Date	October 15, 2020
То	Town of Cumberland Planning Board
From	Carla Nixon, Town Planner
Subject	Planning Board Site Plan Review – Amendment to an Approved Site Plan for Val Halla Country Club – Equipment Storage

### I. REQUEST:

The Applicant is the Town of Cumberland. The Applicant is being represented by Douglas Reynolds, P.E., of Gorrill Palmer. The application is for an After-the-Fact Site Plan review for amendments to the Val Halla Golf and Recreational Center. The entire parcel is 150 +/- acres in size and is shown on Tax Assessor Map R04, Lot 41. The site lies within the Val Halla Golf and Recreation Center Overlay zone. The site activities are accessed from an existing 12' wide, 250' long drive at 60 Val Halla Road. The proposed use is classified as Public Facilities which is permitted in the overlay zone.

The project involves the construction of a 40' x 60' (2400 sf) equipment storage shed, the placement of a 12' x 16' shed (to be used by the snow.mobile club), and the construction of concrete bins for materials storage (sand, crushed stone and gravel). Section 315-26 of the Zoning Ordinance requires site plan review for all new buildings exceeding 400 sf. This project did qualify for Staff Site Plan review, however as per Section 229-1 C: .... "The Town planner may refer a staff review project to the Planning Board when the nature of the application warrants a public hearing....

Given the concern expressed by an abutter, and the type of activities proposed, the Town Planner has referred the project to the Planning Board for review and a public hearing.

## **II. TOWN ENGINEER'S REVIEW:**

October 13, 2020

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

Subject: Peer Review of Town of Cumberland Equipment Storage Building After the Fact Site Plan Review Application Greely Road, Cumberland, Maine

Dear Carla:

As requested, Sevee & Maher Engineers, Inc. (SME) has conducted a peer review of the application for an After the Fact Site Plan Review permit for the recently constructed storage building on the Val Halla Golf Course property off Greely Road. The application materials were prepared by Gorrill Palmer and consist of the following:

- Cover letter with application and supporting documentation dated September 29, 2020; and
- Project drawings dated September 28, 2020.

### **PROJECT DESCRIPTION**

The Applicant intends to permit the construction of a 2,400 square foot equipment storage building with associated pavement and storage bins to stockpile soil materials. The site work for the project has been completed and the Town requests an After the Fact permit approval.

This project was reviewed as a Site plan Review project under the Chapter 229 - Site Plan Review Ordinance, most recently amended and adopted on August 24, 2020.

SME has no comments on this application and recommends the approval of the waiver requests submitted.

### **III. Requested Waivers:**

- 1. High intensity soils survey
- 2. Hydro geologic evaluation
- 3. Traffic Study

- 4. Market Study
- 5. Location of proposed recreation areas
- 6. Location and type of outdoor furniture and features such as benches, fountains

### IV. Findings of Fact

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

The following criteria shall be used by the Planning Board/Town Planner 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/Town Planner determines that the applicant has failed to meet one or more of these standards. In all instances, the burden of proof shall be on the applicant who must produce evidence sufficient to warrant a finding that all applicable criteria have been met.

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

The proposed use is a permitted use in the Val Halla Golf and Recreation Center Overlay District. The large size of the parcel allows the site to support the proposed development. An earthen berm buffers the containment bins from view from the golf course. A stand of trees buffers the view from Greely Road. Excavation has been limited to that required for the new construction.

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

#### B. Traffic, Circulation and Parking

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

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

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

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

(d) The intersection of any access/egress drive or proposed street must function: (a) at a Level of Service D, or better, following development if the project will generate one thousand (1,000)

or more vehicle trips per twenty-four (24) hour period; or (b) at a level which will allow safe access into and out of the project if less than one thousand (1,000) trips are generated.

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

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

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

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

(1) No use which generates less than one hundred (100) vehicle trips per day shall have more than one (1) two-way driveway onto a single roadway. Such driveway must be no greater than thirty (30) feet wide.

(2) No use which generates one hundred (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.

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

Access ways must meet the following standards:

(a) Private entrance / exits must be located at least fifty (50) feet from the closest un-signalized intersection and one hundred fifty (150) feet from the closest signalized intersection, as

measured from the point of tangency for the corner to the point of tangency for the access way. This requirement may be reduced if the shape of the site does not allow conformance with this standard.

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

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

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

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

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

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

(4) Parking Layout and Design. Off street parking must conform to the following standards: (a) Parking areas with more than two (2) parking spaces must be arranged so that it is not necessary for vehicles to back into the street.

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

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

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

(d) In lots utilizing diagonal parking, the direction of proper traffic flow must be indicated by signs, pavement markings or other permanent indications and maintained as necessary.
(e) Parking areas must be designed to permit each motor vehicle to proceed to and from the parking space provided for it without requiring the moving of any other motor vehicles.
(f) Provisions must be made to restrict the "overhang" of parked vehicles when it might restrict traffic flow on adjacent through roads, restrict pedestrian or bicycle movement on adjacent walkways, or damage landscape materials.

#### (5) Building and Parking Placement

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

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

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

No new driveways or streets are proposed. The existing driveway from Greely Road will be gated and locked at all times, and access by town personnel will be on an infrequent basis (approximately once per week). Additional access to the area will be via an existing cart path located within the Val Halla site. There will be no public pedestrian access and all other standards of this section have been met by the proposed plan.

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

#### C. Stormwater Management and Erosion Control

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

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

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

(c) The applicant must demonstrate that on - and off-site downstream channel or system capacity is sufficient to carry the flow without adverse effects, including but not limited to, flooding and erosion of shoreland areas, or that he / she will be responsible for whatever improvements are needed to provide the required increase in capacity and / or mitigation.
(d) All natural drainage ways must be preserved at their natural gradients and must not be filled or converted to a closed system unless approved as part of the site plan review.

(e) The design of the stormwater drainage system must provide for the disposal of stormwater without damage to streets, adjacent properties, downstream properties, soils, and vegetation.(f) The design of the storm drainage systems must be fully cognizant of upstream runoff which must pass over or through the site to be developed and provide for this movement.

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

#### (2) Erosion Control

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

**(b)** Soil erosion and sedimentation of watercourses and water bodies must be minimized by an active program meeting the requirements of the Maine Erosion and Sediment Control Handbook for Construction: Best Management Practices, dated March 1991, and as amended from time to time.

Fill and excavation have been minimized for the building and site construction. Natural vegetation was preserved and disturbed areas have been stabilized with an erosion control mesh. Equipment storage of the site will be covered and prevented from degrading receiving waters to the greatest extent. The site will utilize vegetated drainage swales to mitigate stormwater runoff.

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

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

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

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

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

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

The proposed storage buildings do not require water or sewer service. There is a hydrant located approximately 450' from the Greely Rd. entrance. The utility lines will be placed underground.

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

#### **E. Water Protection**

(1) Groundwater Protection: The proposed site development and use must not adversely impact either the quality or quantity of groundwater available to abutting properties or to the public water supply systems. Applicants whose projects involve on-site water supply or sewage disposal systems with a capacity of two thousand (2,000) gallons per day or greater must demonstrate that the groundwater at the property line will comply, following development, with the standards for safe drinking water as established by the State of Maine. *No water supply or sewage disposal systems are proposed.* 

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

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

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

Equipment storage shall be covered to prevent any potential run off, seepage or percolation into surface water or groundwater.

(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 located within the Town Aquifer Protection Area. The development does not propose a use listed in Section 315-36.B.2 that requires a positive finding by the Board. This use will have no adverse effect on the aquifer. There will be no septic system needed for this project.

The Board finds that the standards of this section have been met.

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

The site is located in a Zone C area of minimal flooding.

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

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

#### The site is an open area with no evidence of historic or archaeologic resources. Based on the above finding of fact, the Board finds the standards of this section have been met.

