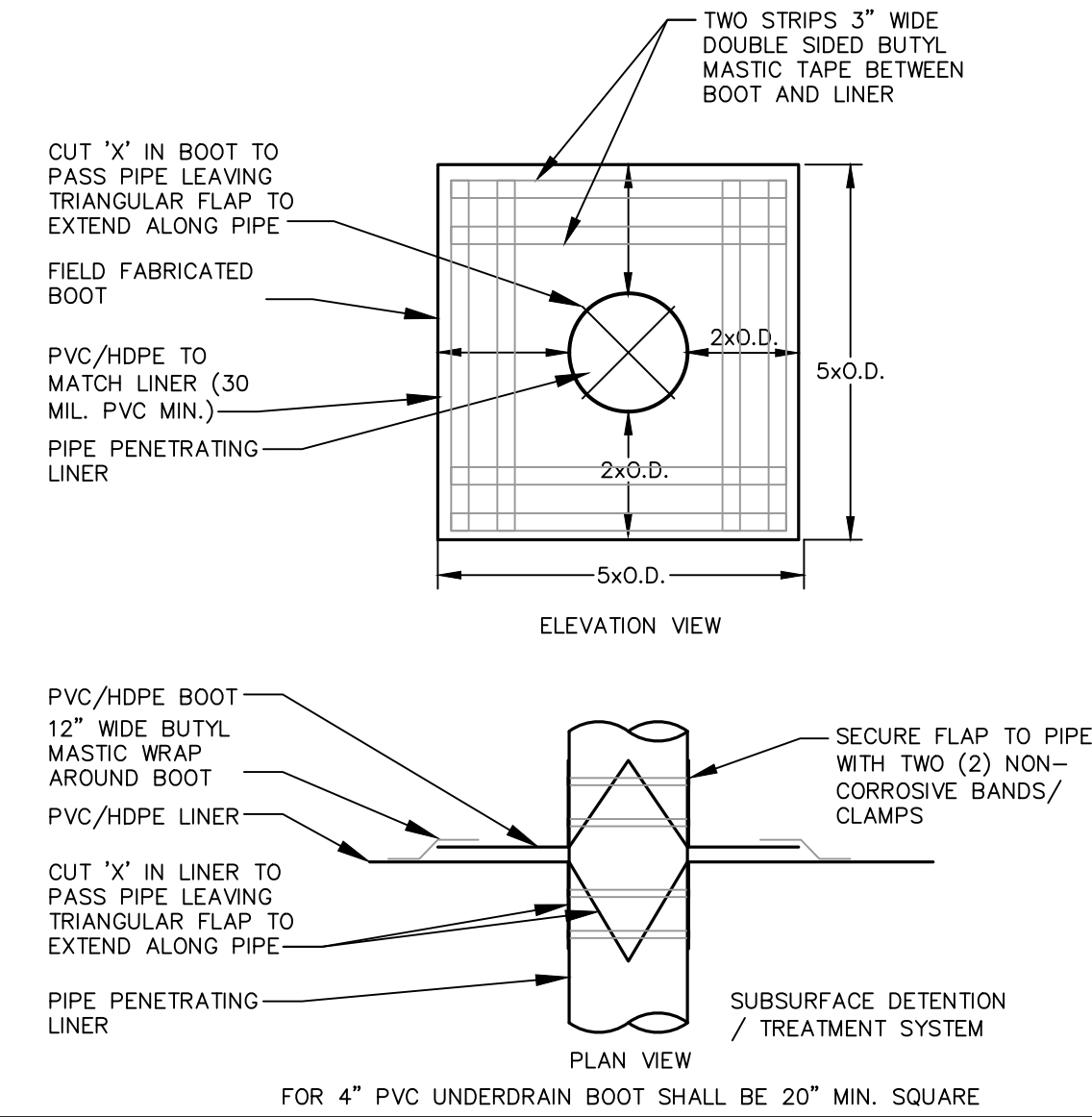
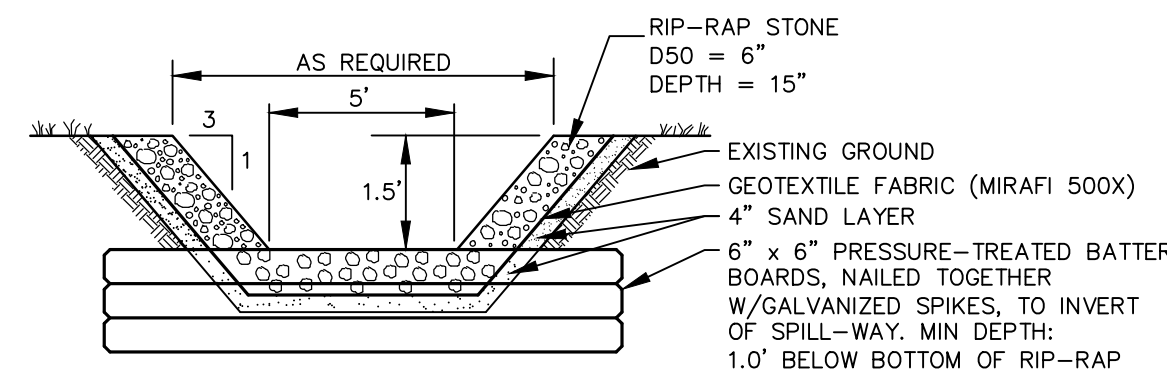
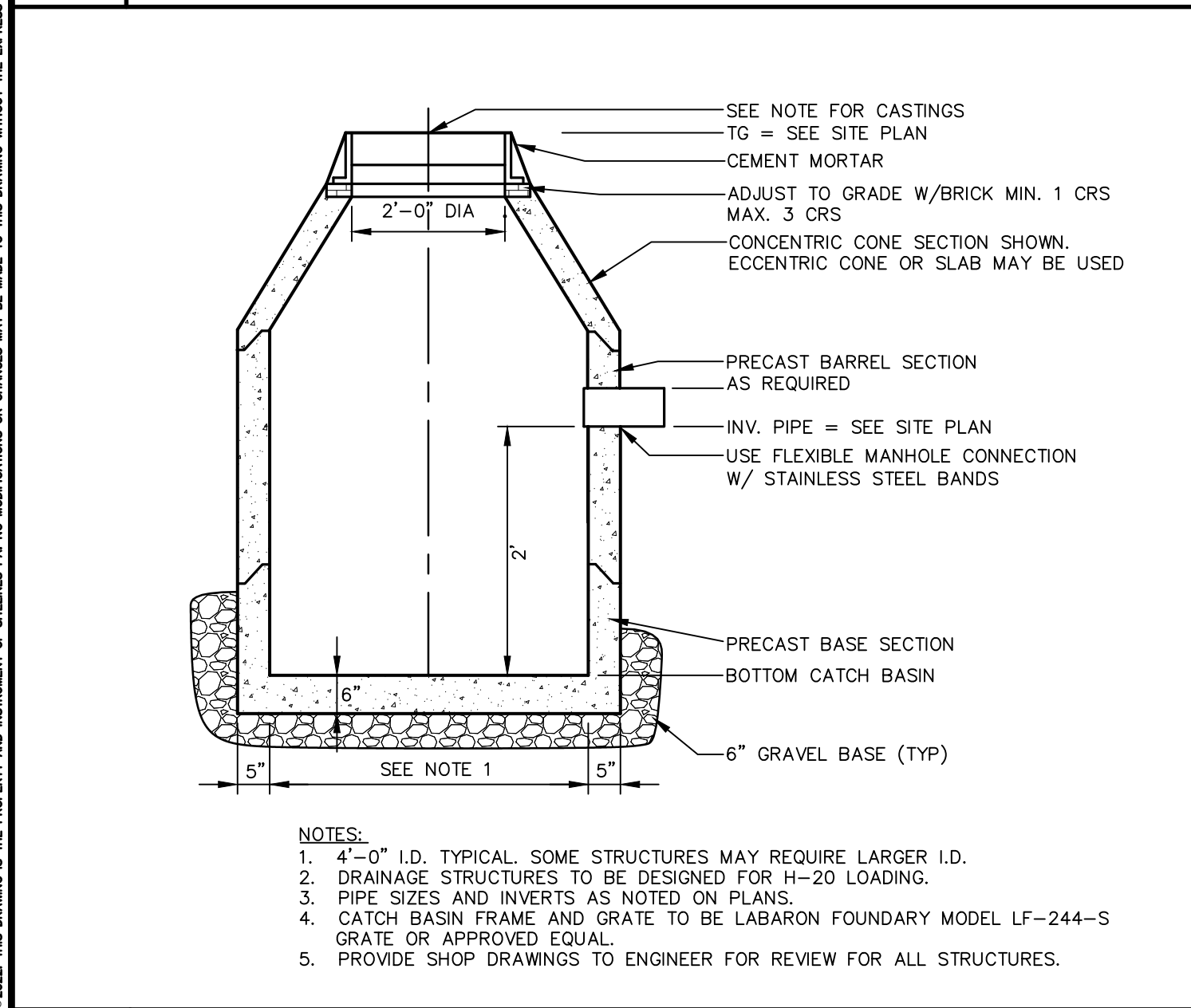
GRASSED UNDERDRAINED SOIL FILTER DETAIL  
N.T.S.

B

RIPRAP INLET/OUTLET PROTECTION  
N.T.S.

C

CHECK DAM DETAIL  
N.T.S.



D

CATCH BASIN OR DRAINAGE MANHOLE  
N.T.S.

E

TYPICAL SPILLWAY SECTION  
N.T.S.

F

WATERTIGHT PIPE PENETRATION  
N.T.S.

G

NOT USED  
N.T.S.

H

NOT USED  
N.T.S.

I

NOT USED  
N.T.S.

- |    |          |   |     |
|----|----------|---|-----|
| F. | 08-15-22 | REVISED PER TOWN COMMENTS   | JJM |
| E. | 07-26-22 | SUBMITTED TO TOWN FOR AMENDMENT   | JJM |
| D. | 06-29-22 | REVISED WATER SERVICE REVISED DUMPSTER PAD LOCATION                           | JJM |
| C. | 05-06-22 | REVISED GRADING   | NCR |
| B. | 02-22-21 | REVISED WATER MAIN ALIGNMENT  | CYN |
| A. | 02-10-22 | REVISED SEWER INVERTS, ADDED INSULATION TO S3, S5, S5, AND OIL/GRIT SEPARATOR | CYN |

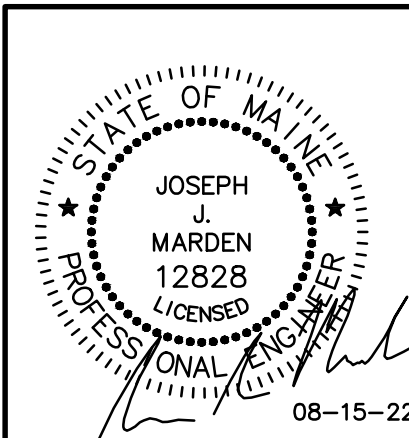
TITLE:  
**STORMWATER DETAILS**

PROJECT:  
COMMERCIAL/OFFICE BUILDINGS  
U.S. ROUTE 1, CUMBERLAND, MAINE

OWNER:  
LAKESIDE CONCRETE CUTTING & ABATEMENT PROFESSIONALS  
590 COUNTY ROAD, SUITE 2, WESTBROOK, ME 04092

ISSUED FOR:  
PERMITTING

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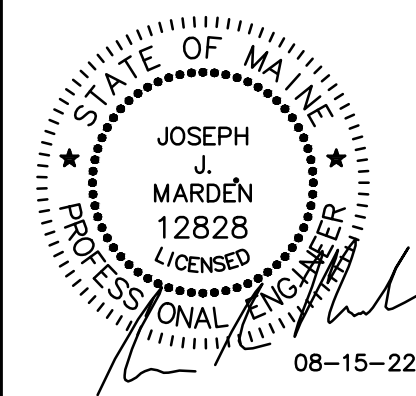
**SITELINES**  
119 PURINTON ROAD, SUITE A  
BRUNSWICK, MAINE 04011  
207.725.1200  
CIVIL ENGINEERS • PLANNERS • LAND SURVEYORS

FIELD WK: MC & CR	SCALE: NTS	SHEET: <b>C11</b>
DRN BY: NCR	JOB #: 4306	
CHD BY: CYN	MAP/LOT: R01/11-3	
DATE: 03/08/21	FILE: 4306-COV-DET	





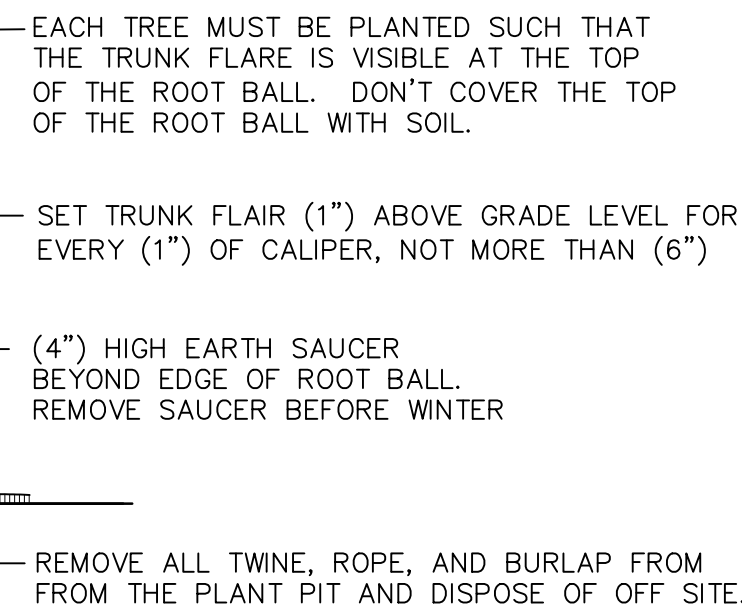
CALL DIG SAFE UTILITY LOCATION  
1-888-344-7233  
STATE LAW REQUIRES ADVANCE NOTICE OF  
AT LEAST 3 BUSINESS DAYS BEFORE YOU DIG  
GRADE OR EXCAVATE FOR THE MARKING  
OF UNDERGROUND UTILITIES



3" COMPRESSED BARK MULCH  
RING, (6") DIA. MIN. (8") DIA.  
PREFERRED. DO NOT PLACE  
MULCH IN CONTACT WITH TREE  
TRUNK. MAINTAIN THE MULCH  
WEED-FREE FOR A MIN. OF  
THREE YEARS AFTER PLANTING.  
BACK FILL WITH EXISTING SOIL.

1:1 MAX. SLOPE ON SIDES OF  
PLANTING HOLE.

TAMP SOIL AROUND ROOT BALL  
BASE FIRMLY WITH FOOT PRESS  
SO THAT ROOT BALL DOESN'T  
SHIFT. PLACE ROOT BALL ON  
UNEXCAVATED OR TAMPED SOIL

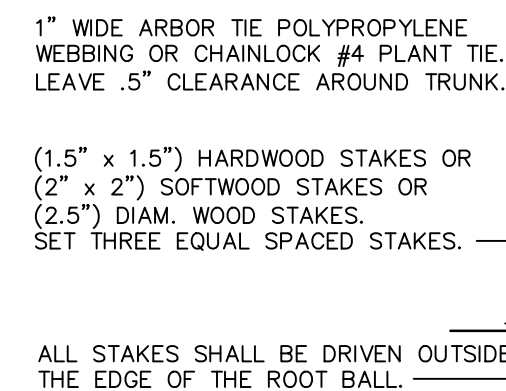


NOTE:

1. MARK THE NORTH SIDE OF THE TREE IN THE NURSERY, AND ROTATE TREE TO FACE NORTH AT THE SITE WHEN EVER POSSIBLE.
2. WATER TWICE THOROUGHLY SUBSEQUENT TO PLANTING

TREE PLANTING DETAIL - B&B TREES IN ALL SOIL TYPES  
NOT TO SCALE

TREES NORMALLY DO NOT NEED TO BE STAKED AND STAKING CAN BE HARMFUL TO THE TREE. STAKING SHOULD BE DONE ONLY WITH THE APPROVAL OF THE LANDSCAPE ARCHITECT IF IT IS EXPECTED THAT THE TREE WILL NOT BE ABLE TO SUPPORT ITSELF.

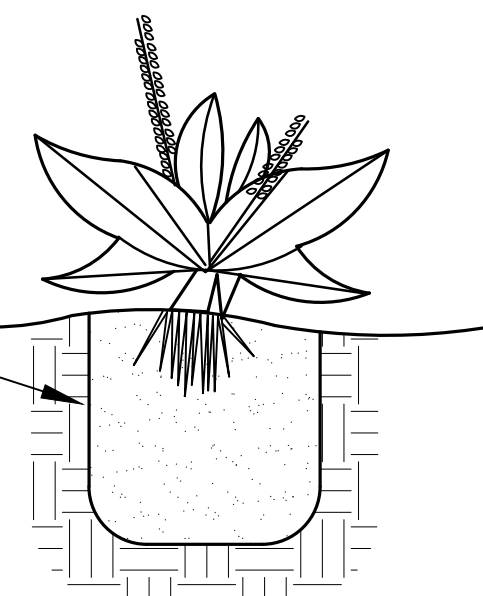


NOTES:

1. REMOVE ALL STAKING AS SOON AS THE TREE HAS GROWN SUFFICIENT ROOTS TO OVERCOME THE PROBLEM THAT REQUIRED THE TREE TO BE STAKED. STAKES SHALL BE REMOVED NO LATER THAN JUNE 1 OF THE FIRST CALENDAR YEAR AFTER PLANTING.
2. ROOT BALLS WITH VERY SANDY SOIL OR PLANT PITS IN VERY WET CLAY SOIL SHALL BE STAKED.
3. TREES LOCATED IN A PLACE OF EXTREMELY WINDY CONDITIONS SHALL BE STAKED.

TREE STAKING DETAIL - TREES 75mm (3") CALIPER OR LESS  
NOT TO SCALE

WELL SPADED RICH TOPSOIL MIX. ADD 5-10-5 FERTILIZER, PEAT MOSS, & COMPOST DURING SPADING TO MIX WITH SOIL. DO NOT COMPACT UNNECESSARILY AFTER PLANTING.

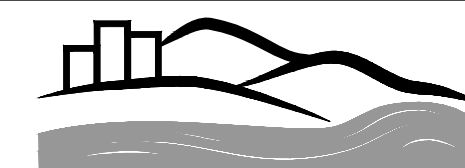


NOTES:  
1. WATER THOROUGHLY BEFORE AND AFTER PLANTING.  
2. PROVIDE DRAINAGE IN SUBSOIL WHEN SUB SUBSOIL IS HEAVY OR COMPACTED.

PERENNIAL PLANTING DETAIL  
NOT TO SCALE

F.	08-15-22	REVISED PER TOWN COMMENTS	JJM
E.	07-26-22	SUBMITTED TO TOWN FOR AMENDMENT	JJM
D.	06-29-22	REVISED WATER SERVICE REVISED DUMPMSTER PAD LOCATION	JJM
C.	05-06-22	REVISED GRADING	NCR
B.	02-22-21	REVISED WATER MAIN ALIGNMENT	CYN
A.	02-10-22	REVISED SEWER INVERTS, ADDED INSULATION TO S3, S5, S5, AND OIL/GRIT SEPARATOR	CYN

TITLE: LANDSCAPE PLAN	
PROJECT: COMMERCIAL/OFFICE BUILDINGS U.S. ROUTE 1, CUMBERLAND, MAINE	
PREPARED FOR: LAKESIDE CONCRETE CUTTING & ABATEMENT PROFESSIONALS 590 COUNTY ROAD, SUITE 2, WESTBROOK, ME 04092	



**CIVIL ENGINEERS • PLANNERS • LAND SURVEYORS**

FIELD WK: MC & CR	SCALE: 1" = 30'
DRN BY: NCR	JOB #: 4306
CH'D BY: CYN	MAP/LOT: R01/11-3
DATE: 03/08/21	FILE: 4306-SITE-AMEND

SHEET:  
L1

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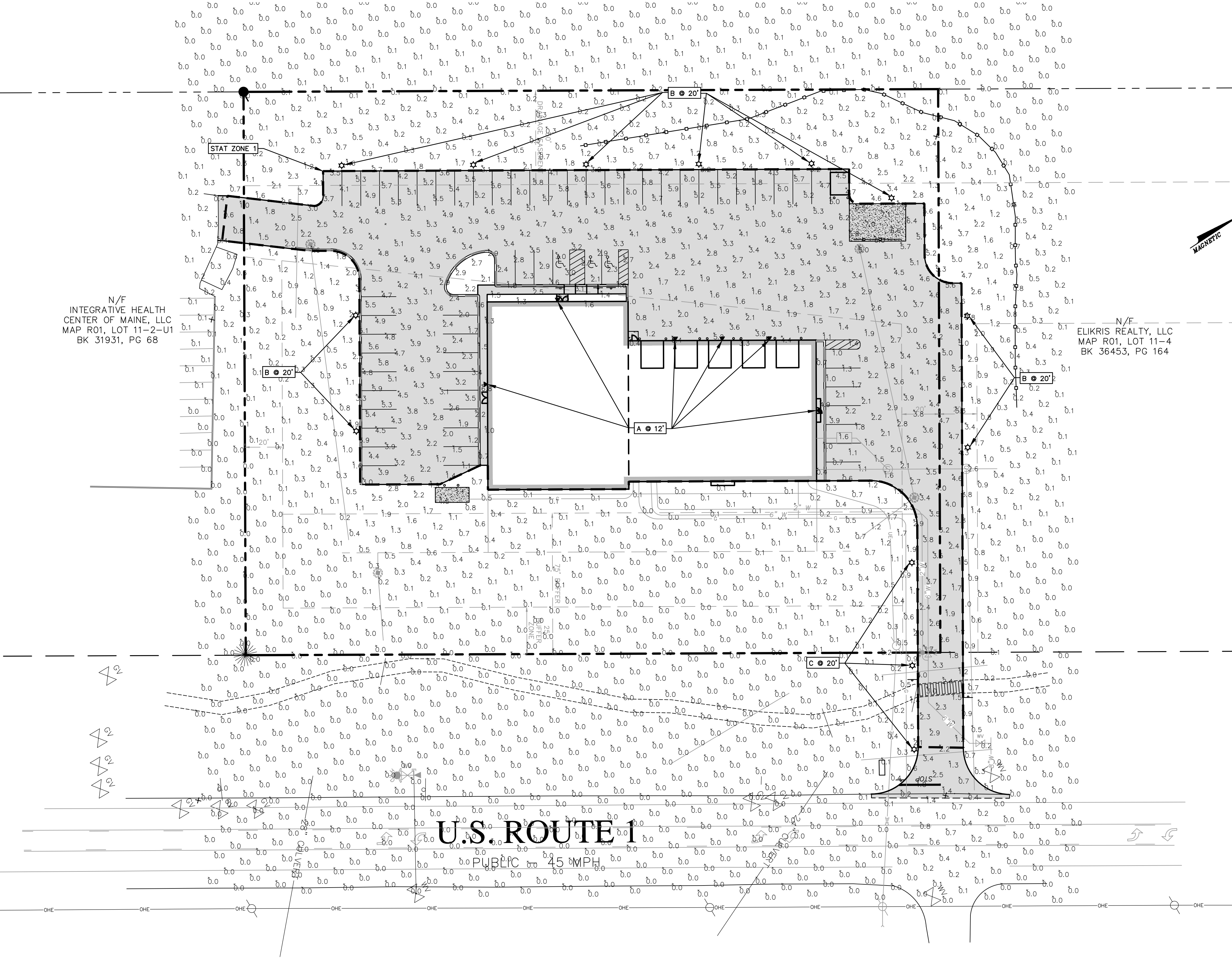
PLAN PROJECT: 9406 LAKESIDE U.S. ROUTE 1 CUMBERLAND AND CHARGE: SITE AMEND DWG 12 LIGHTING 07/15/2022 1:48:59 PM JOE

N/F  
INTEGRATIVE HEALTH  
CENTER OF MAINE, LLC  
MAP R01, LOT 11-2-U1  
BK 31931, PG 68

N/F  
ELUKRIS REALTY, LLC  
MAP R01, LOT 11-4  
BK 36453, PG 164

Schedule						
Symbol	Label	QTY	Catalog Number	Description	Lum. Lumens	LLF
◀	A	6	SGI-20-4KT-FT	SLING SERIES WALLPACK	2,309	0.9
☀	B	10	VP-L-80L-180-4KT-4W	LARGE VIPER	19,860	0.9
☀	C	3	VP-S-24L-39-4KT-5QM	SMALL VIPER	4,500	0.9

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
STAT ZONE #1	+	3.4 fc	7.1 fc	0.4 fc	17.8:1	8.5:1



- |             |   |     |
|-------------|---|-----|
| F. 08-15-22 | REVISED PER TOWN COMMENTS   | JUM |
| E. 07-26-22 | SUBMITTED TO TOWN FOR AMENDMENT   | JUM |
| D. 06-29-22 | REVISED WATER SERVICE   | JUM |
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| A. 02-10-22 | REVISED SEWER INVERTS, ADDED INSULATION TO S3, S5, S5, AND OIL/GRIT SEPARATOR | CYN |

TITLE:  
**LIGHTING PLAN**

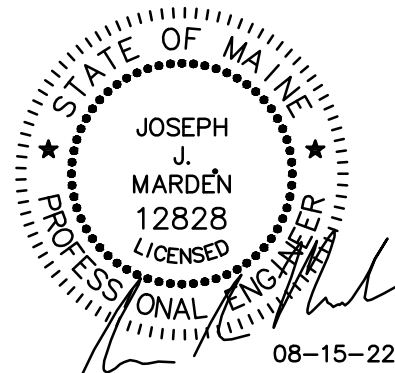
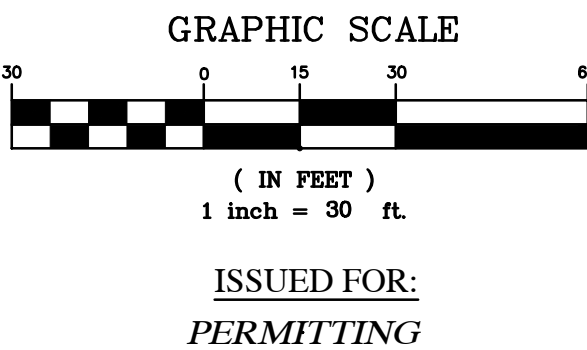
PROJECT:  
**COMMERCIAL/OFFICE BUILDINGS  
U.S. ROUTE 1, CUMBERLAND, MAINE**

PREPARED FOR:  
**LAKESIDE CONCRETE CUTTING & ABATEMENT PROFESSIONALS  
590 COUNTY ROAD, SUITE 2, WESTBROOK, ME 04092**

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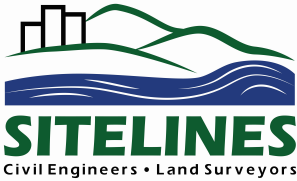


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BRUNSWICK, MAINE 04011  
207.725.1200  
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FIELD WK: MC & CR	SCALE: 1" = 30'
DRN BY: NCR	JOB #: 4306
CH'D BY: CYN	MAP/LOT: R01/11-3
DATE: 03/08/21	FILE: 4306-SITE-AMEND

SHEET:  
**L2**





July 26, 2022

4306-7

Carla Nixon, Town Planner  
Town of Cumberland  
290 Tuttle Road  
Cumberland, Maine 04021

**Re: Site Plan Review - Amendment**  
**COMMERCIAL/OFFICE BUILDING**  
**ROUTE 1, CUMBERLAND**  
**Tax Map R01, Lot 11-3**

Dear Ms. Nixon:

On behalf of Lakeside Concrete Cutting Inc. (Applicant), Sitelines, PA is pleased to submit the enclosed Site Plan Review Application for changes to the approved development of a commercial/office building located along Route 1 in Cumberland. This letter is intended to summarize the proposed changes in order to facilitate the review process.

**PROPERTY**

The applicant owns a parcel of land located along Route 1 in Cumberland. The parcel is identified as Tax Map R01, Lot 11-3 on the Town of Cumberland Tax Maps. The parcel contains 2.55± acres and has frontage on Route 1. Contractor's space and business and professional offices are permitted uses in the OC-S zoning district.

**PROJECT DESCRIPTION**

The approved project, which was approved by the Planning Board on June 16, 2021, consists of an approximately 15,000 s.f. building, associated parking, infrastructure, and landscaping. A total of sixty (60) parking spaces will be provided for the building, two (2) of which will be ADA compliant. The project is accessed via a curb cut on Route 1.

As part of the construction of the project, there have been some requested changes to the approved plans that include the following:

- Revisions to Water Service: Based on further discussions with the Portland Water District (PWD), it was determined that the 8" stub that was previously shown to serve the site is actually for the adjacent lot and the water service was revised to be extended from the 12" stub located in the middle of the property frontage. The revision to the water service has been reviewed and approved by PWD.
- Dumpster Pad/Shed Relocation: Per the approved plans, the shed and dumpster pad were to be located within the parking lot area southerly of the proposed building. The dumpster pad and shed have been relocated to the northern corner of the parking lot to provide better access for the business and trash removal company. As part of the dumpster pad/shed relocation, a

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**119 Purinton Road, Suite A, Brunswick Landing, Brunswick, ME 04011**  
**207-725-1200 • [www.sitelinespa.com](http://www.sitelinespa.com)**

few parking spaces in the northern section of the parking lot were lost, but they were added back to the southern area of the parking lot. The parking count still remains at sixty (60) parking spaces.

- Concrete Pad for Propane Tank: An 8'x12' concrete pad has been added to the southeast corner of the proposed building for an aboveground propane tank. This will be in addition to the natural gas service already extended to the building.
- Grading Revisions:
  - Based on the revised water service, to provide adequate cover over the new water service, an area off Route One requires additional fill. This area will also be utilized for the location of the proposed hydrant.
  - Along the southern edge of the development, there was previously approved a 2:1 slope. This has been revised to a 4:1 slope to accommodate mowing and maintenance of the slope.
  - Along the northwest side of the proposed parking lot, the ditch line has been re-graded to prevent stormwater runoff from draining onto the pavement area.
  - Additional spot grades were added to clarify the grading of the relocated dumpster pad.

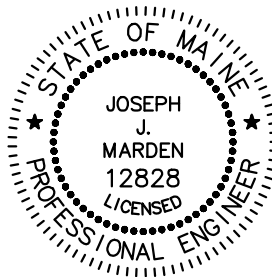
**SUMMARY**

We look forward to presenting the project to the Planning Board on August 16, 2022. Should you have any questions, please call or contact me at [jmarden@sitelinespa.com](mailto:jmarden@sitelinespa.com).

Very truly yours,



Joseph J. Marden, P.E.  
Engineering Manager



Enclosures

cc: Ryan Peters, Lakeside Concrete Cutting & Abatement Professionals



SITE PLAN REVIEW

229 Attachment 3

Town of Cumberland

**Appendix C**  
**Planning Board Site Plan Review Application**

Applicant's name Lakeside Concrete Cutting & Abatement Professionals Attn: Ryan Peters

Applicant's address 590 County Road, Suite 2, Westbrook, Maine 04092

Cell phone \_\_\_\_\_ Home phone \_\_\_\_\_ Office phone \_\_\_\_\_

Project address Route 1

Project name Commercial/Office Building

Describe project See cover letter

Number of employees \_\_\_\_\_

Days and hours of operation \_\_\_\_\_

Project review and notice fee \_\_\_\_\_

Name of representative Sitelines PA, Attn: Joseph J. Marden, P.E.

Contact information: Cell: \_\_\_\_\_ Office: 207-725-1200 ext. 18

What is the applicant's interest in the property?

Own ☒ Lease \_\_\_\_\_ Purchase and sale agreement \_\_\_\_\_ (provide copy of document)

**Boundary Survey**

Submitted? Yes ☒ No \_\_\_\_\_

Are there any deed restrictions or easements? Yes ☒ No \_\_\_\_\_ If yes, provide information and show easement location on site plan.

**Building Information**

Are there existing buildings on the site? Yes ☒ No \_\_\_\_\_ Number: 1

Will they be removed? Yes \_\_\_\_\_ No ☒ (Note: A demolition permit is required 10 days prior to demolition.)

Will a new structure(s) be built on the site? Yes \_\_\_\_\_ No ☒

Describe: N/A

Number of new buildings N/A

Square footage N/A

Number of floor levels including basement N/A

## CUMBERLAND CODE

### Parking

Number of existing parking spaces 60

Number of new parking spaces 0

Number of handicapped spaces 2

### Entrance

Location: Route 1

Width 24' Length       

Is it paved?   X   Yes        No        If not, do you plan to pave it?

Where will snow storage for entrance and parking be located? Show on site plan.

### Utilities

**Water:** Public water   X   Well        (Show location on site plan.)

**Sewer/septic:** Public sewer   X   Private septic        Show location on site plan and submit HHE-200 septic design or location of passing test pit locations if new system is proposed. Also show any wells on abutting properties within 200 feet of the site.

**Electric:** On site? Yes   X   No       

Show location of existing and proposed utilities on the site plan and indicate if they are above or below ground.

### Signs

Number:                   

Size:                   

Material:                   

Submit sign design and completed sign application.

Will the sign be lighted?        Submit information on type and wattage of lights.

Show location of sign(s) on the site plan.

### Natural Features

Show location of any of the following on the site plan:

River        Stream        Wetland        Pond        Lake        Stone walls       

Are there any other historic or natural features? N/A

### Lighting

Will there be any exterior lights? Yes   X   No        Show location on site plan (e.g., pole fixtures, wall packs on building) and provide fixture and lumen information. Previously Approved

### Trees

Show location of existing trees on the site plan and indicate if any are to be removed.

Previously Approved

### Landscaping

Is there existing landscaping on the site? Yes        No   X   Show type and location on site plan. Previously Approved

Is new landscaping proposed? (Note: if property has frontage on Route 100, a twenty-five-foot landscape easement to the Town is required.)

## SITE PLAN REVIEW

### **Buffering**

Show any existing or proposed buffering measures for adjacent properties, e.g., plantings, fences. Previously Approved

### **Erosion Control**

Has an erosion and sedimentation control plan been submitted? Yes ☒ No ☐

### **Stormwater Management Plan**

Provide stormwater information for both pre and post development of the site. Show location of any detention areas and/or culverts on the site plan. Previously Approved

### **Fire Protection**

Location of nearest hydrant \_\_\_\_\_ Sprinklers? Yes ☒ No ☐

Do you plan to have an alarm system? Yes ☒ No ☐ Please contact the Fire/EMS Department at 829-4573 to discuss any Town or state requirements.

### **Trash**

Will trash be stored inside \_\_\_\_\_ outside ☒. If outside, will a dumpster be used?

Yes ☒ No ☐. Show location on site plan and show type of screening proposed (e.g., fencing, plantings).

### **Technical Capacity**

List and provide contact information for all consultants who worked on the project, for example: licensed land surveyor, licensed soils evaluator, professional engineer, attorney, etc.

Previously Submitted

### **Financial Capacity**

Please indicate how project will be financed. If obtaining a bank loan, provide a letter from the bank Previously Submitted

CUMBERLAND CODE

<ul style="list-style-type: none"><li>• Zoning district: <u>OC-S</u></li><li>• Minimum lot size: <u>1 Acre</u></li><li>• Classification of proposed use: <u>Contractor Space &amp; Offices</u></li><li>• Parcel size: <u>2.55 Acres</u></li><li>• Frontage: <u>370' ±</u></li><li>• Setbacks: Front <u>25</u> Side <u>20</u> Rear <u>65</u></li><li>• Board of Appeals Required? <u>No</u></li><li>• Tax Map <u>R01</u> Lot <u>11-3</u> Deed book <u>36100</u> Deed page <u>39</u></li><li>• Floodplain map number <u>2301620018C</u> Designation <u>Zone C</u></li><li>• Vernal pool identified? <u>No</u></li><li>• Is parcel in a subdivision? <u>Yes</u></li><li>• Outside agency permits required: MDEP Tier 1 _____ MDEP Tier 2 _____ Army Corps of Engineers _____ MDEP general construction (stormwater) permit (for disturbance of 1 acre or more) <u>Site Law - Minor Amend</u></li><li>• MDOT entrance permit _____</li><li>• MDOT traffic movement permit _____</li><li>• Traffic study required _____</li><li>• Hydrogeologic evaluation _____</li><li>• Market study _____</li><li>• Route 1 Design Guidelines? <u>Yes</u></li><li>• Route 100, VMU or TCD Design Standards? _____</li></ul>
--

Applicant's signature  AS AGENT

Submission date: 07-26-2022





May 5, 2021

4306-2

Mr. Ryan Peters  
Lakeside Concrete Cutting & Abatement Professionals  
590 County Road, Suite 2  
Westbrook, Maine 04092  
<via email>

**Re: Designation of Agent Authorization  
Commercial/Office Building  
Cumberland, Maine  
Tax Map R01, Lot 11-3**

Dear Ryan:

As required by various approval agencies, please indicate by signing below that Sitelines, PA is authorized to act as agent for Lakeside Concrete Cutting & Abatement Professionals, for the specific purpose of preparation and submission of local and state permitting applications on your behalf for the proposed Commercial/Office Building to be located off U.S. Route 1 in Cumberland, Maine.

Sincerely,

Curtis Neufeld, P.E.  
Vice President

The undersigned hereby gives Sitelines, PA the authority to act as agent for Lakeside Concrete Cutting & Abatement Professionals for the specific purpose of preparation and submission of local and state permitting applications for the project specifically identified above.

  
\_\_\_\_\_  
Ryan Peters, President

5-5-21

\_\_\_\_\_  
Date

## Joe Marden

---

**From:** Thomas Whitney <twhitney@pwd.org>  
**Sent:** Friday, July 15, 2022 10:34 AM  
**To:** Joe Marden  
**Cc:** Jody Torbitt; joe.lajoie@lajoiebro.com; Kevin Clark; Ryan Peters; Hugh Carroll; Robert Bartels  
**Subject:** RE: Lakeside Concrete - New Building Water Service - US Route 1 - Cumberland (SR: 413238)

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Morning Joe,

Your revised plans are PWD approved pending confirmation of the Fire Departments approval.

Note: We will still be requiring (as previously noted) PWD inspection to remove the infrastructure installed within the ROW and the connection to Lot 4's service.

Please reach out if I can be of further assistance,  
Thomas

---

**From:** Joe Marden <jmarden@sitelinespa.com>  
**Sent:** Tuesday, June 28, 2022 2:30 PM  
**To:** Thomas Whitney <twhitney@pwd.org>  
**Cc:** Jody Torbitt <jtorbitt@lajoiebro.com>; joe.lajoie@lajoiebro.com; Kevin Clark <kclark@sitelinespa.com>; Ryan Peters <rpeters@lakesideap.com>; Hugh Carroll <hcarroll@lajoiebro.com>  
**Subject:** RE: Lakeside Concrete - New Building Water Service - US Route 1 - Cumberland (SR: 413238)

ATTENTION: This email did NOT originate from Portland Water District. This email is from an external source outside of the District. Exercise EXTREME caution when opening external attachments or links from unknown senders.

Thomas,

We're close...

Attached are the revised plans based on your comments. I will reach out to the Fire Department to see what comments they have.

Thanks,

Joe Marden, P.E.  
Project Manager  
Sitelines, PA  
119 Purinton Road, Suite A  
Brunswick, ME 04011  
t (207) 725-1200 xt 7005  
[www.sitelinespa.com](http://www.sitelinespa.com)

**TOWN OF CUMBERLAND, MAINE  
PLANNING BOARD NOTICE OF DECISION**

**Date:** June 16, 2021

**To:** Curtis Neufeld, PE – Sitelines, PA  
19 Purinton Rd., Suite A  
Brunswick Landing  
Brunswick, ME 04011

**From:** Carla Nixon, Town Planner

**Re:** Public Hearing: Major Site Plan Review for a 15,000-sf building to be located on Route 1 in the Office Commercial South (OC-S) zoning district within the Heritage Village Subdivision. The 2.55-acre parcel is shown on Tax Assessor Map R01, Lot 11-3. Applicant: Ryan Peters, Lakeside Concrete Cutting and Abatement Professionals. Representative: Curtis Y. Neufeld, P.E., Sitelines Civil Engineers.

This is to advise you that on Tuesday, June 15, 2021, the Planning Board conducted a Public Hearing for site plan review for a 15,000-sf building to be located on Route 1, Tax Map R01, Lot 11-3. The Planning Board reviewed the project, heard public comment and voted to approve final major site plan review for Lakeside Concrete subject to the Expiration of Approval and the fourteen proposed Conditions of Approval,

**WAIVER REQUESTS GRANTED:**

1. Waiver from High Intensity Soil Survey.
2. Waiver from Hydrogeologic evaluation.
3. Waiver from Traffic Study.
4. Waiver from Market Study.

**WAIVER REQUESTS DENIED:** None.

**FINDINGS OF FACT:** See below.

**EXPIRATION OF APPROVAL:** Construction of the improvements covered by any site plan approval must be substantially commenced within 12 months of the date upon which the approval was granted. If construction has not been substantially commenced within 12 months of the date upon which approval was granted, the approval shall be null and void. If construction has not been substantially completed within 24 months of the date upon which approval was granted or within a time period as specified by the Planning Board, the approval shall be null and void. The applicant may request an extension of the period. Such request must be made in writing and must be made to the Planning Board. The Planning Board may grant up to two one-year extensions to the period if the approved plan conforms to the ordinances in effect at the time the extension is granted and any and all federal and state approvals and permits are current.

**STANDARD CONDITION OF APPROVAL:** This approval is dependent upon and limited to the proposals and plans contained in the application and supporting documents submitted by the applicant. Any variation from the plans, proposals and supporting documents, except de minimis changes as so determined by the Town

Planner which do not affect approval standards, is subject to review and approval of the Planning Board prior to implementation.

**CONDITIONS OF APPROVAL:**

1. A preconstruction conference is required prior to the start of construction.
2. The amended SLODA permit shall be submitted to the Town Planner prior to the preconstruction conference.
3. All review comments by the Town Engineer shall be addressed prior to the preconstruction conference.
4. A performance guarantee in an amount and form acceptable to the Town Manager will be required prior to the preconstruction conference.
5. All clearing limits shall be flagged and approved by the Town Engineer prior to the preconstruction conference.
6. A blasting permit, if required, shall be obtained from the Code Enforcement Officer.
7. All legal and technical review fees shall be paid to the Town prior to the preconstruction conference.
8. Any required local, State or Federal permits shall be submitted to the Town Planner prior to the preconstruction conference.
9. An electronic copy of the as-built plans shall be submitted to the Town Planner prior to the release of any remaining inspection fees.
10. A sign permit for the proposed ground mounted sign is required prior to placement of any signage.
11. Exterior lighting will only be on during the actual hours of operation and one hour prior to and one hour following the hours of operation.
12. All storage for fuel, chemicals, chemical or industrial wastes, biodegradable raw materials or liquid, gaseous or solid materials shall meet the standards of the Maine Department of Environmental Protection and the State Fire Marshal's office and other regulatory bodies.
13. The recommendations of the Fire Chief should be shown on the plan.
14. Evidence of right title or interest to be provided to the Town prior to the preconstruction conference.

Cumberland Planning Board

  
Paul Auclair, Chairman

**Chapter 229 - Site Plan Review, Section 10: Approval Standards and Criteria**

The following criteria shall be used by the Planning Board in reviewing applications for site plan review and shall serve as minimum requirements for approval of the application. The application shall be approved unless the Planning Board determines that the applicant has failed to meet one or more of these standards. In all instances, the burden of proof shall be on the applicant who must produce evidence sufficient to warrant a finding that all applicable criteria have been met.

**A. Utilization of the Site** - The plan for the development, including buildings, lots, and support facilities, must reflect the natural capabilities of the site to support development.

Environmentally sensitive areas, including but not limited to, wetlands, steep slopes, floodplains, significant wildlife habitats, fisheries, scenic areas, habitat for rare and endangered plants and animals, unique natural communities and natural areas, and sand and gravel aquifers must be maintained and preserved to the maximum extent. The development must include appropriate measures for protecting these resources, including but not limited to, modification of the proposed design of the site, timing of construction, and limiting the extent of excavation.

**The proposed development of an office building on an approved subdivision lot is an appropriate utilization of the site. There are letters on file from State agencies that were provided during the subdivision review process in 2015 that show there are no wildlife habitats. MDEP is reviewing the plan for an amended Site Location of Development amendment permit. Receipt of this permit is a proposed condition of approval. Based on the condition of approval, the Board finds the standards of this section have been met.**

#### **B. Traffic, Circulation and Parking**

**(1) Traffic Access and Parking.** Vehicular access to and from the development must be safe and convenient.

**(a)** Any driveway or proposed street must be designed so as to provide the minimum sight distance according to the Maine Department of Transportation standards, to the maximum extent possible.

**(b)** Points of access and egress must be located to avoid hazardous conflicts with existing turning movements and traffic flows.

**(c)** The grade of any proposed drive or street must be not more than + 3% for a minimum of two (2) car lengths, or forty (40) feet, from the intersection.

**(d)** The intersection of any access/egress drive or proposed street must function: (a) at a Level of Service D, or better, following development if the project will generate one thousand (1,000) or more vehicle trips per twenty-four (24) hour period; or (b) at a level which will allow safe access into and out of the project if less than one thousand (1,000) trips are generated.

**(e)** Where a lot has frontage on two (2) or more streets, the primary access to and egress from the lot must be provided from the street where there is less potential for traffic congestion and for traffic and pedestrians hazards. Access from other streets may be allowed if it is safe and does not promote short cutting through the site.

**(f)** Where it is necessary to safeguard against hazards to traffic and pedestrians and/ or to avoid traffic congestion, the applicant shall be responsible for providing turning lanes, traffic directional islands, and traffic controls within public streets.

**(g)** Access ways must be designed and have sufficient capacity to avoid queuing of entering vehicles on any public street.

**(h)** The following criteria must be used to limit the number of driveways serving a proposed project:

(1) No use which generates less than one hundred (1) vehicle trips per day shall have more than one (1) two-way driveway onto a single roadway. Such driveway must be no greater than thirty (30) feet wide.

(2) No use which generates one hundred (1) or more vehicle trips per day shall have more than two (2) points of entry from and two (2) points of egress to a single roadway. The combined width of all access ways must not exceed sixty (60) feet.

#### **(2) Access way Location and Spacing**

Access ways must meet the following standards:

**(a)** Private entrance / exits must be located at least fifty (50) feet from the closest un-signalized intersection and one hundred fifty (150) feet from the closest signalized intersection, as measured from the point of tangency for the corner to the point of tangency for the access way. This requirement may be reduced if the shape of the site does not allow conformance with this standard.

