Town of Kittery
Planning Board Meeting
September 14, 2023

ITEM 1 – Green Truck Farm/ 89 Route 236 Site Plan Modification (Final) and New Marijuana Business Review

Action: Decide on Final Site Plan Modification or continue review
Owners: Joshua Seymour, JD Investments LLC; josh@greentruckfarm.com; 207-432-6000
Agent: Mike Sudak, Attar Engineering; mike@attarengineering.com; 207-439-6023
Proposal: change use of portion of existing commercial building to adult-use marijuana business and extend sewer main to serve the subject property.
Property: 89 Route 236; Tax Map 28, Lot 14-2
Zoning: Commercial 2 (C-2)
Viewpoint application #: PSPR-23-4

Summary:

The applicant proposes to change an existing CBD retail business (NOT considered a cannabis business) to an adult-use marijuana business utilizing existing retail, office, and storage spaces at 89 Route 236. The subject property is developed with a commercial building which is also occupied by an "Aroma Joe's" coffee/ food service business. The site is accessed from Route 236 via an existing driveway, which also serves a storage facility located in the abutting property to the north. The applicant proposes to extend public sewer facilities northwestward along Route 236 from their current terminus at MacKenzie Lane to the subject property. A 1,357 square foot wetland lies near the street edge of the property. The new sewer main is proposed to be constructed within wetland buffer areas along the Route 236 road shoulder. Utilities may be constructed in wetlands where it is demonstrated that there is no alternative. The extended sewer facilities are intended to be made public after completion and therefore should remain located in public right-of-way.

Construction of additional parking facilities with lighting and landscaping is also proposed. These improvements were reviewed by the Planning Board via a Site Plan application that was approved on November 18, 2021. The Planning Board approved the original site plan for a 2,520 square foot building containing business offices and a showroom and a drive thru only restaurant at the subject property on January 14, 2016.

PROCESS:

REQ'D	ACTION	COMMENTS	STATUS
NO	Sketch Plan	Not required	Not submitted
NO	Site Visit	Site visit occurred May 22, 2023. Abutters notified, most Board members present, No members of the public attended. M. Sudak and the applicant showed the locations of parking and sewer improvements and proposed renovations of building interior.	Completed 5/22/23
YES	Site Plan Modification Review Completeness/Acceptance	Modification to approved plan; full site plan submission not required. Board should determine whether additional evidence is needed for review of proposal or application is complete.	Completeness determined 5/11/23
YES	Public Hearing	A new marijuana business is a special exception use. Projects that require special exception approval constitute major site plans per 16.7.5. A public hearing is required for major site plans per 16.7.10.	Held and closed June 8, 2023.
YES	Preliminary Site Plan Review Approval	Approved with conditions/ outstanding items during June 8, 2023 meeting.	Approved, with conditions
YES	Final Site Plan Review Approval	New adult use marijuana business requires completion of site plan review process, including preliminary and final approval.	Pending

Applicant: Plan Review Notes reflect comments and recommendations regarding applicability of Town Land Use Development Code, and standard planning and development practices. Only the PB makes final decisions on code compliance and approves, approves with conditions or denies final plans. Prior to the signing of the approved Plan any **Conditions of Approval related to the Findings of Fact along with waivers and variances (by the BOA) must be placed on the Final Plan and, when applicable, recorded at the York County Registry of Deeds. PLACE THE MAP AND LOT NUMBER IN 1/4" HIGH LETTERS AT LOWER RIGHT BORDER OF ALL PLAN SHEETS.** As per Section 16.4.4.13 - Grading/Construction Final Plan Required. - Grading or construction of roads, grading of land or lots, or construction of buildings is prohibited until the original copy of the approved final plan endorsed has been duly recorded in the York County registry of deeds when applicable.

Traffic Impacts Discussion:

A Traffic Impact Analysis prepared by Sewall indicates that the proposed use would generate approximately 57 additional PM weekday peak hour trips and 77 additional Saturday peak hour trips to the local street system. Improvements to Route 236 in the project vicinity including installation of center turn lanes are planned to be designed and constructed by Maine DoT with financial contribution from the Town of Kittery, in accordance with the recommendations of the Route 236 Traffic Study which was completed by the Town in 2019: route_236_final_report.pdf (kitteryme.gov).

The Board requested peer review of the applicant's plans and studies during the June 8 meeting. This information was reviewed on the Board's behalf by Philip Corbett of CMA Engineers accordingly. Mr. Corbett noted in the letter dated July 10, 2023 that morning peak hour traffic volumes generated by uses at this site may be higher than the evening peak hour due to the existing Aroma Joe's coffee business. However, the applicant's business is not proposed to operate during morning peak hours and should not impact these volumes. Ultimately, Mr. Corbett concurred with the conclusion that a left turn lane on Route 236 is warranted by this proposal. No further study or counting of traffic generated by this proposed use was recommended by the peer review engineer.

Establishment of a Traffic Impact Fee to be paid by the applicant to mitigate for the proposed incremental impacts to the local street system and to contribute a proportional share of the costs of the Route 236 improvements project was recommended by the applicant's traffic consultant and discussed by the board during the June 8 meeting. The applicant subsequently obtained Maine Department of Transportation approval for this proposal via a Memorandum of Highway Entrance Permit Waiver dated August 25, 2023. This waiver grants direct access to Route 236 for the proposed business use, provided the applicant pay an **impact fee in the amount of $200,000** to Maine DOT. The recorded Memorandum and Driveway/ Entrance Permit contains other conditions of approval and is included in the packet for reference.

Staff Review:

16.4.20 Commercial 2 (Route 236 Commercial Zone) Zoning Provisions

C.17: Marijuana business = Special Exception Use

Special exception is defined as "A use that would not be appropriate generally or without restriction throughout the zoning district, but which, if controlled as to number, area, location or relation to the neighborhood, would promote the public health, safety, welfare, morals, order, comfort, convenience, appearance, prosperity or general welfare."

D.2.f: impervious surfaces limited to no more than 40% of lot

According to the site plan, total impervious surfaces are proposed to comprise 20,874 square feet of the 60,402 square foot property, which complies with this standard. (20,874/ 60,402 = 34.5% impervious coverage).

D.3.a Parking must be visually screened with landscaping, berms, or fencing; Parking stalls 19 X 9 feet

Parking stalls shown on plans at 9 X 19 size. New parking facilities screened by existing vegetated wetland and buffer areas; additional landscaping comprised of trees and shrubs in perimeter planters shown on plans.

D.3.e: Waste facilities must be enclosed and visually buffered

Trash enclosure located in rear portion of paved area and proposed to be enclosed with chain link fence. Existing vegetation in setback areas would screen this facility from nearby areas.

D.3.f: vehicle and parking circulation must comply with Design Handbook

Design Handbook encourages locating parking areas in side and rear yards and provision of continuous

walkways with clear markings for safe circulation. Snow storage and landscaping is required. Painted walking facilities are proposed to provide safe circulation between parking areas and the building. Snow storage is shown on (previously approved) plans. Additional painted walkways were added to plans in response to discussions which occurred during the site walk.

16.5.30 Wetland setbacks for special situations

E. Utilities within wetland. The applicant proposes to install a sewer force main within the buffer/ setback area of an existing on-site 1,357-square foot wetland. Section 16.5.30 states that utilities may be located within a wetland where it is demonstrated that there is no alternative. Table 16.5.30 does not include specific provisions for public sewer mains. Staff find that the proposed sewer extension should remain in public right of way and NOT under the roadway. Impacts to the on-site wetland may be unavoidable to extend the sewer main as proposed.

16.5.32 Marijuana business

B. Standards

1. May not locate within 1,000 feet of a school or a public recreation facility.

The site is not within 1,000 feet of any school or public recreation facility.

2. may not have any odor of marijuana detectable beyond the area controlled by the business. Odor controls may be necessary.

Cultivation of marijuana not proposed. Odor impacts not anticipated.

3. Marijuana grown by any marijuana business may be grown indoors only

N/A cultivation of marijuana not proposed.

4. Design must comply with Kittery Design Handbook

Existing building was approved by Kittery Planning Board in 2016 and parking lot improvements approved in 2021.

5. The area of any marijuana business accessible to customers must be no less than 400 nor more than 2,000 square feet.

Total retail area shown to be 1,680 square feet.

*6. Parking must conform to § **16.7.11F**, Parking and loading.* See 16.7.11 notes below.

7. Fire suppression and alarm systems must be provided to Fire Chief satisfaction and per building codes.

Building constructed in accordance with applicable building and fire codes. No concerns about this proposal were expressed by Kittery's Code Enforcement Officer or Fire Chief.

8. Electrical supply must be adequate for proposed business use.

Building constructed in accordance with applicable building and fire codes. No concerns about this proposal were expressed by Kittery's Code Enforcement Officer or Fire Chief.

9. Video surveillance must provide security for the site.

10. The licensed premises must have an approved wastewater discharge plan in accordance with this title and Title 13.

Applicant proposes to extend sewer main to serve the subject property. All sewer facility improvements would be designed and constructed in accordance with applicable standards and subject to a Special Entrance Permit from the Kittery Sewer Department.

11. The licensed premises must have exterior lighting that conforms with this title and the Town of Kittery's Design Handbook. The Planning Board, at its discretion, may require motion sensors covering the full perimeter of the building(s).

Lighting plans indicate installation of two 15-foot tall pole lights with cutoff fixtures to illuminate new parking areas. Light spillage is shown to be limited to developed areas. Lighting plans generally comply with the lighting standards of 16.7.11.H.2.

16.7 General Development (Site Plan) Requirements

16.7.2 Applicability: Site plan approval is required prior to commencing Marijuana businesses (A.10)

16.7.5 Projects that require special exception approval constitute major site plans requiring planning board review (vs. minor site plans which can be reviewed by staff).

16.7.11 Performance standards and approval criteria

F. Parking and Loading: 1 parking space is required per 175 square feet of gross floor area for retail uses. The site plan provided by the applicant indicates that 1,680 square feet of retail space is proposed, which requires 9.6 parking spaces. Combined with the office, restaurant, and storage uses of the building, 28.6 total parking spaces are shown to be needed for this site. With the approved (but unbuilt) parking lot expansion, a total of 29 parking spaces will be provided at the site. This standard appears to be met accordingly.

Recommendation:

Staff find that the proposed sewer extension and change of use generally comply with applicable standards. The board may request additional information pertaining to security requirements or adult use marijuana business licensing procedures. Staff also find that the impact fee imposed on the applicant by Maine DoT adequately mitigates for traffic impacts anticipated from this proposal. **Staff recommend approving this Final Site Plan application accordingly.**

Suggested motion:

Move to approve *the Final Site Plan modification and new marijuana business application submitted by Joshua Seymour to* change use of portion of existing commercial building to adult-use marijuana business and extend sewer main to serve the property located at 89 Route 236 and identified as Tax Map 28, Lot 14-2, in the C-2 Route 236 Commercial zoning district.

The Planning Board may also continue review, request additional information from the applicant or staff, establish conditions of approval, or deny the application.

FINDINGS OF FACT

The Planning Board made Findings of Fact related to the development of the subject property in 2016 and again in 2021. The 2021 review was for the expansion of parking facilities that is shown in the site plans that are currently being reviewed. Staff propose that **the approved findings remain in effect**, with proposed amendments **to be voted on and read into the record during Final Plan review** (underlined and highlighted in yellow) as follows:

F. Sewage Disposal Adequate:

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The proposed development will provide for adequate sewage waste disposal and will not cause an unreasonable burden on municipal services if they are utilized.
~~Location of subsurface wastewater disposal system and a reserve system have been located on the plan and a completed HHE-200 application with test pit information has been submitted. The Board finds this standard has been met.~~ The applicant proposes to extend the sewer force main which currently terminates near McKenzie Lane northwestward along Route 236 to serve the subject property. These facilities will be sized and located to serve nearby properties and will become public sewer facilities upon project completion. This standard will be met accordingly.
Vote of __ in favor__ against _ abstaining

M. Traffic Managed

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The proposed development will:

1. Not cause unreasonable highway or public road congestion or unsafe conditions with respect to the use of the highways or public roads existing or proposed; and *2. Provide adequate traffic circulation, both on-site and off-site.*
An analysis of the traffic generation has been completed and reviewed by CMA, and the Maine DOT who, after a meeting with the Town, CMA, the applicant and their agents, granted a Traffic Movement Permit for the proposed development. This includes a right-turn pocket on Rt. 236. CMA has some additional comments that are identified in their 1/4/2016 review letter that the applicant will be required to follow as part of Condition # 6., and Condition # 4 as related to the parking requirements. The site is accessed from Route 236 via an existing driveway, which also serves a storage facility located in the abutting property to the north. This proposal will have incremental impacts to traffic safety and volumes on this roadway. To mitigate for those impacts and to contribute a proportional share to planned improvements to Route 236, the applicant is required to pay an impact fee of $200,000 to Maine DoT prior to operation of the proposed marijuana business.
The proposed development conforms to Title ~~16.8.9 Parking, Loading and Traffic~~ 16.7.11.E Vehicular traffic & 16.7.11.F Parking and loading and, with payment of the Maine DoT Traffic Impact Fee, will provide for adequate traffic circulation. This standard appears to be met.
Vote of _ in favor__ against _ abstaining

P. Developer Financially and Technically Capable

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Developer is financially and technically capable to meet the standards of this section.
The developer will provide an inspection escrow in an amount suitable to cover the costs of on-site inspection by the Peer Review Engineer to ensure the proposed development is constructed according to the approved plan. The Board finds this standard has been met. The developer is also required to provide a financial guarantee in the form of a Letter of Credit from a reputable financial institution or payment of funds to be placed in a Town-held escrow account for the costs to construct the proposed sewer force main, site improvements, and erosion control measures prior to start of construction. This standard appears to be met.
Vote of _ in favor__ against _ abstaining

All other Findings of Fact and Conditions of Approval dated November 18, 2021 remain in effect.

Vote of ___ in favor, ___ against, ___ abstaining

APPROVED BY THE KITTERY PLANNING BOARD ON _____

Signed _____
Dutch Dunkelberger, Planning Board Chair

ITEM 9

Town of Kittery

Planning Board Meeting

November 18, 2021

ITEM 9— 89 Route 236—Final Site Plan Review

Action: Accept or deny application as complete, continue to a subsequent meeting, approve or deny final plan. Pursuant to *Commercial (C-1, C-2, C-3, §*16.8 *Design and Performance Standards for Built Environment* and Article VII *Final Plan Review and Decision* of *§*16.10 *Development Plan Application* of the Town of Kittery Land Use and Development Code, the Planning Board shall consider a final site plan application from applicant/owner JD Investment Inc. and agent Jones & Beach Engineers, Inc. requesting final approval to expand the existing parking lot by 11 spaces totaling 3,400-sf. of additional impervious surface with appurtenant stormwater infrastructure on real property with an address of 89 Route 236 (Tax Map 28, Lot 14-2) located in the Commercial-2 (C2) Zone.

PROJECT TRACKING

REQ'D	ACTION	COMMENTS	STATUS
No	Sketch Plan	Not Pursued	N/A
YES	Site Visit	September 30, 2021	HELD
YES	Preliminary Plan Review Completeness/Acceptance	September 9, 2021	ACCEPTED
YES	Public Hearing	October 14, 2021	HELD
YES	Preliminary Plan Approval	October 14, 2021	APPROVED
YES	Final Plan Review and Decision	May occur on November 18, 2021	PENDING

Applicant: Prior to the signing of the approved Plan any **Conditions of Approval related to the Findings of Fact along with waivers and variances (by the BOA) must be placed on the Final Plan and, when applicable, recorded at the York County Registry of Deeds. PLACE THE MAP AND LOT NUMBER IN 1/4" HIGH LETTERS AT LOWER RIGHT BORDER OF ALL PLAN SHEETS.** As per Section 16.4.4.13 - Grading/Construction Final Plan Required. - Grading or construction of roads, grading of land or lots, or construction of buildings is prohibited until the original copy of the approved final plan endorsed has been duly recorded in the York County registry of deeds when applicable.

Project Introduction

The application before the Planning Board ("Board") is a site plan development that seeks to construct a 3,400-sf expansion of an existing parking lot in order to accommodate an increase of the amount visitors the various businesses are experiencing. Currently, there is an engineering firm, CBD retail store (not a marijuana business) and an Aroma Joes drive-thru coffee shop.

The proposed development seeks approval to create 11 additional parking spaces. To accommodate the expansion, the application proposes to add new stormwater infrastructure, updated operation and maintenance plan, landscaping, lighting fixtures and appropriate signage. Separate from this application, but a component of the overall development is the installation of two new septic systems. It was identified earlier this year that the subsurface wastewater systems were failing and were of need of replacement as soon as possible. The replacement systems fall under a separate application process under the local plumbing inspector; however, are depicted on the site plan so as to show the extent of all the elements of the proposed development. Given the uncertainty expressed by the Board over the new systems, Brady Frick, Licensed Site Evaluator, of Albert Frick Associates, Inc. penned an opinion and small analysis on why the original system failed and the new system will be appropriate with an anticipated longer longevity.

CMA Engineering Inc. has reviewed the site plan and stormwater management plan and they found a few minor issues with the plan, but generally agree that the application complies with the relevant standards..

The task before the Board at this juncture is to review the application for completeness, determine if additional information is required; and if not, vote on the final plan.

Final Plan Review

§16.2.2 Definitions	
Standard	Comment
Drainage Ditch A man-made, regularly maintained channel, trench or swale for conducting water that has a direction of flow to remove surface water or groundwater from land by means of gravity. For the purposes of this title, any new activity that reroutes a streambed or dredges a wetland is not considered to be a "drainage ditch." Where a drainage ditch widens out into a larger wetland, a route no more than 12 feet in width can be considered to be the drainage ditch. The remainder is considered wetlands unless it is demonstrated that the originally developed drainage ditch was designed to be greater than 12 feet in width.	The Planning Board needs to apply this definition to the water body to the rear of the lot and make a determination whether or not it is a wetland or drainage ditch for stormwater purposes.
Wetland Areas that under normal circumstances have hydrophytic vegetation, hydric soils and wetland hydrology, as determined in the Corps of Engineers Wetlands Delineation Manual — Waterways Experiment Station Technical Report Y-87-1, January 1987" (1987 manual). This definition of wetland is based on the 1987 manual and is not subject to further revisions and/or amendments.	Similar to the definition above, this definition and that of a drainage ditch needs to be taken together and applied to the water body that abuts the existing parking lot to the rear of the site.

Code Ref.	§16.3.2.11.D(2)	
	Standard	Comment
§16.3.2.11.D(2)(a)	Minimum lot size: 40,000-sf.	It appears that this standard is satisfied.
§16.3.2.11.D(2)(b)	Minimum street frontage: 150-ft.	It appears that this standard is satisfied.
§16.3.2.11.D(2)(c)	Minimum front setback: 50-ft.	It appears that this standard is satisfied.
§16.3.2.11.D(2)(d)	Minimum rear and side setbacks: 30-ft., except as may be required by the buffer provisions of this title, and where the side and/or rear yards of the proposed nonresidential use abut a residential zone or use; in which case a minimum of 40 feet is required.	It appears that this standard is satisfied.
§16.3.2.11.D(2)(e)	Maximum building height: 40-ft.	It appears that this standard is satisfied.
16.3.2.11.D(2)(f)[4]	For all uses in the C-2 Zone, building and outdoor material coverage must not exceed 40%.	
16.3.2.11.D(2)(h)	Minimum setback from streams, water bodies and wetlands: in accordance with Table 16.9, § 16.3.2.17 and Appendix A, Fee Schedules.	It appears that this standard is satisfied.
16.3.2.11.D(2)(k)	Underground utilities required. The Planning Board may allow an alternative, but it is incumbent upon the applicant to demonstrate why such a modification request should be granted.	It appears that this standard is satisfied.

Code Ref,	§16.3.2.11.D(5) C-2 Zone Standards	
	Standard	Comment
§16.3.2.11.D(5)(a)	All new or revised parking must be visually screened through the use of landscaping, earthen berms and/or fencing from adjacent public streets or residential properties. (See the Design Handbook for appropriate examples.)	There appears to be adequate screening of the new and existing parking lot, as there is a woodland buffer along the side and rear sections of the property. Moreover, the applicant has identified and flagged trees of significance to be preserved during the construction of the parking lot. Planning Board may want to consider adding a condition of approval that stipulates the replanting of any trees that die during construction with a species of similar quality.
§16.3.2.11.D(5)(b)[1]	New buildings should meet the general design principles set forth in the Design Handbook. In general, buildings should be oriented to the street with the front of the building facing the street. The front or street facade must be designed as the front of the building. The front elevation must contain one or more of the following elements: [a] A "front door," although other provisions for access to the building may be provided; [b] Windows; or [c] Display cases.	This standard is not applicable.
§16.3.2.11.D(5)(b)[2]	A building's prominent roofs must be pitched a minimum of 4:12 unless demonstrated to the Planning Board's satisfaction that this is not practicable. Acceptable roof styles are gabled, gambrel and hipped roofs. Flat roofs, shed roofs and roof facades (such as "stuck on" mansards) are not acceptable as prominent roof forms except as provided above. (See Design Handbook for examples of acceptable designs.)	This standard is not applicable.
§16.3.2.11.D(5)(c)[1]	Landscape planter strip. A vegetated landscape planter strip must be provided a minimum of 20 feet in depth adjacent to the right-of-way of all public roads and include the following landscape elements: [a] Ground cover. The entire landscape planter strip must be vegetated except for approved driveways, walkways, bikeways and screened utility equipment [b] Street-side trees. A minimum of one street tree must be planted for each 50 feet of street frontage. The trees may be spaced along the frontage or grouped or clustered to enhance the visual quality of the site. (See Design Handbook for examples.) The trees must be a minimum two-and-one-half-inch caliper and be at least 12 feet high at the time of planting. The species should be selected from the list of recommended street trees in the Design Handbook. Existing large healthy trees must be preserved if practical and will count toward this requirement.	These standards appear to be satisfied.

§16.3.2.11.D(5)(c)[1][c][i]	Expansions of less than 2,000 square feet to existing uses are exempt from the landscaping standard of this subsection.	This standard is not applicable.
§16.3.2.11.D(5)(c)[1][c][ii]	Depth of landscape planter strip. In instances where the required minimum depth of the landscape planter strip is legally utilized, in accordance with previous permits or approvals for parking, display, storage, building or necessary vehicle circulation, the depth may be narrowed by the Planning Board to the minimum extent necessary to achieve the objective of the proposed project, provided that the required shrubs and perennials are planted along the street frontage to soften the appearance of the development from the public street.	This standard is not applicable.
§16.3.2.11.D(5)(c)[1][c][iii]	Additions and changes in use. For additions to existing buildings and changes of residential structures to a nonresidential use, one street-side tree (see list of recommended street trees in Design Handbook) is required to be planted for every 1,000 square feet of additional gross floor area added or converted to nonresidential use. In instances where parking, display area, storage, building or necessary vehicle circulation exists at the time of enactment of this section, the required trees may be clustered and/or relocated away from the road as is necessary to be practicable. The preservation of existing large trees is encouraged; therefore, the Planning Board may permit the preservation of existing healthy, large, mature trees within the landscape planter strip or other developed areas of the site to be substituted for the planting of new trees.	This standard is not applicable.
§16.3.2.11.D(5)(c)[1][c][iv]	Residences. Residential additions to existing single- and two-family dwellings and proposed single and duplex family dwellings are exempt from the landscaping standards of this subsection.	This standard is not applicable.
§16.3.2.11.D(5)(c)[2]	Outdoor service and storage areas. No areas for the storage of raw materials, equipment or finished products other than small areas for the display of samples of products available for sale or rent may be located between the front property line and the front facade of the building. Display areas may not be located within the required landscape planter strip. Facilities for waste storage such as dumpsters must be located within an enclosure and be visually buffered by fencing, landscaping and/or other treatments. (See Design Handbook for examples of appropriate buffering.)	This standard appears to be satisfied as a fence is proposed to screed the dumpsters.
§16.3.2.11.D(5)(d)	Vehicular and pedestrian circulation must meet the general provisions of the Design Handbook	The Planning Board may want to consider having the applicant incorporate pedestrian access (crosswalks) ways from the parking lot to the building in order to create a safe area for people to use to travel to and from the parking lot.

Code Ref.	§16.8 Article IV Streets and Pedestrian/Sidewalks Site Design Standards	
	Standard	Comment
§16.8.4.5.A	Vehicular access to the development must be arranged to avoid traffic use of local residential streets.	This standard appears to be satisfied.
§16.8.4.5.B	Where a lot has frontage on two or more streets, the access to the lot must be provided to the lot across the frontage and to the street where there is lesser potential for traffic congestion and for hazards to traffic and pedestrians.	This standard appears to be satisfied.
§16.8.4.5.C	The street giving access to the lot and neighboring streets which can be expected to carry traffic to and from the development must have traffic-carrying capacity and be suitably improved to accommodate the amount and types of traffic generated by the proposed use. No development may increase the volume/capacity ratio of any street above 0.8 nor reduce any intersection or link level of service to "D" or below.	This standard appears to be satisfied has the access way that will be used to service the lot is a state highway. Moreover, there is no proposed use change appended with the parking lot expansion. If a use change were to occur, the
§16.8.4.5.D	Where necessary to safeguard against hazards to traffic and pedestrians and/or to avoid traffic congestion, provision must be made for turning lanes, traffic directional islands, frontage roads, driveways and traffic controls within public streets.	This standard appears to be satisfied.

§16.8.4.5.E	Accessways must be of a design and have sufficient capacity to avoid hazardous queuing of entering vehicles on any street.	This standard appears to be satisfied.
§16.8.4.5.F	Where topographic and other conditions allow, provision must be made for circulation driveway connections to adjoining lots of similar existing or potential use: (1) When such driveway connection will facilitate fire protection services as approved by the Fire Chief; or (2) When such driveway will enable the public to travel between two existing or potential uses, generally open to the public, without need to travel upon a street.	This standard is not applicable.
§16.8.4.13.A	Where required, sidewalks must be installed to meet minimum requirements as specified in Table 1 of this chapter	This standard is not applicable.
Code Ref.	§16.8 Article VI Water Supply	
§16.8.6.1.A	A public water supply system with fire hydrants must be installed and approved in writing by the servicing water department.	This standard is not applicable.
Code Ref.	§16.8 Article VII Sewage Disposal	
§16.8.7.2.C	Replacement of subsurface wastewater disposal systems (SWDS) for existing legal uses: (1) Where no expansion is proposed, the SWDS must comply with § 16.8.7.2 and Table 16.9 to the extent practicable and otherwise are allowed per the Maine Subsurface Wastewater Disposal Rules; or (2) Where expansion is proposed, the SWDS must comply with § 16.8.7.2 and Table 16.9 in addition to the Maine Subsurface Wastewater Disposal Rules. NOTE: For the purposes of this subsection, "expansion" is as defined in Section 9 of the Maine Subsurface Wastewater Disposal Rules.	This standard appears to be satisfied, as the proposed parking lot will not be within any wetland setbacks.
Code Ref.	§16.8 Article VIII Surface Drainage	
§16.8.8.1 & §16.8.8.2		The applicant has filed a stormwater management report, which will be peer reviewed by CMA Engineers Inc. to determine compliance. Comments have yet to be received from CMA.
Code Ref.	§16.8 Article IX Parking, Loading and Traffic	
16.8.9.1.A	All development, special exceptions and changes in use must comply with the performance standards herein and, where applicable, those contained in Article V of this chapter. The Planning Board may impose additional reasonable requirements, which may include off-site improvements, based on the following considerations: (1) Sight distances along public rights-of-way; (2) The existence and impact upon adjacent access points and intersections; (3) Turning movements of vehicles entering and leaving the public streets; (4) Snow removal; and (5) General condition and capacity of public streets serving the facility.	Planning Board may want the applicant to revise the plan notes to state that in the instance the lot reaches it capacity for snow storage, all excess snow will be carried off site.
§16.8.9.1.E	All traffic flow in parking areas is to be clearly marked with signs and/or surface directions at all times.	This standard appears to be satisfied.
§16.8.9.1.F	Off-street parking must be constructed in accordance with Table 2 of this chapter, set out at the end of Article IX, Parking Loading and Traffic.	This standard appears to be satisfied.

§16.8.9.4.F	A parking area must meet the wetland and water body setback requirements for structures for the district in which such areas are located, per Table 16.9, Minimum Setback from Wetlands and Water Bodies; except, in the Commercial Fisheries/Maritime Uses Overlay Zone, parking area must be set back at least 25 feet from the normal high-water line or the upland edge of a wetland. The setback requirement for a parking area serving public boat-launching facilities, in zones other than the Commercial, Business-Local, Residential-Urban Zones, and the Commercial Fisheries/Maritime Uses Overlay Zone, may be reduced to no less than 50 feet from the normal high-water line or upland edge of a wetland if the Planning Board finds no other reasonable alternative exists.	This standard appears to be satisfied.
§16.8.9.4.G	Parking landscaping is required for parking areas containing 10 or more parking spaces and must have at least one tree per eight spaces. Such trees are to be located either within the lot or within five feet of it. Such trees are to be at least 1 1/2 inches in diameter, with no less than 25 square feet of unpaved soil or permeable surface area per tree. At least 10% of the interior of any parking area having 25 or more spaces is to be maintained with landscaping, including trees, in plots of at least five feet in width.	This standard appears to be satisfied.
§16.8.9.4.I	If parking spaces are provided for employees, customers or visitors, then accessible parking spaces must be included in each such parking area in conformance with the following table: (see table) (1) Each accessible parking space must contain a rectangular area at least 19 feet long and eight feet wide with access to a designated and marked five-foot-wide aisle. All required accessible parking spaces are to be identified by a vertical sign displaying the international symbol of accessibility; pavement marking alone is not adequate to identify accessible parking spaces. (2) The total number of accessible parking spaces is to be distributed to serve the various accessible entrances as well as possible. (3) At least one accessible route is to connect from each accessible parking space to the accessible building entrance.	This standard appears to be satisfied.
§16.8.9.4.K	Where off-street parking for more than six vehicles is required or provided, the following construction requirements apply: (1) Appropriate driveways from streets or alleys, as well as maneuvering areas, must be provided. Location and width of approaches over public sidewalk are to be approved by the Commissioner of Public Works. When access to parking areas is available from more than one street, the location of points of ingress and egress are to have the approval of the Planning Board. (2) The surface of driveways, maneuvering areas and parking areas must be uniformly graded with a subgrade consisting of gravel or equivalent materials at least six inches in depth, well-compacted and with a wearing surface equivalent in qualities of compaction and durability to fine gravel. (3) A system of surface drainage must be provided in such a way that the water runoff does not run over or across any public sidewalk or street or adjacent property. Where catch basins are required, oil traps are to be provided. (4) Where artificial lighting is provided, it must be shaded or screened so that no light source is visible from outside the area and its access driveways. (5) Where surface water drainage utilizes a municipal drainage system, the parking or driveway area may be required to have a bituminous asphalt surface or other approved equivalent.	These standard appear to be satisfied or not applicable.
Code Ref.	§16.8 Article XVII Utilities	
§16.8.17.2	Utilities, where feasible, are to be installed underground. The Board must require the developer to adopt a prudent avoidance approach when aboveground electrical installations are approved.	It is unclear on the site plan where the electrical lines to connect with the proposed parking lot light pole will be located. Planning Board should have the applicant update the site plan to incorporate this element and determine whether or not relief is needed.

Code Ref.	§16.8 Article XVIII Landscaping	
§16.8.18.1	Street trees, esplanades and open green spaces may be required, at the Board's discretion. Where such improvements are required, they are to be incorporated in the plan and executed as construction progresses. Said improvements must be maintained throughout the life of the development. A "life maintenance" note is to be included on the plan.	These standards generally appear to be satisfied.
Code Ref.	§16.8 Article XXIV Exterior Lighting	
§16.8.24.2.A	Lighting fixtures mounted on masts or poles must be cutoff fixtures except for period or historical fixtures meeting the provisions of Subsection G of this section.	These standards generally appear to be satisfied.
§16.8.24.2.B	Floodlighting or other directional lighting may be used for supplemental illumination of sales or storage areas, provided that the floodlights are installed no higher than 12 feet above ground level, are aimed to avoid the source of the light being seen from adjacent streets or properties, and utilize lamps with an initial lumen rating not exceeding 39,000 lumens. The Town has the right to inspect the completed lighting installation and, if floodlights are used, to require that the floodlights be re-aimed or fitted with face louvers if necessary to control direct brightness or glare.	This standard is not applicable.
§16.8.24.2.C	Except for ornamental lighting fixtures that utilize lamps with initial lumen ratings of 8,500 lumens or less, wall-mounted building lights must include full-face shielding consisting of either a solid panel or full-face louvers. Exposed lamps, reflectors or refractors may not be visible from any part of the fixture except the bottom light-emitting surface.	This standard is not applicable.
§16.8.24.2.D	Light fixtures located on or within canopies must be recessed into the ceiling of the canopy so that the lamp, reflector and lens are not visible from public streets. Fixtures must limit the direction of light as required for a cutoff fixture. Refractors or diffusing panels that are dropped below the canopy ceiling surface are not permitted.	This standard is not applicable.
§16.8.24.2.E	Light fixtures must be mounted at the lowest level that allows reasonable compliance with IESNA-recommended practices and the provisions of this article.	This standard is not applicable.
§16.8.24.2.E(1)	In approving new or modified lighting, the Planning Board may permit a maximum light fixture height for pole-mounted or mast-mounted light fixtures located between the building and the front lot line of not more than 15 feet, unless the applicant demonstrates that a higher height is necessary to allow reasonable compliance with the lighting standards and the Planning Board finds that no practicable alternative for lighting of the site exists.	It is unclear how tall the light pole will be. Applicant should provide a detail depicting its proposed height.
§16.8.24.2.E(2)	The Planning Board may permit a maximum light fixture height for pole-mounted or mast-mounted light fixtures for other areas of the site of not more than 20 feet, unless the applicant demonstrates that a higher height is necessary to allow reasonable compliance with the lighting standards and the Planning Board finds that no practicable alternative for lighting of that area of the site exists.	At the Planning Board discretion.
§16.8.24.2.E(3)	The maximum light fixture height for building-mounted light fixtures is the equivalent of that allowed for a pole-mounted light illuminating the same area. See the Design Handbook for examples of acceptable lighting installations.	This standard is not applicable.
§16.8.24.2.F	Lamps in exterior light fixtures must be incandescent, metal halide, high-pressure sodium, compact fluorescent or light-emitting diode (LED). This provision does not prohibit the use of fluorescent lamps in internally lighted signs where such signs are otherwise permitted, provided such signs meet the requirements of this article. See the Design Handbook for appropriate examples of signs. With the use of LED lighting, the applicant is required to demonstrate that standards within this article are met and/or meet comparable accepted standards for LED exterior lighting. Required photometric test reports for LED lighting must be based on the IESNA LM-79-08 test procedure.	This standard appears to be satisfied.

§16.8.24.32.G	Period or historical fixtures that do not meet the requirements of this section may be used as an alternative to cutoff fixtures, provided the maximum initial lumens generated by each fixture does not exceed 2,000. The maximum initial lumens for metal halide lamps may be increased to 8,500 if the lamp is internally recessed within the fixture or is shielded by internal louvers or refractors. The mounting height of period or historical fixtures may not exceed 12 feet above the adjacent ground. See the Design Handbook for examples.	This standard is not applicable.
§16.8.24.2.H	State and national flags that are flown on flagpoles may be illuminated by ground-mounted lighting that shines vertically as long as exposed lamps, reflectors or refractors are not visible from any public street.	This standard is not applicable.
§16.8.24.3.A	The illumination of access drives must provide for a uniformity ratio of not more than 4:1 (ratio of average to minimum luminance). The illumination of parking lots and outdoor sales and service areas must provide for a uniformity ratio of not more than 20:1 (ratio of maximum to minimum luminance).	Applicant should confirm the ratio to determine if this standard has been met.
§16.8.24.3.B	The maximum illumination level within access drives, parking lots and sales and service areas may not exceed eight footcandles measured at the ground surface.	This standard appears to be satisfied.
§16.8.24.3.C	The maximum illumination level at the property line of a nonresidential or multifamily housing use with abutting properties in a residential district may not exceed 0.1 footcandle.	This standard appears to be satisfied.
§16.8.24.3.D	Areas directly under canopies must be illuminated so that the uniformity ratio (ratio of average to minimum luminance) will be not greater than 3:1 with an average illumination level at ground level of not more than 30 footcandles. Areas of access drives, parking lots, sales display areas, etc., which are adjacent to canopies must taper down in illumination level from the illumination level permitted under the canopy to the maximum illumination level permitted in Subsection B of this section for the access drive, parking lot or sales display area adjacent to the canopy within a horizontal distance equivalent to the height of the canopy.	This standard is not applicable.
§16.8.24.3.E	The maximum illumination levels and uniformity ratios for areas other than parking lots, access drives and canopies must be consistent with IESNA-recommended practices and be compatible with the overall lighting of the project and be specifically approved by the Planning Board.	This standard is not applicable.

Code Ref.	§16.10 Article VII Final Plan Review and Decision	
	Standard	Comment
§16.10.7.2.A	Preliminary plan information, including vicinity map and any amendments thereto suggested or required by the Planning Board or other required reviewing agency.	This standard appears to be satisfied.
§16.10.7.2.B	Street names and lines, pedestrian ways, lots, easements and areas to be reserved for or dedicated to public use.	This standard appears to be satisfied.
§16.10.7.2.C	Street length of all straight lines, the deflection angles, radii, lengths of curves and central angles of all curves, tangent distances and tangent bearings	This standard appears to be satisfied.
§16.10.7.2.D	Lots and blocks within a subdivision, numbered in accordance with local practice.	This standard is not applicable.
§16.10.7.2.E	Markers/permanent reference monuments: Their location, source references and, where required, constructed in accordance with specifications herein.	This standard appears to be satisfied.
§16.10.7.2.F	Structures: their location and description, including signs, to be placed on the site, floor plans and elevations of principal structures as well as detail of all structures, showing building materials and colors, and accesses located within 100 feet of the property line.	This standard appears to be satisfied.
§16.10.7.2.G	Outdoor lighting and signage plan if the application involves the construction of more than 5,000 square feet of nonresidential floor area; or the creation of more than 20,000 square feet of impervious area; or the creation of three or more dwelling units in a building — prepared by a qualified lighting professional, showing at least the following at the same scale as the site plan:	These standards appear to be satisfied.

	(1) All buildings, parking areas, driveways, service areas, pedestrian areas, landscaping and proposed exterior lighting fixtures; (2) All proposed lighting fixture specifications and illustrations, including photometric data, designation as "cutoff" fixtures, color rendering index (CRI) of all lamps (bulbs), and other descriptive information on the fixtures; (3) Mounting height of all exterior lighting fixtures; (4) Lighting analyses and luminance level diagrams or photometric point-by-point diagrams on a twenty-foot grid, showing that the proposed installation conforms to the lighting level standards of the ordinance codified in this section together with statistical summaries documenting the average luminance, maximum luminance, minimum luminance, average-to-minimum uniformity ratio, and maximum-to-minimum uniformity ratio for each parking area, drive, canopy and sales or storage area; (5) Drawings of all relevant building elevations, showing the fixtures, the portions of the walls to be illuminated, the luminance levels of the walls, and the aiming points for any remote light fixtures; and (6) A narrative that describes the hierarchy of site lighting and how the lighting will be used to provides safety, security and aesthetic effects.	
§16.10.7.2.H	Machinery in permanently installed locations likely to cause appreciable noise at the lot lines.	This standard appears to be satisfied.
§16.10.7.2.I	Materials (raw, finished or waste) storage areas, their types and location, and any stored toxic or hazardous materials, their types and locations.	This standard appears to be satisfied.
§16.10.7.2.J	Fences, retaining walls and other artificial features locations and dimensions proposed.	This standard appears to be satisfied.
§16.10.7.2.K	Landscaping plan, including location, size and type of plant material.	This standard appears to be satisfied.
§16.10.7.2.L	Municipal impact analysis of the relationship of the revenues to the Town from the development and the costs of additional publicly funded resources, including: (1) Review for impacts. A list of the construction items that will be completed by the developer prior to the sale of lots. (2) Municipal construction and maintenance items. A list of construction and maintenance items that must be borne by the municipality, which must include, but not be limited to: (a) Schools, including busing; (b) Road maintenance and snow removal; (c) Police and fire protection; (d) Solid waste disposal; (e) Recreation facilities; (f) Runoff water disposal drainageways and/or storm sewer enlargement with sediment traps. (3) Municipal costs and revenues. Cost estimates to the Town for the above services and the expected tax revenue of the development.	This standard is not applicable.
§16.10.7.2.M	Open space land cession offers. Written offers of cession to the municipality of all public open space shown on the plan, and copies of agreements or other documents showing the manner in which space(s), title to which is reserved by the subdivider, are to be maintained.	This standard is not applicable.
§16.10.7.2.N	Open space land cession offers acknowledgement by Town. Written evidence that the municipal officers are satisfied with the legal sufficiency of the documents referred to in § 16.10.7.2M. Such written evidence does not constitute an acceptance by the municipality of any public open space referred to in § 16.10.7.2M.	This standards are not applicable.
§16.10.7.2.O	Performance guaranty and Town acceptance to secure completion of all improvements required by the Planning Board, and written evidence the Town Manager is satisfied with the sufficiency of such guaranty. (1) Where improvements for the common use of lessees or the general public have been approved, the Planning Board must require a performance guaranty of amount sufficient to pay for said improvements as a part of the agreement.	These standards are not applicable.

	(2) Process. Prior to the issue of a building permit, the applicant must, in an amount and form acceptable to the Town Manager, file with the Municipal Treasurer an instrument to cover the full cost of the required improvements. A period of one year (or such other period as the Planning Board may determine appropriate, not to exceed three years) is the guaranty time within which required improvements must be completed. The performance guaranty must include an amount required for recreation land or improvements, as specified.	
§16.10.7.2.P	Maintenance plan and agreement defining maintenance responsibilities, responsible parties, shared costs and schedule. Where applicable, a maintenance agreement must be included in the document of covenants, homeowners' documents and/or as riders to the individual deed.	This standard appears to be satisfied.

Next Steps

Overall, the site plan appears to conform with the standards outlined in §16.3, §16.8 and §16.9 with minor issues as stated above. Planning Board should decide how to proceed based on the events of the meeting.

Recommended Motions

Below are recommended motions for the Board's use and consideration:

Motion to continue final plan application

Move to continue a preliminary site plan application from applicant/owner JD Investment Inc. and agent Jones & Beach Engineers, Inc. requesting preliminary approval to expand the existing parking lot by 11 spaces totaling 3,400-sf. of additional impervious surface with appurtenant stormwater infrastructure on real property with an address of 89 Route 236 (Tax Map 28, Lot 14-2) located in the Commercial-2 (C2) Zone.

Motion to approve final plan application

Move to approve a preliminary site plan application from applicant/owner JD Investment Inc. and agent Jones & Beach Engineers, Inc. requesting preliminary approval to expand the existing parking lot by 11 spaces totaling 3,400-sf. of additional impervious surface with appurtenant stormwater infrastructure on real property with an address of 89 Route 236 (Tax Map 28, Lot 14-2) located in the Commercial-2 (C2) Zone.

M 28 L 14-2
UNAPPROVED

Kittery Planning Board
Findings of Fact
For 89 Route 236
Final Site Plan Review

Note: This approval by the Planning Board constitutes an agreement between the Town and the Developer incorporating the Development plan and supporting documentation, the Findings of Fact, and all waivers and/or conditions approved and required by the Planning Board.

WHEREAS: applicant/owner JD Investment Inc. and agent Jones & Beach Engineers, Inc. requesting final approval to expand the existing parking lot by 11 spaces totaling 3,400-sf. of additional impervious surface with appurtenant stormwater infrastructure on real property with an address of 89 Route 236 (Tax Map 28, Lot 14-2) located in the Commercial-2 (C2) Zone.

Hereinafter the "Development".

Pursuant to the Plan Review meetings conducted by the Planning Board as noted in the Plan Review Notes dated 11/18/2021;

Sketch Plan	Not Pursued	N/A
Site Visit	September 30, 2021	HELD
Preliminary Plan Review Completeness/Acceptance	September 9, 2021	ACCEPTED
Public Hearing	October 14, 2021	HELD
Preliminary Plan Approval	October 14, 2021	APPROVED
Final Plan Review and Decision	May occur on November 18, 2021	TBD

and pursuant to the Project Application and Plan and other documents considered to be a part of the approval by the Planning Board in this finding consist of the following and as noted in the Plan Review Notes dated 11/18/2021 (Hereinafter the "Plan").

1. Final Plan Review Site Plan, Jones & Beach Engineering, Inc., dated 8/21/2021, last revised 10/27/21
2. Stormwater Management Operation and Maintenance Manual, dated 8/19/2021
3. CMA Review Letter, dated 10/25/2021
4. Email from Brady Frick, Licensed Site Evaluator, dated 10/22/2021
5. Jones & Beach Engineering, Inc response letter, dated 10/27/21

NOW THEREFORE, based on the entire record before the Planning Board as and pursuant to the applicable standards in the Land Use and Development Code, the Planning Board makes the following factual findings as required by Section §**16.10.8.3.D. and as recorded below:**

FINDINGS OF FACT

Action by the Board shall be based upon findings of fact which certify or waive compliance with all the required standards of this title, and which certify that the development satisfies the following requirements:

A. Development Conforms to Local Ordinances.

Standard: *The proposed development conforms to a duly adopted comprehensive plan as per adopted provisions in the Town Code, zoning ordinance, subdivision regulation or ordinance, development plan or land use plan, if any. In making this determination, the municipal reviewing authority may interpret these ordinances and plans.*

Finding: The proposed development conforms to Title 16,

Conclusion: This standard appears to be met.

Vote of __ in favor __ against __ abstaining

B. Freshwater Wetlands Identified.

Standard: *All freshwater wetlands within the project area have been identified on any maps submitted as part of the application, regardless of the size of these wetlands.*

Finding: The wetlands boundaries have been delineated/flagged by Michael Cuomo, Maine Certified Soil Scientist and depicted on the site plan. No wetlands will be impacted by the development.

Conclusion: This standard is appears to be met.

Vote of __ in favor __ against __ abstaining

C. River, Stream or Brook Identified.

Standard: *Any river, stream or brook within or abutting the proposed project area has been identified on any maps submitted as part of the application. For purposes of this section, "river, stream or brook" has the same meaning as in 38 M.R.S. §480-B, Subsection 9.*

Finding: There is a creek that abuts the property to the southeast.

Conclusion: This standard appears to be met.

Vote of __ in favor __ against __ abstaining

D. Water Supply Sufficient. *{and}*

The proposed development has sufficient water available for the reasonably foreseeable needs of the development.

E. Municipal Water Supply Available.

Standard The proposed development will not cause an unreasonable burden on an existing water supply, if one is to be used.

Finding: The proposed parking lot expansion does not incorporate additional Kittery Water District connections.

Conclusion: This standard appears to not be applicable.

Vote of __ in favor __ against __ abstaining

F. Sewage Disposal Adequate.

Standard: *The proposed development will provide for adequate sewage waste disposal and will not cause an unreasonable burden on municipal services if they are utilized.*

Finding: The proposed development is to replace a failing subsurface wastewater system ,which is designed to handle heavy usage from the proposed commercial building.

Conclusion: This standard appears to be met.

Vote of __ in favor __ against __ abstaining

G. Municipal Solid Waste Disposal Available.

Standard: The proposed development will not cause an unreasonable burden on the municipality's ability to dispose of solid waste, if municipal services are to be used.

Finding: The proposed development doesn't not require any changes to municipal solid waste services.

Conclusion: This standard appears to be met.

Vote of __ in favor __ against __ abstaining

H. Water Body Quality and Shoreline Protected.

Standard: *Whenever situated entirely or partially within two hundred fifty (250) feet of any wetland, the proposed development will not adversely affect the quality of that body of water or unreasonably affect the shoreline of that body of water.*

Finding: The proposed development appears to be designed not to negatively impact any wetlands

Conclusion: This standard appears to be met.

Vote of __ in favor __ against __ abstaining

I. Groundwater Protected.

Standard: The proposed development will not, alone or in conjunction with existing activities, adversely affect the quality or quantity of groundwater.

Finding: The proposed development is to replace a failing subsurface wastewater system ,which is designed to handle heavy usage from the proposed commercial building. The new design will facilitate the attenuation wastewater reentering the environment.

Conclusion: This standard appears to be met.

Vote of __ in favor __ against __ abstaining

J. Flood Areas Identified and Development Conditioned.

Standard: *All flood-prone areas within the project area have been identified on maps submitted as part of the application based on the Federal Emergency Management Agency's Flood Boundary and Floodway Maps and Flood Insurance Rate Maps, and information presented by the applicant. If the proposed development, or any part of it, is in such an area, the applicant must determine the one hundred (100) year flood elevation and flood hazard boundaries within the project area. The proposed plan must include a condition of plan approval requiring that principal structures in the development will be constructed with their lowest floor, including the basement, at least one foot above the one hundred (100) year flood elevation.*

Finding: No flood hazard zones were identified to be located on the property.

Conclusion: This standard appears to be met.

Vote of __ in favor __ against __ abstaining

K. Stormwater Managed.

Standard: *Stormwater Managed. The proposed development will provide for adequate stormwater management*

Finding: The design was prepared by Jones & Beach Engineers, Inc. and reviewed by CMA Engineers, Inc. Town peer-review engineer. CMA reported that the applicant has prepared a complete stormwater design and associated analysis and the proposed development meets the requirements of the Title 16., with the need of slight revisions.

Stormwater from impervious and disturbed areas on the site will be treated by the use of stormwater BMPs designed to remove fine particulates and suspended sediments. A grassed underdrain soil filter, wooded buffers, grass swales, level spreaders and riprap are utilized to obtain the required stormwater treatment. A comprehensive review of the stormwater management plan will be performed by MDEP to which no comments were issued.

Conclusion: This standard appears to be met.

Vote of ___ in favor __ against __ abstaining

***L.* Erosion Controlled.**

Standard: *The proposed development will not cause unreasonable soil erosion or a reduction in the land's capacity to hold water so that a dangerous or unhealthy condition results.*

The Contractor shall follow MDEP best management practices for erosion and sediment control (silt fencing, silt sacks, etc.), and CMA Engineers will be notified to observe application during construction.

Finding: Runoff is primarily maintained as sheet flow and minimized concentrated flow. Other best management practices include the use of undisturbed wooded buffers, grass swales, ponds, riprap protection, stabilized construction exit and silt barriers. Best management practices for erosion control will be reviewed as part of the MDEP *Stormwater Law License* permit.

Conclusion: This standard appears to be met.

Vote of ___ in favor __ against __ abstaining

M. Traffic Managed.

Standard: *The proposed development will:*

1. Not cause unreasonable highway or public road congestion or unsafe conditions with respect to the use of the highways or public roads existing or proposed; and

2. Provide adequate traffic circulation, both on-site and off-site.

Finding: The applicant is not changing any of the uses within the property, rather adding extra spaces to the lot in order to accommodate existing businesses.

Conclusion: This standard appears to be met.

Vote of ___ in favor __ against __ abstaining

N. Water and Air Pollution Minimized.

Standard: *The proposed development will not result in undue water or air pollution. In making this determination, the following must be considered:*

1. Elevation of the land above sea level and its relation to the floodplains;

2. Nature of soils and sub-soils and their ability to adequately support waste disposal;

3. *Slope of the land and its effect on effluents;*

4. *Availability of streams for disposal of effluents;*

5. *Applicable state and local health and water resource rules and regulations; and*

6. *Safe transportation, disposal and storage of hazardous materials.*

Finding:

1. No filling or development is proposed within the 100-year floodplain.

2. It appears with the new subsurface waste water system, the soils underneath should be able to accommodate the rate of discharge.

3. Not applicable.

4. Not applicable.

5. The applicant has applied for a MDEP review.

6. Not applicable

Conclusion: This standard appears to be met.

Vote of __ in favor __ against __ abstaining

O. Aesthetic, Cultural and Natural Values Protected.

Standard: *The proposed development will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites, significant wildlife habitat identified by the department of inland fisheries and wildlife or the municipality, or rare and irreplaceable natural areas or any public rights for physical or visual access to the shoreline.*

Finding: The applicant has agreed to remove those trees that are necessary to accommodate the new parking lot and subsurface waste water system.

Conclusion: This standard appears to be met.

Vote of __ in favor __ against __ abstaining

P. Developer Financially and Technically Capable.

Standard: *Developer is financially and technically capable to meet the standards of this section.*

Finding: The developer will provide an inspection escrow in an amount suitable to cover the costs of on-site inspection by the Peer Review Engineer to ensure the proposed development is constructed according to the approved plan.

Conclusion: This standard appears to be met.

Vote of __ in favor __ against __ abstaining

NOW THEREFORE the Kittery Planning Board adopts each of the foregoing Findings of Fact and based on these Findings determines the proposed Development will have no significant detrimental impact, and the Kittery Planning Board hereby grants final approval for the Development at the above referenced property, including any waivers granted or conditions as noted.

Waivers: None.

Conditions of Approval (to be included as notes on the final plan in addition to the existing notes):

1. No changes, erasures, modifications or revisions may be made to any Planning Board approved final plan. (Title 16.10.9.1.2)
2. Applicant/contractor will follow Maine DEP *Best Management Practices* for all work associated with site and building construction to ensure adequate erosion control and slope stabilization.
3. Prior to the commencement of grading and/or construction within a building envelope, as shown on the Plan, the owner and/or developer must stake all corners of the envelope. These markers must remain in place until the Code Enforcement Officer determines construction is completed and there is no danger of damage to areas that are, per Planning Board approval, to remain undisturbed.
4. All Notices to Applicant contained in the Findings of Fact (dated: 11/18/2021).

Conditions of Approval (Not to be included as notes on the final plan):

1. Incorporate any plan revisions on the final plan as recommended by Staff, Planning Board, or Peer Review Engineer, and submit for Staff review prior to presentation of final plan for endorsement. .

Notices to Applicant: (not to be included on the final plan)

1. Prior to the release of the signed plans, the applicant must pay all outstanding fees associated with review, including, but not limited to, Town Attorney fees, peer review, newspaper advertisements and abutter notification.
2. State law requires all subdivision and shoreland development plans, and any plans receiving waivers or variances, be recorded at the York County Registry of Deeds within 90 days of the final approval.
3. Three (3) paper copies of the final recorded plan and any and all related state/federal permits or legal documents that may be required, must be submitted to the Town Planning Department. Date of Planning Board approval shall be included on the final plan in the Signature Block.
4. This approval by the Town Planning Board constitutes an agreement between the Town and the Developer, incorporating the Plan and supporting documentation, the Findings of Fact, and any Conditions of Approval.

The Planning Board authorizes the Planning Board Chair, or Vice Chair, to sign the Final Plan and the Findings of Fact upon confirmation of compliance with any conditions of approval.

Vote of _in favor_against_ abstaining

APPROVED BY THE KITTERY PLANNING BOARD ON November 18, 2021

_____

Dutch Dunkelberger, Planning Board Chair

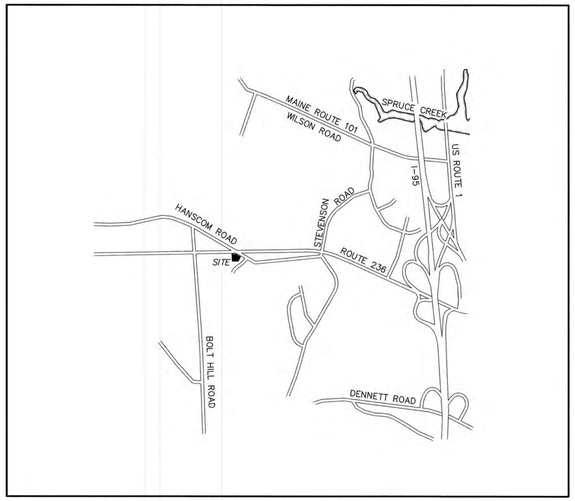
Appeal:

Per Title 16.6.2.A - An aggrieved party with legal standing may appeal a final decision of the Planning Board to the York County Superior Court in accordance with Maine Rules of Civil Procedures Section 80B, within forty-five (45) days from the date the decision by the Planning Board was rendered.

PARKING LOT EXPANSION
TAX MAP 28, LOT 14-2
89 ROUTE 236, KITTERY, MAINE

GENERAL LEGEND

EXISTING	PROPOSED	DESCRIPTION
		PROPERTY LINES
		SETBACK LINES
		CENTERLINE
		FRESHWATER WETLANDS LINE
		TIDAL WETLANDS LINE
		TREE LINE
		STONEWALL
		SOIL BOUNDARY
		FLOOD PLAIN LINE
		EASEMENT
100	100	MAJOR CONTOUR
98	98	MINOR CONTOUR
		EDGE OF PAVEMENT
		EDGE OF GRAVEL
CCB	CCB	CAPE COD BERM
	X	SILT FENCE
D		DRAINAGE LINE
W	W	WATER LINE
OHE	OHE	OVERHEAD ELECTRIC
UGE	UGE	UNDERGROUND ELECTRIC
UD	UDW	UNDERDRAIN
		THRUST BLOCK
		IRON PIPE/IRON ROD
		DRILL HOLE
		IRON ROD/DRILL HOLE
100x0	100x0	STONE/GRANITE BOUND
100.00	100.00	SPOT GRADE
		PAVEMENT SPOT GRADE
		SINGLE POST SIGN
		WELL
		TEST PIT
		UTILITY POLE
		LIGHT POLES
		DRAIN MANHOLE
		HYDRANT
		WATER GATE
		WATER SHUT OFF
		REDUCER
		SINGLE GRATE CATCH BASIN
		DOUBLE GRATE CATCH BASIN
		TRANSFORMER
D		CULVERT W/STRAIGHT HEADWALL
		SEPTIC AREA
		WETLAND IMPACT
		RIPRAP
		TIDAL WETLANDS
		FRESHWATER WETLANDS
		STABILIZED CONSTRUCTION ENTRANCE



LOCUS MAP
SCALE 1" = 2000'

TYPE OF PERMIT

KITTERY SITE PLAN APPROVAL:
TOWN OF KITTERY PLANNING BOARD
200 ROGERS ROAD
KITTERY, MAINE 03904
(207) 439-0452
RESPONSIBLE CONSULTANT:
JONES & BEACH ENGINEERS, INC.

STATUS

SUBMITTED: 08/19/21
PERMIT NO.
DATED:
EXPIRATION:

SHEET INDEX

CIVIL ENGINEER / SURVEYOR
JONES & BEACH ENGINEERS, INC.
85 PORTSMOUTH AVENUE
PO BOX 219
STRATHAM, NH 03885
(603) 772-4746
CONTACT: ERIK POULIN
EPOULIN@JONESANDBEACH.COM

WATER
KITTERY WATER DISTRICT
17 STATE ROAD
KITTERY, ME 03904
(207) 439-0775
CONTACT: MICHAEL S. ROGERS

OWNER OF RECORD
JD INVESTMENTS, LLC
19 BUFFUM ROAD, UNIT 6
NORTH BERWICK, ME 03906
(603) 978-7159
CONTACT: DAVIS DROLET

ELECTRIC
CENTRAL MAINE POWER COMPANY
162 CANCO ROAD
PORTLAND, ME 04103
(800) 750-4500
CONTACT: HERBERT STEVENS

TELEPHONE
FAIRPOINT COMMUNICATIONS
155 GANNETT DRIVE
SOUTH PORTLAND, ME 04106
(866) 984-2001

APPLICANT DATE:

OWNER DATE:

KITTERY, MAINE PLANNING BOARD
APPROVAL DATE:

PLANNING BOARD CHAIR DATE:

PROJECT PARCEL
TOWN OF KITTERY
TAX MAP 28, LOT 14-2

APPLICANT/OWNER
JD INVESTMENTS, LLC
19 BUFFUM ROAD, UNIT 6
NORTH BERWICK, ME 03906
BK 18278, PG 577

TOTAL LOT AREA
60,402 SQ. FT.
1.39 ACRES

TAX MAP 28, LOT 14-2

Design: EMP	Draft: GDR
Checked: WGM	Scale: AS NOTED
Drawing Name: 21076-PLAN.dwg	Date: 7/6/21 Project No.:21076

STATE OF MAINE · ERIK M POULIN No. 16914 · LICENSED PROFESSIONAL ENGINEER

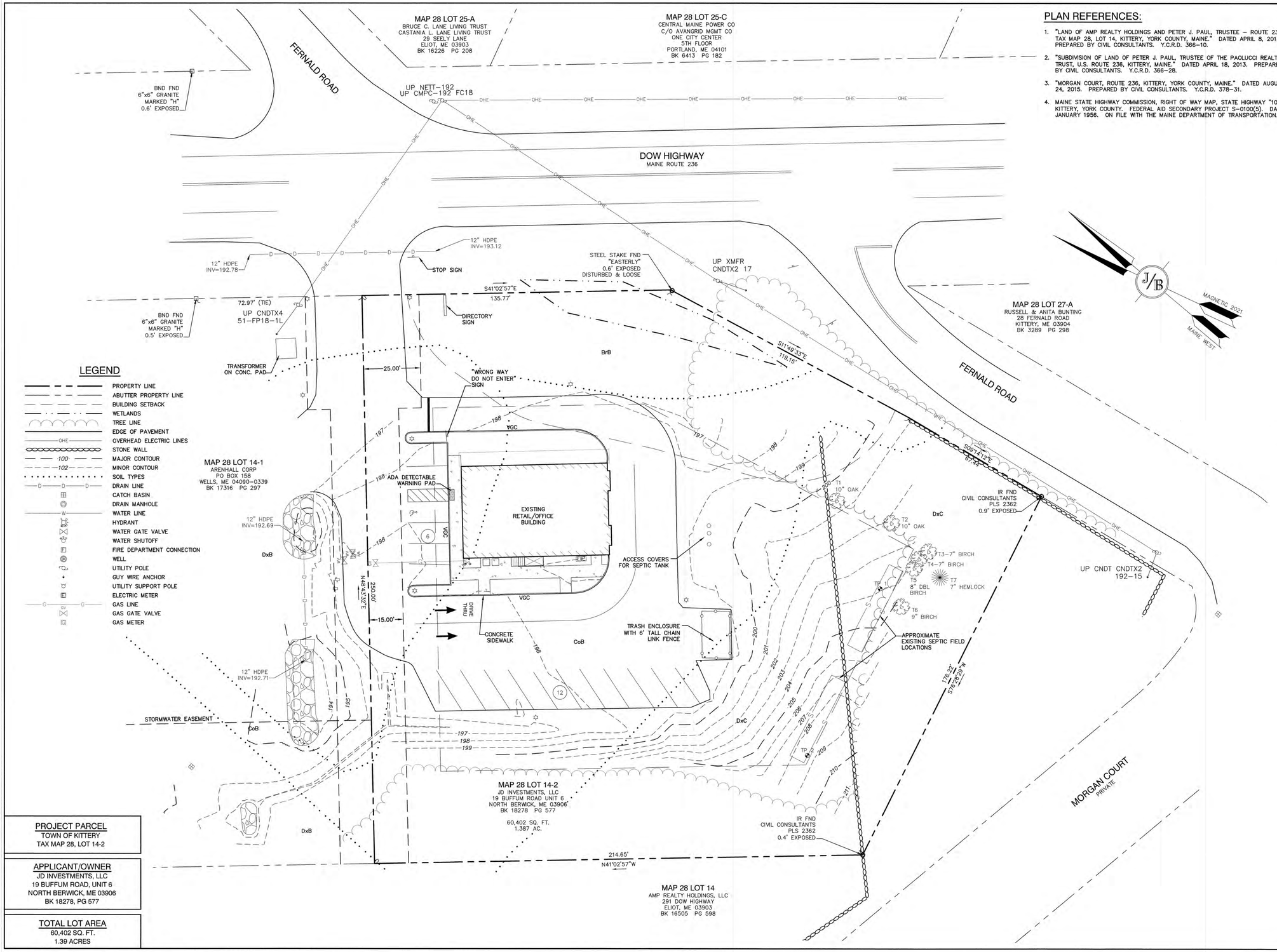
REV.	DATE	REVISION	BY
2	10/27/21	REVISED PER PB COMMENTS	EMP
1	10/11/21	REVISED PER PB COMMENTS	EMP
0	08/17/21	ISSUED FOR REVIEW	EMP

Designed and Produced in NH
Jones & Beach Engineers, Inc.
85 Portsmouth Ave.
PO Box 219
Stratham, NH 03885
Civil Engineering Services
603-772-4746
FAX: 603-772-0227
E-Mail: JBE@JONESANDBEACH.COM

Plan Name:	COVER SHEET
Project:	PARKING LOT EXPANSION 89 ROUTE 236, KITTERY, MAINE
Owner of Record:	JD INVESTMENST, LLC NAME 19 BUFFUM RD, UNIT 6, NORTH BERWICK, MAINE

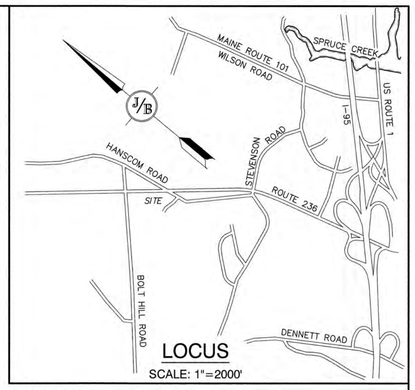
DRAWING No.
CS
SHEET 1 OF 9
JBE PROJECT NO. 21076

JBE # 21076



PLAN REFERENCES:

1. "LAND OF AMP REALTY HOLDINGS AND PETER J. PAUL, TRUSTEE – ROUTE 236, TAX MAP 28, LOT 14, KITTERY, YORK COUNTY, MAINE." DATED APRIL 8, 2013. PREPARED BY CIVIL CONSULTANTS. Y.C.R.D. 366-10.
2. "SUBDIVISION OF LAND OF PETER J. PAUL, TRUSTEE OF THE PAOLUCCI REALTY TRUST, U.S. ROUTE 236, KITTERY, MAINE." DATED APRIL 18, 2013. PREPARED BY CIVIL CONSULTANTS. Y.C.R.D. 366-28.
3. "MORGAN COURT, ROUTE 236, KITTERY, YORK COUNTY, MAINE." DATED AUGUST 24, 2015. PREPARED BY CIVIL CONSULTANTS. Y.C.R.D. 378-31.
4. MAINE STATE HIGHWAY COMMISSION, RIGHT OF WAY MAP, STATE HIGHWAY "100", KITTERY, YORK COUNTY. FEDERAL AID SECONDARY PROJECT S-0100(5). DATED JANUARY 1956. ON FILE WITH THE MAINE DEPARTMENT OF TRANSPORTATION.