#### H. Exterior Lighting:

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

#### No exterior lighting is proposed.

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

#### I. Buffering and Landscaping

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

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

## The site is buffered on threes sides by existing trees and additional plantings are proposed.

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

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

#### The activity will be distanced from abutting residential uses and there will be infrequent us of the storage building and materials stored on site.

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

#### K. Storage of Materials

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

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

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

#### No dumpsters are proposed.

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

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

<u>Technical Ability:</u> A professional engineer and surveyor were used.

<u>Financial Capacity:</u> The town has the financial capacity to fund the construction of the equipment storage building and the material bins using the Town's General Funds.

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

#### M. Design and Performance Standards

- (1) Route 100 Design Standards
- (2) Route 1 Design Standards
- (3) Town Center District Design and Performance Standards
- (4) Village Mixed Use Performance Standards.

#### None of the above are applicable to this project.

**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 minimis changes as so determined by the Town Planner which do not affect approval standards, is subject to review and approval of the Planning Board prior to implementation.

#### **CONDITIONS OF APPROVAL:**

None proposed.

Relationships. Responsiveness. Results.







Town of Cumberland Equipment Storage Building After-the-Fact Site Plan Review Application Cumberland, Maine

PREPARED FOR: Town of Cumberland 290 Tuttle Road Cumberland, ME 04021

September 2020

SUBMITTED BY: Gorrill Palmer 707 Sable Oaks Drive Suite 30 So. Portland, ME 04106 207.772.2515



September 29, 2020

707 Sable Oaks Drive | Suite 30 South Portland, Maine 04106 207.772.2515

Ms. Carla Nixon Town Planner Town of Cumberland 290 Tuttle Road Cumberland, ME 04021

#### Subject: After-the-Fact Site Plan Review for Tax Map R04/Lot 41

Dear Carla,

The Town of Cumberland has retained **Gorrill Palmer (GP)** to prepare plans and permit applications for an After-the-Fact Site Plan Review submission for the construction of an equipment storage building on the Val Halla Country Club parcel off Greely Road in Cumberland (Tax Map R04, Lot 41). Section 315-26.D.3 of the Town of Cumberland Ordinances states that, *"All new buildings exceeding 400 square feet shall require site plan review in accordance with Chapter 229, Site Plan Review"* in the Val Halla Golf and Recreation Center Overlay District. The project results in less than I acre of total disturbed area on the site. Figure I attached to this letter is a location map depicting the project site.

#### Site Description and Proposed Use

The parcel is approximately 150± acres in size and is located partially the Medium Density Residential (MDR) Zone and partially in the Rural Residential I (RRI) Zone. The project site is located entirely within the RRI Zone. The entire parcel is within the Val Halla Golf and Recreation Center Overlay District. The proposed equipment storage building is a public facility, which is a permitted use in the Val Halla Golf and Recreation Center Overlay District. A 12'x16' (192 sf) shed used by the snowmobile club exists on site and is an accessory use to the proposed equipment storage building.

The project site is located off of Greely Road approximately 800 feet east of the Doughty Road intersection. Access to the site is provided by a 12' wide gravel access path. The equipment storage building is located on the western side of the golf cart path near the fairway of the twelfth hole. The site was previously used as a stockpile area for sands and gravels for the Town of Cumberland and Val Halla Golf Course.

The equipment storage building is approximately 40'x60' (2,400 sf) with a 15' paved area on all sides of the building. At this point in time, the foundation for the storage building has been constructed and gravels for the paved areas have been placed. Additionally, concrete bins for material storage have been constructed approximately 50 feet south of the equipment storage building. The concrete bins are built into a 100' wide and 50' long berm approximately 10' in height that acts as a visual buffer from the tee of the twelfth hole. Figure 2 attached to this letter includes photos from a site visit dated 9-03-2020.

Since the construction resulted in the creation of greater than 400 square feet of building footprint, the project requires a Site Plan Review. The attachments to this letter contain the required information for a Site Plan Review.

Ms. Carla Nixon September 29, 2020 Page 2



#### **Conclusion**

As required by the Town Ordinance, GP on behalf of the Town of Cumberland has submitted this application package for Site Plan Review. The project team looks forward to the Planning Staff and Board's review of this project.

Sincerely,

#### **Gorrill Palmer**

NS

Douglas Reynolds, PE Project Manager

Copy: William Shane, PE – Town Manager

Attachments: A – USGS Location Map (Figure 1) B – Site Photos from 9-03-2020 (Figure 2)

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Attachment A Figure 1 – USGS Project Location Map





Attachment B Figure 2 – 9-03-2020 Site Photos



Photo I – Concrete foundation installed for equipment storage building with gravels placed and compacted around building off the existing golf cart path. Disturbed areas have been mulched and drainage swale has been established and stabilized with erosion control mesh (looking west).



Photo 2 – Looking straight on at 40'x60' concrete foundation for equipment storage building (facing west).



Photo 3 – Material storage bins constructed within a mulched berm to provide a visual buffer from the adjacent golf course (looking west).



Photo 4 – Looking straight on at the material storage bins (facing south).



Photo 5 – Existing 12" culvert receiving flow upland of new equipment storage building (looking west).



Photo 6 – Existing site entrance off Greely Road with CMP pole #90 on the left (facing south).

## SECTION I Completed Site Plan Application

#### SITE PLAN REVIEW Town of Cumberland

### Appendix C Planning Board Site Plan Review Application

Applicant's name Town of Cumberland	
Applicant's address 290 Tuttle Road, Cumberland, ME 04021	
Cell phone Home phone Office phone	(207) 829-5559
Email Address	
Project address 60 Val Halla Road	
Project name Equipment Storage Building	
Describe project Construction of a equipment storage building off Greely Rd with	material storage bins
Number of employees <u>N/A</u>	
Days and hours of operation <u>N/A</u>	
Project review and notice feeReview fee: \$500; Notice fee: \$150 - N/A	
Name of representative _ Douglas Reynolds, PE - Project Manager; Gorril	l Palmer
Contact information: Cell: (207) 329-5584 Office: (207) 772-2	515
What is the applicant's interest in the property?         Own X       LeasePurchase and sale agreement(provide constraints)         If you are not the owner, list owner's name, address and phone number	opy of document)
If you are not the owner, list owner's name, address and phone number	_
Boundary Survey Submitted? Yes No Partial	
Are there any deed restrictions or easements? Yes No If yes, pr and show easement location on site plan.	ovide information
Building Information	

Number of floor levels including basement <u>1</u>

#### Parking

Number of existing parking spaces <u>N/A</u> Number of new parking spaces <u>0</u> Number of handicapped spaces <u>0</u> Will parking area be paved? <u>Yes</u> No

#### Entrance

Location: <u>Greely Road</u> Width <u>12'</u> Length <u>250'+</u> Is it paved? <u>Yes x No x</u> If not, do you plan to pave it?

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

#### Utilities

Water: Public water <u>N/A</u> Well (Show location on site plan.)

**Sewer/septic:** Public sewer <u>N/A</u> Private septic \_\_\_\_\_Show location on site plan and submit HHE-200 septic design or location of passing test pit locations if new system is proposed. Also show any wells on abutting properties within 200 feet of the site.

Electric: On site? Yes X No

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

#### Signs

Number: 0 Size: N/A Material: N/A Submit sign design and completed sign application. Will the sign be lighted? NO Submit information on type and wattage of lights. Show location of sign(s) on the site plan.

#### **Natural Features**

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

 River\_\_\_\_Stream\_\_\_\_Wetland \_\_\_X\_Pond \_\_\_\_Lake \_\_\_\_Stone walls \_\_\_\_\_

 Are there any other historic or natural features? \_\_\_\_NO

#### Lighting

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

#### Trees

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

#### Landscaping

Is there existing landscaping on the site? Yes \_\_\_\_\_ No\_X \_\_Show type and location on site plan.

