

**Town of Kittery  
Planning Board Meeting  
August 8, 2019**

**ITEM 1 – 76 Dennett Road – Site Preliminary Plan Review**

Action: Hold Public Hearing. Approve with or without conditions, continue consideration of or deny plan. Owners William J. Cullen and Sail Away, LLC and applicant William Wharff request consideration of a mixed-use residential development on 23.3+- acres of land at 76 Dennett Road (Tax Map 6 Lots 15B & 16A and Tax Map 13, Lot 4) in the Mixed Use - Neighborhood (MU-N) Zone. Agent is Shawn Tobey, P.E. Hoyle, Tanner Associates, Inc.

**PROJECT TRACKING**

REQ'D	ACTION	COMMENTS	STATUS
YES	Sketch Plan Acceptance/Approval	5/9/2019 Meeting	APPROVED
YES	Site Visit	7/23/2019	HELD
YES	Preliminary Plan Review Completeness/Acceptance	Scheduled for 7/11/2019 Meeting	ACCEPTED
YES	Public Hearing	Scheduled for 8/8/2019 Meeting	
YES	Preliminary Plan Approval		
YES	Final Plan Review and Decision		

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.L - 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.

**Background**

The site consists of three (3) parcels totaling 23.3 +- acres which will be merged for the proposed development. The development proposes one four-story mixed-use residential building with 3,000 sf of mercantile space along Dennett Road, two four-story residential buildings at the rear of the site, a 5,250 sf amenity building, and five covered parking structures in various locations in the parking lot.

The residential buildings will have a mix of studio, one-bedroom and two-bedroom units totaling 303 dwelling units. The design includes the construction of a private roadway, parking lots totaling 401 spaces, landscaping, sidewalks, a pool and outdoor amenity space, a nature trail, supporting utilities and drainage infrastructure.

At the July 11<sup>th</sup> meeting, the Board accepted as complete the site preliminary plan and scheduled a site walk for July 23<sup>rd</sup>. The site walk was conducted and the draft minutes are attached.

**Staff Review**

Mixed-Use Requirements

1. All of the proposed uses are permitted in the newly created MU-N Zone. The residential units comply with the minimum land area per dwelling unit – mixed-use building and multiunit residential requirements.

### Net Residential Acreage / Density

The MU-N Zone is exempt from Title 16.7.8.2 Net Residential Acreage Calculation but is subject to the minimum land area per dwelling unit as defined in Chapter 2 Definitions except that 50% of all wetlands may be subtracted, rather than 100%. As shown on sheet C5 Overall Site Plan, the proposed development meets the land area per dwelling unit calculations of the MU-N Zone.

### Parking Requirements

2. Per Section 16.3.2.10.F. (4) (d) [1] and [2], *Parking for development that includes trails and low intensity recreation: Development that includes the creation of public trails and low intensity recreational opportunities such as wildlife observation stations or boardwalks may apply the pertinent off-street parking standards below. All other off-street parking standards as found in § 16.8.9.4 shall apply.*

*Multiunit residential buildings and mixed-use buildings that include residential.*

- *One parking space for studio and one-bedroom dwelling units.*
- *One and one-half parking spaces for two-bedroom dwelling units plus one guest parking space per every four dwelling units.*
- *Parking spaces for more-than-two-bedroom dwelling units.*

3. Parking calculations are listed on sheet C5 of the preliminary plans. The development will provide a total of 401 spaces:
  - a. Front Building = 114 spaces
  - b. Rear Buildings = 287 spaces

The provided parking meets and exceeds the Ordinance requirements.

### Landscaping, Screening and Buffers

4. The landscaping, screening and buffering details are provided on sheets C17 and C18. Per 16.3.2.10.F (9) (a) a landscape plan prepared by a registered landscape architect is a submission requirement. However, a landscape plan done by other design professionals may be allowed at the Planning Board's discretion. The proposed development will be generously landscaped and appears to meet the requirements of the MU-N zone. CMA Engineers in their initial review of the preliminary plans noted that the ordinance requires that a minimum of 10% of surface parking areas be landscaped with trees and vegetated islands. CMA questioned whether this standard was being met. In reviewing the landscaping plans, the parking lot bump-outs do include one tree and grass plantings. The applicant has indicated that shrubbery was avoided in these areas because of salting and sanding of the parking areas that could damage the plantings. Figures need to be provided for these landscaped areas to determine whether they comply with the 10% requirement and revisions made to the plans if the standard is not met. According to the landscape calculations shown on Sheets C17 & 18 they are providing over triple the number of trees per parking spaces under the Ordinance requirement.

### Wetlands / Open Space

5. The existing property contains wetlands and a vernal pool. Per the regulations for the MU-N zone, the wetlands and vernal pool were reviewed by Longview Partners, LLC as a third-party reviewer in

April 2019. The review found the wetlands delineation to be accurate and within the normal range of best professional judgement and consistent with wetlands delineation standards.

Staff researched the question regarding previously approved wetlands impacts. On February 14, 2002, the Planning Board approved the site plan for a Professional and Business Park proposed by William Cullen which permitted approximately 1600 sf of total wetlands fill, primarily for a road crossing of wetlands. A permit will be required for a modification to the previously approved wetlands crossing and for disturbance to the vernal pool buffer (250'). There will be no disturbance within the vernal pool buffer (100') or the wetlands. The wetlands, vernal pool and property lines shown on the preliminary plan are based on actual survey data. Sheet C5 Overall Site Plan contains Vernal Pool Buffer Calculations, which includes 24,535 sf of buffer restoration. Update: The applicant has submitted a Site Location of Development Act permit application with Maine DEP for the project. The culvert upsizing under the development road and the wetlands buffer impacts will be reviewed under this permit and the State's Permit by Rule (PBR) regulations.

6. Open space meeting the requirements of the zone will be provided (73.5% of the parcel) which will include a nature loop trail with wildlife viewing stations for passive recreation for the development. An Amenities building (Building 4) and an outdoor pool are also proposed to provide recreational use for the residents of the property. Update: Notes have been added to the Overall Site Plan, Sheet C5 designating the areas of open space.

#### Utilities / Site Improvements

7. The plans show detailed information regarding utilities that will service the site development. Water, gas, electrical and telecommunication lines will be extended from Ranger Drive along Dennett Road to serve the site. They will be constructed underground underneath the proposed private roadway. Existing sewer is located at the rear of the property and will be extended onto and throughout the site underneath the roadway.

The applicant's engineer has met with the Kittery Water District and the Kittery Sewer Department and letters are provided to confirm they both have adequate capacity for the proposed development.

Proposed Fire Department connections are shown and noted on the plans. The Fire Chief has reviewed the plans for fire service during staff technical review and provided his comments in a memorandum dated July 3, 2019 which was provided to the Board at the July 11<sup>th</sup> meeting. Update: the applicant has revised the plans to address the Fire Chief's comments.

#### Stormwater Management

8. Under Section 16.10.5.2.C, supporting documentation must include a stormwater management plan. The applicant has submitted a Drainage Narrative to comply with Maine Department of Environmental Protection (MEDEP) Stormwater Site Location of Development Law.

According to the narrative, "The drainage design utilizes the existing hydrologic and hydraulic patterns, minimizes impacts to surrounding areas, and uses Maine's Best Management Practices (BMPs) to provide effective pollutant removal, stormwater cooling, channel protection, and flood control for pre-development and post-development peak runoff rates for the proposed site development."

A copy of the narrative has been forwarded to CMA Engineers for their review and comment. The narrative and grading and drainage plans are also being reviewed by the Town's Stormwater Coordinator in coordination with DPW.

Jessa Kellogg, Shoreland Resource Officer/Stormwater Coordinator has provided a memorandum (attached) with her and Public Works Commissioner David Rich's initial comments regarding the stormwater management plans. In the memo, they have also provided comments relative to the proposed sidewalk along Dennett Road. Update: The Response to Review Comments letter from Hoyle, Tanner & Associates is included in the Board's packets.

#### Other Reviews

9. The Board will find included in the packets for this item a letter from CMA Engineers with their initial review comments on the preliminary plans for conformance with Title 16 and general engineering practices. Update: The Response to Review Comments letter from Hoyle, Tanner & Associates is included in the Board's packets. CMA Engineer's 2<sup>nd</sup> round of review comments is also included in the Board's packets.

10. Jessa Kellogg, Interim Code Enforcement Officer, has also provided a memorandum regarding her initial building code review conceptual floor plans that have been submitted. Update: The Response to Review Comments letter from Hoyle, Tanner & Associates is included in the Board's packets.

11. A Maine DOT Traffic Movement Permit (TMP) is required and has been applied for. After an initial review by Maine DOT, the trip generation rates needed to be revised and a new Traffic Movement Permit Application has been submitted to DOT. A copy of the application has also been provided to CMA Engineers and DPW Commissioner Dave Rich for review and comment. Copies of the application are included in the Board's packets.

#### **Recommendation / Action**

Now that the Board has accepted the site preliminary plan application as complete it needs to hold a public hearing which is scheduled for the August 8, 2019 meeting. Following the public hearing, the Board will want to discuss any further items of interest and then vote on the site preliminary plan.

Staff recommends that the Board:

*Move to approve the site preliminary plan, dated June 20, 2019, as revised on 07/24/19 and prepared by Hoyle, Tanner & Associates, Inc., for owners William J. Cullen and Sail Away, LLC and applicant William Wharff for a mixed-use residential development on 23.3+- acres of land at 76 Dennett Road (Tax Map 6 Lots 15B & 16A and Tax Map 13, Lot 4) in the Mixed Use - Neighborhood (MU-N) Zone with the following conditions:*

- 1. Revise the Inspection and Maintenance Manual to meet the Town's annual reporting criteria;*
- 2. Provide details of the proposed sidewalk for the full length of the property for Final Plan review; and,*
- 3. Revise the plans for Final Plan review to indicate that the studio units will meet the 650-sf habitable space requirement of Title 16.*
- 4. Revise the landscaping plan to comply with the standard that requires a minimum of 10% of the surface parking areas are landscaped with trees and vegetated islands.*
- 5. Address to the satisfaction of CMA Engineers their 2<sup>nd</sup> round of plan review comments.*

July 25, 2019

Jamie Steffen  
Town Planner  
Town of Kittery  
200 Rogers Road  
Kittery, ME 03904



Pease International Tradeport  
100 International Drive, Suite 360  
Portsmouth, New Hampshire 03801  
603-431-2520  
603-431-8067 fax  
www.hoyletanner.com

**Re: Response to Review Comments**  
Proposed Mixed-Use Residential  
Development Project  
76 Dennett Road, Kittery, ME 03904

Dear Mr. Steffen,

We have received the review comments for the above referenced project from CMA Engineers, Inc. dated July 2, 2019, Town of Kittery Department of Public Works dated July 2, 2019, Town of Kittery Code Enforcement Office dated July 2, 2019 and Town of Kittery Fire Department dated July 3, 2019. We offer the following responses to the comments (shown in italics) for your consideration, along with copies of the revised Site Plans. There were no changes made to the Drainage Narrative, Color Site Plan, Aerial Rendering, Floor Plans and Elevations for this submission.

CMA Engineers, Inc. Comments:

- *The landscaping plan does not appear to have been prepared by a registered landscape architect. It is detailed, with extensive plantings with multiple species. The applicant should describe how the plan was developed and the qualifications of the designer.*

The Town of Kittery regulations allow for the landscape plan to be prepared by other design professionals at the discretion of the Planning Board. Hoyle, Tanner has provided landscape design on numerous large scale projects in the seacoast area as well as the state of Maine and we feel the prepared landscape plans satisfies the requirements set forth in the Town of Kittery Land Use & Development Code. The planting list, quantity, size and layout are consistent with other developments in close proximity to the project. All species are readily available at local nurseries and are resistant to the harsh New England climate.

- *The standard requires that a minimum of 10% of surface parking areas be landscaped with trees and vegetated islands. No such vegetated features are included in the design. There are light poles extending into the parking area. Perhaps these could be extended to include vegetation. There may be other ways to comply with the requirement.*

Hoyle, Tanner will work with Town Staff to make any necessary changes to the landscaping plans to ensure this standard is met.

- *The site plan includes areas of significant open space. Much of it is wetlands, including a vernal pool. However, it is not designated with notes dedicating it as open space.*

Notes have been added to the Overall Site Plan, Sheet C5 designating the areas as open space.

- *The KWD suggests that booster pumping may be required to serve all the locations and elevations. How is that decision going to be made? No provisions are currently made on the site plan for such facilities as needed.*

Utility Note #5 was added to the Utility Plans on Sheets C13 & C14 specifying that the MEP engineer is responsible for testing and modelling the water pressure and designing the systems accordingly.

- *Has the separate fire supply line sizing been confirmed? Has KWD reviewed the details?*

The fire supply line sizes are approximate. Utility Note #4 on Sheets C13 & C14 specifies the final sizes will be based on the MEP design plans. KWD has reviewed the schematic layout and approved the domestic water and fire service configuration.

- *Conventional sewer services and sewerage layouts have been incorporated. The system ties into a sewer manhole on what appears to be a KWD interceptor. For clarity, the applicant should provide additional schematic details indicating how piping goes from that connection to the WWTP.*

A note was added to Utility Plan Sheet C14 detailing the connection to the WWTP.

- *Has the Kittery Sewer Department reviewed the design?*

The Kittery Sewer Department reviewed the design of the preliminary plans and approved the layout. We will submit a copy of the updated plans to the Sewer Department for final review

- *Has there been any evaluation of the presence of historically significant sites or resources; or archaeological sources on the property?*

As part of the Maine DEP Site Law Permit, we have coordinated with the Maine Historic Preservation Commission and they determined there were no historic properties affected by the proposed development. A copy of their findings will be included when the Maine DEP Site Law Permit is submitted.

Town of Kittery Public Works Comments:

- *Appendix G Inspection and Maintenance Manual in the Drainage Narrative dated June 20, 2019 does not meet the criteria for annual reporting to the Town. It is recommended that the applicant work with staff to ensure the annual inspection and reporting requirements are fully incorporated in the Association documents.*

Hoyle, Tanner will meet with staff to revise the document to meet the Town's annual reporting criteria.

- *Sidewalks are required per Table 1 of Title 16.8. The preliminary plans show a sidewalk running the length of the property from the entrance northwest along Dennett Road, however no sidewalk is shown on the southeast side of Dennett Road.*

A sidewalk spanning the full length of the property will be incorporated into the final plans. We wanted to coordinate the sidewalk design, layout and crossings with Maine DOT. If a bus shelter is proposed, it will also be coordinated with Maine DOT.

Town of Kittery Code Enforcement Comments:

- *The conceptual floor plans submitted show three sizes of units, including studios averaging 650sf, 1-bed averaging 710sf and 2-bed averaging 900sf. It is not clear if these sizes meet the dwelling unit minimum requirements and what is meant by averaging.*

The unit sizes will vary depending on their location within the building. Each studio unit will be a minimum 650sf of habitable space per the Town of Kittery Land Use & Development Code. We will revise the plans for the final submission.

- *The plans list "MEP, T/D, and CTL" without a key to understand what those spaces in the building are for.*

A key will be added to the plans for final submission. Below is a key of those terms:

MEP Mechanical, Electrical & Plumbing  
T/D Telephone/Data  
CTL Control (Fire Control Room)

Town of Kittery Fire Department Comments:

- *Buildings 1, 2A, 2B and 3 will require full fire suppression systems including; NFPA 13 sprinkler system, all floor standpipes including standpipe service to roof areas, monitored fire alarm systems and Knox Box systems on each building.*
- *Building 4, while not large enough by code to require sprinkler systems is recommended to have a NFPA 13 system. The building will also have a monitored alarm system and Knox Box system installed.*
- *All alarm systems will have a main panel with remote annunciators located per the direction of the Fire Chief.*
- *Fire Department Connections will also be located per the direction of the Fire Chief.*
- *Due to the size of the buildings, the Fire Chief may direct that more than one Knox Box per building be installed. These may be located at the entrances where remote annunciators are installed. A master key for all doors shall be placed in the Knox Boxes.*
- *Final plans must be submitted to the Maine Fire Marshal's Office for review and approval*

The above fire protection notes were incorporated into the Utility Plans on Sheet C13 & C14.

We trust that these revisions and responses have thoroughly addressed all comments and concerns. Please do not hesitate to contact our office with any additional questions or comments regarding this project.

Sincerely,

**HOYLE, TANNER & ASSOCIATES, INC.**



Shawn M. Tobey, P.E.  
Project Manager





August 1, 2019

Jamie Steffen, Town Planner  
Town of Kittery  
200 Rogers Road  
Kittery, Maine 03904

**RE: Town of Kittery, Planning Board Services  
Mixed-Use Development Proposal – 76 Dennett Road Lots 6-15B, 6-16A, 13-4  
Preliminary Plan Approval Application  
Review of HTA Responses dated July 25, 2019; and  
MDOT Traffic Movement Permit Application dated July 1, 2019  
CMA #591.125**

Dear Jamie:

CMA Engineers has received and reviewed the following information for Assignment #125, review of the Mixed-Use Development at 76 Dennett Road (Tax map Lots 6-15B, 6-16A, and 13-4):

- 1) Letter from Hoyle Tanner & Associates, Inc. (HTA) including responses to review comments to June Preliminary submittal for 76 Dennett Road mixed-use proposal.
- 2) Revised project drawings dated July 24, 2019.
- 3) Application for Traffic Movement Permit to MDOT, dated July 1, 2019.

Below are our comments and additional responses to these materials. (Please refer to our July 2, 2019 initial review letter for project background and our first comments).

## **A. Zoning**

### **16.3 Zoning Regulations**

#### **Reiterated comment:**

##### *F. (8) Building design standards*

- This section references the Kittery Design Handbook. We have not evaluated the design with respect to the Handbook.
- We note that the buildings are large in area and height and would be the largest multi-unit residential structures in Kittery.
- It is described, but not graphically shown that the building height meets the 50' standard.
- Flat roofs are proposed.

##### *F. (9) Landscaping, Screening and buffers*

- (a) The landscaping plan appears not to have been prepared by a registered landscape architect. It is detailed, with extensive plantings with multiple species. The applicant should describe how

the plan was developed, and the qualifications of the designer. The Planning Board may desire a landscape architects design input, as provided in this provision of the ordinance.

**HTA Response**

*HTA notes that the Kittery LUDC provides that design professionals other than registered landscape architects may be allowed to prepare landscape plans, with at the Planning Board's discretion.*

**CMA Engineer Comment:**

***Does the Planning Board accept the landscape plan being prepared by HTA, without registered LA professional?***

- (b) (3) This standard requires that a minimum of 10% pf surface parking areas be landscaped with trees and vegetated islands. No such vegetated features are not included in the design. There are light poles extending into the parking area. Perhaps these could be expanded to include vegetation. There may be other ways to comply with the requirement.

**HTA Response**

*"HTA will work with the Town Staff to make any necessary changes to the landscaping plans to ensure this standard is met."*

**CMA Engineer Comment:**

***The LUDC requirements are specified. HTA should propose a design which meets the requirement. The Town can review the proposal.***

**F. 10 Open Space**

- The site plan includes significant areas of open space. Much of it is wetlands, including the vernal pool. However, it is not designated with notes dedicating it as open space.
- The plan does include a limited network of walking trails.

**HTA Response**

*"Notes have been added to the overall Site Plan, Sheet C5 designating the areas as open space."*

**CMA Engineer Comment:**

***While the new notes call out Open Space, the designations are unclear as to the limits of designated open space. The horizontal limits of what will be designated Open Space should be presented on the plan.***

**16.8 Design and Performance Standards-Built Environment**

**Article VI Water Supply**

- The KWD suggests that booster pumping may be required to serve all the locations and elevations. How is that final decision going to be made? No provisions are currently made on the site plan for such facilities if needed.

**HTA Response**

*A note has been added indicating a future MEP engineer will be responsible for testing and modelling the water pressure and designing the systems accordingly.*

**CMA Engineer Comment:**

*The requirement in the LUDC is that the Water District determine that the supply and pressure are available to serve the development. The pressure issues are important, should be identified at this stage of the project. HTA should be capable of making these preliminary determinations. The facilities that may be necessary for service should be identified and included on the site plan.*

## 16.9 Design and Performance Standards-Natural Environment

### Article II. Retention of Open Spaces and Natural or Historic Features

- Has there been any evaluation of the presence of historically significant sites or resources; or archaeological sources on the property?

**HTA Response**

*The main historic preservation commission has determined there were no historic properties affected by the proposed development. A copy of their findings will be included when the Maine DEPS Site Law Permit is submitted.*

**CMA Engineer Comment:**

*A copy of that determination should be provided to the Town at this time.*

### **B. Traffic Movement Permit**

The traffic evaluation requirements in the Kittery LUDC may be covered by the evaluations included in the documentation included in the MDOT Traffic Movement Permit (TMP) process. We have assumed that to be the case in this proposal. A TMP is required when the proposed development is expected to generate more than 100 passenger car equivalent (PCE) trips, which is the case for this 76 Dennett Road project.

The applicant has prepared an application for a MDOT Traffic Movement Permit (TMP) for the proposed development. Additionally, because the development is expected to generate more than 200 PCE trips, MDOT rules require the applicant prepare a Traffic Study, including existing intersection turning movement counts, capacity analysis, auxiliary turn land analysis, sight distance analysis, and recommendations for remediation if required.

The application does not yet include the required full Traffic Study, which will be necessary to meet the MDOT requirements, and also the Kittery LUDC requirements.

We understand that the scoping meeting with MDOT has not yet occurred for the TMP. The Town should request to be present and/or be represented for review meetings between the applicant and MDOT regarding the Traffic Movement Permit review. (We can represent the Town).

*Comments on the TMP application:*

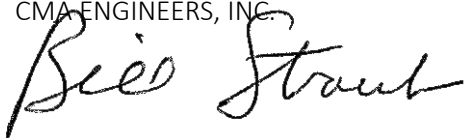
Specific preliminary comments on the TMP application so far include:

- The trip distribution should consider the potential cut through traffic via Ranger Drive/Valles Road to access the Route 1 bypass.
- The trip generation underestimates the new traffic (one trip) generated on Dennett Rd NW bound.

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

Very truly yours,

CMA ENGINEERS, INC.



William A. Straub, P.E.  
Project Manager

WAS/kao

cc: Shawn Tobey, P.E., HTA

6/28/19

To the Maine Department of Environmental  
Protection

I have lived on #68 Old home  
Dennett Rd. since 1959. We had  
a ditch along the left side of our  
house with a culvert under the  
road.

When the high level bridge was  
built they made the New Dennett Rd.  
putting a culvert under the road  
not lined up with the ditch on my  
property.

Our family have maintained our  
ditch year round to be sure the water  
could run off when necessary towards  
the creek. Mostly summer it was dry.

I am concerned with Mr  
Cullins new project on the New  
Dennett Rd. #76. They aren't  
touching the wet lands and there  
are alot of them. Heard there are alot  
of spring fed land. Where is all this  
water going? They haven't shown  
any where they will keep this water  
and I can't afford to have any more  
on my property. My biggest concern  
their drainage.

We've have alot more water  
already when the culvert was installed  
on New Dennett Rd.

From a very concerned  
neighbor.

Barbara J. Hall

Thank you for reading my  
concerns.

**TRAFFIC MOVEMENT PERMIT  
APPLICATION  
FOR THE  
PROPOSED MIXED-USE  
RESIDENTIAL DEVELOPMENT PROJECT  
76 DENNETT ROAD  
KITTERY, MAINE**

**JULY 2019**

**PREPARED FOR:**

**AZTEC, LLC  
62 PORTLAND ROAD, SUITE 25  
KENNEBUNK, MAINE 04043**

**SUBMITTED BY:**

**Hoyle, Tanner**  
& Associates, Inc.  
[www.hoyletanner.com](http://www.hoyletanner.com)

Department of Transportation  
Traffic Engineering Division  
16 State House Station  
Augusta, Maine 04333  
Telephone: 207-287-3775

FOR MDOT USE  
ID #

1/2000

Total Fees:  
Date: Received

\*\*\*\*\*

PERMIT APPLICATION - TRAFFIC  
TRAFFIC MOVEMENT PERMIT, 23 M.R.S.A. § 704 - A

Please type or print:

This application is for: Traffic 100-200 PCE's   
Traffic 200+ PCE's

Name of Applicant: Aztec, LLC

Address: 62 Portland Road, Suite 25, Kennebunk, ME 04043 Telephone: \_\_\_\_\_

Name of local contact or agent: Hoyle, Tanner & Associates c/o Shawn Tobey

Address: 100 International Drive, Suite 360, Portsmouth, NH 03801 Telephone: (603) 431-2520 x29

Name and type of development: A mixed use development consisting of residential apartments and retail space.

Location of development including road, street, or nearest route number: Proposed development is on  
Dennett Road, approximately 365' north of the I95 SB On-Ramp.

City/Town/Plantation: Kittery, County: York, Tax Map # 6-15B, 6-16A, & 13-4, Lot # \_\_\_\_\_

Do you want a consolidated review with DEP pursuant to 23 M.R.S.A. § 704-A (7)? Yes \_\_\_ No

Was this development started prior to obtaining a traffic permit? No

Is the project located in an area designated as a growth area (as defined in M.R.S.A. title 30 - A, chapter 187)?  
Yes \_\_\_ No

Is this project located within a compact area of an urban compact municipality? Yes \_\_\_ No

Is this development or any portion of the site currently subject to state or municipal enforcement action?  
No

Existing DEP or MDOT permit number (if applicable): N/A

Name(s) of DOT staff person(s) contacted concerning this application: \_\_\_\_\_

None; To be determined at Scoping Meeting

Name(s) of DOT staff person(s) present at the scoping meeting for 200+ applications: \_\_\_\_\_

1/2000

## CERTIFICATION

The traffic engineer responsible for preparing this application and/or attaching pertinent site and traffic information hereto, by signing below, certifies that the application for traffic approval is complete and accurate to the best of his/her knowledge.

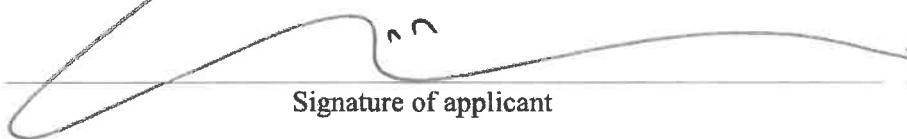
Signature:  Re/Cert/Lic No.: 12706

Name (print): TODD M. CLARK

Date: JULY 16, 2019

If the signature below is not the applicant's signature, attach letter of agent authorization signed by applicant.

"I certify under penalty of law that I have personally examined the information submitted in this document and all attachments thereto and that, based on my inquiry of those individuals immediately responsible for obtaining the information, I believe the information is true, accurate, and complete. I authorize the Department to enter the property that is the subject of this application, at reasonable hours, including buildings, structures or conveyances on the property, to determine the accuracy of any information provided herein. I am aware there are significant penalties for submitting false information, including the possibility of fine and imprisonment."

 25 JUL 19  
Signature of applicant Date

**William Wharff**



NOTICE OF INTENT TO FILE

Please take notice that

Aztec, LLC  
62 Portland Rd, Suite 25, Kennebunk, ME 04043  
(339) 337-4500

is intending to file a Traffic Movement Permit application with the Maine Department of Transportation pursuant to the provisions of 23 M.R.S.A. § 704 - A on or about

July 16<sup>th</sup>, 2019

The application is for a mixed use development proposing 4, 4-story buildings with 303 apartments and 3,000 sf of retail space at 76 Dennett Road, Kittery, ME. The proposed development is anticipated to generate approximately 2,600 new vehicle trips throughout the day, with 170 vehicle trips in the AM and PM peak hours. Construction is expected to begin in Spring 2020 and be open to tenants in Summer 2021.

at the following location:

76 Dennett Road, Kittery, ME, approximately 400' north of the I95 SB On-Ramp.

A request for a public hearing must be received by the Department, in writing, no later than 20 days after the application is found by the Department to be complete and is accepted for processing. Public comment on the application will be accepted throughout the processing of the application.

The application will be filed for public inspection at the Department of Transportation Division office (Presque Isle, Ellsworth, Bangor, Fairfield, Rockland, Scarborough or Dixfield) during normal working hours. A copy of the application may also be seen at the municipal offices in

\_\_\_\_\_ Kittery \_\_\_\_\_, Maine.  
(town)

Written public comments may be sent to the Department of Transportation, Traffic Engineering Division, 16 State House Station, Augusta, Maine 04333.

SECTION 1  
SITE AND TRAFFIC INFORMATION

## Proposed Development

The existing site is mostly wooded and undeveloped with a gravel access road and a gravel lot that is used as a lay down area for construction materials. No buildings or permanent structures exist onsite. The proposed development is for four 4-story apartment buildings totaling 303 units and including 3,000 sf of commercial use on the first floor of one of the buildings. The Town of Kittery was contacted about any other proposed developments in the vicinity of the proposed mixed-use residential development project, and they reported no other projects were pending or approved.

## Trip Generation

Trip generation calculations for the proposed development were performed using ITE Trip Generation, 7<sup>th</sup> Edition (2003). The primary land use for the proposed development is residential apartments. There are four apartment buildings proposed, each 4-stories tall, totaling 303 dwelling units. The 1<sup>st</sup> floor of one of these buildings will also include 3,000 sf of commercial use, split into two areas of 1,500 sf each. The exact tenants of the commercial area are unknown at this time. For the purposes of determining off-street parking, the commercial uses were assumed to be a convenience store and a coffee shop, so for consistency these uses will be used in determining trip generation.

The 4-story height of the apartment buildings makes land use 223 – Mid-Rise Apartments appropriate for determining the residential trips generated, however there is no data available in ITE 7<sup>th</sup> edition for total weekday trips generated by Mid-Rise Apartments. Therefore, the weekday daily trip rate for land use 220 – Apartments is used to approximate the weekday daily trips, while the peak hour trip rates are approximated using the land use 223 data. The trips generated from the commercial space has been calculated using the Convenience Market (851) and Fast-Food Restaurant without Drive-Through Window (933) land uses, based on 1,500 SF GFA each. Land use 933 has supplemental data for Coffee Shops in Table 2 which has been used to estimate the AM & PM peak hour trips, however there is no weekday daily trip data in this supplemental table and so the weekday daily trip rate for the generic land use 933 has been used.

The trip generation for the development is summarized in the table below.

Trip Generation by Land Use							
	223 - Mid-Rise Apartment (303 Units)		851 - Convenience Market (1,500 SF)		933 - Fast-Food Restaurant w/o Drive-Through Table 2: Coffee Shop (1,500 SF)		Total
	Rate (trips / unit)	Trips #	Rate (trips / 1,000 sf)	Trips #	Rate (trips / 1,000 sf)	Trips #	
Weekday Daily Trips	6.72 ^	2036	737.99	1107	716 ^^	1074	4217
Weekday AM Peak Hour	0.30	91	67.03	101	73.03	110	302
Weekday PM Peak Hour	0.39	118	52.41	79	28.79	43	240

^ There is no data in ITE 7th Edition for weekday daily trips generated by Mid-Rise Apartments, therefore the weekday daily trip rate for Land Use 220 - Apartment was used.

^^ ITE 7th Edition Land Use 933 has supplemental data for Coffee Shops in Table 3, however there is no data on the weekday daily trips, therefore the weekday daily trip rate for the generic land use 933 was used.

As the development is mixed-use, consideration is also given to internal capture on site. It is estimated 10% of the Convenience Market and Coffee Shop traffic will originate from or be destined to the residential units. As a result, the total vehicles entering & exiting Land Uses 851 & 933 are 90% of the total trips calculated above. The trip volumes adjusted for internal capture are summarized in the table below.

Trip Generation by Land Use Adjusted for Internal Circulation							
	223 - Mid-Rise Apartment (303 Units)		851 - Convenience Market (1,500 SF)		933 - Fast-Food Restaurant w/o Drive-Through Table 2: Coffee Shop (1,500 SF)		Total
	Rate (trips / unit)	Trips #	Rate (trips / 1,000 sf)	Trips #	Rate (trips / 1,000 sf)	Trips #	
Weekday Daily Trips	6.72	2036	737.99	996 ^^^	716	967 ^^^	3999
Weekday AM Peak Hour	0.3	91	67.03	90 ^^^	73.03	99 ^^^	280
Weekday PM Peak Hour	0.39	118	52.41	71 ^^^	28.79	39 ^^^	228

^^^ Internal capture trips are anticipated for this mixed-use development. It is estimated 10% of the Convenience Market and Coffee Shop traffic will originate from or be destined to the residential units. As a result, the total vehicles entering & exiting Land Uses 851 & 933 are 90% of the total trips calculated above.

## Trip Distribution

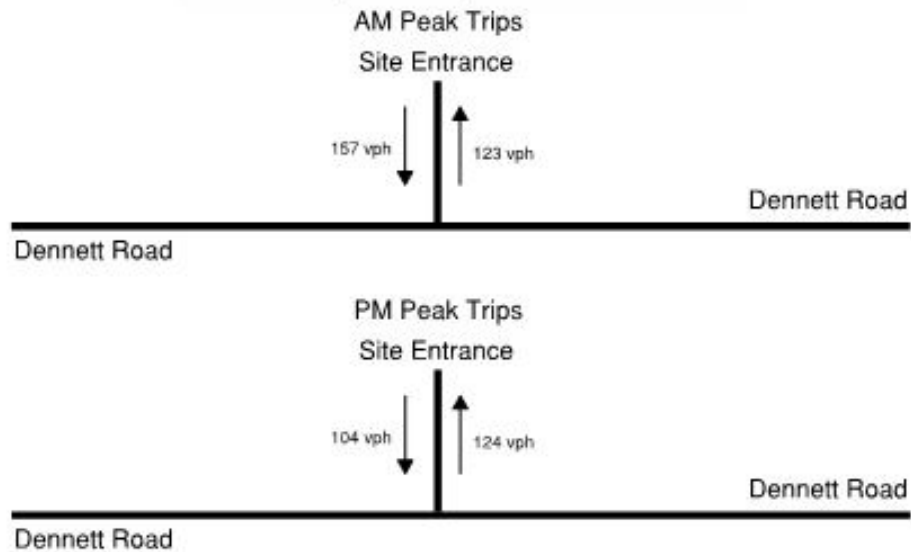
Trip distribution was calculated using the directional distributions available in Trip Generation, 7<sup>th</sup> Edition, for the land uses of the development. The Convenience Market and Coffee Shop are relatively quick turnover locations, so the entering & exiting distributions are nearly 50 / 50. The apartment units have more directional flow based on the time of day. During the AM peak, 69% of the trips attributable to the apartments are exiting the development, and during the PM peak, 58% are entering the development. The directional distribution percentages and trips are summarized in the tables and figure below.

Directional Distribution % by Land Use						
	223 - Mid-Rise Apartment (303 Units)		851 - Convenience Market (1,500 SF)		933 - Fast-Food Restaurant w/o Drive-Through Table 2: Coffee Shop (1,500 SF)	
	Entering %	Exiting %	Entering %	Exiting %	Entering %	Exiting %
Weekday Daily Trips	50%	50%	50%	50%	50%	50%
Weekday AM Peak Hour	31%	69%	50%	50%	51%	49%
Weekday PM Peak Hour	58%	42%	51%	49%	52%	48%

Directional Distribution Trips by Land Use						
	223 - Mid-Rise Apartment (303 Units)		851 - Convenience Market (1,500 SF)		933 - Fast-Food Restaurant w/o Drive-Through Table 2: Coffee Shop (1,500 SF)	
	Entering #	Exiting #	Entering #	Exiting #	Entering #	Exiting #
Weekday Daily Trips	1018	1018	498	498	484	483
Weekday AM Peak Hour	28	63	45	45	50	49
Weekday PM Peak Hour	68	50	36	35	20	19



Proposed Development Entrance



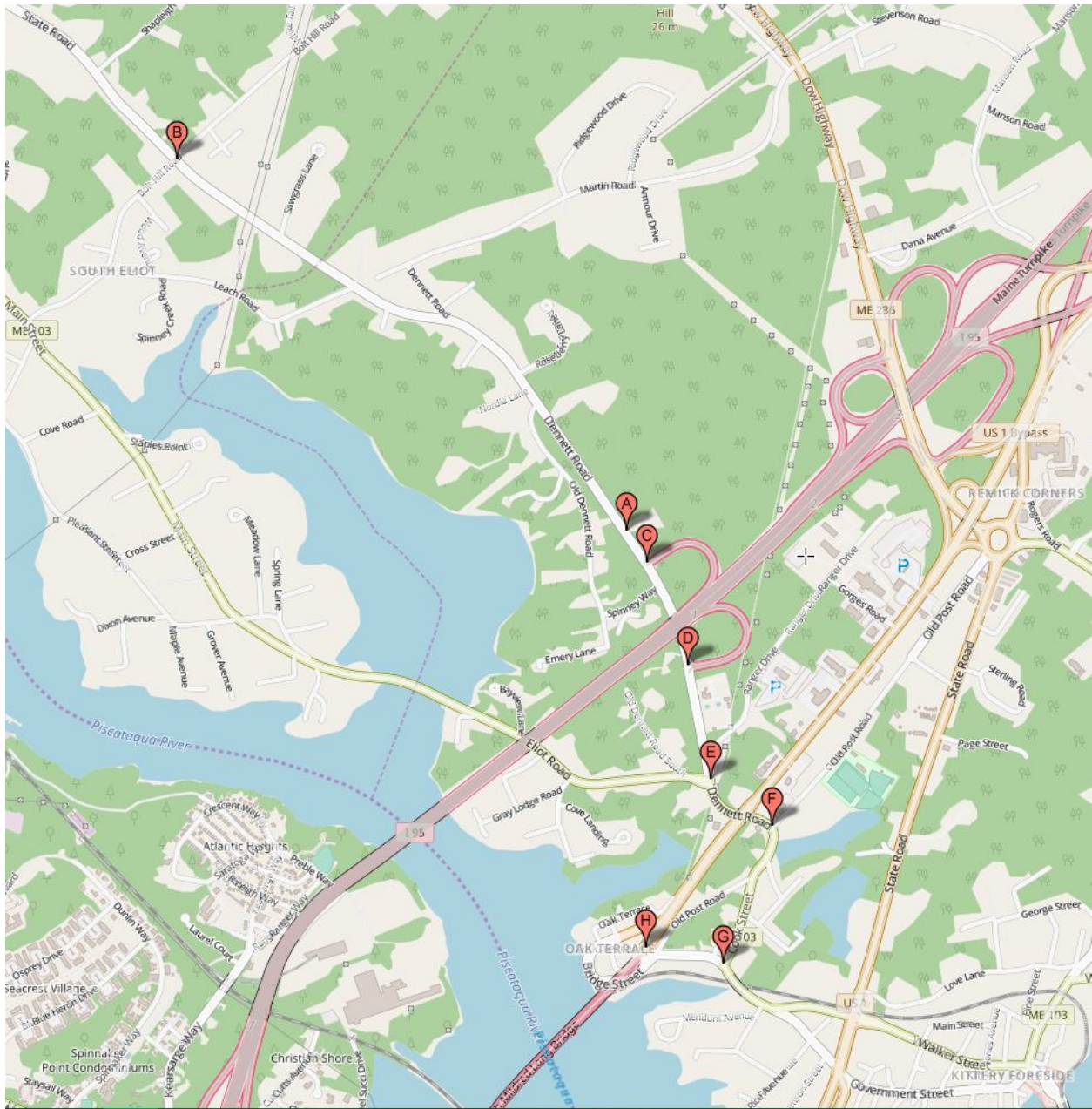
A portion of the Convenience Market & Coffee Shop trips are expected to be pass-by trips. These pass-by trips will be included in the trip assignment for the proposed development, but will be removed from the trip assignment at the other intersections within the study area as they are not new trips resulting from the development. It is anticipated that a coffee shop that has no drive through and has a few indoor seats would fall somewhere around a 65% pass-by trip rate while the Convenience Market data suggests a 51% pass-by trip rate, which will be used for the Convenience Market trips. The table below summarizes the pass-by reduction rate and the resulting trips which will be assigned through the study area.

Directional Distribution Trips by Land Use w/ Pass-By Reduction						
	223 - Mid-Rise Apartment (303 Units)		851 - Convenience Market (1,500 SF)		933 - Fast-Food Restaurant w/o Drive-Through Table 2: Coffee Shop (1,500 SF)	
	Entering #	Exiting #	Entering #	Exiting #	Entering #	Exiting #
Weekday Daily Trips	1018	1018	244	244	169	169
Weekday AM Peak Hour	28	63	22	22	18	17
Weekday PM Peak Hour	68	50	18	17	7	7

The 2010 Census Journey to Work Data was used to allocate trip assignments through the study area. The data provides the number of people traveling from Kittery to whichever city or town they work in. The majority of the destination towns are in Maine, New Hampshire, and Massachusetts. Some assumptions needed to be made on the route residents would take to reach their destination. Overall, residents destined for a New Hampshire or Massachusetts location would be expected to use the I95 on & off ramps adjacent to the proposed development. The few exceptions to this are the New Hampshire destinations of Dover, Rochester, and Somersworth. These drivers are anticipated to still mostly use the I95 ramps, but some may travel northwest on Dennett Road to reach Route 101 or 236 as a means to get to their destination. Similar but opposite, destinations within the state of Maine were primarily assumed to utilize Dennett Road east to Bridge Street and eventually the US 1 Bypass to travel north. The two exceptions to this were the Town of Eliot, which would be reached by traveling west on Dennett Road, and the Town of Kittery. It is estimated that 70% of the Kittery destination trips would still use the US 1 Bypass route to travel toward the outlets, and the remaining 30% would turn east onto Government Street, towards the Shipyard and the riverfront area. After applying these distributions to the census data, it was determined that the trips generated from the proposed development would be assigned as such: 3% travel Dennett Rd west of the development, 45% use the I95 ramps adjacent to the proposed development to travel south, 40% use US 1 Bypass to travel north, 12% take Government Street east.

The trip assignment results in a negligible impact at the intersection of State Road and Bolt Hill Road with a 3 vph increase during the AM peak, and 4 vph increase during the PM peak. The other intersections within the study area see more substantial increases ranging from 54 vph (US 1 Bypass / Bridge St during PM peak) to 166 vph (I95 SB on ramp during PM peak). Figures detailing the trip assignments through the study area can be found in this section.

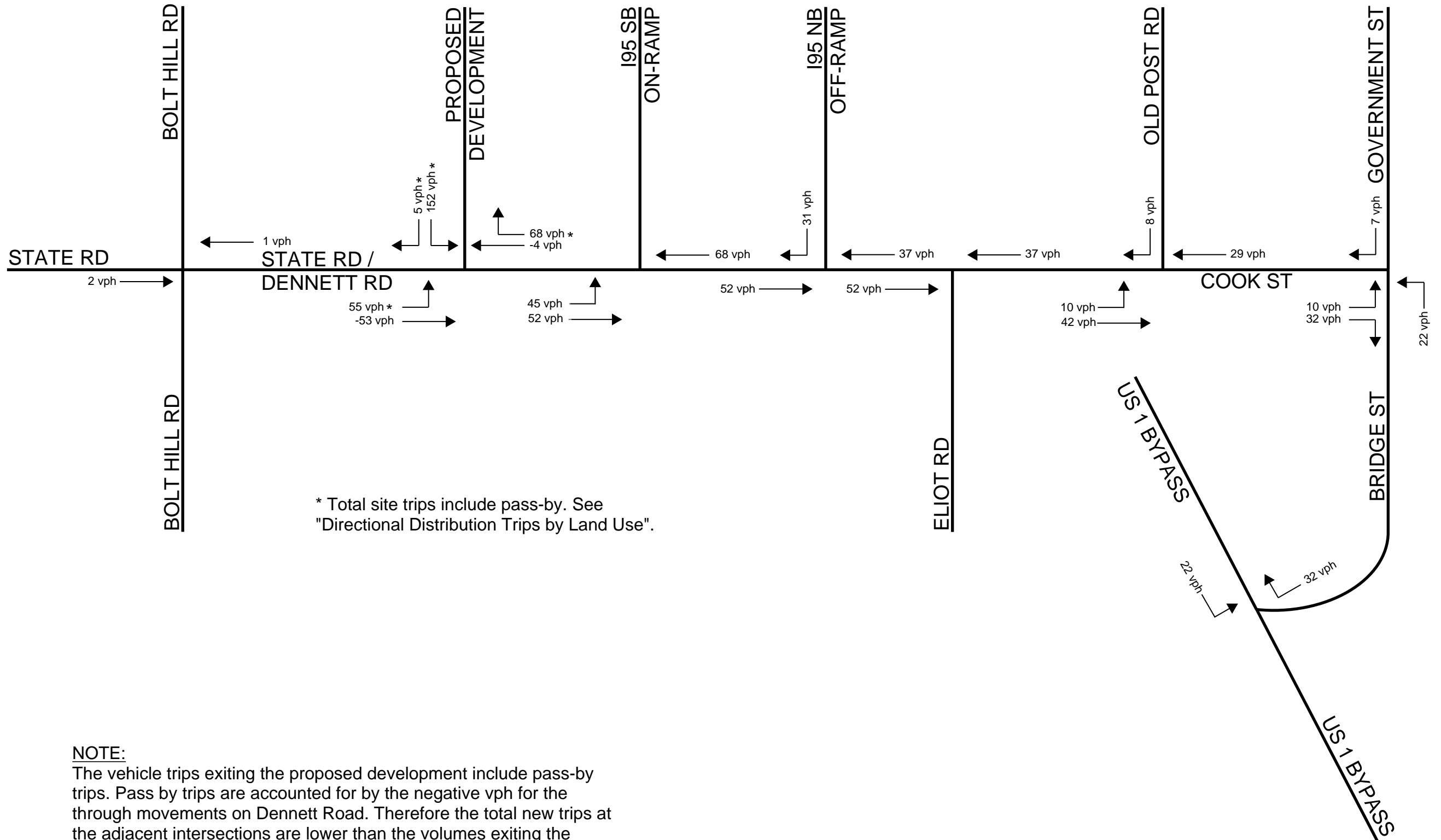
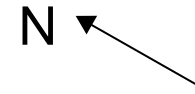
# Trip Distributions Locus Map



- A – Proposed Development Entrance
- B – State Road / Bolt Hill Road
- C – Dennett Road / I95 SB On-Ramp
- D – Dennett Road / I95 NB Off-Ramp
- E – Dennett Road / Eliot Road
- F – Dennett Road / Old Post Road
- G – Cook Street / Bridge Street / Government Street
- H – Bridge Street / US 1 Bypass



# TRIP ASSIGNMENT - AM PEAK

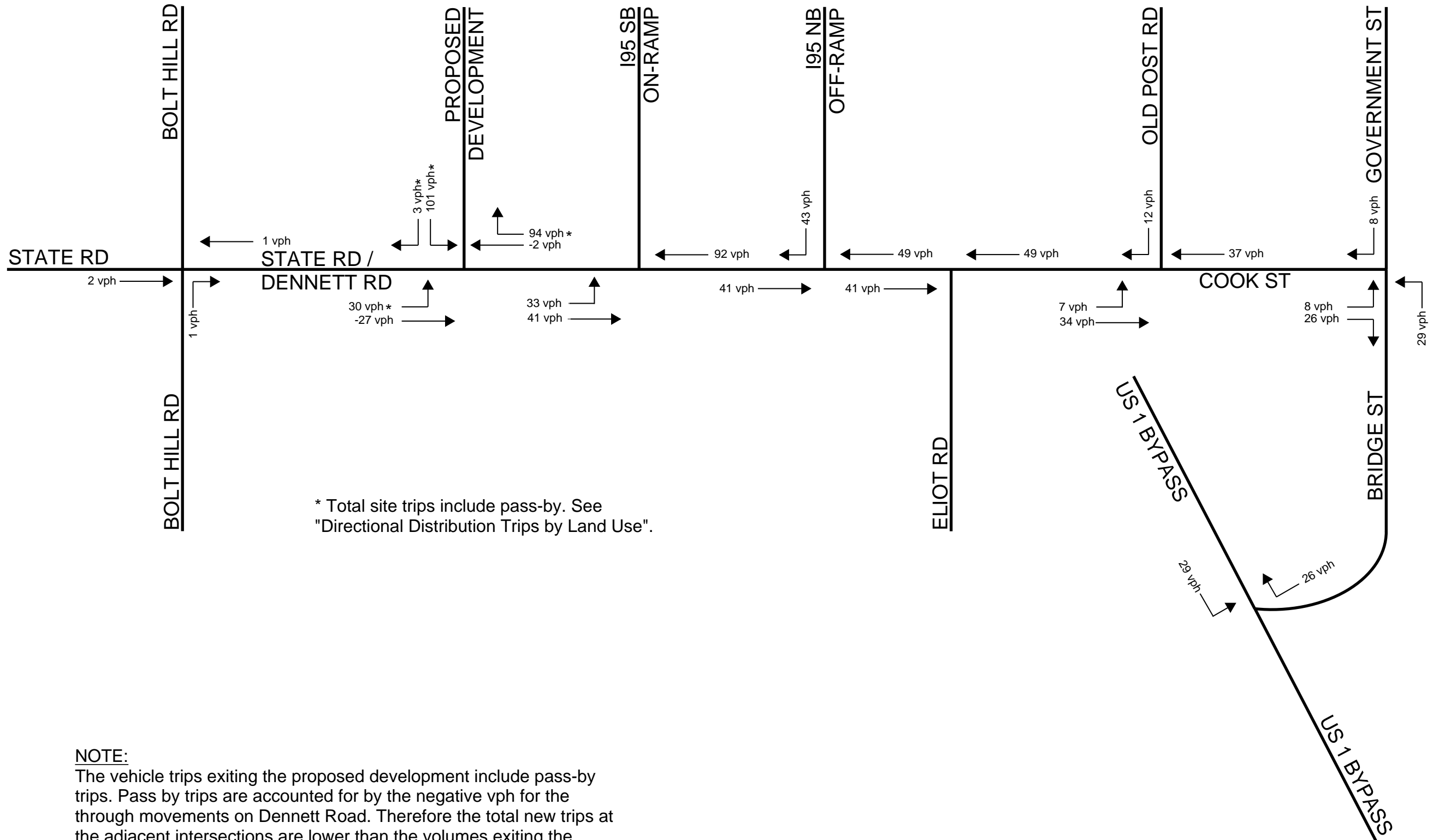
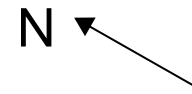


\* Total site trips include pass-by. See "Directional Distribution Trips by Land Use".

**NOTE:**

The vehicle trips exiting the proposed development include pass-by trips. Pass by trips are accounted for by the negative vph for the through movements on Dennett Road. Therefore the total new trips at the adjacent intersections are lower than the volumes exiting the proposed development.

# TRIP ASSIGNMENT - PM PEAK



\* Total site trips include pass-by. See "Directional Distribution Trips by Land Use".

**NOTE:**

The vehicle trips exiting the proposed development include pass-by trips. Pass by trips are accounted for by the negative vph for the through movements on Dennett Road. Therefore the total new trips at the adjacent intersections are lower than the volumes exiting the proposed development.

SECTION 2  
TRAFFIC CRASHES

## Traffic Crashes

The Maine Public Crash Query was used to investigate crashes in the vicinity of the proposed development. In total there were 38 crashes within the anticipated study area since 2016. The table below details these accidents. In summary, the three most prevalent crash types are Rear End / Sideswipe (34%), Intersection Movement (24%), and Went Off Road (21%). The Query did not identify any of these as high crash locations.

Accident History Inventory				
Intersection or Segment	Location	Date & Time	Type	Severity
Segment	Bridge St 70' east of Old Post Rd	5/31/2019 11:48	Other	Injury (non-fatal)
Intersection	Int. of Bridge St & Old Post Rd	5/3/2019 5:19	Rear End / Sideswipe	Property Damage Only
Intersection	Int. of Bridge St & US 1 Bypass	4/1/2019 15:01	Rear End / Sideswipe	Injury (non-fatal)
Intersection	Int. of Bridge St & US 1 Bypass	3/4/2019 4:42	Went off Road	Property Damage Only
Segment	Dennett Rd 300' south of Old Dennett Rd	1/12/2019 16:04	Deer	Property Damage Only
Intersection	Int. of Dennett Rd & I95 NSB Off-Ramp	12/12/201 8 17:43	Intersection Movement	Property Damage Only
Segment	Dennett Rd 70' south of Dennett Rd Ext	11/21/201 8 18:19	Went off Road	Injury (non-fatal)
Intersection	Int. of Bridge St & US 1 Bypass	10/20/201 8 11:39	Intersection Movement	Injury (non-fatal)
Intersection	Int. of Bridge St & US 1 Bypass	8/12/2018 15:13	Rear End / Sideswipe	Property Damage Only
Intersection	Int. of Bridge St & US 1 Bypass	5/29/2018 17:44	Went off Road	Property Damage Only
Intersection	Int. of Bridge St & US 1 Bypass	5/14/2018 17:54	Rear End / Sideswipe	Property Damage Only
Intersection	Int. of Bridge St & US 1 Bypass	4/27/2018 21:06	Intersection Movement	Injury (non-fatal)
Segment	Dennett Rd 150' south of Old Dennett Rd	4/23/2018 21:11	Went off Road	Injury (non-fatal)
Segment	Dennett Rd 50' south of Estuary Dr	4/8/2018 4:55	Deer	Property Damage Only
Intersection	Int. of Cook St, Bridge St, & Government St	3/22/2018 7:37	Rear End / Sideswipe	Property Damage Only
Segment	Dennett Rd 30' south of Sunset Dr	1/2/2018 7:50	Rear End / Sideswipe	Injury (non-fatal)
Intersection	Int. of Dennett Rd & Ranger Dr	10/23/201 7 19:53	Other	Property Damage Only
Intersection	Int. of Cook St, Bridge St, & Government St	9/26/2017 7:05	Rear End / Sideswipe	Property Damage Only

Intersection	Int. of Dennett Rd & Ranger Dr	8/27/2017 16:34	Rear End / Sideswipe	Property Damage Only
Segment	Dennett Rd at I95 Overpass	8/24/2017 8:45	Other	Property Damage Only
Intersection	Int. of Leach Rd & Dennett Rd	8/9/2017 15:16	Intersection Movement	Property Damage Only
Segment	Dennett Rd 70' south of I95 SB On-Ramp	8/7/2017 13:45	Deer	Property Damage Only
Segment	Old Post Rd at Sue's Seafood	5/6/2017 6:35	Went off Road	Property Damage Only
Intersection	Int. of Dennett Rd & I95 SB On- Ramp	4/11/2017 6:58	Head-on / Sideswipe	Property Damage Only
Intersection	Int. of Dennett Rd & S Eliot Rd	3/9/2017 8:00	Rear End / Sideswipe	Property Damage Only
Intersection	Int. of Cook St, Bridge St, & Government St	2/22/2017 21:52	Intersection Movement	Property Damage Only
Intersection	Int. of Dennett Rd & Ranger Dr	11/7/2016 15:18	Intersection Movement	Property Damage Only
Segment	Old Post Rd at Sue's Seafood	9/25/2016 16:32	Went off Road	Injury (non-fatal)
Segment	Dennett Rd 50' north of Dennett Rd Ext	9/24/2016 1:06	Went off Road	Fatal
Intersection	Int. of Dennett Rd & S Eliot Rd	9/18/2016 1:43	Rollover	Property Damage Only
Intersection	Int. of Cook St, Bridge St, & Government St	7/22/2016 15:15	Intersection Movement	Property Damage Only
Intersection	Int. of Cook St, Bridge St, & Government St	7/20/2016 20:43	Intersection Movement	Injury (non-fatal)
Intersection	Int. of Dennett Rd & I95 NSB Off-Ramp	6/3/2016 16:18	Rear End / Sideswipe	Injury (non-fatal)
Intersection	Int. of Bridge St & US 1 Bypass	5/26/2016 9:38	Rear End / Sideswipe	Property Damage Only
Intersection	Int. of Bridge St & US 1 Bypass	4/21/2016 9:38	Intersection Movement	Property Damage Only
Intersection	Int. of Leach Rd & Dennett Rd	4/4/2016 16:28	Went off Road	Property Damage Only
Intersection	Int. of Dennett Rd & I95 NSB Off-Ramp	3/8/2016 14:30	Rear End / Sideswipe	Property Damage Only
Intersection	Int. of Bridge St & US 1 Bypass	2/29/2016 11:32	Rear End / Sideswipe	Property Damage Only

## SECTION 3

# DEVELOPMENT ENTRANCES & EXITS

## Development Entrances & Exits

The proposed development will create one tee intersection with Dennett Road, centered approximately 365' (0.07 miles) northerly of the I95 SB On-Ramp. The entrance road is proposed as a 24' wide paved drive flared at Dennett Road with 25 foot radii with granite curbing, and a 5 foot concrete sidewalk northward from the entrance road.

SECTION 4

TITLE, RIGHT, OR INTEREST



## AGREEMENT FOR PURCHASE OF REAL PROPERTY

### 1. PARTIES:

The parties to this Agreement are Sail Away, LLC and William J. Cullen, (Sellers), and Aztec, LLC, Buyer.

### 2. PROPERTY:

The Property that is the subject of this Agreement consists of two parcels of land consisting of 14 acres more or less located on Dennett Road, Kittery, Maine shown on Map 6, as Lot 15-B & Map 13 as Lot 4 on the tax maps of the Town of Kittery.

### 3. AGREEMENT TO PURCHASE:

Buyers agrees to purchase from the Sellers and the Sellers agrees to sell to Buyer the Property under the terms and conditions set forth below.

### 4. PRICE:

The purchase price of the Property is [REDACTED] dollars

[REDACTED]. The price shall be paid as follows:

- Deposit of [REDACTED] upon execution of this agreement which deposit shall be released to Sellers and shall be non-refundable regardless of any approvals the Buyer may or may not obtain from the Town of Kittery. The Deposit shall be refundable only in the event of inability of Sellers to deliver marketable title, or there are hazardous materials/substances on the Property that reasonably present a material impediment to Buyers' development that are not remediated as provided below
- Balance of the purchase price of [REDACTED] shall be paid at closing.

### 5. TRANSFER OF PROPERTY:

a. **DEED:** Marketable title shall be transferred to the Buyer by Warranty Deed free of any liens or encumbrances.

b. **TIME:** Transfer of title shall take place 60 days after approvals are obtained from the Kittery Planning Board providing no appeal has been filed from the decision. If an appeal is filed, closing shall take place 30 days after issuance of any appeal decision which is final and binding on the parties. If an appeal results in remand to the Planning Board, the above time for

*WJ*  
*Jan*  
*SA*

closing shall apply to any new Planning Board decision and appeal.

c. **PRO-RATIONS/WITHHOLDING:** Taxes, and other customary items shall be pro-rated as of the date of transfer of title. SELLERS and BUYER acknowledge that Maine Law requires that if the purchase price exceeds \$50,000 it is BUYER'S responsibility to withhold and transmit to the State Tax Assessor a percentage of the purchase price unless SELLERS furnishes either the required affidavit that SELLERS is a Maine resident as of the date of closing, or a State Tax Assessor's Exemption form, if SELLERS is a non-resident.

