

Date May 9, 2022
To Town of Cumberland Planning Board
From Carla Nixon, Town Planner
Subject **Major Staff Site Plan Review – Amendment to LGC – 221 US Route 1**

1. REQUEST/PROJECT DESCRIPTION:

The project is located 221 U.S. Route 1, Cumberland, Maine as shown on Tax Assessor's Map R02 Lot 10 A in the Office Commercial North (OC- North) zoning district. The applicant is LGC Clinical Diagnostics, Inc. The request is for Major Staff Site Plan Review for an amendment to an approved site plan for a two story office building and associated parking. The changes include an expansion of the existing building footprint approximately 2,900 sf on the east side of the building and a relocation of an existing mechanical chiller unit. Open space amenities consisting of seating and picnic tables will be relocated with new hardscape and sidewalks to connect the seating area to the building entrance.

SMRT Architects and Engineers prepared the application and will represent the Applicant at the Planning Board meeting.

This project is subject to review under the provisions of Chapter 229-6 and the Route 1 Design Standards.

2. PROJECT HISTORY:

- Planning Board Major Site Plan Review Approval: May 16, 2012.

3. DESCRIPTION:

Proposed Use:	Expansion of a professional office building.
Parking:	88 existing parking spaces.
Water:	Public
Sewer:	Public
Fire Protection:	A sprinkler system and alarm system are in place.
Solid Waste Disposal:	On-site dumpster
Signs:	Two existing; none proposed.

4. OUTSIDE AGENCY APPROVALS: None required.

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 site has been previously developed. This 2,900 sf addition to the existing building will not affect any environmentally sensitive features.

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

B. Traffic, Circulation and Parking

10.2.1 Traffic Access and Parking

Vehicular access to and from the development must be safe and convenient.

10.2.1.1 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.

10.2.1.2 Points of access and egress must be located to avoid hazardous conflicts with existing turning movements and traffic flows.

10.2.1.3 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.

10.2.1.4 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.

10.2.1.5 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.

10.2.1.6 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.

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

10.2.1.8 The following criteria must be used to limit the number of driveways serving a proposed project:

- a. 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.
- b. No use which generates one hundred (100) 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.

10.2.2 Access way Location and Spacing

Access ways must meet the following standards:

10.2.2.1 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.

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

10.2.3 Internal Vehicular Circulation

The layout of the site must provide for the safe movement of passenger, service, and emergency vehicles through the site.

10.2.3.1 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.

10.2.3.2 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).

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

10.2.3.4 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.

10.2.4 Parking Layout and Design

Off street parking must conform to the following standards:

10.2.4.1 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.

10.2.4.2 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.

10.2.4.3 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

10.2.4.4 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.

10.2.4.5 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.

10.2.4.6 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.

There are no proposed changes to the parking, entrance, or circulation plan.

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

10.2.5 Building and Parking Placement

10.2.5.1 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.

10.2.5.2 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.

There are no proposed changes to the previously approved parking plan.

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

10.2.6 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 existing pedestrian walkways will be relocated to allow for the addition.

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

10.3 Stormwater Management and Erosion Control

10.3.1 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.

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

10.3.1.2 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.

10.3.1.3 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.

10.3.1.4 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.

10.3.1.5 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.

10.3.1.6 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.

10.3.1.7 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.

The slight increase in impervious surface will not affect the functionality of the existing drainage system.

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

10.3.2 Erosion Control

10.3.2.1 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.

10.3.2.2 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.

The addition of 2,900 sf will be located on an existing landscape/open space area and will not require filling or other earthwork.

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

10.4 Water, Sewer, Utilities and Fire Protection

10.4.1 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.

10.4.2 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.

10.4.3 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.

10.4.4 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.

There are no changes to the above utilities or the fire protection plan.

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

10.5 Water Protection

10.5.1 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.

10.5.2 Water Quality

All aspects of the project must be designed so that:

10.5.2.1 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.

10.5.2.2 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.

The existing building is serviced by municipal water and sewer.

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

10.5.3 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.

10.6 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 shown as being in Zone C (Area of Minimal Flooding) on FIRM Map 230162 0018 C

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

10.7 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 from the Maine Historic Preservation Commission was submitted for the original site plan review in 2012; it showed that the development would have no impact on historic or archaeological resources.

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

10.8 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 applicant has provided a revised photometric plan that illustrates that lighting does not extend beyond the property lines. Three new wall pack light fixtures will be added to the back of the addition.

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

10.9 Buffering and Landscaping

10.9.1 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.

10.9.2 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.

A landscape plan was submitted that meets the above standards.

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

10.0 Noise

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

The proposed addition to an existing office building will not create noise that would be a nuisance to neighboring properties.

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

10.11 Storage of Materials

10.11.1 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.

10.11.2 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.

10.11.3 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.

There are no proposed changes to the storage plans.

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

10.12 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 utilized SMRT to prepare the plan and supporting information.**
- **Financial Capacity: The project will be self-funded.**

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

LIMITATION OF APPROVAL:

Construction of the improvements covered by any site plan approval must be substantially commenced within twelve (12) months of the date upon which the approval was granted. If construction has not been substantially commenced and substantially completed within the specified period, the approval shall be null and void. The applicant may request an extension of the approval deadline prior to expiration of the period. Such request must be in writing and must be made to the Planning Board. The Planning Board may grant up to two (2), six (6) month extensions to the periods 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 minimus 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.

Route 1 Design Standards

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: N/A

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: Yes

1.3 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: Yes

1.3.1 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: Yes

1.3.2 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: Yes.

1.3.3 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: N/A

1.4 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.

1.4.1 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: Topographic and environmental conditions dictated the placement and orientation of the building and parking.

1.4.2 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: Yes.

1.4.3 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: Yes.

1.4.4 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

1.4.5 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: Yes

1.5 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: Yes

1.5.1 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: Most of the parking is located to the side and rear of the building and underneath the building.

1.5.2 Landscaping

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: Yes

1.5.3 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: Yes.

1.5.4 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: Yes.

1.6 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: Yes

1.6.1 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: Yes

1.6.2 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: Yes

1.6.3 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: Yes

1.7 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: Yes

1.7.1 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: Yes

1.7.2 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: Yes

1.7.3 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: Yes

1.8 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.

1.8.1 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.

FINDING: Yes

1.8.2 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.

FINDING: Yes

1.8.3 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.

1.9 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: Yes

1.10 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: Yes

1.10.1 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: Yes

1.10.2 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: Yes

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, 100 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

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

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: Yes

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: Yes

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 100 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: Yes

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: Yes

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: Yes

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: Yes

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: Yes

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: Yes

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: Yes

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: Yes

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: N/A

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: N/A

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: N/A

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: N/A

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: Yes

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.

There are no proposed changes to the existing permitted signage.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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 : Yes

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: Yes

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: Yes

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 100 watts and should not create glare or light trespass onto abutting properties.

FINDING: Yes

**SITE PLAN REVIEW
Town of Cumberland**

Appendix B

Site Plan Application for Major Staff Review

Applicant's name Todd Anderson, Sr. Vice President, Operations

Applicant's address LGC Clinical Diagnostics, Inc., 37 Birch St., Milford MA 01757

Cell phone 508-789-4184 Home phone _____ Office phone 508-244-6412

Email address Todd.Anderson@LGCGroup.com

Project address 221 U.S. Route One, Cumberland Maine

Project name Expansion Planning

Describe project Proposed Building Expansion

Number of employees 68 w/potential 5yr growth of 10 more

Days and hours of operation 6AM - 6PM

Project review and notice fee \$950.00

What is your interest in the property?

Own X Lease _____ Purchase and sale agreement _____ (provide copy of document)
If you are not the owner, list owner's name, address and phone number _____

Boundary Survey No _____ If not, explain why and provide as much information as
Submitted? Yes X
possible about the location of boundary lines.

Are there any deed restrictions or easements? Yes X No _____ If yes, provide information
and show easement location on site plan. Easement show on survey

Building Information

Are there existing buildings on the site? Yes X No _____

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

Will a new structure(s) be built on the site? Yes X No _____

Describe: Proposed Building Expansion

Number of new buildings 1

Square footage Proposed 2,900 sq.ft.

Number of floor levels including basement 1

Parking

Number of existing parking spaces 88
Number of new parking spaces Non proposed
Number of handicapped spaces 4
Will parking area be paved? X Yes No

Entrance Existing

Location: _____
Width _____ 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.
Snow storage areas previously permitted in 2012 remain the same. No changes are proposed.

Utilities

Water: Public water X Well (Show location on site plan.)
See Sheet CD101. No changes to existing is proposed.

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.
See Sheet CD101. No changes to existing is proposed.

Electric: On site? Yes X No
Show location of existing utility lines on site plan and indicate if they are above or below ground.
See Sheet CD101. No changes to existing is proposed.

Signs Non proposed Existing to remain.

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 See site plans

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

River Stream X Wetland X Pond Lake Stone walls X landscape features

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

Lighting See site plans

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.

All lighting to be building mounted

Trees See site plans

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

See Sheet CD101 for landscape to be removed.

Landscaping See site plans

Is there existing landscaping on the site? Yes X No Show type and location on site plan. See Sheet CD101 for existing landscape.

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

See Sheet CG101 and CP502 for proposed landscape information. Page 2 of 4 rev. 7-24-18

Buffering See site plans

Show any existing or proposed buffering measures for adjacent properties, e.g., plantings, fences. See Sheet CP501 for details of utility screen fence.

Erosion Control See site plans

Has an erosion and sedimentation control plan been submitted? Yes _____ No _____
See Sheet CD101 for locations and detail sheets for details.

Stormwater Management Plan See site plans

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.
See Sheet CG101.

Fire Protection Existing system

Location of nearest hydrant _____ Sprinklers? Yes X No _____

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

Trash Existing, non proposed

Will trash be stored inside _____ outside X. If outside, will a dumpster be used?
Yes X No _____. Show location on site plan and show type of screening proposed (e.g., fencing, plantings). Existing enclosure to remain.

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.
See Attached Memo

Financial Capacity

How do you intend to fund construction of the project? If obtaining a bank loan, provide a letter from the bank Self Funded, not financed

Note: *There are several areas in Town that have design standards relating to building style, materials, signs, lighting and landscaping. Please discuss this with the Town Planner if your property has frontage on Route 1, Route 100 or upper Main Street.*

STAFF TO COMPLETE

- Zoning district: _____
- Minimum lot size: _____
- Classification of proposed use: _____
- Parcel size: _____
- Frontage: _____
- Setbacks: Front _____ Side _____ Rear _____
- Board of Appeals Required?
- Tax Map _____ Lot _____ Deed book _____ Deed page _____
- Floodplain map number _____ Designation _____
- Vernal pool identified _____
- Parcel in a subdivision? _____
- Outside agency permits required:
MDEP Tier 1 _____ MDEP Tier 2 _____ Army Corps of Engineers _____
MDEP general construction (stormwater) permit (for disturbance of _____ square feet)
- MDOT entrance permit _____
- MDOT traffic movement permit _____
- Traffic study required? _____
- Hydrogeologic evaluation? _____
- Market study? _____

PLANNING BOARD SITE PLAN REVIEW **SUBMISSION CHECKLIST**

FOR ALL PROJECTS:

Submission Requirement	Provide Location in Application Packet (e.g., plan sheet number, binder section, narrative	If requesting a waiver, indicate below:
<i>Example: Erosion Control</i>	<i>Plan Sheet E-1</i>	
General Information:		
Completed Site Plan Application Form	Page 1, Package	
Names and addresses of all consultants	Page 8, Package	
Narrative describing existing conditions and the proposed project	Page 9, Package	
Evidence of right, title or interest (deed, option, etc.)	Property card, Page 13, Package	
Names and Addresses of all property owners within 200 feet	Page 11, Package	
Boundaries of all contiguous property under control of owner	Page 12, Package	
Tax map and lot numbers	Drawing Sheet CP101	
Area of the parcel	Drawing Sheet CP101	
FEMA Floodplain designation & map #	Zone C , Map 230162 0018 C, Page 18, Package	
Zoning classification	Drawing Sheet CP101	
Evidence of technical and financial capability to carry out the project	Page 8, Package. Financial - self funding project	
Boundary survey	Page 2 of drawing set	
List of waiver requests on separate sheet with reason for request.	N/A	
Proposed solid waste disposal plan	N/A - existing services to remain	
Existing Conditions Plan showing:		
Name, registration number and seal of person who prepared plan	Page 2 of drawing set	
North arrow, date, scale, legend	Page 2 of drawing set	
Area of the parcel	Drawing Sheet SP1	
Setbacks and building envelope	Drawing Sheet CP101	
Utilities, including sewer & water, culverts & drains, on-site sewage	Drawing Sheet CD101and CG101	
Location of any septic systems	N/A	
Location, names, widths of existing public or private streets ROW's	Page 2 of drawing set	

Location, dimension of ground floor elevation of all existing buildings	Page 2 of drawing set	
Location, dimension of existing driveways, parking, loading, walkways	Page 2 of drawing set	
Location of intersecting roads & driveways within 200 feet of the site	Page 12, Package	
Wetland areas	Page 2 of drawing set	
Natural and historic features such as water bodies, stands of trees, streams, graveyards, stonewalls, floodplains	Page 2 of drawing set	
Direction of existing surface water drainage across the site & off site	Drawing Sheet CG101	
Location, front view, dimensions and lighting of existing signs	N/A - existing to remain	
Location and dimensions of existing easements & copies of documents	Page 2 of drawing set	
Location of nearest fire hydrant or water supply for fire protection	Page 2 of drawing set @ entrance drive	
Proposed Development Site Plan showing:		
Name of development	Drawing Sheet SP1	
Date	Drawing Sheet SP1	
North arrow	All Drawing Plans	
Scale	All Drawing Plans	
Legend	Drawing Sheet SP1	
Landscape plan	Drawing Sheet SP1	
Stormwater management	Drawing Sheet CG101	
Wetland delineation	Drawing Sheet SP1	
Current & proposed stands of trees	Drawing Sheet SP1	
Erosion control plan	Drawing Sheet CE101	
Landscape plan	Drawing Sheet SP1	
Lighting/photometric plan	Drawing Sheet ES101	
Location and dimensions of all proposed buildings	Drawing Sheet CP101	
Location and size of utilities, including sewer, water, culverts and drains	Drawing Sheet CG101	
Location and dimension of proposed on-site septic system; test pit locations and nitrate plumes	N/A - municipal service	
Location of wells on subject property and within 200' of the site	No wells on site. Maine well database does not show off-site wells within 200'	
Location, names and widths of existing and proposed streets and ROW's	N/A	

Location and dimensions of all accessways and loading and unloading facilities	N/A - all existing to remain	
Location and dimension of all existing and proposed pedestrian ways	Drawing Sheet SP1	
Location, dimension and # of spaces of proposed parking areas, including handicapped spaces	N/A - all existing to remain	
Total floor area and ground coverage of each proposed building and structure	Drawing Sheet SP1	
Proposed sign location and sign lighting	N/A - existing to remain	
Proposed lighting location and details	Drawing Sheet SP1	
Covenants and deed restrictions proposed	N/A - existing to remain	
Snow storage location	N/A - existing to remain	
Solid waste storage location and fencing/buffering	Drawing Sheet SP1	
Location of all fire protection	N/A - existing to remain	
Location of all temporary & permanent monuments	N/A - existing to remain	
Street plans and profiles	N/A - existing to remain	

ADDITIONAL REQUIREMENTS FOR MAJOR SITE PLAN PROJECTS:

Submission Requirement	Provide Location in Application Packet (e.g., plan sheet number, binder section, narrative)	If requesting a waiver, indicate below:
High intensity soils survey		
Hydro geologic evaluation		
Traffic Study		
Market Study		
Location of proposed recreation areas (parks, playgrounds, other public areas)		
Location and type of outdoor furniture and features such as benches, fountains.		