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

#### Buffering

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

#### **Erosion Control**

Has an erosion and sedimentation control plan been submitted? Yes \_\_\_\_\_ No \_X

#### **Stormwater Management Plan**

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

#### **Fire Protection**

Location of nearest hydrant <u>450'</u> Sprinklers? Yes <u>No x</u> Do you plan to have an alarm system? Yes <u>No x</u> Please contact the Fire/EMS Department at 829-4573 to discuss any Town or state requirements.

#### Trash

#### **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.

#### **Financial Capacity**

Please indicate how project will be financed. If obtaining a bank loan, provide a letter from the bank <u>X</u>

Zoning district: RRI . Minimum lot size: 4 acres . • Classification of proposed use: Municipal building • Parcel size: 150 acres • Frontage: 246' on Greely Road Setbacks: Front >50' • Board of Appeals Required? <u>No</u> • Tax Map <u>R04</u> Lot <u>41</u> Deed book <u>3710</u> Deed page <u>272</u>
Floodplain map number <u>230162 0015 B</u> Designation <u>Zone C</u> • Vernal pool identified? <u>No</u> • Is parcel in a subdivision? No • Outside agency permits required: MDEP Tier 1 N/A MDEP Tier 2 Army Corps of Engineers MDEP general construction (stormwater) permit (for disturbance of 1 acre or more) MDOT entrance permit N/A • MDOT traffic movement permit N/A • Traffic study required No Hydrogeologic evaluation No • Market study No • Route 1 Design Guidelines? N/A Route 100, VMU or TCD Design Standards? N/A •

44 ALL 9/28/20 Applicant's signature Submission date:

## 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:
Example: Erosion Control	Plan Sheet E-1	
General Information:		
Completed Site Plan Application	Section 1	
Form		
Names and addresses of all	Section 2	
consultants	Section 2	
Narrative describing existing	Section 3	
conditions and the proposed project		
Evidence of right, title or interest	Section 4	
(deed, option, etc.)		
Names and Addresses of all property	Section 5	
owners within 200 feet		
Boundaries of all contiguous property	Section 6	
under control of owner		
I ax map and lot numbers	Section 6	
Area of the parcel	Section I	
FEMA Floodplain designation & map	Section 1	
# Zenin nele esitien	Coation 1	
Zoning classification		
Evidence of technical and financial	Section 7	
Capability to carry out the project	Dian Chaot 1	
Boundary survey		
choot with reason for request	Section 8	
Proposed solid waste disposed plan		
	N/A	
Existing Conditions Plan showing:		
Name registration number and seal		
of person who prepared plan	Plan Sheet 1	
North arrow, date, scale, legend	Plan Sheet 1	
Area of the parcel	Plan Sheet 1	
Setbacks and building envelope	Plan Sheet 1	
Utilities, including sewer & water.		
culverts & drains, on-site sewage	Pian Sheet T	
Location of any septic systems	N/A	
Location, names, widths of existing public or private streets ROW's	Plan Sheet 1	

Location, dimension of ground floor	ΝΙ/Δ	
elevation of all existing buildings		
Location, dimension of existing		
driveways, parking, loading,	N/A	
walkways		
Location of intersecting roads &	Plan Sheet 1	
driveways within 200 feet of the site		
Wetland areas	Plan Sheet 1	
Natural and historic features such as		
water bodies, stands of trees,		
streams, graveyards, stonewalls,	N/A	
floodplains		
Direction of existing surface water	Plan Sheet 1	
drainage across the site & off site		
Location, front view, dimensions and	N/A	
lighting of existing signs		
Location and dimensions of existing	N/A	
Location of poprost fire hydront or		
Location of hearest file hydrant of	Plan Sheet 1	
Proposed Development Site Plan		
showing:		
Name of development	Plan Sheet 2	
Date	Plan Sheet 2	
North arrow	Plan Sheet 2	
Scale	Plan Sheet 2	
Legend	Plan Sheet 2	
Landscape plan	Plan Sheet 2	
Stormwater management	Section 3	
Wetland delineation	Plan Sheet 2	
Current & proposed stands of trees	N/A	
Erosion control plan	Section 3	
Landscape plan	No proposed exterior lighting	N/A
Lighting/photometric plan		
Location and dimensions of all	Plan Shoot 2	
proposed buildings	FIGH SHEEL Z	
Location and size of utilities, including	Plan Sheet 2	
sewer, water, culverts and drains		
Location and dimension of proposed		
on-site septic system; test pit	N/A	
locations and nitrate plumes		
Location of wells on subject property	Ν/Δ	
and within 200' of the site		
Location, names and widths of	Dian Shoot 2	
existing and proposed streets and	riail Sheel 2	
ROW's		

Location and dimensions of all accessways and loading and unloading facilities	N/A	
Location and dimension of all existing and proposed pedestrian ways	N/A	
Location, dimension and # of spaces of proposed parking areas, including handicapped spaces	N/A	
Total floor area and ground coverage of each proposed building and structure	Plan Sheet 2	
Proposed sign location and sign lighting	N/A	
Proposed lighting location and details	N/A	
Covenants and deed restrictions proposed	N/A	
Snow storage location	N/A	
Solid waste storage location and fencing/buffering	No Solid Waste	N/A
Location of all fire protection	N/A	
Location of all temporary & permanent monuments	N/A	
Street plans and profiles	N/A	

## 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		Waiver Requested
Hydro geologic evaluation		Waiver Requested
Traffic Study		Waiver Requested
Market Study		Waiver Requested
Location of proposed recreation areas (parks, playgrounds, other public areas)		Waiver Requested
Location and type of outdoor furniture and features such as benches, fountains.		Waiver Requested

## SECTION 2 List of Consultants



707 Sable Oaks Drive, Suite 30 South Portland, Maine 04106 207.772.2515

### List of Consultants

Name	Gorrill Palmer
Address	707 Sable Oaks Drive
	Suite 30
	South Portland, ME 04106
Telephone	(207) 772-2515

### Surveyor:

Name	Boundary Points Professional Land Surveying, LLC
Address	P.O. Box 175
	Cumberland, ME 04021
Telephone	(207) 854-1015

## SECTION 3 Narrative



707 Sable Oaks Drive, Suite 30 South Portland, Maine 04106 207.772.2515

#### **PROJECT NARRATIVE**

Gorrill Palmer has been retained by the Town of Cumberland to prepare an After-the-Fact Site Plan Review for the construction of a equipment storage building located off Greely Road on the Val Halla Country Club parcel. The following narrative is provided in accordance with Section 229-10 of the Town Ordinance to meet the approval standards and criteria for Site Plan Review. Standards and criteria are stated as they appear in the ordinance and a description and/or response of how the ordinance is met is written in **bold** following the standard:

- A. Utilization of the site. The plan for the development, including buildings, lots, and support facilities, must reflect the natural capabilities of the site to support development. Environmentally sensitive areas, including but not limited to wetlands, steep slopes, floodplains, significant wildlife habitats, fisheries, scenic areas, habitat for rare and endangered plants and animals, unique natural communities and natural areas, and sand and gravel aquifers, must be maintained and preserved to the maximum extent. The development must include appropriate measures for protecting these resources, including but not limited to modification of the proposed design of the site, timing of construction, and limiting the extent of excavation. The new equipment storage building, and accessory storage bins for loam, gravels, crushed stone, etc. are in accordance with the previous site use of sand and gravel stockpiling. The new equipment storage building protects equipment from rain and snow events and prevents potential runoff off site and the material bins are buffered by an earth embankment berm providing a natural visual screen from the adjacent golf course. No fuel or hazardous material storage is proposed as part of the development. Excavation has been limited to the greatest practical extent.
- B. Traffic Circulation and Parking
  - (1) Traffic access and parking. Vehicular access to and from the development must be safe and convenient.
    - (a) Any driveway or proposed street must be designed so as to provide the minimum sight distance according to the Maine Department of Transportation standards, to the maximum extent possible. No new driveways or streets are proposed for the development.
    - (b) Points of access and egress must be located to avoid hazardous conflicts with existing turning movements and traffic flows. The site utilizes an existing gated point of access and egress off Greely Road and the development proposes no change in use for the existing site. Therefore, no impact is anticipated on traffic flows.
    - (c) The grade of any proposed drive or street must be not more than +3% for a minimum of two car lengths, or 40 feet, from the intersection. Grades at the existing driveway do not appear to exceed 3% for a length of 40 feet.
    - (d) The intersection of any access/egress drive or proposed street must function:
      - [1] At a Level of Service D, or better, following development if the project will generate 1,000 or more vehicle trips per twenty-four-hour period; or **N/A**
      - [2] At a level which will allow safe access into and out of the project if fewer than 1,000 trips are generated. The gated driveway will experience infrequent access/egress via Greely Road approximately once per week. The existing golf cart path will continue to provide access for the Val Halla golf course within the site.
    - (e) Where a lot has frontage on two 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. The development site only has frontage on Greely Road and the access is gated at all times.