6. CONDITIONS/CONTINGENCIES:

- a. Purchase by Buyer is contingent upon Buyer obtaining approvals for construction of a 150 unit apartment/condominium complex on the Property. In the event that Buyers obtain approval for less than 150, the purchase price shall be reduced to [REDACTED]
- b. Marketable title. If Buyer desires an examination of title, it shall be done at Buyer's expense. Buyer shall complete examination of title and notify Sellers in writing of any defects in title no later than 90 days prior to closing, time being of the essence. Any title defect which could have been discovered in the exercise of reasonable diligence which is not noticed to Sellers as provided above, is deemed waived. In the event of notice of a title defect, Sellers shall take reasonable steps to cure the defect provided that the cost to cure the defect does not exceed \$10,000.00. In the event that Sellers cannot deliver marketable title to Buyer after reasonable efforts to clear title on or before 180 days after notification, Buyer may terminate this agreement, the nonrefundable deposit shall be returned to Buyer and both parties shall be released from their obligations under this Agreement.
- c. Application for approval to the Kittery Planning Board shall be made within 60 days of execution of this Agreement and Buyer shall diligently and expeditiously pursue approvals with the Town of Kittery. Sellers shall cooperate with Buyers regarding the approval process but Sellers shall have no obligation for any expenditures related to the approval process nor to make any commitments to the Town related to any approvals requested or obtained.
- d. Prior to Buyers doing any investigation or due diligence work on the Property, Buyers shall obtain liability insurance with limits of no less than \$1,000,000.00 naming Sellers as additional insureds. Buyer shall hold Sellers harmless from any and all claims that may arise resulting from any action Buyer or any of Buyer's agents, servants, employees or independent contractors hired by Buyer may take on the Property prior to closing.
- e. Buyer may conduct any testing for hazardous substances on the Property at Buyer's expense. Buyer shall indemnify Sellers from any claims associated with hazardous substances that may be deposited on the property resulting from any investigation or work done by Buyer, Buyer's agents, servants, employees or independent contractors employed

*[Handwritten signatures]*  
WJP  
JZH  
S

by Buyer during the approval process. In the event that any hazardous material/substance is discovered, which material/substance is a material impediment to Buyers development of the Property, Sellers shall have a reasonable opportunity to remove/remediate the condition and upon receipt of a report from an environmental engineering firm that the remediation is complete, this contingency shall be deemed satisfied.

7. DEFAULT:

a. Default - If Buyer shall default in the performance of its obligations under this agreement, Sellers shall be entitled all legal remedies and any additional due diligence engineering work and any approvals granted shall be assigned to Sellers.

b. In the event that Sellers fail or refuse to convey the property, Buyer may obtain an order from the court for specific performance. In the event, and only in the event, that:

- 1) the title to the property is deemed not marketable and Sellers fail to provide a reasonable cure for the title defect, or
- 2) Hazardous substances on the Property cannot be remediated as referred to ¶6.e.

Buyer may withdraw from this agreement, the deposit shall be refunded, and the parties shall have no further obligation to each other.

8. FINANCING CONTINGENCY: There is no financing contingency.

9. SELLERS/BUYER REPRESENTATIONS.

Sellers and Buyer acknowledge that no party has been influenced to enter into this transaction by, nor has any party relied upon any statements, warranties or representations not set forth or incorporated by reference in this Agreement. Sellers have provided information on the Property to the Buyers in the form of plans, surveys, wetlands information, etc. produced by third parties. Sellers make no representations as to the validity or accuracy of any information provided. Buyers acknowledge that they are evaluating such information themselves and are not relying upon any representations from the Sellers as to such information.

10. REAL ESTATE BROKER.

Sellers and Buyer represent and warrant each to the other that there are no real estate agents or brokers involved in this transaction, nor is there any real estate commission due to any person on the sale of this property.

11. ENTIRE AGREEMENT:

The provisions of this Agreement represent the entire understanding between the parties and all representations, statements and understandings made between the parties prior to execution of




this document are merged in this Agreement. Each party has entered into this Agreement after opportunity for investigation and after having the opportunity to consult an attorney and neither party is relying upon any representations, statements or understandings not contained in this Agreement.

IN WITNESS WHEREOF the parties have executed this Agreement on the dates set forth next to their signatures.

Aztec, LLC

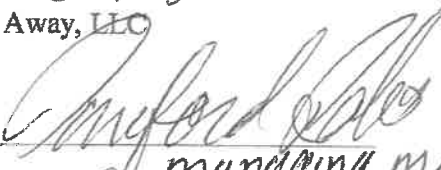
  
Witness

4/16/19  
Date

BY:   
Jason G. Howe, Esq.  
Its Manager  
Sail Away, LLC

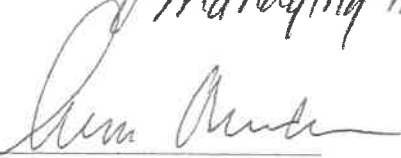
  
Witness

4/17/19  
Date

BY:   
managing member

  
Witness

4/17/19  
Date

  
William J. Cullen  
Member

**PURCHASE AND SALE AGREEMENT**  
(70 Dennett Road, Kittery)

AGREEMENT is and entered into this day by and between **PISCATAQUA REALTY, LLC**, a Maine limited liability company ("Seller") and **AZTEC, LLC**, a Maine limited liability company ("Buyer"). In consideration of the mutual covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereby agree to purchase and sell the property all as set forth below:

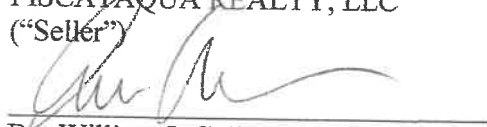
1. **PROPERTY:** Seller agrees to sell to Buyer, and Buyer agrees to purchase, a certain lot or parcel of land, with any improvements thereon, located at 70 Dennett Road, in the Town of Kittery, County of York, State of Maine, so called, as generally described in Town of Kittery Maine Assessor's Tax Map 6, Lot 16(A), the said parcel being more particularly described in a deed dated April 9, 2002, and recorded with the York County Registry of Deeds in Book 11537, Page 105 ("Premises"). Buyer's obligation to purchase, and Seller's obligation to sell depend on satisfactory completion of the terms of this Agreement.
2. **PURCHASE PRICE:** The total purchase price for the Premises is for [REDACTED] and other good and valuable consideration to be transferred at closing, equal at least to assessed value.
3. **CLOSING:** Closing shall take place within 60 days after all necessary Town of Kittery approvals have been granted (such time period running from the end of any challenge or appeal period for such approvals), all at the Law Offices of Bergen & Parkinson, LLC, at 62 Portland Road, Kennebunk, Maine. At closing, Seller shall convey the Premises to Buyer in fee simple with good and marketable title by Quitclaim Deed. Buyer shall pay the balance of the Purchase Price simultaneously with the delivery of the Deed.
4. **BROKERAGE:** Seller and Buyer represent and warrant to each other that neither party has engaged the services of a real estate broker with respect to this transaction but if a claim is asserted for the same, the party who so engaged a broker agrees to be responsible to pay any such commission and to indemnify and hold the other harmless as to such commission.
5. **PURCHASE CONTINGENT UPON MUNICIPAL APPROVALS:** As a condition of Buyer's obligation to close on its purchase of the Premises, Seller and Buyer agree that Buyer is entitled to first obtain municipal, state, or federal approvals necessary to develop the project to be proposed before the Town of Kittery. Seller and Buyer agree that the number and scope of approvals is solely at Buyer's discretion, and Seller agrees that Buyer has eighteen months within which to complete the same.
6. **MISCELLANIOUS:** (a) Seller warrants that they have full authority to enter into and perform all obligations pursuant to this Agreement; (b) This Agreement is binding upon heirs, successors in interests and assigns of the parties; (c) Time is of the essence; (d) Parties agree to mediate any dispute arising from this transaction in the State of Maine; (e) Electronic signatures on this document shall be deemed to have the same effect as originals, and this Agreement may be executed in counterpart; (f) Photocopies or digitally scanned reproductions of the final, executed Agreement, whether in whole or in counterpart, shall be binding as if original; (g) This Agreement constitutes the entire understanding of the parties; (h) This agreement shall be governed by the

laws of the State of Maine, which courts shall hold exclusive jurisdiction hereover; (i) Seller and Buyer covenant that each has obtained, or knowingly chosen not to obtain professional advice prior to executing this Agreement.

IN WITNESS WHEREOF, the undersigned parties have hereunder set their hands and seals as of this 13<sup>th</sup> day of May, 2019.

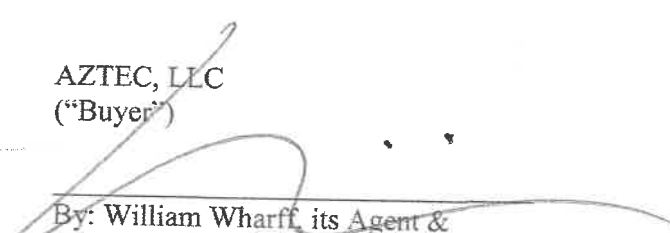
  
Witness

PISCATAQUA REALTY, LLC  
("Seller")

  
By: William J. Cullen, its Manager  
Thereunto Duly Authorized

  
Witness

AZTEC, LLC  
("Buyer")

  
By: William Wharff, its Agent &  
Authorized Party  
Thereunto Duly Authorized

SECTION 5

PUBLIC OR PRIVATE RIGHTS-OF-WAY

## Public or Private Rights-of-Way

There are no public rights-of-way proposed within the development. The project abuts the Dennett Road right-of-way, immediately adjacent to the limit of the Maine DOT Controlled Access Right-of-Way associated with the I95 SB On-Ramp. No easements are anticipated for this project.



SECTION 6  
SCHEDULE

## Construction Schedule

The project is expected to begin construction in Spring 2020 and be completed in Summer 2021.

**SITE NOTES:**

- REFER TO DWG C2 FOR NOTES, ABBREVIATIONS AND LEGEND.
- REFER TO DWGS C8-C9 FOR DETAILED SITE PLANS.
- REFER TO DWGS C19-C25 FOR CONSTRUCTION DETAILS.
- TAX MAP LOTS 6-15B, 6-16A & 13-4 ARE TO BE MERGED INTO 1 PARCEL.
- THE LOCATION OF PROPOSED BUILDING ENTRANCES ARE APPROXIMATE AND SHALL BE COORDINATED WITH THE ARCHITECTURAL PLANS.

**DIMENSIONAL REQUIREMENTS (MU-N)**

REGULATION	REQUIREMENT	PROVIDED
MIN. LOT AREA:	20,000 S.F.	23,34± AC.
MIN. LOT AREA FOR 303 UNITS:	797,500 S.F.	866,732 S.F.
MIN. FRONT SETBACK:	75 FT	641.6 FT
MIN. SIDE SETBACK:	50 FT	148.5 FT
MIN. REAR SETBACK:	20 FT	85.5 FT
MIN. SPACE BETWEEN BUILDINGS:	15 FT	37.5 FT
MAX. BUILDING HEIGHT:	50 FT	50 FT
MAX. IMPERVIOUS COVER:	70% (711,491 S.F.)	26.5% (269,590 S.F.)
MIN. OPEN SPACE:	25% (254,104 S.F.)	73.5% (746,877 S.F.)
PARKING:	356 SPACES	401 SPACES
ACCESSIBLE PARKING:	12 SPACES	14 SPACES
VAN ACCESSIBLE PARKING:	2 SPACES	6 SPACES
STALL DIMENSIONS:	9X19 FT	9X19 FT
aisle width (90° PARKING):	24 FT	24 FT

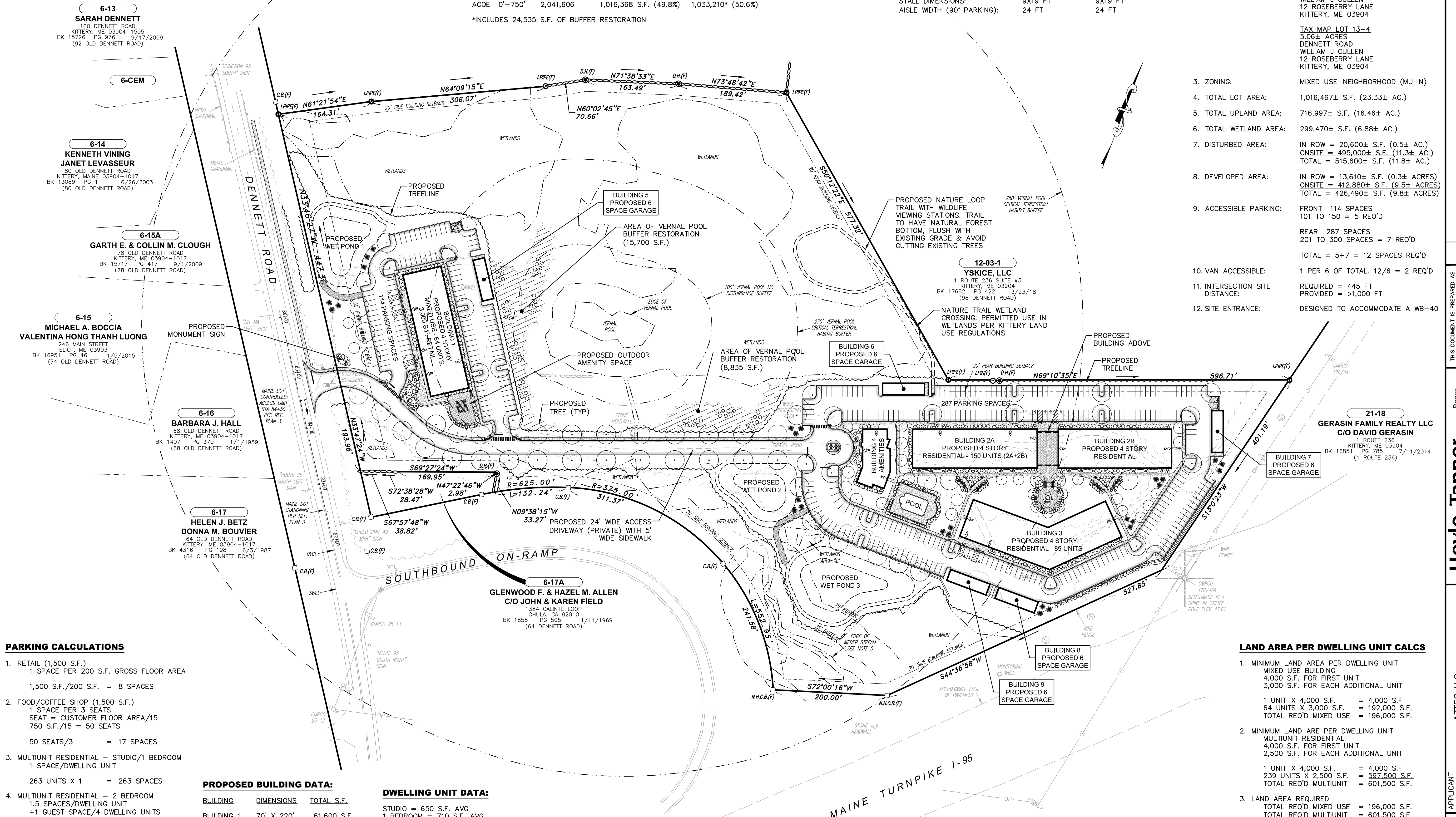
**SITE DATA**

- APPLICANT: AZTEC, LLC  
62 PORTLAND ROAD, SUITE 25  
KENNEBUNK, ME 04043
- LOT/OWNER INFORMATION: TAX MAP LOT 6-15B  
4.99± ACRES  
70 DENNETT ROAD  
PISCATAQUI REALTY, LLC  
WILLIAM J CULLEN  
12 ROSEBERRY LANE  
KITTEERY, ME 03904  
  
TAX MAP LOT 6-16A  
4.99± ACRES  
70 DENNETT ROAD  
PISCATAQUI REALTY, LLC  
WILLIAM J CULLEN  
12 ROSEBERRY LANE  
KITTEERY, ME 03904  
  
TAX MAP LOT 13-4  
5.06± ACRES  
DENNETT ROAD  
WILLIAM J CULLEN  
12 ROSEBERRY LANE  
KITTEERY, ME 03904
- ZONING: MIXED USE-NEIGHBORHOOD (MU-N)
- TOTAL LOT AREA: 1,016,467± S.F. (23.33± AC.)
- TOTAL UPLAND AREA: 716,997± S.F. (16.46± AC.)
- TOTAL WETLAND AREA: 299,470± S.F. (6.88± AC.)
- DISTURBED AREA: IN ROW = 20,600± S.F. (0.5± AC.)  
ONSITE = 495,000± S.F. (11.3± AC.)  
TOTAL = 515,600± S.F. (11.8± AC.)
- DEVELOPED AREA: IN ROW = 13,610± S.F. (0.3± ACRES)  
ONSITE = 412,880± S.F. (9.5± ACRES)  
TOTAL = 426,490± S.F. (9.8± ACRES)
- ACCESSIBLE PARKING: FRONT 114 SPACES  
101 TO 150 = 5 REQ'D  
  
REAR 287 SPACES  
201 TO 300 SPACES = 7 REQ'D  
  
TOTAL = 5+7 = 12 SPACES REQ'D
- VAN ACCESSIBLE: 1 PER 6 OF TOTAL. 12/6 = 2 REQ'D
- INTERSECTION SITE DISTANCE: REQUIRED = 445 FT  
PROVIDED = >1,000 FT
- SITE ENTRANCE: DESIGNED TO ACCOMMODATE A WB-40

**VERNAL POOL BUFFER CALCULATIONS**

REGULATION	TOTAL AREA	EXISTING DEVELOPED	PROPOSED DEVELOPED
MEDEP 0'-100'	68,410 S.F.	7,550 S.F. (11.0%)	0* S.F. (0%)
MEDEP 0'-250'	288,195 S.F.	96,552 S.F. (33.5%)	72,017* S.F. (25.0%)
ACOE 0'-750'	2,041,606	1,016,368 S.F. (49.8%)	1,033,210* (50.6%)

\*INCLUDES 24,535 S.F. OF BUFFER RESTORATION



**PARKING CALCULATIONS**

- RETAIL (1,500 S.F.)  
1 SPACE PER 200 S.F. GROSS FLOOR AREA  
1,500 S.F./200 S.F. = 8 SPACES
- FOOD/COFFEE SHOP (1,500 S.F.)  
1 SPACE PER 3 SEATS  
SEAT = CUSTOMER FLOOR AREA/15  
750 S.F./15 = 50 SEATS  
50 SEATS/3 = 17 SPACES
- MULTIUNIT RESIDENTIAL - STUDIO/1 BEDROOM  
1 SPACE/DWELLING UNIT  
263 UNITS X 1 = 263 SPACES
- MULTIUNIT RESIDENTIAL - 2 BEDROOM  
1.5 SPACES/DWELLING UNIT  
+1 GUEST SPACE/4 DWELLING UNITS  
40 UNITS X 1.75 = 70 SPACES
- PROJECT TOTAL  
HEALTH/FITNESS = 8 SPACES  
FOOD/COFFEE = 17 SPACES  
STUDIO/1 BR UNITS = 263 SPACES  
2 BEDROOM UNITS = 70 SPACES  
TOTAL REQ'D = 358 SPACES

**PROPOSED BUILDING DATA:**

BUILDING	DIMENSIONS	TOTAL S.F.
BUILDING 1	70' X 220'	61,600 S.F.
BUILDING 2	70' X 455'	123,900 S.F.
BUILDING 3	70' X 280'	78,400 S.F.
BUILDING 4	50' X 105'	5,015 S.F.
BUILDING 5	22' X 75'	1,650 S.F.
BUILDING 6	22' X 75'	1,650 S.F.
BUILDING 7	22' X 75'	1,650 S.F.
BUILDING 8	22' X 75'	1,650 S.F.
BUILDING 9	22' X 75'	1,650 S.F.
TOTAL		277,165 S.F.

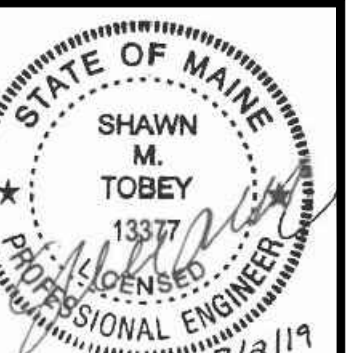
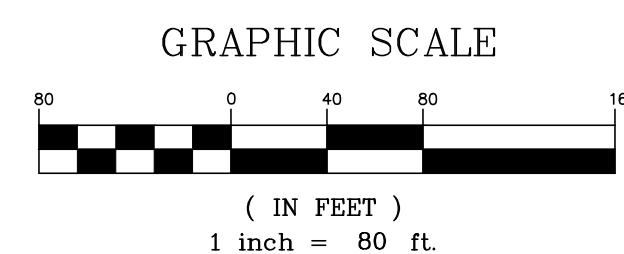
**DWELLING UNIT DATA:**

BUILDING	STUDIO	1 BEDROOM	2 BEDROOM
BUILDING 1	25 UNITS	28 UNITS	11 UNITS
BUILDING 2	60 UNITS	72 UNITS	18 UNITS
BUILDING 3	45 UNITS	53 UNITS	11 UNITS
TOTALS	130 UNITS	133 UNITS	40 UNITS
TOTAL	= 303 DWELLING UNITS		

**LAND AREA PER DWELLING UNIT CALCS**

- MINIMUM LAND AREA PER DWELLING UNIT  
MIXED USE BUILDING  
4,000 S.F. FOR FIRST UNIT  
3,000 S.F. FOR EACH ADDITIONAL UNIT  
1 UNIT X 4,000 S.F. = 4,000 S.F.  
64 UNITS X 3,000 S.F. = 192,000 S.F.  
TOTAL REQ'D MIXED USE = 196,000 S.F.
- MINIMUM LAND ARE PER DWELLING UNIT  
MULTIUNIT RESIDENTIAL  
4,000 S.F. FOR FIRST UNIT  
2,500 S.F. FOR EACH ADDITIONAL UNIT  
1 UNIT X 4,000 S.F. = 4,000 S.F.  
239 UNITS X 2,500 S.F. = 597,500 S.F.  
TOTAL REQ'D MULTIUNIT = 601,500 S.F.
- LAND AREA REQUIRED  
TOTAL REQ'D MIXED USE = 196,000 S.F.  
TOTAL REQ'D MULTIUNIT = 601,500 S.F.  
TOTAL REQ'D = 797,500 S.F.
- LAND AREA PROVIDED  
UPLAND AREA = 716,997 S.F.  
50% OF WETLANDS\* = 149,735 S.F.  
TOTAL PROVIDED = 866,732 S.F.

\* MIXED USE - NEIGHBORHOOD ALLOWS 50% OF THE WETLANDS TO COUNT TOWARDS MINIMUM LAND AREA PER DWELLING UNIT.



DATE	REVISION DESCRIPTION
07/02/19	ISSUED FOR MAINE DOT TRAFFIC MOVEMENT PERMIT (TMP)
06/20/19	ISSUED FOR KITTEERY PLANNING BOARD - PRELIMINARY PLAN
	REV.

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Pease International  
Hoyle, Tanner & Associates, Inc.  
100 International Dr., #360, Portsmouth, NH 03801  
Tel (603) 431-2520 Fax (603) 431-8067 Web: www.hoyletanner.com  
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DESIGNED BY: SMT  
DRAWN BY: SMT  
CHECKED BY: WRD  
DATE: JUNE 20, 2019  
SCALE: AS SHOWN

APPLICANT: AZTEC, LLC  
62 PORTLAND ROAD, SUITE 25  
KENNEBUNK, ME 04043

PROJECT: PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT  
TAX MAP LOTS 6-15B, 6-16A & 13-4  
76 DENNETT ROAD, KITTEERY, ME 03904

OVERALL SITE PLAN  
**C5**  
PROJECT NO. 569200  
SHEET 5 OF 25

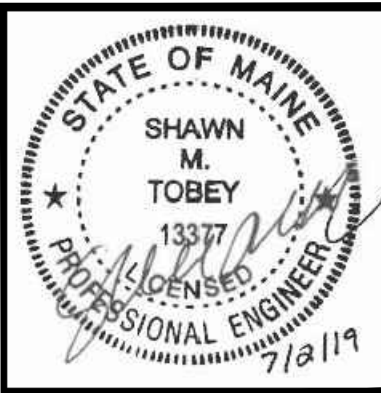
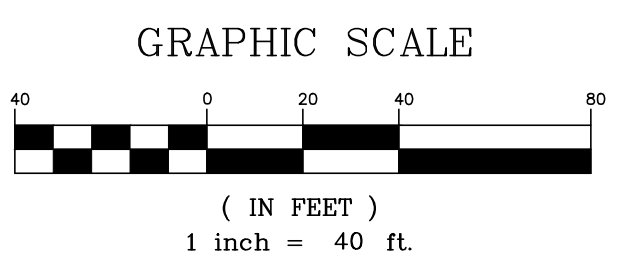
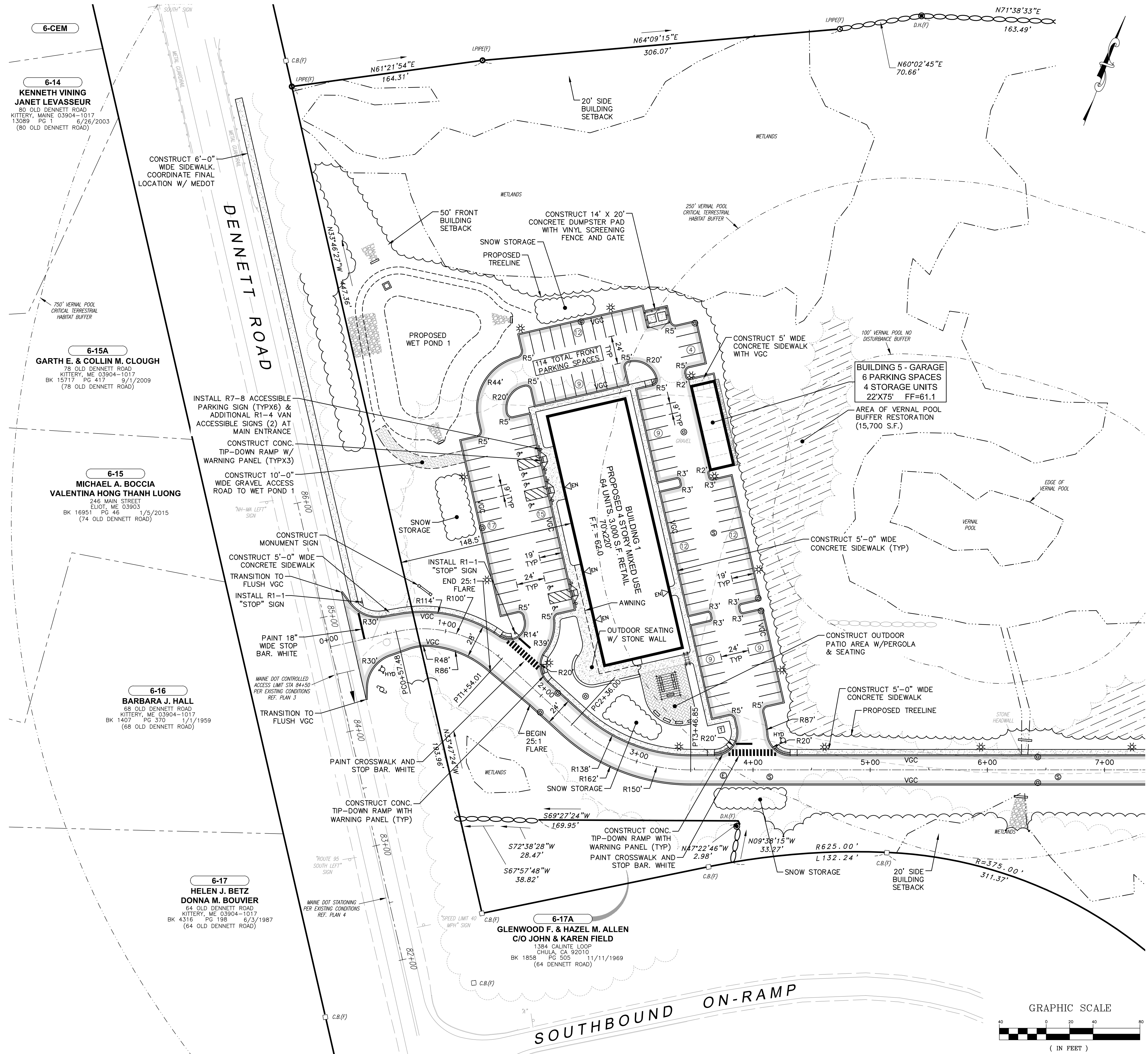
**SITE NOTES:**

- REFER TO DWG C2 FOR NOTES, ABBREVIATIONS AND LEGEND.
- REFER TO DWG C4 FOR OVERALL SITE PLAN, SITE CALCULATIONS AND DIMENSIONAL REQUIREMENTS.
- REFER TO DWGS C19-C25 FOR CONSTRUCTION DETAILS.
- THERE ARE NO SETBACKS FOR THE NON-SIGNIFICANT FORESTED WETLANDS.
- THE LOCATION OF PROPOSED BUILDING ENTRANCES ARE APPROXIMATE AND SHALL BE COORDINATED WITH THE ARCHITECTURAL PLANS.
- COORDINATE ALL WORK ADJACENT TO THE PROPOSED BUILDING WITH THE ARCHITECTURAL DRAWINGS.
- ALL CURBING ONSITE SHALL BE VERTICAL GRANITE.
- THE CONTRACTOR SHALL INSTALL DETECTABLE WARNING PANELS ON ALL TIP-DOWN RAMPS LOCATED WITHIN THE SUBJECT PARCEL.

**DIMENSIONAL REQUIREMENTS (MU-N)**

REGULATION	REQUIREMENT	PROVIDED
MIN. LOT AREA:	20,000 S.F.	23.34± AC.
MIN. LOT AREA FOR 303 UNITS:	797,500 S.F.	866,732 S.F.
MIN. STREET FRONTAGE:	75 FT	641.6 FT
MIN. FRONT SETBACK:	50 FT	148.5 FT
MIN. SIDE SETBACK:	20 FT	81.5 FT
MIN. REAR SETBACK:	20 FT	85.5 FT
MIN. SPACE BETWEEN BUILDINGS:	15 FT	37.5 FT
MAX. BUILDING HEIGHT:	50 FT	50 FT
MAX. IMPERVIOUS COVER:	70% (711,491 S.F.)	26.5% (269,590 S.F.)
MIN. OPEN SPACE:	25% (254,104 S.F.)	73.5% (746,877 S.F.)
PARKING:	356 SPACES	401 SPACES
ACCESSIBLE PARKING:	12 SPACES	14 SPACES
VAN ACCESSIBLE PARKING:	2 SPACES	6 SPACES
STALL DIMENSIONS:	9X19 FT	9X19 FT
<b>SITE DATA</b> (90° PARKING):	24 FT	24 FT

- APPLICANT: AZTEC, LLC  
62 PORTLAND ROAD, SUITE 25  
KENNEBUNK, ME 04043
- LOT/OWNER INFORMATION:
  - TAX MAP LOT 6-15B  
13.29± ACRES  
76 DENNETT ROAD  
SAIL AWAY, LLC  
12 ROSEBERRY LANE  
KITTEERY, ME 03904
  - TAX MAP LOT 6-16A  
4.99± ACRES  
70 DENNETT ROAD  
PISCATAQUA REALTY, LLC  
WILLIAM J CULLEN  
12 ROSEBERRY LANE  
KITTEERY, ME 03904
  - TAX MAP LOT 13-4  
5.06± ACRES  
DENNETT ROAD  
WILLIAM J CULLEN  
12 ROSEBERRY LANE  
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- ZONING: MIXED USE-NEIGHBORHOOD (MU-N)
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- TOTAL UPLAND AREA: 716,997± S.F. (16.46± AC.)
- TOTAL WETLAND AREA: 299,470± S.F. (6.88± AC.)
- DISTURBED AREA:
  - IN ROW = 20,600± S.F. (0.5± AC.)
  - ONSITE = 495,000± S.F. (11.3± AC.)
  - TOTAL = 515,600± S.F. (11.8± AC.)
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  - ONSITE = 412,880± S.F. (9.5± ACRES)
  - TOTAL = 426,490± S.F. (9.8± ACRES)
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101 TO 150 = 5 REQ'D
  - REAR 287 SPACES  
201 TO 300 SPACES = 7 REQ'D
  - TOTAL = 5+7 = 12 SPACES REQ'D
- VAN ACCESSIBLE: 1 PER 6 OF TOTAL. 12/6 = 2 REQ'D
- INTERSECTION SITE DISTANCE:
  - REQUIRED = 445 FT
  - PROVIDED = >1,000 FT
- SITE ENTRANCE: DESIGNED TO ACCOMMODATE A WB-40



ISSUED FOR	DATE	REVISION	DESCRIPTION
ISSUED FOR MAINE DOT TRAFFIC MOVEMENT PERMIT (TMP)	07/02/19	1	
ISSUED FOR KITTEERY PLANNING BOARD - PRELIMINARY PLAN	06/20/19	1	

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DESIGNED BY: SMT  
 CHECKED BY: WRD  
 DRAWN BY: SMT  
 DATE: JUNE 20, 2019  
 SCALE: AS SHOWN

APPLICANT: AZTEC, LLC  
62 PORTLAND ROAD, SUITE 25  
KENNEBUNK, ME 04043

PROJECT: PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT  
TAX MAP LOTS 6-15B, 6-16A & 13-4  
76 DENNETT ROAD, KITTEERY, ME 03904

FRONT SITE PLAN  
**C8**  
 PROJECT NO. 569200  
 SHEET 8 OF 25

# SITE DEVELOPMENT PLANS

FOR A

# PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT

76 DENNETT ROAD  
KITTERY, ME 03904

APPLICANT

**AZTEC, LLC**  
62 PORTLAND ROAD, SUITE 25  
KENNEBUNK, ME 04043

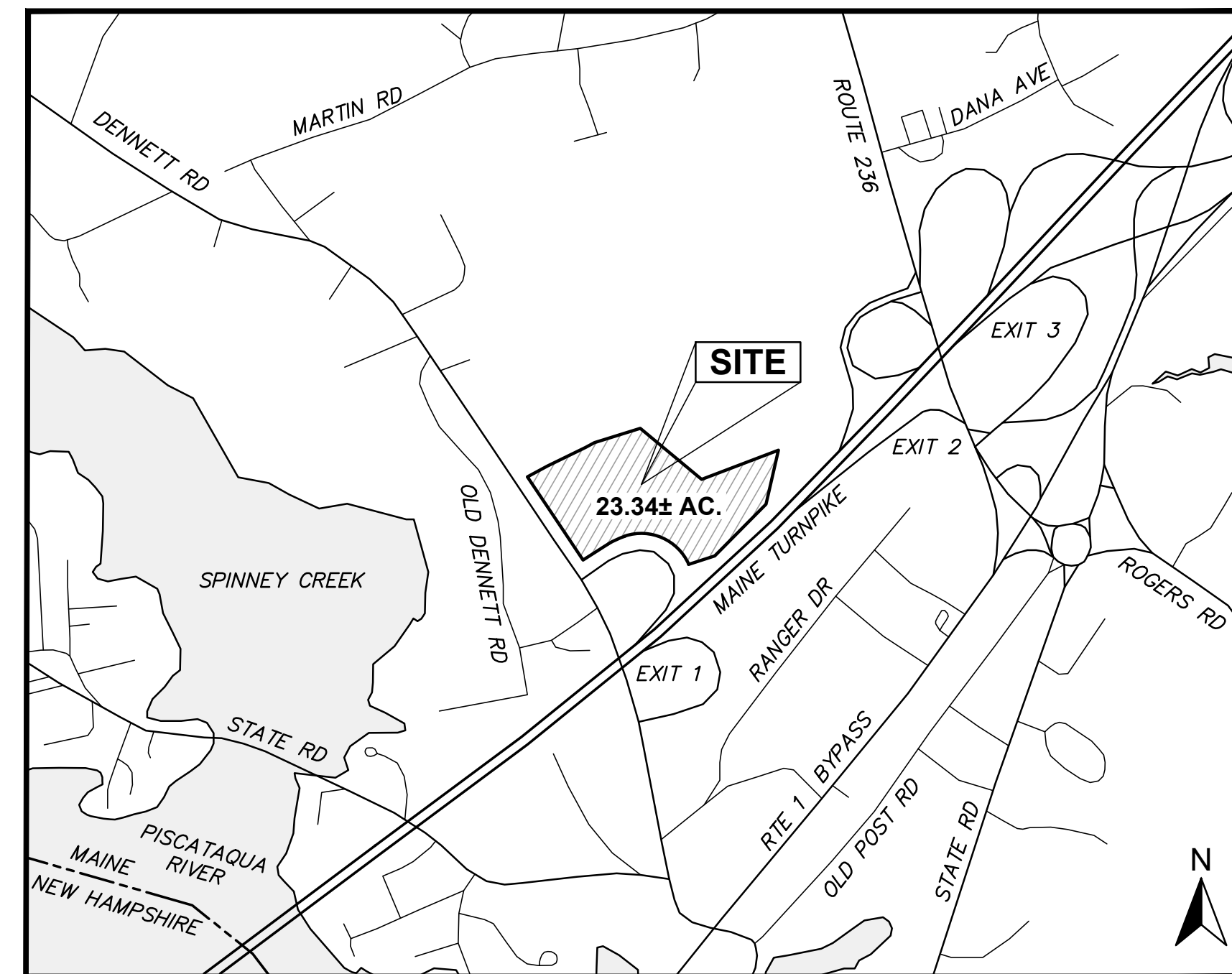
DATE: JULY 24, 2019

**TOWN OF KITTERY, PLANNING BOARD**

CHAIR \_\_\_\_\_ DATE \_\_\_\_\_

**LIST OF DRAWINGS**

DWG #	SHEET#	DWG NAME
C1	1	TITLE SHEET
C2	2	NOTES, ABBREVIATIONS & LEGEND
C3	3	OVERALL EXISTING CONDITIONS PLAN
C4	4	HIGH INTENSITY SOIL MAP
C5	5	OVERALL SITE PLAN
C6	6	E. C. & HOUSEKEEPING PLAN - FRONT
C7	7	E. C. & HOUSEKEEPING PLAN - REAR
C8	8	SITE PLAN - FRONT
C9	9	SITE PLAN - REAR
C10	10	GRADING & DRAINAGE PLAN - FRONT
C11	11	GRADING & DRAINAGE PLAN - REAR
C12	12	ROADWAY PLAN & PROFILE
C13	13	UTILITY PLAN - FRONT
C14	14	UTILITY PLAN - REAR
C15	15	LIGHTING PLAN - FRONT
C16	16	LIGHTING PLAN - REAR
C17	17	LANDSCAPING PLAN - FRONT
C18	18	LANDSCAPING PLAN - REAR
C19	19	CONSTRUCTION DETAILS 1
C20	20	CONSTRUCTION DETAILS 2
C21	21	CONSTRUCTION DETAILS 3
C22	22	CONSTRUCTION DETAILS 4
C23	23	CONSTRUCTION DETAILS 5
C24	24	CONSTRUCTION DETAILS 6
C25	25	CONSTRUCTION DETAILS 7



**LOCUS MAP**

1" = 1000'

ISSUED FOR PLANNING BOARD REVIEW  
NOT FOR CONSTRUCTION

**OWNER:**

SAIL AWAY, LLC  
PISCATAQUA REALTY, LLC  
WILLIAM J. CULLEN  
12 ROSEBERRY LANE  
KITTERY, ME 03904

**APPLICANT:**

AZTEC, LLC  
62 PORTLAND ROAD, SUITE 25  
KENNEBUNK, ME 04043

**PARCEL INFORMATION:**

TAX MAP LOT 6-15B	TAX MAP LOT 6-16A	TAX MAP LOT 13-4
13.29± ACRES 76 DENNETT ROAD SAIL AWAY, LLC KITTERY, ME 03904	4.99± ACRES 70 DENNETT ROAD PISCATAQUA REALTY, LLC WILLIAM J CULLEN KITTERY, ME 03904	5.06± ACRES DENNETT ROAD WILLIAM J CULLEN KITTERY, ME 03904

**PROJECT TEAM:**

**CIVIL ENGINEER**

HOYLE, TANNER & ASSOCIATES  
100 INTERNATIONAL DRIVE, SUITE 360  
PORTSMOUTH, NH 03801  
ATTN: SHAWN TOBEY  
(603) 431-2520

**ARCHITECT**

CUBE3  
370 MERRIMACK STREET, SUITE 337  
LAWRENCE, MA 01843  
ATTN: NICK GRIFFIN  
(978) 989-9900

**SURVEYOR**

FIELDSTONE LAND CONSULTANTS, PLLC  
206 ELM STREET  
MILFORD, NH 03055  
ATTN: MICHAEL PLOOF  
(603) 672-5456

**LIGHTING DESIGN**

VISUAL LIGHT, INC.  
24 STICKNEY TERRACE, SUITE 6  
HAMPTON, NH 03842  
ATTN: SCOTT DROUIN  
(603) 926-6049

**TRAFFIC**

HOYLE, TANNER & ASSOCIATES  
100 INTERNATIONAL DRIVE, SUITE 360  
PORTSMOUTH, NH 03801  
ATTN: JACOB SPARKOWICH  
(603) 431-2520

**TRAFFIC COUNTS**

PRECISION DATA INDUSTRIES, LLC  
46 MORTON STREET  
FRAMINGHAM, MA 01702  
ATTN: SCOTT PETTY  
(508) 875-0100

**WETLAND PERMITTING**

ATLANTIC ENVIRONMENTAL, LLC  
135 RIVER ROAD  
WOOLWICH, ME 04579  
CONTACT: LISA VICKERS  
(207) 837-2199

**WETLANDS/SOIL MAPPING**

JOSEPH NOEL  
P.O. BOX 174  
SOUTH BERWICK, ME 03908  
CONTACT: JOSEPH NOEL  
(207) 384-5587

**UTILITY CONTACTS:**

**WATER SERVICE:**  
KITTERY WATER DISTRICT  
17 STATE ROAD  
KITTERY, ME 03904  
CONTACT: MICHAEL ROGERS  
(207) 439-1128

**FIRE DEPARTMENT:**  
KITTERY FIRE DEPARTMENT  
3 GORGES ROAD  
KITTERY, ME 03904  
CONTACT: DAVID O'BRIEN  
(207) 439-2262

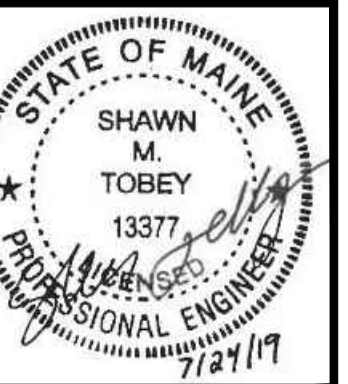
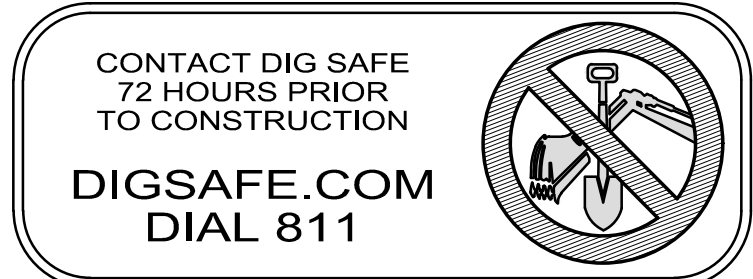
**SEWER SERVICE:**  
KITTERY SEWER DEPARTMENT  
18 DENNETT ROAD ROAD  
KITTERY, ME 03904  
CONTACT: TIM BABKIRK  
(207) 439-4646

**STORMWATER / ROW:**  
KITTERY PUBLIC WORKS  
200 ROGERS ROAD  
KITTERY, ME 03904  
CONTACT: JESSA KELLOGG  
(207) 475-1321

**ELECTRIC SERVICE:**  
CENTRAL MAINE POWER COMPANY  
83 EDISON DRIVE  
AUGUSTA, ME 04330  
CONTACT: VAN HOBGOOD  
(800) 750-4000

**TELECOMMUNICATIONS:**  
FAIRPOINT COMMUNICATIONS  
1575 GREENLAND ROAD  
GREENLAND, NH 03840  
CONTACT: JOE CONSIDINE  
(603) 427-5525

**GAS SERVICE:**  
UNITIL ME GAS OPERATIONS  
376 RIVERSIDE INDUSTRIAL PARKWAY  
PORTLAND, ME 04103  
CONTACT: SCOTT CARPENTER  
(207) 541-2543



NO.	DATE	REVISION DESCRIPTION
1	06/20/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN
2	07/02/19	ISSUED FOR MAINE DOT TRAFFIC MOVEMENT PERMIT (TMP)
3	07/24/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN APPROVAL

DESIGNED BY	DRAWN BY	CHECKED BY
SMT	SMT	WRD

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APPLICANT: AZTEC, LLC  
62 PORTLAND ROAD, SUITE 25  
KENNEBUNK, ME 04043

PROJECT: PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT  
TAX MAP LOTS 6-15B, 6-16A & 13-4  
76 DENNETT ROAD, KITTERY, ME 03904

SCALE: AS SHOWN  
ORIGINAL DATE: JUNE 20, 2019  
DESIGNED BY: SMT  
DRAWN BY: SMT  
CHECKED BY: WRD

TITLE SHEET  
**C1**  
PROJECT NO. 569200  
SHEET 1 OF 25

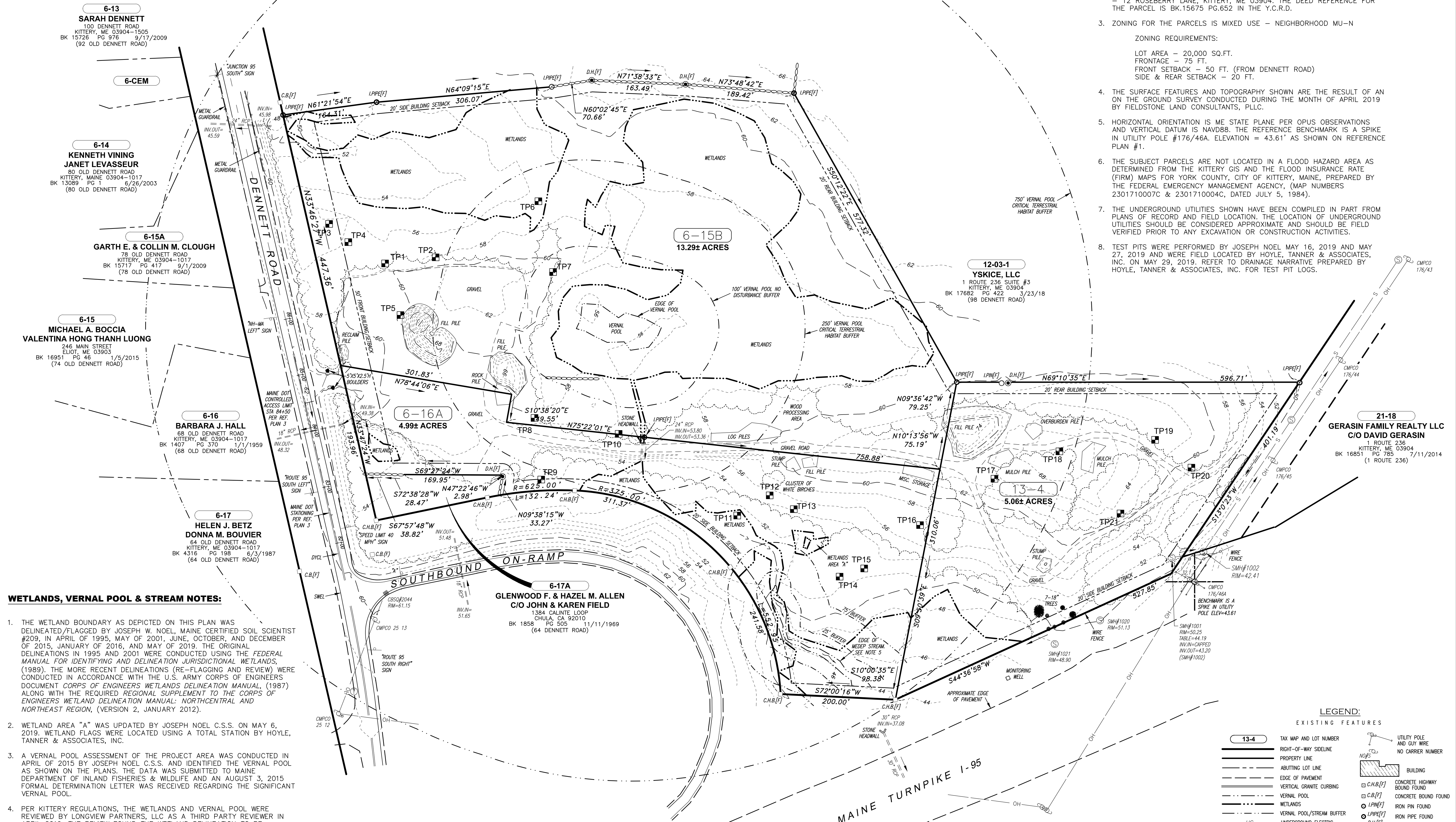


**REFERENCE PLAN:**

- "WETLANDS PLAN - FOR - WILLIAM CULLEN - NEW DENNETT ROAD - KITTERY, MAINE", SCALE:1"=60', DATED JANUARY, 2010 & REVISED THROUGH JULY 14, 2015 BY ANDERSON LIVINGSTON ENGINEERS, INC.
- "BOUNDARY SURVEY OF - PROFESSIONAL AND BUSINESS PARK - FOR - WILLIAM CULLEN - 70 DENNETT ROAD - KITTERY, MAINE", SCALE:1"=50', DATED NOVEMBER 28, 2001 & REVISED THROUGH MARCH 22, 2002 BY ANDERSON LIVINGSTON ENGINEERS, INC.
- "PLAN, RELOC. DENNETT ROAD, STA. 82+00 TO STA. 93+00, AS-BUILT, STATE OF MAINE, STATE HIGHWAY COMMISSION, MAINE FEDERAL AID INTERSTATE PROJECT NO. 1-95-1 (3)", DATED NOVEMBER 12, 1970, BY HOWARD, NEEDLES, TAMMEN & BERGENDOFF CONSULTING ENGINEERS.

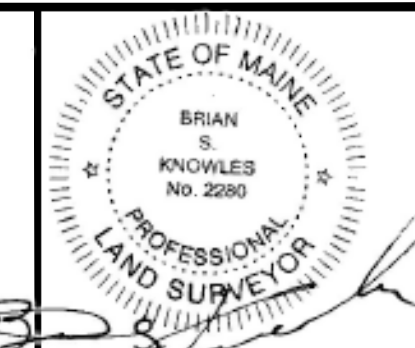
**EXISTING CONDITIONS NOTES:**

- THE PURPOSE OF THIS PLAN IS TO DEPICT THE EXISTING CONDITIONS ON TAX MAP LOTS 6-16A, 6-15B, & 13-4 IN KITTERY, MAINE TOTALING APPROXIMATELY 23.34± ACRES.
- THE OWNER OF RECORD FOR TAX MAP LOT 6-15B IS SAIL AWAY LLC - 12 ROSEBERRY LANE, KITTERY, ME 03904. THE DEED REFERENCE FOR THE PARCEL IS BK.16065 PG.521 DATED DECEMBER 29, 2010 IN THE Y.C.R.D.  
  
THE OWNERS OF RECORD FOR TAX MAP LOT 6-16A ARE PISCATAQUA REALTY LLC & WILLIAM J. CULLEN - 12 ROSEBERRY LANE, KITTERY, ME 03904. THE DEED REFERENCE FOR THE PARCEL IS BK.11537 PG.105 IN THE Y.C.R.D.  
  
THE OWNER OF RECORD FOR TAX MAP PARCEL 13-4 IS WILLIAM J. CULLEN - 12 ROSEBERRY LANE, KITTERY, ME 03904. THE DEED REFERENCE FOR THE PARCEL IS BK.15675 PG.652 IN THE Y.C.R.D.
- ZONING FOR THE PARCELS IS MIXED USE - NEIGHBORHOOD MU-N  
  
ZONING REQUIREMENTS:  
LOT AREA - 20,000 SQ.FT.  
FRONTAGE - 75 FT.  
FRONT SETBACK - 50 FT. (FROM DENNETT ROAD)  
SIDE & REAR SETBACK - 20 FT.
- THE SURFACE FEATURES AND TOPOGRAPHY SHOWN ARE THE RESULT OF AN ON THE GROUND SURVEY CONDUCTED DURING THE MONTH OF APRIL 2019 BY FIELDSTONE LAND CONSULTANTS, PLLC.
- HORIZONTAL ORIENTATION IS ME STATE PLANE PER OPUS OBSERVATIONS AND VERTICAL DATUM IS NAVD88. THE REFERENCE BENCHMARK IS A SPIKE IN UTILITY POLE #176/46A. ELEVATION = 43.61' AS SHOWN ON REFERENCE PLAN #1.
- THE SUBJECT PARCELS ARE NOT LOCATED IN A FLOOD HAZARD AREA AS DETERMINED FROM THE KITTERY GIS AND THE FLOOD INSURANCE RATE (FIRM) MAPS FOR YORK COUNTY, CITY OF KITTERY, MAINE, PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, (MAP NUMBERS 2301710007C & 2301710004C, DATED JULY 5, 1984).
- THE UNDERGROUND UTILITIES SHOWN HAVE BEEN COMPILED IN PART FROM PLANS OF RECORD AND FIELD LOCATION. THE LOCATION OF UNDERGROUND UTILITIES SHOULD BE CONSIDERED APPROXIMATE AND SHOULD BE FIELD VERIFIED PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITIES.
- TEST PITS WERE PERFORMED BY JOSEPH NOEL MAY 16, 2019 AND MAY 27, 2019 AND WERE FIELD LOCATED BY HOYLE, TANNER & ASSOCIATES, INC. ON MAY 29, 2019. REFER TO DRAINAGE NARRATIVE PREPARED BY HOYLE, TANNER & ASSOCIATES, INC. FOR TEST PIT LOGS.



**WETLANDS, VERNAL POOL & STREAM NOTES:**

- THE WETLAND BOUNDARY AS DEPICTED ON THIS PLAN WAS DELINEATED/FLAGGED BY JOSEPH W. NOEL, MAINE CERTIFIED SOIL SCIENTIST #209, IN APRIL OF 1995, MAY OF 2001, JUNE, OCTOBER, AND DECEMBER OF 2015, JANUARY OF 2016, AND MAY OF 2019. THE ORIGINAL DELINEATIONS IN 1995 AND 2001 WERE CONDUCTED USING THE FEDERAL MANUAL FOR IDENTIFYING AND DELINEATION JURISDICTIONAL WETLANDS, (1989). THE MORE RECENT DELINEATIONS (RE-FLAGGING AND REVIEW) WERE CONDUCTED IN ACCORDANCE WITH THE U.S. ARMY CORPS OF ENGINEERS DOCUMENT CORPS OF ENGINEERS WETLANDS DELINEATION MANUAL, (1987) ALONG WITH THE REQUIRED REGIONAL SUPPLEMENT TO THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL: NORTHCENTRAL AND NORTHEAST REGION, (VERSION 2, JANUARY 2012).
- WETLAND AREA "A" WAS UPDATED BY JOSEPH NOEL C.E.S. ON MAY 6, 2019. WETLAND FLAGS WERE LOCATED USING A TOTAL STATION BY HOYLE, TANNER & ASSOCIATES, INC.
- A VERNAL POOL ASSESSMENT OF THE PROJECT AREA WAS CONDUCTED IN APRIL OF 2015 BY JOSEPH NOEL C.E.S. AND IDENTIFIED THE VERNAL POOL AS SHOWN ON THE PLANS. THE DATA WAS SUBMITTED TO MAINE DEPARTMENT OF INLAND FISHERIES & WILDLIFE AND AN AUGUST 3, 2015 FORMAL DETERMINATION LETTER WAS RECEIVED REGARDING THE SIGNIFICANT VERNAL POOL.
- PER KITTERY REGULATIONS, THE WETLANDS AND VERNAL POOL WERE REVIEWED BY LONGVIEW PARTNERS, LLC AS A THIRD PARTY REVIEWER IN APRIL 2019. THE REVIEW FOUND THE WETLAND DELINEATION TO BE ACCURATE AND WITHIN THE NORMAL RANGE OF BEST PROFESSIONAL JUDGMENT AND CONSISTENT WITH WETLAND DELINEATION STANDARDS.
- DELINEATION OF THE MEDEP STREAM WAS BASED ON A FIELD OBSERVATION WITH LUCIEN LANGLOIS, ENVIRONMENTAL SPECIALIST II OF THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION OF MAY 10, 2019. THE EDGE OF THE JURISDICTIONAL STREAM WAS LOCATED USING A TOTAL STATION BY HOYLE, TANNER & ASSOCIATES, INC. ON MAY 10, 2019.



7-18-2019

NO.	DATE	REVISION DESCRIPTION
1	07/24/19	ISSUED FOR MAINE DOT TRAFFIC MOVEMENT PERMIT (TMP)
2	07/02/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN APPROVAL
3	06/20/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN
4	06/20/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN

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**Hoyle, Tanner & Associates, Inc.**  
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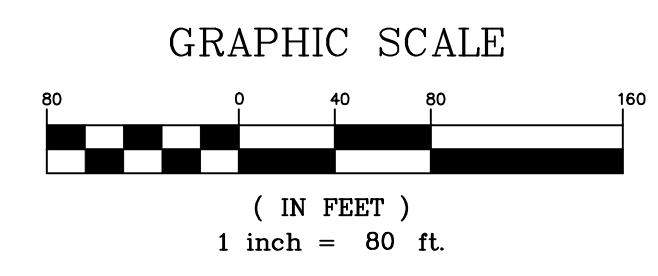
APPLICANT: AZTEC, LLC  
62 PORTLAND ROAD, SUITE 25  
KENNEBUNK, ME 04043

PROJECT: PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT  
TAX MAP LOTS 6-15B, 6-16A & 13-4  
76 DENNETT ROAD, KITTERY, ME 03904

OVERALL EXISTING CONDITIONS PLAN

**C3**

PROJECT NO. 569200  
SHEET 3 OF 25



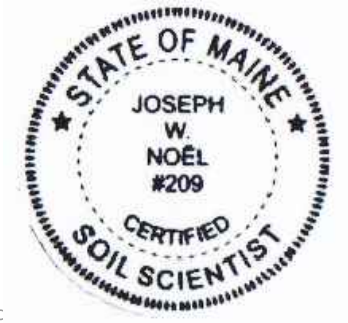
**LEGEND:**

EXISTING FEATURES	SYMBOL
TAX MAP AND LOT NUMBER	13-4
RIGHT-OF-WAY SIDELINE	--- (dashed line)
PROPERTY LINE	— (solid line)
ABUTTING LOT LINE	— (solid line)
EDGE OF PAVEMENT	— (solid line)
VERTICAL GRANITE CURBING	— (solid line)
VERNAL POOL	— (dashed line)
VERNAL POOL/STREAM BUFFER	— (dashed line)
UNDERGROUND ELECTRIC	UG (dashed line)
OVERHEAD UTILITIES	OH (dashed line)
SEWER LINE	S (dashed line)
DRAIN LINE	D (dashed line)
10' CONTOUR INTERVAL	— (dashed line)
2' CONTOUR INTERVAL	— (dashed line)
TREE LINE	— (dashed line)
UTILITY POLE AND GUY WIRE	— (dashed line)
NO CARRIER NUMBER	— (dashed line)
BUILDING	— (solid line)
CONCRETE HIGHWAY BOUND FOUND	— (solid line)
CONCRETE BOUND FOUND	— (solid line)
IRON PIN FOUND	— (solid line)
IRON PIPE FOUND	— (solid line)
DRILL HOLE FOUND	— (solid line)
SEWER MANHOLE	— (solid line)
DRAIN MANHOLE	— (solid line)
TELEPHONE MANHOLE	— (solid line)
MONITORING WELL	— (solid line)
CATCH BASIN	— (solid line)
LIGHT	— (solid line)
WATER HYDRANT	— (solid line)
WATER VALVE	— (solid line)

**CLASS A HIGH INTENSITY SOIL SURVEY**

I HEREBY CERTIFY THAT THIS CLASS A HIGH INTENSITY SOIL SURVEY WAS CONDUCTED IN CONFORMANCE WITH THE STANDARDS ADOPTED BY THE MAINE ASSOCIATION OF PROFESSIONAL SOIL SCIENTISTS.