To	Town of Cumberland	Date	4/14/2022
From	SMRT Inc.	Project No.	21104
Subject	Technical Capacity	Project Name	LGC – Expansion Planning

Technical Capacity

Owen Haskell, Inc. 390 US Route 1, Unit 10, Falmouth, ME. 04105. TEL. 207-774-0424

- Randy R. Loubier, Professional Land Surveyor,

SMRT Architects and Engineers, 75 Washington Ave., Portland ME, 04101, 1-877-700-7678

- Andrew Tyner, AIA, Senior Architect
- Gretchen Prouty, PE, Civil Engineer
- Ken Costello, RLA, Landscape Architect
- Tharyn Nein-Large, RLA, Landscape Architect
- William Heil, PE, Electrical Engineer

Site Narrative

Existing Site

The existing site consists of a 7.78 acre parcel of land that is bisected by an intermittent stream in an east-west direction. The northern portion is undeveloped. The southern portion of the parcel is developed with existing buildings, driveways, sidewalks, parking, stormwater management systems, a dumpster enclosure and landscaping. The site is bounded by Route 1 on the west, Tuttle Road on the South, Powell Road on the north and a private residential development on the east.

The site is zoned Office Commercial (north) and is also within the Route 1 Design standards. The parcel is designated as Lot 10A, tax assessor map R02 in the Town of Cumberland, ME.

Setbacks and design standards as indicated in the 2012 permitting plans are still applicable today. The Site was permitting in 2012 and received a Major Site Plan Approval on May 16, 2012. Numerous conditions were applied to the approval.

The site is serviced by electric, municipal water, municipal sewer utilities. Natural Gas connection from route one. Private on-site stormwater management systems control drainage on the site.

Pavements and site improvements are in good condition. Some existing pavement in front on dumpster enclosure is showing rutting and should be replaced. Pavements consist of standard asphalt pavement in drives, under drained porous asphalt pavement in parking spaces and concrete sidewalks.

Full Build-out Analysis

The full build out building additions associated with this design will expand the existing building footprint approximately 2,900 square feet on the east side of the building. The building addition will extend into the landscape/open space areas approximately 23'. Additional impacts of the proposed building addition include conflicts with the existing mechanical chiller unit, which will need to be relocated.

The landscape/open space area effected by the proposed building addition consists of outdoor seating for staff/visitors, ornamental stone walls, landscape plantings and a memorial tree. The landscaping and open space amenities (seating/picnic tables) for staff/visitors was part of the requirement of the Major Site Plan Approval and will be relocated/reconstructed on the site to likely meet Town requirements. This aligns with the building users desire to maintain this amenity. New landscaping to be installed to replace landscaping that will need to be removed to accommodate building additions and construction.

Existing parking space quantities exceed zoning requirements for the facility and the building users have stated that there is regularly an excess of parking spaces. Initial review of proposed building square footage and proposed uses do not increase parking requirements beyond current capacity. Further expansion of parking on

the southern portion of the site without impacting setbacks or area set aside for future building expansion is not feasible.

New hardscape/sidewalks will be required to connect to relocated picnic areas and support relocated picnic tables. Additional concrete pads will be required to support relocated and new utilities.

Site located utility equipment will either be relocated, or new units are to be provided. The existing generator will be replaced with a new generator, the existing chiller in the loading dock area will need to be relocated due to the new building addition and a new chiller is proposed to support the building additions/operations.

Permitting

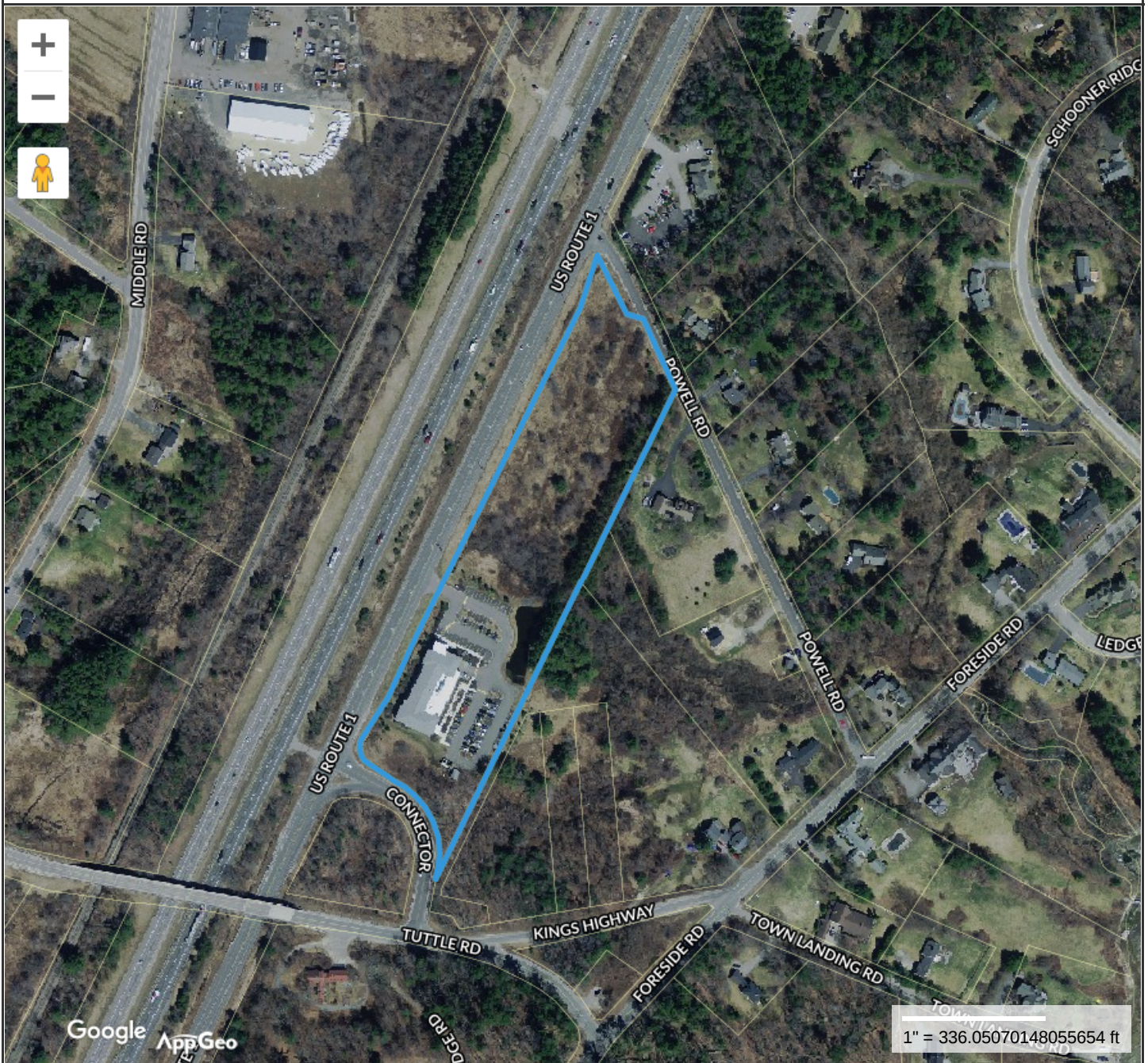
The site changes associated with the proposed building additions will disturb site amenities and improvements that were permitted as part of the original site plan review permit. Modifications of the site will require permitting review by the Town. It is expected that due to the limited site disturbance that the permitting will consist of a Major Staff Site Plan Review

(https://www.cumberlandmaine.com/sites/g/files/vyhlf446/f/uploads/site_plan_app_major_staff_7-24-18.pdf). This review will require submission of an application, fees and design documents sufficient for engineering and staff review. Requirements and procedures have been reviewed with Town planning staff in a pre-application meeting to confirm level of permitting required and expected timeline for Town process.

Abbutters within 200' of 221 US Route 1 Cumberland Foreside, ME

ID	Site Address	Owner Name	Co-Owner Name	Owner Address	Owner City	State	Zip
	14 TUTTLE RD	WHITE PINE, COMMUNITY CHURCH		94 CUMBERLAND RD	NORTH YARMOUTH	ME	4097
	40 POWELL ROAD	BENNETT JAMES L JR	BENNETT ROSANN O	40 POWELL ROAD	CUMB FORESIDE	ME	4110
	32 POWELL ROAD	GAMACHE JEROME J	TREMBLAY SARA B	32 POWELL ROAD	CUMBERLAND FSDE	ME	4110
	26 POWELL ROAD	PARSONS LISA J		26 POWELL ROAD	CUMBERLAND FSDE	ME	4110
	TUTTLE ROAD	TOWN OF CUMBERLAND		290 TUTTLE ROAD	CUMBERLAND CTR	ME	04021-9321
	224 FORESIDE RD	LONG BETTY J*		224 FORESIDE ROAD	CUMBERLAND FSDE	ME	4110
	228 FORESIDE RD	DAIGLE JEFFREY A		15 POWELL RD	CUMBERLAND FSDE	ME	4110
	263 US ROUTE ONE	LDS REALTY LLC		6 RIVERSIDE DRIVE	FALMOUTH	ME	4105
	25 POWELL ROAD	WHEELER HARVEY B	WHEELER ROXANNE J	25 POWELL ROAD	CUMBERLAND FSDE	ME	4110
	11 KINGS HIGHWAY	STROUT, BETH D		3003 TOWN LINE RD	CARRABASSETT VALLEY	ME	4947
	11 KINGS HIGHWAY	LEVESQUE, ROGER C	LEVESQUE, CAROLYN W	11A KINGS HIGHWAY	CUMBERLAND FSDE	ME	4110
	KINGS HIGHWAY	CHASE, DAVID A		875 PRINCES PT RD	YARMOUTH	ME	4096

LGC property

**Property Information**

Property ID 0R02 0010A0000
Location 221 US ROUTE ONE
Owner LGC NORTH AMERICA INC

**MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT**

Town of Cumberland, ME makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Geometry updated 6/10/2020
Data updated monthly (see property record card)

Print map scale is approximate.
Critical layout or measurement
activities should not be done using
this resource.

221 US ROUTE ONE

Location 221 US ROUTE ONE**Mblu** R02/ 10/A / /**Acct#****Owner** LGC NORTH AMERICA INC**Assessment** \$4,655,500**PID** 911**Building Count** 1

Current Value

Assessment			
Valuation Year	Improvements	Land	Total
2021	\$4,100,800	\$554,700	\$4,655,500

Owner of Record

Owner LGC NORTH AMERICA INC**Sale Price** \$6,000,000**Co-Owner****Certificate****Address** 221 US ROUTE 1
CUMBERLAND FSDE, ME 04110**Book & Page** 0000000/0**Sale Date** 11/10/2015**Instrument** 00

Ownership History

Ownership History					
Owner	Sale Price	Certificate	Book & Page	Instrument	Sale Date
LGC NORTH AMERICA INC	\$6,000,000		0000000/0	00	11/10/2015
MAINE STANDARDS COMPANY LLC	\$650,000		29794/0152	00	07/31/2012
BOUTON DALE C	\$97,000		13559/0348	00	01/22/1998
THE THOMPSON FAMILY LIMITED	\$0		12158/0308		

Building Information

Building 1 : Section 1

Year Built: 2013
Living Area: 11,362
Replacement Cost: \$1,537,939
Building Percent Good: 100
Replacement Cost
Less Depreciation: \$1,537,900

Building Attributes	
Field	Description
STYLE	Office Bldg
MODEL	Commercial
Grade	Prime+
Stories:	2
Occupancy	1.00
Exterior Wall 1	Vinyl Siding
Exterior Wall 2	Wood Shingle
Roof Structure	Steel Frm/Truss
Roof Cover	Tar & Gravel
Interior Wall 1	Drywall/Sheet
Interior Wall 2	Cust Wd Panel
Interior Floor 1	Carpet
Interior Floor 2	Terrazzo Epoxy
Heating Fuel	Gas
Heating Type	Forced Air-Duc
AC Type	Central
Struct Class	
Bldg Use	PROF BLDG
Total Rooms	28
Total Bedrms	00
Total Baths	9
Usrflid 218	
Usrflid 219	
1st Floor Use:	
Heat/AC	HEAT/AC SPLIT
Frame Type	STEEL
Baths/Plumbing	EXTENSIVE
Ceiling/Wall	CEIL & WALLS
Rooms/Prtns	ABOVE AVERAGE
Wall Height	10.00
% Comn Wall	

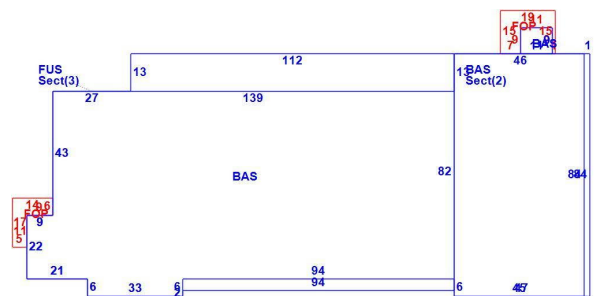
Building 1 : Section 2

Year Built: 2013
Living Area: 3,780
Replacement Cost: \$458,348
Building Percent Good: 100
Replacement Cost
Less Depreciation: \$458,300

Building Attributes : Section 2 of 3	
Field	Description

Building Photo

(http://images.vgsi.com/photos/CumberlandMEPhotos//0008IMG_0034_8250.JPG)

Building Layout

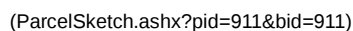
(ParcelSketch.ashx?pid=911&bid=911)

Building Sub-Areas (sq ft)			Legend
Code	Description	Gross Area	Living Area
BAS	First Floor	11,362	11,362
FOP	Porch, Open, Finished	325	0
		11,687	11,362

Building 1 : Section 3

Building Attributes : Section 3 of 3	
Field	Description
STYLE	Office Bldg
MODEL	Commercial

Building Layout



Building Sub-Areas (sq ft)			Legend
Code	Description	Gross Area	Living Area
BAS	First Floor	3,780	3,780
		3,780	3,780