- (f) Where it is necessary to safeguard against hazards to traffic and pedestrians and/or to avoid traffic congestion, the applicant shall be responsible for providing turning lanes, traffic directional islands, and traffic controls within public streets. **N/A**
- (g) Accessways must be designed and have sufficient capacity to avoid queuing of entering vehicles on any public street. **N/A**
- (h) The following criteria must be used to limit the number of driveways serving a proposed project:
  - [1] No use which generates fewer than 100 vehicle trips per day shall have more than one two-way driveway onto a single roadway. Such driveway must be no greater than 30 feet wide. Existing driveway generates fewer than 100 vehicle trips per day with only one driveway onto a single roadway and is less than 30 feet wide.
  - [2] No use which generates 100 or more vehicle trips per day shall have more than two points of entry from and two points of egress to a single roadway. The combined width of all accessways must not exceed 60 feet. **N/A**
- (2) Accessway location and spacing. Accessways must meet the following standards:
  - (a) Private entrances/exits must be located at least 50 feet from the closest unsignalized intersection and 150 feet from the closest signalized intersection, as measured from the point of tangency for the corner to the point of tangency for the accessway. This requirement may be reduced if the shape of the site does not allow conformance with this standard. Existing entrance/exit located >50 feet from closest unsignalized intersection and >150 feet from the closest signalized intersection.
  - (b) Private accessways in or out of a development must be separated by a minimum of 75 feet where possible. **N/A.**
- (3) Internal vehicular circulation. The layout of the site must provide for the safe movement of passenger, service, and emergency vehicles through the site.
  - (a) Projects that will be served by delivery vehicles must provide a clear route for such vehicles with appropriate geometric design to allow turning and backing. **N/A.**
  - (b) Clear routes of access must be provided and maintained for emergency vehicles to and around buildings and must be posted with appropriate signage ("Fire Lane No Parking"). A clear route of access is provided around the equipment storage building.
  - (c) The layout and design of parking areas must provide for safe and convenient circulation of vehicles throughout the lot. The site will primarily be used by utility vehicles from the golf course. As there will be limited vehicular access to the site, adequate space for parking is provided on site and does not interfere with vehicular circulation throughout the site.
  - (d) All roadways must be designed to harmonize with the topographic and natural features of the site insofar as practical by minimizing filling, grading, excavation, or other similar activities which result in unstable soil conditions and soil erosion, by fitting the development to the natural contour of the land and avoiding substantial areas of excessive grade and tree removal, and by retaining existing vegetation during construction. The road network must provide for vehicular, pedestrian, and cyclist safety, all-season emergency access, snow storage, and delivery and collection services. N/A.



- (4) Parking layout and design. Off street parking must conform to the following standards:
  - (a) Parking areas with more than two parking spaces must be arranged so that it is not necessary for vehicles to back into the street. **N/A.**
  - (b) All parking spaces, access drives, and impervious surfaces must be located at least 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 15 feet of the front property line. Parking lots on adjoining lots may be connected by accessways not exceeding 24 feet in width. No impervious surfaces are located within 15' of any property line.

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"
				I-way
45°	8' 6"	12' 9"	17' 6"	12' 0"
				I-way
30°	8' 6"	17' 0''	17' 0"	12' 0"
				I-way

(c) Parking stalls and aisle layout must conform to the following standards: N/A.

- (d) In lots utilizing diagonal parking, the direction of proper traffic flow must be indicated by signs, pavement markings or other permanent indications and maintained as necessary **N/A.**
- (e) Parking areas must be designed to permit each motor vehicle to proceed to and from the parking space provided for it without requiring the moving of any other motor vehicles. **N/A.**
- (f) Provisions must be made to restrict the overhang of parked vehicles when it might restrict traffic flow on adjacent through roads, restrict pedestrian or bicycle movement on adjacent walkways, or damage landscape materials. **N/A.**
- (5) Building and parking placement
  - (a) The site design should avoid creating a building surrounded by a parking lot. Parking should be to the side and preferably in the back. In rural, uncongested areas buildings should be set well back from the road so as to conform to the rural character of the area. If the parking is in front, a generous, landscaped buffer between the road and parking lot is to be provided. Unused areas should be kept natural, as field, forest, wetland, etc. The storage building is set well back from the road and existing vegetated areas have been preserved between the site and Greely Road to maintain the existing vegetated buffer.
  - (b) Where two or more buildings are proposed, the buildings should be grouped and linked with sidewalks; tree planting should be used to provide shade and break up the scale of the site. Parking areas should be separated from the building by a minimum of five to 10 feet. Plantings should be provided along the building edge, particularly where building facades consist of long or unbroken walls. N/A.
- (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 golf cart path has been maintained for pedestrian use, as necessary.** 

- C. Stormwater Management and Erosion Control
  - Stormwater management. Adequate provisions must be made for the collection and disposal of (1)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. Existing upland stormwater runoff north of the site and runoff from the northern portion of the new equipment storage building is collected in a drainage swale and directed to an existing 12" culvert east of the proposed storage building. The culvert runs under the existing gravel golf cart path and stormwater discharges via sheet flow to the fairway. Stormwater runoff from the southern portion of the new equipment storage building and the material storage bins is directed to an existing drainage swale shown on the plans that is tributary to the existing pond located at the eleventh hole. Due to the minimal increase in impervious area on the parcel, the applicant anticipates that development will result in an insignificant change in flow at the discharge point of the site. Runoff from the parcel ultimately discharges to the East Branch of the Piscataqua River in the southeastern boundary of the parcel.
    - To the extent possible, the plan must retain stormwater on the site using the natural features of the site. Stormwater runoff will be collected in an existing 12" culvert and the existing drainage swale and conveyed to the pond located at the eleventh hole south of the proposed equipment storage building.
    - (b) Unless the discharge is directly to the ocean or major river segment, stormwater runoff systems must detain or retain water such that the rate of flow from the site after development does not exceed the predevelopment rate. The applicant does not anticipate a significant change in flow leaving the site in the post development condition as a result of the development.
    - (c) The applicant must demonstrate that on- and off-site downstream channel or system capacity is sufficient to carry the flow without adverse effects, including but not limited to flooding and erosion of shoreland areas, or that he/she will be responsible for whatever improvements are needed to provide the required increase in capacity and/or mitigation. No offsite impacts are anticipated because all of the stormwater runoff from the development drains to existing drainage ways within the site. The applicant shall be responsible for any improvements necessary to mitigate any potential erosion issues resulting from the development.
    - (d) All natural drainageways 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.
       The existing drainage swale will be preserved and will not be filled.
    - (e) The design of the stormwater drainage system must provide for the disposal of stormwater without damage to streets, adjacent properties, downstream properties, soils, and vegetation. Stormwater runoff will be conveyed on site without any anticipated damages to streets, properties, soils, or vegetation.
    - (f) The design of the storm drainage systems must be fully cognizant of upstream runoff which must pass over or through the site to be developed and provide for this movement. The site receives upland flow from a relatively small area containing runoff from a portion of Greely Road and a wooded area



between the site and the roadway. Upland stormwater runoff will be conveyed around the site via a grassed swale to an existing 12" culvert.