NAME Joseph W. Noel #209 DATE 7/13/19  
M.C.S.S. DATE



**SOIL LEGEND**

SYMBOL	SOIL TYPE	DRAINAGE CLASS	HSG
Co	COLONEL	SOMEWHAT POORLY DRAINED	D
EI	ELDRIDGE	SOMEWHAT POORLY DRAINED MODERATELY WELL DRAINED	D
Pe	PERU	MODERATELY WELL DRAINED	D
Sw	SWANTON	POORLY DRAINED	D
Tp	TUNBRIDGE-PERU-LYMAN COMPLEX	WELL DRAINED MODERATELY WELL DRAINED SOMEWHAT EXCESSIVELY DRAINED	C
Ur	UDORTHERNTS	MODERATELY WELL DRAINED*	D*

**ALPHA SLOPE SYMBOL RANGE**

A	0-3%
B	3-8%
C	8-15%
D	15-25%
E	>25%

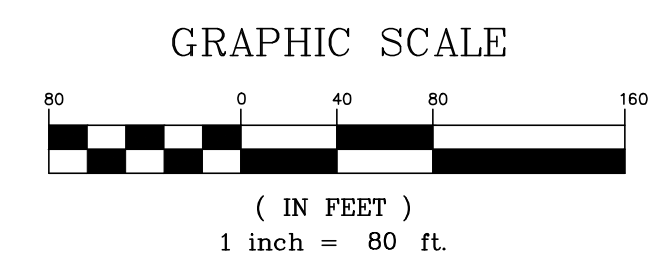
- SOIL MAP NOTES:**
- Sw IS A HYDRIC SOIL.
  - \* = ESTIMATED
  - THE HYDROLOGIC SOIL GROUPS FOR THE SOIL MAP ARE TAKEN FROM THE NRCS WEB SOIL SURVEY.
  - THE CLASS A HIGH INTENSITY SOIL SURVEY AND TEST PITS WERE PERFORMED BY JOSEPH NOEL ON MAY 16, 2019 AND MAY 27, 2019.
  - TOPOGRAPHIC DATA BASED ON "EXISTING CONDITIONS PLAN" PREPARED BY FIELDSTONE LAND CONSULTANTS, PLLC DATED JUNE 2019.
  - TEST PITS WERE FIELD LOCATED BY HOYLE, TANNER & ASSOCIATES, INC. ON MAY 29, 2019.
  - REFER TO DRAINAGE NARRATIVE PREPARED BY HOYLE, TANNER & ASSOCIATES, INC. FOR TEST PIT LOGS.

**WETLANDS, VERNAL POOL & STREAM NOTES:**

- THE WETLAND BOUNDARY AS DEPICTED ON THIS PLAN WAS DELINEATED/FLAGGED BY JOSEPH W. NOEL, MAINE CERTIFIED SOIL SCIENTIST #209, IN APRIL OF 1995, MAY OF 2001, JUNE, OCTOBER, AND DECEMBER OF 2015, JANUARY OF 2016, AND MAY OF 2019. THE ORIGINAL DELINEATIONS IN 1995 AND 2001 WERE CONDUCTED USING THE FEDERAL MANUAL FOR IDENTIFYING AND DELINEATION JURISDICTIONAL WETLANDS, (1989). THE MORE RECENT DELINEATIONS (RE-FLAGGING AND REVIEW) WERE CONDUCTED IN ACCORDANCE WITH THE U.S. ARMY CORPS OF ENGINEERS DOCUMENT CORPS OF ENGINEERS WETLANDS DELINEATION MANUAL, (1987) ALONG WITH THE REQUIRED REGIONAL SUPPLEMENT TO THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL: NORTHCENTRAL AND NORTHEAST REGION, (VERSION 2, JANUARY 2012).
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- PER KITTERY REGULATIONS, THE WETLANDS AND VERNAL POOL WERE REVIEWED BY LONGVIEW PARTNERS, LLC AS A THIRD PARTY REVIEWER IN APRIL 2019. THE REVIEW FOUND THE WETLAND DELINEATION TO BE ACCURATE AND WITHIN THE NORMAL RANGE OF BEST PROFESSIONAL JUDGMENT AND CONSISTENT WITH WETLAND DELINEATION STANDARDS.
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**LEGEND**

SOIL TYPE	UrE
TEST PIT	TP5
SOIL BOUNDARY	.....



APPLICANT	AZTEC, LLC 62 PORTLAND ROAD, SUITE 25 KENNEBUNK, ME 04043
PROJECT	PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT TAX MAP LOTS 6-15B, 6-16A & 13-4 76 DENNETT ROAD, KITTERY, ME 03904
DESIGNED BY	SMT
DRAWN BY	SMT
CHECKED BY	WRD
ISSUED FOR MAINE DOT TRAFFIC MOVEMENT PERMIT (TMP)	07/24/19
ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN APPROVAL	07/24/19
ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN	06/20/19
REVISION DESCRIPTION	1
SCALE:	AS SHOWN
ORIGINAL DATE:	JUNE 20, 2019
DESIGNED BY	SMT
DRAWN BY	SMT
CHECKED BY	WRD
ISSUED FOR MAINE DOT TRAFFIC MOVEMENT PERMIT (TMP)	07/24/19
ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN APPROVAL	07/24/19
ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN	06/20/19
REVISION DESCRIPTION	1
PROJECT NO.	569200
SHEET	4 OF 25

**Hoyle, Tanner & Associates, Inc.**  
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**STATE OF MAINE**  
JOSEPH W. NOEL #209  
CERTIFIED SOIL SCIENTIST



**SITE NOTES:**

- REFER TO DWG C2 FOR NOTES, ABBREVIATIONS AND LEGEND.
- REFER TO DWGS C8-C9 FOR DETAILED SITE PLANS.
- REFER TO DWGS C19-C25 FOR CONSTRUCTION DETAILS.
- TAX MAP LOTS 6-15B, 6-16A & 13-4 ARE TO BE MERGED INTO 1 PARCEL.
- THE LOCATION OF PROPOSED BUILDING ENTRANCES ARE APPROXIMATE AND SHALL BE COORDINATED WITH THE ARCHITECTURAL PLANS.

**DIMENSIONAL REQUIREMENTS (MU-N)**

REGULATION	REQUIREMENT	PROVIDED
MIN. LOT AREA:	20,000 S.F.	23,34± AC.
MIN. LOT AREA FOR 303 UNITS:	797,500 S.F.	866,732 S.F.
MIN. STREET FRONTAGE:	75 FT	641.6 FT
MIN. FRONT SETBACK:	50 FT	148.5 FT
MIN. SIDE SETBACK:	20 FT	81.5 FT
MIN. REAR SETBACK:	20 FT	85.5 FT
MIN. SPACE BETWEEN BUILDINGS:	15 FT	37.5 FT
MAX. BUILDING HEIGHT:	50 FT	50 FT
MAX. IMPERVIOUS COVER:	70% (711,491 S.F.)	26.5% (269,590 S.F.)
MIN. OPEN SPACE:	25% (254,104 S.F.)	73.5% (746,877 S.F.)
PARKING:	356 SPACES	401 SPACES
ACCESSIBLE PARKING:	12 SPACES	14 SPACES
VAN ACCESSIBLE PARKING:	2 SPACES	6 SPACES
STALL DIMENSIONS:	9X19 FT	9X19 FT
AISLE WIDTH (90° PARKING):	24 FT	24 FT

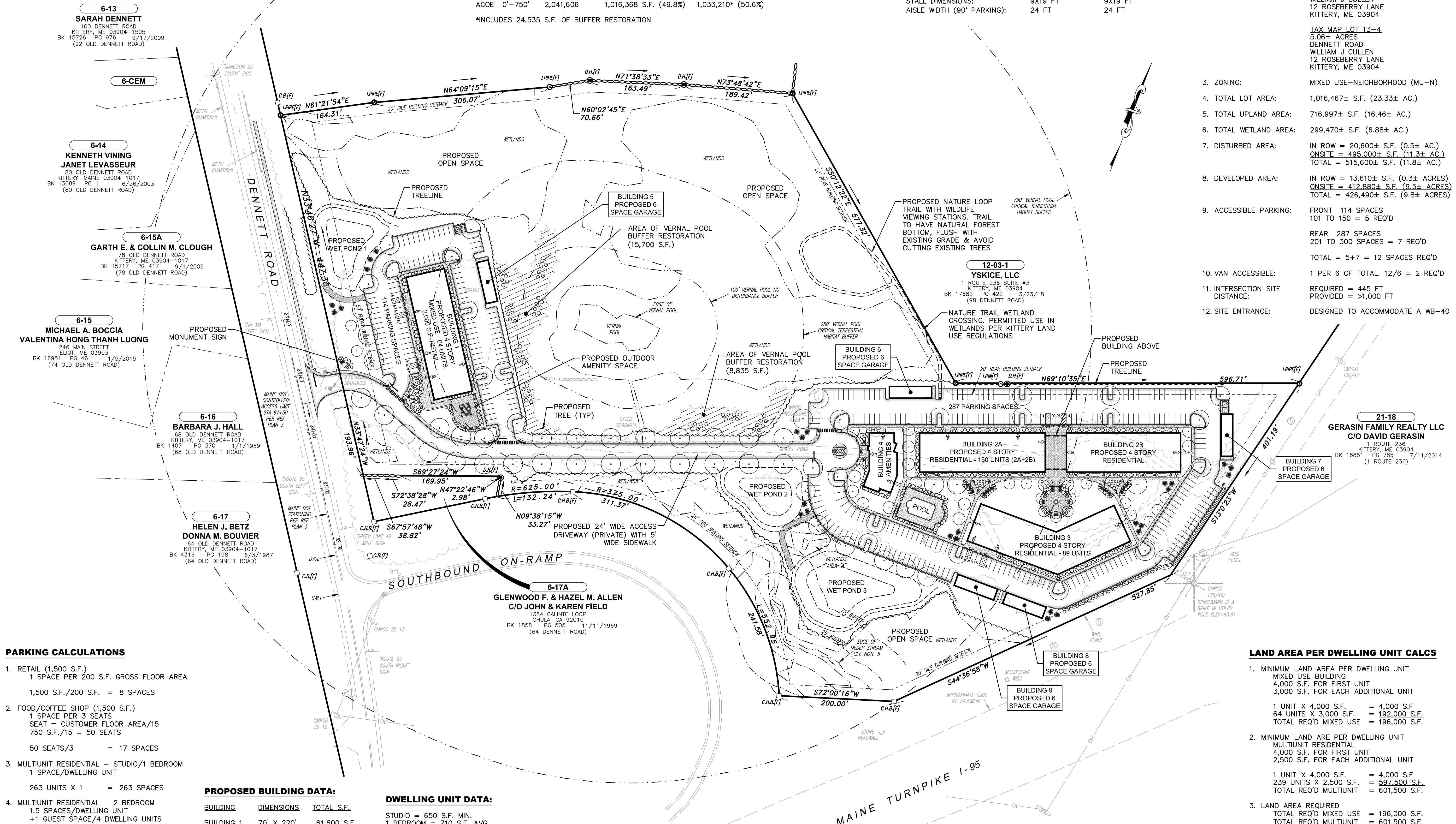
**SITE DATA**

- APPLICANT: AZTEC, LLC  
62 PORTLAND ROAD, SUITE 25  
KENNEBUNK, ME 04043
- LOT/OWNER INFORMATION: TAX MAP LOT 6-15B  
4.99± ACRES  
70 DENNETT ROAD  
PISCATAQUI REALTY, LLC  
WILLIAM J CULLEN  
12 ROSEBERRY LANE  
KITTERY, ME 03904  
TAX MAP LOT 6-16A  
4.99± ACRES  
70 DENNETT ROAD  
PISCATAQUI REALTY, LLC  
WILLIAM J CULLEN  
12 ROSEBERRY LANE  
KITTERY, ME 03904  
TAX MAP LOT 13-4  
5.06± ACRES  
DENNETT ROAD  
WILLIAM J CULLEN  
12 ROSEBERRY LANE  
KITTERY, ME 03904
- ZONING: MIXED USE-NEIGHBORHOOD (MU-N)
- TOTAL LOT AREA: 1,016,467± S.F. (23.33± AC.)
- TOTAL UPLAND AREA: 716,997± S.F. (16.46± AC.)
- TOTAL WETLAND AREA: 299,470± S.F. (6.88± AC.)
- DISTURBED AREA: IN ROW = 20,600± S.F. (0.5± AC.)  
ONSITE = 495,000± S.F. (11.3± AC.)  
TOTAL = 515,600± S.F. (11.8± AC.)
- DEVELOPED AREA: IN ROW = 13,610± S.F. (0.3± ACRES)  
ONSITE = 412,880± S.F. (9.5± ACRES)  
TOTAL = 426,490± S.F. (9.8± ACRES)
- ACCESSIBLE PARKING: FRONT 114 SPACES  
101 TO 150 = 5 REQ'D  
REAR 287 SPACES  
201 TO 300 SPACES = 7 REQ'D  
TOTAL = 5+7 = 12 SPACES REQ'D
- VAN ACCESSIBLE: 1 PER 6 OF TOTAL. 12/6 = 2 REQ'D
- INTERSECTION SITE DISTANCE: REQUIRED = 445 FT  
PROVIDED = >1,000 FT
- SITE ENTRANCE: DESIGNED TO ACCOMMODATE A WB-40

**VERNAL POOL BUFFER CALCULATIONS**

REGULATION	TOTAL AREA	EXISTING DEVELOPED	PROPOSED DEVELOPED
MEDEP 0'-100'	68,410 S.F.	7,550 S.F. (11.0%)	0* S.F. (0%)
MEDEP 0'-250'	288,195 S.F.	96,552 S.F. (33.5%)	72,017* S.F. (25.0%)
ACOE 0'-750'	2,041,606	1,016,368 S.F. (49.8%)	1,033,210* (50.6%)

\*INCLUDES 24,535 S.F. OF BUFFER RESTORATION



**PARKING CALCULATIONS**

- RETAIL (1,500 S.F.)  
1 SPACE PER 200 S.F. GROSS FLOOR AREA  
1,500 S.F./200 S.F. = 8 SPACES
- FOOD/COFFEE SHOP (1,500 S.F.)  
1 SPACE PER 3 SEATS  
SEAT = CUSTOMER FLOOR AREA/15  
750 S.F./15 = 50 SEATS  
50 SEATS/3 = 17 SPACES
- MULTIUNIT RESIDENTIAL - STUDIO/1 BEDROOM  
1 SPACE/DWELLING UNIT  
263 UNITS X 1 = 263 SPACES
- MULTIUNIT RESIDENTIAL - 2 BEDROOM  
1.5 SPACES/DWELLING UNIT  
+1 GUEST SPACE/4 DWELLING UNITS  
40 UNITS X 1.75 = 70 SPACES
- PROJECT TOTAL  
HEALTH/FITNESS = 8 SPACES  
FOOD/COFFEE = 17 SPACES  
STUDIO/1 BR UNITS = 263 SPACES  
2 BEDROOM UNITS = 70 SPACES  
TOTAL REQ'D = 358 SPACES

**PROPOSED BUILDING DATA:**

BUILDING	DIMENSIONS	TOTAL S.F.
BUILDING 1	70' X 220'	61,600 S.F.
BUILDING 2	70' X 455'	123,900 S.F.
BUILDING 3	70' X 280'	78,400 S.F.
BUILDING 4	50' X 105'	5,015 S.F.
BUILDING 5	22' X 75'	1,650 S.F.
BUILDING 6	22' X 75'	1,650 S.F.
BUILDING 7	22' X 75'	1,650 S.F.
BUILDING 8	22' X 75'	1,650 S.F.
BUILDING 9	22' X 75'	1,650 S.F.
TOTAL		277,165 S.F.

**DWELLING UNIT DATA:**

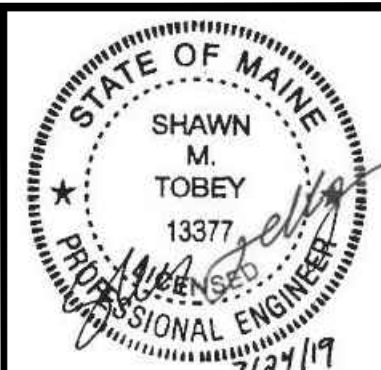
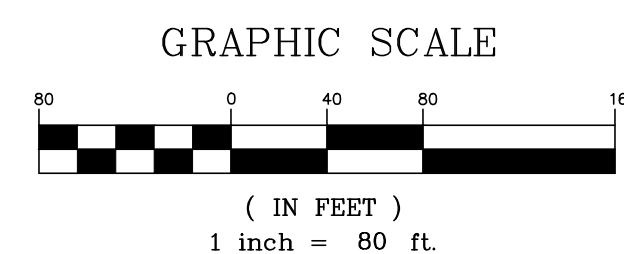
STUDIO = 650 S.F. MIN.  
1 BEDROOM = 710 S.F. AVG  
2 BEDROOM = 900 S.F. AVG

BUILDING	STUDIO	1 BEDROOM	2 BEDROOM
BUILDING 1	25 UNITS	28 UNITS	11 UNITS
BUILDING 2	60 UNITS	72 UNITS	18 UNITS
BUILDING 3	45 UNITS	53 UNITS	11 UNITS
TOTALS	130 UNITS	133 UNITS	40 UNITS

TOTAL = 303 DWELLING UNITS

**LAND AREA PER DWELLING UNIT CALCS**

- MINIMUM LAND AREA PER DWELLING UNIT  
MIXED USE BUILDING  
4,000 S.F. FOR FIRST UNIT  
3,000 S.F. FOR EACH ADDITIONAL UNIT  
1 UNIT X 4,000 S.F. = 4,000 S.F.  
64 UNITS X 3,000 S.F. = 192,000 S.F.  
TOTAL REQ'D MIXED USE = 196,000 S.F.
  - MINIMUM LAND ARE PER DWELLING UNIT  
MULTIUNIT RESIDENTIAL  
4,000 S.F. FOR FIRST UNIT  
2,500 S.F. FOR EACH ADDITIONAL UNIT  
1 UNIT X 4,000 S.F. = 4,000 S.F.  
239 UNITS X 2,500 S.F. = 597,500 S.F.  
TOTAL REQ'D MULTIUNIT = 601,500 S.F.
  - LAND AREA REQUIRED  
TOTAL REQ'D MIXED USE = 196,000 S.F.  
TOTAL REQ'D MULTIUNIT = 601,500 S.F.  
TOTAL REQ'D = 797,500 S.F.
  - LAND AREA PROVIDED  
UPLAND AREA = 716,997 S.F.  
50% OF WETLANDS\* = 149,735 S.F.  
TOTAL PROVIDED = 866,732 S.F.
- \* MIXED USE - NEIGHBORHOOD ALLOWS 50% OF THE WETLANDS TO COUNT TOWARDS MINIMUM LAND AREA PER DWELLING UNIT.



DATE	DESCRIPTION
07/24/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN APPROVAL
07/02/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN APPROVAL
06/20/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN
	REVISION DESCRIPTION

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Hoyle, Tanner & Associates, Inc.  
100 International Dr., #360, Portsmouth, NH 03801  
Tel: (603) 431-2520 Fax: (603) 431-8067 Web: www.hoyletanner.com  
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DESIGNED BY: SMT  
DRAWN BY: SMT  
CHECKED BY: WRD  
SCALE: AS SHOWN  
ORIGINAL DATE: JUNE 20, 2019

APPLICANT: AZTEC, LLC  
62 PORTLAND ROAD, SUITE 25  
KENNEBUNK, ME 04043

PROJECT: PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT  
TAX MAP LOTS 6-15B, 6-16A & 13-4  
76 DENNETT ROAD, KITTERY, ME 03904

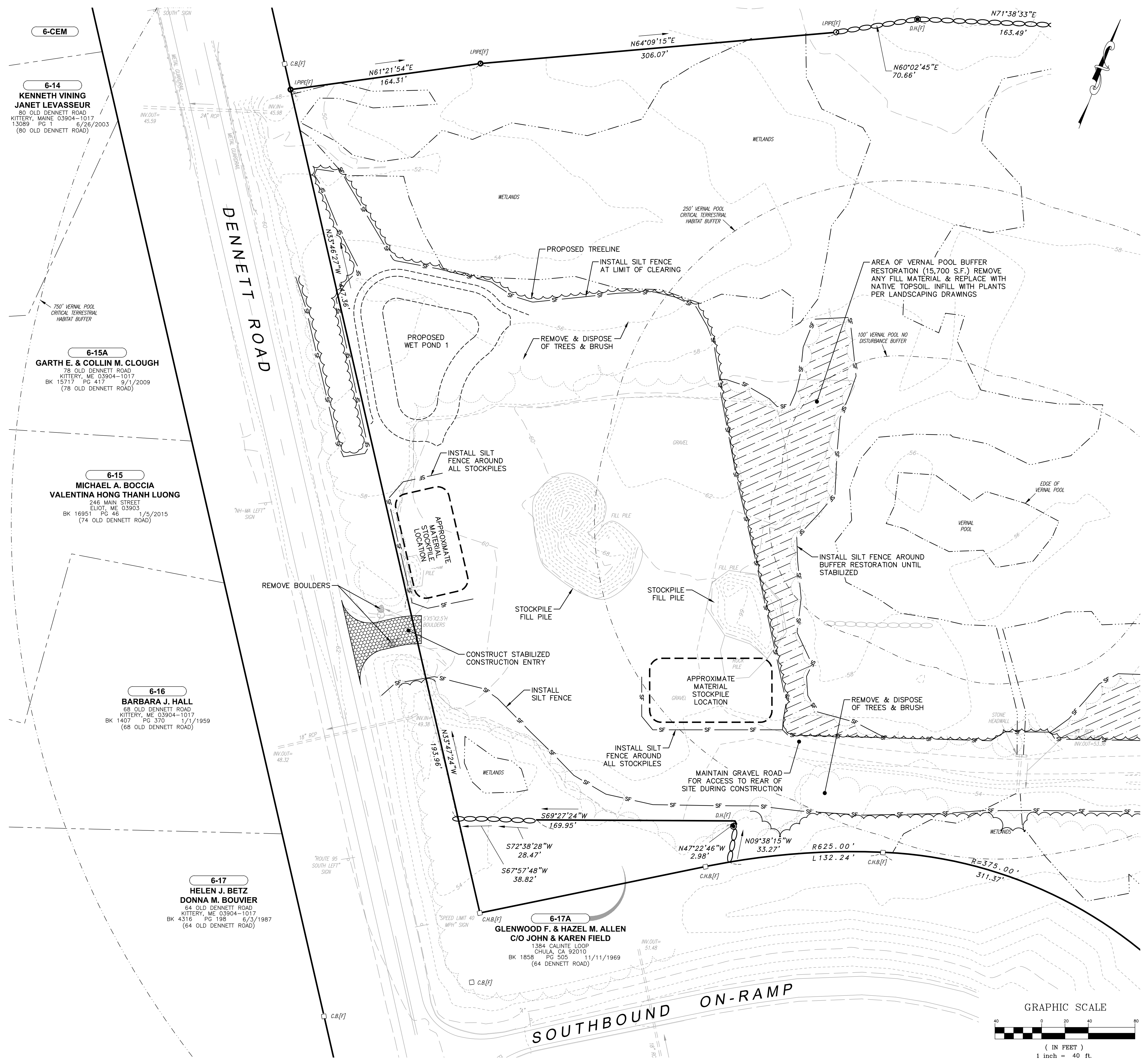
OVERALL SITE PLAN  
**C5**  
PROJECT NO. 569200  
SHEET 5 OF 25

**EROSION CONTROL NOTES:**

1. REFER TO DWG C2 FOR NOTES, ABBREVIATIONS AND LEGEND.
2. REFER TO DWGS C19-C25 FOR CONSTRUCTION DETAILS.
3. INSTALL ALL EROSION CONTROL MEASURES ON THIS SHEET PRIOR TO STARTING CONSTRUCTION.
4. CONSTRUCTION SHALL MEET ALL CONDITIONS OF THE MAINE DEP SITE LOCATION OF DEVELOPMENT PERMIT.

**HOUSEKEEPING NOTES:**

1. **SPILL PREVENTION.** CONTROLS MUST BE USED TO PREVENT POLLUTANTS FROM CONSTRUCTION AND WASTE MATERIALS STORED ON SITE TO ENTER STORMWATER, WHICH INCLUDES STORAGE PRACTICES TO MINIMIZE EXPOSURE OF THE MATERIALS TO STORMWATER. THE SITE CONTRACTOR OR OPERATOR MUST DEVELOP, AND IMPLEMENT AS NECESSARY, APPROPRIATE SPILL PREVENTION, CONTAINMENT, AND RESPONSE PLANNING MEASURES. ANY SPILL OR RELEASE OF TOXIC OR HAZARDOUS SUBSTANCES MUST BE REPORTED TO THE DEPARTMENT. FOR OIL SPILLS, CALL 1-800-482-0777 WHICH IS AVAILABLE 24 HOURS A DAY. FOR SPILLS OF TOXIC OR HAZARDOUS MATERIAL, CALL 1-800-452-4664 WHICH IS AVAILABLE 24 HOURS A DAY. FOR MORE INFORMATION, VISIT THE DEPARTMENT'S WEBSITE AT : [HTTP://WWW.MAINE.GOV/DEP/SPILLS/EMERGSPILLRESP/](http://www.maine.gov/dep/spills/emergspillresp/)
2. **GROUNDWATER PROTECTION.** DURING CONSTRUCTION, LIQUID PETROLEUM PRODUCTS AND OTHER HAZARDOUS MATERIALS WITH THE POTENTIAL TO CONTAMINATE GROUNDWATER MAY NOT BE STORED OR HANDLED IN AREAS OF THE SITE DRAINING TO AN INFILTRATION AREA. AN "INFILTRATION AREA" IS ANY AREA OF THE SITE THAT AS A RESULT OF SOILS TOPOGRAPHY AND OTHER RELEVANT FACTORS ACCUMULATES RUNOFF THAT INFILTRATES INTO THE SOIL. DIKES, BERMS, SUMPS, AND OTHER FORMS OF SECONDARY CONTAINMENT THAT PREVENT DISCHARGE TO GROUNDWATER MAY BE USED TO ISOLATE PORTIONS OF THE SITE FOR THE PURPOSES OF STORAGE AND HANDLING OF THESE MATERIALS. ANY PROJECT PROPOSING INFILTRATION OF STORMWATER MUST PROVIDE ADEQUATE PRE-TREATMENT OF STORMWATER PRIOR TO DISCHARGE OF STORMWATER TO THE INFILTRATION AREA, OR PROVIDE FOR TREATMENT WITHIN THE INFILTRATION AREA, IN ORDER TO PREVENT THE ACCUMULATION OF FINES, REDUCTION IN INFILTRATION RATE, AND CONSEQUENT FLOODING AND DESTABILIZATION.
3. **FUGITIVE SEDIMENT AND DUST.** ACTIONS MUST BE TAKEN TO ENSURE THAT ACTIVITIES DO NOT RESULT IN NOTICEABLE EROSION OF SOILS OR FUGITIVE DUST EMISSIONS DURING OR AFTER CONSTRUCTION. OIL MAY NOT BE USED FOR DUST CONTROL, BUT OTHER WATER ADDITIVES MAY BE CONSIDERED AS NEEDED. A STABILIZED CONSTRUCTION ENTRANCE (SCE) SHOULD BE INCLUDED TO MINIMIZE TRACKING OF MUD AND SEDIMENT. IF OFF-SITE TRACKING OCCURS, PUBLIC ROADS SHOULD BE SWEEPED IMMEDIATELY, NO LESS THAN ONCE A WEEK AND PRIOR TO SIGNIFICANT STORM EVENTS. OPERATIONS DURING DRY MONTHS THAT EXPERIENCE FUGITIVE DUST PROBLEMS SHOULD WET DOWN UNPAVED ACCESS ROADS ONCE A WEEK OR MORE FREQUENTLY AS NEEDED WITH A WATER ADDITIVE TO SUPPRESS FUGITIVE SEDIMENT AND DUST.
4. **DEBRIS AND OTHER MATERIALS.** MINIMIZE THE EXPOSURE OF CONSTRUCTION DEBRIS, BUILDING AND LANDSCAPING MATERIALS, TRASH, FERTILIZERS, PESTICIDES, HERBICIDES, DETERGENTS, SANITARY WASTE AND OTHER MATERIALS TO PRECIPITATION AND STORMWATER RUNOFF. THESE MATERIALS MUST BE PREVENTED FROM BECOMING A POLLUTANT SOURCE.
5. **EXCAVATION DE-WATERING.** EXCAVATION DE-WATERING IS THE REMOVAL OF WATER FROM TRENCHES, FOUNDATIONS, COFFER DAMS, PONDS, AND OTHER AREAS WITHIN THE CONSTRUCTION AREA THAT RETAIN WATER AFTER EXCAVATION. IN MOST CASES THE COLLECTED WATER IS HEAVILY SILTED AND HINDERS CORRECT AND SAFE CONSTRUCTION PRACTICES. THE COLLECTED WATER REMOVED FROM THE PONDED AREA, EITHER THROUGH GRAVITY OR PUMPING, MUST BE SPREAD THROUGH NATURAL WOODED BUFFERS OR REMOVED TO AREAS THAT ARE SPECIFICALLY DESIGNED TO COLLECT THE MAXIMUM AMOUNT OF SEDIMENT POSSIBLE, LIKE A COFFERDAM SEDIMENTATION BASIN. AVOID ALLOWING THE WATER TO FLOW OVER DISTURBED AREAS OF THE SITE. EQUIVALENT MEASURES MAY BE TAKEN IF APPROVED BY THE DEPARTMENT.
  - 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. POTABLE WATER SOURCES INCLUDING WATERLINE FLUSHINGS; AND
  - L. LANDSCAPE IRRIGATION.
7. **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 DEPARTMENT'S 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.
8. **ADDITIONAL REQUIREMENTS.** ADDITIONAL REQUIREMENTS MAY BE APPLIED ON A SITE-SPECIFIC BASIS.



**6-CEM**  
**6-14**  
**KENNETH VINING**  
**JANET LEVASSEUR**  
80 OLD DENNETT ROAD  
KITTERY, MAINE 03904-1017  
13089 PG 1 6/26/2003  
(80 OLD DENNETT ROAD)

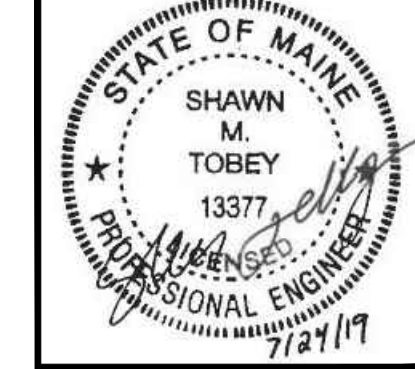
**6-15A**  
**GARTH E. & COLLIN M. CLOUGH**  
78 OLD DENNETT ROAD  
KITTERY, ME 03904-1017  
BK 15717 PG 417 9/12/2009  
(78 OLD DENNETT ROAD)

**6-15**  
**MICHAEL A. BOCCIA**  
**VALENTINA HONG THANH LUONG**  
246 MAIN STREET  
ELIOT, ME 03903  
BK 16951 PG 48 1/5/2015  
(74 OLD DENNETT ROAD)

**6-16**  
**BARBARA J. HALL**  
68 OLD DENNETT ROAD  
KITTERY, ME 03904-1017  
BK 1407 PG 370 1/1/1959  
(68 OLD DENNETT ROAD)

**6-17**  
**HELEN J. BETZ**  
**DONNA M. BOUVIER**  
64 OLD DENNETT ROAD  
KITTERY, ME 03904-1017  
BK 4316 PG 198 6/3/1987  
(64 OLD DENNETT ROAD)

**6-17A**  
**GLENWOOD F. & HAZEL M. ALLEN**  
**C/O JOHN & KAREN FIELD**  
1384 CALINTE LOOP  
CHULA, CA 92010  
BK 1858 PG 505 11/11/1969  
(64 DENNETT ROAD)



NO.	DATE	REVISION DESCRIPTION
1	07/24/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN APPROVAL
2	07/02/19	ISSUED FOR MAINE DOT TRAFFIC MOVEMENT PERMIT (TMP)
3	06/20/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN

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Pease International  
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**Hoyle, Tanner & Associates, Inc.**  
100 International Dr., #360, Portsmouth, NH 03801  
Tel (603) 431-2520 Fax (603) 431-8067 Web: [www.heartanner.com](http://www.heartanner.com)  
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SCALE: AS SHOWN  
ORIGINAL DATE: JUNE 20, 2019  
DESIGNED BY: SMT  
DRAWN BY: SMT  
CHECKED BY: WRD

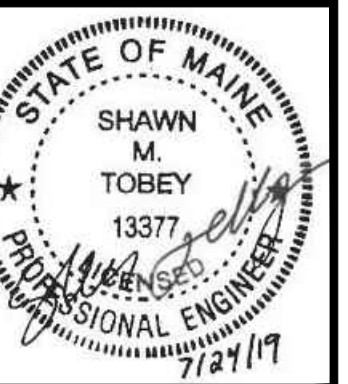
APPLICANT: AZTEC, LLC  
62 PORTLAND ROAD, SUITE 25  
KENNEBUNK, ME 04043

PROJECT: PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT  
TAX MAP LOTS 6-15B, 6-16A & 13-4  
76 DENNETT ROAD, KITTERY, ME 03904

EROSION CONTROL & HOUSEKEEPING PLAN - FRONT

**C6**

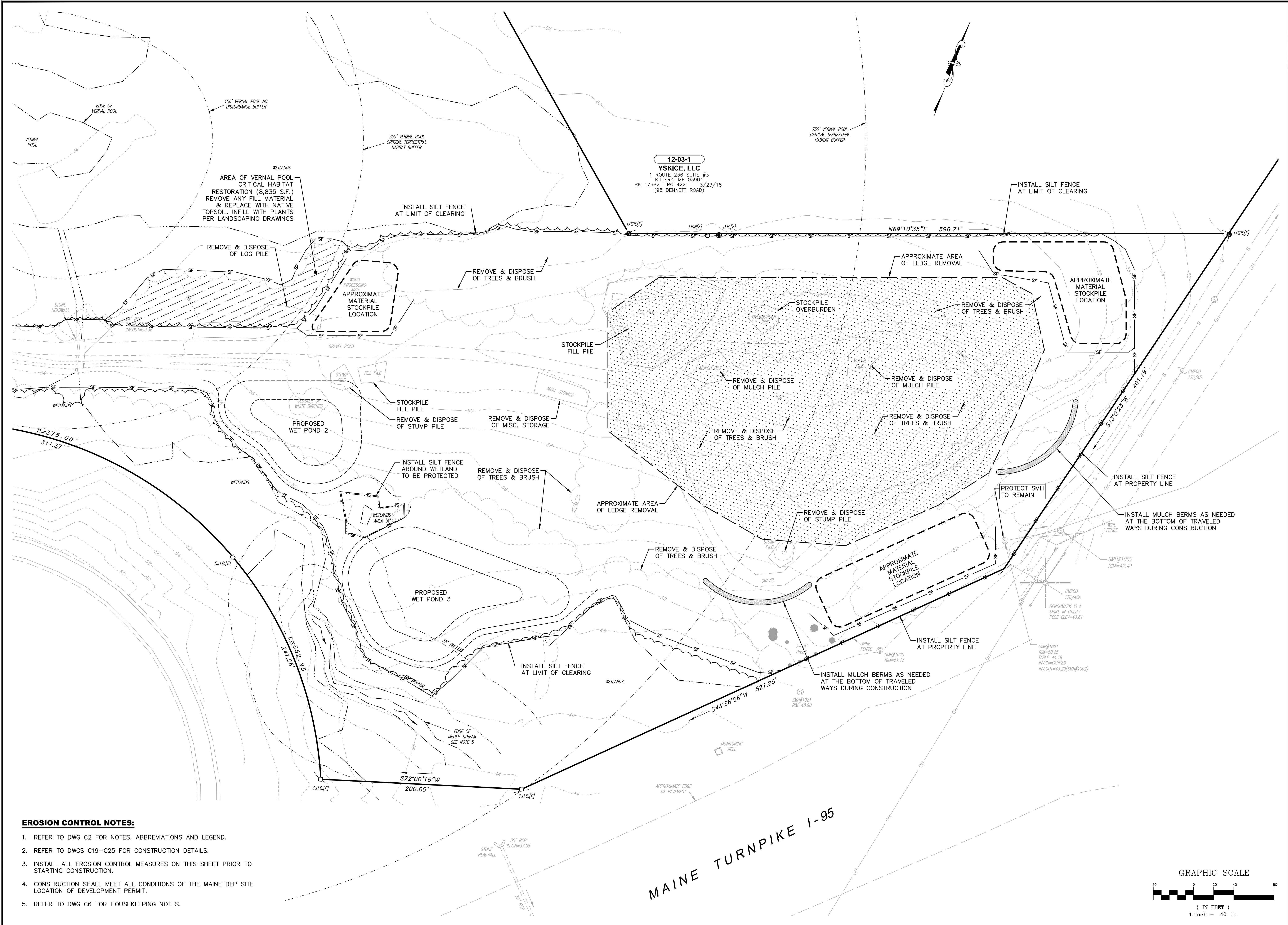
PROJECT NO. 569200  
SHEET 6 OF 25



NO.	DATE	REVISION DESCRIPTION
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BY	DATE	DESCRIPTION
WRD		CHECKED BY
SMT		DRAWN BY
SMT		DESIGNED BY
	JUNE 20, 2019	ORIGINAL DATE:
AS SHOWN		SCALE:

APPLICANT	AZTEC, LLC 62 PORTLAND ROAD, SUITE 25 KENNEBUNK, ME 04043
PROJECT	PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT TAX MAP LOTS 6-19B, 6-16A & T3-4 76 DENNETT ROAD, KITTERY, ME 03904
PROJECT NO.	569200
SHEET	7 OF 25



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Peete International  
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 100 International Dr., #360, Portsmouth, NH 03801  
 Tel (603) 431-2520 Fax (603) 431-8067 Web: www.hoyletanner.com  
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**SITE NOTES:**

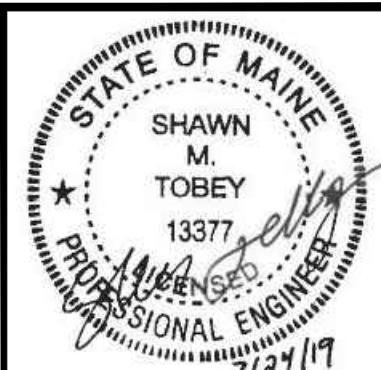
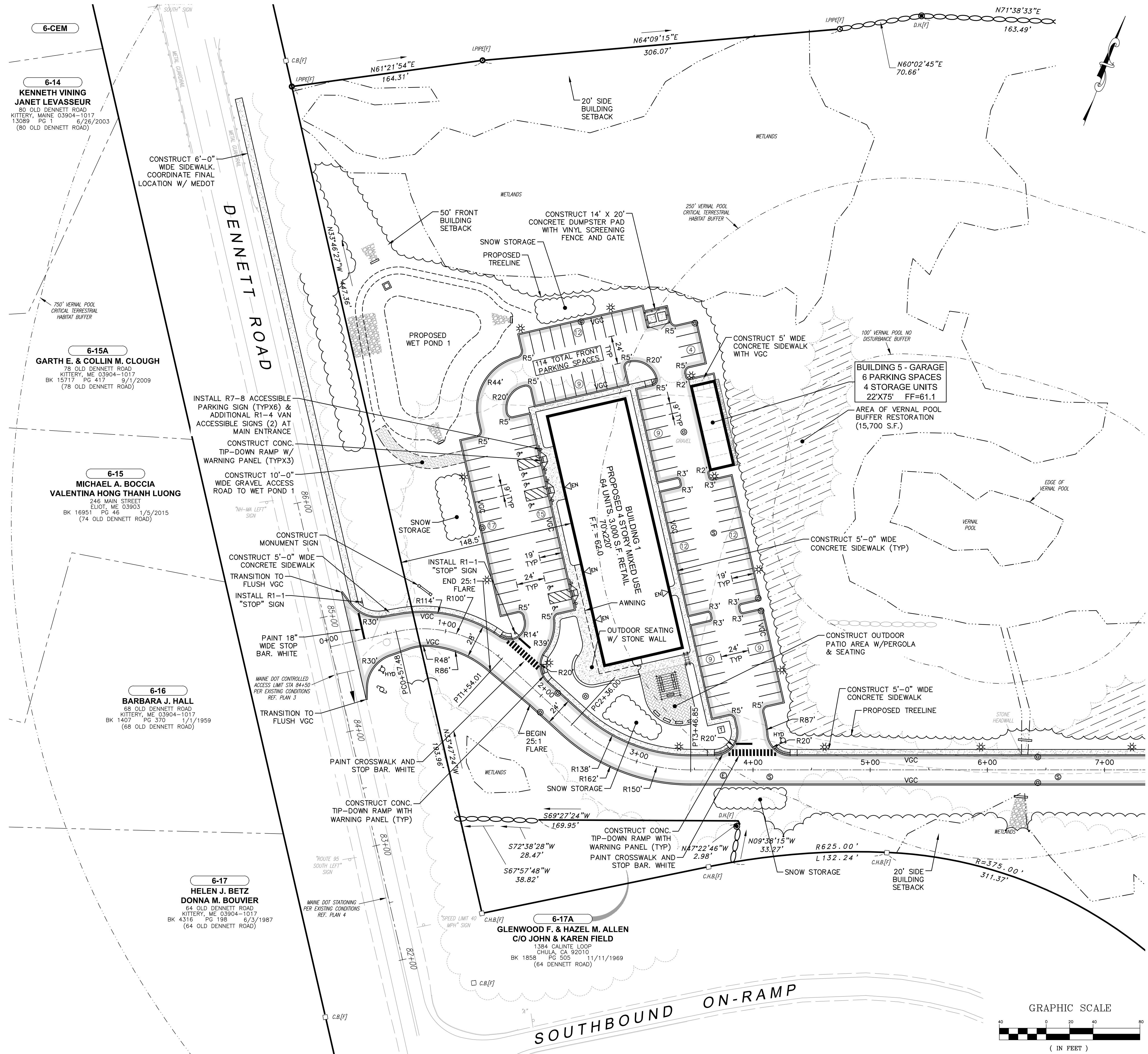
- REFER TO DWG C2 FOR NOTES, ABBREVIATIONS AND LEGEND.
- REFER TO DWG C4 FOR OVERALL SITE PLAN, SITE CALCULATIONS AND DIMENSIONAL REQUIREMENTS.
- REFER TO DWGS C19-C25 FOR CONSTRUCTION DETAILS.
- THERE ARE NO SETBACKS FOR THE NON-SIGNIFICANT FORESTED WETLANDS.
- THE LOCATION OF PROPOSED BUILDING ENTRANCES ARE APPROXIMATE AND SHALL BE COORDINATED WITH THE ARCHITECTURAL PLANS.
- COORDINATE ALL WORK ADJACENT TO THE PROPOSED BUILDING WITH THE ARCHITECTURAL DRAWINGS.
- ALL CURBING ONSITE SHALL BE VERTICAL GRANITE.
- THE CONTRACTOR SHALL INSTALL DETECTABLE WARNING PANELS ON ALL TIP-DOWN RAMPS LOCATED WITHIN THE SUBJECT PARCEL.

**DIMENSIONAL REQUIREMENTS (MU-N)**

REGULATION	REQUIREMENT	PROVIDED
MIN. LOT AREA:	20,000 S.F.	23,34± AC.
MIN. LOT AREA FOR 303 UNITS:	797,500 S.F.	866,732 S.F.
MIN. STREET FRONTAGE:	75 FT	641.6 FT
MIN. FRONT SETBACK:	50 FT	148.5 FT
MIN. SIDE SETBACK:	20 FT	81.5 FT
MIN. REAR SETBACK:	20 FT	85.5 FT
MIN. SPACE BETWEEN BUILDINGS	15 FT	37.5 FT
MAX. BUILDING HEIGHT:	50 FT	50 FT
MAX. IMPERVIOUS COVER:	70% (711,491 S.F.)	26.5% (269,590 S.F.)
MIN. OPEN SPACE	25% (254,104 S.F.)	73.5% (746,877 S.F.)
PARKING:	356 SPACES	401 SPACES
ACCESSIBLE PARKING:	12 SPACES	14 SPACES
VAN ACCESSIBLE PARKING:	2 SPACES	6 SPACES
STALL DIMENSIONS:	9X19 FT	9X19 FT
aisle width (90° PARKING):	24 FT	24 FT

**SITE DATA**

- APPLICANT: AZTEC, LLC  
62 PORTLAND ROAD, SUITE 25  
KENNEBUNK, ME 04043
- LOT/OWNER INFORMATION:
  - TAX MAP LOT 6-15B  
13.29± ACRES  
76 DENNETT ROAD  
SAIL AWAY, LLC  
12 ROSEBERRY LANE  
KITTERY, ME 03904
  - TAX MAP LOT 6-16A  
4.99± ACRES  
70 DENNETT ROAD  
PISCATAQUA REALTY, LLC  
WILLIAM J CULLEN  
12 ROSEBERRY LANE  
KITTERY, ME 03904
  - TAX MAP LOT 13-4  
5.06± ACRES  
DENNETT ROAD  
WILLIAM J CULLEN  
12 ROSEBERRY LANE  
KITTERY, ME 03904
- ZONING: MIXED USE-NEIGHBORHOOD (MU-N)
- TOTAL LOT AREA: 1,016,467± S.F. (23.33± AC.)
- TOTAL UPLAND AREA: 716,997± S.F. (16.46± AC.)
- TOTAL WETLAND AREA: 299,470± S.F. (6.88± AC.)
- DISTURBED AREA:
  - IN ROW = 20,600± S.F. (0.5± AC.)
  - ONSITE = 495,000± S.F. (11.3± AC.)
  - TOTAL = 515,600± S.F. (11.8± AC.)
- DEVELOPED AREA:
  - IN ROW = 13,610± S.F. (0.3± ACRES)
  - ONSITE = 412,880± S.F. (9.5± ACRES)
  - TOTAL = 426,490± S.F. (9.8± ACRES)
- ACCESSIBLE PARKING:
  - FRONT 114 SPACES  
101 TO 150 = 5 REQ'D
  - REAR 287 SPACES  
201 TO 300 SPACES = 7 REQ'D
  - TOTAL = 5+7 = 12 SPACES REQ'D
- VAN ACCESSIBLE: 1 PER 6 OF TOTAL. 12/6 = 2 REQ'D
- INTERSECTION SITE DISTANCE:
  - REQUIRED = 445 FT
  - PROVIDED = >1,000 FT
- SITE ENTRANCE: DESIGNED TO ACCOMMODATE A WB-40



NO.	DATE	REVISION DESCRIPTION
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4	06/20/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN

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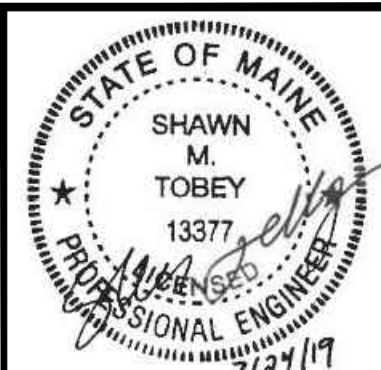
**Hoyle, Tanner & Associates, Inc.**  
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DESIGNED BY: SMT  
DRAWN BY: SMT  
CHECKED BY: WRD  
SCALE: AS SHOWN  
ORIGINAL DATE: JUNE 20, 2019

APPLICANT: AZTEC, LLC  
62 PORTLAND ROAD, SUITE 25  
KENNEBUNK, ME 04043

PROJECT: PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT  
TAX MAP LOTS 6-15B, 6-16A & 13-4  
76 DENNETT ROAD, KITTERY, ME 03904

FRONT SITE PLAN  
**C8**  
PROJECT NO. 569200  
SHEET 8 OF 25



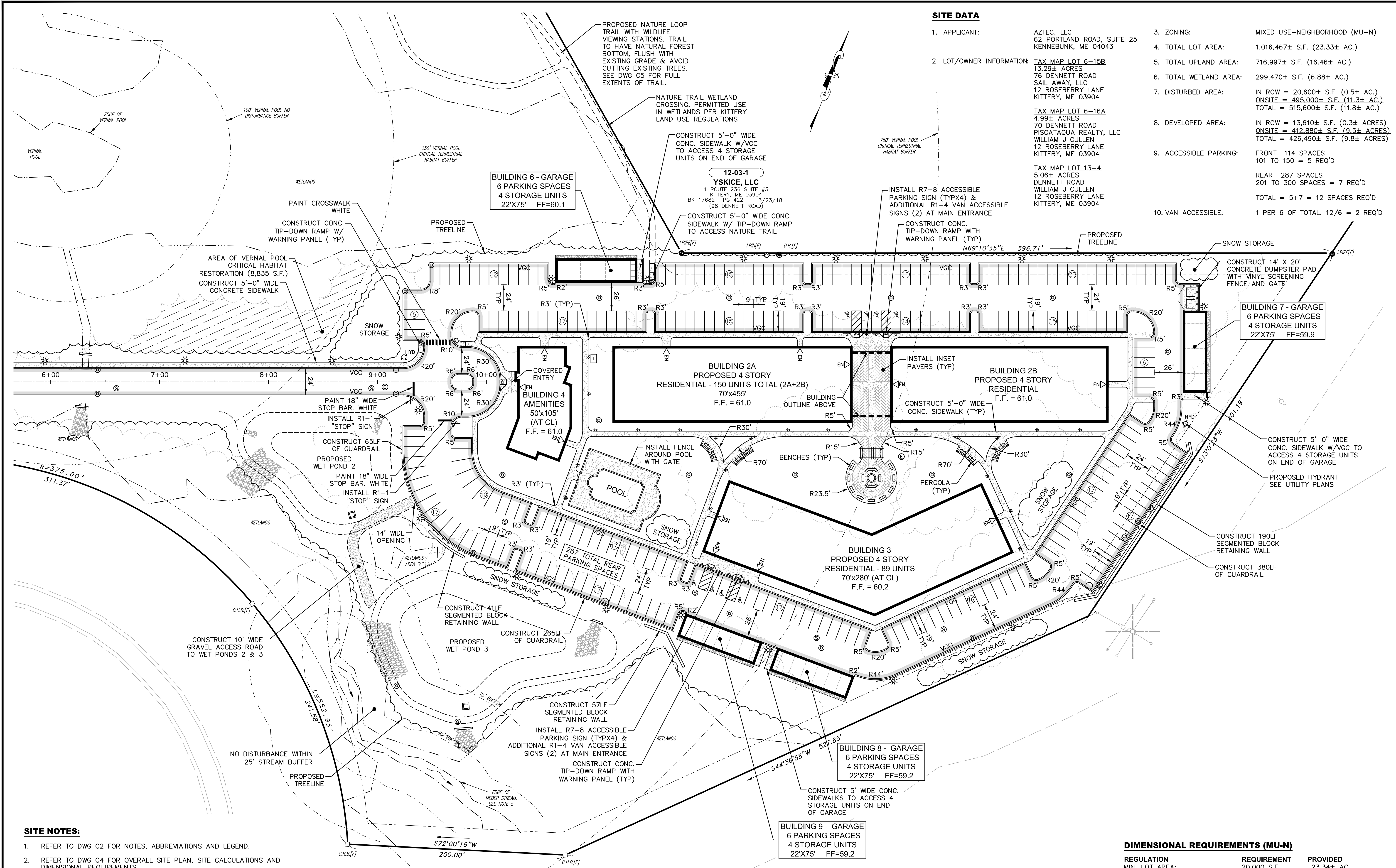
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NO.	DATE	REVISION DESCRIPTION
1	JUNE 20, 2019	AS SHOWN
2		DESIGNED BY SMT
3		DRAWN BY SMT
4		CHECKED BY WRD

APPLICANT	AZTEC, LLC 62 PORTLAND ROAD, SUITE 25 KENNEBUNK, ME 04043
PROJECT	PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT TAX MAP LOTS 6-15B, 6-16A & 13-4 76 DENNETT ROAD, KITTERY, ME 03904
SCALE:	AS SHOWN
ORIGINAL DATE:	JUNE 20, 2019
DESIGNED BY:	SMT
DRAWN BY:	SMT
CHECKED BY:	WRD

**SITE DATA**

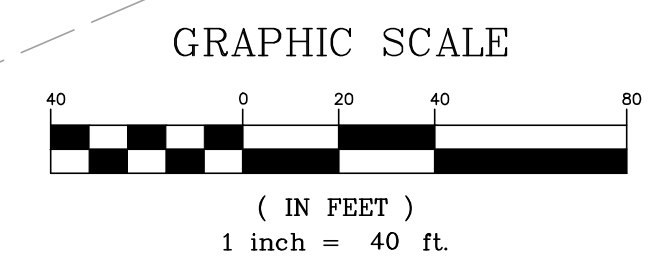
- APPLICANT: AZTEC, LLC  
62 PORTLAND ROAD, SUITE 25  
KENNEBUNK, ME 04043
- LOT/OWNER INFORMATION: TAX MAP LOT 6-15B  
13.29± ACRES  
76 DENNETT ROAD  
SAIL AWAY, LLC  
12 ROSEBERRY LANE  
KITTERY, ME 03904  
  
TAX MAP LOT 6-16A  
4.99± ACRES  
70 DENNETT ROAD  
PISCATAQUA REALTY, LLC  
WILLIAM J CULLEN  
12 ROSEBERRY LANE  
KITTERY, ME 03904  
  
TAX MAP LOT 13-4  
5.06± ACRES  
DENNETT ROAD  
WILLIAM J CULLEN  
12 ROSEBERRY LANE  
KITTERY, ME 03904
- ZONING: MIXED USE-NEIGHBORHOOD (MU-N)
- TOTAL LOT AREA: 1,016,467± S.F. (23.33± AC.)
- TOTAL UPLAND AREA: 716,997± S.F. (16.46± AC.)
- TOTAL WETLAND AREA: 299,470± S.F. (6.88± AC.)
- DISTURBED AREA: IN ROW = 20,600± S.F. (0.5± AC.)  
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TOTAL = 515,600± S.F. (11.8± AC.)
- DEVELOPED AREA: IN ROW = 13,610± S.F. (0.3± ACRES)  
ONSITE = 412,880± S.F. (9.5± ACRES)  
TOTAL = 426,490± S.F. (9.8± ACRES)
- ACCESSIBLE PARKING: FRONT 114 SPACES  
101 TO 150 = 5 REQ'D  
  
REAR 287 SPACES  
201 TO 300 SPACES = 7 REQ'D  
  
TOTAL = 5+7 = 12 SPACES REQ'D
- VAN ACCESSIBLE: 1 PER 6 OF TOTAL, 12/6 = 2 REQ'D



- SITE NOTES:**
- REFER TO DWG C2 FOR NOTES, ABBREVIATIONS AND LEGEND.
  - REFER TO DWG C4 FOR OVERALL SITE PLAN, SITE CALCULATIONS AND DIMENSIONAL REQUIREMENTS.
  - REFER TO DWGS C19-C25 FOR CONSTRUCTION DETAILS.
  - THERE ARE NO SETBACKS FOR THE NON-SIGNIFICANT FORESTED WETLANDS.
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  - COORDINATE ALL WORK ADJACENT TO THE PROPOSED BUILDING WITH THE ARCHITECTURAL DRAWINGS.
  - ALL CURBING ONSITE SHALL BE VERTICAL GRANITE.
  - THE CONTRACTOR SHALL INSTALL DETECTABLE WARNING PANELS ON ALL TIP-DOWN RAMPS LOCATED WITHIN THE SUBJECT PARCEL.

**DIMENSIONAL REQUIREMENTS (MU-N)**

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MIN. REAR SETBACK:	20 FT	85.5 FT
MIN. SPACE BETWEEN BUILDINGS:	15 FT	37.5 FT
MAX. BUILDING HEIGHT:	50 FT	50 FT
MAX. IMPERVIOUS COVER:	70% (711,491 S.F.)	26.5% (269,590 S.F.)
MIN. OPEN SPACE:	25% (254,104 S.F.)	73.5% (746,877 S.F.)
PARKING:	356 SPACES	401 SPACES
ACCESSIBLE PARKING:	12 SPACES	14 SPACES
VAN ACCESSIBLE PARKING:	2 SPACES	6 SPACES
STALL DIMENSIONS:	9X19 FT	9X19 FT
AISE WIDTH (90° PARKING):	24 FT	24 FT



MAINE TURNPIKE I-95

**GRADING & DRAINAGE NOTES:**

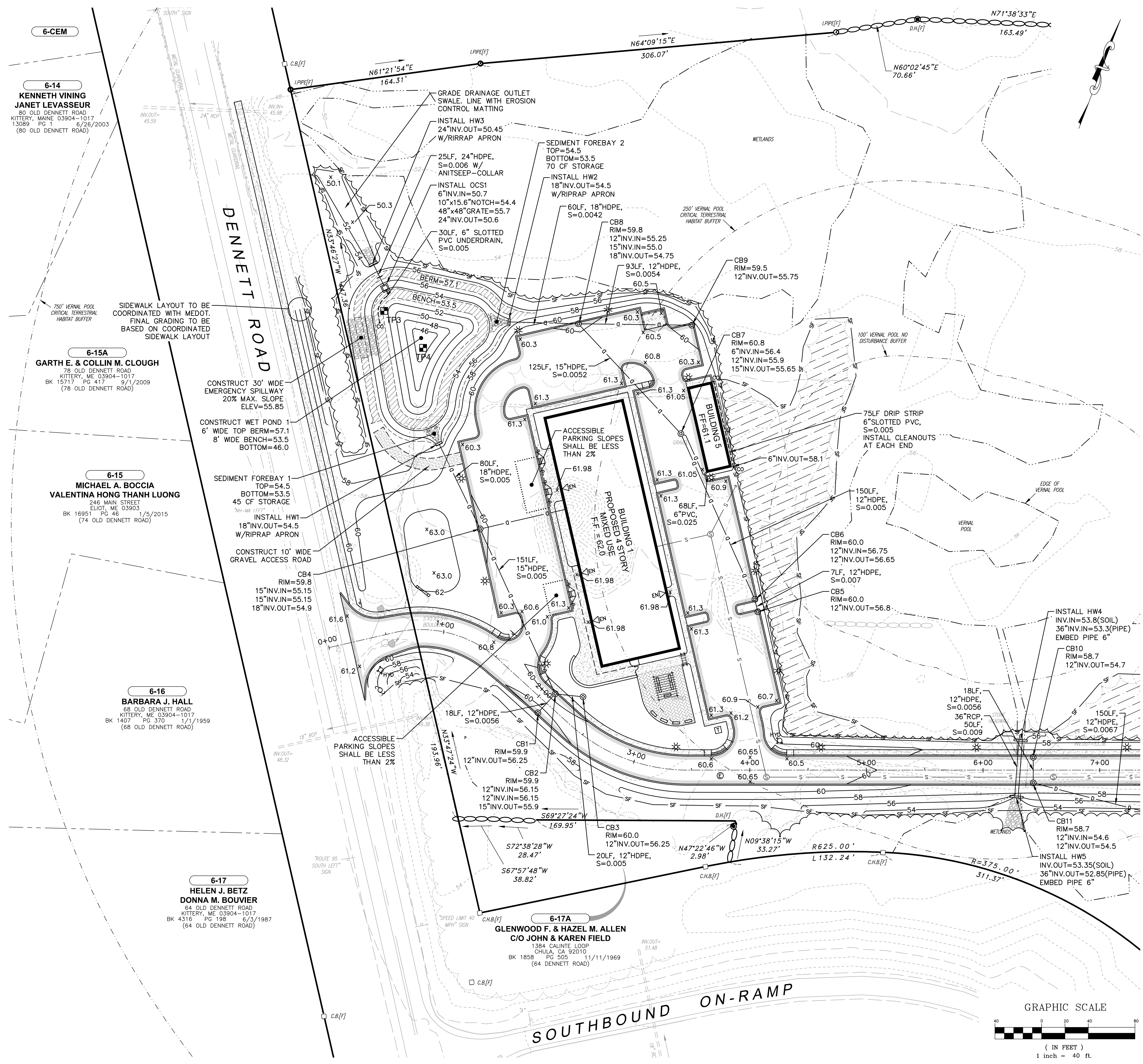
- REFER TO DWG C2 FOR NOTES, ABBREVIATIONS AND LEGEND.
- REFER TO DWG C6-C7 FOR ADDITIONAL EROSION CONTROL MEASURES.
- REFER TO DWGS C19-C25 FOR CONSTRUCTION DETAILS.
- CONSTRUCTION SHALL MEET ALL CONDITIONS OF THE MAINE DEP SITE LOCATION OF DEVELOPMENT PERMIT.
- ALL DRAINAGE STRUCTURES HAVE AN INTERNAL DIAMETER OF 4'-0" UNLESS OTHERWISE SPECIFIED ON THE PLANS.
- INSTALL INLET PROTECTION ON ALL PROPOSED CATCH BASINS AFTER INSTALLATION. REMOVE WHEN CONSTRUCTION IS COMPLETED.
- THE LOCATION OF PROPOSED BUILDING ENTRANCES ARE APPROXIMATE AND SHALL BE COORDINATED WITH THE ARCHITECTURAL PLANS.
- ACCESSIBLE PARKING STALLS HAVE SLOPES LESS THAN 2% IN ALL DIRECTIONS.
- TEST PIT DATA IS BASED ON FIELD OBSERVATIONS FOR LEDGE AND APPROXIMATE SEASONAL HIGH WATER FROM PITS DUG ON MAY 16, 2019 AND MAY 27, 2019.
- REFER TO DRAINAGE NARRATIVE FOR TEST PIT LOGS AND DETAILED WET POND CALCULATIONS.