(b) Private access ways in or out of a development must be separated by a minimum of seventy-five (75) feet where possible.

**(3) Internal Vehicular Circulation.** The layout of the site must provide for the safe movement of passenger, service, and emergency vehicles through the site.

(a) Projects that will be served by delivery vehicles must provide a clear route for such vehicles with appropriate geometric design to allow turning and backing.

(b) Clear routes of access must be provided and maintained for emergency vehicles to and around buildings and must be posted with appropriate signage (fire lane - no parking).

(c) The layout and design of parking areas must provide for safe and convenient circulation of vehicles throughout the lot.

(d) All roadways must be designed to harmonize with the topographic and natural features of the site insofar as practical by minimizing filling, grading, excavation, or other similar activities which result in unstable soil conditions and soil erosion, by fitting the development to the natural contour of the land and avoiding substantial areas of excessive grade and tree removal, and by retaining existing vegetation during construction. The road network must provide for vehicular, pedestrian, and cyclist safety, all season emergency access, snow storage, and delivery and collection services.

**(4) Parking Layout and Design.** Off street parking must conform to the following standards:

(a) Parking areas with more than two (2) parking spaces must be arranged so that it is not necessary for vehicles to back into the street.

(b) All parking spaces, access drives, and impervious surfaces must be located at least fifteen (15) feet from any side or rear lot line, except where standards for buffer yards require a greater distance. No parking spaces or asphalt type surface shall be located within fifteen (15) feet of the front property line. Parking lots on adjoining lots may be connected by accessways not exceeding twenty-four (24) feet in width.

(c) Parking stalls and aisle layout must conform to the following standards.

Parking Angle	Stall Width	Skew Width	Stall Depth	Aisle Width
90°	9'-0"		18'-0"	24'-0" 2-way
60°	8'-6"	10'-6"	18'-0"	16'-0" 1-way
45°	8'-6"	12'-9"	17'-6"	12'-0" 1-way
30°	8'-6"	17'-0"	17'-0"	12'-0" 1 way

(d) In lots utilizing diagonal parking, the direction of proper traffic flow must be indicated by signs, pavement markings or other permanent indications and maintained as necessary.

(e) Parking areas must be designed to permit each motor vehicle to proceed to and from the parking space provided for it without requiring the moving of any other motor vehicles.

(f) Provisions must be made to restrict the "overhang" of parked vehicles when it might restrict traffic flow on adjacent through roads, restrict pedestrian or bicycle movement on adjacent walkways, or damage landscape materials.

**(5) Building and Parking Placement**

(a) The site design should avoid creating a building surrounded by a parking lot. Parking should be to the side and preferably in the back. In rural, uncongested areas buildings should be set well back from the road so as to conform to the rural character of the area. If the parking is in front, a generous, landscaped buffer between road and parking lot is to be provided. Unused areas should be kept natural, as field, forest, wetland, etc.

(b) Where two or more buildings are proposed, the buildings should be grouped and linked with sidewalks; tree planting should be used to provide shade and break up the scale of the site. Parking areas should be separated from the building by a minimum of five (5) to ten (10) feet. Plantings should be provided along the building edge, particularly where building facades consist of long or unbroken walls.

**(6) Pedestrian Circulation:** The site plan must provide for a system of pedestrian ways within the development appropriate to the type and scale of development. This system must connect the major building entrances/ exits with parking areas and with existing sidewalks, if they exist or are planned in the vicinity of the project. The pedestrian network may be located either in the street right-of-way or outside of the right-of-way in open space or recreation areas. The system must be designed to link the project with residential, recreational, and commercial facilities, schools, bus stops, and existing sidewalks in the neighborhood or, when appropriate, to connect the amenities such as parks or open space on or adjacent to the site.

**The entrance location meets the above requirements. Adequate sight distance has been provided at the entrance/exit location. A copy of the Traffic Movement Permit from MDOT has been provided. An MDOT Driveway Entrance Permit was previously provided. There is a sidewalk along the sides of the building that lead to entrances. The placement of the building, parking and overhead garage doors have been appropriately sited to reflect the requirements of the Route 1 Design Standards. The proposed use will have minimal traffic generation since it does not include retail space or services that require customers coming into the building. Based on the above findings of fact, the Board finds the standards of this section have been met.**

### **C. Stormwater Management and Erosion Control**

**(1) Stormwater Management.** Adequate provisions must be made for the collection and disposal of all stormwater that runs off proposed streets, parking areas, roofs, and other surfaces, through a stormwater drainage system and maintenance plan, which must not have adverse impacts on abutting or downstream properties.

**(a)** To the extent possible, the plan must retain stormwater on the site using the natural features of the site.

**(b)** Unless the discharge is directly to the ocean or major river segment, stormwater runoff systems must detain or retain water such that the rate of flow from the site after development does not exceed the predevelopment rate.

**(c)** The applicant must demonstrate that on - and off-site downstream channel or system capacity is sufficient to carry the flow without adverse effects, including but not limited to, flooding and erosion of shoreland areas, or that he / she will be responsible for whatever improvements are needed to provide the required increase in capacity and / or mitigation.

**(d)** All natural drainage ways must be preserved at their natural gradients and must not be filled or converted to a closed system unless approved as part of the site plan review.

**(e)** The design of the stormwater drainage system must provide for the disposal of stormwater without damage to streets, adjacent properties, downstream properties, soils, and vegetation.

**(f)** The design of the storm drainage systems must be fully cognizant of upstream runoff which must pass over or through the site to be developed and provide for this movement.

**(g)** The biological and chemical properties of the receiving waters must not be degraded by the stormwater runoff from the development site. The use of oil and grease traps in manholes, the use of on-site vegetated waterways, and vegetated buffer strips along waterways and drainage swales, and the reduction in use of deicing salts and fertilizers may be required, especially where the development stormwater discharges into a gravel aquifer area or other water supply source, or a great pond.

### **(2) Erosion Control**

**(a)** All building, site, and roadway designs and layouts must harmonize with existing topography and conserve desirable natural surroundings to the fullest extent possible, such that filling, excavation and earth moving activity must be kept to a minimum. Parking lots on sloped sites must be terraced to avoid undue cut and fill, and / or the need for retaining walls. Natural vegetation must be preserved and protected wherever possible.

**(b)** Soil erosion and sedimentation of watercourses and water bodies must be minimized by an active program meeting the requirements of the Maine Erosion and Sediment Control Handbook

for Construction: Best Management Practices, dated March 1991, and as amended from time to time.

**A stormwater management report (including erosion control) was submitted in the application and reviewed by the Town Engineer who has noted that several adjustments are required. A Maine DEP Site Location of Development Act permit is required and is under review at this time by MDEP. This review by MDEP will include a stormwater review. These items are listed as proposed conditions of approval. Based on the proposed condition of approval, the Board finds the standards of this section have been met.**

**(D) Water, Sewer, and Fire Protection**

**(1) Water Supply Provisions:** The development must be provided with a system of water supply that provides each use with an adequate supply of water. If the project is to be served by a public water supply, the applicant must secure and submit a written statement from the supplier that the proposed water supply system conforms with its design and construction standards, will not result in an undue burden on the source of distribution system, and will be installed in a manner adequate to provide needed domestic and fire protection flows.

**(2) Sewage Disposal Provisions:** The development must be provided with a method of disposing of sewage which is in compliance with the State Plumbing Code. If provisions are proposed for on-site waste disposal, all such systems must conform to the Subsurface Wastewater Disposal Rules.

**(3) Utilities:** The development must be provided with electrical, telephone, and telecommunication service adequate to meet the anticipated use of the project. New utility lines and facilities must be screened from view to the extent feasible. If the service in the street or on adjoining lots is underground, the new service must be placed underground.

**(4) Fire Protection:** The site design must comply with the Fire Protection Ordinance. The Fire Chief shall issue the applicant a "Certificate of Compliance" once the applicant has met the design requirement of the Town's Fire Protection Ordinance.

**The proposed development will connect to the existing utilities located in the Route 1 right of way. There will be public water for both domestic drinking water and fire protection. The subdivision received approval from the PWD. There will be underground electric, cable and telephone/data. There will also be a connection to the natural gas main on Route 1. The building will be sprinkled and equipped with an alarm system. Based on the above findings of fact and pending confirmation from Portland Water District, the Board finds the standards of this section have been met.**

**E. Water Protection**

**(1) Groundwater Protection:** The proposed site development and use must not adversely impact either the quality or quantity of groundwater available to abutting properties or to the public water supply systems. Applicants whose projects involve on-site water supply or sewage disposal systems with a capacity of two thousand (2,000) gallons per day or greater must demonstrate that the groundwater at the property line will comply, following development, with the standards for safe drinking water as established by the State of Maine.

**(2) Water Quality:** All aspects of the project must be designed so that:

**(a)** No person shall locate, store, discharge, or permit the discharge of any treated, untreated, or inadequately treated liquid, gaseous, or solid materials of such nature, quantity, obnoxious, toxicity, or temperature that may run off, seep, percolate, or wash into surface or groundwaters so as to contaminate, pollute, or harm such waters or cause nuisances, such as objectionable shore deposits, floating or submerged debris, oil or scum, color, odor, taste, or unsightliness or be harmful to human, animal, plant, or aquatic life.

**(b)** All storage facilities for fuel, chemicals, chemical or industrial wastes, and biodegradable raw materials, must meet the standards of the Maine Department of Environmental Protection and the State Fire Marshall's Office.



**(3) Aquifer Protection:** If the site is located within the Town Aquifer Protection Area, a positive finding by the Board that the proposed plan will not adversely affect the aquifer is required. **The site is not located within the Town Aquifer Protection Area. All storage for fuel, chemicals, chemical or industrial wastes, biodegradable raw materials or liquid, gaseous or solid materials will meet the standards of the Maine Department of Environmental Protection and the State Fire Marshal's office. The project will be served by public water and sewer. Based on the materials included in the application, the Board finds that the standards of this section have been met.**

**F. Floodplain Management** - If any portion of the site is located within a special flood hazard area as identified by the Federal Emergency Management Agency, all use and development of that portion of the site must be consistent with the Town's Floodplain management provisions. **The site is not located within a floodplain as shown on the submitted FEMA map. Based on the above finding of fact, the Board finds the standards of this section have been met.**

**G. Historic and Archaeological Resources** - If any portion of the site has been identified as containing historic or archaeological resources, the development must include appropriate measures for protecting these resources, including but not limited to, modification of the proposed design of the site, timing of construction, and limiting the extent of excavation.

**A letter dated November, 2015, is on file from the Maine Historic Preservation Commission stating that there will be no impact on historical or archaeological resources. Based on the above finding of fact, the Board finds the standards of this section have been met.**

**H. Exterior Lighting** - The proposed development must have adequate exterior lighting to provide for its safe use during nighttime hours, if such use is contemplated. All exterior lighting must be designed and shielded to avoid undue glare, adverse impact on neighboring properties and rights - of way, and the unnecessary lighting of the night sky.

**The exterior lighting will include pole and building mounted fixtures as well as pedestrian level bollard lights. The catalogue cut sheets show that the fixtures are full cut-off. The photometric plan provided shows that light is cast over the property lines and the Town Engineer has recommended that permission from abutting property owners be obtained. Alternatively, the lighting plan could be adjusted. The exterior lights will be off during non-business hours and one hour prior to and following hours of operation. With a proposed condition of approval, the Board finds the standards of this section have been met.**

#### **I. Buffering and Landscaping**

**(1) Buffering of Adjacent Uses:** The development must provide for the buffering of adjacent uses where there is a transition from one type of use to another use and for the screening of mechanical equipment and service and storage areas. The buffer may be provided by distance, landscaping, fencing, changes in grade, and / or a combination of these or other techniques.

**(2) Landscaping:** Landscaping must be provided as part of site design. The landscape plan for the entire site must use landscape materials to integrate the various elements on site, preserve and enhance the particular identity of the site, and create a pleasing site character. The landscaping should define street edges, break up parking areas, soften the appearance of the development, and protect abutting properties.

**Buffers in the form of fences, grade changes, and landscaping have been designed to screen service and storage areas. A landscape plan showing a mixture of deciduous and non-deciduous trees and shrubs and perennials has been provided. Due to drainage design, plantings are not proposed around the foundation. Based on the above findings of fact, the Board finds the standards of this section have been met.**

**J. Noise** - The development must control noise levels such that it will not create a nuisance for neighboring properties.

The proposed office building use will not cause noise levels that would be a nuisance for neighboring properties. The backing up of trucks to the loading bays may create noise audible beyond the property lines. Based on the above findings of fact, the Board finds the standards of this section have been met.

#### **K. Storage of Materials**

(1) Exposed nonresidential storage areas, exposed machinery, and areas used for the storage or collection of discarded automobiles, auto parts, metals or other articles of salvage or refuse must have sufficient setbacks and screening (such as a stockade fence or a dense evergreen hedge) to provide a visual buffer sufficient to minimize their impact on abutting residential uses and users of public streets.

(2) All dumpsters or similar large collection receptacles for trash or other wastes must be located on level surfaces which are paved or graveled. Where the dumpster or receptacle is located in a yard which abuts a residential or institutional use or a public street, it must be screened by fencing or landscaping.

(3) Where a potential safety hazard to children is likely to arise, physical screening sufficient to deter small children from entering the premises must be provided and maintained in good condition.

All storage areas and dumpsters are screened by either fencing or landscaping. A shed is proposed to be constructed as an accessory building to store materials containing asbestos until they could be properly disposed of. The location of this storage building is not shown on the plan nor is a dumpster screening detail provided. Both of these items are listed as proposed conditions of approval. With the proposed conditions of approval, the Board finds the standards of this section have been met.

**L. Capacity of the Applicant** - The applicant must demonstrate that he / she has the financial and technical capacity to carry out the project in accordance with this ordinance and the approved plan.

**Technical Ability:** The applicant has retained the services of Sitelines, PA that has extensive experience planning and designing commercial developments.

**Financial Capacity:** Attachment G of the application includes a letter of financial capacity from Bangor Savings Bank.

Based on the above findings of fact, the Board finds the standards of this section have been met.

#### **M. Design and Performance Standards**

(1) Route 1 Design Standards – n/a

(2) Route 1 Design Standards: **APPLICABLE**

(3) Town Center District Design and Performance Standards – n/a

(4) Village Mixed Use Performance Standards- n/a

#### **Route 1 Design Standards Ordinance Requirements**

##### **1.2 Site Planning and Design**

**1.1 Master Planning** - On properties that are large enough to accommodate more than a single structure, developers will be expected to prepare a conceptual master plan to show the Planning Board the general location of future buildings, parking lots, circulation patterns, open space, utilities, provisions for stormwater management, and other components of site development. On sites with multiple buildings, the outdoor space defined by the structures should be designed as a focal point for the development, with provisions for seating and other outdoor use. Landscaping, bollards and other site features should maintain a safe separation between vehicles and pedestrians.

**FINDING:** A subdivision plan was previously approved by the Planning Board which shows the location of this lot.

**1.2 - Professional Design** - Developers shall have their site plans designed by licensed professionals (civil engineers, architects or landscape architects) as required by State of Maine

professional licensing requirements to address the health, safety, welfare and visual pleasure of the general public, during all hours of operation and all seasons of the year.

**FINDING: Sitelines, PA provided all required professional services.**

**1.3 Route One Buffer Strip** - Developments should be designed to preserve the naturally forested character of much of the Rt. 1 corridor. A 75' setback is recommended.

**FINDING: This setback is provided for.**

**1.4 Vehicular Access** - Development along Cumberland's Route 1 corridor should promote safe, user-friendly and efficient vehicular movement while reducing both the number of trips on the roadway and the number of curb cuts wherever possible. The vehicular movements discussed in this chapter, both on-site and off-site, shall be designed by a professional engineer and shall be in conformance with all Maine Department of Transportation requirements.

**FINDING: There is one access point from Route 1 as per the approved subdivision plan. This will be a shared entrance with Lot 4.**

**1.4.1 Route 1 Curb Cuts** - To promote vehicular, bicycle and pedestrian safety, the number of curb cuts on Route 1 should be kept to a minimum. Adjacent uses are encouraged to use shared driveways wherever possible, thereby reducing the number of turning motions onto and off of Route 1. This practice will increase motorist, bicycle and pedestrian safety, and has the added environmental benefit of helping to reduce impervious (paved) area. Driveways and their associated turning movements should be carefully designed and spaced to reduce interruptions in Route 1's level of service and to promote safe and easily understandable vehicular movements. Where curb cuts will interrupt sidewalks, ADA requires that the cross slope not exceed 2% in order to maintain accessibility. New driveways and existing driveways for which the use has changed or expanded require a Maine Department of Transportation "Driveway Entrance Permit." The Planning Board will not grant project approval until the Town has been provided a copy of the permit, or alternately, until the applicant provides the Town a letter from the DOT stating that such a permit is not required. The MDOT may also require a Traffic Movement Permit if the number of vehicle trips exceeds the threshold established by the MDOT.

**FINDING: There is one access point from Route 1 as per the approved subdivision plan. This will be a shared entrance with Lot 4.**

**1.4.2 Site Circulation** - Internal vehicular movement on each site should be designed to achieve the following goals: to ensure the safety of motorists, delivery vehicles, pedestrians and cyclists by providing clear cues to the motorist as to where to drive or park, etc., once they enter the site. Landscaping, to reduce impervious areas, is encouraged as much possible. Every effort should be made to restrict paved surfaces to a maximum of two sides of the building. The site should not feature a building surrounded by drive lanes and parking. To ensure safe and easily understandable circulation, parking spaces, directional arrows, crosswalks and other markings on the ground should be painted on the pavement paint or shown by other suitable methods.

**FINDING: The plan reflects all of the above recommended features.**

**1.4.3 Driveways between Parcels** - Driveways between adjacent parcels should be used where feasible in order to make deliveries easier and reduce unnecessary trips and turning movements on Route 1. These driveways should provide safe, direct access between adjacent lots, but only where the paved areas of the two adjacent lots are reasonably close together. However, they are inappropriate where they would require excessive impervious (paved) area or impose undue financial burden on the owner. All such driveways between parcels should have pedestrian walkways when possible.

**FINDING: The approved subdivision plan shows a driveway along the rear of Lots 2, 3 and 4. The driveway from Rt. 1 is to be shared with Lot # 4.**

**1.5 Building Placement - Objective:** Buildings should be placed on their sites in a way that is sensitive to existing site conditions and respectful of adjacent uses.

**1.5.1 Location of Building on the Site** - In placing the building on the site, the designer should carefully consider the building's relationship to existing site features such as the size of the site, existing vegetation and topography, drainage, etc., as well as the abutting land uses. The site design should make every effort to avoid creating a building surrounded by parking lot. In addition, buildings should generally be square to Route 1 and should avoid unusual geometry in building placement unless the site requires it.

**FINDING: The location of the building on the site is appropriate.**

**1.5.2 Building Entrances** - The building's main entrance should be a dominant architectural feature of the building, clearly demarcated by the site design and landscaping. Main entrances should front onto the most convenient parking area. At building entrance areas and drop-off areas, site furnishings such as benches, sitting walls and, if appropriate, bicycle racks should be encouraged. Additional plantings may be desirable at these points to clearly identify the building entrance and to invite pedestrians into it. Where building entrances do not face Route 1, the Route 1 façade should still be made interesting and attractive to drivers on Route 1.

**FINDING: The building entrances are covered and set off by architectural details.**

**1.5.3 Building Setbacks** - If adjacent building facades are parallel with Route 1 and buildings have consistent setbacks from Route 1, the visual effect from the road will be orderly and attractive. Side and rear building setbacks must conform to the requirements of the underlying zone.

**FINDING: All setbacks are conforming and appropriate.**

**1.5.4 Hillside Development** - When a proposed development is located on a hillside that is visible from Route 1 or from other public areas, its presence will be much more obvious than development on a level site. Because of this, it is even more important that the structure be designed to fit harmoniously into the visual environment. The use of berms and plantings, where appropriate, will help soften the impact of buildings located in open fields. Site clearing should also be minimized and vegetation should be retained or provided to minimize the visual impact of the development. Issues of drainage, run-off and erosion should also be closely examined.

**FINDING: N/A**

**1.5.5 Universal Accessibility** - Development of all properties, buildings, parking lots, crosswalks, walkways and other site features must comply with the applicable standards of the Americans with Disabilities Act (ADA).

**FINDING: All ADA requirements have been met.**

**1.6 Parking - Objective:** Development should provide safe, convenient and attractive parking. Parking lots should be designed to complement adjacent buildings, the site and the Route 1 corridor without becoming a dominant visual element. Every effort should be made to break up the scale of parking lots by reducing the amount of pavement visible from the road. Careful attention should be given to circulation, landscaping, lighting and walkways.

**FINDING: The parking is located to the rear and sides of the building. There is no parking in front of the building.**

**1.6.1 Location** - Parking lots should be located to the side or rear of buildings. Parking should only be placed between the building and Route 1 if natural site constraints such as wetlands or topography, allow no other option. If parking must be built between the building and Route 1, it should be limited, if at all possible, to only one row of parking spaces and be adequately buffered.

**FINDING: There is no parking between the building and Route 1.**

**1.6.2 Landscaping** - A 75' buffer between Route 1 and buildings and parking is intended to insure that views from Route One are not of expanses of asphalt. will be required of each new development that is on Route 1 Parking should be separated from the building by a landscaped strip a minimum of five to ten feet wide. Landscaping around and within parking lots will shade hot surfaces and visually soften the appearance of the hard surfaces. Parking lots should be designed and landscaped to create a pedestrian-friendly environment. A landscaped border around parking lots is encouraged, and landscaping should screen the parking area from adjacent residential uses. Tree plantings between

rows of parking are very desirable. Granite curbs, while more expensive, are more attractive and require less maintenance than asphalt ones.

**FINDING: The 75' buffer is shown on the plan.**

**1.6.3 Snow Storage** - Provision should be made for snow storage in the design of all parking areas, and these areas should be indicated on the site plan. The area used for snow storage should not conflict with proposed landscaping or circulation patterns. These areas should be sited to avoid problems with visibility, drainage or icing during winter months.

**FINDING: Locations for snow storage are shown on the plan.**

**1.6.4 Impervious Surfaces** - The amount of paved surface required for parking, driveways and service areas should be limited as much as possible in order to provide green space, reduce run-off and preserve site character. This will have the added benefit of reducing construction and maintenance costs.

**FINDING: The plan reflects these recommendations.**

**1.7 Service Areas - Objective:** Service areas include exterior dumpsters, recycling facilities, mechanical units, loading docks and other similar uses. Service areas associated with uses along Route 1 should be designed to meet the needs of the facility with a minimum of visual, odor or noise problems. They should be the smallest size needed to fit the specific requirements of the building and its intended operation and should be fully screened from view by either plantings or architectural elements such as attractive fences.

**FINDING:** Service areas are located to the rear of the building.

**1.7.1 Location** - Service areas should, if possible, be located so that they are not visible from Route 1 or from the building entrance. Locations that face abutting residential properties should also be avoided wherever possible. Dumpster, recycling facilities and other outdoor service facilities should be consolidated into a single site location, in accordance with appropriate life safety requirements.

**FINDING:** Service areas are not visible from Route 1.

**1.7.2 Design** - Service areas should be designed to accommodate the turning movements of anticipated vehicles, and should be separated from other vehicle movements, parking areas and pedestrian routes. Wherever possible, service drives should be separated from areas where people will be walking by landscaped islands, grade changes, berms, or other devices to minimize conflicts. Gates on enclosures should be designed to prevent sagging or binding. Wooden fencing is always preferred, but where chain link is necessary for safety considerations, it should be screened by landscaping and painted a dark color or coated with dark vinyl.

**FINDING: The above criteria has been met.**

**1.7.3 Buffering/Screening** - Service areas should be screened to minimize visibility from sensitive viewpoints such as Route 1, nearby residential dwellings, public open space, pedestrian pathways, and building entrances. Landscape screening may consist of evergreen trees, shrubs, and/or planted earth berms. Architectural screening may consist of walls, fences or shed structures, and should complement the design of the main structure through repetition of materials, detailing, scale and color. Where plantings do not survive, or where they grow to a point where they no longer serve as effective screens, they shall be replaced or supplemented to meet the intent of the plan as approved by the Planning Board.

**FINDING: The above criteria has been met.**

**1.8 Open Space - Objective:** In order to provide an attractive, hospitable and usable environment, future development along Route 1 should have generous amounts of open space and attractive site details for such elements as pavement, curbing, sitting and other public areas, landscaping, planters, walls, signage, lighting, bollards, waste receptacles and other elements in the landscape.

**FINDING: The site plan shows open areas around the building.**

**1.8.1 Internal Walkways** - Internal walkways should invite pedestrians onto the property and make them feel welcome. Walkways extending the full length of a commercial building are encouraged along any façade that features a customer entrance and an abutting parking area. Such walkways should be located five to ten feet from the face of the building to allow for planting beds. Such walkways should

be shown on the project's landscaping plan. Wherever feasible, interconnections between adjacent properties should be developed to encourage pedestrian movement and reduce vehicle trips. At a minimum bituminous concrete should be used as the primary material for internal walkways, except that for entrance areas and other special features the use of brick or special paving shall be encouraged. Walkways should be separated from parking areas and travel lanes by raised curbing. Granite is strongly preferred for its durability, appearance and low maintenance requirements. Driveway crosswalks should be marked by a change in pavement texture, pattern or color to maximize pedestrian safety in parking and other potentially hazardous areas.

**FINDING: There are walkways along three sides of the building.**

**1.8.2 Landscaping** - Where there are trees in the 75' buffer between Route 1 and the building, existing healthy trees should be maintained in their natural state. Where there are few or no trees in the 75' buffer, the buffer area should be landscaped either with trees, or with flowering shrubs, fencing, or such architectural elements as stone walls. Where plantings do not survive, or grow to a point where they no longer serve as effective buffers, they shall be replaced or enhanced to meet the intent of the approved plan.

**FINDING: Due to necessary grading for stormwater management, some existing trees will be removed, however additional plantings will buffer the building in time.**

**1.8.3 Usable Open Space** - Whenever possible, site plans should provide inviting open spaces where people can sit, relax and socialize. Open spaces should be thought of as outdoor rooms, with consideration to ground surfaces, landscaping, lighting and other physical elements. Examples of such spaces include a forecourt outside a building entrance, or a peaceful place outdoors where employees can sit down and eat lunch or have breaks.

**FINDING: There are open space areas on the site.**

**1.9 Buffering of Adjacent Uses - Objective:** Buffering or screening may be necessary to effectively separate quite different land uses such as housing and office or commercial buildings. Plantings, earth berms, stone walls, grade changes, fences, distance and other means can be used to create the necessary visual and psychological separation.

**1.9.1 Appropriateness** - The selection of the proper type of buffer should result from considering existing site conditions, distances to property lines, the intensity (size, number of users) of the proposed land use, and the degree of concern expressed by the Planning Department, Planning Board, and abutting landowners. Discussions regarding the need for buffers, and appropriate sizes and types, should begin at the sketch plan stage of review.

**1.9.2 Design** - Buffers and screens should be considered an integral part of the site and landscaping plans. Stone walls, plantings, fencing, landforms, berms, and other materials used for buffers should be similar in form, texture, scale and appearance to other landscape elements. Structural measures, such as screening walls, should likewise be related to the architecture in terms of scale, materials, forms and surface treatment.

**1.9.3 Maintenance** - Where plantings do not survive, or where they grow to a point where they no longer serve as effective buffers, they shall be replaced or supplemented to meet the intent of the plan as approved by the Planning Board.

**FINDING: The above criteria has been met.**

**1.10 Erosion, Sedimentation and Stormwater Management - Objective:** Protecting the natural environment in Cumberland is as much a priority in these design guidelines as protecting the visual environment. A developer should take every measure possible in the construction and operation of a project to ensure that little or no adverse impact to the natural environment occurs. These measures should be as visually attractive as possible.

**1.10.1 Erosion and Sedimentation** - Before any site work, construction or the disturbance of any soil occurs on a property, methods, techniques, designs, practices and other means to control erosion and sedimentation, as approved or required by the Maine Department of Environmental Protection, shall be in place. For guidance developers should refer to "Maine Erosion and Sedimentation Control

Handbook for Construction – Best Management Practices,” produced by the Cumberland County Soil and Water Conservation District and the Maine DEP.

**FINDING: The erosion and sedimentation control plan has been reviewed by the Town Engineer and is currently being reviewed by MDEP.**

**1.11 Utilities - Objective:** It is important to make efficient use of the utility infrastructure that exists along the Route 1 corridor, and to ensure that utility connections to individual development lots are as inconspicuous as possible.

**FINDING: All utilities will be underground from Route 1.**

**1.11.1 Water and Sewer** - All proposed development along the Route 1 Corridor must connect to the municipal water supply and the municipal sewer, wherever such connections are available. Proposed connections are subject to review by the Town and/or its peer reviewers.

**FINDING: There will be a connection to the public water line.**

**1.11.2 Electric, Telephone and Cable** - Electric, telephone, cable and other wired connections from existing utilities on Route 1 should be made to individual development lots via underground conduit wherever possible. This prevents the accumulation of unsightly overhead wires, and preserves the natural character of the corridor.

**FINDING: Service will be via underground lines.**

**2. BUILDING TYPES** - The purpose of these guidelines is to encourage architectural styles within the Route 1 corridor that draw their inspiration from traditional New England examples. “Vernacular” or commonly used styles that are well represented in Cumberland are center-chimney Federal buildings in brick or clapboard, 1 and a half story Greek Revival “capess” with dormers, in white clapboard with corner pilasters or columns, and Victorians buildings with more steeply pitched roofs, porches and gingerbread trim. Except for mill buildings, the scale and nature of older commercial buildings in towns like Cumberland and Yarmouth, was similar to that of houses of the same period. Modern interpretations and versions of these styles, are entirely appropriate and encouraged. Because of their larger size, traditional barns are also sometimes used as inspiration for modern commercial buildings.

**2.1 General Architectural Form** - Traditional New England buildings look like they do because of the climate, the materials and technologies available for building and the styles and fads of the 19<sup>th</sup> century. This is what is meant when people talk about “vernacular architecture”. It is the architecture that develops in a particular geographic area. Typically, while there may be architects who work in a particular “vernacular”, vernacular architecture evolves over time and is not the product of a particular person’s powerful vision. These guidelines encourage the use of materials and forms that are characteristic of the construction of ordinary houses and commercial buildings of 19<sup>th</sup> century in northern New England, and particularly in Maine. Modern interpretations and versions of these materials and forms are entirely appropriate and encouraged.

**FINDING: The building design reflects the above criteria by using clapboard style siding in appropriate earth tone colors.**

**2.1.1 Roofs** - Because of the need to shed snow, New England roofs have generally been pitched rather than flat. Federal roofs are sometimes gambrel-shaped. In the Greek Revival style they are often gabled or have dormers, and have decorative “returns” at the bottom edge of the gable or dormers, suggesting the pediment of a Greek temple. Victorian houses typically have more steeply sloped roofs. Flat roofs are to be avoided.

**FINDING: The roofline is flat to accommodate HVAC equipment, however the use of facades in sections of the roofline break up the effect of the flat roof and screen the HVAC equipment.**

**2.1.2 Windows** - Windows are typically vertical rectangles, often with two or more panes of glass. They may have shutters. If shutters are used, each should be wide enough to actually cover half of the window. Horizontal and vertical “lights”, rows of small panes of New England buildings such as parapets. Where parapets are used to break up a flat roofline, the height of glass, are common over and next to doors. Window frames often have a decorative wood or stone pediment over them.

**FINDING: The windows reflect the above criteria.**



**2.1.3 Detailing** - Each historical period also has its characteristic embellishments. Federal buildings may have a decorative fanlight over the entrance door. Greek Revival buildings have corner-boards in the form of pilasters or even rows of actual columns across 1 façade, below a pediment. Victorian buildings use a wealth of turned columns and decorative scroll-work and shingle-work. Too many embellishments can look “busy”, and mixing the details of several periods or styles can also spoil the desired effect. Modern interpretations of older styles often used simplified forms to suggest the details that were more elaborately defined in earlier periods.

**FINDING: The detailing reflects the above criteria.**

**2.1.4 Building Materials** - Traditional siding materials common to Northern New England are brick, painted clapboard and either painted or unpainted shingles. Contemporary materials that have the same visual characteristics as traditional materials (e.g., cementitious clapboards or vinyl siding) are acceptable if attention is paid to detailing (e.g., corners, trim at openings, changes in material). Metal cladding is not permitted. Common traditional roofing materials are shingles – cedar originally or asphalt now, as well as standing seam metal. Where visible, the roofing color should be selected to complement the color and texture of the building’s façade. Roofing colors are usually darker than the color of the façade. Colors commonly found in historic New England houses vary by period. In the Federal and Greek Revival periods, white was the most common color, often with green or black shutters. But houses were not infrequently painted “sober” colors such as dull mustard or gray. In the Victorian period much brighter colors were often used, with trim in complementary colors. The characteristic colors for barns are white, barn red, or weathered shingle.

**FINDING: The building materials reflect the above criteria.**

**2.2 Large Scale Buildings - Objective:** Due to their visibility and mass, the design of new large structures (10,000 square feet or greater) have the ability to greatly enhance or detract from Route 1’s visual character. These structures should be designed as attractive pieces of commercial architecture that are responsive to their site and compatible with adjacent development.

**FINDING: The building reflects the above criteria.**

**2.2.1 Design and Massing** - Large structures should be designed so that their large mass is broken up into smaller visual components through the use of clustered volumes, projections, recesses and varied façade treatment. The design should provide variation to add shadow and depth and a feeling of reduced scale.

**FINDING: The building reflects the above criteria.**

**2.2.2 Site Design** - Wherever possible, large buildings should fit into the existing topography and vegetation, and should not require dramatic grade changes around their perimeter. Landscaping, site walls, pedestrian amenities and existing trees can be effective in reducing the apparent scale of large buildings.

**FINDING: The building reflects the above criteria.**

**2.2.3 Architectural Details** - Large structures should have the same degree of detailing found in well-designed smaller and medium sized buildings along the Route 1 corridor. Architectural details can be used to reduce the scale and uniformity of large buildings. Elements such as colonnades, pilasters, gable ends, awnings, display windows and appropriately positioned light fixtures can be effective means of achieving a human scale.

**FINDING: The building reflects the above criteria.**

**2.2.4 Facades and Exterior Walls** - Unbroken facades in excess of 80 feet are overwhelming whether they are visible from Route 1, other roadways or pedestrian areas, or when they abut residential areas. Breaking up the plane of the wall can reduce this sense of overwhelming scale. Where the plane of the wall is broken, the offset should be proportionate to the building’s height and length. A general rule of thumb for such projections or recesses is that their depth shall be at least 3% of the façade’s length, and they shall extend for at least 20% of the façade’s length. Other devices to add interest to long walls include strong shadow lines, changes in rooflines, pilasters and similar architectural details, as well as patterns in the surface material and wall openings. All façade elements should be coordinated with the landscape plan. Facades of commercial buildings that face Route 1 or other roadways should have



transparent openings (e.g. display windows or entry areas) along 30% or more of the length of the ground floor. Blank or unadorned walls facing public roads, residential neighborhoods, or abutting properties are boring and unattractive.

**FINDING: The building reflects the above criteria.**

**2.2.5 Building Entrances** - Large structures should have clearly defined and highly visible entrances emphasized through such devices as significant variations in rooflines or cornice lines, changes in materials, porticos, landscape treatments, distinctive lighting or other architectural treatments.

**FINDING: The building reflects the above criteria.**

**2.3 Linear Commercial Buildings - Objective:** Linear commercial structures, such as multi-tenant offices or commercial buildings may be appropriate along Route 1 provided that they are designed with façade and roofline elements that reduce their sense of large scale and add visual interest.

**2.3.1 Design** - Buildings with multiple storefronts should be visually unified through the use of complementary architectural forms, similar materials and colors, consistent details, and a uniform signage size and mounting system.

**FINDING: The building reflects the above criteria.**

**2.3.2 Façade Design** - The use of covered walkways, arcades, or open colonnades is strongly encouraged along long facades to provide shelter, encourage people to walk from store to store, and to visually unite the structure. Pedestrian entrances to each business or tenant should be clearly defined and easily accessible.

**FINDING: The building reflects the above criteria.**

**2.3.3 Focal Points** - Linear commercial buildings can include a focal point – such as a raised entranceway or clock tower, or other architectural element – to add visual interest and help reduce the scale of the building.

**FINDING: The building reflects the above criteria.**

**2.3.4 Façade Offsets** - Variations in the plane of the front façade add visual interest. They also create opportunities for common entries, and social or landscaped spaces.

**FINDING: The building reflects the above criteria.**

**2.3.5 Rooflines** - Variations in rooflines, detailing, cornice lines and building heights should be incorporated into the design to break up the scale of linear commercial buildings.

**FINDING: The building reflects the above criteria.**

**2.4 - Smaller Freestanding Commercial Buildings - Objective:** Smaller freestanding commercial buildings can easily make use of traditional New England building forms and should be designed to be attractive pieces of architecture, expressive of their use and compatible with surrounding buildings.

**2.4.1 Single Use Buildings** - Buildings that are constructed for use by a single business are generally smaller in scale than multi-tenant buildings. Single use buildings should be designed to be attractive and architecturally cohesive. To the greatest extent possible, the same materials, window types and roof types should be used throughout.

**FINDING: The building reflects the above criteria.**

**2.4.2 Franchise Design** - Franchise architecture with highly contrasting color schemes, non-traditional forms, reflective siding and roof materials are not related to any traditional New England style. They are buildings that are stylized to the point where the structure is a form of advertising. However, franchises have been willing to use existing “vernacular” buildings, and sometimes have designs that somewhat reflect local styles.

**FINDING: N/A**

**2.4.3. Mixed Use Buildings** - Buildings containing mixed uses (e.g., health club on the first floor with professional offices on the second floor) are encouraged. The architecture of a mixed-use building can reflect the different uses on the upper floors by a difference in façade treatment, as long as the building has a unified design theme.

**FINDING: N/A**

**2.5 Residential Structures - Objective:** Cumberland’s future housing stock in the Route 1 corridor should be well designed and constructed, and is encouraged to have some connection to the traditional

styles of New England residential architecture. The large mass of multiplex dwellings, can be broken up by façade articulation and architectural detailing in order to reduce their apparent size.

Building form and massing can conform to traditional New England residences by using gable or gambrel roofs with generous overhangs. Traditional vertically hung windows are encouraged. Garages should not constitute a major element of the front of the house that faces the street, but should be located to the side or rear wherever possible. Dwellings with ells and additions, and ones with multiple roof planes harken back to traditional New England farm and seaside homes. Box-like, ranch or split-level “contractor modern” type dwellings do not particularly reflect Maine styles. Similarly, traditional New England building materials such as wooden shingles and clapboards are encouraged. Modern low-maintenance materials such as cementitious shingles and clapboards may be substituted.

**FINDING: N/A**

**2.6 Residential Care Facilities - Objective:** Ensure that the future needs of Cumberland’s aging population are met in healthy and well-designed facilities, and that the architecture and site design of such facilities fit into the Cumberland context. The design of Residential Care Facilities can also draw on the local vernacular architecture of gable roofs, multiple building forms and traditional materials. Landscaping, site design and resident amenities will also be of concern to the Planning Board. The site should offer outdoor amenities such as decks, terraces, gardens, gazebos, lawns or similar features. Residential Care Facilities should be buffered from roadways and adjacent uses as much as possible.

**FINDING: N/A**

**2.7 Hotels - Objective:** To ensure that any future hotels in the Town of Cumberland are in keeping with the character of the surrounding area, and that the scale and design respects the architectural context of the region. Using traditional building materials and colors is encouraged, and the use of large blocks of bright, primary colors is discouraged. The signage and lighting standards contained in this publication will help as well.

**FINDING: N/A**

**2.7.1 All Building Types: Awnings and Canopies -** Awnings and canopies can enhance the appearance and function of a building by providing shade, shelter, shadow patterns, and visual interest. Where awnings are used, they should complement the overall design and color of the building. Whether fixed or retractable, awnings and canopies should be an integral element of the architecture. They should be located directly over windows and doors to provide protection from the elements. Awnings or canopies should not be used as light sources or advertising features. Graphics and wording located on canopies and awnings will be considered part of the total signage area. Any such graphics shall be designed as an integral part of the signage program for the property, and coordinated with other sign elements in terms of typeface, color and spacing.

**FINDING: N/A**

**3. Signs -** Signs play a central role in providing much-needed information and setting the tone for the Route 1 corridor. They inform motorists and pedestrians and have a direct effect on the overall appearance of the roadway. Signage should not create visual clutter along the roadway, yet must provide basic, legible information about commercial goods and services. Signs should be compatible with the architecture and the context of the development.

**3.1 Sign Design - Objective:** Commercial uses along Route 1 in Cumberland should be identified by attractive, legible signs that serve the need of the individual business, while complementing the site and the architecture. All signage shall comply with the requirements of the Zoning Ordinance of the Town of Cumberland.

**3.1.1 Signage Plan -** For development proposals requiring one or more signs, the applicant shall provide a detailed signage plan as part of Site Plan or Subdivision review. The signage plan should show the location of all signs on a site plan drawing and on building elevations, as well as sign construction details, dimensions, elevations, etc., and accurate graphic representations of the proposed wording.

**FINDING: TBD with sign permit application**

**3.1.2 Sign Location** - Signs should be placed in locations that do not interfere with the safe and logical usage of the site. They should not block motorists' lines of sight or create hazards for pedestrians or bicyclists. Roof mounted signs are not encouraged.

**FINDING: Complies**

**3.1.3 Sign Design** - The shape and materials and finish of all proposed signage should complement the architectural features of the associated building. Simple geometric forms are preferable for all signs. All signage shall comply with the requirements of the Zoning Ordinance of the Town of Cumberland.

**FINDING: TBD with sign permit application**

**3.1.4 Sign Colors** - Signs should be limited to two or three contrasting colors that are clearly complimentary to the colors of the associated building.

**FINDING: TBD with sign permit application**

**3.1.5 Sign Content** - To ensure a clear and easily readable message, a single sign with a minimum of informational content should be used. As a general rule no more than about 30 letters should be used on any sign. Lettering on any sign intended to be read by passing motorists needs to be legible at the posted speed limit. In general a minimum letter height of 6 inches is appropriate. Smaller letters can require motorists to slow down thereby creating traffic and safety hazards. Upper and lower case lettering is preferred to all upper case, as it is easier to read. The use of variable message "reader boards", sponsor logos, slogans or other messages that promote products or services other than the tenants' are not permitted. Signage for any proposed development should prominently feature its assigned street address to facilitate general way-finding and e-911 emergency response.

**FINDING: TBD with sign permit application**

**3.2 Sign Type - Objective:** To ensure that any sign type complements the architecture of the associated building, and to ensure that they are attractively designed and functional while clearly delivering the intended information.

**3.2.1 Building Mounted Signs** - Building or façade mounted signs should be designed as an integral element of the architecture and should not obscure any of the architectural details of the building. Signage should be mounted on vertical surfaces and should not project past or interfere with any fascia trim. Signs should be located a minimum of 18" from the edge of a vertical wall, however the overall proportions of both the wall and sign should be taken into consideration in the placement of the sign. Flush mounted (flat) signage should be mounted with concealed hardware. Perpendicularly mounted hanging signs should be mounted with hardware designed to complement the building's architecture. All metal hardware should be corrosion and rust resistant to prevent staining or discoloration of the building.

**FINDING; TBD with sign permit application**

**3.2.2 Freestanding Signs** - An alternative to a façade-mounted sign is a freestanding "pylon" sign. These signs are typically located between the building and the roadway right-of-way, adjacent to the site's vehicular entry point. As with façade-mounted signage, design and content standards shall apply. Because freestanding signs amount to architecture themselves, it is important that they be carefully designed to complement the associated building. This will entail similar forms, materials, colors and finishes. Landscaping surrounding the base of such signs shall be consistent with the landscaping of the entire site. Where a freestanding sign lists multiple tenants, there should be an apparent hierarchy: i.e., Address, name of the building or development, primary tenant, other tenants.

**FINDING: TBD with sign permit application**

**3.2.3 Wayfinding Signs** - To prevent visual clutter and motorist confusion, additional smaller signs indicating site circulation are generally discouraged. However they are sometimes needed to clarify complex circulation patterns. Wayfinding signage is also sometimes required to indicate different areas of site usage, such as secondary building entries, loading, or service areas. The Planning Board shall exercise its discretion in the requirement or prohibition of such signs. Where required, wayfinding signage should be unobtrusive, no taller than absolutely necessary, and shall complement the overall architecture and signage plan in terms of materials, color, form and finishes.

**FINDING: TBD with sign permit application**

**3.3 Sign Illumination** - Only externally lit signs are permitted in the Route 1 corridor because, compared with internally lit signs, the direction and intensity of the light can be more easily controlled. Externally illuminated signs are made of an opaque material and have a dedicated light fixture or fixtures mounted in close proximity, aimed directly at the sign face. The illumination level on the vertical surface of the sign should create a noticeable contrast with the surrounding building or landscape without causing undue reflection or glare. Lighting fixtures should be located, aimed and shielded such that light is only directed onto the surface of the sign. Wherever possible, fixtures should be mounted above the sign and be aimed downward to prevent illumination of the sky.

**FINDING: Complies**

**4. Lighting** - Outdoor lighting is used to identify businesses and illuminate roadways, parking lots, yards, sidewalks and buildings. When well designed and properly installed it can be very useful in providing us with better visibility, safety, and a sense of security, while at the same time minimizing energy use and operating costs. If outdoor lighting is not well designed or is improperly installed it can be a costly and inefficient nuisance. The main issues are glare (hampering the safety of motorists and pedestrians rather than enhancing it), light trespass (shining onto neighboring properties and into residential windows), energy waste (lighting too brightly or lighting areas other than intended or necessary), and sky glow (lighting shining outward and upward washing out views of the nighttime sky).

**4.1 Good Lighting - Objective:** Good lighting does only the job it is intended to do, and with minimum adverse impact on the environment. Common sense and respect for neighbors goes a long way toward attaining this goal. The applicant should provide sufficient lighting for the job without over-illuminating. Fixtures should be fully shielded, giving off no light above the horizontal plane. They should also direct the light onto the intended areas. Fully shielded produce very little glare, which can dazzle the eyes of motorists and pedestrians. The height and positioning of fixtures is also important, since even well shielded fixtures placed on tall poles can create light trespass. Fixtures should be positioned to uniformly illuminate the subject area. Hot spots created by too-bright or too-low fixtures make the in between areas seem dark, which can create safety problems. High efficiency lamps are encouraged. Shielded lights can be lower in wattage, and will actually light an area better than unshielded high-output lights because they don't waste light by casting it outward and upward.