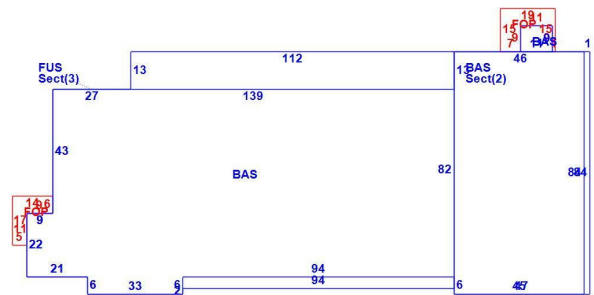
Grade	Good+20
Stories:	2
Occupancy	1.00
Exterior Wall 1	Clapboard
Exterior Wall 2	Wood Shingle
Roof Structure	Gable/Hip
Roof Cover	Asph/F Gls/Cmp
Interior Wall 1	Drywall/Sheet
Interior Wall 2	
Interior Floor 1	Carpet
Interior Floor 2	Inlaid Sht Gds
Heating Fuel	Gas
Heating Type	Forced Air-Duc
AC Type	Central
Struct Class	
Bldg Use	PROF BLDG
Total Rooms	20
Total Bedrms	00
Total Baths	6
Usrflid 218	
Usrflid 219	
1st Floor Use:	
Heat/AC	HEAT/AC SPLIT
Frame Type	STEEL
Baths/Plumbing	ABOVE AVERAGE
Ceiling/Wall	CEIL & WALLS
Rooms/Prtns	ABOVE AVERAGE
Wall Height	10.00
% Comn Wall	

Building Photo



(http://images.vgsi.com/photos/CumberlandMEPhotos/default.jpg)

Building Layout



(ParcelSketch.ashx?pid=911&bid=911)

Building Sub-Areas (sq ft)			Legend
Code	Description	Gross Area	Living Area
FUS	Upper Story, Finished	13,379	13,379
		13,379	13,379

Extra Features

Extra Features				Legend
Code	Description	Size	Value	Bldg #
MSC72	PASS ELEV	2.00 UNIT	\$60,000	1
SPR2	WET/CONCEALED	28340.00 S.F.	\$31,200	1
GEN	GENERATOR	1.00 UNITS	\$5,000	1

Land

Land Use

Use Code 3420
Description PROF BLDG

Land Line Valuation

Size (Acres) 7.2
Frontage 0

Zone OC
Neighborhood 100
Alt Land Appr No
Category

Depth 0
Assessed Value \$554,700

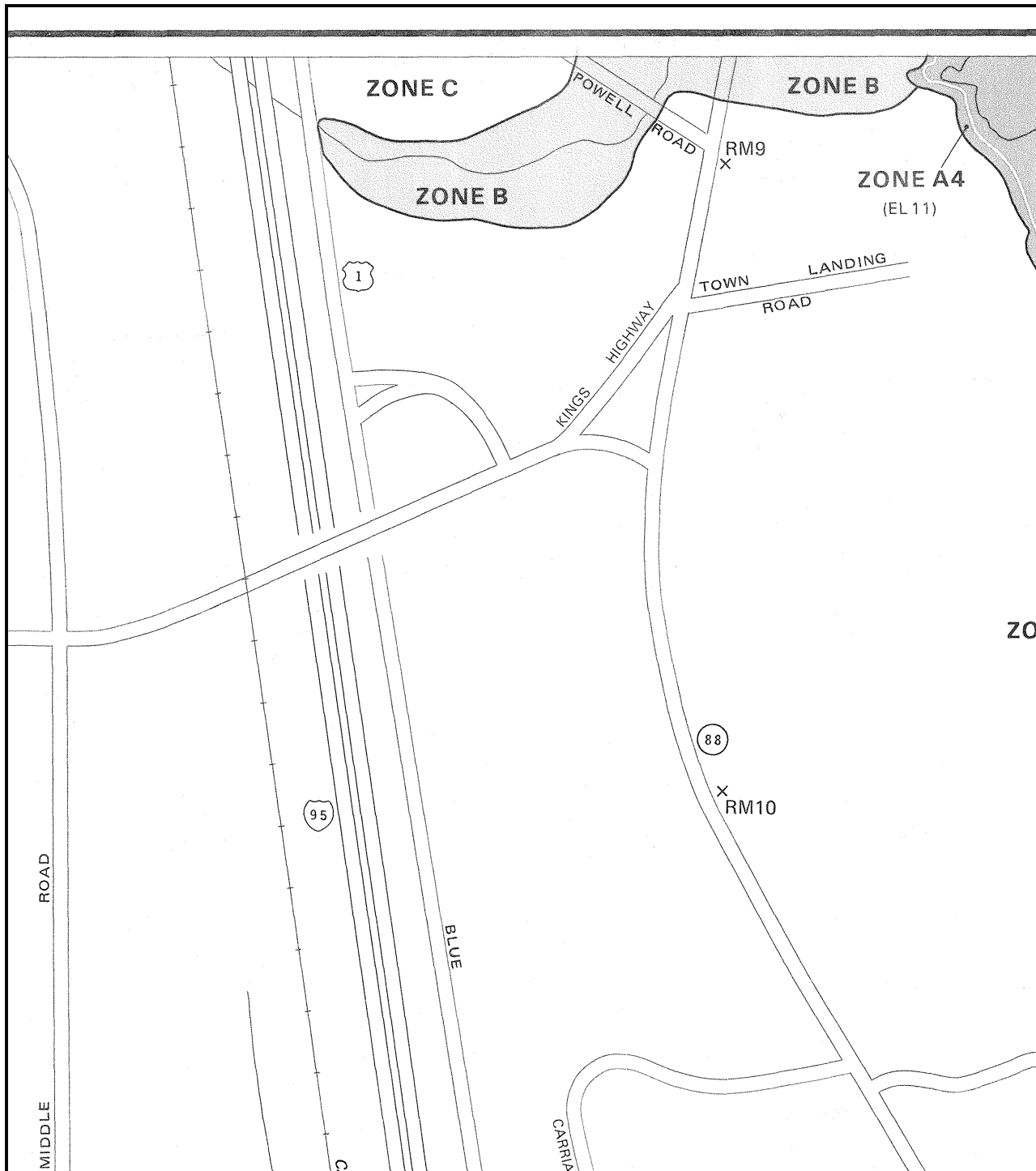
Outbuildings

Outbuildings						<u>Legend</u>
Code	Description	Sub Code	Sub Description	Size	Value	Bldg #
PAV1	PAVING-ASPHALT			33000.00 S.F.	\$29,700	1
LT1	LIGHTS-IN W/PL			10.00 UNITS	\$6,900	1
SHD3	METAL			320.00 S.F.	\$8,000	1

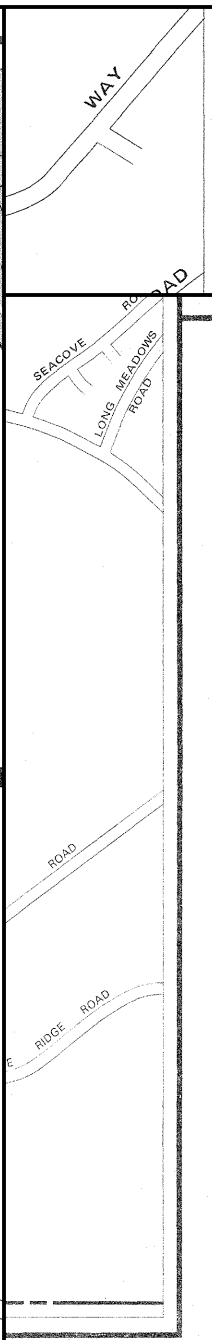
Valuation History

Assessment			
Valuation Year	Improvements	Land	Total
2020	\$4,100,800	\$554,700	\$4,655,500
2019	\$4,100,800	\$554,700	\$4,655,500
2018	\$4,095,800	\$554,700	\$4,650,500

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Program, at (800) 638-6620.



NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

TOWN OF
CUMBERLAND, MAINE
CUMBERLAND COUNTY

PANEL 18 OF 25
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
230162 0018 C

MAP REVISED:
OCTOBER 15, 1985



Federal Emergency Management Agency

This is an official FIRMette showing a portion of the above-referenced flood map created from the MSC FIRMette Web tool. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For additional information about how to make sure the map is current, please see the Flood Hazard Mapping Updates Overview Fact Sheet available on the FEMA Flood Map Service Center home page at <https://msc.fema.gov>.

LGC CLINICAL DIAGNOSTICS, INC

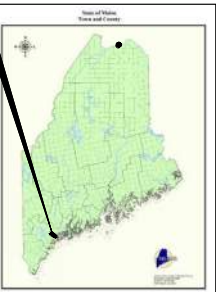
EXPANSION PLANNING

221 US ROUTE 1
CUMBERLAND FORESIDE, MAINE 04110
ISSUED FOR SITE PERMITTING
4-14-2022



LOCUS

CUMBERLAND



DRAWING LIST

- GI001 COVER SHEET
- 1 SITE SURVEY
- C-001 SITE NOTES & LEGENDS
- CE001 EROSION & SEDIMENTATION CONTROL NOTES
- CD101 DEMOLITION, EROSION & SEDIMENTATION PLAN
- CG101 GRADING, DRAINAGE & PLANTING PLAN
- CP101 LAYOUT & MATERIALS PLAN
- CP501 SITE DETAILS
- CP502 SITE DETAILS
- AE200 EXTERIOR ELEVATIONS
- ES100 SITE PHOTOMETRIC PLAN

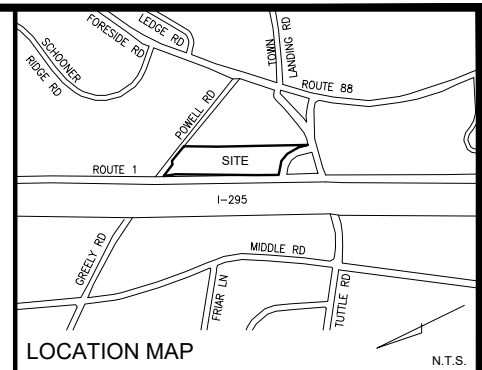
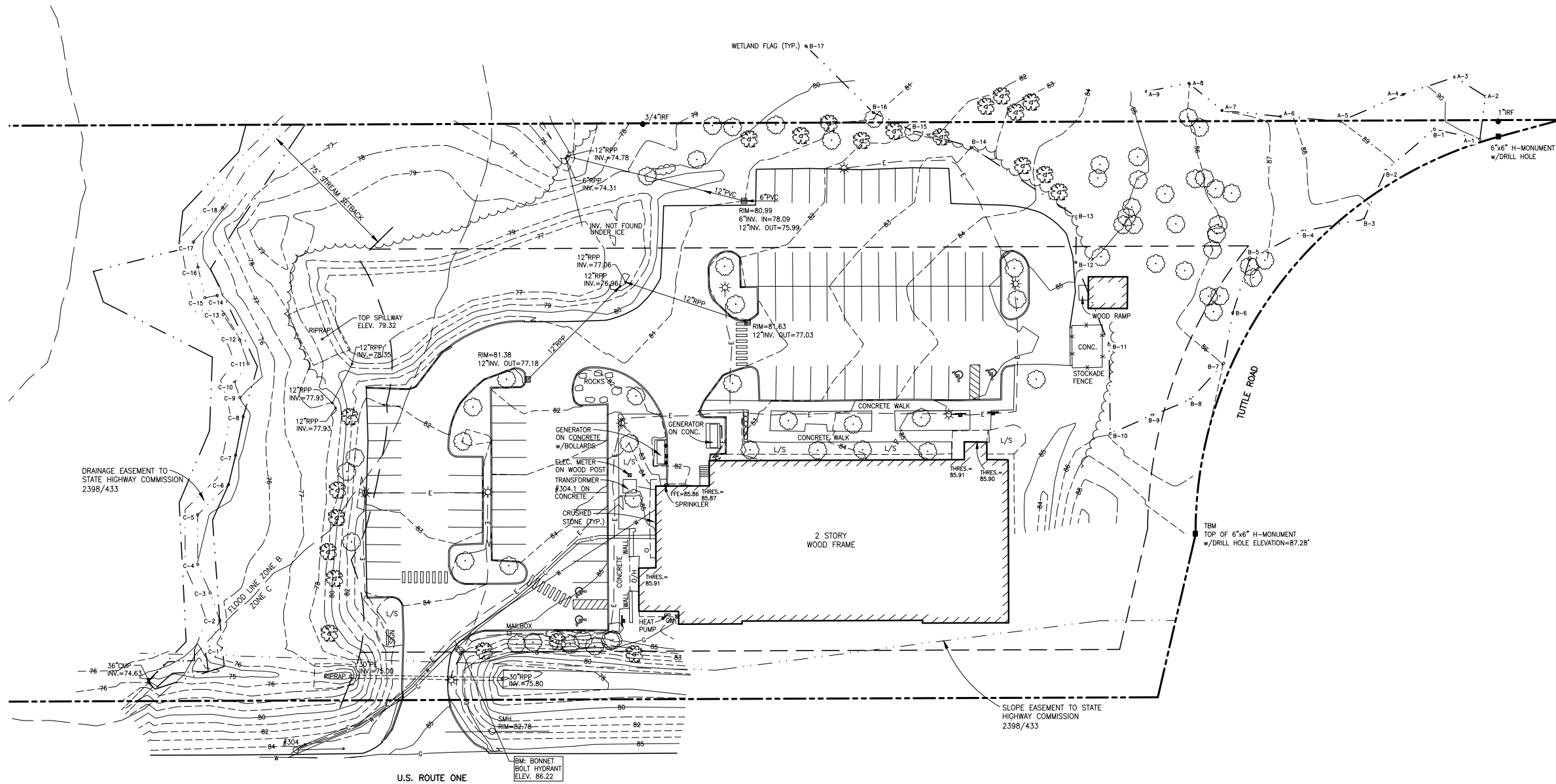
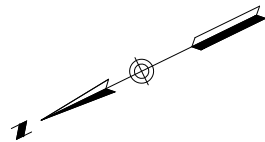
APPLICANT INFORMATION

LGC CLINICAL DIAGNOSTICS, INC.
221 US ROUTE 1
CUMBERLAND FORESIDE, MAINE 04110
ZONE OC-N

APPROVED BY THE TOWN OF CUMBERLAND PLANNING BOARD

NAME	DATE
NAME	DATE
NAME	DATE
NAME	DATE
NAME	DATE

REV	DESCRIPTION	DATE
SITE PERMITTING 4-14-2022		
CURRENT ISSUE STATUS:		
TRUE NORTH:		
SMRT Architects and Engineers 75 Washington Avenue, Suite 3A Portland, Maine 04101 1.877.700.7678 www.smrtinc.com		
LGC CLINICAL DIAGNOSTICS, INC. EXPANSION PLANNING		
CUMBERLAND FORESIDE, ME		
COVER SHEET		
SHEET TITLE:		
SCALE: AS NOTED		
PROJECT MANAGER: ART		PROJECT NO: 21140
A/E OF RECORD:		
JOB CAPTAIN: SAD		
DRAWN BY: TNL		
SMRT FILE: GI001-21140		SHEET No. GI001
NOT FOR CONSTRUCTION		



LEGEND	
● IRON PIPE OR ROD FOUND	—X—X— FENCE
■ MONUMENT FOUND	— CURB
○ UTILITY POLE	— E UNDERGROUND POWER
○ MANHOLE	— C COMMUNICATION LINE
⊗ EM/GM ELECTRIC/GAS METER	— W WATER LINE
⊗ SIGN	— G GAS LINE
⊗ CATCH BASIN	— T TELEPHONE
⊗ HYDRANT	— SD STORM DRAIN
⊗ LIGHT POLE	— SS SANITARY SEWER
⊗ DECIDUOUS TREE	— 1' CONTOUR
⊗ CONIFEROUS TREE	— IPF/IRF IRON PIPE/ROD FOUND
	— L/S LANDSCAPED AREA
	— CONC. CONCRETE

PLAN REFERENCES

1. "GRADING AND UTILITY PLAN OF: MAINE STANDARD FACILITY, ROUTE ONE AND POWELL ROAD, CUMBERLAND, MAINE FOR: MAINE STANDARDS COMPANY 03/09/12 REV. 4/12/12" BY SEBAGO TECHNICS.