- (g) The biological and chemical properties of the receiving waters must not be degraded by the stormwater runoff from the development site. The use of oil and grease traps in manholes, the use of on-site vegetated waterways and vegetated buffer strips along waterways and drainage swales, and the reduction in use of deicing salts and fertilizers may be required, especially where the development stormwater discharges into a gravel aquifer area or other water supply source or a great pond. **Equipment** storage on the site will be covered and prevented from degrading receiving waters to the greatest extent. The site utilizes vegetated drainage swales to mitigate degradation of receiving waters from stormwater runoff.
- (2) Erosion Control
  - (a) All building, site, and roadway designs and layouts must harmonize with existing topography and conserve desirable natural surroundings to the fullest extent possible, such that filling, excavation and earthmoving 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. Fill and excavation have been minimized on site for building and site construction. No retaining walls are proposed, natural vegetation has been preserved where possible, and disturbed areas have been stabilized with mulch and/or erosion control mesh in swales.
  - (b) Soil erosion and sedimentation of watercourses and water bodies must be minimized by an active program meeting the requirements of the Maine Erosion and Sediment Control Handbook for Construction: Best Management Practices, dated March 1991, and as amended from time to time. At this point, any disturbed areas have been stabilized using bark mulch and the drainage swales on site have been stabilized with an erosion control mesh. Construction will adhere to the most recent revision of the Maine Erosion and Sediment Control Handbook for Construction.
- D. Water, Sewer, and Fire Protection.
  - (1) Water supply provisions. The development must be provided with a system of water supply that provides each use with an adequate supply of water. If the project is to be served by a public water supply, the applicant must secure and submit a written statement from the supplier that the proposed water supply system conforms to 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. A water supply is not proposed for the equipment storage building. The nearest hydrant is located approximately 450' from the site on Greely Road.
  - (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. No sewage will be generated from the equipment storage building; therefore, no sewage disposal is proposed.
  - (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. The existing electrical service in Greely Road is above ground. Therefore, a short run of overhead electric service is proposed to a new utility pole off the existing CMP Pole #90 as shown on the



# proposed development plan. From the new utility pole, a 271' underground electrical service is proposed to the new equipment storage building site.

- E. Water Protection
  - (1) Groundwater protection. The proposed site development and use must not adversely impact either the quality or quantity of groundwater available to abutting properties or to the public water supply systems. Applicants whose projects involve on-site water supply or sewage disposal systems with a capacity of 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. No impact to groundwater is anticipated for the proposed development. No water supply or sewage disposal systems are proposed for the equipment storage building.
  - (2) Water quality. All aspects of the project must be designed so that:
    - (a) No person shall locate, store, discharge, or permit the discharge of any treated, untreated, or inadequately treated liquid, gaseous, or solid materials of such nature, quantity, obnoxiousness, toxicity, or temperature that may run off, seep, percolate, or wash into surface water or groundwater 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. Equipment storage on site shall be covered to prevent any potential run off, seepage, or percolation into surface water or groundwater.
    - (b) All storage facilities for fuel, chemicals, chemical or industrial wastes, and biodegradable raw materials must meet the standards of the Maine Department of Environmental Protection and the State Fire Marshal's office. No fuel, chemicals, chemical or industrial wastes, or biodegradable raw materials will be stored on site.
  - (3) Aquifer protection. If the site is located within the areas designated as aquifer protection (AP) on the Official Aquifer Protection Map, a positive finding by the Board (if Staff Review, the Town Planner or Staff Review Committee) that the proposed plan will not adversely affect the aquifer is required in accordance with the standards set forth in Chapter 315, Article V, Aquifer Protection, of this Code. The site appears to be located within the areas designated as an Aquifer Protection area on the Official Aquifer Protection Map. The development does not propose a use listed in Section 315-36.B.2 that requires a positive finding by the Planning Board.
- F. Floodplain management. If any portion of the site is located within a special flood hazard area as identified by the Federal Emergency Management Agency, all use and development of that portion of the site must be consistent with Chapter 105, Floodplain Management, of this Code. The site is located an area of minimal flooding shown on the Flood Insurance Rate Map listed in Section 1. Therefore, Chapter 105 does not apply.
- G. Historic and archaeological resources. If any portion of the site has been identified as containing historic or archaeological resources, the development must include appropriate measures for protecting these resources, including but not limited to modification of the proposed design of the site, timing of construction, and limiting the extent of excavation. **No portion of the site has been identified as containing historic or archaeological resources.**
- H. Exterior lighting. The use of exterior lights shall be minimized to the greatest extent possible. Exterior lighting of commercial buildings, parking areas and signs shall only be allowed during the actual hours of operation and one hour prior to and one hour following the hours of operation. Low level pedestrian lighting (no greater than 14' in height) is permitted at doorways but must be shielded to restrict the maximum apex angle of the cone of illuminations to 150 degrees. The proposed development must have adequate exterior lighting to provide for its safe use during nighttime hours, if such use is



contemplated. All other light fixtures shall be motion-sensing set to illuminate a limited area when motion is detected and turned off when the detected motion ceases for a reasonable period of time. All exterior lighting must utilize full cut-off fixtures to avoid glare and adverse impact on neighboring properties and rights- of-way, and the unnecessary lighting of the night sky **No exterior lighting is proposed on the site.** 

- I. Buffering and Landscaping.
  - (1) Buffering of adjacent uses. The development must provide for the buffering of adjacent uses where there is a transition from one type of use to another use and for the screening of mechanical equipment and service and storage areas. The buffer may be provided by distance, landscaping, fencing, changes in grade, and/or a combination of these or other techniques. The existing vegetated buffer will be maintained between the site and the residential abutters on Greely Road. Additionally, plantings will be placed as shown on the proposed development plan to buffer the site from Greely Road. The material bins are buffered from the adjacent golf course with a mulched berm.
  - (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. **Plantings are shown on the proposed development plan to buffer the site from Greely Road**.
- J. Noise. The development must control noise levels such that it will not create a nuisance for neighboring properties. Noise levels on site will not create a nuisance for neighboring properties.
- K. Storage of materials.
  - (1) Exposed nonresidential storage areas, exposed machinery, and areas used for the storage or collection of discarded automobiles, auto parts, metals or other articles of salvage or refuse must have sufficient setbacks and screening (such as a stockade fence or a dense evergreen hedge) to provide a visual buffer sufficient to minimize their impact on abutting residential users and users of public streets. A vegetated buffer exists between the site and Greely Road and adjacent residential abutters that will remain undisturbed by the equipment storage building development.
  - (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. **No dumpsters are proposed for the equipment storage building development.**
  - (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. No potential safety hazards to children are anticipated to arise from the equipment storage building development.
- 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 chapter and the approved plan. See Section 7 of this application.
- M. Design and Performance Standards.
  - (I) Route 100 Design Standards. All development in the Village Center Commercial, Village Office Commercial I and II, and the MUZ Districts shall be consistent with the Town of Cumberland Route 100 Design Standards; in making a determination of consistency, the Planning Board (if Staff Review, the Town Planner or Staff Review Committee) may utilize peer review analysis provided by qualified design professionals. N/A.