NOTES:

1. THE INTENT OF THIS PLAN IS TO SHOW THE BOUNDARY AND EXISTING CONDITIONS OF KITTERY TAX MAP 28 LOT 14-2.
2. ZONING DISTRICT: COMMERCIAL 2
   LOT AREA MINIMUM = 40,000 SF
   LOT FRONTAGE MINIMUM = 150'
   BUILDING SETBACKS (MINIMUM):
   FRONT SETBACK = 50'
   SIDE SETBACK = 30'
   REAR SETBACK = 30'
   MAX. BUILDING HEIGHT = 40'
   MAX. BUILDING AND OUTDOOR STORED MATERIAL COVERAGE = 40%
3. THE UTILITY LOCATIONS SHOWN HEREON WERE DETERMINED BY OBSERVED ABOVE GROUND EVIDENCE AND SHOULD BE CONSIDERED APPROXIMATE IN LOCATION ONLY. LOCATION, DEPTH, SIZE, TYPE, EXISTENCE OR NONEXISTENCE OF UNDERGROUND UTILITIES AND/OR UNDERGROUND STORAGE TANKS WAS NOT VERIFIED BY THIS SURVEY. ALL CONTRACTORS SHOULD NOTIFY IN WRITING ALL UTILITY COMPANIES AND GOVERNMENT AGENCIES PRIOR TO ANY EXCAVATION WORK OR CALL DIG-SAFE AT 1-888-DIG-SAFE.
4. THE SUBJECT PARCEL IS LOCATED WITHIN ZONE C, AREAS OF MINIMAL FLOODING, AS SHOWN ON FEMA FLOOD INSURANCE RATE MAP NO. 230171 0004 C, WITH EFFECTIVE DATE OF JULY 5, 1984.
5. BASIS OF BEARING: HORIZONTAL – NAD83 MAINE WEST, PER PLAN REFERENCE 1
   VERTICAL – ASSUMED.
6. CERTAIN DATA HEREON MAY VARY FROM RECORDED DATA DUE TO DIFFERENCES IN DECLINATION, ORIENTATION, AND METHODS OF MEASUREMENT.
7. ALL BOOK AND PAGE NUMBERS REFER TO THE YORK COUNTY REGISTRY OF DEEDS.
8. THE TAX MAP AND LOT NUMBERS ARE BASED ON THE TOWN OF KITTERY TAX RECORDS AND ARE SUBJECT TO CHANGE.
9. RESEARCH WAS PERFORMED AT THE TOWN OF KITTERY ASSESSOR'S OFFICE, THE YORK COUNTY REGISTRY OF DEEDS, AND THE MAINE DEPARTMENT OF TRANSPORTATION.
10. THIS SURVEY IS NOT A CERTIFICATION TO OWNERSHIP OR TITLE OF LANDS SHOWN. OWNERSHIP AND ENCUMBRANCES ARE MATTERS OF TITLE EXAMINATION NOT OF A BOUNDARY SURVEY. THE INTENT OF THIS PLAN IS TO RETRACE THE BOUNDARY LINES OF DEEDS REFERENCED HEREON. OWNERSHIP OF ADJOINING PROPERTIES IS ACCORDING TO ASSESSOR'S RECORDS. THIS PLAN MAY OR MAY NOT INDICATE ALL ENCUMBRANCES EXPRESSED, IMPLIED OR PRESCRIPTIVE.
11. ANY USE OF THIS PLAN AND OR ACCOMPANYING DESCRIPTIONS SHOULD BE DONE WITH LEGAL COUNSEL, TO BE CERTAIN THAT TITLES ARE CLEAR, THAT INFORMATION IS CURRENT, AND THAT ANY NECESSARY CERTIFICATES ARE IN PLACE FOR A PARTICULAR CONVEYANCE, OR OTHER USES.
12. WETLANDS WERE NOT DELINEATED AS A PART OF THIS SURVEY.
13. THIS PLAN IS THE RESULT OF A CLOSED TRAVERSE WITH A RAW, UNADJUSTED LINEAR ERROR OF CLOSURE GREATER THAN 1 IN 25,000.
14. SURVEY TIE LINES SHOWN HEREON ARE NOT BOUNDARY LINES. THEY SHOULD ONLY BE USED TO LOCATE THE PARCEL SURVEYED FROM THE FOUND MONUMENTS SHOWN AND LOCATED BY THIS SURVEY.
15. SOIL TYPES AND LIMIT SHOWN ON THIS PLAN ARE FROM A HIGH INTENSITY SOIL SURVEY CONDUCTED BY KENNETH GARDNER OF JRK SOIL SEARCH, INC. (LICENSE CSS#61). THE FOLLOWING SOIL TYPES ARE LOCATED ON SITE.
   BRAYTON FINE SANDY LOAM (Br)
   DIXFIELD FINE SANDY LOAM (Dx)
   COLONEL FINE SANDY LOAM (Co)

LEGEND

- PROPERTY LINE
- ABUTTER PROPERTY LINE
- BUILDING SETBACK
- WETLANDS
- TREE LINE
- EDGE OF PAVEMENT
- OVERHEAD ELECTRIC LINES
- STONE WALL
- MAJOR CONTOUR
- MINOR CONTOUR
- SOIL TYPES
- DRAIN LINE
- CATCH BASIN
- DRAIN MANHOLE
- WATER LINE
- HYDRANT
- WATER GATE VALVE
- WATER SHUTOFF
- FIRE DEPARTMENT CONNECTION
- WELL
- UTILITY POLE
- GUY WIRE ANCHOR
- UTILITY SUPPORT POLE
- ELECTRIC METER
- GAS LINE
- GAS GATE VALVE
- GAS METER

PROJECT PARCEL
TOWN OF KITTERY
TAX MAP 28, LOT 14-2

APPLICANT/OWNER
JD INVESTMENTS, LLC
19 BUFFUM ROAD, UNIT 6
NORTH BERWICK, ME 03906
BK 18278, PG 577

TOTAL LOT AREA
60,402 SQ. FT.
1.39 ACRES

CERTIFICATION:

I CERTIFY THAT THIS SURVEY PLAT CONFORMS TO THE STANDARDS OF PRACTICE OF THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS, CHAPTER 90, PARTS 1 & 2, WITH THE FOLLOWING EXCEPTIONS:
MONUMENTATION HAS NOT BEEN SET AT ALL CORNERS
A WRITTEN BOUNDARY REPORT HAS NOT BEEN ISSUED

STATE OF MAINE
MATTHEW J SALVUCCI
2569
PROFESSIONAL LAND SURVEYOR

10/27/21

MATTHEW J. SALVUCCI, PLS 2569 DATE:
ON BEHALF OF JONES & BEACH ENGINEERS, INC.

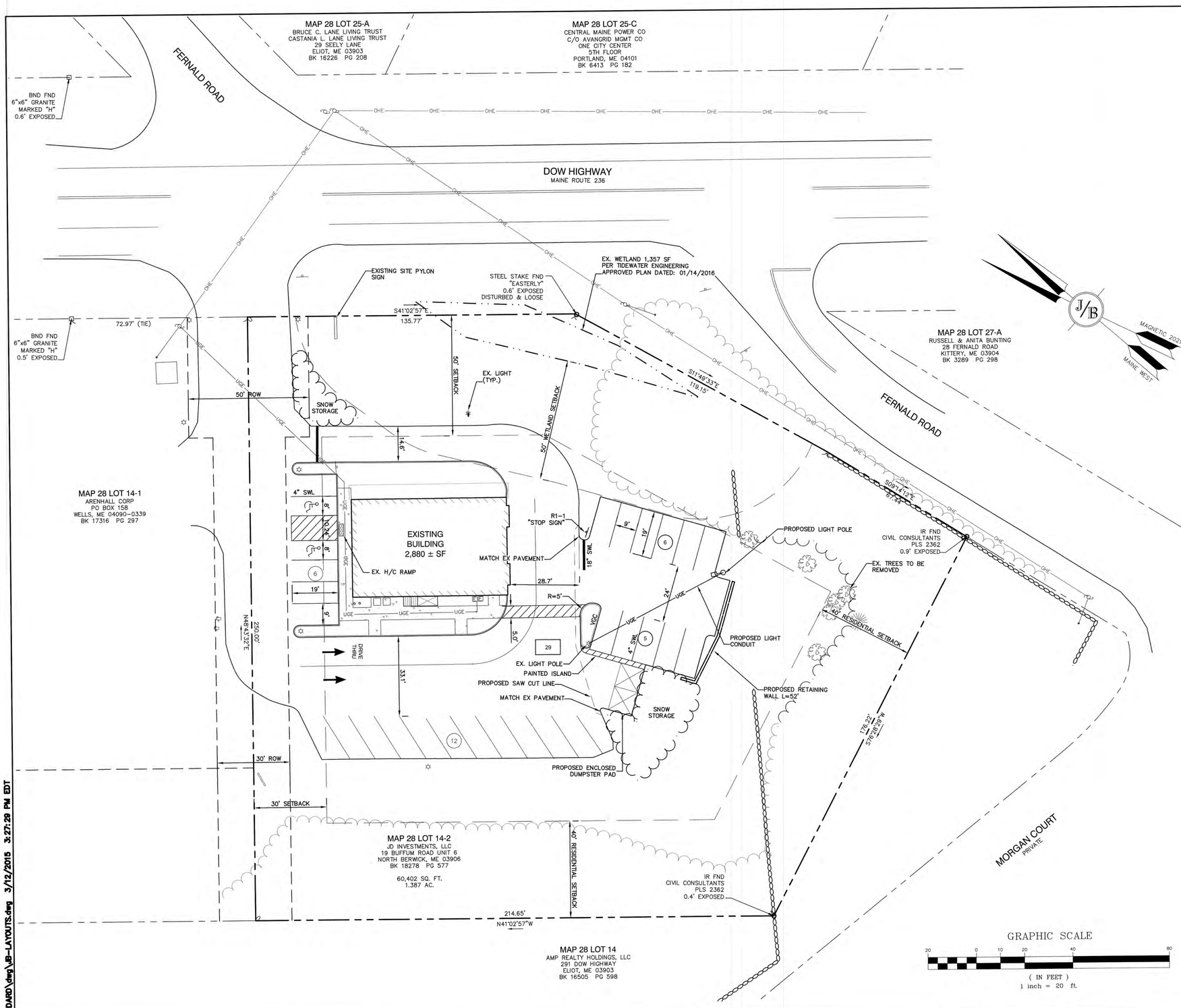
Design: MJS	Draft: EMP
Checked: WGM	Scale: AS SHOWN
Drawing Name: 21076-EX-CONDITIONS.dwg	Date: 08/11/2021
Project No.: 21076	

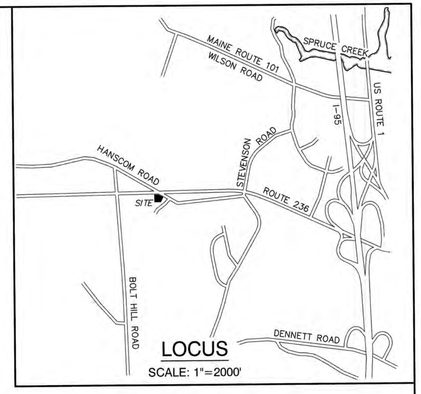
REV.	DATE	REVISION	BY
2	10/27/21	REVISED PER PB COMMENTS	EMP
1	10/11/21	REVISED PER PB COMMENTS	EMP
0	08/21/21	ISSUED FOR REVIEW	EMP

Jones & Beach Engineers, Inc.
Civil Engineering Services
85 Portsmouth Ave.
PO Box 219
Stratham, NH 03885
603-772-4746
FAX: 603-772-0227
E-Mail: JBE@JONESANDBEACH.COM

Plan Name:	EXISTING CONDITIONS PLAN
Project:	NAME OF PROJECT 89 ROUTE 236, KITTERY, MAINE
Owner of Record:	JD INVESTMENTS, LLC 19 BUFFUM ROAD, UNIT 6, NORTH BERWICK, ME 03906

DRAWING No.
C1
SHEET 2 OF 9
JBE PROJECT NO. 21076





SITE NOTES:

1. THE INTENT OF THIS PLAN IS TO SHOW THE LAYOUT OF A PROPOSED 11 SPACE PARKING LOT EXPANSION AT TAX MAP 28, LOT 14-2.
2. ZONING DISTRICT: COMMERCIAL 2 (C-2)
   LOT AREA MINIMUM = 40,000 SF
   LOT FRONTAGE MINIMUM = 150'
   BUILDING SETBACKS (MINIMUM):
   FRONT SETBACK = 50'
   SIDE/REAR SETBACK = 30' (40' WHEN ABUTTING RESIDENTIAL ZONE OR USE)
   MAX. BUILDING HEIGHT = 40'
   MAX. BUILDING COVERAGE = 40%
   PROPOSED BUILDING COVERAGE = 5.8%
   WETLAND SETBACK TO PARKING = 50'
3. PARKING CALCULATIONS:
   EXISTING SPACE ALLOCATION
   1ST FLOOR - 2,637 SF
   -AROMA JOES = 857 SF (3 SPACES)
   -COMMON AREA = 604 SF (6 SPACES)
   -OFFICE AREA = 679 SF (3 SPACES)
   2ND FLOOR - 1,855 SF
   -OFFICE AREA = 1,481 SF (6 SPACES)
   -COMMON AREA = 374 SF
   TOTAL SPACES REQUIRED: (18 SPACES)
   TOTAL EXISTING SPACES: (18 SPACES)
   ADDITIONAL SPACES PROPOSED = (11 SPACES)
   TOTAL SPACES PROPOSED = (29 SPACES)
4. TOTAL BUILDING FOOTPRINT = 2,880 S.F. (INCLUDES FRONT OVERHANGS)
   EXISTING PAVED AREA ON LOT = 14,412 S.F.
   PROPOSED PAVED AREA = 3,400 S.F.
   TOTAL DISTURBANCE = 13,555 S.F.
5. THIS PLAN SET HAS BEEN PREPARED BY JONES & BEACH ENGINEERS, INC., FOR MUNICIPAL AND STATE APPROVALS AND FOR CONSTRUCTION BASED ON DATA OBTAINED FROM ON-SITE FIELD SURVEY AND EXISTING MUNICIPAL RECORDS. THROUGHOUT THE CONSTRUCTION PROCESS, THE CONTRACTOR SHALL INFORM THE ENGINEER IMMEDIATELY OF ANY FIELD DISCREPANCY FROM DATA AS SHOWN ON THE DESIGN PLANS, INCLUDING ANY UNFORESEEN CONDITIONS, SUBSURFACE OR OTHERWISE, FOR EVALUATION AND RECOMMENDATIONS. ANY CONTRADICTION BETWEEN ITEMS ON THIS PLAN/PLAN SET, OR BETWEEN THE PLANS AND ON-SITE CONDITIONS, MUST BE RESOLVED BEFORE RELATED CONSTRUCTION HAS BEEN INITIATED. CONTRACTOR TO ALWAYS CONTACT DIG SAFE PRIOR TO DIGGING ONSITE OR OFFSITE TO ENSURE SAFETY AND OBEY THE LAW.
6. ALL PARKING STALLS SHALL BE SEPARATED USING 4" WIDE SOLID STRIPES. STRIPING SHALL BE 100% ACRYLIC TYPE, LOW VOC, FAST DRYING, IN A COLOR OF WHITE.
7. SNOW TO BE STORED AT EDGE OF PAVEMENT AND IN AREAS SHOWN ON THE PLANS, OR TRUCKED OFFSITE TO AN APPROVED SNOW DUMPING LOCATION.
8. ALL CONSTRUCTION ACTIVITIES SHALL CONFORM TO LABOR OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) RULES AND REGULATIONS.
9. LANDOWNERS ARE RESPONSIBLE FOR COMPLYING WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL WETLAND REGULATIONS, INCLUDING PERMITTING REQUIRED UNDER THESE REGULATIONS.
10. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER, SEPTIC DESIGNER AND/OR OWNER, IN ORDER TO OBTAIN AND/OR PAY ALL THE NECESSARY LOCAL PERMITS, FEES AND BONDS.
11. ALL PROPOSED SIGNAGE SHALL CONFORM WITH THE TOWN ZONING REGULATIONS, UNLESS A VARIANCE IS OTHERWISE REQUESTED.
12. ALL SIGNAGE AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.) AND NHDOT STANDARDS AND SPECIFICATIONS (NON-REFLECTORIZED PAVEMENT MARKINGS), UNLESS OTHERWISE NOTED.
13. ALL PARKING STALLS SHALL BE SEPARATED USING 4" WIDE SOLID STRIPES. STRIPING SHALL BE 100% ACRYLIC TYPE, LOW VOC, FAST DRYING, IN A COLOR OF WHITE.
14. ALL STOP BARS SHALL BE 18" IN WIDTH IN A COLOR OF WHITE; ALL TRAFFIC ARROWS SHALL BE PAINTED IN A COLOR OF WHITE.
15. ALL CURBING TO BE VERTICAL GRANITE WITH A MINIMUM RADIUS OF 2', UNLESS OTHERWISE NOTED.
16. SNOW TO BE STORED AT EDGE OF PAVEMENT AND IN AREAS SHOWN ON THE PLANS, OR TRUCKED OFFSITE TO AN APPROVED SNOW DUMPING LOCATION.
17. ALL ARCHITECTURAL BLOCK RETAINING WALLS ARE TO BE DESIGNED AND STAMPED BY THE MANUFACTURER'S STRUCTURAL ENGINEER. CONTRACTOR TO COORDINATE WITH APPROVED MANUFACTURER PRIOR TO INSTALLATION.
18. DUMPSTERS AND/OR ROLL-OFFS ARE NOT TO BE PICKED UP BETWEEN 7:00 PM AND 7:00 AM.
19. ALL CONSTRUCTION ACTIVITIES SHALL CONFORM TO LABOR OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) RULES AND REGULATIONS.
20. ALL PRECAST CONCRETE PRODUCTS WILL BE SOURCED FROM MANUFACTURING FACILITIES IN COMPLIANCE WITH THE NATIONAL PRECAST CONCRETE ASSOCIATION (NPCA) PLANT CERTIFICATION PROGRAM. EVIDENCE OF COMPLIANCE WILL BE PROVIDED FOR THE CURRENT CALENDAR YEAR THE PRODUCTS WERE MANUFACTURED WITHIN.
21. WHEN THE SNOW STORAGE ON SITE IS AT CAPACITY, EXCESS SNOW MUST BE TRUCKED OFF SITE.

PROJECT PARCEL
TOWN OF KITTERY
TAX MAP 28, LOT 14-2

APPLICANT/OWNER
JD INVESTMENTS, LLC
19 BUFFUM ROAD, UNIT 6
NORTH BERWICK, ME 03906
BK 18278, PG 577

TOTAL LOT AREA
60,402 SQ. FT.
1.39 ACRES

TAX MAP 28, LOT 14-2

F:\CADD\MASTER STANDARD\dwg\JB-LAYOUTS.dwg 3/12/2015 3:27:29 PM EDT

Design: EMP	Draft: GDR
Checked: WGM	Scale: AS SHOWN
Drawing Name: 21076-PLAN.dwg	Date: 7/6/21
Project No.: 21076	

STATE OF MAINE
ERIK M POULIN
No. 16914
LICENSED PROFESSIONAL ENGINEER

REV.	DATE	REVISION	BY
2	10/27/21	REVISED PER PB COMMENTS	EMP
1	10/11/21	REVISED PER PB COMMENTS	EMP
0	08/17/21	ISSUED FOR REVIEW	EMP

Designed and Produced in NH
Jones & Beach Engineers, Inc.
Civil Engineering Services
85 Portsmouth Ave.
PO Box 219
Stratham, NH 03885
603-772-4746
FAX: 603-772-0227
E-Mail: JBE@JONESANDBEACH.COM

Plan Name:	SITE PLAN
Project:	PARKING LOT EXPANSION 89 ROUTE 236, KITTERY, MAINE
Owner of Record:	JD INVESTMENST, LLC NAME 19 BUFFUM RD, UNIT 6, NORTH BERWICK, MAINE

DRAWING No.
C2
SHEET 3 OF 9
JBE PROJECT NO. 21076

MAP 28 LOT 25-A
BRUCE C. LANE LIVING TRUST
CASTANIA L. LANE LIVING TRUST
29 SEELY LANE
ELIOT, ME 03903
BK 16226 PG 208

MAP 28 LOT 25-C
CENTRAL MAINE POWER CO
C/O AVANGRID MGMT CO
ONE CITY CENTER
5TH FLOOR
PORTLAND, ME 04101
BK 6413 PG 182

FERNALD ROAD

DOW HIGHWAY
MAINE ROUTE 236

12" HDPE
INV=192.78

12" HDPE
INV=193.12

72.97" (TIE)

EX. WETLAND 1,357 SF
PER TIDEWATER ENGINEERING
APPROVED PLAN DATED: 01/14/2016

MAP 28 LOT 27-A
RUSSELL & ANITA BUNTING
28 FERNALD ROAD
KITTERY, ME 03904
BK 3289 PG 298

MAGNETIC 2021
MAINE WEST

FERNALD ROAD

MAP 28 LOT 14-1
ARENHALL CORP
PO BOX 158
WELLS, ME 04090-0339
BK 17316 PG 297

12" HDPE
INV=192.69

DxB

PROPOSED SILTFENCE

12" HDPE
INV=192.71

STORM WATER EASEMENT
FOR SUBJECT PARCEL
AREA = 6,906 SF

CoB

DxB

EXISTING 20' STONE
LEVEL SPREADER
TOP=48.00'

EXISTING CONVEYANCE SWALE

PROPOSED OUTLET
STRUCTURE
(SEE DTL. SHT. D1)

PROPOSED RIPRAP
AREA=25 SF
D50=3" T=7.5"

MAP 28 LOT 14-2
JD INVESTMENTS, LLC
19 BUFFUM ROAD UNIT 6
NORTH BERWICK, ME 03906
BK 18278 PG 577

60,402 SQ. FT.
1.387 AC.

PROPOSED VEGETATED
STORM WATER BASIN
BOTTOM: 195.00
(SEE DTL. SHT. D1)

DRIVE THRU

PROPOSED SILTFENCE

Br8

CoB

DxC

TW=201.20
BW=200.70

TW=202.80
BW=200.80

TW=200.00
BW=199.40

TW=201.60
BW=199.75

TP 1

TP 2

BENCHMARK
ELEV.=208.85

BENCHMARK
ELEV.=212.87

MAP 28 LOT 14
AMP REALTY HOLDINGS, LLC
291 DOW HIGHWAY
ELIOT, ME 03903
BK 16505 PG 598

MORGAN COURT
PRIVATE

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

GRADING AND DRAINAGE NOTES:

1. UNDERGROUND FACILITIES, UTILITIES AND STRUCTURES HAVE BEEN PLOTTED FROM FIELD OBSERVATION AND THEIR LOCATION MUST BE CONSIDERED APPROXIMATE ONLY. NEITHER JONES & BEACH ENGINEERS, INC., NOR ANY OF THEIR EMPLOYEES TAKE RESPONSIBILITY FOR THE LOCATION OF ANY UNDERGROUND STRUCTURES AND/OR UTILITIES NOT SHOWN THAT MAY EXIST, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE ALL UNDERGROUND STRUCTURES AND/OR UTILITIES LOCATED PRIOR TO EXCAVATION WORK BY CALLING 888-DIG-SAFE (888-344-7233).
2. VERTICAL DATUM: ASSUMED. HORIZONTAL DATUM: NAD83 MAINE WEST.
3. ALL BENCHMARKS AND TOPOGRAPHY SHOULD BE FIELD VERIFIED BY THE CONTRACTOR.
4. SITE GRADING SHALL NOT PROCEED UNTIL EROSION CONTROL MEASURES HAVE BEEN INSTALLED. SEE CONSTRUCTION SEQUENCE ON SHEET E1.
5. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR IS REQUIRED TO HAVE THE PROJECT'S LAND SURVEYOR STAKE OR FLAG CLEARING LIMITS. A MINIMUM OF 48 HOURS NOTICE IS REQUIRED.
6. ALL SWALES AND DETENTION PONDS ARE TO BE STABILIZED PRIOR TO DIRECTING RUNOFF TO THEM.
7. PROPOSED RIM ELEVATIONS OF DRAINAGE STRUCTURES ARE APPROXIMATE. FINAL ELEVATIONS ARE TO BE SET FLUSH WITH FINISH GRADES.
8. ALL SWALES AND ANY SLOPES GREATER THAN 3:1 SHALL BE STABILIZED WITH NORTH AMERICAN GREEN S75 EROSION CONTROL BLANKETS (OR AN EQUIVALENT APPROVED IN WRITING BY THE ENGINEER), UNLESS OTHERWISE SPECIFIED.
9. ALL DRAINAGE AND SANITARY STRUCTURE INTERIOR DIAMETERS (4' MIN) SHALL BE DETERMINED BY THE MANUFACTURER BASED ON THE PIPE CONFIGURATIONS SHOWN ON THESE PLANS.
10. ALL DRAINAGE STRUCTURES SHALL BE PRECAST, UNLESS OTHERWISE SPECIFIED. SEE SHEET D2 FOR DRAINAGE STRUCTURE SCHEDULE AND SHEET D2 FOR DRAINAGE DETAILS.
11. ALL DRAINAGE STRUCTURES AND STORM SEWER PIPES SHALL MEET HEAVY DUTY TRAFFIC H20 LOADING AND SHALL BE INSTALLED ACCORDINGLY.
12. IMMEDIATELY APPLY AND COMPACT STONE BASE FOR BUILDING PAD TO +/-½" PRIOR TO EXCAVATING INTERIOR AND PERIMETER FOOTINGS.
13. IN AREAS WHERE CONSTRUCTION IS PROPOSED ADJACENT TO ABUTTING PROPERTIES, THE CONTRACTOR SHALL INSTALL ORANGE CONSTRUCTION FENCING ALONG PROPERTY LINES IN ALL AREAS WHERE SILT FENCING IS NOT REQUIRED.
14. ALL DRAINAGE PIPE SHALL BE NON-PERFORATED ADS N-12 OR APPROVED EQUAL.
15. LAND DISTURBING ACTIVITIES SHALL NOT COMMENCE UNTIL APPROVAL TO DO SO HAS BEEN RECEIVED BY ALL GOVERNING AUTHORITIES. THE GENERAL CONTRACTOR SHALL STRICTLY ADHERE TO THE EPA SWPPP DURING CONSTRUCTION OPERATIONS.
16. NO LAND CLEARING OR GRADING SHALL BEGIN UNTIL ALL EROSION CONTROL MEASURES HAVE BEEN INSTALLED.
17. ALL EXPOSED AREAS SHALL BE SEEDED AS SPECIFIED WITHIN 3 DAYS OF FINAL GRADING.
18. SHOULD CONSTRUCTION STOP FOR LONGER THAN 3 DAYS, THE SITE SHALL BE SEEDED AS SPECIFIED.
19. MAINTAIN EROSION CONTROL MEASURES AFTER EACH RAIN EVENT OF 0.5" OR GREATER IN A 24 HOUR PERIOD AND AT LEAST ONCE A WEEK.
20. THIS PLAN SHALL NOT BE CONSIDERED ALL INCLUSIVE, AS THE GENERAL CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT SEDIMENT FROM LEAVING THE SITE.
21. IF INSTALLATION OF STORM DRAINAGE SYSTEM SHOULD BE INTERRUPTED BY WEATHER OR NIGHTFALL, THE PIPE ENDS SHALL BE COVERED WITH FILTER FABRIC.
22. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE TO TAKE WHATEVER MEANS NECESSARY TO ESTABLISH PERMANENT SOIL STABILIZATION.
23. SEDIMENT SHALL BE REMOVED FROM ALL SEDIMENT BASINS BEFORE THEY ARE 25% FULL.
24. ALL WORK SHALL BE DONE IN STRICT ACCORDANCE WITH PROJECT SPECIFICATIONS.
25. ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED, IF DEEMED NECESSARY BY ON-SITE INSPECTION BY ENGINEER AND/OR REGULATORY OFFICIALS.
26. SEE ALSO EROSION AND SEDIMENT CONTROL SPECIFICATIONS ON SHEET E1.

PROJECT PARCEL
TOWN OF KITTERY
TAX MAP 28, LOT 14-2

APPLICANT/OWNER
JD INVESTMENTS, LLC
19 BUFFUM ROAD, UNIT 6
NORTH BERWICK, ME 03906
BK 18278, PG 577

TOTAL LOT AREA
60,402 SQ. FT.
1.39 ACRES

TAX MAP 28, LOT 14-2

F:\CADD\MASTER STANDARD\dwg\JB-LAYOUTS.dwg 3/12/2015 3:27:29 PM EDT

Design: EMP	Draft: GDR	Date: 7/6/21
Checked: WGM	Scale: AS SHOWN	Project No.:21076
Drawing Name: 21076-PLAN.dwg		

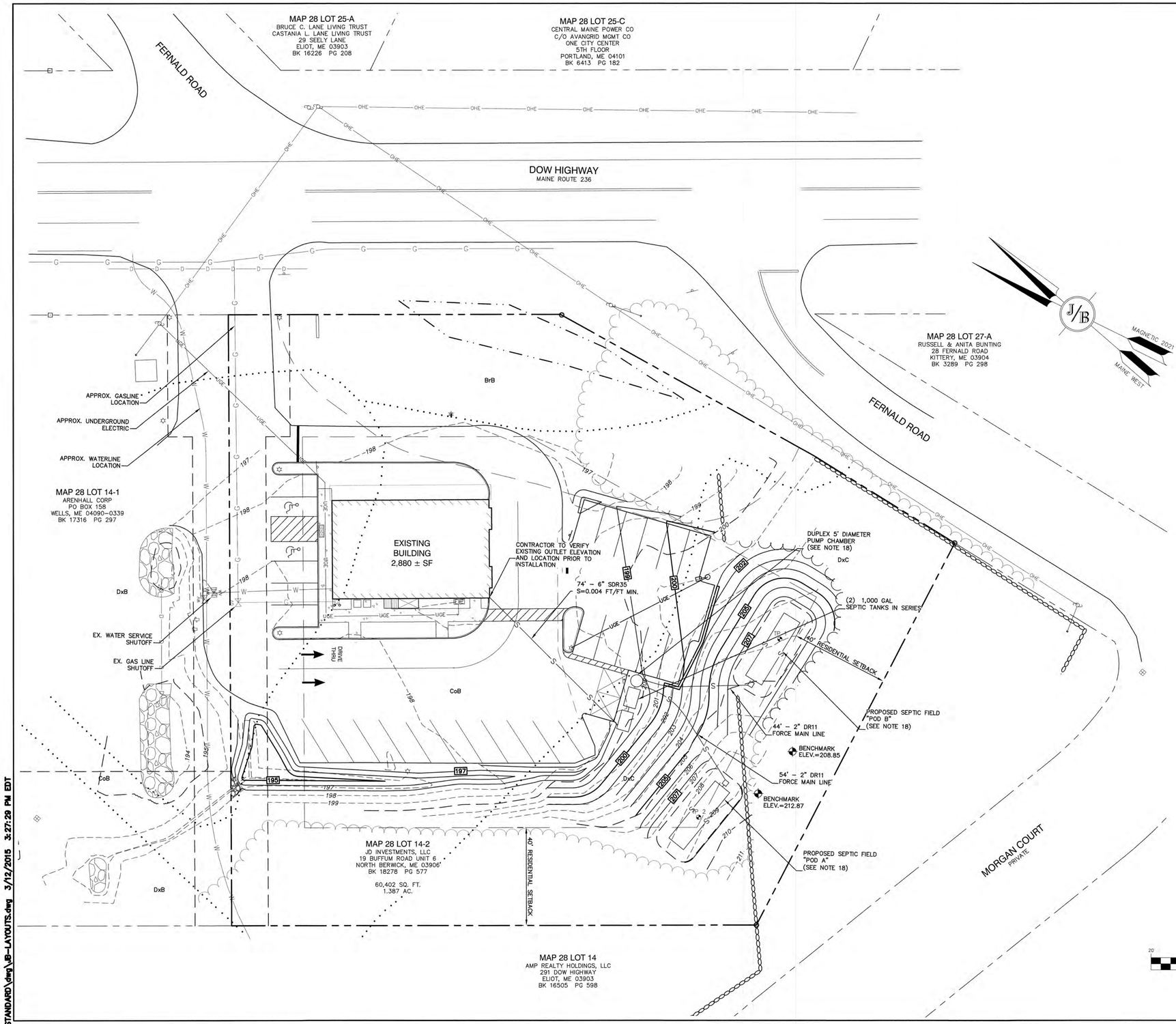
ERIK M POULIN No. 16914 LICENSED PROFESSIONAL ENGINEER STATE OF MAINE

REV.	DATE	REVISION	BY
2	10/27/21	REVISED PER PB COMMENTS	EMP
1	10/11/21	REVISED PER PB COMMENTS	EMP
0	08/17/21	ISSUED FOR REVIEW	EMP

Designed and Produced in NH
Jones & Beach Engineers, Inc.
85 Portsmouth Ave.
PO Box 219
Stratham, NH 03885
Civil Engineering Services
603-772-4746
FAX: 603-772-0227
E-Mail: JBE@JONESANDBEACH.COM

Plan Name: GRADING AND DRAINAGE PLAN
Project: PARKING LOT EXPANSION
89 ROUTE 236, KITTERY, MAINE
Owner of Record: JD INVESTMENST, LLC NAME
19 BUFFUM RD, UNIT 6, NORTH BERWICK, MAINE

DRAWING No.
C3
SHEET 4 OF 9
JBE PROJECT NO. 21076



UTILITY NOTES:

1. UNDERGROUND FACILITIES, UTILITIES AND STRUCTURES HAVE BEEN PLOTTED FROM FIELD OBSERVATION AND THEIR LOCATION MUST BE CONSIDERED APPROXIMATE ONLY. NEITHER JONES & BEACH ENGINEERS, INC., NOR ANY OF THEIR EMPLOYEES TAKE RESPONSIBILITY FOR THE LOCATION OF ANY UNDERGROUND STRUCTURES AND/OR UTILITIES NOT SHOWN THAT MAY EXIST. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE ALL UNDERGROUND STRUCTURES AND/OR UTILITIES LOCATED PRIOR TO EXCAVATION WORK BY CALLING 888-DIG-SAFE (888-344-7233).
2. ALL BENCHMARKS AND TOPOGRAPHY SHOULD BE FIELD VERIFIED BY THE CONTRACTOR.
3. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND OWNER, IN ORDER TO OBTAIN AND/OR PAY ALL THE NECESSARY LOCAL PERMITS, CONNECTION FEES AND BONDS.
4. THE CONTRACTOR SHALL PROVIDE A MINIMUM NOTICE OF FOURTEEN (14) DAYS TO ALL CORPORATIONS, COMPANIES AND/OR LOCAL AUTHORITIES OWNING OR HAVING A JURISDICTION OVER UTILITIES RUNNING TO, THROUGH OR ACROSS PROJECT AREAS PRIOR TO DEMOLITION AND/OR CONSTRUCTION ACTIVITIES.
5. THE LOCATION, SIZE, DEPTH AND SPECIFICATIONS FOR CONSTRUCTION OF PROPOSED PRIVATE UTILITY SERVICES SHALL BE TO THE STANDARDS AND REQUIREMENTS OF THE RESPECTIVE UTILITY COMPANY (ELECTRIC, TELEPHONE, CABLE TELEVISION, FIRE ALARM, GAS, WATER, AND SEWER).
6. A PRECONSTRUCTION MEETING SHALL BE HELD WITH THE OWNER, ENGINEER, CONTRACTOR, LOCAL OFFICIALS, AND ALL PROJECT-RELATED UTILITY COMPANIES (PUBLIC AND PRIVATE) PRIOR TO START OF CONSTRUCTION.
7. ALL CONSTRUCTION SHALL CONFORM TO THE TOWN STANDARDS AND REGULATIONS, AND MDEP STANDARDS AND SPECIFICATIONS, WHICHEVER ARE MORE STRINGENT, UNLESS OTHERWISE SPECIFIED.
8. ALL CONSTRUCTION ACTIVITIES SHALL CONFORM TO LABOR OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) RULES AND REGULATIONS.
9. BUILDINGS TO BE SERVICED BY UNDERGROUND UTILITIES UNLESS OTHERWISE NOTED.
10. THE CONTRACTOR IS TO VERIFY LOCATION AND DEPTH OF ALL EXISTING UTILITY STUBS PRIOR TO CONSTRUCTION AND DISCONNECT ALL EXISTING SERVICE CONNECTIONS AT THEIR RESPECTIVE MAINS IN ACCORDANCE WITH THE RESPECTIVE UTILITY COMPANY'S STANDARDS AND SPECIFICATIONS. ENGINEER TO BE NOTIFIED.
11. ADJUST ALL OTHER RIM ELEVATIONS OF MANHOLES, WATER GATES, GAS GATES AND OTHER UTILITIES TO FINISH GRADE AS SHOWN ON THE GRADING AND DRAINAGE PLAN.
12. DIMENSIONS ARE SHOWN TO CENTERLINE OF PIPE OR FITTING.
13. CONTRACTOR TO FURNISH SHOP DRAWINGS FOR UTILITY RELATED ITEMS TO ENSURE CONFORMANCE WITH THE PLANS AND SPECIFICATIONS. SHOP DRAWINGS SHOULD BE SENT IN TRIPLICATE TO THE DESIGN ENGINEER FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
14. EXISTING UTILITIES SHALL BE DIGSAFED BEFORE CONSTRUCTION.
15. ALL WATER AND SANITARY LEADS TO BUILDING(S) SHALL END AT RIGHT OF WAY AS SHOWN ON PLANS AND SHALL BE PROVIDED WITH A TEMPORARY PLUG AND WITNESS AT END.
16. ALL TRENCHING, PIPE LAYING, AND BACKFILLING SHALL BE IN ACCORDANCE WITH FEDERAL OSHA REGULATIONS.
17. ALL EXISTING UNDERGROUND UTILITIES (INCLUDING WATER, ELECTRICITY, AND TELEPHONE/COMMUNICATIONS) WILL BE MAINTAINED AND PROTECTED DURING CONSTRUCTION. CONTRACTOR SHALL VERIFY THE LOCATIONS OF UNDERGROUND UTILITIES PRIOR TO ANY WORK. OWNER/CONTRACTOR SHALL CONFIRM THE APPLICABLE CONTACTS FOR EACH UTILITY, AND UTILITY USERS PRIOR TO CONSTRUCTION, AND ESTABLISH PROTOCOLS FOR PROMPT RESPONSE IN THE EVENT THAT ANY UTILITY SERVICES ARE AFFECTED OR DISTURBED. SUCH PROTOCOLS WILL BE REVIEWED BY THE TOWN'S PEER REVIEW ENGINEER AT THE REQUIRED PRE-CONSTRUCTION MEETING.
18. PROPOSED SUBSURFACE WASTEWATER DISPOSAL SYSTEM WAS DESIGNED BY BRADY FRICK, ALBERT FRICK ASSOCIATES INC. (LICENSE NUMBER SE#352). CONTRACTOR TO COORDINATE WITH SEPTIC DESIGNER LISTED, AND REVIEW SUBSURFACE WASTEWATER DISPOSAL SYSTEM DESIGN PLANS, DATED: 07/13/21.

PROJECT PARCEL
TOWN OF KITTERY
TAX MAP 28, LOT 14-2

APPLICANT/OWNER
JD INVESTMENTS, LLC
19 BUFFUM ROAD, UNIT 6
NORTH BERWICK, ME 03906
BK 18278, PG 577

TOTAL LOT AREA
60,402 SQ. FT.
1.39 ACRES

TAX MAP 28, LOT 14-2

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STATE OF MAINE · ERIK M POULIN No. 16914 · LICENSED PROFESSIONAL ENGINEER · 03/12/15

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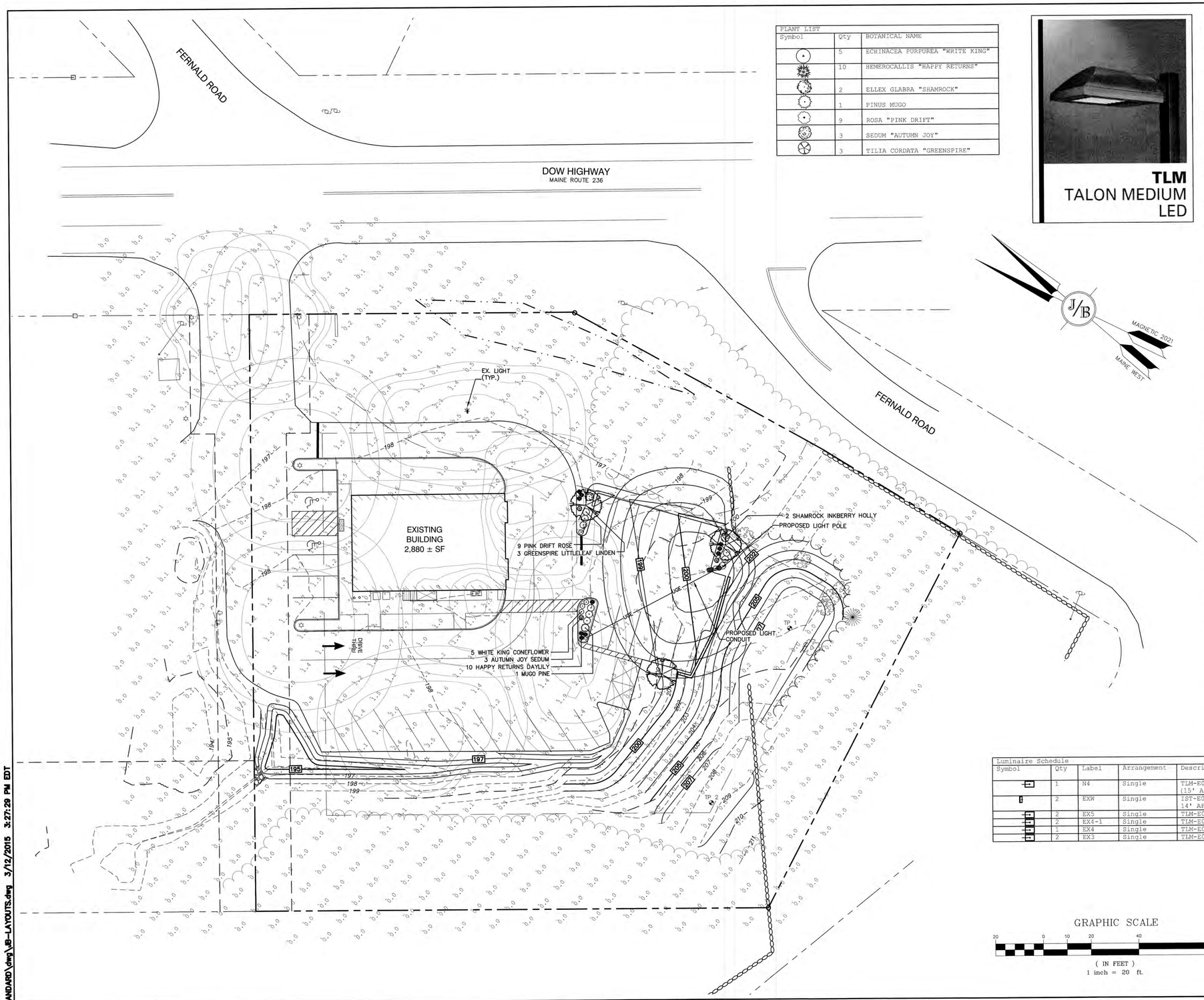
FAX: 603-772-0227
E-Mail: JBE@JONESANDBEACH.COM

Plan Name:	SEPTIC OVERVIEW PLAN
Project:	PARKING LOT EXPANSION 89 ROUTE 236, KITTERY, MAINE
Owner of Record:	JD INVESTMENST, LLC NAME 19 BUFFUM RD, UNIT 6, NORTH BERWICK, MAINE

DRAWING No.
C4
SHEET 5 OF 9
JBE PROJECT NO. **21076**



PLANT LIST		
Symbol	Qty	BOTANICAL NAME
	5	ECHINACEA PURPUREA "WHITE KING"
	10	HEMEROCALLIS "HAPPY RETURNS"
	2	ILLEX GLABRA "SHAMROCK"
	1	PINUS MUGO
	9	ROSA "PINK DRIFT"
	3	SEDUM "AUTUMN JOY"
	3	TILIA CORDATA "GREENSPIRE"

TLM
TALON MEDIUM LED

LANDSCAPE NOTES:

1. THE CONTRACTOR SHALL LOCATE AND VERIFY THE EXISTENCE OF ALL UTILITIES PRIOR TO STARTING WORK.
2. THE CONTRACTOR SHALL SUPPLY ALL PLANT MATERIALS IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTINGS SHOWN ON THE DRAWINGS.
3. ALL MATERIAL SHALL CONFORM TO THE GUIDELINES ESTABLISHED BY THE CURRENT AMERICAN STANDARD FOR NURSERY STOCK PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
4. ALL PLANT SUBSTITUTIONS MUST BE APPROVED THE LANDSCAPE DESIGNER.
5. ALL PLANT MATERIALS SHALL BE EXACTLY AS SPECIFIED BY THE LANDSCAPE DESIGNER. IF PLANT SPECIES CULTIVARS ARE FOUND TO VARY FROM THAT SPECIFIED AT ANY TIME DURING THE GUARANTEE PERIOD, THE LANDSCAPE DESIGNER RESERVES THE RIGHT TO HAVE THE CONTRACTOR REPLACE THAT PLANT MATERIAL.
6. PLANTS SHALL BE SUBJECT TO INSPECTION AND APPROVAL AT THE PLACE OF GROWTH, UPON DELIVERY OR AT THE JOB SITE WHILE WORK IS ON-GOING FOR CONFORMITY TO SPECIFIED QUALITY, SIZE AND VARIETY.
7. PLANTS FURNISHED IN CONTAINERS SHALL HAVE THE ROOTS WELL ESTABLISHED IN THE SOIL MASS AND SHALL HAVE AT LEAST ONE (1) GROWING SEASON. ROOT-BOUND PLANTS OR INADEQUATELY SIZED CONTAINERS TO SUPPORT THE PLANT MAY BE DEEMED UNACCEPTABLE.
8. NO PLANT SHALL BE PUT IN THE GROUND BEFORE GRADING HAS BEEN FINISHED AND APPROVED BY THE LANDSCAPE DESIGNER.
9. ALL WORK AND PLANTS SHALL BE DONE, INSTALLED AND DETAILED IN STRICT ACCORDANCE WITH PROJECT SPECIFICATIONS.
10. ALL PLANTS SHALL BE WATERED THOROUGHLY TWICE DURING THE FIRST 24-HOUR PERIOD AFTER PLANTING. ALL PLANTS SHALL BE WATERED WEEKLY, OR MORE OFTEN IF NECESSARY, DURING THE FIRST GROWING SEASON.
11. ALL PLANTS SHALL BE GUARANTEED BY THE CONTRACTOR FOR NOT LESS THAN ONE FULL YEAR FROM THE TIME OF PROVISIONAL ACCEPTANCE. DURING THIS TIME, THE OWNER SHALL MAINTAIN ALL PLANT MATERIALS IN THE ABOVE MANNER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO INSPECT THE PLANTS TO ENSURE PROPER CARE. IF THE CONTRACTOR IS DISSATISFIED WITH THE CARE GIVEN, HE SHALL IMMEDIATELY, AND IN SUFFICIENT TIME TO PERMIT THE CONDITION TO BE RECTIFIED, NOTIFY THE LANDSCAPE DESIGNER IN WRITING OR OTHERWISE FORFEIT HIS CLAIM.
12. FINAL ACCEPTANCE BY THE LANDSCAPE DESIGNER WILL BE MADE UPON THE CONTRACTOR'S REQUEST AFTER ALL CORRECTIVE WORK HAS BEEN COMPLETED.
13. BY THE END OF THE GUARANTEE PERIOD, THE CONTRACTOR SHALL HAVE REPLACED ANY PLANT MATERIAL THAT IS MISSING, NOT TRUE TO SIZE AS SPECIFIED, THAT HAS DIED, LOST NATURAL SHAPE DUE TO DEAD BRANCHES, EXCESSIVE PRUNING OR INADEQUATE OR IMPROPER CARE, OR THAT IS, IN THE OPINION OF THE LANDSCAPE DESIGNER, IN UNHEALTHY OR UNSIGHTLY CONDITION.
14. ALL LANDSCAPE AREAS TO BE GRASS COMMON TO REGION, EXCEPT FOR INTERIOR LANDSCAPED ISLANDS OR WHERE OTHER PLANT MATERIAL IS SPECIFIED.
15. ALL TREES AND SHRUBS SHALL BE PLANTED IN MULCH BEDS WITH EDGE STRIPS TO SEPARATE TURF GRASS AREAS.
16. THE CONTRACTOR SHALL REMOVE WEEDS, ROCKS, CONSTRUCTION ITEMS, ETC. FROM ANY LANDSCAPE AREA SO DESIGNATED TO REMAIN, WHETHER ON OR OFF-SITE. GRASS SEED OR PINE BARK MULCH SHALL BE APPLIED AS DEPICTED ON PLANS.
17. FINISHED GRADES IN LANDSCAPED ISLANDS SHALL BE INSTALLED SO THAT THEY ARE 1" HIGHER THAN THE TOP OF THE SURROUNDING CURB.
18. ALL LANDSCAPING SHALL MEET THE TOWN STANDARDS AND REGULATIONS.
19. EXISTING TREES TO REMAIN SHALL BE PROTECTED WITH TEMPORARY SNOW FENCING AT THE DRIPLINE OF THE TREE. THE CONTRACTOR SHALL NOT STORE VEHICLES OR MATERIALS WITHIN THE LANDSCAPED AREAS. ANY DAMAGE TO EXISTING TREES, SHRUBS OR LAWN SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
20. ALL MULCH AREAS SHALL RECEIVE A 3" LAYER OF SHREDDED PINE BARK MULCH OVER A 10 MIL WEED MAT EQUAL TO "WEEDBLOCK" BY EASY GARDENER OR DEWTT WEED BARRIER.
21. ALL LANDSCAPED AREAS SHALL HAVE SELECT MATERIALS REMOVED TO A DEPTH OF AT LEAST 9" BELOW FINISH GRADE. THE RESULTING VOID IS TO BE FILLED WITH A MINIMUM OF 9" HIGH-QUALITY SCREENED LOAM AMENDED WITH 3" OF AGED ORGANIC COMPOST.
22. THIS PLAN IS INTENDED FOR LANDSCAPING PURPOSES ONLY. REFER TO CIVIL/SITE DRAWINGS FOR OTHER SITE CONSTRUCTION INFORMATION.
23. IRRIGATION PIPING SYSTEM SHALL BE REVIEWED AND APPROVED BY OWNER AND ENGINEER PRIOR TO INSTALLATION.
24. ADDITIONAL PLANTING AND SEEDING MAY BE REQUIRED AS PART OF THE ON-SITE WETLANDS RESTORATION AND MITIGATION PACKAGE PREPARED BY WEST ENVIRONMENTAL. CONTRACTOR SHALL COORDINATE WITH PROJECT ENGINEER AND WETLAND CONSULTANT TO ENSURE THAT THESE ADDITIONAL REQUIREMENTS ARE PROPERLY ADDRESSED.
25. LANDSCAPE DESIGN PERFORMED BY LM LAND DESIGN LLC, 11 SOUTH ROAD, BRENTWOOD, NH 03833, ATTENTION: LISE MCNAUGHTON.

LIGHTING AND ELECTRICAL NOTES:

1. SITE ELECTRICAL CONTRACTOR SHALL COORDINATE LOCATION OF EASEMENTS, UNDERGROUND UTILITIES AND DRAINAGE BEFORE DRILLING POLE BASES.
2. CONTRACTOR SHALL INSTALL PROPOSED LIGHT POLES ACCORDING TO TOWN REGULATIONS.
3. ALL OUTDOOR LIGHTING SYSTEMS SHALL BE EQUIPPED WITH TIMERS TO REDUCE ILLUMINATION LEVELS TO NON-OPERATIONAL VALUES PER TOWN REGULATIONS.
4. LIGHTING CONDUIT SHALL BE SCHEDULE 40 PVC, AND SHALL BE INSTALLED IN CONFORMANCE WITH THE NATIONAL ELECTRICAL CODE. CONTRACTOR SHALL PROVIDE EXCAVATION AND BACKFILL.
5. ILLUMINATION READINGS SHOWN ARE BASED ON A TOTAL LLF OF 0.75 AT GRADE. ILLUMINATION READINGS SHOWN ARE IN UNITS OF FOOT-CANDLES.
6. LIGHTING CALCULATIONS SHOWN ARE NOT A SUBSTITUTE FOR INDEPENDENT ENGINEERING ANALYSIS OF LIGHTING SYSTEM AND SAFETY.
7. ALL LIGHTING FIXTURES SHALL BE FULL CUT-OFF DARK-SKY COMPLIANT, UNLESS OTHERWISE NOTED.
8. SEE SHEET D2 FOR LIGHTING DETAILS.
9. EXTEND A 480/277V, 3" DIAMETER SERVICE TO ROAD SIGN. INSTALL A 30A 3P NEMA 3R DISC. SWITCH (EACH LEG FUSED @ 20A). SIGN REQUIRES (3) 20A 277V CIRCUITS.
10. THE PROPOSED LIGHTING CALCULATIONS AND DESIGN WAS PERFORMED BY CHARRON, INC., P.O. BOX 4550, MANCHESTER, NH 03108, ATTENTION KEN SWEENEY. ALL LIGHTS SHOULD BE PURCHASED FROM THIS COMPANY, OR AN EQUAL LIGHTING DESIGN SHOULD BE SUBMITTED FOR REVIEW IF EQUAL SUBSTITUTIONS ARE PROPOSED BY THE CONTRACTOR OR OWNER.

Luminaire Schedule							
Symbol	Qty	Label	Arrangement	Description	Luminaire Lumens	Luminaire Watts	Total Watts
	1	N4	Single	TLM-E02-LED-E1-T4 / SSS4A15SFN1 (15' AFG)	6044	52.1	52.1
	2	EXW	Single	IST-E01-LED-E1-BL4 / WALL MTD 14' AFG	2613	24.7	49.4
	2	EX5	Single	TLM-E02-LED-E1-5WQ / 15' AFG	6367	52.1	104.2
	2	EX4-1	Single	TLM-E01-LED-E1-T4 / 15' AFG	3022	24.7	49.4
	1	EX4	Single	TLM-E02-LED-E1-T4 / 15' AFG	6044	52.1	52.1
	2	EX3	Single	TLM-E02-LED-E1-T3/ 15' AFG	6168	52.1	104.2

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

PROJECT PARCEL
TOWN OF KITTERY
TAX MAP 28, LOT 14-2

APPLICANT/OWNER
JD INVESTMENTS, LLC
19 BUFFUM ROAD, UNIT 6
NORTH BERWICK, ME 03906
BK 18278, PG 577

TOTAL LOT AREA
60,402 SQ. FT.
1.39 ACRES

TAX MAP 28, LOT 14-2

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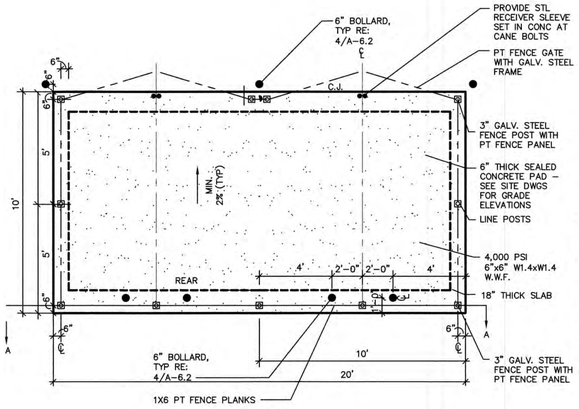
E-Mail: JBE@JONESANDBEACH.COM

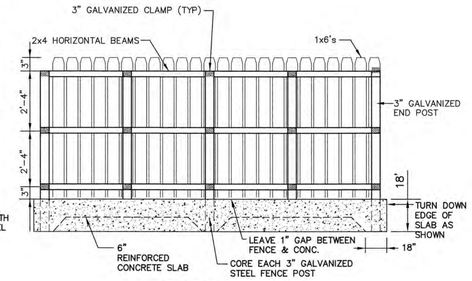
Plan Name:	LIGHTING AND LANDSCAPE PLAN
Project:	PARKING LOT EXPANSION 89 ROUTE 236, KITTERY, MAINE
Owner of Record:	JD INVESTMENST, LLC NAME 19 BUFFUM RD, UNIT 6, NORTH BERWICK, MAINE

DRAWING No.
L1
SHEET 6 OF 9
JBE PROJECT NO. **21076**



NOTES

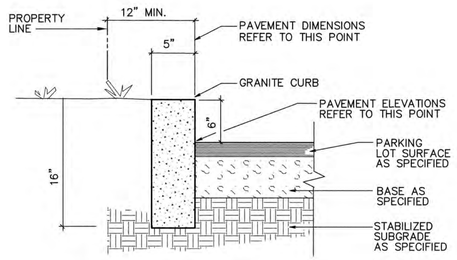
1. ALL LUMBER TO BE PRESSURE TREATED.
2. WOOD FENCE TO BE PAINTED OR STAINED TO MATCH BUILDING FOUNDATION.
3. DUMPSTER SIZE VARIES, SEE SITE PLANS FOR SCREENING SIZE



SECTION A-A

DOUBLE DUMPSTER ENCLOSURE PLAN

NOT TO SCALE

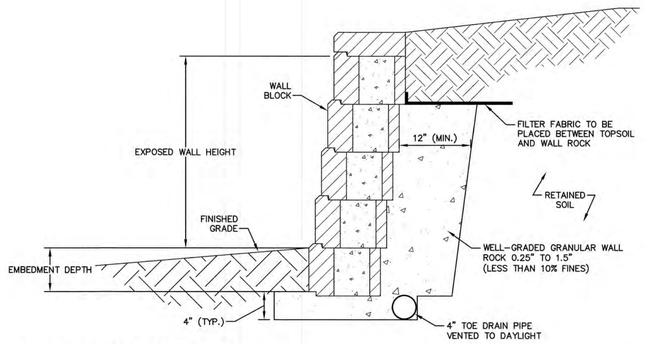


NOTES:

1. EDGING TO BE PLACED PRIOR TO PLACING TOP SURFACE COURSE.
2. JOINTS BETWEEN STONES SHALL BE MORTARED.

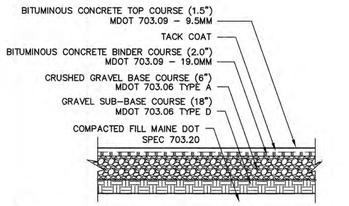
VERTICAL GRANITE CURB

NOT TO SCALE



TYPICAL GRAVITY WALL DETAIL

NOT TO SCALE



NOTE:

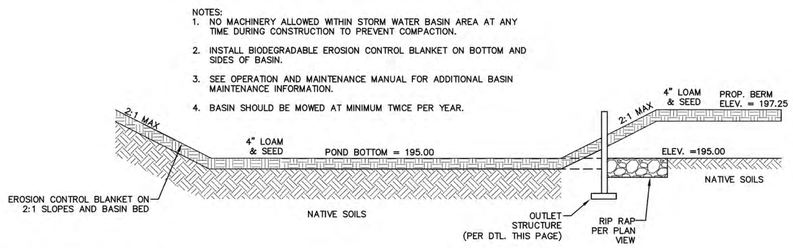
1. PAVEMENT SUBGRADES SHOULD BE PROOFROLLED IN ORDER TO DENSIFY THE SUBGRADES USING A MINIMUM OF 4 PASSES WITH A 10-TON VIBRATORY DRUM COMPACTOR. (SEE GEOTECH NOTE BELOW)
2. THE GRAVEL BORROW SUB-BASE COURSE AND CRUSHED GRAVEL BASE COURSE SHALL BE COMPACTED TO A MINIMUM OF 95% RELATIVE COMPACTION OF THE MAXIMUM DRY DENSITY AS DETERMINED BY THE MODIFIED PROCTOR TEST (ASTM D-1557).
3. HOT MIX ASPHALT PAVEMENT SHOULD BE COMPACTED TO 92 TO 97 PERCENT OF ITS THEORETICAL MAXIMUM DENSITY AS DETERMINED BY ASTM D-2041.
4. MEDOT 703.06 TYPE D MAY CONTAIN 50% BY WEIGHT OF RECYCLED CONCRETE AGGREGATE. COMBINED MATERIAL MUST HAVE A MICRO-DEVAL VALUE OF LESS THAN 25% OR A WASHINGTON DEGRADATION VALUE OF 15 OR GREATER.

STANDARD DUTY ASPHALT PAVEMENT SECTION

NOT TO SCALE

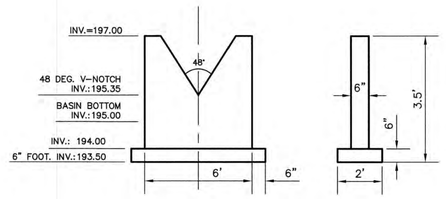
NOTES:

1. NO MACHINERY ALLOWED WITHIN STORM WATER BASIN AREA AT ANY TIME DURING CONSTRUCTION TO PREVENT COMPACTION.
2. INSTALL BIODEGRADABLE EROSION CONTROL BLANKET ON BOTTOM AND SIDES OF BASIN.
3. SEE OPERATION AND MAINTENANCE MANUAL FOR ADDITIONAL BASIN MAINTENANCE INFORMATION.
4. BASIN SHOULD BE MOWED AT MINIMUM TWICE PER YEAR.



VEGETATED STORM WATER BASIN

NOT TO SCALE

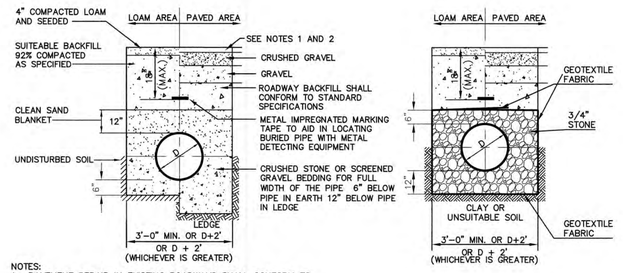


NOTES:

1. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR ENGINEER REVIEW AND APPROVAL.
2. CONTRACTOR TO KEY ENDS OF OUTLET STRUCTURE INTO SIDE SLOPES.

V-NOTCH OUTLET STRUCTURE

NOT TO SCALE



NOTES:

1. PAVEMENT REPAIR IN EXISTING ROADWAYS SHALL CONFORM TO STREET OPENING REGULATIONS.
2. NEW ROADWAY CONSTRUCTION SHALL CONFORM TO SUBDIVISION SPECIFICATIONS.
3. GAPS BETWEEN SECTIONS OF INSULATION TO BE COVERED WITH 2" x 2' x 2' PIECE OF INSULATION OVER GAP.
4. RIGID FOAM INSULATION TO BE PROVIDED WHERE COVER IN THE ROADWAY IS LESS THAN 5' AND CROSS COUNTRY IS LESS THAN 4'.

NOTES:
IF CLAY OR UNSUITABLE IS PRESENT AT TRENCH BOTTOM:

1. OVER EXCAVATE 12" BELOW INVERT OF PIPE
2. LAY GEOTEXTILE FABRIC IN BOTTOM OF EXCAVATION
3. PLACE 3/4" STONE BETWEEN FABRIC AND PIPE
4. LAY PIPE AT DESIRED SLOPE
5. PLACES STONE OVER AND AROUND PIPE (MIN. 6")
6. WRAP GEOTEXTILE AROUND STONE AS SHOWN

SEWER TRENCH

NOT TO SCALE

TAX MAP 28, LOT 14-2

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Plan Name:	DETAIL SHEET
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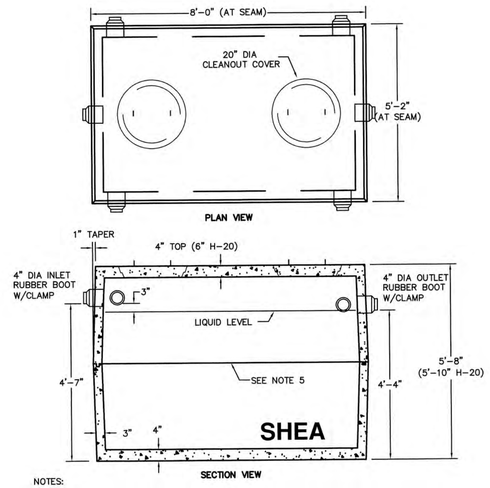
Owner of Record:	JD INVESTMENST, LLC NAME 19 BUFFUM RD, UNIT 6, NORTH BERWICK, MAINE

DRAWING No.

D1

SHEET 7 OF 9
JBE PROJECT NO. 21076



NOTES:

1. CONCRETE: 4,000 PSI MINIMUM AFTER 28 DAYS.
2. CONSTRUCTION OF SEPTIC TANK CONFORMS WITH DEP TITLE 5 REGS, 310 CMR, SECTION 15.226.
3. ALL REINFORCEMENT PER ASTM C1227.
4. TEES AND GAS BAFFLE SOLD SEPARATELY.
5. TONGUE & GROOVE JOINT SEALED WITH BUTYL RESIN.
6. IF COVER EXCEEDS 4 FEET, HEAVY DUTY TANK REQUIRED. ALSO AVAILABLE IN AASHTO HS-20 LOADING.
7. CONTRACTOR TO REVIEW SUBSURFACE WASTEWATER DISPOSAL SYSTEM DESIGN PLANS FOR ADDITIONAL SEPTIC INFORMATION (ALBERT FRICK ASSOCIATES INC.)

1,000 GAL SEPTIC TANK

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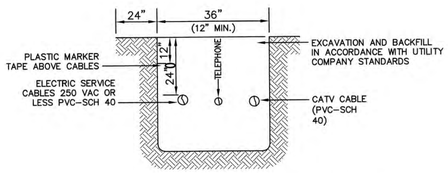

NOTE: ALL UTILITIES SHALL BE REVIEWED AND APPROVED BY APPROPRIATE UTILITY COMPANY.

UTILITY TRENCH

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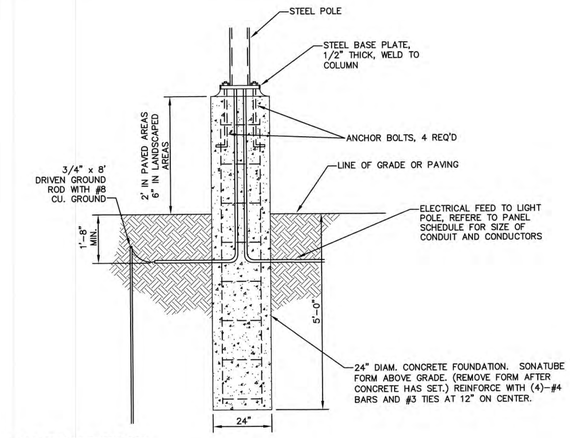

LIGHT POLE BASE

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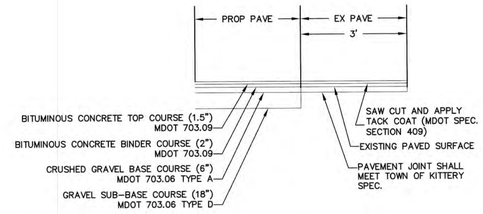

TYPICAL PAVEMENT JOINT

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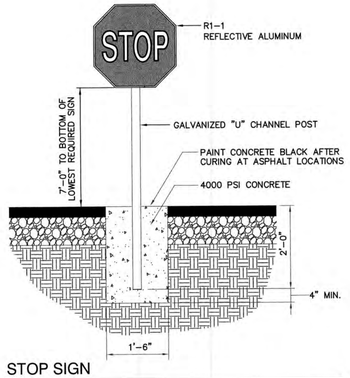

STOP SIGN

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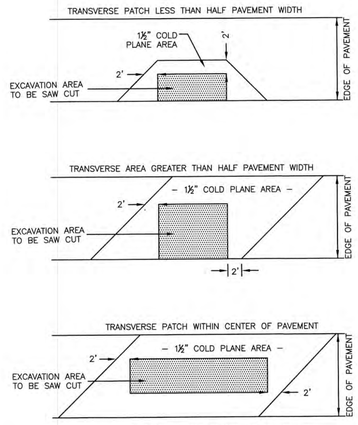

NOTE: WHERE LIMITS OF ADJACENT COLD PLANED AREAS ARE LESS THAN OR EQUAL TO 20', THE AREA BETWEEN SHALL BE COLD PLANED AND RESURFACED

SAWCUT DETAIL

NOT TO SCALE

TAX MAP 28, LOT 14-2

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Design: EMP	Draft: GDR	Date: 7/6/21
Checked: WGM	Scale: AS NOTED	Project No.: 21076
Drawing Name: 21076-PLAN.dwg		

STATE OF MAINE ERIK M POULIN No. 16914 LICENSED PROFESSIONAL ENGINEER 7/6/21

REV.	DATE	REVISION	BY
2	10/27/21	REVISED PER PB COMMENTS	EMP
1	10/11/21	REVISED PER PB COMMENTS	EMP
0	08/17/21	ISSUED FOR REVIEW	EMP

Designed and Produced in NH
J/B Jones & Beach Engineers, Inc.
Civil Engineering Services
85 Portsmouth Ave.
PO Box 219
Stratham, NH 03885
603-772-4746
FAX: 603-772-0227
E-Mail: JBE@JONESANDBEACH.COM

Plan Name:	DETAIL SHEET
Project:	PARKING LOT EXPANSION 89 ROUTE 236, KITTERY, MAINE
Owner of Record:	JD INVESTMENST, LLC NAME 19 BUFFUM RD, UNIT 6, NORTH BERWICK, MAINE

DRAWING No.

D2

SHEET 8 OF 9
JBE PROJECT NO. 21076

SEEDING SPECIFICATIONS

1. GRADING AND SHAPING
   - A. SLOPES SHALL NOT BE STEEPER THAN 2:1 WITHOUT APPROPRIATE EROSION CONTROL MEASURES AS SPECIFIED ON THE PLANS (3:1 SLOPES OR FLATTER ARE PREFERRED).
   - B. WHERE MOWING WILL BE DONE, 3:1 SLOPES OR FLATTER ARE RECOMMENDED.

2. SEEDBED PREPARATION
   - A. SURFACE AND SEEPAGE WATER SHOULD BE DRAINED OR DIVERTED FROM THE SITE TO PREVENT DROWNING OR WINTER KILLING OF THE PLANTS.
   - B. STONES LARGER THAN 4 INCHES AND TRASH SHOULD BE REMOVED BECAUSE THEY INTERFERE WITH SEEDING AND FUTURE MAINTENANCE OF THE AREA. WHERE FEASIBLE, THE SOIL SHOULD BE TILLED TO A DEPTH OF ABOUT 4 INCHES TO PREPARE A SEEDBED AND FERTILIZER AND LIME MIXED INTO THE SOIL. THE SEEDBED SHOULD BE LEFT IN A REASONABLY FIRM AND SMOOTH CONDITION. THE LAST TILLAGE OPERATION SHOULD BE PERFORMED ACROSS THE SLOPE WHEREVER PRACTICAL.