FLOOD ONE NOTE

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE C & ZONE B OF THE FLOOD INSURANCE RATE MAP 0018C, COMMUNITY PANEL NO. 2300162, WHICH BEARS AN EFFECTIVE DATE OF OCTOBER 15, 1985 AND IS PARTIALLY IN A SPECIAL FLOOD HAZARD AREA.

GENERAL NOTES

1. OWNER OF RECORD:
LGC NORTH AMERICA, INC.
221 U.S. ROUTE ONE, CUMBERLAND FORESIDE, MAINE
TAX MAP R02 LOT 10A

2. ELEVATIONS ARE BASED ON PLAN REFERENCE 1, NAVD 88 DATUM.

3. BOUNDARY LINES TAKEN FROM PLAN REFERENCE 1 AND ASSOCIATED CAD FILES PROVIDE BY CLIENT.

4. ZONING: OFFICE COMMERCIAL NORTH DISTRICT (OC-N)

MINIMUM FRONT SETBACK: 25 FT.
MINIMUM REAR SETBACK: 65 FT.
MINIMUM SIDE SETBACK: 20 FT.

FOR ADDITIONAL ZONING INFORMATION PLEASE SEE THE TOWN OF CUMBERLAND CODE OF ORDINANCES.

5. WETLANDS DELINEATED BY MARK CENCI GEOLOGIC AND FIELD LOCATED BY OWEN HASKELL, INC. THE WETLANDS ON EITHER SIDE OF THE STREAM WERE NOT FLAGGED BY MARK CENCI GEOLOGIC. AFTER SITE INSPECTION AND REVIEW OF PLAN REFERENCE 1, MARK CENCI GEOLOGIC DETERMINED THAT THE WETLANDS HAD NOT CHANGED IN THIS AREA, THEREFORE THE WETLANDS SHOWN ARE TAKEN FROM PLAN REFERENCE 1.

6. THE LOCATION OF THE WATER LINE ON SITE WAS TAKEN FROM PLAN REFERENCE 1.

UTILITY NOTE

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEY HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

TITLE

221 U.S. ROUTE ONE, CUMBERLAND, MAINE

SMRT, I

75 31, P

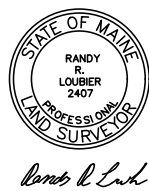
OWEN HASKELL, INC.

PROFESSIONAL LAND SURVEYORS

390 US ROUTE 1, UNIT 10, FALMOUTH, ME 04105 TEL. 207-774-0424

DRAWN BY: RS JUL DATE: FEB. 7, 2022 JOB NO. 2021-335 C

CHECKED BY: RRL SCALE: 1" = 30' DR: G. NO. 1



GENERAL NOTES

1. THE SCOPE OF SITE WORK FOR THIS PROJECT INCLUDES PROTECTION OF EXISTING STRUCTURES AND UTILITIES, AND REINSTATEMENT OF DISTURBED AREAS OF THE SITE TO MATCH EXISTING CONDITIONS. THE EXISTING CONDITIONS SHOWN ON THE PROJECT DRAWINGS ARE TAKEN FROM RECORD DRAWINGS AND HISTORICAL INFORMATION. THE CONTRACTOR SHALL REVIEW THE DRAWINGS AND SITE CONDITIONS PRIOR TO THE START OF WORK AND CONTACT THE PROJECT ARCHITECT IMMEDIATELY IF DISCREPANCIES ARE FOUND.
2. EXISTING UNDERGROUND UTILITIES HAVE BEEN LOCATED FROM HISTORICAL RECORDS AND PREVIOUS DESIGN DRAWINGS. NO GUARANTEE IS MADE THAT THE UTILITIES SHOWN WILL BE FOUND IN THE LOCATIONS INDICATED, OR THAT THE INFORMATION SHOWN IS COMPLETE. INFORMATION ON EXISTING UTILITY LOCATIONS IS PROVIDED FOR REFERENCE ONLY AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONFIRMING EXISTING UTILITY LOCATIONS AND DEPTHS AND COORDINATING THE WORK ACCORDINGLY. SEE UTILITY NOTES THIS SHEET.
3. THE CONTRACTOR IS REQUIRED TO NOTIFY DIGSAFE (811 OR 1-888-DIGSAFE) PRIOR TO COMMENCEMENT OF EXCAVATION WORK. IN MAINE AND VERMONT, THE CONTRACTOR IS REQUIRED TO NOTIFY ALL OWNERS OF UNDERGROUND UTILITIES WHO ARE NOT MEMBERS OF DIGSAFE. SUCH UTILITY OWNERS CAN BE LOCATED THROUGH THE 'OK-TO-DIG' DIRECTORY (1-866-OKTODIG).
4. THE CONTRACTOR SHALL UNDERTAKE TEST PITS AT THE SITE AND ENGAGE PRIVATE UTILITY DETECTION SERVICE, AS NECESSARY, TO ACCURATELY IDENTIFY UTILITIES IN ORDER TO EFFICIENTLY PLAN AND COMPLETE THE WORK.
5. THE CONTRACTOR SHALL PROTECT EXISTING STRUCTURES AND UTILITIES ADJACENT TO THE WORK. ANY DAMAGE TO EXISTING STRUCTURES, ROADS, SIDEWALKS, UTILITIES, OR OTHER SITE FEATURES CAUSED BY THE WORK SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE OWNER.
6. ANY UTILITY REPAIRS OR RECONFIGURATION REQUIRED AS PART OF THIS PROJECT SHALL CONFORM TO THE STANDARDS AND SPECIFICATIONS OF THE AUTHORITY HAVING JURISDICTION.
7. TEMPORARY WORKS, SUPPORT AND PROTECTION OF STRUCTURES ARE THE RESPONSIBILITY OF THE CONTRACTOR AND THE COSTS SHALL BE CONSIDERED INCIDENTAL TO THE OVERALL PROJECT SUM.
8. ALL WORK SHALL BE UNDERTAKEN IN STRICT ACCORDANCE WITH LOCAL, STATE AND FEDERAL SAFETY STANDARDS.
9. OPEN EXCAVATIONS AND WORK AREAS SHALL BE CLEARLY DELINEATED AND FENCED, AS NECESSARY TO PREVENT UNAUTHORIZED ACCESS
10. DRIVEWAYS, WALKWAYS AND ENTRANCES SERVING PREMISES SHALL BE KEPT CLEAR AND AVAILABLE TO OWNER, OWNER'S EMPLOYEES, AND EMERGENCY VEHICLES, AS NECESSARY TO MAINTAIN THE FUNCTION OF THE FACILITY. COORDINATE ALL WORK WITH OWNER TO ENSURE THAT ADEQUATE ACCESS AND CIRCULATION IS MAINTAINED AT ALL TIMES.
11. DE-WATERING, IF NECESSARY, SHALL BE UNDERTAKEN IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL STANDARDS. NO DISCHARGE OF SEDIMENT LADEN RUNOFF TO SURFACE WATERS OR TO THE PIPED STORM DRAIN SYSTEM AT THE SITE SHALL BE ALLOWED.
12. ALL DISTURBED PAVEMENT AREAS, ROADS AND SIDEWALKS SHALL BE REINSTATED TO MATCH EXISTING GRADES, MATERIALS AND DEPTHS.
13. EXISTING PAVEMENT SHALL BE SAW-CUT AT LEAST TWELVE INCHES INTO SOUND MATERIAL TO PROVIDE A CLEAN, STRAIGHT EDGE BETWEEN EXISTING SOUND SURFACE MATERIAL AND THE REPAIRED AREA.
14. A SMOOTH TRANSITION SHALL BE PROVIDED BETWEEN REPAIR WORKS AND EXISTING PAVEMENT. ALL REINSTATED AREAS SHALL BE GRADED TO PITCH UNIFORMLY TO ENSURE POSITIVE DRAINAGE.

LAYOUT NOTES:

1. DO NOT SCALE THE DRAWINGS. ALL DIMENSIONS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO CONSTRUCTION. ANY OMISSIONS IN DIMENSIONING SHALL BE REPORTED IMMEDIATELY TO THE ARCHITECT FOR DECISION. ANY DISCREPANCIES BETWEEN DRAWINGS, DETAILS, NOTES, AND SPECIFICATIONS SHALL IMMEDIATELY BE REPORTED TO THE ARCHITECT FOR FURTHER DIRECTION AND RESOLUTION BEFORE ANY ADDITIONAL WORK PROCEEDS.
2. ALL ANGLES ARE 90 DEGREES UNLESS OTHERWISE NOTED.
3. ALL DIMENSIONS FROM BUILDING ARE TO FACE OF BUILDING FOUNDATION. ALL DIMENSIONS FROM CURBS ARE TO FACE OF CURB.
4. PROVIDE A SMOOTH TRANSITION WHERE NEW WORK MEETS EXISTING WORK.
5. CONTRACTOR SHALL NOTIFY DIG-SAFE (1-888-344-7233) AND LOCAL UTILITY COMPANIES TO VERIFY LOCATION OF ALL EXISTING UTILITIES PRIOR TO EXCAVATION.
6. CONTRACTOR SHALL SECURE ALL NECESSARY PERMITS FOR WORK SHOWN ON THESE PLANS.
7. ALL WORK SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL SAFETY REGULATIONS AND MEET OR EXCEED TOWN OF CUMBERLAND STANDARDS.
8. PROVIDE TAPERED END SECTIONS AT ALL CURB ENDS.
9. EXISTING CONDITIONS AND TOPOGRAPHIC DATA ARE BASED UPON 'TOPOGRAPHIC SURVEY AT 221 U.S. ROUTE ONE, CUMBERLAND, MAINE' PREPARED BY OWEN HASKELL, INC. AND DATED FEBRUARY 3, 2022.

DEWATERING NOTES:

1. THE CONTRACTOR SHALL EMPLOY A DEWATERING SYSTEM THAT ACHIEVES THE FOLLOWING FUNCTIONS DURING CONSTRUCTION:
 - A. DEVELOP A SUBSTANTIALLY DRY AND STABLE SUBGRADE DURING EXECUTION OF THE WORK.
 - B. PREVENT DAMAGE TO STRUCTURES ADJACENT TO THE WORK.
 - C. RETAIN SEDIMENTS ON-SITE AND WITHIN THE WORK AREA. DEWATERING OPERATIONS SHALL BE SUSPENDED IF THE TURBIDITY OF DISCHARGES TO THE DOWNSTREAM DRAINAGE SYSTEM IS INCREASED ABOVE AMBIENT LEVELS.
2. FLOCCULANTS MAY BE USED TO CONTROL THE TURBIDITY OF DISCHARGE WATER. REFER TO THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION'S EROSION AND SEDIMENT CONTROL PRACTICES FIELD GUIDE FOR CONTRACTORS (2014, OR AS CURRENTLY REVISED) FOR RECOMMENDATIONS AND SPECIFICATIONS.
3. SURFACE WATER ENTERING THE CONSTRUCTION SITE SHALL BE INTERCEPTED AND DIVERTED AROUND THE WORK AREA THROUGH THE USE OF DIKES, CURB WALLS, DITCHES, SUMPS, PUMPING, OR OTHER APPROVED MEANS.
4. ANY ENFORCEMENT ACTIONS OR FINES RESULTING FROM THE IMPROPER DISCHARGE OF TURBID WATER AND SEDIMENT TO DOWNSTREAM AREAS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
5. DIRT BAGS AND TEMPORARY DEWATERING PONDS SHALL BE CONSTRUCTED AND MAINTAINED AS NEEDED TO CAPTURE AND TREAT PUMPATE FROM DEWATERED AREAS.

EMBANKMENT NOTES:

1. BASIN EMBANKMENTS SHALL BE CONSTRUCTED OF SUITABLE ON-SITE SOIL, COMPACTED IN MAXIMUM EIGHT INCH LIFTS TO 90% MAXIMUM DRY DENSITY. A MINIMUM OF SIX INCHES OF CLEAN SCREENED LOAM SHALL BE APPLIED TO FINISHED GRADE AND THE AREA SHALL BE IMMEDIATELY SEEDED AND STABILIZED WITH MULCH, HYDROSEED, OR EROSION BLANKET DEPENDING ON THE LEVEL OF EXPECTED INUNDATION (SEE EROSION CONTROL SHEETS).
2. EMBANKMENTS CONSTRUCTED ON EXISTING SOIL SLOPES STEEPER THAN 4H:1V SHOULD BE KEYED INTO THE EXISTING GROUND SURFACE WITH CONTINUOUS LEVEL BENCHES. EMBANKMENTS CONSTRUCTED ON EXISTING SOIL SLOPES FLATTER THAN 4H:1V SHALL HAVE A 10FT WIDE BENCH CUT INTO THE NATIVE SOIL AT THE TOE OF THE SLOPE FOR FILL EMBANKMENTS. A ONE FOOT (1') MINIMUM LAYER OF DRAINAGE COURSE MATERIAL SHALL BE PLACED OVER THE INITIAL BENCH PRIOR TO PLACING EMBANKMENT FILL. THE TOE BLANKET DRAIN SHALL BE CONSTRUCTED SUCH THAT GRAVITY DRAINAGE FORM THE BLANKET DRAIN OCCURS.

GEOTEXTILE & EROSION BLANKET NOTES:

1. EROSION CONTROL BLANKET FOR USE IN PONDS AND DRAINAGE CHANNELS SHALL BE 100% BIODEGRADABLE DOUBLE NET EROSION BLANKET WITH A 100% COCONUT FIBER MATRIX AND ORGANIC JUTE NETTING. EROSION CONTROL BLANKET FOR USE IN CHANNELS SHALL BE NORTH AMERICAN GREEN® BIONET® C125-BN™. EAST COAST EROSION BLANKETS ECC-2B OR APPROVED EQUAL.
2. PERMANENT TURF REINFORCEMENT MAT FOR REINFORCED TURF SPILLWAYS AND EMERGENCY OVERFLOW WEIRS SHALL BE A UV-STABILIZED POLYPROPYLENE MAT WITH TWO LAYERS OF UV-STABILIZED NETTING. PERMANENT TURF REINFORCEMENT MAT SHALL BE NORTH AMERICAN GREEN® P300, EAST COAST EROSION BLANKETS ECP-2, OR APPROVED EQUAL.
3. GEOTEXTILE SEPARATION FABRIC SHALL BE A WOVEN SUT FILM GEOTEXTILE WITH AN APPARENT OPENING SIZE OF 50 (US STANDARD SIEVE) (PER ASTM D4751) THAT MEETS THE REQUIREMENTS FOR A CLASS 2 SEPARATION GEOTEXTILE PER AASHTO M288.06. GEOTEXTILE SEPARATION FABRIC SHALL BE MIRAFI® 500X OR APPROVED EQUAL.
4. GEOTEXTILE DRAINAGE FABRIC SHALL BE A NONWOVEN GEOTEXTILE MANUFACTURED FOR USE IN SUBSURFACE DRAINAGE APPLICATIONS. THE MATERIAL SHALL HAVE AN APPARENT OPENING SIZE OF 70 (US STANDARD SIEVE) (PER ASTM D4751), A PERMITTIVITY OF 1.7/SEC OR GREATER (PER ASTM D4491) AND RETAIN A MINIMUM OF 70% STRENGTH AT 500 HOURS UV EXPOSURE (PER ASTM D4355). GEOTEXTILE DRAINAGE FABRIC SHALL BE MIRAFI® 140N, CONTECH® C-35NW, OR APPROVED EQUAL.