**WETPOND NOTE:**

- THE APPLICANT SHALL RETAIN A PROFESSIONAL ENGINEER TO PROVIDE THE ENGINEERING OVERSIGHT SERVICES FOR THE WETPOND CONSTRUCTION. THE ENGINEER SHALL INSPECT THE EMBANKMENT FOUNDATION PREPARATION, THE PLACEMENT OF THE EMBANKMENT FILL, THE CONSTRUCTION OF THE UNDERDRAINED GRAVEL TRENCH OUTLET, THE INSTALLATION OF THE OUTLET CONTROL STRUCTURE, AND THE CONSTRUCTION OF THE EMERGENCY SPILLWAY. ALL SOIL AND AGGREGATE USED FOR THE CONSTRUCTION OF THE WETPOND'S IMPOUNDMENT EMBANKMENT AND THE UNDERDRAINED GRAVEL TRENCH OUTLET MUST BE CONFIRMED BY TESTING. THE CONTRACTOR SHALL ENSURE THAT THE SAMPLING AND TESTING OF THESE MATERIALS ARE COMPLETE AND APPROVED BY THE ENGINEER BEFORE THE FILL OR AGGREGATE IS PLACED. ONCE THE WETPOND IS CONSTRUCTED AND STABILIZED, THE INSPECTING ENGINEER WILL NOTIFY THE DEPARTMENT IN WRITING WITHIN 30 DAYS. ACCOMPANYING THE ENGINEER'S NOTIFICATION MUST BE A COPY OF THE TEST RESULTS FOR ANY SOIL FILL OR AGGREGATE MATERIALS USED IN THE CONSTRUCTION OF THE WETPOND AND A LOG OF THE ENGINEER'S INSPECTIONS GIVING THE DATE OF EACH INSPECTION, THE TIME OF EACH INSPECTION, AND THE ITEMS INSPECTED ON EACH VISIT.

**WET POND 1 DATA:**

REGULATION	REQUIREMENT	PROVIDED
PERMANENT POOL VOLUME:	13,379 CF	18,313 CF
PERM. POOL AVERAGE DEPTH:	3.0 FT	3.09 FT
CHANNEL PROTECTION VOLUME:	6,689 CF	7,507 CF
LENGTH TO WIDTH RATIO	2:1	2:1
SEDIMENT FOREBAY 1 CAPACITY:	16 CF	45 CF
SEDIMENT FOREBAY 2 CAPACITY:	38 CF	70 CF
UNDERDRAIN LENGTH:	23 FT	30 FT



**6-CEM**  
KENNETH VINING  
JANET LEVASSEUR  
80 OLD DENNETT ROAD  
KITTERY, MAINE 03904-1017  
13089 PG 1 6/26/2003  
(80 OLD DENNETT ROAD)

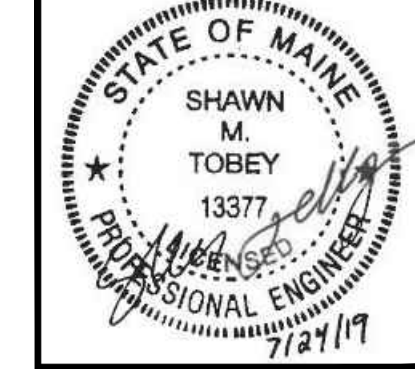
**6-15A**  
GARTH E. & COLLIN M. CLOUGH  
78 OLD DENNETT ROAD  
KITTERY, ME 03904-1017  
BK 15717 PG 417 9/12/2009  
(78 OLD DENNETT ROAD)

**6-15**  
MICHAEL A. BOCCIA  
VALENTINA HONG THANH LUONG  
246 MAIN STREET  
ELIOT, ME 03903  
BK 16951 PG 46 1/5/2015  
(74 OLD DENNETT ROAD)

**6-16**  
BARBARA J. HALL  
68 OLD DENNETT ROAD  
KITTERY, ME 03904-1017  
BK 1407 PG 370 1/1/1959  
(68 OLD DENNETT ROAD)

**6-17**  
HELEN J. BETZ  
DONNA M. BOUVIER  
64 OLD DENNETT ROAD  
KITTERY, ME 03904-1017  
BK 4316 PG 198 6/3/1987  
(64 OLD DENNETT ROAD)

**6-17A**  
GLENWOOD F. & HAZEL M. ALLEN  
C/O JOHN & KAREN FIELD  
1384 CALANTE LOOP  
CHULA, CA 92010  
BK 1858 PG 505 11/11/1969  
(64 DENNETT ROAD)



NO.	DATE	REVISION DESCRIPTION
1	07/24/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN APPROVAL
2	07/02/19	ISSUED FOR MAINE DOT TRAFFIC BOARD - PRELIMINARY PLAN
3	06/20/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN

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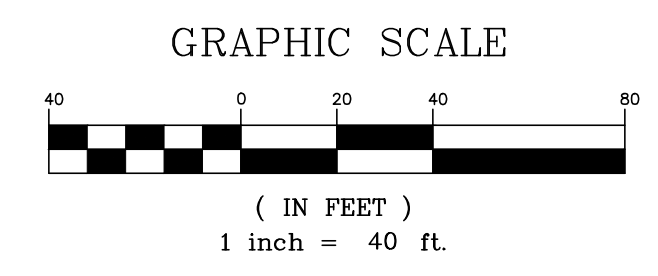
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CHECKED BY: WRD  
DRAWN BY: SMT

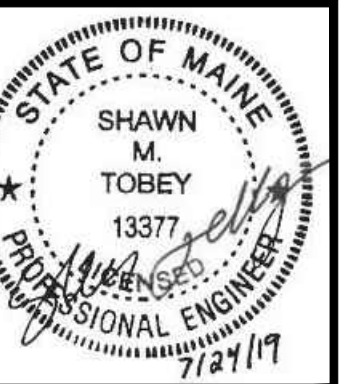
SCALE: AS SHOWN  
ORIGINAL DATE: JUNE 20, 2019

APPLICANT: AZTEC, LLC  
62 PORTLAND ROAD, SUITE 25  
KENNEBUNK, ME 04043

PROJECT: PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT  
TAX MAP LOTS 6-195, 6-16A & 13-4  
76 DENNETT ROAD, KITTERY, ME 03904

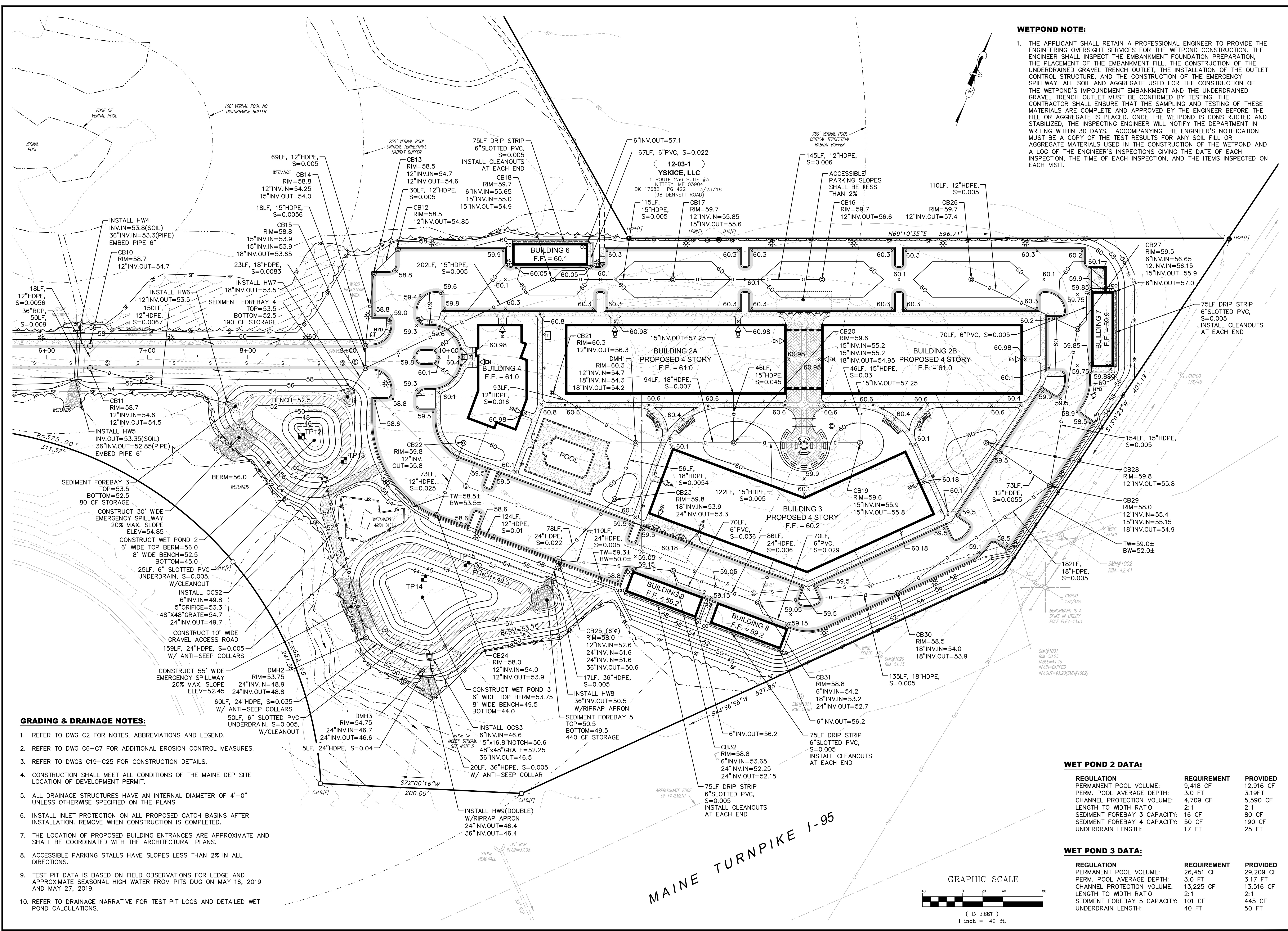
FRONT GRADING & DRAINAGE PLAN  
**C10**  
PROJECT NO. 569200  
SHEET 10 OF 25





**WETPOND NOTE:**

1. THE APPLICANT SHALL RETAIN A PROFESSIONAL ENGINEER TO PROVIDE THE ENGINEERING OVERSIGHT SERVICES FOR THE WETPOND CONSTRUCTION. THE ENGINEER SHALL INSPECT THE EMBANKMENT FOUNDATION PREPARATION, THE PLACEMENT OF THE EMBANKMENT FILL, THE CONSTRUCTION OF THE UNDERDRAINED GRAVEL TRENCH OUTLET, THE INSTALLATION OF THE OUTLET CONTROL STRUCTURE, AND THE CONSTRUCTION OF THE EMERGENCY SPILLWAY. ALL SOIL AND AGGREGATE USED FOR THE CONSTRUCTION OF THE WETPOND'S IMPOUNDMENT EMBANKMENT AND THE UNDERDRAINED GRAVEL TRENCH OUTLET MUST BE CONFIRMED BY TESTING. THE CONTRACTOR SHALL ENSURE THAT THE SAMPLING AND TESTING OF THESE MATERIALS ARE COMPLETE AND APPROVED BY THE ENGINEER BEFORE THE FILL OR AGGREGATE IS PLACED. ONCE THE WETPOND IS CONSTRUCTED AND STABILIZED, THE INSPECTING ENGINEER WILL NOTIFY THE DEPARTMENT IN WRITING WITHIN 30 DAYS. ACCOMPANYING THE ENGINEER'S NOTIFICATION MUST BE A COPY OF THE TEST RESULTS FOR ANY SOIL FILL OR AGGREGATE MATERIALS USED IN THE CONSTRUCTION OF THE WETPOND AND A LOG OF THE ENGINEER'S INSPECTIONS GIVING THE DATE OF EACH INSPECTION, THE TIME OF EACH INSPECTION, AND THE ITEMS INSPECTED ON EACH VISIT.



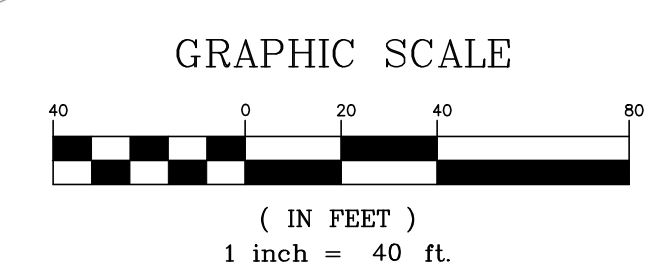
- GRADING & DRAINAGE NOTES:**
1. REFER TO DWG C2 FOR NOTES, ABBREVIATIONS AND LEGEND.
  2. REFER TO DWG C6-C7 FOR ADDITIONAL EROSION CONTROL MEASURES.
  3. REFER TO DWGS C19-C25 FOR CONSTRUCTION DETAILS.
  4. CONSTRUCTION SHALL MEET ALL CONDITIONS OF THE MAINE DEP SITE LOCATION OF DEVELOPMENT PERMIT.
  5. ALL DRAINAGE STRUCTURES HAVE AN INTERNAL DIAMETER OF 4'-0" UNLESS OTHERWISE SPECIFIED ON THE PLANS.
  6. INSTALL INLET PROTECTION ON ALL PROPOSED CATCH BASINS AFTER INSTALLATION. REMOVE WHEN CONSTRUCTION IS COMPLETED.
  7. THE LOCATION OF PROPOSED BUILDING ENTRANCES ARE APPROXIMATE AND SHALL BE COORDINATED WITH THE ARCHITECTURAL PLANS.
  8. ACCESSIBLE PARKING STALLS HAVE SLOPES LESS THAN 2% IN ALL DIRECTIONS.
  9. TEST PIT DATA IS BASED ON FIELD OBSERVATIONS FOR LEDGE AND APPROXIMATE SEASONAL HIGH WATER FROM PITS DUG ON MAY 16, 2019 AND MAY 27, 2019.
  10. REFER TO DRAINAGE NARRATIVE FOR TEST PIT LOGS AND DETAILED WET POND CALCULATIONS.

**WET POND 2 DATA:**

REGULATION	REQUIREMENT	PROVIDED
PERMANENT POOL VOLUME:	9,418 CF	12,916 CF
PERM. POOL AVERAGE DEPTH:	3.0 FT	3.19FT
CHANNEL PROTECTION VOLUME:	4,709 CF	5,590 CF
LENGTH TO WIDTH RATIO	2:1	2:1
SEDIMENT FOREBAY 3 CAPACITY:	16 CF	80 CF
SEDIMENT FOREBAY 4 CAPACITY:	50 CF	190 CF
UNDERDRAIN LENGTH:	17 FT	25 FT

**WET POND 3 DATA:**

REGULATION	REQUIREMENT	PROVIDED
PERMANENT POOL VOLUME:	26,451 CF	29,209 CF
PERM. POOL AVERAGE DEPTH:	3.0 FT	3.17 FT
CHANNEL PROTECTION VOLUME:	13,225 CF	13,516 CF
LENGTH TO WIDTH RATIO	2:1	2:1
SEDIMENT FOREBAY 3 CAPACITY:	101 CF	445 CF
UNDERDRAIN LENGTH:	40 FT	50 FT



NO.	DATE	REVISION
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3	06/20/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN

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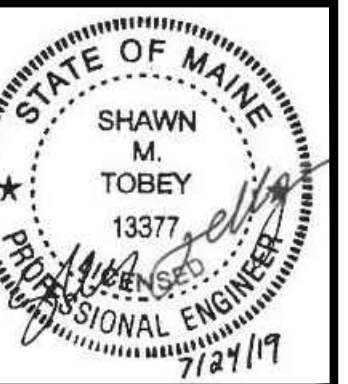
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 Tel (603) 431-2520 Fax (603) 431-8067 Web: www.hoyletanner.com  
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DESIGNED BY: SMT  
 CHECKED BY: WRD  
 DRAWN BY: SMT  
 ORIGINAL DATE: JUNE 20, 2019  
 SCALE: AS SHOWN

APPLICANT: AZTEC, LLC  
 62 PORTLAND ROAD, SUITE 25  
 KENNEBUNK, ME 04043

PROJECT: PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT  
 TAX MAP LOTS 6-15B, 6-16A & 13-4  
 76 DENNETT ROAD, KITTERY, ME 03904

REAR GRADING & DRAINAGE PLAN  
**C11**  
 PROJECT NO. 569200  
 SHEET 11 OF 25



NO.	DATE	REVISION
1	07/24/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN APPROVAL
2	07/02/19	ISSUED FOR MAINE DOT TRAFFIC MOVEMENT PERMIT (TMP)
3	06/20/19	ISSUED FOR KITTERY TRAINING BOARD - PRELIMINARY PLAN

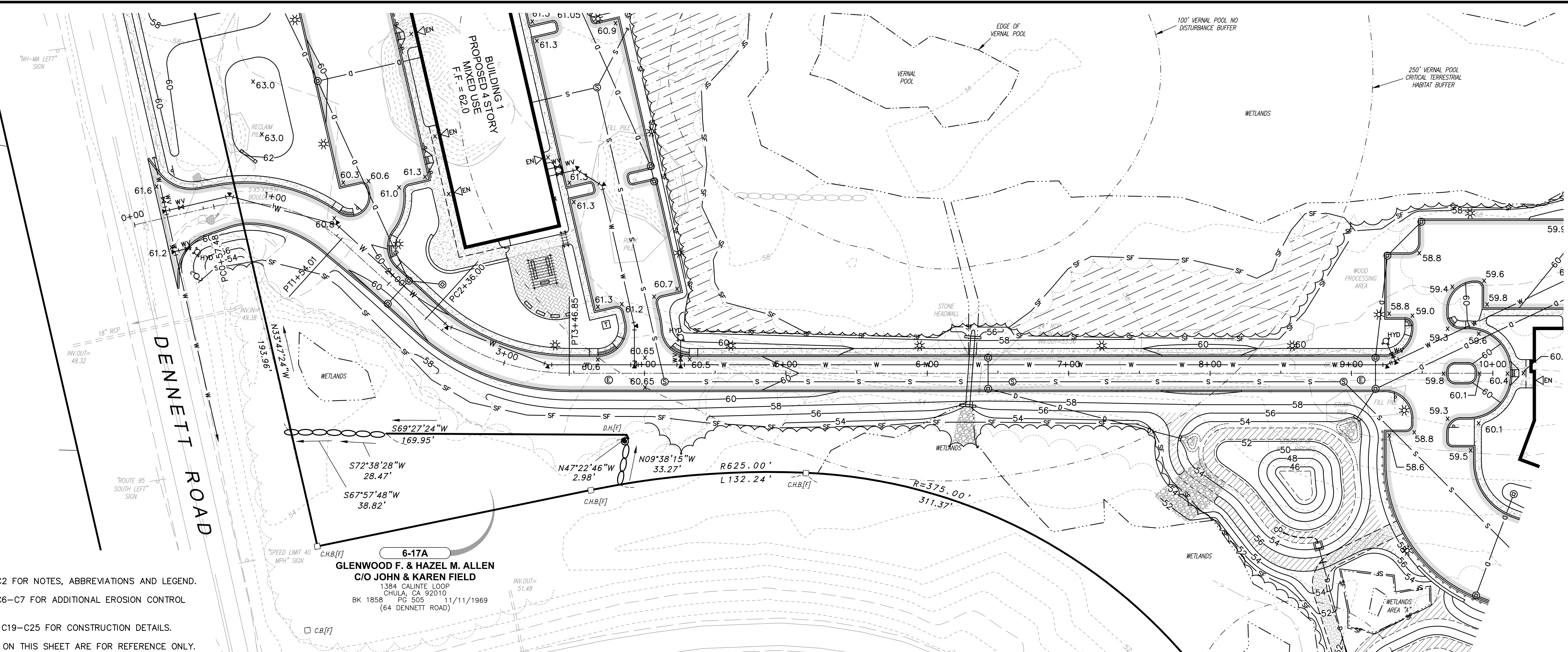
BY	DATE	DESCRIPTION
WRD		CHECKED BY
SMT		DRAWN BY
SMT		DESIGNED BY
AS SHOWN	JUNE 20, 2019	ORIGINAL DATE

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**APPLICANT:** AZTEC, LLC  
 62 PORTLAND ROAD, SUITE 25  
 KENNEBUNK, ME 04043

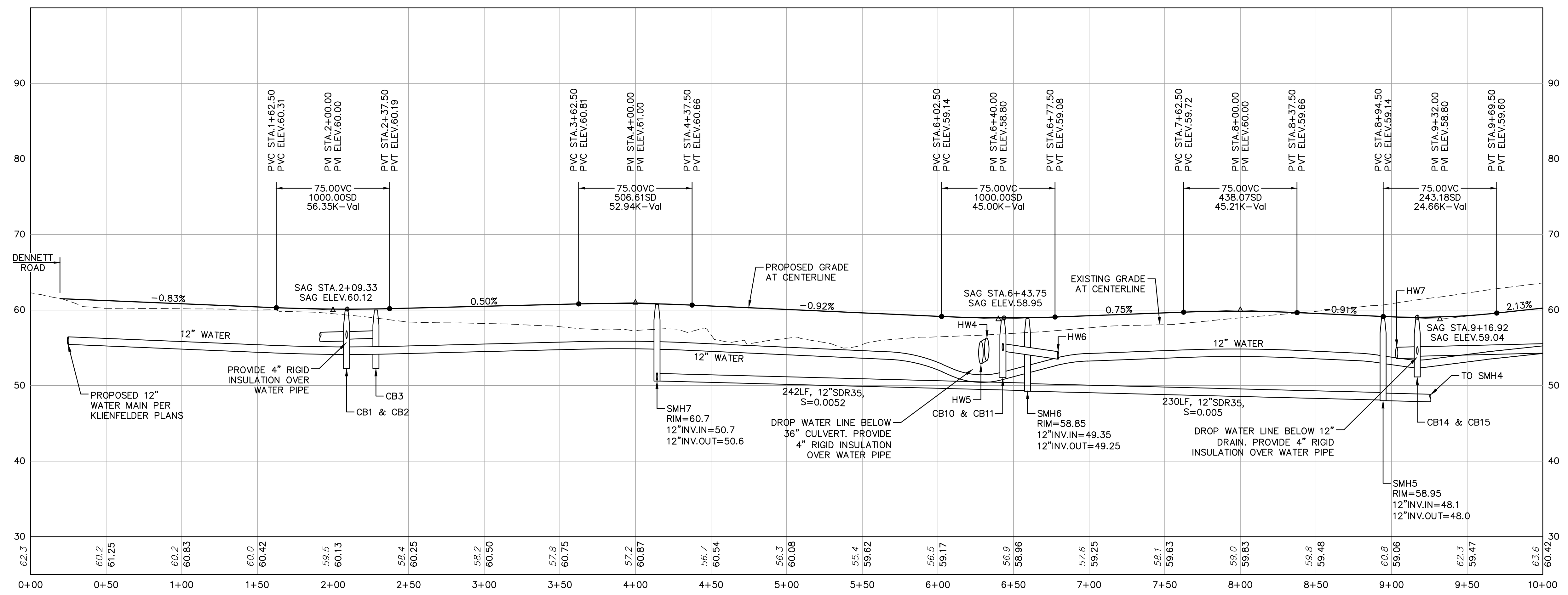
**PROJECT:** PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT  
 TAX MAP LOTS 6-15B, 6-16A & T3-4  
 76 DENNETT ROAD, KITTERY, ME 03904

**ROADWAY PLAN & PROFILE**  
**C12**  
 PROJECT NO. 569200  
 SHEET 12 OF 25

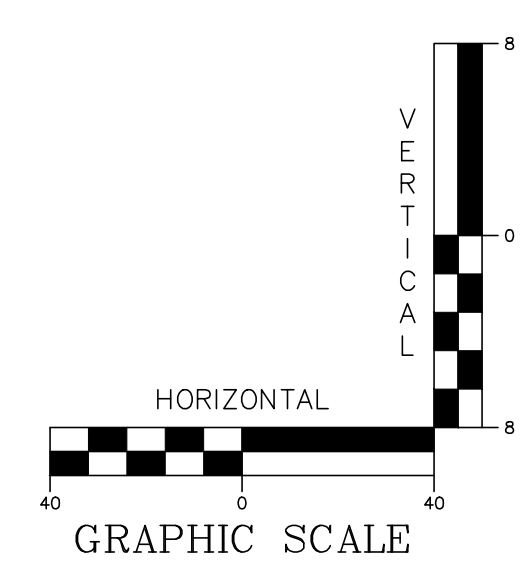


**SITE ROADWAY PLAN - STA 0+00 TO STA 10+00**  
 SCALE: 1" = 40'

- NOTES:**
- REFER TO DWG C2 FOR NOTES, ABBREVIATIONS AND LEGEND.
  - REFER TO DWG C6-C7 FOR ADDITIONAL EROSION CONTROL MEASURES.
  - REFER TO DWGS C19-C25 FOR CONSTRUCTION DETAILS.
  - UTILITIES SHOWN ON THIS SHEET ARE FOR REFERENCE ONLY. REFER TO DRAINAGE AND UTILITY PLANS FOR CONSTRUCTION INFORMATION.



**SITE ROADWAY PROFILE - STA 0+00 TO STA 10+00**  
 SCALE: HORIZONTAL 1" = 40' VERTICAL 1" = 8'



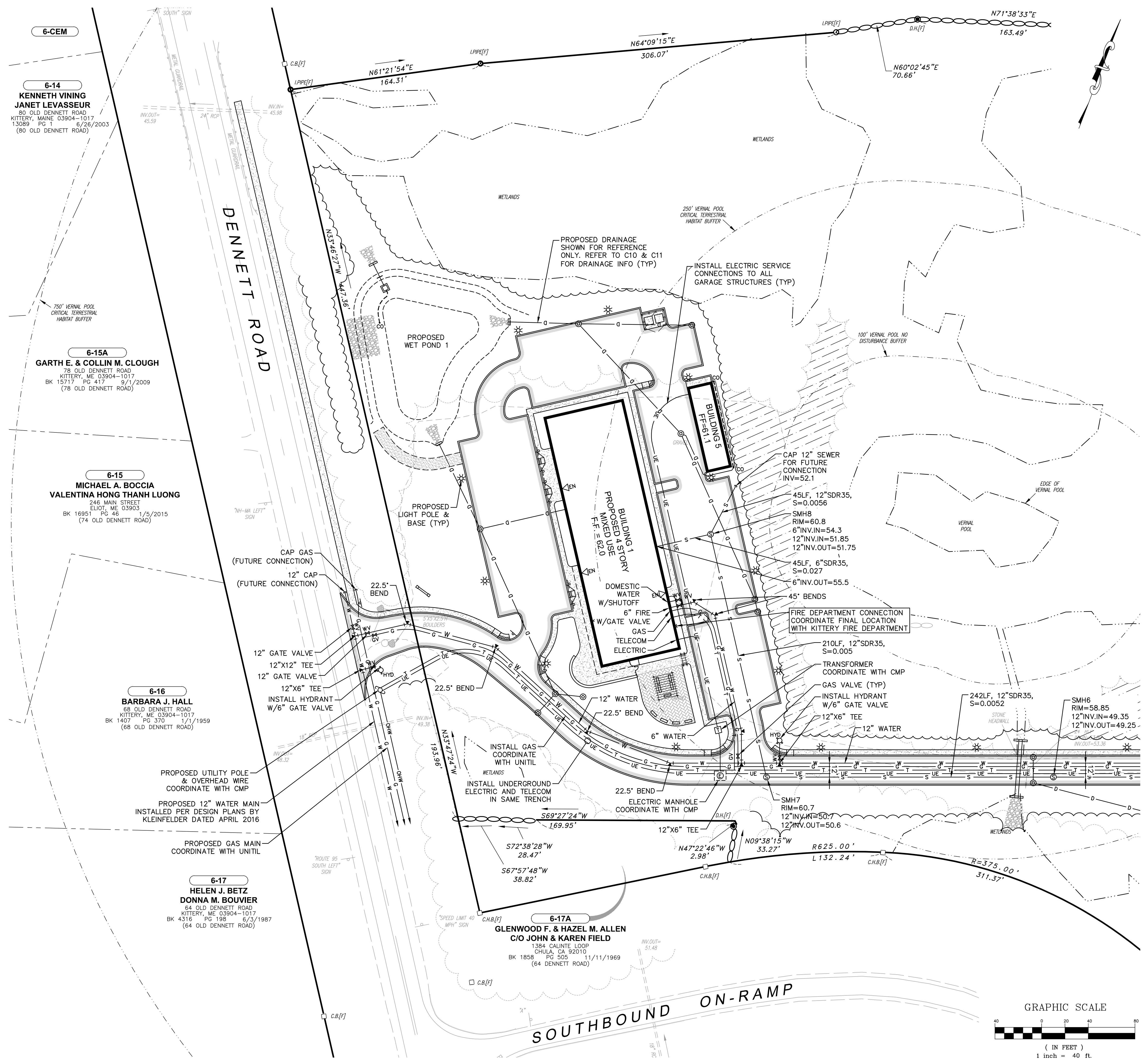


**UTILITY NOTES:**

- REFER TO DWG C2 FOR NOTES, ABBREVIATIONS AND LEGEND.
- REFER TO DWGS C19-C25 FOR CONSTRUCTION DETAILS.
- THE INTENT OF THIS PLAN IS TO SHOW THE GENERAL LOCATION OF PROPOSED SITE UTILITIES. THE CONTRACTOR SHALL COORDINATE WITH ALL PROPOSED UTILITY OWNERS ON INSTALLATION LOCATIONS AND UTILITY SIZES PRIOR TO THE START OF ANY CONSTRUCTION.
- THE DOMESTIC WATER AND FIRE PROTECTION WATER LINE SIZES SHOWN ON THESE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL REFER TO THE MEP PLANS FOR ALL WATER CONNECTIONS PIPE SIZES.
- MEP ENGINEER SHALL TEST/MODEL SYSTEM PRESSURES TO DETERMINE IF PUMPS ON BOTH THE DOMESTIC AND FIRE SERVICES ARE REQUIRED TO PROVIDE ADEQUATE WATER PRESSURE DUE TO THE ELEVATION OF THE PROPERTY AND THE ELEVATION OF THE TOP FLOOR OF THE BUILDINGS.
- THE BUILDING SEWER SERVICE PIPE SIZES SHOWN ON THESE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL REFER TO THE MEP PLANS FOR ALL BUILDING SEWER SERVICE PIPE SIZES.
- THE UNDERGROUND ELECTRICAL LINES, MANHOLES AND TRANSFORMERS SHOWN ON THIS PLAN ARE APPROXIMATE LOCATIONS. THE CONTRACTOR SHALL COORDINATE THE ELECTRIC LAYOUT WITH CENTRAL MAINE POWER (CMP) PRIOR TO ANY INSTALLATION.
- THE CONTRACTOR SHALL COORDINATE THE SIZE AND NUMBER OF PIPES FOR ALL ELECTRIC AND TELECOM DUCT BANKS WITH THE UTILITY OWNERS. THE DUCTBANKS SHALL BE ENCASED IN CONCRETE IF REQUIRED BY THE UTILITY OWNERS.
- THE CONTRACTOR SHALL COORDINATE ALL GAS INSTALLATION WORK WITH UNITIL.
- COORDINATE LIGHT POLE BASE LOCATIONS, CONDUIT ROUTING, CONDUIT SIZE AND POWER SUPPLY WITH ELECTRICAL ENGINEER.

**FIRE PROTECTION NOTES:**

- BUILDINGS 1, 2A, 2B AND 3 SHALL HAVE FULL FIRE SUPPRESSION SYSTEMS INCLUDING: NFPA 13 SPRINKLER SYSTEM, ALL FLOOR STANDPIPES INCLUDING STANDPIPE SERVICE TO ROOF AREAS, MONITORED FIRE ALARM SYSTEMS AND KNOX BOX SYSTEMS ON EACH BUILDING.
- BUILDING 4 IS RECOMMENDED TO HAVE A NFPA 13 SYSTEM. THE BUILDING SHALL ALSO HAVE A MONITORED ALARM SYSTEM AND KNOX BOX SYSTEM INSTALLED.
- ALL ALARM SYSTEMS SHALL HAVE A MAIN PANEL WITH REMOTE ANNUNCIATORS LOCATED PER THE DIRECTION OF THE FIRE CHIEF.
- THE FINAL LOCATION OF THE FIRE DEPARTMENT CONNECTIONS SHALL BE LOCATED PER THE DIRECTION OF THE FIRE CHIEF.
- DUE TO THE SIZE OF THE BUILDINGS, THE FIRE CHIEF MAY DIRECT THAT MORE THAN ONE KNOX BOX PER BUILDING BE INSTALLED. THESE MAY BE LOCATED AT THE ENTRANCES WHERE REMOTE ANNUNCIATORS ARE INSTALLED. A MASTER KEY FOR ALL DOORS SHALL BE PLACED IN THE KNOX BOXES.
- FINAL PLANS MUST BE SUBMITTED TO THE MAINE FIRE MARSHAL'S OFFICE FOR REVIEW AND APPROVAL



**6-14**  
**KENNETH VINING**  
**JANET LEVASSEUR**  
 80 OLD DENNETT ROAD  
 KITTERY, ME 03904-1017  
 13089 PG 1 6/26/2003  
 (80 OLD DENNETT ROAD)

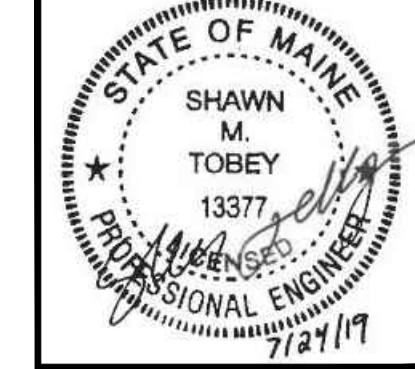
**6-15A**  
**GARTH E. & COLLIN M. CLOUGH**  
 78 OLD DENNETT ROAD  
 KITTERY, ME 03904-1017  
 BK 15717 PG 417 9/12/2009  
 (78 OLD DENNETT ROAD)

**6-15**  
**MICHAEL A. BOCCIA**  
**VALENTINA HONG THANH LUONG**  
 246 MAIN STREET  
 ELIOT, ME 03903  
 BK 16951 PG 46 1/5/2015  
 (74 OLD DENNETT ROAD)

**6-16**  
**BARBARA J. HALL**  
 68 OLD DENNETT ROAD  
 KITTERY, ME 03904-1017  
 BK 1407 PG 370 1/1/1959  
 (68 OLD DENNETT ROAD)

**6-17**  
**HELEN J. BETZ**  
**DONNA M. BOUVIER**  
 64 OLD DENNETT ROAD  
 KITTERY, ME 03904-1017  
 BK 4316 PG 198 6/3/1987  
 (64 OLD DENNETT ROAD)

**6-17A**  
**GLENWOOD F. & HAZEL M. ALLEN**  
**C/O JOHN & KAREN FIELD**  
 1384 CALINTE LOOP  
 CHULA, CA 92010  
 BK 1858 PG 505 11/11/1969  
 (64 DENNETT ROAD)



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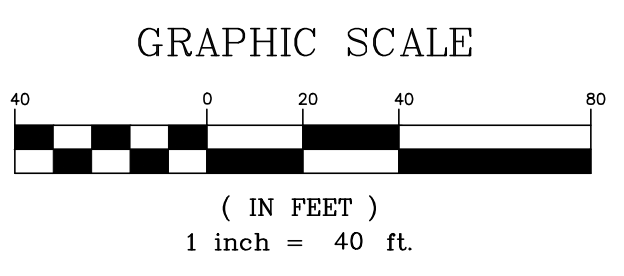
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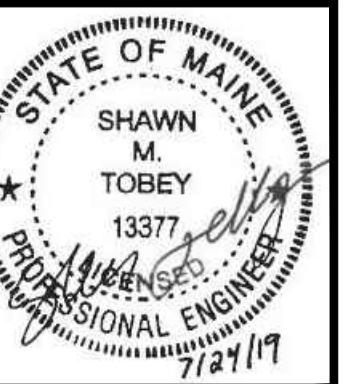
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APPLICANT: AZTEC, LLC  
 62 PORTLAND ROAD, SUITE 25  
 KENNEBUNK, ME 04043

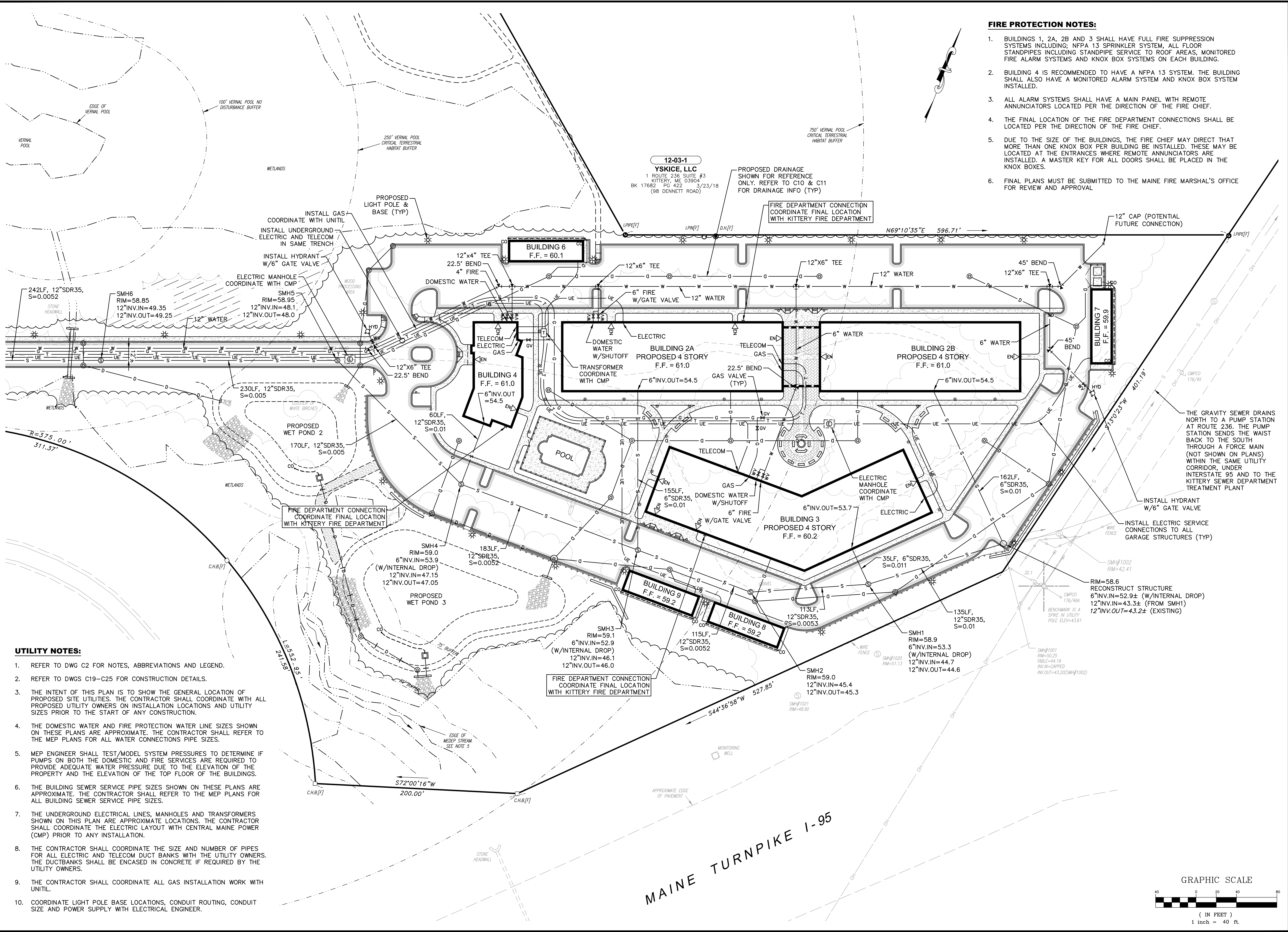
PROJECT: PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT  
 TAX MAP LOTS 6-15B, 6-16A & 13-4  
 76 DENNETT ROAD, KITTERY, ME 03904





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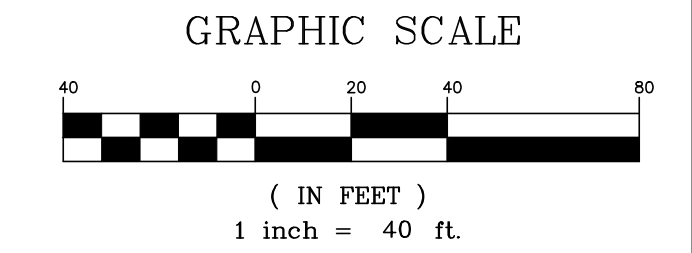
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APPLICANT: AZTEC, LLC  
 62 PORTLAND ROAD, SUITE 25  
 KENNEBUNK, ME 04043

PROJECT: PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT  
 TAX MAP LOTS 6-19B, 6-19A & 13-4  
 76 DENNETT ROAD, KITTERY, ME 03904

REAR UTILITY PLAN  
**C14**  
 PROJECT NO. 569200  
 SHEET 14 OF 25



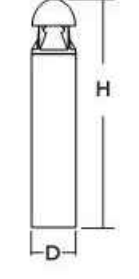
MAINE TURNPIKE I-95



**D-Series LED Bollard**



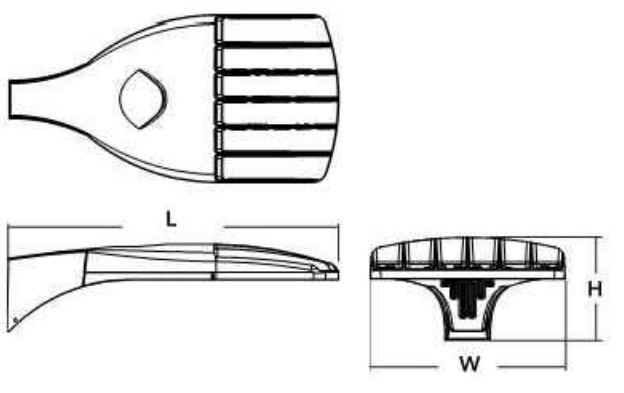
**Specifications**  
 Diameter: 8" Round  
 Height: 42"  
 Weight (max): 27 lbs



**D-Series Size 0 LED Area Luminaire**



**Specifications**  
 EPA: 0.95 ft  
 Length: 26"  
 Width: 13"  
 Height: 7"  
 Weight (max): 16 lbs

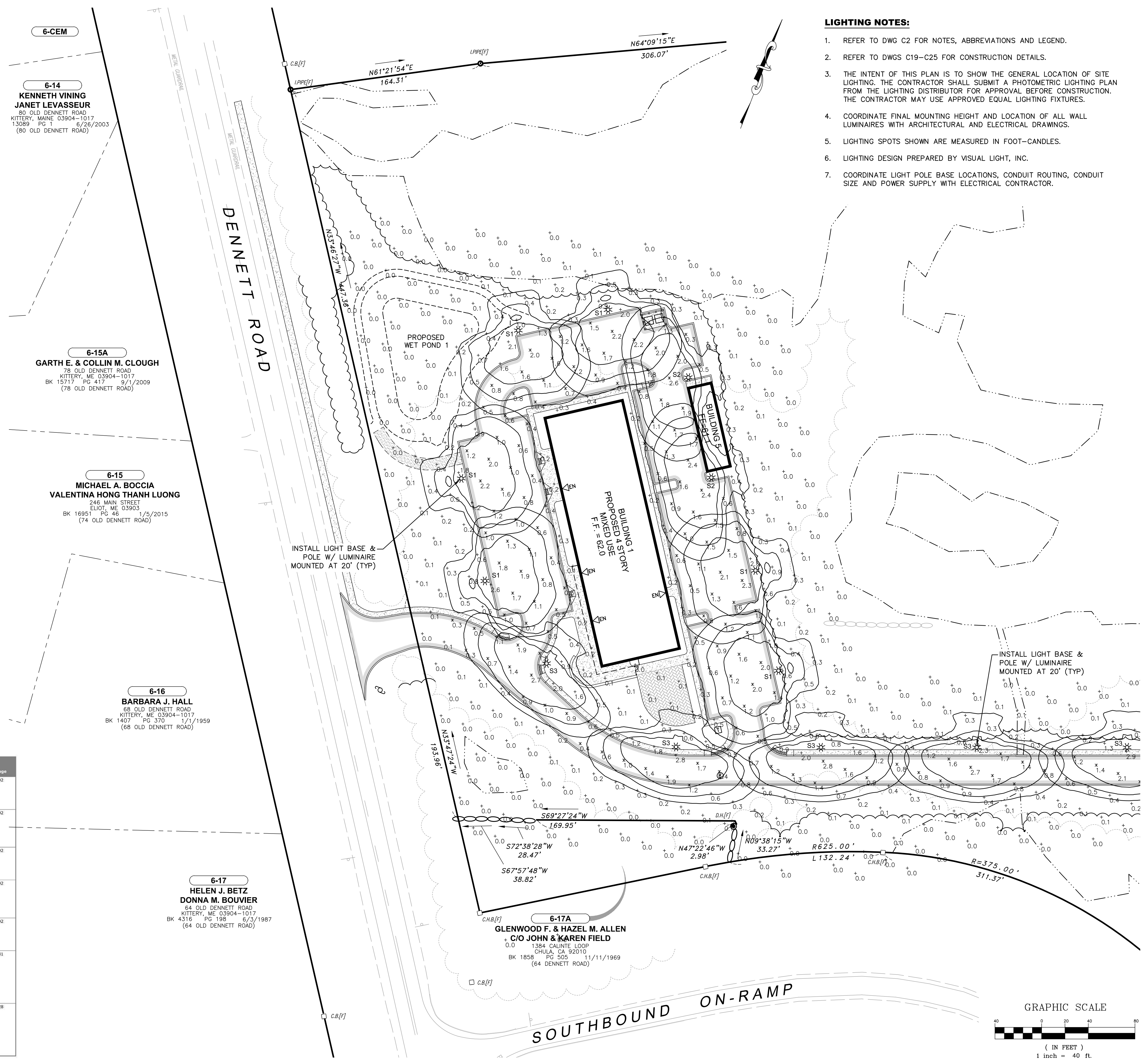


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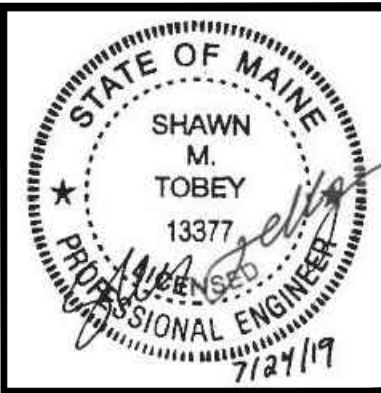
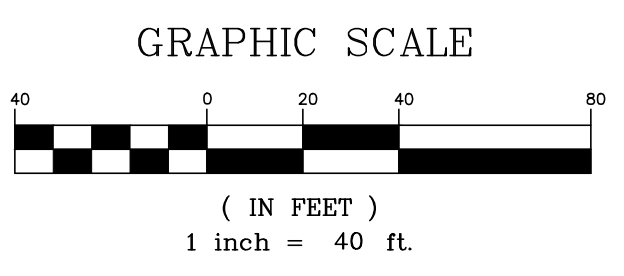
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Access Drive	X	1.2 fc	2.8 fc	0.3 fc	9.3:1	4.0:1
Overall Site Calcs	+	0.2 fc	16.8 fc	0.0 fc	N/A	N/A
Parking Areas	X	1.2 fc	3.0 fc	0.1 fc	30.0:1	12.0:1
Walkways	X	3.6 fc	16.8 fc	0.1 fc	168.0:1	36.0:1

**Schedule**

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
S1	S1	11	Lithonia Lighting	DSX0 LED P4 30K TFM MVOLT pole mounted at 20' above grade	DSX0 LED P4 30K TFM MVOLT	LED	1	DSX0_LED_P4_30K_TFM_MVOLT.lvs	9800	0.9	92
S1-HS	S1-HS	12	Lithonia Lighting	DSX0 LED P4 30K TFM MVOLT HS pole mounted at 20' above grade	DSX0 LED P4 30K TFM MVOLT HS	LED	1	DSX0_LED_P4_30K_TFM_MVOLT_HS.lvs	7652	0.9	92
S2	S2	4	Lithonia Lighting	DSX0 LED P4 30K T3M MVOLT pole mounted at 20' above grade	DSX0 LED P4 30K T3M MVOLT	LED	1	DSX0_LED_P4_30K_T3M_MVOLT.lvs	9520	0.9	92
S2-HS	S2-HS	2	Lithonia Lighting	DSX0 LED P4 30K T3M MVOLT HS pole mounted at 20' above grade	DSX0 LED P4 30K T3M MVOLT HS	LED	1	DSX0_LED_P4_30K_T3M_MVOLT_HS.lvs	7714	0.9	92
S3	S3	6	Lithonia Lighting	DSX0 LED P4 30K T3M MVOLT pole mounted at 20' above grade	DSX0 LED P4 30K T3M MVOLT	LED	1	DSX0_LED_P4_30K_T3M_MVOLT.lvs	9780	0.9	92
B1	B1	17	Lithonia Lighting	DSX0 LED 125-700-30K ASY	D-SERIES BOLLARD WITH 12 3000K LEDs OPERATED AT 700mA AND ASYMMETRIC DISTRIBUTION	LED	1	DSX0_LED_125-700-30K_ASY.lvs	2173	0.9	31
B2	B2	5	Lithonia Lighting	DSX0 LED 166-530-30K SYM	D-SERIES BOLLARD WITH 16 3000K LEDs OPERATED AT 530mA AND SYMMETRIC DISTRIBUTION	LED	1	DSX0_LED_166-530-30K_SYM.lvs	2232	0.9	28



- LIGHTING NOTES:**
- REFER TO DWG C2 FOR NOTES, ABBREVIATIONS AND LEGEND.
  - REFER TO DWGS C19-C25 FOR CONSTRUCTION DETAILS.
  - THE INTENT OF THIS PLAN IS TO SHOW THE GENERAL LOCATION OF SITE LIGHTING. THE CONTRACTOR SHALL SUBMIT A PHOTOMETRIC LIGHTING PLAN FROM THE LIGHTING DISTRIBUTOR FOR APPROVAL BEFORE CONSTRUCTION. THE CONTRACTOR MAY USE APPROVED EQUAL LIGHTING FIXTURES.
  - COORDINATE FINAL MOUNTING HEIGHT AND LOCATION OF ALL WALL LUMINAIRES WITH ARCHITECTURAL AND ELECTRICAL DRAWINGS.
  - LIGHTING SPOTS SHOWN ARE MEASURED IN FOOT-CANDLES.
  - LIGHTING DESIGN PREPARED BY VISUAL LIGHT, INC.
  - COORDINATE LIGHT POLE BASE LOCATIONS, CONDUIT ROUTING, CONDUIT SIZE AND POWER SUPPLY WITH ELECTRICAL CONTRACTOR.



REV.	DATE	DESCRIPTION
1	06/20/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN
2	07/24/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN APPROVAL
3	07/24/19	ISSUED FOR MAINE DOT TRAFFIC MOVEMENT PERMIT (TMP)

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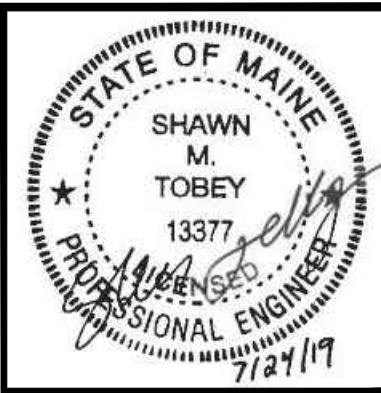
**Hoyle, Tanner & Associates, Inc.**  
 100 International Dr., #360, Portsmouth, NH 03801  
 Tel (603) 431-2520 Fax (603) 431-8067 Web: www.foyletanner.com  
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DESIGNED BY: SMT  
 CHECKED BY: WRD  
 DRAWN BY: SMT  
 ORIGINAL DATE: JUNE 20, 2019  
 SCALE: AS SHOWN

APPLICANT: AZTEC, LLC  
 62 PORTLAND ROAD, SUITE 25  
 KENNEBUNK, ME 04043

PROJECT: PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT  
 TAX MAP LOTS 6-15B, 6-16A & 13-4  
 76 DENNETT ROAD, KITTERY, ME 03904

FRONT LIGHTING PLAN  
**C15**  
 PROJECT NO. 569200  
 SHEET 15 OF 25



REV.	DATE	DESCRIPTION
1	07/24/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN APPROVAL
2	07/24/19	ISSUED FOR MAINE DOT TRAFFIC MOVEMENT PERMIT (TMP)
3	06/20/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN

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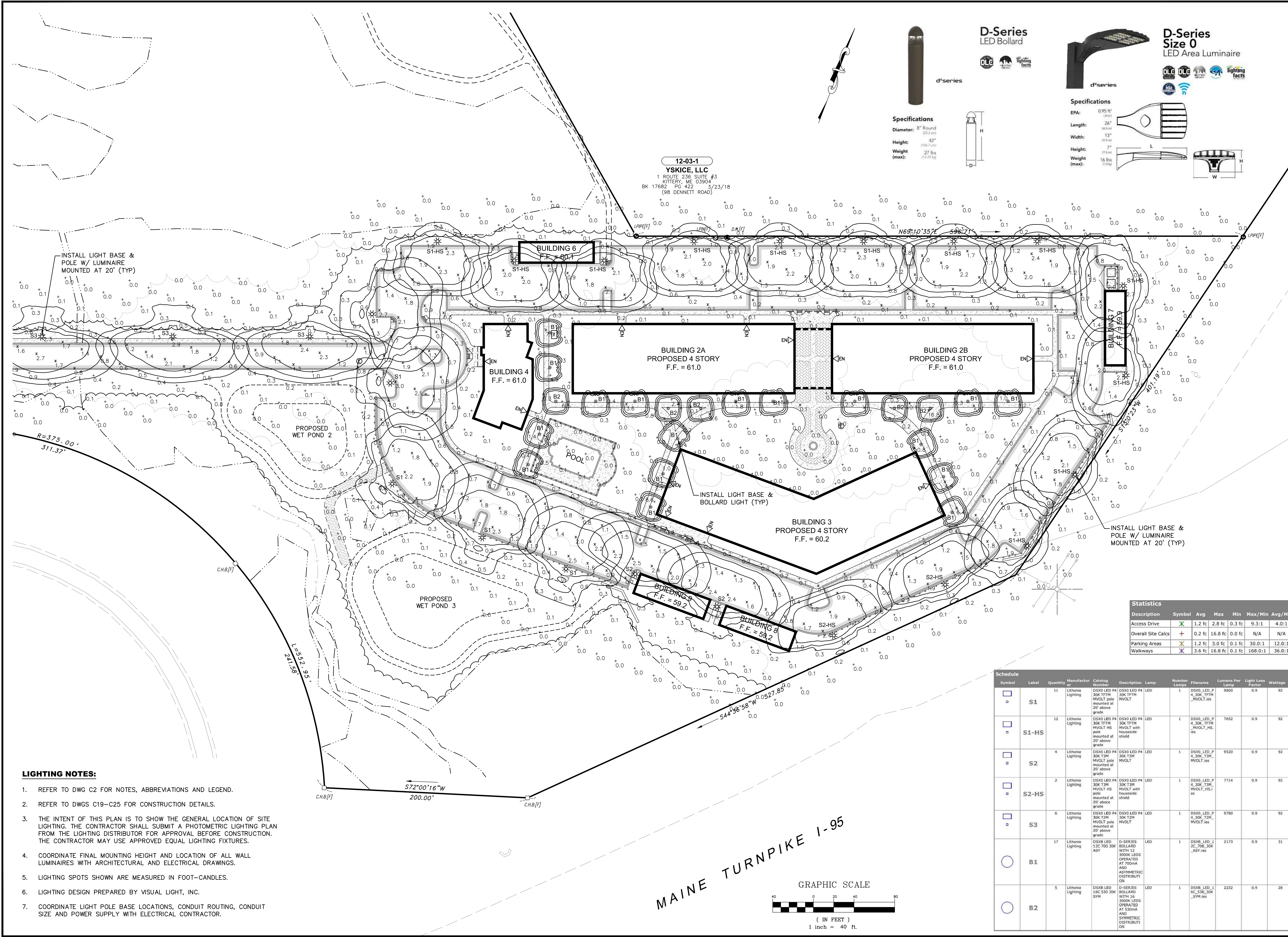
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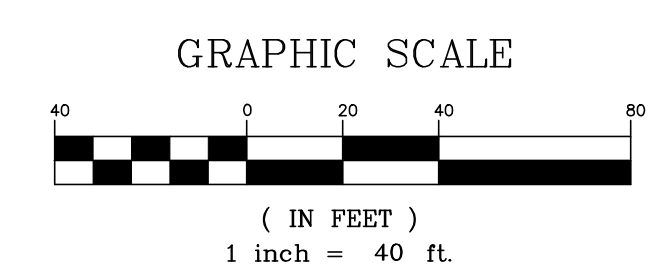
APPLICANT: AZTEC, LLC  
 62 PORTLAND ROAD, SUITE 25  
 KENNEBUNK, ME 04043

PROJECT: PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT  
 TAX MAP LOTS 6-19B, 6-19A & T3-4  
 76 DENNETT ROAD, KITTERY, ME 03904

REAR LIGHTING PLAN  
**C16**  
 PROJECT NO. 569200  
 SHEET 16 OF 25



- LIGHTING NOTES:**
- REFER TO DWG C2 FOR NOTES, ABBREVIATIONS AND LEGEND.
  - REFER TO DWGS C19-C25 FOR CONSTRUCTION DETAILS.
  - THE INTENT OF THIS PLAN IS TO SHOW THE GENERAL LOCATION OF SITE LIGHTING. THE CONTRACTOR SHALL SUBMIT A PHOTOMETRIC LIGHTING PLAN FROM THE LIGHTING DISTRIBUTOR FOR APPROVAL BEFORE CONSTRUCTION. THE CONTRACTOR MAY USE APPROVED EQUAL LIGHTING FIXTURES.
  - COORDINATE FINAL MOUNTING HEIGHT AND LOCATION OF ALL WALL LUMINAIRES WITH ARCHITECTURAL AND ELECTRICAL DRAWINGS.
  - LIGHTING SPOTS SHOWN ARE MEASURED IN FOOT-CANDELES.
  - LIGHTING DESIGN PREPARED BY VISUAL LIGHT, INC.
  - COORDINATE LIGHT POLE BASE LOCATIONS, CONDUIT ROUTING, CONDUIT SIZE AND POWER SUPPLY WITH ELECTRICAL CONTRACTOR.