3. ESTABLISHING A STAND
   - A. LIME AND FERTILIZER SHOULD BE APPLIED PRIOR TO OR AT THE TIME OF SEEDING AND INCORPORATED INTO THE SOIL. TYPES AND AMOUNTS OF LIME AND FERTILIZER SHOULD BE BASED ON AN EVALUATION OF SOIL TESTS. WHEN A SOIL TEST IS NOT AVAILABLE, THE FOLLOWING MINIMUM AMOUNTS SHOULD BE APPLIED:
     AGRICULTURAL LIMESTONE, 2 TONS PER ACRE OR 100 LBS. PER 1,000 SQ.FT.
     NITROGEN(N), 50 LBS. PER ACRE OR 1.1 LBS. PER 1,000 SQ.FT.
     PHOSPHATE(P2O5), 100 LBS. PER ACRE OR 2.2 LBS. PER 1,000 SQ.FT.
     POTASH(K2O), 100 LBS. PER ACRE OR 2.2 LBS. PER 1,000 SQ.FT.
     (NOTE: THIS IS THE EQUIVALENT OF 500 LBS. PER ACRE OF 10-20-20 FERTILIZER OR 1,000 LBS. PER ACRE OF 5-10-10.)
   - B. SEED SHOULD BE SPREAD UNIFORMLY BY THE METHOD MOST APPROPRIATE FOR THE SITE. METHODS INCLUDE BROADCASTING, DRILLING AND HYDROSEEDING. WHERE BROADCASTING IS USED, COVER SEED WITH .25 INCH OF SOIL OR LESS, BY CULTIPACKING OR RAKING.
   - C. REFER TO THE 'SEEDING GUIDE' AND 'SEEDING RATES' TABLES ON THIS SHEET FOR APPROPRIATE SEED MIXTURES AND RATES OF SEEDING. ALL LEGUMES (CROWNVETCH, BIRDSFOOT, TREFOIL AND FLATPEA) MUST BE INOCULATED WITH THEIR SPECIFIC INOCULANT PRIOR TO THEIR INTRODUCTION TO THE SITE.
   - D. WHEN SEEDED AREAS ARE MULCHED, PLANTINGS MAY BE MADE FROM EARLY SPRING TO EARLY OCTOBER. WHEN SEEDED AREAS ARE NOT MULCHED, PLANTINGS SHOULD BE MADE FROM EARLY SPRING TO MAY 20th OR FROM AUGUST 10th TO SEPTEMBER 1st.

4. MULCH
   - A. HAY, STRAW, OR OTHER MULCH, WHEN NEEDED, SHOULD BE APPLIED IMMEDIATELY AFTER SEEDING.
   - B. MULCH WILL BE HELD IN PLACE USING APPROPRIATE TECHNIQUES FROM THE BEST MANAGEMENT PRACTICE FOR MULCHING. HAY OR STRAW MULCH SHALL BE PLACED AT A RATE OF 90 LBS PER 1000 S.F.

5. MAINTENANCE TO ESTABLISH A STAND
   - A. PLANTED AREAS SHOULD BE PROTECTED FROM DAMAGE BY FIRE, GRAZING, TRAFFIC, AND DENSE WEED GROWTH.
   - B. FERTILIZATION NEEDS SHOULD BE DETERMINED BY ONSITE INSPECTIONS. SUPPLEMENTAL FERTILIZER IS USUALLY THE KEY TO FULLY COMPLETE THE ESTABLISHMENT OF THE STAND BECAUSE MOST PERENNIALS TAKE 2 TO 3 YEARS TO BECOME FULLY ESTABLISHED.
   - C. IN WATERWAYS, CHANNELS, OR SWALES WHERE UNIFORM FLOW CONDITIONS ARE ANTICIPATED, ANNUAL MOWING MAY BE NECESSARY TO CONTROL GROWTH OF WOODY VEGETATION.

USE	SEEDING MIXTURE 1/	DROUGHTY	WELL DRAINED	MODERATELY WELL DRAINED	POORLY DRAINED
STEEP CUTS AND FILLS, BORROW AND DISPOSAL AREAS	A	FAIR	GOOD	GOOD	FAIR
	B	POOR	GOOD	FAIR	FAIR
	C	POOR	GOOD	EXCELLENT	GOOD
	D	FAIR	EXCELLENT	EXCELLENT	POOR
WATERWAYS, EMERGENCY SPILLWAYS, AND OTHER CHANNELS WITH FLOWING WATER.	A	GOOD	GOOD	GOOD	FAIR
	C	GOOD	EXCELLENT	EXCELLENT	FAIR
LIGHTLY USED PARKING LOTS, ODD AREAS, UNUSED LANDS, AND LOW INTENSITY USE RECREATION SITES.	A	GOOD	GOOD	GOOD	FAIR
	B	GOOD	GOOD	FAIR	POOR
	C	GOOD	EXCELLENT	EXCELLENT	FAIR
PLAY AREAS AND ATHLETIC FIELDS. (TOPSOIL IS ESSENTIAL FOR GOOD TURF.)	E	FAIR	EXCELLENT	EXCELLENT	2/
	F	FAIR	EXCELLENT	EXCELLENT	2/

GRAVEL PIT, SEE NH-PM-24 IN APPENDIX FOR RECOMMENDATION REGARDING RECLAMATION OF SAND AND GRAVEL PITS.

1/ REFER TO SEEDING MIXTURES AND RATES IN TABLE BELOW.
2/ POORLY DRAINED SOILS ARE NOT DESIRABLE FOR USE AS PLAYING AREA AND ATHLETIC FIELDS.

NOTE: TEMPORARY SEED MIX FOR STABILIZATION OF TURF SHALL BE WINTER RYE OR OATS AT A RATE OF 2.5 LBS. PER 1000 S.F. AND SHALL BE PLACED PRIOR TO OCTOBER 15th, IF PERMANENT SEEDING NOT YET COMPLETE.

SEEDING GUIDE

MIXTURE	POUNDS PER ACRE	POUNDS PER 1,000 Sq. Ft.
A. TALL FESCUE	20	0.45
CREEPING RED FESCUE	20	0.45
RED TOP	2	0.05
TOTAL	42	0.95
B. TALL FESCUE	15	0.35
CREEPING RED FESCUE	10	0.25
CROWN VETCH	15	0.35
OR		
FLAT PEA	30	0.75
TOTAL	40 OR 55	0.95 OR 1.35
C. TALL FESCUE	20	0.45
CREEPING RED FESCUE	20	0.45
BIRDS FOOT TREFOIL	8	0.20
TOTAL	48	1.10
D. TALL FESCUE	20	0.45
FLAT PEA	30	0.75
TOTAL	50	1.20
E. CREEPING RED FESCUE 1/	50	1.15
KENTUCKY BLUEGRASS 1/	50	1.15
TOTAL	100	2.30
F. TALL FESCUE 1	150	3.60

1/ FOR HEAVY USE ATHLETIC FIELDS CONSULT THE UNIVERSITY OF NEW HAMPSHIRE COOPERATIVE EXTENSION TURF SPECIALIST FOR CURRENT VARIETIES AND SEEDING RATES.

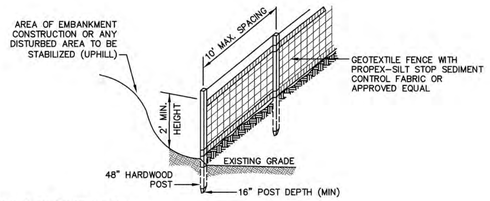
SEEDING RATES

TEMPORARY EROSION CONTROL NOTES

1. THE SMALLEST PRACTICAL AREA OF LAND SHALL BE EXPOSED AT ANY ONE TIME. AT NO TIME SHALL AN AREA IN EXCESS OF 5 ACRES BE EXPOSED AT ANY ONE TIME BEFORE DISTURBED AREAS ARE STABILIZED.
2. EROSION, SEDIMENT AND DETENTION MEASURES SHALL BE INSTALLED AS SHOWN ON THE PLANS AND AT LOCATIONS AS REQUIRED, DIRECTED BY THE ENGINEER.
3. ALL DISTURBED AREAS SHALL BE RETURNED TO PROPOSED GRADES AND ELEVATIONS. DISTURBED AREAS SHALL BE LOAMED WITH A MINIMUM OF 6" OF SCREENED ORGANIC LOAM AND SEEDED WITH SEED MIXTURE 'C' AT A RATE NOT LESS THAN 1.10 POUNDS OF SEED PER 1,000 S.F. OF AREA (48 LBS. / ACRE).
4. SILT FENCES AND OTHER BARRIERS SHALL BE INSPECTED EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF A RAINFALL OF 0.25" OR GREATER. ALL DAMAGED AREAS SHALL BE REPAIRED, AND SEDIMENT DEPOSITS SHALL PERIODICALLY BE REMOVED AND DISPOSED OF.
5. AFTER ALL DISTURBED AREAS HAVE BEEN STABILIZED, THE TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED AND THE AREA DISTURBED BY THE REMOVAL SMOOTHED AND RE-VEGETATED.
6. AREAS MUST BE SEEDED AND MULCHED OR OTHERWISE PERMANENTLY STABILIZED WITHIN 3 DAYS OF FINAL GRADING, OR TEMPORARILY STABILIZED WITHIN 14 DAYS OF THE INITIAL DISTURBANCE OF SOIL. ALL AREAS SHALL BE STABILIZED WITHIN 45 DAYS OF INITIAL DISTURBANCE.
7. ALL PROPOSED VEGETATED AREAS THAT DO NOT EXHIBIT A MINIMUM OF 85 PERCENT VEGETATIVE GROWTH BY OCTOBER 15, OR WHICH ARE DISTURBED AFTER OCTOBER 15, SHALL BE STABILIZED BY SEEDING AND INSTALLING NORTH AMERICAN GREEN S75 EROSION CONTROL BLANKETS (OR AN EQUIVALENT APPROVED IN WRITING BY THE ENGINEER) ON SLOPES GREATER THAN 3:1, AND SEEDING AND PLACING 3 TO 4 TONS OF MULCH PER ACRE, SECURED WITH ANCHORED NETTING, ELSEWHERE. THE INSTALLATION OF EROSION CONTROL BLANKETS OR MULCH AND NETTING SHALL NOT OCCUR OVER ACCUMULATED SNOW OR ON FROZEN GROUND AND SHALL BE COMPLETED IN ADVANCE OF THAW OR SPRING MELT EVENTS.
8. ALL DITCHES OR SWALES WHICH DO NOT EXHIBIT A MINIMUM OF 85 PERCENT VEGETATIVE GROWTH BY OCTOBER 15, OR WHICH ARE DISTURBED AFTER OCTOBER 15, SHALL BE STABILIZED TEMPORARILY WITH STONE OR EROSION CONTROL BLANKETS APPROPRIATE FOR THE DESIGN FLOW CONDITIONS.
9. AFTER NOVEMBER 15th, INCOMPLETE ROAD OR PARKING SURFACES, WHERE WORK HAS STOPPED FOR THE WINTER SEASON, SHALL BE PROTECTED WITH A MINIMUM OF 3" OF CRUSHED GRAVEL.
10. AN AREA SHALL BE CONSIDERED STABLE IF ONE OF THE FOLLOWING HAS OCCURRED:
    - a. BASE COURSE GRAVELS HAVE BEEN INSTALLED IN AREAS TO BE PAVED;
    - b. A MINIMUM OF 85% VEGETATED GROWTH HAS BEEN ESTABLISHED;
    - c. A MINIMUM OF 3" OF NON-EROSIVE MATERIAL SUCH STONE OR RIPRAP HAS BEEN INSTALLED; OR
    - d. EROSION CONTROL BLANKETS HAVE BEEN PROPERLY INSTALLED.
11. IN ORDER TO ENSURE THE STABILITY OF THE SITE AND EFFECTIVE IMPLEMENTATION OF THE SEDIMENT AND EROSION CONTROL MEASURES SPECIFIED IN THE PLANS FOR THE DURATION OF CONSTRUCTION.

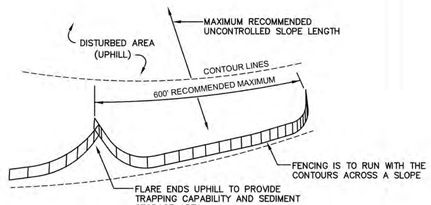
CONSTRUCTION SEQUENCE:

1. A PRE-CONSTRUCTION MEETING IS TO BE HELD WITH ALL DEPARTMENT HEADS PRIOR TO THE START OF CONSTRUCTION.
2. CUT AND REMOVE TREES IN CONSTRUCTION AREA AS REQUIRED OR DIRECTED.
3. INSTALL SILT FENCING, HAY BALES AND CONSTRUCTION ENTRANCES PRIOR TO THE START OF CONSTRUCTION. THESE ARE TO BE MAINTAINED UNTIL THE FINAL PAVEMENT SURFACING AND LANDSCAPING AREAS ARE ESTABLISHED.
4. CLEAR, CUT, GRUB AND DISPOSE OF DEBRIS IN APPROVED FACILITIES. THIS INCLUDES ANY REQUIRED DEMOLITION OF EXISTING STRUCTURES, UTILITIES, ETC.
5. CONSTRUCT AND/OR INSTALL TEMPORARY OR PERMANENT SEDIMENT AND/OR DETENTION BASIN(S) AS REQUIRED. THESE FACILITIES SHALL BE INSTALLED AND STABILIZED PRIOR TO DIRECTING RUN-OFF TO THEM.
6. STRIP LOAM AND PAVEMENT, OR RECLAIM EXISTING PAVEMENT WITHIN LIMITS OF WORK PER THE RECOMMENDATIONS OF THE PROJECT ENGINEER AND STOCKPILE EXCESS MATERIAL. STABILIZE STOCKPILE AS NECESSARY.
7. PERFORM PRELIMINARY SITE GRADING IN ACCORDANCE WITH THE PLANS.
8. INSTALL THE SEWER AND DRAINAGE SYSTEMS FIRST, THEN ANY OTHER UTILITIES IN ACCORDANCE WITH THE PLAN AND DETAILS. ANY CONFLICTS BETWEEN UTILITIES ARE TO BE RESOLVED WITH THE INVOLVEMENT AND APPROVAL OF THE ENGINEER.
9. ALL SWALES AND DRAINAGE STRUCTURES ARE TO BE CONSTRUCTED AND STABILIZED PRIOR TO HAVING RUN-OFF DIRECTED TO THEM.
10. STORMWATER FLOWS ARE NOT TO BE DIRECTED TO TREATMENT PRACTICES UNTIL ALL CONTRIBUTING AREAS HAVE BEEN FULLY STABILIZED.
11. DAILY, OR AS REQUIRED, CONSTRUCT TEMPORARY BERMS, DRAINAGE DITCHES, CHECK DAMS, SEDIMENT TRAPS, ETC., TO PREVENT EROSION ON THE SITE AND PREVENT ANY SILTATION OF ABUTTING WATERS AND/OR PROPERTY.
12. PERFORM FINAL FINE GRADING, INCLUDING PLACEMENT OF 'SELECT' SUBGRADE MATERIALS.
13. PAVE ALL PARKING LOTS AND ROADWAYS WITH INITIAL 'BASE COURSE'.
14. PERFORM ALL REMAINING SITE CONSTRUCTION (i.e. BUILDING, CURBING, UTILITY CONNECTIONS, ETC.).
15. LOAM AND SEED ALL DISTURBED AREAS AND INSTALL ANY REQUIRED SEDIMENT AND EROSION CONTROL FACILITIES (i.e. RIP RAP, EROSION CONTROL BLANKETS, ETC.).
16. FINISH PAVING ALL ROADWAYS AND PARKING AREAS WITH 'FINISH' COURSE.
17. ALL ROADWAYS AND PARKING LOTS SHALL BE STABILIZED WITHIN 72 HOURS OF ACHIEVING FINISHED GRADE.
18. ALL CUT AND FILL SLOPES SHALL BE SEEDED/LOAMED WITHIN 72 HOURS OF ACHIEVING FINISHED GRADE.
19. COMPLETE PERMANENT SEEDING AND LANDSCAPING.
20. REMOVE TEMPORARY EROSION CONTROL MEASURES AFTER SEEDING AREAS HAVE BEEN 75%-85% ESTABLISHED AND SITE IMPROVEMENTS ARE COMPLETE. SMOOTH AND RE-VEGETATE ALL DISTURBED AREAS.
21. CLEAN SITE AND ALL DRAINAGE STRUCTURES, PIPES AND SUMPS OF ALL SILT AND DEBRIS.
22. INSTALL ALL PAINTED PAVEMENT MARKINGS AND SIGNAGE PER THE PLANS AND DETAILS.
23. ALL EROSION CONTROLS SHALL BE INSPECTED WEEKLY AND AFTER EVERY QUARTER-INCH OF RAINFALL.
24. UPON COMPLETION OF CONSTRUCTION, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY ANY RELEVANT PERMITTING AGENCIES THAT THE CONSTRUCTION HAS BEEN FINISHED IN A SATISFACTORY MANNER.



CONSTRUCTION SPECIFICATIONS:

1. WOVEN FABRIC FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES. FILTER CLOTH SHALL BE FASTENED TO WOVEN WIRE EVERY 24" AT TOP, MID AND BOTTOM AND EMBEDDED IN THE GROUND A MINIMUM OF 8" AND THEN COVERED WITH SOIL.
2. THE FENCE POSTS SHALL BE A MINIMUM OF 48" LONG, SPACED A MAXIMUM 10' APART, AND DRIVEN A MINIMUM OF 16" INTO THE GROUND.
3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER, THE ENDS OF THE FABRIC SHALL BE OVERLAPPED 6", FOLDED AND STAPLED TO PREVENT SEDIMENT FROM BY-PASSING.
4. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND SEDIMENT REMOVED AND PROPERLY DISPOSED OF WHEN IT IS 6" DEEP OR VISIBLE 'BULGES' DEVELOP IN THE SILT FENCE.
5. PLACE THE ENDS OF THE SILT FENCE UP CONTOUR TO PROVIDE FOR SEDIMENT STORAGE.
6. SILT FENCE SHALL REMAIN IN PLACE FOR 24 MONTHS.



7. SILT FENCES SHALL BE REMOVED WHEN NO LONGER NEEDED AND THE SEDIMENT COLLECTED SHALL BE DISPOSED AS DIRECTED BY THE ENGINEER. THE AREA DISTURBED BY THE REMOVAL SHALL BE SMOOTHED AND REVEGETATED.

MAINTENANCE:

1. SILT FENCES SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REPAIRS THAT ARE REQUIRED SHALL BE DONE IMMEDIATELY.
2. IF THE FABRIC ON A SILT FENCE SHOULD DECOMPOSE OR BECOME INEFFECTIVE DURING THE EXPECTED LIFE OF THE FENCE, THE FABRIC SHALL BE REPLACED PROMPTLY.
3. SEDIMENT DEPOSITS SHOULD BE INSPECTED AFTER EVERY STORM EVENT. THE DEPOSITS SHOULD BE REMOVED WHEN THEY REACH APPROXIMATELY ONE HALF THE HEIGHT OF THE BARRIER.
4. SEDIMENT DEPOSITS THAT ARE REMOVED, OR LEFT IN PLACE AFTER THE FABRIC HAS BEEN REMOVED, SHALL BE GRADED TO CONFORM WITH THE EXISTING TOPOGRAPHY AND VEGETATED.

SILT FENCE

NOT TO SCALE

TAX MAP 28, LOT 14-2

F:\CADD\MASTER STANDARD\dwg\JB-LAYOUTS.dwg 3/12/2015 3:27:29 PM EDT

Design: EMP	Draft: GDR
Checked: WGM	Scale: AS NOTED
Drawing Name: 21076-PLAN.dwg	Date: 7/6/21
Project No.: 21076	

STATE OF MAINE — ERIK M POULIN No. 16914 — LICENSED PROFESSIONAL ENGINEER

REV.	DATE	REVISION	BY
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1	10/11/21	REVISED PER PB COMMENTS	EMP
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Designed and Produced in NH
J/B Jones & Beach Engineers, Inc.
Civil Engineering Services
85 Portsmouth Ave.
PO Box 219
Stratham, NH 03885
603-772-4746
FAX: 603-772-0227
E-Mail: JBE@JONESANDBEACH.COM

Plan Name: EROSION AND SEDIMENT CONTROL DETAILS
Project: PARKING LOT EXPANSION
89 ROUTE 236, KITTERY, MAINE
Owner of Record: JD INVESTMENST, LLC NAME
19 BUFFUM RD, UNIT 6, NORTH BERWICK, MAINE

DRAWING No.
E1
SHEET 9 OF 9
JBE PROJECT NO. 21076

JONES&BEACH
ENGINEERS INC.
85 Portsmouth Avenue, PO Box 219, Stratham, NH 03885
603.772.4746 - JonesandBeach.com

October 26, 2021

Kittery Planning Department
Attn. Bart McDonough, Town Planner
200 Rogers Road
Kittery, ME 03094

RE: Response Letter
89 Route 236, Kittery, Maine
Tax Map 28, Lot 14-2
JBE Project No. 21076

Dear Mr. McDonough,

We are in receipt of comments from Jodie Bray Strickland from CMA Engineers, Inc. dated October 25, 2021, and comments from the October 14th, 2021 Planning Board. Review comments are listed below with our responses in bold.

CMA COMMENTS:

1. *16.8.8.2.C.4.a.3 – The stormwater management operation and maintenance manual should specify annual reporting, on or by July 1, to Kittery Code Enforcement office.*
   RESPONSE: The stormwater management operation and maintenance manual has been revised to specify annual reporting, on or by July 1, to Kittery Code Enforcement office. This is depicted in Section B, Item 3 of the report.

2. *The applicant should provide details for the stormwater basin and outlet structure. Leaders on Sheet C3 reference detail Sheet D1, but this was not included in the plan set.*
   RESPONSE: The details in question are included on Sheet D1. This Sheet has been included in the updated plan set included with this letter.

3. *Following the site walk the Town of Kittery requested additional information with respect to the classification of existing pond on site. Gove Environmental Services, Inc. provided a response letter and characterization of the stormwater feature as a detention pond and not a wetland. Their assessment includes discussion of a DEP Stormwater/Site Law permit for maintenance requirements. Does the applicant have this permit? A copy should be submitted to the Town for the project record.*
   RESPONSE: A Permit by Rule Application was submitted to Maine DEP on August 27th, 2021. Our receipt email from Maine DEP has been attached to this letter for review. The Permit by Rule is active for the site as Maine DEP did not contact us following the 14 day waiting period after submission.

PLANNING BOARD COMMENTS:

- **The following comments are from notes taken during the meeting, and does not represent verbatim statements from members of the board.**

4. *Confirm soils on site to ensure they are suitable for a proposed replacement septic system.*
RESPONSE: Note 15 on Sheet C1 is included in the plans indicating the soil survey was conducted by a licensed soil scientist. Ken Gardner (License No. CSS#61) is reviewing the test pit logs from the septic design. His findings will be provided to the town as soon as they are received.

5. *Description of the proposed septic system to ensure it is suitable to the uses on site, and is not in danger of failure in the near future. Does the system utilize pretreatment?*
RESPONSE: A system description narrative prepared by the project septic designer has been provided with this response letter. Soilair blower units are proposed as part of the design to provide pretreatment for the septic system.

6. *Provide a snow removal note on the plans for excess snow to be trucked off site.*
RESPONSE: Note 21 on Sheet C2 has been added stating this requirement.

ADDITIONAL ITEMS:

- **The power for the proposed light pole will be pulled from the existing light pole adjacent to the dumpster pad. The conduit is depicted on the Site Plan (Sheet C2).**
- **The test pits, which were dug in preparation for the replacement septic system, have been added to the plans (Sheets C1 & C4).**
- **A proposed cross walk has been added to provide safe pedestrian access to the proposed parking field. This cross walk is depicted on the plans.**

If you have any questions, please feel free to contact our office. Thank you for your time.

Very truly yours,
JONES & BEACH ENGINEERS, INC.

Erik Poulin, P.E
Project Manager

cc: Davis Drolet, JD Investments, LLC (letter and plans via email)
Jodie Bray Strickland, CMA Engineers, Inc. (letter and plans via email)

CMA ENGINEERS, INC.
CIVIL | ENVIRONMENTAL | STRUCTURAL
35 Bow Street
Portsmouth, New Hampshire
03801-3819
P: 603|431|6196
www.cmaengineers.com

October 25, 2021

Bart McDonough, Town Planner
Town of Kittery
200 Rogers Road
Kittery, Maine 03904

RE: Town of Kittery, Planning Board Services
Site Plan Application Stormwater Review
JD Investments, LLC
89 Route 236, Tax Map 28, Lot 14-2
CMA #591.140

Dear Bart:

CMA Engineers has received the following information for Assignment #140, review of the stormwater analysis associated with the Site Plan Application (Tax Map 28, Lot 14-2):

1) Site Plan Review Application for JD Investments, LLC, Tax Map 28 Lot 14-2 prepared by Jones & Beach Engineers, Inc. dated August 19, 2021.
2) Plans titled Parking Lot Expansion, 89 Route 236 Kittery, Maine for JD Investments, LLC, prepared by Jones & Beach Engineers, Inc. dated August 17, 2021.
3) Drainage Analysis, Erosion and Sediment Control Plan, Parking Lot Expansion, Ta Map 28, Lot 14-2, 89 Route 236, Kittery, ME 03904, prepared for JD Investments, LLC, 19 Buffam Road, North Berwick, ME, 03906 by Jones & Beach Engineers, Inc. dated August 19, 2021.
4) Response letter from Jones & Beach Engineers, Inc. dated October 11, 2021.
5) Tree Photo Log from Jones & Beach Engineers, Inc. Not dated.
6) Letter from Gove Environmental Services, Inc., dated October 11, 2021.

We have reviewed the information submitted with respect to stormwater for conformance with the Kittery Land Use and Development Code (LUDC) and general engineering practices and offer the comments below that correspond directly to the Town's Ordinances.

The proposed project is a parking addition and associated stormwater improvements at the existing building with a drive through restaurant, first floor retail and second floor office use.

16.8 Design and Performance Standards-Built Environment

Article VIII. Surface Drainage

The proposed plan for stormwater management includes the use of the existing stormwater basin (With some grading and sizing modifications) for storage of peak stormwater flows with controlled release of stormwater to an outlet structure which discharges to an overflow spillway and eventually a wooded buffer.

The design limits post construction flows to levels below those at pre-construction.

16.8.8.2.C.4.a.3. The stormwater management operation and maintenance manual should specify annual reporting, on or by July 1, to Kittery Code Enforcement office.

The applicant should provide details for the stormwater basin and outlet structure. Leaders on Sheet C3 reference detail sheet D1, but this was not included in the plan set.

Following the site walk the Town of Kittery requested additional information with respect to the classification of existing pond on site. Gove Environmental Services, Inc. provided a response letter and characterization of the stormwater feature as a detention pond and not a wetland. Their assessment includes discussion of a DEP Stormwater/Site Law permit for maintenance requirements. Does the applicant have this permit? A copy should be submitted to the Town for the project record.

Should you have any questions, please do not hesitate to call.

Very truly yours,

CMA ENGINEERS, INC.

Jodie Bray Strickland, P.E.
Senior Project Engineer

cc: Erik Poulin, P.E., Jones & Beach Engineers, Inc.

Erik Poulin

From: Brady Frick <brady@albertfrick.com>
Sent: Friday, October 22, 2021 12:44 PM
To: Erik Poulin
Subject: RE: 21076 - 89 Route 236

Good afternoon Erik

You had inquired about why the first septic system failed so quickly and what is different about the new replacement design. Wastewater from coffee shops are "hard" on leach fields. The effluent discharge has a higher wastewater strength than typical residential wastewater. The *Maine Subsurface Wastewater Disposal Rules* allocates design flows for commercial facilities. In some facilities such as restaurants the state requires larger systems or added features (filters, larger tanks, pretreatment) to offset the increased wastewater strength. However for coffee shops the state does not require any design adjustments. It appears that the previous site evaluator designed the system per the plumbing code, therefore the system failed prematurely.

Advanced Wastewater Treatment

To address coffee in the wastewater, the design has to incorporate pretreatment. The issue is most advanced wastewater treatment units rely upon growing bacteria in a pretreatment tank. Coffee increases the PH in the wastewater, which creates an environment where bacteria cannot grow. The coffee essentially makes most pretreatment units useless unless you constantly adjust the PH levels in the waste stream.

My design uses SoilAir pretreatment blowers, which treats the wastewater directly in the leach field. In this application the PH doesn't matter. It also pressurizes the leach field so the effluent will not pond in the stone trenches. I have proposed 2 pods/leach fields. One pod will accept wastewater while the other pod is offline. The system will alternate flow to each pond most likely on a weekly or monthly basis depending one use. By alternating disposal areas there will always be a dry/fresh leach field ready to accept wastewater. If there is no ponding in the leach field there will be no failure.

Leach Field

There are various leach field products. The old system was an Eljen GSF system, which I use quite often, however they are not the best in commercial applications. Eljen's were most likely used because they require a small foot print.

The new design will incorporate GST stone trenches, which is a new take on an old trusted system. Conventional stone beds or stone trenches require a large area (75% more than Eljen or GST). Crushed stone is an excellent option for leach fields, but is impractical due to the sizing requirements. GST is a proprietary form that has more surface area than a conventional stone trench, therefore the sizing for this product is considerably smaller. We have had great success with the GST leaching system on some very difficult sites.

I have worked on various Circle Ks, Cumberland Farms, and Aroma Joes stores throughout Maine who have had the same problem with premature septic system failure. Some systems failing in 2 years, so this problem is not unique to this facility. Although there are no guarantees on how long a septic system will last due to numerous variables (design, use, maintenance and installation), I am confident that the replacement system will function properly into the future. No corners have been cut on the proposed replacement design. We have two leach fields, oversized septic tanks and we are using SoilAir. In my opinion this is *the* best option for this facility to have a long term functioning septic system.

Please feel free to contact met If anyone has any questions regarding the proposed design or products that will be used.

Thank you

Have a great day

Brady Frick
President
Licensed Site Evaluator

Albert Frick Associates, Inc
Environmental Consultants
731 Foss Road
Limerick, ME 04048
(207) 839-5563
f (207) 839-5564
www.albertfrick.com

Note: PDF files, if attached, will be slightly off-scale when printed. However, by requesting a mailed paper copy perfectly scaled plans can be assured, if that is important.

Erik Poulin

From: DEP, PBR Notification <DEP.PBRNotification@maine.gov>
Sent: Friday, August 27, 2021 12:06 PM
To: Erik Poulin
Subject: Automatic reply: Portland South Maine Regional Office - Kittery - JD Investments LLC - Stormwater PBR - Part 2 of 2

We have received your email sent to DEP.PBRNotification@maine.gov.

The Department uses this email account solely for receiving Natural Resources Protection Act (NRPA) and Stormwater Permit-by-Rule notifications and Maine Construction General Permit notice of intent forms.

You should not expect to hear further from the Department unless the Department has questions about your submission or administrative staff contact you to collect the application fee if that has not been paid at the time of filing.

NRPA and Stormwater Permits-by Rule (PBRs), as well as coverage under the Maine Construction General Permit (MCGP), become effective 14 days after the Department receives both the notification form with the required attachments and the application fee, unless the Department accepts or deems your application deficient prior to that date.

The Department will not mail or email approval of PBRs or notice of coverage under the MCGP. If you do not hear from the Department within this 14-day period, your submission is approved. Thank you for submitting your notice by email.

Maine DEP

STORMWATER MANAGEMENT OPERATION AND MAINTENANCE MANUAL

Parking Lot Expansion
Tax Map 28, Lot 14-2
89 Route 236
Kittery, ME 03904

Prepared for:

JD Investments, LLC
19 Buffum Road
North Berwick, ME 03906

Prepared by:
Jones & Beach Engineers, Inc.
85 Portsmouth Avenue
P.O. Box 219
Stratham, NH 03885
(603) 772-4746
August 19, 2021
JBE Project No. 21076

Inspection and Maintenance of Facilities and Property

A. Maintenance of Common Facilities or Property

1. The Project Developer JD Investments LLC is responsible for maintenance of all stormwater infrastructure associated with this site. This includes all temporary and permanent stormwater and erosion control facilities both during and after construction.

B. General Inspection and Maintenance Requirements

1. The Owner shall perform all inspections and maintenance with greater than annual frequency as required by this report.

2. Inspection reports must be provided to the DEP upon request.

3. An annual report shall be provided to the town of Kittery Code Enforcement Office on or by July 1st.

4. Permanent stormwater and sediment and erosion control facilities to be maintained on the site include, but are not limited to, the following:

    a. Culverts
    b. Erosion
    c. Vegetation and landscaping
    d. Riprap inlet and outlet protection aprons
    e. Vegetative Stormwater Basin

5. Maintenance of permanent measures shall follow the following schedule:

   a. **Culverts: Inspection** of culvert inlets and outlets at least **once per month** during the rainy season (March to November). Any debris is to be removed and disposed of properly.

   b. **Erosion: Annual inspection** of the site for erosion, destabilization, settling, and sloughing. Any needed repairs are to be conducted immediately.

   c. **Vegetation and Landscaping: Annual inspection** of site's vegetation and landscaping. Any areas that are bare shall be reseeded and mulched with hay or, if the case is extreme, loamed and seeded or sodded to ensure adequate vegetative cover. Landscape specimens shall be replaced in kind, if they are found to be dead or dying.

   d. **Riprap**: Rock riprap should be **inspected annually** and after every major storm event in order to ensure that it has not been displaced, undermined, or otherwise damaged. Displaced rock should be replaced, or additional rock added in order to maintain the structure(s) in their undamaged state. Woody vegetation should not be allowed to become established in riprap areas, and/or any debris removed from the void spaces between the rocks. If the riprap is adjacent to a stream or other waterbody, the water should be kept clear of obstructions, debris, and sediment deposits.

   e. **Vegetative Storm water Basin:** The bottoms, interior and exterior side slopes, and crest of earthen detention basins should be mowed, and the vegetation maintained in healthy condition, as appropriate to the function of the facility and type of vegetation.

      Vegetated embankments that serve as "berms" or "dams" that impound water should be mowed at least once annually to prevent the establishment of woody vegetation.

      Embankments should be inspected at least annually by a qualified professional for settlement, erosion, seepage, animal burrows, woody vegetation, and other conditions that could degrade the embankment and reduce its stability for impounding water. Immediate corrective action should be implemented if any such conditions are found.

      Inlet and outlet pipes, inlet and outlet structures, energy dissipation structures or practices, and other structural appurtenances should be inspected at least annually by a qualified professional, and corrective action implemented (e.g., maintenance, repairs, or replacement) as indicated by such inspection;

Trash and debris should be removed from the basin and any inlet or outlet structures whenever observed by inspection;

Accumulated sediment should be removed when it significantly affects basin capacity.

See attached sample forms as a guideline.

Any inquiries in regards to the design, function, and/or maintenance of any one of the above mentioned facilities or tasks shall be directed to the project engineer:

Jones & Beach Engineers, Inc.
85 Portsmouth Avenue
P.O. Box 219
Stratham, NH 03885

T#: (603) 772-4746
F#: (603) 772-0227

STORM WATER POLLUTION PREVENTION PLAN
INSPECTION PERIOD AND CRITERIA
Tax Map 28 Lots 14-2
Parking Lot Expansion
Kittery, ME

Stormwater Component	Inspection Period	Inspection Criteria/Methods
Culverts	Once per month	Inspect inlet/outlet. Remove debris.
Erosion	Annually	Repair site erosion.
Vegetation	Annually	Repair bare unvegetated areas.
Riprap	Annually	Relocate displaced rocks, remove woody vegetation and debris.
Vegetative Stormwater Basin	Bi-annually	Inspect for sediment/debris collection, inspect inlets/outlets, inspection for erosion.

STORM WATER OPERATIONS AND MAINTENANCE PLAN
INSPECTION REPORT

Tax Map 28 Lots 14-2
Parking Lot Expansion
Kittery, ME

Yearly Inspection Form			
Inspected Component	**Date of Inspection**	**Inspector**	**Issue Detected / Action Taken**
Culverts			
Erosion			
Vegetation			
Riprap			
Vegetative Stormwater Basin			

ATTAR
ENGINEERING, INC
CIVIL STRUCTURAL MARINE

Mr. Jason Garnham, Director of Planning and Development
Mr. Maxim Zakian, Town Planner
Town of Kittery, Maine
200 Rogers Road
Kittery, Maine 03904

June 20th, 2023
Project No. 23028

RE: Major Modification to an Approved Site Plan Application – Final Application
Green Truck Farm (Tax Map 28, Lot 14-2)
89 Route 236, Kittery, Maine

Dear Mr. Garnham & Mr. Zakian:

On behalf of GTF Kittery 8, LLC., I have enclosed for your review and consideration a Final Site Plan application for the Major Modification of an Approved Site Plan, along with associated plan set and attachments, for the above-referenced project.

As presented with the Preliminary application, the Applicant continues to propose the same elements of major modification: a change of use of the existing CBD Boutique, which is proposed to be changed to an Adult-Use Marijuana Business, with the addition of a sewer force main extension from the existing mixed-use building and easterly within the Route 236 right-of-way to connect to the municipal sewer system.

Additional submission requirements for Final Site Plan review are outlined within Town of Kittery Land Use & Development Code §16.7.10.D. The Applicant offers the following comments on additions to the application package relative to the Preliminary submission:

- Municipal Impact Analysis. The proposed change of use shall generate no additional considerations for the school system nor municipal recreation facilities. Snow removal, on-site stormwater management, and solid waste disposal shall be handled by the private elements established with previous site plan approvals. Police and Fire departments have both reviewed the proposed modification and have presented no concerns.

- With landscaping improvements being a requirement of this modification, the Applicant wanted to clarify the maintenance responsibilities that are agreed upon by the Lessor and Lessees of the mixed use building. All on-site landscaping, including the installation of proposed additional plantings, maintenance of all landscaped areas, and replacement of plantings (as needed) are the sole responsibility of the Lessor. General Note #21 on Sheet 1 has been added to reflect the above.

- As was discussed during the Preliminary review and approval, the Applicant believes that this modification requires no changes to the previously-approved post-construction stormwater management of on-site developed conditions. However, with this modification including a new method of utility servicing for the mixed use building, erosion and sedimentation control notes and callouts within the revised Plan Set have been made to protect the nearby wetland complex during construction activities.

- Signoff from the Town of Kittery Public Works Inspector is attached. Language providing guidance on the connection of abutting properties to the sewer force main extension proposed with this modification has been added to the Plan Set as General Note #20 on Sheet 1.

- An Estimate of Cost is typically attached at this stage for Final Site Plan review. Given the nature of the modification, nearly every element of the November 2021 approvals will remain in effect, except for the sewer force main extension. The Applicant is preparing an estimate of cost for this element of the modification, including the proposed directional drill beneath both the on-site wetlands and nearby Fernald Road, and will submit it to the Town upon completion.

Plan Set revisions have been made to satisfy comments presented during the May 22nd Site Walk and June 8th Planning Board meeting and Public Hearing.

- General Note #19 on Sheet 1 has been added to discuss the inspection of the fill surrounding the existing subsurface wastewater disposal system at the time of its removal. If the surrounding fill is not suitable for use as structural base or subbase for the proposed parking lot expansion, then it shall be responsibly contained and removed from the site.

- General Note #20 on Sheet 1 has been added to include language requested by the Town of Kittery Public Works Inspector. This provides construction specifics for abutting properties currently on private septic and seeking to connect to the municipal sewer system that is being extended through this modification.

- General Note #21 on Sheet 1 has been added to discuss responsibilities for maintenance and replacement of landscaping improvements considered with this modification. As discussed above, the Lessor is the sole responsible party for the installation, maintenance, and potential replacement of all on-site landscaped areas.

- Sheet 3 (Grading & Utilities Plan) has been revised to require the installation of additional erosion and sedimentation control measures to protect the on-site wetlands during construction of the parking lot expansion and sewer force main extension. Sheet 6 (Site Details) has similarly been revised to include additional language on the inspection, corrective action, maintenance, and documentation of erosion and sedimentation controls during construction.

Lastly, correspondence between the Applicant's agent and the Town of Kittery is attached regarding the assessment of a Traffic Impact Fee for the modification. Additional information shall be provided to the Town as it develops.

We look forward to discussing this project with the Planning Board at the next-available Planning Board meeting. Please contact me for any additional information or clarifications.

Sincerely;

Michael J. Sudak, E.I.
Staff Engineer

cc: GTF Kittery 8, LLC.
23028 Cover Rev 20Jun2023

TOWN OF KITTERY, MAINE
TOWN PLANNING AND DEVELOPMENT DEPARTMENT

200 Rogers Road, Kittery, Maine 03904
PHONE: (207) 475-1323 - FAX: (207) 439-6806
www.kittery.org

APPLICATION: SITE PLAN REVIEW

FEE FOR SITE PLAN REVIEW:	☑ $300. 00 PLUS THE GREATER OF:	☑ $50/USE OF UNIT; OR	☐ $5.00/100 SQ FT OF GROSS FLOOR AREA	**Application Fee Paid:** $384.00 Date: 6/21/23
		☐ $0.50/LINEAR FOOT OF DOCK, SLIP & FLOAT; OR	☐ $20.00/ UNIT INTENDED TO PROVIDE OVERNIGHT SLEEPING ACCOMODATIONS	**ASA Fee Paid:** (TITLE 3.3 TOWN CODE) $_____ Date:_____

PROPERTY DESCRIPTION	**Parcel ID**	**Map**	28	**Lot**	14-2	**Zone:** C-2 **Base:** None **Overlay:** **MS4:** ___ YES X NO		**Total Land Area (Square Feet)**	1.39 Acre
	Physical Address	89 Route 236							

PROPERTY OWNER'S INFORMATION	**Name**	JD Investments, LLC/ GTF Kittery 8,LLC	**Mailing Address**	19 Buffum Road, Unit 6 North Berwick, ME 03906
	Phone	207-432-6000		
	Fax			
	Email	josh@greentruckfarm.com		
APPLICANT'S AGENT INFORMATION	**Name**	Michael J. Sudak	**Name of Business**	Attar Engineering, Inc.
	Phone	207-439-6023	**Mailing Address**	1284 State Road, Eliot ME 03903
	Fax			
	Email	mike@attarengineering.com		

PROJECT DESCRIPTION

Existing Use: Two-story mixed-use commercial building containing Aroma Joe's, Green Truck CBD Boutique, and currently vacant commercial offices.

Project Name: Green Truck Farm

Proposed Use: Proposed change of use of existing CBD boutique to adult-use marijuana store. Proposed extension of sewer force main beneath Route 236 to service site. All on-site improvements from previous approved 11/28/2021 shall still be executed.

WAIVER REQUEST

	Ordinance Section	Describe why this request is being made.
DESCRIPTION	****EXAMPLE**** 16.32.560 (B)- OFFSTREET PARKING.	****EXAMPLE**** Requesting a waiver of this ordinance since the proposed professional offices have a written agreement with the abutting Church owned property to share parking.

Related Kittery Land Use Code concerning waivers and modifications:

16.10.8.2.5 Conditions or Waivers.
Conditions required by the Planning Board at the final plan review phase must have been met before the final plan may be given final approval unless so specified in the condition or specifically waived, upon written request by the applicant, by formal Planning Board action wherein the character and extent of such waivers which may have been requested are such that they may be waived without jeopardy to the public health, safety and general welfare.

16.7.4.1 Objectives Met. In granting modifications or waivers, the Planning Board must require such conditions as will, in its judgment, substantially meet the objectives of the requirements so waived or modified.

I certify that, to the best of my knowledge, the information provided in this application is true and correct and will not deviate from the plans submitted without notifying the Kittery Planning Department of any changes.			
Applicant's Signature:	Michael J. Sudak Agent	**Owner's Signature:**	
Date:	6/21/23	**Date:**	

COMPLETED BY OFFICE STAFF

ASA CHARGE		AMOUNT	ASA CHARGE		AMOUNT
REVIEW			SERVICES		
LEGAL FEES	(TBD)		RECORDER		$35
ENGINEERS REVIEW	(TBD)		FACT FINDING	(TBD)	
ABUTTER NOTICES			3RD PARTY INSPECTIONS	(TBD)	
POSTAGE		$20	OTHER PROFESSIONAL SERVICES		$50
LEGAL NOTICES			PERSONNEL		
ADVERTISING		$300	SALARY CHARGES IN EXCESS OF 20 HOURS		
SUPPLIES					
OFFICE		$5			
	SUB TOTAL			SUB TOTAL	
				TOTAL ASA REVIEW FEES	

GTF Kittery 8, LLC.
19 Buffum Road, Unit 6
North Berwick, ME 03906

April 12th, 2023
Project No.: 23028

Mr. Jason Garnham, Director of Planning and Development
Ms. Kathy Connor, Project Planner
Town of Kittery
200 Rogers Road
Kittery, Maine 03904

Dear Mr. Garnham & Ms. Connor:

Please be informed that Kenneth A. Wood, P.E., Michael J. Sudak, E.I. and other assigned staff at Attar Engineering, Inc. will be acting as the agents for the applications and permitting of the project on 89 Route 236 Kittery, Maine.

Please contact me if I can provide any additional information.

Sincerely,

Joshua Seymour

cc: Kenneth A. Wood, P.E, Michael J. Sudak, E.I., Attar Engineering, Inc.

NANCY E HAMMOND, REGISTER OF DEEDS
E-RECORDED **Bk 18278 PG 577**
Instr # 2020026193
06/18/2020 03:03:40 PM
Pages 3 YORK CO

WARRANTY DEED

No Transfer Tax

KNOW ALL PERSONS BY THESE PRESENTS: That **Joshua J. Seymour**, a single man of 8 Deer Ridge Lane, Kittery, Maine 03904 and **David P. Drolet**, **Trustee of the David P. Drolet Revocable Trust**, with a mailing address of 34 Stowecroft Drive, Hampton, NH 03842, for minimal consideration paid, **grant to JD Investments, LLC**, a Maine Limited Liability Company with an address of 19 Buffum Road, Unit 6, North Berwick, Maine 03906, with WARRANTY COVENANTS the following described premises:

A certain lot or parcel of land, together with any improvements located thereon, situated on the westerly side of Route 236 in the Town of Kittery, County of York and State of Maine and being shown as "LOT #2" on a certain plan entitled "SUBDIVISION OF LAND OF PETER J. PAUL, TRUSTEE OF THE PAOLUCCI REALTY TRUST, U.S. ROUTE 236, KITTERY, MAINE, PREPARED FOR PETER J. PAUL", dated 18 April 2013, and most recently revised 02/20/14, and approved by Kittery Planning Board on 20 February 2014, which plan is recorded in the York County Registry of Deeds at Plan Book 366, Page 28.

Said lot is conveyed with the benefit of an easement as set forth in the Easement Deed of Peter J. Paul, Trustee of the Paolucci Realty Trust to AMP Realty Holdings, LLC dated March 5, 2014 and recorded in the York County Registry of Deeds at Book 16787, Page 185.

Meaning and intending to describe and convey the same premises conveyed to Joshua J. Seymour, individually and David P. Drolet as Trustee of the David P. Drolet Revocable Trust, by virtue of a Warranty Deed recorded on December 16, 2019 at York County Registry of Deeds, Book 18124, Page 262.

This transaction is exempt from transfer tax pursuant to MRSA 36:711-A §4641-C,19.

Executed this 16th day of June, 2020.

X _____
Joshua J. Seymour

State of NH
County of Rock

On this 16th day of June, 2020, before me, personally appeared Joshua J. Seymour, known to me or satisfactorily proven to be the person whose name is subscribed in the foregoing instrument, and acknowledged that he executed the same for the purposes set forth therein, and did so of his own free and voluntary act.

_____
Notary Public
My Commission Exp.

JUSTIN C. CARAMAGNO NOTARY PUBLIC COM. EXP. 03-27-24 NEW HAMPSHIRE

Executed this 11th day of June, 2020.

David P. Drolet, TTEE
David P. Drolet, Trustee

State of ~~New Hampshire~~ Maine
County of York

On this 11 day of June, 2020, before me, personally appeared David P. Drolet, as Trustee of the David P. Drolet Revocable Trust known to me or satisfactorily proven to be the person whose name is subscribed in the foregoing instrument, and acknowledged that he executed the same for the purposes set forth therein, and did so of his own free and voluntary act.

_____
Notary Public
My Commission Exp.

~~HEATHER A. LEGERE~~
NOTARY PUBLIC, MAINE
My Commission Expires November 20, 2021

TRUSTEE CERTIFICATE

The undersigned trustee as Trustee under the David P. Drolet Revocable Trust, and thereto has full and absolute power in said trust agreement to convey any interest in Real Estate and improvements thereon held in said trust and no purchaser or third party shall be bound to inquire whether the trustee has said power or is properly exercising said power or to see to the application of any trust asset paid to the trustee for a conveyance thereof.

Executed this 11th day of June, 2020.

David P. Drolet TTEE

David P. Drolet, Trustee

State of ~~New Hampshire~~ Maine
County of York

On this, the 11 day of June, 2020, before me, personally appeared David P. Drolet, Trustee of the David P. Drolet Revocable Trust, known to me, or satisfactorily proven to be the person whose name is subscribed in the foregoing instrument, and acknowledged that he executed the same for the purposes set forth therein.

Justice of the Peace/Notary Public
My Commission Expires: _____

HEATHER A. LEGERE
NOTARY PUBLIC, MAINE
My Commission Expires November 20, 2021

LEASE

PROPERTY ADDRESS: 89 ROUTE 236 KITTERY, MAINE 03904

THIS LEASE is effective as of the Effective Date below and made by and between,

JD INVESTMENTS, LLC, a Maine limited liability company with a mailing address of 19 Buffum Road Unit 6 North Berwick, ME 03906 (the "**Lessor**"),
and
GTF KITTERY 8, LLC, a Maine limited liability company, located at 89 Route 236 Kittery, ME 03904 (the "**Lessee**"), each also referred to herein as a Party and together the Parties.

1. PREMISES, TERM and RENT.

A. PREMISES. Lessor hereby leases to Lessee and Lessee hereby leases from Lessor that certain premises located at,

89 Route 236 Kittery, ME 03904 as more particularly described on Exhibit A attached hereto (the "**Premises**").

B. TERM. The initial lease period shall be **five (5) years** beginning on the Effective Date hereof, subject to renewals set forth in Section 21 herein.

C. RENT. Lessee shall pay a monthly rental in the fixed amount of [redacted] per month plus taxes, insurance and maintenance, due on the first day of each month in advance. Rent shall be prorated for the period between the effective date of this Lease and the due date of the first monthly rental payment occurring hereunder, if applicable. If Lessee fails to obtain all necessary approvals to operate their business, Lessee has the option to cancel this Lease with no further obligations.

The first such rental installment shall be due and payable on the date of Lessee obtaining local authorization for business operations. All said rental installments are due and payable thereafter on the first day of each subsequent month during the term of this lease and any extension or renewal thereof. All rent shall be paid to the Lessor at the address specified above, or at such other place as the Lessor may designate by written notice to Lessee. All rent shall be paid without abatement, deduction or set off of any amount whatsoever except as provided hereunder.

Additional Rent. This is a Triple Net Lease. Lessee shall pay as additional rent, LESSEE's pro rata share of Operating Expenses, including fire insurance and applicable Town property taxes ("Additional Rent"), within 15 days of receipt of LESSOR's monthly invoice. The Lessee's pro-rata share is 82.2%.

The Additional Rent and the Base Rent are collectively referred to herein as the "Rent."

2. UTILITIES. Rental shall not include the cost of any utilities, including water and sewage disposal. Lessee shall be responsible for the payment of all utilities for the Premises, including without limitation the cost of all heat, electricity, water service, sewer service, fuel, telephone and any and all other charges incurred in connection with Lessee's use of the Premises during the term of said tenancy, including but not limited to HVAC maintenance, repair and replacement.

3. LESSEE'S PROPERTY. The personal property on the Premises shall be kept at Lessee's own risk; Lessor shall not be liable for any damage to personal property situated on the Premises.

4. FIRE, CASUALTY, EMINENT DOMAIN: If the leased Premises shall be damaged by fire or other casualty or by taking, condemnation or eminent domain, but are not thereby rendered untenantable in whole or in part, Lessor shall, at its own expense, cause such damage to be repaired within ninety (90) days after the occurrence of such damage, and the rent shall not be abated.

If the leased Premises shall be rendered untenantable only in part, Lessor shall, at its own expense, cause such damage to be repaired and the rent shall be reduced by a just proportion until such repairs are completed provided that if said repairs are not substantially completed within one hundred and twenty (120) days after the occurrence of such damage, Lessee shall have the option of terminating this Lease upon thirty (30) days written notice to Lessor.

[redacted] the leased Premises shall be rendered wholly untenantable, either Lessee or Lessor may terminate this Lease and the tenancy hereby created by giving to the other written notice within thirty (30) days following the date of such occurrence. If neither party elects to so terminate, Lessor shall, at its own expense, cause such damage to be repaired and rent shall abate during the period during which said repairs are made.

Lessor shall have and hereby reserves and excepts, and Lessee hereby grants and assigns to Lessor all rights to recovery for damages to the leased Premises and the leasehold interest hereby created, and to compensation accrued or hereafter to accrue by reason of any such taking, condemnation or eminent domain. Lessee hereby grants, assigns and covenants with Lessor to grant and assign to Lessor all rights to such damages or compensation.

Nothing contained herein shall be deemed or construed to prevent Lessee from prosecuting in any condemnation proceedings a claim for leasehold improvements and relocation expenses, provided that such action shall not affect the amount of compensation otherwise recoverable by Lessor from the taking authority.

5. INDEMNIFICATION and INSURANCE. Lessee agrees to indemnify and hold harmless Lessor from any and all loss, damage, claim, suits, judgements, fire or liabilities which Lessor may incur, arising by reason of any injury or death to persons or property or any claim on account thereof resulting from use of the Premises by the Lessee and occasioned wholly or in part by any act or omission of Lessee, its agents, guests, licensees, or invitees including without

limitation all costs of defending against such claims and in enforcing this indemnity provision, including reasonable attorney's fees for such purpose. Lessee agrees throughout the term of this Lease and any extension or renewal thereof, at its sole cost and expense, to maintain comprehensive general public liability insurance with limits of not less than $2,000,000.00 for personal or bodily injury, or death for any one occurrence, all with such insurers as shall be acceptable to Lessor. The minimum limits of the comprehensive general liability insurance shall in no way limit or diminish Lessee's legal liability hereunder. Lessee shall provide Lessor with a certificate of insurance indicating that any such policies shall not be cancelled without at least thirty (30) days' prior written notice to Lessor. Lessee shall reimburse Lessor, as soon as such bill becomes due and payable, for Lessor's cost to insure the building for Lessee's proportionate share of property damage insurance.

Lessee agrees to insure Lessor and Lessee, as their interests appear, against loss of the contents and improvements of the Premises under standard Maine form policies, against fire and standard extended coverage risks, in such amounts and with such companies as Lessor shall reasonably require and approve, with waiver of subrogation.

6. COLLATERAL ESTOPPEL CERTIFICATES, SUBORDINATION. Lessee agrees, at any time and from time to time, upon not less than ten (10) days' prior written request by Lessor, to execute, acknowledge and deliver to Lessor a statement in writing certifying that (except as may be otherwise specified by Lessee): (a) this Lease is presently in full force and effect and unmodified; (b) the Lessee has accepted possession of the Premises; (c) any improvements required by the terms of this Lease to be made by the Lessor have been completed to the satisfaction of the Lessee; (d) no rent under the Lease has been paid more than 30 days in advance of its due date; (e) the addresses for notices to be sent to the Lessee are as set forth in the Lease or as specified in such certificate; and (f) the Lessee as of the date of executing the certificate has no charge, lien or claim of offset under the Lease, or otherwise, against rents or other charges due or to become due thereunder. Lessor shall upon like request by Lessee, give like certificates to Lessee. In addition, in the event the Lessee receives written notice from the Lessor and the holders of a mortgage or ground lease on the Premises so requesting, the Lessee shall enter into a written agreement with the holder of such mortgage or ground lease providing that: (1) the Lessee will not pay any rent under the Lease more than thirty (30) days in advance of its due date; (2) Lessee will not consent to the material modification of any of the terms of this Lease nor to the termination thereof by the Lessor; (3) this Lease is subordinate to the interest of such ground lease or mortgage, and if required by such mortgage or ground lease holder the Lessee shall execute and deliver a Subordination, Non-Disturbance, and Attornment Agreement to the satisfaction of such ground lease or mortgage holder; and (4) Lessee will not seek to terminate this Lease by reason of any act or omission of the Lessor until the Lessee shall have given written notice of such act or omission to the holder of such mortgage or ground lease (at such holder's last address furnished by the Lessee) and until a reasonable period of time shall have elapsed following the giving of such notice during which period such holder shall have the right, but shall not be obligated, to remedy such act or omission.

7. ALTERATIONS AND IMPROVEMENTS. Lessee covenants and agrees that it will not, without the consent of Lessor first had and obtained, which said consent shall not be unreasonably withheld, make any significant alterations, improvements or additions to the

demised Premises. All alterations, improvements, additions or fixtures, whether installed before or after the execution of this lease, shall remain upon the Premises at the expiration or sooner termination of this lease and become the property of Lessor, unless Lessor shall, prior to the termination of this lease, have given written notice to Lessee to remove the same, in which event Lessee will remove such alterations, improvements and additions, and restore the Premises to the same good order and condition in which they now are. Should Lessee fail so to do, Lessor may do so, collecting, at Lessor's option, the cost and expense thereof from Lessee as additional rent.

8. TRADE FIXTURES. At the end of the within Lease or any extension or renewal hereof, Lessee shall be permitted to remove trade fixtures and equipment, provided Lessee repairs any and all damage caused to the demised Premises by reason of the removal.

9. REPAIRS AND MAINTENANCE. Lessee agrees with the Lessor that while the Lessee holds the Premises or any part thereof, the Lessee will keep the Premises and all equipment and fixtures therein or used therewith repaired, whole and of the same kind, quality and description and in such good repair, order and condition as the same are at the beginning or may be put in during the term, reasonable wear and tear and damage by fire or unavoidable casualty only excepted. Lessee shall, at Lessee's expense, be responsible for all interior and exterior maintenance of the Premises, including without limitation the upkeep of Premises and grounds, snow removal, trash removal, and the maintenance and repair of the structural components and exterior of the demised Premises during the term hereof.

10. SUBLETTING. Lessee shall not assign or sublet any part or the whole of the Premises or permit any other person or persons to occupy the same without first obtaining on each occasion the consent of the Lessor.

11. NOTICE. All notices, demands and other communications hereunder shall be in writing and shall be deemed to have been duly given on the date of service if served personally on the party to whom notice is to be given, or on the first business day after mailing if mailed to the party to whom notice is to be given by first class mail, postage prepaid, registered or certified, return receipt requested, to the address set forth in the first paragraph of this Lease. Either party may change its address for purposes of this subparagraph by giving the other party notice of the new address in the manner described herein.

12. DEFAULT. The occurrence of any of the following events shall constitute and event of default under this Lease ("Event of Default"): (i) the leased Premises shall be abandoned by Lessee, or the estate hereby created shall be taken by process of law; (ii) Lessee shall be in default for Fifteen (15) days in the payment of any installment of rent when due, whether or not demanded; (iii) Lessee shall be fifteen (15) days or more late in the payment of rent more than twice in any lease year; (iv) Lessee shall default in the faithful observance or performance of any other covenant to be performed or observed by Lessee under this Lease for fifteen (15) or more days after Lessor shall give to Lessee notice in writing of such default and a demand to cure the same provided that such cure period shall be extended while Lessee diligently and in good faith attempts to cure any such default; (v) there shall be filed by or against (in which event Lessee shall have a period of thirty (30) days to secure its dismissal) Lessee a petition under any Chapter or Chapters of the Bankruptcy Code of the United States or any other insolvency proceeding

relating to the debts of Lessee shall be brought by or against Lessee, or Lessee shall make an assignment for the benefit of creditors, or shall be insolvent or unable to pay their debts as they mature or a receiver shall be appointed for Lessee or any substantial part of their property. Following the occurrence of any such Event of Default, Lessor may, at Lessor's sole election, enter the leased Premises and expel Lessee and those claiming under Lessee, and remove the Lessee and its effects, and/or notify Lessee that the term of this Lease has terminated, and in either case the term hereof shall terminate upon such entry or the giving of such notice, whichever shall first occur, and Lessee shall thereupon quit and surrender the leased Premises to Lessor. In case of termination of the term of this Lease for any such cause, and in either manner above provided, Lessor shall be deemed to have waived no rights or other remedies hereunder, or at law or in equity, and shall be entitled to recover arrearages of rent, damages as for breach of contract, which shall include, without limitation, the amount of the total rent reserved under this Lease for the full term as if the same had not been terminated, less any proper credits, and Lessor's reasonable attorney's fees and any other expenses of Lessor incurred in connection with the retaking of possession of the leased Premises and the removal and storage of Lessee's effects and the recovery of damages or the exercise of other rights or remedies. Nothing herein shall be construed to diminish Lessor's common law duty to mitigate such damages.

In addition to any of the other remedies set forth in this Lease or available to Lessor at law or in equity, in the event Lessee, its successors, assigns, employees, agents, concessionaires or business invitees, fail to perform an obligation under the terms set forth in this Lease or perform any act or cause any act which would detrimentally affect, jeopardize or otherwise interfere with Lessor's material business interests, physical security or physical plant on said leased Premises in any manner, Lessor then may take or cause to be taken any reasonable procedures to correct such act, or breach of security by Lessee, promptly notifying Lessee of its actions and charging Lessee for its reasonable costs incurred in taking such action.

13. INSPECTION. Lessor or its agents may enter to examine the Premises at reasonable times to make such repairs and perform such maintenance as Lessor deems necessary upon giving prior notice except in times of emergency; and within ninety (90) days prior to the termination hereof, upon giving reasonable notice, may enter the Premises to show it to prospective Lessees.

14. USE OF PREMISES. The demised Premises shall be used,

only for the purposes of an Adult-Use Marijuana Retail Store business operations.

Lessee warrants and represents that, while it is a Lessee under said Lease, as it may be extended, it will not use the leased Premises for any other purpose without the express consent of the Lessor.

15. COMPLIANCE. Lessee shall comply with any and all laws, ordinances, and regulations (federal, state, county or municipal), now or hereafter in force applicable to the demised Premises, relating to the use or occupancy thereof or to the making of repairs, changes, alterations or improvements, ordinary or extraordinary, seen or unforeseen.

16. SUBORDINATION. This Lease shall be subject and subordinate at all times to the lien of existing or future mortgages on the demised Premises.

17. REPRESENTATIONS. Lessor makes no representations or warranties as to the condition of the demised Premises, or as to the contents thereof or personal property located therein, and Lessee accepts the same in their present condition after inspecting same.

18. TERMINATION. Either Party may terminate this Lease at any time upon thirty (30) days written notice thereof to the other Party. Upon the expiration or termination of this agreement, Lessee agrees to deliver up the Premises in good, "vacuum clean" tenantable condition, reasonable wear and tear excepted.

19. SECURITY DEPOSIT. There shall be no security deposit hereunder.

20. SIGNAGE. Prior to installation thereof any and all signs visible from the exterior of said Premises must be approved by Lessor, which said consent shall not be unreasonably withheld.

21. OPTION OF RENEWAL. Notwithstanding any other condition contained herein, Lessee shall have the right by giving written notice thereof at least sixty (60) days prior to the expiration hereof to renew the within Lease for **four (4) extensions** for an additional lease term of **five (5) years per extension**, subject to all of the covenants, terms and agreements herein contained but with the rent to be negotiated and agreed upon prior to the commencement of said additional year, but in no event less than the prior Rent amount of the prior Term and provided however, that no breach or default then exists in any of the covenants, terms and conditions of the within lease. This extension option shall not be available in the event Lessor gives written notice thereof at least three (3) months prior to the expiration hereof, all solely at the Lessor's complete and unilateral discretion.

22. HAZARDOUS MATERIALS. Lessee covenants and agrees that, with respect to any hazardous, toxic or special wastes, materials or substances including asbestos, waste oil and petroleum products (the "Hazardous Materials") which Lessee, its agent or employees, may use, handle, store or generate in the conduct of its business at the leased premises Lessee will: (i) comply with all applicable laws, ordinances and regulations which relate to the treatment, storage, transportation and handling of the Hazardous Materials; (ii) that Lessee will in no event permit or cause any disposal of Hazardous Materials in, on or about the leased premises and in particular will not deposit any Hazardous Materials in, on or about the floor or in any drainage system or in the trash containers which are customarily used for the disposal of solid waste; (iii) that with respect to any off-site disposal, shipment, storage, recycling or transportation of any Hazardous Materials, Lessee shall properly package the Hazardous Materials and shall cause to be executed and duly filed and retain all records required by federal, state or local law; and (iv) that Lessee will at all reasonable times permit Lessor or its agents or employees to enter the leased premises to inspect the same for compliance with the terms of this paragraph and will further provide upon five (5) days' notice from Lessor copies of all records which Lessee may be obligated to obtain and keep in accordance with the terms of this paragraph. The terms used in

this paragraph shall include, without limitation, all substances, materials, etc., designated by such terms under any laws, ordinances or regulations, whether federal, state or local.

23. MISCELLANEOUS. If Lessee is more than one person or party, Lessee's obligations shall be joint and several. Unless repugnant to the context. "Lessor" and "Lessee" mean the person or persons, natural, corporate or other legal entity, named above as Lessor and Lessee respectively, and their respective heirs, executors, administrators, successors and assigns. Lessor and Lessee agree that this Lease shall not be recordable but each Party hereto agrees, on request of the other, to execute a Memorandum of Lease in recordable form and mutually satisfactory to the Parties. If any provision of this Lease or its application to any person or circumstances shall to any extent be invalid or unenforceable, the remainder of this Lease or the application of such provision to persons or circumstances other than those as to which it is invalid or unenforceable, shall not be affected thereby and each provision of this Lease shall be valid and enforceable to the fullest extent permitted by law. The submission of this Lease or a summary of some or all of its provisions for examination by Lessee does not constitute a reservation of or option for the Premises or an offer to lease said Premises, and this document shall become effective and binding only upon the execution and delivery hereof by both Lessor and Lessee. Employees or agents of Lessor have no authority to make or agree to make a lease or any other agreement or undertaking in connection herewith. All negotiations, considerations, representations and understandings between Lessor and Lessee are incorporated herein and no prior agreements or understandings, written or oral, shall be effective for any purpose. No provision of this Lease may be modified or altered except by agreement in writing between Lessor and Lessee, and no act or omission of any employee or agent of Lessor shall alter, change, or modify any of the provisions hereof. This Lease shall be governed exclusively by the provisions hereof and by the laws of the State of Maine. The headings herein contained are for convenience only, and shall not be considered a part of this Lease.

[Signatures are on next page.]

IN WITNESS WHEREOF, the undersigned have executed this Lease agreement under corporate seal as of the Effective Date set forth below:

Effective Date: March 3rd, 2023 ("Effective Date")

LESSEE:
GTF KITTERY 8, LLC

By: _____
Name: Joshua Seymour
Title: Managing Member

LESSOR:
JD INVESTMENTS, LLC

By: _____
Name: Joshua Seymour
Title: Managing Member

EXHIBIT A

PREMISES DESCRIPTION

The premises shall consist of approximately 3,698+/- SF of space throughout the first and second floors. The premises shall include all walkways and parking lot areas providing access to such entrances and exclusive rights to all parking spaces, with the exception of 4 reserved parking spaces for the adjoining business.