**FINDING: Complies**

**4.2 The Lighting Plan - Objective:** As part of Site Plan or Subdivision review the Planning Board may, at its discretion, require that a lighting plan be provided. It should be prepared by a professional with expertise in lighting design. The intent of the lighting plan is to show how the least amount of light possible will be provided to achieve the lighting requirements.

**4.2.1 Elements of the Lighting Plan** - In addition to meeting the requirements of the Zoning Ordinance, the Lighting Plan should contain a narrative that describes the hierarchy of site lighting, describes how lighting will be used to provide safety and security, and describes how it will achieve aesthetic goals. The Lighting Plan should include specifications and illustrations of all proposed fixtures, including mounting heights, photometric data, and other descriptive information. It should also include a maintenance and replacement schedule for the fixtures and bulbs. The Planning Board may require a photometric diagram that shows illumination levels from all externally and internally visible light sources, including signage. The location and design of lighting systems should complement adjacent buildings, pedestrian routes, and site plan features. Pole fixtures should be proportionate to the buildings and spaces they are designed to illuminate. Buffers, screen walls, fencing and other landscape elements should be coordinated with the lighting plan to avoid dark spots and potential hiding places. Where proposed lighting abuts residential areas, parking lot lighting and other use-related site lighting should be substantially reduced in intensity within one hour of the business closing.

**FINDING: Complies**

**4.3 Types of Lighting**

**4.3.1 Façade and Landscaping Lighting** - Lighting on the front of a building can highlight architectural features or details of a building and add depth and interest to landscaping. This style of lighting should not be used to wash an entire façade in light or light the entire yard. Rather should be used to emphasize particular aspects of the project. All fixtures should be located, aimed and shielded so that they only illuminate the façade or particular plantings and do not illuminate nearby roadways, sidewalks or adjacent properties. For lighting a façade, the fixtures should be designed to illuminate the portion of the face of the building from above, aimed downward, to eliminate skyglow.

**4.3.2 Parking Lot and Driveway Lighting** - Parking lot and driveway lighting should be designed to provide the minimum lighting necessary for safety and visibility. Poles and fixtures should be in proportion to the roadways and areas they are intended to illuminate. All fixtures should be fully shielded or "cut-off" style, such that no light is cast above the horizontal plane. Decorative fixtures are strongly encouraged as long as they meet the cut-off criteria, and their design and color complements the architecture and landscaping of the project.

**FINDING: Complies**

**4.3.3 Pedestrian Lighting** - Places where people walk, such as sidewalks, stairs, sitting areas, curbs and landscaping should be adequately but not excessively illuminated. Mounting heights for pedestrian lighting should be appropriate in design and scale for the project and its setting. Bollard fixtures of 3' to 4' in height and ornamental fixtures of up to 12' in height are encouraged. Fixtures should be a maximum of 1 watts and should not create glare or light trespass onto abutting properties.

**FINDING: Complies**



STATE OF MAINE  
DEPARTMENT OF ENVIRONMENTAL PROTECTION  
17 STATE HOUSE STATION AUGUSTA, MAINE 04333-0017

DEPARTMENT ORDER

IN THE MATTER OF

LOLA IN PEARLS, LLC	) SITE LOCATION OF DEVELOPMENT ACT
Cumberland, Cumberland County	)
CUMBERLAND FORESIDE VILLAGE	)
LOT 3 DEVELOPMENT	) MINOR AMENDMENT
L-21578-39-W-B (approval)	) FINDINGS OF FACT AND ORDER

Pursuant to the provisions of 38 M.R.S. §§ 481–489-E and Chapters 373, 375, 376 and 500 of Department rules, the Department of Environmental Protection has considered the application of LOLA IN PEARLS, LLC with the supportive data, agency review comments, and other related materials on file and FINDS THE FOLLOWING FACTS:

1. PROJECT DESCRIPTION:

A. History of Project: In Department Order #L-21578-39-A-N/L-21578-TB-B-N, dated March 31, 2004, the Department approved the subdivision of a 51.22-acre parcel of land into 38 residential lots, 2 commercial lots, and a common area. Construction of the project was not started within two years and the permit lapsed. In Department Order #L-21578-39-C-N/L-21578-TB-D-N, dated February 17, 2007, the Department approved the subdivision of an approximately 54.08-acre parcel of land into 12 commercial/light industrial lots ranging in size from 1.66 acres to approximately 12.99 acres, with specific maximum buildout areas approved on each of the lots. Several subsequent Department Orders approved other modifications to the development of Cumberland Foreside Village. The development is located on the west side of U.S. Route 1 in the Town of Cumberland.

B. Summary: The applicant proposes to construct a 15,000-square foot commercial building with associated parking, landscaping, and a stormwater management system on Lot 3 in the Cumberland Foreside Village development, that will create 1.97 acres of developed area, of which 1.26 acres is impervious area. The proposed project is shown on a set of plans, the first of which is entitled, “Commercial/Office Building,” prepared by Sitelines PA and dated March 8, 2021, with a last revision date on any of the plans of October 24, 2021.

C. Current Use of Site: The lot is currently undeveloped woodland. There are no structures on the lot. The applicant’s parcel is identified as Lot 3 on Map R01 of the Town of Cumberland’s tax maps.



2. FINANCIAL CAPACITY:

The total cost of the project is estimated to be \$2,500,000. The applicant submitted a letter from Bangor Savings Bank, dated December 29, 2021, indicating that it intends to provide financing for this project. Prior to the start of construction, the applicant must submit evidence that it has been granted a line of credit or a loan by a financial institution authorized to do business in this State or evidence of any other form of financial assurance consistent with Department Rules, Chapter 373, § 1. to the Bureau of Land Resources for review and approval.

The Department finds that the applicant has demonstrated adequate financial capacity to comply with Department standards provided that prior to the start of construction the applicant submits evidence that it has been granted a line or credit or loan by a financial institution authorized to do business in this State or evidence of any other form of financial assurance consistent with Department Rules, Chapter 373, § 1. to the Department for review and approval.

3. TECHNICAL ABILITY:

The applicant provided resume information for key persons involved with the project and a list of projects successfully constructed by the applicant. The applicant also retained the services of Sitelines PA, a professional engineering firm, to assist in the design and engineering of the project and Summit Geoengineering Services for geotechnical investigations.

The Department finds that the applicant has demonstrated adequate technical ability to comply with Department standards.

4. NOISE:

The applicant stated that the proposed project will have no significant noise impact associated the future business on the parcel and that typical noise will be consistent with surrounding uses. The parcel is within the Cumberland Foreside Village which is located in Cumberland's Commercial-South Zoning District, abuts other commercial lots and is bordered U.S. Route 1.

The applicant proposes to limit construction on the site to the hours between 7:00 A.M. and 7:00 P.M. Construction noise during these hours is exempt pursuant to 38 M.R.S. § 484(3)(A). After construction, noise from the site will be limited to vehicular and other activities that are also exempt pursuant to Chapter 375, § 10(C)(5).

The Department finds that the applicant has made adequate provision for the control of excessive environmental noise from the proposed project.

## 5. STORMWATER MANAGEMENT:

The proposed project includes approximately 1.97 acres of developed area of which 1.26 acres is impervious area. It lies within the watershed of Norton Brook. The applicant submitted a stormwater management plan based on the Basic, General and Flooding Standards contained in Chapter 500 Stormwater Management rules (06-096 C.M.R. Ch. 500, effective August 12, 2015). The proposed stormwater management system consists of a lined, grassed underdrained soil filter (USF).

### A. Basic Standards:

(1) Erosion and Sedimentation Control: The applicant submitted an Erosion and Sedimentation Control Plan (Section 12 of the application) that is based on the performance standards contained in Appendix A of Chapter 500 and the Best Management Practices outlined in the Maine Erosion and Sediment Control BMPs, which were developed by the Department. This plan and plan sheets containing erosion control details were reviewed by, and revised in response to the comments of, the Cumberland County Soil and Water Conservation District (CCSWCD).

Erosion control details will be included on the final construction plans and the erosion control narrative will be included in the project specifications to be provided to the construction contractor.

(2) Inspection and Maintenance: The applicant submitted a maintenance plan that addresses both short and long-term maintenance requirements. The maintenance plan is based on the standards contained in Appendix B of Chapter 500. This plan was reviewed by, and revised in response to the comments of, the CCSWCD. The applicant will be responsible for the maintenance of all common facilities including the stormwater management system.

Storm sewer grit and sediment materials removed from stormwater control structures during maintenance activities must be disposed of in compliance with the Maine Solid Waste Management Rules.

(3) Housekeeping: The proposed project will comply with the performance standards outlined in Appendix C of Chapter 500.

Based on the CCSWCD's review of the erosion and sedimentation control plan and the maintenance plan, the Department finds that the proposed project meets the Basic Standards contained in Chapter 500, § 4(B), provided storm sewer grit and sediment materials are removed from stormwater control structures as described above.

B. General Standards:

The applicant's stormwater management plan includes general treatment measures that will mitigate for the increased frequency and duration of channel erosive flows due to runoff from smaller storms, provide for effective treatment of pollutants in stormwater, and mitigate potential temperature impacts. This mitigation is being achieved by using Best Management Practices (BMPs) that will control runoff from no less than 95% of the impervious area and no less than 80% of the developed area.

The stormwater management system proposed by the applicant was reviewed by, and revised in response to comments from CCSWCD. After a final review, CCSWCD commented that the proposed stormwater management system is designed in accordance with the General Standards contained in Chapter 500, § 4(B), and recommended the applicant retain its design engineer or other qualified professional engineer to oversee the construction of the USF according to the details and notes specified on the approved plans. Within 30 days of completion of the grassed underdrain soil filter, the applicant must submit as-built drawings of the USF and a log of inspection reports detailing the items inspected, photographs taken, and the date of each inspection to the BLR for review.

Based on the stormwater system's design and CCSWCD's review, the Department finds that the applicant has made adequate provision to ensure that the proposed project will meet the General Standards contained in Chapter 500, § 4(C) provided that oversight and inspections are performed and as-built drawings are submitted as described,

C. Flooding Standard:

The applicant is proposing to utilize a stormwater management system based on estimates of pre- and post-development stormwater runoff flows obtained by using Hydrocad, a stormwater modeling software that utilizes the methodologies outlined in Technical Releases #55 and #20, U.S.D.A., Soil Conservation Service and detains stormwater from 24-hour storms of 2-, 10-, and 25-year frequency. The post-development peak flow from the site will not exceed the pre-development peak flow from the site and the peak flow of the receiving water will not be increased as a result of stormwater runoff from the development site.

CCSWCD commented that the proposed system is designed in accordance with the Flooding Standard contained in Chapter 500, § 4(F).

Based on the system's design and CCSWCD's review, the Department finds that the applicant has made adequate provision to ensure that the proposed project will meet the Flooding Standard contained in Chapter 500, § 4(F) for peak flow from the project site, and channel limits and runoff areas.

7. SOLID WASTE:

When completed, the proposed project is anticipated to generate 10 cubic yards of municipal solid waste, such as trash and office waste, per month. All solid waste generated from the proposed project will be disposed of at the ecomaine in Portland, which is currently in substantial compliance with the Maine Solid Waste Management Rules.

The proposed project will generate approximately 2,104 cubic yards of stumps and grubblings. All stumps and grubblings generated will be disposed of on site, either chipped, burned, or worked into the soil, or hauled to Chase Excavation's waste processing facility in Falmouth which is in substantial compliance with the Maine Solid Waste Management Rules.

The proposed project will generate approximately 240 cubic yards of construction and demolition debris. All construction and demolition debris generated will be disposed of at the Casella/Pine waste transfer station in Westbrook. Any non-recyclable construction and demolition debris will be disposed of at the Juniper Ridge Landfill in Old Town. These facilities are currently in substantial compliance with the Maine Solid Waste Management Rules.

Based on the above information, the Department finds that the applicant has made adequate provision for solid waste disposal.

8. SOILS:

The applicant submitted a soil survey map and geotechnical report based on the soils found at the project site. This report was prepared by a registered professional engineer and reviewed by staff from the Division of Environmental Assessment (DEA) of the Bureau of Water Quality (BWQ).

The applicant indicated blasting associated with construction of the project is likely and a Blasting Plan, previously approved in Department Order #L-21578-39-C-N/L-21578-TB-D-N and last updated on May 21, 2021 was submitted by the applicant. DEA reviewed the plan and stated that the Blasting Plan will need to be updated with site specific information if blasting occurs within 500 feet of non-owned off-site structures such as buildings and wells. Prior to the start of any blasting on the project site within 500 feet of building or wells, the applicant must submit a site map showing blast areas, an updated Blasting Plan prepared by a qualified blaster that meets the blasting standards contained in 38 M.R.S. § 490-Z (14) to the BLR for review and approval.

Provided that the applicant complies with the blasting standards found in 38 M.R.S.A § 490-Z(14), the Department finds that, based on t this report, the Blasting Plan, and DEA's review, the soils on the project site present no limitations to the proposed project that cannot be overcome through standard engineering practices provided that an updated

Blasting Plan is submitted areas within 500 feet of structures or wells for review and approval prior to the commencement of blasting.

9. ALL OTHER:

All other Findings of Fact, Conclusions and Conditions remain as approved in Department Order #L-21578-39-C-N/L-21578-TB-D-N, and subsequent Orders.

BASED on the above findings of fact, and subject to the conditions listed below, the Department makes the following conclusions pursuant to 38 M.R.S. §§ 481–489-E:

- A. The applicant has provided adequate evidence of financial capacity and technical ability to develop the project in a manner consistent with state environmental standards provided that the applicant submits evidence of financial capacity in accordance with Finding 2.
- B. The applicant has made adequate provision for fitting the development harmoniously into the existing natural environment and the development will not adversely affect existing uses, scenic character, air quality, water quality or other natural resources in the municipality or in neighboring municipalities.
- C. The proposed development will be built on soil types which are suitable to the nature of the undertaking and will not cause unreasonable erosion of soil or sediment nor inhibit the natural transfer of soil provided a site specific Blasting Plan is submitted for review and approval prior to commencement of blasting activities as described in Finding 8.
- D. The proposed development meets the standards for storm water management in 38 M.R.S. § 420-D and the standard for erosion and sedimentation control in 38 M.R.S. § 420-C provided oversight, inspections and as-built drawings are submitted and storm sewer grit and sediment materials are removed from stormwater control structures, as described in Finding 5.
- E. The proposed development will not pose an unreasonable risk that a discharge to a significant groundwater aquifer will occur.
- F. The applicant has made adequate provision of utilities, including water supplies, sewerage facilities and solid waste disposal required for the development and the development will not have an unreasonable adverse effect on the existing or proposed utilities in the municipality or area served by those services.
- G. The activity will not unreasonably cause or increase the flooding of the alteration area or adjacent properties nor create an unreasonable flood hazard to any structure.

THEREFORE, the Department APPROVES the application of LOLA IN PEARLS, LLC to develop Lot 3 of the Cumberland Foreside Village development as described in Finding 1, SUBJECT TO THE FOLLOWING CONDITIONS and all applicable standards and regulations:

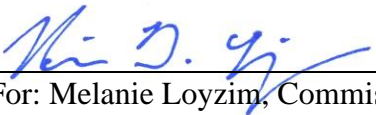
1. The Standard Conditions of Approval, a copy attached.
2. In addition to any specific erosion control measures described in this or previous orders, the applicant shall take all necessary actions to ensure that their activities or those of their agents do not result in noticeable erosion of soils or fugitive dust emissions on the site during the construction and operation of the project covered by this approval.
3. Severability. The invalidity or unenforceability of any provision, or part thereof, of this License shall not affect the remainder of the provision or any other provisions. This License shall be construed and enforced in all respects as if such invalid or unenforceable provision or part thereof had been omitted.
4. Prior to the start of construction, the applicant shall submit evidence that it has been granted a line of credit or a loan by a financial institution authorized to do business in this State or evidence of any other form of financial assurance determined by Department Rules, Chapter 373(1), to be adequate to the BLR for review and approval.
5. The applicant shall dispose of storm sewer grit and sediment materials from stormwater control structures during maintenance activities in compliance with the Maine Solid Waste Management Rules.
6. The applicant shall retain the services of either the design engineer or another qualified professional engineer to oversee the construction of the USF in accordance with the details and notes specified on the approved plans.
7. Within 30 days of the completion of the USF, the applicant shall submit as-built drawings, a log of inspection reports detailing the items inspected, photographs taken, and the date of each inspection to the BLR for review.
8. Prior to blasting on the project site within 500 feet of non-owned off-site structures, the applicant shall submit an updated site-specific Blasting Plan to the BLR for review and approval as described in Finding 8.
9. All other Findings of Fact, Conclusions and Conditions remain as approved in Department Order #-21578-39-C-N/L-21578-TB-D-N, and subsequent Orders, and are incorporated herein.



THIS APPROVAL DOES NOT CONSTITUTE OR SUBSTITUTE FOR ANY OTHER REQUIRED STATE, FEDERAL OR LOCAL APPROVALS NOR DOES IT VERIFY COMPLIANCE WITH ANY APPLICABLE SHORELAND ZONING ORDINANCES.

DONE AND DATED IN AUGUSTA, MAINE, THIS 13<sup>TH</sup> DAY OF JANUARY, 2022.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

BY:  \_\_\_\_\_  
For: Melanie Loyzim, Commissioner

PLEASE NOTE THE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES.  
KG/L21578WB/ATS#88032

<p><b>FILED</b> January 13<sup>th</sup>, 2022 State of Maine Board of Environmental Protection</p>
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**Department of Environmental Protection**  
**SITE LOCATION OF DEVELOPMENT (SITE)**  
**STANDARD CONDITIONS**

- A. Approval of Variations from Plans.** The granting of this approval is dependent upon and limited to the proposals and plans contained in the application and supporting documents submitted and affirmed to by the applicant. Any variation from these plans, proposals, and supporting documents is subject to review and approval prior to implementation. Further subdivision of proposed lots by the applicant or future owners is specifically prohibited without prior approval of the Board, and the applicant shall include deed restrictions to that effect.
- B. Compliance with All Applicable Laws.** The applicant shall secure and comply with all applicable federal, state, and local licenses, permits, authorizations, conditions, agreements, and orders prior to or during construction and operation, as appropriate.
- C. Compliance with All Terms and Conditions of Approval.** The applicant shall submit all reports and information requested by the Board or the Department demonstrating that the applicant has complied or will comply with all preconstruction terms and conditions of this approval. All preconstruction terms and conditions must be met before construction begins.
- D. Advertising.** Advertising relating to matters included in this application shall refer to this approval only if it notes that the approval has been granted WITH CONDITIONS, and indicates where copies of those conditions may be obtained.
- E. Transfer of Development.** Unless otherwise provided in this approval, the applicant shall not sell, lease, assign or otherwise transfer the development or any portion thereof without prior written approval of the Board where the purpose or consequence of the transfer is to transfer any of the obligations of the developer as incorporated in this approval. Such approval shall be granted only if the applicant or transferee demonstrates to the Board that the transferee has the technical capacity and financial ability to comply with conditions of this approval and the proposals and plans contained in the application and supporting documents submitted by the applicant.
- F. Time frame for approvals.** If the construction or operation of the activity is not begun within four years, this approval shall lapse and the applicant shall reapply to the Board for a new approval. The applicant may not begin construction or operation of the development until a new approval is granted. A reapplication for approval may include information submitted in the initial application by reference. This approval, if construction is begun within the four-year time frame, is valid for seven years. If construction is not completed within the seven-year time frame, the applicant must reapply for, and receive, approval prior to continuing construction.
- G. Approval Included in Contract Bids.** A copy of this approval must be included in or attached to all contract bid specifications for the development.
- H. Approval Shown to Contractors.** Work done by a contractor pursuant to this approval shall not begin before the contractor has been shown by the developer a copy of this approval.

## **STORMWATER STANDARD CONDITIONS**

### **STRICT CONFORMANCE WITH THE STANDARD AND SPECIAL CONDITIONS OF THIS APPROVAL IS NECESSARY FOR THE PROJECT TO MEET THE STATUTORY CRITERIA FOR APPROVAL**

**Standard conditions of approval.** Unless otherwise specifically stated in the approval, a department approval is subject to the following standard conditions pursuant to Chapter 500 Stormwater Management Law.

- (1) Approval of variations from plans. The granting of this approval is dependent upon and limited to the proposals and plans contained in the application and supporting documents submitted and affirmed to by the permittee. Any variation from these plans, proposals, and supporting documents must be reviewed and approved by the department prior to implementation. Any variation undertaken without approval of the department is in violation of 38 M.R.S. §420-D(8) and is subject to penalties under 38 M.R.S. §349.
- (2) Compliance with all terms and conditions of approval. The applicant shall submit all reports and information requested by the department demonstrating that the applicant has complied or will comply with all terms and conditions of this approval. All preconstruction terms and conditions must be met before construction begins.
- (3) Advertising. Advertising relating to matters included in this application may not refer to this approval unless it notes that the approval has been granted WITH CONDITIONS, and indicates where copies of those conditions may be obtained.
- (4) Transfer of project. Unless otherwise provided in this approval, the applicant may not sell, lease, assign, or otherwise transfer the project or any portion thereof without written approval by the department where the purpose or consequence of the transfer is to transfer any of the obligations of the developer as incorporated in this approval. Such approval may only be granted if the applicant or transferee demonstrates to the department that the transferee agrees to comply with conditions of this approval and the proposals and plans contained in the application and supporting documents submitted by the applicant. Approval of a transfer of the permit must be applied for no later than two weeks after any transfer of property subject to the license.
- (5) Time frame for approvals. If the construction or operation of the activity is not begun within four years, this approval shall lapse and the applicant shall reapply to the department for a new approval. The applicant may not begin construction or operation of the project until a new approval is granted. A reapplication for approval may include information submitted in the initial application by reference. This approval, if construction is begun within the four-year time frame, is valid for seven years. If construction is not completed within the seven-year time frame, the applicant must reapply for, and receive, approval prior to continuing construction.
- (6) Certification. Contracts must specify that “all work is to comply with the conditions of the Stormwater Permit.” Work done by a contractor or subcontractor pursuant to this approval may not begin before the contractor and any subcontractors have been shown a copy of this approval with the conditions by the permittee, and the permittee and each contractor and sub-contractor has certified, on a form provided by the department, that the approval and conditions have been received and read, and that the work will be carried out in accordance with the approval and conditions. Completed certification forms must be forwarded to the department.

- (7) Maintenance. The components of the stormwater management system must be adequately maintained to ensure that the system operates as designed, and as approved by the Department. If maintenance responsibility is to be transferred from the permittee to another entity, a transfer request must be filed with the Department which includes the name and contact information for the person or entity responsible for this maintenance. The form must be signed by the responsible person or agent of the responsible entity.
- (8) Recertification requirement. Within three months of the expiration of each five-year interval from the date of issuance of the permit, the permittee shall certify the following to the department.
- (a) All areas of the project site have been inspected for areas of erosion, and appropriate steps have been taken to permanently stabilize these areas.
  - (b) All aspects of the stormwater control system are operating as approved, have been inspected for damage, wear, and malfunction, and appropriate steps have been taken to repair or replace the system, or portions of the system, as necessary.
  - (c) The stormwater maintenance plan for the site is being implemented as approved by the Department, and the maintenance log is being maintained.
  - (d) All proprietary systems have been maintained according to the manufacturer's recommendations. Where required by the Department, the permittee shall execute a 5-year maintenance contract with a qualified professional for the coming 5-year interval. The maintenance contract must include provisions for routine inspections, cleaning, and general maintenance.
  - (e) The Department may waive some or all of these recertification requirements on a case-by-case basis for permittees subject to the Department's Multi-Sector General Permit ("MSGP") and/or Maine Pollutant Discharge Elimination System ("MEPDES") programs where it is demonstrated that these programs are providing stormwater control that is at least as effective as required pursuant to this Chapter.
- (9) Transfer of property subject to the license. If any portion of the property subject to the license containing areas of flow or areas that are flooded are transferred to a new property owner, restrictive covenants protecting these areas must be included in any deeds or leases, and recorded at the appropriate county registry of deeds. Also, in all transfers of such areas and areas containing parts of the stormwater management system, deed restrictions must be included making the property transfer subject to all applicable terms and conditions of the permit. These terms and conditions must be incorporated by specific and prominent reference to the permit in the deed. All transfers must include in the restrictions the requirement that any subsequent transfer must specifically include the same restrictions unless their removal or modification is approved by the Department. These restrictions must be written to be enforceable by the Department, and must reference the permit number.
- (10) Severability. The invalidity or unenforceability of any provision, or part thereof, of this permit shall not affect the remainder of the provision or any other provisions. This permit shall be construed and enforced in all respects as if such invalid or unenforceable provision or part thereof had been omitted.



10022. THIS DRAWING IS THE PROPERTY AND INSTRUMENT OF SITELINES P.A. NO MODIFICATION OR CHANGES MAY BE MADE TO THIS DRAWING WITHOUT THE EXPRESS WRITTEN PERMISSION OF SITELINES P.A. ANY MODIFICATION, CHANGE OR USE OF THIS DRAWING WITHOUT THE EXPRESS WRITTEN PERMISSION OF SITELINES P.A. IS WARRANTEED AND IS AT THE USER'S RISK. X:\LAND PROJECTS\2404\04092\04092.DWG, COVER C1, 7/26/2022 BY: J.B.M.AN.JOE

GENERAL NOTES:

1. DRAWINGS ARE BASED ON BOUNDARY AND TOPOGRAPHIC SURVEY INFORMATION FROM MULTIPLE SOURCES BY SITELINES, PA.
2. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR THE ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION HAS NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVES AND IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANY AND DIG SAFE (1-800-DIG-SAFE) AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IN AREAS OF POTENTIAL CONFLICTS TEST PITS SHALL BE REQUIRED TO VERIFY EXISTING UTILITY LOCATION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
3. RIM ELEVATIONS OF PROPOSED SANITARY SEWER MANHOLES AND ASSOCIATED STRUCTURES ARE APPROXIMATE. FINAL ELEVATIONS ARE TO BE SET FLUSH AND CONSISTENT WITH THE GRADING PLANS. ADJUST ALL OTHER RIM ELEVATIONS OF MANHOLES, WATER GATES, GAS GATES AND OTHER UTILITIES TO FINISH GRADE WITHIN LIMITS OF WORK.
4. THE LOCATION, SIZE, DEPTH, AND SPECIFICATIONS FOR CONSTRUCTION OF PROPOSED PRIVATE UTILITY SERVICES SHALL BE INSTALLED ACCORDING TO THE REQUIREMENTS PROVIDED BY, AND APPROVED BY THE RESPECTIVE UTILITY COMPANY (GAS, TELEPHONE, ELECTRIC, CABLE AND FIRE ALARM). FINAL DESIGN LOADS AND LOCATIONS TO BE COORDINATED WITH CONSTRUCTION MANAGER AND ARCHITECT.
5. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION, SIZE, INVERTS AND TYPES OF EXISTING PIPES AT ALL PROPOSED POINTS OF CONNECTION PRIOR TO ORDERING MATERIALS. WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, THE LOCATIONS, ELEVATION, AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR, AND THE INFORMATION FURNISHED IN WRITING TO THE CONSTRUCTION MANAGER REPRESENTATIVE FOR THE RESOLUTION OF THE CONFLICT.
6. THE CONTRACTOR SHALL VERIFY ALL CRITICAL DIMENSIONS AND GRADES BEFORE WORK BEGINS. CONTRACTOR SHALL CONFIRM LOCATION AND DEPTH ALL UTILITY LINE CROSSINGS WITH TEST PITS PRIOR TO BEGINNING WORK. CONFLICTS SHALL BE REPORTED IN WRITING TO CONSTRUCTION MANAGER FOR RESOLUTION OF THE CONFLICT.
7. ALL AREAS OUTSIDE THE LIMIT OF WORK THAT ARE DISTURBED SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE. ALL AREAS DISTURBED DURING CONSTRUCTION NOT COVERED WITH BUILDINGS, STRUCTURES, OR PAVEMENT SHALL RECEIVE 4 INCHES OF LOAM AND SEED.
8. THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS AND SHALL BE RESPONSIBLE FOR PAYING ANY FEES FOR ANY POLE RELOCATION AND FOR THE ALTERATION OR ADJUSTMENT OF GAS, ELECTRIC, TELEPHONE, CABLE, FIRE ALARM AND ANY OTHER PRIVATE UTILITIES BY THE UTILITY COMPANIES.
9. UPON AWARD OF CONTRACT, CONTRACTOR SHALL MAKE ALL NECESSARY CONSTRUCTION NOTIFICATIONS AND APPLY FOR AND OBTAIN ALL NECESSARY PERMITS, PAY ALL FEES AND POST ALL BONDS ASSOCIATED WITH THE WORK INDICATED ON THE DRAWINGS AND AS SPECIFIED.
10. ALL PROPERTY MONUMENTATION DISTURBED DURING CONSTRUCTION SHALL BE RESET TO THEIR ORIGINAL LOCATION BY A MAINE REGISTERED LICENSED PROFESSIONAL LAND SURVEYOR (PLS) AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL PREPARE AN AS-BUILT PLAN SURVEY SHOWING LOCATIONS OF ALL SURFACE FEATURES AND SUBSURFACE UTILITY SYSTEMS INCLUDING THE LOCATION TYPE, SIZE AND INVERTS.
11. THE CONTRACTOR SHALL INSTALL ALL EROSION CONTROL MEASURES PRIOR TO EARTHWORK OPERATION AND MAINTAIN ALL EROSION CONTROL MEASURES AND SEEDED EMBANKMENTS DURING CONSTRUCTION. EROSION CONTROL SHALL BE REMOVED ONLY UPON THE ESTABLISHMENT OF ALL LANDSCAPED AREAS. ALL WORK SHALL BE IN COMPLIANCE WITH THE ENVIRONMENTAL QUALITY HANDBOOK FOR EROSION AND SEDIMENT CONTROL, LATEST EDITION, AS ADOPTED BY THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION.
12. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR SITE SECURITY AND JOB SAFETY. ALL CONSTRUCTION ACTIVITY SHALL BE IN ACCORDANCE WITH OSHA STANDARDS AND LOCAL REQUIREMENTS.
13. ALL MATERIALS AND CONSTRUCTION METHODS USED WITHIN THE PUBLIC RIGHT-OF-WAY SHALL CONFORM TO ALL LOCAL MUNICIPAL STANDARDS AND MAINE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.
14. THE CONTRACTOR IS REQUIRED TO CONTROL DUST DURING CONSTRUCTION. EXPOSED SOIL AREAS SHALL BE SPRAYED WITH WATER AS NEEDED TO CONTROL DUST EMISSIONS. COVER EXPOSED SOIL AREAS AS QUICKLY AS PRACTICAL TO PREVENT WINDS FROM GENERATING DUST.
15. ALL HANDICAP ACCESSIBLE PARKING SPACES, RAMPS AND SIDEWALKS SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA).
16. ALL SITE SIGNAGE AND PAVEMENT MARKINGS SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
17. THE CONTRACTOR SHALL ANTICIPATE THAT GROUNDWATER WILL BE ENCOUNTERED DURING CONSTRUCTION AND SHALL INCLUDE SUFFICIENT COSTS WITHIN THEIR BID TO PROVIDE DEWATERING AS NECESSARY. NO SEPARATE PAYMENT SHALL BE MADE TO THE CONTRACTOR FOR DEWATERING.
18. ALL MATERIALS SHALL BE NEW AND PROVIDED BY THE CONTRACTOR.
19. CONTRACTOR SHALL PROVIDE NOTIFICATION TO THE NAVY COORDINATOR PRIOR TO START OF CONSTRUCTION.

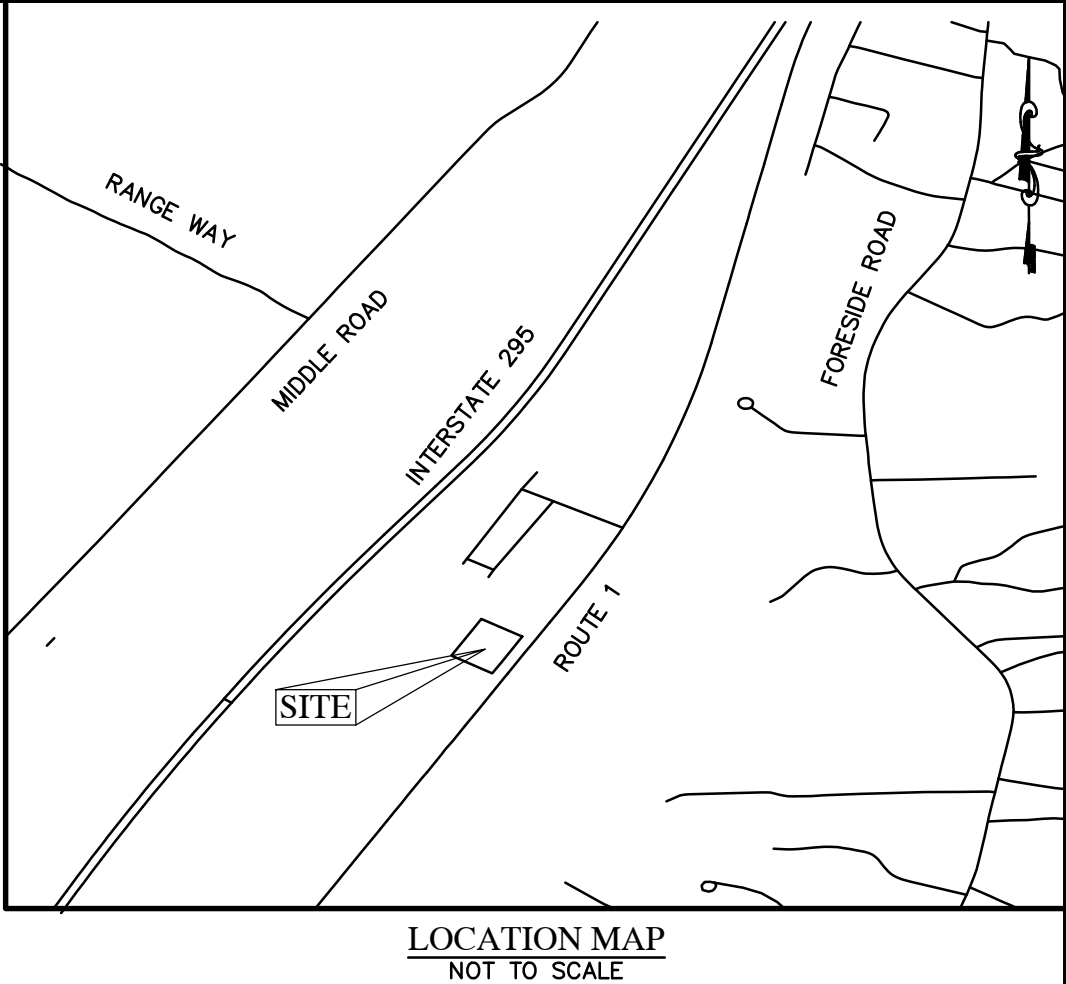
LAYOUT NOTES:

1. ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB OR FOUNDATION.
2. OFFSETS TO CATCH BASINS AND MANHOLES ARE TO THE CENTER OF THE FRAME.
3. PIPE LENGTH EQUALS THE CENTER TO CENTER DISTANCES BETWEEN CATCH BASINS AND/OR MANHOLES MINUS ONE HALF THE DIAMETER OF EACH CATCH BASIN OR MANHOLE.
4. BOUNDARY INFORMATION ON LAYOUT PLAN IS FOR REFERENCE ONLY, REFER TO CERTIFIED BOUNDARY PLANS FOR BOUNDARY INFORMATION.
- GRADING AND DRAINAGE NOTES:
1. UNLESS OTHERWISE NOTED, ALL STORM DRAIN PIPE SHALL BE IN ACCORDANCE WITH MDOT SPECIFICATIONS SECTION 603. PIPE CULVERTS AND STORM DRAINS, LATEST REVISION WITH THE EXCEPTION THAT THE ONLY ACCEPTABLE TYPES OF PIPE ARE AS FOLLOWS:

- POLYVINYL CHLORIDE PIPE (PVC) SDR 35  
SMOOTH BORE POLYETHYLENE PIPE - HDPE N-12 ADS OR SDR 35
2. TOPSOIL STRIPPED IN AREAS OF CONSTRUCTION THAT IS SUITABLE FOR REUSE AS LOAM SHALL BE STOCKPILED ON SITE AT A LOCATION TO BE DESIGNATED BY OWNER. UNSUITABLE SOIL SHALL BE SEPARATED, REMOVED AND DISPOSED OF AT AN APPROVED DISPOSAL LOCATION OFF SITE.
3. THE CONTRACTOR SHALL ANTICIPATE THAT GROUNDWATER WILL BE ENCOUNTERED DURING CONSTRUCTION AND SHALL INCLUDE SUFFICIENT COSTS WITHIN THEIR BID TO PROVIDE DEWATERING AS NECESSARY. NO SEPARATE PAYMENT SHALL BE MADE TO THE CONTRACTOR FOR DEWATERING.

PERMITTING REQUIREMENTS:

AGENCY:	PERMIT:	STATUS:
TOWN OF CUMBERLAND	SITE PLAN - AMENDMENT BUILDING	PENDING (BY CONTRACTOR)
MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION	STORMWATER LAW PERMIT	APPROVED



COMMERCIAL/OFFICE BUILDING  
ROUTE 1, CUMBERLAND, MAINE

PREPARED FOR:  
LAKESIDE CONCRETE CUTTING INC.  
590 COUNTY ROAD, SUITE 2, WESTBROOK, MAINE 04092

TOWN/UTILITY CONTACTS

CODE ENFORCEMENT

WILLIAM LONGLEY  
TOWN OF CUMBERLAND  
290 TUTTLE ROAD  
CUMBERLAND, MAINE 04021  
207-829-2207

ELECTRIC SERVICE

CENTRAL MAINE POWER  
280 BATH ROAD  
BRUNSWICK, MAINE 04011  
207-721-8054

TELEPHONE SERVICE

FAIRPOINT  
BATH ROAD (P.O. BOX 360)  
BRUNSWICK, MAINE 04011  
207-442-8018

CABLE SERVICE

COMCAST CONSTRUCTION OFFICE  
336 BATH ROAD  
BRUNSWICK, MAINE, 04011  
207-729-6660

WATER SERVICE

PORTLAND WATER DISTRICT  
225 DOUGLASS STREET  
PO BOX 3553  
PORTLAND, MAINE 04104

SANITARY SEWER

TOWN OF CUMBERLAND  
WILLIAM SHANE, P.E., TOWN MANAGER  
290 TUTTLE ROAD  
CUMBERLAND, MAINE 04021  
207-829-2205

PUBLIC WORKS DEPARTMENT

CHRISTOPHER BOLDUC, PUBLIC SERVICES DIRECTOR  
290 TUTLE ROAD  
CUMBERLAND, MAINE 04021  
207-829-2220

CUMBERLAND FIRE DEPARTMENT

DANIEL SMALL, FIRE CHIEF  
366 TUTTLE ROAD  
CUMBERLAND, MAINE 04021  
207-829-5421

PROJECT TEAM

CIVIL ENGINEER

SITELINES P.A.  
ATTN: JOSEPH J. MARDEN, P.E.  
119 PURINTON ROAD, SUITE A  
BRUNSWICK, MAINE 04011  
207-725-1200  
WWW.SITELINESPA.COM

GEOTECHNICAL

SUMMIT GEOENGINEERING SERVICES  
173 PLEASANT STREET  
ROCKLAND, MAINE 04841  
207-318-7761

SURVEYOR

SITELINES P.A.  
ATTN: KEVIN CLARK, P.L.S.  
119 PURINTON ROAD, SUITE A  
BRUNSWICK, MAINE 04011  
207-725-1200  
WWW.SITELINESPA.COM

SHEET INDEX		
SHEET #	SHEET TITLE:	SCALE:
C1	COVER SHEET	NTS
C2	EXISTING CONDITIONS PLAN	1"=30'
C3	SITE LAYOUT & UTILITY PLAN	1"=30'
C4	GRADING & DRAINAGE PLAN	1"=30'
C6	BLASTING PLAN	1"=100'
C7	EROSION CONTROL PLAN	1"=30'
C8	EROSION CONTROL DETAILS AND NOTES	NTS
C9	SITE DEVELOPMENT DETAILS - 1 OF 2	NTS
C10	SITE DEVELOPMENT DETAILS - 2 OF 2	NTS
C11	STORMWATER DETAILS	NTS
L1	LANDSCAPE PLAN	1"=30'
L2	SITE PHOTOMETRIC PLAN	1"=30'

EXISTING	LEGEND	PROPOSED
	IRON MARKER FOUND	
	5/8" REBAR TOPPED WITH AN ALUMINUM I.D. CAP	
	CATCH BASIN	
	SEWER MANHOLE	
	FIRE HYDRANT	
	WATER GATE VALVE	
	WATER SHUT-OFF	
	BLOW-OFF/CLEAN-OUT	
	UTILITY POLE	
	UTILITY LINE (OVERHEAD UTILITY LINE)	
	PROPERTY LINE	
	EASEMENTS	
	SETBACK/BUFFER	
	STREAM	
	CURB	
	EDGE OF PAVEMENT	
	BUILDING	
	STORM DRAIN(SEE PLAN FOR SIZE)	
	SEWER LINE(SEE PLAN FOR SIZE)	
	WATER LINE(SEE PLAN FOR SIZE)	
	UNDERDRAIN(SEE PLAN FOR SIZE)	
	SLOPE ARROW	
	CONTOURS	
	TREE LINE	
	SEDIMENT BARRIER	
	RIPRAP	
	PROPOSED PAVEMENT	
	SPOT GRADE	

E.	07-26-22	SUBMITTED TO TOWN FOR AMENDMENT	JJM
D.	06-29-22	REVISED WATER SERVICE	JJM
C.	05-06-22	REVISED DUMPSTER PAD LOCATION	NCR
B.	02-22-21	REVISED WATER MAIN ALIGNMENT	CYN
A.	02-10-22	REVISED SEWER INVERTS, ADDED INSULATION TO S3, S5, S8, AND OIL/CRIT SEPARATOR	CYN
6.	01-20-22	ISSUED FOR CONSTRUCTION	CYN
5.	10-24-21	REVISED PER MDEP REVIEW COMMENTS	CYN
4.	07-14-21	SUBMITTED FOR MDEP REVIEW	CYN
3.	06-14-21	REVISED PER REVIEW COMMENTS	CYN
2.	06-03-21	SUBMITTED FOR FINAL APPROVAL	CYN
1.	05-05-21	SUBMITTED TO TOWN OF CUMBERLAND	CYN

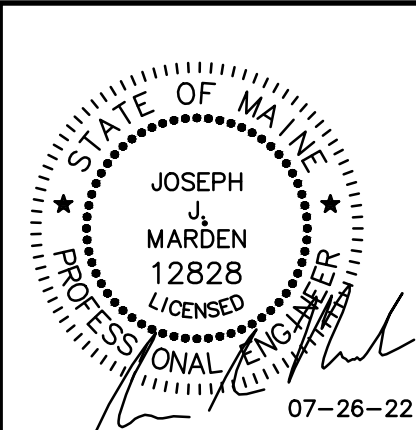
TITLE:	COVER SHEET
PROJECT:	COMMERCIAL/OFFICE BUILDINGS U.S. ROUTE 1, CUMBERLAND, MAINE
PREPARED FOR:	LAKESIDE CONCRETE CUTTING & ABATEMENT PROFESSIONALS 590 COUNTY ROAD, SUITE 2, WESTBROOK, ME 04092



CALL DIG SAFE UTILITY LOCATION  
1-888-344-7233  
STATE LAW REQUIRES ADVANCE NOTICE OF AT LEAST 3 BUSINESS DAYS BEFORE YOU DIG, GRADE OR EXCAVATE FOR THE MARKING OF UNDERGROUND UTILITIES

PROGRESS PRINT  
THIS PLAN IS ISSUED FOR REVIEW AND INFORMATION PURPOSES ONLY. THIS PLAN IS SUBJECT TO CHANGE AND IS NOT FOR PRICING OR CONSTRUCTION. PRICING BASED ON THIS PLAN IS NOT BINDING UNLESS SIGNED BY BOTH CONTRACTOR AND OWNER.