**LANDSCAPE NOTES:**

- REFER TO DWG C2 FOR NOTES, ABBREVIATIONS AND LEGEND.
- REFER TO DWGS C19-C25 FOR CONSTRUCTION DETAILS.
- ALL MATERIALS SHALL CONFORM TO THE GUIDELINES ESTABLISHED BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION.
- ALL AREAS THAT DO NOT HAVE A SPECIFIED SURFACE TREATMENT SHALL BE GRASS.
- ALL TREES TO BE BALLED & BURLAPED.
- MULCH FOR PLANTED AREAS TO BE AGED PINE BARK, PARTIALLY DECOMPOSED, DARK BROWN IN COLOR AND FREE OF WOOD CHIPS THICKER THAN 1/4 INCH. THE MULCH SHALL BE APPLIED TO A DEPTH OF 4".
- THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIALS FOR ONE (1) FULL YEAR FROM DATE OF ACCEPTANCE.
- THE CONTRACTOR SHALL LOCATE, VERIFY, AND MARK ALL EXISTING AND NEWLY INSTALLED UNDERGROUND UTILITIES PRIOR TO ANY LAWN WORK OR PLANTING. ANY CONFLICTS WHICH MIGHT OCCUR BETWEEN PLANTING AND UTILITIES SHALL BE IMMEDIATELY REPORTED TO THE OWNER SO THAT ALTERNATE PLANTING LOCATIONS CAN BE DETERMINED.
- NO SUBSTITUTION OF PLANT MATERIALS WILL BE ALLOWED WITHOUT THE PRIOR WRITTEN APPROVAL OF THE OWNER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL PLANTING AND LAWNS AGAINST DAMAGE FROM ONGOING CONSTRUCTION. THIS PROTECTION SHALL BEGIN AT THE TIME THE PLANT IS INSTALLED UNTIL FORMAL ACCEPTANCE OF ALL THE PLANTING.
- PRE-PURCHASE PLANT MATERIAL AND ARRANGE FOR DELIVERY TO MEET PROJECT SCHEDULE AS REQUIRED. IT MAY BE NECESSARY TO PRE DIG CERTAIN SPECIES WELL IN ADVANCE OF ACTUAL PLANTING DATES.

**LANDSCAPE REQUIREMENTS (MU-N)**

REGULATION	REQUIREMENT	PROVIDED
STREETSIDE TREES	8 TREES	11 TREES
PLANTER STRIP DEPTH	40 FT	70 FT
PLANTER STRIP PLANTINGS	50 PLANTS/SHRUBS	94 PLANTS/SHRUBS
TREES PER PARKING SPACE	51 TREES	172 TREES

**LANDSCAPE CALCULATIONS**

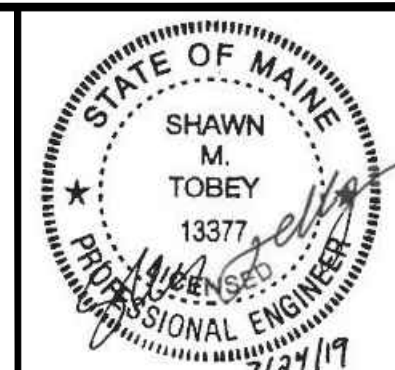
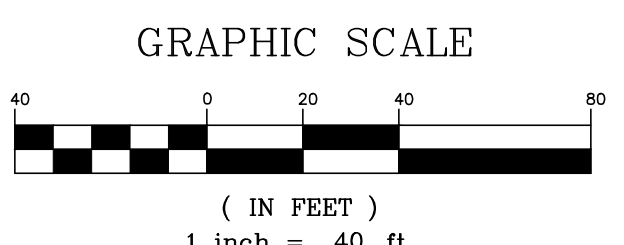
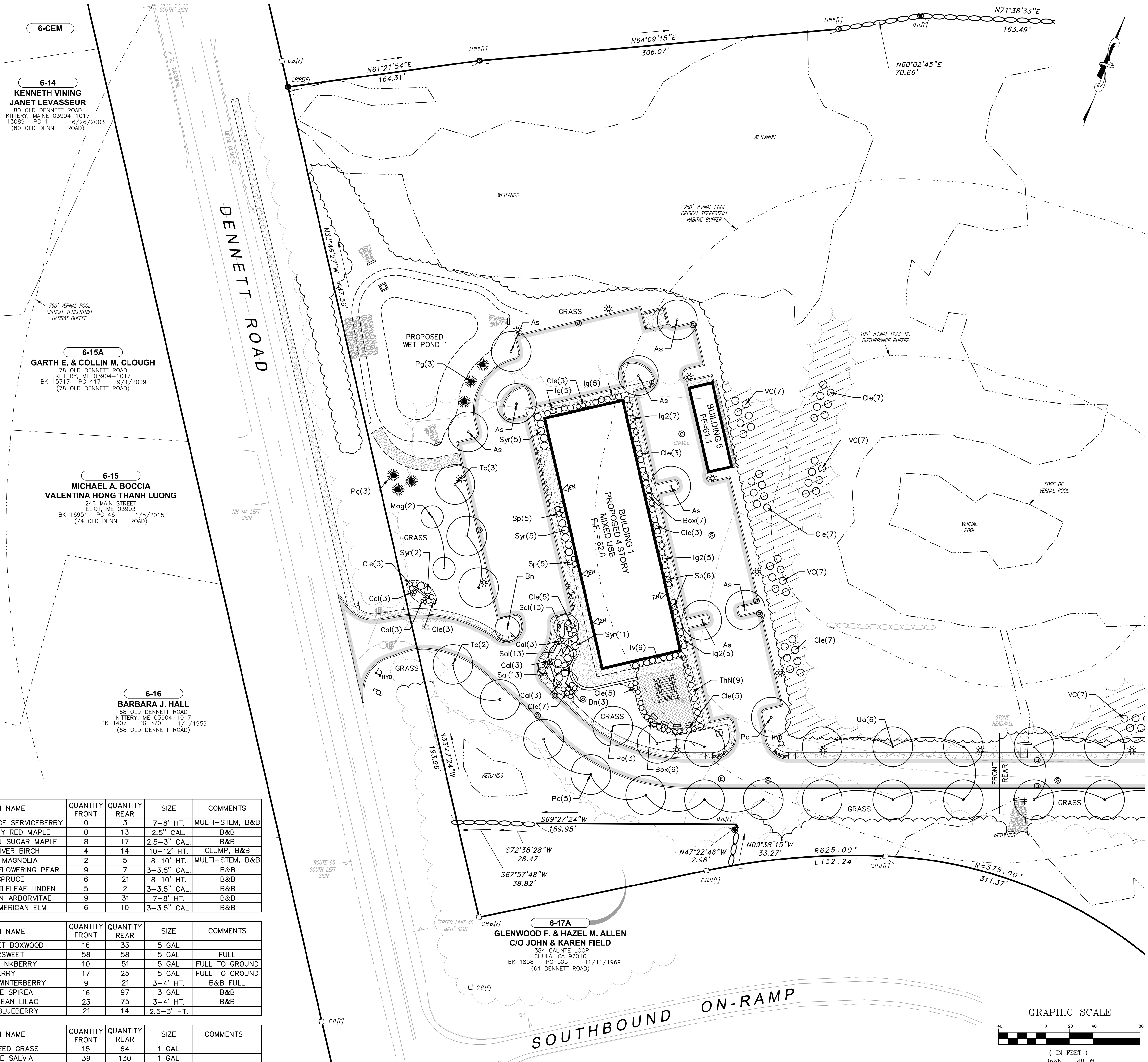
- STREETSIDE TREES  
1 TREE PER 25 FT OF STREET FRONTAGE  
200 FT DISTURBANCE/25 FT = **8 TREES**
- PLANTER STRIP PLANTINGS  
10 PLANTS/SHRUBS PER 40 FT OF STREET FRONTAGE  
200 FT DISTURBANCE/40 FTx10 PLANTS = **50 PLANTS/SHRUBS**
- TREES PER PARKING SPACE  
1 TREE PER 8 SPACES  
401 SPACES/8 SPACES = **51 TREES**

**TOTAL TREES & PLANTS**

	FRONT	REAR	TOTAL
TREES	49	123	172
SHRUBS	170	374	544
PLANTS	54	194	248

**PLANT LIST**

	SYMBOL	BOTANICAL NAME	COMMON NAME	QUANTITY	QUANTITY	SIZE	COMMENTS
				FRONT	REAR		
TREES	Am	AMELANCHIER X GRANDIFLORA "AUTUMN BRILLIANCE"	AUTUMN BRILLIANCE SERVICEBERRY	0	3	7-8" HT.	MULTI-STEM, B&B
	Ar	ACER RUBRUM "OCTOBER GLORY"	OCTOBER GLORY RED MAPLE	0	13	2.5" CAL.	B&B
	As	ACER SACCHARUM "GREEN MOUNTAIN"	GREEN MOUNTAIN SUGAR MAPLE	8	17	2.5-3" CAL.	B&B
	Bn	BETULA NIGRA "HERITAGE"	HERITAGE RIVER BIRCH	4	14	10-12' HT.	CLUMP, B&B
	Mag	MAGNOLIA "BUTTERFLY"	BUTTERFLY MAGNOLIA	2	5	8-10' HT.	MULTI-STEM, B&B
	Pc	PYRUS CALLERYANA "NEW BRADFORD"	NEW BRADFORD FLOWERING PEAR	9	7	3-3.5" CAL.	B&B
	Pg	PICEA GLAUCA	WHITE SPRUCE	6	21	8-10' HT.	B&B
	Tc	TILIA CORDATE "GREENSPIRE"	GREENSPIRE LITTLELEAF LINDEN	5	2	3-3.5" CAL.	B&B
	ThN	THUJA OCCIDENTALIS "SMARAGD"	EMERALD GREEN ARBORVITAE	9	31	7-8" HT.	B&B
	Ua	ULMUS AMERICANA "PRINCETON"	PRINCETON AMERICAN ELM	6	10	3-3.5" CAL.	B&B
SHRUBS	Box	BUXUS "GREEN VELVET"	GREEN VELVET BOXWOOD	16	33	5 GAL	
	Cle	CLETHRA AINFOLIA	SUMMERSWEET	58	58	5 GAL	FULL
	Ig	ILEX GLABRA "SHAMROCK"	SHAMROCK INKBERRY	10	51	5 GAL	FULL TO GROUND
	Ig2	ILEX GLABRA	INKBERRY	17	25	5 GAL	FULL TO GROUND
	Iv	ILEX VERTICILLATA "WINTER RED"	WINTER RED WINTERBERRY	9	21	3-4" HT.	B&B FULL
	Sp	SPIRAEA X BUMALDA "GOLDFLAME"	GOLDFLAME SPIREA	16	97	3 GAL	B&B
	Syr	SYRINGA MEYERI "PALIBIN"	DWARF KOREAN LILAC	23	75	3-4" HT.	B&B
	VC	VACCINIUM CORYMBOSUM	HIGHBUSH BLUEBERRY	21	14	2.5-3" HT.	
PLANTS	Cal	CALAMAGROSTIS ACUTIFOLIA "KARL FOERSTER"	FEATHER REED GRASS	15	64	1 GAL	
	Sal	SALVIA MEMOROSA "BLUE HILL"	DARK BLUE SALVIA	39	130	1 GAL	



NO.	DATE	REVISION DESCRIPTION
1	07/24/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN APPROVAL
2	07/20/19	ISSUED FOR MANEOTD TRAFFIC MOVEMENT PERMIT (TMP)
3	07/20/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN APPROVAL

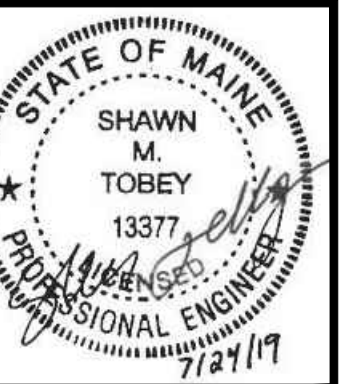
**Hoyle, Tanner & Associates, Inc.**  
 100 International Dr., #360, Portsmouth, NH 03801  
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 CHECKED BY: WRD  
 DRAWN BY: SMT  
 ORIGINAL DATE: JUNE 20, 2019  
 SCALE: AS SHOWN

APPLICANT: AZTEC, LLC  
 62 PORTLAND ROAD, SUITE 25  
 KENNEBUNK, ME 04043

PROJECT: PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT  
 TAX MAP LOTS 6-15B, 6-16A & 13-4  
 76 DENNETT ROAD, KITTERY, ME 03904

FRONT LANDSCAPING PLAN  
**C17**  
 PROJECT NO. 569200  
 SHEET 17 OF 25



**LANDSCAPE REQUIREMENTS (MU-N)**

REGULATION	REQUIREMENT	PROVIDED
STREETSIDE TREES	8 TREES	11 TREES
PLANTER STRIP DEPTH	40 FT	70 FT
PLANTER STRIP PLANTINGS	50 PLANTS/SHRUBS	94 PLANTS/SHRUBS
TREES PER PARKING SPACE	51 TREES	172 TREES

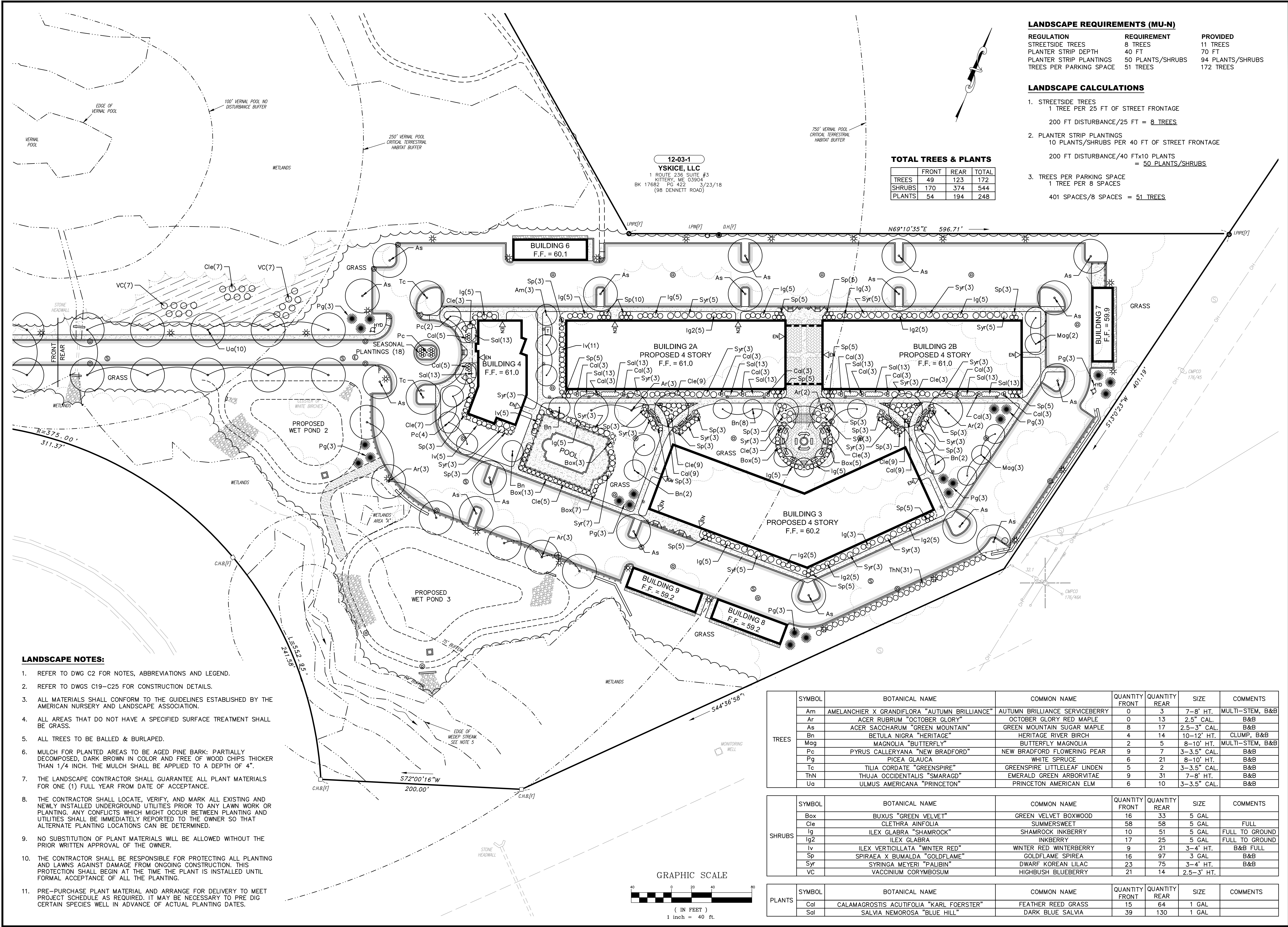
**LANDSCAPE CALCULATIONS**

- STREETSIDE TREES  
1 TREE PER 25 FT OF STREET FRONTAGE  
200 FT DISTURBANCE/25 FT = 8 TREES
- PLANTER STRIP PLANTINGS  
10 PLANTS/SHRUBS PER 40 FT OF STREET FRONTAGE  
200 FT DISTURBANCE/40 FTx10 PLANTS = 50 PLANTS/SHRUBS
- TREES PER PARKING SPACE  
1 TREE PER 8 SPACES  
401 SPACES/8 SPACES = 51 TREES

**TOTAL TREES & PLANTS**

	FRONT	REAR	TOTAL
TREES	49	123	172
SHRUBS	170	374	544
PLANTS	54	194	248

12-03-1  
**YSKICE, LLC**  
 1 ROUTE 236 SUITE #3  
 KITTERY, ME 03904  
 BK 17682 PG 422 3/23/18  
 (98 DENNETT ROAD)



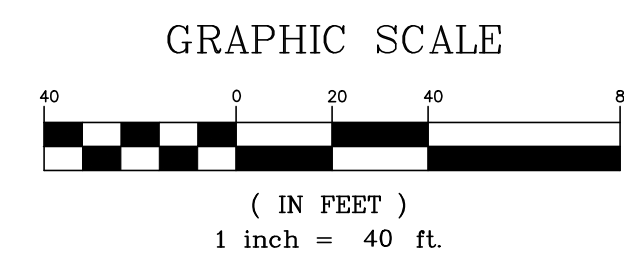
**LANDSCAPE NOTES:**

- REFER TO DWG C2 FOR NOTES, ABBREVIATIONS AND LEGEND.
- REFER TO DWGS C19-C25 FOR CONSTRUCTION DETAILS.
- ALL MATERIALS SHALL CONFORM TO THE GUIDELINES ESTABLISHED BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION.
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- ALL TREES TO BE BALLED & BURLAPED.
- MULCH FOR PLANTED AREAS TO BE AGED PINE BARK; PARTIALLY DECOMPOSED, DARK BROWN IN COLOR AND FREE OF WOOD CHIPS THICKER THAN 1/4 INCH. THE MULCH SHALL BE APPLIED TO A DEPTH OF 4".
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SYMBOL	BOTANICAL NAME	COMMON NAME	QUANTITY FRONT	QUANTITY REAR	SIZE	COMMENTS
Am	AMELANCHIER X GRANDIFLORA "AUTUMN BRILLIANCE"	AUTUMN BRILLIANCE SERVICEBERRY	0	3	7-8' HT.	MULTI-STEM, B&B
Ar	ACER RUBRUM "OCTOBER GLORY"	OCTOBER GLORY RED MAPLE	0	13	2.5" CAL.	B&B
As	ACER SACCHARUM "GREEN MOUNTAIN"	GREEN MOUNTAIN SUGAR MAPLE	8	17	2.5-3" CAL.	B&B
Bn	BETULA NIGRA "HERITAGE"	HERITAGE RIVER BIRCH	4	14	10-12' HT.	CLUMP, B&B
Mag	MAGNOLIA "BUTTERFLY"	BUTTERFLY MAGNOLIA	2	5	8-10' HT.	MULTI-STEM, B&B
Pc	PYRUS CALLERYANA "NEW BRADFORD"	NEW BRADFORD FLOWERING PEAR	9	7	3-3.5" CAL.	B&B
Pg	PICEA GLAUCA	WHITE SPRUCE	6	21	8-10' HT.	B&B
Tc	TILIA CORDATA "GREENSPIRE"	GREENSPIRE LITTLELEAF LINDEN	5	2	3-3.5" CAL.	B&B
ThN	THUJA OCCIDENTALIS "SMARAGD"	EMERALD GREEN ARBORVITAE	9	31	7-8' HT.	B&B
Ua	ULMUS AMERICANA "PRINCETON"	PRINCETON AMERICAN ELM	6	10	3-3.5" CAL.	B&B

SYMBOL	BOTANICAL NAME	COMMON NAME	QUANTITY FRONT	QUANTITY REAR	SIZE	COMMENTS
Box	BUXUS "GREEN VELVET"	GREEN VELVET BOXWOOD	16	33	5 GAL	
Cle	CLETHRA AINFOLIA	SUMMERSWEET	58	58	5 GAL	FULL
Ig	ILEX GLABRA "SHAMROCK"	SHAMROCK INKBERRY	10	51	5 GAL	FULL TO GROUND
Ig2	ILEX GLABRA	INKBERRY	17	25	5 GAL	FULL TO GROUND
Iv	ILEX VERTICILLATA "WINTER RED"	WINTER RED WINTERBERRY	9	21	3-4" HT.	B&B FULL
Sp	SPIRAEA X BUMALDA "GOLDFLAME"	GOLDFLAME SPIREA	16	97	3 GAL	B&B
Syr	SYRINGA MEYERI "PALIBIN"	DWARF KOREAN LILAC	23	75	3-4" HT.	B&B
VC	VACCINIUM CORYMBOSUM	HIGHBUSH BLUEBERRY	21	14	2.5-3" HT.	

SYMBOL	BOTANICAL NAME	COMMON NAME	QUANTITY FRONT	QUANTITY REAR	SIZE	COMMENTS
Cal	CALAMAGROSTIS ACUTIFOLIA "KARL FOERSTER"	FEATHER REED GRASS	15	64	1 GAL	
Sal	SALVIA NEMOROSA "BLUE HILL"	DARK BLUE SALVIA	39	130	1 GAL	



NO.	DATE	REVISION
1	07/24/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN APPROVAL
2	07/24/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN APPROVAL
3	07/24/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN APPROVAL

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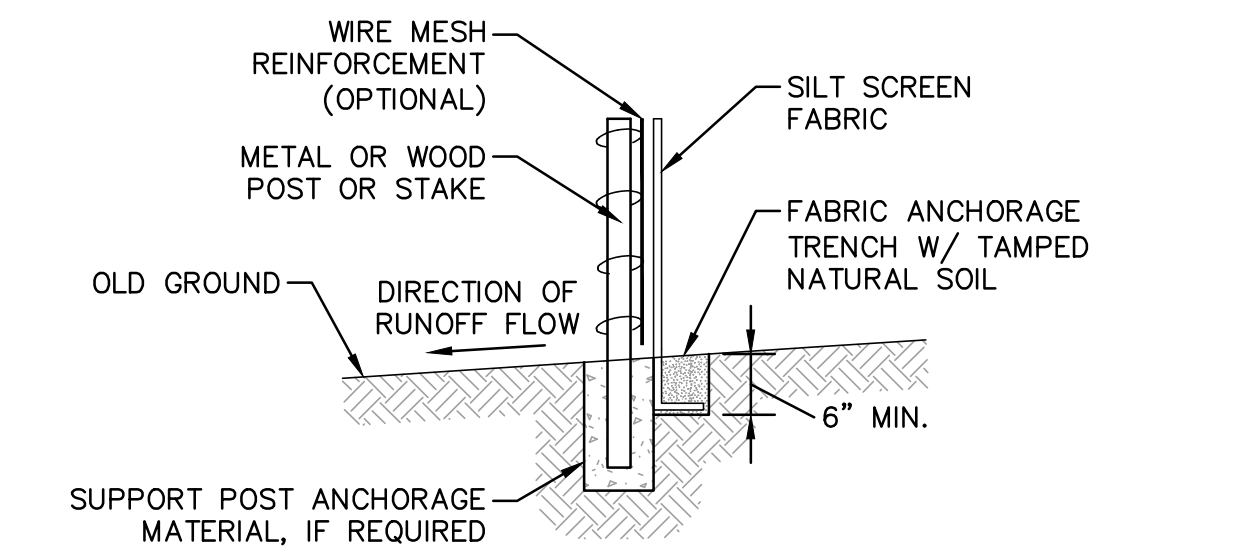
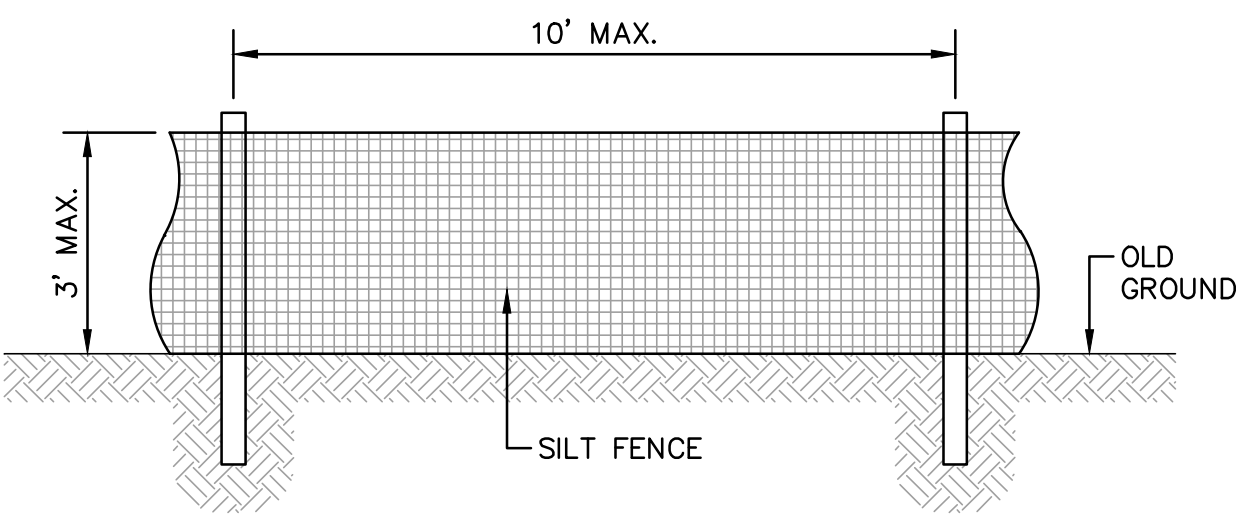
APPLICANT: AZTEC, LLC  
 62 PORTLAND ROAD, SUITE 25  
 KENNEBUNK, ME 04043

PROJECT: PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT  
 TAX MAP LOTS 6-15B, 6-16A & 13-4  
 76 DENNETT ROAD, KITTERY, ME 03904

REAR LANDSCAPING PLAN  
**C18**  
 PROJECT NO. 569200  
 SHEET 18 OF 25

**EROSION CONTROL NOTES:**

- POLLUTION PREVENTION.** MINIMIZE DISTURBED AREAS AND PROTECT NATURAL DOWNGRADE BUFFER AREAS TO THE EXTENT PRACTICABLE. CONTROL STORMWATER VOLUME AND VELOCITY WITHIN THE SITE TO MINIMIZE SOIL EROSION. MINIMIZE THE DISTURBANCE OF STEEP SLOPES. CONTROL STORMWATER DISCHARGES, INCLUDING BOTH PEAK FLOW RATES AND VOLUME, TO MINIMIZE EROSION AT OUTLETS. THE DISCHARGE MAY NOT RESULT IN EROSION OF ANY OPEN DRAINAGE CHANNELS, SWALES, STREAM CHANNELS OR STREAM BANKS, UPLAND, OR COASTAL OR FRESHWATER WETLANDS OFF THE PROJECT SITE. 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.
- SEDIMENT BARRIERS.** PRIOR TO CONSTRUCTION, PROPERLY INSTALL SEDIMENT BARRIERS AT THE DOWNGRADE EDGE OF ANY AREA TO BE DISTURBED AND ADJACENT TO ANY DRAINAGE CHANNELS WITHIN THE DISTURBED AREA. SEDIMENT BARRIERS SHOULD BE INSTALLED DOWNGRADE OF SOIL OR SEDIMENT STOCKPILES AND STORMWATER PREVENTED FROM RUNNING ONTO THE STOCKPILE. MAINTAIN THE SEDIMENT BARRIERS BY REMOVING ACCUMULATED SEDIMENT, OR REMOVING AND REPLACING THE BARRIER, UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED. WHERE A DISCHARGE TO A STORM DRAIN INLET OCCURS, IF THE STORM DRAIN CARRIES WATER DIRECTLY TO A SURFACE WATER AND YOU HAVE AUTHORITY TO ACCESS THE STORM DRAIN INLET, YOU MUST INSTALL AND MAINTAIN PROTECTION MEASURES THAT REMOVE SEDIMENT FROM THE DISCHARGE.
- STABILIZED CONSTRUCTION ENTRANCE.** PRIOR TO CONSTRUCTION, PROPERLY INSTALL A STABILIZED CONSTRUCTION ENTRANCE (SCE) AT ALL POINTS OF EGRESS FROM THE SITE. THE SCE IS A STABILIZED PAD OF AGGREGATE, UNDERLAIN BY A GEOTEXTILE FILTER FABRIC, USED TO PREVENT TRAFFIC FROM TRACKING MATERIAL AWAY FROM THE SITE ONTO PUBLIC ROWS. MAINTAIN THE SCE UNTIL ALL DISTURBED AREAS ARE STABILIZED.
- TEMPORARY STABILIZATION.** WITHIN 7 DAYS OF THE CESSATION OF CONSTRUCTION ACTIVITIES IN AN AREA THAT WILL NOT BE WORKED FOR MORE THAN 7 DAYS, STABILIZE ANY EXPOSED SOIL WITH MULCH, OR OTHER NON-ERODIBLE COVER. STABILIZE AREAS WITHIN 75 FEET OF A WETLAND OR WATERBODY WITHIN 48 HOURS OF THE INITIAL DISTURBANCE OF THE SOIL OR PRIOR TO ANY STORM EVENT, WHICHEVER COMES FIRST.
- REMOVAL OF TEMPORARY MEASURES.** REMOVE ANY TEMPORARY CONTROL MEASURES, SUCH AS SILT FENCE, WITHIN 30 DAYS AFTER PERMANENT STABILIZATION IS ATTAINED. REMOVE ANY ACCUMULATED SEDIMENTS AND STABILIZE.
- PERMANENT STABILIZATION.** IF THE AREA WILL NOT BE WORKED FOR MORE THAN ONE YEAR OR HAS BEEN BROUGHT TO FINAL GRADE, THEN PERMANENTLY STABILIZE THE AREA WITHIN 7 DAYS BY PLANTING VEGETATION, SEEDING, SOD, OR THROUGH THE USE OF PERMANENT MULCH, OR RIP-RAP, OR ROAD SUB-BASE. IF USING VEGETATION FOR STABILIZATION, SELECT THE PROPER VEGETATION FOR THE LIGHT, MOISTURE, AND SOIL CONDITIONS; AMEND AREAS OF DISTURBED SUBSOILS WITH TOPSOIL, COMPOST, OR FERTILIZERS; PROTECT SEEDED AREAS WITH MULCH OR, IF NECESSARY, EROSION CONTROL BLANKETS; AND SCHEDULE SODDING, PLANTING, AND SEEDING SO TO AVOID DIE-OFF FROM SUMMER DROUGHT AND FALL FROSTS. NEWLY SEED OR SODD AREAS MUST BE PROTECTED FROM VEHICLE TRAFFIC, EXCESSIVE PEDESTRIAN TRAFFIC, AND CONCENTRATED RUNOFF UNTIL THE VEGETATION IS WELL-ESTABLISHED WITH 90% COVER BY HEALTHY VEGETATION. IF NECESSARY, AREAS MUST BE REWORKED AND RESTABILIZED IF GERMINATION IS SPARSE, PLANT COVERAGE IS SPOTTY, OR TOPSOIL EROSION IS EVIDENT. ONE OR MORE OF THE FOLLOWING MAY APPLY TO A PARTICULAR SITE.
  - SODDED AREAS.** FOR SODDED AREAS, PERMANENT STABILIZATION MEANS THE COMPLETE BINDING OF THE SOD ROOTS INTO THE UNDERLYING SOIL WITH NO SLUMPING OF THE SOD OR DIE-OFF.
  - PERMANENT MULCH.** FOR MULCHED AREAS, PERMANENT MULCHING MEANS TOTAL COVERAGE OF THE EXPOSED AREA WITH AN APPROVED MULCH MATERIAL. EROSION CONTROL MIX MAY BE USED AS MULCH FOR PERMANENT STABILIZATION ACCORDING TO THE APPROVED APPLICATION RATES AND LIMITATIONS.
  - RIP-RAP.** FOR AREAS STABILIZED WITH RIP-RAP, PERMANENT STABILIZATION MEANS THAT SLOPES STABILIZED WITH RIP-RAP HAVE AN APPROPRIATE BACKING OF A WELL-GRADED GRAVEL OR APPROVED GEOTEXTILE TO PREVENT SOIL MOVEMENT FROM BEHIND THE RIP-RAP. STONE MUST BE SIZED APPROPRIATELY. IT IS RECOMMENDED THAT ANGULAR STONE BE USED.
  - AGRICULTURAL USE.** FOR CONSTRUCTION PROJECTS ON LAND USED FOR AGRICULTURAL PURPOSES (E.G., PIPELINES ACROSS CROP LAND), PERMANENT STABILIZATION MAY BE ACCOMPLISHED BY RETURNING THE DISTURBED LAND TO AGRICULTURAL USE.
  - PAVED AREAS.** FOR PAVED AREAS, PERMANENT STABILIZATION MEANS THE PLACEMENT OF THE COMPACTED GRAVEL SUB-BASE IS COMPLETED, PROVIDED IT IS FREE OF FINE MATERIALS THAT MAY RUNOFF WITH A RAIN EVENT.
  - DITCHES, CHANNELS, AND SWALES.** FOR OPEN CHANNELS, PERMANENT STABILIZATION MEANS THE CHANNEL IS STABILIZED WITH A 90% COVER OF HEALTHY VEGETATION, WITH A WELL-GRADED RIP-RAP LINING, TURF REINFORCEMENT MAT, OR WITH ANOTHER NON-EROSIVE LINING SUCH AS CONCRETE OR ASPHALT PAVEMENT. THERE MUST BE NO EVIDENCE OF SLUMPING OF THE CHANNEL LINING, UNDERCUTTING OF THE CHANNEL BANKS, OR DOWN-CUTTING OF THE CHANNEL.
- WINTER CONSTRUCTION.** "WINTER CONSTRUCTION" IS CONSTRUCTION ACTIVITY PERFORMED DURING THE PERIOD FROM NOVEMBER 1 THROUGH APRIL 15. IF DISTURBED AREAS ARE NOT STABILIZED WITH PERMANENT MEASURES BY NOVEMBER 1 OR NEW SOIL DISTURBANCE OCCURS AFTER NOVEMBER 1, BUT BEFORE APRIL 15, THEN THESE AREAS MUST BE PROTECTED AND RUNOFF FROM THEM MUST BE CONTROLLED BY ADDITIONAL MEASURES AND RESTRICTIONS.
  - SITE STABILIZATION.** FOR WINTER STABILIZATION, HAY MULCH IS APPLIED AT TWICE THE STANDARD TEMPORARY STABILIZATION RATE. AT THE END OF EACH CONSTRUCTION DAY, AREAS THAT HAVE BEEN BROUGHT TO FINAL GRADE MUST BE STABILIZED. MULCH MAY NOT BE SPREAD ON TOP OF SNOW.
  - SEDIMENT BARRIERS.** ALL AREAS WITHIN 75 FEET OF A PROTECTED NATURAL RESOURCE MUST BE PROTECTED WITH A DOUBLE ROW OF SEDIMENT BARRIERS.
  - DITCH.** ALL VEGETATED DITCH LINES THAT HAVE NOT BEEN STABILIZED BY NOVEMBER 1, OR WILL BE WORKED DURING THE WINTER CONSTRUCTION PERIOD, MUST BE STABILIZED WITH AN APPROPRIATE STONE LINING BACKED BY AN APPROPRIATE GRAVEL BED OR GEOTEXTILE UNLESS SPECIFICALLY RELEASED FROM THIS STANDARD BY THE DEPARTMENT.
  - SLOPES.** MULCH NETTING MUST BE USED TO ANCHOR MULCH ON ALL SLOPES GREATER THAN 8% UNLESS EROSION CONTROL BLANKETS OR EROSION CONTROL MIX IS BEING USED ON THESE SLOPES.
- STORMWATER CHANNELS.** DITCHES, SWALES, AND OTHER OPEN STORMWATER CHANNELS MUST BE DESIGNED, CONSTRUCTED, AND STABILIZED USING MEASURES THAT ACHIEVE LONG-TERM EROSION CONTROL. DITCHES, SWALES AND OTHER OPEN STORMWATER CHANNELS MUST BE SIZED TO HANDLE, AT A MINIMUM, THE EXPECTED VOLUME RUN-OFF. EACH CHANNEL SHOULD BE CONSTRUCTED IN SECTIONS SO THAT THE SECTION'S GRADING, SHAPING, AND INSTALLATION OF THE PERMANENT LINING CAN BE COMPLETED THE SAME DAY. IF A CHANNEL'S FINAL GRADING OR LINING INSTALLATION MUST BE DELAYED, THEN DIVERSION BERMS MUST BE USED TO DIVERT STORMWATER AWAY FROM THE CHANNEL. PROPERLY SPACED CHECK DAMS MUST BE INSTALLED IN THE CHANNEL TO SLOW THE WATER VELOCITY, AND A TEMPORARY LINING INSTALLED ALONG THE CHANNEL TO PREVENT SCOURING. PERMANENT STABILIZATION FOR CHANNELS IS ADDRESSED UNDER APPENDIX A(5)(G) ABOVE.
  - THE CHANNEL SHOULD RECEIVE ADEQUATE ROUTINE MAINTENANCE TO MAINTAIN CAPACITY AND PREVENT OR CORRECT ANY EROSION OF THE CHANNEL'S BOTTOM OR SIDE SLOPES.**
  - WHEN THE WATERSHED DRAINING TO A DITCH OR SWALE IS LESS THAN 1 ACRE OF TOTAL DRAINAGE AND LESS THAN ¼ ACRE OF IMPERVIOUS AREA, DIVERSION OF RUNOFF TO ADJACENT WOODED OR OTHERWISE VEGETATED BUFFER AREAS IS ENCOURAGED WHERE THE OPPORTUNITY EXISTS.**
- SEDIMENT BASINS.** SEDIMENT BASINS MUST BE DESIGNED TO PROVIDE STORAGE FOR EITHER THE CALCULATED RUNOFF FROM A 2-YEAR, 24-HOUR STORM OR PROVIDE FOR 3,600 CUBIC FEET OF CAPACITY PER ACRE DRAINING TO THE BASIN. OUTLET STRUCTURES MUST DISCHARGE WATER FROM THE SURFACE OF THE BASIN WHENEVER POSSIBLE. EROSION CONTROLS AND VELOCITY DISSIPATION DEVICES MUST BE USED IF THE DISCHARGING WATERS ARE LIKELY TO CREATE EROSION. ACCUMULATED SEDIMENT MUST BE REMOVED AS NEEDED FROM THE BASIN TO MAINTAIN AT LEAST ½ OF THE DESIGN CAPACITY OF THE BASIN. THE USE OF CATIONIC TREATMENT CHEMICALS, SUCH AS POLYMERS, FLOCCULANTS, OR OTHER CHEMICALS THAT CONTAIN AN OVERALL POSITIVE CHARGE DESIGNED TO REDUCE TURBIDITY IN STORMWATER MUST RECEIVE PRIOR APPROVAL FROM THE DEPARTMENT. WHEN REQUESTING APPROVAL TO USE CATIONIC TREATMENT CHEMICALS, YOU MUST DESCRIBE APPROPRIATE CONTROLS AND IMPLEMENTATION PROCEDURES TO ENSURE THE USE WILL NOT LEAD TO A VIOLATION OF WATER QUALITY STANDARDS. IN ADDITION, YOU MUST SPECIFY THE TYPE(S) OF SOIL LIKELY TO BE TREATED ON THE SITE, CHEMICALS TO BE USED AND HOW THEY ARE TO BE APPLIED AND IN WHAT QUANTITY, ANY MANUFACTURER'S RECOMMENDATIONS, AND ANY TRAINING HAD BY PERSONNEL WHO WILL HANDLE AND APPLY THE CHEMICALS.
- ROADS.** GRAVEL AND PAVED ROADS MUST BE DESIGNED AND CONSTRUCTED WITH CROWNS OR OTHER MEASURES, SUCH AS WATER BARS, TO ENSURE THAT STORMWATER IS DELIVERED IMMEDIATELY TO ADJACENT STABLE DITCHES, VEGETATED BUFFER AREAS, CATCH BASIN INLETS, OR STREET GUTTERS.
- CULVERTS.** CULVERTS MUST BE SIZED TO AVOID UNINTENDED FLOODING OF UPSTREAM AREAS OR FREQUENT OVERTOPPING OF ROADWAYS. CULVERT INLETS MUST BE PROTECTED WITH APPROPRIATE MATERIALS FOR THE EXPECTED ENTRANCE VELOCITY, AND PROTECTION MUST EXTEND AT LEAST AS HIGH AS THE EXPECTED MAXIMUM ELEVATION OF STORAGE BEHIND THE CULVERT. CULVERT OUTLET DESIGN MUST INCORPORATE MEASURES, SUCH AS APRONS, TO PREVENT SCOUR OF THE STREAM CHANNEL. OUTLET PROTECTION MEASURES MUST BE DESIGNED TO STAY WITHIN THE CHANNEL LIMITS. THE DESIGN MUST TAKE ACCOUNT OF TAILWATER DEPTH.
- PARKING AREAS.** PARKING AREAS MUST BE CONSTRUCTED TO ENSURE RUNOFF IS DELIVERED TO ADJACENT SWALES, CATCH BASINS, CURB GUTTERS, OR BUFFER AREAS WITHOUT ERODING AREAS DOWNSLOPE. THE PARKING AREA'S SUB-BASE COMPACTION AND GRADING MUST BE DONE TO ENSURE RUNOFF IS EVENLY DISTRIBUTED TO ADJACENT BUFFERS OR SIDE SLOPES. CATCH BASINS MUST BE LOCATED AND SET TO PROVIDE ENOUGH STORAGE DEPTH AT THE INLET TO ALLOW INFLOW OF PEAK RUNOFF RATES WITHOUT BY-PASS OF RUNOFF TO OTHER AREAS.
- ADDITIONAL REQUIREMENTS.** ADDITIONAL REQUIREMENTS MAY BE APPLIED ON A SITE-SPECIFIC BASIS.

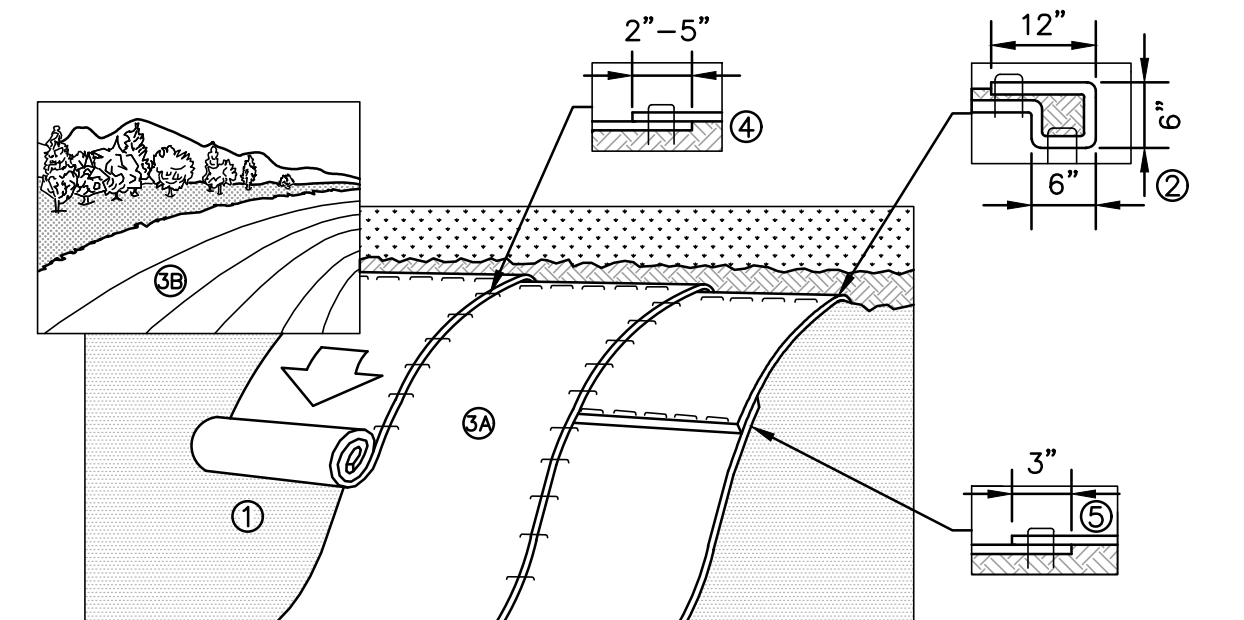


**SILT FENCE NOTES:**

- SPACING OF FENCE POSTS NOT TO EXCEED 10'-0".
- SILT FENCE SHALL BE INSTALLED BEFORE ANY EARTH REMOVAL OR EXCAVATION TAKES PLACE.
- FILTER FABRIC TO BE FASTENED SECURELY TO POSTS WITH WIRE TIES OR STAPLES AT TOP, MIDPOINT AND BOTTOM.
- OVERLAP BY 6". FOLD AND STAPLE ADJOINING SECTIONS OF FILTER FABRIC.
- MAINTENANCE SHALL BE PERFORMED AS NEEDED, AND THE MATERIAL REMOVED WHEN "BULGES" DEVELOP. DO NOT DEPOSIT THE MATERIAL NEAR WETLANDS OR WATERCOURSES.
- FILTER FABRIC SHALL BE ENTRENCHED 6" MINIMUM BELOW EXISTING OR FINISHED GRADE.

**1 SILT FENCE EROSION CONTROL DETAIL**

SCALE: NONE

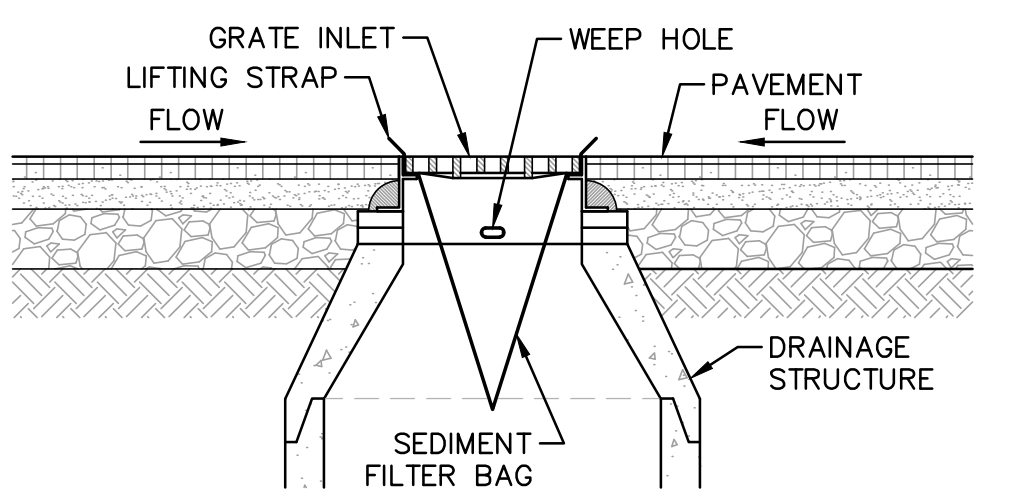


**SLOPE PROTECTION INSTALLATION NOTES:**

- PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED. NOTE: WHEN USING CELL-O-SEED DO NOT SEED PREPARED AREA. CELL-O-SEED MUST BE INSTALLED WITH PAPER SIDE DOWN.
- BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" DEEP X 6" WIDE TRENCH WITH APPROXIMATELY 12" OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" APART ACROSS THE WIDTH OF THE BLANKET.
- ROLL THE BLANKETS (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING OPTIONAL DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
- THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH APPROXIMATELY 2"-5" OVERLAP DEPENDING ON BLANKET TYPE. TO ENSURE PROPER SEAM ALIGNMENT, PLACE THE EDGE OF THE OVERLAPPING BLANKET (BLANKET BEING INSTALLED ON TOP) EVEN WITH THE COLORED SEAM STITCH ON THE PREVIOUSLY INSTALLED BLANKET.
- CONSECUTIVE BLANKETS SPICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12"APART ACROSS ENTIRE BLANKET WIDTH.
- IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" MAY BE NECESSARY TO PROPERLY SECURE THE BLANKETS.
- INSTALL PRODUCT IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

**2 SLOPE PROTECTION EROSION CONTROL MATTING DETAIL**

SCALE: NONE

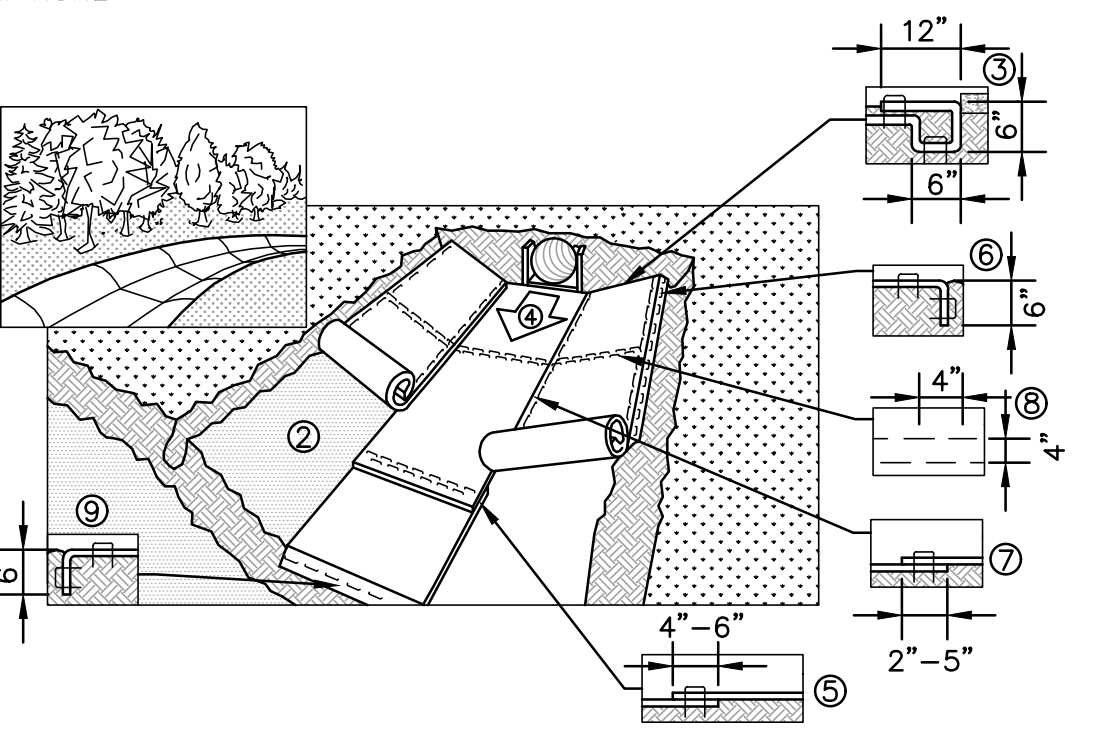


**INLET PROTECTION NOTES:**

- THE SEDIMENT FILTER BAG SHALL BE DESIGNED FOR CATCH BASIN INLET PROTECTION. FILTER FABRIC IS NOT AN ACCEPTABLE SEDIMENT FILTER BAG.
- REMOVE DRAINAGE INLET GRATE AND PLACE SEDIMENT FILTER BAG AROUND THE FRAME, REPLACE GRATE AND SEDIMENT FILTER BAG IN POSITION OR FOLLOW MANUFACTURER'S RECOMMENDATIONS. LIFTING STRAPS SHALL BE EXPOSED AND READY FOR MAINTENANCE OPERATIONS.
- INSPECT SEDIMENT FILTER BAG WEEKLY AND AFTER EVERY RAINFALL EVENT.
- REPLACE, CLEAN OR REMOVE SEDIMENT FILTER BAG AS DIRECTED.

**3 INLET PROTECTION DETAIL**

SCALE: NONE



**NOTES:**

- CRITICAL POINTS**
- OVERLAPS AND SEAMS
  - PROJECTED WATER LINE
  - CHANNEL BOTTOM/SIDE SLOPE VERTICES
- \*\* HORIZONTAL STAPLE SPACING SHOULD BE ALTERED IF NECESSARY TO ALLOW STAPLES TO SECURE THE CRITICAL POINTS ALONG THE CHANNEL SURFACE.
- \*\* IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15cm) MAY BE NECESSARY TO PROPERLY ANCHOR THE BLANKETS

**CHANNEL INSTALLATION NOTES:**

- INSTALL PROTECTION IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS
- PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED. NOTE: WHEN USING CELL-O-SEED, DO NOT SEED PREPARED AREA. CELL-O-SEED MUST BE INSTALLED WITH THE PAPER SIDE DOWN.
- BEGIN AT THE TOP OF THE CHANNEL BY ANCHORING THE BLANKET IN A 6" DEEP X 6" WIDE TRENCH WITH APPROXIMATELY 12" OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" PORTION OF BLANKET OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" APART ACROSS THE WIDTH OF THE BLANKET.
- ROLL CENTER BLANKET IN DIRECTION OF WATER FLOW IN BOTTOM OF CHANNEL. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING OPTIONAL DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
- PLACE CONSECUTIVE BLANKETS END OVER END (SHINGLE STYLE) WITH A 4"-6" OVERLAP. USE A DOUBLE ROW OF STAPLES STAGGERED 4" APART AND 4"(10") ON CENTER TO SECURE BLANKETS.
- FULL-LENGTH EDGE OF BLANKETS AT TOP OF SIDE SLOPES MUST BE ANCHORED WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" APART IN A 6"DEEP X 6" WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.
- ADJACENT BLANKETS MUST BE OVERLAPPED APPROXIMATELY 2"-5" (DEPENDING ON BLANKET TYPE) AND STAPLED TO ENSURE PROPER SEAM ALIGNMENT, PLACE THE EDGE OF THE OVERLAPPING BLANKET (BLANKET BEING INSTALLED ON TOP) EVEN WITH THE COLORED SEAM STITCH ON THE BLANKET BEING OVERLAPPED.
- IN HIGH FLOW CHANNEL APPLICATIONS, A STAPLE CHECK SLOT IS RECOMMENDED AT 30' TO 40' INTERVALS. USE A DOUBLE ROW OF STAPLES STAGGERED 4" APART AND 4" ON CENTER OVER ENTIRE WIDTH OF CHANNEL.
- THE TERMINAL END OF THE BLANKETS MUST BE ANCHORED WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" APART IN A 6" DEEP X 6" WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.