ATTAR ENGINEERING, INC.
CIVIL ◆ STRUCTURAL ◆ MARINE ◆ SURVEYING
1284 STATE ROAD – ELIOT, MAINE 03903
PHONE: (207)439–6023 FAX: (207)439–2128

SCALE: 1" = 2,000'	APPROVED BY:	DRAWN BY: MJS
DATE: 04/20/23		REVISION DATE: – : –
JOB NO: 23028	FILE: GREEN TRUCK BASE.DWG	SHEET: 1 OF 1

LOCATION:
89 ROUTE 236
KITTERY, MAINE 03904
TAX MAP 28, LOT 14–2

INFORMATION:
USGS 7.5' MINUTE SERIES
PORTSMOUTH QUADRANGLE

GREEN TRUCK FARM

FOR: JOSH SEYMOUR
19 BUFFAM ROAD
NORTH BERWICK, ME 03906

150 foot Abutters List Report

Kittery, ME
June 19, 2023

Subject Property:

Parcel Number:	28-14-2	Mailing Address:	JD INVESTMENTS, LLC JD INVESTMENTS, LLC 19 BUFFUM ROAD UNIT 6 NORTH BERWICK, ME 03906
CAMA Number:	28-14-2		
Property Address:	89 ROUTE 236		

Abutters:

Parcel Number:	28-14	Mailing Address:	AMP REALTY HOLDINGS, LLC AMP REALTY HOLDINGS, LLC 291 DOW HIGHWAY ELIOT, ME 03903
CAMA Number:	28-14		
Property Address:	93 ROUTE 236		
Parcel Number:	28-14-1	Mailing Address:	ARENHALL CORP ARENHALL CORP PO BOX 158 WELLS, ME 04090-0339
CAMA Number:	28-14-1		
Property Address:	91 ROUTE 236		
Parcel Number:	28-14-3	Mailing Address:	AMP REALTY HOLDINGS, LLC AMP REALTY HOLDINGS, LLC 291 DOW HIGHWAY ELIOT, ME 03903
CAMA Number:	28-14-3		
Property Address:	16-18 MORGAN COURT		
Parcel Number:	28-14-4	Mailing Address:	AMP REALTY HOLDINGS, LLC AMP REALTY HOLDINGS, LLC 291 DOW HIGHWAY ELIOT, ME 03903
CAMA Number:	28-14-4		
Property Address:	20-22 MORGAN COURT		
Parcel Number:	28-14-5	Mailing Address:	AMP REALTY HOLDINGS, LLC AMP REALTY HOLDINGS, LLC 291 DOW HIGHWAY ELIOT, ME 03903
CAMA Number:	28-14-5		
Property Address:	21-23-25 MORGAN COURT		
Parcel Number:	28-14-6	Mailing Address:	AMP REALTY HOLDINGS, LLC AMP REALTY HOLDINGS, LLC 291 DOW HIGHWAY ELIOT, ME 03903
CAMA Number:	28-14-6		
Property Address:	27-29 MORGAN COURT		
Parcel Number:	28-20	Mailing Address:	MARTEL INVESTMENT GROUP LP MARTEL INVESTMENT GROUP LP 44 BEDSON ROAD CRANSTON, RI 02910
CAMA Number:	28-20		
Property Address:	92 ROUTE 236		
Parcel Number:	28-25A	Mailing Address:	LANE, CASTANIA L LANE, CASTANIA L 29 SEELY LANE ELIOT, ME 03903
CAMA Number:	28-25A		
Property Address:	42 ROUTE 236		
Parcel Number:	28-25C	Mailing Address:	CENTRAL MAINE POWER CO CENTRAL MAINE POWER CO ONE CITY CENTER 5TH FLOOR PORTLAND, ME 04101
CAMA Number:	28-25C		
Property Address:	90 ROUTE 236		
Parcel Number:	28-25D	Mailing Address:	1 MACKENZIE LANE LLC 1 MACKENZIE LANE LLC 61 PLEASANT STREET #547 NEWBURYPORT, MA 01950
CAMA Number:	28-25D		
Property Address:	1 MACKENZIE LANE		

150 foot Abutters List Report

Kittery, ME
June 19, 2023

Parcel Number:	28-6	Mailing Address:	KITTERY LAND TRUST INC KITTERY LAND TRUST INC PO BOX 467 KITTERY, ME 03904
CAMA Number:	28-6		
Property Address:	31 FERNALD ROAD		

Parcel Number:	28-7A	Mailing Address:	BUNTING, RUSSELL G BUNTING, RUSSELL G 28 FERNALD ROAD KITTERY, ME 03904-5558
CAMA Number:	28-7A		
Property Address:	28 FERNALD ROAD		

ATTAR
ENGINEERING, INC
CIVIL • STRUCTURAL • MARINE

June 21st, 2023
Project No.: 23028

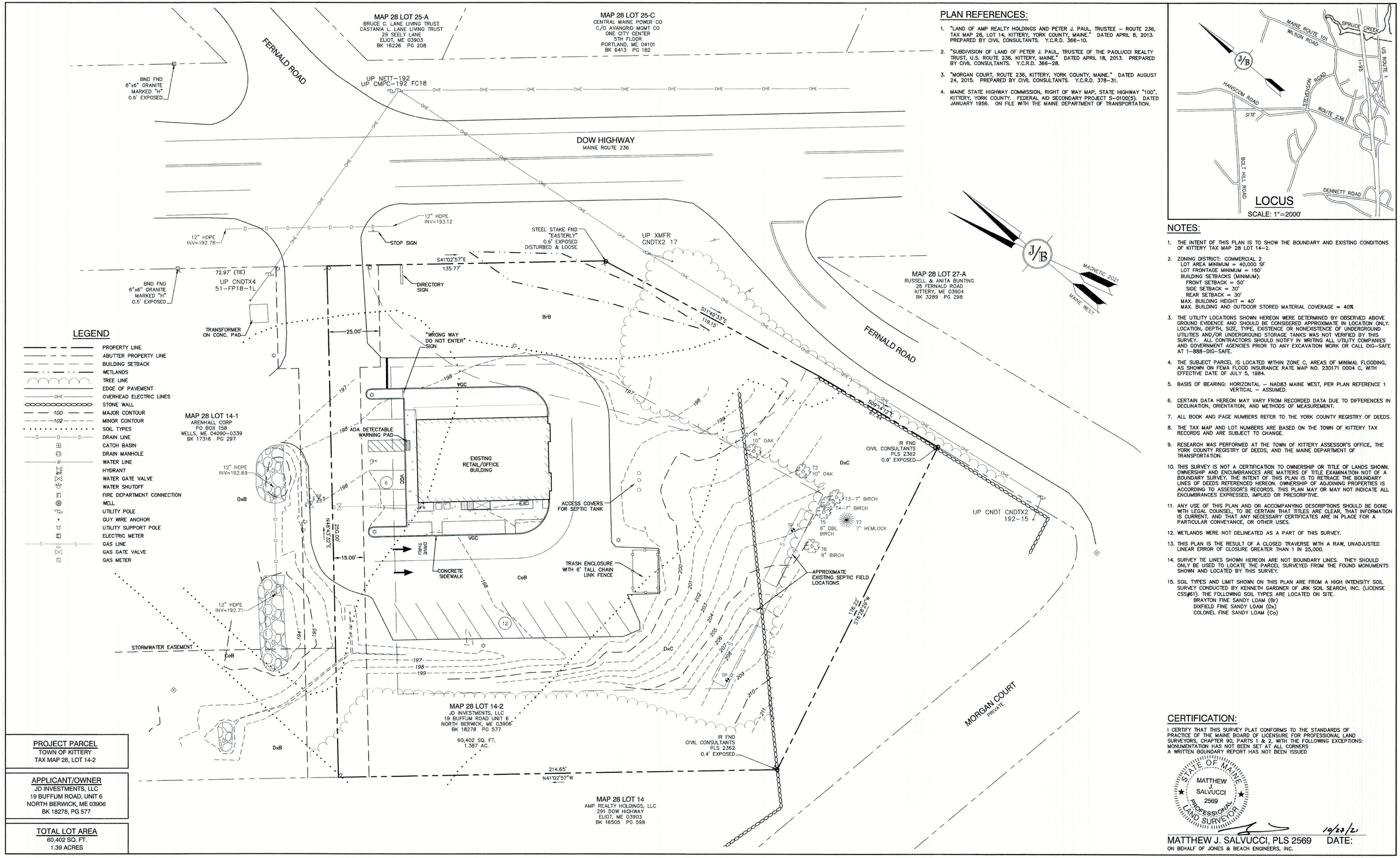
Notice of Filing

Please take notice that JD Investments, LLC/GTF Kittery 8, LLC, through their agent, Attar Engineering Inc., is filing a Major Modification application with the Town of Kittery on or around June 22nd, 2023.

This is a Change of Use application for the existing CBD Boutique which will be replaced by an adult-use marijuana store, occupying the same footprint within the mixed-use building. The only other change is to extend a sewer force main servicing the mixed use building to connect to the municipal system beneath Route 236.

Any questions or comments can be directed to the Town of Kittery Planning and Development office located at 200 Rogers Road, Kittery ME 03904.

1284 State Road, Eliot, ME 03903 ◆ tel (207) 439-6023 ◆ fax (207) 439-2128



LEGEND

- PROPERTY LINE
- ABUTTER PROPERTY LINE
- BUILDING SETBACK
- WETLANDS
- TREE LINE
- EDGE OF PAVEMENT
- OVERHEAD ELECTRIC LINES
- STONE WALL
- MAJOR CONTOUR
- MINOR CONTOUR
- SOIL TYPES
- DRAIN LINE
- CATCH BASIN
- DRAIN MANHOLE
- WATER LINE
- HYDRANT
- WATER GATE VALVE
- WATER SHUTOFF
- FIRE DEPARTMENT CONNECTION
- WELL
- UTILITY POLE
- GUY WIRE ANCHOR
- UTILITY SUPPORT POLE
- ELECTRIC METER
- GAS LINE
- GAS GATE VALVE
- GAS METER

PROJECT PARCEL
TOWN OF KITTERY
TAX MAP 28, LOT 14-2

APPLICANT/OWNER
JD INVESTMENTS, LLC
19 BUFFUM ROAD, UNIT 6
NORTH BERWICK, ME 03906
BK 18278, PG 577

TOTAL LOT AREA
60,402 SQ. FT.
1.39 ACRES

PLAN REFERENCES:

1. "LAND OF AMP REALTY HOLDINGS AND PETER J. PAUL, TRUSTEE – ROUTE 236, TAX MAP 28, LOT 14, KITTERY, YORK COUNTY, MAINE." DATED APRIL 8, 2013. PREPARED BY CIVIL CONSULTANTS. Y.C.R.D. 366-10.
2. "SUBDIVISION OF LAND OF PETER J. PAUL, TRUSTEE OF THE PAOLUCCI REALTY TRUST, U.S. ROUTE 236, KITTERY, MAINE." DATED APRIL 18, 2013. PREPARED BY CIVIL CONSULTANTS. Y.C.R.D. 366-28.
3. "MORGAN COURT, ROUTE 236, KITTERY, YORK COUNTY, MAINE." DATED AUGUST 24, 2015. PREPARED BY CIVIL CONSULTANTS. Y.C.R.D. 378-31.
4. MAINE STATE HIGHWAY COMMISSION, RIGHT OF WAY MAP, STATE HIGHWAY "100", KITTERY, YORK COUNTY. FEDERAL AID SECONDARY PROJECT S-0100(5). DATED JANUARY 1956. ON FILE WITH THE MAINE DEPARTMENT OF TRANSPORTATION.

NOTES:

1. THE INTENT OF THIS PLAN IS TO SHOW THE BOUNDARY AND EXISTING CONDITIONS OF KITTERY TAX MAP 28 LOT 14-2.
2. ZONING DISTRICT: COMMERCIAL 2
   LOT AREA MINIMUM = 40,000 SF
   LOT FRONTAGE MINIMUM = 150'
   BUILDING SETBACKS (MINIMUM):
   FRONT SETBACK = 50'
   SIDE SETBACK = 30'
   REAR SETBACK = 30'
   MAX. BUILDING HEIGHT = 40'
   MAX. BUILDING AND OUTDOOR STORED MATERIAL COVERAGE = 40%
3. THE UTILITY LOCATIONS SHOWN HEREON WERE DETERMINED BY OBSERVED ABOVE GROUND EVIDENCE AND SHOULD BE CONSIDERED APPROXIMATE IN LOCATION ONLY. LOCATION, DEPTH, SIZE, TYPE, EXISTENCE OR NONEXISTENCE OF UNDERGROUND UTILITIES AND/OR UNDERGROUND STORAGE TANKS WAS NOT VERIFIED BY THIS SURVEY. ALL CONTRACTORS SHOULD NOTIFY IN WRITING ALL UTILITY COMPANIES AND GOVERNMENT AGENCIES PRIOR TO ANY EXCAVATION WORK OR CALL DIG-SAFE AT 1-888-DIG-SAFE.
4. THE SUBJECT PARCEL IS LOCATED WITHIN ZONE C, AREAS OF MINIMAL FLOODING, AS SHOWN ON FEMA FLOOD INSURANCE RATE MAP NO. 230171 0004 C, WITH EFFECTIVE DATE OF JULY 5, 1984.
5. BASIS OF BEARING: HORIZONTAL – NAD83 MAINE WEST, PER PLAN REFERENCE 1
   VERTICAL – ASSUMED.
6. CERTAIN DATA HEREON MAY VARY FROM RECORDED DATA DUE TO DIFFERENCES IN DECLINATION, ORIENTATION, AND METHODS OF MEASUREMENT.
7. ALL BOOK AND PAGE NUMBERS REFER TO THE YORK COUNTY REGISTRY OF DEEDS.
8. THE TAX MAP AND LOT NUMBERS ARE BASED ON THE TOWN OF KITTERY TAX RECORDS AND ARE SUBJECT TO CHANGE.
9. RESEARCH WAS PERFORMED AT THE TOWN OF KITTERY ASSESSOR'S OFFICE, THE YORK COUNTY REGISTRY OF DEEDS, AND THE MAINE DEPARTMENT OF TRANSPORTATION.
10. THIS SURVEY IS NOT A CERTIFICATION TO OWNERSHIP OR TITLE OF LANDS SHOWN. OWNERSHIP AND ENCUMBRANCES ARE MATTERS OF TITLE EXAMINATION NOT OF A BOUNDARY SURVEY. THE INTENT OF THIS PLAN IS TO RETRACE THE BOUNDARY LINES OF DEEDS REFERENCED HEREON. OWNERSHIP OF ADJOINING PROPERTIES IS ACCORDING TO ASSESSOR'S RECORDS. THIS PLAN MAY OR MAY NOT INDICATE ALL ENCUMBRANCES EXPRESSED, IMPLIED OR PRESCRIPTIVE.
11. ANY USE OF THIS PLAN AND OR ACCOMPANYING DESCRIPTIONS SHOULD BE DONE WITH LEGAL COUNSEL. TO BE CERTAIN THAT TITLES ARE CLEAR, THAT INFORMATION IS CURRENT, AND THAT ANY NECESSARY CERTIFICATES ARE IN PLACE FOR A PARTICULAR CONVEYANCE, OR OTHER USES.
12. WETLANDS WERE NOT DELINEATED AS A PART OF THIS SURVEY.
13. THIS PLAN IS THE RESULT OF A CLOSED TRAVERSE WITH A RAW, UNADJUSTED LINEAR ERROR OF CLOSURE GREATER THAN 1 IN 25,000.
14. SURVEY TIE LINES SHOWN HEREON ARE NOT BOUNDARY LINES. THEY SHOULD ONLY BE USED TO LOCATE THE PARCEL SURVEYED FROM THE FOUND MONUMENTS SHOWN AND LOCATED BY THIS SURVEY.
15. SOIL TYPES AND LIMIT SHOWN ON THIS PLAN ARE FROM A HIGH INTENSITY SOIL SURVEY CONDUCTED BY KENNETH GARDNER OF JRK SOIL SEARCH, INC. (LICENSE CSS#61). THE FOLLOWING SOIL TYPES ARE LOCATED ON SITE.
   BRAYTON FINE SANDY LOAM (Br)
   DIXFIELD FINE SANDY LOAM (Dx)
   COLONEL FINE SANDY LOAM (Co)

CERTIFICATION:

I CERTIFY THAT THIS SURVEY PLAT CONFORMS TO THE STANDARDS OF PRACTICE OF THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS, CHAPTER 90, PARTS 1 & 2, WITH THE FOLLOWING EXCEPTIONS: MONUMENTATION HAS NOT BEEN SET AT ALL CORNERS
A WRITTEN BOUNDARY REPORT HAS NOT BEEN ISSUED

STATE OF MAINE
MATTHEW J. SALVUCCI
2569
PROFESSIONAL LAND SURVEYOR

MATTHEW J. SALVUCCI, PLS 2569 DATE: 10/27/21
ON BEHALF OF JONES & BEACH ENGINEERS, INC.

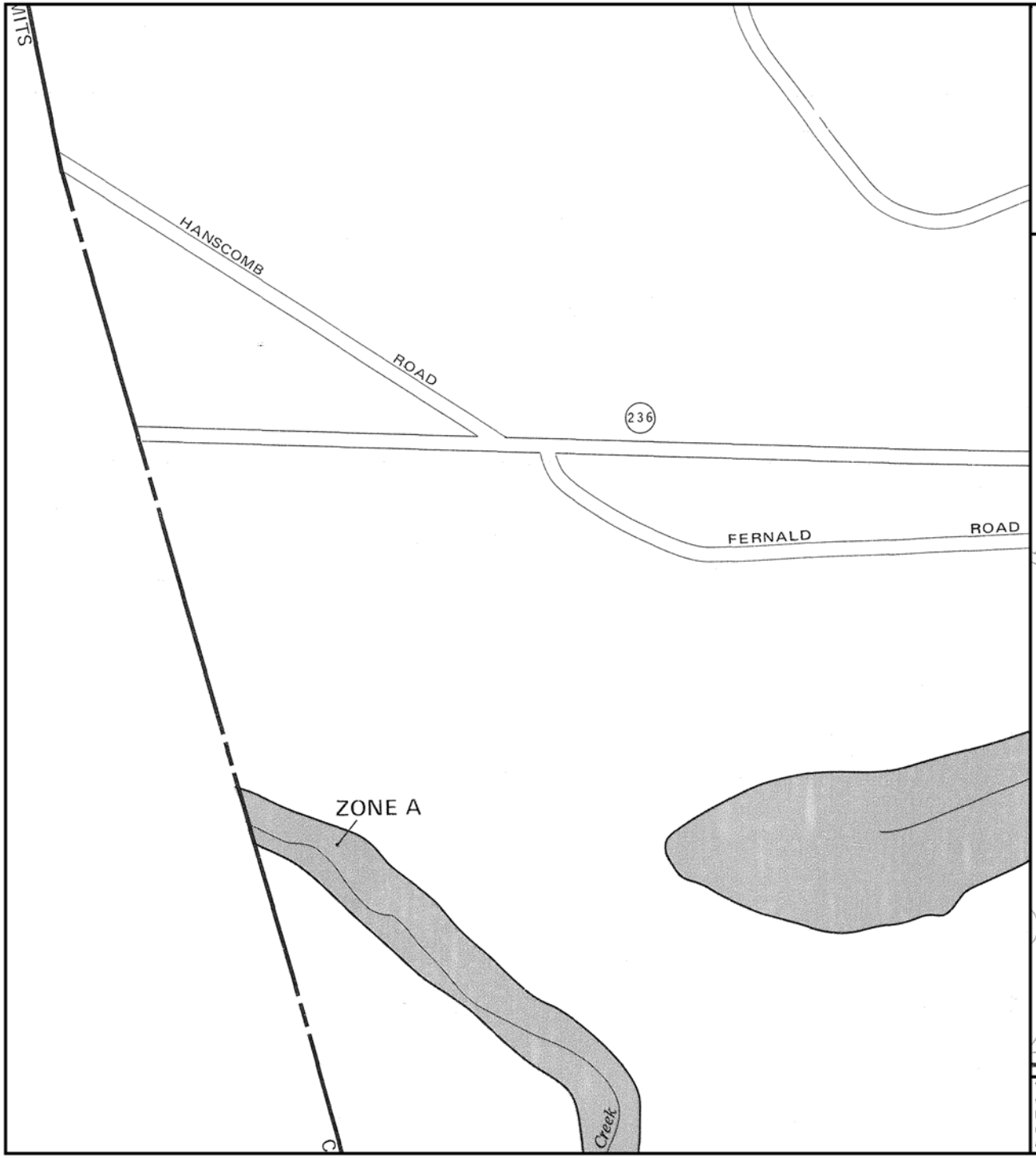
Design: MJS	Draft: EMP
Checked: WGM	Scale: AS SHOWN
Drawing Name: 21076-EX-CONDITIONS.dwg	Date: 08/11/2021
	Project No.: 21076

REV.	DATE	REVISION	BY
2	10/27/21	REVISED PER PB COMMENTS	EMP
1	10/11/21	REVISED PER PB COMMENTS	EMP
0	08/21/21	ISSUED FOR REVIEW	EMP

Jones & Beach Engineers, Inc.
Civil Engineering Services
85 Portsmouth Ave.
PO Box 219
Stratham, NH 03885
603-772-4746
FAX: 603-772-0227
E-Mail: JBE@JONESANDBEACH.COM

Plan Name:	EXISTING CONDITIONS PLAN
Project:	NAME OF PROJECT 89 ROUTE 236, KITTERY, MAINE
Owner of Record:	JD INVESTMENTS, LLC 19 BUFFUM ROAD, UNIT 6, NORTH BERWICK, ME 03906

DRAWING No.
C1
SHEET 2 OF 9
JBE PROJECT NO. 21076



APPROXIMATE SCALE

400 0 400 FEET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

TOWN OF
KITTERY, MAINE
YORK COUNTY

PANEL 4 OF 10
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
230171 0004 C

EFFECTIVE DATE:
JULY 5, 1984

Federal Emergency Management Agency

United States Department of Agriculture

NRCS

Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for York County, Maine

April 12, 2023

Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (https://offices.sc.egov.usda.gov/locator/app?agency=nrcs) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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Contents

How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Custom Soil Resource Report
Soil Map

Map Scale: 1:1,080 if printed on A portrait (8.5" x 11") sheet.

N

Meters: 0 15 30 60 90

Feet: 0 50 100 200 300

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 19N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: York County, Maine
Survey Area Data: Version 21, Aug 30, 2022

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 19, 2020—Sep 20, 2020

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
MrC2	Marlow fine sandy loam, 8 to 15 percent slopes	0.0	0.1%
PeB	Peru fine sandy loam, 3 to 8 percent slopes	2.7	86.1%
Sc	Scantic silt loam, 0 to 3 percent slopes	0.4	13.8%
Totals for Area of Interest		**3.1**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or

landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

York County, Maine

MrC2—Marlow fine sandy loam, 8 to 15 percent slopes

Map Unit Setting

National map unit symbol: 2ty5g
Elevation: 0 to 820 feet
Mean annual precipitation: 36 to 65 inches
Mean annual air temperature: 36 to 52 degrees F
Frost-free period: 90 to 160 days
Farmland classification: Not prime farmland

Map Unit Composition

Marlow and similar soils: 88 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Marlow

Setting

Landform: Hills, mountains
Landform position (two-dimensional): Summit, shoulder, backslope
Landform position (three-dimensional): Mountainflank, mountainbase, interfluve, nose slope, side slope
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Loamy lodgment till derived from granite and/or loamy lodgment till derived from mica schist and/or loamy lodgment till derived from phyllite

Typical profile

Ap - 0 to 4 inches: fine sandy loam
E - 4 to 6 inches: fine sandy loam
Bs1 - 6 to 10 inches: fine sandy loam
Bs2 - 10 to 15 inches: fine sandy loam
Bs3 - 15 to 20 inches: fine sandy loam
BC - 20 to 24 inches: fine sandy loam
Cd - 24 to 65 inches: fine sandy loam

Properties and qualities

Slope: 8 to 15 percent
Depth to restrictive feature: 20 to 39 inches to densic material
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.01 to 1.42 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Maximum salinity: Nonsaline (0.0 to 1.9 mmhos/cm)
Available water supply, 0 to 60 inches: Low (about 3.6 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 3e
Hydrologic Soil Group: C
Ecological site: F144BY501ME - Loamy Slope (Northern Hardwoods)
Hydric soil rating: No

PeB—Peru fine sandy loam, 3 to 8 percent slopes

Map Unit Setting

National map unit symbol: 2ty5x
Elevation: 0 to 720 feet
Mean annual precipitation: 36 to 65 inches
Mean annual air temperature: 36 to 52 degrees F
Frost-free period: 90 to 160 days
Farmland classification: All areas are prime farmland

Map Unit Composition

Peru and similar soils: 88 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Peru

Setting

Landform: Hills, mountains
Landform position (two-dimensional): Backslope, footslope
Landform position (three-dimensional): Mountainbase, interfluve
Down-slope shape: Convex
Across-slope shape: Linear
Parent material: Loamy lodgment till derived from granite and/or loamy lodgment till derived from mica schist and/or loamy lodgment till derived from phyllite

Typical profile

Ap - 0 to 6 inches: fine sandy loam
Bhs - 6 to 8 inches: fine sandy loam
Bs1 - 8 to 12 inches: fine sandy loam
Bs2 - 12 to 18 inches: fine sandy loam
Bs3 - 18 to 21 inches: fine sandy loam
BC - 21 to 24 inches: fine sandy loam
Cd - 24 to 65 inches: sandy loam

Properties and qualities

Slope: 3 to 8 percent
Depth to restrictive feature: 20 to 39 inches to densic material
Drainage class: Moderately well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.01 to 1.42 in/hr)
Depth to water table: About 16 to 30 inches
Frequency of flooding: None
Frequency of ponding: None
Maximum salinity: Nonsaline (0.0 to 1.9 mmhos/cm)
Available water supply, 0 to 60 inches: Low (about 3.7 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 2e
Hydrologic Soil Group: C/D
Ecological site: F144BY501ME - Loamy Slope (Northern Hardwoods)

Hydric soil rating: No

Sc—Scantic silt loam, 0 to 3 percent slopes

Map Unit Setting

National map unit symbol: 2slv3
Elevation: 10 to 900 feet
Mean annual precipitation: 33 to 60 inches
Mean annual air temperature: 39 to 45 degrees F
Frost-free period: 90 to 160 days
Farmland classification: Not prime farmland

Map Unit Composition

Scantic and similar soils: 85 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Scantic

Setting

Landform: Marine terraces, river valleys
Landform position (three-dimensional): Talf
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Glaciomarine deposits

Typical profile

Ap - 0 to 9 inches: silt loam
Bg1 - 9 to 16 inches: silty clay loam
Bg2 - 16 to 29 inches: silty clay
Cg - 29 to 65 inches: silty clay

Properties and qualities

Slope: 0 to 3 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Poorly drained
Capacity of the most limiting layer to transmit water (Ksat): Very low to moderately low (0.00 to 0.06 in/hr)
Depth to water table: About 0 to 12 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Moderate (about 6.3 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 4w
Hydrologic Soil Group: D
Ecological site: F144BY304ME - Wet Clay Flat
Hydric soil rating: Yes

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OFFICE OF
KITTERY WATER DISTRICT
17 State Road
Kittery, ME 03904-1565
TEL: 207-439-1128
FAX: 207-439-8549
E-Mail: kitterywater@comcast.net

Kittery Planning Board
200 Rogers Road
Kittery, ME 03904

April 19, 2023

Re: Proposed Minor Modification to Approved Site Plan Application,
Green Truck Farm, Tax Map 28, Lot 14-2

Dear Planning Board Members,

Please accept this letter as verification that the Kittery Water District does have the capacity to supply the proposed modifications to Green Truck Farm, 89 Route 236 with municipal water service.

Sincerely,

Michael S. Rogers
Superintendent

cc: Michael J. Sudak, E.I. Attar Engineering, Inc.

TOWN OF KITTERY, MAINE

SEWER DEPARTMENT
200 Rogers Road, Kittery, ME 03904
Telephone: (207) 439-4646 Fax: (207) 439-2799

Green Truck Farm
89 Route 236
Kittery, ME 03904

June 20, 2023

RE:Sewer Availability

This letter is to confirm that the sewer system and the wastewater treatment facility have the capacity and ability to handle the increased flow from the project located at 89 Route 236.

This letter only confirms the sewer department capacity, Impact and Entrance Fees will be calculated should the project receive all required approvals.

If you have further questions or concerns, please contact me.

Sincerely Yours

Timothy Babkirk

Timothy Babkirk
Superintendent of Sewer Services
Town of Kittery
200 Rogers Rd
Kittery ME 03904
1-207-439-4646
tbabkirk@kitteryme.org

From:	Jessa Kellogg
To:	Mike Sudak
Cc:	David Rich; Sammie Rogers
Subject:	Re: 89 Route 236- Green Truck Farm- Minor Modification to Approved Site Plan Application Review
Date:	Friday, April 21, 2023 10:51:37 AM

Hi Mike,
I've reviewed the plans and don't have any major concerns. Once approved by Planning, you will need a Road Excavation permit with plans for both shoulder and asphalt restoration. If there are any abutting properties on private septic that would be triggered into connecting to the sewer main, the plans should indicate services to be directionally bored under Rt. 236. I've shared these comments with Planning staff as well, but if you need anything else please let me know.

Thanks,
Jessa

Jessa Kellogg
Public Works Inspector
Town of Kittery DPW
200 Rogers Road
Kittery, Maine 03904
www.kitteryme.gov
(207) 475-1321 Office
(207) 752-7242 Cell

From: David Rich
Sent: Tuesday, April 18, 2023 14:38
To: Jessa Kellogg
Subject: FW: 89 Route 236- Green Truck Farm- Minor Modification to Approved Site Plan Application Review

fyi

David Rich
Commissioner of Public Works
Town of Kittery
drich@kitteryme.org
(207) 439-0333

From: Sammie Rogers <sammie@attarengineering.com>
Sent: Tuesday, April 18, 2023 2:32 PM
To: David Rich <drich@kitteryme.org>
Cc: Mike Sudak <mike@attarengineering.com>
Subject: 89 Route 236- Green Truck Farm- Minor Modification to Approved Site Plan Application Review

Good Afternoon Mr. Rich,

Please find the attached request for project review and correspondence as required by the Planning Board and let me know if you have any questions. Thank you for your time!

Best Regards,

Sammie Rogers
Office Manager

ATTAR
ENGINEERING, INC
CIVIL • STRUCTURAL • MARINE

1284 State Road
Eliot, ME 03903
Tel. 207-439-6023

DESCRIPTION

Incorporating modular LED LightBAR™ technology, the Talon luminaire brings outstanding uniformity and energy-conscious illumination to walkways, parking lots, roadways, building areas and any security lighting application. UL/ cUL listed for wet locations.

Catalog #		**Type**
Project		
Comments		**Date**
Prepared by		

SPECIFICATION FEATURES

Construction
One-piece heavy-wall, die-cast aluminum construction with integral reveal channels along top surface of housing. Optimized for reliable operation from 40°C down to -40°C, internal cast-in wall separates optical and electrical chambers allowing components to operate cooler. Stainless steel latches and hinges allow for tool-less opening and removal of door frame.

Optics
Choice of twelve patented, high-efficiency AccuLED Optics™ distributions. Optics are precisely designed to shape the light output, maximizing efficiency and application spacing. AccuLED Optics technology creates consistent distributions with the scalability to meet customized application requirements. Offered Standard in 4000K (+/- 275K) CCT and minimum 70 CRI. Optional 3000K CCT, 5000K CCT and 5700K CCT. For the ultimate level of spill light control, an optional house-side shield accessory can be field or factory installed. The house-side shield is designed to seamlessly integrate with the SL2, SL3 or SL4 optics.

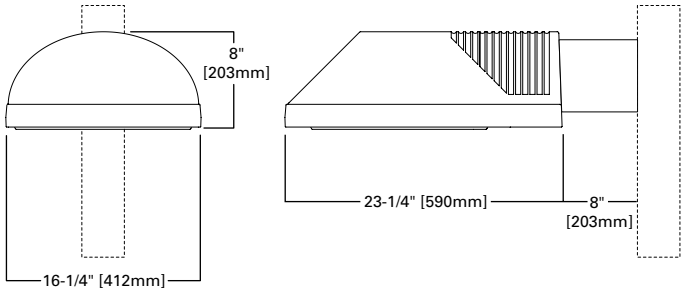
Electrical
LED drivers mount to die-cast aluminum back housing for optimal heat sinking, operation efficacy, and prolonged life. Standard drivers feature electronic universal voltage (120-277V 50/60Hz), 347V 60Hz or 480V 60Hz operation. 480V is compatible for use with 480V Wye systems only. Greater than 0.9 power factor, less than 20% harmonic distortion. All fixtures are shipped standard with 10kV/10kA common – and differential – mode surge protection. LightBARs feature an IP66 enclosure rating and maintain greater than 95% lumen maintenance at 60,000 hours per IESNA TM-21. Occupancy sensor and dimming options available.

Mounting
Extruded 8" aluminum arm includes internal bolt guides allowing for easy positioning of fixture during installation to pole or wall surface. Standard single carton packaging of housing, square pole arm and round pole adapter for contractor-friendly arrival of product on site. Optional mounting methods include a wall mount plate, an external mast arm that accepts 2-3/8" O.D. horizontal tenons and direct mounting to pole or wall surfaces. Tenon adapters available to slipfit over poles equipped with 2-3/8" or 3-1/2" O.D. tenon. 3G vibration rated.

Finish
Housing and arm finished in a five-stage super TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Standard colors include black, bronze, grey, white, dark platinum and graphite metallic. RAL and custom color matches available. Consult the Product Finishes Selection Guide for complete list of available finishes. Options to meet Buy American Act requirements.

Warranty
Five-year warranty.

DIMENSIONS



TLM
TALON MEDIUM LED

1 - 6 LightBARs

Solid State LED

ARCHITECTURAL AREA LUMINAIRE

CERTIFICATION DATA
UL/cUL Listed
LM79 / LM80 Compliant
IP66 LightBARs
3G Vibration Rated
ISO 9001

ENERGY DATA
Electronic LED Driver
>0.9 Power Factor
<20% Total Harmonic Distortion
120-277V/50 & 60Hz, 347V/60Hz, 480V/60Hz
-40°C Minimum Temperature
40°C Ambient Temperature Rating

EPA
Effective Projected Area: (Sq. Ft.)
1.89 with 8" Arm

SHIPPING DATA
Approximate Net Weight:
42 lbs. (19.09 kgs.)

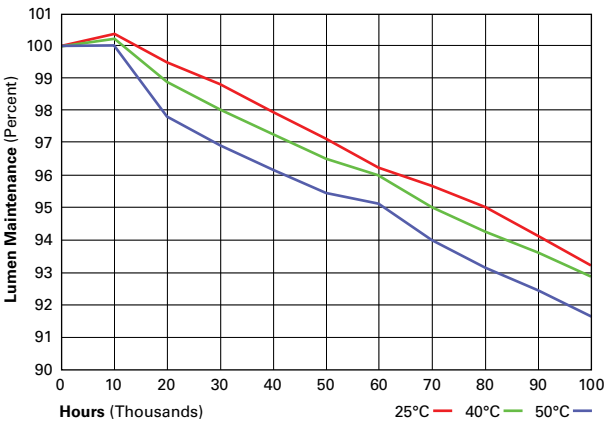
POWER AND LUMENS BY BAR COUNT (21 LED LIGHTBARS)

Number of LightBARs		**E01**	**E02**	**E03**	**E04**	**E05**	**E06**
Drive Current		350mA Drive Current					
Power (Watts)		25W	52W	75W	97W	127W	149W
Current @ 120V (A)		0.22	0.44	0.63	0.82	1.07	1.26
Current @ 277V (A)		0.10	0.20	0.28	0.36	0.48	0.56
Power (Watts)		31W	58W	82W	99W	132W	159W
Current @ 347V (A)		0.11	0.19	0.28	0.29	0.39	0.48
Current @ 480V (A)		0.09	0.15	0.20	0.21	0.30	0.36
T2	Lumens	3,064	6,128	9,192	12,255	15,319	18,383
	BUG Rating	B1-U0-G1	B2-U0-G2	B2-U0-G2	B3-U0-G3	B3-U0-G3	B3-U0-G3
T3	Lumens	3,084	6,168	9,252	12,336	15,420	18,504
	BUG Rating	B1-U0-G1	B2-U0-G2	B3-U0-G3	B3-U0-G3	B3-U0-G3	B3-U0-G3
T4	Lumens	3,022	6,044	9,066	12,088	15,110	18,132
	BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3	B3-U0-G3
5MQ	Lumens	3,224	6,448	9,672	12,896	16,120	19,344
	BUG Rating	B2-U0-G1	B3-U0-G1	B3-U0-G2	B4-U0-G2	B4-U0-G2	B4-U0-G2
5WQ	Lumens	3,184	6,368	9,551	12,735	15,919	19,103
	BUG Rating	B2-U0-G1	B3-U0-G1	B4-U0-G2	B4-U0-G2	B4-U0-G2	B5-U0-G3
5XQ	Lumens	3,181	6,361	9,542	12,722	15,903	19,083
	BUG Rating	B2-U0-G2	B3-U0-G2	B3-U0-G3	B4-U0-G3	B4-U0-G4	B4-U0-G4
SL2	Lumens	3,055	6,110	9,165	12,220	15,275	18,331
	BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G2	B2-U0-G2	B3-U0-G3	B3-U0-G3
SL3	Lumens	3,036	6,072	9,108	12,145	15,181	18,217
	BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3	B3-U0-G3
SL4	Lumens	2,954	5,908	8,862	11,816	14,771	17,725
	BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3	B3-U0-G3
RW	Lumens	3,124	6,248	9,372	12,496	15,620	18,744
	BUG Rating	B2-U0-G2	B3-U0-G3	B3-U0-G3	B4-U0-G4	B4-U0-G4	B4-U0-G4
SLL/SLR	Lumens	2,782	5,565	8,347	11,130	13,912	16,695
	BUG Rating	B1-U0-G1	B1-U0-G2	B1-U0-G3	B2-U0-G3	B2-U0-G3	B2-U0-G4

LUMEN MAINTENANCE

Ambient Temperature	**25,000 Hours***	**50,000 Hours***	**60,000 Hours***	**100,000 Hours**	**Theoretical L70 (Hours)**
25°C	> 99%	> 97%	> 96%	> 93%	> 450,000
40°C	> 98%	> 97%	> 96%	> 92%	> 425,000
50°C	> 97%	> 96%	> 95%	> 91%	> 400,000

* Per IESNA TM-21 data.



LUMEN MULTIPLIER

Ambient Temperature	**Lumen Multiplier**
10°C	1.02
15°C	1.01
25°C	1.00
40°C	0.99
50°C	0.96

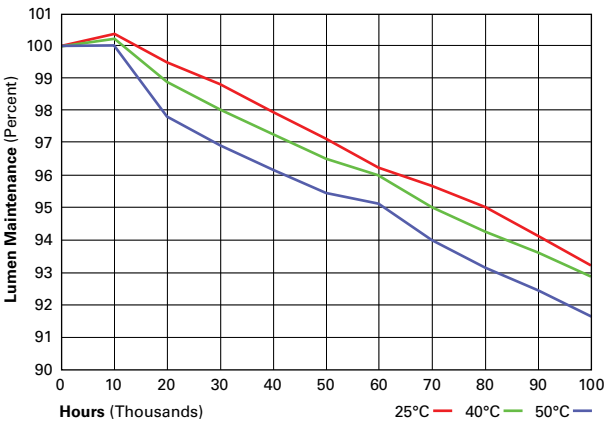
POWER AND LUMENS BY BAR COUNT (7 LED LIGHTBARS)

Number of LightBARs		F01	F02	F03	F04	F05	F06
Drive Current		1A Drive Current					
Power (Watts)		26W	55W	78W	102W	133W	157W
Current @ 120V (A)		0.22	0.46	0.66	0.86	1.12	1.31
Current @ 277V (A)		0.10	0.21	0.29	0.37	0.50	0.58
Power (Watts)		32W	60W	85W	105W	137W	164W
Current @ 347V (A)		0.11	0.19	0.28	0.30	0.41	0.49
Current @ 480V (A)		0.09	0.15	0.21	0.22	0.31	0.37
T2	Lumens	2,529	5,059	7,588	10,117	12,646	15,176
	BUG Rating	B1-U0-G1	B2-U0-G2	B2-U0-G2	B3-U0-G3	B3-U0-G3	B3-U0-G3
T3	Lumens	2,546	5,092	7,638	10,183	12,729	15,275
	BUG Rating	B1-U0-G1	B2-U0-G2	B2-U0-G2	B3-U0-G3	B3-U0-G3	B3-U0-G3
T4	Lumens	2,495	4,990	7,484	9,979	12,474	14,969
	BUG Rating	B1-U0-G1	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3
5MQ	Lumens	2,662	5,323	7,985	10,646	13,308	15,969
	BUG Rating	B2-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G2	B4-U0-G2	B4-U0-G2
5WQ	Lumens	2,628	5,257	7,885	10,513	13,142	15,770
	BUG Rating	B2-U0-G1	B3-U0-G1	B3-U0-G2	B4-U0-G2	B4-U0-G2	B4-U0-G2
5XQ	Lumens	2,626	5,251	7,877	10,502	13,128	15,754
	BUG Rating	B2-U0-G1	B3-U0-G2	B3-U0-G3	B4-U0-G3	B4-U0-G3	B4-U0-G4
SL2	Lumens	2,522	5,044	7,566	10,088	12,610	15,132
	BUG Rating	B1-U0-G1	B1-U0-G1	B2-U0-G2	B2-U0-G2	B2-U0-G2	B3-U0-G3
SL3	Lumens	2,506	5,013	7,519	10,026	12,532	15,039
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3
SL4	Lumens	2,439	4,877	7,316	9,755	12,193	14,632
	BUG Rating	B1-U0-G1	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3
RW	Lumens	2,579	5,158	7,737	10,316	12,894	15,473
	BUG Rating	B2-U0-G2	B3-U0-G3	B3-U0-G3	B3-U0-G3	B4-U0-G4	B4-U0-G4
SLL/SLR	Lumens	2,297	4,594	6,891	9,188	11,485	13,782
	BUG Rating	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G3	B2-U0-G3	B2-U0-G3

LUMEN MAINTENANCE

Ambient Temperature	25,000 Hours*	50,000 Hours*	60,000 Hours*	100,000 Hours	Theoretical L70 (Hours)
25°C	> 99%	> 97%	> 96%	> 93%	> 450,000
40°C	> 98%	> 97%	> 96%	> 92%	> 425,000
50°C	> 97%	> 96%	> 95%	> 91%	> 400,000

* Per IESNA TM-21 data.



LUMEN MULTIPLIER

Ambient Temperature	Lumen Multiplier
10°C	1.02
15°C	1.01
25°C	1.00
40°C	0.99
50°C	0.96

MOUNTING CONFIGURATIONS

Wall Mount

Arm Mount Single
EPA 1.89

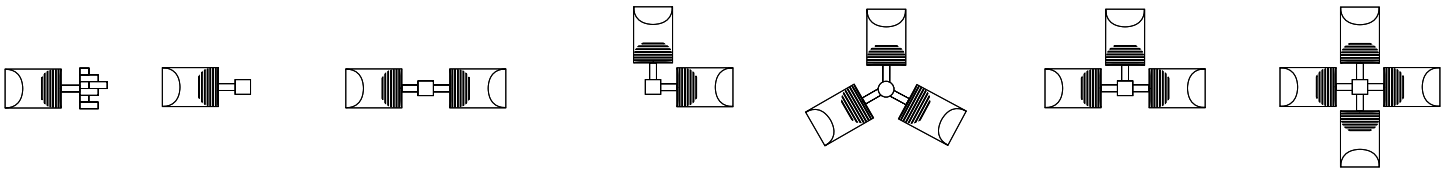
Arm Mount 2 @ 180°
EPA 3.55

Arm Mount 2 @ 90°
EPA 3.43

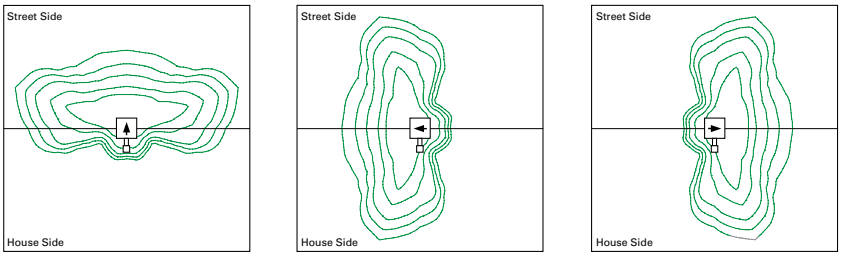
Arm Mount 3 @ 120°
(Round Pole Only)
EPA 3.69

Arm Mount 3 @ 90°
EPA 3.92

Arm Mount 4 @ 90°
EPA 4.17



OPTIC ORIENTATION



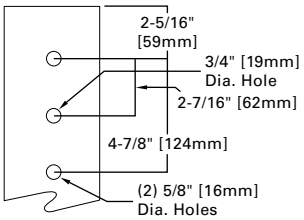
Standard

Optics Rotated Left @ 90° [L90]

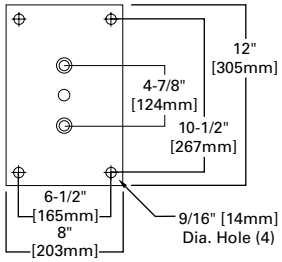
Optics Rotated Right @ 90° [R90]

ARM DRILLING

TYPE "M"



WALL MOUNT



CONTROL OPTIONS

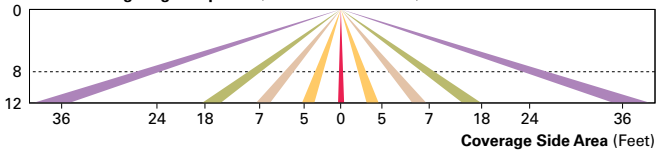
0-10V (DIM)
This fixture is offered standard with 0-10V dimming driver(s). The DIM option provides 0-10V dimming wire leads for use with a lighting control panel or other control method.

Photocontrol (P, R and PER7)
Optional button-type photocontrol (P) and photocontrol receptacles (R and PER7) provide a flexible solution to enable "dusk-to-dawn" lighting by sensing light levels. Advanced control systems compatible with NEMA 7-pin standards can be utilized with the PER7 receptacle.

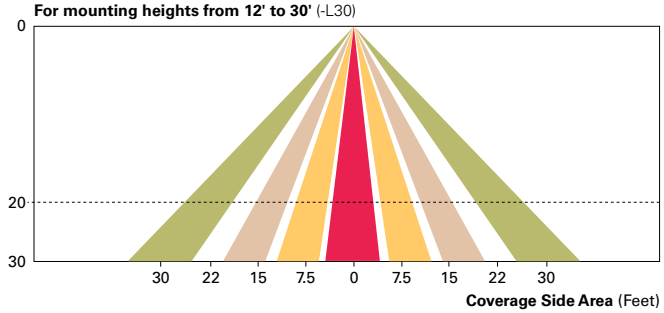
Dimming Occupancy Sensor (MS/DIM-LXX, MS/X-LXX and MS-LXX)
These sensors are factory installed in the luminaire housing. When the MS/DIM-LXX sensor option is selected, the occupancy sensor is connected to a dimming driver and the entire luminaire dims when there is no activity detected. When activity is detected, the luminaire returns to full light output. The MS/DIM sensor is factory preset to dim down to approximately 50 percent power with a time delay of five minutes. The MS-LXX sensor is factory preset to turn the luminaire off after five minutes of no activity. The MS/X-LXX is also preset for five minutes and only controls the specified number of light engines to maintain steady output from the remaining light engines.

These occupancy sensors includes an integral photocell that can be activated with the FSIR-100 accessory for "dusk-to-dawn" control or daylight harvesting -- the factory preset is OFF. The FSIR-100 is a wireless tool utilized for changing the dimming level, time delay, sensitivity and other parameters. A variety of sensor lens are available to optimize the coverage pattern for mounting heights from 8'-40'.

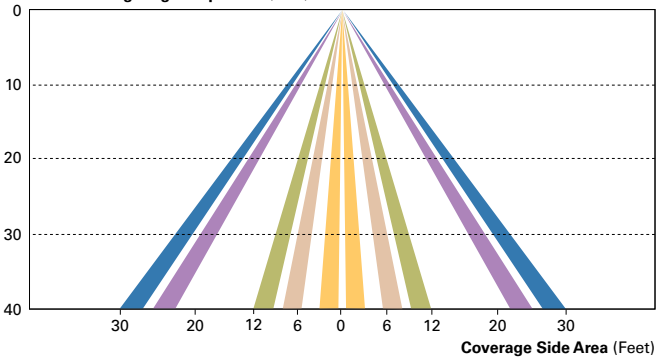
For mounting heights up to 8' (-L08 - Cutoff 8' to 24')



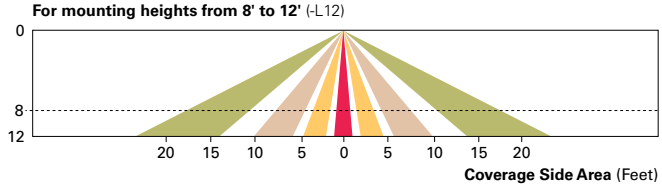
For mounting heights from 12' to 30' (-L30)



For mounting heights up to 40' (-L40)



For mounting heights from 8' to 12' (-L12)



WaveLinx Wireless Outdoor Lighting Control Module (WOLC-7P-10A)
The 7-pin wireless outdoor lighting control module enables WaveLinx to control outdoor area, site and flood lighting. WaveLinx controls outdoor lighting using schedules to provide ON, OFF and dimming controls based on astronomic or time schedules based on a 7 day week.

ORDERING INFORMATION

Sample Number: TLM-E03-LED-E1-T3-BK

Product Family [1, 3]	**Number of LightBARs** [4, 5]	**Lamp Typ**	**Voltage**	**Distribution**	**Color** [7]
TLM=Talon Medium **BAA-TLM**= Talon Medium, Buy American Act Compliant [26]	**E01**=(1) 21 LED LightBAR **E02**=(2) 21 LED LightBARs **E03**=(3) 21 LED LightBARs **E04**=(4) 21 LED LightBARs **E05**=(5) 21 LED LightBARs **E06**=(6) 21 LED LightBARs **F01**=(1) 7 LED LightBAR **F02**=(2) 7 LED LightBARs **F03**=(3) 7 LED LightBARs **F04**=(4) 7 LED LightBARs **F05**=(5) 7 LED LightBARs **F06**=(6) 7 LED LightBARs	**LED**=Solid State Light Emitting Diodes	**E1**=Electronic (120-277V) **347**=347V **480**=480V [6]	**T2**=Type II **T3**=Type III **T4**=Type IV **SL2**=Type II w/Spill Control **SL3**=Type III w/Spill Control **SL4**=Type IV w/Spill Control **5MQ**=Type V Square Medium **5WQ**=Type V Square Wide **5XQ**=Type V Square Extra Wide **RW**=Rectangular Wide **SLL**=90° Spill Light Eliminator Left **SLR**=90° Spill Light Eliminator Right	**AP**=Grey **BZ**=Bronze **BK**=Black **DP**=Dark Platinum **GM**=Graphite Metallic **WH**=White

Options (Add as Suffix)	**Accessories** (Order Separately) [18, 27]
P=Button Type Photocontrol (120, 208, 240 or 277V. Must Specify Voltage) **R**=NEMA Twistlock Photocontrol Receptacle **PER7**=NEMA 7-PIN Twistlock Photocontrol Receptacle [8] **PT**=Electrical Power Tray **2L**=Two Circuits [9] **7030**=70 CRI / 3000K CCT [10] **7050**=70 CRI / 5000K CCT [10] **7060**=70 CRI / 5700K CCT [10] **8030**=80 CRI / 3000K CCT [10] **LCF**=LightBAR Cover Plate Matches Housing Finish **WM**=Wall Mount with Arm **DM**=Direct Mount for Round or Square Pole **DW**=Direct Wall Mount **ICP**=Integral Cold Weather Battery Pack (Specify 120V or 277V) [7, 11] **MS-LXX**=Motion Sensor for On/Off Operation [12] **MS/X-LXX**=Motion Sensor for Bi-Level Operation [13] **MS/DIM-LXX**=Motion Sensor for Dimming Operation [14, 15] **DIM**=0-10V Dimming Drivers [16] **HSS**=Factory Installed House Side Shield [17] **ZW**=WaveLinx-enabled Module and 4-PIN Receptacle [22, 23] **SWPD4XX**=WaveLinx Sensor Only, 7'-15' [24, 25] **SWPD5XX**=WaveLinx Sensor Only, 15'-40' [24, 25]	**MA1010-XX**=Single Tenon Adapter for 3-1/2" O.D. Tenon **MA1011-XX**=2@180° Tenon Adapter for 3-1/2" O.D. Tenon **MA1012-XX**=3@120° Tenon Adapter for 3-1/2" O.D. Tenon **MA1013-XX**=4@90° Tenon Adapter for 3-1/2" O.D. Tenon **MA1014-XX**=2@90° Tenon Adapter for 3-1/2" O.D. Tenon **MA1015-XX**=2@120° Tenon Adapter for 3-1/2" O.D. Tenon **MA1016-XX**=3@90° Tenon Adapter for 3-1/2" O.D. Tenon **MA1017-XX**=Single Tenon Adapter for 2-3/8" O.D. Tenon **MA1018-XX**=2@180° Tenon Adapter for 2-3/8" O.D. Tenon **MA1019-XX**=3@120° Tenon Adapter for 2-3/8" O.D. Tenon **MA1045-XX**=4@90° Tenon Adapter for 2-3/8" O.D. Tenon **MA1048-XX**=2@90° Tenon Adapter for 2-3/8" O.D. Tenon **MA1049-XX**=3@90° Tenon Adapter for 2-3/8" O.D. Tenon **FSIR-100**=Wireless Configuration Tool for Occupancy Sensor [19] **OA/RA1016**=NEMA Twistlock Photocontrol - Multi-Tap **OA/RA1027**=NEMA Twistlock Photocontrol - 480V **OA/RA1201**=NEMA Twistlock Photocontrol - 347V **OA/RA1013**=Photocontrol Shorting Cap **MA1253**=10kV Circuit Module Replacement **LB/HSS-21**=Field Installed House Side Shield for "E" LightBARS [20] **LB/HSS-07**=Field Installed House Side Shield for "F" LightBARS [20] **WOLC-7P-10A**=WaveLinx Outdoor Control Module (7-pin) [21]

NOTES:
1. Customer is responsible for engineering analysis to confirm pole and fixture compatibility for all applications. Refer to our white paper WP513001EN for additional support information.
3. 8" arm and round pole adapter included with fixture.
4. Standard 4000K CCT and minimum 70 CRI.
5. 21 LED LightBAR powered at 350mA, 7 LED LightBAR powered at 1A.
6. Only for use with 480V Wye systems. Per NEC, not for use with ungrounded systems, impedance grounded systems or corner grounded systems (commonly known as Three Phase Three Wire Delta, Three Phase High Leg Delta and Three Phase Corner Grounded Delta systems).
7. Custom and RAL color matching available upon request. Consult your lighting representative at Cooper Lighting Solutions for more information.
8. Must order dimming driver.
9. Low-Level output varies by bar count specified. Consult Factory.
10. Extended lead times apply. See website for IES files.
11. Available with E01-E04 or F01-F04 configurations only. Rated for 25°C ambient.
12. Sensor housed in external box mounted to the luminaire. Available in E02-E6 and F02-F6 configurations. Replace XX with mounting height in feet for proper lens selection, (e.g., MS-L25). Consult factory for additional information.
13. Sensor housed in external box mounted to the luminaire. Available in E02-E6 and F02-F6 configurations. Replace X with number of bars operating in low output mode and replace XX with mounting height for proper lens selection, (e.g., MS/3-L25). Maximum 4 bars in low output mode. Consult factory for additional information.
14. Only available in E02-E06 and F02-F06. Includes Dimming Drivers. Not available in 347V or 480V.
15. Replace XX with mounting height in feet for proper lens selection, (e.g., MS/DIM-L25).
16. Available in E02-E06 and F02-F06 only.
17. Only for use with SL2, SL3 and SL4 distributions. Not available with L90 or R90 options.
18. Replace XX with color suffix.
19. Only compatible with MS/DIM-LXX motion sensor.
20. One required for each LightBAR. Not available with L90 or R90 options.
21. PER7 is required for use with WOLC-7P-10A. The WOLC-7 cannot be used in conjunction with additional sensors or controls.
22. Cannot be used in conjunction with photocontrol or other controls systems (P, R, MS, LWR).
23. WAC Gateway required to enable field-configurability: Order WAC-PoE and WPOE-120 (10V to PoE injector) power supply if needed.
24. Requires ZW receptacle.
25. Replace XX with sensor color (WH, BZ or BK.)
26. Only product configurations with this designated prefix are built to be compliant with the Buy American Act of 1933 (BAA). Please refer to DOMESTIC PREFERENCES website for more information. Components shipped separately may be separately analyzed under domestic preference requirements.
27. Accessories sold separately will be separately analyzed under domestic preference requirements. Consult factory for further information.

Steel Poles

SSS SQUARE STRAIGHT STEEL

Catalog #		**Type**	
Project			
Comments		**Date**	
Prepared by			

FEATURES
- ASTM Grade steel base plate with ASTM A366 base cover
- Hand hole assembly 3" x 5" on 5" and 6" pole; and 2" x 4" on 4" pole
- 10'-39' mounting heights
- Drilled or tenon (specify)

DESIGN CONSIDERATIONS - VIBRATIONS AND NON-GROUND MOUNTED INSTALLATIONS

The information contained herein is for general guidance only and is not a replacement for professional judgment. Design considerations for wind-induced vibrations and non-ground mounted installations (e.g., installations on bridges or buildings) are not included in this document. Consult with a professional, and local and federal standards, before ordering to ensure product is appropriate for the intended purpose and installation location. Refer to the Cooper Lighting Solutions Light Pole White Paper for risk factors and design considerations. Learn more.

NOTE: The Limited Warranty for this product specifically excludes fatigue failure or similar damage resulting from vibration, harmonic oscillation or resonance.

Specifications and dimensions subject to change without notice. Consult your lighting representative at Cooper Lighting Solutinos or visit www.cooperlighting.com for available options, accessories and ordering information.

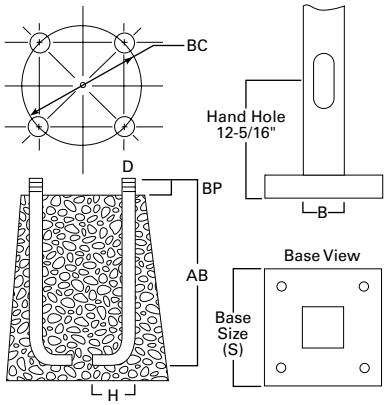
ORDERING INFORMATION

SAMPLE NUMBER: SSA5A20SFM1XG

Product Family	Shaft Size (Inches)[1]	Wall Thickness (Inches)	Mounting Height (Feet)	Base Type	Finish	Mounting Type	Number and Location of Arms	Arm Lengths (Feet)	Options (Add as Suffix)
SSS=Square Straight Steel	**4**=4" **5**=5" **6**=6"	**A**=0.120" **M**=0.188" **X**=0.250"	**10**=10' **15**=15' **20**=20' **25**=25' **30**=30' **35**=35' **39**=39'	**S**=Square Steel Base	**F**=Dark Bronze **G**=Galvanized Steel **J**=Summit White **K**=Carbon Bronze **L**=Dark Platinum **R**=Hartford Green **S**=Silver **T**=Graphite Metallic **V**=Grey **W**=White **X**=Custom Color **Y**=Black	**2**=2-3/8" O.D. Tenon (4" Long) **3**=3-1/2" O.D. Tenon (5" Long) **4**=4" O.D. Tenon (6" Long) **9**=3" O.D. Tenon (4" Long) **6**=2-3/8" O.D. Tenon (6" Long) **7**=4" O.D. Tenon (10" Long) **A**=Type A Drilling **C**=Type C Drilling **E**=Type E Drilling **F**=Type F Drilling **G**=Type G Drilling **J**=Type J Drilling **K**=Type K Drilling **M**=Type M Drilling **N**=Type N Drilling **R**=Type R Drilling **S**=Standard Upsweep Arm[6] **Z**=Type Z Drilling	**1**=Single **2**=2 at 180° **3**=Triple[2] **4**=4 at 90° **5**=2 at 90° **X**=None	**X**=None **2**=2' **3**=2.5' **4**=4' **6**=6' **8**=8'	**A**=1/2" Tapped Hub[3] **B**=3/4" Tapped Hub[3] **C**=Convenience Outlet[4] **E**=GFCI Convenience Outlet[4] **G**=Ground Lug **H**=Additional Hand Hole[5] **V**=Vibration Dampener

NOTES: 1. All shaft sizes nominal. **2.** Square poles are 3 at 90°, round poles are 3 at 120°. **3.** Tapped Hub is located 5' below the pole top and on the same side of pole as hand hole, unless specified otherwise. **4.** Outlet is located 4' above base and on same side of pole as hand hole, unless specified otherwise. Receptacle not included, provision only. **5.** Additional hand hole is located 12" below pole top and 90° from standard hand hole location, unless otherwise specified. **6.** Arm must be ordered separately.

ANCHORAGE DATA



See technical information.

Pole	Template Number	Bolt Number	Bolt Circle (inches)	Number of Bolts	Bolt Size (inches)
SSS4	TMP1	AB1	8.5 - 11.0	4	3/4 x 25 x 3
SSS5	TMP1	AB1	11.0	4	3/4 x 25 x 3
SSS6	TMP2	AB3	12.5	4	1 x 36 x 4

EFFECTIVE PROJECTED AREA (At Pole Top)

Mounting Height (Feet)	Catalog Number [1, 2]	Wall Thickness (Inches)	Base Square [3] (Inches)	Bolt Circle Diameter (Inches)	Anchor Bolt Projection [3] (Inches)	Shaft Size [3] (Inches)	Anchor Bolt Diameter x Length x Hook (Inches)	Net Weight (Pounds)	Maximum Effective Projected Area (Square Feet) [4]				Max. Fixture Load - Includes Bracket (Pounds)
MH			**S**	**BC**	**BP**	**B**	**D x AB x H**		**80 mph**	**90 mph**	**100 mph**	**110 mph**	
10	SSS4A10S	0.120	10-1/2	11	4-1/2	4	3/4 x 25 x 3	85	30.0	22.0	17.0	13.0	100
15	SSS4A15S	0.120	10-1/2	11	4-1/2	4	3/4 x 25 x 3	118	15.0	11.5	8.7	6.5	100
20	SSS4A20S	0.120	10-1/2	11	4-1/2	4	3/4 x 25 x 3	150	8.7	5.9	3.9	2.5	150
20	SSS5A20S	0.120	10-1/2	11	4-1/2	5	3/4 x 25 x 3	183	15.4	11.1	7.9	5.5	150
25	SSS4A25S	0.120	10-1/2	11	4-1/2	4	3/4 x 25 x 3	181	3.7	1.7	0.3	--	200
25	SSS5A25S	0.120	10-1/2	11	5	5	3/4 x 25 x 3	222	9.3	6.0	3.5	1.6	200
25	SSS6A25S	0.120	12-1/2	12-1/2	5	6	1 x 36 x 4	284	9.9	6.1	3.5	1.2	200
30	SSS5A30S	0.120	10-1/2	11	4-1/2	5	3/4 x 25 x 3	260	4.7	2.1	--	--	200
30	SSS5M30S	0.188	10-1/2	11	4-1/2	5	3/4 x 25 x 3	392	10.4	6.4	3.5	1.5	200
30	SSS6A30S	0.120	12-1/2	12-1/2	5	6	1 x 36 x 4	330	4.3	1.4	--	--	200
30	SSS6M30S	0.188	12-1/2	12-1/2	5	6	1 x 36 x 4	489	19.0	13.0	8.7	5.6	200
35	SSS5M35S	0.188	10-1/2	11	4-1/2	5	3/4 x 25 x 3	453	5.8	2.8	--	--	200
35	SSS6M35S	0.188	12-1/2	12-1/2	5	6	1 x 36 x 4	564	12.8	7.2	3.7	1.0	200
35	SSS6X35S	0.250	12-1/2	12-1/2	5	6	1 x 36 x 4	738	16.5	11.0	6.8	3.5	200
39	SSS6M39S	0.188	12-1/2	12-1/2	5	6	1 x 36 x 4	618	7.3	3.0	--	--	300
39	SSS6X39S	0.250	12-1/2	12-1/2	5	6	1 x 36 x 4	816	13.0	7.0	3.7	0.8	300

EFFECTIVE PROJECTED AREA (Two Feet Above Pole Top)

Mounting Height (Feet)	Catalog Number [1, 2]	Wall Thickness (Inches)	Base Square [3] (Inches)	Bolt Circle Diameter (Inches)	Anchor Bolt Projection [3] (Inches)	Shaft Size [3] (Inches)	Anchor Bolt Diameter x Length x Hook (Inches)	Net Weight (Pounds)	Maximum Effective Projected Area (Square Feet) [4]				Max. Fixture Load - Includes Bracket (Pounds)
MH			**S**	**BC**	**BP**	**B**	**D x AB x H**		**80 mph**	**90 mph**	**100 mph**	**110 mph**	
10	SSS4A10S	0.120	10-1/2	11	4-1/2	4	3/4 x 25 x 3	85	23.0	17.5	14.0	11.0	100
15	SSS4A15S	0.120	10-1/2	11	4-1/2	4	3/4 x 25 x 3	118	13.4	10.0	7.5	5.7	100
20	SSS4A20S	0.120	10-1/2	11	4-1/2	4	3/4 x 25 x 3	150	7.6	5.2	3.4	2.1	150
20	SSS5A20S	0.120	10-1/2	11	4-1/2	5	3/4 x 25 x 3	183	13.8	9.9	7.1	4.9	150
25	SSS4A25S	0.120	10-1/2	11	4-1/2	4	3/4 x 25 x 3	181	3.4	1.6	0.3	--	200
25	SSS5A25S	0.120	10-1/2	11	5	5	3/4 x 25 x 3	222	8.5	5.5	3.2	1.5	200
25	SSS6A25S	0.120	12-1/2	12-1/2	5	6	1 x 36 x 4	284	9.1	5.6	3.0	1.2	200
30	SSS5A30S	0.120	10-1/2	11	4-1/2	5	3/4 x 25 x 3	260	1.8	--	--	--	200
30	SSS5M30S	0.188	10-1/2	11	4-1/2	5	3/4 x 25 x 3	392	9.6	5.9	1.9	0.2	200
30	SSS6A30S	0.120	12-1/2	12-1/2	5	6	1 x 36 x 4	330	4.1	1.3	--	--	200
30	SSS6M30S	0.188	12-1/2	12-1/2	5	6	1 x 36 x 4	489	18.5	12.5	8.4	5.3	200
35	SSS5M35S	0.188	10-1/2	11	4-1/2	5	3/4 x 25 x 3	453	5.5	2.4	--	--	200
35	SSS6M35S	0.188	12-1/2	12-1/2	5	6	1 x 36 x 4	564	11.8	7.0	3.5	1.0	200
35	SSS6X35S	0.250	12-1/2	12-1/2	5	6	1 x 36 x 4	738	16.0	10.5	6.4	3.4	200
39	SSS6M39S	0.188	12-1/2	12-1/2	5	6	1 x 36 x 4	618	7.0	2.4	--	--	300
39	SSS6X39S	0.250	12-1/2	12-1/2	5	6	1 x 36 x 4	816	12.0	6.7	3.0	0.5	300

NOTES:

1. Catalog number includes pole with hardware kit. Anchor bolts not included. Before installing, make sure proper anchor bolts and templates are obtained.
2. Tenon size or machining for rectangular arms must be specified. Hand hole position relative to drill location.
3. Shaft size, base square, anchor bolts and projections may vary slightly. All dimensions nominal.
4. EPAs based on shaft properties with wind normal to flat. EPAs calculated using base wind velocity as indicated plus 30% gust factor.

VIBRATION

Vibrations may cause damage to structures, including poles. Vibrations are unpredictable, and there are many factors and variables that can cause damaging vibrations. Many wind conditions exist that can create damaging vibrations to poles and luminaires, such as constant winds between 10-30 mph. Although all pole types can experience vibration, straight square poles seem to be most prone. Vibration dampers and/or a round tapered design may be used to mitigate damage from vibrations, but there is no guarantee damaging vibrations will be prevented. Vibration dampers are not included with this pole but can be ordered separately. Consult with a professional, and local and federal standards, to ensure this pole is appropriate for the intended purpose and installation location. Refer to Cooper Lighting Solutions' Light Pole White Paper for risk factors and design considerations.

MAINTENANCE

Perform inspections periodically. A prudent inspection schedule would be: one week after installation, one month after installation, yearly after installation, and following any major wind event. During the inspection, check the poles for cracks. If cracks are detected, remedial action is required. Recheck anchor bolt torques and re-tighten according to the recommended torque values. Check for missing covers and pole caps and replace as necessary. Check the pole for corrosion and deterioration of the finish. Should there be corrosion or deterioration, take remedial action to correct.

WARNING: Customer is responsible for engineering analysis to confirm pole and fixture compatibility for all applications. Refer to pole white paper WP513001EN for additional support information. Before installing, make sure proper anchor bolts and templates are obtained. The use of unauthorized accessories such as banners, signs, cameras or pennants for which the pole was not designed voids the pole warranty and may result in pole failure causing serious injury or property damage. Information regarding total loading capacity can be supplied upon request. The pole warranty is void unless poles are used and installed as a complete pole and luminaire combination. This warranty specifically excludes failure as the result of a third party act or omission, misuse, unanticipated uses, fatigue failure or similar phenomena resulting from induced vibration, harmonic oscillation or resonance associated with movement of air currents around the product.