INLET & OUTLET STRUCTURES:

1. INLET AND OUTLET STRUCTURES SHALL BE PRECAST CONCRETE, UNLESS OTHERWISE SPECIFIED. CONCRETE STRUCTURES SHALL BE DESIGNED TO WITHSTAND H-20 WHEEL LOADING AND SHALL BE PROVIDED WITH PROTECTIVE GRATES WITH A MAXIMUM OPENING SIZE OF FOUR INCHES UNLESS OTHERWISE SPECIFIED. CONCRETE STRUCTURES SHALL BE CONSTRUCTED ON A MINIMUM 12-INCH DEEP BASE OF 3/4-INCH COMPACTED CRUSHED STONE.
2. ALL OUTLET PIPES SHALL BE PROVIDED WITH FLARED END SECTIONS AND ANTI-SLEEP COLLARS TO PREVENT PIPING OF RUNOFF ALONG STONE EMBEDMENT TRENCHES.

UTILITY NOTES:

1. PROVIDE AND INSTALL MATERIALS NECESSARY TO COMPLETE UTILITY FEATURES AND DESIGN UNLESS OTHERWISE INDICATED.
2. ALL WORK SHALL MEET OR EXCEED STANDARDS OF THE TOWN OF CUMBERLAND AND THE PORTLAND WATER DISTRICT.
3. ALL SEWER WORK SHALL BE IN ACCORDANCE WITH TOWN OF CUMBERLAND STANDARD AND SHALL BE INSPECTED AND APPROVED BY THE TOWN OF CUMBERLAND.
4. CONTRACTOR TO VERIFY EXISTING UTILITY CONNECTION POINTS PRIOR TO SUBMISSION OF BIDS AND INCLUDE ALL EXTRA WORK REQUIRED TO EXTEND UTILITIES AS REQUIRED.
5. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE AND HAVE BEEN DETERMINED BY SURFACE EVIDENCE AND/OR PREVIOUSLY GENERATED PLANS. NO GUARANTEE IS MADE THAT ALL UTILITIES ARE SHOWN OR WILL BE FOUND IN LOCATIONS INDICATED. THIS INFORMATION IS PROVIDED FOR REFERENCE AND THE CONTRACTOR SHALL VERIFY LOCATION OF ALL UTILITIES AND POINTS OF CONNECTION IN THE FIELD. CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR AND RESTORATION OF ALL UTILITIES DISTURBED DURING CONSTRUCTION AT NO EXTRA EXPENSE TO THE OWNER.
6. THE OWNER, CONSTRUCTION MANAGER AND ARCHITECT SHALL BE NOTIFIED AT LEAST TWO DAYS PRIOR TO ANY INTERRUPTION TO ANY UTILITY SERVICE.
7. ADJUST ALL UTILITY STRUCTURE TOPS/RIMS TO MATCH PROPOSED GRADES UNLESS NOTED OTHERWISE.
8. LOCATIONS OF EXISTING SEWER LINES ARE BASED ON THE 'TOPOGRAPHIC SURVEY AT 221 U.S. ROUTE ONE, CUMBERLAND, MAINE' PREPARED BY OWEN HASKELL, INC. AND DATED FEBRUARY 3, 2022.
9. EXISTING UTILITY CONNECTIONS TO THE BUILDINGS AT THE SITE ARE TAKEN FROM PREVIOUS PLANS AND A SURVEY OF SURFACE FEATURES. THE CONTRACTOR SHALL EXCAVATE TEST PITS IN AREAS ADJACENT TO EXISTING BUILDINGS AS NECESSARY TO VERIFY THE LOCATION, DEPTH AND SIZE OF EXISTING SERVICES. ANY DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE ARCHITECT AND OWNER.
10. CONTRACTOR SHALL MAKE PROVISION FOR CONNECTING NEW UTILITY SERVICES WITHOUT INTERRUPTION BY USE OF LIVE TAPPING AND OVER-PUMPING WHERE APPROPRIATE.

CONSTRUCTION OVERSIGHT NOTES:

1. THE CONTRACTOR WILL RETAIN THE SERVICES OF A PROFESSIONAL ENGINEER TO INSPECT THE CONSTRUCTION AND STABILIZATION OF ALL STORMWATER MANAGEMENT STRUCTURES. IF NECESSARY, THE INSPECTING ENGINEER WILL INTERPRET THE STRUCTURES' CONSTRUCTION PLAN FOR THE CONTRACTOR. ONCE ALL STORMWATER MANAGEMENT STRUCTURES ARE CONSTRUCTED AND STABILIZED, THE INSPECTING ENGINEER WILL NOTIFY MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION IN WRITING WITHIN 30 DAYS TO STATE THAT THE STRUCTURES HAVE BEEN COMPLETED. ACCOMPANYING THE ENGINEERS' NOTIFICATION MUST BE A LOG OF THE ENGINEERS' INSPECTIONS GIVING THE DATE OF EACH INSPECTION, THE TIME OF EACH INSPECTION, AND THE ITEMS INSPECTED ON EACH VISIT, AND INCLUDE ANY TESTING DATA OR SIEVE ANALYSIS DATA OF EVERY MINERAL SOIL AND SOIL MEDIA SPECIFIED IN THE PLANS AND USED ON THE SITE.
2. UNDERDRAINED ROOF DRIP EDGE FILTERS: INSPECTIONS BY A PROFESSIONAL ENGINEER SHALL CONSIST OF WEEKLY VISITS TO THE SITE TO INSPECT ALL UNDERDRAIN CONSTRUCTION RELATED TO ROOF DRIP EDGE FILTERS, FILTER MATERIAL PLACEMENT, AND OVERFLOW FROM INITIAL GROUND DISTURBANCE TO FINAL STABILIZATION OF THE FILTER.

GRADING NOTES:

1. SOIL DISTURBANCE IS TO BE KEPT TO A MINIMUM AND ALL DISTURBED AREAS SHALL BE STABILIZED (WITH PERMANENT OR TEMPORARY MEASURES) AS QUICKLY AS POSSIBLE.
2. ALL DISTURBED AREAS NOT OTHERWISE TREATED SHALL BE LOAMED AND SEEDED (6" DEPTH).
3. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE MAINTAINED ON A REGULAR BASIS AND AS REQUIRED AFTER STORM EVENTS.
4. GULLIES OR OTHERWISE ERODED AREAS IN SEEDED AREAS SHALL BE RESTORED AS SOON AS POSSIBLE FOLLOWING OBSERVATION, USING EROSION CONTROL MESH TO STABILIZE AS REQUIRED.
5. FILL IN AND AROUND THE AREA OF THE NEW BUILDING ADDITION SHALL MEET THE SPECIFICATION FOR 'STRUCTURAL FILL'.
6. ALL EMBANKMENTS AND OTHER FILL SECTIONS SHALL BE CONSTRUCTED USING GRANULAR BORROW - A MIXTURE OF SAND AND GRAVEL MEETING MDOT SPECIFICATION 703.19 GRANULAR BORROW. SUITABLE SOIL BORROW MAY BE USED IN PLACE OF GRANULAR BORROW ONLY WHERE MOISTURE CONTENT CAN BE CONTROLLED TO MEET THE SPECIFIED COMPACTION.

SITE LEGEND			
EXISTING		PROPOSED	
BOLLARD		BOLLARD	
BORING		BORING	
BUILDING W/ DOOR		BUILDING W/ DOOR	
BUILDING CANOPY		BUILDING CANOPY	
CATCH BASIN		CATCH BASIN	
COMMUNICATIONS LINE-UG		COMMUNICATIONS LINE-UG	
CONCRETE PAD		CONCRETE PAD	
CURB		CURB	
DIRECTION OF FLOW		DIRECTION OF FLOW	
DRAIN MANHOLE		DRAIN MANHOLE	
DRIP STRIP		DRIP STRIP	
ELECTRIC MANHOLE		ELECTRIC MANHOLE	
ELECTRIC - OVERHEAD		ELECTRIC - OVERHEAD	
ELECTRIC - UNDERGROUND		ELECTRIC - UNDERGROUND	
ELEVATION BOT OF CURB		ELEVATION BOT OF CURB	
ELEVATION BOT OF STEP		ELEVATION BOT OF STEP	
ELEVATION TOP OF CURB		ELEVATION TOP OF CURB	
ELEVATION TOP OF STEP		ELEVATION TOP OF STEP	
ELEVATION - SPOT		ELEVATION - SPOT	
FENCE - CHAINLINK		FENCE - CHAINLINK	
FENCE - ORNAMENTAL		FENCE - ORNAMENTAL	
FIELD INLET		FIELD INLET	
FIRE HYDRANT		FIRE HYDRANT	
FLAG POLE		FLAG POLE	
FORCE MAIN PIPE		FORCE MAIN PIPE	
FOUNDATION DRAIN		FOUNDATION DRAIN	
GAS & FUEL EQUIPMENT		GAS & FUEL EQUIPMENT	
GAS LINE		GAS LINE	
GAS VALVE		GAS VALVE	
GENERATOR ON CONCRETE PAD		GENERATOR ON CONCRETE PAD	
HIGH POINT ELEVATION		HIGH POINT ELEVATION	
IRRIGATION PIPING		IRRIGATION PIPING	
LANDMARK SIGN		LANDMARK SIGN	
LIGHT - BOLLARD		LIGHT - BOLLARD	
LIGHT POLE		LIGHT POLE	
LIGHT - SPOT		LIGHT - SPOT/WALL	
LIMIT OF WORK		LOW LOW	
LOW POINT ELEVATION		LOW POINT ELEVATION	
MAJOR CONTOUR		MAJOR CONTOUR	
MINOR CONTOUR		MINOR CONTOUR	
PARKING AREA		PARKING AREA	
PAVEMENT STRIPING		PAVEMENT STRIPING	
PROPERTY LINE			
PROPERTY LINE - ABUTTER			
RETAINING WALL		RETAINING WALL	
RIPRAP		RIPRAP	
ROADWAY		ROADWAY	
SANITARY SEWER MANHOLE		SANITARY SEWER MANHOLE	
SANITARY SEWER PIPE		SANITARY SEWER PIPE	
SETBACK			
SIGN		SIGN	
SLOPE NOTATION		SLOPE NOTATION	
SPRINKLER		SPRINKLER	
STONE WALL		STONE WALL	
STORM DRAIN PIPE		STORM DRAIN PIPE	
TELEPHONE EQUIPMENT		TELEPHONE EQUIPMENT	
TRANSFORMER ON CONCRETE		TRANSFORMER ON CONCRETE	
TURF		TURF	
UNDERDRAIN PIPE		UNDERDRAIN PIPE	
UTILITY POLE		UTILITY POLE	
WALKWAY		WALKWAY	
WALL - ORNAMENTAL		WALL - ORNAMENTAL	
WATER GATE VALVE		WATER GATE VALVE	
WATER PIPE (DOMESTIC)		WATER PIPE (DOMESTIC)	
WATER PIPE (FIRE)		WATER PIPE (FIRE)	
WATER SHUTOFF		WATER SHUTOFF	
NOTE: THIS LEGEND IS FOR REFERENCE ONLY AND APPLIES ONLY TO THE CIVIL/SITE LAYOUT DRAWINGS. NOT ALL ITEMS SHOWN HEREIN MAY APPEAR ON THE DRAWINGS, OR BE INCORPORATED IN THE DESIGN.			

SITE ABBREVIATIONS							
ALT	ALTERNATE	GALV	GALVANIZED	MISC.	MISCELLANEOUS	S	SLOPE
BOC	BOTTOM OF CURB	GC	GENERAL CONTRACTOR	NSD	NEW STORM DRAIN (LINE)	T & B	TOP & BOTTOM
BOW	BOTTOM OF WALL	HC	HANDICAPPED	NSS	NEW SANITARY SEWER (LINE)	TO	TOP OF
CP	CAST-IN-PLACE	HMA	HOT MIX ASPHALT	NW	NEW WATER (LINE)	TOC	TOP OF CURB
CL	CENTER LINE	HP	HIGH POINT	O.C.	ON CENTER	TOW	TOP OF WALL
CLL	CONTRACT LIMITS LINE	ID	INSIDE DIAMETER	OD	OUTSIDE DIAMETER	TP	TEST PIT
ECB	EXISTING CATCH BASIN	LP	LOW POINT	R	RADIUS	TYP.	TYPICAL
FFE	FINISHED FLOOR ELEVATION	LT	LEFT	RE:	REFER (TO)	UG	UNDERGROUND
GA	GAUGE	MAX.	MAXIMUM	ROW	RIGHT-OF-WAY	W/	WITH
		MIN.	MINIMUM	RT	RIGHT	W/O	WITHOUT

REV	DESCRIPTION	DATE

SITE PERMITTING
4-14-2022

CURRENT ISSUE STATUS:

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LGC CLINICAL DIAGNOSTICS, INC. EXPANSION PLANNING

CUMBERLAND FORESIDE, ME

SITE NOTES & LEGENDS

SHEET TITLE:

SCALE: -

PROJECT MANAGER: ART
A/E OF RECORD: TNL
JOB CAPTAIN: SAD
DRAWN BY: TNL
SMRT FILE: C-001-21140

PROJECT NO: 21140
C-001
SHEET NO. 1
NOT FOR CONSTRUCTION

EROSION & SEDIMENTATION CONTROL NOTES:

TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES INCLUDE THE USE OF STABILIZED CONSTRUCTION ENTRANCE, SILTATION FENCE, EROSION CONTROL MIX BERM, STONE CHECK DAMS, HAY BALE BARRIERS, CATCH BASIN INLET BARRIERS, CATCH BASIN SEDIMENT COLLECTION BAGS, EROSION CONTROL BLANKET, AND TEMPORARY SEEDING AND MULCHING AS REQUIRED. PERMANENT DEVICES INCLUDE THE USE OF RIP RAP AT EXPOSED STORM DRAIN AND CULVERT INLETS AND OUTLETS, RIP RAPPED SLOPES, AND PERMANENT VEGETATION.