- (2) Route I Design Guidelines. All development in the Office Commercial North and Office Commercial South Districts is encouraged to be consistent with the Route I Design Guidelines. **N/A.**
- (3) Town Center District Performance Standards. All development in the Town Center District is encouraged to be consistent with the Town Center District Performance Standards. **N/A.**
- (4) Village Mixed-Use Performance Standards. All development in the Village Mixed-Use Zone (VMUZ) is encouraged to be consistent with the VMUZ Performance Standards. **N/A.**

## SECTION 4 Title, Right, and Interest

#### 14305

KNOW ALL MEN BY THESE PRESENTS, THAT VAL HALLA COUNTRY CLUE, a corporation organized and existing under the laws of the State of Maine and located at Portland, in the County of Cumberland and State of Maine, in consideration of one dollar and other valuable consideration paid by the TOWN OF CUMBERLAND, a municipal corporation organized and existing under the laws of the State of Maine and located at Cumberland, in the County of Cumberland and State of Maine, the receipt whereof it does hereby acknowledge, does hereby give, grant, bargain, sell and convey, unto the said TOWN OF CUMBERLAND, its successors and assigns forever,

A certain lot or parcel of land with any buildings thereon, situated on the southwesterly side of the Greely Road in the Town of Cumberland, County of Cumberland and State of Maine, containing about 81 acres, and bounded and described as follows: Beginning on said southwesterly side of said Greely Road at the line of land formerly of Philip Blanchard; thence running southwesterly along the line of said Elanchard land to land now or formerly of Carl Doughty; thence southeasterly along line of said Doughty land to the twenty-eight (28) acre lot sold by Lewis Merrill to Charles Wyman on December 30, 1863, as appears of record in Cumberland County Registry of Deeds, Book 360, Page 560, said parcel having been more recently owned by Archie Wyman, now deceased; thence northeasterly along said Wyman lot a distance of seventy-seven (77) rods, more or less, to an angle in the within described premises; thence southeasterly along said Wyman lot fifty-nine (59) rods, more or less, to land now or formerly of Leland S. Brown; thence along said Brown land northeasterly to the Greely Road; thence along said Greely Road northwesterly about seven twentieths (7/20) of a mile to the point of beginning. Excepting from the above described premises so much thereof as was conveyed by the following deeds:

1. The premises conveyed by Ralph A. Turner, et al. to Cumberland Water District by deed dated October 24, 1958 and recorded in said Registry of Deeds in Book 2442, Page 40.

2. The premises conveyed by Ralph A. Turner, et al to Ruth D. Carlson, et al. by deed dated October 29, 1958 and recorded in said Registry of Deeds in Book 2446, Page 366.

3. The premises conveyed by Ralph A. Turner, et al. to Ruth D. Carlson by deed dated October 29, 1958 and recorded in said Registry of Deeds in Book 2448, Page 73.

4. The premises conveyed by Ralph A. Turner, et al. to Lloyd C. Flint, et al. by deed dated December 14, 1959 and recorded in said Registry of Deeds in Book 2517, Page 360.

5. The premises conveyed by Ralph A. Turner, et al. to Ruth D. Carlson by deed dated July 14, 1961 and recorded in said Registry of Deeds in Book 2616, Page 313.

6. The premises conveyed by Ralph A. Turner, et al. to Harry G. Webster by deed dated July 14, 1961 and recorded in said Registry of Deeds in Book 2616, Page 314.

7. The premises reserved to Joseph L. Scruton in his deed to Val Halla Country Club dated November 10, 1964 and recorded in said Registry of Deeds in Book 2864, Page 135. Being the same premises conveyed to the Grantor by said Joseph L. Scruton by said deed dated November 10, 1964.

Also another certain lot or parcel of land with any buildings thereon, situated on said Greely Road in said Cumberland, bounded and described as follows: Beginning at an iron pipe on the assumed southerly sideline of said Greely Road at the most easterly corner of land formerly of Cumberland Water District, now of Portland Water District; thence South 38 1/2° East, more or less, along assumed southerly sideline of said Greely Road, one hundred (100) feet to an iron pipe; thence southerly at a deflection angle to the right of 90° two hundred (200) feet to an iron pipe; thence westerly at a deflection angle to the right of 90° two hundred fifty-four and eight tenths (254.8) feet, more or less, to line of said Portland Water District and an iron pipe; thence northeasterly at a deflection angle to the right of 127° 44' more or less, along land of Portland Water District two hundred fifty-two and five tenths (252.5) feet, more or less, to point of beginning. Containing 0.815 acres, more or less. Excepting from said parcel so much thereof as was conveyed by Lloyd C. Flint, et al. to Cumberland Water District by deed dated August 8, 1963 and recorded in said Registry of Deeds in Book 2770, Page 84.

Also another certain lot or parcel of land with any buildings thereon, being triangular in shape, situated on the southwesterly side of said Greely Road in said Cumberland, bounded and described as follows: Beginning at a point on the southwesterly sideline of said Greely Road, said point being five hundred sixty-three and fifty-nine hundredths (563.59) feet southeasterly by said Greely Road from the northerly corner of land conveyed to Cumberland Water District by Ralph A. Turner, et al. by deed dated October 24, 1958 and recorded in said Registry of Deeds in Book 2442, Page 40 and the easterly corner of land conveyed to the above-mentioned Ralph A. Turner, et al by Isabella F. Blanchard, et al. by deed dated July 2, 1963 and recorded in said Registry of Deeds in Book 2760, Page 136; thence southwesterly by said land formerly of Cumberland Water District, now of Portland Water District eighty-seven and sixty-four hundredths (87.64) feet, more or less, to other land of the Grantor herein, (formerly of Lloyd C. Flint, et al); thence easterly by land of the Grantor one hundred ten (110) feet, more or less, to said Greely Road; thence northwesterly by said Greely Road sixty-five (65) feet, more or less, to the point of beginning. Being the same premises conveyed to the Grantor by Lloyd C. Flint, et al. by deed dated June 19, 1964 and recorded in said Registry of Deeds in Book 2683, Page 177.

Also another certain lot or parcel of land with any buildings thereon, situated southerly of the Greely Road in said Cumberland, bounded and described as follows: Beginning at the southwesterly corner of land conveyed to Joseph L. Scruton by Ralph A. Turner, et al. by deed dated May 18, 1962 and recorded in said Registry of Deeds in Book 2675, Page 25; thence northwesterly three hundred eighty (380) feet, more or less, by land conveyed by Dana A. Bragg, et al. to Val Halla Country Club by deed dated February 4, 1964 and recorded in said Registry of Deeds in Book 2803, Page 11 to the westerly sideline of the abandoned Maine Central Railroad location and land conveyed by Frederic P. Blanchard to George Blanchard by deed dated January 6, 1880 and recorded in said Registry of Deeds in Book 475, Page 114; thence northerly by said land formerly of George Blanchard thirty-eight (38) rods, more or less, to land now or formerly of Buxton; thence northeasterly by said Buxton land six hundred fifty (650) feet, more or less, to the southerly ridge of a gully passing through the Grantor's land; thence southeasterly and easterly by the ridge of said gully one thousand fifty (1,050) feet, more or less, to said Scruton land; thence southwesterly by said Scruton land eight hundred seventy (870) feet, more or less, to said Val Halla Country Club land and the point of beginning. That portion of the premises which is the abandoned Maine Central Railroad location is conveyed subject to whatever rights, if any, remain in said Maine Central Railroad Company by virtue of a deed from Frederic P. Blanchard to Maine Central Railroad Company dated September 13, 1870 and recorded in said Registry of Deeds in Book 381, Page 168. Said premises contain seventeen (17) acres, more or less, and are a portion of the southeasterly one-half of Lot 84 in the Division of Cumberland as shown in said Registry of Deeds in Plan Book 24, Page 14. Being the same premises conveyed to the Grantor by Isabella F. Blanchard, et al. by deed dated March 6, 1964 and recorded in said Registry of Deeds in Book 2855, Page 451.