ISSUED FOR:  
PERMITTING



	<b>SITELINES</b> 119 PURINTON ROAD, SUITE A BRUNSWICK, MAINE 04011 207.725.1200 CIVIL ENGINEERS • PLANNERS • LAND SURVEYORS
FIELD WK: MC & CR	SCALE: NTS
DRN BY: NCR	JOB #: 4306
CH'D BY: CYN	MAP/LOT: R01/11-3
DATE: 03/08/21	FILE: 4306-COV-DET

SHEET:  
C1

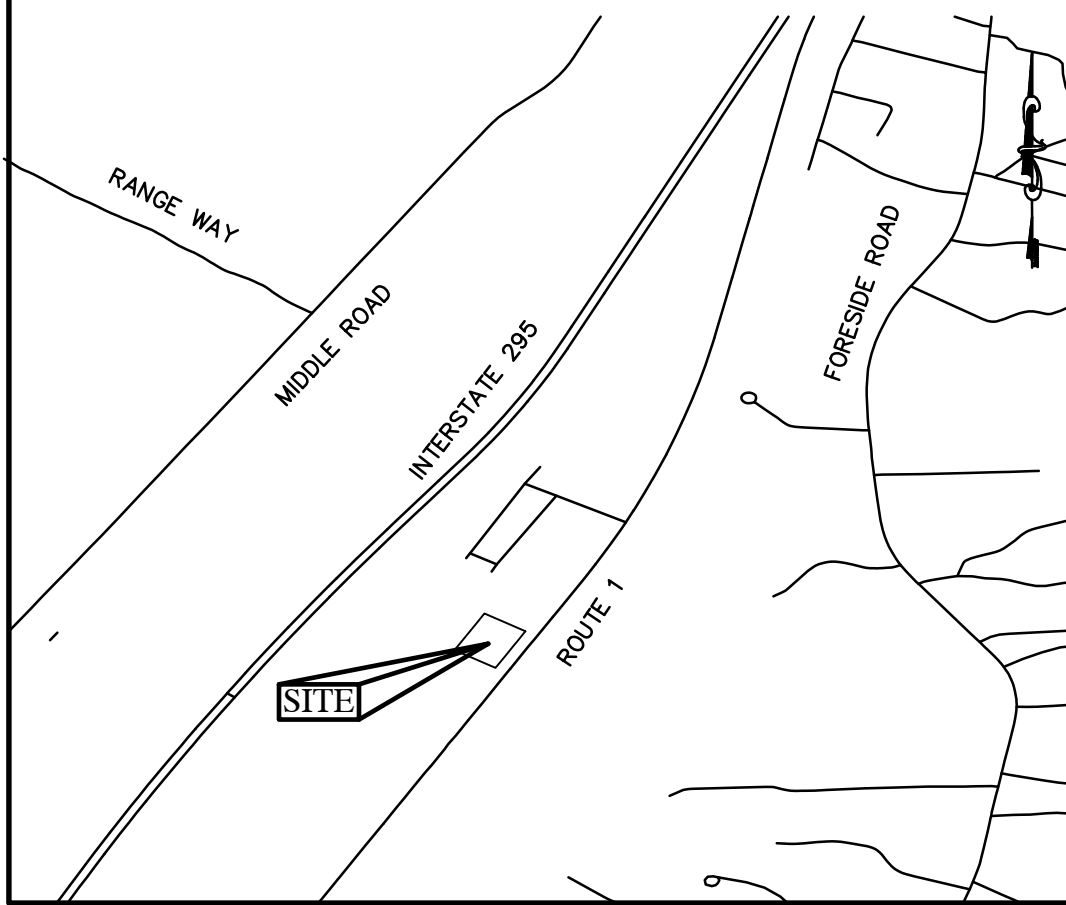
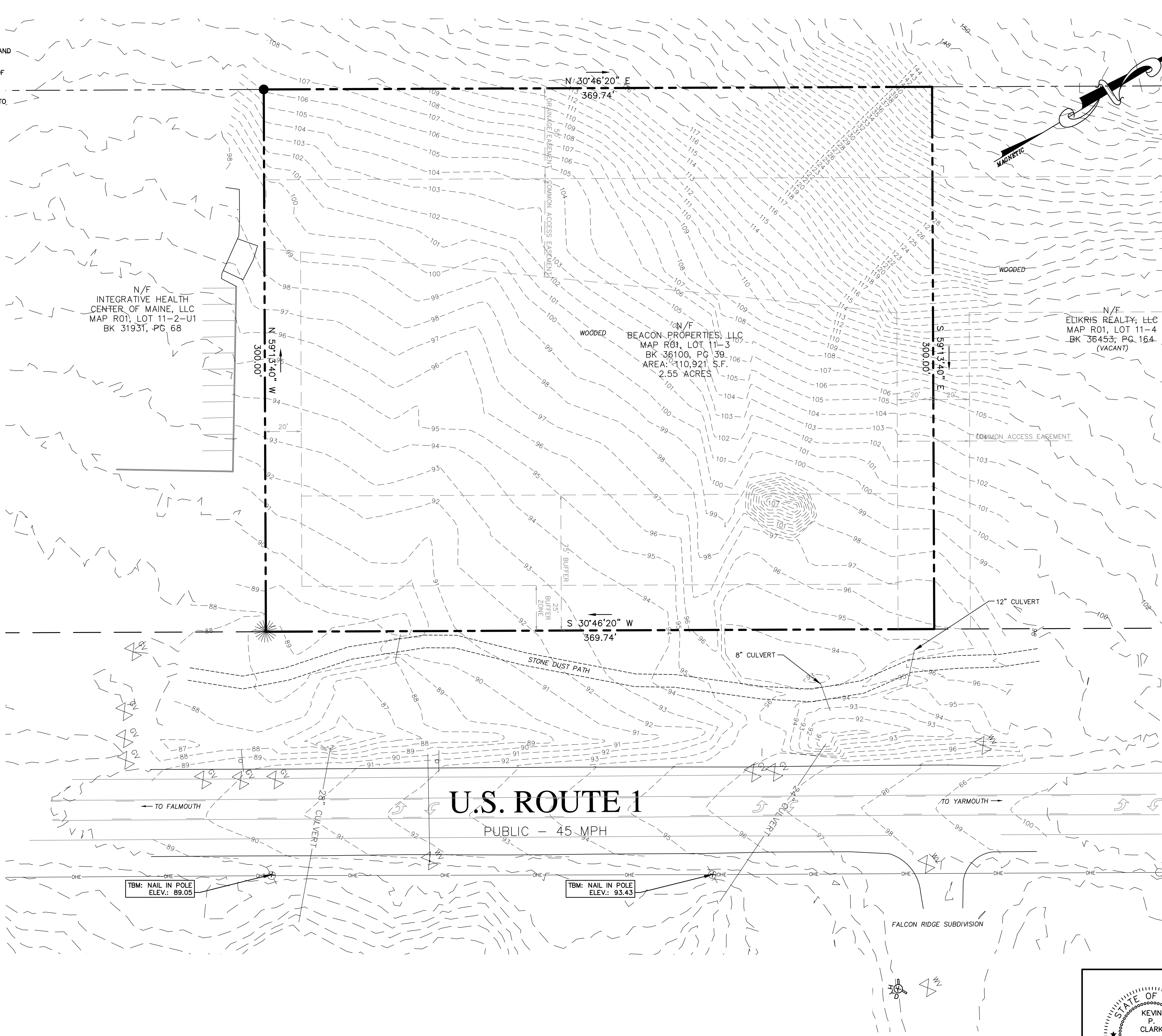


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LAND PROJECT: LAKESIDE U.S. ROUTE 1, CUMBERLAND, MAINE. DATE: 07/26/2022 10:16:43 AM. JOE

DEMOLITION NOTES:

- 1) PROTECT EXISTING DRAINAGE SYSTEM(S) AS NECESSARY TO PREVENT SEDIMENT FROM ENTERING DURING CONSTRUCTION. SEE DETAIL SHEETS FOR EROSION CONTROL DEVICES.
- 2) ALL WORK WITHIN ROADWAY RIGHT-OF-WAYS TO CONFORM TO TOWN OF CUMBERLAND AND MaineDOT STANDARDS.
- 3) THE LIMITS OF WORK SHALL BE CLEARLY MARKED IN THE FIELD PRIOR TO THE START OF CONSTRUCTION OR SITE CLEARING.
- 4) NOTES ON THIS PLAN THAT READ "TBR" REPRESENT FEATURES TO BE REMOVED. ANY FEATURES NOT LABELED "TBR" OR "TO BE REMOVED" SHALL BE CONSIDERED EXISTING TO REMAIN.



LOCATION MAP  
NOT TO SCALE

NOTES:

THIS PLAN DEPICTS CONDITIONS FOUND AND SURVEYED BY SITELINES PA AS OF FEBRUARY 2021. SUPPORTING DATA IS FROM THE INFORMATION BELOW.

1. TITLE REFERENCE FOR SURVEYED PARCEL:

BK 36100, PG 39

2. PLAN REFERENCE(S):

(1) FOURTH AMENDED SUBDIVISION PLAN CUMBERLAND FORESIDE VILLAGE, US ROUTE ONE, CUMBERLAND, PREPARED BY OWEN HASKELL INC., FALMOUTH, ME, AND RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS PLAN BOOK 217, PAGE 85 ON MARCH 23, 2017

3. AREA INFORMATION:

2.55 ACRES

4. TAX MAP REFERENCE:

TAX MAP R01, LOT 11-3.

5. BASIS OF BEARINGS:

BEARINGS ARE MAGNETIC AND ARE BASED ON HAND COMPASS BEARINGS ALONG RANDOM TRAVERSE LINES.

6. UTILITY INFORMATION:

THERE MAY BE UNDERGROUND CONDUIT, WIRES, CABLES AND/OR STRUCTURES NOT SHOWN ON THIS PLAN. THE LOCATIONS SHOWN ARE BASED ON SURFACE FEATURES VISIBLE AT THE TIME OF SURVEY AND POSSIBLY FROM INFORMATION PROVIDED BY THE OWNER, MUNICIPAL GIS DATA, AND/OR UTILITY COMPANIES. NO EXCAVATIONS WERE MADE DURING THE COURSE OF THE SURVEY TO VERIFY OR LOCATE ANY UNDERGROUND STRUCTURES. IT IS THE RESPONSIBILITY OF THE OWNER/CONTRACTOR TO VERIFY THE LOCATION OF ANY UNDERGROUND UTILITIES PRIOR TO EXCAVATING BY CONTACTING THE APPROPRIATE UTILITY COMPANY. STATE LAW REQUIRES DIG-SAFE BE CONTACTED PRIOR TO EXCAVATION.

E. 07-26-22	SUBMITTED TO TOWN FOR AMENDMENT	JUM
D. 06-29-22	REVISED WATER SERVICE	JUM
C. 05-06-22	REVISED DUMPSTER PAD LOCATION	NCR
	REVISED GRADING	
B. 02-22-21	REVISED WATER MAIN ALIGNMENT	CYN
A. 02-10-22	REVISED SEWER INVERTS, ADDED INSULATION TO S3, S5, S6, AND OIL/GRIT SEPARATOR	CYN
6. 01-20-22	ISSUED FOR CONSTRUCTION	CYN
5. 10-24-21	REVISED PER MDEP REVIEW COMMENTS	CYN
4. 07-14-21	SUBMITTED FOR MDEP REVIEW	CYN
3. 06-14-21	REVISED PER REVIEW COMMENTS	CYN
2. 06-03-21	SUBMITTED FOR FINAL APPROVAL	CYN
	REVISED PER TOWN PLANNER COMMENTS	
1. 05-05-21	SUBMITTED TO TOWN OF CUMBERLAND	CYN

TITLE: EXISTING CONDITIONS PLAN

PROJECT: COMMERCIAL/OFFICE BUILDINGS  
U.S. ROUTE 1, CUMBERLAND, MAINE

PREPARED FOR: LAKESIDE CONCRETE CUTTING & ABATEMENT PROFESSIONALS  
590 COUNTY ROAD, SUITE 2, WESTBROOK, ME 04092

**SITELINES**  
119 PURINTON ROAD, SUITE A  
BRUNSWICK, MAINE 04011  
207.725.1200  
CIVIL ENGINEERS • PLANNERS • LAND SURVEYORS

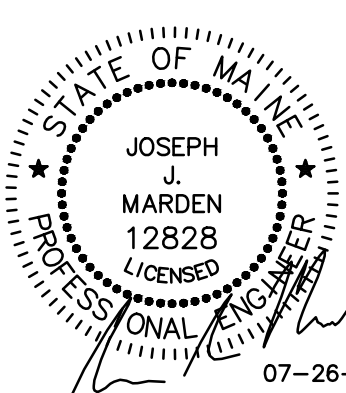
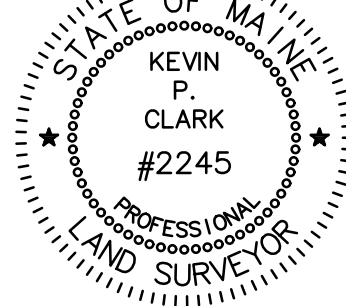
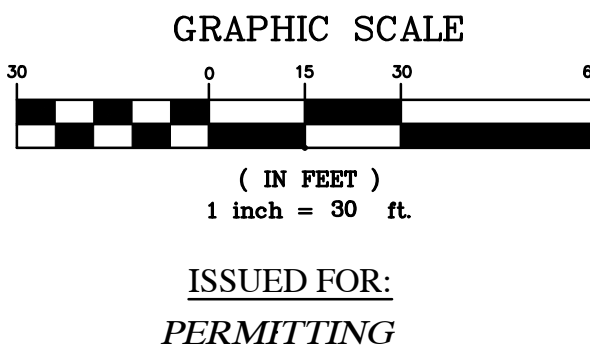
FIELD WK: MC & CR	SCALE: 1" = 30'
DRN BY: NCR	JOB #: 4306
CHD BY: CYN	MAP/LOT: R01/11-3
DATE: 03/08/21	FILE: 4306-SITE-AMEND

SHEET:  
**C2**

PROGRESS PRINT  
THIS PLAN IS ISSUED FOR REVIEW AND INFORMATION PURPOSES ONLY. THIS PLAN IS SUBJECT TO CHANGE AND IS NOT FOR PRICING OR CONSTRUCTION. PRICING BASED ON THIS PLAN IS NOT BINDING UNLESS SIGNED BY BOTH CONTRACTOR AND OWNER.



CALL DIG SAFE UTILITY LOCATION  
**1-888-344-7233**  
STATE LAW REQUIRES ADVANCE NOTICE OF AT LEAST 3 BUSINESS DAYS BEFORE YOU DIG, GRADE OR EXCAVATE FOR THE MARKING OF UNDERGROUND UTILITIES

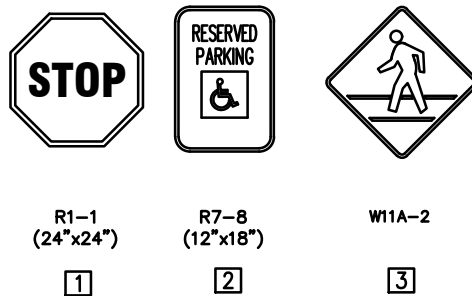




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ALAND PROJECT 9400 LAKESIDE U.S. ROUTE 1 CUMBERLAND, ME 04092 SITE LAYOUT & UTILITY PLAN 1/26/2022 10:16:44 AM JOE

SIGN LEGEND:



CURBING LEGEND:

VERTICAL CURBFORM CONCRETE CURB: 1/2" TIP DOWN

PARKING INFORMATION:

PROVIDED: 60  
DIMENSIONS: 18.5'x10'  
ADA COMPLIANT: 3

LAYOUT NOTES:

1. ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB OR FOUNDATION.
2. BOUNDARY INFORMATION ON LAYOUT PLAN IS FOR REFERENCE ONLY. REFER TO CERTIFIED BOUNDARY PLANS FOR BOUNDARY INFORMATION.
3. ALL HANDICAP ACCESSIBLE PARKING SPACES, RAMPS AND SIDEWALKS SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA).
4. ALL SITE SIGNAGE AND PAVEMENT MARKINGS SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
5. BUILDING FOUNDATION SHOWN IS NOT FOR FOUNDATION LAYOUT. COORDINATE SITE WORK WITH ARCHITECTURAL DRAWINGS INCLUDING BUILDING FEATURES AND FOUNDATION PLAN.
6. REFER TO SHEET C4 FOR GRADING AND DRAINAGE INFORMATION.
7. REFER TO SHEET L1 FOR LANDSCAPE INFORMATION.
8. REFER TO SHEET L2 FOR LIGHTING INFORMATION.

N/F  
INTEGRATIVE HEALTH  
CENTER OF MAINE, LLC  
MAP R01, LOT 11-2-U1  
BK 31931, PG 68

OFFICE COMMERCIAL-SOUTH ZONING DISTRICT (OC-S)		
m	REQUIRED	PROPOSED
MIN. LOT SIZE:	1 AC.	2.55 AC.
MIN. LOT FRONTAGE:	150'	370'
MINIMUM SETBACKS:		
FRONT:	25'	25'
REAR:	65'	65'
SIDE:	20'	20'
MAX. HEIGHT:	40'	<40'
PARKING	OFFICE - 1 PER 250 S.F. = 30 INDUSTRIAL - 1 PER 1.2 EMPLOYEES = 8 TOTAL = 38	60

U.S. ROUTE 1

PUBLIC - 45 MPH

UTILITY NOTES:

1. ALL TERMINATIONS AND CONNECTIONS OF SERVICES SHALL BE IN COMPLIANCE WITH REQUIREMENTS OF THE PORTLAND WATER DISTRICT. ALL BACKFILLING AND COMPACTION OF WATER AND SEWER LINE TRENCHES SHALL BE AS APPROVED BY THE LOCAL UTILITY DISTRICT.
2. THE CONTRACTOR SHALL CONTACT DIGSAFE (888-344-7233) PRIOR TO COMMENCING EXCAVATION.
3. THE BASIS FOR PROJECT LAYOUT AND FOR CONSTRUCTION ELEVATIONS IS THE BASELINE AND BENCHMARK EXISTING ON THE SITE AND SHOWN ON THE DRAWINGS.
4. THE CONTRACTOR SHALL CONFIRM HORIZONTAL AND VERTICAL CONTROL BEFORE BEGINNING WORK.
5. SEE PLUMBING AND ELECTRICAL PLANS FOR LOCATION AND INVERTS OF SLEEVES IN FOUNDATIONS.
6. ELECTRIC SERVICE SHALL BE INSTALLED IN CONDUIT UNDER PAVEMENT AND CONCRETE.
7. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF ALL SEWER, WATER, ELECTRICAL, AND SANITARY CONDUIT, MANHOLES, TRANSFORMERS, AND FITTINGS FOR APPROVAL.
8. CONTRACTOR SHALL VERIFY LOCATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION.
9. DUCTILE IRON PIPE SHALL MEET THE REQUIREMENTS OF AWWA C150 AND C151, CLASS 52, AND HAVE PUSH ON OR FLANGED JOINTS AS REQUIRED. FITTINGS SHALL HAVE MECHANICAL JOINTS WITH RETAINER GLANDS.
10. SANITARY SEWER PIPE AND FITTINGS SHALL BE SDR-35 PVC.
11. INSTALL 2" RIGID STYROFOAM INSULATION OVER SANITARY SEWER IN AREAS WHERE THERE IS LESS THAN 4' OF COVER.
12. INSULATE OVER OIL/GRIT SEPARATOR (OGS) WITH 2" RIGID STYROFOAM.
13. CONNECTIONS AT MANHOLES/CATCH BASINS SHALL HAVE A FLEXIBLE BOOT CAST ONTO THE BARREL AND SECURED WITH STAINLESS STEEL BANDS.
14. SEE SHEET C5 FOR GRADING, DRAINAGE, STORM DRAIN DATA & EROSION CONTROL MEASURES.
15. BUILDING FOOTPRINT SHOWN IS NOT FOR FOUNDATION LAYOUT. REFER TO STRUCTURAL/ARCHITECTURAL DRAWINGS.
16. ALL PIPING MATERIAL TO THE BALL VALVE SHALL BE 1" OR 2" TYPE K COPPER AND ALL CONTROL VALVES SHALL BE LOCATED WITHIN THE EASEMENT AREA.
17. ALL DOMESTIC WATER SERVICES ON THE BUILDING SIDE OF THE CONTROL VALVE SHALL BE EITHER 2" TYPE K COPPER OR 2" CTS PE RATED AT 200 PSI. IF THE PE IS USED, AN 8 GAUGE WIRE SHALL BE ATTACHED TO THE PIPE WITH ONE END BROUGHT ALONGSIDE THE CURB BOX FOR LOCATING PURPOSES.
18. ANY CURB BOXES LOCATED WITHIN PAVEMENT SHALL BE INSTALLED INSIDE A GATE BOX TOP.
19. ALL MATERIALS SHOWN SHALL BE NEW AND FURNISHED BY CONTRACTOR AS PART OF CONTRACT WORK. ONLY ITEMS SPECIFICALLY IDENTIFIED TO BE SALVAGED MAY BE RE-USED WITHOUT PRIOR WRITTEN PERMISSION.

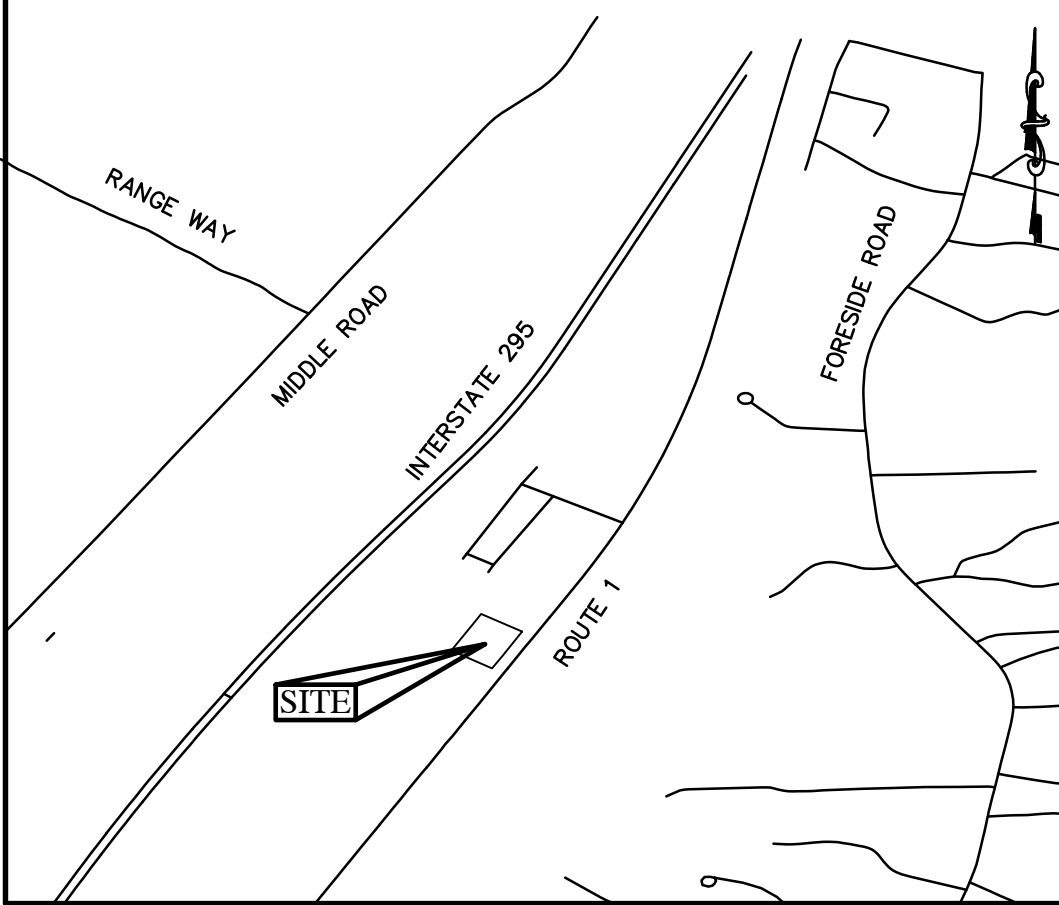
SEWER STRUCTURE DATA:

SMH#1  
RIM: 101.42  
INV.IN: 95.21 (FM SMH#2)  
INV.OUT: 95.11 (TO EX-SMH#1)

SMH#2  
RIM: 102.60  
INV.IN: 99.10 (FM OGS)  
INV.IN: 99.00 (FM BLDG)  
INV.OUT: 96.00 (TO SMH#1)

EX-SMH#1  
RIM: 98.44  
INV. IN: 94.25 (FM SMH#1)

S1: 8" PVC L=171' S=0.005  
S2: 6" PVC L=38' S=0.021  
S3: 6" PVC L=38' S=0.086 INSULATE WITH 2" RIGID STYROFOAM  
S4: 6" PVC L=24' S=0.050 INSULATE WITH 2" RIGID STYROFOAM  
S5: 6" PVC L=10' S=0.050 INSULATE WITH 2" RIGID STYROFOAM



GENERAL NOTES:

1. TITLE REFERENCE FOR SURVEYED PARCEL:  
BK 36100, PG 39
2. PLAN REFERENCE(S):  
(1) FOURTH AMENDED SUBDIVISION PLAN CUMBERLAND FORESIDE VILLAGE, US ROUTE ONE, CUMBERLAND, PREPARED BY OWEN HASKELL INC., FALMOUTH, ME, AND RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS PLAN BOOK 217, PAGE 85 ON MARCH 23, 2017
3. AREA INFORMATION:  
LOT AREA: 110,921 S.F. (2.55 ACRES)
4. TAX MAP REFERENCE:  
TAX MAP R01, LOT 11-3.
5. BASIS OF BEARINGS:  
BEARINGS ARE REFERENCED TO MAGNETIC.
6. FLOOD ZONE INFORMATION:  
PARCEL IS LOCATED WITHIN ZONE C (AREAS OF MINIMAL FLOODING) OF THE FLOOD INSURANCE RATE MAPS FOR CUMBERLAND COUNTY, MAINE. THE PROJECT IS LOCATED ON PANEL 18 OF 25 (COMMUNITY PANEL 230162 0018 C, EFF. DATE OCTOBER 15, 1985)
7. IMPERVIOUS AREA:  
EXISTING IMPERVIOUS AREA: 0 S.F. (0.00 AC)  
PROPOSED IMPERVIOUS AREA: 54,996 S.F. (1.26 AC)  
NET CHANGE IN IMPERVIOUS AREA: +54,996 S.F. (1.26 AC)
8. WAIVERS REQUESTED:  
HIGH INTENSITY SOILS SURVEY  
HYDRO GEOLOGIC EVALUATION  
TRAFFIC STUDY  
MARKET STUDY
9. LOT TO BE SERVED BY PUBLIC WATER AND SEWER.
10. POWER, TELEPHONE AND CABLE ARE TO BE UNDERGROUND.
11. THE DEVELOPER / OWNER WILL BE RESPONSIBLE FOR MAINTAINING THE ACCESS DRIVE AND PARKING AREAS, INCLUDING PLOWING.
12. PROJECT IS SUBJECT TO DEP PERMIT L-21578-39-C-N & L-21578-TB-D-N

UTILITY NOTES:

1. INFORMATION REGARDING THE LOCATION OF EXISTING UNDERGROUND UTILITIES IS A COMPILATION OF THAT FOUND IN THE FIELD AND THAT SHOWN ON A PREVIOUS PLANS, AND SHALL NOT BE CONSIDERED AN AS-BUILT PLAN. CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFYING UTILITY LOCATIONS PRIOR TO COMMENCING WORK. NOTIFY ENGINEER OF ANY DISCREPANCY BETWEEN UTILITIES AS SHOWN AND AS FOUND. CONTRACTOR SHALL NOTIFY DIG-SAFE PRIOR TO EXCAVATION. 1-888-344-7233

E. 07-26-22	SUBMITTED TO TOWN FOR AMENDMENT	JJM
D. 06-29-22	REVISED WATER SERVICE	JJM
C. 05-06-22	REVISED DUMPSTER PAD LOCATION	NCR
B. 02-22-21	REVISED GRADING	CYN
A. 02-10-22	REVISED WATER MAIN ALIGNMENT	CYN
6. 01-20-22	REVISED SEWER INVERTS, ADDED INSULATION TO S3, S5, AND OIL/GRIT SEPARATOR ISSUED FOR CONSTRUCTION	CYN
5. 10-24-21	REVISED PER MDEP REVIEW COMMENTS	CYN
4. 07-14-21	SUBMITTED FOR MDEP REVIEW	CYN
3. 06-14-21	REVISED PER REVIEW COMMENTS	CYN
2. 06-03-21	SUBMITTED FOR FINAL APPROVAL	CYN
1. 05-05-21	REVISED PER TOWN PLANNER COMMENTS	CYN

SITE LAYOUT & UTILITY PLAN

PROJECT: COMMERCIAL/OFFICE BUILDINGS  
U.S. ROUTE 1, CUMBERLAND, MAINE

PREPARED FOR:  
LAKESIDE CONCRETE CUTTING & ABATEMENT PROFESSIONALS  
590 COUNTY ROAD, SUITE 2, WESTBROOK, ME 04092



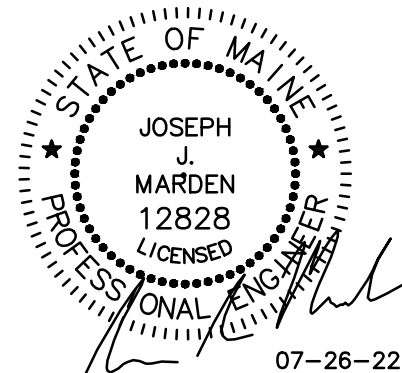
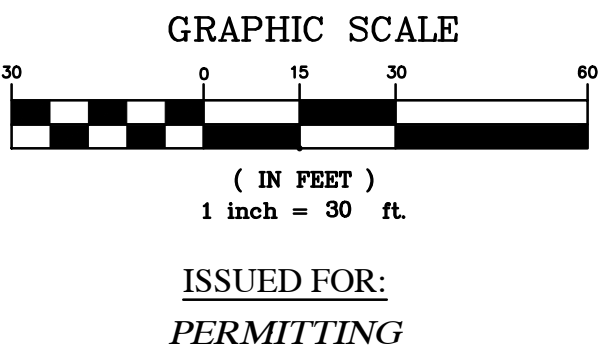
CIVIL ENGINEERS • PLANNERS • LAND SURVEYORS	
FIELD WK: MC & CR	SCALE: 1" = 30'
DRN BY: NCR	JOB #: 4306
CH'D BY: CYN	MAP/LOT: R01/11-3
DATE: 03/08/21	FILE: 4306-SITE-AMEND

SHEET: C3

PROGRESS PRINT  
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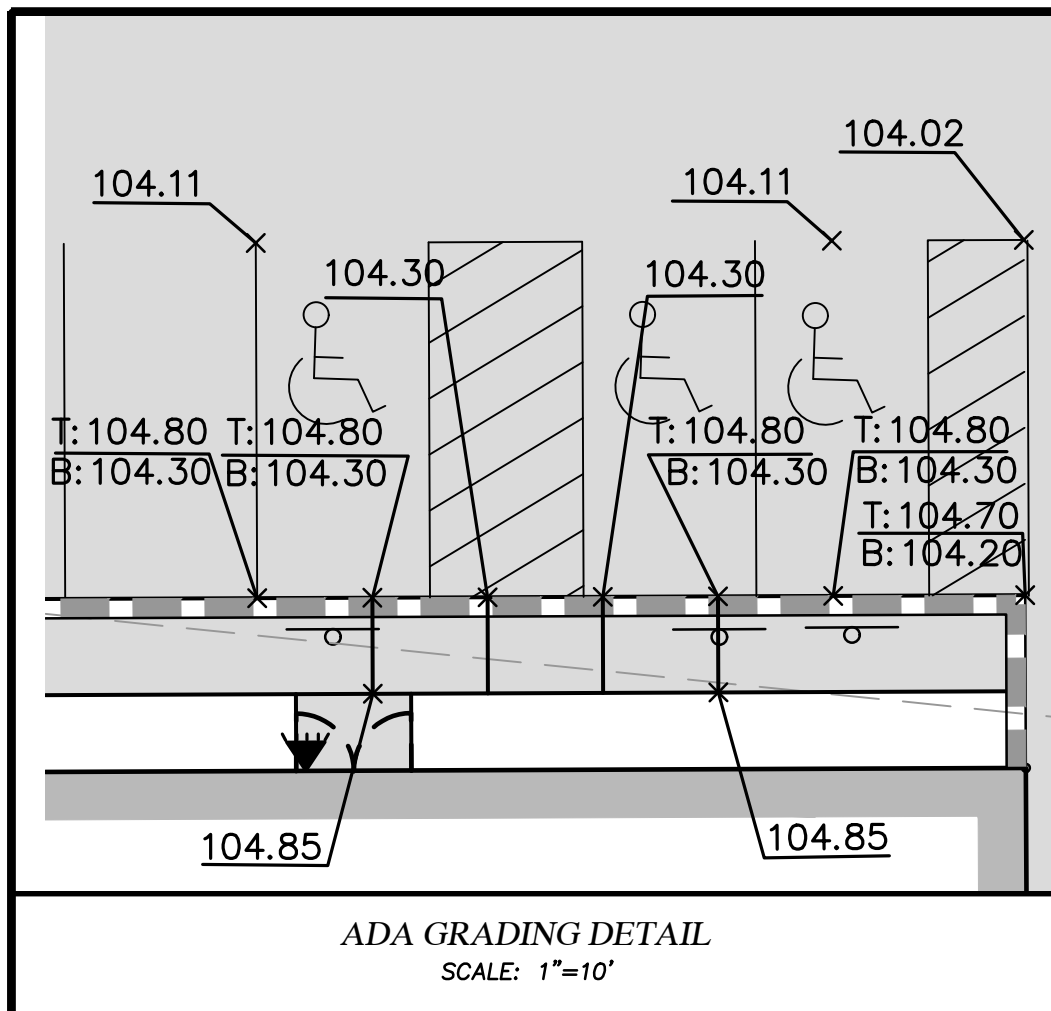


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UTILITY LOCATION  
1-888-344-7233  
STATE LAW REQUIRES ADVANCE NOTICE OF AT LEAST 3 BUSINESS DAYS BEFORE YOU DIG, GRADE OR EXCAVATE FOR THE MARKING OF UNDERGROUND UTILITIES

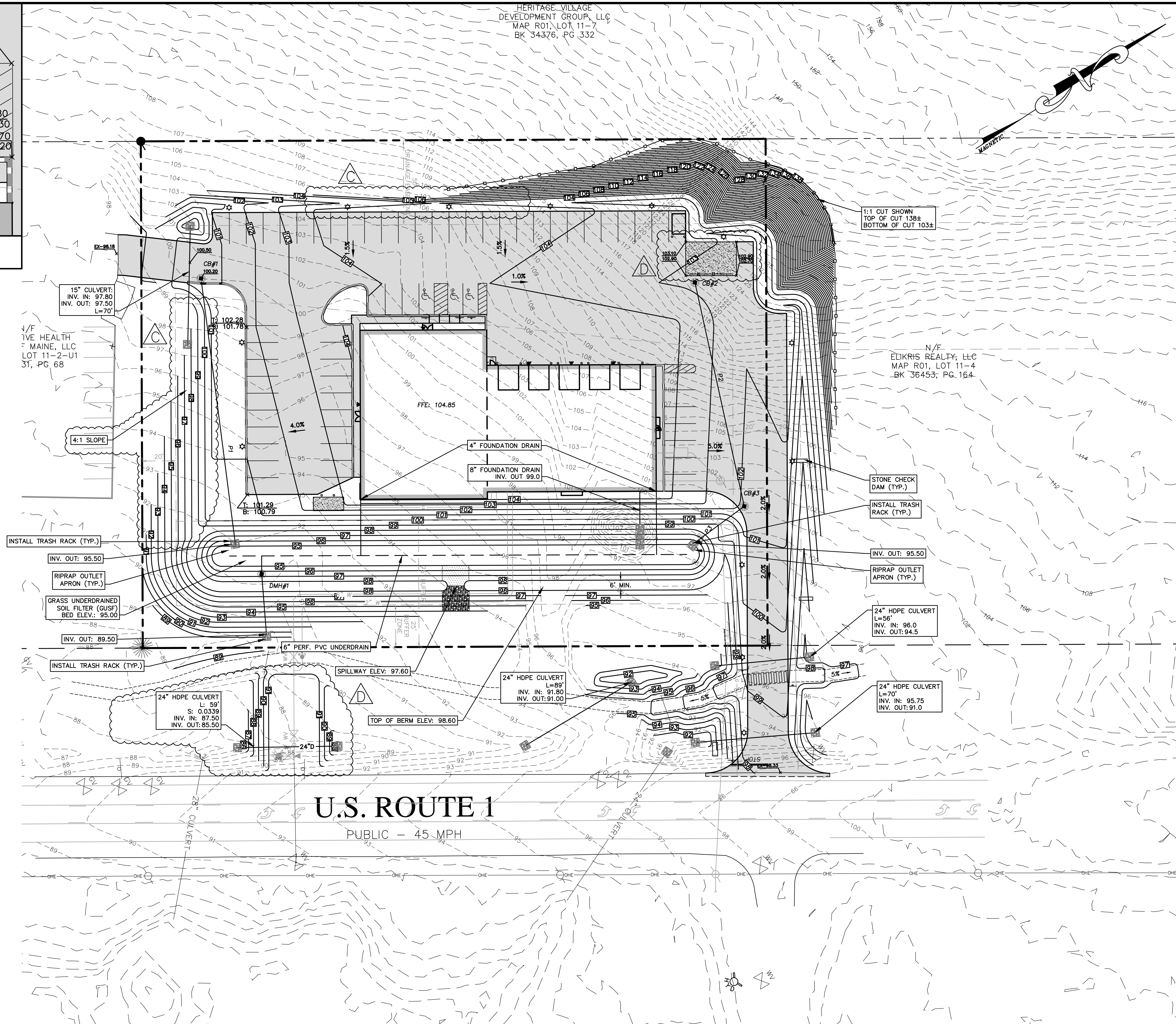




X:\LAND PROJECTS\4306 LAKESIDE U.S. ROUTE 1 CUMBERLAND\DWG\4306-SITE-AMEND.DWG, C4 GRADING, 7/26/2022 10:16:45 AM, JOE



HERITAGE VILLAGE  
DEVELOPMENT GROUP, LLC  
MAP R01, LOT 11-7  
BK 34376, PG 332



**GRADING AND DRAINAGE NOTES:**

1. THE CONTRACTOR SHALL PHASE GRADING EFFORTS SUCH THAT TOTAL SITE DISTURBANCE IS MINIMIZED. TEMPORARY EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO GRADING EFFORTS OR WITHOUT DELAY UPON THEIR COMPLETION, DEPENDENT UPON THE SITUATION.
2. ALL FILL SLOPES SHALL BE A MINIMUM OF 3:1 HORIZONTAL TO VERTICAL UNLESS OTHERWISE NOTED OR DIRECTED.
3. THE LIMITS OF DISTURBANCE SHALL GENERALLY BE THE MINIMAL EXTENT NECESSARY ONLY TO PERFORM THE GRADING EFFORTS SHOWN ON THE DRAWINGS. SPECIAL CARE SHALL BE TAKEN TO AVOID DISTURBANCE OF OBJECTS AND AREAS NOT SPECIFICALLY IDENTIFIED FOR MODIFICATION OR REMOVAL.
4. ALL DISTURBED AREAS SHALL BE LOAMED AND SEEDED IN ACCORDANCE WITH THE DRAWINGS, UNLESS INTENDED FOR OTHER SURFACE COVER.
5. STORM DRAINS SHALL BE CONSTRUCTED CONCURRENTLY WITH GRADING EFFORTS TO PROVIDE ADEQUATE CONVEYANCE FOR ANY SITE RUNOFF CONDITIONS.
6. WHERE FINAL GRADING HAS BEEN COMPLETED, SURFACE RESTORATION FOR DISTURBED AREAS WILL BE COMPLETED AS SOON AS PRACTICABLE. FOR VEGETATIVE AREAS, VEGETATION WILL BE PROGRESSIVELY ESTABLISHED.
7. UNLESS OTHERWISE NOTED, ALL STORM DRAIN PIPE SHALL BE IN ACCORDANCE WITH MDOT SPECIFICATIONS SECTION 603. PIPE CULVERTS AND STORM DRAINS, LATEST REVISION WITH ACCEPTABLE TYPES OF PIPE ARE AS FOLLOWS:  
SMOOTH BORE POLYETHYLENE PIPE - HDPE N-12 ADS
8. BENCHMARK INFORMATION: SEE PLAN
9. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF ALL DRAINAGE STRUCTURES AND PIPING PRIOR TO ORDERING.
10. RIM ELEVATIONS OF PROPOSED DRAINAGE STRUCTURES ARE APPROXIMATE. FINAL ELEVATIONS ARE TO BE SET FLUSH AND CONSISTENT WITH THE GRADING PLANS.
11. TRANSITIONS BETWEEN SLOPES ARE TO BE GENERALLY GRADUAL AND RESULT IN A SMOOTH, ROUNDED APPEARANCE.

DRAINAGE STRUCTURE DATA:

CB#1  
RIM: 100.20  
INV.OUT: 96.26 (TO GUSF)

CB#2  
RIM: 102.79  
INV.OUT: 97.76 (TO CB#3)

CB#3  
RIM: 101.74  
INV.IN: 97.08 (FROM CB#2)  
INV.OUT: 96.98 (TO GUSF)

DMH#1  
RIM: 96.50  
INV.IN: 92.00 (FROM GUSF)  
INV.OUT: 91.90 (TO EX. CULTVERT)

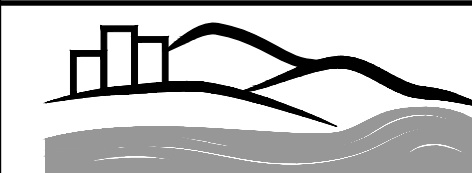
P1: 12" HDPE L=159' S=0.005  
P2: 12" HDPE L=136' S=0.005  
P3: 12" HDPE L=37' S=0.040

E.	07-26-22	SUBMITTED TO TOWN FOR AMENDMENT	JJM
D.	06-29-22	REVISED WATER SERVICE	JJM
C.	05-06-22	REVISED DUMPSTER PAD LOCATION	NCR
		REVISED GRADING	
B.	02-22-21	REVISED WATER MAIN ALIGNMENT	CYN
A.	02-10-22	REVISED SEWER INVERTS, ADD INSULATION TO S3, S5, S5, AND OIL/GRI SEPARATOR	CYN
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2.	06-03-21	SUBMITTED FOR FINAL APPROVAL	CYN
		REVISED PER TOWN PLANNER COMMENTS	
1.	05-05-21	SUBMITTED TO TOWN OF CUMBERLAND	CYN

## GRADING PLAN

PROJECT: COMMERCIAL/OFFICE BUILDINGS  
U.S. ROUTE 1, CUMBERLAND, MAINE

PREPARED FOR:  
LAKESIDE CONCRETE CUTTING & ABATEMENT PROFESSIONALS  
590 COUNTY ROAD, SUITE 2, WESTBROOK, ME 04092



**SITELINES**  
119 PURINTON ROAD, SUITE A  
BRUNSWICK, MAINE 04011  
207.725.1200

**CIVIL ENGINEERS ■ PLANNERS ■ LAND SURVEYORS**

FIELD WK: MC & CR	SCALE: 1" = 30'
DRN BY: NCR	JOB #: 4306
CH'D BY: CYN	MAP/LOT: R01/11-3
DATE: 03/08/21	FILE: 4306-SITE-AMEND

SHEET:  
**C4**

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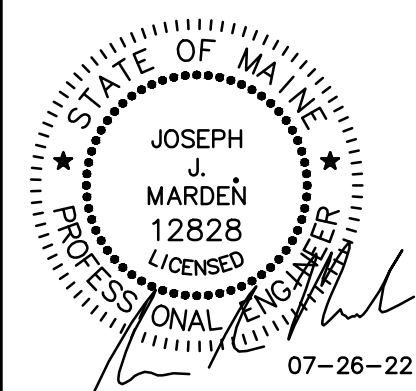
CALL DIG SAFE UTILITY LOCATION  
1-888-344-7233  
STATE LAW REQUIRES ADVANCE NOTICE OF  
AT LEAST 3 BUSINESS DAYS BEFORE YOU DIG  
GRADE OR EXCAVATE FOR THE MARKING  
OF UNDERGROUND UTILITIES

**GRAPHIC SCALE**

30                      0                      15                      30                      60

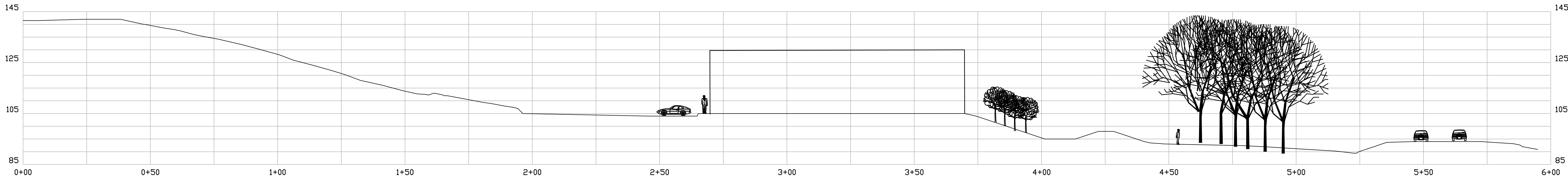
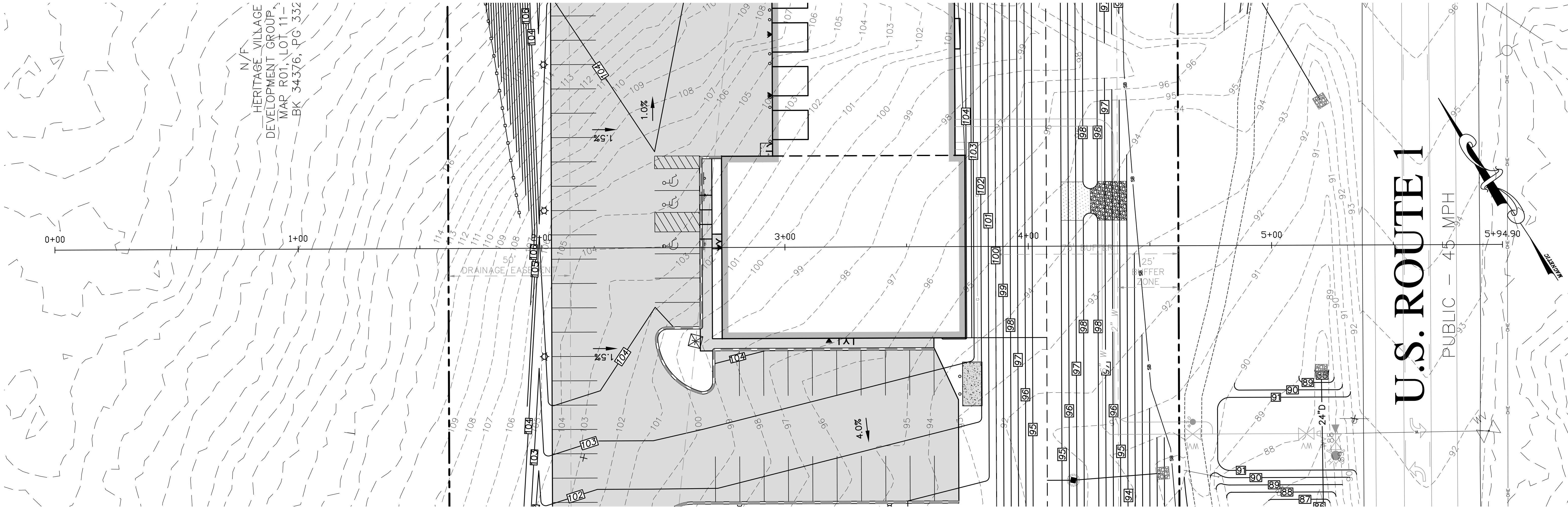
( IN FEET )  
1 inch = 30 ft.