Specifications and dimensions subject to change without notice. Consult your lighting representative at Cooper Lighting Solutions or visit www.cooperlighting.com for available options, accessories and ordering information.

McGraw-Edison

DESCRIPTION

The Impact Elite family of wall luminaires is the ideal complement to site design. Incorporating modular LightBAR™ technology, the Impact Elite luminaire provides outstanding uniformity and energy-conscious illumination. Combined with a rugged construction, the Impact Elite luminaire is the ideal facade and security luminaire for zones surrounding schools, office complexes, apartments and recreational facilities. UL/cUL listed for wet locations.

Catalog #		**Type**
Project		
Comments		**Date**
Prepared by		

SPECIFICATION FEATURES

Construction
Heavy-wall, die-cast aluminum housing and removable hinged door frame for precise tolerance control and repeatability. Hinged door inset for clean mating with housing surface and secured via two captive fasteners. Optional tamper-resistant Torx™ head fasteners offer vandal resistant access to the electrical chamber.

Optics
Choice of six patented, high-efficiency AccuLED Optics™ distributions. Optics are precisely designed to shape the light output, maximizing efficiency and application spacing. AccuLED Optics technology creates consistent distributions with the scalability to meet customized application requirements. Offered Standard in 4000K (+/- 275K) CCT and minimum 70 CRI. Optional 3000K CCT, 5000K CCT and 5700K CCT.

Electrical
LED drivers mount to die-cast aluminum back housing for optimal heat sinking, operation efficacy, and prolonged life. Standard drivers feature electronic universal voltage (120-277V 50/60Hz), 347V 60Hz or 480V 60Hz operation, greater than 0.9 power factor, less than 20% harmonic distortion, and are suitable for operation in -40°C to 40°C ambient environments. All fixtures are shipped standard with 10kV/10kA common – and differential – mode surge protection. LightBARs feature an IP66 enclosure rating and maintain greater than 95% lumen maintenance at 60,000 hours per IESNA TM-21. Emergency egress options for -20°C ambient environments and occupancy sensor available.

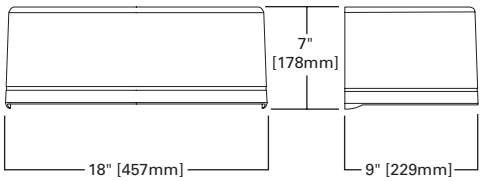
Mounting
Gasketed and zinc plated rigid steel mounting attachment fits directly to 4" j-box or wall with the Impact Elite "Hook-N-Lock" mechanism for quick installation. Secured with two captive corrosion resistant black oxide coated allen head set screws concealed but accessible from bottom of fixture.

Finish
Cast components finished in a five-stage super TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Standard colors include black, bronze, grey, white, dark platinum and graphite metallic. RAL and custom color matches available. Consult the McGraw-Edison Architectural Colors brochure for the complete selection.

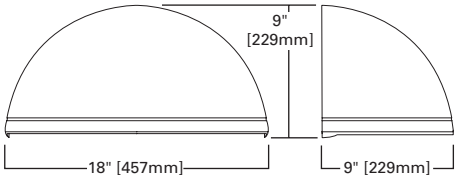
Warranty
Five-year warranty.

DIMENSIONS

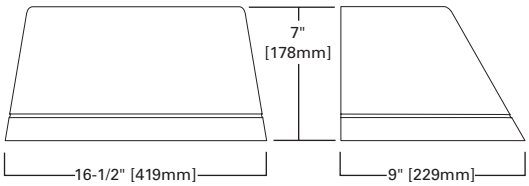
Cylinder



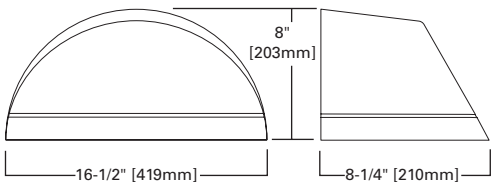
Quarter Sphere



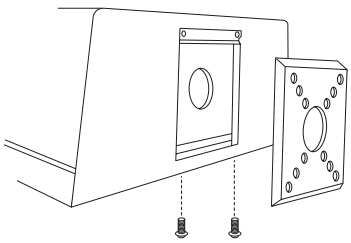
Trapezoid



Wedge



HOOK-N-LOCK MOUNTING



ISC/ISS/IST/ISW
IMPACT ELITE LED

1 - 2 LightBARs

Solid State LED

WALL MOUNT LUMINAIRE

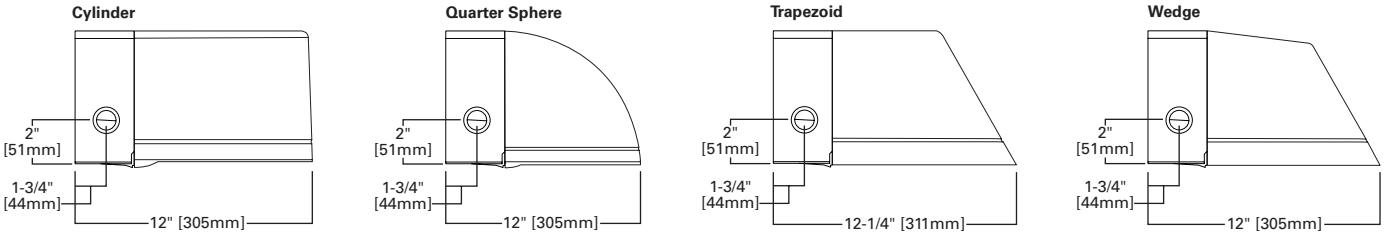
CERTIFICATION DATA
UL/cUL Listed
LM79 / LM80 Compliant
IP66 LightBARs
ISO 9001

ENERGY DATA
Electronic LED Driver
>0.9 Power Factor
<20% Total Harmonic Distortion
120-277V/50 & 60Hz, 347V/60Hz, 480V/60Hz
-40°C Minimum Temperature
40°C Ambient Temperature Rating

SHIPPING DATA
Approximate Net Weight:
18 lbs. (8 kgs.)

Powering Business Worldwide

THRUWAY BACK BOX



POWER AND LUMENS BY BAR COUNT

Number of LightBARs		E01	E02	F01	F02
		21 LED LightBAR		7 LED LightBAR	
Drive Current		350mA		1A	
Power (Watts)	120-277V	25W	47W	26W	50W
Current (A)	120V	0.22	0.40	0.22	0.42
	277V	0.10	0.18	0.10	0.19
Power (Watts)	347V or 480V	31W	52W	32W	55W
Current (A)	347V	0.11	0.16	0.11	0.17
	480V	0.16	0.18	0.16	0.18
Optics					
BL2	Lumens	2,738	5,476	2,260	4,521
	Bug Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1
BL3	Lumens	2,702	5,405	2,231	4,462
	Bug Rating	B1-U0-G1	B1-U0-G2	B1-U0-G1	B1-U0-G1
BL4	Lumens	2,613	5,225	2,157	4,313
	Bug Rating	B1-U0-G1	B1-U0-G2	B1-U0-G1	B1-U0-G1
GZW	Lumens	2,785	5,570	2,299	4,598
	Bug Rating	B2-U0-G2	B3-U0-G3	B1-U0-G1	B2-U0-G2
SLR/SLL	Lumens	2,435	4,869	2,010	4,020
	Bug Rating	B1-U0-G1	B1-U0-G2	B1-U0-G1	B1-U0-G2

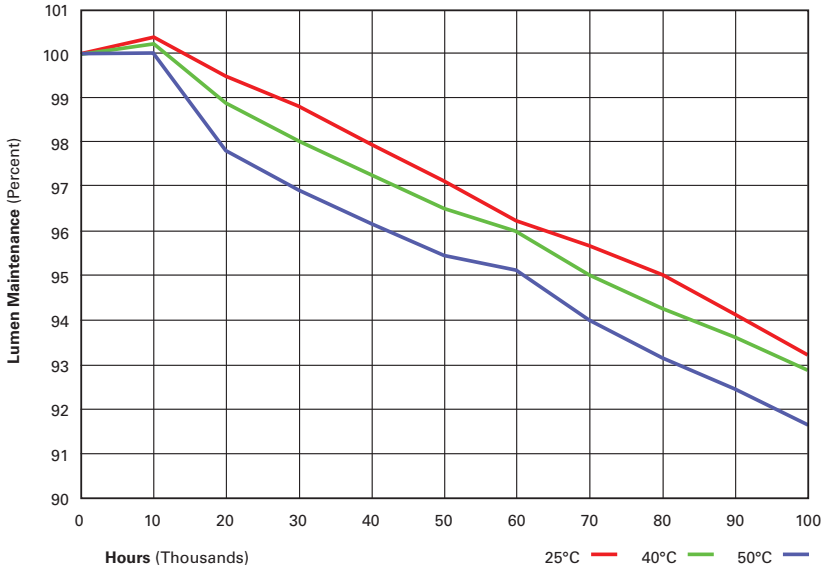
LUMEN MAINTENANCE

Ambient Temperature	25,000 Hours*	50,000 Hours*	60,000 Hours*	100,000 Hours	Theoretical L70 (Hours)
25ºC	> 99%	> 97%	> 96%	> 93%	> 450,000
40ºC	> 98%	> 97%	> 96%	> 92%	> 425,000
50ºC	> 97%	> 96%	> 95%	> 91%	> 400,000

* Per IESNA TM-21 data.

LUMEN MULTIPLIER

Ambient Temperature	Lumen Multiplier
10ºC	1.02
15ºC	1.01
25ºC	1.00
40ºC	0.99



ORDERING INFORMATION

Sample Number: ISC-E02-LED-E1-BL3-GM

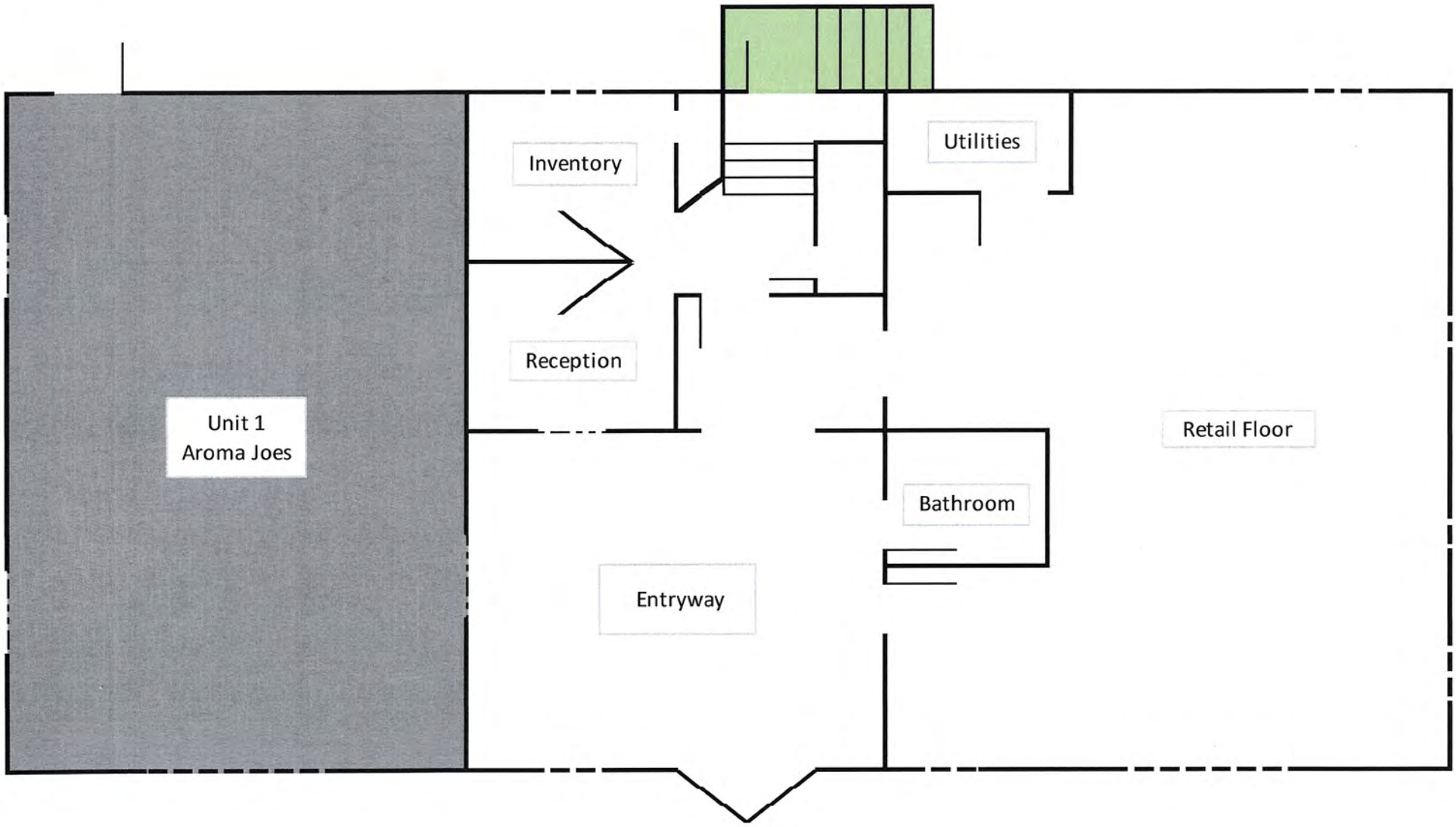
Product Family	Number of LightBARs [1, 2]	Lamp Type	Voltage	Distribution	Color [4]
ISC=Impact Elite LED Small Cylinder **ISS**=Impact Elite LED Small Quarter Sphere **IST**=Impact Elite LED Small Trapezoid **ISW**=Impact Elite LED Small Wedge	**E01**=(1) 21 LED LightBAR **E02**=(2) 21 LED LightBARs **F01**=(1) 7 LED LightBAR **F02**=(2) 7 LED LightBARs	**LED**=Solid State Light Emitting Diodes	**E1**=Electronic (120-277V) **347**=347V **480**=480V [3]	**BL2**=Type II w/Back Light Control **BL3**=Type III w/Back Light Control **BL4**=Type IV w/Back Light Control **GZW**=Wall Grazer Wide **SLL**=90° Spill Light Eliminator Left **SLR**=90° Spill Light Eliminator Right	**AP**=Grey **BZ**=Bronze **BK**=Black **DP**=Dark Platinum **GM**=Graphite Metallic **WH**=White

Options (Add as Suffix)	**Accessories** (Order Separately) [10]
2L=Two Circuits [5] **7030**=70 CRI / 3000K CCT [6] **7050**=70 CRI / 5000K CCT [6] **7060**=70 CRI / 5700K CCT [6] **8030**=80 CRI / 3000K CCT [6] **P**=Button Type Photocontrol (Available in 120, 208, 240 or 277V. Must Specify Voltage) **OSB**=Occupancy Sensor with Back Box (Specify 120V or 277V) [7] **BBB-XX**=Battery Pack with Back Box (Specify 120V or 277V) [8] **CWB-XX**=Cold Weather Battery Pack with Back Box (Specify 120V or 277V) [9] **DIM**=0-10V Dimming Drivers **LCF**=LightBAR Cover Plate Matches Housing Finish **ULG**=Uplight Glow **TR**=Tamper Resistant Hardware	**MA1253**=10kV Circuit Module Replacement **MA1254-XX**=Thruway Back Box - Impact Elite Trapezoid **MA1255-XX**=Thruway Back Box - Impact Elite Cylinder **MA1256-XX**=Thruway Back Box - Impact Elite Quarter Sphere **MA1257-XX**=Thruway Back Box - Impact Elite Wedge

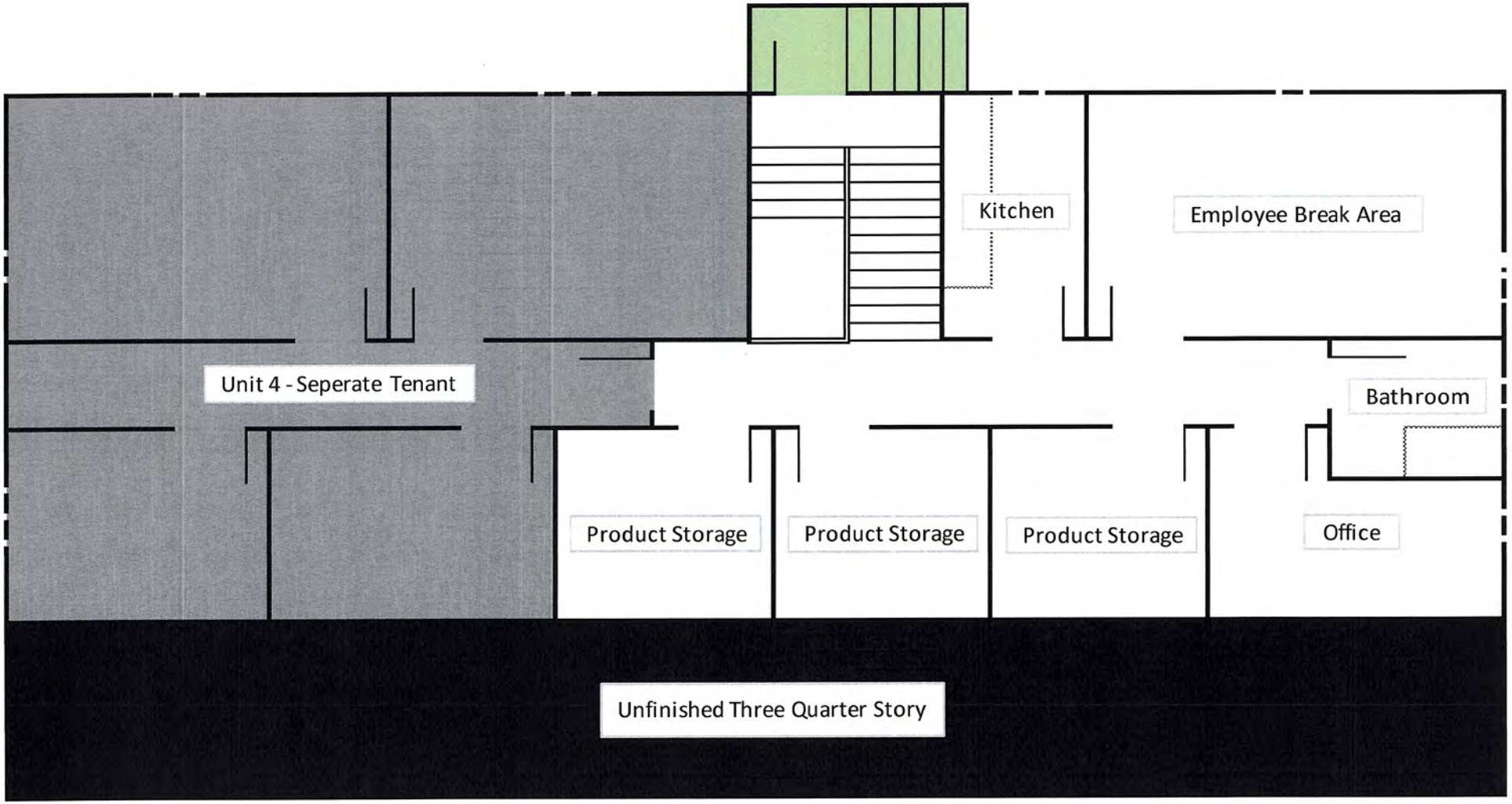
NOTES:
1. Standard 4000K CCT and greater than 70 CRI. LightBARs for downlight use only.
2. 21 LED LightBAR powered by 350mA and 7 LED LightBAR powered by 1A.
3. Only for use with 480V Wye systems. Per NEC, not for use with ungrounded systems, impedance grounded systems or corner grounded systems (commonly known as Three Phase Three Wire Delta, Three Phase High Leg Delta and Three Phase Corner Grounded Delta systems).
4. Custom and RAL color matching available upon request. Consult your lighting representative at Eaton for more information.
5. Low-level output varies by bar count. Consult factory. Not available with 347V or 480V. Available with two bars (E02 or F02) only.
6. Extended lead times apply.
7. Available with E02 or F02, only one bar on street side will be wired to sensor. Time delay factory setting 15-minutes. When ordered with PC option, both bars are connected to photocontrol as primary switching means. Standard sensor lens covers 8' mounting height, 360° coverage, maximum 48' diameter. Not available in all configurations or with BBB or CWB options.
8. Specify 120V or 277V. LED standard integral battery pack is rated for minimum operating temperature 32°F (0°C). Operates one bar for 90-minutes. Not available in all configurations or with OSB option. Consult factory.
9. Specify 120V or 277V. LED cold weather integral battery pack is rated for minimum operating temperature -4°F (-20°C). Operates one bar for 90-minutes. Not available in all configurations or with OSB option. Consult factory.
10. Replace XX with color suffix.

Powering Business Worldwide

Eaton
1121 Highway 74 South
Peachtree City, GA 30269
P: 770-486-4800
www.eaton.com/lighting



89 ROUTE 236 KITTERY, ME
FIRST FLOOR
EXISTING FLOORPLAN



89 ROUTE 236 KITTERY, ME
SECOND FLOOR
EXISTING FLOORPLAN

TRAFFIC IMPACT STUDY

PROPOSED MARIJUANA SALES FACILITY

89 ROUTE 236, KITTERY, MAINE

May 8, 2023

Prepared For:

Green Truck

19 Buffum Road

North Berwick, ME 03906

Prepared by:

Sewall

The evolution of expertise

A TFIC Company

14 York Street · Portland, Maine 04101 · +1.207.817.5440 · sewall.com · info@sewall.com

INTRODUCTION

The purpose of this report is to summarize a traffic impact study performed by James W. Sewall Company (Sewall) for a proposed marijuana retail sales shop to be located at 89 Route 236 in Kittery, Maine. The site location is shown on the map in Figure 1. The marijuana sales facility will be located in an existing building that currently houses an 800 square foot (S.F.) Aroma Joe's coffee shop. The gross square footage (S.F.) of the space to be occupied by the marijuana sales facility is 2,700 S.F. A traffic movement permit (TMP) was obtained for the building, for the Aroma Joe's and 2,700 S.F. of office space in 2015. A copy of the TMP is provided in the appendix. Access to the site will be provided by the existing full-movement drive to Route 236. This drive is served by a right-turn lane on Route 236. Additionally, this drive is shared with an adjacent storage building for access management purposes.

This report details the traffic analysis which determines the expected number of new trips to be generated by the marijuana sales facility and any off-site impacts on level of service or safety for the local Town of Kittery approval process.

It is understood that the shop is expected to be renovated and fully occupied by late 2023. Hence, 2024 was utilized as the study year, to allow for a possible slip in occupancy date, for traffic analysis puposes.

TRIP GENERATION ANALYSIS

The number of trips to be generated by the proposed marijuana sales facility was estimated utilizing the latest Institute of Transportation Engineers (ITE) "Trip Generation, 11th edition". Land use code (LUC) 882 – Marijuana Dispensary was utilized on the basis of 2,700 gross S.F. Additionally, the number of trips generated by the former office use was calculated utilizing LUC 712 – Small Office Building so the increase in trips to the site could be shown. The results are summarized below:

	ITE TRIP GENERATION (One-way Trip-ends)		
Time Period	Retail Sales	Former Office	New Trips
Weekday	570	38	532
AM Peak Hour – Adjacent Street	28	5	23
Entering	15	4	11
Exiting	13	1	12
AM Peak Hour – Generator	45	7	38
Entering	24	4	20
Exiting	21	3	18

Time Period	Retail Sales	Former Office	New Trips
PM Peak Hour – Adjacent Street	51	6	45
Entering	26	2	24
Exiting	25	4	21
PM Peak Hour – Generator	66	9	57
Entering	33	4	29
Exiting	33	5	28
Saturday Peak Hour - Generator	78	1	77
Entering	39	1	38
Exiting	39	0	39

The preceding results show that the proposed marijuana shop is expected to generate from 23 to 77 new one-way trips in peak hours, over the former office use. Since new trip generation will be under 100 trips in all peak hours, a new or modified TMP is not required from MaineDOT. The highest peak hour trip generation will occur during the weekday PM and Saturday peak hour periods, typical of retail establishments. Hence, these were selected as the initial analysis periods for this study.

TRAFFIC VOLUMES

Turning movement/classification counts were previously conducted by Sewall during the weekday PM peak hour (3:00 - 6:00) and the Saturday peak hour (11:00 – 2:00) periods at the signalized intersection of Route 236, Martin Road and Stevenson Road to determine existing volumes in December of 2021 for a Traffic Impact Study conducted by Sewall for another marijuana sales shop previously proposed at 41 Route 236. That study found that the weekday PM peak hour volumes are significantly higher for all intersection approaches as well as overall. The total weekday PM peak hour volumes were 42 % higher than the Saturday peak hour.

Updated turning movement counts were conducted at the intersection of Route 236, Fernald Road and the site drive as follows:

Count Period	Count Date	Peak Hour
Weekday PM – 3:00 – 6:00 PM	4/5/2023	3:30 -4:30
Saturday Mid-Day – 11:00 AM – 2:00 PM	4/8/2023	12:15 – 1:15

The above count results were reviewed and it was determined that the current PM peak hour counts were 25 % higher than the Saturday peak hour. As a result, the weekday PM peak hour was determined to be the analysis period for this study.

An updated weekday PM peak hour turning movement count was obtained on April 12, 2023 at the intersection of Route 236, Stevenson Road and Martin Road. The PM peak hour occurred from 3:30 to 4:30 PM. All PM volumes were factored to peak summer conditions utilizing MaineDOT group mean factors. The 2023 results are shown in Figure 2.

Existing average annual daily traffic (AADT) data for the area was obtained from "Traffic Volume Counts, 2019 and 2014 Annual Reports", published by MaineDOT as well as the MaineDOT Interactive Traffic Map. This data is summarized below:

	Average Annual Daily Traffic				
Location Description	2010	2013	2015	2016	2019
Route 236, southeast of Stevenson Road	18120	18630	---	17760	17870
Route 236, northwest of Martin Road	17790	18660	---	17780	17420
Route 236, southeast of Bolt Hill Road	17490	17630	18950	17460	---

As seen above, traffic volumes have generally been declining along this section of Route 236 over the longer-term period 2010 to 2019.

The Town of Kittery Planner was contacted to determine if there are any other approved (but unbuilt) developments, expected to significantly impact future Route 236 volumes in the area, which should be considered in the traffic analysis. Only one project was identified that will impact future traffic volumes in this area, the Kittery car wash, which is currently under construction on the corner of Route 236 and Mackenzie Lane. This car wash will be an automated car wash facility with two wash bays. Based upon ITE data for LUC 949 –Car Wash and Detail Center, this car wash will generate 27 PM peak hour trips (13 entering and 14 exiting). These other trips were added to the existing 2023 volumes in Figure 3. Hence, the projected 2024 No Build volumes, allowing for annual traffic growth rate, and the other development trips, are shown in Figure 4.

The trip assignments for the retail shop were assigned using the travel patterns recorded during the counts. Based upon ITE data, approximately 34 % of retail trips are pass-by during the PM peak hour period. A lesser 25 % was assumed for this analysis, to be conservative. The resulting trip assignments for the PM peak hour of the adjacent street are shown in Figure 5. Based upon the trip assignments the shop is expected to have a minimal impact on off-site traffic operations.

Generally, a project won't have an impact on traffic operations unless it generates more than 25 lane hour trips. Based upon the trip assignments, the proposed marijuana sales

shop will generate a maximum of 15 lane hours during the PM peak hour analysis period. Given the trip assignments, the study area encompasses the site drive intersection, but it was extended to the nearby intersection of Martin and Stevenson Roads to evaluate off-site impact. Lastly, the projected Build 2024 volumes are shown in Figure 6.

CAPACITY ANALYSIS

Traffic operations are evaluated in terms of level of service (LOS). Level of service is a qualitative measure that describes operations by letter designation. The levels range from A - very little delay to F - extreme delays. Level of service "D" is generally considered acceptable in urban locations while LOS "E" is generally considered the capacity of a facility and the minimum tolerable level. The level of service for signalized intersections is based upon the average control or signal delay per vehicle. These criteria are defined in the following table excerpted from the 2010 "Highway Capacity Manual":

Signalized Intersection Level of Service

LOS	Delay Range
A	< = 10.0 seconds
B	> 10.0 and <= 20.0
C	> 20.0 and <= 35.0
D	> 35.0 and <= 55.0
E	> 55.0 and <= 80.0
F	> 80.0

The level of service for unsignalized intersections is based upon average control delay per vehicle for each minor, opposed movement, as defined in the following table:

Unsignalized Intersection Level of Service

LOS	Delay Range
A	< = 10.0 seconds
B	> 10.0 and <= 15.0
C	> 15.0 and <= 25.0
D	> 25.0 and <= 35.0
E	> 35.0 and <= 50.0
F	> 50.0

SIGNALIZED INTERSECTION ANALYSIS

The level of service (LOS) was determined for the nearby signalized intersection of Stevenson and Martin Road for 2024 No Build and Build conditions using Synchro 11 and SimTraffic (the average of five runs) to evaluate off-site impact. The results are provided in the appendix and are summarized in the following table:

	Route 236, Stevenson Road & Martin Road PM Peak Hour Level of Service	
	No Build	Build
Approach/Movement	2024	2024
Eastbound Route 236 Lefts	D (47.5)	D (48.4)
Eastbound Route 236 Thrus/Rights	A (9.7)	A (9.7)
Eastbound Route 236 Overall	**B (11.8)**	**B (11.9)**
Westbound Route 236 Lefts	D (45.0)	D (46.5)
Westbound Route 236 Thrus/Rights	C (32.0)	C (32.6)
Westbound Route 236 Overall	**C (32.3)**	**C (32.9)**
Northbound Martin Road Lefts/Thrus	D (43.6)	D (40.5)
Northbound Martin Road Rights	A (7.4)	A (9.3)
Northbound Martin Road Overall	**C (30.6)**	**C (29.0)**
Southbound Stevenson Road Lefts/Thrus	D (47.8)	D (47.6)
Southbound Stevenson Road Rights	C (23.9)	C (23.6)
Southbound Stevenson Road Overall	**C (34.1)**	**C (33.8)**
Intersection Overall	**C (24.9)**	**C (25.1)**

As seen above, the nearby signalized intersection is projected to operate at LOS “C” overall in 2024 under both No Build and Build volumes, with all lanes at an acceptable LOS “D” or better. The new trips to Route 236 from the proposed shop will have no significant impact on operations or delays at this intersection as shown by the minimal 0.2 increase in overall delay, as expected given the limited off-site volumes.

UNSIGNALIZED INTERSECTION ANALYSIS

Level of service was also calculated for the proposed site drive intersection to assess drive operations and determine the need for any improvements. The preliminary analysis showed a significant queue on Route 236 as a result of entering left-turns under existing conditions. Hence, left-turn lane warrant analysis was performed for Existing 2023 and proposed 2024 Build volumes. The results show that given the Route 236 volumes and

speed limit, a left-turn lane is currently warranted during the PM peak hour period by the existing Aroma Joe's volumes. This is primarily a function of the high Route 236 volumes. As a result, to improve safety and provide for additional entering lefts, a left-turn lane is recommended on Route 236 to store traffic entering the site. This will improve safety by giving left-turners a designated place to wait to enter the site and will reduce the potential for rear-end collisions. Based upon the projected PM volumes, a 50' left-turn lane was assumed for the following capacity analysis. The results, based upon the average of five SimTraffic runs, are as follows:

Route 236, Fernald Road, and Site Drive
PM Peak Hour Level of Service

Approach/Movement	No Build 2024	Build 2024
Eastbound Route 236 Lefts/Thrus	A (1.5)	A (1.6)
Eastbound Route 236 Rights	A (0.0)	A (0.0)
Eastbound Overall	A (1.5)	A (1.6)
Westbound Lefts	--	A (4.5)
Westbound Throughs/Rights	--	B (10.5)
Westbound Overall	B (10.8)	B (10.4)
Northbound Site Drive Lefts/Thrus	F (62.2)	F (79.0)
Northbound Site Drive Rights	A (7.3)	A (7.5)
Northbound Site Drive Overall	C (22.7)	D (31.0)
Southbound Fernald Road	F (139.5)	F (127.2)
Intersection Overall	**A (9.6)**	**A (9.4)**

As seen above, the unsignalized site drive is projected to operate at an acceptable LOS "D" during the PM peak hour under 2024 Build volumes. During the PM peak hour, left-turns out of the site currently operate at LOS "F". LOS "F" is not uncommon for left-turns out of drives and side streets onto busy arterials during peak summer conditions. Left-turns under projected Build volumes will operate at a similar LOS" F" with slightly longer delays. There are no additional improvements that can be implemented to improve the LOS for exiting left turns since dual exit lanes (separate left and right turn) are already provided at this drive.

Fernald Road also operates at LOS "F" under current conditions. With the addition of the left-turn lane on Route 236 to serve the site the delays exiting Fernald Road are shown to lessen. Therefore, this project is not expected to have a negative impact on operations for Fernald Road movements. Additionally, the delay for the westbound Route 236 approach improves due to the addition of the left-turn lane.

QUEUE ANALYSIS

Given the poor level of service for some movements at the site drive intersection, queues were also evaluated based upon the SimTraffic results. These results are summarized in the following table:

Route 236, Fernald Road, and Site Drive
PM Peak Hour – 95th Percentile Queues

Approach/Movement	Available/ Proposed	No Build 2024	Build 2024
Eastbound Route 236 Lefts/Thrus	--	24’	17’
Eastbound Route 236 Rights	65’	0’	0’
Westbound Lefts	50’	--	38’
Westbound Throughs/Rights	--	94’	16’
Northbound Site Drive Lefts/Thrus	60’	28’	52’
Northbound Site Drive Rights	60’	35’	50’
Southbound Fernald Road	---	99’	100’

The above queue results show that the proposed 50’ left-turn lane on Route 236 will be adequate for left-turns entering the drive during the PM peak hour period. Additionally, other storage lengths are also adequate to store the projected volumes. Given that Route 236 is a state highway, the design of the left turn lane will need to go through the MaineDOT developer review and approval process to gain construction authorization and be constructed according to MaineDOT procedures and specifications.

SAFETY ANAYSIS

ACCIDENT REVIEW

The Maine Department of Transportation uses two criteria to determine high crash locations (HCLs). The first is the critical rate factor (CRF), which is a measure of the accident rate. A CRF greater than one indicates a location which has a higher than expected crash rate. The expected rate is calculated as a statewide average of similar facilities.

The second criterion, which must also be met, is based upon the number of accidents that occur at a particular location. Eight or more accidents must occur over the three-year study period for the location to be considered a high crash location.

Accident data was obtained from MaineDOT for Route 236 from the Eliot town line to the signalized intersection of Stevenson Road and Martin Road. The data is summarized below:

Route 236 (Rogers Road) Location Description	# of Crashes	CRF
Between Eliot-Kittery TL and Fernald Road	3	0.86
Westerly Intersection of Fernald Road	2	0.36
Between Fernald Road and Fernald Road	1	0.10
Between Fernald Road and Mackenzie Lane	1	0.17
Intersection of Mackenzie Lane	3	0.50
Between Mackenzie Lane and 0.33 miles east	8	0.41
Between Stevenson Road and 0.02 mi west	1	0.43
Intersection of Stevenson Road & Martin Road	3	0.14

As seen above, there are no high crash locations or locations approaching both crash criteria along this section of Route 236, so no further accident review or evaluation is necessary.

DRIVEWAY SIGHT DISTANCE

Another important safety consideration is sight distance from the site drive. This drive meets MaineDOT sight distance standards based upon the recent issuance of a TMP for this drive. It is important that no new signage or landscaping be located within the drive sight triangles that could restrict or limit sight distance in the future.

SUMMARY AND RECOMMENDATIONS

The proposed marijuana sales facility is expected to generate between 23 and 77 new one-way trips during peak hours based upon the most recent ITE data. Based upon the traffic count results, with consideration of the site's peak hours, the weekday PM peak hour of the adjacent street was selected for the traffic analysis. Based upon the trip assignments, the study area was defined as extending from the site through the site drive intersection, but it was extended to the nearby signalized intersection of Martin and Stevenson Roads to demonstrate off-site impact.

In terms of capacity, the signalized intersection of Martin and Stevenson Road is expected to operate at level of service "C" overall under 2024 No Build volumes during the weekday PM peak hour. Under projected Build volumes the LOS will remain at this level with no measurable increase in delay, demonstrating no capacity concerns and limited impact off-site.

The site drive is projected to operate at an acceptable LOS "D" overall with left turns at LOS "F", typical of drives onto busy arterials, under Build volumes. Given projected queuing on Route 236 due to left turns, left turn warrant analysis was performed. A left-turn lane is currently warranted by the existing left turn volumes entering Aroma Joe's, given the high Route 236 volumes. Given this result and to improve safety, a 50' left-turn lane is recommended on Route 236 to store left-turns entering the site. The left-turn lane design will need to go through the MaineDOT review and approval process. A Developer State Agreement will be required in order to gain construction authorization for this left-turn lane.

In terms of safety, there are no high crash locations within the vicinity of the site. Sight distance from the access drive is adequate but it is important that no landscaping or signage be added which could obstruct the drive sight triangles in the future.

Figure 1

Site Location Map

89 Route 236 Marijuana Sales

Kittery, Maine

Sewall
The evolution of expertise
A TFIC Company

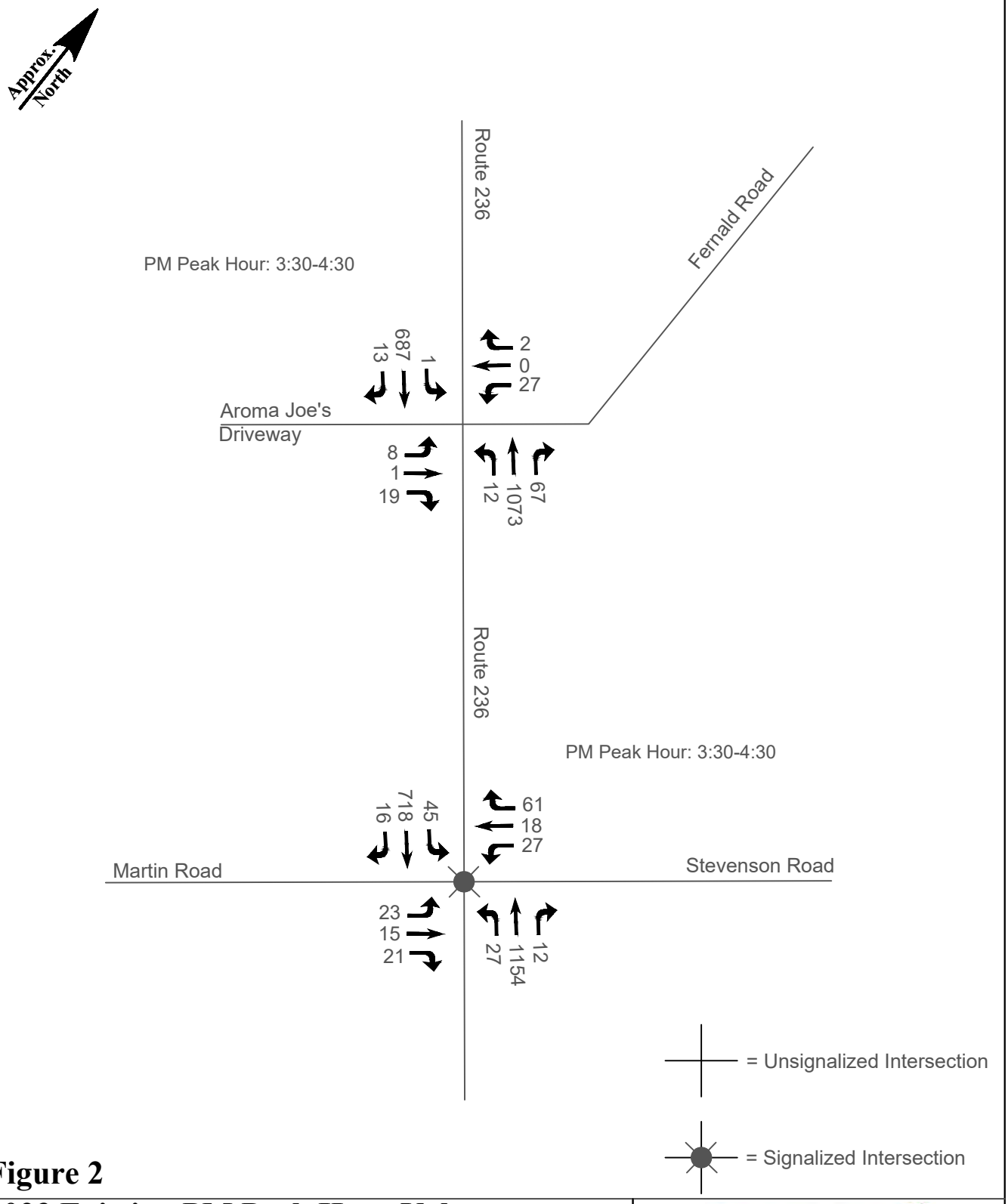


Figure 2

2023 Existing PM Peak Hour Volumes
89 Route 236 Marijuana Sales
Kittery, Maine

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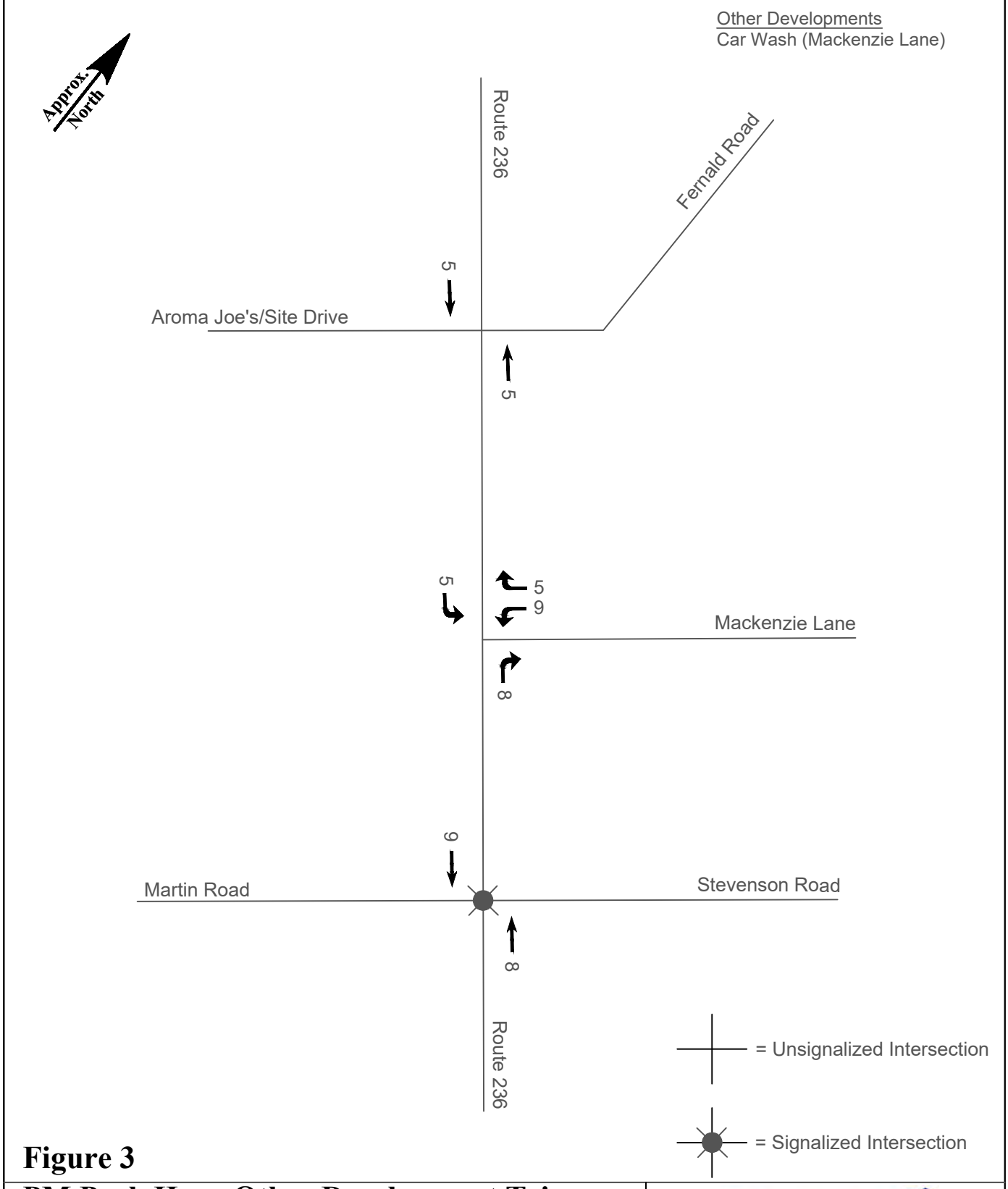

Figure 3

PM Peak Hour Other Development Trips
89 Route 236 Marijuana Sales
Kittery, Maine

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The evolution of expertise

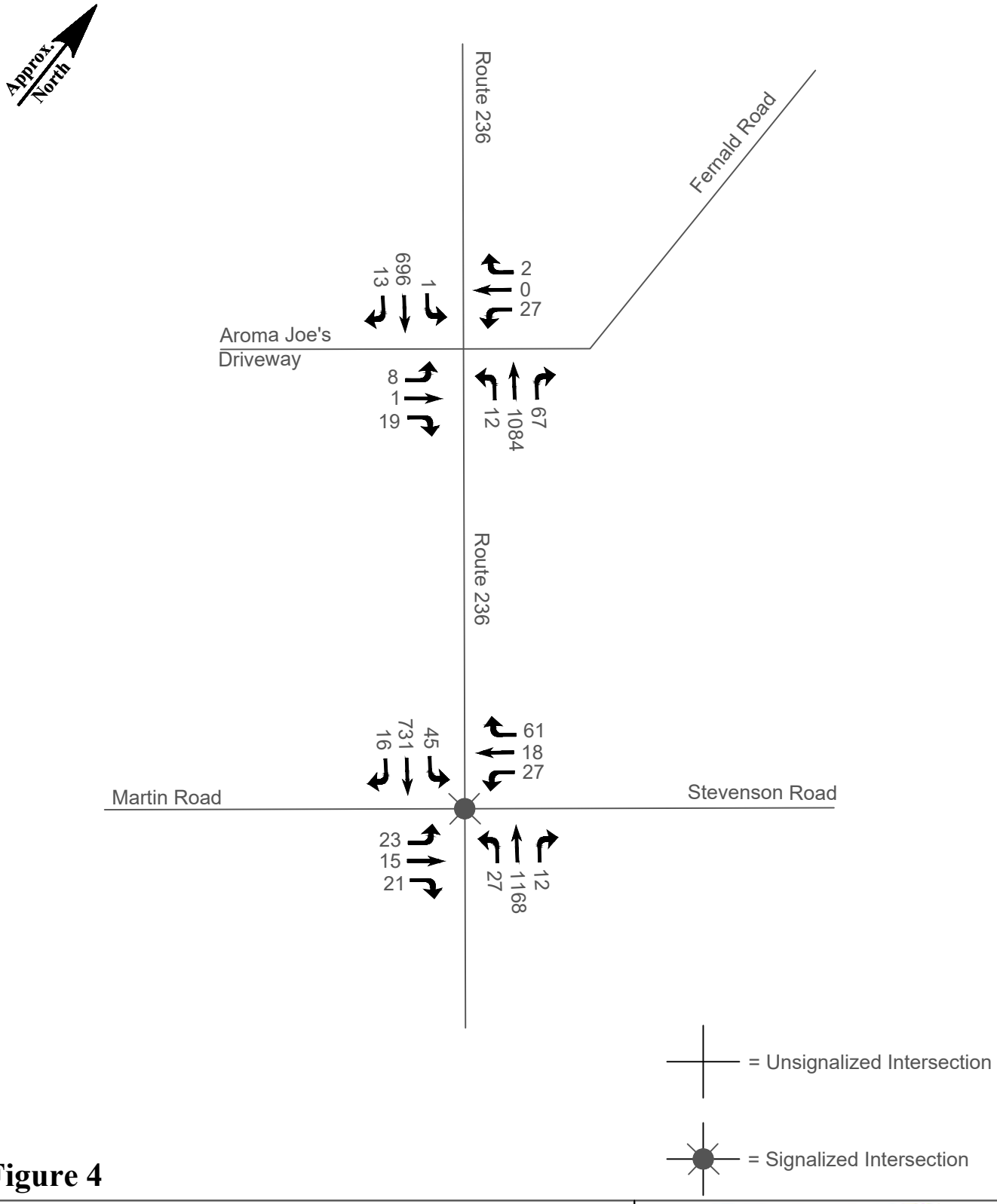

Figure 4

2024 No Build PM Peak Hour Volumes
89 Route 236 Marijuana Sales
Kittery, Maine

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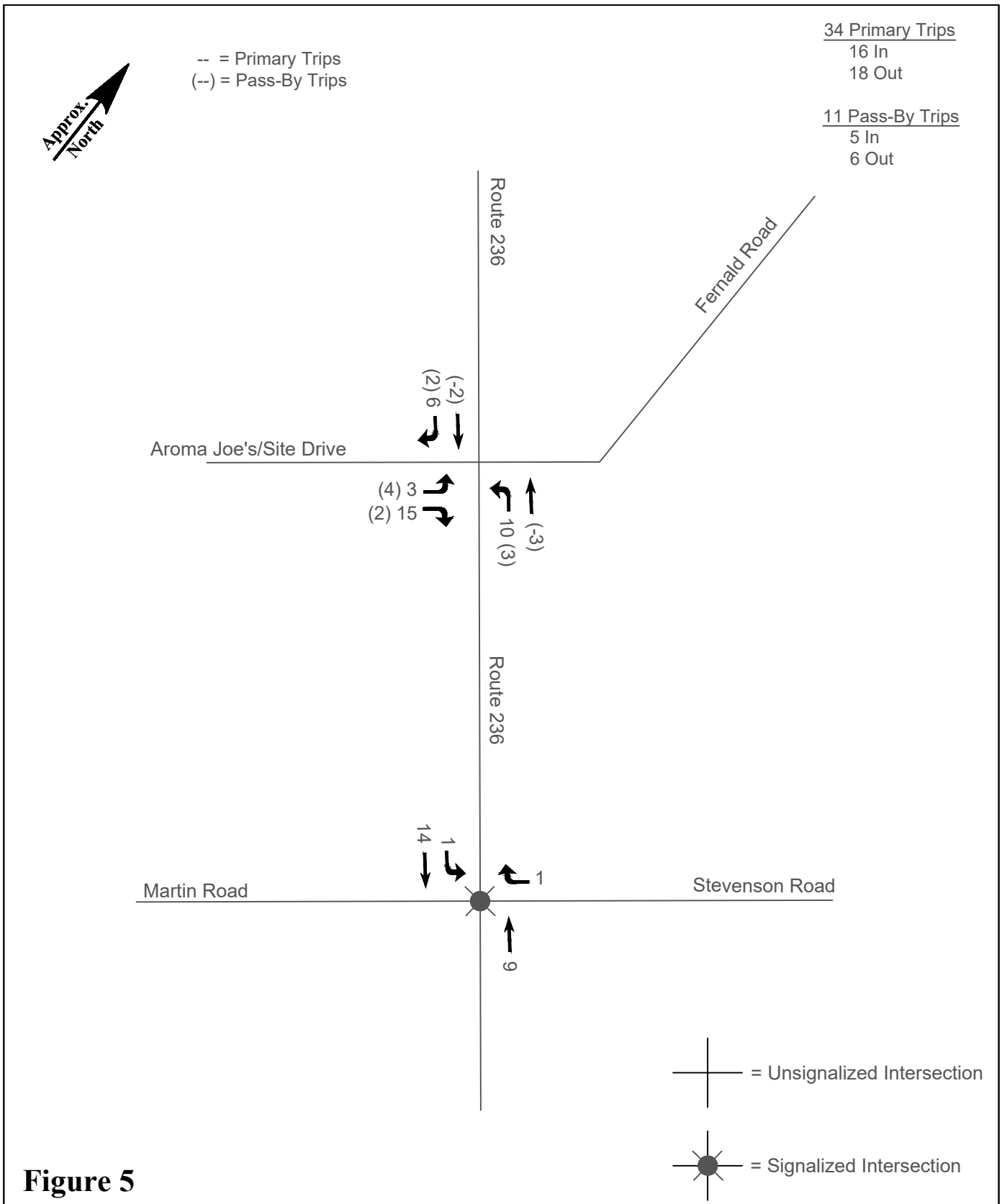

Figure 5

PM Peak Hour Trip Assignments
89 Route 236 Marijuana Sales
Kittery, Maine

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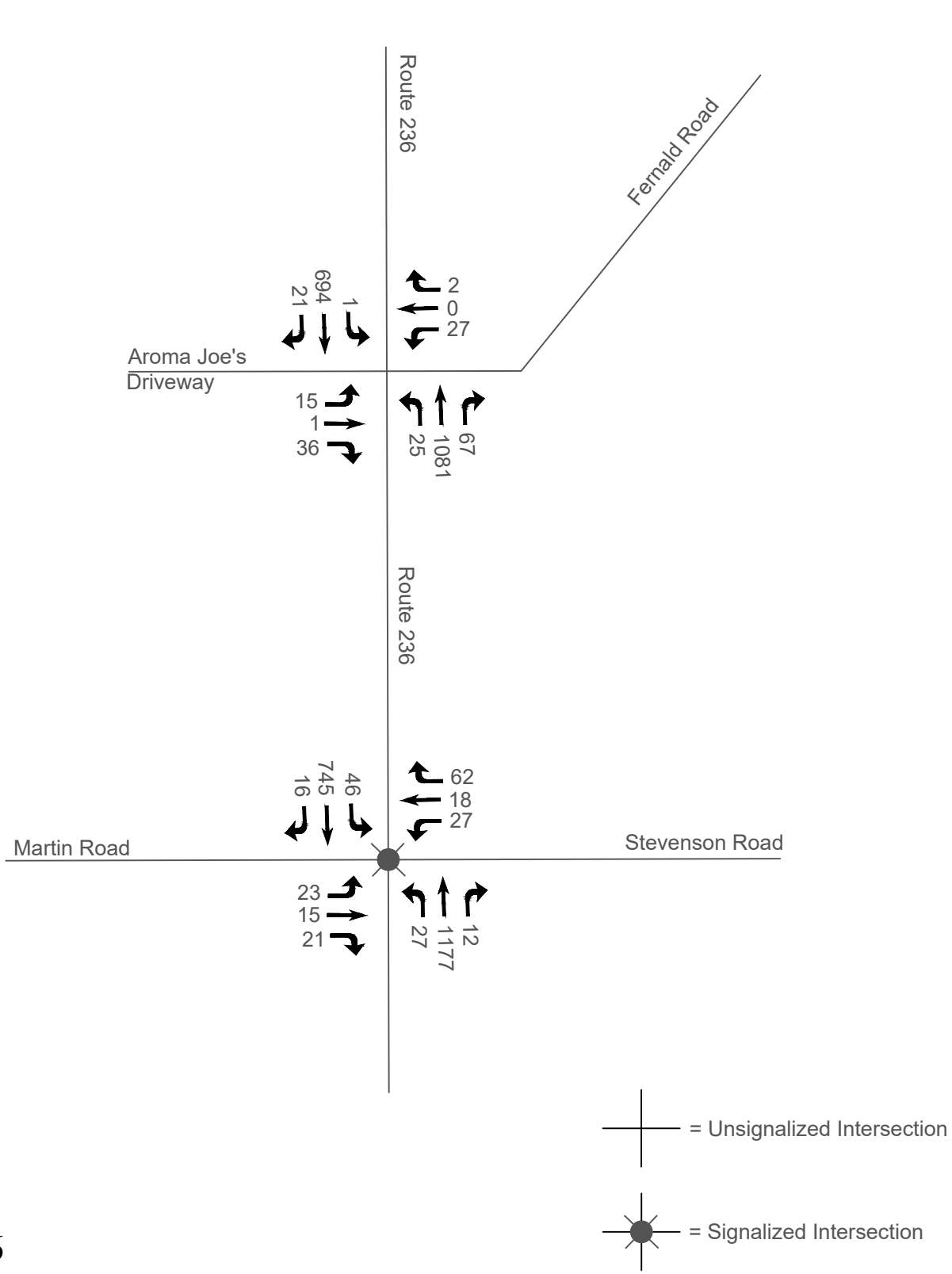

Figure 6

2024 Build PM Peak Hour Volumes

89 Route 236 Marijuana Sales

Kittery, Maine

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The evolution of expertise

APPENDIX

Existing Traffic Movement Permit

Turning Movement Counts

Capacity Analysis

Accident Data

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

Applicant:	Rockwell Homes, LLC 1021 Goodwin Road Eliot, ME 03903
Project Location:	89 Route 236, Kittery, Maine Kittery Tax Map 028, Lot 14-2
Project:	Aroma Joe's and Office Space
Identification #:	Reg.01-00203-A-N
Permit Category:	100-200 PCE's
Traffic Engineer:	Eaton Traffic Engineering Attn: William C. Eaton, PE 67 Winter Street, Suite I Topsham, ME 04086 (207) 725-9805

Pursuant to the provision of 23 M.R.S.A. § 704-A and Chapter 305 of the MaineDOT's Regulations, the Maine Department of Transportation has considered the application of Rockwell Homes, LLC with supportive data, agency review and other related materials on file.

PROJECT DESCRIPTION

The project consists of a multi-use building housing an Aroma Joe's retail coffee business and 2,700 SF of office space. The project is estimated to generate 134 trips during the AM peak hour of travel. The site is proposed to be accessed via one existing full movement unsignalized entrance on Route 236.

Findings

Based on a review of the files and related information, MaineDOT approves the Traffic Movement Permit Application of Rockwell Homes, LLC. subject to the following conditions:

MITIGATION

The mitigation is intended to describe that conceptually shown on the following plan provided by Tidewater Engineering and Surveying, LLC. The plan is titled "Proposed Site Plan", dated August 27th, 2015.

If the descriptions contained herein conflict with the plan, these descriptions shall take precedence over the plan. Not all of the mitigation discussed herein maybe shown on that or any plan. The following mitigation shall be constructed or implemented to MaineDOT's satisfaction prior to the opening of the facility, unless otherwise approved by MaineDOT.

General Requirements For All Entrances

The entrances shall provide overhead illumination, if not existing, to illuminate the intersections per MaineDOT standards at a minimum. Overhead lighting shall have an average of 0.6 to 1.0 foot candles, with the maximum to minimum lighting ratio of not more than 10:1 and an average to minimum light level of not more than 4:1.

Off-Site Mitigation

Site Entrance / Route 236

Construct a dedicated right-turn pocket on Route 236 to serve traffic turning right into the site entrance. The dedicated right-turn pocket shall meet MaineDOT design guide standards for a priority 1 arterial highway.

Overall Requirements

A. Provide all necessary auxiliary signs, striping and pavement markings to implement the improvements described herein according to MaineDOT and/or National standards.

B. All plantings and signs (existing and/or proposed; permanent and/or temporary) shall be placed and maintained such that they do not block available sight distances and do not violate the State's "Installations and Obstructions" law. No signage, plantings or structures shall be allowed within the "clear zone" if they constitute a deadly fixed object as determined by MaineDOT. All signs shall meet MRSA Title 23, Chapter 21, Section 1914: "On-Premise Signs".

C. If any of the supporting data or representations for which this permit is based changes in any way or is found to be incorrect / inaccurate, the applicant shall request in writing from MaineDOT a decision of what impacts those changes will have on the permit. The applicant will then be required to submit those changes for review and approval and additional mitigation as a result of those changes may be required at the expense of the applicant.

D. Because the proposed project affects the State Highway and drainage systems and requires improvement to that system, the applicant must obtain approval of the design plans and coordinate work through MaineDOT's State Traffic Engineer or Assistant State Traffic Engineer, who can be reached at (207) 624-3620 in Augusta.