GENERAL

- A. IT IS ANTICIPATED THAT CONSTRUCTION MAY BEGIN AS SOON AS POSSIBLE FOLLOWING RECEIPT OF NECESSARY PERMITS.
1. ALL SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES PUBLISHED BY THE THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, (2016, OR AS CURRENTLY REVISED), OR U.S ENVIRONMENTAL PROTECTION AGENCY PUBLICATION 832/R-92-005 (SEPTEMBER, 1992, OR AS CURRENTLY REVISED) STORM WATER MANAGEMENT FOR CONSTRUCTION, CHAPTER 3, WHICHEVER IS MORE STRINGENT.
2. ANY ADDITIONAL EROSION AND SEDIMENTATION CONTROL DEEMED NECESSARY BY THE OWNER'S REPRESENTATIVE, DEPARTMENT OF ENVIRONMENTAL PROTECTION (DEP) PERSONNEL AND/OR MUNICIPAL OFFICIALS SHALL BE INSTALLED BY THE CONTRACTOR.
3. THE CONTRACTOR IS RESPONSIBLE FOR ALL FINES RESULTING FROM EROSION OR SEDIMENTATION FROM THE SITE TO SURROUNDING PROPERTIES, WATER BODIES, OR WETLANDS AS A RESULT OF THIS PROJECT.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR/ REPLACEMENT/ MAINTENANCE OF ALL EROSION CONTROL MEASURES UNTIL ALL DISTURBED AREAS ARE STABILIZED TO THE SATISFACTION OF THE ABOVE PERSONNEL. DESCRIPTIONS OF ACCEPTABLE PERMANENT STABILIZATION FOR VARIOUS COVER TYPES FOLLOWS:
- A. FOR SEEDED AREAS, PERMANENT STABILIZATION MEANS A 90% COVER OF THE DISTURBED AREA WITH MATURE, HEALTHY PLANTS WITH NO EVIDENCE OF WASHING OR RILLING OF THE TOPSOIL.
- B. FOR SODDED AREAS, PERMANENT STABILIZATION MEANS THE COMPLETE BINDING OF THE SOD ROOTS INTO THE UNDERLYING SOIL WITH NO SLUMPING OF THE SOD OR DIE-OFF.
- C. FOR MULCHED AREAS, PERMANENT MULCHING MEANS TOTAL COVERAGE OF THE EXPOSED AREA WITH AN APPROVED MULCH MATERIAL. EROSION CONTROL MIX MAY BE USED AS MULCH FOR PERMANENT STABILIZATION ACCORDING TO THE APPROVED APPLICATION RATES AND LIMITATIONS.
- D. FOR AREAS STABILIZED WITH RIP RAP, PERMANENT STABILIZATION MEANS THAT SLOPES STABILIZED WITH RIP RAP HAVE AN APPROPRIATE BACKING OF A WELL-GRADED GRAVEL OR APPROVED GEOTEXTILE TO PREVENT SOIL MOVEMENT FROM BEHIND THE RIP RAP. STONE MUST BE SIZED APPROPRIATELY.
- E. PAVED AREAS: FOR PAVED AREAS, PERMANENT STABILIZATION MEANS THE PLACEMENT OF THE COMPACTED GRAVEL SUBBASE IS COMPLETED.
- F. FOR OPEN CHANNELS, PERMANENT STABILIZATION MEANS THE CHANNEL IS STABILIZED WITH MATURE VEGETATION AT LEAST THREE INCHES IN HEIGHT, WITH WELL-GRADED RIP RAP, OR WITH ANOTHER NON-EROSIVE LINING CAPABLE OF WITHSTANDING THE ANTICIPATED FLOW VELOCITIES AND FLOW DEPTHS WITHOUT RELIANCE ON CHECK DAMS TO SLOW FLOW. THERE MUST BE NO EVIDENCE OF SLUMPING OF THE LINING, UNDERCUTTING OF THE BANKS, OR DOWN CUTTING OF THE CHANNEL.

B. EROSION AND SEDIMENTATION CONTROL MEASURES

1. PRIOR TO THE BEGINNING OF CONSTRUCTION, THE STABILIZED CONSTRUCTION ENTRANCE AND TEMPORARY SILT FENCE SHALL BE INSTALLED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE OWNER'S REPRESENTATIVE. IT IS THE INTENT THAT SILT FENCE OR EROSION CONTROL MIX BERM BE INSTALLED DOWN GRADIENT OF ALL DISTURBED AREAS OF THE SITE. SILT FENCE SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REQUIRED REPAIRS WILL BE MADE IMMEDIATELY. SEDIMENT DEPOSITS SHALL BE PERIODICALLY REMOVED FROM THE UPSTREAM SIDE OF THE SILT BARRIERS. THIS SEDIMENT WILL BE SPREAD AND STABILIZED IN AREAS OF THE SITE NOT SUBJECT TO EROSION. SILT FENCE OR EROSION CONTROL MIX BERM SHALL BE REPLACED AS NECESSARY TO PROVIDE PROPER FILTERING ACTION. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THEM, THEY WILL BE REPLACED WITH A TEMPORARY CRUSHED STONE CHECK DAM.
2. ALL CATCH BASINS, NEW OR EXISTING, THAT MAY RECEIVE RUNOFF FROM DISTURBED AREAS MUST BE PROTECTED DURING CONSTRUCTION.
3. REMOVAL OF SOD, TREES, BUSHES AND OTHER VEGETATION AND SOIL DISTURBANCE WILL BE KEPT TO A MINIMUM WHILE ALLOWING PROPER SITE DEVELOPMENT.
4. LESS THAN ONE ACRE SHALL BE EXPOSED AT ONE TIME DURING CONSTRUCTION.
5. GRUBBINGS AND ANY UNUSABLE TOPSOIL SHALL BE STRIPPED AND REMOVED FROM THE PROJECT SITE AND DISPOSED OF IN AN APPROVED MANNER.
6. ANY SUITABLE TOPSOIL WILL BE STRIPPED AND STOCKPILED FOR REUSE IN FINAL GRADING. TOPSOIL WILL BE STORED IN A MANNER SUCH THAT NATURAL DRAINAGE IS NOT OBSTRUCTED AND NO OFF-SITE SEDIMENT DAMAGE WILL RESULT. SEDIMENT BARRIERS SHALL BE INSTALLED DOWN-GRADIENT OF ALL SOIL STOCKPILES AND STORMWATER SHALL BE PREVENTED FROM RUNNING ONTO ALL STOCKPILES. IF A STOCKPILE IS NECESSARY, THE SIDE SLOPES OF THE TOPSOIL STOCKPILE WILL NOT EXCEED 2:1. TOPSOIL STOCKPILES WILL BE TEMPORARILY SEEDED WITH AROOSTOOK RYE, ANNUAL OR PERENNIAL RYE GRASS WITHIN 7 DAYS OF FORMATION, OR TEMPORARILY MULCHED IF SEEDING CANNOT BE DONE WITHIN THE RECOMMENDED SEEDING DATES.
7. TEMPORARY DIVERSION BERMS AND DRAINAGE SWALES SHALL BE CONSTRUCTED AS NECESSARY.
8. TEMPORARY STABILIZATION SHALL BE CONDUCTED WITHIN 7 DAYS OF INITIAL DISTURBANCE OF SOILS, PRIOR TO ANY RAIN EVENT, AND PRIOR TO ANY WORK SHUT DOWN LASTING MORE THAN ONE DAY. TEMPORARY STABILIZATION INCLUDES SEED, MULCH, OR OTHER NON-ERODABLE COVER.
9. TEMPORARY SEEDING SPECIFICATIONS: WHERE SEEDBED HAS BEEN COMPACTED BY CONSTRUCTION OPERATIONS, LOOSEN SOIL TO A DEPTH OF 2 INCHES BEFORE APPLYING FERTILIZER, LIME, AND SEED. APPLY LIMESTONE AT A RATE OF 3 TONS PER ACRE (138 LB. PER 1,000 SQUARE FEET) AND 10-10-10 (N-P2O5-K2O) FERTILIZER AT A RATE OF 800 LBS PER ACRE (13.8 LB. PER 1,000 SQUARE FEET). UNIFORMLY APPLY SEED AT THE RECOMMENDED SEEDING RATES AND DATES. APPLY HAY OR STRAW MULCH AT A RATE OF 2 TONS PER ACRES, AND ANCHOR AS NECESSARY.
- RECOMMENDED TEMPORARY SEEDING DATES AND APPLICATION RATES ARE AS FOLLOWS:
- AROOSTOOK RYE:
RECOMMENDED SEEDING DATES: 8/15 - 10/1
APPLICATION RATE: 112 LBS/ACRE
- ANNUAL RYE GRASS:
RECOMMENDED SEEDING DATES: 4/1 - 7/1
APPLICATION RATE: 40 LBS/ACRE
- PERENNIAL RYE GRASS:
RECOMMENDED SEEDING DATES: 8/15 - 9/15
APPLICATION RATE: 40 LBS/ACRE

10. PERMANENT SEEDING SPECIFICATION. IF A LANDSCAPE PLAN HAS BEEN PREPARED FOR THE PROJECT, SOIL PREPARATION AND SEED SPECIFICATIONS OF THAT PLAN SHALL SUPERSEDE THESE GENERAL PERMANENT SEEDING REQUIREMENTS. IT IS RECOMMENDED THAT PERMANENT SEEDING BE COMPLETED BETWEEN APRIL 1 AND JUNE 15 OF EACH YEAR. LATE SEASON SEEDING MAY BE DONE BETWEEN AUGUST 15 AND SEPTEMBER 15. AREAS NOT SEEDED OR WHICH DO NOT OBTAIN A SATISFACTORY GROWTH BY OCTOBER 1 SHALL BE SEEDED WITH AROOSTOOK RYE MULCHED AT RATES PREVIOUSLY SPECIFIED. SEE WINTER CONDITIONS NOTES FOR SEEDING STABILIZATION AFTER NOVEMBER 1.

- A. APPLY TOPSOIL TO A MINIMUM DEPTH OF 4 INCHES. MIX TOPSOIL WITH THE SUBSOIL TO A MINIMUM DEPTH OF 6 INCHES.
- B. APPLY LIMESTONE AND FERTILIZER ACCORDING TO SOIL TESTS. IN LIEU OF SOIL TESTS, APPLY GROUND LIMESTONE AT A RATE OF 3 TONS PER ACRE (138 LB. PER 1,000 SQUARE FEET) AND GRANULAR, COMMERCIAL-GRADE, 10-10-10 (N-P2O5-K2O) FERTILIZER AT A RATE OF 800 LBS PER ACRE (18.4 LBS PER 1,000 SQUARE FEET).
- C. UNIFORMLY APPLY SEED MIXTURE AT THE RECOMMENDED SEEDING RATES AND DATES, APPLY HAY OR STRAW MULCH AT A RATE OF 2 TONS PER ACRES, AND ANCHOR AS NECESSARY.
- D. THE SEED MIXTURE FOR LAWN AND FILTRATION BASIN AREAS SHALL CONSIST OF SEEDS PROPORTIONED BY WEIGHT AS FOLLOWS:
- 30% CREEPING RED FESCUE
50% KENTUCKY BLUEGRASS
20% ITALIAN/PERENNIAL RYE GRASS
- NOTE: SEED MIXTURE SHALL CONSIST OF AT LEAST TWO VARIETIES OF EACH TYPE OF GRASS. WHEN USED IN A FILTER BASIN, STORMWATER SHALL NOT BE DIRECTED TO THE BASIN UNTIL THE GRASS IS ESTABLISHED.

10. MULCH ALL AREAS SEEDED SO THAT SOIL IS NOT VISIBLE THROUGH THE MULCH REGARDLESS OF THE APPLICATION RATE.
11. DITCH LININGS, STONE CHECK DAMS, AND RIP RAP INLET AND OUTLET PROTECTION SHALL BE INSTALLED WITHIN 48 HOURS OF COMPLETING THE GRADING OF THAT SECTION OF DITCH OR INSTALLATION OF CULVERT.
12. RIP RAP REQUIRED AT CULVERTS AND STORM DRAIN INLETS AND OUTLETS SHALL CONSIST OF FIELD STONE OR ROUGH UNHEWN QUARRY STONE OF APPROXIMATELY RECTANGULAR SHAPE.
13. EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL PERMANENT SLOPES STEEPER THAN 15%. IN THE BASE OF DITCHES NOT OTHERWISE PROTECTED, AND ANY DISTURBED AREAS WITHIN 100 FEET OF A PROTECTED NATURAL RESOURCE (E.G. WETLANDS AND WATER BODIES), EROSION CONTROL BLANKET SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
14. TEMPORARY CONTROL MEASURES, SUCH AS SILT FENCE, SHALL BE REMOVED WITHIN 30 DAYS AFTER PERMANENT STABILIZATION IS ATTAINED.
15. TEMPORARY EROSION CONTROL MIX BERM SHALL BE REMOVED BY SPREADING MATERIAL IN AREAS OF THE SITE NOT SUBJECT TO EROSION.

C. WINTER CONDITIONS

1. "WINTER CONSTRUCTION" IS CONSTRUCTION ACTIVITY PERFORMED DURING THE PERIOD FROM NOVEMBER 1ST THROUGH APRIL 15TH. IF AREAS WITHIN THE CONSTRUCTION ACTIVITY ARE NOT STABILIZED WITH TEMPORARY OR PERMANENT MEASURES OUTLINED ABOVE BY NOVEMBER 15TH, THEN THE SITE MUST BE PROTECTED WITH ADDITIONAL STABILIZATION MEASURES THAT ARE SPECIFIC TO WINTER CONDITIONS. NO MORE THAN ONE ACRE OF THE SITE MAY BE WITHOUT STABILIZATION AT ONE TIME.
2. SILT FENCE: IN LIEU OF PROVIDING THE 4" X 4" TRENCH, FOR FROZEN GROUND, STONY SOIL, THE PRESENCE OF LARGE ROOTS, OR OTHER PROHIBITIVE CONDITIONS, THE BOTTOM 8" TO 12" OF THE FABRIC MAY BE LAID ON EXISTING GRADE AND BACK FILLED WITH STONE ANCHORING MATERIAL, AS SHOWN ON THE DRAWINGS.
3. AREAS WITHIN 100 FEET OF A PROTECTED NATURAL RESOURCE MUST BE PROTECTED WITH A DOUBLE ROW OF SEDIMENT BARRIERS.
4. HAY MULCH SHALL BE APPLIED AT TWICE THE STANDARD TEMPORARY STABILIZATION RATE. AT THE END OF EACH CONSTRUCTION DAY, AREAS THAT HAVE BEEN BROUGHT TO FINAL GRADE MUST BE STABILIZED. MULCH MAY NOT BE SPREAD ON TOP OF SNOW.
5. AFTER NOVEMBER 1ST OR THE FIRST KILLING FROST FOR THE REGION AND BEFORE SNOW FALL, ALL EXPOSED AND DISTURBED AREAS NOT TO UNDERGO FURTHER DISTURBANCE ARE TO HAVE DORMANT SEEDING. THE DORMANT SEEDING METHOD: PREPARE THE SEEDBED, LIME AND FERTILIZE, APPLY THE SELECTED PERMANENT SEED MIXTURE AT DOUBLE THE REGULAR SEEDING RATE, AND MULCH AND ANCHOR. DORMANT SEEDINGS NEED TO BE ANCHORED EXTREMELY WELL ON SLOPES, DITCH BASES AND AREAS OF CONCENTRATED FLOWS. DORMANT SEEDING REQUIRES INSPECTION AND RESEEDING AS NEEDED IN THE SPRING. ALL AREAS WHERE COVER IS INADEQUATE MUST BE IMMEDIATELY RESEEDED AND MULCHED AS SOON AS POSSIBLE.
6. ALL VEGETATED DITCH LINES THAT HAVE NOT BEEN STABILIZED BY NOVEMBER 1ST, OR WILL BE WORKED DURING THE WINTER CONSTRUCTION PERIOD, MUST BE STABILIZED WITH AN APPROPRIATE STONE LINING BACKED BY AN APPROPRIATE GRAVEL BED OR GEOTEXTILE UNLESS SPECIFICALLY RELEASED FROM THIS STANDARD BY THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION.
7. MULCH NETTING MUST BE USED TO ANCHOR MULCH ON ALL SLOPES GREATER THAN 8% UNLESS EROSION CONTROL BLANKETS OR EROSION CONTROL MIX IS BEING USED ON THESE SLOPES.