**4 CHANNEL EROSION CONTROL MATTING DETAIL**

SCALE: NONE

ISSUED FOR	ISSUED	REVISED	DATE	REVISION DESCRIPTION
ISSUED FOR MANEOTD TRAFFIC MOVEMENT PERMIT (TMP)	07/24/19	07/24/19	06/20/19	
ISSUED FOR KITTEERY PLANNING BOARD - PRELIMINARY PLAN APPROVAL	07/24/19			

3	ISSUED FOR KITTEERY PLANNING BOARD - PRELIMINARY PLAN APPROVAL	07/24/19	07/24/19	06/20/19	ISSUED FOR KITTEERY PLANNING BOARD - PRELIMINARY PLAN APPROVAL
2					
1					

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DESIGNED BY	SMT	DRAWN BY	SMT	CHECKED BY	WRD		

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ORIGINAL DATE:	JUNE 20, 2019	DESIGNED BY:	SMT
AS SHOWN			

**APPLICANT:** AZTEC, LLC  
 62 PORTLAND ROAD, SUITE 25  
 KENNEBUNK, ME 04043

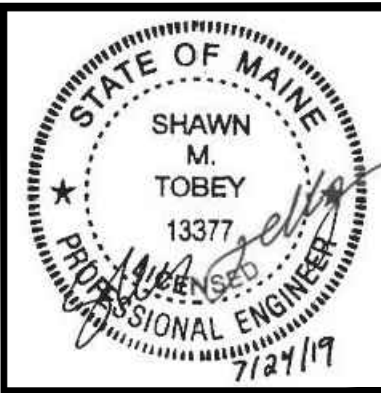
**PROJECT:** PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT  
 TAX MAP LOTS 6-15E & 6-16A & 73-4  
 76 DENNETT ROAD, KITTEERY, ME 03904

CONSTRUCTION DETAILS 1

C19

PROJECT NO. 569200

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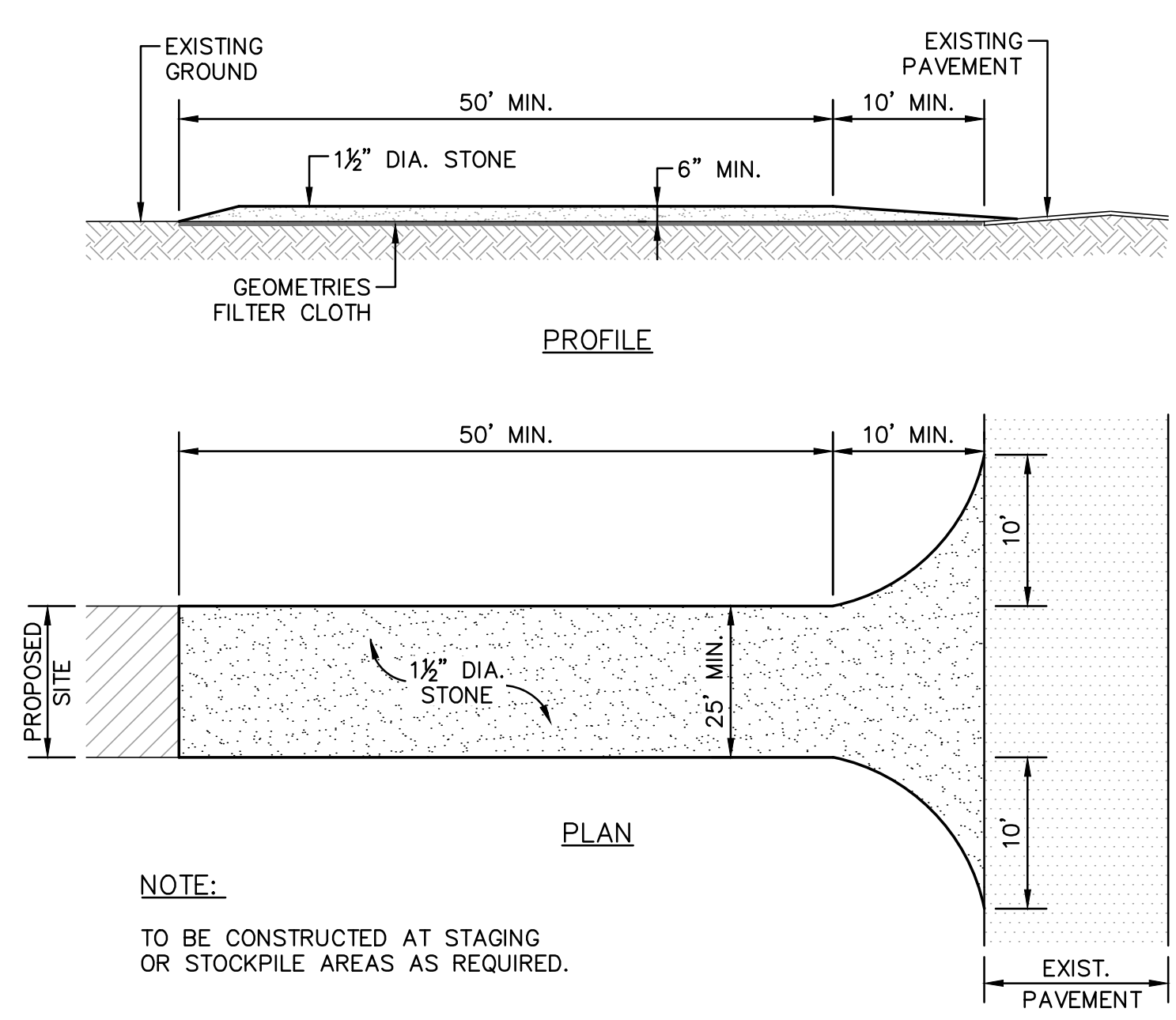


NO.	DATE	REVISION DESCRIPTION
1	07/24/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN APPROVAL
2	06/20/19	ISSUED FOR MAINE DOT TRAFFIC MOVEMENT PERMIT (TMP)
3	07/24/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN APPROVAL
4	06/20/19	ISSUED FOR MAINE DOT TRAFFIC MOVEMENT PERMIT (TMP)

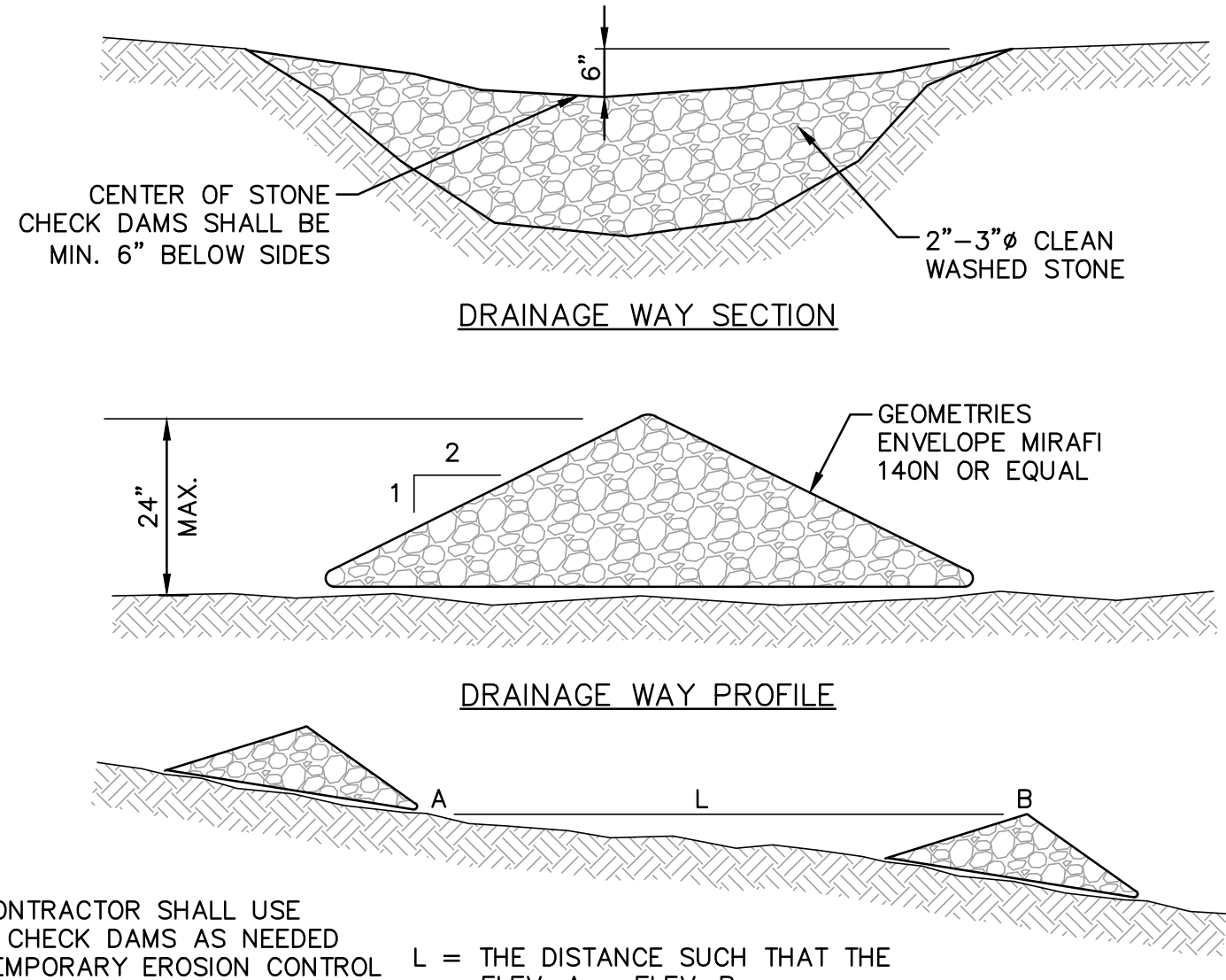
DESIGNED BY	SMT
CHECKED BY	WRD
DRAWN BY	SMT
DESIGNED BY	SMT
ORIGINAL DATE:	JUNE 20, 2019
SCALE:	AS SHOWN

APPLICANT: AZTEC, LLC  
 62 PORTLAND ROAD, SUITE 25  
 KENNEBUNK, ME 04043

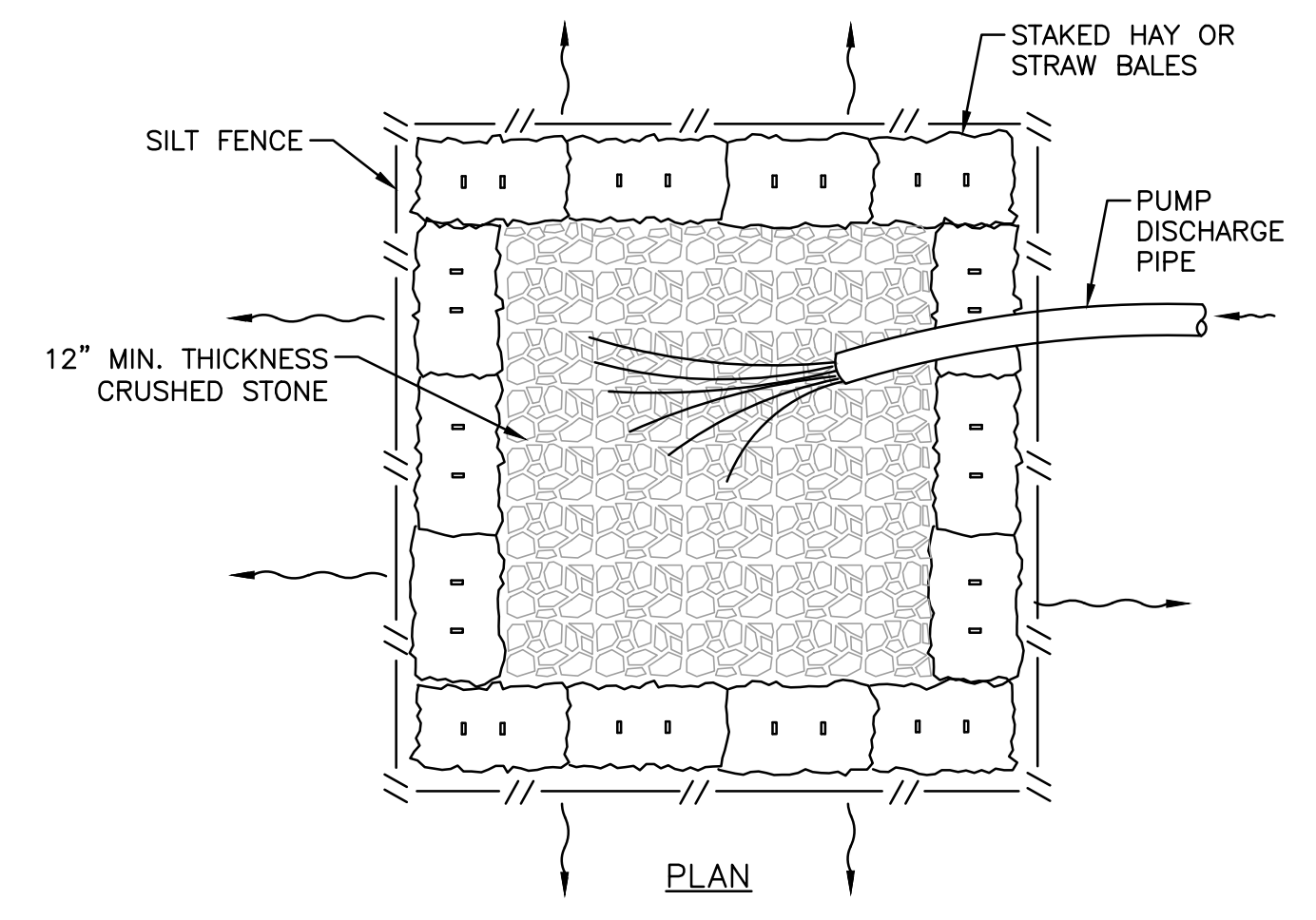
PROJECT: PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT  
 TAX MAP LOTS 6-15B, 6-16A & 13-4  
 76 DENNETT ROAD, KITTERY, ME 03904



**1 STABILIZED CONSTRUCTION ENTRY DETAIL**  
 SCALE: NONE



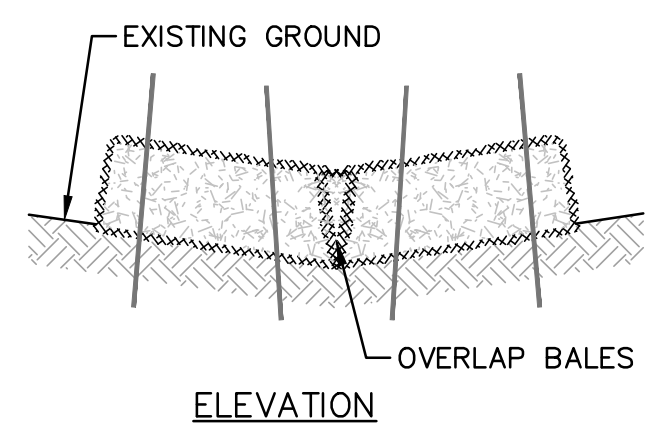
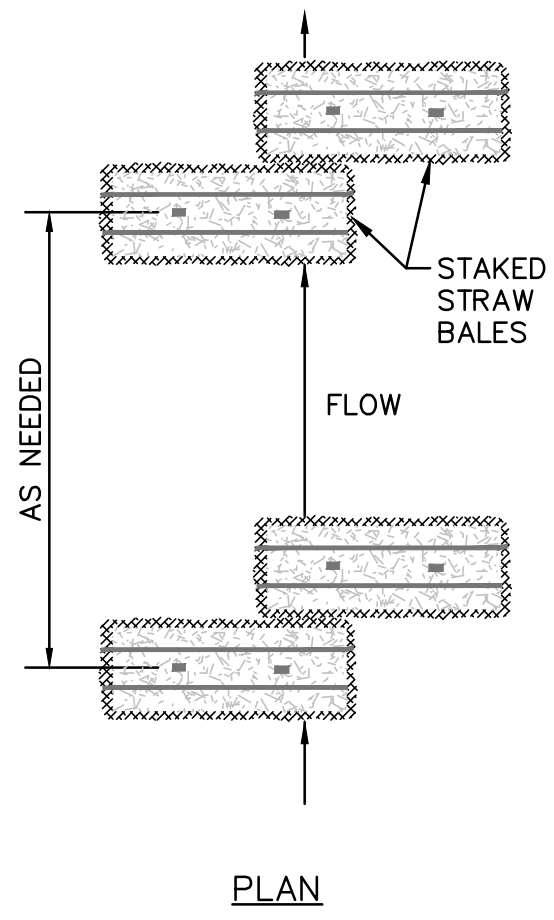
**2 STONE CHECK DAM DETAIL (AS NEEDED)**  
 SCALE: NONE



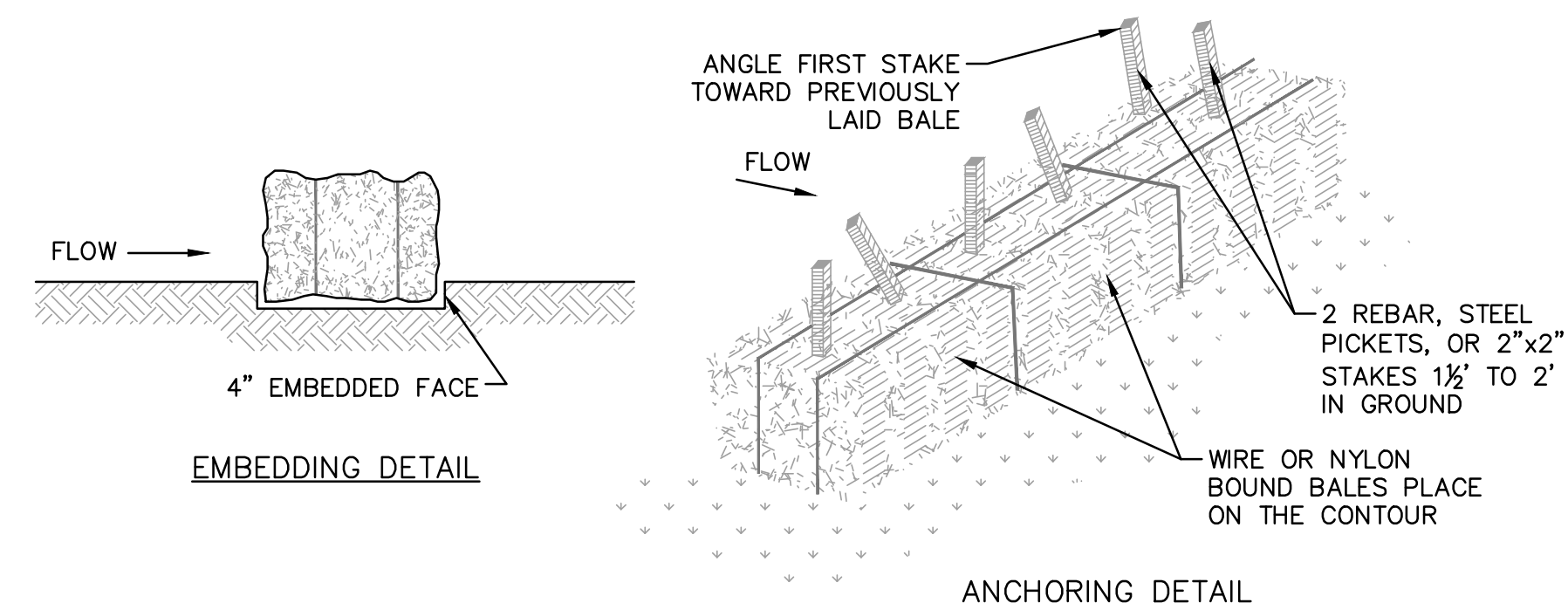
**3 DEWATERING PIT DETAIL**  
 SCALE: NONE

**STRAW BALE CHECK DAM NOTES:**

1. EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 4".
2. BALES SHALL BE SECURELY ANCHORED IN PLACE BY STAKES OR REBARS DRIVEN THROUGH THE BALES. THE FIRST STAKE IN EACH BALE SHALL BE ANGLED TOWARDS A PREVIOUSLY LAID BALE TO FORCE BALES TOGETHER.
3. INSPECTION SHALL BE FREQUENT AND REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
4. BALES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL-NESS SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE.



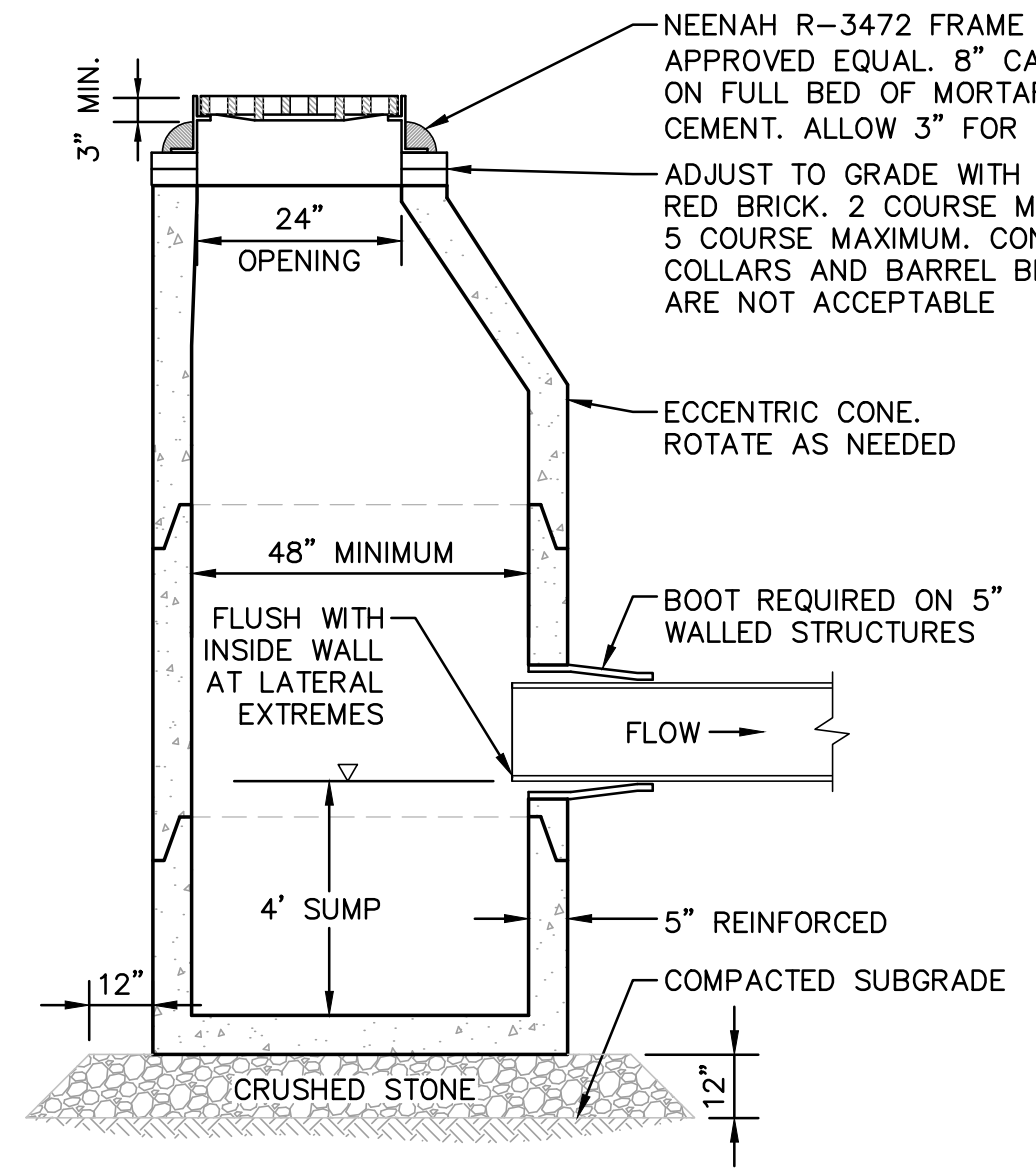
**4 STRAW BALE CHECK DAM DETAIL (AS NEEDED)**  
 SCALE: NONE



**STRAW BALE NOTES:**

1. BALES SHALL BE PLACED IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES.
2. BALES SHALL BE SECURELY ANCHORED IN PLACE BY STAKES OR REBARS DRIVEN THROUGH THE BALES. THE FIRST STAKE IN EACH BALE SHALL BE ANGLED TOWARDS A PREVIOUSLY LAID BALE TO FORCE BALES TOGETHER.
3. INSPECTION SHALL BE FREQUENT AND REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
4. BALES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL-NESS SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE.

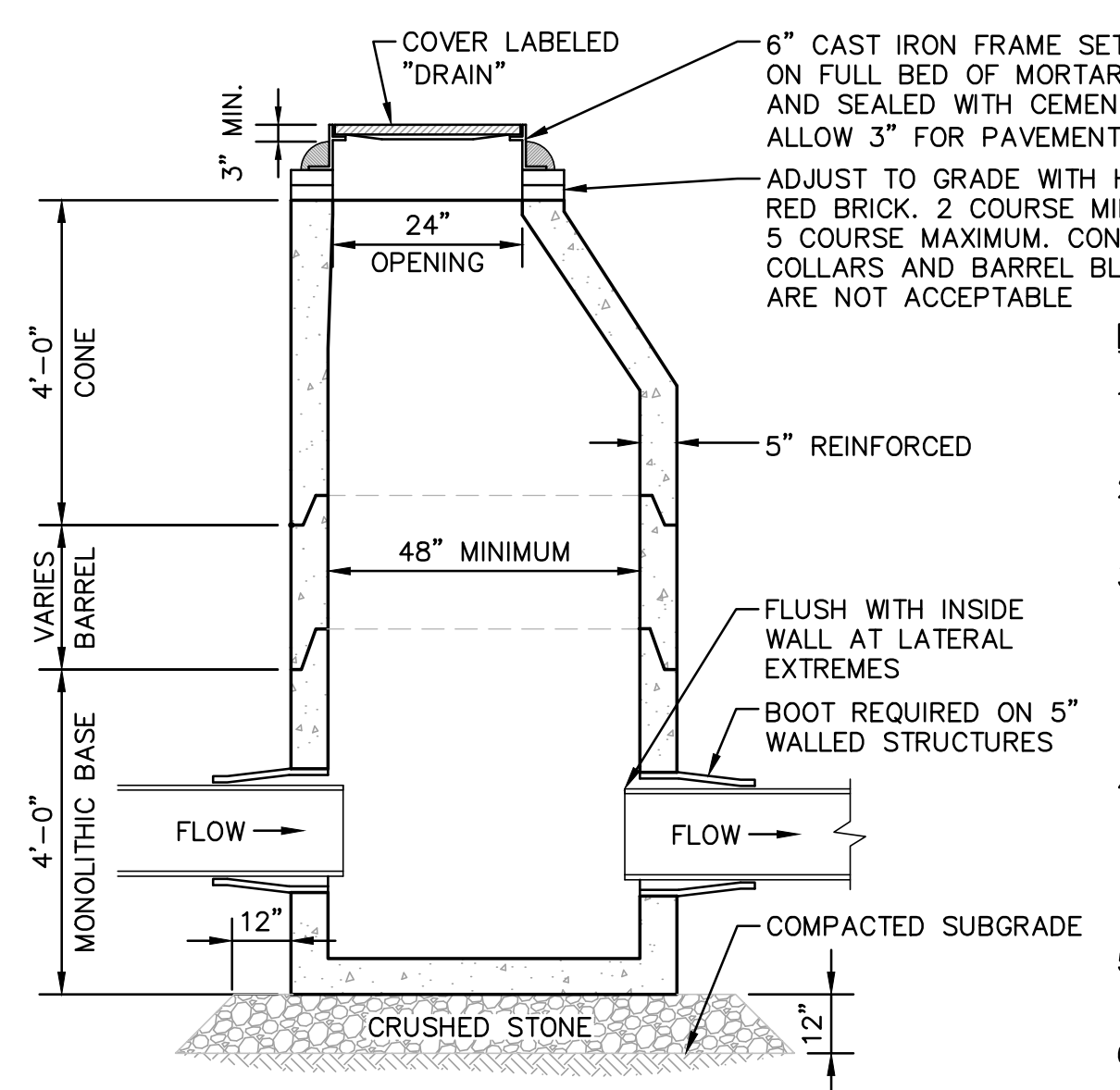
**5 STRAW BALE DETAIL (AS NEEDED)**  
 SCALE: NONE



**6 TYPICAL CATCH BASIN DETAIL**  
 SCALE: NONE

**CATCH BASIN NOTES:**

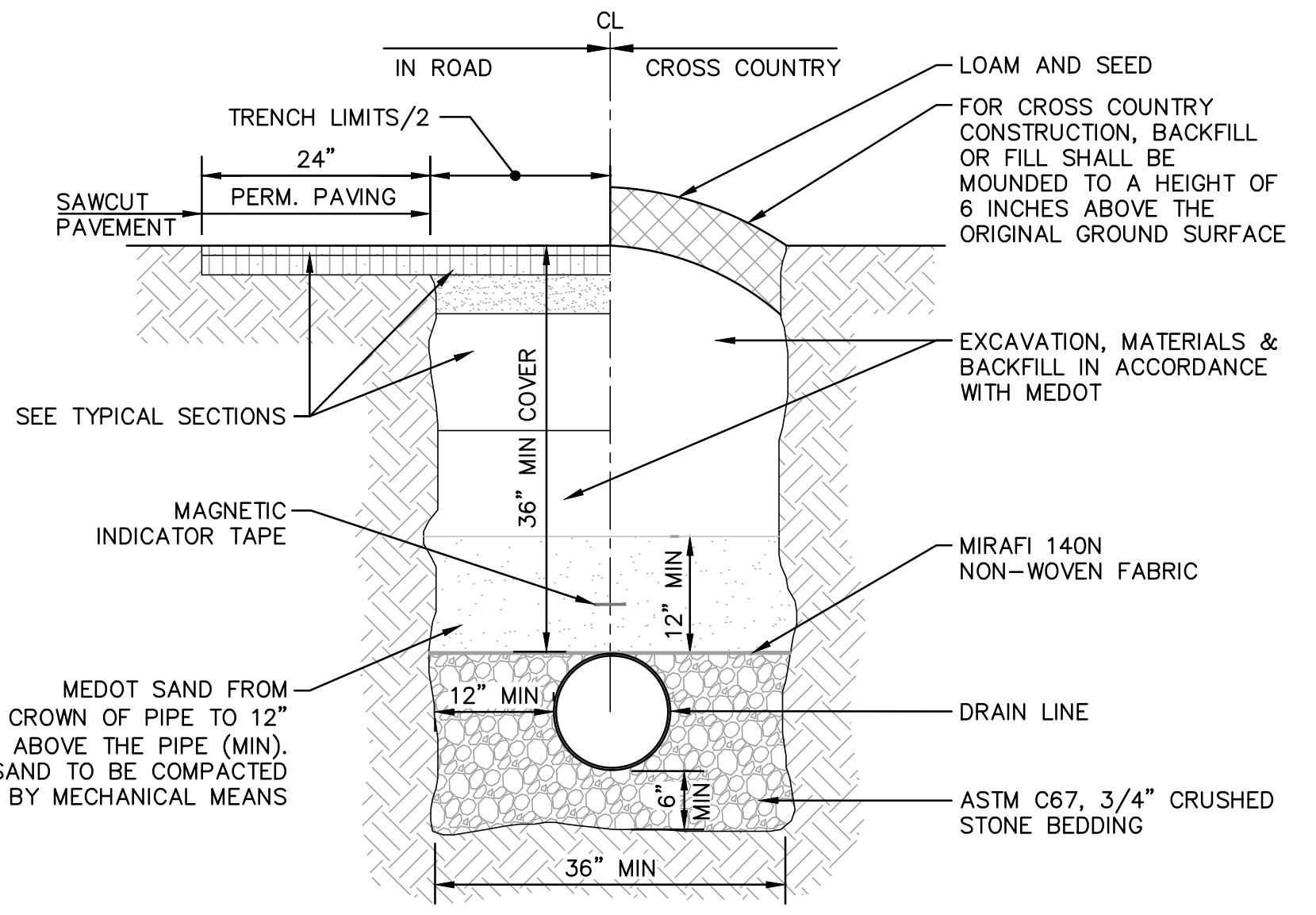
1. STRUCTURE SHALL BE DESIGNED FOR H-20 LOADING.
2. CONCRETE: 4,000 PSI AFTER 28 DAYS.
3. CIRCUMFERENTIAL REINFORCEMENT SHALL BE 0.12 SQ.IN. PER LINEAR FOOT IN ALL SECTIONS AND SHALL BE IN THE CENTER OF THE WALL. STRUCTURE SHALL BE DESIGNED TO SUPPORT H-20 LOADINGS.
4. THE TONGUE OR THE GROOVE OF THE JOINT SHALL CONTAIN ONE LINE OF CIRCUMFERENTIAL REINFORCEMENT EQUAL TO 0.12 SQ.IN. PER LINEAR FOOT.
5. SEAL ALL PRECAST JOINTS WITH BITUMASTIC SEAL.
6. RISERS OF 2", 3" AND 4" CAN BE USED TO REACH DESIRED DEPTH. 12" MAXIMUM RISER HEIGHT.



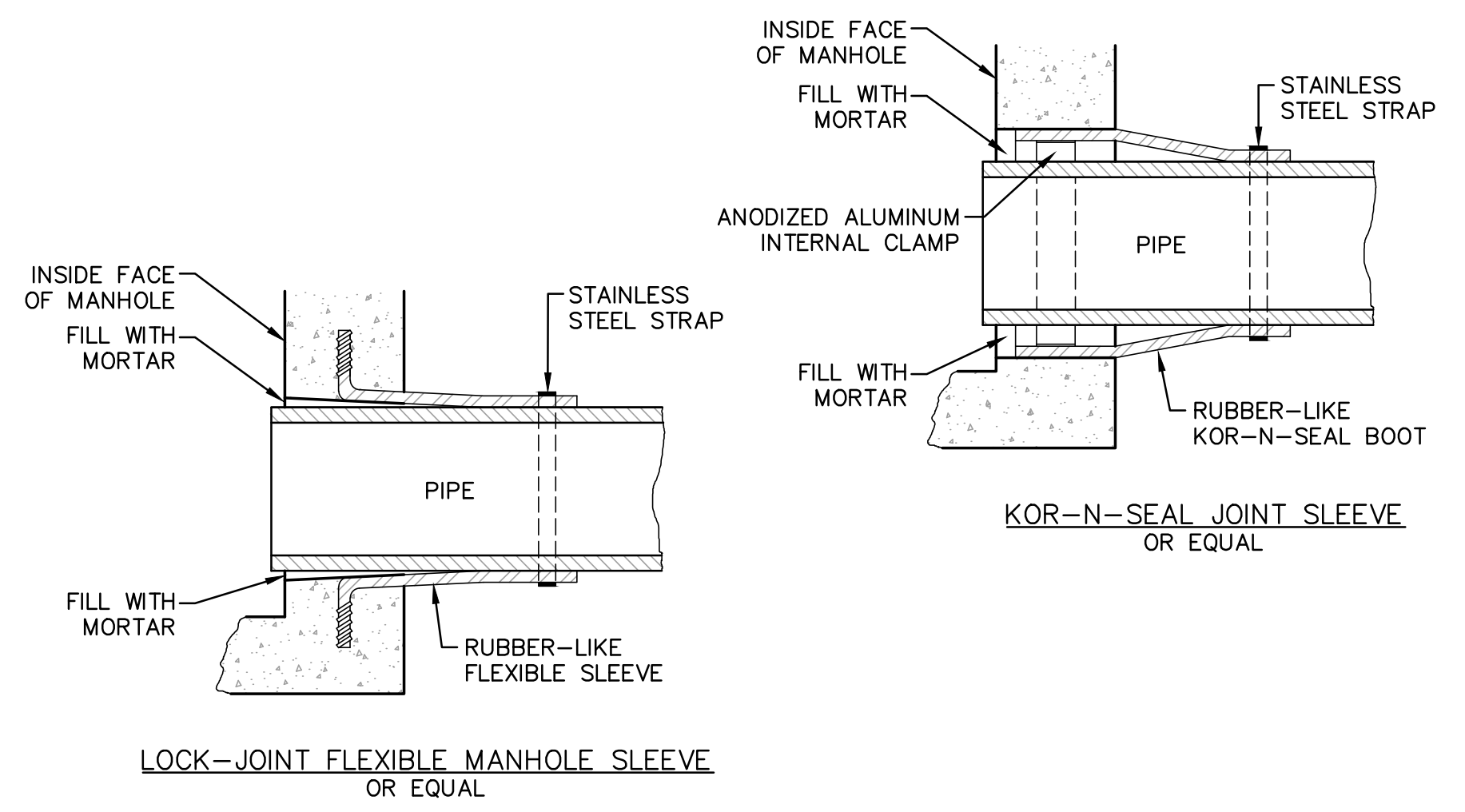
**7 DRAIN MANHOLE DETAIL**  
 SCALE: NONE

**DRAIN MANHOLE NOTES:**

1. STRUCTURE SHALL BE DESIGNED FOR H-20 LOADING.
2. CONCRETE: 4,000 PSI AFTER 28 DAYS.
3. CIRCUMFERENTIAL REINFORCEMENT SHALL BE 0.12 SQ.IN. PER LINEAR FOOT IN ALL SECTIONS AND SHALL BE IN THE CENTER OF THE WALL. STRUCTURE SHALL BE DESIGNED TO SUPPORT H-20 LOADINGS.
4. THE TONGUE OR THE GROOVE OF THE JOINT SHALL CONTAIN ONE LINE OF CIRCUMFERENTIAL REINFORCEMENT EQUAL TO 0.12 SQ.IN. PER LINEAR FOOT.
5. SEAL ALL PRECAST JOINTS WITH BITUMASTIC SEAL.
6. RISERS OF 2", 3" AND 4" CAN BE USED TO REACH DESIRED DEPTH. 12" MAXIMUM RISER HEIGHT.



**8 DRAIN TRENCH DETAIL**  
 SCALE: NONE

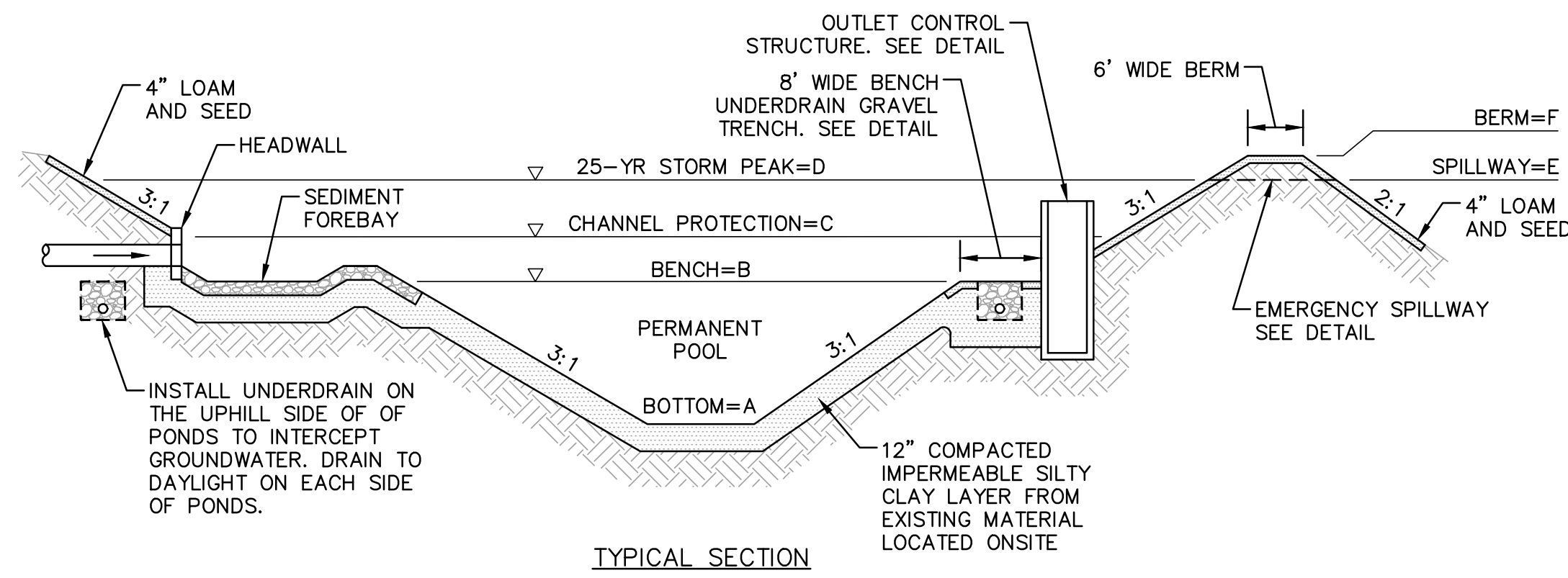


**9 TYPICAL PIPE TO MANHOLE DETAILS**  
 SCALE: NONE

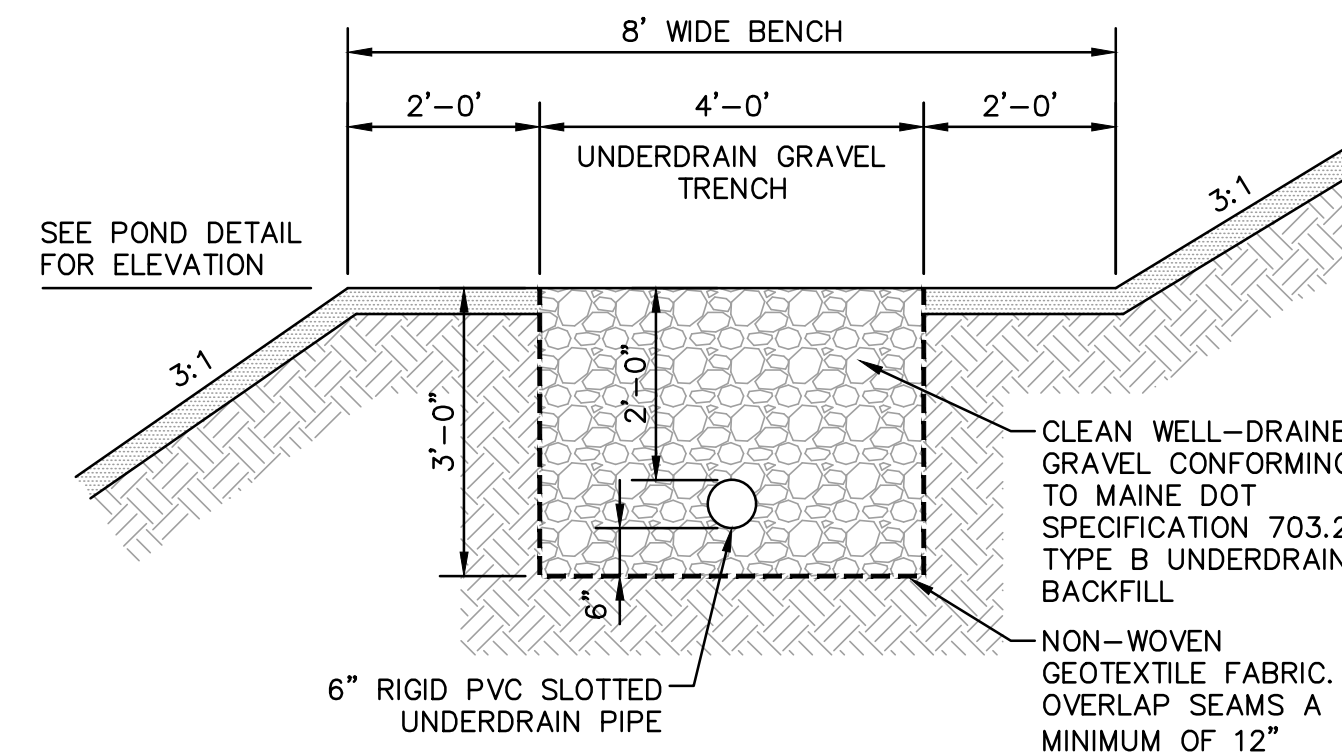


**WET POND MAINTENANCE NOTES:**

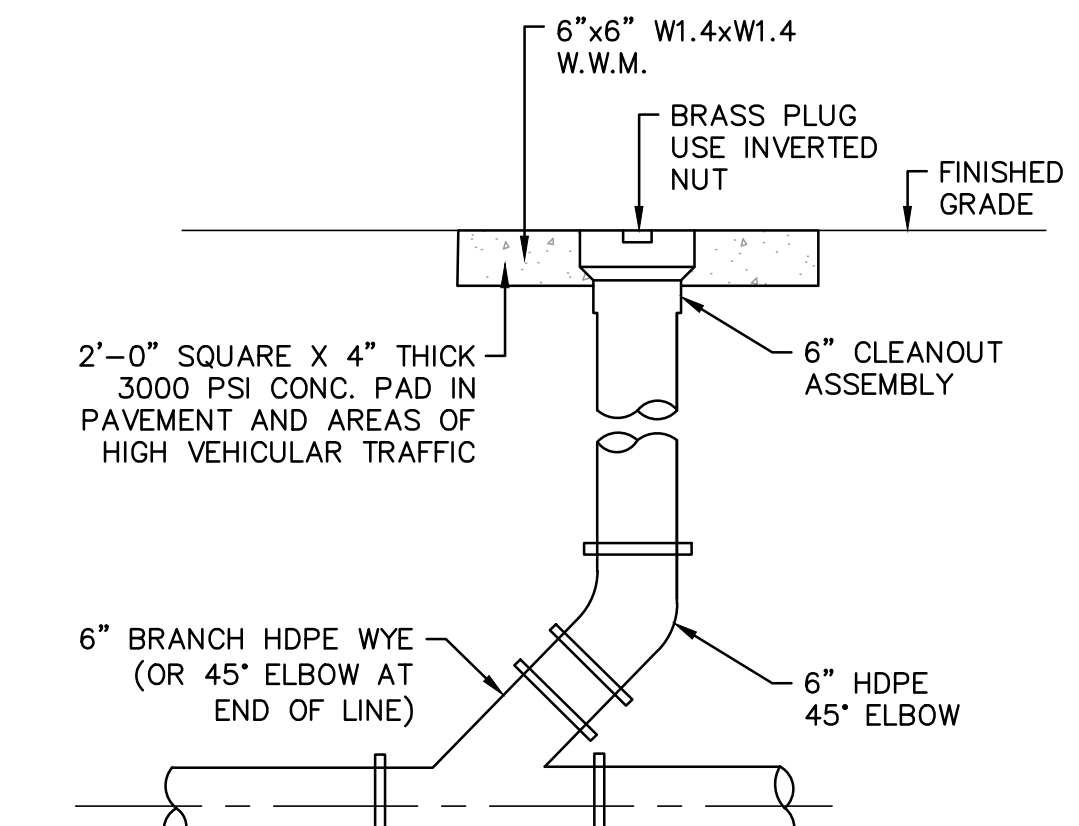
- EMBANKMENTS SHOULD BE INSPECTED AT LEAST ANNUALLY BY A QUALIFIED PROFESSIONAL FOR SETTLEMENT, EROSION, SEEPAGE, ANIMAL BURROWS, WOODY VEGETATION, AND OTHER CONDITIONS THAT COULD DEGRADE THE EMBANKMENT AND REDUCE ITS STABILITY FOR IMPOUNDING WATER. IMMEDIATE CORRECTIVE ACTION SHOULD BE IMPLEMENTED IF 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 AS INDICATED BY SUCH INSPECTION.
- TRASH AND DEBRIS SHOULD BE REMOVED FROM THE BASIN AND ANY INLET OR OUTLET STRUCTURE WHENEVER OBSERVED BY INSPECTION.
- ACCUMULATED SEDIMENT SHOULD BE REMOVED WHEN IT SIGNIFICANTLY AFFECTS BASIN CAPACITY.
- A MINIMUM SEPARATION OF ONE (1) FOOT IS RECOMMENDED FROM THE BOTTOM OF THE BASIN TO THE TOP OF BEDROCK, OR AN IMPERMEABLE BARRIER (CLAY LAYER OR SYNTHETIC LINER) SHOULD BE PROVIDED.



WET POND	BOTTOM ELEV. A	BENCH ELEV. B	PERMANENT POOL VOLUME	CHANNEL PROTECTION ELEV. C	CHANNEL PROTECTION VOLUME	25-YR STORM PEAK ELEV. D	SPILLWAY ELEV. E	BERM ELEV. F
1	46.0	53.3	18,313 C.F.	54.4	7,507 C.F.	55.82	55.85	57.1
2	45.0	52.5	12,916 C.F.	53.3	5,590 C.F.	54.84	54.85	56.0
3	44.0	49.5	29,209 C.F.	50.6	13,516 C.F.	52.43	52.43	53.75

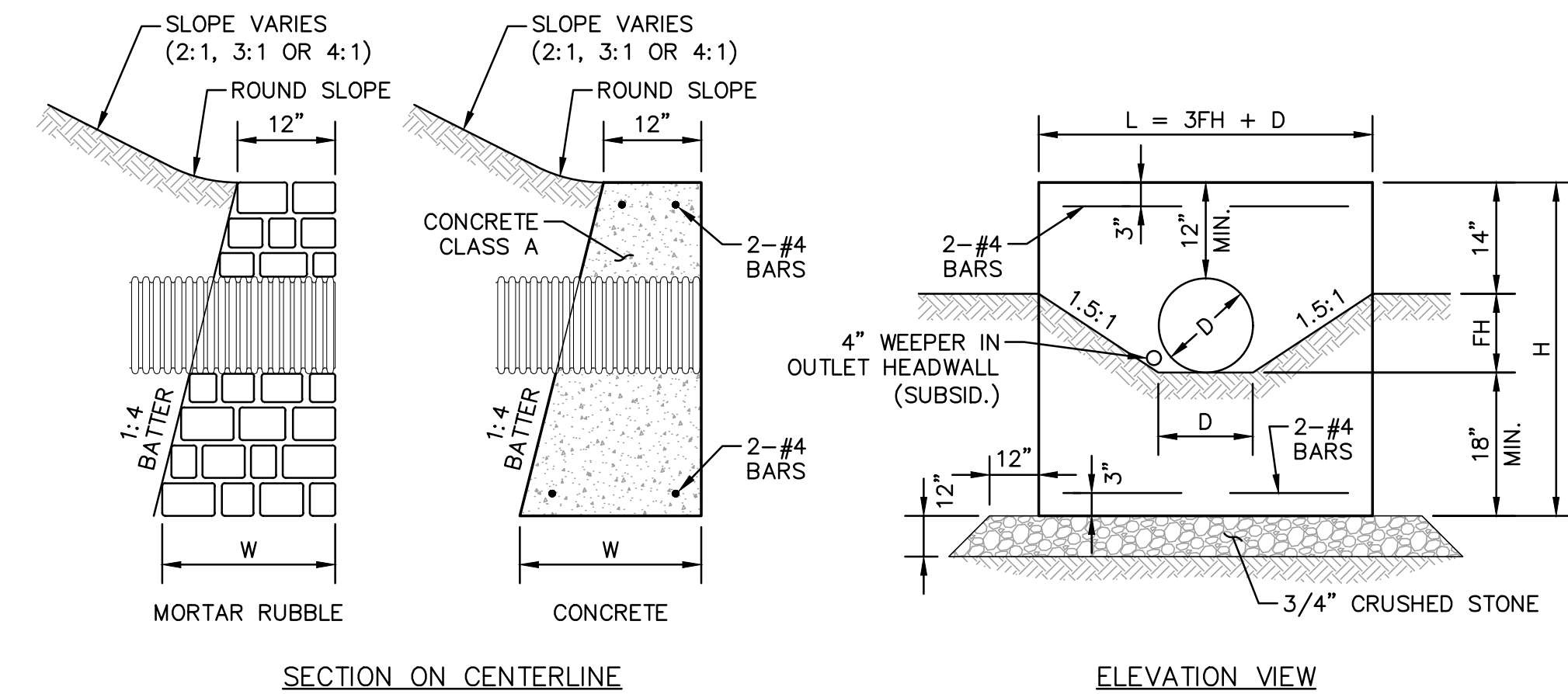


**2 UNDERDRAIN GRAVEL TRENCH DETAIL**  
SCALE: NONE



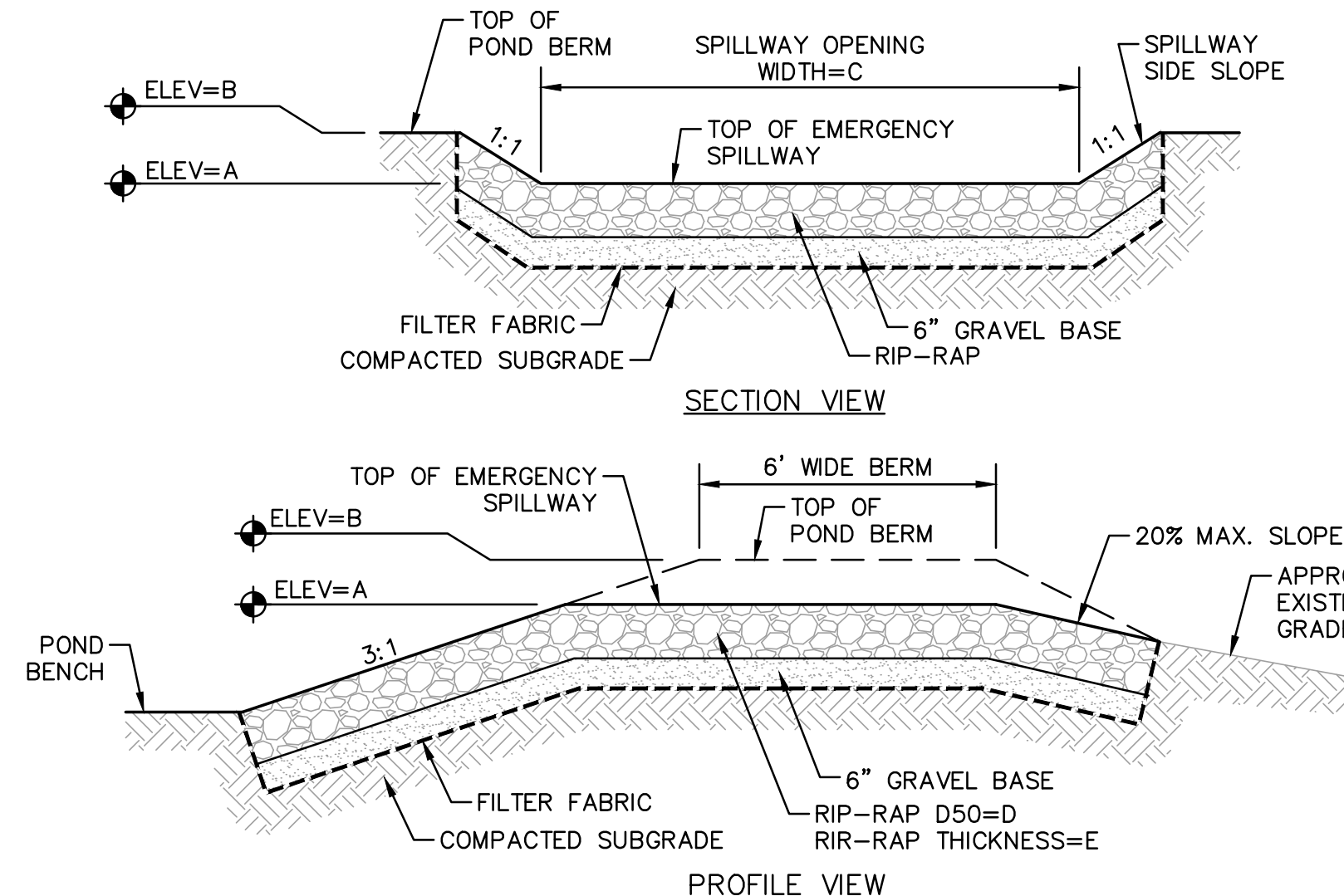
**3 DRAIN CLEANOUT DETAIL**  
SCALE: NONE

**1 WET POND CROSS SECTION**  
SCALE: NONE



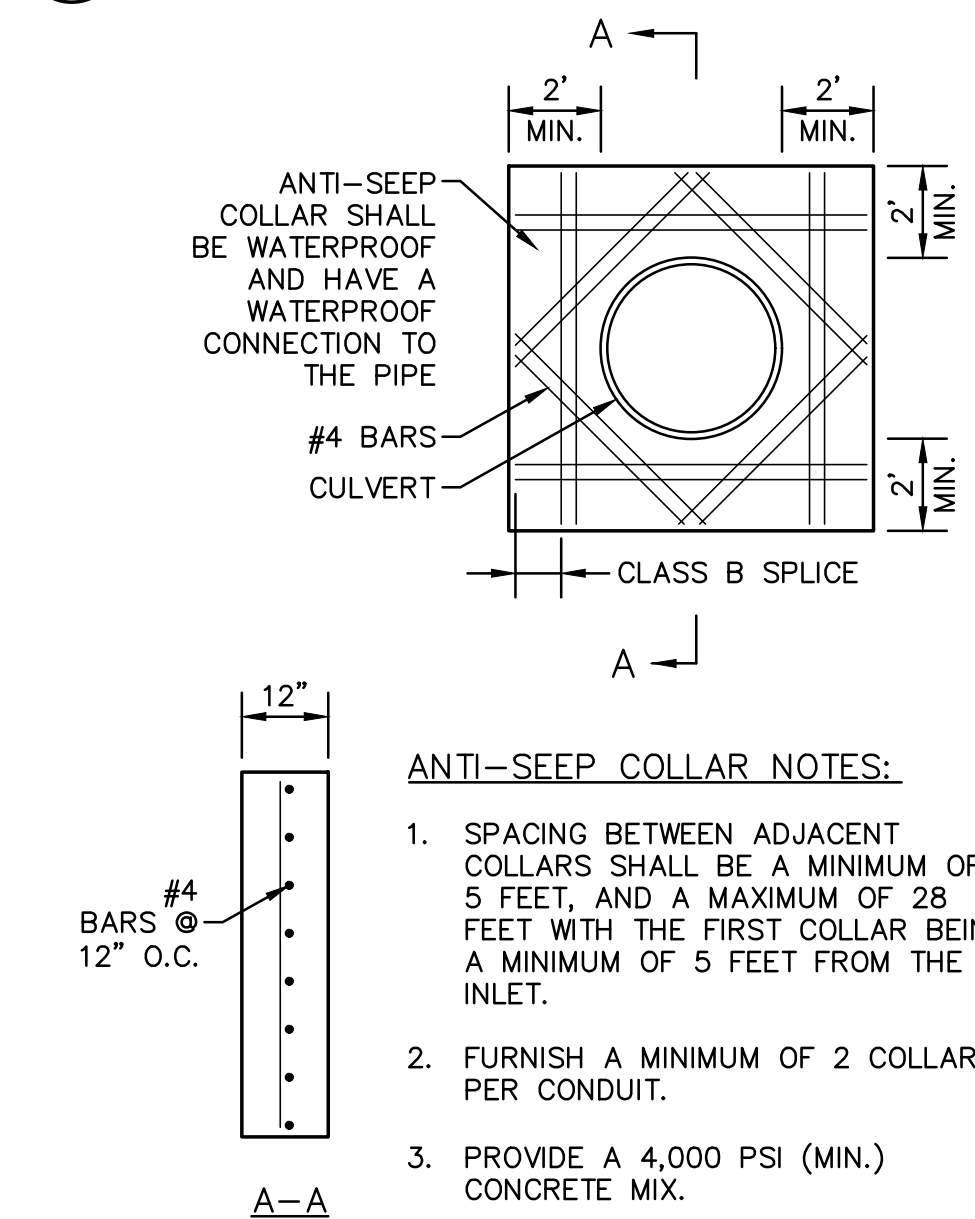
DIAMETER D INCHES	MASONRY PER FOOT OF WALL CU. YD.	MASONRY PER STANDARD HEADER CU. YD.	STEEL PER STANDARD HEADER LB.	LENGTH OF BARS	EXC. FOR 1\"/>				
12	0.186	0.61	9	3'-2"	0.789	3'-6"	3'-6"	0'-10"	0'-10½"
15	0.202	0.85	11	3-10	0.947	4-6	3-9	1-1	1-11½"
18	0.222	1.13	14	5-2	1.111	5-6	4-0	1-4	2-0
24	0.260	1.78	20	7-2	1.451	7-6	4-6	1-10	2-1½"
30	0.301	2.58	25	9-2	1.810	9-6	5-0	2-4	2-3
36	0.344	3.53	31	11-2	2.187	11-6	5-6	2-10	2-4½"

**4 CONCRETE OR MORTAR RUBBLE HEADWALL DETAILS**  
SCALE: NONE

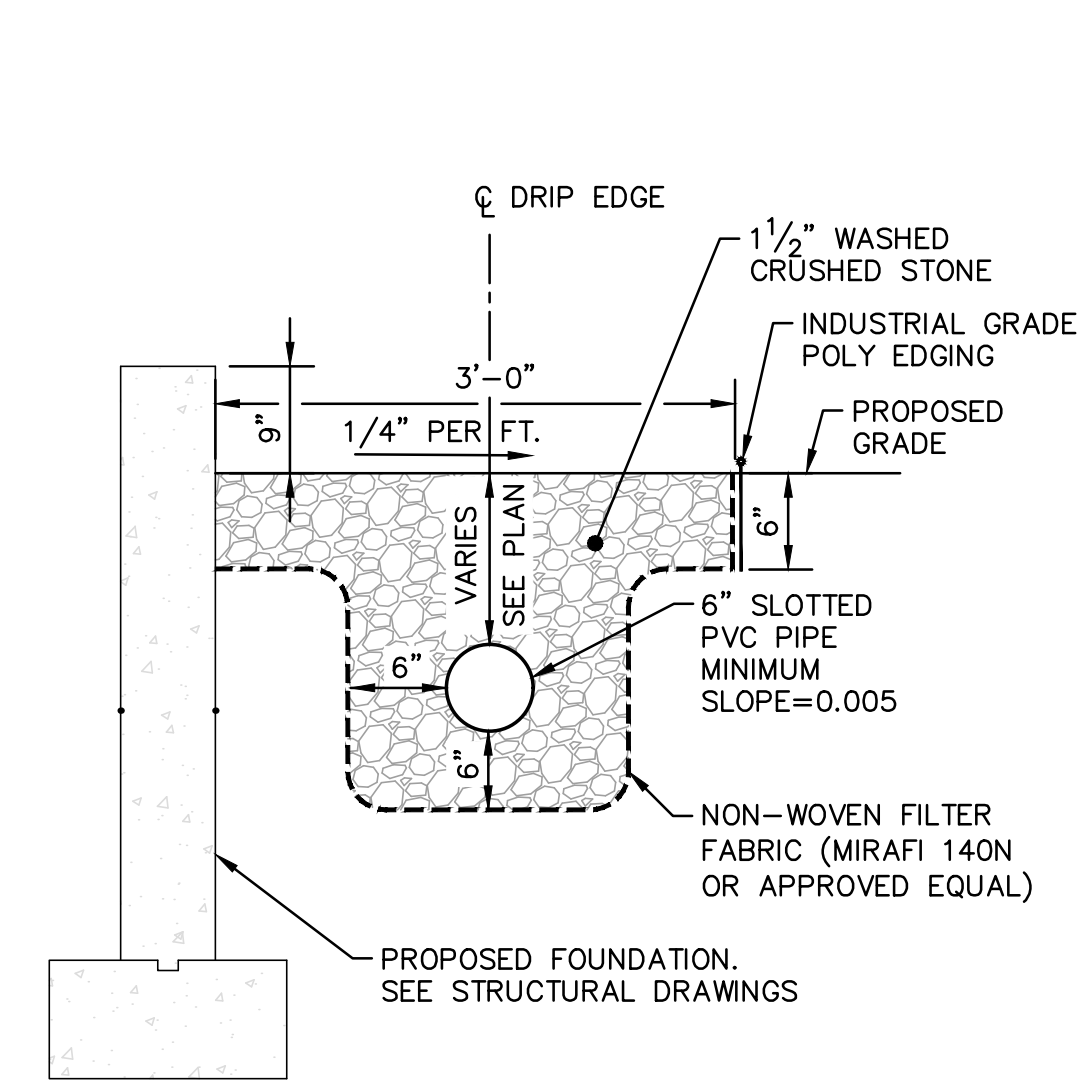


WET POND	SPILLWAY ELEV. A	BERM ELEV. B	SPILLWAY WIDTH FT	RIP-RAP D50 D	RIP-RAP THICKNESS E
1	55.85	57.1	30	6"	12"
2	54.85	56.0	30	6"	12"
3	52.45	53.75	55	8"	16"

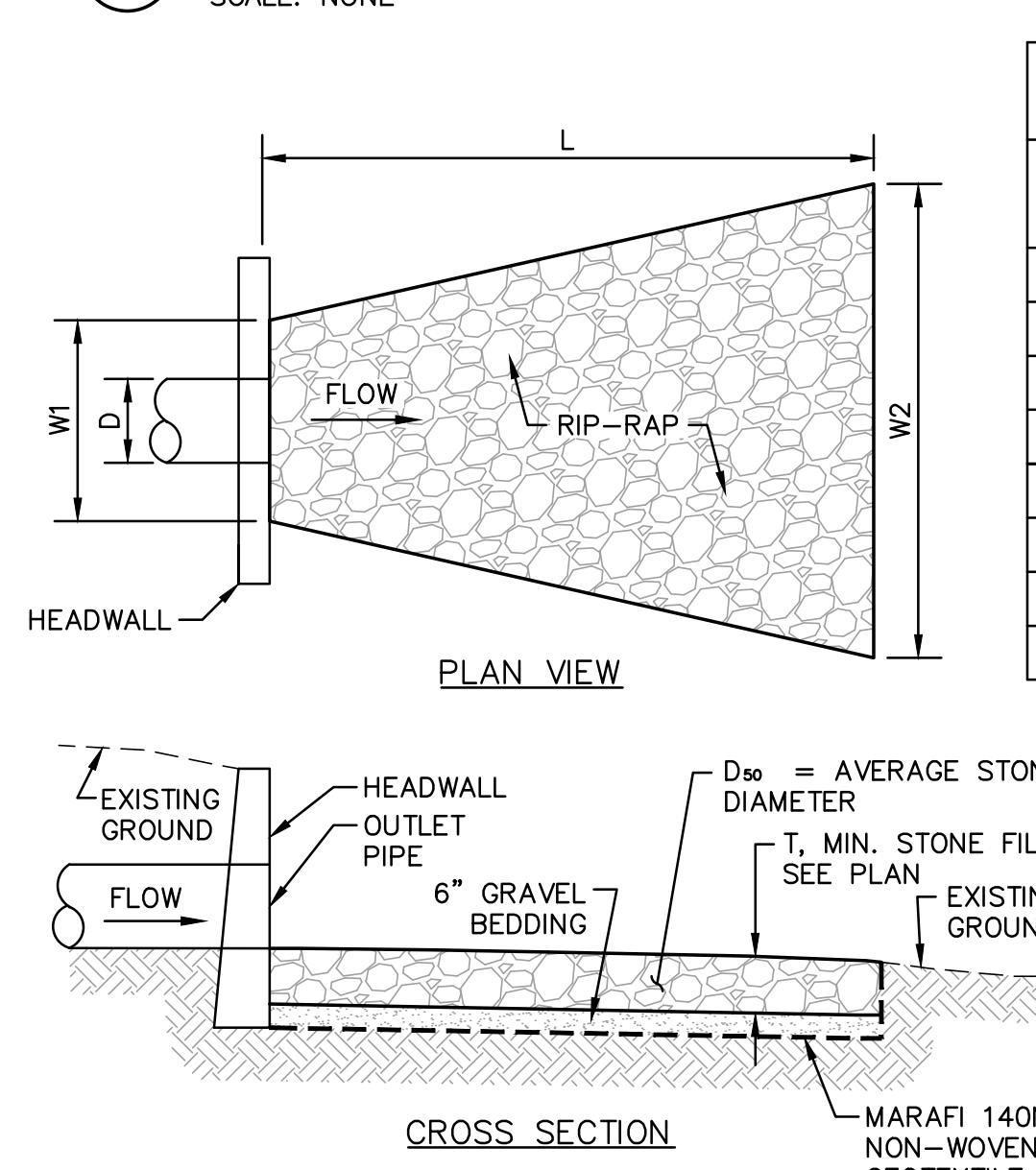
**5 EMERGENCY SPILLWAY DETAIL**  
SCALE: NONE



**6 ANTI-SEEP DRAIN COLLAR DETAIL**  
SCALE: NONE



**7 TYPICAL DRIP EDGE INFILTRATION DETAIL**  
SCALE: NONE

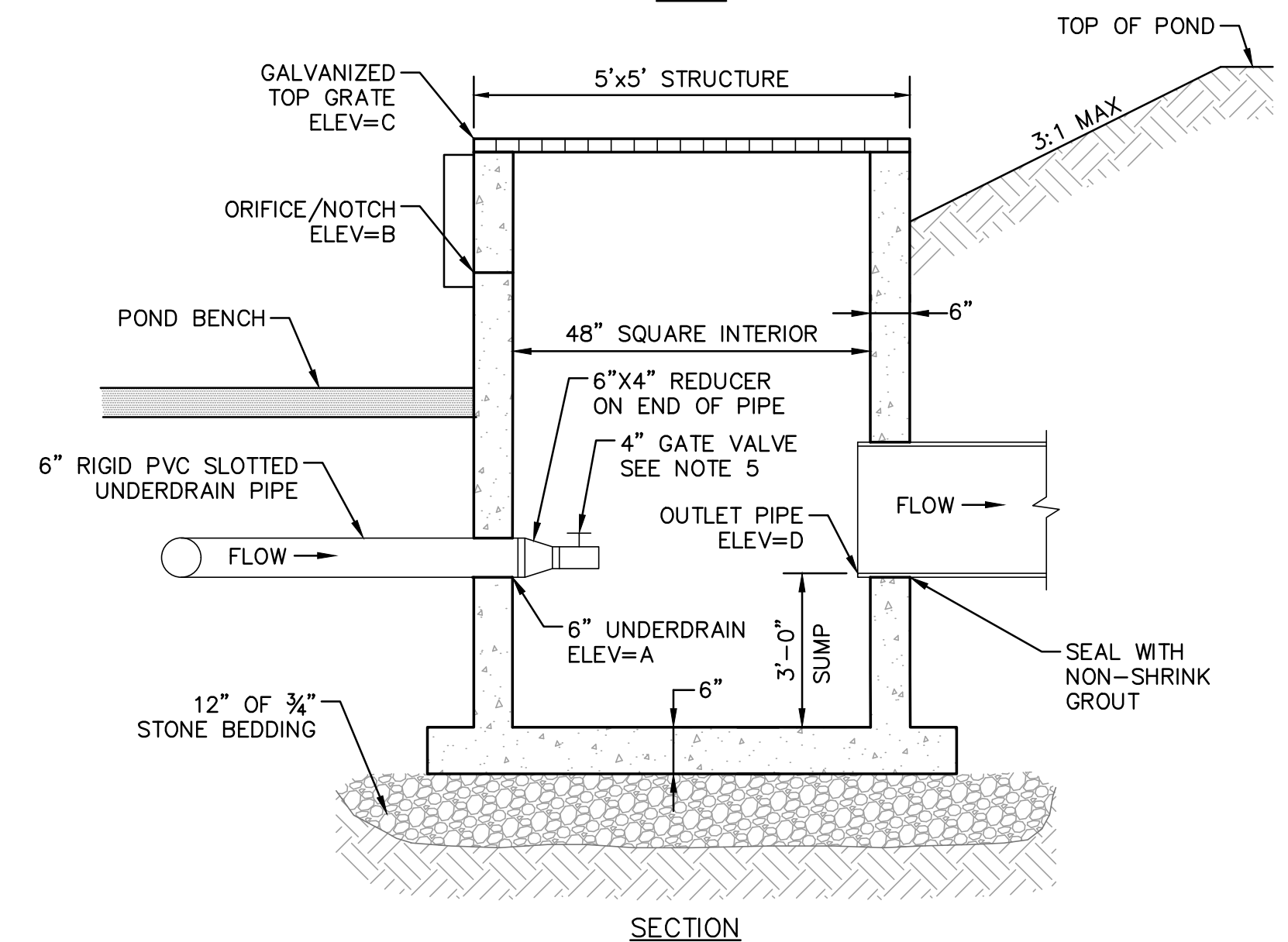


**8 STONE LINED OUTLET PROTECTION DETAIL**  
SCALE: NONE

**TABLE OF DIMENSIONS**

	D (IN)	W1 (FT)	L (FT)	W2 (FT)	T (IN)	D50 (IN)	RIP-RAP VOLUME (C.Y.)
HW1	18	4.5	17	11	12	6	4.8
HW2	18	4.5	14	10	12	6	3.8
HW3	24	6	16	12	12	6	5.6
HW5	36	9	27	20	12	6	14.7
HW6	12	3	10	7	12	6	1.7
HW7	18	4.5	16	11	12	6	4.5
HW8	36	9	28	20	12	6	15.2
HW9	24/36	15	22	24	12	6	16.2

- RIP-RAP NOTE**
- ALL RIP-RAP SHALL BE PROTECTED FROM RECEIVING SEDIMENT RUNOFF DURING THE CONSTRUCTION PROCESS. THE CONTRACTOR SHALL ENSURE THAT ALL RIP-RAP IS CLEAN AND FREE OF SEDIMENT AT THE COMPLETION OF THE PROJECT.