By: _____
Stephen Landry, P.E.
State Traffic Engineer

Date: 11/23/15

Sewall

14 York Street
Portland, ME 04101

TITLE: Rte 236, Fernald & Aroma Joe's
TOWN: Kittery
COUNTER: J Mack
WEATHER: Cloudy

File Name : KitteryRte236FernaldAJPM2023
Site Code : 00453261
Start Date : 4/5/2023
Page No : 1

Gr. I Gr. I Gr. I

Groups Printed- Passenger Vehicles - Light Trucks - Heavy Trucks

	Fernald Rd Southbound					Route 236 Westbound					Aroma Joe's Shared Dr Northbound					Route 236 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	1	0	1	0	2	8	217	4	0	229	3	1	6	0	10	2	159	0	0	161	402
03:15 PM	1	0	0	0	1	8	238	5	0	251	4	0	7	0	11	5	155	0	0	160	423
03:30 PM	1	0	6	0	7	12	245	1	0	258	4	0	1	0	5	4	162	1	0	167	437
03:45 PM	0	0	3	0	3	11	229	4	0	244	5	0	3	0	8	4	165	0	0	169	424
Total	3	0	10	0	13	39	929	14	0	982	16	1	17	0	34	15	641	1	0	657	1686
04:00 PM	0	0	6	0	6	18	242	4	0	264	5	0	3	0	8	1	138	0	0	139	417
04:15 PM	1	0	9	0	10	19	246	3	0	268	5	1	1	0	7	4	151	0	0	155	440
04:30 PM	4	0	5	0	9	5	261	2	0	268	2	0	3	0	5	2	140	2	0	144	426
04:45 PM	0	0	3	0	3	9	204	5	0	218	3	1	2	0	6	4	118	1	0	123	350
Total	5	0	23	0	28	51	953	14	0	1018	15	2	9	0	26	11	547	3	0	561	1633
05:00 PM	3	0	6	0	9	13	177	2	0	192	3	0	4	0	7	2	128	2	0	132	340
05:15 PM	1	0	9	0	10	11	184	0	0	195	2	0	0	0	2	4	130	2	0	136	343
05:30 PM	0	0	5	0	5	6	162	0	0	168	5	0	3	0	8	4	140	0	0	144	325
05:45 PM	2	0	2	0	4	12	148	1	0	161	0	0	1	0	1	0	123	1	0	124	290
Total	6	0	22	0	28	42	671	3	0	716	10	0	8	0	18	10	521	5	0	536	1298
Grand Total	14	0	55	0	69	132	2553	31	0	2716	41	3	34	0	78	36	1709	9	0	1754	4617
Apprch %	20.3	0	79.7	0		4.9	94	1.1	0		52.6	3.8	43.6	0		2.1	97.4	0.5	0		
Total %	0.3	0	1.2	0	1.5	2.9	55.3	0.7	0	58.8	0.9	0.1	0.7	0	1.7	0.8	37	0.2	0	38	
Passenger Vehicles	14	0	55	0	69	131	2467	31	0	2629	41	3	32	0	76	36	1659	9	0	1704	4478
% Passenger Vehicles	100	0	100	0	100	99.2	96.6	100	0	96.8	100	100	94.1	0	97.4	100	97.1	100	0	97.1	97
Light Trucks	0	0	0	0	0	1	68	0	0	69	0	0	2	0	2	0	38	0	0	38	109
% Light Trucks	0	0	0	0	0	0.8	2.7	0	0	2.5	0	0	5.9	0	2.6	0	2.2	0	0	2.2	2.4
Heavy Trucks	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	12	0	0	12	30
% Heavy Trucks	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	0	0.7	0	0	0.7	0.6

Sewall

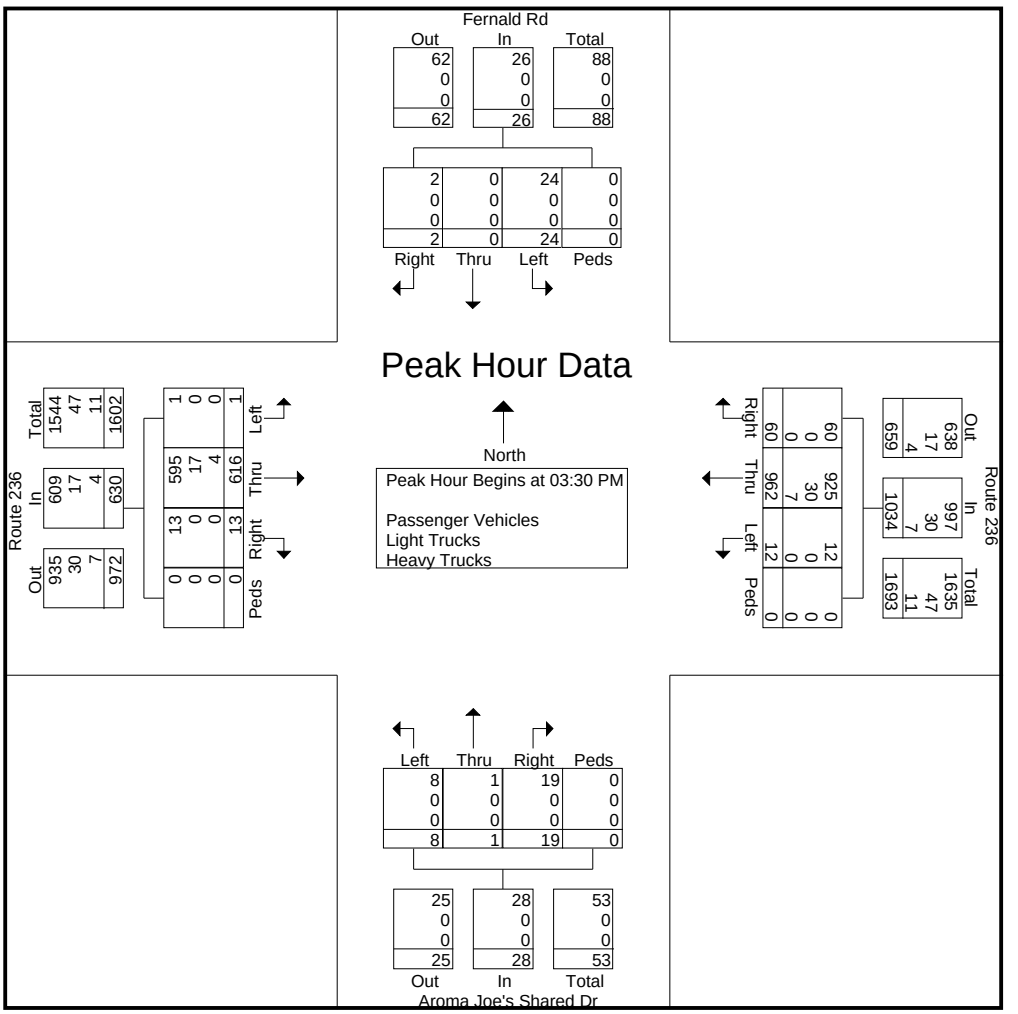
14 York Street
Portland, ME 04101

TITLE: Rte 236, Fernald & Aroma Joe's
TOWN: Kittery
COUNTER: J Mack
WEATHER: Cloudy

File Name : KitteryRte236FernaldAJPM2023
Site Code : 00453261
Start Date : 4/5/2023
Page No : 2

	Fernald Rd Southbound					Route 236 Westbound					Aroma Joe's Shared Dr Northbound					Route 236 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	**1**	0	6	0	7	12	245	1	0	258	4	0	1	0	5	**4**	162	**1**	0	167	437
03:45 PM	0	0	3	0	3	11	229	**4**	0	244	**5**	0	**3**	0	**8**	4	**165**	0	0	**169**	424
04:00 PM	0	0	6	0	6	18	242	4	0	264	5	0	3	0	8	1	138	0	0	139	417
04:15 PM	1	0	**9**	0	**10**	**19**	**246**	3	0	**268**	5	**1**	1	0	7	4	151	0	0	155	**440**
Total Volume	2	0	24	0	26	60	962	12	0	1034	19	1	8	0	28	13	616	1	0	630	1718
% App. Total	7.7	0	92.3	0		5.8	93	1.2	0		67.9	3.6	28.6	0		2.1	97.8	0.2	0		
PHF	.500	.000	.667	.000	.650	.789	.978	.750	.000	.965	.950	.250	.667	.000	.875	.813	.933	.250	.000	.932	.976
Passenger Vehicles	2	0	24	0	26	60	925	12	0	997	19	1	8	0	28	13	595	1	0	609	1660
% Passenger Vehicles	100	0	100	0	100	100	96.2	100	0	96.4	100	100	100	0	100	100	96.6	100	0	96.7	96.6
Light Trucks	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	0	17	0	0	17	47
% Light Trucks	0	0	0	0	0	0	3.1	0	0	2.9	0	0	0	0	0	0	2.8	0	0	2.7	2.7
Heavy Trucks	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	11
% Heavy Trucks	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	0	0.6	0	0	0.6	0.6
	2	0	27			67	1,073	12			19	1	8			13	687	1			

Gr. I = 0.97/0.87 = 1.115



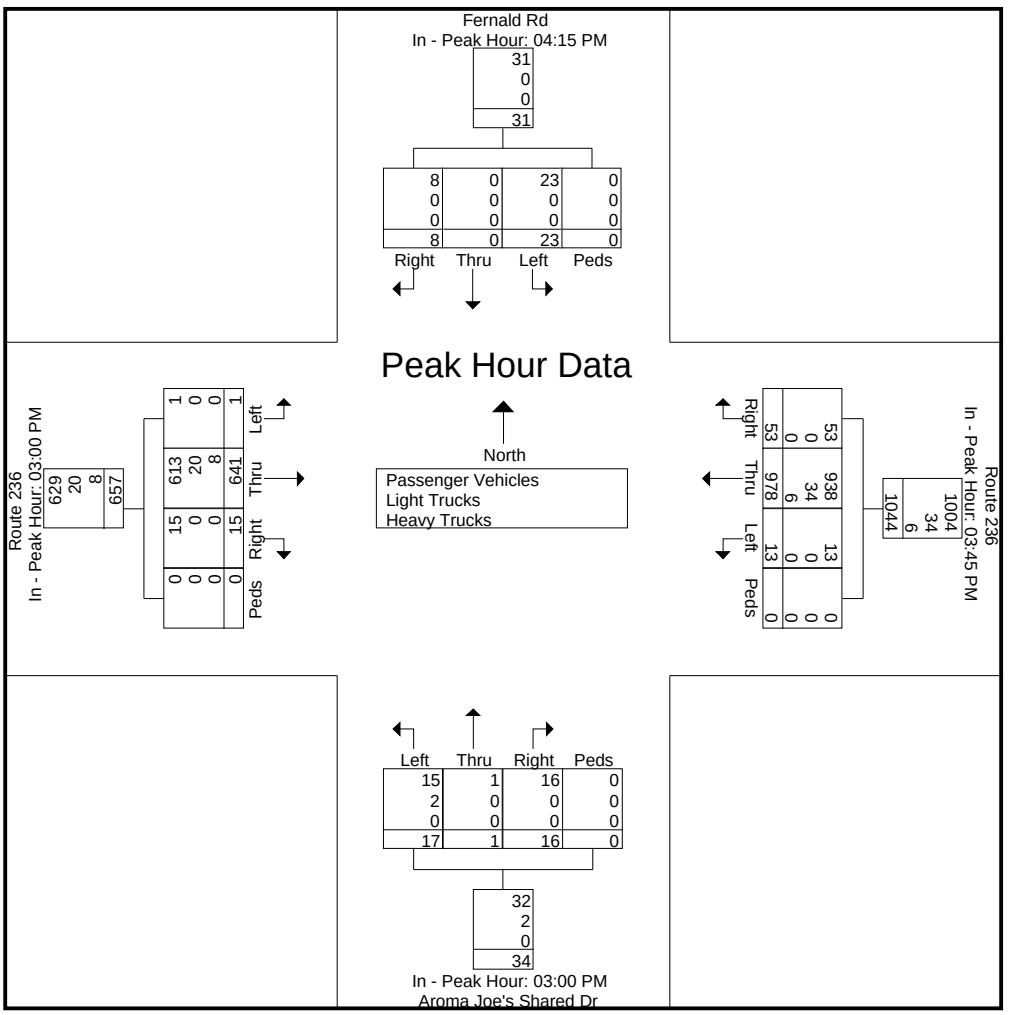
Sewall

14 York Street
Portland, ME 04101

TITLE: Rte 236, Fernald & Aroma Joe's
TOWN: Kittery
COUNTER: J Mack
WEATHER: Cloudy

File Name : KitteryRte236FernaldAJPM2023
Site Code : 00453261
Start Date : 4/5/2023
Page No : 3

	Fernald Rd Southbound					Route 236 Westbound					Aroma Joe's Shared Dr Northbound					Route 236 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:15 PM					03:45 PM					03:00 PM					03:00 PM					
+0 mins.	1	0	**9**	0	**10**	11	229	**4**	0	244	3	**1**	6	0	10	2	159	0	0	161	
+15 mins.	**4**	0	5	0	9	18	242	4	0	264	4	0	**7**	0	**11**	**5**	155	0	0	160	
+30 mins.	0	0	3	0	3	**19**	246	3	0	**268**	4	0	1	0	5	4	162	**1**	0	167	
+45 mins.	3	0	6	0	9	5	**261**	2	0	268	**5**	0	3	0	8	4	**165**	0	0	**169**	
Total Volume	8	0	23	0	31	53	978	13	0	1044	16	1	17	0	34	15	641	1	0	657	
% App. Total	25.8	0	74.2	0		5.1	93.7	1.2	0		47.1	2.9	50	0		2.3	97.6	0.2	0		
PHF	.500	.000	.639	.000	.775	.697	.937	.813	.000	.974	.800	.250	.607	.000	.773	.750	.971	.250	.000	.972	
Passenger Vehicles	8	0	23	0	31	53	938	13	0	1004	16	1	15	0	32	15	613	1	0	629	
% Passenger Vehicles	100	0	100	0	100	100	95.9	100	0	96.2	100	100	88.2	0	94.1	100	95.6	100	0	95.7	
Light Trucks	0	0	0	0	0	0	34	0	0	34	0	0	2	0	2	0	20	0	0	20	
% Light Trucks	0	0	0	0	0	0	3.5	0	0	3.3	0	0	11.8	0	5.9	0	3.1	0	0	3	
Heavy Trucks	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	
% Heavy Trucks	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0	0	0	0	1.2	0	0	1.2	



Sewall

14 York Street
Portland, ME 04101

TITLE: Route 236, Fernald Rd & Aroma Joe
TOWN: Kittery
COUNTER: JM
WEATHER: Sunny

File Name : KittreyAromaJoesSiteSaturday2023
Site Code : 02481122
Start Date : 4/8/2023
Page No : 1

Gr. I Gr. I Gr. I

Groups Printed- Passenger Vehicles - Light Trucks - Heavy Trucks

	Fernald Road Southbound					Route 236 Westbound					Aroma Joe's Shared Drive Northbound					Route 236 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	1	0	1	3	120	5	0	128	4	0	5	0	9	4	141	0	0	145	283
11:15 AM	0	0	1	0	1	4	127	6	0	137	2	0	4	0	6	5	164	0	0	169	313
11:30 AM	0	0	1	0	1	5	146	5	0	156	9	1	2	0	12	2	176	0	0	178	347
11:45 AM	0	0	2	0	2	1	135	9	0	145	9	0	1	0	10	6	188	0	0	194	351
Total	0	0	5	0	5	13	528	25	0	566	24	1	12	0	37	17	669	0	0	686	1294
12:00 PM	1	0	6	0	7	9	147	3	0	159	8	0	5	0	13	3	144	0	0	147	326
12:15 PM	0	0	1	0	1	5	164	9	0	178	5	0	1	0	6	4	147	0	0	151	336
12:30 PM	0	0	2	0	2	6	127	4	0	137	8	0	3	0	11	3	202	0	0	205	355
12:45 PM	0	1	1	1	3	6	156	5	0	167	5	1	5	0	11	0	175	0	0	175	356
Total	1	1	10	1	13	26	594	21	0	641	26	1	14	0	41	10	668	0	0	678	1373
01:00 PM	0	0	2	0	2	6	158	9	0	173	6	0	1	0	7	4	145	0	0	149	331
01:15 PM	0	0	5	0	5	2	161	3	0	166	4	0	3	0	7	3	151	0	0	154	332
01:30 PM	0	0	2	0	2	4	157	2	0	163	9	0	1	0	10	4	159	0	0	163	338
01:45 PM	0	0	4	0	4	5	138	3	0	146	4	0	1	0	5	2	146	0	0	148	303
Total	0	0	13	0	13	17	614	17	0	648	23	0	6	0	29	13	601	0	0	614	1304
Grand Total	1	1	28	1	31	56	1736	63	0	1855	73	2	32	0	107	40	1938	0	0	1978	3971
Apprch %	3.2	3.2	90.3	3.2		3	93.6	3.4	0		68.2	1.9	29.9	0		2	98	0	0		
Total %	0	0	0.7	0	0.8	1.4	43.7	1.6	0	46.7	1.8	0.1	0.8	0	2.7	1	48.8	0	0	49.8	
Passenger Vehicles	1	1	28	1	31	56	1700	63	0	1819	73	2	31	0	106	39	1914	0	0	1953	3909
% Passenger Vehicles	100	100	100	100	100	100	97.9	100	0	98.1	100	100	96.9	0	99.1	97.5	98.8	0	0	98.7	98.4
Light Trucks	0	0	0	0	0	0	27	0	0	27	0	0	1	0	1	1	17	0	0	18	46
% Light Trucks	0	0	0	0	0	0	1.6	0	0	1.5	0	0	3.1	0	0.9	2.5	0.9	0	0	0.9	1.2
Heavy Trucks	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	16
% Heavy Trucks	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0	0.4	0	0	0.4	0.4

Sewall

14 York Street
Portland, ME 04101

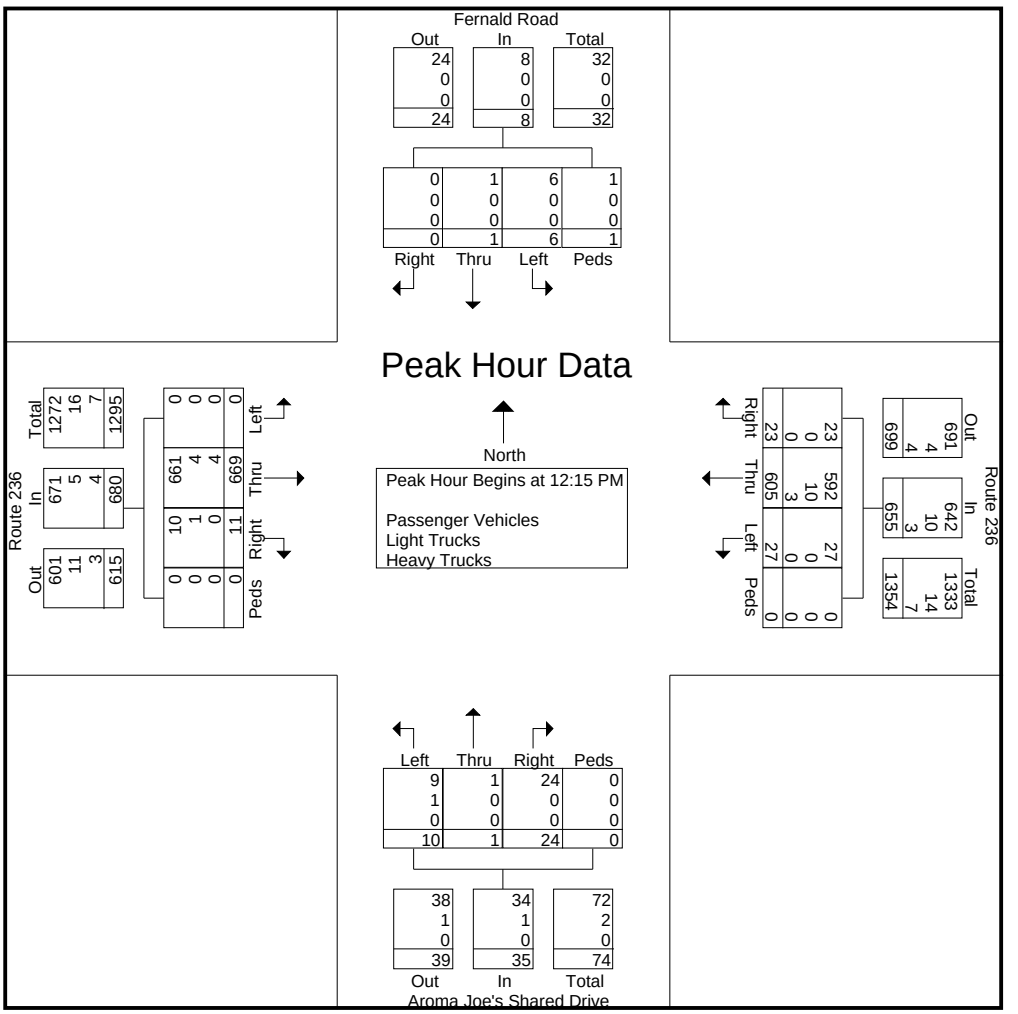
TITLE: Route 236, Fernald Rd & Aroma Joe
TOWN: Kittery
COUNTER: JM
WEATHER: Sunny

File Name : KittreyAromaJoesSiteSaturday2023
Site Code : 02481122
Start Date : 4/8/2023
Page No : 2

Gr. I Gr. I Gr. I

	Fernald Road Southbound					Route 236 Westbound					Aroma Joe's Shared Drive Northbound					Route 236 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	0	0	1	0	1	5	**164**	**9**	0	**178**	5	0	1	0	6	**4**	147	0	0	151	336
12:30 PM	0	0	**2**	0	2	**6**	127	4	0	137	**8**	0	3	0	**11**	3	**202**	0	0	**205**	355
12:45 PM	0	**1**	1	**1**	**3**	6	156	5	0	167	5	**1**	**5**	0	11	0	175	0	0	175	**356**
01:00 PM	0	0	2	0	2	6	158	9	0	173	6	0	1	0	7	4	145	0	0	149	331
Total Volume	0	1	6	1	8	23	605	27	0	655	24	1	10	0	35	11	669	0	0	680	1378
% App. Total	0	12.5	75	12.5		3.5	92.4	4.1	0		68.6	2.9	28.6	0		1.6	98.4	0	0		
PHF	.000	.250	.750	.250	.667	.958	.922	.750	.000	.920	.750	.250	.500	.000	.795	.688	.828	.000	.000	.829	.968
Passenger Vehicles	0	1	6	1	8	23	592	27	0	642	24	1	9	0	34	10	661	0	0	671	1355
% Passenger Vehicles	0	100	100	100	100	100	97.9	100	0	98.0	100	100	90.0	0	97.1	90.9	98.8	0	0	98.7	98.3
Light Trucks	0	0	0	0	0	0	10	0	0	10	0	0	1	0	1	1	4	0	0	5	16
% Light Trucks	0	0	0	0	0	0	1.7	0	0	1.5	0	0	10.0	0	2.9	9.1	0.6	0	0	0.7	1.2
Heavy Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
% Heavy Trucks	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0	0.6	0	0	0.6	0.5
	0	1	7			26	675	27			24	1	10			10	746	0			

Gr. I = 0.97/0.87 = 1.115



Sewall

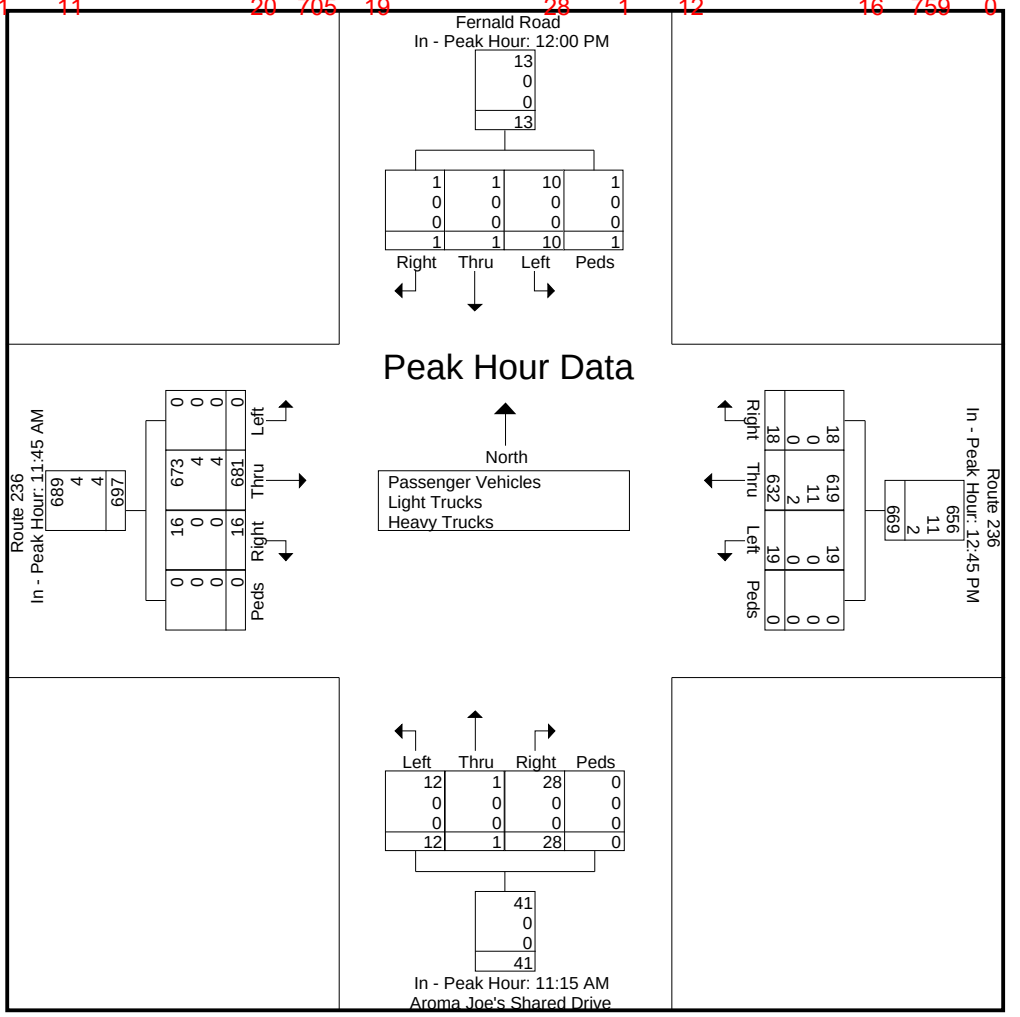
14 York Street
Portland, ME 04101

TITLE: Route 236, Fernald Rd & Aroma Joe
TOWN: Kittery
COUNTER: JM
WEATHER: Sunny

File Name : KittreyAromaJoesSiteSaturday2023
Site Code : 02481122
Start Date : 4/8/2023
Page No : 3

	Fernald Road Southbound					Route 236 Westbound					Aroma Joe's Shared Drive Northbound					Route 236 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	12:00 PM					12:45 PM					11:15 AM					11:45 AM					
+0 mins.	**1**	0	**6**	0	**7**	**6**	156	5	0	167	2	0	4	0	6	**6**	188	0	0	194	
+15 mins.	0	0	1	0	1	6	158	**9**	0	**173**	**9**	**1**	2	0	12	3	144	0	0	147	
+30 mins.	0	0	2	0	2	2	**161**	3	0	166	9	0	1	0	10	4	147	0	0	151	
+45 mins.	0	**1**	1	**1**	3	4	157	2	0	163	8	0	**5**	0	**13**	3	**202**	0	0	**205**	
Total Volume	1	1	10	1	13	18	632	19	0	669	28	1	12	0	41	16	681	0	0	697	
% App. Total	7.7	7.7	76.9	7.7		2.7	94.5	2.8	0		68.3	2.4	29.3	0		2.3	97.7	0	0		
PHF	.250	.250	.417	.250	.464	.750	.981	.528	.000	.967	.778	.250	.600	.000	.788	.667	.843	.000	.000	.850	
Passenger Vehicles	1	1	10	1	13	18	619	19	0	656	28	1	12	0	41	16	673	0	0	689	
% Passenger Vehicles	100	100	100	100	100	100	97.9	100	0	98.1	100	100	100	0	100	100	98.8	0	0	98.9	
Light Trucks	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	4	0	0	4	
% Light Trucks	0	0	0	0	0	0	1.7	0	0	1.6	0	0	0	0	0	0	0.6	0	0	0.6	
Heavy Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	
% Heavy Trucks	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.6	0	0	0.6	
	1	1	11			20	705	19			28	1	12			16	759	0			

Gr. = 0.97/0.87 = 1.115



Sewall

14 York Street
Portland, ME 04101

TITLE: Route 236, Martin & Stevenson
TOWN: Kittery
COUNTER: JM
WEATHER: Sunny

File Name : Rte236MartinStevensonPM2023
Site Code : 04122325
Start Date : 4/12/2023
Page No : 1

Groups Printed- Passenger Vehicles - Light Trucks - Heavy Trucks

	Stevenson Road Southbound					Route 236 Westbound					Martin Road Northbound					Route 236 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:30 PM	10	4	8	0	22	3	232	0	0	235	2	4	2	0	8	3	169	10	0	182	447
02:45 PM	13	3	7	0	23	4	234	5	0	243	5	2	4	0	11	0	150	13	0	163	440
Total	23	7	15	0	45	7	466	5	0	478	7	6	6	0	19	3	319	23	0	345	887
03:00 PM	16	0	14	0	30	4	239	4	0	247	6	0	5	0	11	0	151	6	0	157	445
03:15 PM	17	3	10	0	30	2	254	2	0	258	1	5	4	0	10	2	152	6	0	160	458
03:30 PM	13	5	7	0	25	0	260	3	0	263	7	1	9	0	17	2	174	12	0	188	493
03:45 PM	19	6	10	0	35	5	240	7	0	252	3	4	6	0	13	3	148	14	0	165	465
Total	65	14	41	0	120	11	993	16	0	1020	17	10	24	0	51	7	625	38	0	670	1861
04:00 PM	11	2	2	0	15	2	260	7	0	269	7	5	2	0	14	6	161	8	0	175	473
04:15 PM	11	3	5	0	19	4	265	7	0	276	2	3	3	0	8	3	155	6	0	164	467
04:30 PM	6	4	4	0	14	8	245	2	0	255	4	5	3	0	12	6	131	9	0	146	427
04:45 PM	12	2	5	0	19	4	232	3	0	239	2	4	2	0	8	1	131	8	0	140	406
Total	40	11	16	0	67	18	1002	19	0	1039	15	17	10	0	42	16	578	31	0	625	1773
05:00 PM	6	4	5	0	15	4	177	2	0	183	4	3	5	0	12	4	156	4	0	164	374
05:15 PM	13	5	10	0	28	2	206	4	0	212	6	3	5	0	14	2	160	9	0	171	425
Grand Total	147	41	87	0	275	42	2844	46	0	2932	49	39	50	0	138	32	1838	105	0	1975	5320
Apprch %	53.5	14.9	31.6	0		1.4	97	1.6	0		35.5	28.3	36.2	0		1.6	93.1	5.3	0		
Total %	2.8	0.8	1.6	0	5.2	0.8	53.5	0.9	0	55.1	0.9	0.7	0.9	0	2.6	0.6	34.5	2	0	37.1	
Passenger Vehicles	143	41	87	0	271	42	2731	46	0	2819	48	38	49	0	135	31	1766	103	0	1900	5125
% Passenger Vehicles	97.3	100	100	0	98.5	100	96	100	0	96.1	98	97.4	98	0	97.8	96.9	96.1	98.1	0	96.2	96.3
Light Trucks	4	0	0	0	4	0	102	0	0	102	1	1	1	0	3	1	52	2	0	55	164
% Light Trucks	2.7	0	0	0	1.5	0	3.6	0	0	3.5	2	2.6	2	0	2.2	3.1	2.8	1.9	0	2.8	3.1
Heavy Trucks	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	20	0	0	20	31
% Heavy Trucks	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	1.1	0	0	1	0.6

Sewall

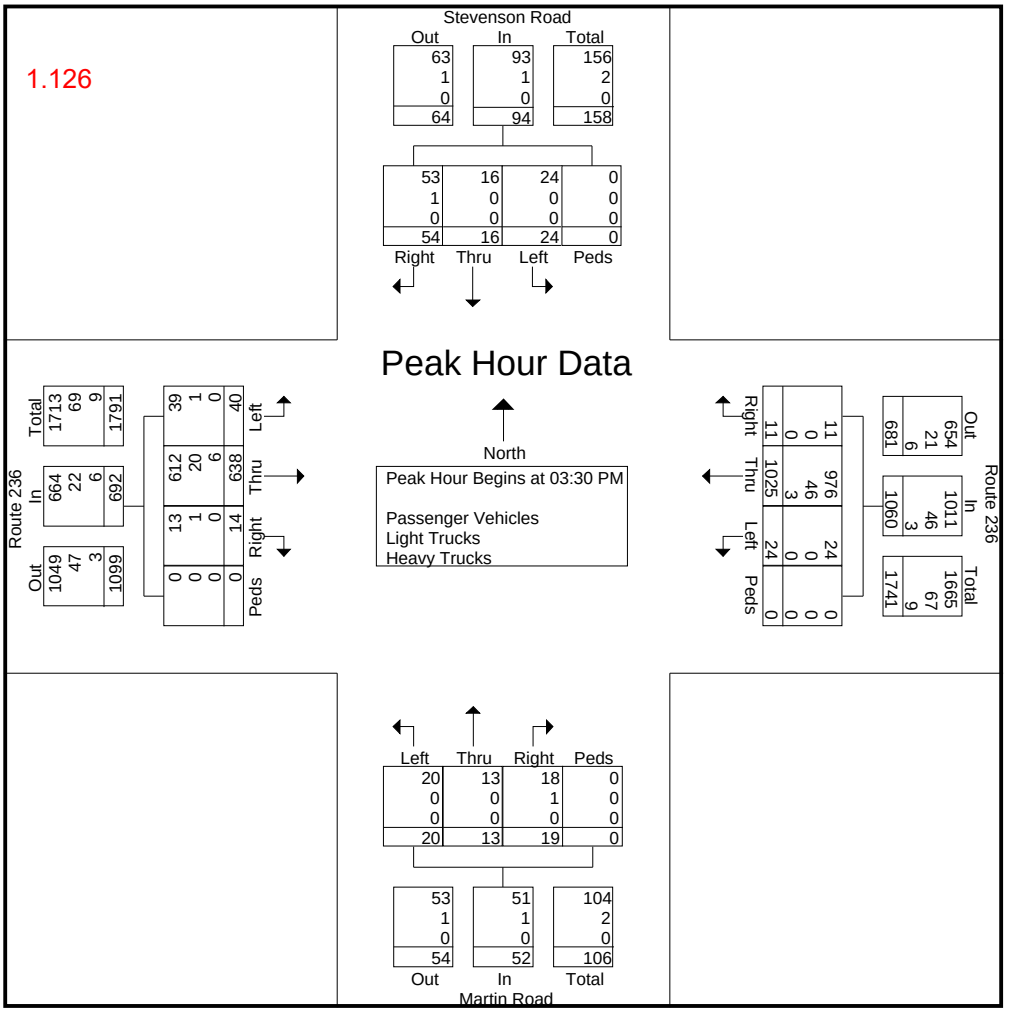
14 York Street
Portland, ME 04101

TITLE: Route 236, Martin & Stevenson
TOWN: Kittery
COUNTER: JM
WEATHER: Sunny

File Name : Rte236MartinStevensonPM2023
Site Code : 04122325
Start Date : 4/12/2023
Page No : 2

	Stevenson Road Southbound					Route 236 Westbound					Martin Road Northbound					Route 236 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	13	5	7	0	25	0	260	3	0	263	**7**	1	**9**	0	**17**	2	**174**	12	0	**188**	**493**
03:45 PM	**19**	**6**	**10**	0	**35**	**5**	240	**7**	0	252	3	4	6	0	13	3	148	**14**	0	165	465
04:00 PM	11	2	2	0	15	2	260	7	0	269	7	**5**	2	0	14	**6**	161	8	0	175	473
04:15 PM	11	3	5	0	19	4	**265**	7	0	**276**	2	3	3	0	8	3	155	6	0	164	467
Total Volume	54	16	24	0	94	11	1025	24	0	1060	19	13	20	0	52	14	638	40	0	692	1898
% App. Total	57.4	17	25.5	0		1	96.7	2.3	0		36.5	25	38.5	0		2	92.2	5.8	0		
PHF	.711	.667	.600	.000	.671	.550	.967	.857	.000	.960	.679	.650	.556	.000	.765	.583	.917	.714	.000	.920	.962
Passenger Vehicles	53	16	24	0	93	11	976	24	0	1011	18	13	20	0	51	13	612	39	0	664	1819
% Passenger Vehicles	98.1	100	100	0	98.9	100	95.2	100	0	95.4	94.7	100	100	0	98.1	92.9	95.9	97.5	0	96.0	95.8
Light Trucks	1	0	0	0	1	0	46	0	0	46	1	0	0	0	1	1	20	1	0	22	70
% Light Trucks	1.9	0	0	0	1.1	0	4.5	0	0	4.3	5.3	0	0	0	1.9	7.1	3.1	2.5	0	3.2	3.7
Heavy Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	9
% Heavy Trucks	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.9	0	0	0.9	0.5
	61	18	27			12	1154	27			21	15	23			16	718	45			

All Gr. I = 0.98/0.87 = 1.126



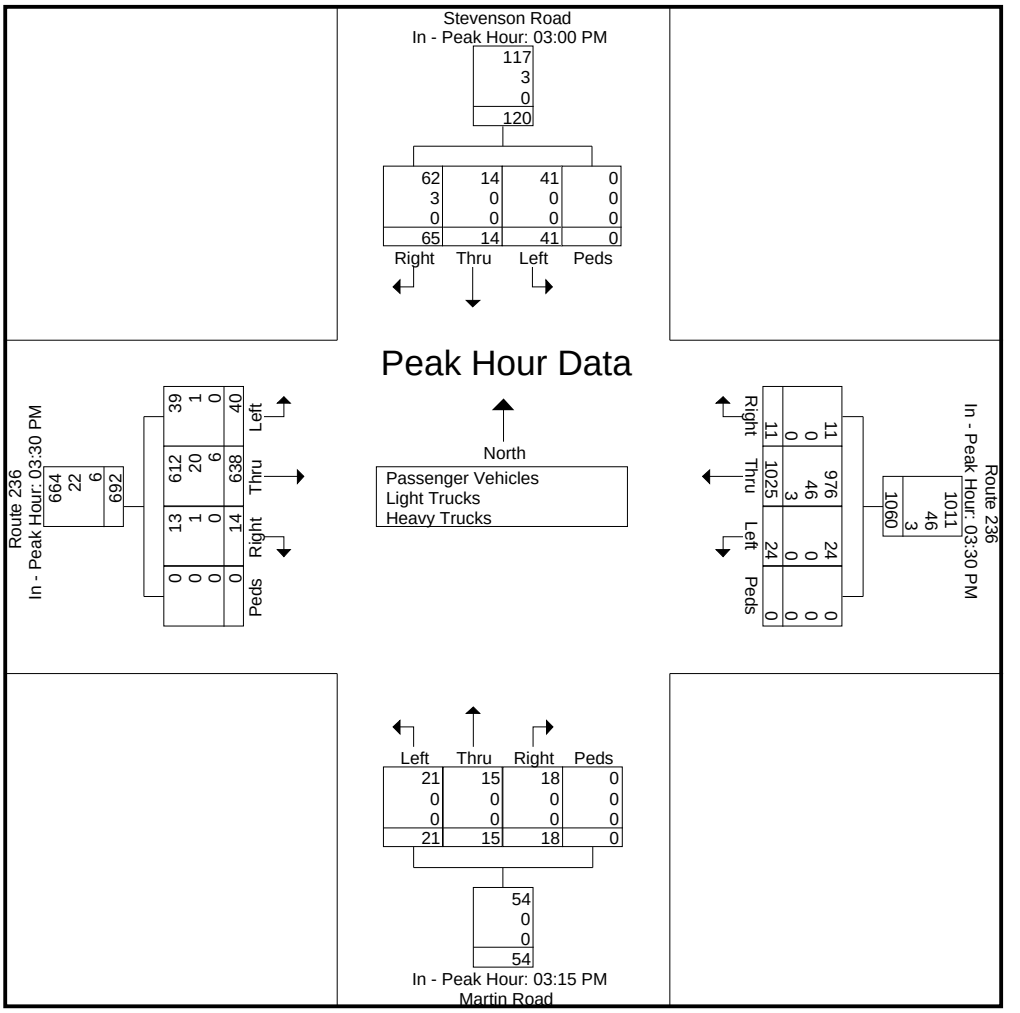
Sewall

14 York Street
Portland, ME 04101

TITLE: Route 236, Martin & Stevenson
TOWN: Kittery
COUNTER: JM
WEATHER: Sunny

File Name : Rte236MartinStevensonPM2023
Site Code : 04122325
Start Date : 4/12/2023
Page No : 3

	Stevenson Road Southbound					Route 236 Westbound					Martin Road Northbound					Route 236 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:00 PM					03:30 PM					03:15 PM					03:30 PM					
+0 mins.	16	0	**14**	0	30	0	260	3	0	263	1	**5**	4	0	10	2	**174**	12	0	**188**	
+15 mins.	17	3	10	0	30	**5**	240	**7**	0	252	**7**	1	**9**	0	**17**	3	148	**14**	0	165	
+30 mins.	13	5	7	0	25	2	260	7	0	269	3	4	6	0	13	**6**	161	8	0	175	
+45 mins.	**19**	**6**	10	0	**35**	4	**265**	7	0	**276**	7	5	2	0	14	3	155	6	0	164	
Total Volume	65	14	41	0	120	11	1025	24	0	1060	18	15	21	0	54	14	638	40	0	692	
% App. Total	54.2	11.7	34.2	0		1	96.7	2.3	0		33.3	27.8	38.9	0		2	92.2	5.8	0		
PHF	.855	.583	.732	.000	.857	.550	.967	.857	.000	.960	.643	.750	.583	.000	.794	.583	.917	.714	.000	.920	
Passenger Vehicles	62	14	41	0	117	11	976	24	0	1011	18	15	21	0	54	13	612	39	0	664	
% Passenger Vehicles	95.4	100	100	0	97.5	100	95.2	100	0	95.4	100	100	100	0	100	92.9	95.9	97.5	0	96	
Light Trucks	3	0	0	0	3	0	46	0	0	46	0	0	0	0	0	1	20	1	0	22	
% Light Trucks	4.6	0	0	0	2.5	0	4.5	0	0	4.3	0	0	0	0	0	7.1	3.1	2.5	0	3.2	
Heavy Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	
% Heavy Trucks	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.9	0	0	0.9	



Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	3:50	3:50	3:50	3:50	3:50	3:50	3:50
End Time	5:00	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	2215	2259	2073	2201	2128	2132	2149
Vehs Exited	2208	2270	2068	2165	2128	2146	2134
Starting Vehs	66	96	68	75	69	85	62
Ending Vehs	73	85	73	111	69	71	77
Travel Distance (mi)	2105	2142	1948	2056	2022	2019	2038
Travel Time (hr)	76.7	93.7	65.8	76.7	72.2	72.2	71.6
Total Delay (hr)	22.1	38.1	15.3	23.3	19.3	19.6	18.7
Total Stops	947	1868	738	1142	871	973	858
Fuel Used (gal)	66.2	72.5	59.4	65.0	63.0	63.0	63.3

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	3:50	3:50	3:50	3:50
End Time	5:00	5:00	5:00	5:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	2130	2261	2221	2178
Vehs Exited	2137	2211	2213	2168
Starting Vehs	66	71	74	71
Ending Vehs	59	121	82	78
Travel Distance (mi)	2022	2113	2096	2056
Travel Time (hr)	69.4	80.6	90.6	77.0
Total Delay (hr)	17.1	25.5	36.4	23.5
Total Stops	808	1203	1837	1126
Fuel Used (gal)	61.7	67.5	69.6	65.1

Interval #0 Information Seeding

Start Time	3:50
End Time	4:00
Total Time (min)	10

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	4:00
End Time	5:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	2215	2259	2073	2201	2128	2132	2149
Vehs Exited	2208	2270	2068	2165	2128	2146	2134
Starting Vehs	66	96	68	75	69	85	62
Ending Vehs	73	85	73	111	69	71	77
Travel Distance (mi)	2105	2142	1948	2056	2022	2019	2038
Travel Time (hr)	76.7	93.7	65.8	76.7	72.2	72.2	71.6
Total Delay (hr)	22.1	38.1	15.3	23.3	19.3	19.6	18.7
Total Stops	947	1868	738	1142	871	973	858
Fuel Used (gal)	66.2	72.5	59.4	65.0	63.0	63.0	63.3

Interval #1 Information Recording

Start Time	4:00
End Time	5:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	2130	2261	2221	2178
Vehs Exited	2137	2211	2213	2168
Starting Vehs	66	71	74	71
Ending Vehs	59	121	82	78
Travel Distance (mi)	2022	2113	2096	2056
Travel Time (hr)	69.4	80.6	90.6	77.0
Total Delay (hr)	17.1	25.5	36.4	23.5
Total Stops	808	1203	1837	1126
Fuel Used (gal)	61.7	67.5	69.6	65.1

3: Martin Road/Stevenson Road & Route 236 Performance by lane

Lane	EB	EB	WB	WB	NB	NB	SB	SB	All
Movements Served	L	TR	L	TR	LT	R	LT	R	
Denied Del/Veh (s)									1.5
Total Del/Veh (s)	47.5	9.7	45.0	32.0	43.6	7.4	47.8	23.9	24.9

8: Aroma Joe's/Site Drive/Fernald Road & Route 236 Performance by lane

Lane	EB	EB	WB	NB	NB	SB	All
Movements Served	LT	R	LTR	LT	R	LTR	
Denied Del/Veh (s)							0.3
Total Del/Veh (s)	1.5	0.0	10.8	62.2	7.3	139.5	9.6

Total Network Performance

Denied Del/Veh (s)	1.7
Total Del/Veh (s)	36.0

Intersection: 3: Martin Road/Stevenson Road & Route 236

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	R
Maximum Queue (ft)	116	286	146	950	84	58	135	75
Average Queue (ft)	37	103	28	428	29	17	45	44
95th Queue (ft)	89	224	94	1068	69	47	101	80
Link Distance (ft)		2406		1535	642		972	
Upstream Blk Time (%)				1				
Queuing Penalty (veh)				0				
Storage Bay Dist (ft)	200		175			50		50
Storage Blk Time (%)		1		14	8	0	10	12
Queuing Penalty (veh)		1		4	2	0	6	5

Intersection: 8: Aroma Joe's/Site Drive/Fernald Road & Route 236

Movement	EB	WB	NB	NB	SB
Directions Served	LT	LTR	LT	R	LTR
Maximum Queue (ft)	31	187	35	41	111
Average Queue (ft)	1	19	7	12	41
95th Queue (ft)	24	94	28	35	99
Link Distance (ft)	1343	2406	293		990
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				50	
Storage Blk Time (%)	0		1	0	
Queuing Penalty (veh)	0		0	0	

Network Summary

Network wide Queuing Penalty: 18

Intersection: 3: Martin Road/Stevenson Road & Route 236

Phase	1	2	4	5	6	8
Movement(s) Served	EBL	WBT	NBTL	WBL	EBT	SBTL
Maximum Green (s)	8.0	59.0	21.0	8.0	59.0	21.0
Minimum Green (s)	5.0	5.0	5.0	5.0	5.0	5.0
Recall	None	C-Max	None	None	C-Max	None
Avg. Green (s)	7.6	79.2	11.0	7.1	81.5	11.0
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	29	3	6	47	3	6
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	0	97	3	0	97	3
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary
Average Cycle Length (s): NA

Number of Complete Cycles : 0

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	3:50	3:50	3:50	3:50	3:50	3:50	3:50
End Time	5:00	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	2215	2259	2073	2201	2128	2132	2149
Vehs Exited	2208	2270	2068	2165	2128	2146	2134
Starting Vehs	66	96	68	75	69	85	62
Ending Vehs	73	85	73	111	69	71	77
Travel Distance (mi)	2105	2142	1948	2056	2022	2019	2038
Travel Time (hr)	76.7	93.7	65.8	76.7	72.2	72.2	71.6
Total Delay (hr)	22.1	38.1	15.3	23.3	19.3	19.6	18.7
Total Stops	947	1868	738	1142	871	973	858
Fuel Used (gal)	66.2	72.5	59.4	65.0	63.0	63.0	63.3

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	3:50	3:50	3:50	3:50
End Time	5:00	5:00	5:00	5:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	2130	2261	2221	2178
Vehs Exited	2137	2211	2213	2168
Starting Vehs	66	71	74	71
Ending Vehs	59	121	82	78
Travel Distance (mi)	2022	2113	2096	2056
Travel Time (hr)	69.4	80.6	90.6	77.0
Total Delay (hr)	17.1	25.5	36.4	23.5
Total Stops	808	1203	1837	1126
Fuel Used (gal)	61.7	67.5	69.6	65.1

Interval #0 Information Seeding

Start Time	3:50
End Time	4:00
Total Time (min)	10

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	4:00
End Time	5:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	2215	2259	2073	2201	2128	2132	2149
Vehs Exited	2208	2270	2068	2165	2128	2146	2134
Starting Vehs	66	96	68	75	69	85	62
Ending Vehs	73	85	73	111	69	71	77
Travel Distance (mi)	2105	2142	1948	2056	2022	2019	2038
Travel Time (hr)	76.7	93.7	65.8	76.7	72.2	72.2	71.6
Total Delay (hr)	22.1	38.1	15.3	23.3	19.3	19.6	18.7
Total Stops	947	1868	738	1142	871	973	858
Fuel Used (gal)	66.2	72.5	59.4	65.0	63.0	63.0	63.3

Interval #1 Information Recording

Start Time	4:00
End Time	5:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	2130	2261	2221	2178
Vehs Exited	2137	2211	2213	2168
Starting Vehs	66	71	74	71
Ending Vehs	59	121	82	78
Travel Distance (mi)	2022	2113	2096	2056
Travel Time (hr)	69.4	80.6	90.6	77.0
Total Delay (hr)	17.1	25.5	36.4	23.5
Total Stops	808	1203	1837	1126
Fuel Used (gal)	61.7	67.5	69.6	65.1

3: Martin Road/Stevenson Road & Route 236 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	2.3	1.7	2.3	1.5
Total Del/Veh (s)	11.8	32.3	30.6	34.1	24.9

8: Aroma Joe's/Site Drive/Fernald Road & Route 236 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.7	0.0	3.1	0.1	0.3
Total Del/Veh (s)	1.5	10.8	22.7	139.5	9.6

Total Network Performance

Denied Del/Veh (s)	1.7
Total Del/Veh (s)	36.0

Intersection: 3: Martin Road/Stevenson Road & Route 236

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	R
Maximum Queue (ft)	116	286	146	950	84	58	135	75
Average Queue (ft)	37	103	28	428	29	17	45	44
95th Queue (ft)	89	224	94	1068	69	47	101	80
Link Distance (ft)		2406		1535	642		972	
Upstream Blk Time (%)				1				
Queuing Penalty (veh)				0				
Storage Bay Dist (ft)	200		175			50		50
Storage Blk Time (%)		1		14	8	0	10	12
Queuing Penalty (veh)		1		4	2	0	6	5

Intersection: 8: Aroma Joe's/Site Drive/Fernald Road & Route 236

Movement	EB	WB	NB	NB	SB
Directions Served	LT	LTR	LT	R	LTR
Maximum Queue (ft)	31	187	35	41	111
Average Queue (ft)	1	19	7	12	41
95th Queue (ft)	24	94	28	35	99
Link Distance (ft)	1343	2406	293		990
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				50	
Storage Blk Time (%)	0		1	0	
Queuing Penalty (veh)	0		0	0	

Network Summary

Network wide Queuing Penalty: 18

Intersection: 3: Martin Road/Stevenson Road & Route 236

Phase	1	2	4	5	6	8
Movement(s) Served	EBL	WBT	NBTL	WBL	EBT	SBTL
Maximum Green (s)	8.0	59.0	21.0	8.0	59.0	21.0
Minimum Green (s)	5.0	5.0	5.0	5.0	5.0	5.0
Recall	None	C-Max	None	None	C-Max	None
Avg. Green (s)	7.6	79.2	11.0	7.1	81.5	11.0
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	29	3	6	47	3	6
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	0	97	3	0	97	3
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary
Average Cycle Length (s): NA

Number of Complete Cycles : 0

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	3:50	3:50	3:50	3:50	3:50	3:50	3:50
End Time	5:00	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	2252	2314	2073	2242	2151	2206	2155
Vehs Exited	2235	2307	2071	2203	2163	2221	2155
Starting Vehs	66	95	67	73	75	92	58
Ending Vehs	83	102	69	112	63	77	58
Travel Distance (mi)	2116	2172	1941	2069	2028	2070	2028
Travel Time (hr)	79.3	99.7	65.0	79.9	71.7	73.4	71.1
Total Delay (hr)	24.3	43.3	14.5	26.1	18.5	19.4	18.3
Total Stops	1099	2042	743	1380	875	951	893
Fuel Used (gal)	67.6	75.2	59.2	66.7	63.0	64.5	63.2

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	3:50	3:50	3:50	3:50
End Time	5:00	5:00	5:00	5:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	2190	2258	2212	2206
Vehs Exited	2219	2230	2229	2204
Starting Vehs	90	71	80	74
Ending Vehs	61	99	63	76
Travel Distance (mi)	2073	2105	2079	2068
Travel Time (hr)	73.9	80.0	80.7	77.5
Total Delay (hr)	20.1	25.0	26.7	23.6
Total Stops	999	1125	1382	1148
Fuel Used (gal)	64.5	67.4	66.7	65.8

Interval #0 Information Seeding

Start Time	3:50
End Time	4:00
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:00
End Time	5:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	2252	2314	2073	2242	2151	2206	2155
Vehs Exited	2235	2307	2071	2203	2163	2221	2155
Starting Vehs	66	95	67	73	75	92	58
Ending Vehs	83	102	69	112	63	77	58
Travel Distance (mi)	2116	2172	1941	2069	2028	2070	2028
Travel Time (hr)	79.3	99.7	65.0	79.9	71.7	73.4	71.1
Total Delay (hr)	24.3	43.3	14.5	26.1	18.5	19.4	18.3
Total Stops	1099	2042	743	1380	875	951	893
Fuel Used (gal)	67.6	75.2	59.2	66.7	63.0	64.5	63.2

Interval #1 Information Recording

Start Time	4:00
End Time	5:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	2190	2258	2212	2206
Vehs Exited	2219	2230	2229	2204
Starting Vehs	90	71	80	74
Ending Vehs	61	99	63	76
Travel Distance (mi)	2073	2105	2079	2068
Travel Time (hr)	73.9	80.0	80.7	77.5
Total Delay (hr)	20.1	25.0	26.7	23.6
Total Stops	999	1125	1382	1148
Fuel Used (gal)	64.5	67.4	66.7	65.8

3: Martin Road/Stevenson Road & Route 236 Performance by lane

Lane	EB	EB	WB	WB	NB	NB	SB	SB	All
Movements Served	L	TR	L	TR	LT	R	LT	R	
Denied Del/Veh (s)									1.4
Total Del/Veh (s)	48.4	9.7	46.5	32.6	40.5	9.3	47.6	23.6	25.1

8: Aroma Joe's/Site Drive/Fernald Road & Route 236 Performance by lane

Lane	EB	EB	WB	WB	NB	NB	SB	All
Movements Served	LT	R	L	TR	LT	R	LTR	
Denied Del/Veh (s)								0.3
Total Del/Veh (s)	1.6	0.0	4.5	10.5	79.0	7.5	127.2	9.4

Total Network Performance

Denied Del/Veh (s)	1.6
Total Del/Veh (s)	35.7

Intersection: 3: Martin Road/Stevenson Road & Route 236

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	R
Maximum Queue (ft)	144	295	172	995	86	58	137	75
Average Queue (ft)	41	105	30	421	28	17	46	43
95th Queue (ft)	104	230	98	986	69	46	105	79
Link Distance (ft)		2406		1535	642		972	
Upstream Blk Time (%)				0				
Queuing Penalty (veh)				0				
Storage Bay Dist (ft)	200		175			50		50
Storage Blk Time (%)		1		15	7	0	11	11
Queuing Penalty (veh)		1		4	1	0	7	5

Intersection: 8: Aroma Joe's/Site Drive/Fernald Road & Route 236

Movement	EB	WB	WB	NB	NB	SB
Directions Served	LT	L	TR	LT	R	LTR
Maximum Queue (ft)	23	46	23	63	66	105
Average Queue (ft)	1	13	1	18	21	38
95th Queue (ft)	17	38	16	52	50	100
Link Distance (ft)	1343		2406	293		990
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		50			50	
Storage Blk Time (%)	0	0		6	1	
Queuing Penalty (veh)	0	3		2	0	

Network Summary

Network wide Queuing Penalty: 24

Intersection: 3: Martin Road/Stevenson Road & Route 236

Phase	1	2	4	5	6	8
Movement(s) Served	EBL	WBT	NBTL	WBL	EBT	SBTL
Maximum Green (s)	8.0	59.0	21.0	8.0	59.0	21.0
Minimum Green (s)	5.0	5.0	5.0	5.0	5.0	5.0
Recall	None	C-Max	None	None	C-Max	None
Avg. Green (s)	7.6	76.9	10.9	6.8	79.0	10.9
g/C Ratio	-0.01	NA	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	31	0	6	46	3	6
Cycles @ Minimum (%)	0	0	3	0	0	3
Cycles Maxed Out (%)	0	100	3	0	97	3
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	3:50	3:50	3:50	3:50	3:50	3:50	3:50
End Time	5:00	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	2252	2314	2073	2242	2151	2206	2155
Vehs Exited	2235	2307	2071	2203	2163	2221	2155
Starting Vehs	66	95	67	73	75	92	58
Ending Vehs	83	102	69	112	63	77	58
Travel Distance (mi)	2116	2172	1941	2069	2028	2070	2028
Travel Time (hr)	79.3	99.7	65.0	79.9	71.7	73.4	71.1
Total Delay (hr)	24.3	43.3	14.5	26.1	18.5	19.4	18.3
Total Stops	1099	2042	743	1380	875	951	893
Fuel Used (gal)	67.6	75.2	59.2	66.7	63.0	64.5	63.2

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	3:50	3:50	3:50	3:50
End Time	5:00	5:00	5:00	5:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	2190	2258	2212	2206
Vehs Exited	2219	2230	2229	2204
Starting Vehs	90	71	80	74
Ending Vehs	61	99	63	76
Travel Distance (mi)	2073	2105	2079	2068
Travel Time (hr)	73.9	80.0	80.7	77.5
Total Delay (hr)	20.1	25.0	26.7	23.6
Total Stops	999	1125	1382	1148
Fuel Used (gal)	64.5	67.4	66.7	65.8

Interval #0 Information Seeding

Start Time	3:50
End Time	4:00
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:00
End Time	5:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	2252	2314	2073	2242	2151	2206	2155
Vehs Exited	2235	2307	2071	2203	2163	2221	2155
Starting Vehs	66	95	67	73	75	92	58
Ending Vehs	83	102	69	112	63	77	58
Travel Distance (mi)	2116	2172	1941	2069	2028	2070	2028
Travel Time (hr)	79.3	99.7	65.0	79.9	71.7	73.4	71.1
Total Delay (hr)	24.3	43.3	14.5	26.1	18.5	19.4	18.3
Total Stops	1099	2042	743	1380	875	951	893
Fuel Used (gal)	67.6	75.2	59.2	66.7	63.0	64.5	63.2

Interval #1 Information Recording

Start Time	4:00
End Time	5:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	2190	2258	2212	2206
Vehs Exited	2219	2230	2229	2204
Starting Vehs	90	71	80	74
Ending Vehs	61	99	63	76
Travel Distance (mi)	2073	2105	2079	2068
Travel Time (hr)	73.9	80.0	80.7	77.5
Total Delay (hr)	20.1	25.0	26.7	23.6
Total Stops	999	1125	1382	1148
Fuel Used (gal)	64.5	67.4	66.7	65.8

3: Martin Road/Stevenson Road & Route 236 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	2.1	1.7	2.3	1.4
Total Del/Veh (s)	11.9	32.9	29.0	33.8	25.1

8: Aroma Joe's/Site Drive/Fernald Road & Route 236 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.7	0.0	2.9	0.1	0.3
Total Del/Veh (s)	1.6	10.4	31.0	127.2	9.4

Total Network Performance

Denied Del/Veh (s)	1.6
Total Del/Veh (s)	35.7

Intersection: 3: Martin Road/Stevenson Road & Route 236

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	R
Maximum Queue (ft)	144	295	172	995	86	58	137	75
Average Queue (ft)	41	105	30	421	28	17	46	43
95th Queue (ft)	104	230	98	986	69	46	105	79
Link Distance (ft)		2406		1535	642		972	
Upstream Blk Time (%)				0				
Queuing Penalty (veh)				0				
Storage Bay Dist (ft)	200		175			50		50
Storage Blk Time (%)		1		15	7	0	11	11
Queuing Penalty (veh)		1		4	1	0	7	5

Intersection: 8: Aroma Joe's/Site Drive/Fernald Road & Route 236

Movement	EB	WB	WB	NB	NB	SB
Directions Served	LT	L	TR	LT	R	LTR
Maximum Queue (ft)	23	46	23	63	66	105
Average Queue (ft)	1	13	1	18	21	38
95th Queue (ft)	17	38	16	52	50	100
Link Distance (ft)	1343		2406	293		990
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		50			50	
Storage Blk Time (%)	0	0		6	1	
Queuing Penalty (veh)	0	3		2	0	

Network Summary

Network wide Queuing Penalty: 24

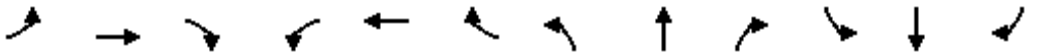
Intersection: 3: Martin Road/Stevenson Road & Route 236

Phase	1	2	4	5	6	8
Movement(s) Served	EBL	WBT	NBTL	WBL	EBT	SBTL
Maximum Green (s)	8.0	59.0	21.0	8.0	59.0	21.0
Minimum Green (s)	5.0	5.0	5.0	5.0	5.0	5.0
Recall	None	C-Max	None	None	C-Max	None
Avg. Green (s)	7.6	76.9	10.9	6.8	79.0	10.9
g/C Ratio	-0.01	NA	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	31	0	6	46	3	6
Cycles @ Minimum (%)	0	0	3	0	0	3
Cycles Maxed Out (%)	0	100	3	0	97	3
Cycles with Peds (%)	0	0	0	0	0	0

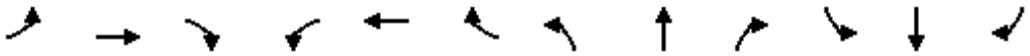
Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	731	16	27	1168	12	23	15	21	27	18	61
Future Volume (vph)	45	731	16	27	1168	12	23	15	21	27	18	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		0	0		50	0		50
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.998				0.850			0.850
Flt Protected	0.950			0.950				0.971			0.971	
Satd. Flow (prot)	1736	1821	0	1719	1806	0	0	1809	1583	0	1809	1583
Flt Permitted	0.950			0.950				0.777			0.788	
Satd. Flow (perm)	1736	1821	0	1719	1806	0	0	1447	1583	0	1468	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			1				55			91
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		2489			1577			678			1006	
Travel Time (s)		42.4			26.9			18.5			27.4	
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96	0.76	0.76	0.76	0.67	0.67	0.67
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	49	795	17	28	1217	13	30	20	28	40	27	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	812	0	28	1230	0	0	50	28	0	67	91
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	



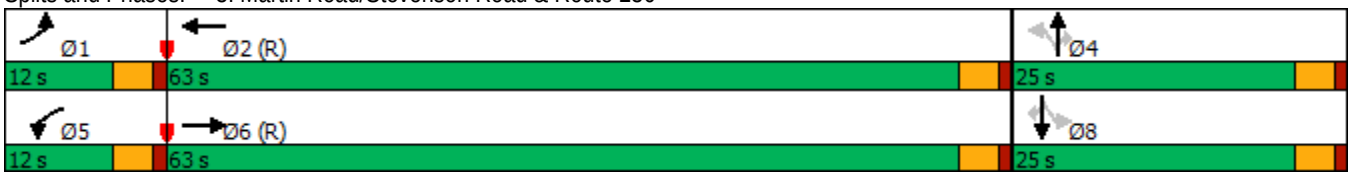
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0		11.0	24.0		24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	12.0	63.0		12.0	63.0		25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	12.0%	63.0%		12.0%	63.0%		25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Maximum Green (s)	8.0	59.0		8.0	59.0		21.0	21.0	21.0	21.0	21.0	21.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0			11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	8.3	77.8		7.2	74.7			9.6	9.6		9.7	9.7
Actuated g/C Ratio	0.08	0.78		0.07	0.75			0.10	0.10		0.10	0.10
v/c Ratio	0.34	0.57		0.23	0.91			0.36	0.14		0.47	0.39
Control Delay	49.1	9.3		47.6	26.8			48.3	4.9		52.8	13.7
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	49.1	9.3		47.6	26.8			48.3	4.9		52.8	13.7
LOS	D	A		D	C			D	A		D	B
Approach Delay		11.5			27.2			32.7			30.3	
Approach LOS		B			C			C			C	
90th %ile Green (s)	11.2	65.0		9.3	63.1		13.7	13.7	13.7	13.7	13.7	13.7
90th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	9.4	68.7		8.0	67.3		11.3	11.3	11.3	11.3	11.3	11.3
70th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	8.2	71.3		7.0	70.1		9.7	9.7	9.7	9.7	9.7	9.7
50th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	7.0	84.0		0.0	73.0		8.0	8.0	8.0	8.0	8.0	8.0
30th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	0.0	96.0		0.0	96.0		0.0	0.0	0.0	0.0	0.0	0.0
10th %ile Term Code	Skip	Coord		Skip	Coord		Skip	Skip	Skip	Skip	Skip	Skip
Queue Length 50th (ft)	30	231		17	641			30	0		41	0
Queue Length 95th (ft)	65	431		44	#1139			54	3		59	19
Internal Link Dist (ft)		2409			1497			598			926	
Turn Bay Length (ft)	200			175					50			50
Base Capacity (vph)	155	1417		141	1349			303	375		308	404
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.32	0.57		0.20	0.91			0.17	0.07		0.22	0.23

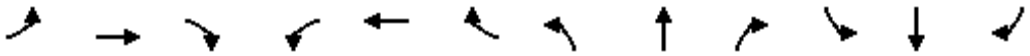
Intersection Summary

Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 21.9	Intersection LOS: C
Intersection Capacity Utilization 80.5%	ICU Level of Service D
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

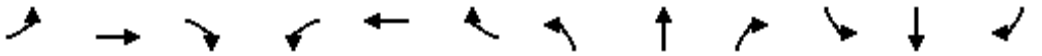
Splits and Phases: 3: Martin Road/Stevenson Road & Route 236



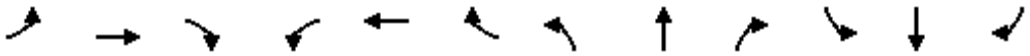


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	696	13	12	1084	67	8	1	19	27	0	2
Future Volume (vph)	1	696	13	12	1084	67	8	1	19	27	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		65	0		0	0		50	0		0
Storage Lanes	0		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.992				0.850		0.991	
Flt Protected					0.999			0.957			0.955	
Satd. Flow (prot)	0	1827	1553	0	1810	0	0	1800	1599	0	1780	0
Flt Permitted					0.999			0.957			0.955	
Satd. Flow (perm)	0	1827	1553	0	1810	0	0	1800	1599	0	1780	0
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1383			2489			338			1035	
Travel Time (s)		23.6			42.4			7.7			23.5	
Peak Hour Factor	0.93	0.93	0.93	0.96	0.96	0.96	0.87	0.87	0.87	0.65	0.65	0.65
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	748	14	13	1129	70	9	1	22	42	0	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	749	14	0	1212	0	0	10	22	0	45	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	85.7%	ICU Level of Service	E
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	745	16	27	1177	12	23	15	21	27	18	62
Future Volume (vph)	46	745	16	27	1177	12	23	15	21	27	18	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		0	0		50	0		50
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.998				0.850			0.850
Flt Protected	0.950			0.950				0.971			0.971	
Satd. Flow (prot)	1736	1821	0	1719	1806	0	0	1809	1583	0	1809	1583
Flt Permitted	0.950			0.950				0.777			0.788	
Satd. Flow (perm)	1736	1821	0	1719	1806	0	0	1447	1583	0	1468	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			1				55			93
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		2489			1577			678			1006	
Travel Time (s)		42.4			26.9			18.5			27.4	
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96	0.76	0.76	0.76	0.67	0.67	0.67
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	50	810	17	28	1226	13	30	20	28	40	27	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	827	0	28	1239	0	0	50	28	0	67	93
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	



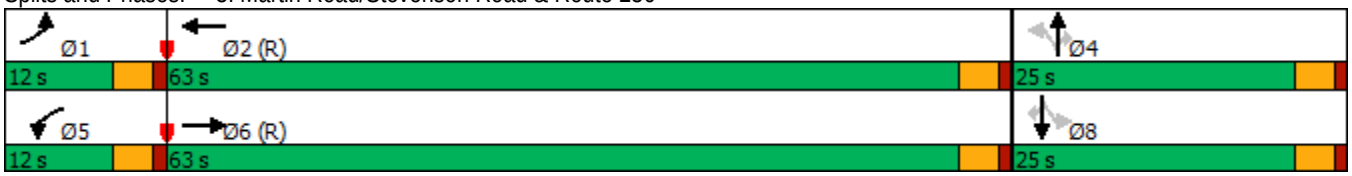
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0		11.0	24.0		24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	12.0	63.0		12.0	63.0		25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	12.0%	63.0%		12.0%	63.0%		25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Maximum Green (s)	8.0	59.0		8.0	59.0		21.0	21.0	21.0	21.0	21.0	21.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0			11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	8.3	77.8		7.2	74.7			9.6	9.6		9.7	9.7
Actuated g/C Ratio	0.08	0.78		0.07	0.75			0.10	0.10		0.10	0.10
v/c Ratio	0.35	0.58		0.23	0.92			0.36	0.14		0.47	0.39
Control Delay	49.2	9.5		47.6	27.6			48.3	4.9		52.8	13.7
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	49.2	9.5		47.6	27.6			48.3	4.9		52.8	13.7
LOS	D	A		D	C			D	A		D	B
Approach Delay		11.7			28.0			32.7			30.1	
Approach LOS		B			C			C			C	
90th %ile Green (s)	11.2	65.0		9.3	63.1		13.7	13.7	13.7	13.7	13.7	13.7
90th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	9.5	68.7		8.0	67.2		11.3	11.3	11.3	11.3	11.3	11.3
70th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	8.2	71.3		7.0	70.1		9.7	9.7	9.7	9.7	9.7	9.7
50th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	7.0	84.0		0.0	73.0		8.0	8.0	8.0	8.0	8.0	8.0
30th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	0.0	96.0		0.0	96.0		0.0	0.0	0.0	0.0	0.0	0.0
10th %ile Term Code	Skip	Coord		Skip	Coord		Skip	Skip	Skip	Skip	Skip	Skip
Queue Length 50th (ft)	31	239		17	654			30	0		41	0
Queue Length 95th (ft)	66	446		44	#1151			54	3		59	19
Internal Link Dist (ft)		2409			1497			598			926	
Turn Bay Length (ft)	200			175					50			50
Base Capacity (vph)	155	1417		141	1348			303	375		308	405
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.32	0.58		0.20	0.92			0.17	0.07		0.22	0.23

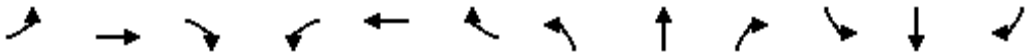
Intersection Summary

Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 22.3	Intersection LOS: C
Intersection Capacity Utilization 81.0%	ICU Level of Service D
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Martin Road/Stevenson Road & Route 236





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	694	21	25	1081	67	15	1	36	27	0	2
Future Volume (vph)	1	694	21	25	1081	67	15	1	36	27	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		65	50		0	0		50	0		0
Storage Lanes	0		1	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.991				0.850		0.991	
Flt Protected				0.950				0.955			0.955	
Satd. Flow (prot)	0	1827	1553	1736	1810	0	0	1797	1599	0	1780	0
Flt Permitted				0.950				0.955			0.955	
Satd. Flow (perm)	0	1827	1553	1736	1810	0	0	1797	1599	0	1780	0
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1383			2489			338			1035	
Travel Time (s)		23.6			42.4			7.7			23.5	
Peak Hour Factor	0.93	0.93	0.93	0.96	0.96	0.96	0.87	0.87	0.87	0.65	0.65	0.65
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	746	23	26	1126	70	17	1	41	42	0	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	747	23	26	1196	0	0	18	41	0	45	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I ☐ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Kittery
Rte. 236/Rogers Rd. from Stevenson/Martin Rd. to Eliot TL

REPORT PARAMETERS

Year 2019, Start Month 1 through Year 2021 End Month: 12

Route: 0236X	Start Node: 56675	Start Offset: 0	☐ Exclude First Node
	End Node: 56677	End Offset: 0	☐ Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF	
56675	0236X - 2.03	Int of MARTIN ROGERS RD STEVENSON RD	9	3	0	0	0	2	1	66.7	6.439	0.16	1.12	0.00	0.14
											Statewide Crash Rate:		0.67		
58074	0236X - 2.38	Int of MACKENZIE LN ROGERS RD	2	3	0	0	0	1	2	33.3	5.858	0.17	0.34	0.00	0.5
											Statewide Crash Rate:		0.14		
56676	0236X - 2.47	Int of FERNALD RD ROGERS RD	1	0	0	0	0	0	0	0.0	6.246	0.00	0.28	0.00	
											Statewide Crash Rate:		0.11		
54447	0236X - 2.51	Int of FERNALD RD ROGERS RD	1	2	0	0	0	1	1	50.0	6.750	0.10	0.28	0.00	0.36
											Statewide Crash Rate:		0.11		
56677	0236X - 2.67	TL Eliot Kittery	1	0	0	0	0	0	0	0.0	6.639	0.00	0.28	0.00	
											Statewide Crash Rate:		0.11		
Study Years:	3.00	NODE TOTALS:		8	0	0	0	4	4	50.0	31.932	0.08	0.35	0.24	

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
56675	58074	3114298	0 - 0.33	0236X - 2.03	0.33	2	8	0	0	0	5	3	62.5	0.01932	138.02	337.71	0.41
Int of MARTIN ROGERS RD STEVENSON RD				ST RTE 236											Statewide Crash Rate: 196.39		
56675	58074	3114298	0.33 - 0.35	0236X - 2.36	0.02	2	1	0	0	0	1	0	100.0	0.00117	284.68	663.14	0.43
Int of MARTIN ROGERS RD STEVENSON RD				ST RTE 236											Statewide Crash Rate: 196.39		
56676	58074	3118372	0 - 0.09	0236X - 2.38	0.09	1	1	0	0	0	1	0	100.0	0.00520	64.12	366.90	0.00 0.17
Int of FERNALD RD ROGERS RD				ST RTE 236											Statewide Crash Rate: 148.01		
54447	56676	3121322	0 - 0.04	0236X - 2.47	0.04	1	3	0	0	0	1	2	33.3	0.00266	376.07	436.22	0.00 0.86
Int of FERNALD RD ROGERS RD				ST RTE 236											Statewide Crash Rate: 148.01		
54447	56677	3114951	0 - 0.16	0236X - 2.51	0.16	1	1	0	0	0	0	1	0.0	0.01062	31.38	307.87	0.00 0.10
Int of FERNALD RD ROGERS RD				ST RTE 236											Statewide Crash Rate: 148.01		
Study Years: 3.00				Section Totals:	0.64		14	0	0	0	8	6	57.1	0.03897	119.74	268.39	0.45
				Grand Totals:	0.64		22	0	0	0	12	10	54.5	0.03897	188.17	354.01	0.53

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
56675	58074	3114298	0 - 0.33	0236X - 2.03	8	0	0	0	5	3	2019-3731	02/01/2019	2.07	C
											2020-31725	12/09/2020	2.09	PD
											2019-51830	05/11/2019	2.13	PD
											2019-56566	07/01/2019	2.28	C
											2019-53559	05/23/2019	2.28	C
											2019-53557	05/22/2019	2.28	C
											2020-6460	02/26/2020	2.31	C
											2019-47940	04/01/2019	2.31	PD
56675	58074	3114298	0.33 - 0.35	0236X - 2.03	1	0	0	0	1	0	2021-26953	10/06/2021	2.37	C
56676	58074	3118372	0 - 0.09	0236X - 2.38	1	0	0	0	1	0	2019-50718	04/30/2019	2.39	C
54447	56676	3121322	0 - 0.04	0236X - 2.47	3	0	0	0	1	2	2020-30020	12/02/2020	2.49	PD
											2020-20269	08/21/2020	2.50	C
											2020-7066	03/02/2020	2.50	PD
54447	56677	3114951	0 - 0.16	0236X - 2.51	1	0	0	0	0	1	2021-22446	08/19/2021	2.66	PD
				Totals:	14	0	0	0	8	6				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM												
	Hour of Day																								
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MONDAY	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	4
TUESDAY	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
WEDNESDAY	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	6
THURSDAY	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
FRIDAY	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3
SATURDAY	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	4
Totals	0	0	0	0	0	0	1	3	3	2	2	0	1	0	1	3	3	2	1	0	0	0	0	0	0	22

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	19
2-(Sport) Utility Vehicle	17
3-Passenger Van	0
4-Cargo Van (10K lbs or Less)	0
5-Pickup	6
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	1
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	1
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	0
24-Witness	1
25-Other	0
26-Construction	0
27-Farm Vehicle	0
Total	45

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	6	15	2	1	0	0	24
Ran Off Roadway	1	0	0	0	0	0	1
Failed to Yield Right-of-Way	3	1	0	0	0	0	4
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	7	1	2	0	0	0	10
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	5	0	0	0	0	0	5
Unknown	0	0	0	0	0	0	0
Total	22	17	4	1	0	0	44

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	19	17	4	1	0	0	41
Physically Impaired	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	1	0	0	0	0	0	1
Ill (Sick)	1	0	0	0	0	0	1
Asleep or Fatigued	1	0	0	0	0	0	1
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	22	17	4	1	0	0	44

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	7	0	0	0	0	7
20-24	1	0	0	0	0	1
25-29	5	0	0	0	0	5
30-39	5	0	0	0	0	5
40-49	9	0	0	0	0	9
50-59	6	0	0	0	0	6
60-69	8	0	0	0	0	8
70-79	0	0	0	0	0	0
80-Over	3	0	0	0	0	3
Unknown	0	0	0	0	0	0
Total	44	0	0	0	0	44

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	1	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	14
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	44
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	27		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	1		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post, Pole, or Support	1		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	12	15
PD	10	0
Total	22	15

Road Character

Road Grade	Total
1-Level	22
2-On Grade	0
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	22

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	4
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	2
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	16
14-Other	0
Total	22

Light

Light Condition	Total
1-Daylight	19
2-Dawn	0
3-Dusk	1
4-Dark - Lighted	2
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	22

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2019	2020	2021	Total
JANUARY	0	0	1	1
FEBRUARY	1	1	0	2
MARCH	0	2	0	2
APRIL	2	0	0	2
MAY	3	0	0	3
JUNE	0	0	1	1
JULY	1	0	2	3
AUGUST	2	1	1	4
SEPTEMBER	0	0	0	0
OCTOBER	0	0	1	1
NOVEMBER	0	1	0	1
DECEMBER	0	2	0	2
Total	9	7	6	22

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	8	0	0	3	0	3	0	0	0	0	0	0	0	0	14
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	3	0	0	1	0	0	0	0	0	0	0	0	4
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	0	3	3	0	4	0	0	0	0	0	0	0	0	22

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	2	0	0	0	0	0	0	0	0	0	0	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	15	0	0	0	0	0	0	0	0	0	0	15
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	2	0	0	0	0	0	0	0	0	0	0	2
Dusk	1	0	0	0	0	0	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

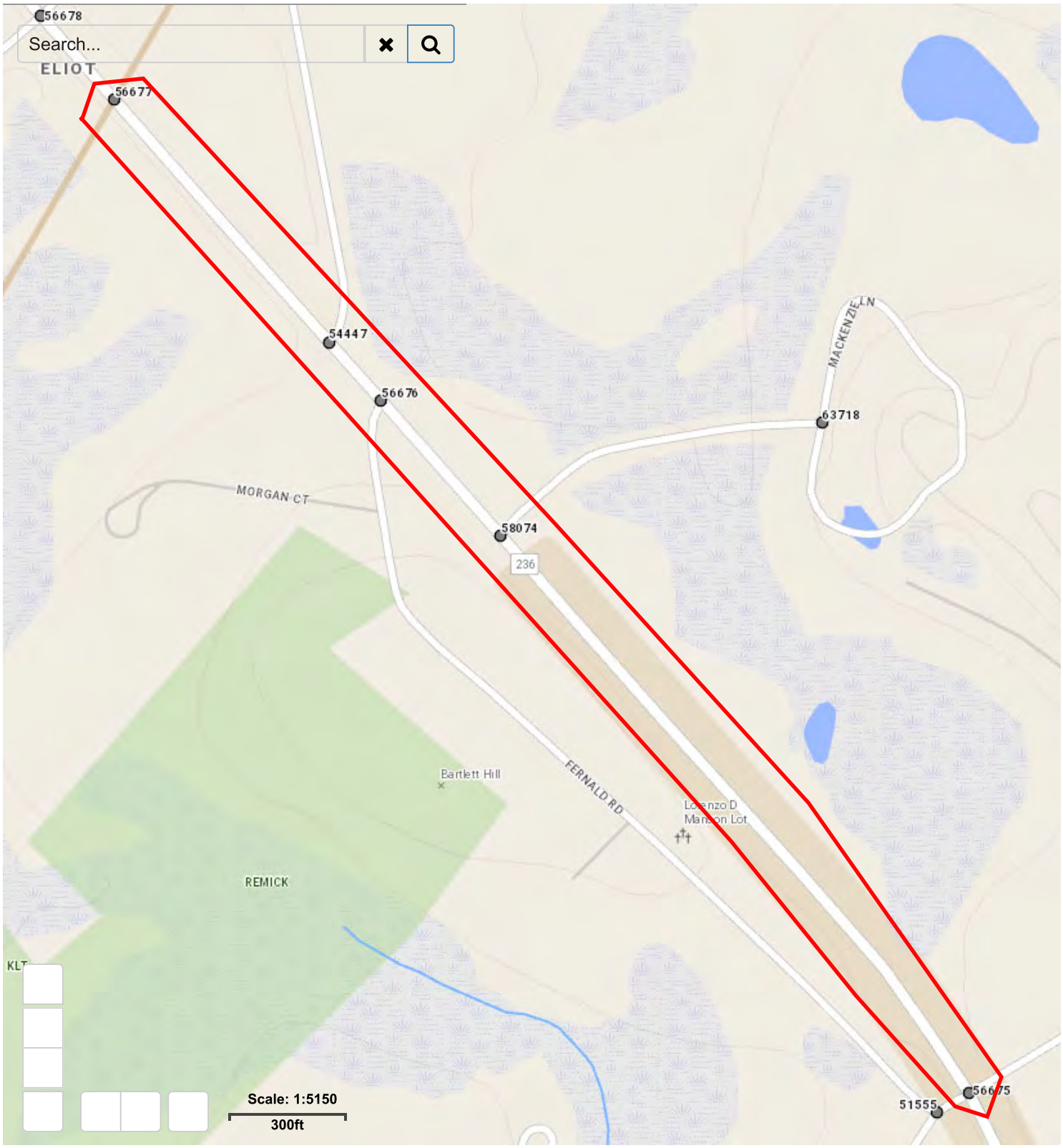
Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	2	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	20	0	0	0	0	0	0	0	0	0	2	22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MACKENZIE LN
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MORGAN CT
58074
236
Bartlett Hill
FERNALD RD
Lorenzo D
Manson Lot
REMICK
KL
Scale: 1:5150
300ft
56675
51555

Mike Sudak

From: Jason Garnham <JGarnham@kitteryme.org>
Sent: Tuesday, June 20, 2023 12:08 PM
To: Mike Sudak
Cc: Maxim Zakian; Ken Wood; Diane Morabito; Sammie Goddard
Subject: RE: 89 Route 236 Green Truck

Mike,
I think a MDoT impact fee or other Rte 236 project mitigation measure is a great solution. Keep me posted with any updates.
I saw that Diane responded re: Urban Compact. Let me know if you need more info.
We appreciate your client's flexibility on timing. No desire to slow things down on our end but my pending vacation will surely limit our capacity for the first July board meeting.
-Jason

From: Mike Sudak <mike@attarengineering.com>
Sent: Tuesday, June 20, 2023 11:31 AM
To: Jason Garnham <JGarnham@kitteryme.org>
Cc: Maxim Zakian <MZakian@kitteryme.org>; Ken Wood <Ken@attarengineering.com>; Diane Morabito <mordi@sewall.com>; Sammie Goddard <sammie@attarengineering.com>
Subject: RE: 89 Route 236 Green Truck

Good Morning Jason,

Thank you for the follow up. We just had a brief conversation with Diane Morabito (copied here) and have the following initial thoughts to this news:

- We understand the Town's position on the traffic impact fee, and are looking into potential alternatives. Would it be possible to tie an assessed impact fee to the updated MDOT Entrance Permit that will be required with this modification? That way the option of an impact fee could still be utilized, which seemed to be the consensus best option discussed at the last Planning Board meeting, while keeping the Town uninvolved in the collecting and administering of the fee. Along the same line of thinking…
- Is this section of the Route 236 corridor within the Urban Compact Zone? I know that Jessa has provided comment on the sewer force main extension from her position as Public Works Inspector, but Diane believes that this parcel is outside of the UC zone and she's usually spot on. Whether or not it resides within the UC zone could potentially complicate the ability for the impact fee to be dedicated directly to MDOT.