ISSUED FOR:  
*PERMITTING*



07-26-22

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X:\LAND PROJECTS\9436\LAKESIDE\U.S. ROUTE 1\CUMBERLAND\CONCRETE\AMEND\DWG.GS PROFILE 17060202 17101614.AVI JOE



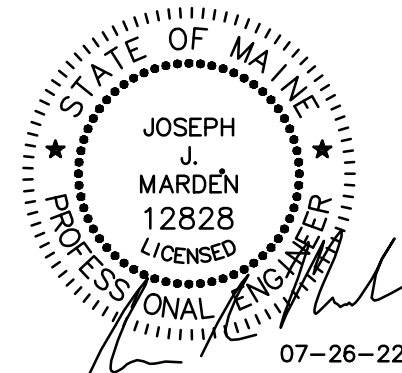
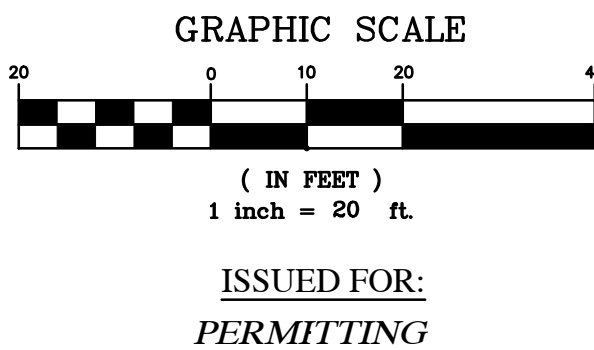
E. 07-26-22	SUBMITTED TO TOWN FOR AMENDMENT	JUM
D. 06-29-22	REVISED WATER SERVICE	JUM
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	REVISED PER TOWN PLANNER COMMENTS	CYN
	SUBMITTED TO TOWN OF CUMBERLAND	CYN

TITLE:	SITE SECTION
PROJECT:	COMMERCIAL/OFFICE BUILDINGS U.S. ROUTE 1, CUMBERLAND, MAINE
PREPARED FOR:	LAKESIDE CONCRETE CUTTING & ABATEMENT PROFESSIONALS 590 COUNTY ROAD, SUITE 2, WESTBROOK, ME 04092

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119 PURINTON ROAD, SUITE A  
BRUNSWICK, MAINE 04011  
207.725.1200

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FIELD WK: MC & CR	SCALE: VARIES
DRN BY: NCR	JOB #: 4306
CH'D BY: CYN	MAP/LOT: R01/11-3
DATE: 03/08/21	FILE: 4306-SITE-AMEND

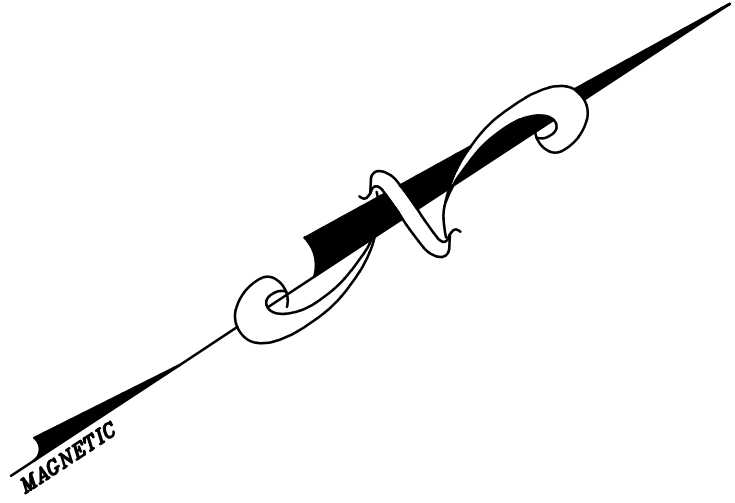
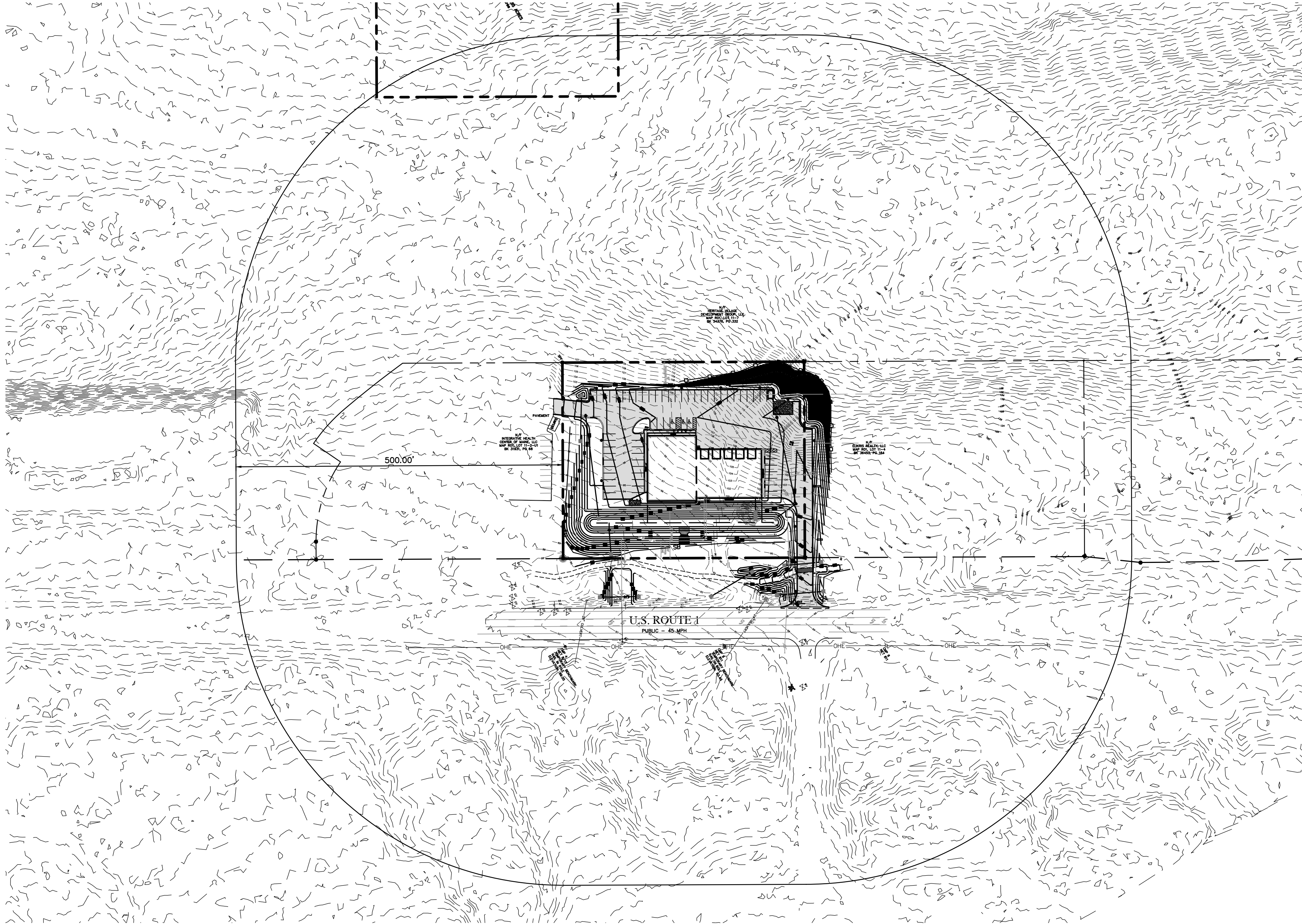
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#### ROCK REMOVAL GUIDELINES:

THESE GUIDELINES APPLY TO ROCK REMOVAL ASSOCIATED WITH THE CONSTRUCTION OF THE BUILDING, ROAD, AND UTILITIES AT LAKESIDE CONCRETE CUTTING & ABATEMENT PROFESSIONALS. ROCK EXCAVATION IS THE REMOVAL AND DISPOSAL OF MATERIALS THAT CANNOT BE EXCAVATED WITHOUT MODERN, TRACK-MOUNTED, HEAVY-DUTY EXCAVATING EQUIPMENT, WITHOUT DRILLING, BLASTING, OR PIPPING. TYPICAL MATERIALS CLASSIFIED AS ROCK ARE SOLID ROCK, ROCK IN LEDGES, AND ROCKHARD CEMENTITIOUS AGGREGATE DEPOSITS ONE CUBIC YARD OR MORE IN VOLUME.

#### NOTIFICATIONS:

1. THE CONTRACTOR SHALL PROVIDE WRITTEN NOTICE TO THE ADJACENT PROPERTIES A MINIMUM OF ONE WEEK IN ADVANCE OF PRE-BLAST SURVEYS. A WRITTEN SCHEDULE OF THE LIKELY BLASTING WILL BE FILED WITH THE PLANNING DEPARTMENT PRIOR TO CONSTRUCTION AND WILL BE UPDATED MONTHLY UNTIL THE WORK IS COMPLETE.

#### BLASTING PROCEDURES:

ALL BLASTING WILL BE PERFORMED IN ACCORDANCE WITH

- ALL PERTINENT PROVISIONS OF THE "MANUAL OF ACCIDENT PREVENTION IN CONSTRUCTION" ISSUED BY THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA, INC.,
- MAINE STATUTE 38 MRSA §490-Z(14),
- MAINE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS SECTION 105.2.7, "USE OF EXPLOSIVES".

BLASTING THROUGH THE OVERBURDEN WILL BE ALLOWED UNDER THE FOLLOWING CONDITIONS:

1. ALL BLASTS MUST BE COVERED WITH APPROPRIATE MATS AND/OR EARTH.
2. DRILLING EQUIPMENT WILL BE EQUIPPED WITH SUITABLE DUST CONTROL APPARATUS THAT MUST BE KEPT IN REPAIR AND USED DURING ALL DRILLING OPERATIONS.
3. BLASTING WILL NOT PRODUCE PEAK PARTICLE VELOCITIES IN EXCESS THOSE SHOWN IN FIGURE B-1 APPENDIX B, U.S. BUREAU OF MINES REPORT OF INVESTIGATIONS 8507, AT THE CLOSEST STRUCTURE OR WATER SUPPLY WELL.
4. SOUND FROM CONSTRUCTION OF DEVELOPMENTS.

- (a) THE SOUND FROM CONSTRUCTION ACTIVITIES BETWEEN 7:00 P.M. AND 7:00 A.M. IS SUBJECT TO THE FOLLOWING LIMITS:
- (i) SOUND FROM NIGHTTIME CONSTRUCTION ACTIVITIES SHALL BE SUBJECT TO THE NIGHTTIME ROUTINE OPERATION SOUND LEVEL LIMITS CONTAINED IN SECTION 10, "NOISE CONTROL", C. "NOISE LEVEL LIMITS" SUBSECTIONS 1(g) AND 1(h), OF MAINE DEP CHAPTER 375 "NO ADVERSE EFFECT STANDARDS OF THE SITE LOCATION OF DEVELOPMENT".
- (ii) IF CONSTRUCTION ACTIVITIES ARE CONDUCTED CONCURRENTLY WITH ROUTINE OPERATION, THEN THE COMBINED TOTAL OF CONSTRUCTION AND ROUTINE OPERATION SOUND SHALL BE SUBJECT TO THE NIGHTTIME ROUTINE OPERATION SOUND LEVEL LIMITS CONTAINED IN SUBSECTIONS 1(g) AND 1(h).
- (iii) HIGHER LEVELS OF NIGHTTIME CONSTRUCTION SOUND ARE PERMITTED WHEN A DULY ISSUED PERMIT AUTHORIZING NIGHTTIME CONSTRUCTION SOUND IN EXCESS OF THESE LIMITS HAS BEEN GRANTED BY:

1. THE LOCAL MUNICIPALITY WHEN THE DURATION OF THE NIGHTTIME CONSTRUCTION ACTIVITY IS LESS THAN OR EQUAL TO 90 DAYS.

2. THE LOCAL MUNICIPALITY AND THE BOARD WHEN THE DURATION OF THE NIGHTTIME CONSTRUCTION ACTIVITY IS GREATER THAN 90 DAYS.

(b) SOUND FROM CONSTRUCTION ACTIVITIES BETWEEN 7:00 A.M. AND 7:00 P.M. SHALL NOT EXCEED THE FOLLOWING LIMITS AT ANY PROTECTED LOCATION:

#### DURATION OF ACTIVITY

12 HOURS	90 DBA
8 HOURS	92 DBA
6 HOURS	94 DBA
4 HOURS	95 DBA
3 HOURS	97 DBA
2 HOURS	100 DBA
1 HOUR OR LESS	105 DBA

(c) ALL EQUIPMENT USED IN CONSTRUCTION ON DEVELOPMENT SITES SHALL COMPLY WITH APPLICABLE FEDERAL NOISE REGULATIONS AND SHALL INCLUDE ENVIRONMENTAL NOISE CONTROL DEVICES IN PROPER WORKING CONDITION, AS ORIGINALLY PROVIDED WITH THE EQUIPMENT BY ITS MANUFACTURER.

5. ALL BLASTS MUST BE MONITORED USING FIELD SEISMOGRAPHS. ALL FIELD SEISMOGRAPHS MUST RECORD THE FULL ANALOG WAVE FORM OF EACH OF THE 3 MUTUALLY PERPENDICULAR COMPONENTS OF MOTION IN TERMS OF PARTICLE VELOCITY. ALL SEISMOGRAPHS MUST BE CAPABLE OF SENSOR CHECK AND MUST BE CALIBRATED ACCORDING TO THE MANUFACTURERS RECOMMENDATIONS.

6. TO THE EXTENT POSSIBLE, BLASTING WILL BE ACCOMPLISHED TOWARD AN OPEN FACE FOR RELIEF PURPOSES.

7. FLYROCK. THE CONTRACTOR IS TO CONTROL FLYROCK WITH MATS OR OTHER SUITABLE COVER TO PREVENT FLYROCK FROM ENTERING ANY WETLANDS.

#### PRE-BLAST SURVEY:

THE CONTRACTOR WILL CONDUCT A PRE-BLAST SURVEY OF ALL STRUCTURES WITHIN 500' OF THE BLAST AREA, AND PROVIDE THE TOWN WITH A WRITTEN REPORT OF THE PRE-BLAST SURVEY PRIOR TO ANY BLASTING. AT A MINIMUM THE SURVEY WILL COVER THE EXTERIOR OF EACH BUILDING, INCLUDING EXPOSED FOUNDATIONS. INTERIOR SURVEYS ARE AT THE DISCRETION OF THE INDIVIDUAL PROPERTY OWNERS. VIDEOTAPE WITH VOICE MUST BE EMPLOYED AND CLEAR IDENTIFICATION OF EACH STRUCTURE AND PART OF THAT STRUCTURE IS REQUIRED.

2. THE REPORT SUBMITTED TO THE TOWN ENGINEER MUST INCLUDE AS A MINIMUM A LIST OF THE HOMES AND OTHER BUILDINGS INSPECTED AND INDICATE THE TYPE OF INSPECTION.

#### TEST BLAST:

THE BLASTING CONTRACTOR WILL DEVELOP A TEST SHOT UNDER THE OBSERVATION OF THE TOWN'S DESIGNATED INSPECTOR. THE TEST SHOT MUST BE INSTRUMENTED WITH AT LEAST TWO RECORDING SEISMOGRAPHS ORIENTED AT RIGHT ANGLES TO EACH OTHER AND SPACED EQUIDISTANT FROM THE SHOT. THE SHOT AND SEISMOGRAPHS SHOULD BE ORIENTED TO PROVIDE DATA PARALLEL AND PERPENDICULAR TO THE GENERAL BEDROCK TREND AT THE SITE.

#### RECORDS:

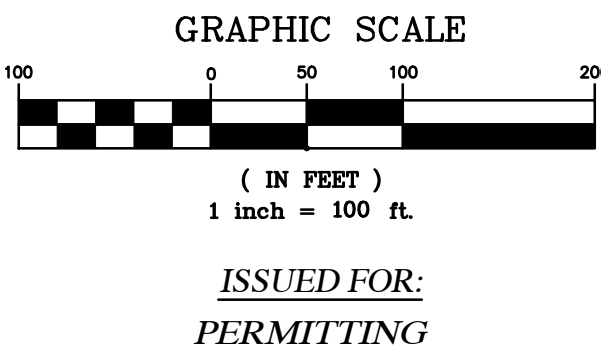
1. THE CONTRACTOR WILL PROVIDE THE TOWN WITH A BLASTING LOG FOR ALL BLASTS INCLUDING THE TEST BLASTS. THE BLASTING LOG MUST CONTAIN THE FOLLOWING INFORMATION:

- a. NAME OF BLASTING COMPANY OF BLASTING CONTRACTOR.
- b. LOCATION, DATE, AND TIME OF BLAST.
- c. NAMES, SIGNATURE, AND SOCIAL SECURITY NUMBER OF BLASTER.
- d. TYPE OF MATERIAL BLASTED.
- e. NUMBER AND SPACING OF HOLES AND DEPTH OF BURDEN OR STEMMING.
- f. DIAMETER AND DEPTH OF HOLES.
- g. TYPE OF EXPLOSIVES USED.
- h. TOTAL AMOUNT OF EXPLOSIVES USED.
- i. MAXIMUM AMOUNT OF EXPLOSIVES USED PER DELAY PERIOD OF 8 MILLISECONDS OR GREATER.
- j. MAXIMUM NUMBER OF HOLES PER DELAY PERIOD OF 8 MILLISECONDS OR GREATER.
- k. METHOD OF FIRING AND TYPE OF CIRCUIT.
- l. DIRECTION AND DISTANCE IN FEET TO THE NEAREST DWELLING, PUBLIC BUILDING, SCHOOL, CHURCH OR COMMERCIAL OR INSTITUTIONAL BUILDING NEITHER OWNED NOR CONTROLLED BY THE DEVELOPER.
- m. WEATHER CONDITIONS, INCLUDING FACTORS SUCH AS WIND DIRECTION AND CLOUD COVER.
- n. HEIGHT OR LENGTH OF STEMMING.
- o. AMOUNT OF MATS OR OTHER PROTECTION USED.
- p. TYPE OF DETONATORS USED AND DELAY PERIODS USED.
- q. THE EXACT LOCATION OF EACH SEISMOGRAPH AND THE DISTANCE OF EACH SEISMOGRAPH FROM THE BLAST.
- r. SEISMOGRAPHIC READINGS.
- s. NAME AND SIGNATURE OF THE PERSON OPERATING EACH SEISMOGRAPH.
- t. NAMES OF THE PERSON AND THE FIRM ANALYZING THE SEISMOGRAPHIC DATA.

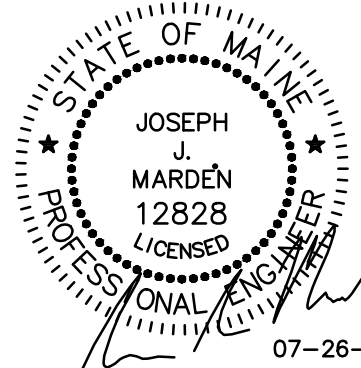
IF BLASTING FOR CONSTRUCTION WILL OCCUR WITHIN 500 FEET OF NON-OWNED OFF-SITE STRUCTURES (BUILDINGS AND WELLS), THEN A BLASTING PLAN, PREPARED AND SIGNED BY A QUALIFIED BLASTER, MUST BE PROVIDED TO THE DEPARTMENT OF ENVIRONMENTAL PROTECTION. SEE PART II, SECTION 20.B OF THE SITE APPLICATION. THE BLASTING PLAN MUST INCLUDE BLASTING STANDARDS IN THE STATUTE: 38 MRS §490-Z (14). THE BLASTING PLAN MUST BE PROVIDED PRIOR TO ANY BLASTING, AND INCLUDE AN ANTICIPATED BLAST DESIGN/SHOT PATTERN SPECIFICALLY TAILORED TO THE PROJECT SITE.



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STATE LAW REQUIRES ADVANCE NOTICE OF AT LEAST 3 BUSINESS DAYS BEFORE YOU DIG, GRADE OR EXCAVATE FOR THE MARKING OF UNDERGROUND UTILITIES



PROGRESS PRINT  
THIS PLAN IS ISSUED FOR REVIEW AND INFORMATION PURPOSES ONLY. THIS PLAN IS SUBJECT TO CHANGE AND IS NOT FOR PRICING OR CONSTRUCTION. PRICING BASED ON THIS PLAN IS NOT BINDING UNLESS SIGNED BY BOTH CONTRACTOR AND OWNER.




E.	07-26-22	SUBMITTED TO TOWN FOR AMENDMENT	JYM
D.	06-29-22	REVISED WATER SERVICE	JYM
C.	05-06-22	REVISED DUMPSTER PAD LOCATION	NCR
B.	02-22-21	REVISED GRADING	CYN
A.	02-22-21	REVISED WATER MAIN ALIGNMENT	CYN
A.	02-10-22	REVISED SEWER INVERTS, ADDED INSULATION TO S3, S5, S5, AND OIL/GRIIT SEPARATOR	CYN
6.	01-20-22	ISSUED FOR CONSTRUCTION	CYN
5.	10-24-21	REVISED PER MDEP REVIEW COMMENTS	CYN
4.	07-14-21	SUBMITTED FOR MDEP REVIEW	CYN
3.	06-14-21	REVISED PER REVIEW COMMENTS	CYN
2.	06-03-21	SUBMITTED FOR FINAL APPROVAL	CYN
1.	05-05-21	REVISED PER TOWN PLANNER COMMENTS	CYN
1.	05-05-21	SUBMITTED TO TOWN OF CUMBERLAND	CYN

TITLE: **BLASTING PLAN**

PROJECT: **COMMERCIAL/OFFICE BUILDINGS  
U.S. ROUTE 1, CUMBERLAND, MAINE**

PREPARED FOR: **LAKESIDE CONCRETE CUTTING & ABATEMENT PROFESSIONALS  
590 COUNTY ROAD, SUITE 2, WESTBROOK, ME 04092**

 <b>SITELINES</b> 119 PURINTON ROAD, SUITE A BRUNSWICK, MAINE 04011 207.725.1200	
<b>CIVIL ENGINEERS • PLANNERS • LAND SURVEYORS</b>	
FIELD WK: MC & CR	SCALE: 1" = 100'
DRN BY: NCR	JOB #: 4306
CHD BY: CYN	MAP/LOT: R01/11-3
DATE: 03/08/21	FILE: 4306-SITE-AMEND

SHEET: **C6**

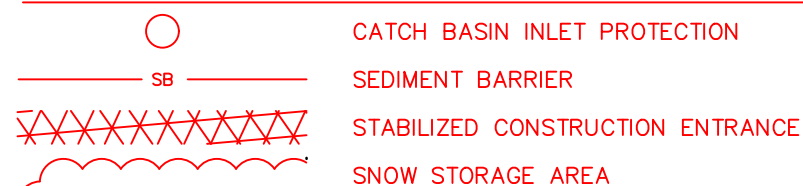




**A** FILTREXX SILTSOXX DETAIL "SEDIMENT BARRIER OPTION"  
N.T.S.



**B** SILT FENCE DETAIL "SEDIMENT BARRIER OPTION"  
N.T.S.



TITLE:	
EROSION CONTROL PLAN	
PROJECT:	
COMMERCIAL/OFFICE BUILDINGS U.S. ROUTE 1, CUMBERLAND, MAINE	
PREPARED FOR:	
LAKESIDE CONCRETE CUTTING & ABATEMENT PROFESSIONALS 590 COUNTY ROAD, SUITE 2, WESTBROOK, ME 04092	



C	STABILIZED CONSTRUCTION ENTRANCE
	N.T.S.



C7



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EROSION AND SEDIMENTATION NOTES:

1. CONTRACTOR SHALL REFER TO THE FOLLOWING REFERENCES FOR THE DESIGN AND INSTALLATION OF TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL PRACTICES:
- 2016 REVISION TO THE 2003 MAINE EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES MANUAL FOR DESIGNERS AND ENGINEERS
  - 2014 REVISION TO THE 2003 MAINE EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONTRACTORS

GENERAL EROSION AND SEDIMENTATION CONTROL PRACTICES:

EROSION/SEDIMENT CONTROL DEVICES:

THE FOLLOWING EROSION SEDIMENTATION CONTROL DEVICES ARE PROPOSED FOR CONSTRUCTION ON THIS PROJECT. INSTALL THESE DEVICES AS INDICATED ON THE PLANS.

1. SEDIMENT BARRIER: PRIOR TO THE START OF CONSTRUCTION, SILT SOXX OR APPROVED EQUAL WILL BE INSTALLED ALONG THE DOWN GRADING EDGES OF DISTURBED AREAS TO TRAP RUNOFF BORNE SEDIMENTS UNTIL THE SITE IS STABILIZED. THE STANDARD FOR STABILIZED IS 90% COVERAGE OF SEEDED AREAS. IN AREAS WHERE STORMWATER DISCHARGES THE SEDIMENT BARRIER WILL BE REINFORCED WITH HAY BALES TO HELP MAINTAIN THE INTEGRITY OF THE SEDIMENT BARRIER AND TO PROVIDE ADDITIONAL TREATMENT.
2. HAY BALES: HAY BALES TO BE PLACED IN LOW FLOW DRAINAGE SWALES AND PATHS TO TRAP SEDIMENTS AND REDUCE RUNOFF VELOCITIES. DO NOT PLACE HAY BALES IN FLOWING WATER OR STREAMS.
3. RIPRAP: PROVIDE RIPRAP IN AREAS WHERE CULVERTS DISCHARGE OR AS SHOWN ON THE PLANS.
4. LOAM, SEED, & MULCH: ALL DISTURBED AREAS, WHICH ARE NOT OTHERWISE TREATED, SHALL RECEIVE PERMANENT SEEDING AND MULCH TO STABILIZE THE DISTURBED AREAS. THE DISTURBED AREAS WILL BE REVEGETATED WITHIN 5 DAYS OF FINAL GRADING. SEEDING REQUIREMENTS ARE PROVIDED AT THE END OF THIS SPECIFICATION.
5. STRAW AND HAY MULCH: USED TO COVER DENUDED AREAS UNTIL PERMANENT SEED OR EROSION CONTROL MEASURES ARE IN PLACE. MULCH BY ITSELF CAN BE USED ON SLOPES LESS THAN 15% IN SUMMER AND 8% IN WINTER. JUTE MESH IS TO BE USED OVER MULCH ONLY.
6. IN LIEU OF MULCH, USE EROSION CONTROL BLANKET (EQUAL TO NORTH AMERICAN GREEN SC150) TO STABILIZE AREAS OF CONCENTRATED FLOW AND DRAINAGE WAYS.
7. STABILIZED CONSTRUCTION ENTRANCE: PRIOR TO THE START OF CONSTRUCTION, A STABILIZED CONSTRUCTION ENTRANCE WILL BE INSTALLED AND UTILIZED FOR CONTRACTOR ACCESS. TRACKED MUD OR SEDIMENT SHALL BE REMOVED PRIOR TO THE NEXT STORM EVENT.

TEMPORARY EROSION/SEDIMENTATION CONTROL MEASURES:

PROVIDE THE FOLLOWING TEMPORARY EROSION/SEDIMENTATION CONTROL MEASURES PRIOR TO THE START OF CONSTRUCTION OF THE DEVELOPMENT:

1. SEDIMENT BARRIER ALONG THE DOWNGRADIENT SIDE OF THE PARKING AREAS AND OF ALL FILL SECTIONS. THE SEDIMENT BARRIER SHALL BE INSTALLED PRIOR TO THE START OF THE CONSTRUCTION AND WILL REMAIN IN PLACE UNTIL THE SITE IS 90% REVEGETATED.
2. HAY BALES PLACED AT KEY LOCATIONS TO SUPPLEMENT THE SEDIMENT BARRIER.
3. PROTECT TEMPORARY STOCKPILES OF STUMPS, GRUBBINGS, OR COMMON EXCAVATION AS FOLLOWS:
  - A. SOIL STOCKPILE SIDE SLOPES SHALL NOT EXCEED 2:1.
  - B. AVOID PLACING TEMPORARY STOCKPILES IN AREAS WITH SLOPES OVER 10 PERCENT, OR NEAR DRAINAGE SWALES.
  - C. STABILIZE STOCKPILES WITHIN 7 DAYS BY TEMPORARILY SEEDING WITH A HYDROSEED METHOD CONTAINING AN EMULSIFIED MULCH TACKIFIER OR BY COVERING THE STOCKPILE WITH MULCH.
  - D. SURROUND STOCKPILE SOIL WITH SEDIMENT BARRIER AT BASE OF PILE.
  - E. STORMWATER SHOULD BE PREVENTED FROM RUNNING ONTO STOCKPILES.
4. ALL DENUDED AREAS WHICH HAVE BEEN ROUGH GRADED AND ARE NOT LOCATED WITHIN THE BUILDING PAD, OR PARKING AND DRIVEWAY SUBBASE AREA SHALL RECEIVE MULCH WITHIN 7 DAYS AFTER CESSATION THE CONSTRUCTION ACTIVITIES. STABILIZE ANY EXPOSED SOIL WITH MULCH, OR OTHER NON-ERODIBLE COVER. IN THE EVENT THE CONTRACTOR COMPLETES FINAL GRADING AND INSTALLATION OF LOAM AND SOD WITHIN THE TIME PERIODS PRESENTED ABOVE, INSTALLATION OF MULCH AND NETTING, WHERE APPLICABLE, IS NOT REQUIRED.
5. IF WORK IS CONDUCTED BETWEEN OCTOBER 15 AND APRIL 15, ALL DENUDED AREAS ARE TO BE COVERED WITH HAY MULCH, APPLIED AT TWICE THE NORMAL APPLICATION RATE, AND ANCHORED WITH FABRIC NETTING. THE PERIOD BETWEEN FINAL GRADING AND MULCHING SHALL BE REDUCED TO A 7 DAY MAXIMUM.
6. TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED ONCE THE SITE HAS BEEN STABILIZED OR IN AREAS WHERE PERMANENT EROSION CONTROL MEASURES HAVE BEEN INSTALLED.
7. WHENEVER PRACTICABLE, NO DISTURBANCE ACTIVITIES SHOULD TAKE PLACE WITHIN 50 FEET OF ANY WETLAND. IF DISTURBANCE ACTIVITIES TAKE PLACE BETWEEN 30 FEET AND 50 FEET OF ANY WETLAND, AND STORMWATER DISCHARGES THROUGH THE DISTURBED AREAS TOWARD THE WETLAND, PERIMETER EROSION CONTROLS MUST BE DOUBLED. IF DISTURBANCE ACTIVITIES TAKE PLACE LESS THAN 30 FEET FROM ANY PROTECTED NATURAL RESOURCE, AND STORMWATER DISCHARGES THROUGH THE DISTURBED AREAS TOWARD THE PROTECTED NATURAL RESOURCE, PERIMETER EROSION CONTROLS MUST BE DOUBLED AND DISTURBED AREAS MUST BE TEMPORARILY OR PERMANENTLY STABILIZED WITHIN 7 DAYS.
8. AREAS WITHIN 75 FT OF A WETLAND WILL BE STABILIZED WITHIN 48 HOURS OF INITIAL DISTURBANCE OF THE SOIL OR PRIOR TO ANY STORM EVENT, WHICHEVER COMES FIRST.
9. ALL AREAS WITHIN 75 FEET OF A WETLAND MUST BE PROTECTED WITH A DOUBLE ROW OF SEDIMENT BARRIERS DURING WINTER CONSTRUCTION (NOVEMBER 1 THROUGH APRIL 15).
10. TEMPORARY SEDIMENT BASINS MAY BE INSTALLED DOWNGRADIENT OF THE DISTURBED AREAS. THESE BASINS MUST BE DESIGNED TO PROVIDE STORAGE FOR EITHER THE CALCULATED RUNOFF FROM A 2-YEAR, 24-HOUR STORM OR PROVIDE FOR 3,600 CUBIC FEET OF CAPACITY PER ACRE DRAINING TO THE BASIN. OUTLET STRUCTURES MUST DISCHARGE WATER FROM THE SURFACE OF THE BASIN WHENEVER POSSIBLE. EROSION CONTROLS AND VELOCITY DISSIPATION DEVICES MUST BE USED IF THE DISCHARGING WATERS ARE LIKELY TO CREATE EROSION. ACCUMULATED SEDIMENT MUST BE REMOVED AS NEEDED FROM THE BASIN TO MAINTAIN AT LEAST ½ OF THE DESIGN CAPACITY OF THE BASIN.
11. EXCAVATION AND EARTHWORK SHALL BE COMPLETED SUCH THAT NO MORE THAN 1 ACRE OF THE SITE IS WITHOUT STABILIZATION AT ANY ONE TIME. AT ANY TIME, THE DENUDED AREA WILL NOT EXCEED THAT WHICH CAN BE MULCHED IN ONE DAY.

PERMANENT EROSION CONTROL MEASURES:

THE FOLLOWING PERMANENT CONTROL MEASURES ARE REQUIRED BY THIS EROSION/SEDIMENTATION CONTROL PLAN:

1. ALL AREAS DISTURBED DURING CONSTRUCTION, BUT NOT SUBJECT TO OTHER RESTORATION (PAVING, RIPRAP, ETC.), WILL BE LOAMED, LIMED, FERTILIZED AND SEEDED. NATIVE TOPSOIL SHALL BE STOCKPILED AND REUSED FOR FINAL RESTORATION WHEN IT IS OF SUFFICIENT QUALITY.

2. SLOPES GREATER THAN 2:1 WILL RECEIVE RIPRAP. (NONE ANTICIPATED)

POST-CONSTRUCTION REVEGETATION:

THE FOLLOWING GENERAL PRACTICES WILL BE USED TO PREVENT EROSION AS SOON AS AN AREA IS READY TO UNDERGO FINAL GRADING.

1. A MINIMUM OF 6" OF LOAM WILL BE SPREAD OVER DISTURBED AREAS AND GRADED TO A UNIFORM DEPTH AND NATURAL APPEARANCE, OR STONE WILL BE PLACED ON SLOPES TO STABILIZE SURFACES.
2. IF FINAL GRADING IS REACHED DURING THE NORMAL GROWING SEASON (4/15 TO 9/15), PERMANENT SEEDING WILL BE DONE AS SPECIFIED BELOW. PRIOR TO SEEDING, LIMESTONE SHALL BE APPLIED AT A RATE OF 138 LBS/1000 SQ. FT. AND 10:20:20 FERTILIZER AT A RATE OF 18.4 LBS/1000 SQ.FT WILL BE APPLIED. BROADCAST SEEDING AT THE FOLLOWING RATES:

LAWNS SHALL BE: ALLEN, STERLING & LATHROP "TUFTTURT", 70% DIAMOND TALL FESCUE, 20% PLEASURE OLUS PERENNIAL YEGRASS, 10% BARON KENTUCKY BLUEGRASS. SEEDING RATE SHALL BE 7-LBS./1,000 SQ. FT.

SWALES SHALL BE: WILDFLOWER MEADOW (SEED) FESTUCA OVINA SHEEP FESCUE; SOW AT A RATE OF 12 OZ. PER 1,000 SQ.FT. TRIFOLIUM REPENS WHITE CLOVER; SOW AT A RATE OF ½ OZ.PER 1,000 SQ.FT. (FLOWERS) ACHILLEA MILLEFOLIUM YARROW, AQUILEGA CANADENSIS COLUMBINE, ASOLEPIS TUBEROSE BUTTERNUT MILKWED, ASTER NOVAE-ANGLIAE NEW-ENGLAND ASTER, BAFTISIA AUSTRALIS WILD INDIGO, BOLTONIA ASTEROIDS FALSE ASTER, CHRYSANTHEMUM LEUCANTHEMUM OXEYE DAISY, DIGITALIS PURPUREA FOXGLOVE, ECHINACEA PURPUREA PURPLE CONEFLOWER, LUPINUS PERENNIS LUPINE, MONARDA FISTULOSA BERGAMOT, PAPAYER ORIENTALE ORIENTAL POPPY, RUDBECKIA HIRTA BLACK-EYED SUSAN, SALVIA OFFICINALIS SAGE; SOW AT A RATE OF 1/3 OZ. EACH PER 1,000 SOFT. OR 4 OZ. PER 1,000 SOFT. IN COMBINATION

3. AN AREA SHALL BE MULCHED IMMEDIATELY AFTER IS HAS BEEN SEEDED. MULCHING SHALL CONSIST OF HAY MULCH, HYDRO-MULCH, JUTE NET OVER MULCH, PRE-MANUFACTURED EROSION MATS OR ANY SUITABLE SUBSTITUTE DEEMED ACCEPTABLE BY THE DESIGNER.
  - A. HAY MULCH SHALL BE APPLIED AT THE RATE OF 2 TONS PER ACRE. HAY MULCH SHALL BE SECURED BY EITHER: (NOTE: SOIL SHALL NOT BE VISIBLE)
    - I. BEING DRIVEN OVER BY TRACKED CONSTRUCTION EQUIPMENT ON GRADES OF 5% AND LESS.
    - II. BLANKETED BY TACKED PHOTODEGRADABLE/BIODEGRADABLE NETTING, OR WITH SPRAY, ON GRADES GREATER THAN 5%.
  - B. SEE NOTE 6, GENERAL NOTES, AND NOTE 8, WINTER CONSTRUCTION.
  - C. HYDRO-MULCH SHALL CONSIST OF A MIXTURE OF EITHER ASPHALT, WOOD FIBER OR PAPER FIBER AND WATER SPRAYED OVER A SEEDED AREA. HYDRO-MULCH SHALL NOT BE USED BETWEEN 9/15 AND 4/15.
4. CONSTRUCTION SHALL BE PLANNED TO ELIMINATE THE NEED FOR SEEDING BETWEEN SEPTEMBER 15 AND APRIL 15. SHOULD SEEDING BE NECESSARY BETWEEN SEPTEMBER 15 AND APRIL 15 THE FOLLOWING PROCEDURE SHALL BE FOLLOWED. ALSO REFER TO NOTE 9 OF WINTER CONSTRUCTION.
  - A. ONLY UNFROZEN LOAM SHALL BE USED.
  - B. LOAMING, SEEDING AND MULCHING WILL NOT BE DONE OVER SNOW OR ICE COVER. IF SNOW EXISTS, IT MUST BE REMOVED PRIOR TO PLACEMENT OF SEED.
  - C. WHERE PERMANENT SEEDING IS NECESSARY, ANNUAL WINTER RYE (1.2 LBS/1000 SQ.FT) SHALL BE ADDED TO THE PREVIOUSLY NOTED AREAS.

- D. WHERE TEMPORARY SEEDING IS REQUIRED, ANNUAL WINTER RYE (2.6 LBS/1000 SQ. FT.) SHALL BE SOWN INSTEAD OF THE PREVIOUSLY NOTED SEEDING RATE.
- E. FERTILIZING, SEEDING AND MULCHING SHALL BE APPLIED TO LOAM THE DAY THE LOAM IS SPREAD BY MACHINERY.
- F. ALTERNATIVE HAY MULCH SHALL BE SECURED WITH PHOTODEGRADABLE/BIODEGRADABLE NETTING. TRACKING BY MACHINERY ALONE WILL NOT SUFFICE.

5. FOLLOWING FINAL SEEDING, THE SITE WILL BE INSPECTED EVERY 30 DAYS UNTIL 85% COVER HAS BEEN ESTABLISHED. RESEEDING WILL BE CARRIED OUT BY THE CONTRACTOR WITHIN 10 DAYS OF NOTIFICATION BY THE ENGINEER THAT THE EXISTING CATCH IS INADEQUATE.

MONITORING SCHEDULE:

THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING, MONITORING, MAINTAINING, REPAIRING, REPLACING AND REMOVING ALL OF THE EROSION AND SEDIMENTATION CONTROLS OR APPOINTING A QUALIFIED SUBCONTRACTOR TO DO SO. MAINTENANCE MEASURES WILL BE APPLIED AS NEEDED DURING THE ENTIRE CONSTRUCTION CYCLE. AFTER EACH RAINFALL, A VISUAL INSPECTION WILL BE MADE OF ALL EROSION AND SEDIMENTATION CONTROLS AS FOLLOWS:

1. HAY BALE BARRIERS, SEDIMENT BARRIER, AND STONE CHECK DAMS SHALL BE INSPECTED AND REPAIRED ONCE A WEEK OR IMMEDIATELY FOLLOWING ANY SIGNIFICANT RAINFALL. SEDIMENT TRAPPED BEHIND THESE BARRIERS SHALL BE EXCAVATED WHEN IT REACHES A DEPTH OF 6" AND REDISTRIBUTED TO AREAS UNDERGOING FINAL GRADING. SHOULD THE HAY BALE BARRIERS PROVE TO BE INEFFECTIVE, THE CONTRACTOR SHALL INSTALL SEDIMENT BARRIER BEHIND THE HAY BALES.
2. VISUALLY INSPECT RIPRAP ONCE A WEEK OR AFTER EACH SIGNIFICANT RAINFALL AND REPAIR AS NEEDED. REMOVE SEDIMENT TRAPPED BEHIND THESE DEVICES ONCE IT ATTAINS A DEPTH EQUAL TO 1/2 THE HEIGHT OF THE DAM OR RISER. DISTRIBUTE REMOVED SEDIMENT OFF-SITE OR TO AN AREA UNDERGOING FINAL GRADING.
3. REVEGETATION OF DISTURBED AREAS WITHIN 25' OF DRAINAGE-COURSE/STREAM WILL BE SEEDDED WITH THE "MEADOW AREA MIX" AND INSPECTED ON A WEEKLY BASIS OR AFTER EACH SIGNIFICANT RAINFALL AND RESEDED AS NEEDED. EXPOSED AREAS WILL BE RESEDED AS NEEDED UNTIL THE AREA HAS OBTAINED 100% GROWTH RATE. PROVIDE PERMANENT RIPRAP FOR SLOPES IN EXCESS OF 3:1 AND WITHIN 25' OF DRAINAGE COURSE.

HOUSEKEEPING:

FROM THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, CHAPTER 500, APPENDIX C.

1. SPILL PREVENTION. CONTROLS MUST BE USED TO PREVENT POLLUTANTS FROM CONSTRUCTION AND WASTE MATERIALS STORED ON SITE TO ENTER STORMWATER, WHICH INCLUDES STORAGE PRACTICES TO MINIMIZE EXPOSURE OF THE MATERIALS TO STORMWATER. THE SITE CONTRACTOR MUST DEVELOP, AND IMPLEMENT AS NECESSARY, APPROPRIATE SPILL PREVENTION, CONTAINMENT, AND RESPONSE PLANNING MEASURES.

NOTE: ANY SPILL OR RELEASE OF TOXIC OR HAZARDOUS SUBSTANCES MUST BE REPORTED TO THE DEPARTMENT. FOR OIL SPILLS, CALL 1-800-482-0777 WHICH IS AVAILABLE 24 HOURS A DAY. FOR SPILLS OF TOXIC OR HAZARDOUS MATERIAL, CALL 1-800-452-4664 WHICH IS AVAILABLE 24 HOURS A DAY. FOR MORE INFORMATION, VISIT THE DEPARTMENT'S WEBSITE AT : HTTP://WWW.MAINE.GOV/DEP/SPILLS/EMERGSPIRLRESP/

2. GROUNDWATER PROTECTION. DURING CONSTRUCTION, LIQUID PETROLEUM PRODUCTS AND OTHER HAZARDOUS MATERIALS WITH THE POTENTIAL TO CONTAMINATE GROUNDWATER MAY NOT BE STORED OR HANDLED IN AREAS OF THE SITE DRAINING TO AN INFILTRATION AREA. AN "INFILTRATION AREA" IS ANY AREA OF THE SITE THAT BY DESIGN OR AS A RESULT OF SOILS, TOPOGRAPHY AND OTHER RELEVANT FACTORS ACCUMULATES RUNOFF THAT INFILTRATES INTO THE SOIL. DIKES, BERMS, SUMPS, AND OTHER FORMS OF SECONDARY CONTAINMENT THAT PREVENT DISCHARGE TO GROUNDWATER MAY BE USED TO ISOLATE PORTIONS OF THE SITE FOR THE PURPOSES OF STORAGE AND HANDLING OF THESE MATERIALS. ANY PROJECT PROPOSING INFILTRATION OF STORMWATER MUST PROVIDE ADEQUATE PRE-TREATMENT OF STORMWATER PRIOR TO DISCHARGE OF STORMWATER TO THE INFILTRATION AREA, OR PROVIDE FOR TREATMENT WITHIN THE INFILTRATION AREA, IN ORDER TO PREVENT THE ACCUMULATION OF FINES, REDUCTION IN INFILTRATION RATE, AND CONSEQUENT FLOODING AND DESTABILIZATION.

NOTE: LACK OF APPROPRIATE POLLUTANT REMOVAL BEST MANAGEMENT PRACTICES (BMPs) MAY RESULT IN VIOLATIONS OF THE GROUNDWATER QUALITY STANDARD ESTABLISHED BY 38 M.R.S.A. §465-C(1).

3. FUGITIVE SEDIMENT AND DUST. ACTIONS MUST BE TAKEN TO ENSURE THAT ACTIVITIES DO NOT RESULT IN NOTICEABLE EROSION OF SOILS OR FUGITIVE DUST EMISSIONS DURING OR AFTER CONSTRUCTION. OIL MAY NOT BE USED FOR DUST CONTROL, BUT OTHER WATER ADDITIVES MAY BE CONSIDERED AS NEEDED. A STABILIZED CONSTRUCTION ENTRANCE (SCE) SHALL BE INSTALLED AT THE END OF THE EXIST PAVED ACCESS TO THE SITE TO MINIMIZE TRACKING OF MUD AND SEDIMENT. IF OFF-SITE TRACKING OCCURS, PUBLIC ROADS SHOULD BE SWEEP IMMEDIATELY AND NO LESS THAN ONCE A WEEK AND PRIOR TO SIGNIFICANT STORM EVENTS. OPERATIONS DURING DRY MONTHS, THAT EXPERIENCE FUGITIVE DUST PROBLEMS, SHOULD WET DOWN UNPAVED ACCESS ROADS ONCE A WEEK OR MORE FREQUENTLY AS NEEDED WITH A WATER ADDITIVE TO SUPPRESS FUGITIVE SEDIMENT AND DUST.

4. DEBRIS AND OTHER MATERIALS. MINIMIZE THE EXPOSURE OF CONSTRUCTION DEBRIS, BUILDING AND LANDSCAPING MATERIALS, TRASH, FERTILIZERS, PESTICIDES, HERBICIDES, DETERGENTS, SANITARY WASTE AND OTHER MATERIALS TO PRECIPITATION AND STORMWATER RUNOFF. THESE MATERIALS MUST BE PREVENTED FROM BECOMING A POLLUTANT SOURCE.