Also another certain lot or parcel of land with any buildings thereon, situated in said Cumberland and being a tract of land containing forty (40) acres, more or less, from the rear portion of premises now or formerly of Dana A. Bragg, et al which tract of land hereby conveyed is more particularly bounded and described as follows:

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 All of the rear land formerly of Dana A. Bragg, et al. lying northeasterly of a line one thousand two hundred fifty (1,250) feet northeasterly from Tuttle Road, which line is parallel with the northeasterly or back boundary of said land formerly of Dana A. Bragg, et al. and extends from the easterly side line of said land formerly of Dana A. Bragg, et al. to the westerly boundary line of said land formerly of Dana A. Bragg, et al. said tract containing forty (40) acres, more or less. Said premises were conveyed to the Grantor by Dana A. Bragg, et al. by deed dated February 4, 1964 and recorded in said Registry of Deeds in Bock 2803, Page 11, and said premises are subject to the use restrictions in said deed.

Also another certain lot or parcel of land with any buildings thereon, situated in said Cumberland, bounded and described as follows: Beginning at the east corner of land now or formerly owned by John Clough; thence southeasterly by land formerly owned by Charles Nyman fifty-nine (59) rods, more or less, to land now or formerly of Andrew L. Huston; thence northeasterly by land now or formerly of said Huston seventy-seven and three-fourths (773/4) rods to a stake; thence northwesterly parallel with the land now or formerly of said Wyman fifty-nine (59) rods more or less, to a stake; thence southwesterly parallel with land now or formerly of said Huston to the east corner of land now or formerly of said Clough to the first mentioned bound. Said premises were conveyed to the Grantor by Margaret G. Wyman, et als. by deed dated January 21, 1964 and recorded in said Registry of Deeds in Book 2801, Page 74, and said premises are subject to the use conditions set forth in said deed. Together with all the Grantor's right, title and interest in an to a certain easement conveyed to it by Valley High Realty Corporation by deed dated June 19, 1965 and recorded in said Registry of Deeds in Bock 2927, Page 27.

All of said premises are conveyed subject to the rights conveyed by the Grantor to Central Maine Power Company by deed dated September 11, 1964 and recorded in said Registry of Deeds in Book 2877, Page 332.

The perpetual right to pass and repass at all times and for all purposes and with all manner of foot traffic, vehicles and equipment across so much of land now or formerly of Valley High Realty Corporation situated southerly of the said Greely Road in said Cumberland and westerly of land now or formerly of Stanley N. Brown as lies within the following described sixty (60) foot wide right of way and its prolongation at both ends: A strip of land sixty (60) feet in width extending southeasterly one thousand four hundred forty (1440) feet, more or less, from the southerly side of the said Greely Road across land now or formerly of Valley High Realty Corporation to land now or formerly of Stanley N. Brown. The easterly sideline of said sixty (60) foot strip shall be contiguous with the easterly sideline of the former Maine Central Railroad location, now abandoned. Subject to the rights of Valley High Realty Corporation, its successors and assigns, in common with others to the use of the aforesaid strip together with any extension to land now or formerly of Val Halla Country Club for such purposes. Being the same easement conveyed March 17, 1966 to the Grantor by Valley High Realty Corporation, recorded in said Registry of Deeds in Book 2950, Page 100.

Also the prepetual right to pass and repass at all times and for all purposes and with all manner of foot traffic, vehicles and equipment across so much of land now or formerly of Stanley N. Brown situated southerly of the said Greely Road in said Cumberland and westerly of land now or formerly of Nelson S. Blanchard, et al. as lies within the following described sixty (60) foot wide right of way and its prolongation at both ends: A strip of land sixty (60) feet in width extending southeasterly two thousand eight hundred fifty (2850) feet, more or less, from the southerly side of the said Greely Road across land now or formerly of Stanley N. Brown to land now or formerly of Nelson S. Blanchard, et al. The easterly sideline of the sixty (60) foot strip shall be contiguous with the easterly sideline of the former Maine Central Railroad location, now abandoned. Being the same easement conveyed to the Grantor by Stanley N. Brown by deed dated November 10, 1964 and recorded in said Registry of Deeds

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in Book 2950, Page 96, and subject to any reservations therein.

Also another certain lot or parcel of land with any buildings thereon, situated in said Cumberland, bounded and described as follows: All and the same parcel of land conveyed in deed of John Clough and Miranda Clough to Maine Central Railroad Company dated September 13, 1870, recorded in said Registry of Deeds in Book 381, Page 219, and described in said deed as follows: A certain strip or parcel of land six rods wide, belonging to us covered by the present actual location their said Railroad in the town aforesaid; beginning where the center line of said Railroad crosses the northeasterly line of said John Clough's land and extending southerly along said center line and three rods on the westerly side and three rods on the easterly side of said center line, about one hundred four and 6/10 rods to land of Charles Wyman, containing three and 92/100 acres, more or less.

Also another certain lot or parcel of land with any buildings thereon, situated in said Cumberland, bounded and described as follows: All and the same parcel of land conveyed in deed of Frederic P. Blanchard to Maine Central Railroad Company dated September 13, 1870, recorded in said Registry of Deeds in Book 381, Page 168, and described in said deed as follows: A certain strip or parcel of land belonging to me covered by the present actual location of their said Railroad in the town aforesaid; beginning where the center line of said Railroad crosses the northerly line of my land, and extending southerly along said center line and forty-six feet on the westerly side and thirty-six and one-half on the easterly side of said center line, about forty-two rods to land now or formerly of John Clough, containing one 32/100 acres, more or less.

TO HAVE AND TO HOLD the aforegranted and bargained premises with all the privileges and appurtenances thereof to the said TOWN OF CUMBERLAND, its successors and assigns, to it and their use and behoof forever.

AND the said Grantor Corporation does hereby COVENANT with the said Grantee, its successors and assigns, that it is lawfully seized in fee of the premises, that they are free of all incumbrances; except as aforesaid, that it has good right to sell and convey the same to the said Grantee to hold as aforesaid; and that it and its successors, shall and will WARRANT AND DEFEND the same to the said Grantee, its successors and assigns forever, against the lawful claims and demands of all persons.

IN WITNESS WHEREOF, the said VAL HALLA COUNTRY CLUB has caused this instrument to be sealed with its corporate seal and signed in its corporate name by Richard M. Anderson , its President 10 th thereunto duly authorized, this day of

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Signed, Sealed and Delivered

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in the year one thousand nine hundred and seventy-five. CLUB SD4K

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STATE OF MAINE COUNTY OF CUMBERLAND ss.

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July 10. 1975

Then personally appeared the above named Richard M. Anderson , of said Grantor Corporation as aforesaid, and President acknowledged the foregoing instrument to be his free act and deed in his said capacity, and the free act and deed of said corporation. Before me,

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JUL 11 1975 REGISTRY OF DEEDS. CUNBERLAND COUNTY, MAINE Received at 3 HOSN PM. and recorded in ded in anguet State Acting Register BOOK, 37 PAGE

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## SECTION 5 Names and Addresses of All Property Owners within 200'

### Abutters within 200' Cumberland Equipment Storage Site JN 3656.06

Tax Map R04 ABUTTERS: Lots: 2, 4A, 4B, 5, 34A, 38, 38A, 40, 40C, 41A, 42,

**Lot 2** Durwood A Bragg 305 Tuttle Road Cumberland Center, ME 04021

Lot 4A Richard L Doane 4 Catalpa Lane Cumberland Center, ME 04021

Lot 4B Richard L & Hilary H Doane 4 Catalpa Lane Cumberland Center, ME 04021

**Lot 5** Ocean View at Cumberland, LLC 20 Blueberry Lane Falmouth, ME 04105

**Lot 34A** Ocean View at Cumberland, LLC 20 Blueberry Lane Falmouth, ME 04105

**Lot 38** Richard Y & Judith K Ingraham 236 Greely Road Cumberland Center, ME 04021

Lot 38A Hall & Deborah C Thompson 240 Greely Road Cumberland Center, ME 04021 **Lot 40** Kevin C Hughes 250 Greely Road Cumberland Center, ME 04021