D. HOUSEKEEPING

1. SPILL PREVENTION. CONTROLS MUST BE USED TO PREVENT POLLUTANTS FROM CONSTRUCTION AND WASTE MATERIALS STORED ON-SITE, INCLUDING STORAGE PRACTICES TO MINIMIZE EXPOSURE OF THE MATERIALS TO STORM WATER, AND APPROPRIATE SPILL PREVENTION, CONTAINMENT, AND RESPONSE PLANNING AND IMPLEMENTATION.
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.
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.
4. DEBRIS AND OTHER MATERIAL. LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION CHEMICALS EXPOSED TO STORM WATER, MUST BE PREVENTED FROM BECOMING A POLLUTANT SOURCE.
5. COMPLY WITH THE REQUIREMENTS OF SECTION 01570, CONSTRUCTION WASTE MANAGEMENT, FOR REMOVAL AND DISPOSAL OF CONSTRUCTION DEBRIS AND WASTE.
6. TRENCH OR FOUNDATION DE-WATERING. THE COLLECTED WATER REMOVED FROM THE PONDED AREA, EITHER THROUGH GRAVITY OR PUMPING, MUST BE SPREAD THROUGH NATURAL WOODED BUFFERS OR REMOVED AREAS THAT ARE SPECIFICALLY DESIGNATED TO COLLECT THE MAXIMUM AMOUNT OF SEDIMENT POSSIBLE, LIKE A COFFER DAM SEDIMENTATION BASIN. AVOID ALLOWING THE WATER TO FLOW OVER DISTURBED AREAS OF THE SITE.

7. STREET SWEEPING. STREET SWEEPING SHALL BE COMPLETED ONCE A WEEK OR AS NEEDED TO REMOVE TRACKED MUD OR SEDIMENT PRIOR TO ANY FORECASTED RAINFALL EVENT.
8. PREVENT CONTAMINATION BY NON-STORMWATER DISCHARGES. AUTHORIZED NON-STORMWATER DISCHARGES ARE:
- A. DISCHARGES FROM FIRE-FIGHTING ACTIVITY,
B. FIRE HYDRANT FLUSHINGS,
C. DUST CONTROL RUNOFF,
D. ROUTINE EXTERNAL BUILDING WASHDOWN, NOT INCLUDING SURFACE PAINT REMOVAL, THAT DOES NOT INVOLVE DETERGENTS,
E. PAVEMENT WASHWATER (WHERE SPILLS/LEAKS OF TOXIC OR HAZARDOUS MATERIALS HAVE NOT OCCURED, UNLESS ALL SPILLED MATERIAL HAS BEEN REMOVED) IF DETERGENTS ARE NOT USED,
F. UNCONTAMINATED AIR CONDITIONING OR COMPRESSOR CONDENSATE,
G. UNCONTAMINATED GROUNDWATER OR SPRING WATER,
H. FOUNDATION OF FOOTING DRAIN WATER WHERE FLOWS ARE NOT CONTAMINATED,
I. UNCONTAMINATED EXCAVATION DEWATERING,
J. POTABLE WATER SOURCES INCLUDING WATERLINE FLUSHINGS,
K. LANDSCAPE IRRIGATION.
9. NO DISCHARGE FROM THE FOLLOWING IS ALLOWED. UNAUTHORIZED NON-STORMWATER DISCHARGES ARE:

- A. WASTEWATER FROM 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,
D. TOXIC OR HAZARDOUS SUBSTANCES FROM A SPILL OR OTHER RELEASE.

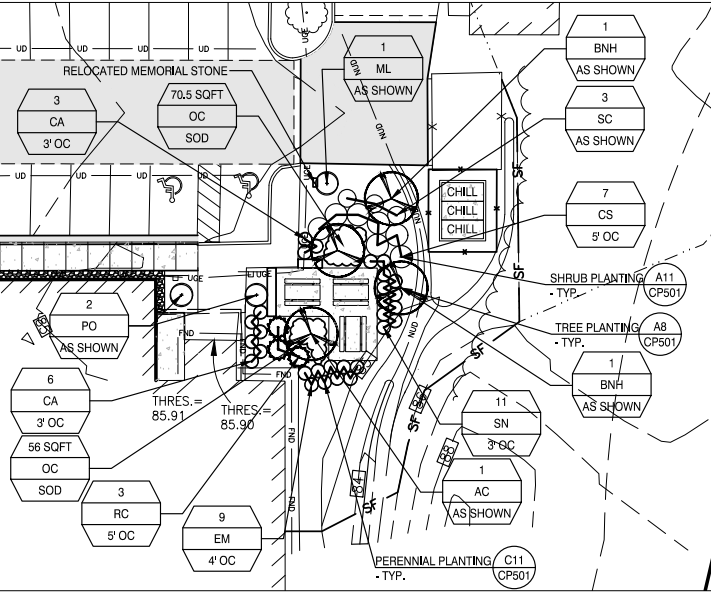
E. INSPECTION AND MAINTENANCE

1. INSPECT DISTURBED AND IMPERVIOUS AREAS, EROSION AND STORM WATER CONTROL MEASURES, AREAS USED FOR STORAGE THAT ARE EXPOSED TO PRECIPITATION, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AT LEAST ONCE A WEEK AS WELL AS BEFORE AND WITHIN 24 HOURS AFTER A STORM EVENT (RAINFALL), AND PRIOR TO COMPLETION OF PERMANENT STABILIZATION. A PERSON WITH KNOWLEDGE OF EROSION AND STORM WATER CONTROLS, INCLUDING THE STANDARDS IN ANY DEP OR MUNICIPAL COMPANION DOCUMENTS, MUST CONDUCT THE INSPECTION. THIS PERSON MUST BE IDENTIFIED IN THE INSPECTION LOG. IF BEST MANAGEMENT PRACTICES (BMPs) NEED TO BE MODIFIED OF IF ADDITIONAL 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.
2. AN INSPECTION AND MAINTENANCE LOG MUST BE KEPT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME AND QUALIFICATIONS OF THE PERSON PERFORMING THE INSPECTION, DATE, AND MAJOR OBSERVATIONS RELATING TO OPERATION OF EROSION AND SEDIMENTATION CONTROLS AND POLLUTION PREVENTION MEASURES. MAJOR OBSERVATIONS MUST INCLUDE: BMPs THAT NEED TO BE MAINTAINED, LOCATION(S) OF BMPs THAT FAILED TO OPERATE AS DESIGNED OR PROVED INADEQUATE FOR A PARTICULAR LOCATION, AND LOCATION(S) WHERE ADDITIONAL BMPs ARE NEEDED THAT DID NOT EXIST AT THE TIME OF THE INSPECTION, FOLLOW-UP TO CORRECT DEFICIENCIES OR ENHANCE CONTROLS MUST ALSO BE INDICATED IN THE LOG AND DATED, INCLUDING WHAT ACTION WAS TAKEN AND WHEN.
3. INSPECTIONS DURING CONSTRUCTION SHOULD BE PERFORMED AT LEAST ONCE PER WEEK AND AFTER EVERY RAINFALL EVENT.
4. AFTER CONSTRUCTION, INSPECTIONS ARE REQUIRED TO BE PERFORMED BY AN INDIVIDUAL WITH KNOWLEDGE OF STORMWATER TREATMENT STRUCTURES, INCLUDING INSTALLED BMPs AND THE STANDARD AND CONDITIONS OF GOVERNING PERMITS.
5. SNOW STORAGE IS PROHIBITED IN STORMWATER BMP SYSTEMS.

F. CONSTRUCTION SCHEDULE & SEQUENCE

1. INSTALL TEMPORARY EROSION CONTROL MEASURES IN THE VICINITY OF THE CONSTRUCTION AREA, INCLUDING A STABILIZED CONSTRUCTION ENTRANCE AT LOCATIONS DEEMED NECESSARY BY THE OWNER'S REPRESENTATIVE, SEDIMENT BARRIERS, AND SILT FENCE. NOTE: TEMPORARY EROSION CONTROL MEASURES FOR WINTER CONDITIONS SHALL BE IMPLEMENTED.
2. GRUB THE SITE, STOCKPILE REUSABLE MATERIAL, AND DISPOSE OF UNUSABLE AND/OR SURPLUS MATERIAL. INSTALL UNDERGROUND UTILITIES AND BUILD DRIVE AND PARKING TO GRADE.
3. EXCAVATE FOUNDATIONS.
4. CONSTRUCT BUILDING.
5. CONSTRUCT OTHER SITE IMPROVEMENTS, INCLUDING PAVEMENT.
6. PLACE LOAM, SEED, AND MULCH.
7. FOLLOWING PERMANENT STABILIZATION OF THE SITE, REMOVE TEMPORARY EROSION CONTROL MEASURES.

REV	DESCRIPTION	DATE
SITE PERMITTING 4-14-2022		
CURRENT ISSUE STATUS:		
TRUE NORTH:		
LGC CLINICAL DIAGNOSTICS, INC. EXPANSION PLANNING		
CUMBERLAND FORESIDE, ME		
EROSION & SEDIMENTATION CONTROL NOTES		
SHEET TITLE:		
SCALE: -		
PROJECT MANAGER: ART	PROJECT NO: 21140	CE001
A/E OF RECORD: TNL		
JOB CAPTAIN: SAD		
DRAWN BY: TNL		
SMRT FILE: CE001-21140	SHEET No.	



1. THE LANDSCAPE CONTRACTOR SHALL SUPPLY AND INSTALL ALL PLANTS IN SUFFICIENT QUANTITIES TO COMPLETE THE WORK AS SHOWN ON THE DRAWINGS. DISCREPANCIES BETWEEN QUANTITIES NOTED ON THE DRAWINGS AND THOSE GRAPHICALLY SHOWN SHALL BE REPORTED IMMEDIATELY TO THE LANDSCAPE ARCHITECT AND SHALL NOT ENTITLE THE CONTRACTOR TO ADDITIONAL REMUNERATION.
2. THE LANDSCAPE CONTRACTOR IS ADVISED THAT BELOW GROUND UTILITIES EXIST ON SITE, THE LOCATIONS OF WHICH SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF OPERATIONS (SEE GENERAL NOTES REGARDING DISGASE). SHOULD THE LOCATION OF ANY PROPOSED PLANTING CONFLICT WITH ANY UTILITY, THE LANDSCAPE ARCHITECT SHALL BE NOTIFIED IMMEDIATELY FOR DECISION.
3. ANY AND ALL PAVING, CURBING, UTILITIES, LAWNS, ETC., DAMAGED AS A RESULT OF THE LANDSCAPE CONTRACTOR'S OPERATIONS SHALL BE REPLACED OR REPAIRED TO ORIGINAL CONDITION BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
4. LOCATIONS OF PROPOSED PLANTINGS AND BED LINES SHALL BE REVIEWED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
5. PLANTS SHALL BE PLACED NO CLOSER THAN ONE-HALF THE NOTED SPACING TO PAVEMENT EDGES, BED LINES, OR STRUCTURE FACES, UNLESS NOTED OR SHOWN OTHERWISE.
6. PLANT MASSES SHALL BE LAID OUT AND INSTALLED STARTING AT THE PRINCIPAL FORM-DEFINING PERIMETER, THEN FILLING INWARD IN DOUBLE-ROW-STAGGERED FASHION, UNLESS NOTED OR SHOWN OTHERWISE.
7. ALL PLANTING BEDS INCLUDING TREE AND SHRUB PITTS AS INDICATED SHALL RECEIVE 3" APPROVED CLEAN, UNIFORMLY GROUND OR SHREDDED PINE OR HEMLOCK BARK MULCH.
8. THE LANDSCAPE CONTRACTOR SHALL RELOCATE ANY PLANT ACCORDING TO THE DIRECTION OF THE LANDSCAPE ARCHITECT.
9. ALL PLANT MATERIALS CALLED FOR AND INSTALLED SHALL MEET OR EXCEED SPECIFICATIONS OF THE "AMERICAN STANDARDS FOR NURSERY STOCK" (LATEST EDITION) AS SET FORTH BY THE AMERICAN ASSOCIATION OF NURSERMEN.
10. ALL PLANTING BEDS SHALL BE DEFINED BY A NEAT, SHOVEL-CUT BED LINE. BED LINES SHALL BE TRUE TO FORM AS SHOWN ON THE DRAWINGS, CONSISTING OF SMOOTH CURVES AND SHARP LINES AND CORNERS.
11. IF, BECAUSE OF CULTURE REQUIREMENTS, AVAILABILITY, OR OTHER CIRCUMSTANCES, THE LANDSCAPE CONTRACTOR BELIEVES A PARTICULAR PLANT CALLED FOR IS INAPPROPRIATE, THE LANDSCAPE CONTRACTOR SHALL REPORT THE SITUATION IMMEDIATELY TO THE LANDSCAPE ARCHITECT FOR DECISION.
12. ALL DISTURBED AREAS NOT OTHERWISE TREATED SHALL RECEIVE 6" LOAM AND SEED.