5. EXCAVATION DE-WATERING. EXCAVATION DE-WATERING IS THE REMOVAL OF WATER FROM TRENCHES, FOUNDATIONS, COFFER DAMS, PONDS, AND OTHER AREAS WITHIN THE CONSTRUCTION AREA THAT RETAIN WATER AFTER EXCAVATION. IN MOST CASES THE COLLECTED WATER IS HEAVILY SILTED AND HINDERS CORRECT AND SAFE CONSTRUCTION PRACTICES. THE COLLECTED WATER SHOULD BE REMOVED IMMEDIATELY AND NO LESS THAN ONCE A WEEK. THE WATER MUST BE REMOVED FROM THE EXCAVATION THROUGH A DRAINAGE BASIN. THE BASIN MUST BE PROTECTED BY NATURAL WOODED BUFFERS OR REMOVED TO AREAS THAT ARE SPECIFICALLY DESIGNED TO COLLECT THE MAXIMUM AMOUNT OF SEDIMENT POSSIBLE, LIKE A COFFERDAM SEDIMENTATION BASIN. AVOID ALLOWING THE WATER TO FLOW OVER DISTURBED AREAS OF THE SITE. EQUIVALENT MEASURES MAY BE TAKEN IF APPROVED BY THE DEPARTMENT.

EXCAVATION DEWATERING IS ANTICIPATED FOR THIS PROJECT. SHOULD IT BE NECESSARY, THE COLLECTED WATER REMOVED FROM THE PONDED AREA, EITHER THROUGH GRAVITY OR PUMPING, MUST BE REMOVED TO AREAS THAT ARE SPECIFICALLY DESIGNED TO COLLECT THE MAXIMUM AMOUNT OF SEDIMENT POSSIBLE, LIKE A SEDIMENT TRAP (SEE DETAIL THIS SHEET), DIRT BAG, OR SEDIMENTATION BASIN. A DEWATERING DISCHARGE PLAN SHALL BE SUBMITTED TO THE OWNER'S REPRESENTATIVE FOR APPROVAL.

6. AUTHORIZED NON-STORMWATER DISCHARGES. IDENTIFY AND PREVENT CONTAMINATION BY NON-STORMWATER DISCHARGES. WHERE ALLOWED NON-STORMWATER DISCHARGES EXIST, THEY MUST BE IDENTIFIED AND STEPS SHOULD BE TAKEN TO ENSURE THE IMPLEMENTATION OF POLLUTION PREVENTION MEASURES FOR THE NON-STORMWATER COMPONENT(S) OF THE DISCHARGE. AUTHORIZED NON-STORMWATER DISCHARGES ARE:

- (a) DISCHARGES FROM FIREFIGHTING ACTIVITY;
- (b) FIRE HYDRANT FLUSHINGS
- (c) VEHICLE WASHWATER IF DETERGENTS ARE NOT USED AND WASHING IS LIMITED TO THE EXTERIOR OF VEHICLES (ENGINE, UNDERCARRIAGE AND TRANSMISSION WASHING IS PROHIBITED);
- (d) DUST CONTROL RUNOFF IN ACCORDANCE WITH PERMIT CONDITIONS AND CHAPTER 500 APPENDIX (C)(3);
- (e) ROUTINE EXTERNAL BUILDING WASHDOWN, NOT INCLUDING SURFACE PAINT REMOVAL, THAT DOES NOT INVOLVE DETERGENTS;
- (f) PAVEMENT WASHWATER (WHERE SPILLS/LEAKS OF TOXIC OR HAZARDOUS MATERIALS HAVE NOT OCCURRED, UNLESS ALL SPILLED MATERIAL HAD BEEN REMOVED) DETERGENTS ARE NOT USED;
- (g) UNCONTAMINATED AIR CONDITIONING OR COMPRESSOR CONDENSATE;
- (h) UNCONTAMINATED GROUNDWATER OR SPRING WATER;
- (i) FOUNDATION OR FOOTER DRAIN-WATER WHERE FLOWS ARE NOT CONTAMINATED;
- (j) UNCONTAMINATED EXCAVATION DEWATERING (SEE REQUIREMENTS IN APPENDIX C(5));
- (k) POTABLE WATER SOURCES INCLUDING WATERLINE FLUSHINGS; AND
- (l) LANDSCAPE IRRIGATION.

7. UNAUTHORIZED NON-STORMWATER DISCHARGES. THE DEPARTMENT'S APPROVAL UNDER CHAPTER 500 DOES NOT AUTHORIZE A DISCHARGE THAT IS MIXED WITH A SOURCE OF NON STORMWATER, OTHER THAN THOSE DISCHARGES IN COMPLIANCE WITH APPENDIX C (6). SPECIFICALLY, THE DEPARTMENTS APPROVAL DOES NOT AUTHORIZE DISCHARGES OF THE FOLLOWING:

- (a) WASTEWATER FROM THE WASHOUT OR CLEANOUT OF CONCRETE, STUCCO, PAINT, FORM RELEASE OILS, CURING COMPOUNDS OR OTHER CONSTRUCTION MATERIALS;
- (b) FUELS, OILS OR OTHER POLLUTANTS USED IN VEHICLE AND EQUIPMENT OPERATION AND MAINTENANCE;
- (c) SOAPS, SOLVENTS, OR DETERGENTS USED IN VEHICLE AND EQUIPMENT WASHING; AND
- (d) TOXIC OR HAZARDOUS SUBSTANCES FROM A SPILL OR OTHER RELEASE.

CONSTRUCTION PHASE:

THE FOLLOWING GENERAL PRACTICES WILL BE USED TO PREVENT EROSION DURING CONSTRUCTION OF THIS PROJECT.

1. INSTALL STABILIZED CONSTRUCTION ENTRANCE AND MAINTAIN UNTIL SITE IS PAVED.
2. ONLY THOSE AREAS NECESSARY FOR CONSTRUCTION WILL BE DISTURBED.
3. PRIOR TO THE START OF CONSTRUCTION, SEDIMENT BARRIER WILL BE INSTALLED ACROSS THE SLOPE(S), ON THE CONTOUR, AT OR JUST BELOW THE LIMITS OF CLEARING OR GRUBBING, AND/OR JUST ABOVE ANY ADJACENT TRAVELLED WAY TO PROTECT IT FROM CONSTRUCTION-RELATED EROSION.
4. CLEAR AND GRUB WORK SITE AS NEEDED TO EXECUTE PLANS USING CAUTION NOT TO OVER EXPOSE THE SITE.
5. STORMWATER MANAGEMENT SYSTEM WILL BE INSTALLED PRIOR TO CONSTRUCTION OF SITE ELEMENTS THAT DISCHARGE TO THESE SYSTEMS. NO STORMWATER SHALL BE DIRECTED TO THE BIORETENTION FILTERS UNTIL THE SITE IS COMPLETELY STABILIZED. TEMPORARY INFILTRATION BASINS SHALL BE INSTALLED TO COLLECT ANY INFILTRATE ANY STORMWATER RUNOFF FROM THE SITE DURING CONSTRUCTION AND PRIOR TO STABILIZATION.
6. DISTURBED AREAS WILL BE PERMANENTLY STABILIZED WITHIN 15 DAYS OF FINAL GRADING, OR TEMPORARILY STABILIZED WITHIN 30 DAYS OF THE INITIAL DISTURBANCE. DISTURBED AREAS WILL BE REVEGETATED BEFORE STORMS. LOAM WILL BE SAVED FOR LATER USE WHERE POSSIBLE. EXCESS SOIL MATERIALS WILL BE USED AS FILL OR REMOVED FROM SITE TO AN APPROVED LOCATION.
7. AT A MINIMUM, THE EROSION CONTROL MEASURES SHALL BE REVIEWED AND REPAIRED ONCE A WEEK OR IMMEDIATELY FOLLOWING ANY SIGNIFICANT RAINFALL OR SNOWMELT. SEDIMENT TRAPPED BEHIND THESE BARRIERS SHALL BE EXCAVATED WHEN IT REACHES A DEPTH OF 6 INCHES AND BE DISCARDED ON THE SITE. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED AS INDICATED ON THE DRAWINGS.

8. LOAM, LIME, FERTILIZE, SEED, AND MULCH LANDSCAPED AND OTHER DISTURBED AREAS.

9. ONCE THE SITE IS STABILIZED AND A 90% CATCH OF VEGETATION HAS BEEN OBTAINED, REMOVE ALL TEMPORARY EROSION CONTROL MEASURES.

10. TOUCH UP LOAM AND SEED.

NOTE: ALL DENUDED AREAS NOT SUBJECT TO FINAL PAVING, RIPRAP OR GRAVEL SHALL BE REVEGETATED.

EROSION CONTROL DURING WINTER CONSTRUCTION:

1. WINTER CONSTRUCTION PERIOD: NOVEMBER 1 THROUGH APRIL 15.
2. WINTER EXCAVATION AND EARTHWORK SHALL BE COMPLETED SUCH THAT NO MORE THAN ONE (1) ACRE OF THE SITE IS WITHOUT STABILIZATION AT ANY ONE TIME.
3. EXPOSED AREA SHALL BE LIMITED TO THOSE AREAS TO BE MULCHED IN ONE DAY. AT THE END OF EACH WORK WEEK NO AREAS MAY BE LEFT UNSTABILIZED OVER THE WEEKEND.
4. CONTINUATION OF EARTHWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED, SUCH THAT NO LARGER AREA OF THE SITE IS WITHOUT EROSION CONTROL PROTECTION AS LISTED IN ITEM 2 ABOVE.
5. AN AREA SHALL BE CONSIDERED TO HAVE BEEN STABILIZED WHEN EXPOSED SURFACES HAVE BEEN EITHER MULCHED WITH STRAW OR HAY AT A RATE OF 150 LB. PER 1000 S.F. (WITH OR WITHOUT SEEDING) OR DORMANT SEEDDED, MULCHED AND ANCHORED SUCH THAT SOIL SURFACES NOT VISIBLE THROUGH THE MULCH. NOTE: AN AREA IS ALSO CONSIDERED STABLE IF SODDED, COVERED WITH GRAVEL (PARKING LOTS) OR STRUCTURAL SAND.

6. BETWEEN THE DATES OF OCTOBER 15 AND APRIL 1, LOAM OR SEED WILL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES THE SLOPES SHALL BE FINE GRADED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEEDDED AND MULCHED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF THE DATE IS AFTER NOVEMBER 1 AND IF THE EXPOSED AREA HAS BEEN LOAMED, FINAL GRADED WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDDED AT A RATE OF 3 TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED. IF CONSTRUCTION CONTINUES DURING FREEZING WEATHER, ALL EXPOSED AREAS SHALL BE CONTINUOUSLY GRADED BEFORE FREEZING AND THE SURFACE TEMPORARILY PROTECTED FROM EROSION BY THE APPLICATION OF MULCH. SLOPES SHALL NOT BE LEFT UNEXPOSED OVER THE WINTER OR ANY OTHER EXTENDED TIME OF WORK SUSPENSION UNLESS TREATED IN THE ABOVE MANNER. UNTIL SUCH TIME AS WEATHER CONDITIONS ALLOW, DITCHES TO BE FINISHED WITH THE PERMANENT SURFACE TREATMENT. EROSION SHALL BE CONTROLLED BY THE INSTALLATION OF BALES OF HAY, SEDIMENT BARRIER OR STONE CHECK DAMS IN ACCORDANCE WITH THE STANDARD DETAILS SHOWN ON THE DESIGN DRAWINGS. NOTE: DORMANT SEEDING SHOULD NOT BE ATTEMPTED UNLESS SOIL TEMPERATURE REMAINS BELOW 50 DEGREES AND DAY TIME TEMPERATURES REMAIN IN THE 30'S.

7. MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL DRAINAGE WAYS. SLOPES GREATER THAN 3% FOR SLOPES EXPOSED TO DIRECT WINDS AND FOR ALL OTHER SLOPES GREATER THAN 8% VEGETATED DRAINAGE WALES SHALL BE LINED WITH STRAW-COCOONUT EROSION CONTROL BLANKET (NORTH AMERICAN GREEN SC150 OR APPROVED EQUAL).

8. BETWEEN THE DATES OF OCTOBER 15 TO NOVEMBER 1, WINTER RYE IS RECOMMENDED FOR STABILIZATION. AFTER NOVEMBER 1, WINTER RYE IS NOT EFFECTIVE. AROUND NOVEMBER 15 OR LATER, ONCE TEMPERATURES OF THE AIR AND SOIL PERMIT, DORMANT SEEDING IS EFFECTIVE.

9. IN THE EVENT OF SNOWFALL (FRESH OR CUMULATIVE) GREATER THAN 1 INCH DURING WINTER CONSTRUCTION PERIOD ALL SNOW SHALL BE REMOVED FROM THE AREAS OF SEEDING AND MULCHING PRIOR TO PLACEMENT.

10. ALL AREAS WITHIN 75 FEET OF A PROTECTED NATURAL RESOURCE MUST BE PROTECTED WITH A DOUBLE ROW OF SEDIMENT BARRIERS.

SITE INSPECTION AND MAINTENANCE:

1. WEEKLY INSPECTIONS, AS WELL AS ROUTINE INSPECTIONS FOLLOWING EACH RAINFALL, SNOWSTORM, OR THAWING, SHALL BE CONDUCTED BY THE GENERAL CONTRACTOR OF ALL TEMPORARY AND PERMANENT EROSION CONTROL DEVICES UNTIL FINAL ACCEPTANCE OF THE PROJECT (90% GRASS CATCH). RAINFALL OF 0.5 INCHES OR MORE OF RAIN IN 24 CONSECUTIVE HOURS SHALL TRIGGER AN INSPECTION. SNOWFALL OF 2 INCHES OR MORE SHALL TRIGGER AN INSPECTION. CORRECTIVE ACTION SHALL BE STARTED BY THE END OF THE NEXT WORK DAY AND COMPLETED WITHIN SEVEN (7) DAYS OR BEFORE THE NEXT STORM EVENT AS NOTED ABOVE. INSPECTIONS SHALL BE PERFORMED BY SOMEONE WITH KNOWLEDGE OF EROSION AND STORMWATER CONTROL INCLUDING THE STANDARDS AND CONDITIONS IN THE PERMIT ISSUED FOR THE PROJECT. THE SCOPE OF CONSTRUCTION INSPECTIONS INCLUDES DISTURBED AREAS AND IMPERVIOUS AREAS, MATERIAL STORAGE AREAS, AND VEHICLE ACCESS POINTS IN ADDITION TO ESC MEASURES. NECESSARY REPAIRS SHALL BE MADE TO CORRECT UNDERMINING OR DETERIORATION. FINAL ACCEPTANCE SHALL INCLUDE A SITE INSPECTION TO VERIFY THE STABILITY OF ALL DISTURBED AREAS AND SLOPES. UNTIL FINAL INSPECTION, ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL IMMEDIATELY BE CLEARED, AND REPAIRED BY THE GENERAL CONTRACTOR AS REQUIRED. DISPOSAL OF ALL TEMPORARY EROSION AND CONTROL DEVICES SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR. RECORDS OF INSPECTIONS SHALL BE KEPT FOR THREE (3) YEARS.

MAINTENANCE. IF BEST MANAGEMENT PRACTICES (BMPs) NEED TO BE REPAIRED, THE REPAIR WORK SHOULD BE INITIATED UPON DISCOVERY OF THE PROBLEM BUT NO LATER THAN THE END OF THE NEXT WORKDAY. IF ADDITIONAL BMPs OR SIGNIFICANT REPAIR OF BMPs ARE NECESSARY, IMPLEMENTATION MUST BE COMPLETED WITHIN 7 CALENDAR DAYS AND PRIOR TO ANY STORM EVENT (RAINFALL). ALL MEASURES MUST BE MAINTAINED IN EFFECTIVE OPERATING CONDITION UNTIL AREAS ARE PERMANENTLY STABILIZED.

DOCUMENTATION. KEEP A LOG (REPORT) SUMMARIZING THE INSPECTIONS AND ANY CORRECTIVE ACTION TAKEN. THE LOG MUST INCLUDE THE NAME(S) AND QUALIFICATIONS OF THE PERSON MAKING THE INSPECTIONS, THE DATE(S) OF THE INSPECTIONS, AND MAJOR OBSERVATIONS ABOUT THE OPERATION AND MAINTENANCE OF EROSION AND SEDIMENTATION CONTROLS, MATERIALS STORAGE AREAS, AND VEHICLES ACCESS POINTS TO THE PARCEL. MAJOR OBSERVATIONS MUST INCLUDE BMPs THAT NEED MAINTENANCE, BMPs THAT FAILED TO OPERATE AS DESIGNED OR PROVED INADEQUATE FOR A PARTICULAR LOCATION, AND LOCATION(S) WHERE ADDITIONAL BMPs ARE NEEDED. FOR EACH BMP REQUIRING MAINTENANCE, BMP NEEDING REPLACEMENT, AND LOCATION NEEDING ADDITIONAL BMPs, NOTE IN THE LOG THE CORRECTIVE ACTION TAKEN AND WHEN IT WAS TAKEN.

THE LOG MUST BE MADE ACCESSIBLE TO DEPARTMENT STAFF AND A COPY MUST BE PROVIDED UPON REQUEST. THE PERMITEE SHALL RETAIN A COPY OF THE LOG FOR A PERIOD OF AT LEAST THREE YEARS FROM THE COMPLETION OF PERMANENT STABILIZATION.

IT IS RECOMMENDED THAT THE OWNER HIRE THE SERVICES OF THE DESIGN ENGINEER TO PROVIDE COMPLIANCE INSPECTIONS (DURING ACTIVE CONSTRUCTION) RELATIVE TO IMPLEMENTATION OF THE STORMWATER AND EROSION CONTROL PLANS. SUCH INSPECTIONS SHOULD BE LIMITED TO ONCE A WEEK OR AS NECESSARY AND BE REPORTABLE TO THE OWNER, TOWN AND DEP.

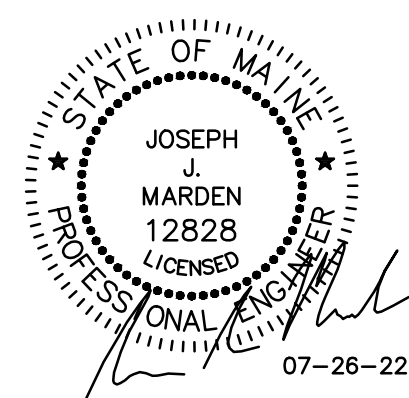
DURING WINTER CONSTRUCTION, THE EROSION CONTROL MEASURES SHALL BE INSPECTED AFTER EACH RAINFALL, SNOWSTORM, OR THAWING, AND A MINIMUM OF ONCE PER WEEK.

2. SHORT-TERM SEDIMENTATION MAINTENANCE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CLEAN OUT ALL SWALES AND STRUCTURES PRIOR TO TURNING PROJECT OVER.


3. LONG-TERM PROVISIONS FOR PERMANENT MAINTENANCE OF ALL EROSION AND SEDIMENTATION CONTROL DEVICES AFTER ACCEPTANCE OF THE PROJECT SHALL BE THE RESPONSIBILITY OF THE OWNER.

ISSUED FOR:  
PERMITTING

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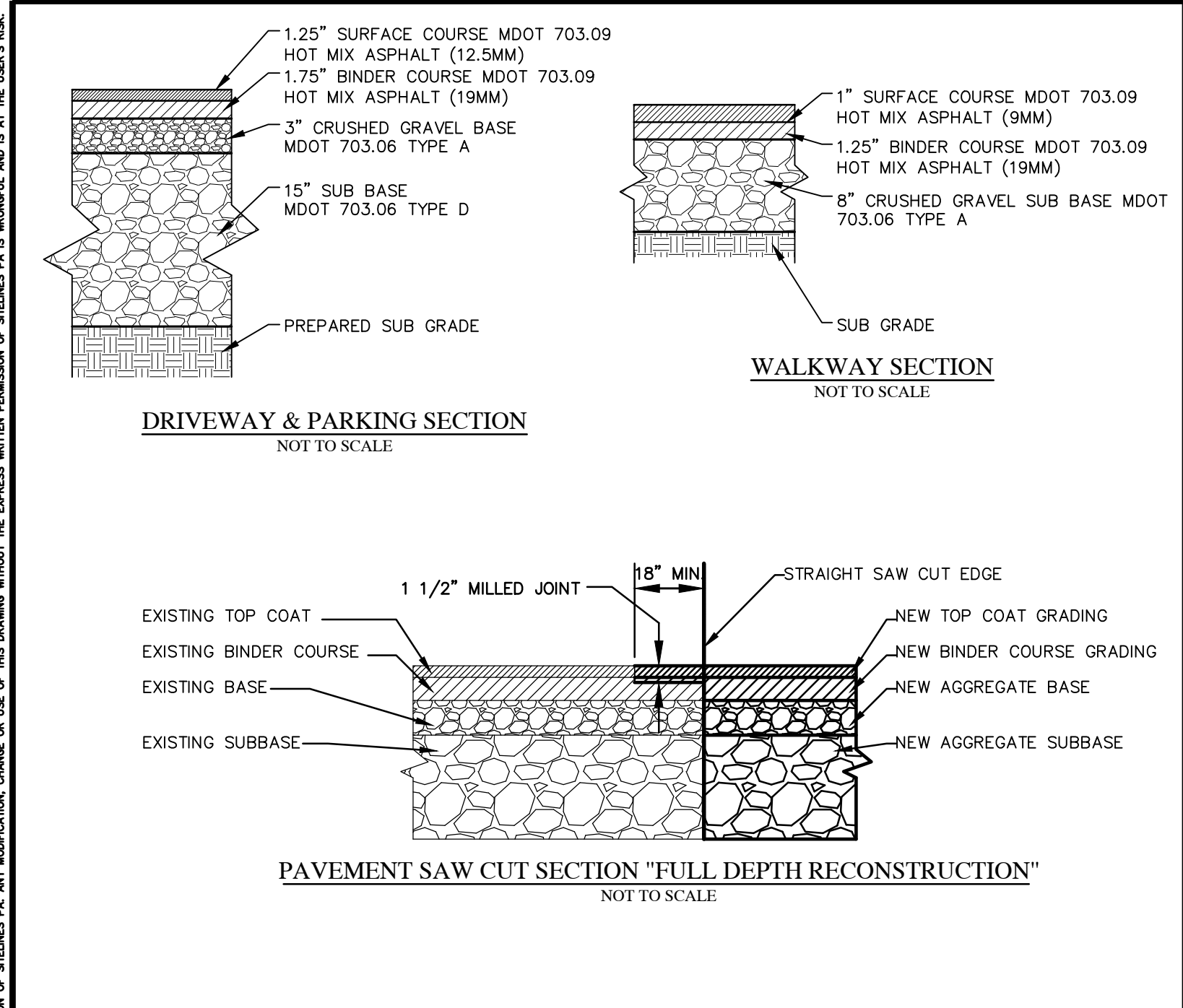


E.	07-26-22	SUBMITTED TO TOWN FOR AMENDMENT	JJM
D.	06-29-22	REVISED WATER SERVICE	JJM
C.	05-06-22	REVISED DUMPSTER PAD LOCATION	NCR
		REVISED GRADING	
B.	02-22-21	REVISED WATER MAIN ALIGNMENT	CYN
A.	02-10-22	REVISED SEWER INVERTS, ADDED INSULATION TO SS, SS, AND SEPARATOR	CYN
6.	01-20-22	ISSUED FOR CONSTRUCTION	CYN
5.	10-24-21	REVISED PER MDEP REVIEW COMMENTS	CYN
4.	07-14-21	SUBMITTED FOR MDEP REVIEW	CYN
3.	06-14-21	REVISED PER REVIEW COMMENTS	CYN
2.	06-03-21	SUBMITTED FOR FINAL APPROVAL	CYN
		REVISED PER TOWN PLANNER COMMENTS	
1.	05-05-21	SUBMITTED TO TOWN OF CUMBERLAND	CYN

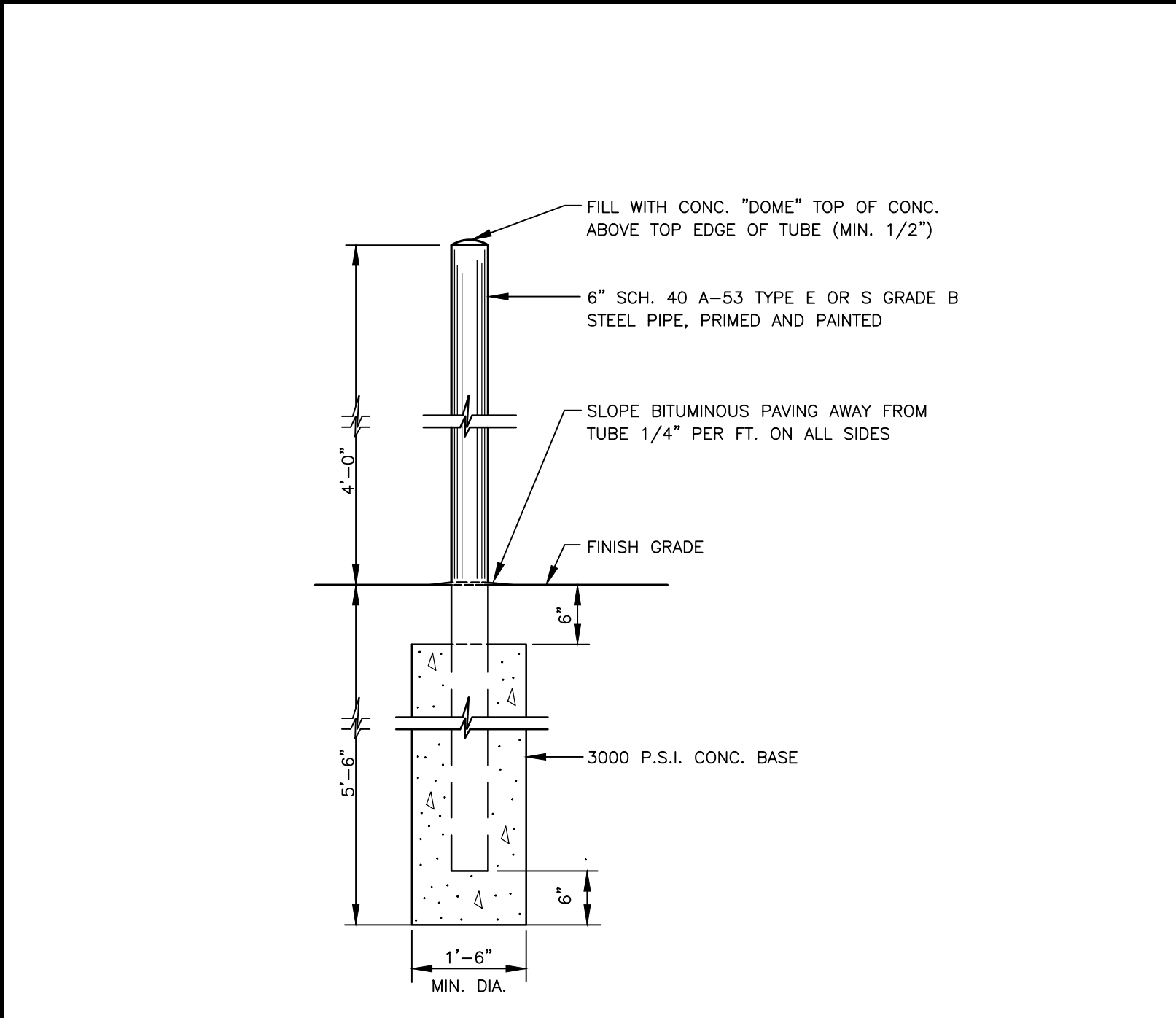
TITLE: <b>EROSION CONTROL DETAILS AND NOTES</b>		
PROJECT: <i>COMMERCIAL/OFFICE BUILDINGS U.S. ROUTE 1, CUMBERLAND, MAINE</i>		
OWNER: <b>LAKESIDE CONCRETE CUTTING &amp; ABATEMENT PROFESSIONALS 590 COUNTY ROAD, SUITE 2, WESTBROOK, ME 04092</b>		
 <b>SITELINES</b> 119 PURINGTON ROAD, SUITE A BRUNSWICK, MAINE 04011 207.725.1200 <b>CIVIL ENGINEERS • PLANNERS • LAND SURVEYORS</b>		
FIELD WK: MC & CR	SCALE: NTS	SHEET:
DRN BY: NCR	JOB #: 4306	<b>C8</b>
CHD BY: CYN	MAP/PLOT: R01/11-3	
DATE: 03/08/21	FILE: 4306-COV-DET	



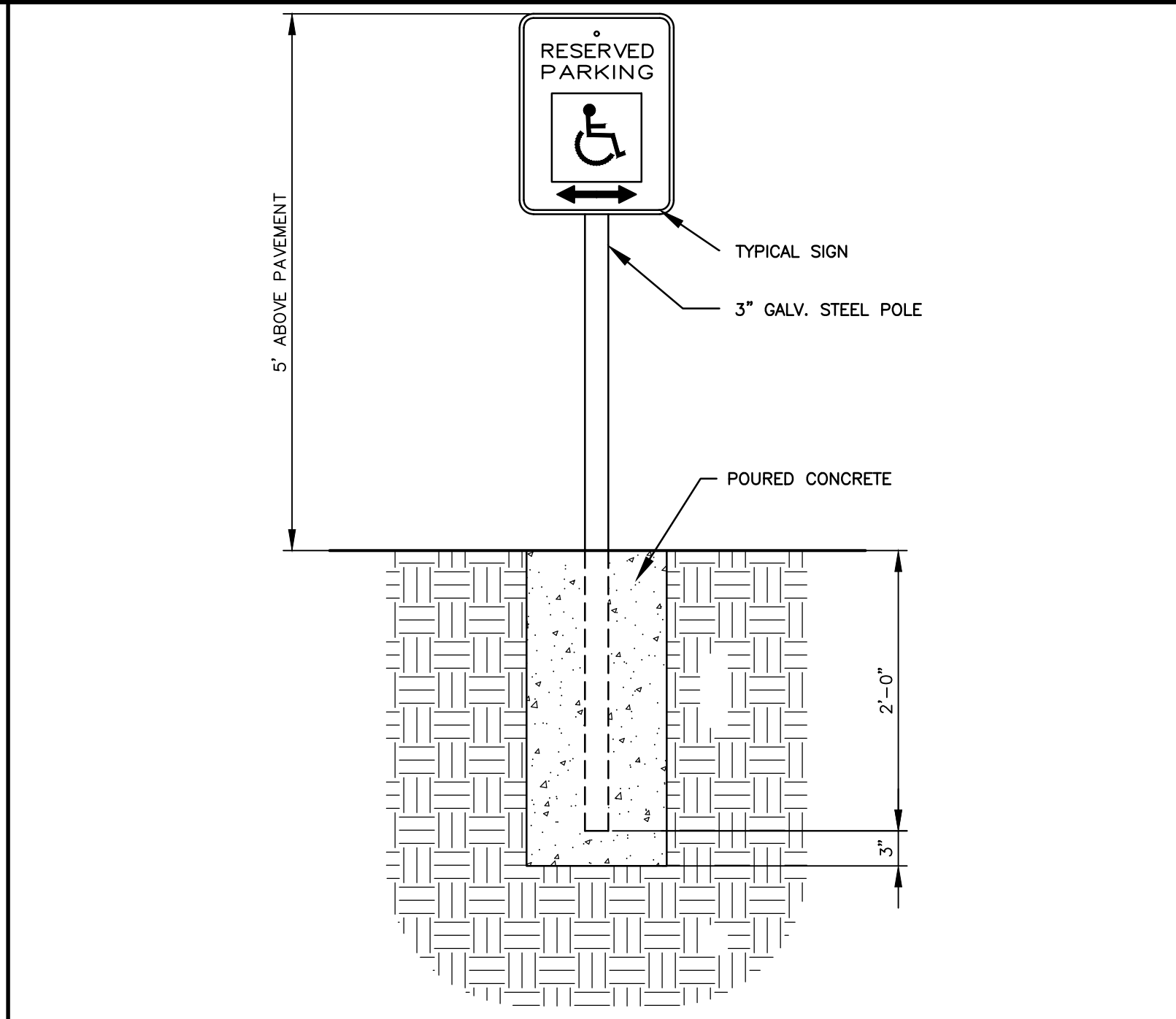
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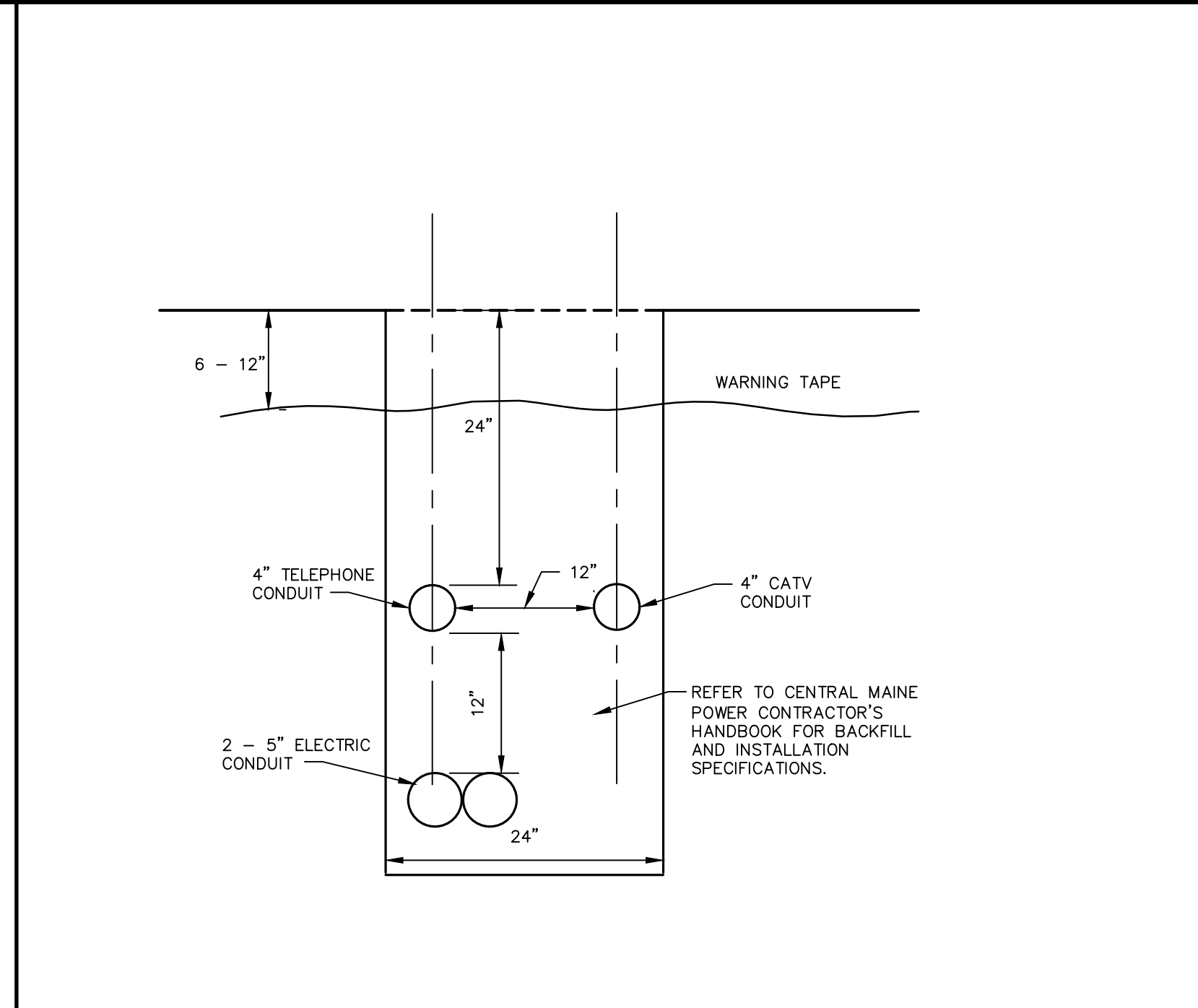
**A** PAVEMENT SECTIONS  
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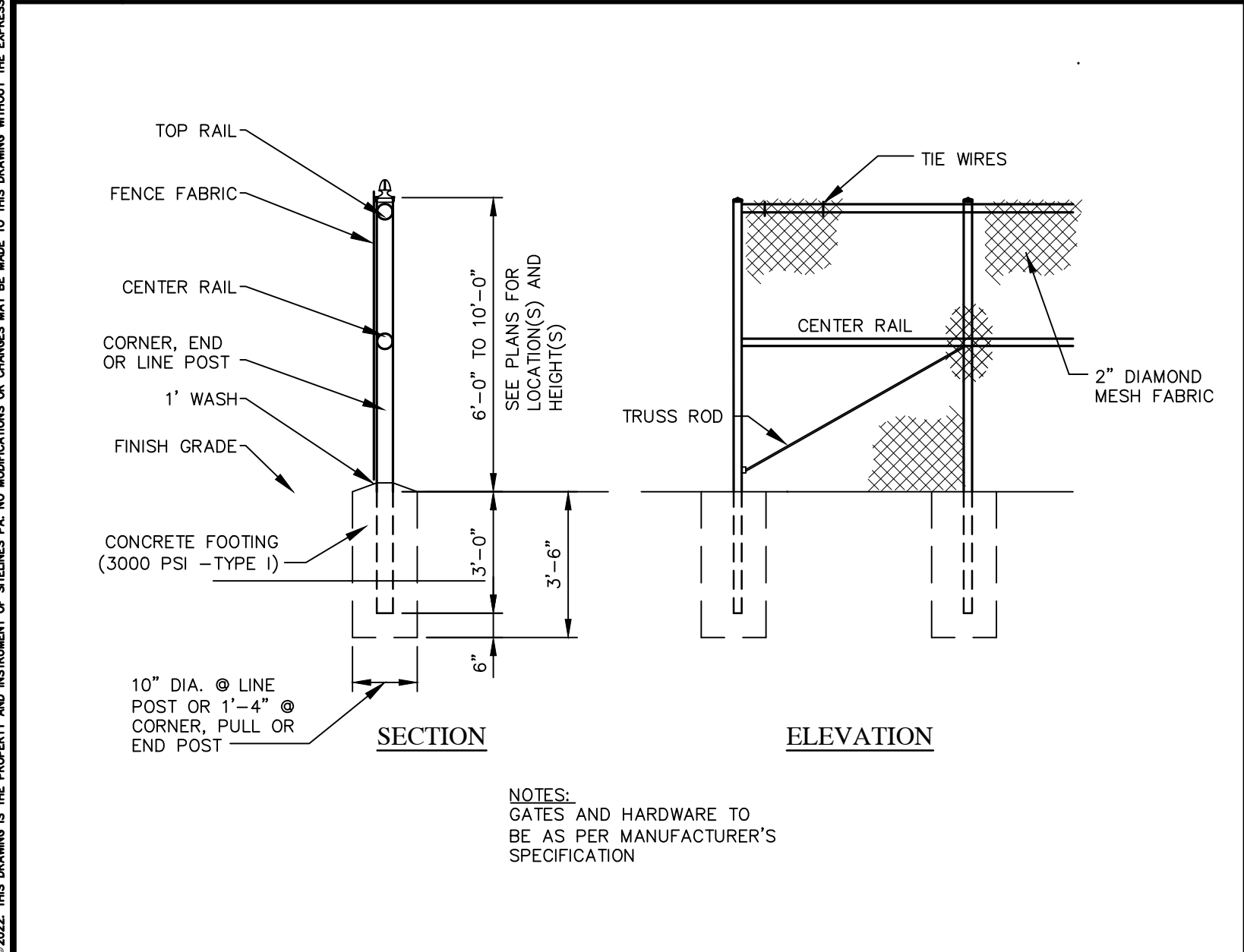
**B** TYPICAL BOLLARD DETAIL  
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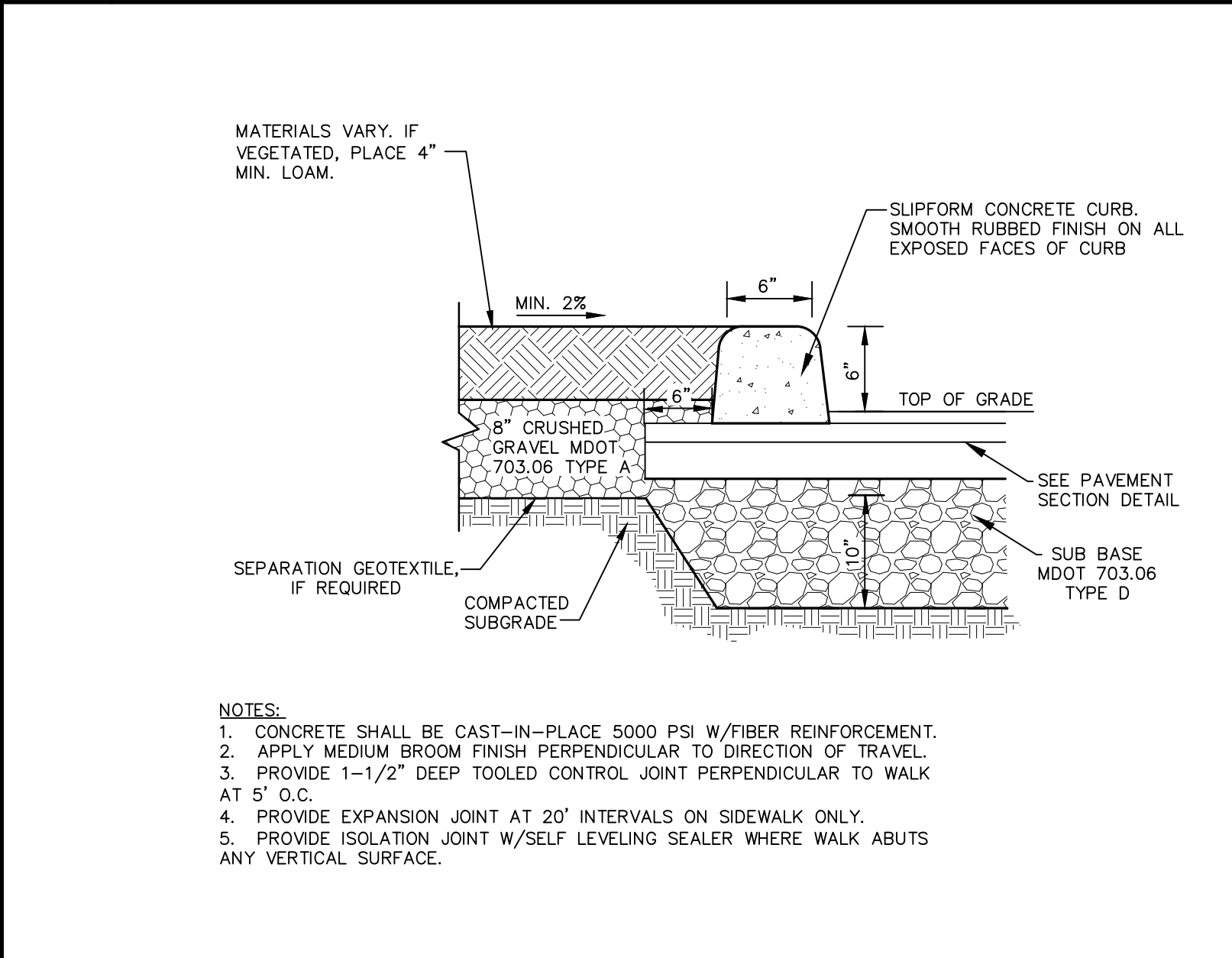
**C** BARrier FREE PARKING SIGN DETAIL  
N.T.S.



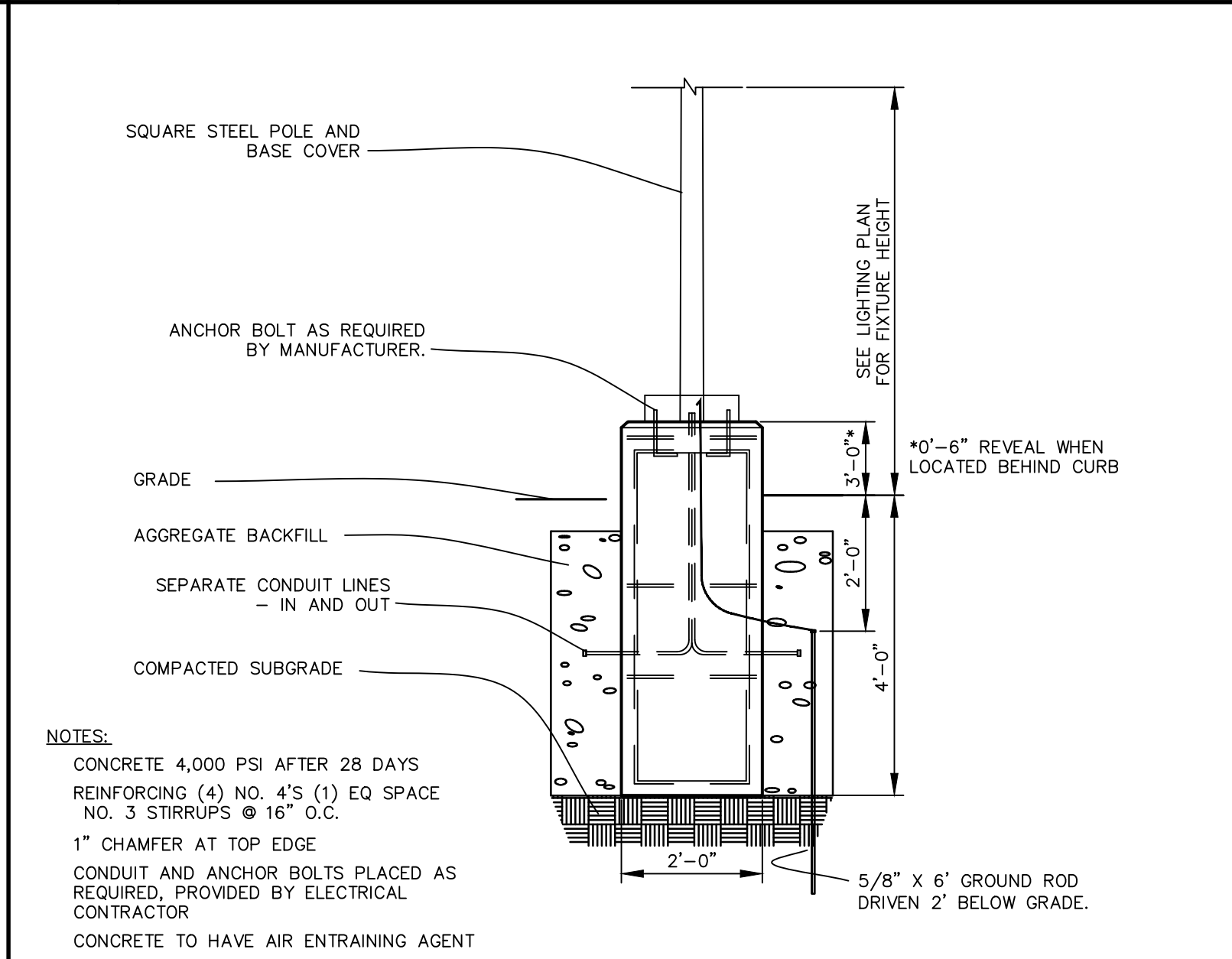
**D** UTILITY TRENCH  
N.T.S.