- OUTLET STRUCTURE NOTES:**
- ALL CEMENT CONCRETE TO BE 4,000 PSI (MIN.).
  - GALVANIZED STEEL GRATE SHALL BE BOLTED TO TOP OF STRUCTURE.
  - ALL OPENINGS SHALL BE CAST IN AS REQUIRED.
  - PRECAST REINFORCED CONCRETE STRUCTURE TO MEET ASTM C-478 DESIGNATION AND H-20 LOADING.
  - THE 4" GATE VALVE CONNECTED TO THE UNDERDRAIN SHALL BE ADJUSTED TO PROVIDE THE SQ. IN. OPENING SHOWN IN THE TABLE BELOW TO PROVIDE A CHANNEL PROTECTION VOLUME DRAIN DOWN TIME OF GREATER THAN 24 HOURS.

WET POND	UNDERDRAIN INV. IN A	GATE VALVE OPENING	ORIFICE/NOTCH INV. IN B	ORIFICE/NOTCH SIZE	TOP GRATE C	OUTLET PIPE INV. OUT D	OUTLET PIPE SIZE
1	50.7	1.11 SQ. IN.	54.4	10"x15.6"	55.7	50.6	24"
2	49.8	0.76 SQ. IN.	53.3	5"	54.7	49.7	24"
3	46.6	1.9 SQ. IN.	50.6	15"x16.8"	52.25	46.5	36"

**9 OUTLET STRUCTURE AT DETENTION POND**  
SCALE: NONE



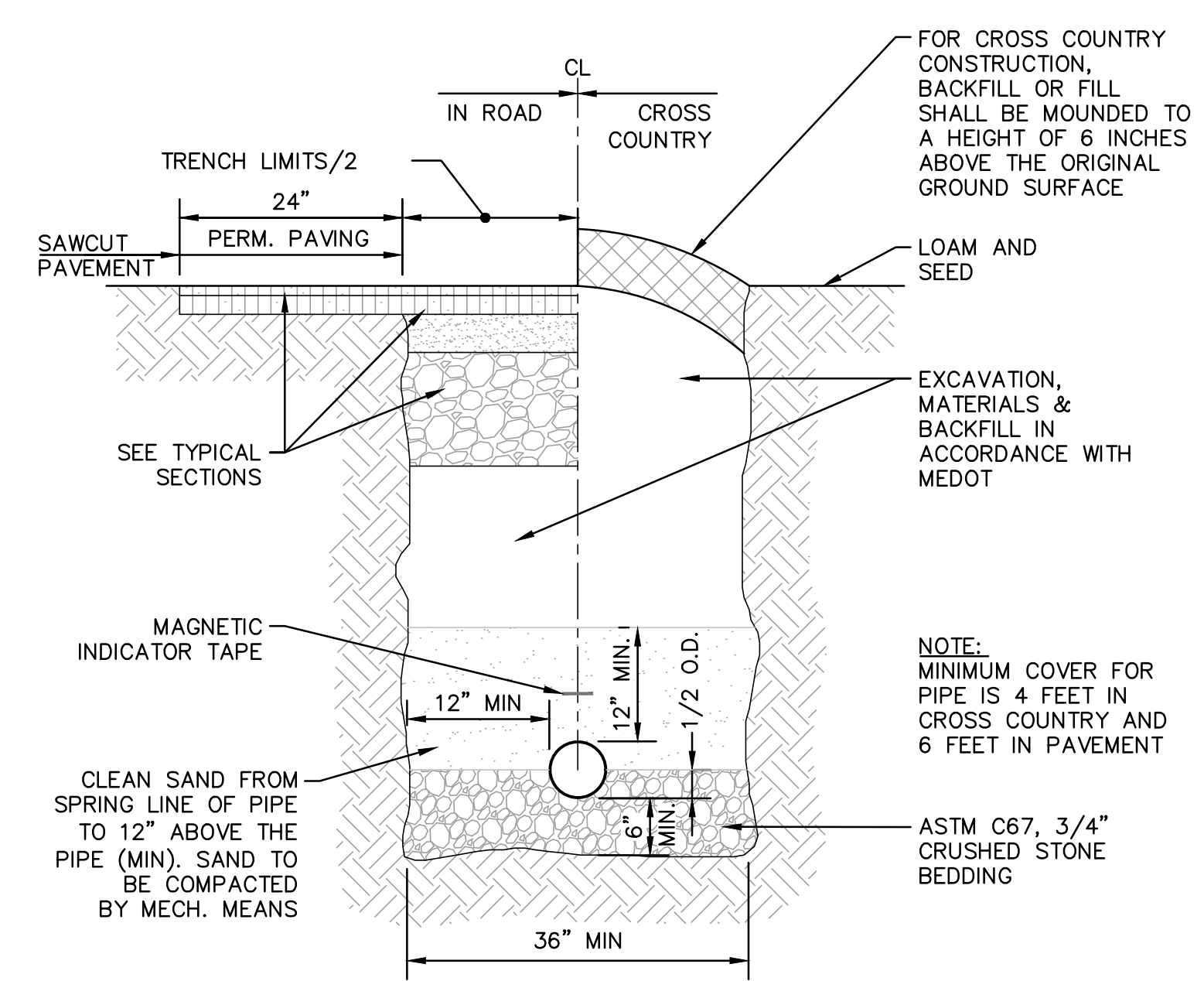
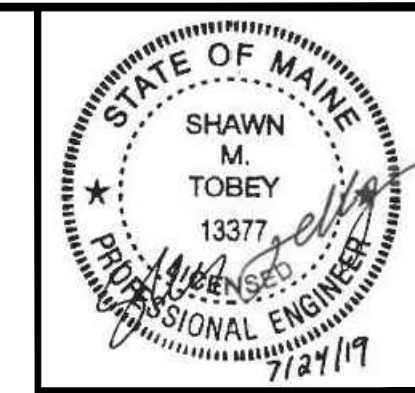
NO.	DATE	DESCRIPTION
1	07/24/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN
2	07/24/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN
3	06/20/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN

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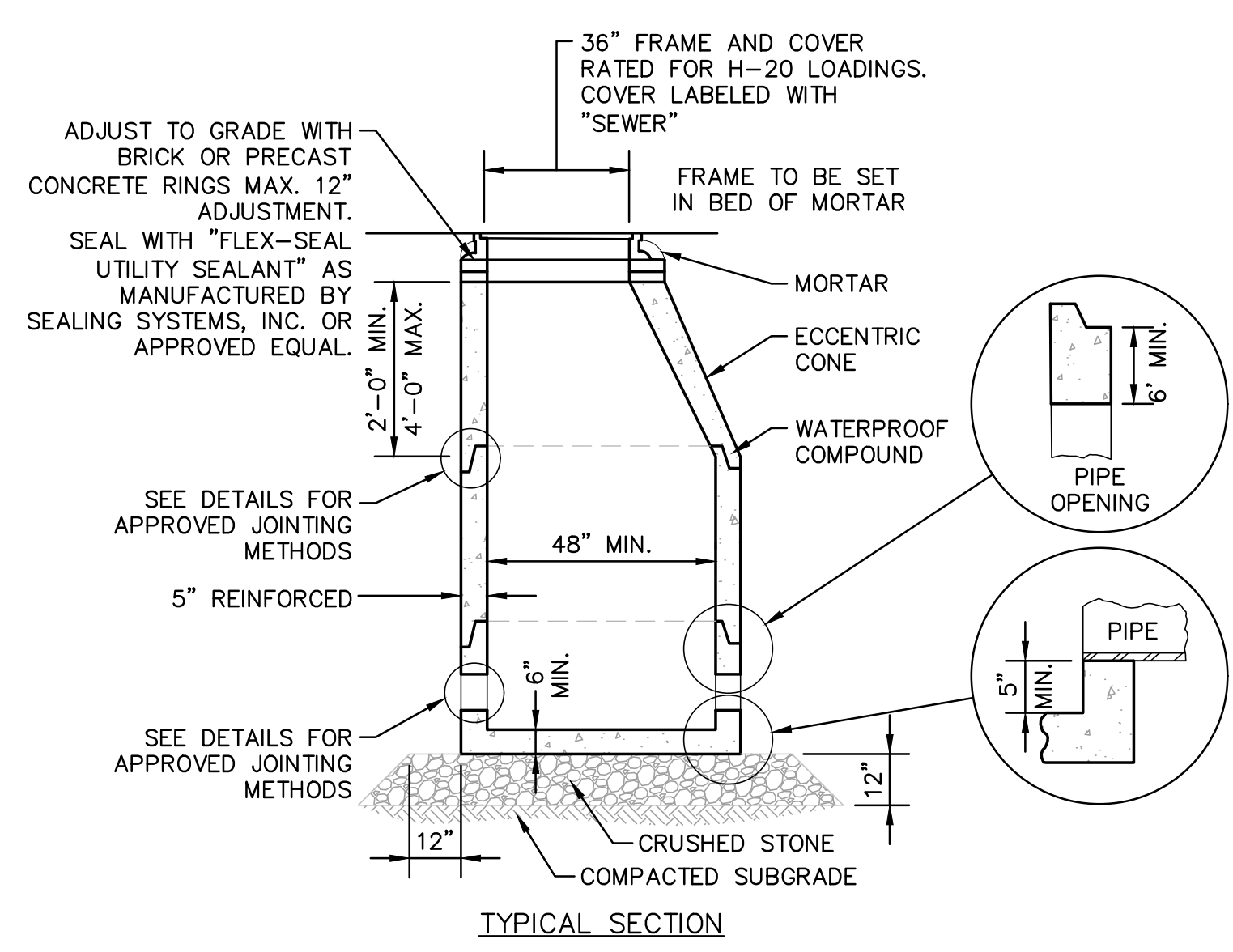
Hoyle, Tanner & Associates, Inc.  
100 International Dr., #360, Portsmouth, NH 03801  
Tel (603) 431-2520 Fax (603) 431-8067 Web: www.foyletanner.com  
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APPLICANT: AZTEC, LLC  
62 PORTLAND ROAD, SUITE 25  
KENNEBUNK, ME 04043

PROJECT: PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT  
TAX MAP LOTS 6-15B, 6-16A & 13-4  
76 DENNETT ROAD, KITTERY, ME 03904



**1 SEWER TRENCH DETAIL**  
SCALE: NONE



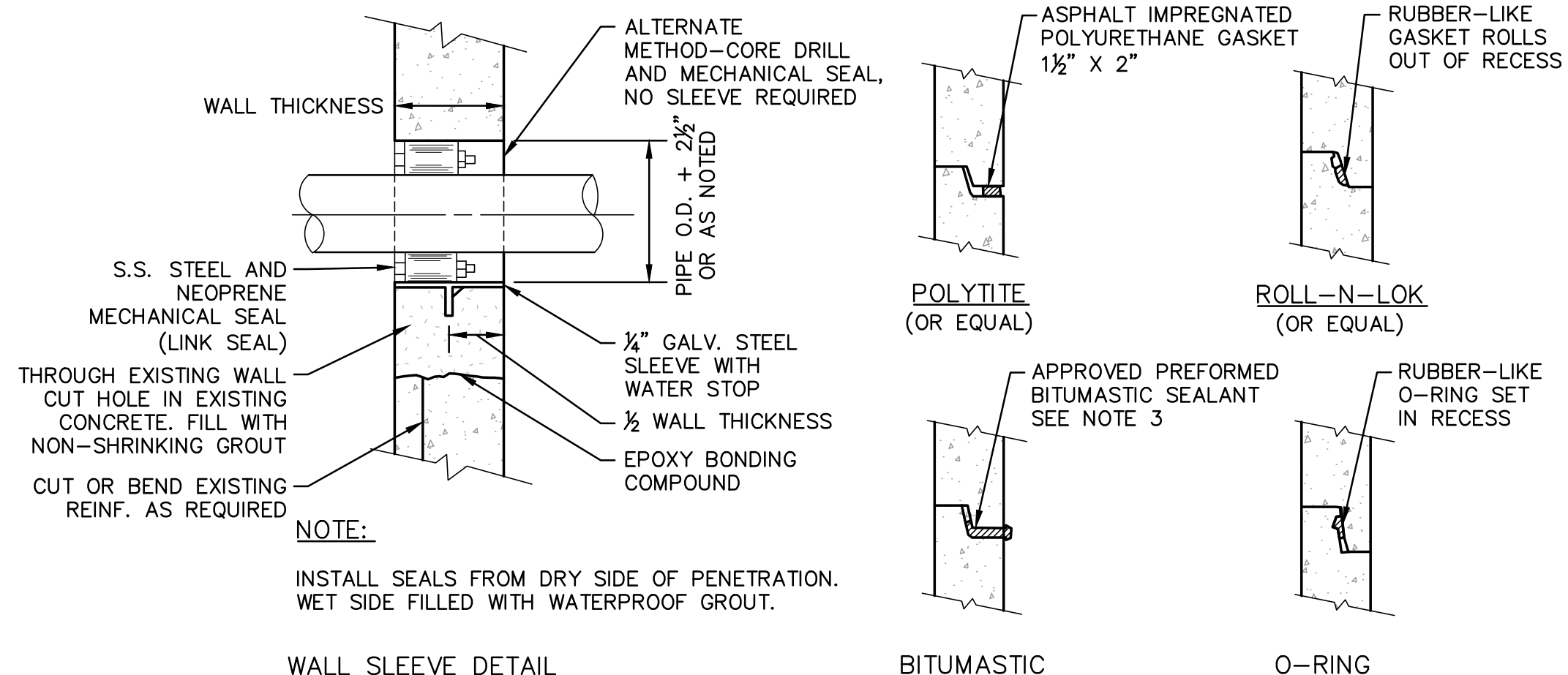
**SEWER NOTES:**

- MANHOLES:** THE MANHOLE, INCLUDING ALL COMPONENT PARTS, SHALL HAVE ADEQUATE SPACE, STRENGTH AND LEAKPROOF QUALITIES CONSIDERED NECESSARY FOR THE INTENDED SERVICE SPACE REQUIREMENTS AND CONFIGURATIONS, SHALL BE SHOWN ON THE DRAWING. MANHOLES MAY BE AN ASSEMBLY OF PRECAST SECTIONS, WITH STEEL REINFORCEMENT, WITH ADEQUATE JOINTING. IN ANY APPROVED MANHOLE, THE COMPLETE STRUCTURE SHALL BE OF SUCH MATERIAL AND QUALITY AS TO WITHSTAND LOADS OF 8 TONS (H-20 LOADING) WITHOUT FAILURE AND PREVENT LEAKAGE IN EXCESS OF ONE GALLON PER DAY PER VERTICAL FOOT OF MANHOLE, CONTINUOUSLY FOR THE LIFE OF THE STRUCTURE. A PERIOD GENERALLY IN EXCESS OF 25 YEARS IS TO BE UNDERSTOOD IN BOTH CASES.
- INVERTS AND SHELVES:** MANHOLES SHALL HAVE A BRICK PAVED SHELF AND INVERT, CONSTRUCTED TO CONFORM TO THE SIZE OF PIPE AND FLOW. AT CHANGES IN DIRECTION, THE INVERTS SHALL BE LAID OUT IN CURVES OF THE LONGEST RADIUS POSSIBLE TANGENT TO THE CENTER LINE OF THE SEWER PIPES. SHELVES SHALL BE CONSTRUCTED TO THE ELEVATION OF THE HIGHEST PIPE CROWN AND SLOPE TO DRAIN TOWARD THE FLOWING THROUGH CHANNEL. UNDERLAYMENT OF INVERT AND SHELF SHALL CONSIST OF BRICK MASONRY.
- SHALLOW MANHOLE:** IN LIEU OF A CONE SECTION, WHEN MANHOLE DEPTH IS LESS THAN 6 FEET, A REINFORCED CONCRETE SLAB COVER SHALL BE USED, WHERE INDICATED, HAVING AN ECCENTRIC ENTRANCE OPENING AND CAPABLE OF SUPPORTING H-20 LOADS. SEE DETAILS.
- RISER SECTION:** THE RISER SECTION SHALL HAVE THE EXTERIOR WRAPPED WITH WRAPIDSEAL MANHOLE ENCAPSULATION SYSTEM AS MANUFACTURED BY CCI PIPE PROTECTION PRODUCTS OR APPROVED EQUAL.

**MANHOLE NOTES:**

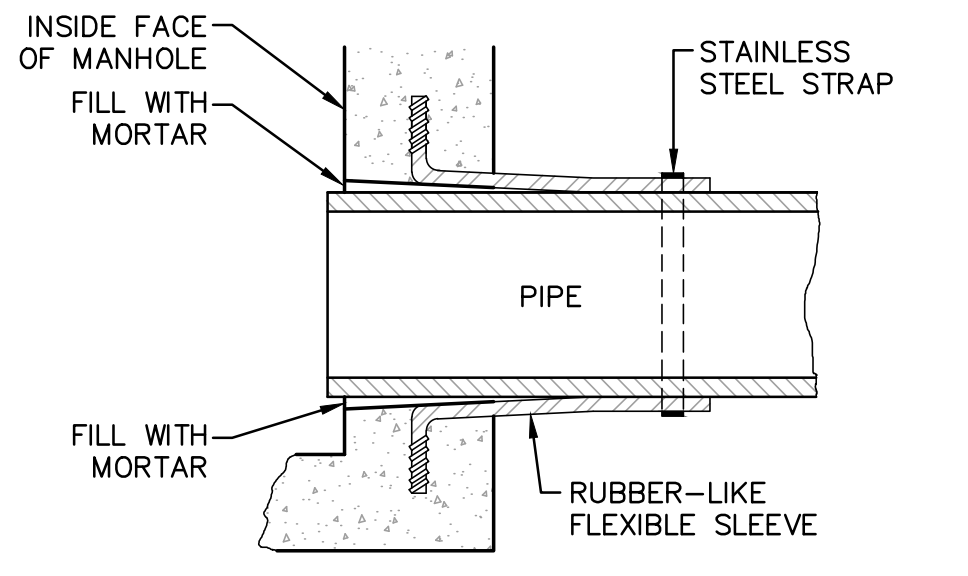
- BASE SECTION TO BE FULL WALL THICKNESS AND MONOLITHIC TO A POINT 6" ABOVE THE PIPE CROWN.
- THERE SHALL BE NO STEPS IN ANY OF THE SEWER MANHOLES

**3 STANDARD SANITARY SEWER MANHOLE DETAIL**  
SCALE: NONE

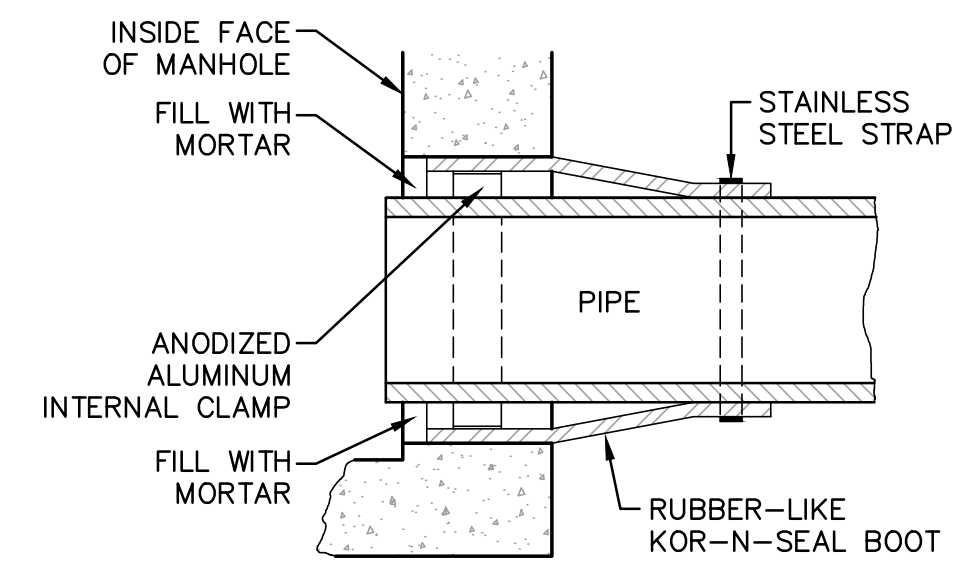


**WALL SLEEVE DETAIL**

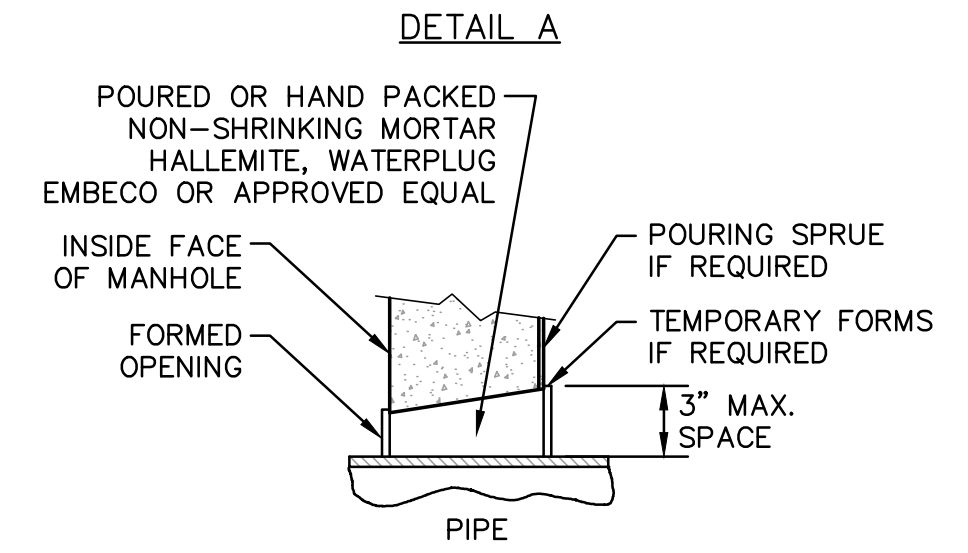
**NOTE:**  
ALL GASKETS AND SEALANTS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S WRITTEN INSTRUCTIONS.



**LOCK-JOINT FLEXIBLE MANHOLE SLEEVE OR EQUAL**



**KOR-N-SEAL JOINT SLEEVE OR EQUAL**

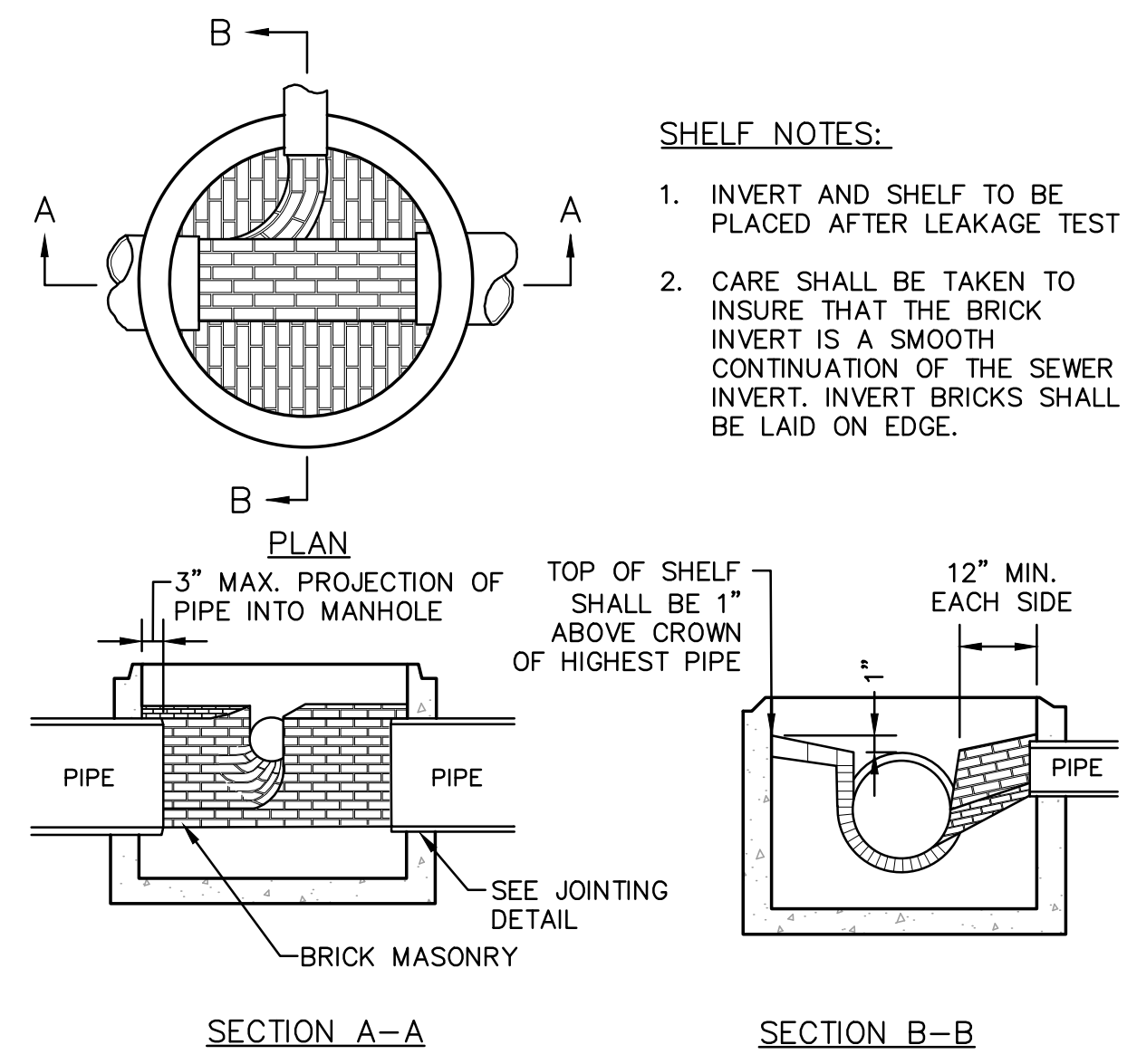


**NON-SHRINKING MORTAR (SEE NOTE 4)**

**SLEEVE AND GASKET NOTES:**

- HORIZONTAL JOINTS BETWEEN SECTIONS OF PRECAST CONCRETE BARRELS SHALL BE OF A TYPE APPROVED BY THE ENGINEER, WHICH TYPE SHALL, IN GENERAL, DEPEND FOR WATERTIGHTNESS UPON AN ELASTOMERIC OR MASTIC-LIKE GASKET.
- PIPE TO MANHOLE JOINTS SHALL BE ONLY AS APPROVED BY THE ENGINEER AND IN GENERAL, WILL DEPEND FOR WATERTIGHTNESS UPON ELASTOMERIC SEALANT.
- FOR BITUMASTIC TYPE JOINTS THE AMOUNT OF SEALANT SHALL BE SUFFICIENT TO FILL AT LEAST 75% OF THE JOINT CAVITY.
- NON-SHRINKING MORTAR SHALL ONLY BE USED WHERE SPECIFICALLY APPROVED BY THE ENGINEER.

**2 SEWER MANHOLE JOINT AND PIPE CONNECTION DETAILS**  
SCALE: NONE



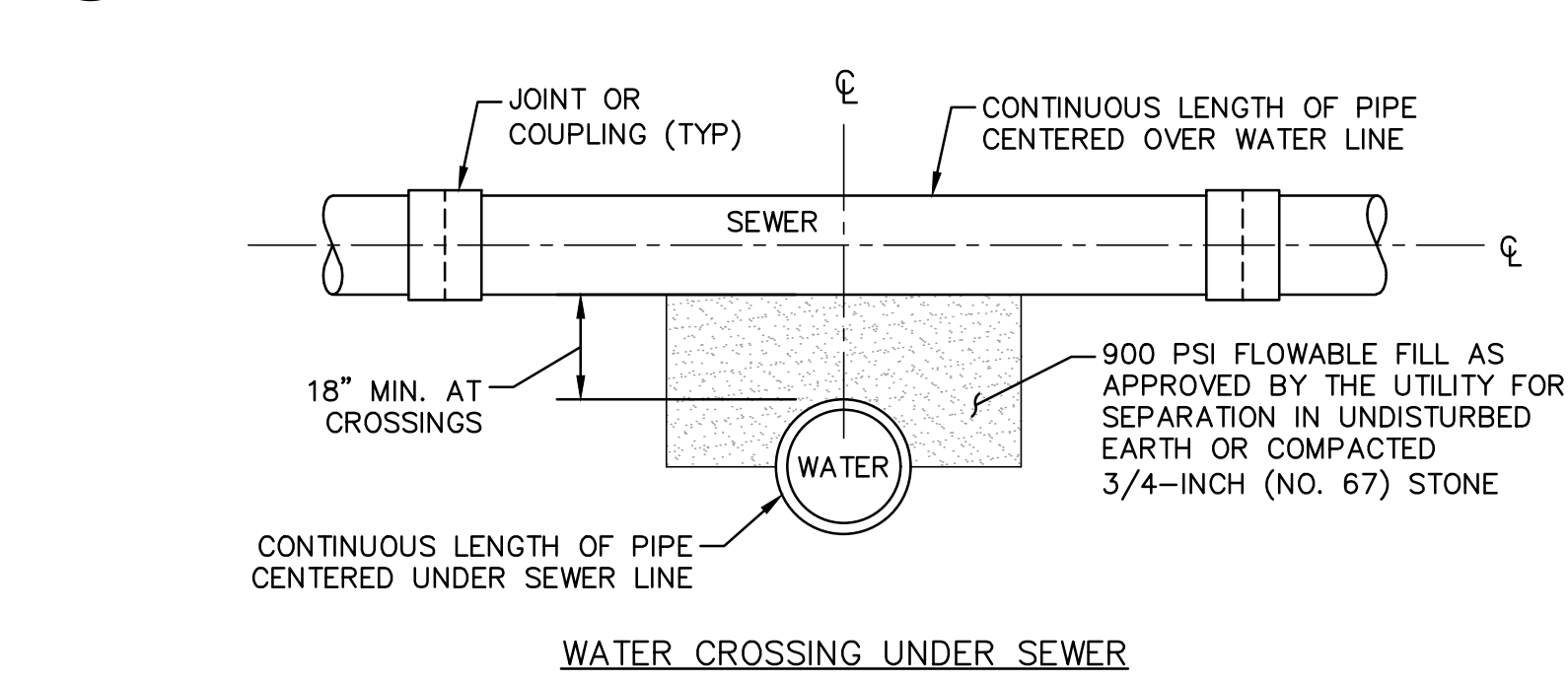
**SECTION A-A SECTION B-B**

**SHELF NOTES:**

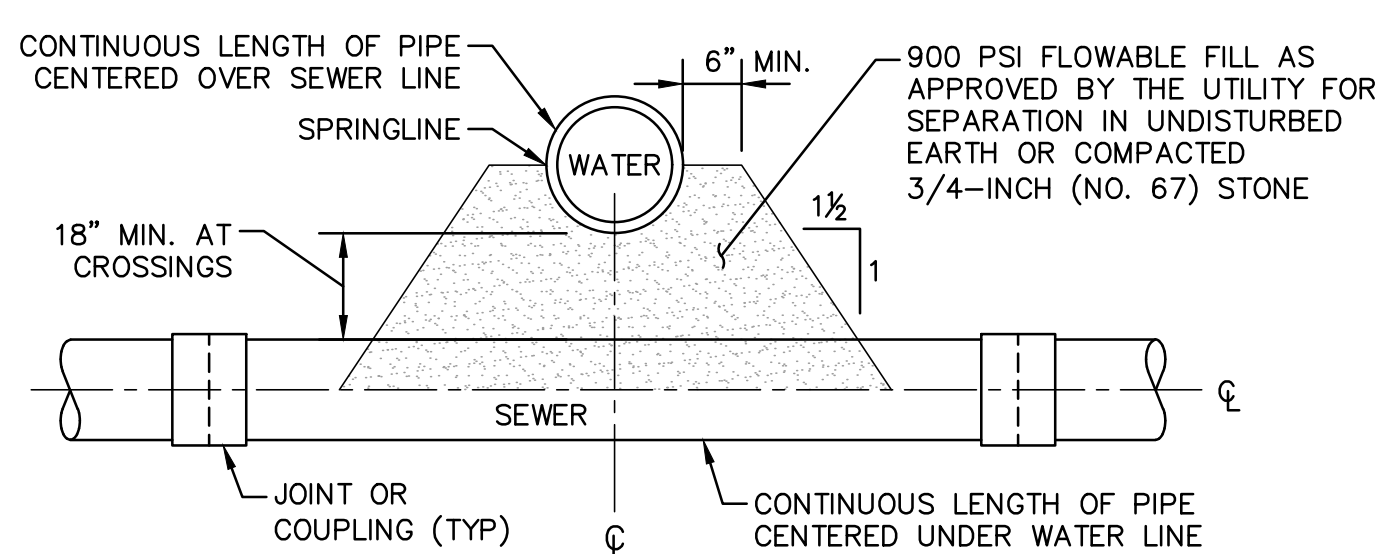
- INVERT AND SHELF TO BE PLACED AFTER LEAKAGE TEST
- CARE SHALL BE TAKEN TO INSURE THAT THE BRICK INVERT IS A SMOOTH CONTINUATION OF THE SEWER INVERT. INVERT BRICKS SHALL BE LAID ON EDGE.

**4 STANDARD SANITARY SEWER BRICK INVERT DETAILS**  
SCALE: NONE

**5 INLET DROP SEWER MANHOLE DETAIL**  
SCALE: NONE



**WATER CROSSING UNDER SEWER**

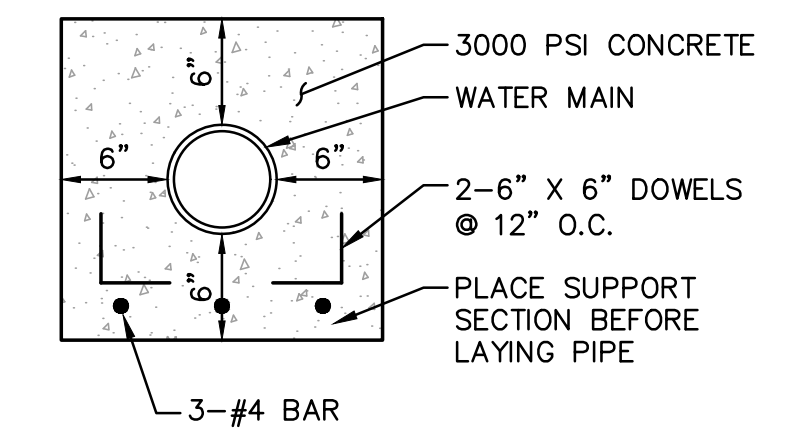


**WATER CROSSING OVER SEWER**

**CROSSING NOTES:**

- SEE PLAN AND PROFILE FOR CROSSING LOCATIONS,
- IF A CONTINUOUS LENGTH OF PIPE CANNOT BE CENTERED AT THE CROSSING OR IF 18" VERTICAL SEPARATION CANNOT BE ACHIEVED, THE LOWER PIPE SHALL BE INCASED IN CONCRETE 10'-0" IN EACH DIRECTION (SEE DETAIL). THE CONCRETE IS SUBSIDIARY TO THE PIPE INSTALLATION. CONTACT ENGINEER FOR DIRECTION BEFORE PROCEEDING IF THIS SITUATION IS ENCOUNTERED.

**6 WATER/SEWER PIPE CROSSING DETAIL**  
SCALE: NONE



**ENCASEMENT NOTES:**

- CONCRETE ENCASEMENT OF UTILITY PIPE WILL BE REQUIRED AS SHOWN ON THE PLANS OR WHEN UTILITY CROSSING REQUIREMENTS CANNOT BE MET.
- CONCRETE ENCASEMENT SHALL EXTEND 10'-0" MIN. ON EACH SIDE OF UTILITY CROSSING

**7 CONCRETE ENCASEMENT DETAIL**  
SCALE: NONE

NO.	DATE	REVISION DESCRIPTION
1	07/24/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN APPROVAL
2	07/02/19	ISSUED FOR MANEOTD TRAFFIC MOVEMENT PERMIT (TMP)
3	06/20/19	ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN APPROVAL
4		ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN APPROVAL
5		ISSUED FOR KITTERY PLANNING BOARD - PRELIMINARY PLAN APPROVAL

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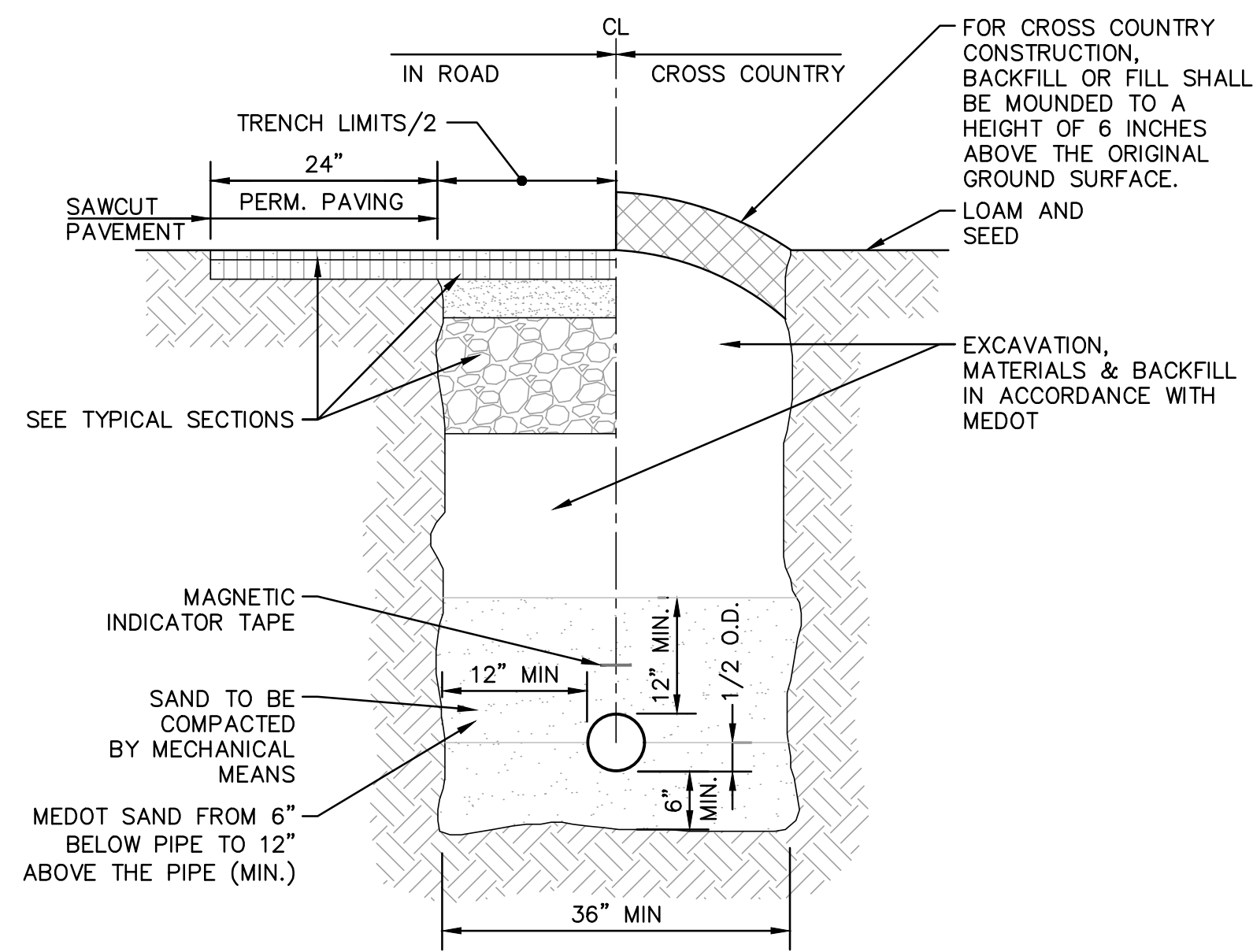
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**Hoyle, Tanner & Associates, Inc.**  
 100 International Dr., #360, Portsmouth, NH 03801  
 Tel (603) 431-2520 Fax (603) 431-8067 Web: www.hoyletanner.com  
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DESIGNED BY: SMT  
 DRAWN BY: SMT  
 CHECKED BY: WRD  
 ORIGINAL DATE: JUNE 20, 2019  
 SCALE: AS SHOWN

APPLICANT: AZTEC, LLC  
 62 PORTLAND ROAD, SUITE 25  
 KENNEBUNK, ME 04043

PROJECT: PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT  
 TAX MAP LOTS 6-15B, 6-16A & 13-4  
 76 DENNETT ROAD, KITTERY, ME 03904

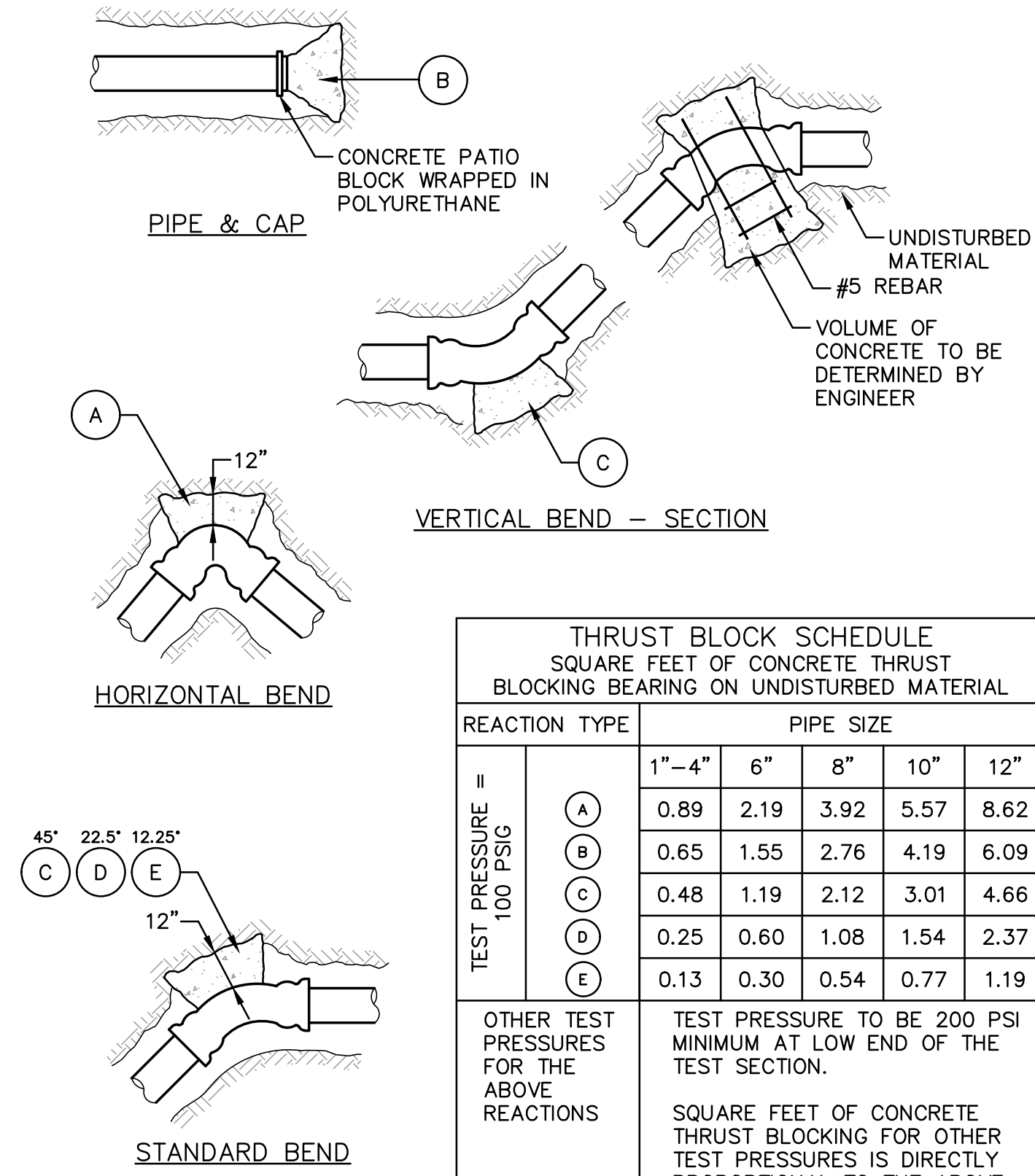
CONSTRUCTION DETAILS 4  
**C22**  
 PROJECT NO. 569200  
 SHEET 22 OF 25



**WATERLINE TRENCH NOTES:**

- APPROVED MATERIAL: SHALL BE NATURAL MATERIAL EXCAVATED DURING THE COURSE OF CONSTRUCTION, BUT SHALL EXCLUDE DEBRIS, PIECES OF PAVEMENT, ORGANIC MATTER, TOPSOIL, CLUMPS MORE THAN 3" DIA., ALL EXCAVATED LEDGE ROCK, STUMPS OR ANY MATERIAL WHICH, AS DETERMINED BY THE ENGINEER, WILL NOT PROVIDE SUFFICIENT SUPPORT OR MAINTAIN THE COMPLETED CONSTRUCTION IN A STABLE CONDITION.
- SEWER AND WATER PIPING RUNNING APPROXIMATELY PARALLEL MUST BE SEPARATED BY A HORIZONTAL DISTANCE OF TEN FEET MINIMUM.
- WATER MAINS ARE TO HAVE A MINIMUM COVER OF 5'-0" FT.

**1 WATER LINE TRENCH DETAIL**  
SCALE: NONE



**THRUST BLOCK SCHEDULE**  
SQUARE FEET OF CONCRETE THRUST BLOCKING BEARING ON UNDISTURBED MATERIAL

REACTION TYPE	PIPE SIZE				
	1"-4"	6"	8"	10"	12"
A	0.89	2.19	3.92	5.57	8.62
B	0.65	1.55	2.76	4.19	6.09
C	0.48	1.19	2.12	3.01	4.66
D	0.25	0.60	1.08	1.54	2.37
E	0.13	0.30	0.54	0.77	1.19

TEST PRESSURE = 100 PSIG

OTHER TEST PRESSURES FOR THE ABOVE REACTIONS

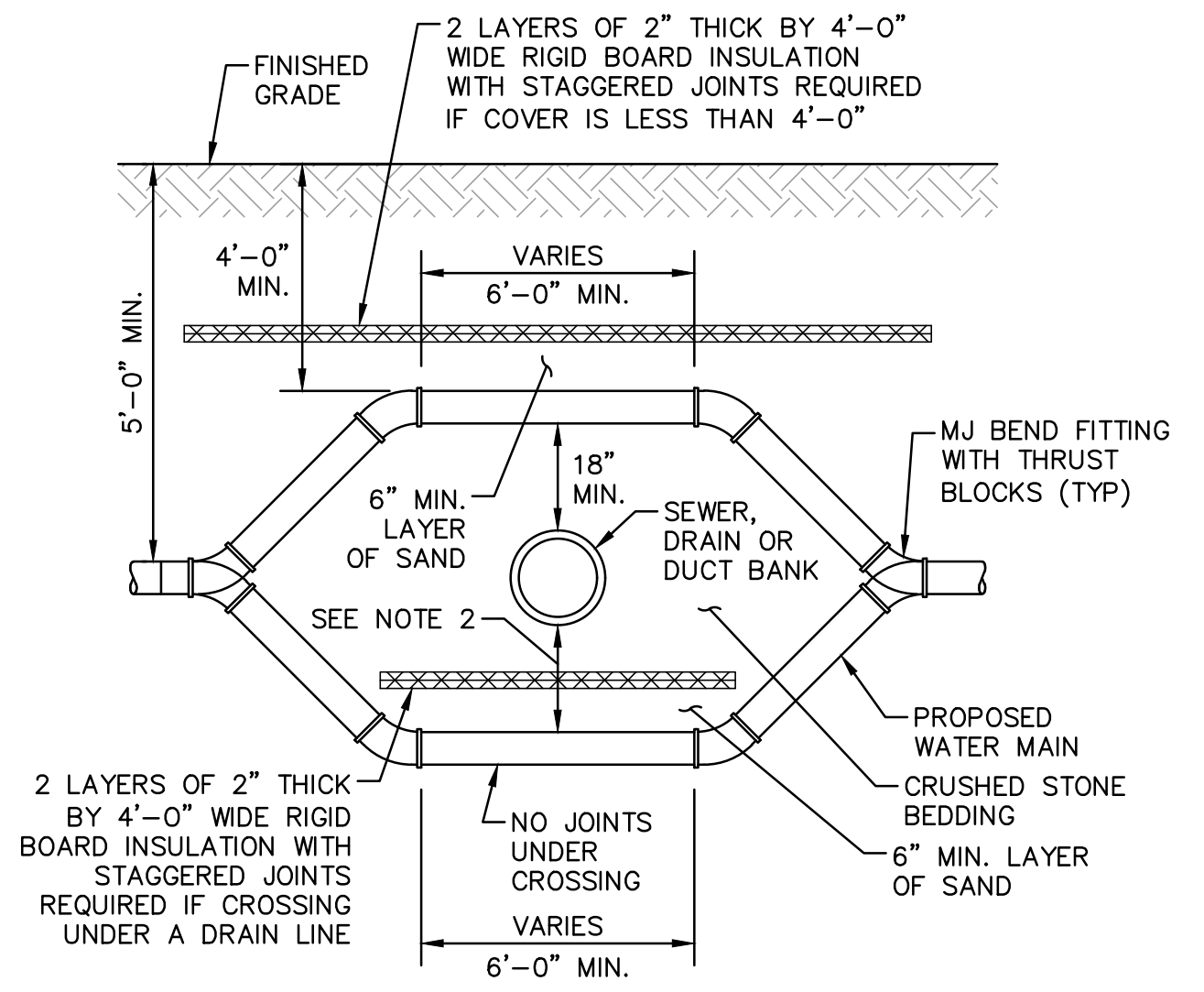
TEST PRESSURE TO BE 200 PSI MINIMUM AT LOW END OF THE TEST SECTION.

SQUARE FEET OF CONCRETE THRUST BLOCKING FOR OTHER TEST PRESSURES IS DIRECTLY PROPORTIONAL TO THE ABOVE TABLE.