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CUMBERLAND FORESIDE, ME

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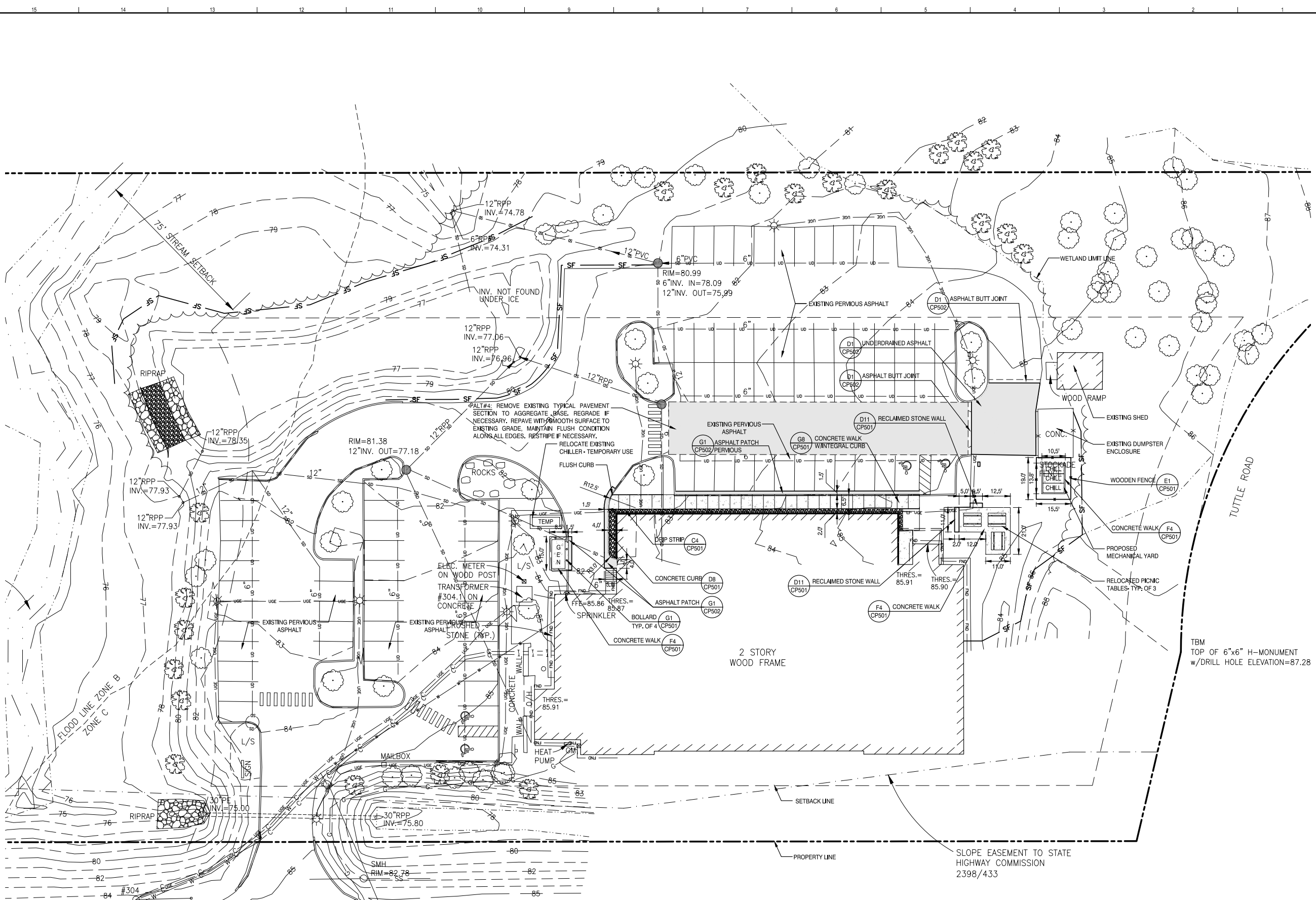


SCALE: 1" = 20'		PROJECT NO: 21140	
PROJECT MANAGER:	ART	CG101	
A/E OF RECORD:	GKP/TNL		
JOB CAPTAIN:	SAD		
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SMRT FILE:	CG101-21140		
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PARKING SUMMARY						ZONING TABLE (ZONED OC-N WITH ROUTE 1 DESIGN GUIDELINES)			
BM: BONNET BOLT HYDRANT ELEV. 86.22	FACILITY STATISTICS	PARKING REQUIREMENT	MINIMUM REQUIREMENT	EXISTING PARKING	PROPOSED PARKING	ORDINANCE	REQUIRED	EXISTING CONDITION	PROVIDED
EXISTING OFFICE SPACE	13,640 SQ.FT.	1 PER 250 SF	55	64	64	MINIMUM LOT AREA	43,560 SQ.FT.	339,068 SQ.FT. (MAP-LOT: R02 - 10A)	NO CHANGE
PROPOSED OFFICE SPACE	N/A	1 PER 250 SF				MAXIMUM IMPERVIOUS COVERAGE	X%	12%(43,213± SQ.FT.)	13%(43,213± SQ.FT.)
# OF LAB EMPLOYEES	34	1 PER 1.2 EMPLOYEE	28	28	28	MINIMUM FRONT YARD SETBACK	25'	39' ±	NO CHANGE
TOTAL HANDICAP SPACES			4	4	4	RT. 1 BUFFER SET BACK	75'	67' ±	NO CHANGE
TOTAL PARKING SPACES			83	92	92	MINIMUM SIDE YARD SETBACK	20'	840' ±	NO CHANGE
						MINIMUM REAR YARD SETBACK	65'	166.5' ±	153' ±
						MAXIMUM BUILDING HEIGHT	40'	34'	NO CHANGE (ADDITION = 13'-4")
						MAXIMUM PERCENT OPEN SPACE	40%	88%	87%

REV

DESCRIPTION

DATE

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4-14-2022

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SMRT

THARYN S. NEIN-LARGE

No. 5287

STATE OF MAINE

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LGC CLINICAL DIAGNOSTICS, INC.

EXPANSION PLANNING

CUMBERLAND FORESIDE, ME

LAYOUT & MATERIALS PLAN

SHEET TITLE:

0 10' 20' 40' 60'

SCALE: 1" = 20'

PROJECT MANAGER: ART

PROJECT NO: 21140

A/E OF RECORD: TNL

JOB CAPTAIN: SAD

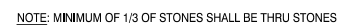
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SMRT FILE: CP101-21140

SHEET No.

CP101

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NOTES

1. SHRUB TO BE SET PLUMB.



1. PRECAST SECTIONS SHALL BE 6'-0" MAXIMUM LENGTH.
2. PROVIDE TIPDOWN END SECTIONS AT ALL CURB ENDS.

NOTES:

1. TREE TO BE SET PLUMB.
2. SECURE TREE AS MAY BE REQUIRED ACCORDING TO TREE SIZE, LOCATION, & WIND/WEATHER CONDITIONS.
3. IF USING ROOTBALL STABILIZATION, FOLLOW MANUFACTURER'S RECOMMENDATIONS.



1. PROVIDE ISOLATION JOINT W/ SILICONE SEALANT WHERE WALK ABUTS ANY VERTICAL SURFACE.
2. DEPTH OF CONTROL JOINT MUST BE AS INDICATED FOR ACCEPTANCE OF WORK.

NOTES:

1. REUSE EXISTING STONE MULCH, SUPPLEMENT WITH LIKE MATERIAL IF NECESSARY.
2. STANDARD DRIP STRIP TO BE 24" UNLESS SHOWN OTHERWISE.
3. EDGE TO BE BY SURE-LOC ALUMINUM EDGING CORP, OR APPROVED EQUAL .
 - MILL FINISH
 - 12" STAKES
 - ANTI-FROST HEAVE STAKE POCKETS @ 8' O.C.

NOTES:

1. CATCH BASIN PROTECTION TO BE "SILTSACK" (BY ACF ENVIRONMENTAL) OR "STREAM GUARD" (BY FOSS ENVIRONMENTAL SERVICES).
2. INSERT TO BE EMPTIED IN AN APPROVED MANNER WHEN IT IS 1/2 FULL OF SEDIMENT.
3. INSPECT INSERT AFTER ALL RAINFALL EVENTS, REPAIR AND MAINTAIN AS REQUIRED.



1. STRAW BALES SHOULD BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED PARALLEL TO THE GROUND TO DELAY THEIR DETERIORATION.
2. STRAW BALES SHALL BE PERIODICALLY INSPECTED AND REPLACED IF STRAW BALES ARE DAMAGED OR SHOW SIGNS OF DECOMPOSITION.
3. ENTRENCH BOTTOM STRAW BALE A MINIMUM OF 4 INCHES. FOR AREAS NEAR A PROTECTED RESOURCE, VERIFY WITH ENGINEER IF TRENCING MAY BE OMITTED.
4. THE GAPS BETWEEN BALES SHALL BE CHINKED FILLED BY WEDGING) WITH STRAW TO PREVENT THE FLOW OF WATER BETWEEN THE BALES.
5. AFTER THE BALES ARE STAKED AND CHINKED, THE EXCAVATED SOIL SHOULD BE BACKFILLED AGAINST THE BARRIER. BACKFILL SOIL SHOULD CONFORM TO THE GROUND LEVEL ON THE DOWNHILL SIDE AND BE BUILT UP 4 INCHES AGAINST THE UPHILL SIDE OF THE BARRIER.
6. A MINIMUM OF TWO STAKES PER BALE SHOULD BE DRIVEN INTO THE GROUND FOR ANCHORING. THE FIRST STAKE IS DRIVEN TOWARD THE PREVIOUS BALE TO FORCE THEM TOGETHER.
7. ACCUMULATED SEDIMENT SHALL NOT EXCEED ONE HALF HEIGHT OF STRAW BALE.

REV	DESCRIPTION	DATE
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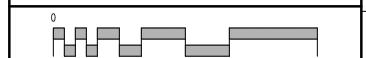


LGC CLINICAL DIAGNOSTICS, INC.
EXPANSION PLANNING

CUMBERLAND FORESIDE, ME

SITE DETAILS

SHEET TITLE:



SCALE: AS NOTED

PROJECT MANAGER:	ART	PROJECT NO:	21140
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A/E OF RECORD:	TNL
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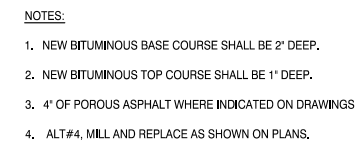
JOB CAPTAIN:	SAD	CR501
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DESIGNED BY:	DATE:	CP501
DRAWN BY:	TNL	

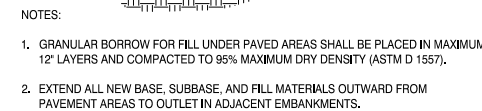
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NTS (G1)



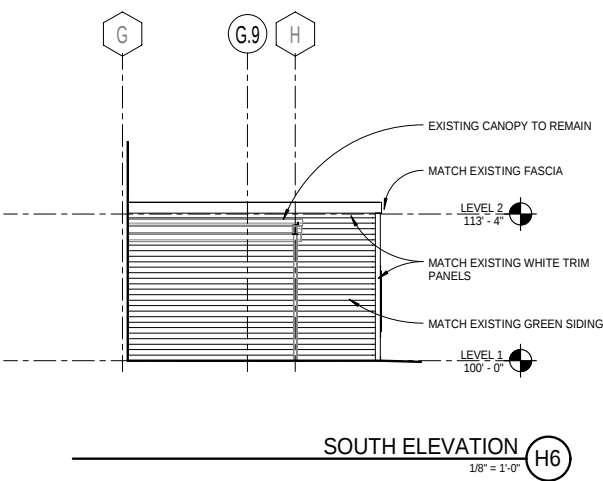
NTS (D1

$$\vdash (A1)$$

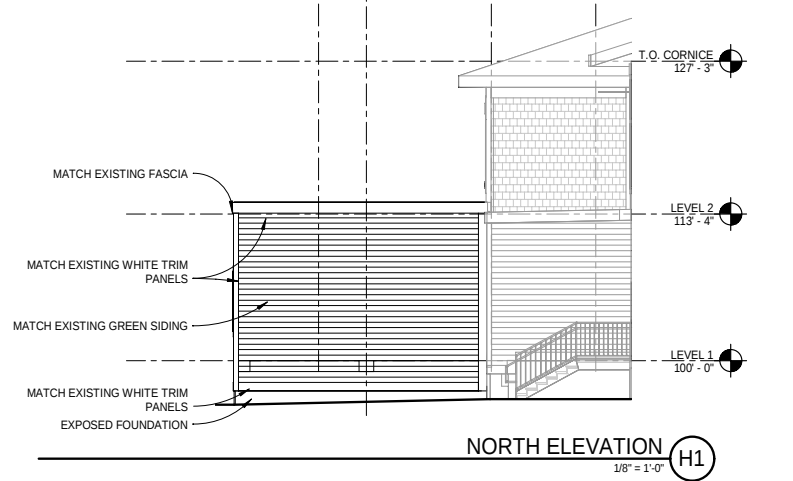
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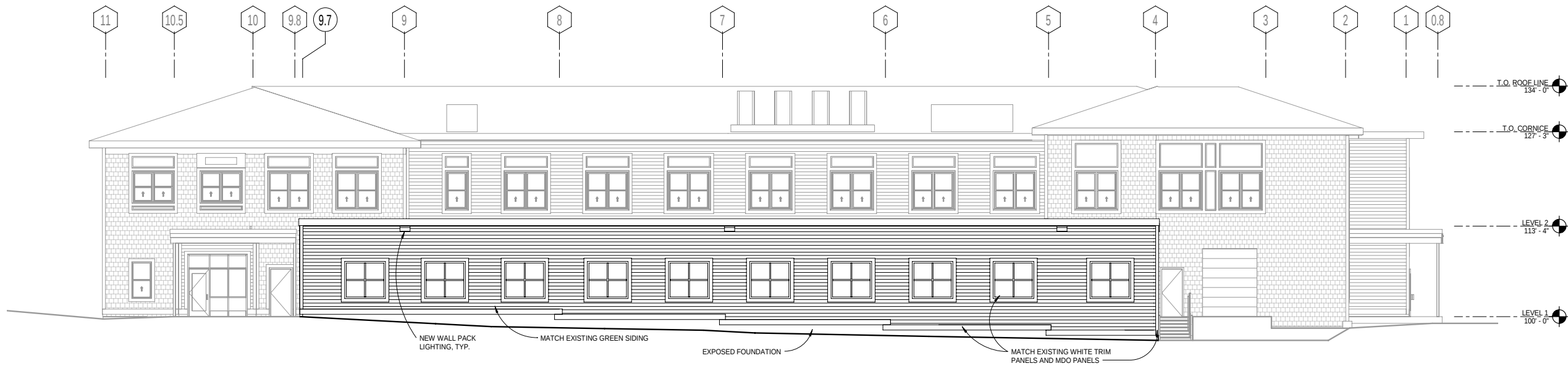
EXISTING PHOTOGRAPHS



SOUTH ELEVATION
1/8" = 1'-0" (H6)



NORTH ELEVATION
1/8" = 1'-0" (H1)



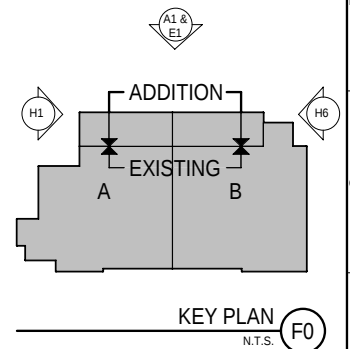
NEW EAST ELEVATION
1/8" = 1'-0" (E1)



EXISTING EAST ELEVATION
1/8" = 1'-0" (A1)

EXTERIOR ELEVATION NOTES:

1. REFER TO FIRE PROTECTION, MECHANICAL, PLUMBING AND ELECTRICAL DRAWINGS FOR ALL RESPECTIVE FIXTURE/DEVICE LOCATIONS, COUNTS, & ASSOCIATED RECESSED BOXES AT EXTERIOR WALLS.

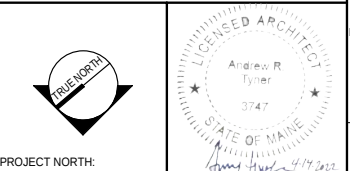


KEY PLAN
N.T.S. (F0)

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EXPANSION PLANNING

CUMBERLAND FORESIDE, ME
EXTERIOR ELEVATIONS

SHEET TITLE:	
SCALE: AS NOTED	
PROJECT MANAGER: ART	PROJECT NO: 21140
A/E OF RECORD: ART	
JOB CAPTAIN: SAD	
DRAWN BY: SAD	
SMRT FILE: AE200-21140	SHEET No. AE200

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