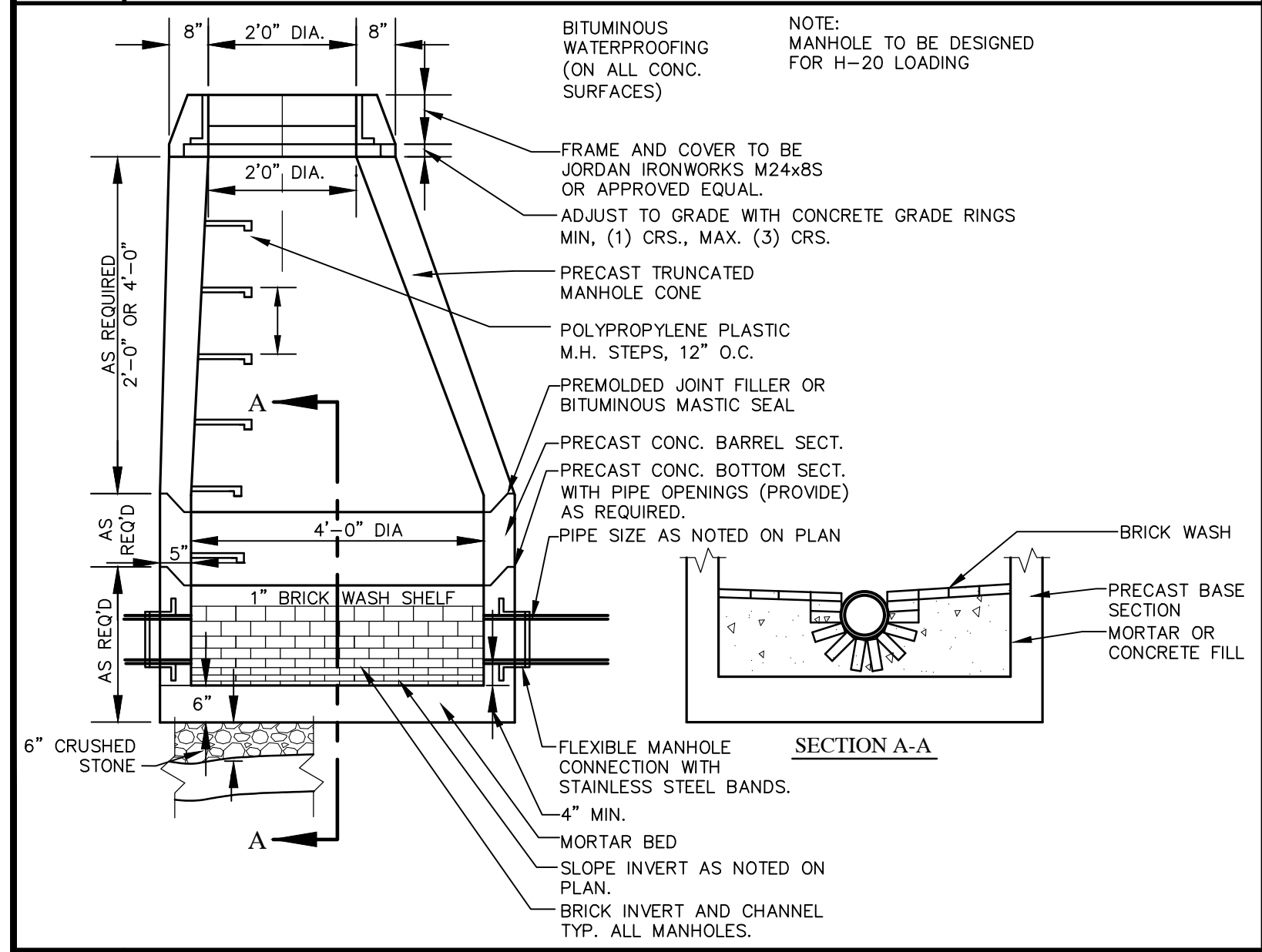
**E** CHAIN LINK FENCE DETAIL  
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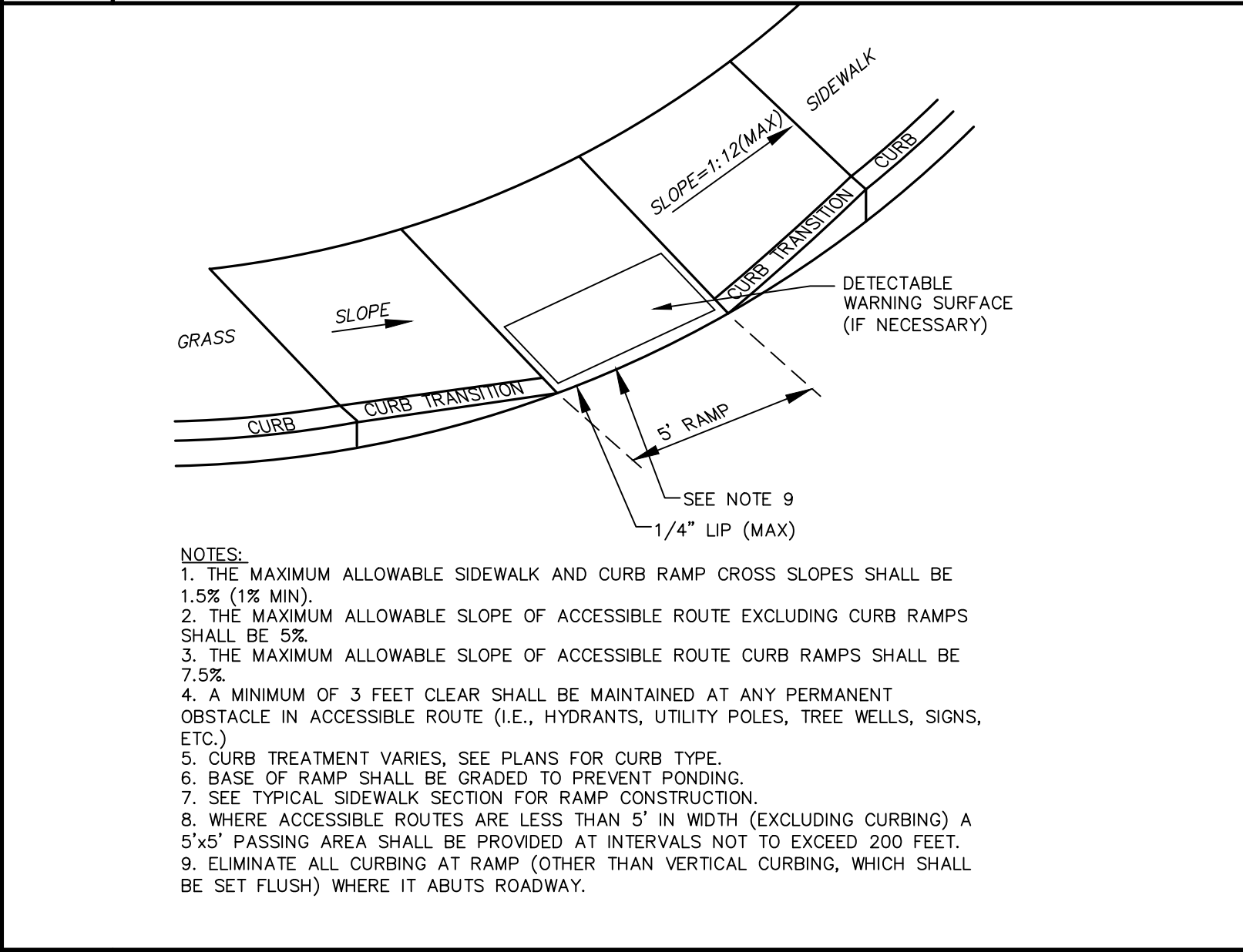
**F** VERTICAL SLIPFORM CONCRETE CURB  
N.T.S.



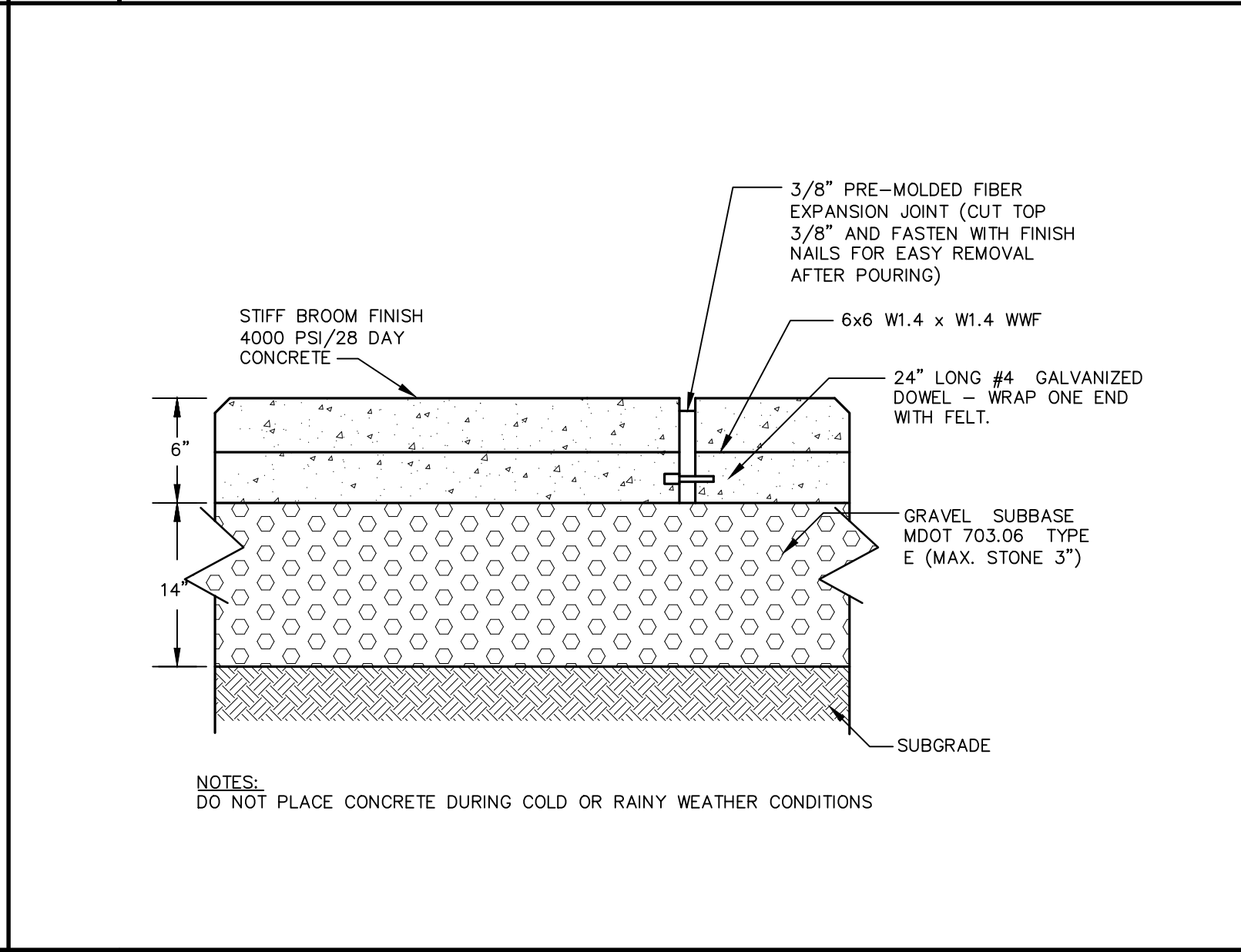
**G** LIGHT POLE BASE DETAIL  
N.T.S.



**H** SANITARY SEWER DETAIL  
N.T.S.



**I** TIP DOWN SIDEWALK RAMP  
N.T.S.



**J** CONCRETE PAD DETAIL  
N.T.S.

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**SITELINES**  
119 PURINTON ROAD, SUITE A  
BRUNSWICK, MAINE 04011  
207.725.1200  
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FIELD WK: MC & CR  
DRN BY: NCR  
CHD BY: CYN  
DATE: 03/08/21

SCALE: NTS  
JOB #: 4306  
MAP/LOT: R01/11-3  
FILE: 4306-COV-DET

SHEET:  
**C9**

E. 07-26-22	SUBMITTED TO TOWN FOR AMENDMENT	JJM
D. 06-29-22	REVISED WATER SERVICE	JJM
C. 05-06-22	REVISED DUMPSTER PAD LOCATION	NCR
B. 02-22-21	REVISED WATER MAIN ALIGNMENT	CYN
A. 02-10-22	REVISED SEWER INVERTS, ADDED INSULATION TO S3, S5, S5, AND OIL/GRIIT SEPARATOR	CYN
6. 01-20-22	ISSUED FOR CONSTRUCTION	CYN
5. 10-24-21	REVISED PER MDEP REVIEW COMMENTS	CYN
4. 07-14-21	SUBMITTED FOR MDEP REVIEW	CYN
3. 06-14-21	REVISED PER REVIEW COMMENTS	CYN
2. 06-03-21	SUBMITTED FOR FINAL APPROVAL	CYN
1. 05-05-21	REVISED PER TOWN PLANNER COMMENTS	CYN
1. 05-05-21	SUBMITTED TO TOWN OF CUMBERLAND	CYN

TITLE:  
**SITE DEVELOPMENT DETAILS - 1 OF 2**

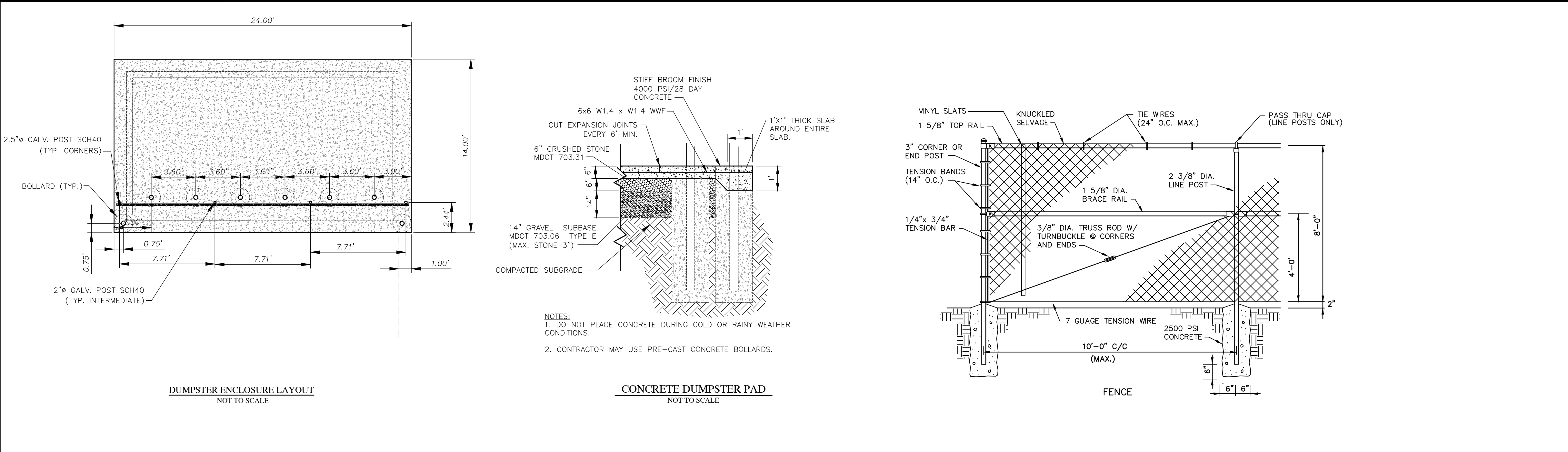
PROJECT:  
COMMERCIAL/OFFICE BUILDINGS  
U.S. ROUTE 1, CUMBERLAND, MAINE

OWNER:  
LAKESIDE CONCRETE CUTTING & ABATEMENT PROFESSIONALS  
590 COUNTY ROAD, SUITE 2, WESTBROOK, ME 04092

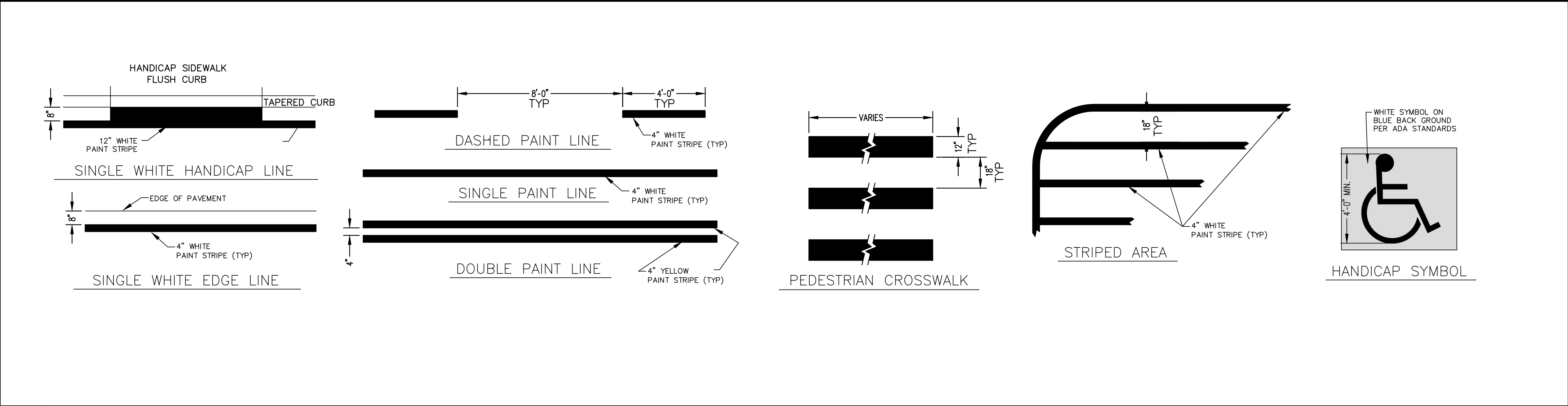
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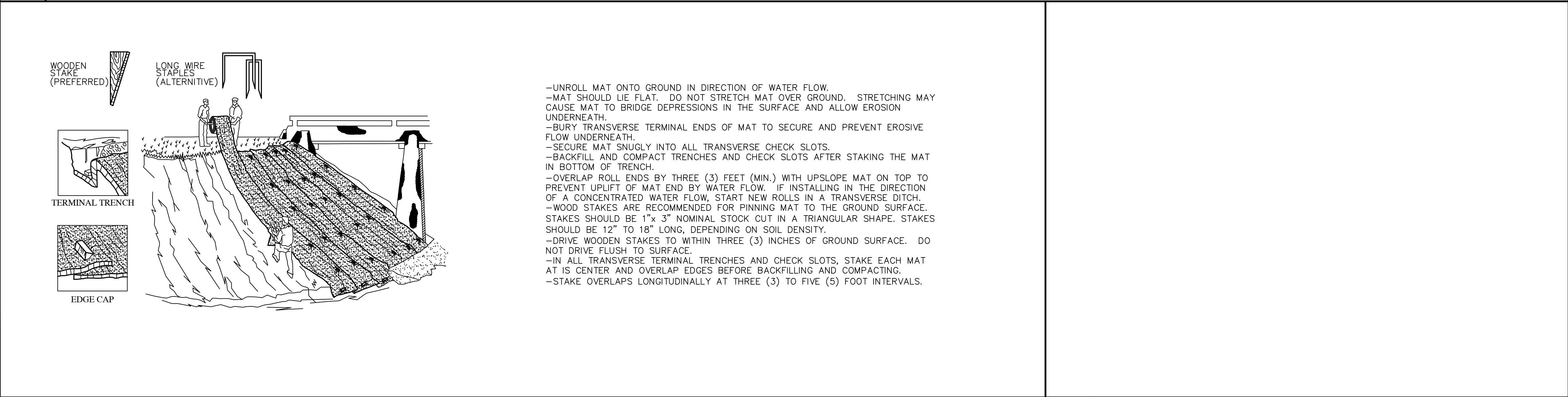
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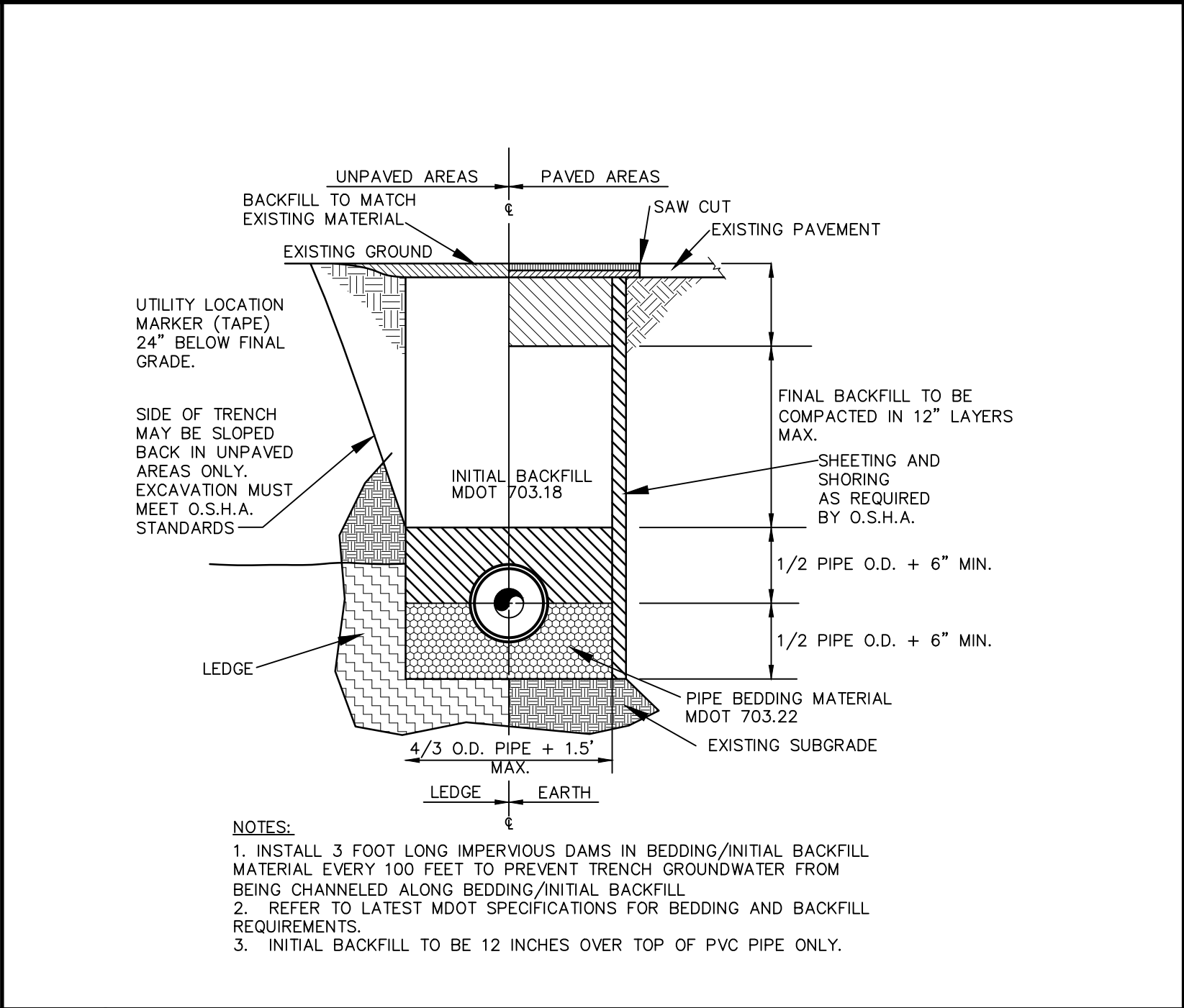
**A** **DUMPSTER DETAILS**  
N.T.S.



**C** **PAVEMENT MARKINGS**  
N.T.S.



**D** **EROSION CONTROL BLANKET GENERAL INSTALLATION**  
N.T.S.



**B** **TYPICAL PIPE TRENCH DETAIL**  
N.T.S.

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**ISSUED FOR:**  
**PERMITTING**

**STATE OF MAINE**  
JOSEPH J. MARDEN  
12828  
LICENSED PROFESSIONAL ENGINEER

07-26-22

E.	07-26-22	SUBMITTED TO TOWN FOR AMENDMENT	JJM
D.	06-29-22	REVISED WATER SERVICE	JJM
C.	05-06-22	REVISED DUMPSTER PAD LOCATION REVISED GRADING	NCR
B.	02-22-21	REVISED WATER MAIN ALIGNMENT	CYN
A.	02-10-22	REVISED SEWER INVERTS, ADDED INSULATION TO S3, S5, S6, AND OIL/GRIFF SEPARATOR	CYN
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4.	07-14-21	SUBMITTED FOR MDEP REVIEW	CYN
3.	06-14-21	REVISED PER REVIEW COMMENTS	CYN
2.	06-03-21	SUBMITTED FOR FINAL APPROVAL REVISED PER TOWN PLANNER COMMENTS	CYN
1.	05-05-21	SUBMITTED TO TOWN OF CUMBERLAND	CYN

**TITLE:**  
**SITE DEVELOPMENT DETAILS - 2 OF 2**

**PROJECT:**  
COMMERCIAL/OFFICE BUILDINGS  
U.S. ROUTE 1, CUMBERLAND, MAINE

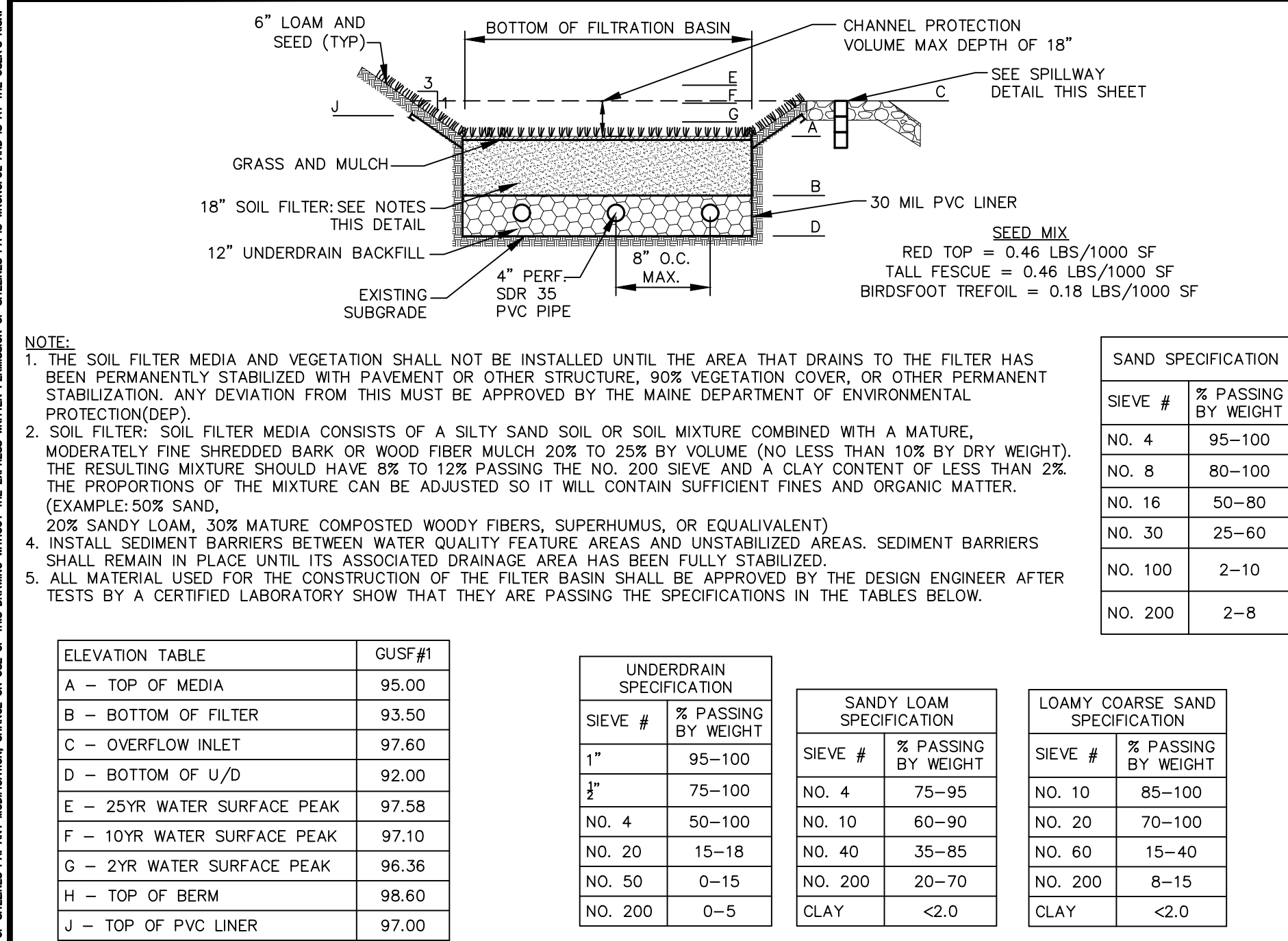
**OWNER:**  
LAKESIDE CONCRETE CUTTING & ABATEMENT PROFESSIONALS  
590 COUNTY ROAD, SUITE 2, WESTBROOK, ME 04092

**SITELINES**  
119 PURINTON ROAD, SUITE A  
BRUNSWICK, MAINE 04011  
207.725.1200  
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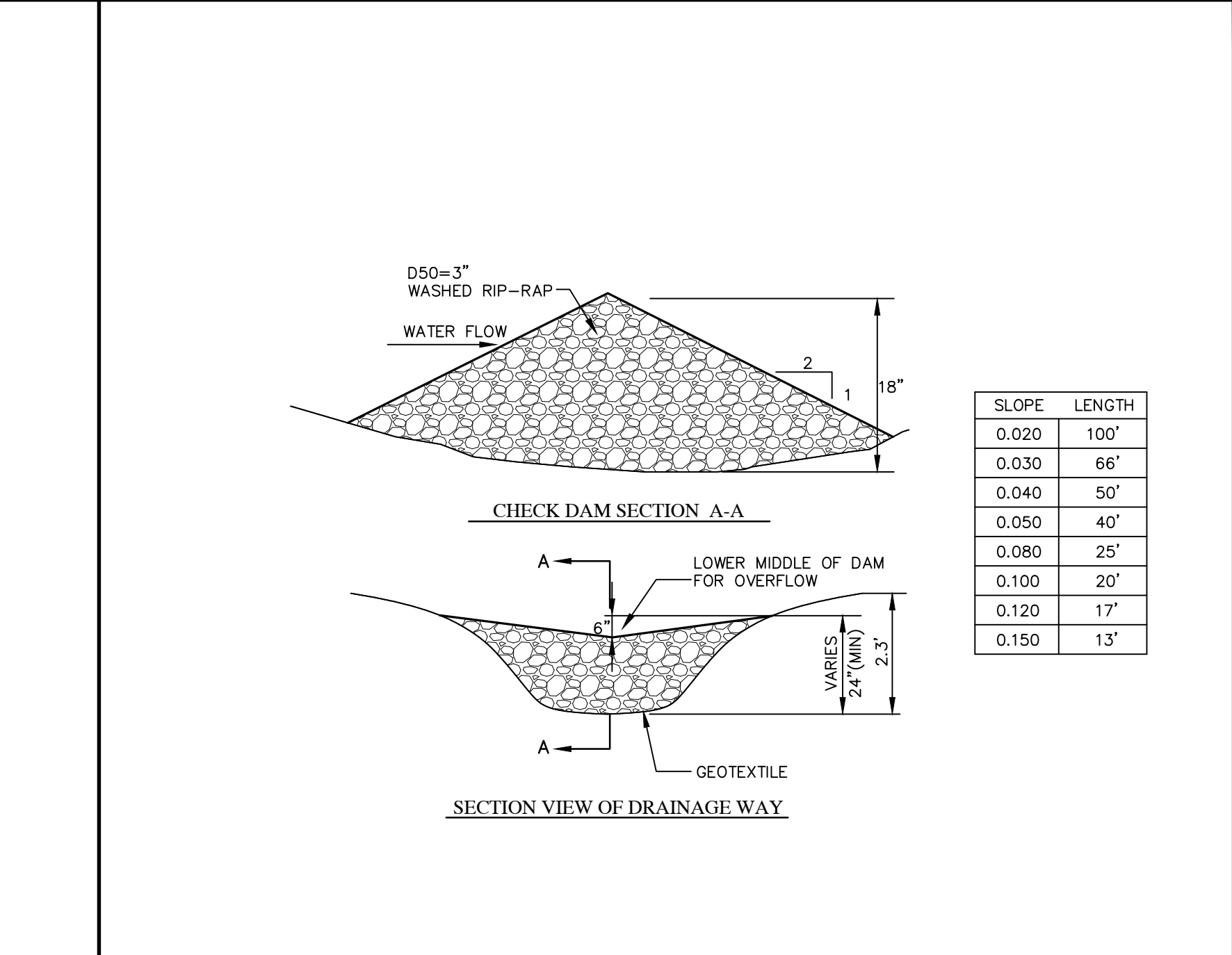
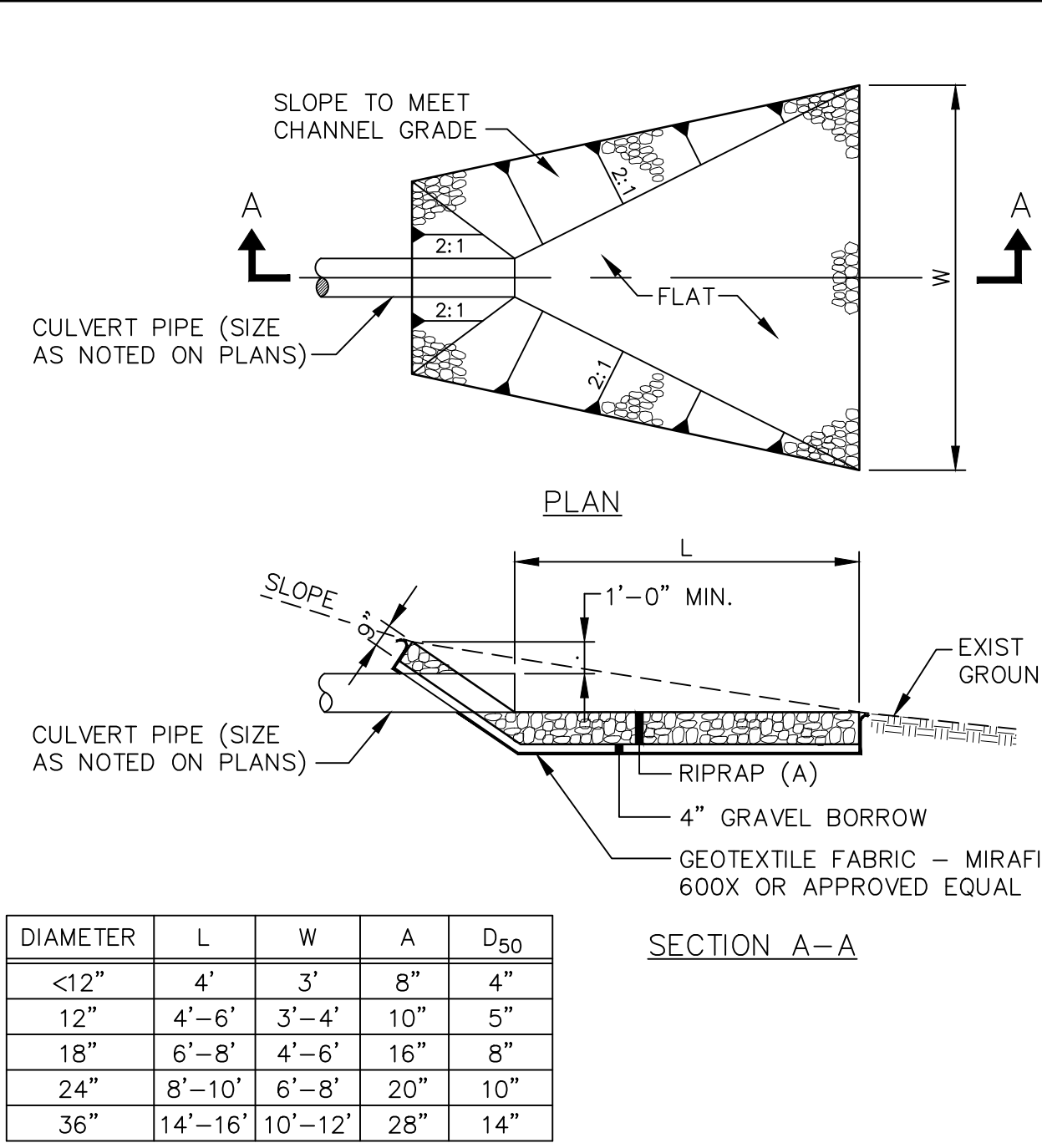
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DRN BY: NCR	JOB #: 4306	<b>C10</b>
CHD BY: CYN	MAP/LOT: R01/11-3	
DATE: 03/08/21	FILE: 4306-COV-DET	



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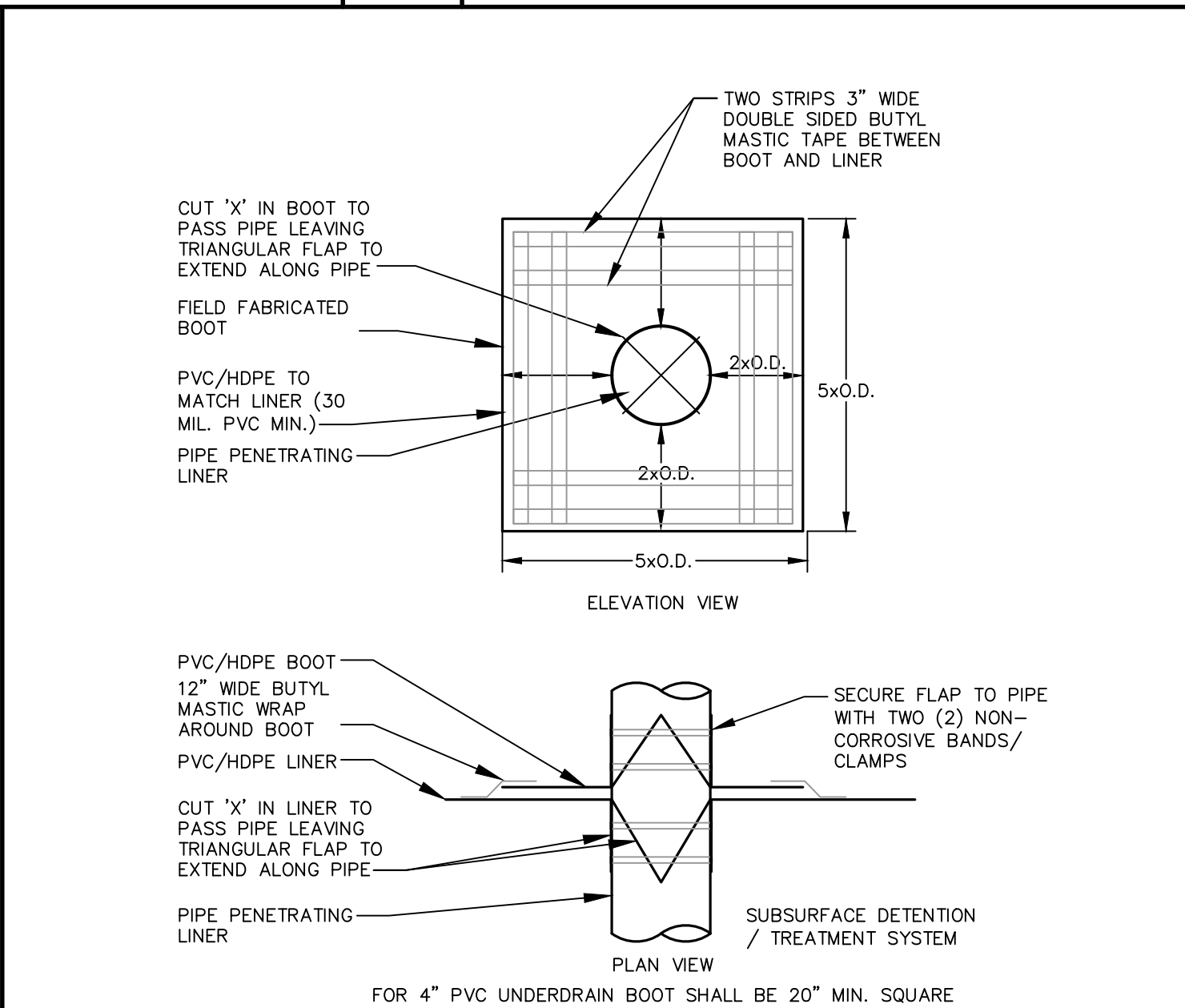
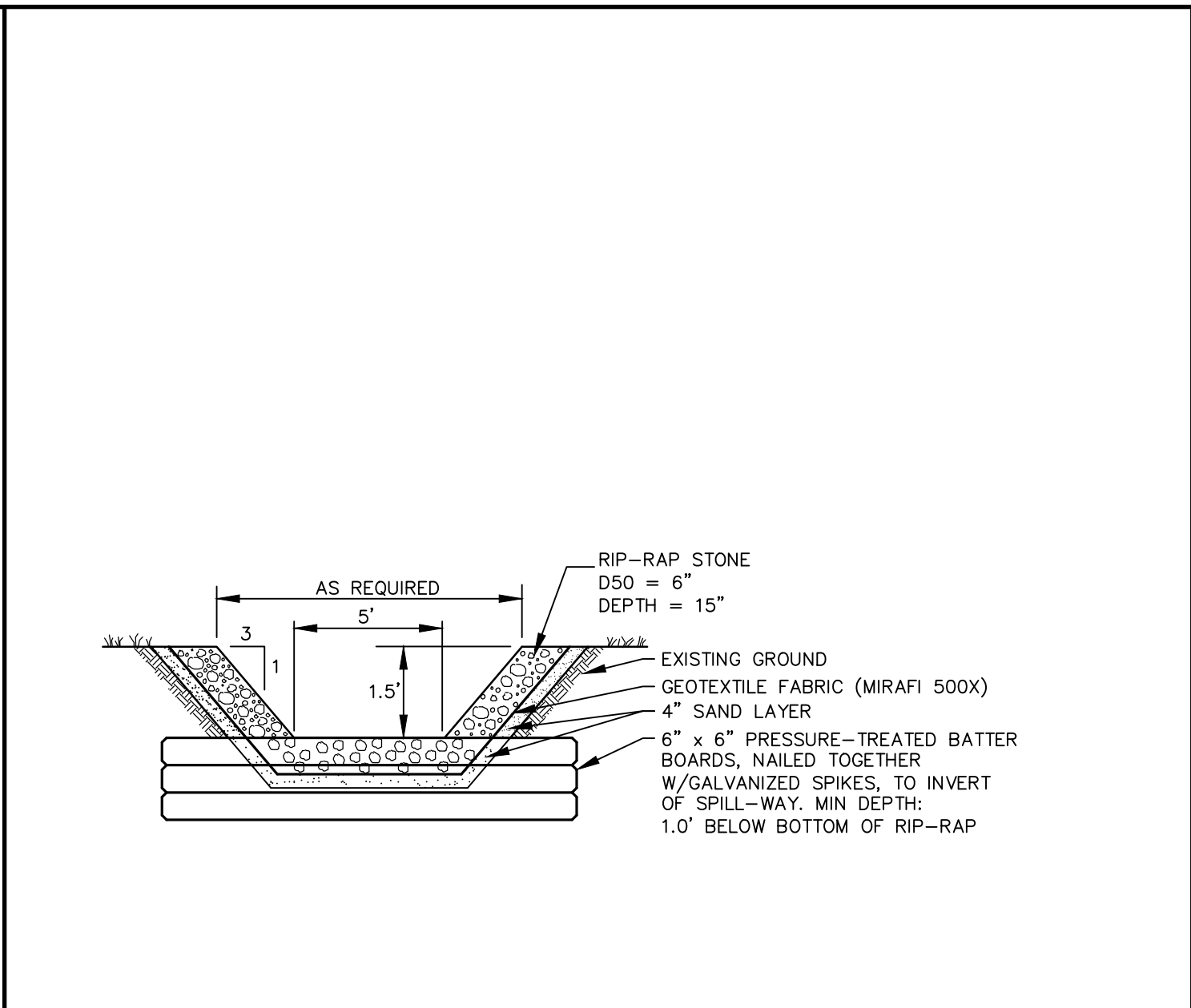
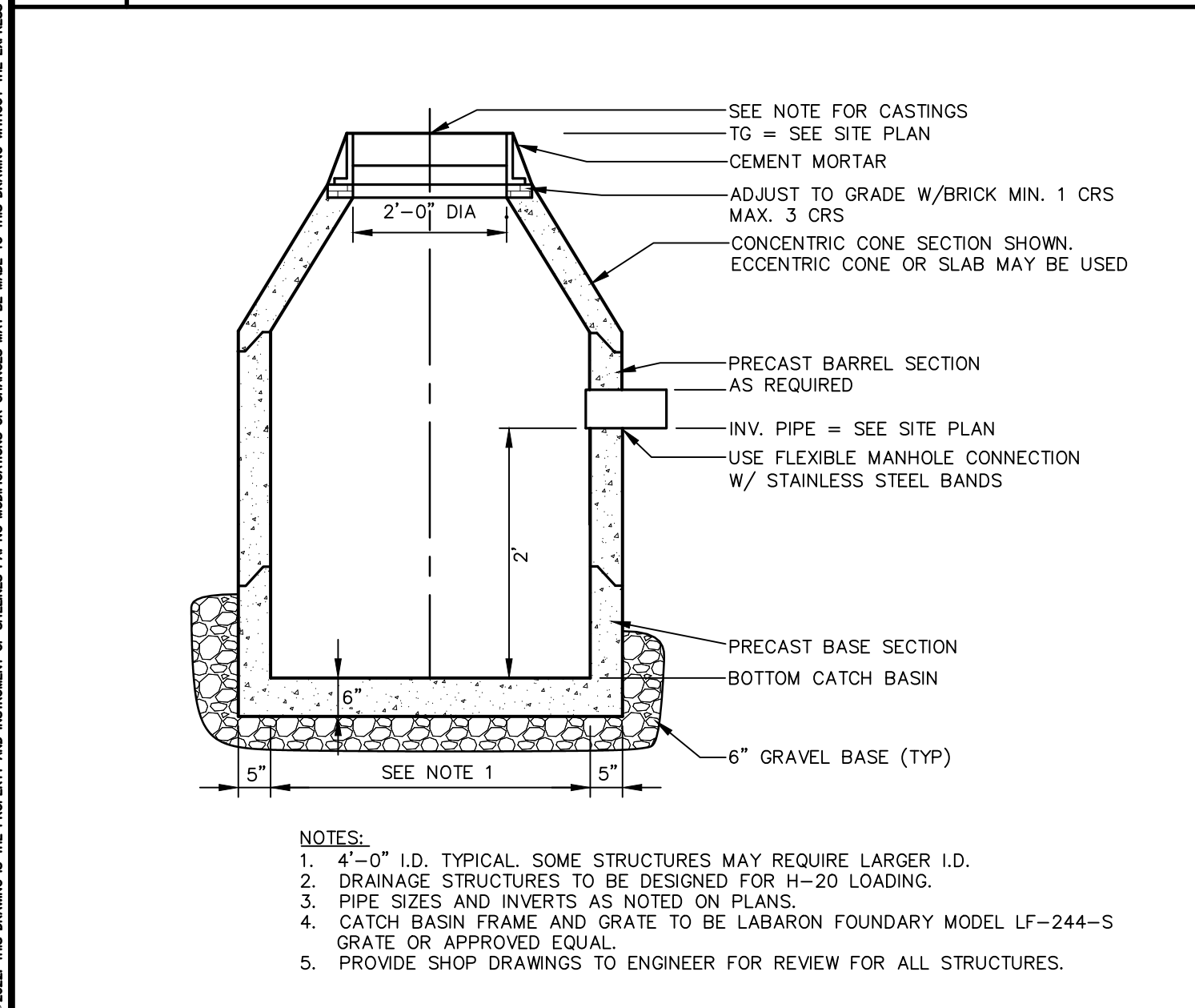
- CONSTRUCTION OVERSIGHT:**
1. THE APPLICANT WILL RETAIN THE SERVICES OF A PROFESSIONAL ENGINEER TO INSPECT THE CONSTRUCTION AND STABILIZATION OF ALL STORMWATER MANAGEMENT STRUCTURES TO BE BUILT AS PART OF THE PROJECT. IF NECESSARY, THE INSPECTING ENGINEER WILL INTERPRET THE CONSTRUCTION PLANS FOR THE CONTRACTOR.
  2. ONCE ALL STORMWATER MANAGEMENT STRUCTURES ARE CONSTRUCTED AND STABILIZED, THE INSPECTING ENGINEER WILL NOTIFY THE DEPARTMENT IN WRITING WITHIN 30 DAYS TO STATE THAT THE STRUCTURES HAVE BEEN COMPLETED.
  3. ACCOMPANYING THE ENGINEER'S NOTIFICATION MUST BE A COPY OF THE TEST RESULTS FOR ANY SOIL FILL, AGGREGATE, OR MULCH MATERIALS USED IN THE CONSTRUCTION OF THE STORMWATER MANAGEMENT STRUCTURES AND A LOG OF THE ENGINEER'S INSPECTIONS GIVING THE DATE OF EACH INSPECTION, THE TIME OF EACH INSPECTION, AND THE ITEMS INSPECTED ON EACH VISIT.
  4. CONSTRUCTION SEQUENCE: THE SOIL FILTER MEDIA AND VEGETATION MUST NOT BE INSTALLED UNTIL THE AREA THAT DRAINS TO THE FILTER HAS BEEN PERMANENTLY STABILIZED WITH PAVEMENT OR OTHER STRUCTURE, 90% VEGETATION COVER, OR OTHER PERMANENT STABILIZATION UNLESS THE RUNOFF FROM THE CONTRIBUTING DRAINAGE AREA IS DIVERTED AROUND THE FILTER UNTIL STABILIZATION IS COMPLETED.
  5. COMPACTION OF SOIL FILTER: FILTER SOIL MEDIA MUST BE COMPACTED TO BETWEEN 90% AND 92% STANDARD PROCTOR. THE BED SHOULD BE INSTALLED IN AT LEAST 2 LIFTS OF 9 INCHES TO PREVENT POCKETS OF LOOSE MEDIA.
  6. CONSTRUCTION OVERSIGHT: INSPECTION BY A PROFESSIONAL ENGINEER WILL OCCUR AT A MINIMUM:
    - 6.1. AFTER THE PREPARATION OF SUBGRADE,
    - 6.2. AFTER LINER IS INSTALLED,
    - 6.3. AFTER THE UNDERDRAIN PIPING IS INSTALLED PRIOR TO BACKFILL,
    - 6.4. AFTER THE DRAINAGE LAYER IS PLACED,
    - 6.5. AFTER THE FILTER MEDIA HAS BEEN INSTALLED AND SEEDING,
    - 6.6. AFTER ONE YEAR TO INSPECT HEALTH OF THE VEGETATION AND MAKE CORRECTIONS, AND
    - 6.7. ALL THE MATERIAL USED FOR THE CONSTRUCTION OF THE FILTER BASIN MUST BE CONFIRMED AS SUITABLE BY THE DESIGN ENGINEER. TESTING MUST BE DONE BY A CERTIFIED LABORATORY TO SHOW THAT THEY ARE PASSING DEP SPECIFICATIONS.
  7. TESTING AND SUBMITTALS: THE CONTRACTOR SHALL IDENTIFY THE LOCATION OF THE SOURCE OF EACH COMPONENT OF THE FILTER MEDIA. ALL RESULTS OF FIELD AND LABORATORY TESTING SHALL BE SUBMITTED TO THE PROJECT ENGINEER FOR CONFIRMATION. THE CONTRACTOR SHALL:
    - 7.1. SELECT SAMPLES FOR SAMPLING OF EACH TYPE OF MATERIAL TO BE BLENDED FOR THE MIXED FILTER MEDIA. SAMPLES MUST BE A COMPOSITE OF THREE DIFFERENT LOCATIONS (GRABS) FROM THE STOCKPILE OR PIT FACE. SAMPLE SIZE REQUIRED WILL BE DETERMINED BY THE TESTING LABORATORY.
    - 7.2. PERFORM A SIEVE ANALYSIS CONFORMING TO ASTM C136 (STANDARD TEST METHOD FOR SIEVE ANALYSIS OF FINE AND COARSE AGGREGATES 1996A) ON EACH TYPE OF THE SAMPLE MATERIAL. THE RESULTING SOIL FILTER MEDIA MIXTURE MUST HAVE 8% TO 12% BY WEIGHT PASSING THE #200 SIEVE, A CLAY CONTENT OF LESS THAN 2% (DETERMINED HYDROMETER GRAIN SIZE ANALYSIS) AND HAVE 10% DRY WEIGHT OF ORGANIC MATTER.
    - 7.3. PERFORM A PERMEABILITY TEST ON THE SOIL FILTER MEDIA MIXTURE CONFORMING TO ASTM D2434 WITH THE MIXTURE COMPACTED TO 90-92% OF MAXIMUM DRY DENSITY BASED ON ASTM D698. THE PERMEABILITY SHALL BE BETWEEN 2.3 AND 2.5 IN/HR.