Otherwise, thank you for the comments on the application process for Final SPR. We were pulling together the application materials to submit this week in advance of the 7/13 meeting, and hopefully the correspondence that follows this email can be included in the submission package. As we discussed last week we are willing to be fluid with the scheduling of this item on the next Planning Board meeting relative to comments from CMA and resolution of this impact fee matter, but my Client wants to keep things progressing forward so I'm just working to that end.

Enjoy your week off – talk soon.
-Mike

From: Jason Garnham <JGarnham@kitteryme.org>
Sent: Tuesday, June 20, 2023 10:36 AM
To: Mike Sudak <mike@attarengineering.com>

Cc: Maxim Zakian <MZakian@kitteryme.org>
Subject: 89 Route 236 Green Truck

Mike,
I promised you a response to last week's phone conversation. Sorry for the delay. Please note that #3 is new, important, and may warrant additional discussion:

1. Final site plan: Kittery's ordinance specifies that a final site plan application is to be submitted as a discrete step following preliminary approval. I'd like to change this, as we've discussed, but until we do I think it's best to stick with the process described in the ordinance. We do not have a final plan application type set up in the portal yet. This is on our list. Meanwhile, we're asking applicants to **submit a new preliminary application via the portal**. We will clearly note it as a final plan application in the portal and set the fee accordingly. I believe the fee is the same as for the preliminary site plan.
2. As discussed, I sent Sewall's traffic study to CMA Engineers for peer review. I don't expect any surprises, however:
3. The Town cannot charge, collect, or administer a **traffic impact fee**. I knew that Kittery did not have a traffic impact fee ordinance but I was not sure if we could collect and hold funds for the Rte 236 project through some other means. When asked/ discussed, the Town Manager was not supportive of the current proposal for mitigating generally for the incremental traffic and safety impacts anticipated from this project, partly due to auditing/ accounting issues and partly due to legal concerns. She suggested that any mitigation measure should be much more specifically tied to a particular improvement/ cost. I recommend looping Diane Morabito back in to discuss/ refine the impact mitigation proposal.

Please let me know if you'd like to discuss. Fyi I'll be out of the office 6/23-7/4.
Best,
-Jason

GENERAL NOTES (CONT.)

9.) CLASS A HIGH–INTENSITY SOIL SURVEY WAS PERFORMED BY KENNETH GARDNER, CERTIFIED SOIL SCIENTIST #61 OF J.R.K. SOIL RESEARCH, INC. TEST PITS DEPICTED ON SHEET 3.

10.) THE CONTRACTOR MUST CONTACT DIG SAFE AND ALL LOCAL UTILITY DISTRICTS PRIOR TO THE START OF CONSTRUCTION TO VERIFY THE LOCATION OF EXISTING SUBSURFACE UTILITIES AND CONDITIONS. LOCATING AND PROTECTING ANY UNDERGROUND OR ABOVE–GROUND UTILITY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

11.) DEPICTED WETLAND SETBACKS ARE INFORMED BY TOWN OF KITTERY LAND USE AND DEVELOPMENT CODE TABLE 16.5.30 "MINIMUM SETBACKS FROM WETLANDS AND WATER BODIES" FOR WETLAND SIZE BETWEEN 501 SQ. FT. TO 1 ACRE:
- 10' SETBACK (FROM TOE OF SLOPE) FOR TRAVELWAYS LESS THAN 18' WIDTH
- 30' SETBACK (OR 10' FROM TOE OF SLOPE, WHICHEVER IS GREATER) FOR TRAVELWAYS GREATER THAN 18' WIDTH
- 30' SETBACK FOR PARKING AREAS OF 1–5 STALLS IN SIZE
- 40' SETBACK FOR PARKING AREAS OF 6–20 STALLS IN SIZE INCORPORATING BMPs FOR STORMWATER MANAGEMENT
- 50' SETBACK FOR BUILDING OR STRUCTURE (INCLUDING PATIO OR DECK AREA > 500 SQ. FT.)
- 50' SETBACK FOR NEW SUBSURFACE SEWAGE DISPOSAL SYSTEMS < 2,000 GPD DESIGN FLOWS

12.) THIS DEVELOPMENT IS CURRENTLY SERVICED BY MUNICIPAL WATER (KWD) AND A SHARED PRIVATE SUBSURFACE WASTEWATER DISPOSAL SYSTEM (SSWDS). THIS AMENDMENT PROPOSES TO CONNECT THE ENTIRE MIXED–USE BUILDING TO THE MUNICIPAL (KSD) SYSTEM AND VACATE THE PREVIOUSLY–APPROVED RELOCATION AND REDESIGN OF THE ON–SITE SUBSURFACE WASTEWATER DISPOSAL SYSTEM.

13.) PARKING LANDSCAPING REQUIREMENTS PER §16.7.11.F.(4).(g):

PARKING AREAS CONTAINING 10 OR MORE PARKING SPACES MUST HAVE AT LEAST 1 TREE/8 SPACES. SUCH TREES ARE TO BE AT LEAST 1½"ø WITH NO LESS THAN 25 SQ. FT. OF PERMEABLE AREA/TREE. AT LEAST 10% OF THE INTERIOR OF ANY PARKING AREA HAVING 25 OR MORE SPACES IS TO BE MAINTAINED WITH LANDSCAPING, INCLUDING TREES, IN PLOTS OF AT LEAST 5' IN WIDTH.

14.) LANDSCAPING SITE IMPROVEMENTS FOR MODIFIED EXISTING DEVELOPMENTS AS PER §16.4.20.D.(3).(c):

A VEGETATED LANDSCAPE PLANTER STRIP MUST BE PROVIDED A MINIMUM OF 20' IN DEPTH ADJACENT TO THE RIGHT–OF–WAY OF ALL PUBLIC ROADS AND INCLUDE THE FOLLOWING LANDSCAPE ELEMENTS:

GROUND COVER. THE ENTIRE LANDSCAPE STRIP MUST BE VEGETATED EXCEPT FOR APPROVED DRIVEWAYS, WALKWAYS, BIKEWAYS, AND SCREENED UTILITY EQUIPMENT.

STREET–SIDE TREES. A MINIMUM OF 1 STREET TREE/50' OF FRONTAGE MUST BE PLANTED. THE TREES MAY BE SPACED ALONG THE FRONTAGE OR GROUPED/CLUSTERED TO ENHANCE THE VISUAL QUALITY OF THE SITE. THE TREES ARE TO BE AT LEAST 2½"ø AND BE AT LEAST 12' HIGH AT THE TIME OF PLANTING. EXISTING LARGE HEALTHY TREES MUST BE PRESERVED IF PRACTICAL AND WILL COUNT TOWARDS THIS REQUIREMENT.

15.) HOURS OF OPERATION (PROPOSED CHANGE OF USE – ADULT–USE MARIJUANA BUSINESS):

MONDAY THRU THURSDAY:	8:00a – 6:00p
FRIDAY AND SATURDAY:	8:00a – 7:00p
SUNDAY:	8:00a – 4:00p

16.) SNOW STORAGE LOCATIONS ARE DEPICTED ON THE PLANS. IN AN INSTANCE WHERE THE DEVELOPED LOT REACHES ITS CAPACITY FOR SNOW STORAGE, ALL EXCESS SNOW SHALL BE CARRIED OFF–SITE.

17.) LANDSCAPED AREA CALCULATION AS PER §16.7.11.F.(4).(g):

OVERALL LOT AREA = 60,402 SQ. FT.
TOTAL LANDSCAPING AREA PROPOSED = 7,971 SQ. FT.

[7,971 / 60,402] = 13.2% > 10% = OK

17.) THE CLOSEST FIRE HYDRANT IS LOCATED ~370' NORTH ON ROUTE 236, IN THE NORTHBOUND SHOULDER AND FRONTYARD OF THE TM/L 28/20 PARCEL.

18.) MARIJUANA BUSINESS STANDARDS AS PER §16.5.32.B:

(7) ANY BUILDING CONTAINING A MARIJUANA BUSINESS MUST BE PROTECTED BY FIRE SUPPRESSION MEASURES AND FIRE ALARMS TO THE SATISFACTION OF THE FIRE CHIEF AND IN ACCORDANCE WITH ALL APPLICABLE BUILDING CODES.

(8) THE OWNER OF ANY MARIJUANA BUSINESS, AT THE TIME OF APPLICATION FOR A BUILDING PERMIT, MUST PROVIDE AN AFFIDAVIT FROM A MASTER ELECTRICIAN OR ELECTRICAL ENGINEER CERTIFYING THAT THE ELECTRICAL COMPONENTS CAN MEET THE ELECTRICAL LOAD DEMANDS OF THE USE.

(9) SECURITY – THE LICENSED PREMISES MUST HAVE VIDEO SURVEILLANCE CAPABLE OF COVERING THE EXTERIOR AND INTERIOR OF THE FACILITY. THE VIDEO SURVEILLANCE SYSTEM MUST BE OPERATED WITH CONTINUOUS RECORDING 24 HOURS PER DAY, SEVEN DAYS PER WEEK AND VIDEO RETAINED FOR A MINIMUM DURATION OF 30 DAYS. SUCH RECORDS MUST BE MADE AVAILABLE TO LAW ENFORCEMENT AGENCIES WHEN INVESTIGATING A CRIMINAL COMPLAINT.

(11) THE LICENSED PREMISES MUST HAVE EXTERIOR LIGHTING THAT CONFORMS WITH THIS TITLE AND THE TOWN OF KITTERY'S DESIGN HANDBOOK. THE PLANNING BOARD, AT ITS DISCRETION, MAY REQUIRE MOTION SENSORS COVERING THE FULL PERIMETER OF THE BUILDING(S).

19.) EXISTING SUBSURFACE WASTEWATER DISPOSAL SYSTEM (SSWDS) SHALL BE REMOVED WITH THE PROPOSED DEVELOPMENT. IN AREAS WHERE FILL OR NATIVE SOIL ASSOCIATED WITH THE EXISTING WASTEWATER DISPOSAL SYSTEM HAS BEEN SATURATED WITH TREATED EFFLUENT AND A BIOLOGICAL MAT HAS DEVELOPED, ALL AFFECTED AREAS SHALL BE RESPONSIBLY CONTAINED AND REMOVED FROM THE SITE. GRAVEL BASE AND SUBBASE FOR THE PROPOSED PARKING LOT EXPANSION SHALL BE COMPRISED OF CLEAN STRUCTURAL FILL IN ACCORDANCE WITH THE SPECIFICATIONS OUTLINED IN THE PROVIDED DETAILS ON SHEET 6.

20.) THIS DEVELOPMENT PROPOSES A SEWER FORCE MAIN EXTENSION BENEATH THE ROUTE 236 CORRIDOR TO CONNECT TO THE EXISTING MUNICIPAL SYSTEM. ALL ABUTTING PROPERTIES ALONG THE LENGTH OF THIS EXTENSION CURRENTLY ON PRIVATE SEPTIC HAVE CONNECTION RIGHTS TO SAID EXTENSION. PER THE TOWN OF KITTERY PUBLIC WORKS DIRECTOR, ALL SERVICES SHALL BE DIRECTIONALLY BORED UNDER ROUTE 236 FOR ANY SUCH ABUTTER CONNECTIONS.

21.) LANDSCAPING IMPROVEMENTS ARE SHOWN ON SHEET 4 AND REMAIN UNCHANGED FROM THE APPROVALS HIGHLIGHTED IN GENERAL NOTE #1. PLANTINGS SHALL BE INSTALLED, MAINTAINED, AND REPLACED IN ACCORDANCE WITH §16.4.20.D.(3).(c) AND §16.8.10.N.(4) – LANDSCAPING SITE IMPROVEMENTS FOR THE C–2 ZONE AND GENERAL PERFORMANCE STANDARDS FOR RETENTION OF NATURAL OR HISTORIC FEATURES, RESPECTIVELY. PLANTINGS SHALL BE REPLACED AS NEEDED FOR ONE FULL GROWING SEASON AFTER INSTALLATION. LESSOR IS THE SOLE RESPONSIBLE PARTY FOR THE MAINTENANCE AND POTENTIAL REPLACEMENT OF PLANTINGS.

PLAN REFERENCES

1.) "EXISTING CONDITIONS PLAN, 89 ROUTE 236, KITTERY, MAINE" PREPARED BY MATTHEW J. SALVUCCI, PLS #2569 ON BEHALF OF JONES & BEACH ENGINEERS, INC. PLAN PREPARED FOR J.D. INVESTMENTS, LLC., 19 BUFFUM ROAD, UNIT 6, NORTH BERWICK, ME 03906. PLAN DATED 10/27/2021.

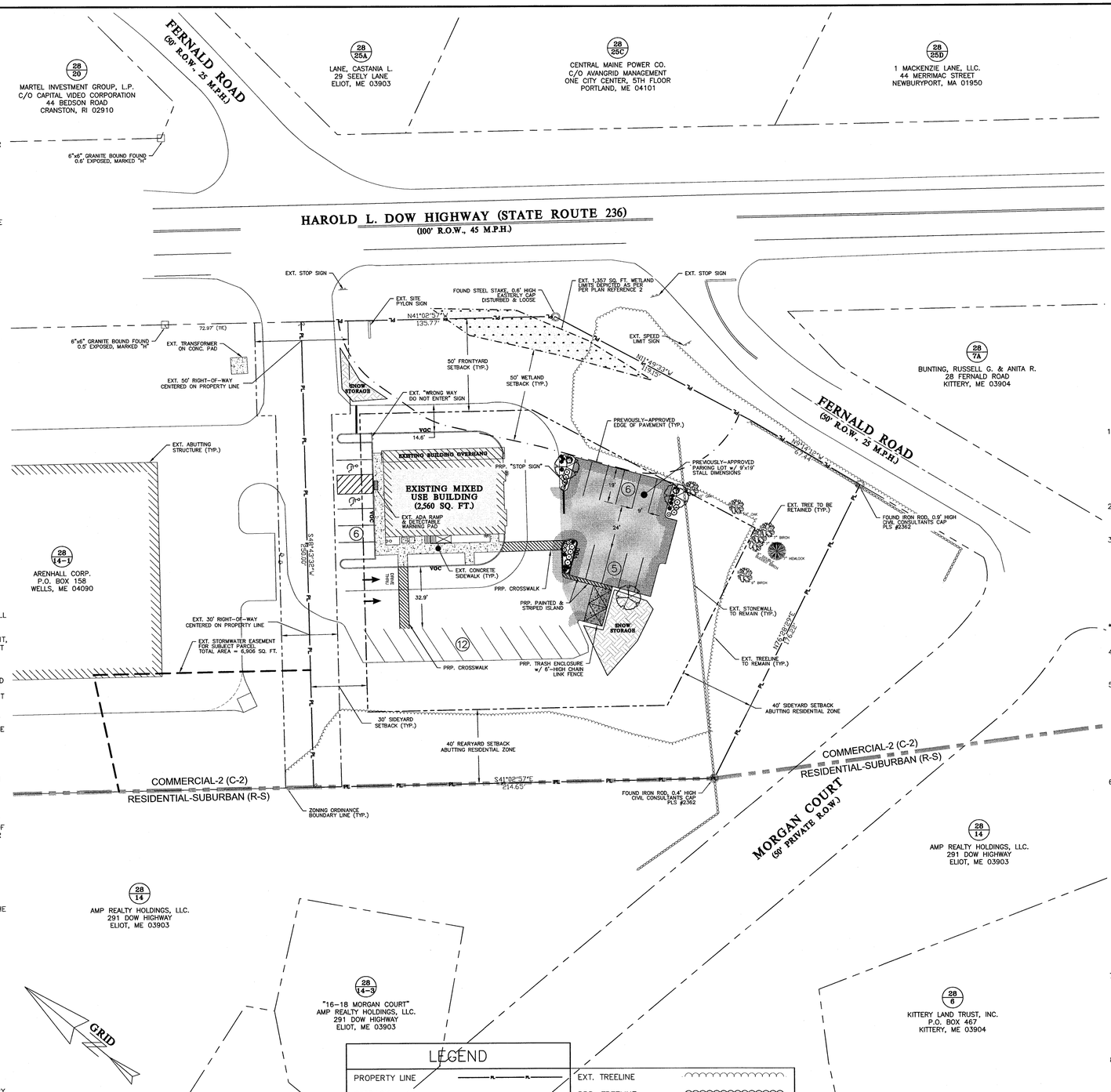
2.) "EXISTING CONDITIONS PLAN, SITE PLAN AMENDMENT: MIXED–USE BUILDING, TAX MAP 28, LOT 14–2, KITTERY, ME" PREPARED BY RYAN M. McCARTHY, PE #12895 OF TIDEWATER ENGINEERING & SURVEYING, LLC. PLAN PREPARED FOR ROCKWELL HOMES, LLC., 1021 GOODWIN ROAD, ELIOT, ME 03903. PLAN DATED 4/1/2016.

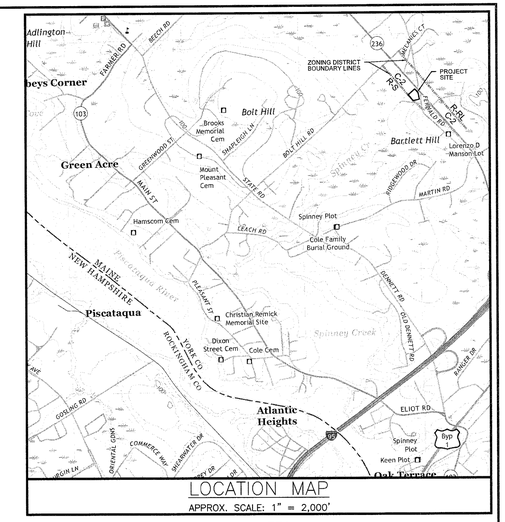
3.) "SUBDIVISION OF LAND OF PETER J. PAUL, TRUSTEE OF THE PAOLUCCI TRUST, U.S. ROUTE 236, KITTERY, MAINE" PREPARED BY MICHAEL P. PEVERETT, PLS #2362 OF CIVIL CONSULTANTS. PLAN PREPARED FOR PETER J. PAUL, 291 HAROLD L. DOW HIGHWAY, ELIOT, MAINE 03903. PLAN DATED 3/11/2014 AND RECORDED AT THE YORK COUNTY REGISTRY OF DEEDS IN PLAN BOOK 366, PAGE 28.

4.) "SITE PLAN AMENDMENT – UTILITY PLAN, KITTERY CAR WASH, PROPOSED SEWER FORCE MAIN, MAP 28 LOT 25D, DOW HIGHWAY – ROUTE 236, KITTERY, MAINE" PREPARED BY GREENMAN–PEDERSON, INC. PLAN PREPARED FOR WAEBAK, LLC., 44 MERRIMAC STREET, NEWBURYPORT, MA. PLAN DATED 6/16/2022 AND APPROVED BY THE KITTERY PLANNING BOARD ON 5/12/2022.

INDEX OF SHEETS

STATE OF MAINE – YORK COUNTY
ss. REGISTRY OF DEEDS
RECEIVED_____, 20___
AT___h,___m.,___M, AND RECORDED IN PLAN BOOK_____, PAGE_____
ATTEST_____REGISTER





LOCATION MAP

APPROX. SCALE: 1" = 2,000'

GENERAL NOTES

1.) THIS PLAN DEPICTS AN AMENDMENT TO THE PREVIOUSLY–APPROVED SITE PLAN, WHICH WAS GRANTED BY THE KITTERY PLANNING BOARD ON 11/18/2021. THIS AMENDMENT PROPOSES TO CONSTRUCT THE PREVIOUSLY–APPROVED PARKING LOT EXPANSION BUT VACATES THE ON–SITE REDESIGN AND RELOCATION OF THE SUBSURFACE WASTEWATER DISPOSAL SYSTEM, INSTEAD PROPOSING TO INSTALL A SEWER FORCE MAIN EXTENDING SOUTHEAST TO CONNECT TO THE MUNICIPAL SEWER SYSTEM. LASTLY, THIS DEVELOPMENT PROPOSES A CHANGE OF USE FROM THE EXISTING RETAIL USE (CBD BOUTIQUE – NOT A MARIJUANA BUSINESS) TO ADULT–USE MARIJUANA STORE. NO BUILDING EXPANSION IS PROPOSED AND ALL OTHER EXISTING USES SHALL REMAIN UNALTERED.

2.) THE SUBJECT PARCEL, LOCATED OFF OF HAROLD L. DOW HIGHWAY (STATE ROUTE 236), IS IDENTIFIED AS LOT 14–2 ON MAP 28, CONSISTING OF 1.39 ACRES IN AREA, AND IS LOCATED IN THE COMMERCIAL–2 (C–2) ZONING DISTRICT.

3.) DIMENSIONAL REQUIREMENTS FOR THE C–2 ZONING DISTRICT AS PER §16.4.20.D.(2):

LOT SIZE:	40,000 SQ. FT. (MINIMUM)
STREET FRONTAGE:	150' (MINIMUM)
SETBACKS:	50' FRONTYARD (MAXIMUM)
	30' SIDEYARD (MINIMUM)**
	30' REARYARD (MINIMUM)**
BUILDING HEIGHT:	40' (MAXIMUM)
IMPERVIOUS COVER:	40% (MAXIMUM)

** WHERE SIDEYARD AND/OR REARYARD SETBACKS OF A NONRESIDENTIAL USE ABUT A RESIDENTIAL ZONE OR USE, A MINIMUM SETBACK OF 40' IS REQUIRED.

4.) SITE TOPOGRAPHY, EXISTING GROUND SURFACE CONDITIONS, AND BOUNDARY MONUMENTATION PREPARED FROM STATE OF MAINE ORTHOIMAGERY, LIDAR CONTOURS, STATE AND TOWN GIS IMAGERY, AND PLAN REFERENCES 1, 2 & 3. EXISTING CONDITIONS OF ABUTTING PROPERTIES ARE APPROXIMATE.

5.) PARKING STANDARDS SPECIFIC TO THE C–2 ZONING DISTRICT AS PER §16.4.20.D.(3):

ALL NEW OR REVISED PARKING MUST BE VISUALLY SCREENED THROUGH THE USE OF LANDSCAPING, EARTHEN BERMS AND/OR FENCING FROM ADJACENT PUBLIC STREETS OR RESIDENTIAL PROPERTIES

EACH PARKING SPACE IS TO CONTAIN A RECTANGULAR AREA AT LEAST 19' LONG BY 9' WIDE. LINES DEMARCATING PARKING SPACES MAY BE DRAWN AT VARIOUS ANGLES IN RELATION TO CURBS OR AISLES, SO LONG AS THE PARKING SPACES SO CREATED CONTAIN WITHIN THEM THE RECTANGULAR AREA REQUIRED BY THIS SECTION. PARKING SPACES MUST BE CONSTRUCTED AS TO BE USABLE YEAR–ROUND.

6.) PARKING CALCULATION AS PER §16.7.11.F.(4).(d):

PROFESSIONAL OFFICES:	= 2 SPACES/OFFICE + 1 SPACE/250 SQ. FT. GROSS FLOOR AREA
	= 5 TOTAL OFFICES (4 PRIVATE + 1 FOR PRP. CHANGE OF USE)
	= 1,052 SQ. FT. PRIVATE OFFICE SPACE
	= 248 SQ. FT. OFFICE SPACE FOR PRP. CHANGE OF USE
	= [1,052 + 248] = 1,300 SQ. FT. GROSS FLOOR AREA
	= [(5 x 2) + (1,300 / 250)] = 15.2 SPACES REQUIRED
RESTAURANT:	= 1 SPACE/3 SEATS
	= AREA WITH CUSTOMER ACCESS = 0 SQ. FT. (DRIVE–THRU)
	= 3 SPACES REQUIRED (MAX CONCURRENT EMPLOYEES)
RETAIL STORE:	= 1 SPACE/175 SQ. FT. GROSS FLOOR AREA
	= 1,680 SQ. FT. GROSS FLOOR AREA
	= [1,680 / 175] = 9.6 SPACES REQUIRED
WAREHOUSE	= 1 SPACE/500 SQ. FT. GROSS FLOOR AREA
	= 400 SQ. FT. GROSS FLOOR AREA FOR PRP. CHANGE OF USE
	= [400 / 500] = 0.8 SPACES REQUIRED
TOTAL SITE PARKING REQUIREMENT:	= [15.2+3+9.6+0.8] = 28.6 => 29 REQ'D (29 PROVIDED, 2 ADA)

7.) IMPERVIOUS COVERAGE CALCULATION:

TOTAL PARCEL AREA	= 60,402 SQ. FT.
EXISTING TOTAL IMPERVIOUS	= 17,475 SQ. FT.
TOTAL IMPERVIOUS PROPOSED	= 20,874 SQ. FT. (3,399 SQ. FT. IMPERVIOUS CREATED)
MAX. ALLOWABLE IMPERVIOUS	= 40% TOTAL PARCEL AREA (MAXIMUM)
	= [60,402 * 0.4] = 24,161 SQ. FT.
	= [20,874 SQ. FT. < 24,161 SQ. FT.] => OK

8.) EXISTING ON–SITE WETLANDS DEPICTED AS PER PLAN REFERENCE 2. NO WETLAND DELINEATION WAS PERFORMED IN PREPARATION OF THIS AMENDMENT. SEE GENERAL NOTE 11 FOR WETLAND SETBACK INFORMATION.

-- GENERAL NOTES CONTINUED ELSEWHERE ON SHEET 1 --

TOWN OF KITTERY PLANNING BOARD
SITE PLAN AMENDMENT APPROVED:
XX/XX/2023 DATE

LEGEND

PROPERTY LINE	EXT. TREELINE
SETBACK	PRP. TREELINE
ABUTTER PROP. LINE	EXT. STANDALONE TREE
CENTERLINE OF ROAD	EXT. WETLAND BNDY
EXT. BUILDING	EXT. WETLAND AREA
EXT. PAVEMENT	EXT. WETLAND BUFFER
PRP. PAVEMENT	EXT. SIGN
EXT. PARKING	PRP. SIGN
PRP. PARKING	FOUND GRANITE BOUND
EXT. CONCRETE PAD	FOUND IRON ROD
EXT. STONEWALL	TOWN ZONING BOUNDARY
PRP. RETAINING WALL	EXT. EASEMENT BNDY.

GRAPHIC SCALE
0 30 60 90 120 (FEET)

NO.	DESCRIPTION	DATE
B	FINAL SITE PLAN REVIEW	06/20/23
A	PLANNING BOARD COMMENT REVISIONS	05/22/23

REVISIONS

STATE OF MAINE
KENNETH A. WOOD
No. 5992
LICENSED PROFESSIONAL ENGINEER

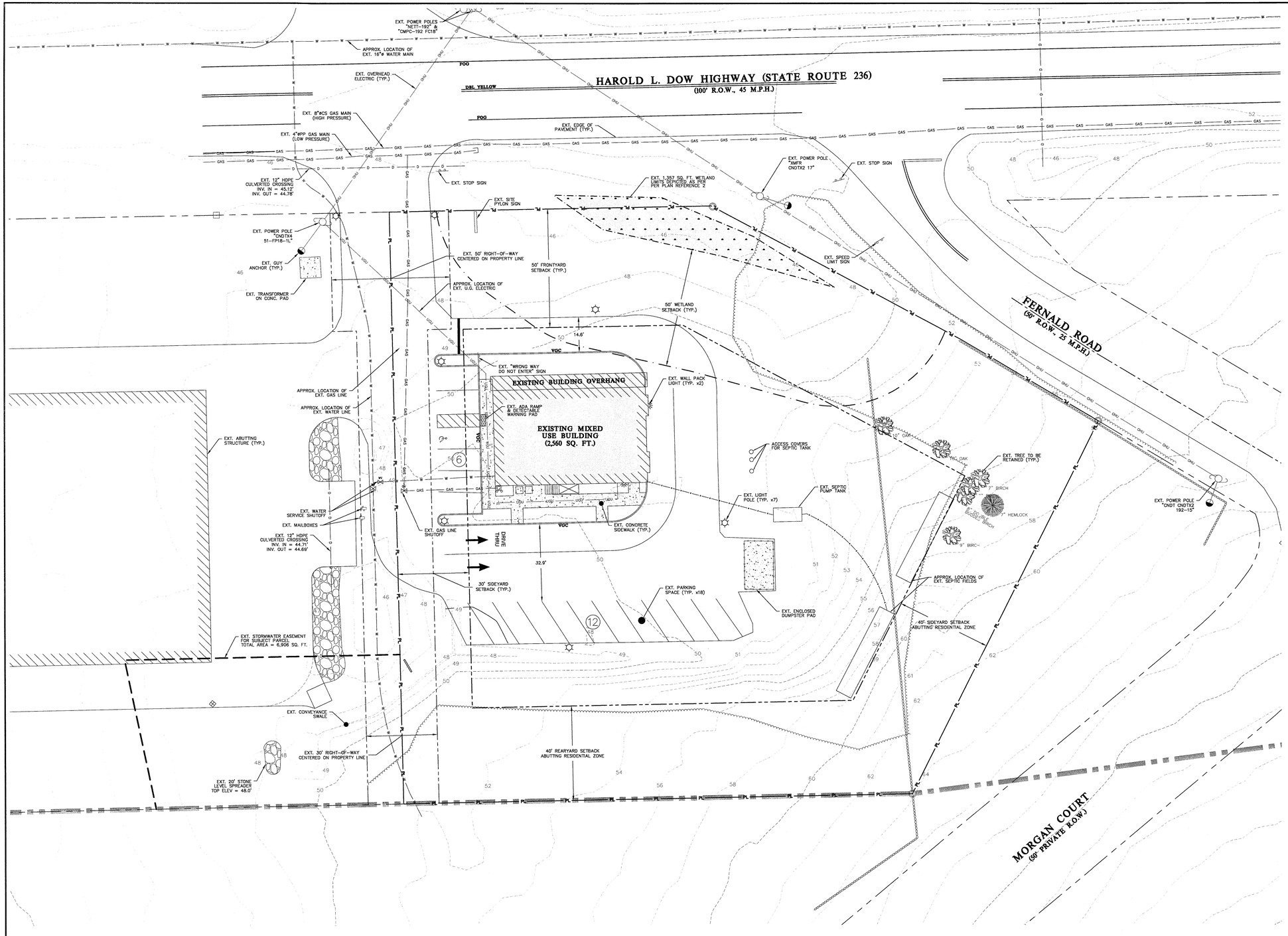
TAX MAP 28, LOT 14–2

AMENDED SITE PLAN
GREEN TRUCK CANNABIS DISPENSARY
89 ROUTE 236, KITTERY, MAINE

FOR: G.T.F. KITTERY 8, LLC.
19 BUFFUM ROAD, UNIT #6
NORTH BERWICK, ME 03906

ATTAR ENGINEERING, INC.
CIVIL ◆ STRUCTURAL ◆ MARINE ◆ SURVEYING
1284 STATE ROAD – ELIOT, MAINE 03903
PHONE: (207)439–6023 FAX: (207)439–2128

SCALE: 1" = 30'	APPROVED BY:	DRAWN BY: MJS
DATE: 04/19/23		REVISION DATE: B : 06/20/23
JOB NO: 23028	FILE: GREEN TRUCK BASE.DWG	SHEET: 1



LEGEND

- PROPERTY LINE
- SETBACK
- ABUTTER PROP. LINE
- CENTERLINE OF ROAD
- EXT. BUILDING
- EXT. PAVEMENT
- EXT. PARKING
- EXT. CONCRETE PAD
- EXT. STONEWALL
- EXT. TREELINE
- EXT. STANDALONE TREE
- EXT. WETLAND BNDY (UPLAND / WETLAND)
- EXT. WETLAND AREA
- EXT. WETLAND BUFFER
- EXT. SIGN
- EXT. POWER POLE
- EXT. LIGHT POLE
- EXT. GUY ANCHOR
- EXT. OVERHEAD ELEC — OHU —
- EXT. U.G. ELECTRIC — UGU —
- EXT. WATER VALVE
- EXT. WATER LINE — W —
- EXT. GAS VALVE
- EXT. GAS SERVICE
- EXT. STORM LINE — D —
- EXT. SEWER LINE — S —
- EXT. MAJOR CONTOUR — XXX —
- EXT. MINOR CONTOUR
- EXT. RIP RAP
- TOWN ZONING BOUNDARY
- EXT. EASEMENT BNDY.

GRAPHIC SCALE
0 20 40 60 80 (FEET)

TAX MAP 28, LOT 14-2

NO.	DESCRIPTION	DATE
	REVISIONS	
C	FINAL SITE PLAN REVIEW	06/20/23
B	SEWER FORCE MAIN REVISIONS	05/25/23
A	PLANNING BOARD COMMENT REVISIONS	05/22/23

KENNETH A. WOOD No. 5992 — LICENSED PROFESSIONAL ENGINEER — STATE OF MAINE

EXISTING CONDITIONS PLAN
GREEN TRUCK CANNABIS DISPENSARY
89 ROUTE 236, KITTERY, MAINE

FOR: G.T.F. KITTERY 8, LLC.
19 BUFFUM ROAD, UNIT #6
NORTH BERWICK, ME 03906

ATTAR ENGINEERING, INC.
CIVIL ◆ STRUCTURAL ◆ MARINE ◆ SURVEYING
1284 STATE ROAD – ELIOT, MAINE 03903
PHONE: (207)439-6023 FAX: (207)439-2128

SCALE: 1" = 20'	APPROVED:	DRAWN BY: MJS
DATE: 04/19/23		REVISION DATE: C : 06/20/23
JOB NO: 23028	FILE: GREEN TRUCK BASE.DWG	SHEET: 2

GRADING & UTILITY NOTES

1.) ALL STORM DRAINS SHALL BE ADS N-12 (HDPE) OR APPROVED EQUAL (UNLESS NOTED OTHERWISE). PROPER TRENCHING AND BACKFILLING ARE VITAL TO THE LONG TERM PERFORMANCE AND DURABILITY OF HDPE CULVERT INSTALLATIONS. SEE HDPE CULVERT TRENCH DETAIL.

2.) ALL PROPOSED CATCH BASINS SHALL BE MAINTAINED IN ACCORDANCE WITH §16.8.8.2 "POST-CONSTRUCTION STORMWATER MANAGEMENT". INSPECTION AND MAINTENANCE OF ALL ON-SITE STORMWATER BMP'S (CATCH BASINS AND DETENTION POND) SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER.

3.) SNOW STORAGE LOCATIONS ARE DEPICTED ON THE PLANS. IN AN INSTANCE WHERE THE DEVELOPED LOT REACHES ITS CAPACITY FOR SNOW STORAGE, ALL EXCESS SNOW SHALL BE CARRIED OFF-SITE.

4.) DIGSAFE WAS CONTACTED BY ATTAR ENGINEERING TO FIELD-LOCATE THE EXISTING HIGH-PRESSURE AND LOW-PRESSURE GAS MAINS BENEATH THE ROUTE 236 RIGHT-OF-WAY. UTILITY LOCATING WAS PERFORMED ON 23 MAY 2023 AND PAINT IDENTIFIERS WERE SURVEY-LOCATED BY ATTAR ENGINEERING ON 24 MAY 2023.

LEGEND

PROPERTY LINE	
SETBACK	
ABUTTER PROP. LINE	
CENTERLINE OF ROAD	
EXT. BUILDING	
EXT. PAVEMENT	
PRP. PAVEMENT	
EXT. PARKING	
PRP. PARKING	
EXT. CONCRETE PAD	
PRP. CONCRETE PAD	
EXT. STONEWALL	
PRP. RETAINING WALL	
EXT. TREELINE	
PRP. TREELINE	
EXT. WETLAND BNDY	UPLAND / WETLAND
EXT. WETLAND AREA	
EXT. WETLAND BUFFER	
EXT. SIGN	
PRP. SIGN	
EXT. POWER POLE	
EXT. LIGHT POLE	
EXT. GUY ANCHOR	
PRP. LIGHT POLE	
EXT. OVERHEAD ELEC	OHU
EXT. U.G. ELECTRIC	UGU
PRP. U.G. ELECTRIC	UGU
EXT. WATER VALVE	
EXT. WATER LINE	W
EXT. GAS VALVE	
EXT. GAS SERVICE	
EXT. STORM LINE	D
PRP. SEWER MANHOLE	
PRP. SEWER LINE	S
PRP. FORCE MAIN	FM
EXT. MAJOR CONTOUR	XXX
EXT. MINOR CONTOUR	
PRP. MAJOR CONTOUR	XXX
PRP. MINOR CONTOUR	XXX
PRP. SPOT GRADE	102.0' X
EXT. RIP RAP	
EXT. RIP RAP	
EXT. TEST PIT	
TOWN ZONING BOUNDARY	
EXT. EASEMENT BNDY.	

GRAPHIC SCALE
0 20 40 60 80 (FEET)

TAX MAP 28, LOT 14-2

NO.	DESCRIPTION	DATE
C	FINAL SITE PLAN REVIEW	06/20/23
B	SEWER FORCE MAIN REVISIONS	05/25/23
A	PLANNING BOARD COMMENT REVISIONS	05/22/23

REVISIONS

STATE OF MAINE — KENNETH A. WOOD No. 5992 — LICENSED PROFESSIONAL ENGINEER

GRADING & UTILITIES PLAN
GREEN TRUCK CANNABIS DISPENSARY
89 ROUTE 236, KITTERY, MAINE

FOR: G.T.F. KITTERY 8, LLC.
19 BUFFUM ROAD, UNIT #6
NORTH BERWICK, ME 03906

ATTAR ENGINEERING, INC.
CIVIL ◆ STRUCTURAL ◆ MARINE ◆ SURVEYING
1284 STATE ROAD – ELIOT, MAINE 03903
PHONE: (207)439-6023 FAX: (207)439-2128

SCALE:	APPROVED BY:	DRAWN BY:
1" = 20'		MJS
DATE: 04/19/23		REVISION DATE: C : 06/20/23
JOB NO: 23028	FILE: GREEN TRUCK BASE.DWG	SHEET: 3

LEGEND

- PROPERTY LINE
- CENTERLINE OF ROAD
- EXT. BUILDING
- EXT. PAVEMENT
- PRP. PAVEMENT
- PRP. PARKING
- PRP. RETAINING WALL
- EXT. TREELINE
- PRP. TREELINE
- EXT. WETLAND BNDY (UPLAND / WETLAND)
- EXT. WETLAND AREA
- EXT. POWER POLE
- EXT. LIGHT POLE
- EXT. GUY ANCHOR
- PRP. LIGHT POLE
- EXT. OVERHEAD ELEC (OHU)
- EXT. U.G. ELECTRIC (UGU)
- PRP. U.G. ELECTRIC (UGU)
- EXT. MAJOR CONTOUR (XXX)
- EXT. MINOR CONTOUR
- PRP. MAJOR CONTOUR (XXX)
- PRP. MINOR CONTOUR (XXX)

McGraw-Edison

DESCRIPTION

Incorporating modular LED LightBAR™ technology, the Talon luminaire brings outstanding uniformity and energy-conscious illumination to walkways, parking lots, roadways, building areas and any security lighting application. UL/cUL listed for wet locations.

Catalog #		Type	
Project			
Comments		Date	
Prepared by			

SPECIFICATION FEATURES

Construction
One-piece heavy-wall, die-cast aluminum construction with integral reveal channels along top surface of housing. Optimized for reliable operation from 40°C down to -40°C, internal cast-in wall separates optical and electrical chambers allowing components to operate cooler. Stainless steel latches and hinges allow for tool-less opening and removal of door frame.

Optics
Choice of twelve patented, high-efficiency AccuLED Optics™ distributions. Optics are precisely designed to shape the light output, maximizing efficiency and application spacing. AccuLED Optics technology creates consistent distributions with the scalability to meet customized application requirements. Offered Standard in 4000K (+/- 275K) CCT and minimum 70 CRI. Optional 3000K CCT, 5000K CCT and 5700K CCT. For the ultimate level of spill light control, an optional house-side shield accessory can be field or factory installed. The house-side shield is designed to seamlessly integrate with the SL2, SL3 or SL4 optics.

Electrical
LED drivers mount to die-cast aluminum back housing for optimal heat sinking, operation efficacy, and prolonged life. Standard drivers feature electronic universal voltage (120-277V 50/60Hz), 347V 60Hz or 480V 60Hz operation. 480V is compatible for use with 480Y Wye systems only. Greater than 0.9 power factor, less than 20% harmonic distortion. All fixtures are shipped standard with 10kV/10kA common – and differential – mode surge protection. LightBARs feature an IP66 enclosure rating and maintain greater than 95% lumen maintenance at 60,000 hours per IESNA TM-21. Occupancy sensor and dimming options available.

Mounting
Extruded 8" aluminum arm includes internal bolt guides allowing for easy positioning of fixture during installation to pole or wall surface. Standard single carton packaging of housing, square pole arm and round pole adapter for contractor-friendly arrival of product on site. Optional mounting methods include a wall mount plate, an external mast arm that accepts 2-3/8" O.D. horizontal tenons and direct mounting to pole or wall surfaces. Tenon adapters available to slipfit over poles equipped with 2-3/8" or 3-1/2" O.D. tenon. 3G vibration rated.

Finish
Housing and arm finished in a five-stage super TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Standard colors include black, bronze, grey, white, dark platinum and graphite metallic. RAL and custom color matches available. Consult the Product Finishes Selection Guide for complete list of available finishes. Options to meet Buy American Act requirements.

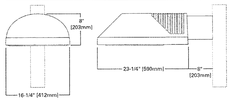
Warranty
Five-year warranty.

TLM
TALON MEDIUM LED

1 - 6 LightBARs
Solid State LED

ARCHITECTURAL AREA LUMINAIRE

DIMENSIONS



CERTIFICATION DATA
UL/cUL Listed
LM79 / LM80 Compliant
IP66 LightBARs
3G Vibration Rated
ISO 9001

ENERGY DATA
Electronic LED Driver
>0.9 Power Factor
<20% Total Harmonic Distortion
120-277V50 & 60Hz, 347V/60Hz, 480V/60Hz
-40°C Minimum Temperature
40°C Ambient Temperature Rating

EPA
Effective Projected Area: (Sq. Ft.)
1.89 with 8" Arm

SHIPPING DATA
Approximate Net Weight:
42 lbs. (19.05 kgs.)

COOPER Lighting Solutions

TD600010EN
February 3, 2023 5:08 PM

McGraw-Edison

DESCRIPTION

The Impact Elite family of wall luminaires is the ideal complement to site design. Incorporating modular LightBAR™ technology, the Impact Elite luminaire provides outstanding uniformity and energy-conscious illumination. Combined with a rugged construction, the Impact Elite luminaire is the ideal facade and security luminaire for zones surrounding schools, office complexes, apartments and recreational facilities. UL/cUL listed for wet locations.

Catalog #		Type	
Project			
Comments		Date	
Prepared by			

SPECIFICATION FEATURES

Construction
Heavy-wall, die-cast aluminum housing and removable hinged door frame for precise tolerance control and repeatability. Hinged door inset for clean mating with housing surface and secured via two captive fasteners. Optional tamper-resistant Torx™ head fasteners offer vandal resistant access to the electrical chamber.

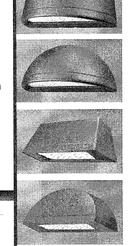
Optics
Choice of six patented, high-efficiency AccuLED Optics™ distributions. Optics are precisely designed to shape the light output, maximizing efficiency and application spacing. AccuLED Optics technology creates consistent distributions with the scalability to meet customized application requirements. Offered Standard in 4000K (+/- 275K) CCT and minimum 70 CRI. Optional 3000K CCT, 5000K CCT and 5700K CCT.

Electrical
LED drivers mount to die-cast aluminum back housing for optimal heat sinking, operation efficacy, and prolonged life. Standard drivers feature electronic universal voltage (120-277V 50/60Hz), 347V 60Hz or 480V 60Hz operation, greater than 0.9 power factor, less than 20% harmonic distortion, and are suitable for operation in -40°C to 40°C ambient environments. All fixtures are shipped standard with 10kV/10kA common – and differential – mode surge protection. LightBARs feature an IP66 enclosure rating and maintain greater than 95% lumen maintenance at 60,000 hours per IESNA TM-21. Occupancy sensor options for -20°C ambient environments and occupancy sensor available.

Mounting
Gasketed and zinc plated rigid steel mounting attachment fits directly to 4" j-box or wall with the Impact Elite "Hook-N-Lock" mechanism for quick installation. Secured with two captive corrosion resistant black oxide coated allen head set screws concealed but accessible from bottom of fixture.

Finish
Cast components finished in a five-stage super TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Standard colors include black, bronze, grey, white, dark platinum and graphite metallic. RAL and custom color matches available. Consult the McGraw-Edison Architectural Colors brochure for the complete selection.

Warranty
Five-year warranty.

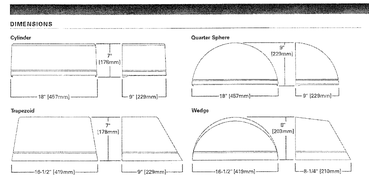


ISC/ISS/IST/ISW
IMPACT ELITE LED

1 - 2 LightBARs
Solid State LED

WALL MOUNT LUMINAIRE

DIMENSIONS



HOOK-N-LOCK MOUNTING

CERTIFICATION DATA
UL/cUL Listed
LM79 / LM80 Compliant
IP66 LightBARs
ISO 9001

ENERGY DATA
Electronic LED Driver
>0.9 Power Factor
<20% Total Harmonic Distortion
120-277V50 & 60Hz, 347V/60Hz, 480V/60Hz
-40°C Minimum Temperature
40°C Ambient Temperature Rating

SHIPPING DATA
Approximate Net Weight:
18 lbs. (8 kgs.)

E.T.O.N Powering Business Worldwide

TD514052EN
2017-04-18 10:23:11

Steel Poles

Catalog #		Type	
Project			
Comments		Date	
Prepared by			

FEATURES
- ASTM Grade steel base plate with ASTM A366 base cover
- Hand hole assembly 3" x 5" on 5" and 6" pole; and 2" x 4" on 4" pole
- 10'-39' mounting heights
- Drilled or tenon (specify)

SSS SQUARE STRAIGHT STEEL

DESIGN CONSIDERATIONS - VIBRATIONS AND NON-GROUND MOUNTED INSTALLATIONS

The information contained herein is for general guidance only and is not a replacement for professional judgment. Design considerations for wind-induced vibrations and non-ground mounted installations (e.g., installations on bridges or buildings) are the responsibility of the professional engineer of record. Please refer to Cooper Lighting Solutions' ordering to ensure product is appropriate for the intended purpose and installation location. Refer to the Cooper Lighting Solutions Light Pole White Paper for vibration and design considerations. Learn more.

NOTE: The Limited Warranty for this product specifically excludes fatigue failure or similar damage resulting from vibration, harmonic oscillation or resonance.

Specifications and dimensions subject to change without notice. Consult your lighting representative at Cooper Lighting Solutions or visit www.cooperlighting.com for available options, accessories and ordering information.

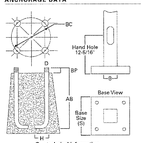
ORDERING INFORMATION

SAMPLE NUMBER: SSA5(6)SF(X)G

Product Family	Shape	Base Size (Inches)	Wall Thickness (Inches)	Mounting Height (Feet)	Base Type	Finish	Mounting Type	Handhole Orientation (If Applicable)	Anchor Length (Inches)	Option (If Applicable)
SSS=Square Straight Steel	4=4" 5=5" 6=6"	A=0.120" B=0.188" X=0.250"	10=10' 15=15' 20=20' 25=25' 30=30' 35=35' 39=39'	S=Square Steel Base	F=Dark Bronze G=Galvanized Steel J=Summit White K=Carbon Bronze L=Dark Platinum M=Textured Green S=Silver T=Graphite Metallic V=Grey W=White X=Custom Color Y=Black	2=2-3/8" O.D. Tenon (4" Long) 3=3-1/2" O.D. Tenon (5" Long) 4=4" O.D. Tenon (6" Long) 5=5" O.D. Tenon (8" Long) 6=2-3/8" O.D. Tenon (6" Long) 7=3-1/2" O.D. Tenon (10" Long) A=Type A Drilling C=Type C Drilling E=Type E Drilling F=Type F Drilling G=Type G Drilling J=Type J Drilling K=Type K Drilling M=Type M Drilling N=Type N Drilling R=Type R Drilling S=Standard Upsweep Arm* Z=Type Z Drilling	1=Single 2=2 at 180° 3=Triple† 4=4 at 90° 5=2 at 90° X=None	X=None 3=3' 4=4' 6=6' 8=8'	X=None 3=3' 4=4' 6=6' 8=8'	A=1/2" Tapped Hub‡ B=3/4" Tapped Hub‡ C=Convenience Outlet‡ E=GFCI Convenience Outlet‡ G=Ground Lug H=Additional Hand Hole‡ V=Vibration Dampener

NOTES: 1. All shaft sizes nominal. 2. Square poles are 3 at 90°; round poles are 3 at 120°. 3. Tapped Hub is located 5' below the pole top and on the same side of pole as hand hole, unless specified otherwise. 4. Outlet is located 4' above base and on same side of pole as hand hole, unless specified otherwise. Receptacle not included, provision only. 5. Additional hand hole is located 12" below pole top and 90° from standard hand hole location, unless otherwise specified. 6. Arm must be ordered separately.

ANCHORAGE DATA



Pole Number	Template Number	Bolt Number	Bolt Circle Inches	Number of Bolts	Bolt Size Inches
SSS4	TMP1	AB1	8.5 - 11.0	4	3/4 x 25 x 3
SSS5	TMP1	AB1	11.0	4	3/4 x 25 x 3
SSS6	TMP2	AB2	12.5	4	1 x 36 x 4

See technical information.

COOPER Lighting Solutions

TD513061EN
April 14, 2021 5:42 PM

SYM.	BOTANICAL NAME	COMMON NAME	QUAN.	SIZE/UNIT
TC	TILIA CORDATAI	GREENSPIRE LITTLELEAF LINDEN	3	2'-3' HT
PM	PINUS MUGO	MUGO PINE	1	2'-3' HT
HM	HEMEROCALLIS	HAPPY RETURNS DAYLILY	10	2'-3' HT
EG	ELLEX GLABRA	SHAMROCK INKBERRY HOLLY	2	2'-3' HT
RM	ROSA MEIJOCOS	PINK DRIFT ROSE	9	2'-3' HT
HS	HYLOTELEPHIUM SPECTABILE 'SEDUM'	AUTUMN JOY SEDUM	3	2'-3' HT
EP	ECHINACEA PURPUREA	WHITE KING CONEFLOWER	5	2'-3' HT

Luminaire Schedule

Symbol	Qty	Label	Arrangement	Description	Tag	LLF	Luminaire Lumens	Luminaire Watts	Total Watts
	2	EX3	Single	TLM-E02-LED-E1-T3 / 15' AFG	EXISTING	1.000	6168	52.1	104.2
	1	EX4	Single	TLM-E02-LED-E1-T4 / 15' AFG	EXISTING	1.000	6044	52.1	52.1
	2	EX4-1	Single	TLM-E01-LED-E1-T4 / 15' AFG	EXISTING	1.000	3022	24.7	49.4
	2	EX5	Single	TLM-E02-LED-E1-5WQ / 15' AFG	EXISTING	1.000	6367	52.1	104.2
	2	EXW	Single	IST-E01-LED-E1-BL4 / WALL MTD 14' AFG	EXISTING	1.000	2666	20.1	40.2
	1	N4	Single	TLM-E02-LED-E1-T4 / SSS4A15SFN1 (15' AFG)	NEW	1.000	6044	52.1	52.1

GRAPHIC SCALE
0 20 40 60 80 (FEET)

TAX MAP 28, LOT 14-2

NO.	DESCRIPTION	DATE
A	FINAL SITE PLAN REVIEW	06/20/23

REVISIONS

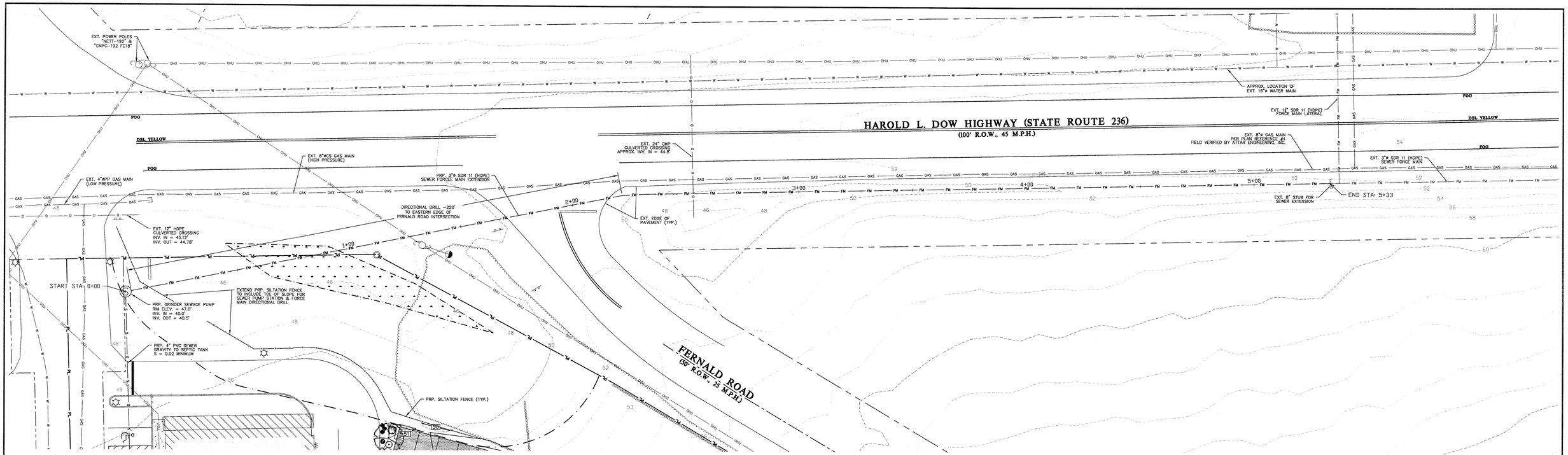
STATE OF MAINE
KENNETH A. WOOD
No. 5992
LICENSED PROFESSIONAL ENGINEER

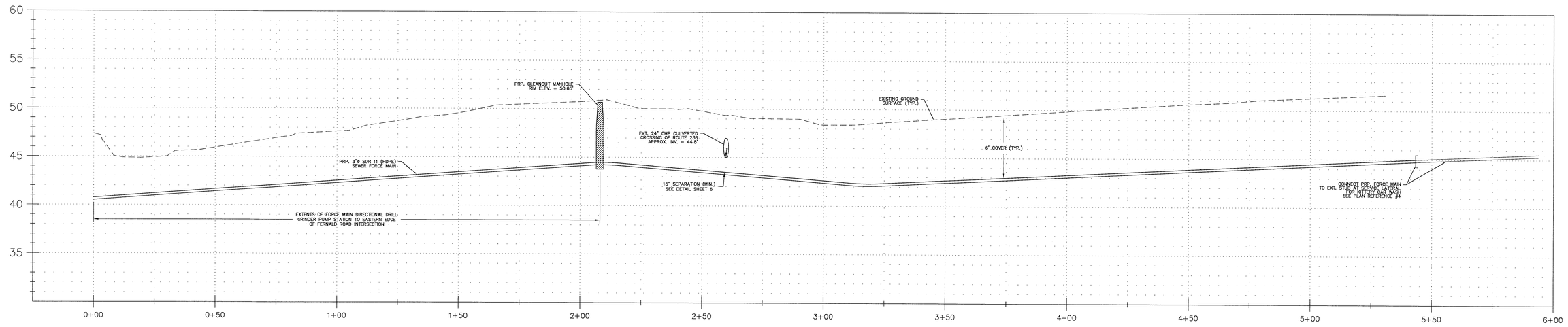
PHOTOMETRIC PLAN
GREEN TRUCK CANNABIS DISPENSARY
89 ROUTE 236, KITTERY, MAINE

FOR: G.T.F. KITTERY 8, LLC.
19 BUFFUM ROAD, UNIT #6
NORTH BERWICK, ME 03906

ATTAR ENGINEERING, INC.
CIVIL ◆ STRUCTURAL ◆ MARINE ◆ SURVEYING
1284 STATE ROAD - ELIOT, MAINE 03903
PHONE: (207)439-6023 FAX: (207)439-2128

SCALE:	APPROVED BY:	DRAWN BY:
1" = 20'		MJS
DATE: 04/19/23		REVISION DATE: A : 06/20/23
JOB NO: 23028	FILE: GREEN TRUCK BASE.DWG	SHEET: 4





GENERAL NOTES

1.) LOCATION OF UNDERGROUND UTILITIES IS APPROXIMATE ONLY. ADDITIONAL UNDERGROUND UTILITIES OTHER THAN THOSE SHOWN MAY BE ENCOUNTERED.

2.) ANY UTILITY FIELD ADJUSTMENTS SHALL BE APPROVED BY THE LOCAL AUTHORITIES AND THE DEVELOPER PRIOR TO INSTALLTION.

3.) THE CONTRACTOR MUST CONTACT DIG SAFE AND ALL LOCAL UTILITY DISTRICTS PRIOR TO THE START OF CONSTRUCTION TO VERIFY THE LOCATION OF EXISTING SUBSURFACE UTILITIES AND CONDITIONS. LOCATING AND PROTECTING ANY UNDERGROUND OR ABOVE-GROUND UTILITY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

4.) ALL CONSTRUCTION SHALL CONFORM TO MUNICIPAL DPW AND ALL APPLICABLE STATE AND FEDERAL STANDARDS.

5.) ALL SEWER CONSTRUCTION SHALL CONFORM TO THE TOWN OF KITTERY STANDARDS AND SPECIFICATIONS.

6.) ALL TRAFFIC CONTROL AND TEMPORARY CONSTRUCTION SIGNAGE ARRANGEMENTS, ACCEPTABLE TO MDOT AND KITTERY PUBLIC WORKS DEPARTMENT, SHALL BE EMPLOYED DURING OPERATIONS WITHIN THE PUBLIC RIGHT-OF-WAY.

7.) CONTRACTOR SHALL COORDINATE WITH ALL UTILITY COMPANIES AND TOWN OF KITTERY TO ENSURE PROPER SEPARATION IS PROVIDED AT ALL UTILITY CROSSINGS. CONTACT SITE ENGINEER IN THE EVENT THERE ARE ANY CONFLICTS OR DISCREPANCIES AT UTILITY CROSSINGS.

LEGEND

PROPERTY LINE	
ABUTTER PROP. LINE	
CENTERLINE OF ROAD	
EXT. BUILDING	
EXT. PAVEMENT	
PRP. PAVEMENT	
PRP. PARKING	
EXT. WETLAND BNDY	UPLAND / WETLAND
EXT. WETLAND AREA	
EXT. SIGN	
PRP. SIGN	
EXT. POWER POLE	
EXT. LIGHT POLE	
EXT. GUY ANCHOR	
PRP. LIGHT POLE	
EXT. OVERHEAD ELEC	OHU

LEGEND

EXT. U.G. ELECTRIC	UGU
PRP. U.G. ELECTRIC	UGU
EXT. WATER VALVE	
EXT. WATER LINE	W
EXT. GAS VALVE	
EXT. GAS SERVICE	
EXT. STORM LINE	D
PRP. SEWER MANHOLE	
PRP. SEWER LINE	S
PRP. FORCE MAIN	FM
EXT. MAJOR CONTOUR	XXX
EXT. MINOR CONTOUR	XXX

GRID

PROFILE VIEW HORZ. SCALE
0 20 40 60 80 (FEET)

PROFILE VIEW VERT. SCALE
0 5 10 15 20 (FEET)

PLAN VIEW GRAPHIC SCALE
0 20 40 60 80 (FEET)

TAX MAP 28, LOT 14-2

NO.	DESCRIPTION	DATE
	REVISIONS	
B	FINAL SITE PLAN REVIEW	06/20/23
A	SEWER FORCE MAIN REVISIONS	05/25/23

STATE OF MAINE
KENNETH A. WOOD
No. 5992
LICENSED PROFESSIONAL ENGINEER

SEWER EXTENSION PLAN & PROFILE
GREEN TRUCK CANNABIS DISPENSARY
89 ROUTE 236, KITTERY, MAINE

FOR: G.T.F. KITTERY 8, LLC.
19 BUFFUM ROAD, UNIT #6
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SCALE: 1" = 20'	APPROVED BY:	DRAWN BY: MJS
DATE: 04/19/23		REVISION DATE: B : 06/20/23
JOB NO: 23028	FILE: GREEN TRUCK BASE.DWG	SHEET: 5

EROSION & SEDIMENTATION CONTROL NOTES

1. PRIOR TO ANY SNOW EVENT, SILTATION FENCE OR HAY BALE BARRIERS WILL BE INSTALLED DOWNSLOPE OF ALL STRIPPING OR CONSTRUCTION OPERATIONS. A DOUBLE SILT FENCE BARRIER SHALL BE INSTALLED DOWNSLOPE OF ANY SOIL MATERIAL STOCKPILES. SILT FENCES SHALL BE INSPECTED AFTER EACH RAIN EVENT AND DAILY DURING PROLONGED RAIN. SILT AND SOIL PARTICLES ACCUMULATING BEHIND THE FENCE SHALL BE REMOVED AFTER EACH SIGNIFICANT RAIN EVENT AND IN NO INSTANCE SHOULD ACCUMULATION EXCEED 1/2 THE HEIGHT OF THE FENCE. TORN OR DAMAGED AREAS SHALL BE REPAIRED.