Lot 40C Linda W Tobey 244 Greely Road Cumberland Center, ME 04021

**Lot 41A** Maine State Golf Association, Inc. 58 Val Halla Road Cumberland, ME 04021

**Lot 42** Yarmouth Water District PO Box 419 Yarmouth, ME 04096

Tax Map R04B ABUTTERS: Lot: 7

**Lot 7** Town of Cumberland 290 Tuttle Road Cumberland Center, Maine 04021-9321

Tax Map R06 ABUTTERS: Lots: 7, 7B

**Lot 7** Anne J Murray PO Box 404 Cumberland, Maine 04021

**Lot 7B** Richard D & Jennifer R Jacobson PO Box 127 Cumberland, Maine 04021

### Abutters within 200' Cumberland Equipment Storage Site JN 3656.06

### Tax Map UIIA ABUTTERS: Lots: 9, 10, 11, 13

Lot 9 William B Asherman 55 Meadow Lane Cumberland Center, Maine 04021

Lot 10 Donna P Hewes 51 Meadow Lane Cumberland Center, Maine 04021

Lot II Matthew J & Elizabeth M Whorton 43 Meadow Lane Cumberland Center, Maine 04021

**Lot I3** Mary E Pallozzi 33 Meadow Lane Cumberland Center, Maine 04021

Tax Map UI3 ABUTTERS: Lots: 19, 20, 22

Lot 19 Tina L & Jason M Provencher 38 Pinewood Drive Cumberland Center, Maine 04021

**Lot 20** Ryan & Amanda Flanagan Wallace 40 Pinewood Drive Cumberland Center, Maine 04021 **Lot 22** Melissa D'Agostino 41 Pinewood Drive Cumberland Center, Maine 04021

Tax Map UI3B ABUTTERS: Lots: 1, 2, 3, 4, 5, 6, 30, 31

Lot I Linda T Isaacson 2 Hemlock Drive Cumberland Center, Maine 04021

**Lot 2** Wheaton G Hudson, Jr. 4 Hemlock Drive Cumberland Center, Maine 04021

Lot 3 David R & Rebecca E Williams 6 Hemlock Drive Cumberland Center, Maine 04021

Lot 4 James Garrett & Courtney Anson 8 Hemlock Drive Cumberland Center, Maine 04021

**Lot 5** Nancy & Gregory Godspeed 10 Hemlock Drive Cumberland Center, Maine 04021

Lot 6 Penelope H & Dirk G Asherman (Trustees) 12 Hemlock Drive Cumberland Center, Maine 04021

### Abutters within 200' Cumberland Equipment Storage Site JN 3656.06

Lot 30 Bill Smith & Mary Gazda I Balsam Drive Cumberland Center, Maine 04021

Lot 3 I Mark A & Nichole R Axelsen II I Hemlock Drive Cumberland Center, Maine 04021

Tax Map UI4 ABUTTERS: Lots: 8A, 61, 62, 63, 63B, 64

### Lot 8A

Ashton L Cushman & Kealoha T Higgins 12 Brookside Drive Cumberland Center, Maine 04021

#### Lot 6I

M Elizabeth & Richard D Ramseyer Jr. 36 Woodside Drive Cumberland Center, Maine 04021

#### Lot 62

Town of Cumberland 290 Tuttle Road Cumberland Center, Maine 04021-9321

### Lot 63

Samuel G & Sheran A Andrews 40 Val Halla Road Cumberland Center, Maine 04021

### Lot 63B

James N & Phoebe Milliken Whipple 48 Val Halla Road Cumberland Center, Maine 04021 Lot 64 Carl Dean & Michele L Rock 37 Woodside Drive Cumberland Center, Maine 04021

## SECTION 6 Tax Map



## SECTION 7 Technical and Financial Capacity



#### Technical Capacity

The Town of Cumberland has retained Gorrill Palmer to prepare plans and permit applications for the construction of the equipment storage building and material storage bins. Doug Reynolds, P.E. represents Gorrill Palmer as the Project Manager for this project. In addition to Gorrill Palmer, Boundary Points Professional Land Surveying, LLC has been retained to prepare existing survey conditions and provide as-built information for the equipment storage building.

Since forming Gorrill Palmer in June of 1998, the principals of Gorrill Palmer have completed a number of General Engineering Services projects on behalf of the Town of Cumberland, including:

Name of Project	Type of Project	Year Completed
Goose Pond Road Gravel Pit	Expansion of Operations	2014
Mill Road Culvert	Culvert Replacement	2016
Middle Road at Greely Road Culvert	Drainage Improvements	2016
Route I Roadway Improvements	Roadway	2017
Powell Road Roadway Improvements	Roadway	2017
Summit Gas Observation	Construction Observation	Since 2015
Route 9 Roadway Improvements	Roadway	2019

#### Post Construction Phase

After construction, the project will be managed and maintained by the applicant, the Town of Cumberland, who currently owns and maintains the existing stockpile area on the Val Halla Parcel.

#### Financial Capacity

The Town of Cumberland has the financial capacity to fund the construction of the equipment storage building and the material bins using the Town's General Funds.

## SECTION 8 Waiver Requests

The Accompanying Waiver Table provides a description of potential waiver requests.

Standard:	Cite Standard Language:	Justification for Potential Waiver Request:
Cite Ordinance	Cite specific language of applicable Ordinance	Document reasons for the potential waiver request.
Proposed Solid Waste Disposal Plan	Section 229-10.K.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.	The proposed use will not generate any solid waste and, as such, no dumpsters or trash receptacles will be required on site.
Lighting/Photometric Plan	Section 229-10.H: Exterior lighting. The use of exterior lights shall be minimized to the greatest extent possible. Exterior lighting of commercial buildings, parking areas and signs shall only be allowed during the actual hours of operation and one hour prior to and one hour following the hours of operation. Low level pedestrian lighting (no greater than 14' in height) is permitted at doorways but must be shielded to restrict the maximum apex angle of the cone of illuminations to 150 degrees. The proposed development must have adequate exterior lighting to provide for its safe use during nighttime hours, if such use is contemplated. All other light fixtures shall be motion-sensing set to illuminate a limited area when motion is detected and turned off when the detected motion ceases for a reasonable period of time. All exterior lighting must utilize full cut-off fixtures to avoid glare and adverse impact on neighboring properties and rights- of-way, and the unnecessary lighting of the night sky.	No exterior lighting is proposed as part of the proposed development.
High intensity soils survey		The development does not qualify as a major site plan; therefore, a High intensity soils survey is not required.
Hydro geologic evaluation		The development does not qualify as a major site plan; therefore, a Hydro geologic evaluation survey is not required.
Traffic Study		The development does not qualify as a major site plan; therefore, a traffic study is not required.
Market Study		The development does not qualify as a major site plan; therefore, a traffic study is not required.
Locations of proposed recreation		The development does not qualify as a major site plan;
areas (parks, playgrounds, other public areas)		therefore, recreation areas are not required.

### POTENTIAL WAIVER REQUESTS

## POTENTIAL WAIVER REQUESTS

Standard:	Cite Standard Language:	Justification for Potential Waiver Request:
Cite Ordinance	Cite specific language of applicable Ordinance	Document reasons for the potential waiver request.
Locations and type of outdoor		The development does not qualify as a major site plan;
furniture and features such as		therefore, outdoor furniture and features are not
benches, fountains.		required.



![](_page_55_Figure_13.jpeg)

![](_page_55_Figure_14.jpeg)

![](_page_56_Figure_0.jpeg)

PLANT LIST				
NICAL NAME	COMMON NAME	SIZE	QTY	
	WHITE SPRUCE	6'-7' HGT.	6	
	RED OAK	2-1/2" CAL.	3	

Design: DER	Draft:	CG	Date: SEPT 2020			
Checked: DER	Scale:	1"=50'	Job No.: 3656.06			
File Name: 3656-06-PBASE.dwg						
This plan shall not be modified without written permission from Gorrill Palmer. Any alterations, authorized or otherwise, shall be at the user's sole risk and without liability to Gorrill Palmer.						