**A** GRASSED UNDERDRAINED SOIL FILTER DETAIL  
N.T.S.

**B** RIPRAP INLET/OUTLET PROTECTION  
N.T.S.

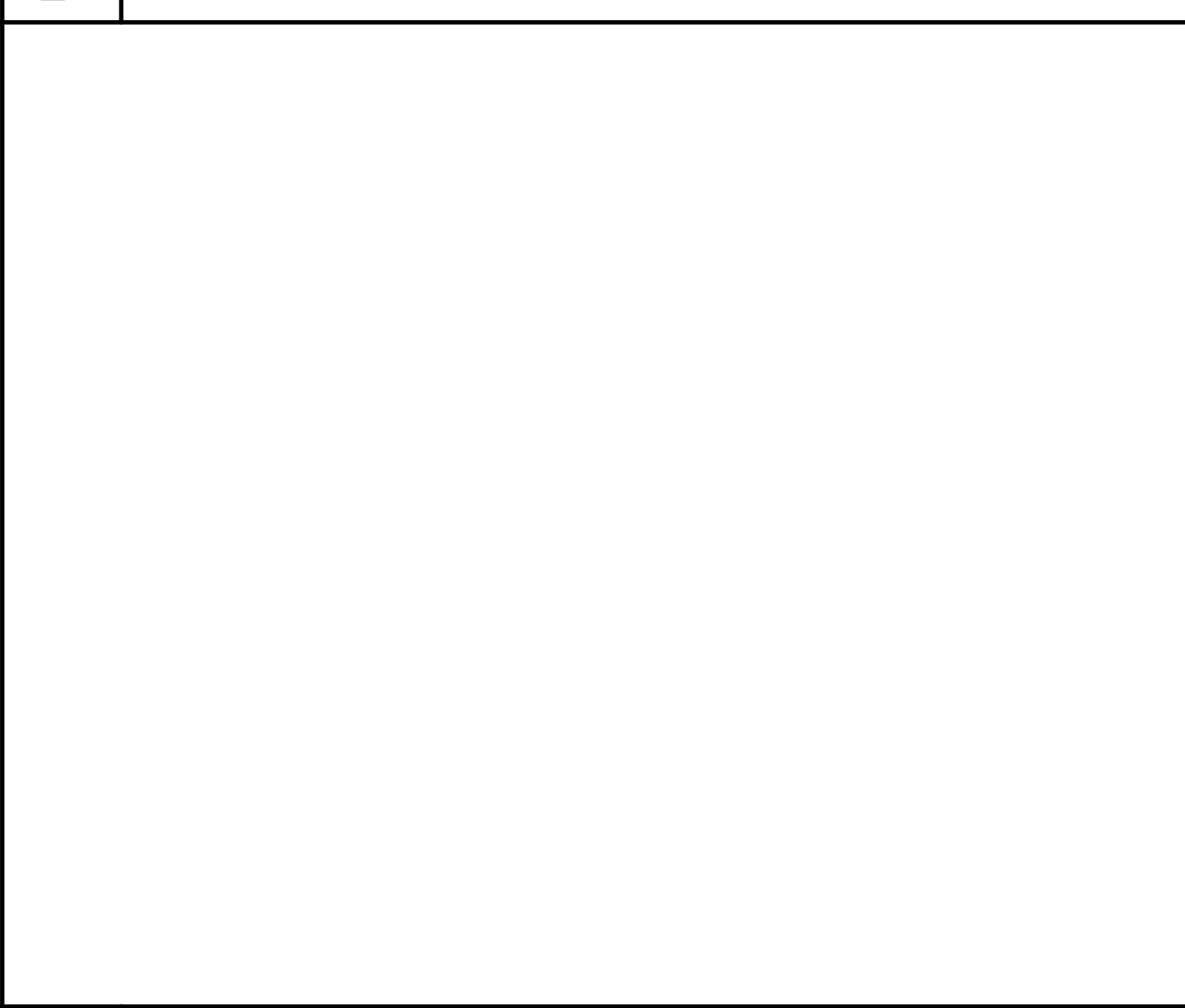
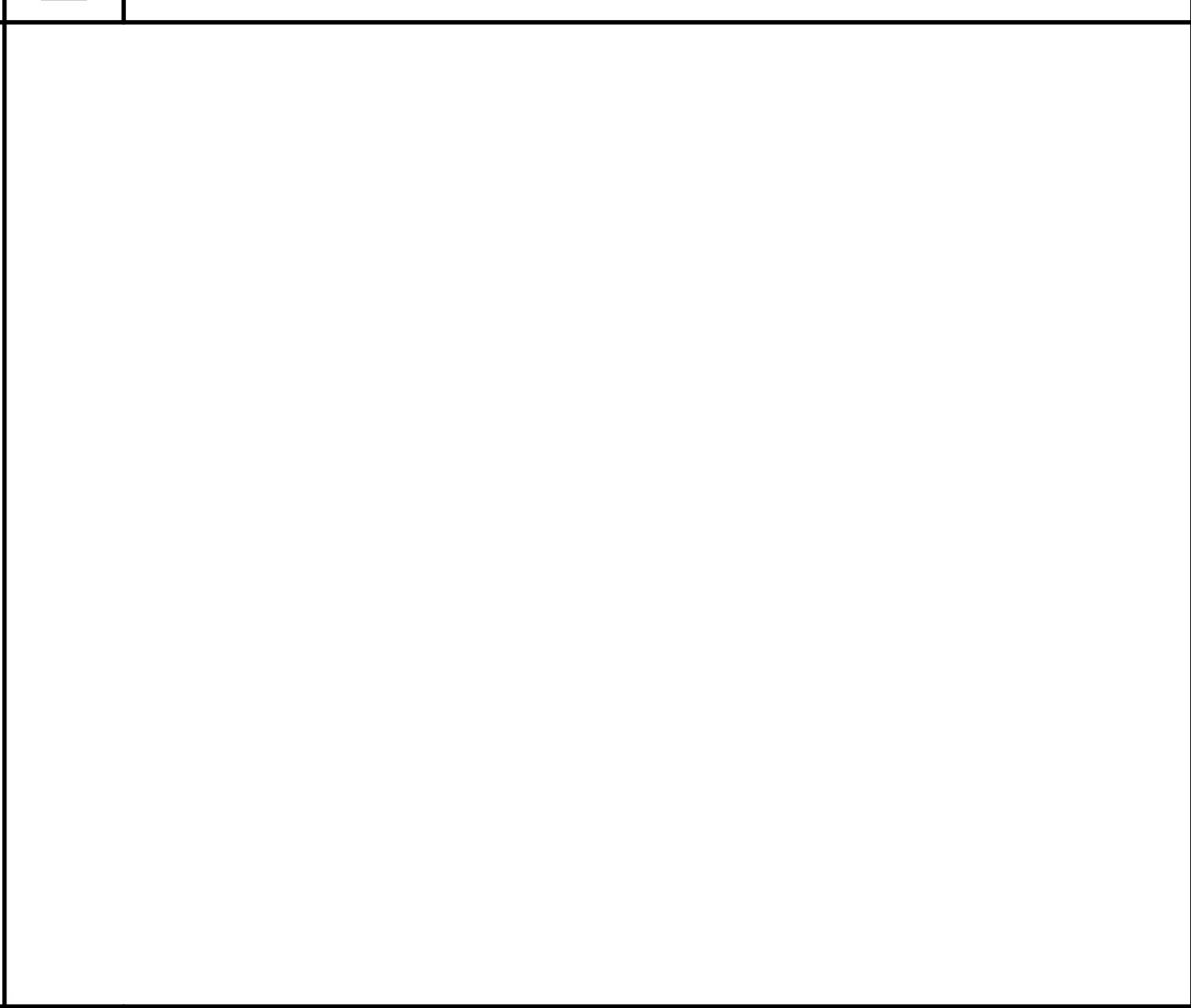
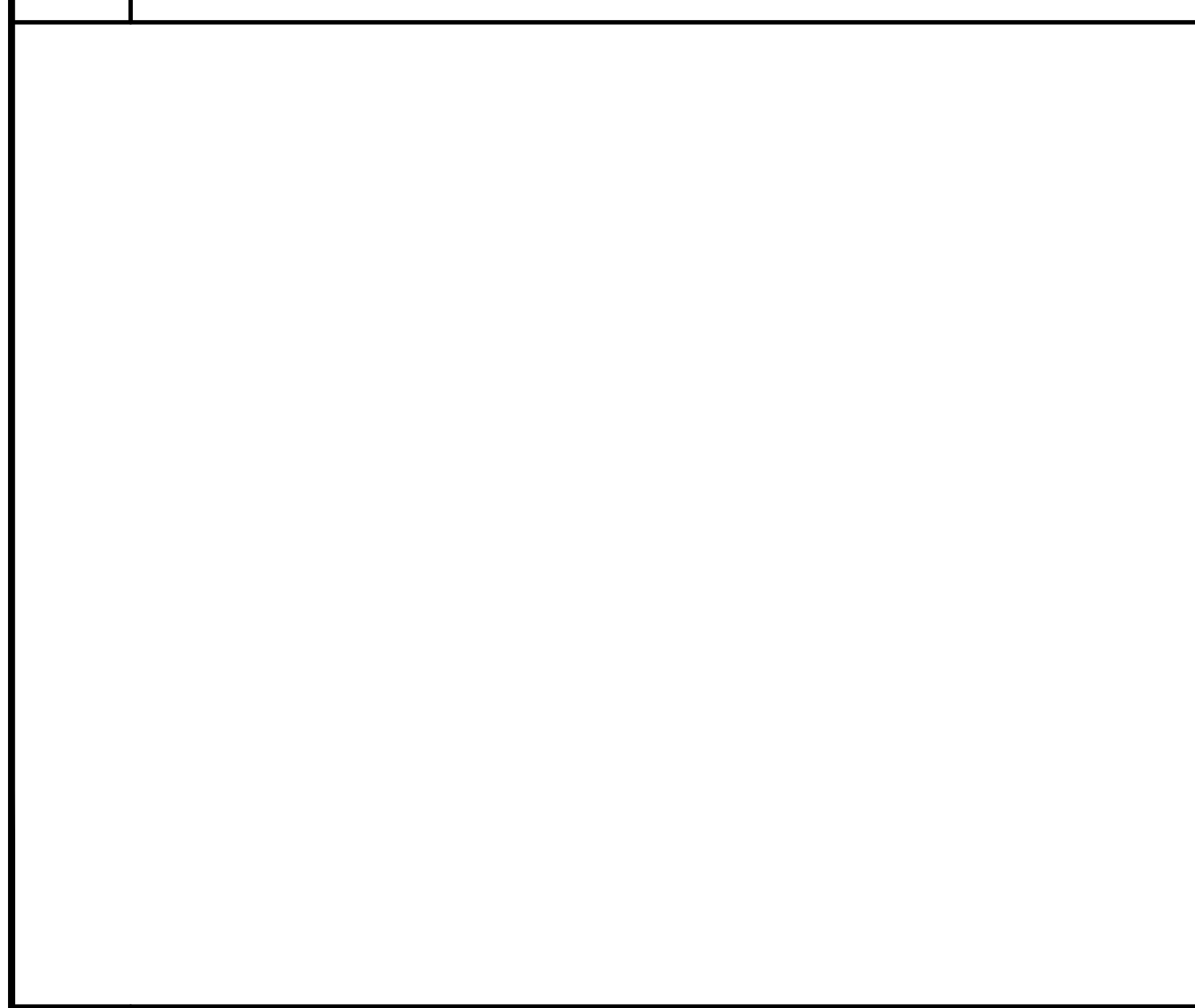
**C** CHECK DAM DETAIL  
N.T.S.



**D** CATCH BASIN OR DRAINAGE MANHOLE  
N.T.S.

**E** TYPICAL SPILLWAY SECTION  
N.T.S.

**F** WATERTIGHT PIPE PENETRATION  
N.T.S.



**G** NOT USED  
N.T.S.

**H** NOT USED  
N.T.S.

**I** NOT USED  
N.T.S.

**ISSUED FOR:**  
**PERMITTING**

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**STATE OF MAINE**  
JOSEPH J. MARDEN  
12828  
LICENSED PROFESSIONAL ENGINEER  
07-26-22

**SITELINES**  
119 PURINTON ROAD, SUITE A  
BRUNSWICK, MAINE 04011  
207.725.1200  
**CIVIL ENGINEERS • PLANNERS • LAND SURVEYORS**

FIELD WK:	MC & CR	SCALE:	NTS	SHEET:
DRN BY:	NCR	JOB #:	4306	<b>C11</b>
CHD BY:	CYN	MAP/LOT:	R01/11-3	
DATE:	03/08/21	FILE:	4306-COV-DET	

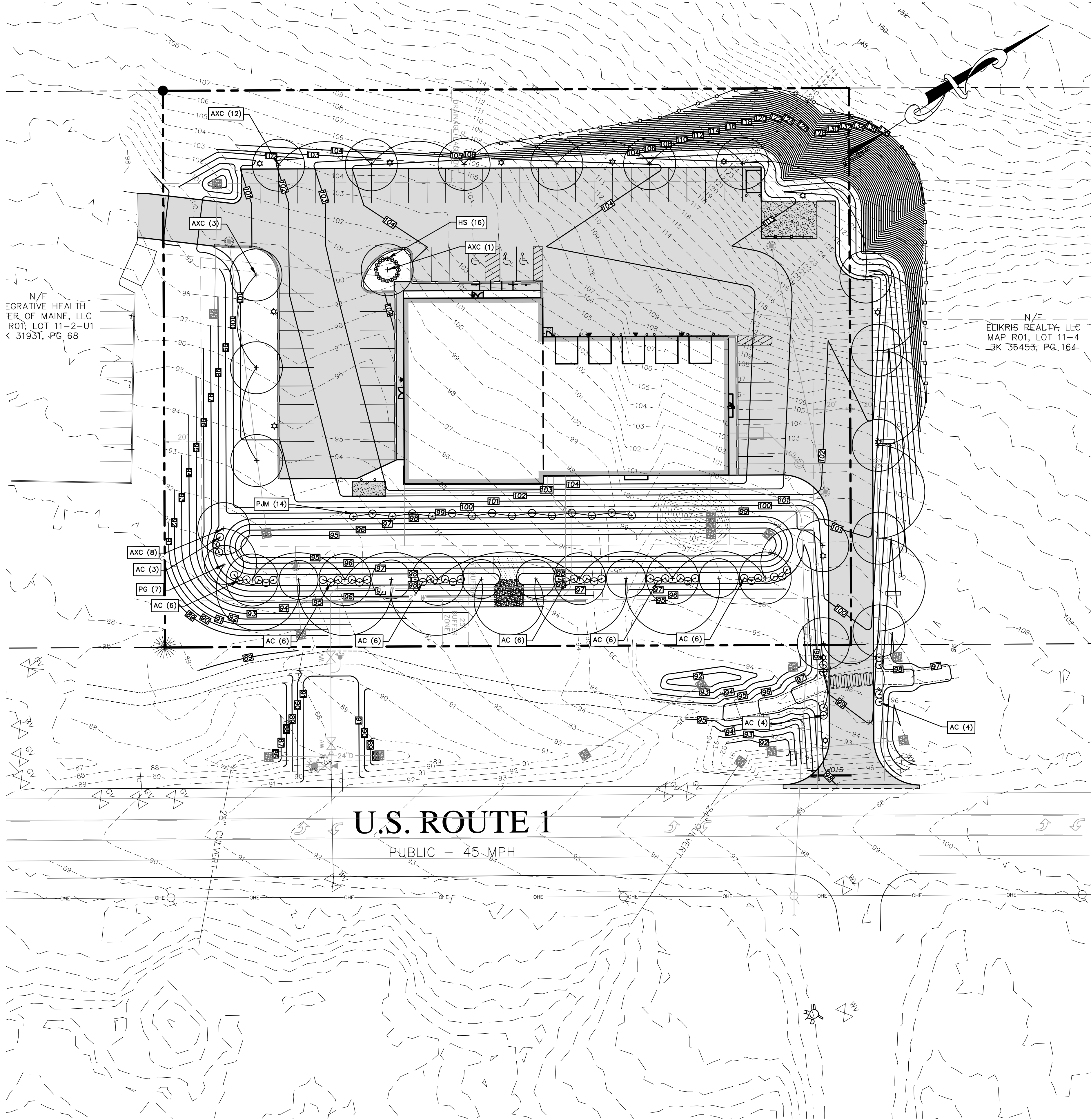
**TITLE:**  
**STORMWATER DETAILS**

**PROJECT:**  
COMMERCIAL/OFFICE BUILDINGS  
U.S. ROUTE 1, CUMBERLAND, MAINE

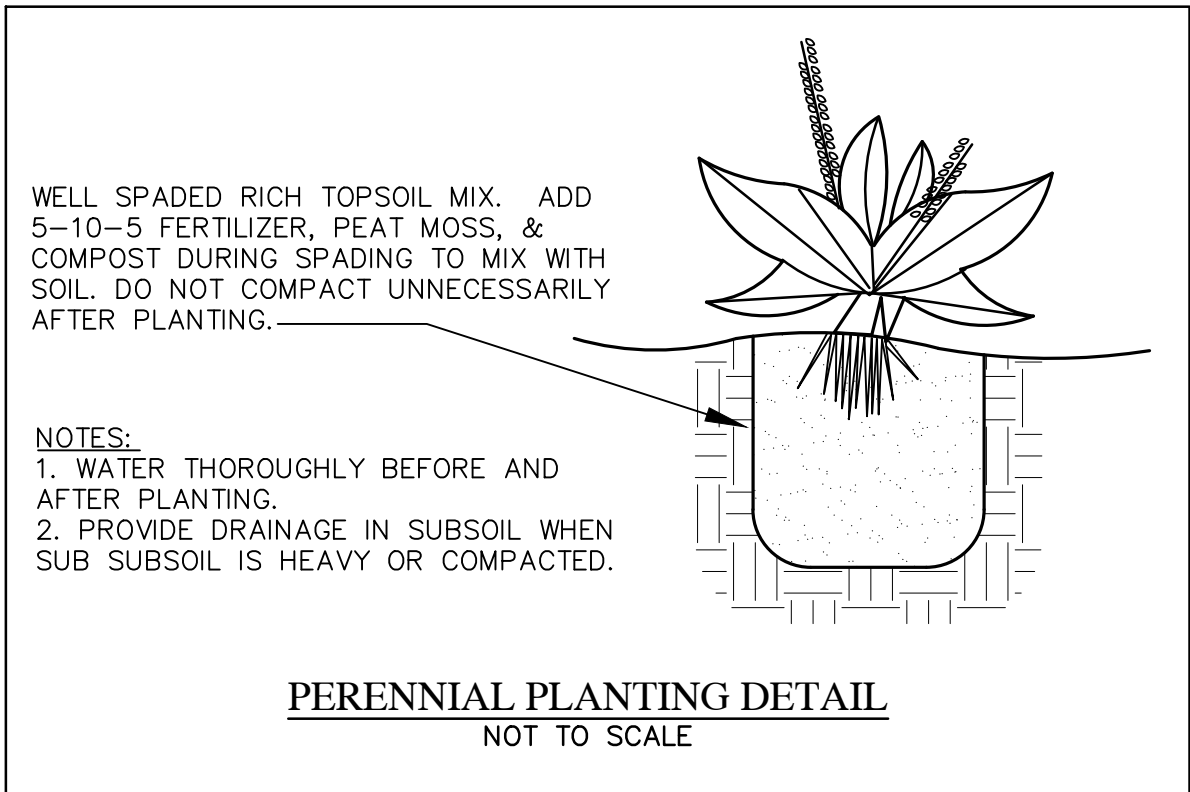
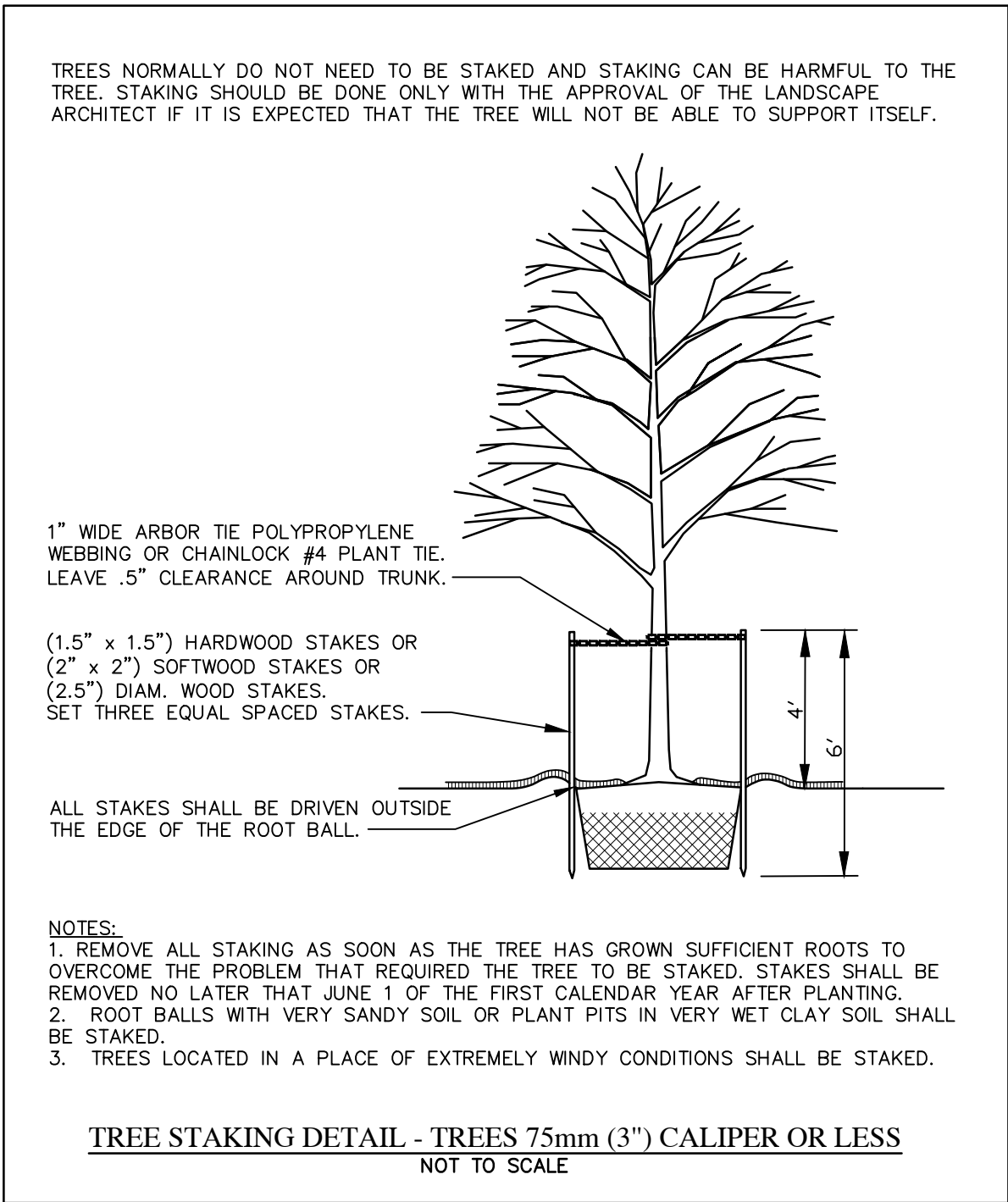
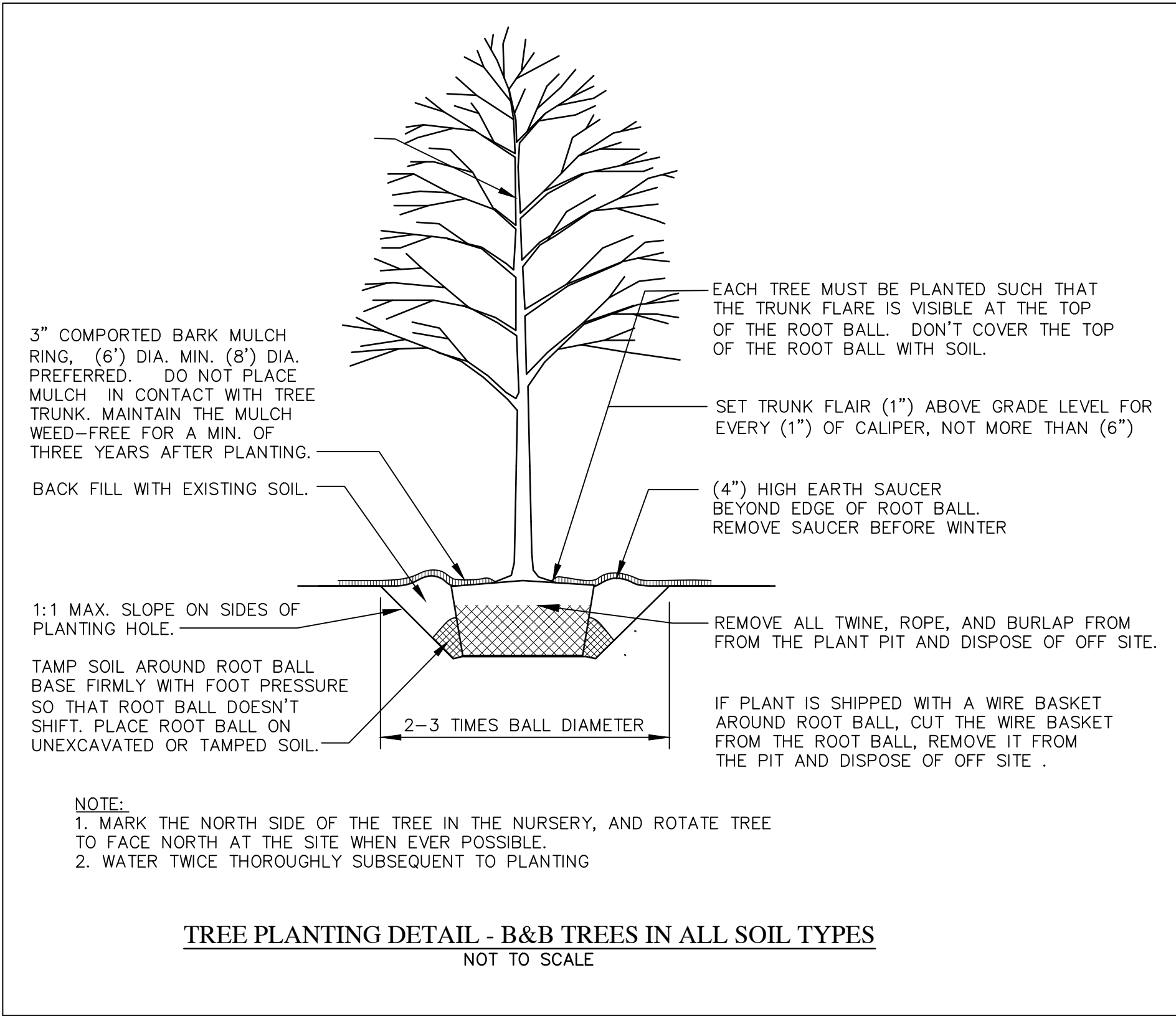
**OWNER:**  
LAKESIDE CONCRETE CUTTING & ABATEMENT PROFESSIONALS  
590 COUNTY ROAD, SUITE 2, WESTBROOK, ME 04092

07-26-22

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X:\LAND PROJECTS\4306\LAKESIDE U.S. ROUTE 1 CUMBERLAND\CONCEPT\LANDSCAPE\7/20/2022 10:18:59 AM JOE



PLANT LIST				
SYMBOL	BOTANICAL NAME	COMMON NAME	QTY	SIZE
AXC	ACER X FREEMANII 'CELZAM'	CELEBRATION MAPLE	24	2" CAL
AC	AMELANCHIER CANADENSIS	SERVICEBERRY	47	5-6' HEIGHT
PG	PICEA GLAUCA	WHITE SPRUCE	7	6-7' HEIGHT
PJM	RHODODENDRON PJM	PJM RHODODENDRON	14	30" HT
HS	HEMEROCALLIS STELLA D'ORO	STELLA D'ORO DAYLILLY	16	1 GAL.



E.	07-26-22	SUBMITTED TO TOWN FOR AMENDMENT	JUM
D.	06-29-22	REVISED WATER SERVICE	JUM
C.	05-06-22	REVISED DUMPSTER PAD LOCATION	NCR
B.	02-22-21	REVISED GRADING	CYN
A.	02-10-22	REVISED WATER MAIN ALIGNMENT	CYN
6.	01-20-22	REVISED SEWER INVERTS, ADDED INSULATION TO S3, S5, S6, AND OIL/CRIT SEPARATOR ISSUED FOR CONSTRUCTION	CYN
5.	10-24-21	REVISED PER MDEP REVIEW COMMENTS	CYN
4.	07-14-21	SUBMITTED FOR MDEP REVIEW	CYN
3.	06-14-21	REVISED PER REVIEW COMMENTS	CYN
2.	06-03-21	SUBMITTED FOR FINAL APPROVAL	CYN
1.	05-05-21	REVISED PER TOWN PLANNER COMMENTS	CYN
1.	05-05-21	SUBMITTED TO TOWN OF CUMBERLAND	CYN

TITLE: **LANDSCAPE PLAN**

PROJECT: **COMMERCIAL/OFFICE BUILDINGS  
U.S. ROUTE 1, CUMBERLAND, MAINE**

PREPARED FOR: **LAKESIDE CONCRETE CUTTING & ABATEMENT PROFESSIONALS  
590 COUNTY ROAD, SUITE 2, WESTBROOK, ME 04092**

**SITELINES**  
119 PURINTON ROAD, SUITE A  
BRUNSWICK, MAINE 04011  
207.725.1200  
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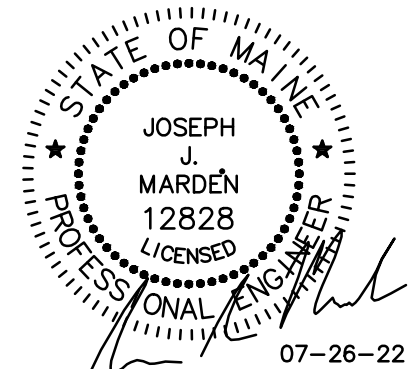
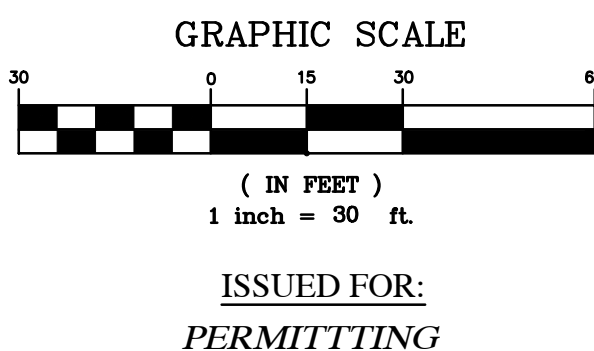
FIELD WK: MC & CR	SCALE: 1" = 30'
DRN BY: NCR	JOB #: 4306
CH'D BY: CYN	MAP/LOT: R01/11-3
DATE: 03/08/21	FILE: 4306-SITE-AMEND

SHEET: **L1**

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**1-888-344-7233**  
STATE LAW REQUIRES ADVANCE NOTICE OF AT LEAST 3 BUSINESS DAYS BEFORE YOU DIG, GRADE OR EXCAVATE FOR THE MARKING OF UNDERGROUND UTILITIES





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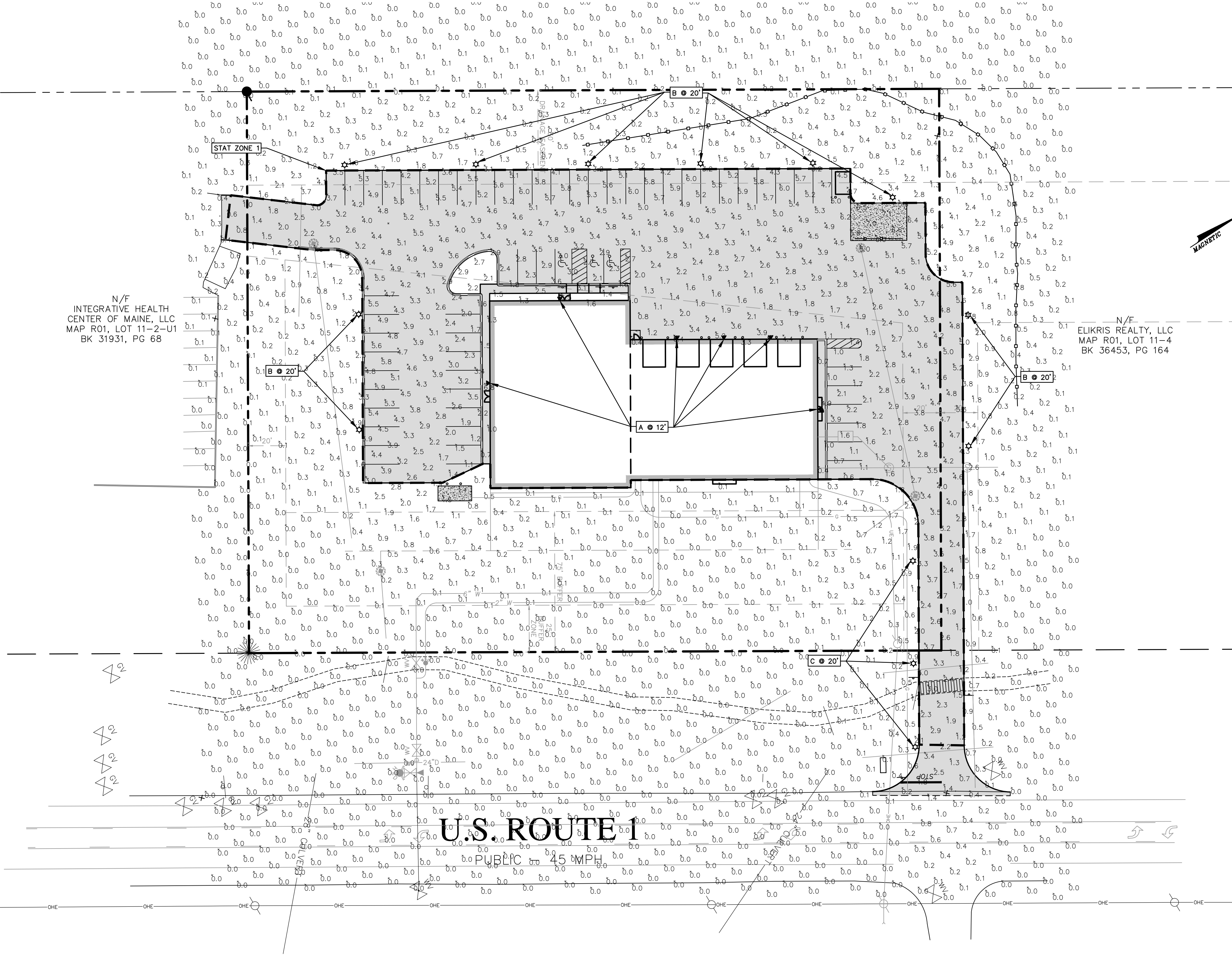
2. LAND PROJECT 2406 LAKESIDE U.S. ROUTE 1 CUMBERLAND AND CUMBERLAND COUNTY, MAINE. 17/06/2022 10:17:09 AM JOE

N/F  
INTEGRATIVE HEALTH  
CENTER OF MAINE, LLC  
MAP R01, LOT 11-2-U1  
BK 31931, PG 68

N/F  
ELIKRIS REALTY, LLC  
MAP R01, LOT 11-4  
BK 36453, PG 164

Schedule						
Symbol	Label	QTY	Catalog Number	Description	Lum. Lumens	LLF Wattage
◀	A	6	SGI-20-4K7-FT	SLING SERIES WALLPACK	2,309	0.9 20
☀	B	10	VP-L-80L-180-4K7-4W	LARGE VIPER	19,860	0.9 180
☀	C	3	VP-S-24L-39-4K7-5QM	SMALL VIPER	4,500	0.9 39

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
STAT ZONE #1	+	3.4 fc	7.1 fc	0.4 fc	17.8:1	8.5:1



- |    |          |  |     |
|----|----------|--|-----|
| E. | 07-26-22 | SUBMITTED TO TOWN FOR AMENDMENT  | JUM |
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| C. | 05-06-22 | REVISED DUMPSTER PAD LOCATION  | NCR |
| B. | 02-22-21 | REVISED WATER MAIN ALIGNMENT   | CYN |
| A. | 02-10-22 | REVISED SEWER INVERTS, ADDED INSULATION TO S3, S5, S6, AND OIL/GRIFF SEPARATOR | CYN |
| 6. | 01-20-22 | ISSUED FOR CONSTRUCTION  | CYN |
| 5. | 10-24-21 | REVISED PER MDEP REVIEW COMMENTS   | CYN |
| 4. | 07-14-21 | SUBMITTED FOR MDEP REVIEW  | CYN |
| 3. | 06-14-21 | REVISED PER REVIEW COMMENTS  | CYN |
| 2. | 06-03-21 | SUBMITTED FOR FINAL APPROVAL   | CYN |
| 1. | 05-05-21 | SUBMITTED TO TOWN OF CUMBERLAND  | CYN |

TITLE:  
**LIGHTING PLAN**

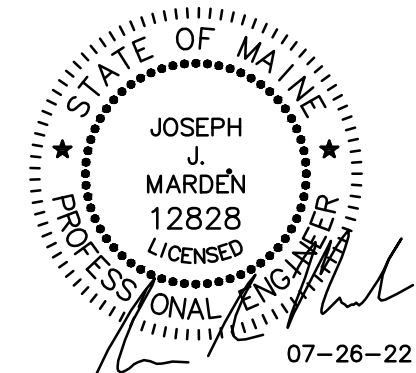
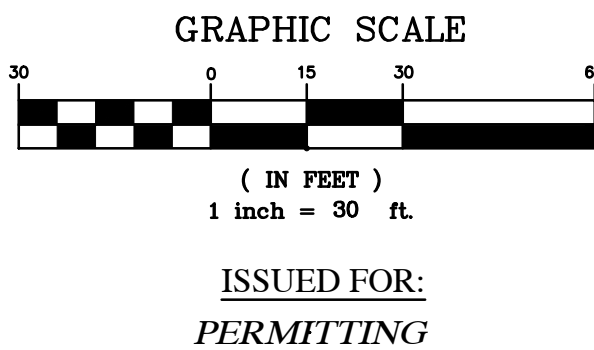
PROJECT:  
**COMMERCIAL/OFFICE BUILDINGS  
U.S. ROUTE 1, CUMBERLAND, MAINE**

PREPARED FOR:  
**LAKESIDE CONCRETE CUTTING & ABATEMENT PROFESSIONALS  
590 COUNTY ROAD, SUITE 2, WESTBROOK, ME 04092**

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DRN BY: NCR	JOB #: 4306
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DATE: 03/08/21	FILE: 4306-SITE-AMEND

SHEET:  
**L2**

2. LAND PROJECT 2406 LAKESIDE U.S. ROUTE 1 CUMBERLAND AND CUMBERLAND COUNTY, MAINE. 17/06/2022 10:17:09 AM JOE