2. TEMPORARY AND PERMANENT VEGETATION AND MULCHING IS AN INTEGRAL COMPONENT OF THE EROSION AND SEDIMENTATION CONTROL PLAN. ALL AREAS SHALL BE INSPECTED AND MAINTAINED UNTIL THE DESIRED VEGETATIVE COVER IS ESTABLISHED. THESE CONTROL MEASURES ARE ESSENTIAL TO EROSION PREVENTION AND ALSO REDUCE COSTLY REWORK OF GRADED AND SHAPED AREAS.

3. SEEDING, FERTILIZER AND LIME RATES AND TIME OF APPLICATION WILL BE DEPENDENT ON SOIL REQUIREMENTS. TEMPORARY VEGETATION SHALL BE MAINTAINED IN THESE AREAS UNTIL PERMANENT SEEDING IS APPLIED. ADDITIONALLY, EROSION AND SEDIMENTATION MEASURES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED.

4. ALL LAWN AREA, OUTER POND SIDE SLOPES AND SWALES SHALL BE PERMANENTLY SEEDED WITH THE FOLLOWING MIXTURE: 20 LB/ACRE CREEPING RED FESCUE, 2 LB/ACRE REDTOP AND 20 LB/ACRE TALL FESCUE FOR A TOTAL OF 42 LB/ACRE. FERTILIZER AND LIME RATES SHALL BE DEPENDENT ON SOIL TESTING. IN THE ABSENCE OF SOIL TESTS, FERTILIZE WITH 10-20-20 (N-P205-K201) AT 800 LB/ACRE AND LIME AT 3 TONS/ACRE. MULCH WITH HAY AT 70-90 LB/1000 S.F. 4" OF LOAM SHALL BE APPLIED PRIOR TO SEEDING.

5. POND BOTTOMS AND INNER POND SIDESLOPES SHALL BE PERMANENTLY SEEDED WITH THE FOLLOWING MIXTURE: 20 LB/ACRE CREEPING RED FESCUE, 8 LB/ACRE BIRDSFOOT TREFOIL AND 20 LB/ACRE TALL FESCUE FOR A TOTAL OF 48 LB/ACRE. SEE THE ABOVE NOTE FOR FERTILIZER, LIME AND MULCHING RATES.

6. TEMPORARY VEGETATION OF ALL DISTURBED AREAS, MATERIAL STOCKPILES AND OTHER SUCH AREAS SHALL BE ESTABLISHED BY SEEDING WITH EITHER WINTER RYE AT A RATE OF 112 LB/ACRE OR ANNUAL RYEGRASS AT A RATE OF 40 LB/ACRE. WINTER RYE SHALL BE USED FOR FALL SEEDING AND ANNUAL RYEGRASS FOR SHORT DURATION SEEDING. SEEDING SHALL BE ACCOMPLISHED BEFORE OCTOBER 1. TEMPORARY STABILIZATION WITH MULCH OF DISTURBED AREAS SHALL TAKE PLACE WITHIN 7 DAYS OF THE CESSATION OF CONSTRUCTION ACTIVITIES IN AN AREA THAT WILL NOT BE WORKED FOR MORE THAN 7 DAYS. AREAS WITHIN 75 FEET OF A WETLAND OR WATERBODY SHALL BE TEMPORARILY STABILIZED WITH MULCH WITHIN 48 HOURS OF THE INITIAL DISTURBANCE OR PRIOR TO ANY STORM EVENT, WHICHEVER COMES FIRST.

7. TEMPORARY SEEDING OF DISTURBED AREAS SHALL BE ACCOMPLISHED BEFORE OCTOBER 1. PERMANENT SEEDING SHALL BE ACCOMPLISHED BEFORE SEPTEMBER 15.

8. ALL SEEDED AREAS SHALL BE MULCHED WITH HAY AT A RATE OF 2 BALES (70-90 LB) PER 1000 S.F. OF SEEDED AREA.

9. ALL DISTURBED AREAS ON THE SITE SHALL BE PERMANENTLY STABILIZED WITHIN 7 DAYS OF FINAL GRADING OR TEMPORARILY STABILIZED PER E&S NOTE 6. PERMANENT STABILIZATION MEANS 90% COVER WITH MATURE, HEALTHY PLANTS FOR PLANTED AREAS AND FOR SODDED AREAS, COMPLETE BINDING OF SOD ROOTS INTO THE UNDERLYING SOIL WITH NO SLUMPING OF THE SOD OR DIE-OFF.

10. A STABILIZED CONSTRUCTION ENTRANCE SHALL BE INSTALLED AT ALL ACCESSES TO PUBLIC ROADS (SEE PLAN). TEMPORARY CULVERTS SHALL BE PROVIDED AS REQUIRED.

11. SLOPES BETWEEN 2:1 AND 3:1 (INCLUDING 3:1) SHALL BE TREATED WITH POLYJUTE OPEN WEAVE GEOTEXTILE (OR EQUIVALENT) AFTER SEEDING. JUTE MATS SHALL BE ANCHORED PER MANUFACTURER'S SPECIFICATIONS. SLOPES BETWEEN 2:1 AND 1.5:1 (INCLUDING 2:1) SHALL BE ANCHORED WITH RIPRAP. SLOPES ARE PROHIBITED FROM BEING STEEPER THAN 1.5:1.

12. EXCESSIVE DUST CAUSED BY CONSTRUCTION OPERATIONS SHALL BE CONTROLLED BY APPLICATION OF WATER OR CALCIUM CHLORIDE.

13. THE CONTRACTOR MAY OPT TO USE EROSION CONTROL MIX BERM AS A SEDIMENT BARRIER IN LIEU OF SILTATION FENCE OR HAY BALE BARRIERS WITH APPROVAL FROM THE INSPECTING ENGINEER.

14. SEDIMENT BARRIERS SHALL BE DOUBLED WITH 75' OF WETLANDS OR OTHER PROTECTED NATURAL RESOURCES.

15. TEMPORARY E&S CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS OF PERMANENT STABILIZATION. ACCUMULATED SEDIMENTS SHALL BE REMOVED AND THE AREA STABILIZED.

16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADEQUATE HOUSEKEEPING PRACTICES DURING THE CONSTRUCTION OF THE PROJECT. THESE STANDARDS CAN BE FOUND IN THE FOLLOWING DOCUMENT: MDEP CHAPTER 500 (STORMWATER MANAGEMENT), APPENDIX C. HOUSEKEEPING. HOUSEKEEPING PRACTICES INCLUDE, BUT ARE NOT LIMITED TO, SPILL PREVENTION, GROUNDWATER PROTECTION, FUGITIVE SEDIMENT AND DUST, DEBRIS AND OTHER MATERIALS, EXCAVATION DEWATERING, AUTHORIZED NON-STORMWATER DISCHARGES AND UNAUTHORIZED NON-STORMWATER DISCHARGES. ANY SPILL OR RELEASE OF HAZARDOUS SUBSTANCES MUST BE REPORTED TO THE MDEP; FOR OIL SPILLS, CALL 1-800-482-0777; FOR SPILLS OF TOXIC OR HAZARDOUS MATERIAL, CALL 1-800-452-4664.

17. WHENEVER PRACTICABLE, NO DISTURBANCE ACTIVITIES SHOULD TAKE PLACE WITHIN 50 FEET OF ANY PROTECTED NATURAL RESOURCE. IF DISTURBANCE ACTIVITIES TAKE PLACE BETWEEN 30 FEET AND 50 FEET OF ANY PROTECTED NATURAL RESOURCE, AND STORMWATER DISCHARGES THROUGH THE DISTURBED AREAS TOWARD THE PROTECTED NATURAL RESOURCE, PERIMETER EROSION CONTROLS MUST BE DOUBLED. IF DISTURBANCE ACTIVITIES TAKE PLACE LESS THAN 30 FEET FROM ANY PROTECTED NATURAL RESOURCE, AND STORMWATER DISCHARGES THROUGH THE DISTURBED AREAS TOWARD THE PROTECTED NATURAL RESOURCE, PERIMETER EROSION CONTROLS MUST BE DOUBLED AND DISTURBED AREAS MUST BE TEMPORARILY OR PERMANENTLY STABILIZED WITHIN 7 DAYS.

18. ALL SEDIMENT BARRIERS AND EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF CONSTRUCTION.

19. SEDIMENT BARRIERS SHALL BE INSTALLED DOWN-GRADIENT OF STOCKPILES, AND STORMWATER SHALL BE PREVENTED FROM RUNNING ONTO STOCKPILES.

20. THE PROPOSED STORMWATER MANAGEMENT AREAS INTENDED FOR USE AS PERMANENT, POST-CONSTRUCTION BMP'S SHALL BE USED TO TEMPORARILY MANAGE FLOWS DURING CONSTRUCTION. THESE BMP'S SHALL BE MAINTAINED DURING THEIR TEMPORARY USE BY INSTALLING THE APPROPRIATE MEASURES DURING CONSTRUCTION, INCLUDING UNDERDRAINS, SOIL FILTER MEDIA, ETC. SEDIMENT REMOVAL AND SLOPE STABILIZATION SHALL TAKE PLACE AS NECESSARY FOR TEMPORARY CONSTRUCTION MANAGEMENT.

21. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADEQUATE HOUSEKEEPING PRACTICES DURING THE CONSTRUCTION OF THE PROJECT. THESE STANDARDS CAN BE FOUND IN THE FOLLOWING DOCUMENT: MDEP CHAPTER 500 (STORMWATER MANAGEMENT), APPENDIX C. HOUSEKEEPING. HOUSEKEEPING PRACTICES INCLUDE, BUT ARE NOT LIMITED TO, SPILL PREVENTION, GROUNDWATER PROTECTION, FUGITIVE SEDIMENT AND DUST, DEBRIS AND OTHER MATERIALS, EXCAVATION DEWATERING, AUTHORIZED NON-STORMWATER DISCHARGES AND UNAUTHORIZED NON-STORMWATER DISCHARGES(DETAILED BELOW).

ROAD & DRIVEWAY CONSTRUCTION NOTES

1. ROADS & DRIVEWAYS TO BE CONSTRUCTED IN ACCORDANCE WITH THE APPROPRIATE CROSS SECTION DETAIL. GRAVEL FILL TO BE COMPACTED TO 95% MODIFIED PROCTOR IN ACCORDANCE WITH ASTM D 1557. LIFT THICKNESSES TO BE A MAXIMUM OF 6".

2. ALL STUMPS, ORGANIC MATERIAL, ROCKS AND BOULDERS TO BE REMOVED TO A MINIMUM DEPTH OF 24" BELOW SUBBASE.

3. ALL STUMPS, LEDGE AND LARGE BOULDERS TO BE REMOVED FROM THE CONSTRUCTION AREA. THE CONSTRUCTION AREA SHALL BE CLEARED AND ROUGH GRADED.

4. ALL CULVERTS TO BE ADS N-12 (HDPE) OR APPROVED EQUAL. CULVERT INLETS AND OUTLETS TO BE PROTECTED IN ACCORDANCE WITH THE CULVERT INLET/OUTLET PROTECTION DETAIL.

5. THE CONTRACTOR MUST CONTACT DIG SAFE AND ALL LOCAL UTILITIES PRIOR TO THE START OF CONSTRUCTION TO VERIFY THE LOCATION OF EXISTING SUBSURFACE UTILITIES AND CONDITIONS. LOCATING AND PROTECTING ANY UNDERGROUND OR ABOVE GROUND UTILITY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

E&S INSPECTION/MAINTENANCE DURING CONSTRUCTION

A. INSPECTION AND CORRECTIVE ACTION. INSPECT DISTURBED AND IMPERVIOUS AREAS, EROSION CONTROL MEASURES, MATERIALS STORAGE AREAS THAT ARE EXPOSED TO PRECIPITATION, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE. INSPECT THESE AREAS AT LEAST ONCE A WEEK, PRIOR TO COMPLETING PERMANENT STABILIZATION MEASURES, AS WELL AS BEFORE AND WITHIN 24 HOURS AFTER A STORM EVENT WHICH PRODUCES 0.5 INCHES OR MORE WITHIN SAID 24 HOUR PERIOD. A TOWN-APPOINTED ENGINEER WITH KNOWLEDGE OF EROSION AND STORMWATER CONTROL, INCLUDING THE STANDARDS AND CONDITIONS IN THE PERMIT, SHALL CONDUCT THE INSPECTIONS AND SHALL ALSO ENSURE THAT THE RECOMMENDED MAINTENANCE IS PERFORMED.

B. MAINTENANCE. IF BEST MANAGEMENT PRACTICES (BMPS) NEED TO BE REPAIRED, THE REPAIR WORK SHOULD BE INITIATED UPON DISCOVERY OF THE PROBLEM BUT NO LATER THAN THE END OF THE NEXT WORKDAY. IF ADDITIONAL BMPS OR SIGNIFICANT REPAIR OF BMPS ARE NECESSARY, IMPLEMENTATION MUST BE COMPLETED WITHIN 7 CALENDAR DAYS AND PRIOR TO ANY STORM EVENT WHICH PRODUCES 0.5 INCHES OR MORE WITHIN A 24 HOUR PERIOD. ALL MEASURES MUST BE MAINTAINED IN EFFECTIVE OPERATING CONDITION UNTIL AREAS ARE PERMANENTLY STABILIZED.

C. DOCUMENTATION. KEEP A LOG (REPORT) SUMMARIZING THE INSPECTIONS AND ANY CORRECTIVE ACTION TAKEN. THE LOG MUST INCLUDE THE NAME(S) AND QUALIFICATIONS OF THE PERSON MAKING THE INSPECTIONS, THE DATE(S) OF THE INSPECTIONS, AND MAJOR OBSERVATIONS ABOUT THE OPERATION AND MAINTENANCE OF EROSION AND SEDIMENTATION CONTROLS, MATERIALS STORAGE AREAS, AND VEHICLES ACCESS POINTS TO THE PARCEL. MAJOR OBSERVATIONS MUST INCLUDE BMPS THAT NEED MAINTENANCE, BMPS THAT FAILED TO OPERATE AS DESIGNED OR PROVED INADEQUATE FOR A PARTICULAR LOCATION, AND LOCATION(S) WHERE ADDITIONAL BMPS ARE NEEDED. FOR EACH BMP REQUIRING MAINTENANCE, BMP NEEDING REPLACEMENT, AND LOCATION NEEDING ADDITIONAL BMPS, NOTE IN THE LOG THE CORRECTIVE ACTION TAKEN AND WHEN IT WAS TAKEN. THE LOG MUST BE MADE ACCESSIBLE TO DEPARTMENT STAFF AND A COPY MUST BE PROVIDED UPON REQUEST. THE PERMITTEE SHALL RETAIN A COPY OF THE LOG FOR A PERIOD OF AT LEAST THREE YEARS FROM THE COMPLETION OF PERMANENT STABILIZATION.

STORMWATER DISCHARGE REQUIREMENTS

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

(A) DISCHARGES FROM FIREFIGHTING ACTIVITY;
(B) FIRE HYDRANT FLUSHINGS;
(C) VEHICLE WASHWATER IF DETERGENTS ARE NOT USED AND WASHING IS LIMITED TO THE EXTERIOR OF VEHICLES (ENGINE, UNDERCARRIAGE AND TRANSMISSION WASHING IS PROHIBITED);
(D) DUST CONTROL RUNOFF IN ACCORDANCE WITH PERMIT CONDITIONS AND APPENDIX (C)(3);
(E) ROUTINE EXTERNAL BUILDING WASHDOWN, NOT INCLUDING SURFACE PAINT REMOVAL, THAT DOES NOT INVOLVE DETERGENTS;
(F) PAVEMENT WASHWATER (WHERE SPILLS/LEAKS OF TOXIC OR HAZARDOUS MATERIALS HAVE NOT OCCURRED, UNLESS ALL SPILLED MATERIAL HAD BEEN REMOVED) IF DETERGENTS ARE NOT USED;
(G) UNCONTAMINATED AIR CONDITIONING OR COMPRESSOR CONDENSATE;
(H) UNCONTAMINATED GROUNDWATER OR SPRING WATER;
(I) FOUNDATION OR FOOTER DRAIN-WATER WHERE FLOWS ARE NOT CONTAMINATED;
(J) UNCONTAMINATED EXCAVATION DEWATERING (SEE REQUIREMENTS IN APPENDIX C(5))
(K) PORTABLE WATER SOURCES INCLUDING WATERLINE FLUSHINGS
(L) LANDSCAPE IRRIGATION

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

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

CONSTRUCTION HOUSEKEEPING PUNCHLIST

1. ALL DISTRUBED AREAS SHALL BE PERMANENTLY STABILIZED, AND PLANTINGS SHALL BE ESTABLISHED (GRASS SEEDS HAVE GERMINATED WITHIN 90% VEGETATIVE COVER).

2. ALL TRASH, SEDIMENTS, DEBRIS, OR ANY SOLID WASTE SHALL BE REMOVED FROM STORMWATER CHANNELS, CATCH BASINS, DETENTION STRUCTURES, DISCHARGE POINTS, AND LEVEL SPREADERS.

3. ALL EROSION AND SEDIMENTATION DEVICES SHALL BE REMOVED (SILTATION FENCES AND POSTS, DIVERSIONS AND SEDIMENT STRUCTURES, ETC.)

4. ALL DELIVERABLES (CERTIFICATIONS, SURVEY INFORMATION, AS-BUILT PLANS, REPORTS, NOTICES OF TERMINATION, ETC.) IN ACCORDANCE WITH ALL PERMIT REQUIREMENTS SHALL BE SUBMITTED TO THE TOWN, THE MAINE DEP, HOMEOWNER'S ASSOCIATION, OWNER, AND/OR ALL APPROPRIATE ENTITIES.

WINTER CONSTRUCTION NOTES

(01 NOVEMBER THRU 15 APRIL)

1. EXPOSED AREAS SHOULD BE LIMITED TO AN AREA THAT CAN BE MULCHED IN ONE DAY.

2. AN AREA SHALL BE CONSIDERED STABILIZED WHEN EXPOSED SURFACES HAVE BEEN EITHER MULCHED WITH HAY AT A RATE OF 140-180 LB/1000 S.F. (DOUBLE THE NORMAL RATE) OR DORMANT SEEDED, MULCHED AND ADEQUATELY ANCHORED BY AN APPROVED ANCHORING TECHNIQUE. IN ALL CASES, MULCH SHALL BE APPLIED SO THAT THE SOIL SURFACE IS NOT VISIBLE THROUGH THE MULCH.

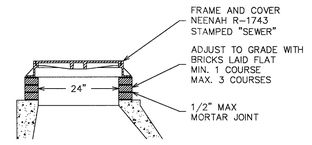
3. FROM OCTOBER 15 TO APRIL 1, LOAM AND SEED WILL NOT BE REQUIRED. DURING PERIODS OF TEMPERATURES ABOVE FREEZING, DISTURBED AREAS SHALL BE FINE GRADED AND PROTECTED WITH MULCH OR TEMPORARILY SEEDED AND MULCHED UNTIL PERMANENT SEEDING CAN BE APPLIED. AFTER NOVEMBER 1, DISTURBED AREAS MAY BE LOAMED, FINE GRADED AND DORMANT SEEDED AT A RATE 200-300% HIGHER THAN THE SPECIFIED PERMANENT SEEDING RATE. IF CONSTRUCTION CONTINUES DURING FREEZING WEATHER, DISTURBED AREAS SHALL BE GRADED BEFORE FREEZING AND TEMPORARILY STABILIZED WITH MULCH. DISTURBED AREAS SHALL NOT BE LEFT OVER THE WINTER OR FOR ANY OTHER EXTENDED PERIOD OF TIME UNLESS STABILIZED WITH MULCH.

4. FROM NOVEMBER 1 TO APRIL 15 ALL MULCH SHALL BE ANCHORED BY EITHER PEG LINE, MULCH NETTING, TRACK OR WOOD CELLULOSE FIBER. MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL DRAINAGE WAYS WITH SLOPES GREATER THAN 3%, SLOPES EXPOSED TO DIRECT WINDS AND FOR SLOPES GREATER THAN 8%. MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL AREAS WITH SLOPES GREATER THAN 15%. AFTER OCTOBER 1, THE SAME APPLIES TO ALL SLOPES GREATER THAN 8%

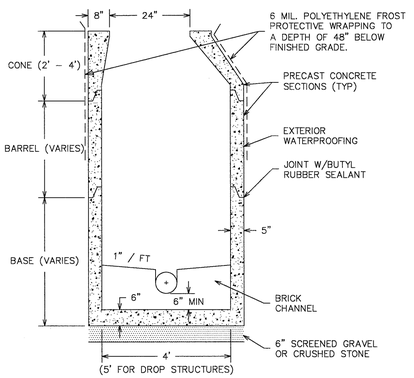
5. DURING WINTER CONSTRUCTION, DORMANT SEEDING OR MULCH AND ANCHORING SHALL BE APPLIED TO ALL DISTURBED AREAS AT THE END OF EACH WORKING DAY.

6. SNOW SHALL BE REMOVED FROM AREAS OF SEEDING AND MULCHING PRIOR TO PLACEMENT.

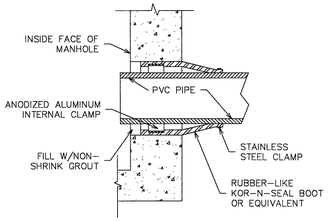
7. ALL VEGETATED DITCH LINES THAT HAVE NOT BEEN STABILIZED BY NOVEMBER 1, OR WILL BE WORKED DURING THE WINTER CONSTRUCTION PERIOD, MEST BE STABILIZED WITH AN APPROPRIATE STONE LINING BACKED BY AN APPROPRIATE GRAVEL BED OR GEOTEXTILE UNLESS SPECIFICALLY RELEASED FROM THIS STANDARD BY THE MDEP.



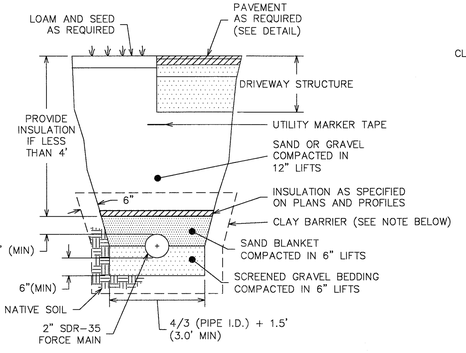
STANDARD COVER AND FRAME
SCALE: NTS



TYPICAL SANITARY MANHOLE
SCALE: NTS

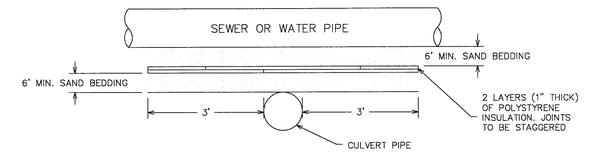


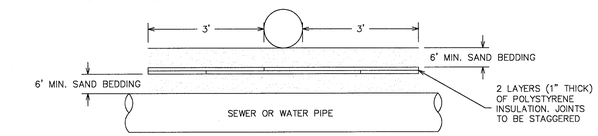
TYPICAL BOOT GASKET
SCALE: NTS



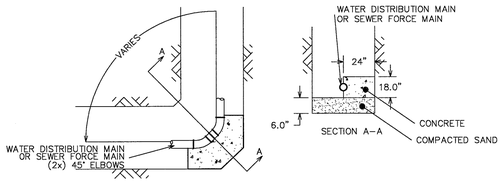
SEWER PIPE TRENCH DETAIL
FORCE MAIN TRENCH DETAIL
SCALE: NTS
TRENCH TO BE SUPPORTED BY SLOPING BACK AT 2:1 OR OTHER ACCEPTABLE METHOD.

CLAY BARRIERS (12" THICK, APPROX. 100' INTERVALS) ALONG THE PIPE BEDDING SHALL BE INSTALLED IN AREAS OF HIGH GROUNDWATER OR AS DIRECTED BY THE INSPECTING ENGINEER.

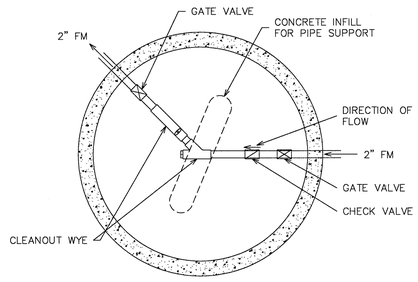




CULVERT CROSSING
(NTS)



THRUST BLOCK DETAIL
(NTS)



SEWER FORCE MAIN
CLEANOUT MANHOLE
SCALE: NTS

NOTES:
- STRUCTURE TO BE 4' DIA. PRECAST CONCRETE.
- SEE TYPICAL SANITARY MANHOLE FOR COVER AND FRAME.
- MAINTAIN 6" (MIN.) CLEAR FROM PIPES TO BOTTOM OF STRUCTURE.
- ISOLATE CLEAN OUT BY CLOSING BOTH GATE VALVES TO ACCESS CLEAN OUT.

TAX MAP 28, LOT 14-2

NO.	DESCRIPTION	DATE
A	FINAL SITE PLAN REVIEW	06/20/23
	REVISIONS	

STATE OF MAINE
KENNETH A. WOOD
No. 5992
LICENSED PROFESSIONAL ENGINEER

SITE DETAILS
GREEN TRUCK CANNABIS DISPENSARY
89 ROUTE 236, KITTERY, MAINE

FOR: G.T.F. KITTERY 8, LLC.
19 BUFFUM ROAD, UNIT #6
NORTH BERWICK, ME 03906

ATTAR ENGINEERING, INC.
CIVIL ◆ STRUCTURAL ◆ MARINE ◆ SURVEYING
1284 STATE ROAD - ELIOT, MAINE 03903
PHONE: (207)439-6023 FAX: (207)439-2128

SCALE: AS NOTED	APPROVED BY:	DRAWN BY: MJS
DATE: 04/19/23		REVISION DATE: A : 06/20/23
JOB NO: 23028	FILE: GREEN TRUCK BASE.DWG	SHEET: 6

ATTAR
ENGINEERING, INC
CIVIL • STRUCTURAL • MARINE

Mr. Jason Garnham, Director of Planning and Development
Mr. Maxim Zakian, Town Planner
Town of Kittery, Maine
200 Rogers Road
Kittery, Maine 03904

August 24th, 2023
Project No. 23028

RE: Major Modification to an Approved Site Plan Application – Final App Additions
Green Truck Farm (Tax Map 28, Lot 14-2)
89 Route 236, Kittery, Maine

Dear Mr. Garnham & Mr. Zakian:

On behalf of GTF Kittery 8, LLC., I have enclosed for your review and consideration correspondence to support the Final Site Plan application for the Major Modification of an Approved Site Plan which was submitted on June 22nd.

As was discussed during the cover letter accompanying the Final Site Plan Application, additional information was to be provided to the Town in support of the revised MDOT Entrance Permit, Traffic Impact Fee, and Third-Party Traffic Review by CMA. The following attachments summarize the correspondence and are presented in order:

- Filing of the MDOT Driveway/Entrance Permit Application on July 6th, 2023.
- Correspondence between the Town of Kittery and CMA Engineers confirming their contract to perform a third-party review of the Traffic Impact Analysis prepared for this application. Said contract is also attached.
- Correspondence between the Town of Kittery and CMA Engineers providing their third-party review comments, which were forwarded to the Applicant's team on July 10th. Said comment memo is also attached.
- Correspondence between the Diane Morabito, P.E., the Applicant's Traffic Engineer, and Randy Illian, P.E., the MDOT Regional Engineer, regarding the Traffic Impact Analysis for this project and the beginning of negotiations for a Traffic Impact Fee to be included with the applied-for Entrance Permit. Cost Estimate and Aerial Overlay of the project site are also attached.
- Additional Correspondence between Ms. Morabito and Mr. Illian, resulting in the drafting of the Entrance Permit with an agreed-upon impact fee value of $200,000 to be contributed towards the future construction of a left-hand turn lane.

We look forward to discussing this project with the Planning Board at the September 14th Planning Board meeting. Please contact me for any additional information or clarifications.

Sincerely;

Michael J. Sudak, E.I.
Staff Engineer

cc: GTF Kittery 8, LLC.
23028 Cover Rev 24Aug2023

Mike Sudak

From: Sammie Goddard
Sent: Thursday, July 6, 2023 10:05 AM
To: Region1Permits@maine.gov; Terrell, Van; Randy.Illian@maine.gov
Cc: Mike Sudak; Ken Wood; Josh Seymour; Diane Morabito
Subject: Driveway/Entrance Permit Application - 89 Route 236 Kittery ME - Green Truck Farms
Attachments: Full Entrance Permit Application.pdf; GTF8 Plan Set PUB 20Jun2023 Signed.pdf

Good Morning,

Please see the attached Driveway/Entrance Permit Application with associated attachments and plan set. Let me know if you have any questions or need additional information.

Best Regards,

Sammie Goddard
Office Manager

ATTAR
ENGINEERING, INC
CIVIL • STRUCTURAL • MARINE

1284 State Road
Eliot, ME 03903
Tel. 207-439-6023

Mike Sudak

From: Jason Garnham <JGarnham@kitteryme.org>
Sent: Wednesday, July 5, 2023 4:42 PM
To: Jodie Bray Strickland
Cc: Maxim Zakian; Mike Sudak
Subject: RE: Traffic study peer review request
Attachments: MasterAgreement_CMA_TrafficReview_7.5.23.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Jodie,
Please find the signed agreement for traffic study peer review attached.

Mike, please be advised that the Town will collect ASA funds from you or your client at the appropriate time. The agreement attached contains an estimate for initial deposit of funds.
Thank you,
-Jason

From: Jodie Bray Strickland <jstrickland@cmaengineers.com>
Sent: Monday, July 3, 2023 3:14 PM
To: Jason Garnham <JGarnham@kitteryme.org>
Cc: Maxim Zakian <MZakian@kitteryme.org>
Subject: RE: Traffic study peer review request

Oops. With the attachment this time.

Best,
Jodie

Jodie Bray Strickland, P.E.
Senior Project Engineer

CMA ENGINEERS
CIVIL/ENVIRONMENTAL/STRUCTURAL
35 Bow St.
Portsmouth, NH 03801
CELL: 603-817-4716
jstrickland@cmaengineers.com

From: Jodie Bray Strickland
Sent: Monday, July 3, 2023 12:41 PM
To: Jason Garnham <JGarnham@kitteryme.org>
Cc: Maxim Zakian <MZakian@kitteryme.org>
Subject: RE: Traffic study peer review request

Jason-

Please find attached the task assignment for the traffic plan for your review. I apologize for not sending it before your vacation.
Can we provide our comments by the end of this week?
Happy 4th!
Best,
Jodie

Jodie Bray Strickland, P.E.
Senior Project Engineer

CMA ENGINEERS
CIVIL/ENVIRONMENTAL/STRUCTURAL
35 Bow St.
Portsmouth, NH 03801
CELL: 603-817-4716
jstrickland@cmaengineers.com

From: Jason Garnham <JGarnham@kitteryme.org>
Sent: Monday, June 12, 2023 9:34 AM
To: Jodie Bray Strickland <jstrickland@cmaengineers.com>
Cc: Maxim Zakian <MZakian@kitteryme.org>
Subject: Traffic study peer review request

Jodie,
The planning board is reviewing a proposal for an adult use cannabis business to occupy an existing retail space at **89 Route 236** (the Aroma Joe's building). The applicant hired Sewall to perform a traffic impact analysis for the proposed use. I understand that the ITE manual now includes cannabis retail businesses so Sewall used it to assess the number of anticipated trips from this business. Plans are in the pipeline for center turn lanes to be added to Route 236 so the recommendation is for the applicant to contribute funds to the project.

I tried to dissuade the board from requesting peer review of this traffic study because I think the conclusions are sound but they disagreed with me. I assume you or a colleague at CMA has experience reviewing traffic studies: can you or someone from your firm please review the attached and comment as appropriate?

For reference, the **plans** for this project can be reviewed @ the June 8 planning board packet:
green_truck_combined.pdf (kitteryme.gov)
And the Route 236 corridor study/ plans: route_236_final_report.pdf (kitteryme.gov)
I confirmed with DoT that the improvements sketched in the report are in the project pipeline, to be completed in 2-3 years.

Please let me know if you need anything else (service agreement, etc). Much appreciated,
-Jason

Assignment #158 under
Master Agreement for Professional Engineering Services
Between Town of Kittery, Maine and CMA Engineers, Inc.

89 Route 236 Adult Use Marijuana Retail Traffic Impact Study Review

Tax Map 28, Lot 14-2

89 Route 236

Kittery, Maine
CMA #591.158
July 3, 2023

This Assignment #158 is made under the master agreement (dated August 15, 2005) between the Town of Kittery, Maine, and CMA Engineers, Inc. for assistance on Town projects including support of the Kittery Planning Board for project review. This assignment is for the review of an adult-use marijuana retail facility proposed at 89 Route 236. Specifically, review of the traffic impact and access study included.

The application has been prepared by Attar Engineering of Portland, ME. The owner JD Investments, LLC, and applicant are GTF Kittery 8, LLC of North Berwick, ME. The applicant proposes to convert the office portion of an existing mixed-use building into an adult-use marijuana retail facility. The building currently houses Aroma Joe's and 2,700 sf of office space. Construction of additional parking facilities with lighting and landscaping, these improvements were previously approved on November 18, 2021. Accordingly, the applicant has requested a special exception permit for the use.

The applicant has prepared a traffic impact study for the change in use (completed by Sewall Company of Portland, Maine).

The following general scope of services is included in this assignment:

- Review the analysis and conclusions of the Traffic Impact Study. Comment on that review, including with respect to conformance with Kittery's Land Use and Development Code Zoning Ordinance.

Our findings will be summarized and submitted to the Kittery Planning Department. Attendance at a Kittery Planning Board meeting is not anticipated at this time (or included in the budget).

Project Team:

Philip Corbett, P.E.	Principal Review; Project Manager
Jodie Bray Strickland, P.E.	Senior Project Engineer
Chris Chiaramonte, E.I.T.	Traffic Review

Engineering Fees:
Fees for the assignment outlined above are estimated to be $1,500 for the scope outlined above. We will monitor project requirements throughout the course of the project. If project circumstances result in project fees above $1,500 CMA Engineers will review such circumstances with the Town.

Assignment Authorized:

For Town of Kittery — *Date* 7/5/2023

For CMA Engineers, Inc. — *Date* July 3, 2023

Mike Sudak

From: Jason Garnham <JGarnham@kitteryme.org>
Sent: Monday, July 10, 2023 5:16 PM
To: Mike Sudak
Cc: Maxim Zakian
Subject: FW: Traffic review (Green Truck)
Attachments: 591.158-Kittery-DL-230710- 89 Route 236 Marijuana- JBS.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Mike,
I received feedback from our peer review engineers @ the Green Truck traffic analysis. Phil's response to question #1 makes me wonder what the board will do/ say at the next phase re: additional traffic count @ similar use.
The next steps are up to you and your client…
-Jason

From: Philip A. Corbett <pcorbett@cmaengineers.com>
Sent: Monday, July 10, 2023 5:08 PM
To: Jason Garnham <JGarnham@kitteryme.org>; Jodie Bray Strickland <jstrickland@cmaengineers.com>
Subject: RE: Traffic review

Hi Jason-

Responses below. Please call me if you'd like to discuss.

Thanks,
Phil

From: Jason Garnham <JGarnham@kitteryme.org>
Sent: Monday, July 10, 2023 12:57 PM
To: Jodie Bray Strickland <jstrickland@cmaengineers.com>; Philip A. Corbett <pcorbett@cmaengineers.com>
Subject: RE: Traffic review

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Thank you, Jodie and Phillip.
A couple of followup questions:

1. The planning board was keen on verifying the applicant's estimated trip generation numbers. Do you concur with the estimated number of trips anticipated from the proposed business?

They used the ITE Trip Generation manual to estimate trips, which is standard practice. Based on the current "Land Use Code" (LUC) for a marijuana dispensary, they calculated the correct number. However, this LUC estimation is volatile/not very accurate, which is common for new uses with small samples sizes. It's common to require actual counts from a similar facility to justify the number.

2. I don't know the future business hours offhand, but my observation is that most retail businesses in the area do not open before 10am. My opinion is that an AM peak hour traffic count is not germane to this application if

that is the case here. In other words, I don't think the proposed retail business will impact morning traffic if it isn't open for business during that time. Do you concur?

Yes, if the dispensary won't be open during the AM peak hour of the adjacent street (236), then it won't be an issues. If they are open, the added traffic from the dispensary will have a big impact on the internal queuing/site circulation while the coffee drive-thru is busy.

I appreciate the additional input. Sincerely,
-Jason

From: Jodie Bray Strickland <jstrickland@cmaengineers.com>
Sent: Monday, July 10, 2023 12:13 PM
To: Jason Garnham <JGarnham@kitteryme.org>
Subject: Traffic review

Jason-
Here is the traffic review for the 89 Route 236 project.
Let me know if you have any questions.

Best,
Jodie

Jodie Bray Strickland, P.E.
Senior Project Engineer

CMA ENGINEERS
CIVIL/ENVIRONMENTAL/STRUCTURAL
35 Bow St.
Portsmouth, NH 03801
CELL: 603-817-4716
jstrickland@cmaengineers.com

CMA ENGINEERS, INC.
CIVIL | ENVIRONMENTAL | STRUCTURAL

35 Bow Street
Portsmouth, New Hampshire
03801-3819

P: 603|431|6196
www.cmaengineers.com

July 10, 2023

Jason Garnham, AICP
Director of Planning and Development
Town of Kittery
200 Rogers Road
Kittery, Maine 03904

RE: Town of Kittery, Planning Board Services
89 Route 236 Major Modification
Traffic Impact Study Review
Tax Map 28, Lot 14-2
CMA #591.158

Dear Jason:

CMA Engineers has received the following information for Assignment #158, review of a traffic impact study for a Major Modification to an Approved Site Plan Application for a marijuana sales facility, located at 89 Route 236.

1) Traffic Impact Study for 89 Route 236, prepared by Sewall of Portland, ME dated May 8, 2023.

The application has been prepared by Attar Engineering of Portland, ME. The owner is JD Investments, LLC, and the applicant is GTF Kittery 8, LLC of North Berwick, ME.

The applicant proposes to convert the office portion of an existing mixed-use building into a marijuana sales facility. In addition to the 2,700 sf of office space proposed to be converted, the building also houses an Aroma Joe's with a drive-thru. CMA Engineers reviewed the site plan and associated traffic study for the original development of the site in 2015.

A traffic impact study (TIS) was completed by Sewall Company of Portland, Maine for the major modification. We offer the following comments:

- The applicant should evaluate the intersection operations at the site driveway for the AM peak hour, particularly the site driveway queue lengths and onsite traffic circulation (drive-thru). The TIS states that the weekday PM peak hour volumes are significantly higher for all intersections; however, the traffic counts (attached) done for the 2015 TIS show similar traffic volumes for the westbound Rt 236 approach in the AM peak hour, which impact traffic exiting the site driveway. The traffic volumes exiting the site driveway in the AM peak hour are likely higher than the PM peak hour because of the trips generated by Aroma Joe's.

- Based on the figures in Maine DOT's Highway Design Guide, a left auxiliary turn lane on Route 236 is warranted for this driveway (as it was in the original 2015 development).

Should you have any questions, please do not hesitate to call.

Very truly yours,

CMA ENGINEERS, INC.

Philip A. Corbett

Philip A. Corbett, P.E.
Project Manager

cc: Michael Sudak, Attar Engineering

Mike Sudak

From: Diane Morabito <mordi@sewall.com>
Sent: Thursday, August 3, 2023 1:39 PM
To: Illian, Randy
Cc: Terrell, Van; Betz, Robert K; Josh Seymour; Ken Wood; Mike Sudak
Subject: RE: Driveway/Entrance Permit Application - 89 Route 236 Kittery ME - Green Truck Farms
Attachments: 23.08.03 Kittery 89 Route 236 Left Turn Lane.pdf; 2023-08-03 RT 236 Left Turn Lane Kittery Cost.pdf

Hi Randy,

As requested, attached you will find a concept plan and cost estimate for construction of a stand-alone left-turn lane to serve 89 Route 236 (and also Fernald Road). As you will see, the cost to construct a stand alone left-turn lane to serve the drive and Fernald Road is estimated at $ 462,825.
What is also important to look at is the cost to construct 100' of the center two-way left turn outlined in the Route 236 Final Report referenced below since the impact fee is expected to go towards that project, a longer center two-way left turn. That study calls for a center two-way left-turn lane along the Route 236 corridor from just east of the Dunkin' in Eliot to just west of the intersection of Stevenson and Martin Road in Kittery, a distance of approximately 6,200'. The cost for this continuous center-left turn project was estimated at $ 1,500,000. This equates to a much lesser cost of $ 25,000 per 100' of left-turn lane. It seems reasonable then that the impact fee for this project would fall between these two costs. Since a short standalone turn lane will not be constructed, based upon both estimates, I believe a reasonable impact fee for the project is $ 100,000.

I look forward to your thoughts.

Thanks,
Diane

Diane W. Morabito, PE, PTOE
Vice President Traffic Engineering
T: +1. 207.817.5440 | F: +1. 207.827.3641 | E: diane.morabito@sewall.com
14 York Street | Portland, Maine 04101 | www.sewall.com
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2022 Best Places to Work in ME

From: Illian, Randy <Randy.Illian@maine.gov>
Sent: Friday, July 7, 2023 12:52 PM
To: Diane Morabito <mordi@sewall.com>
Cc: Terrell, Van <Van.Terrell@maine.gov>; Betz, Robert K <Robert.K.Betz@maine.gov>
Subject: RE: Driveway/Entrance Permit Application - 89 Route 236 Kittery ME - Green Truck Farms

Diane,

Can you supply a concept plan and cost estimate for the construction of this left turn lane?

Thank you,

Randy Illian, P.E.
Southern Region Traffic Engineer
Maine Department of Transportation
Scarborough, ME
Office: (207)885-7041
he / him

From: Diane Morabito <mordi@sewall.com>
Sent: Thursday, July 6, 2023 10:32 AM
To: Sammie Goddard <sammie@attarengineering.com>; Region1Permits <Region1Permits@maine.gov>; Terrell, Van <Van.Terrell@maine.gov>; Illian, Randy <Randy.Illian@maine.gov>
Cc: Mike Sudak <mike@attarengineering.com>; Ken Wood <Ken@attarengineering.com>; Josh Seymour <josh@greentruckfarm.com>
Subject: RE: Driveway/Entrance Permit Application - 89 Route 236 Kittery ME - Green Truck Farms

Hi All,

I have also attached the Traffic Impact Study that I performed for this project. The link to the Route 236 Traffic & Safety Study is here - route_236_final_report.pdf (kitteryme.gov). Note that a left -turn lane is warranted during the PM peak hour at the site drive due to the existing high Route 236 volumes. While a short left-turn lane is warranted, it does not make sense to build such a small piece since the Route 236 study identified the need for a center two-way left-tun lane throughout this portion of the corridor. In discussion with both Steve Landry and Jason Garnham at the Town, it has been suggested that the applicant pay a Traffic Impact Fee towards this future center left-turn lane project. Since the Town does not have the ability to take an impact fee under their ordinances, they have requested the impact fee go to MaineDOT. Hence, the impact fee should be tied to this Entrance Permit.

Diane

Diane W. Morabito, PE, PTOE
Vice President Traffic Engineering
T: +1. 207.817.5440 | **F:** +1. 207.827.3641 | **E:** diane.morabito@sewall.com
14 York Street | Portland, Maine 04101 | www.sewall.com


From: Sammie Goddard <sammie@attarengineering.com>
Sent: Thursday, July 6, 2023 10:05 AM
To: Region1Permits@maine.gov; Terrell, Van <van.terrell@maine.gov>; Randy.Illian@maine.gov
Cc: Mike Sudak <mike@attarengineering.com>; Ken Wood <Ken@attarengineering.com>; Josh Seymour <josh@greentruckfarm.com>; Diane Morabito <mordi@sewall.com>
Subject: Driveway/Entrance Permit Application - 89 Route 236 Kittery ME - Green Truck Farms

Good Morning,

Please see the attached Driveway/Entrance Permit Application with associated attachments and plan set. Let me know if you have any questions or need additional information.

Best Regards,

Sammie Goddard
Office Manager

ATTAR
ENGINEERING, INC
CIVIL • STRUCTURAL • MARINE

1284 State Road
Eliot, ME 03903
Tel. 207-439-6023

Left Turn Lane at Intersection of Kittery 89 Route 236, Kittery, ME

CONCEPTUAL OPINION OF PROBABLE CONSTRUCTION COST

August 02, 2023

ITEM NO.	DESCRIPTION	QUANT.	UNIT	PRICE	AMOUNT
203.200	COMMON EXCAVATION	970	CY	$64.00	$62,080.00
304.09	AGGREGATE BASE COURSE - CRUSHED TYPE A	400	CY	$120.00	$48,000.00
304.10	AGGREGATE SUBBASE COURSE - GRAVEL TYPE D	1,200	CY	$85.00	$102,000.00
403.207	HOT MIX ASPHALT, 19.0 MM	520	TON	$277.00	$144,040.00
403.210	HOT MIX ASPHALT, 9.5 MM	275	TON	$305.00	$83,875.00
615.07	LOAM	95	CY	$142.00	$13,490.00
618.13	SEEDING METHOD NO. 2	15	UNIT	$90.00	$1,350.00
619.12	MULCH	15	UNIT	$90.00	$1,350.00
627.71	4" W/Y PAVE. MARK LINE	3,260	LF	$1.50	$4,890.00
627.75	Y/W PAVEMENT MARKING	350	SF	$5.00	$1,750.00
TOTAL					$462,825.00

Rev. #	Dsgn. By	Description	Date

Designed By: BCH
Drawn By: QNS
Date: 08/03/2023
Scale: 1:30
Checked
Approved

ROUTE 236
LEFT TURN LANE
RTE. 236, KITTERY, ME 03904

Project Location: KITTERY, ME

Drawing Description: CONCEPT PLAN

Seal

Project No.: 693.23.02

Engineer

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1 800 648 4202
www.sewall.com
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Phase: CONCEPT

Sheet No.: C1

Mike Sudak

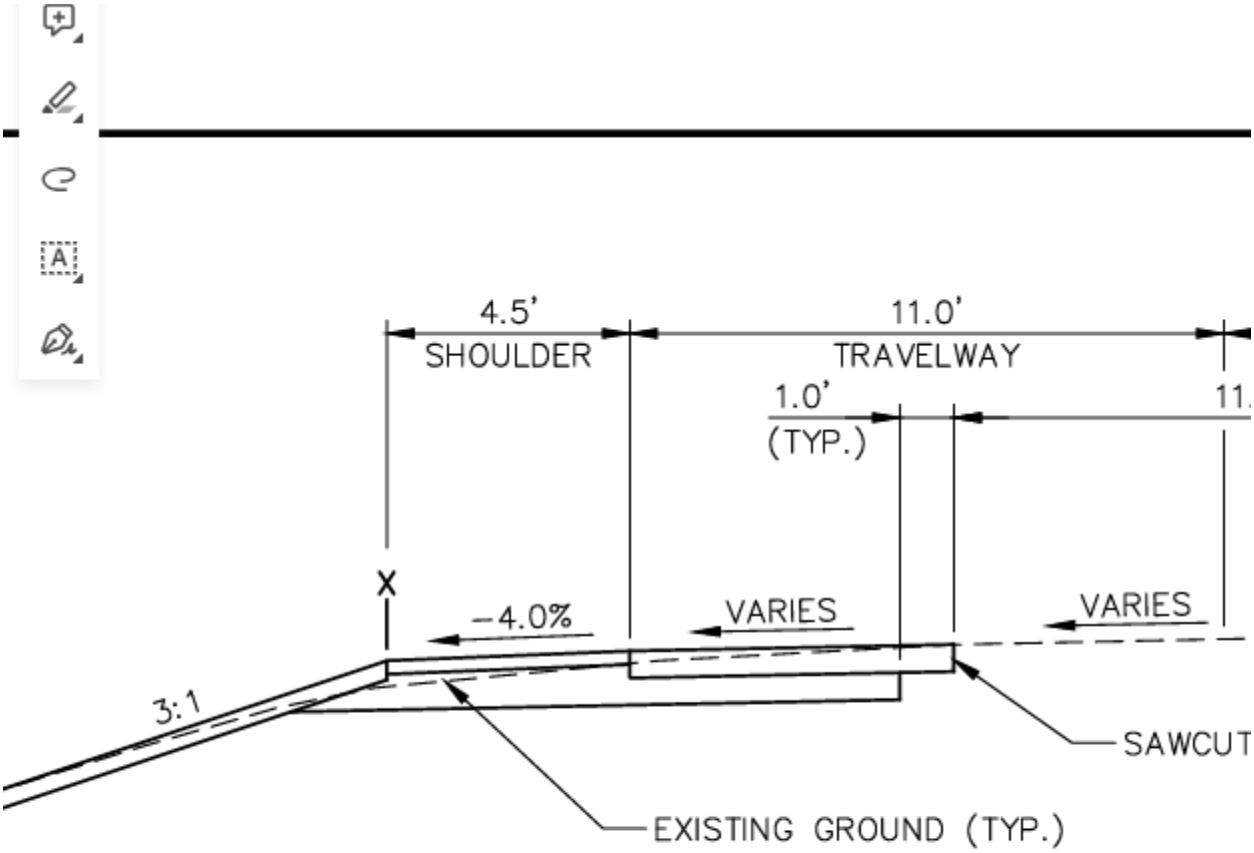
From: Illian, Randy <Randy.Illian@maine.gov>
Sent: Tuesday, August 15, 2023 9:40 AM
To: Diane Morabito
Cc: Terrell, Van; Betz, Robert K; Josh Seymour; Ken Wood; Mike Sudak; Skelley, John
Subject: RE: Driveway/Entrance Permit Application - 89 Route 236 Kittery ME - Green Truck Farms

Follow Up Flag: Follow up
Flag Status: Flagged

Diane,

I have the following comments:

1. The construction quantities look small/inaccurate:
    a. Will this typical section mirror the 2019 Typical (see below)?
    b. Please include the limits (typical section) of the common excavation, gravel and full depth pavement (edge of travelway or edge of shoulder)
    c. Please include the proposed pavement depths (shoulder, travelway)
    d. Please include an overlay (or mill and fill) to complete pavement joint locations and striping modification.
2. ROW impacts:
    a. Clear Zone = 18'.
    b. Will the project be able to obtain 4:1 side slopes. Otherwise, the clear zone may need to be extended past the bottom of the 3:1 slope. Tree clearing may be necessary?
    c. Please include cut/fill lines
3. Estimate seems low:
    a. TWLTL minimum total length is around 740' (with tapers and storage).
    b. The $25,000 per 100' seems low. See Note 1 above.
    c. 2019 Study did not include a full width overlay.
    d. If the construction of the left turn lane is $462,825+ and the TWLTL is $25,000+ per 100' (7.4 x $25,000 = $185,000), the impact fee should be closer to $350,000.



TYPICAL ROADWA

Please feel free to call or write with any questions.

Thank you,

Randy Illian, P.E.
Southern Region Traffic Engineer
Maine Department of Transportation
Scarborough, ME
Office: (207)885-7041
he / him

From: Diane Morabito <mordi@sewall.com>
Sent: Thursday, August 3, 2023 1:39 PM
To: Illian, Randy <Randy.Illian@maine.gov>
Cc: Terrell, Van <Van.Terrell@maine.gov>; Betz, Robert K <Robert.K.Betz@maine.gov>; Josh Seymour <josh@greentruckfarm.com>; 'Ken Wood' <ken@attarengineering.com>; Mike Sudak <mike@attarengineering.com>
Subject: RE: Driveway/Entrance Permit Application - 89 Route 236 Kittery ME - Green Truck Farms

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Randy,

As requested, attached you will find a concept plan and cost estimate for construction of a stand-alone left-turn lane to serve 89 Route 236 (and also Fernald Road). As you will see, the cost to construct a stand alone left-turn lane to serve the drive and Fernald Road is estimated at $ 462,825.

What is also important to look at is the cost to construct 100' of the center two-way left turn outlined in the Route 236 Final Report referenced below since the impact fee is expected to go towards that project, a longer center two-way left turn. That study calls for a center two-way left-turn lane along the Route 236 corridor from just east of the Dunkin' in Eliot to just west of the intersection of Stevenson and Martin Road in Kittery, a distance of approximately 6,200'. The cost for this continuous center-left turn project was estimated at $ 1,500,000. This equates to a much lesser cost of $ 25,000 per 100' of left-turn lane. It seems reasonable then that the impact fee for this project would fall between these two costs. Since a short standalone turn lane will not be constructed, based upon both estimates, I believe a reasonable impact fee for the project is $ 100,000.

I look forward to your thoughts.

Thanks,
Diane

Diane W. Morabito, PE, PTOE
Vice President Traffic Engineering
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Sent: Friday, July 7, 2023 12:52 PM
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Cc: Terrell, Van <Van.Terrell@maine.gov>; Betz, Robert K <Robert.K.Betz@maine.gov>
Subject: RE: Driveway/Entrance Permit Application - 89 Route 236 Kittery ME - Green Truck Farms

Diane,

Can you supply a concept plan and cost estimate for the construction of this left turn lane?

Thank you,

Randy Illian, P.E.
Southern Region Traffic Engineer
Maine Department of Transportation
Scarborough, ME
Office: (207)885-7041
he / him

From: Diane Morabito <mordi@sewall.com>
Sent: Thursday, July 6, 2023 10:32 AM
To: Sammie Goddard <sammie@attarengineering.com>; Region1Permits <Region1Permits@maine.gov>; Terrell, Van <Van.Terrell@maine.gov>; Illian, Randy <Randy.Illian@maine.gov>
Cc: Mike Sudak <mike@attarengineering.com>; Ken Wood <Ken@attarengineering.com>; Josh Seymour <josh@greentruckfarm.com>
Subject: RE: Driveway/Entrance Permit Application - 89 Route 236 Kittery ME - Green Truck Farms

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.
Hi All,

I have also attached the Traffic Impact Study that I performed for this project. The link to the Route 236 Traffic & Safety Study is here - route_236_final_report.pdf (kitteryme.gov). Note that a left -turn lane is warranted during the PM peak hour at the site drive due to the existing high Route 236 volumes. While a short left-turn lane is warranted, it does not make sense to build such a small piece since the Route 236 study identified the need for a center two-way left-tun lane throughout this portion of the corridor. In discussion with both Steve Landry and Jason Garnham at the Town, it has been suggested that the applicant pay a Traffic Impact Fee towards this future center left-turn lane project. Since the Town does not have the ability to take an impact fee under their ordinances, they have requested the impact fee go to MaineDOT. Hence, the impact fee should be tied to this Entrance Permit.

Diane

Diane W. Morabito, PE, PTOE
Vice President Traffic Engineering
T: +1. 207.817.5440 | **F:** +1. 207.827.3641 | **E:** diane.morabito@sewall.com
14 York Street | Portland, Maine 04101 | www.sewall.com
Sewall The evolution of expertise
2022 Best Places to Work in ME

From: Sammie Goddard <sammie@attarengineering.com>
Sent: Thursday, July 6, 2023 10:05 AM
To: Region1Permits@maine.gov; Terrell, Van <van.terrell@maine.gov>; Randy.Illian@maine.gov
Cc: Mike Sudak <mike@attarengineering.com>; Ken Wood <Ken@attarengineering.com>; Josh Seymour <josh@greentruckfarm.com>; Diane Morabito <mordi@sewall.com>
Subject: Driveway/Entrance Permit Application - 89 Route 236 Kittery ME - Green Truck Farms

Good Morning,

Please see the attached Driveway/Entrance Permit Application with associated attachments and plan set. Let me know if you have any questions or need additional information.

Best Regards,

Sammie Goddard
Office Manager

Mike Sudak

From: Diane Morabito <mordi@sewall.com>
Sent: Wednesday, August 16, 2023 3:06 PM
To: Ken Wood; Josh Seymour
Cc: Mike Sudak
Subject: FW: Voicemail - Kittery Route 236 Project

I just had a conversation with Randy as he is on the road to Caribou. He seemed to understand that building a $ 500,000 left-turn would be a deal killer. He asked that I summarize my thoughts in an email to him after the call and he would discuss with others. The email below is the one I sent him. He will be meeting with others at this meeting in Caribou so I hope we have a response by the beginning of next week.

Diane

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14 York Street | Portland, Maine 04101 | www.sewall.com

Sewall The evolution of expertise 2022 Best Places to Work in ME

From: Diane Morabito
Sent: Wednesday, August 16, 2023 3:02 PM
To: Illian, Randy <Randy.Illian@maine.gov>
Subject: RE: Voicemail - Kittery Route 236 Project

Hi Randy,

As just discussed, the 89 Route 236 project will generate just 45 PM peak hour trips and does not require a TMP. There will be 13 entering left turns in the PM peak hour, the critical period. Synchro showed a queue due to these left turns so I checked the left-turn lane warrant, which was met. Given the high Route 236 volumes any left-turns greater than 0 % percent meet the warrant. The project wants to do the right thing but is only leasing the space. Building a $ 500,000 left-turn lane would be a project killer. It also doesn't seem fair to charge them an impact fee for the full construction of the left-turn lane and tapers if that is not what the Department will build. Based upon my review of the Route 236 study, it recommended a 6,200' long CTWLTL, from the Dunkin' in Eliot to just west of Stevenson/Martin Road. The study said the cost for that would be $ 1,500,000, which is where my $ 25,000 per 100' came from and my suggested $ 100,000 fee came from (assuming more than 100' and a rise in costs since the study in 2019).

I did check the work program and there in a funded PE project for the corridor:

Work Plan Year: 2023 Municipalities(s): Kittery Asset(s): Route 236 Description: Beginning at Interstate 95 and extending north 4.20 miles to Depot Road. ID 026600.00 Scope of Work Highway Safety and Spot Improvements Urban Highways Highway Improvement - PE Only Highway Corridor Priority HCP 1, 2 Estimated Funding $400,000

Let me know your thoughts after you have discussed with others.

Thanks,
Diane

Diane W. Morabito, PE, PTOE
Vice President Traffic Engineering
T: +1. 207.817.5440 | F: +1. 207.827.3641 | E: diane.morabito@sewall.com
14 York Street | Portland, Maine 04101 | www.sewall.com

From: Illian, Randy <Randy.Illian@maine.gov>
Sent: Tuesday, August 15, 2023 5:49 PM
To: Diane Morabito <mordi@sewall.com>
Subject: Voicemail

Diane,

I received your voicemail. I'll be in the car, driving up to Caribou, all afternoon tomorrow. Feel free to call me. I will answer if I have cell service.

Randy Illian, P.E.
Southern Region Traffic Engineer
Maine Department of Transportation
Scarborough, ME
Office: (207)885-7041
he / him

Mike Sudak

From: Josh Seymour <josh@greentruckfarm.com>
Sent: Wednesday, August 23, 2023 2:27 PM
To: Diane Morabito
Cc: Ken Wood; Mike Sudak
Subject: Re: Route 236 Impact Fee

Great work! Let's proceed.
Thank you very much for your work on this!

On Wed, Aug 23, 2023 at 2:22 PM Diane Morabito <mordi@sewall.com> wrote:

> Hi All,
>
> I just got off the pone with MaineDOT and believe I have good news. MaineDOT has proposed a $ 200,000 impact fee towards the future left-turn lane. This has come a long way from the $ 500,000 they started with. They are preceding to write up the permit and paperwork. If you do not find this acceptable, please let me know right away since they don't want to waste their time writing it up if it isn't proceeding. And that was clearly their bottom line, so the number won't go any lower.
>
> Diane
>
> **Diane W. Morabito, PE, PTOE**
>
> *Vice President Traffic Engineering*
>
> T: +1. 207.817.5440 | F: +1. 207.827.3641 | E: diane.morabito@sewall.com
>
> 14 York Street | Portland, Maine 04101 | www.sewall.com

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NANCY E HAMMOND, REGISTER OF DEEDS
Bk 19306 PG 531
Instr # 2023027761
09/05/2023 02:39:52 PM
Pages 2 YORK CO

MEMORANDUM OF HIGHWAY ENTRANCE PERMIT WAIVER

Pursuant to 23 M.R.S.A. § 704 and the Driveway and Entrance Rules promulgated hereunder, 17-229 CMR Chapter 299, the **Maine Department of Transportation** has granted a waiver that allows the access to the highway from the parcel of land, all as described below.

Owner(s) of Parcel: **JD Investments, LLC/GTF Kittery 8, LLC**
19 Buffum Road, Unit 6
North Berwick, ME 03906

Applicant(s): **Michael J. Sudak**
Attar Engineering, Inc
1284 State Road
Eliot, ME 03903

Permit number: 12591

Parcel Description:

Location: **Kittery**, York County, on the westerly side of **Route 236 / Dow Highway**
Deed Reference: York County, Book #18278 Pages #0577
Street Address: Route 236 / Dow Highway
Tax Map Reference: Map 28, Lot 14-2

Entrance Description:

Location: **In the Town of Kittery on the westerly side of Route 236 / Dow Highway, approximately opposite the northernmost intersection with Fernald Road and approximately 32 feet northerly of utility pole 192/18.**

Type: Entrance 30 feet in width plus radii.

Use: To serve an Adult-Use Marijuana Business, and Retail Business.

Waiver and Special Conditions:

W-1) The Double Frontage Rule is waived, thereby allowing access directly to Route 236 / Dow Highway. This will be the only access allowed to Route 236 / Dow Highway from this lot as the property boundaries exist on this date.

W-2) In lieu of construction of a turn lane, permittee is responsible for an Impact fee of $200,000 to be paid to MaineDOT.

(2) Attar Engineering, Inc. 1284 State Rd. Eliot, ME 03903

Maine Department of Transportation

Date: 08-25-2023

By: John Skelley, P.E.
Southern Maine, Region Engineer

STATE OF MAINE
County of Cumberland

Date: 8-25-2023

Personally appeared the above named John Skelley and acknowledged the foregoing instrument to be his/her free act and deed in his/her said capacity.

Notary Public
Print Name: Van L. Tarrell IV
My Commission Expires: April 12, 2029

CMA ENGINEERS, INC.
CIVIL | ENVIRONMENTAL | STRUCTURAL

35 Bow Street
Portsmouth, New Hampshire
03801-3819

P: 603|431|6196
www.cmaengineers.com

July 10, 2023

Jason Garnham, AICP
Director of Planning and Development
Town of Kittery
200 Rogers Road
Kittery, Maine 03904

RE: Town of Kittery, Planning Board Services
89 Route 236 Major Modification
Traffic Impact Study Review
Tax Map 28, Lot 14-2
CMA #591.158

Dear Jason:

CMA Engineers has received the following information for Assignment #158, review of a traffic impact study for a Major Modification to an Approved Site Plan Application for a marijuana sales facility, located at 89 Route 236.

1) Traffic Impact Study for 89 Route 236, prepared by Sewall of Portland, ME dated May 8, 2023.

The application has been prepared by Attar Engineering of Portland, ME. The owner is JD Investments, LLC, and the applicant is GTF Kittery 8, LLC of North Berwick, ME.

The applicant proposes to convert the office portion of an existing mixed-use building into a marijuana sales facility. In addition to the 2,700 sf of office space proposed to be converted, the building also houses an Aroma Joe's with a drive-thru. CMA Engineers reviewed the site plan and associated traffic study for the original development of the site in 2015.

A traffic impact study (TIS) was completed by Sewall Company of Portland, Maine for the major modification. We offer the following comments:

- The applicant should evaluate the intersection operations at the site driveway for the AM peak hour, particularly the site driveway queue lengths and onsite traffic circulation (drive-thru). The TIS states that the weekday PM peak hour volumes are significantly higher for all intersections; however, the traffic counts (attached) done for the 2015 TIS show similar traffic volumes for the westbound Rt 236 approach in the AM peak hour, which impact traffic exiting the site driveway. The traffic volumes exiting the site driveway in the AM peak hour are likely higher than the PM peak hour because of the trips generated by Aroma Joe's.

- Based on the figures in Maine DOT's Highway Design Guide, a left auxiliary turn lane on Route 236 is warranted for this driveway (as it was in the original 2015 development).

Should you have any questions, please do not hesitate to call.

Very truly yours,

CMA ENGINEERS, INC.

Philip A. Corbett

Philip A. Corbett, P.E.
Project Manager

cc: Michael Sudak, Attar Engineering

Jason Garnham

From: Philip A. Corbett <pcorbett@cmaengineers.com>
Sent: Monday, July 10, 2023 5:08 PM
To: Jason Garnham; Jodie Bray Strickland
Subject: RE: Traffic review

Hi Jason-

Responses below. Please call me if you'd like to discuss.

Thanks,
Phil

From: Jason Garnham <JGarnham@kitteryme.org>
Sent: Monday, July 10, 2023 12:57 PM
To: Jodie Bray Strickland <jstrickland@cmaengineers.com>; Philip A. Corbett <pcorbett@cmaengineers.com>
Subject: RE: Traffic review

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Thank you, Jodie and Phillip.
A couple of followup questions:

1. The planning board was keen on verifying the applicant's estimated trip generation numbers. Do you concur with the estimated number of trips anticipated from the proposed business?

They used the ITE Trip Generation manual to estimate trips, which is standard practice. Based on the current "Land Use Code" (LUC) for a marijuana dispensary, they calculated the correct number. However, this LUC estimation is volatile/not very accurate, which is common for new uses with small samples sizes. It's common to require actual counts from a similar facility to justify the number.

2. I don't know the future business hours offhand, but my observation is that most retail businesses in the area do not open before 10am. My opinion is that an AM peak hour traffic count is not germane to this application if that is the case here. In other words, I don't think the proposed retail business will impact morning traffic if it isn't open for business during that time. Do you concur?

Yes, if the dispensary won't be open during the AM peak hour of the adjacent street (236), then it won't be an issues. If they are open, the added traffic from the dispensary will have a big impact on the internal queuing/site circulation while the coffee drive-thru is busy.

I appreciate the additional input. Sincerely,
-Jason

From: Jodie Bray Strickland <jstrickland@cmaengineers.com>
Sent: Monday, July 10, 2023 12:13 PM
To: Jason Garnham <JGarnham@kitteryme.org>
Subject: Traffic review

Jason-

Here is the traffic review for the 89 Route 236 project.
Let me know if you have any questions.

Best,
Jodie

Jodie Bray Strickland, P.E.
Senior Project Engineer

CMA ENGINEERS

CIVIL/ENVIRONMENTAL/STRUCTURAL
35 Bow St.
Portsmouth, NH 03801
CELL: 603-817-4716
jstrickland@cmaengineers.com

TOWN OF KITTERY, MAINE

SEWER DEPARTMENT
200 Rogers Road, Kittery, ME 03904
Telephone: (207) 439-4646 Fax: (207) 439-2799

Green Truck Farm
89 Route 236
Kittery, ME 03904

June 20, 2023

RE:Sewer Availability

This letter is to confirm that the sewer system and the wastewater treatment facility have the capacity and ability to handle the increased flow from the project located at 89 Route 236.

This letter only confirms the sewer department capacity, Impact and Entrance Fees will be calculated should the project receive all required approvals.

If you have further questions or concerns, please contact me.

Sincerely Yours

Timothy Babkirk

Timothy Babkirk
Superintendent of Sewer Services
Town of Kittery
200 Rogers Rd
Kittery ME 03904
1-207-439-4646
tbabkirk@kitteryme.org