**THRUST BLOCK NOTES:**

- POUR THRUST BLOCKS AGAINST UNDISTURBED MATERIAL. WHERE TRENCH HAS BEEN DISTURBED, EXCAVATE LOOSE MATERIAL AND EXTEND THRUST BLOCK TO UNDISTURBED MATERIAL. NO JOINTS SHALL BE COVERED WITH CONCRETE.
- ON BENDS AND TEES, EXTEND THRUST BLOCKS FULL LENGTH OF FITTING.
- PLACE CONCRETE PATIO BLOCKS IN FRONT OF ALL PLUGS BEFORE POURING THRUST BLOCK.
- REQUIREMENTS OF THE ABOVE TABLE PRESUME MINIMUM SOIL BEARING OF 1 TON PER SQUARE FOOT AND MAY BE VARIED BY THE ENGINEER TO MEET OTHER CONDITIONS ENCOUNTERED.
- RETAINER GLANDS ARE REQUIRED FOR ALL MECHANICAL JOINTS. THESE GLANDS DO NOT REDUCE THE REQUIREMENTS FOR THRUST RESTRAINT.
- ALL FITTINGS SHALL BE WRAPPED IN POLYETHYLENE OR BUILDING PAPER PRIOR TO INSTALLATION OF CONCRETE RESTRAINT.
- THREADED RODS SHALL BE ANSI A242 FYSO PIPE RESTRAINT NUTS TO MATCH AIWA C111. THREADED RODS AND NUTS TO BE FIELD COATED WITH BITUMINOUS PAINT.
- THRUST RESTRAINT IS REQUIRED FOR ALL TEES, BENDS, REDUCERS, CAPS PLUGS, OR CROSSES.
- INSTALL LIFT HOOKS INTO THRUST BLOCKS AT END CAPS AND PLUGS.
- ALL WATERLINE CONSTRUCTION SHALL BE INSTALLED IN ACCORDANCE WITH THE KITTELY WATER DISTRICT SPECIFICATIONS

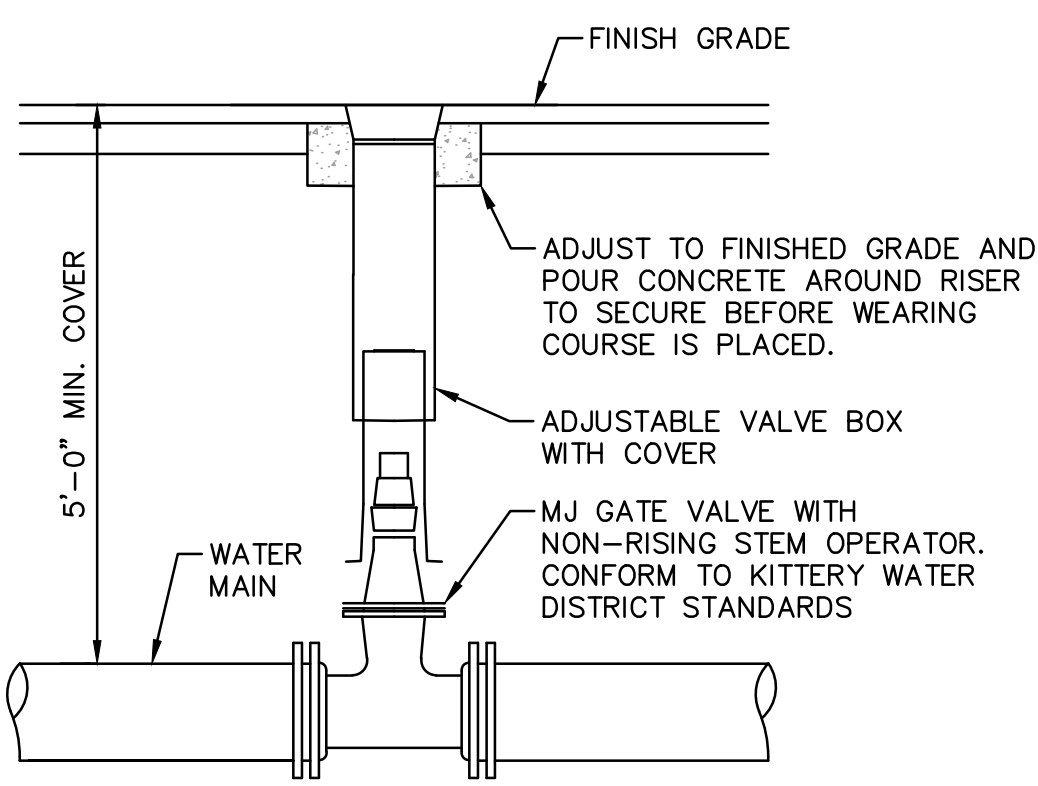
**2 WATER LINE THRUST BLOCK DETAILS**  
SCALE: NONE



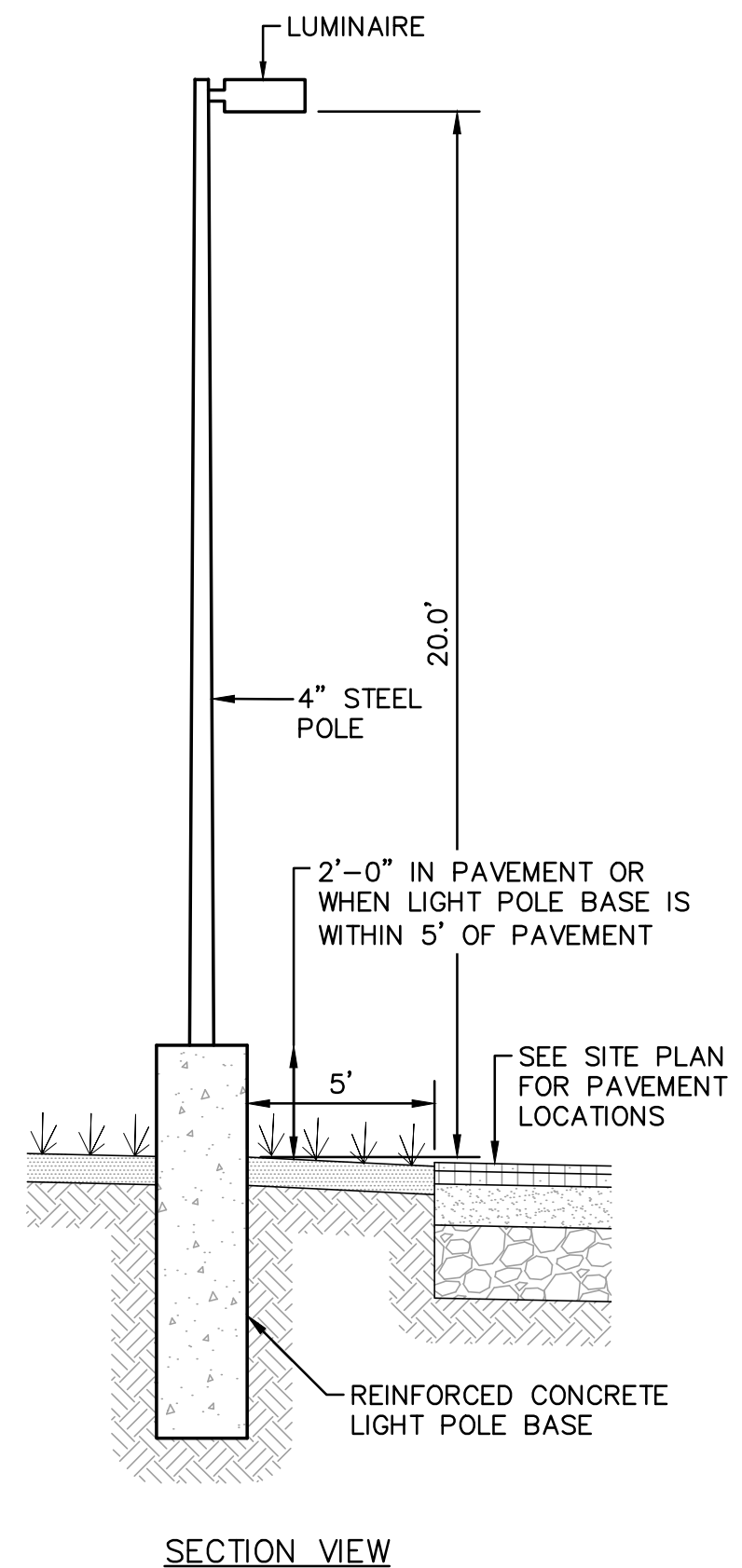
**CROSSING NOTES:**

- SEE PLAN AND PROFILE FOR CROSSING LOCATIONS.
- DROP WATER LINE BELOW UTILITY CONFLICT WITH 4 MJ BEND FITTINGS.
- VERTICAL SEPARATION BETWEEN WATER LINES, SEWER LINES AND ALL OTHER UTILITIES SHALL BE A MINIMUM OF 18".

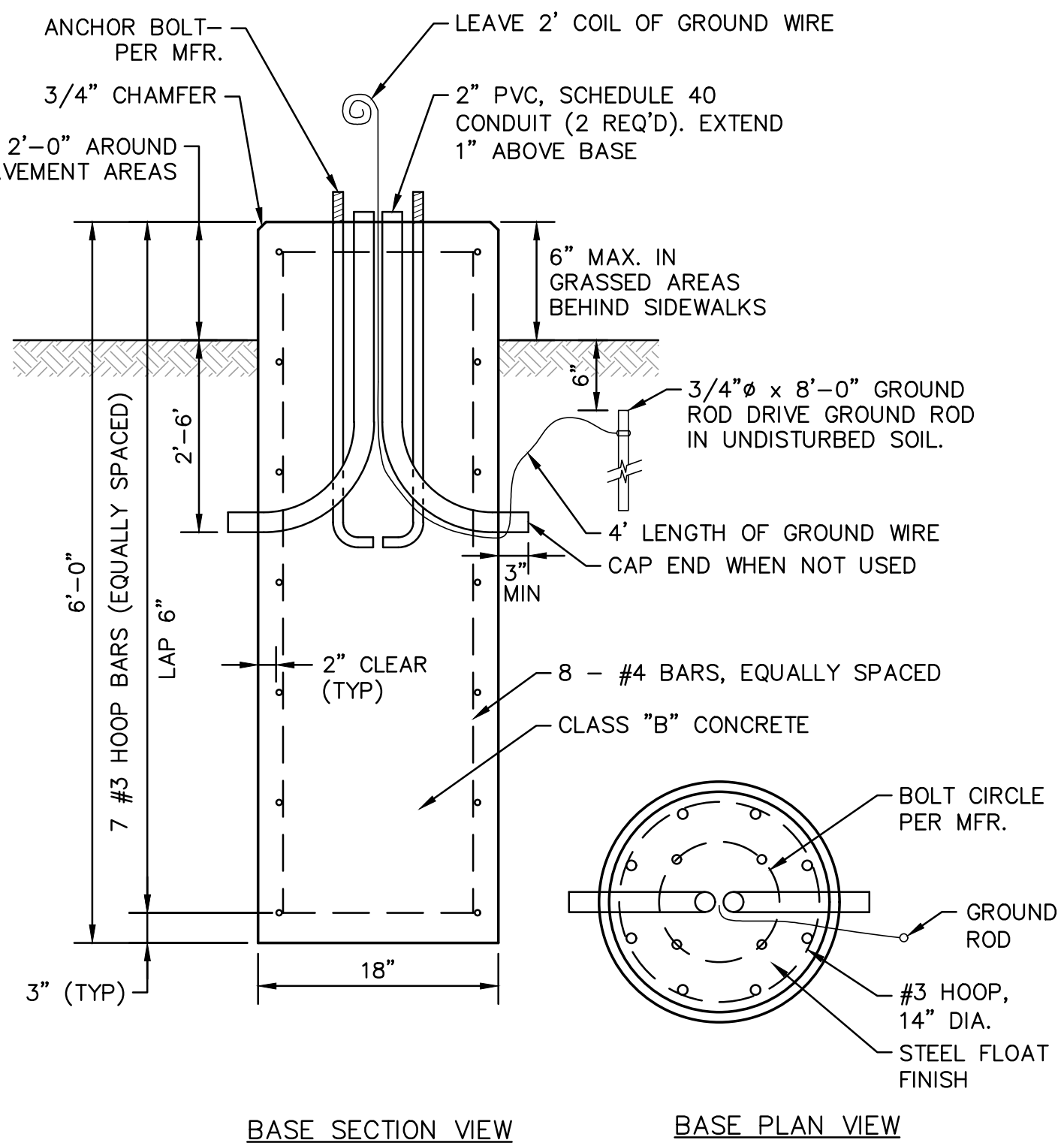
**3 WATER UTILITY CONFLICT CROSSING DETAIL**  
SCALE: NONE



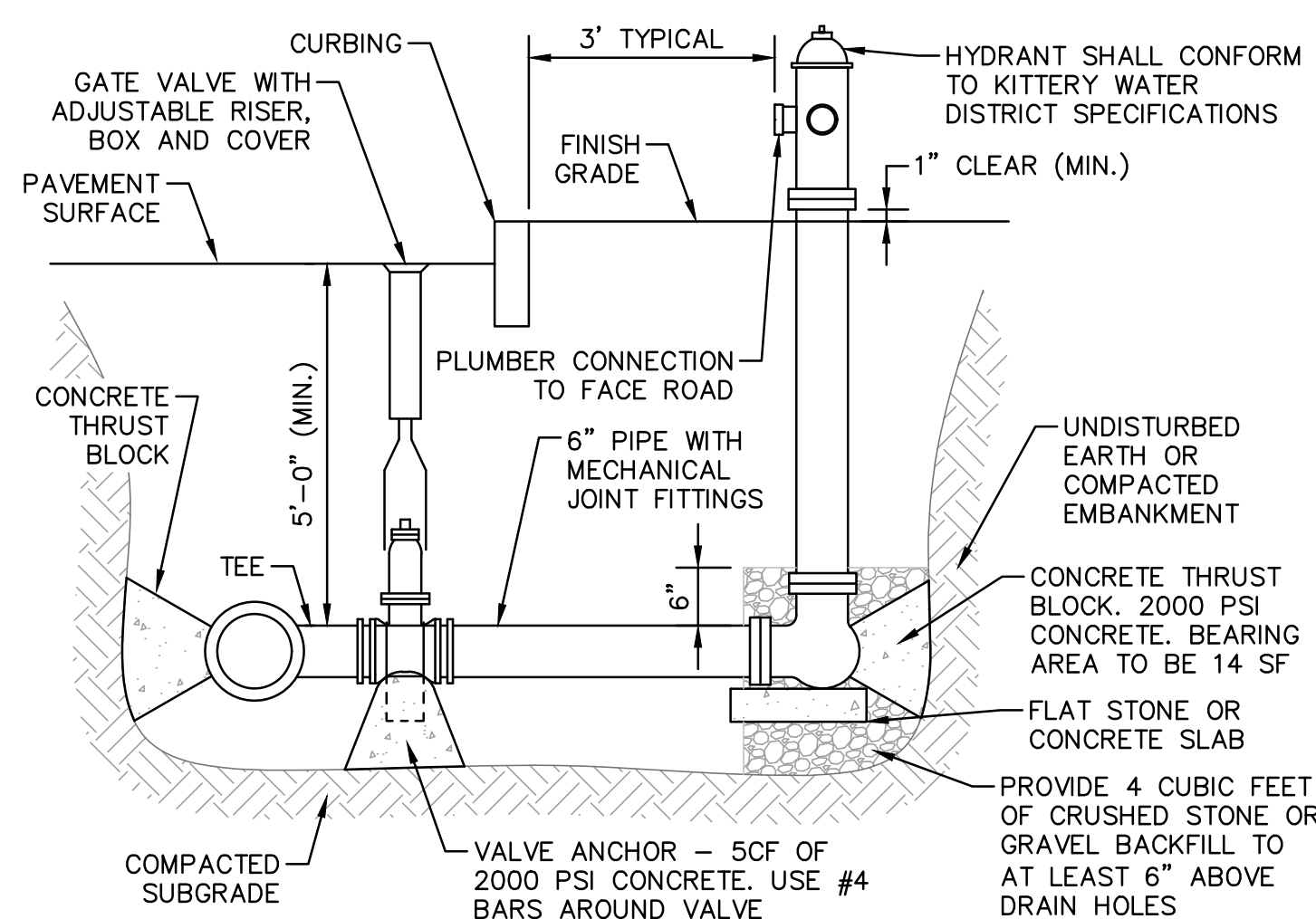
**4 GATE VALVE DETAIL**  
SCALE: NONE



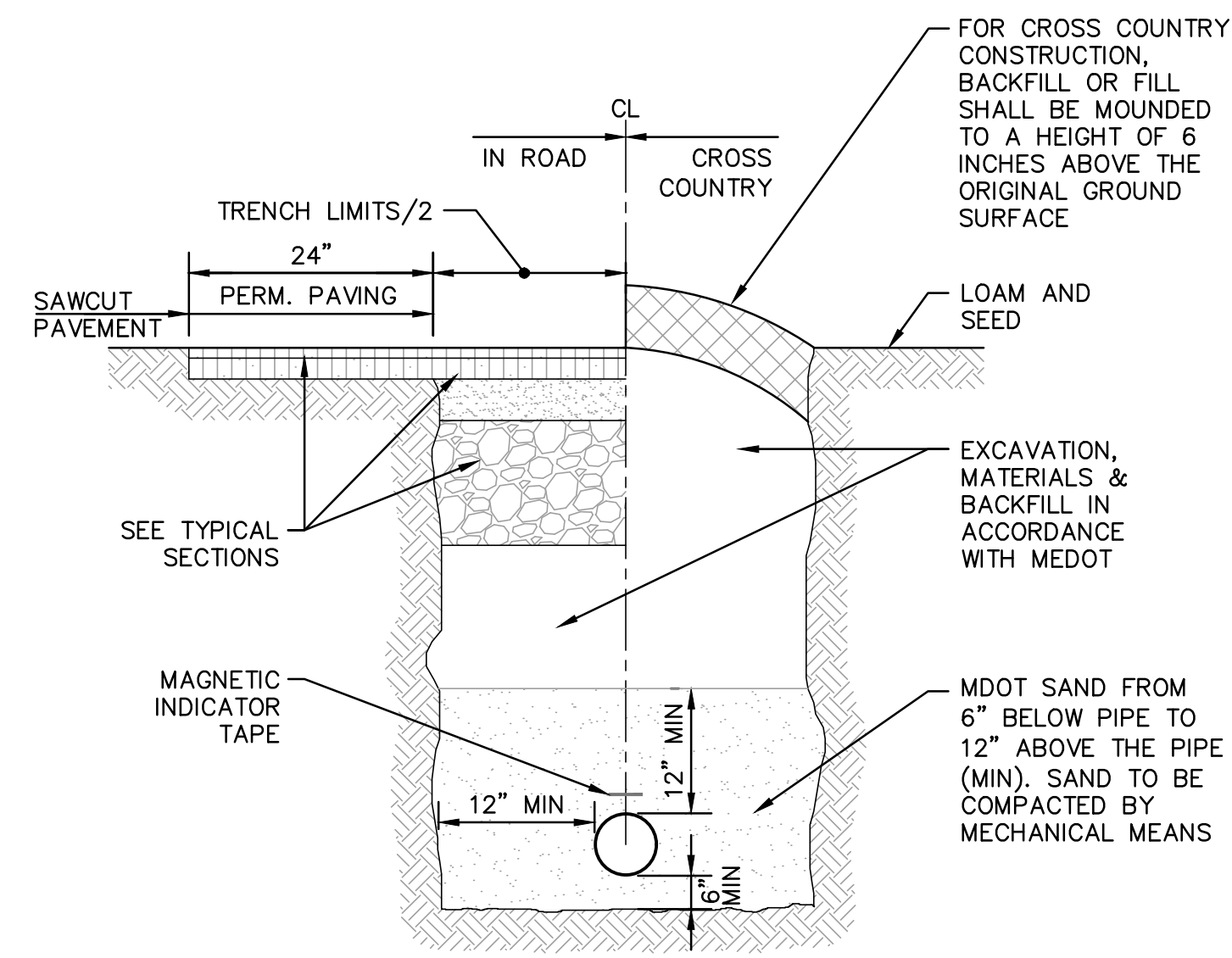
**6 TYPICAL LIGHT POLE DETAILS**  
SCALE: NONE



**7 TYPICAL LIGHT BASE POLE DETAILS**  
SCALE: NONE



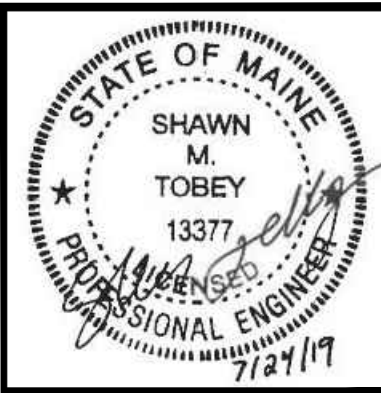
**5 FIRE HYDRANT ASSEMBLY DETAIL**  
SCALE: NONE



**TRENCH NOTES:**

- ELECTRICAL CONDUIT SHALL BE SCHEDULE 40 PVC AND SHALL CONFORM TO THE APPLICABLE SECTIONS OF NEMA TC-2-1990 AND BE UL LISTED.
- ALL PVC CONDUIT JOINTS SHALL BE CEMENTED.
- A SUITABLE PULL CABLE, CAPABLE OF 200 POUNDS OF PULL, MUST BE INSTALLED IN THE ELECTRICAL CONDUIT.
- COORDINATE SIZE OF CONDUIT WITH OWNER.
- DEPTH OF CONDUIT SHALL BE 36" TO INVERT.

**8 ELECTRICAL/GAS TRENCH DETAIL**  
SCALE: NONE



DATE	REVISION DESCRIPTION
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07/02/19	ISSUED FOR MAINE DOT TRAFFIC MOVEMENT PERMIT (TMP)
06/20/19	ISSUED FOR KITTELY PLANNING BOARD - PRELIMINARY PLAN
	REV.

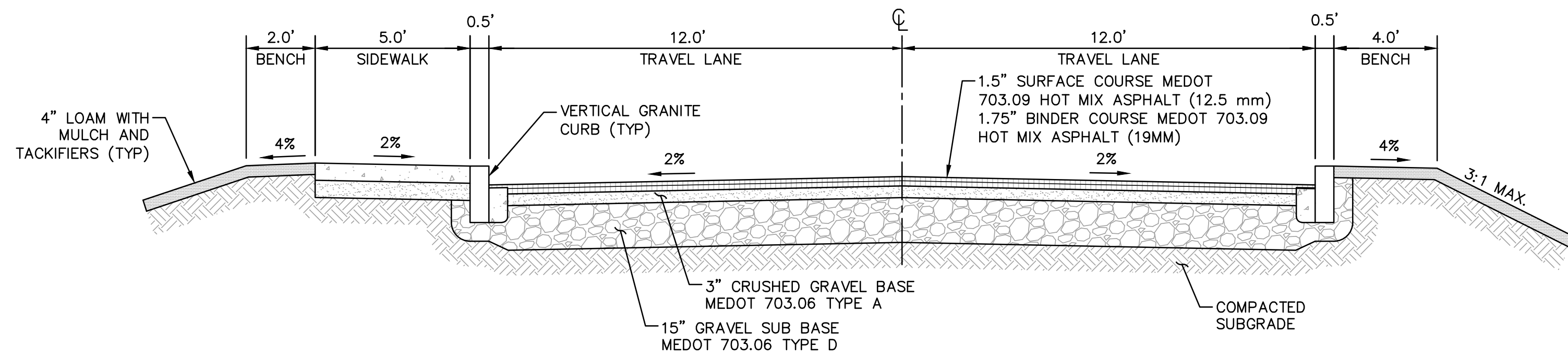
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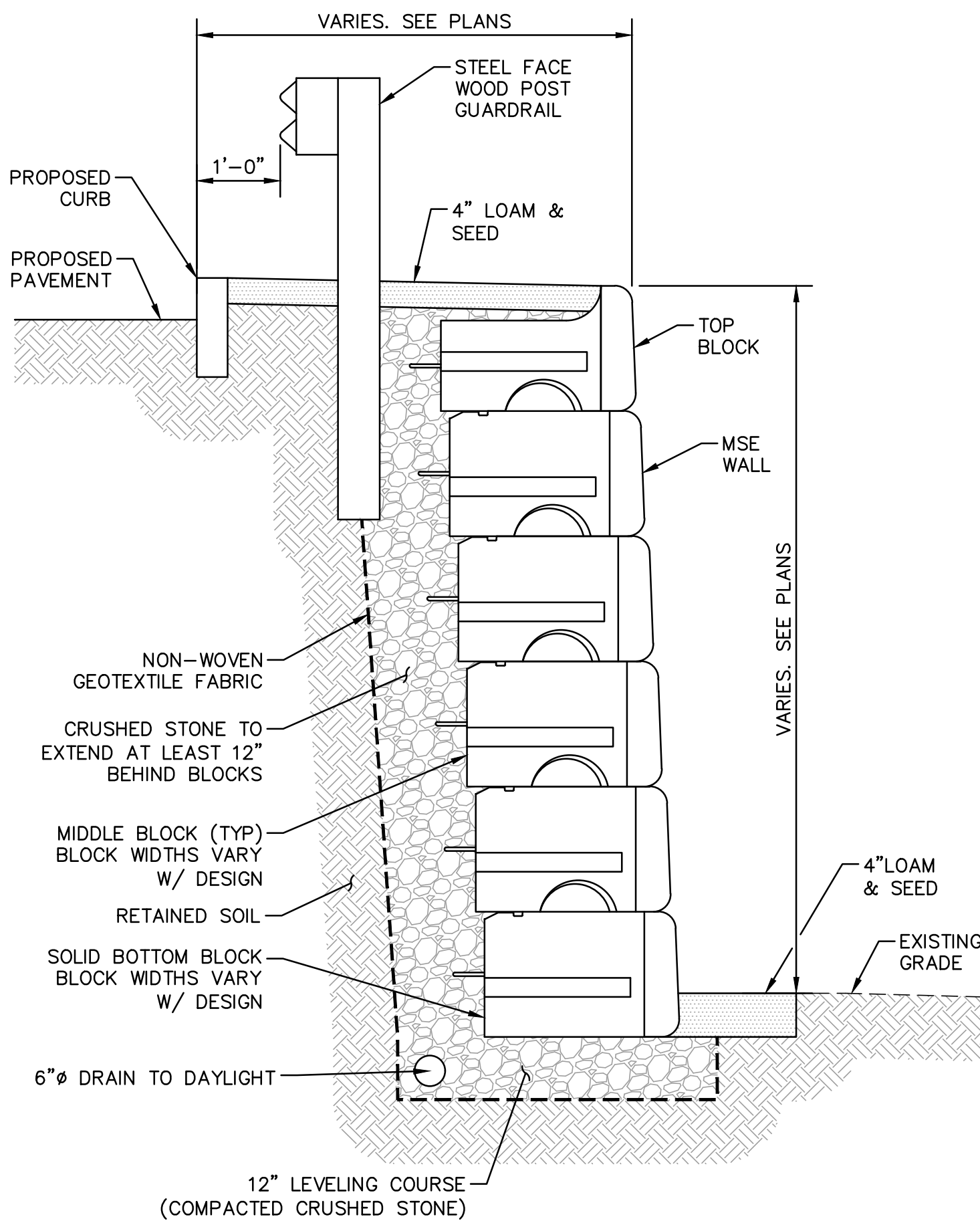
DESIGNED BY: SMT  
DRAWN BY: SMT  
CHECKED BY: WRD

APPLICANT: AZTEC, LLC  
62 PORTLAND ROAD, SUITE 25  
KENNEBUNK, ME 04043

PROJECT: PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT  
TAX MAP LOTS 6-15B, 6-16A & 13-4  
76 DENNETT ROAD, KITTELY, ME 03904

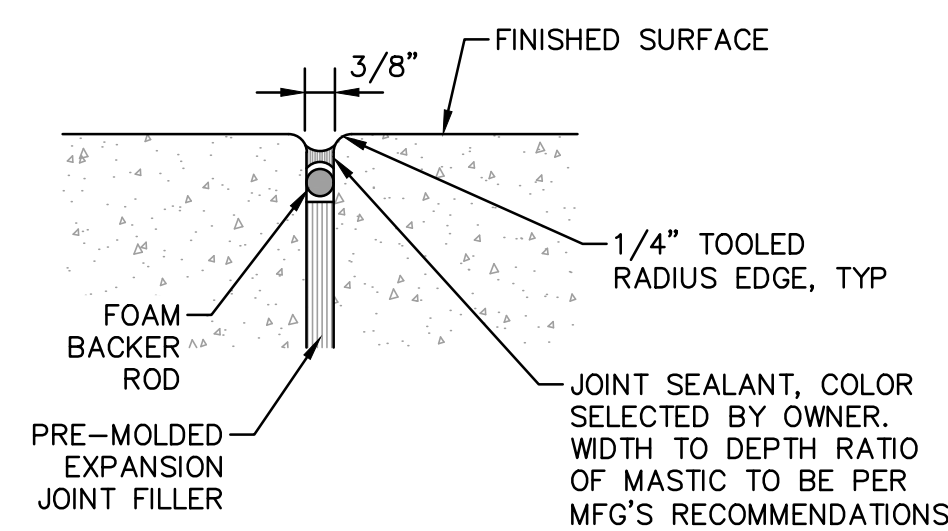


**1 TYPICAL ACCESS DRIVE SECTION**  
SCALE: NONE

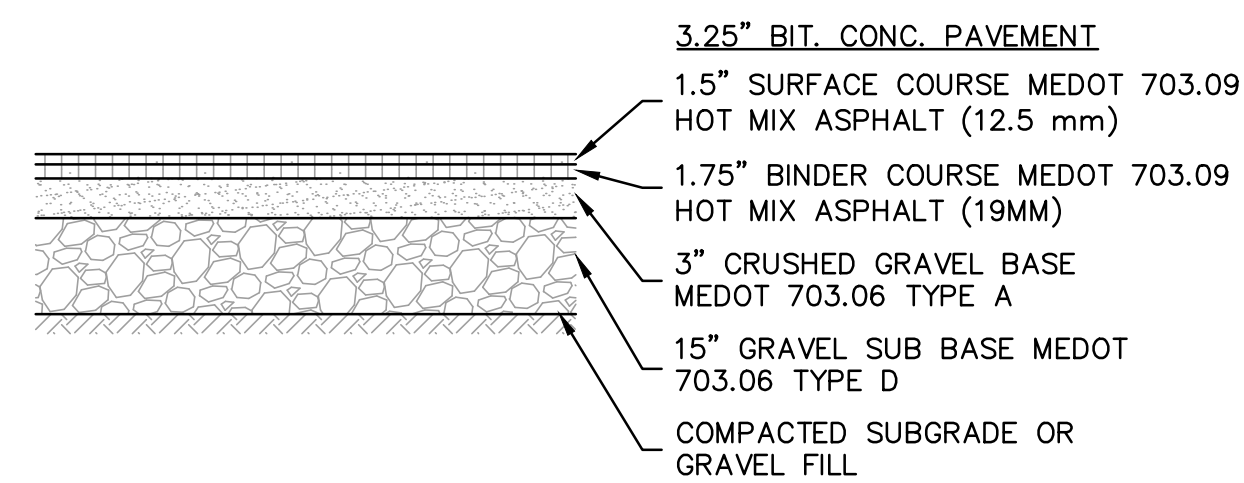


- WALL NOTES:**
- THIS DETAIL IS FOR REFERENCE ONLY. DETERMINATION OF THE SUITABILITY AND/OR MANNER OF USE OF ANY DETAILS CONTAINED IN THIS DOCUMENT IS THE SOLE RESPONSIBILITY OF THE DESIGN ENGINEER OF RECORD. FINAL WALL DESIGNS, INCLUDING ALL CONSTRUCTION DETAILS, SHALL BE PREPARED BY A LICENSED PROFESSIONAL ENGINEER USING THE ACTUAL CONDITIONS OF THE PROPOSED SITE.
  - SHOP DRAWINGS SHALL BE SUBMITTED FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.
  - CONTRACTOR SHALL COORDINATE WITH GUARDRAIL MANUFACTURER FOR MINIMUM DISTANCE BETWEEN GUARDRAIL AND RETAINING WALL.

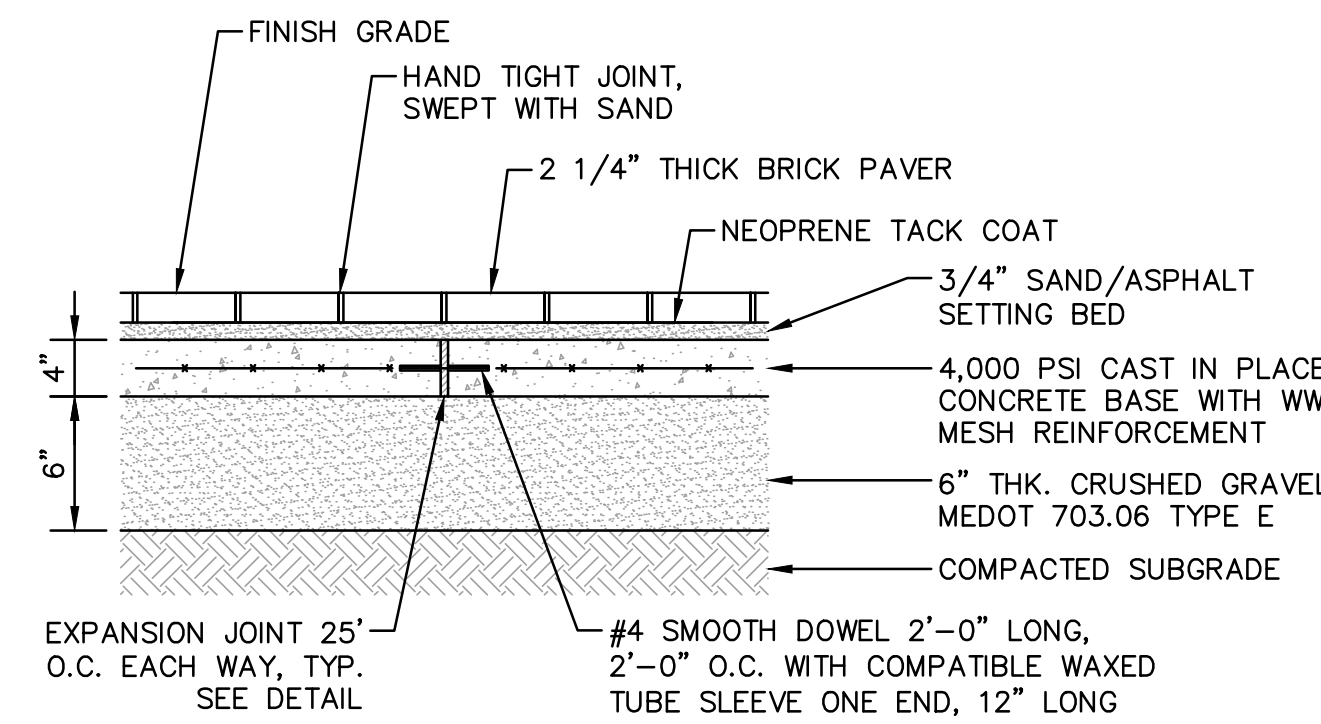
**2 TYPICAL MSE GRAVITY BLOCK RETAINING WALL SECTION**  
SCALE: NONE



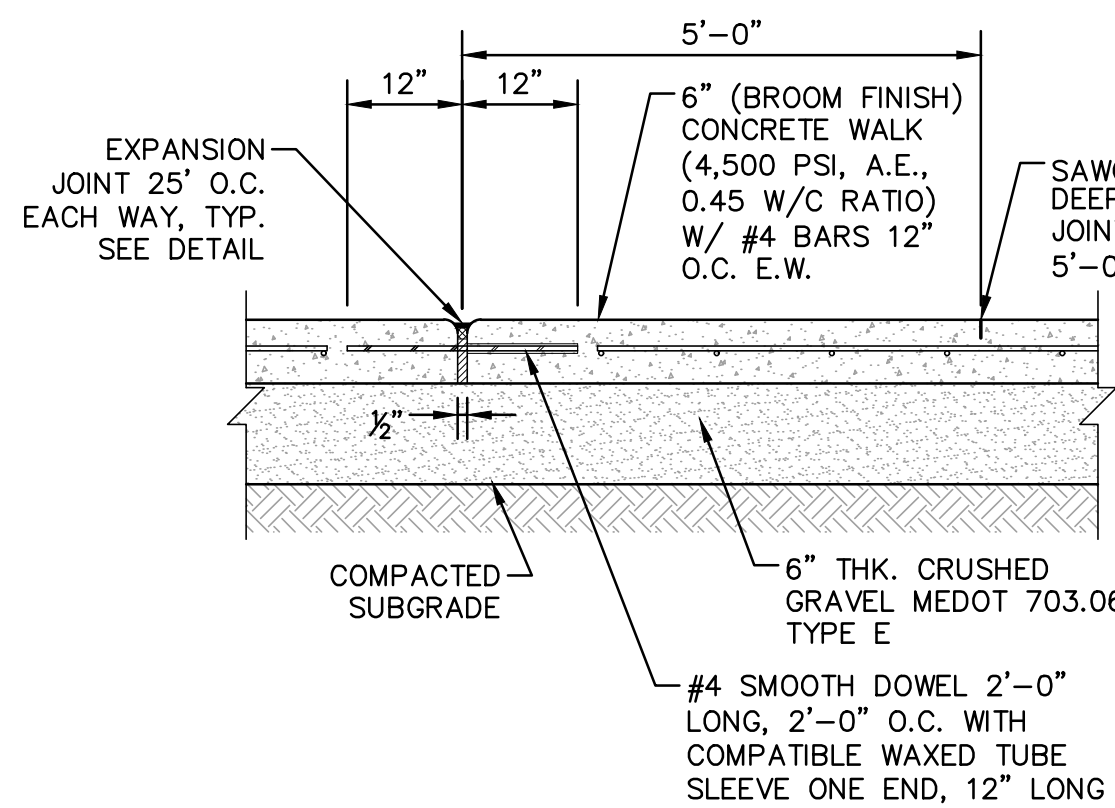
**3 EXPANSION JOINT DETAIL**  
SCALE: NONE



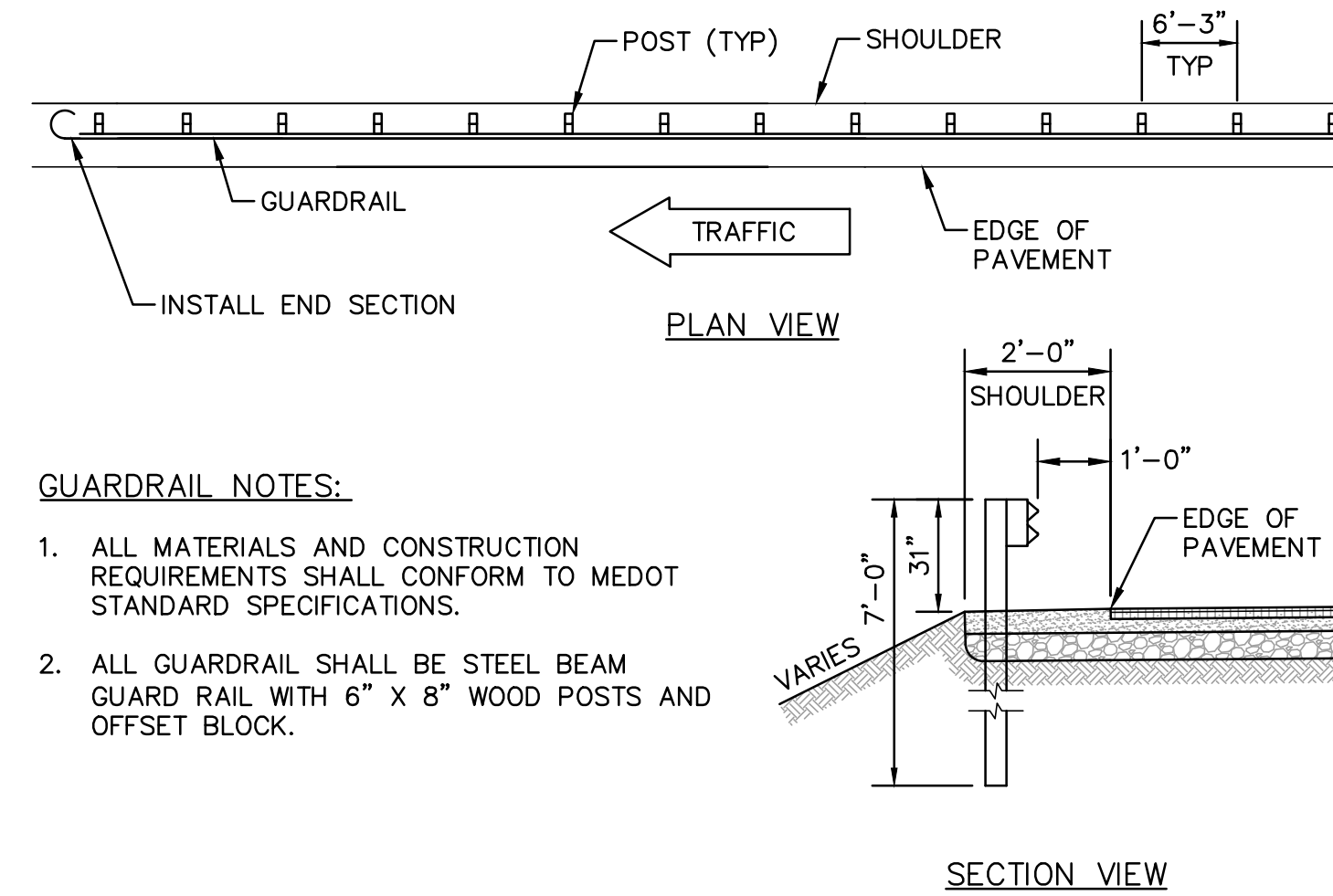
**4 TYPICAL PAVEMENT SECTION**  
SCALE: NONE



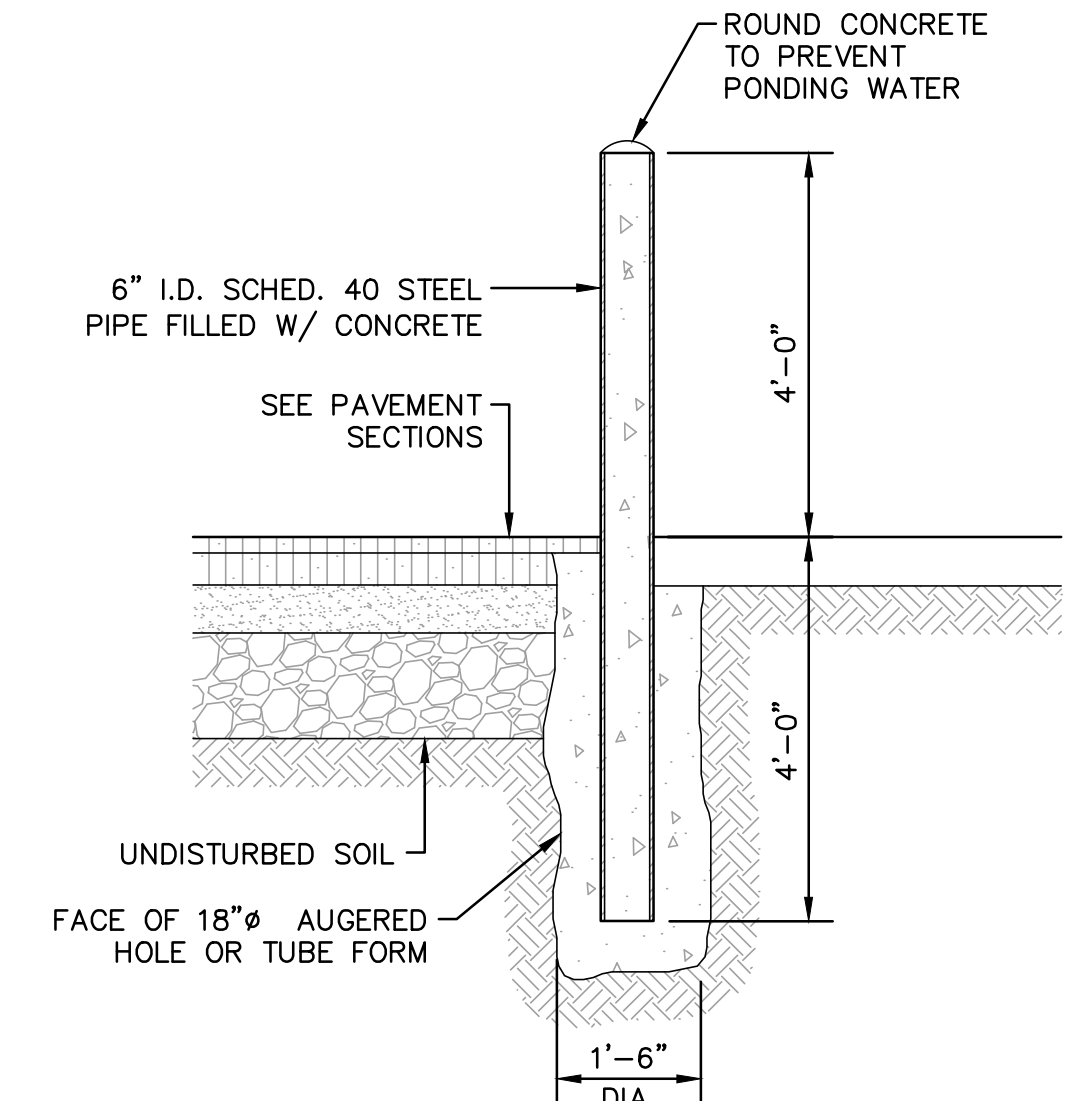
**5 PEDESTRIAN BRICK PAVEMENT DETAIL**  
SCALE: NONE



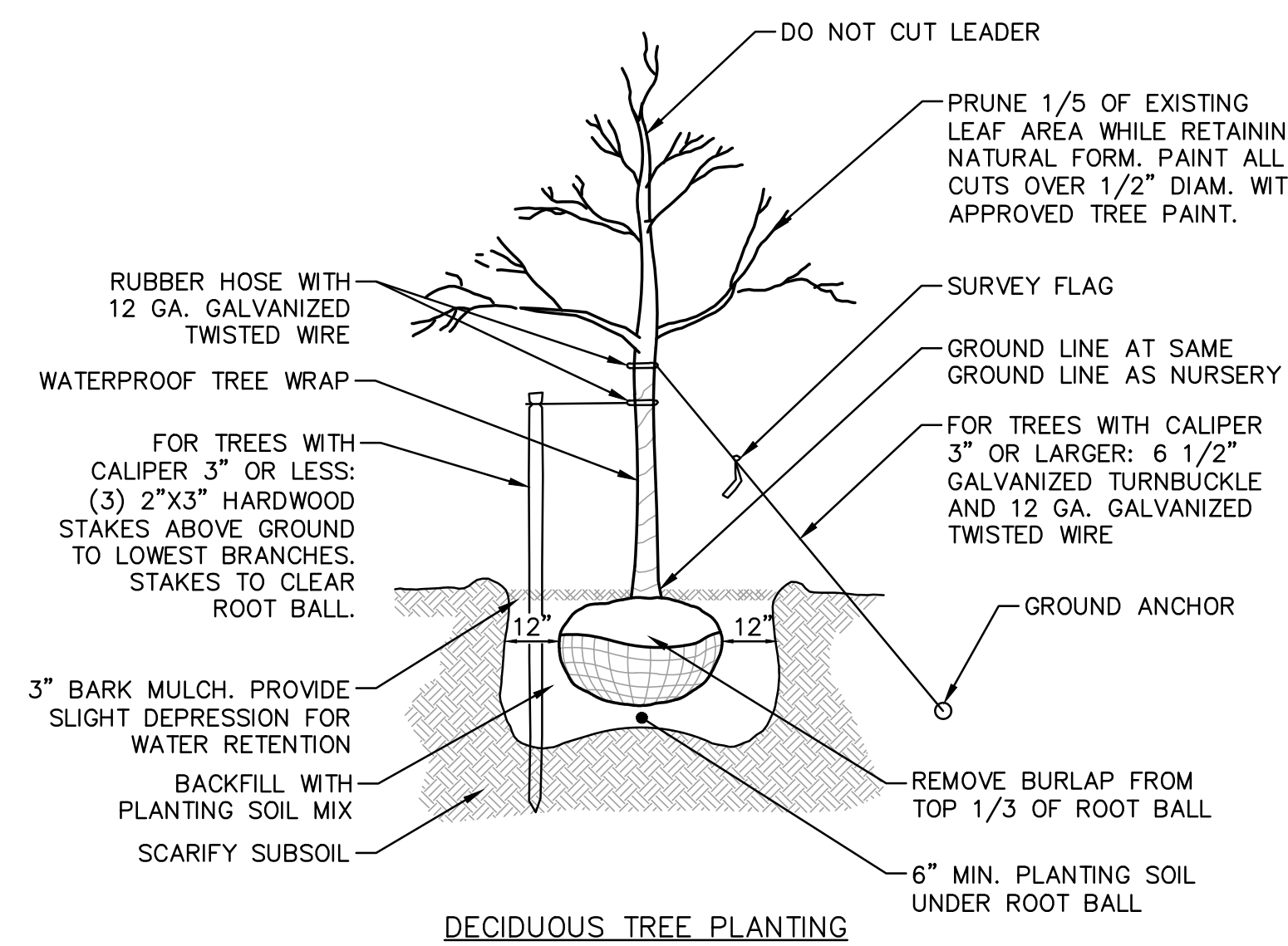
**6 TYPICAL JOINTS FOR CONCRETE WALKWAY DETAIL**  
SCALE: NONE



**7 STEEL FACE WOOD POST GUARDRAIL**  
SCALE: NONE

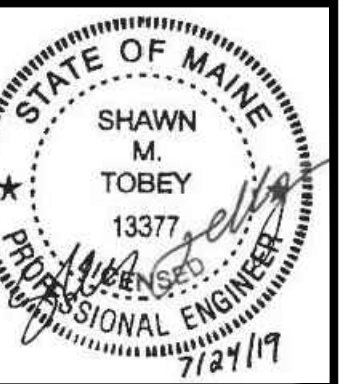
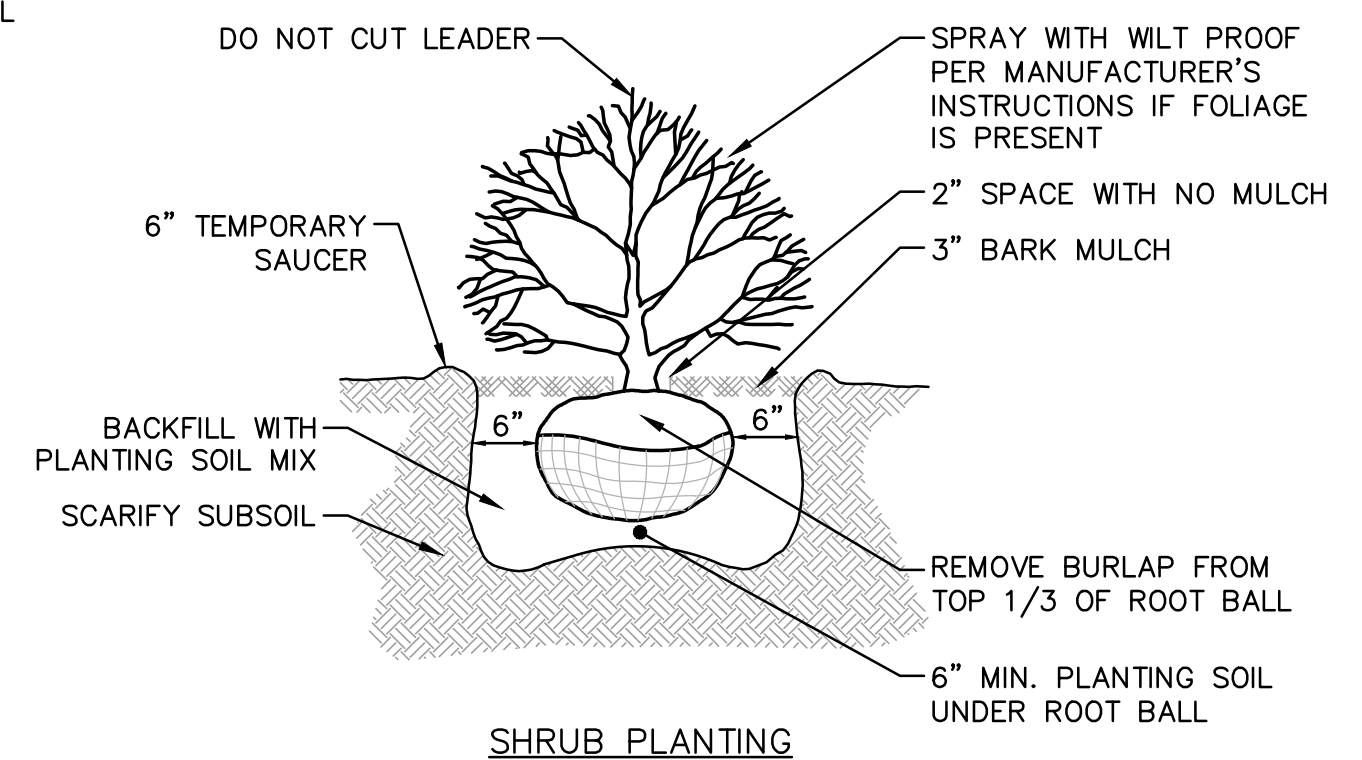
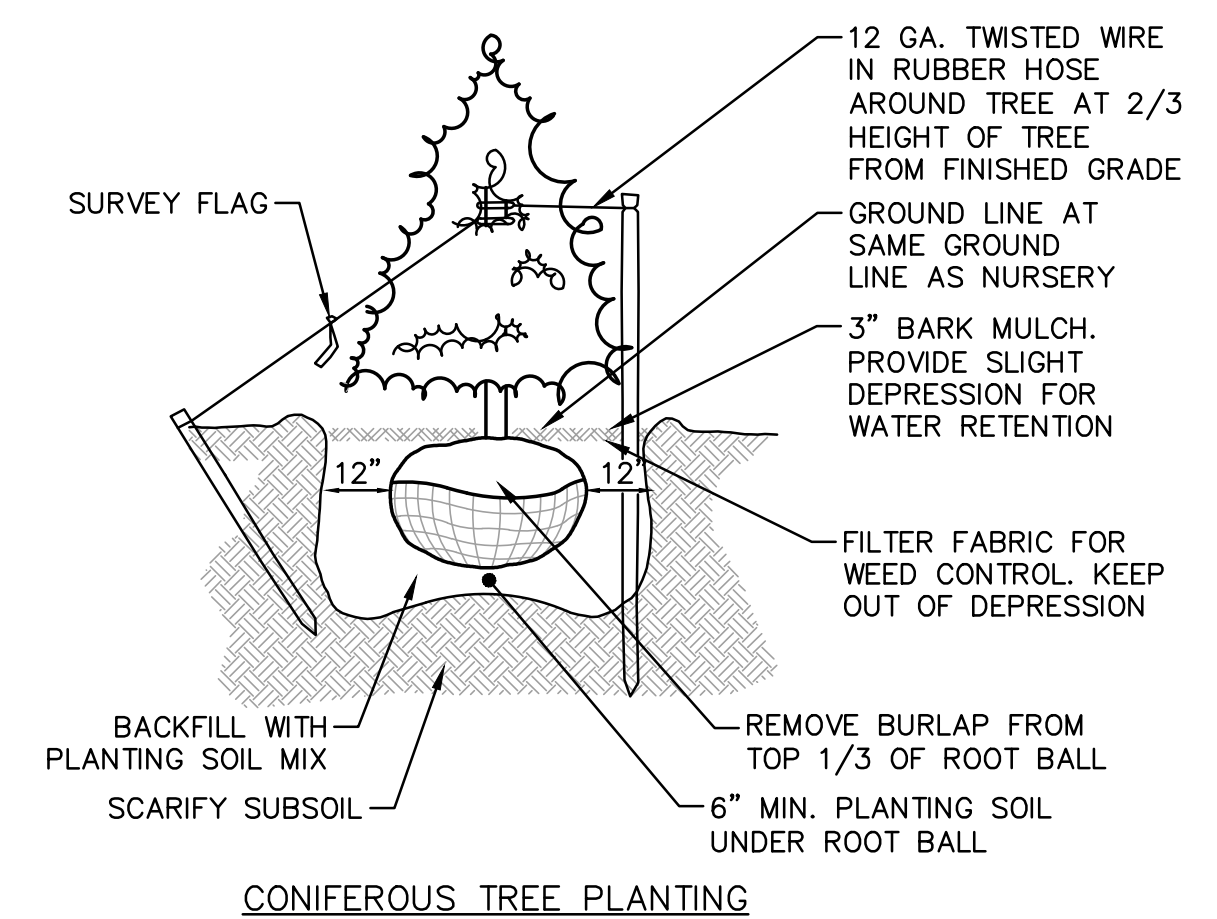


**8 STEEL PIPE BOLLARD DETAIL**  
SCALE: NONE



- FOR TREES 5' IN HEIGHT OR GREATER:**
- PROVIDE (3) 12 GA. GALVANIZED GUY WIRES @ 120 DEGREE SPACING WITH (6) 1/2" GALVANIZED TURNBUCKLE WIRE IN RUBBER HOSE AROUND TREE.
  - ATTACH TO TREE @ 1/2-2/3 HEIGHT OF TREE ABOVE GRADE.
  - ANCHOR WITH 2"x3" HARDWOOD STAKE BURIED BELOW GRADE AND CLEAR OF ROOT BALL.
- FOR TREES LESS THAN 5' IN HEIGHT:**
- PROVIDE (3) 2"x3" HARDWOOD STAKES @ 120 DEGREE SPACING, MIN. 36" IN GROUND AND CLEAR OF ROOT BALL.

**9 TYPICAL TREE PLANTING DETAILS**  
SCALE: NONE



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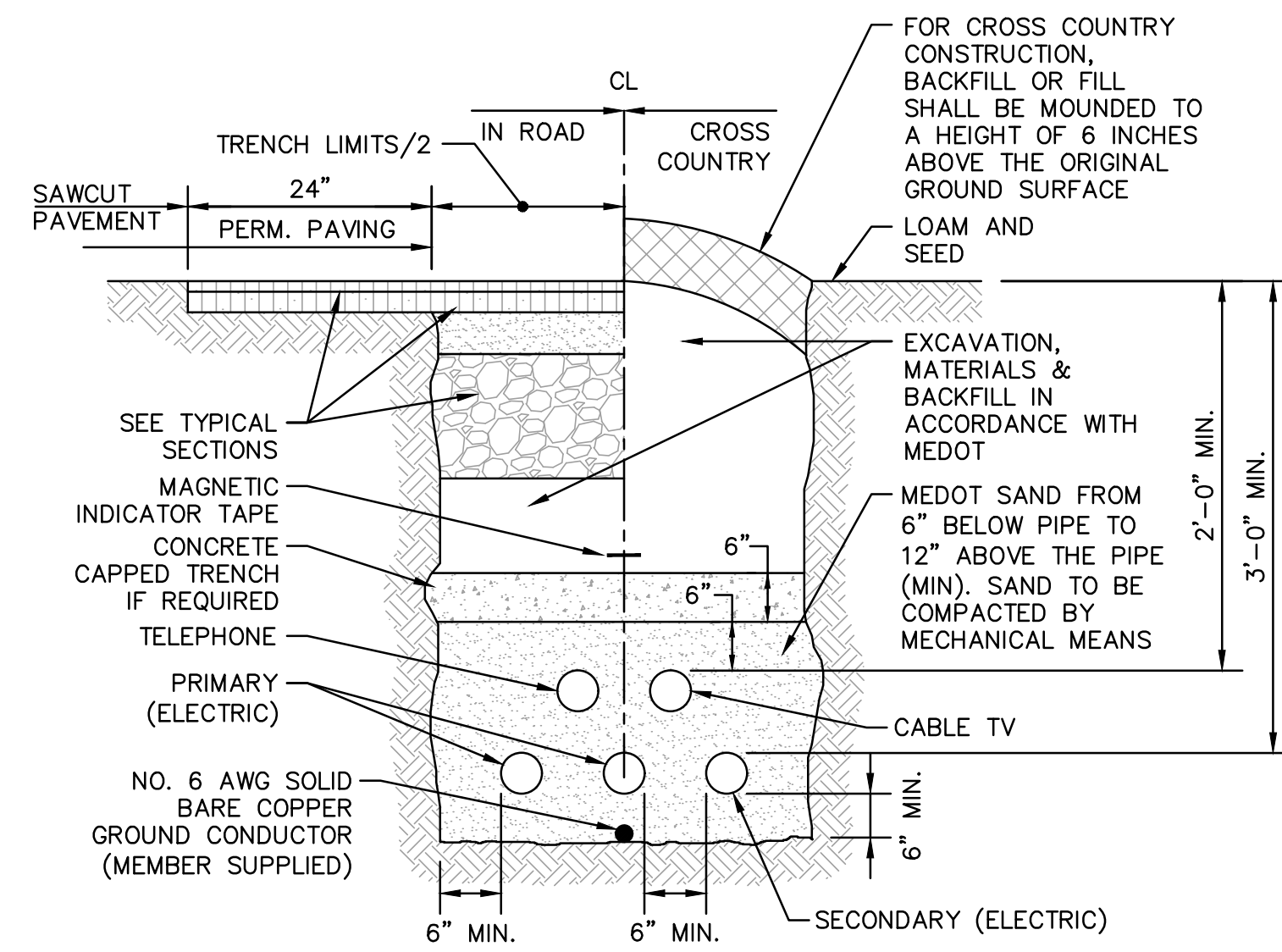
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KENNEBUNK, ME 04043

PROJECT: PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT PROJECT  
TAX MAP LOTS 6-15B, 6-16A & 13-4  
76 DENNETT ROAD, KITTEERY, ME 03904

SCALE: AS SHOWN  
ORIGINAL DATE: JUNE 20, 2019  
DESIGNED BY: SMT  
DRAWN BY: SMT  
CHECKED BY: WRD  
REV.:

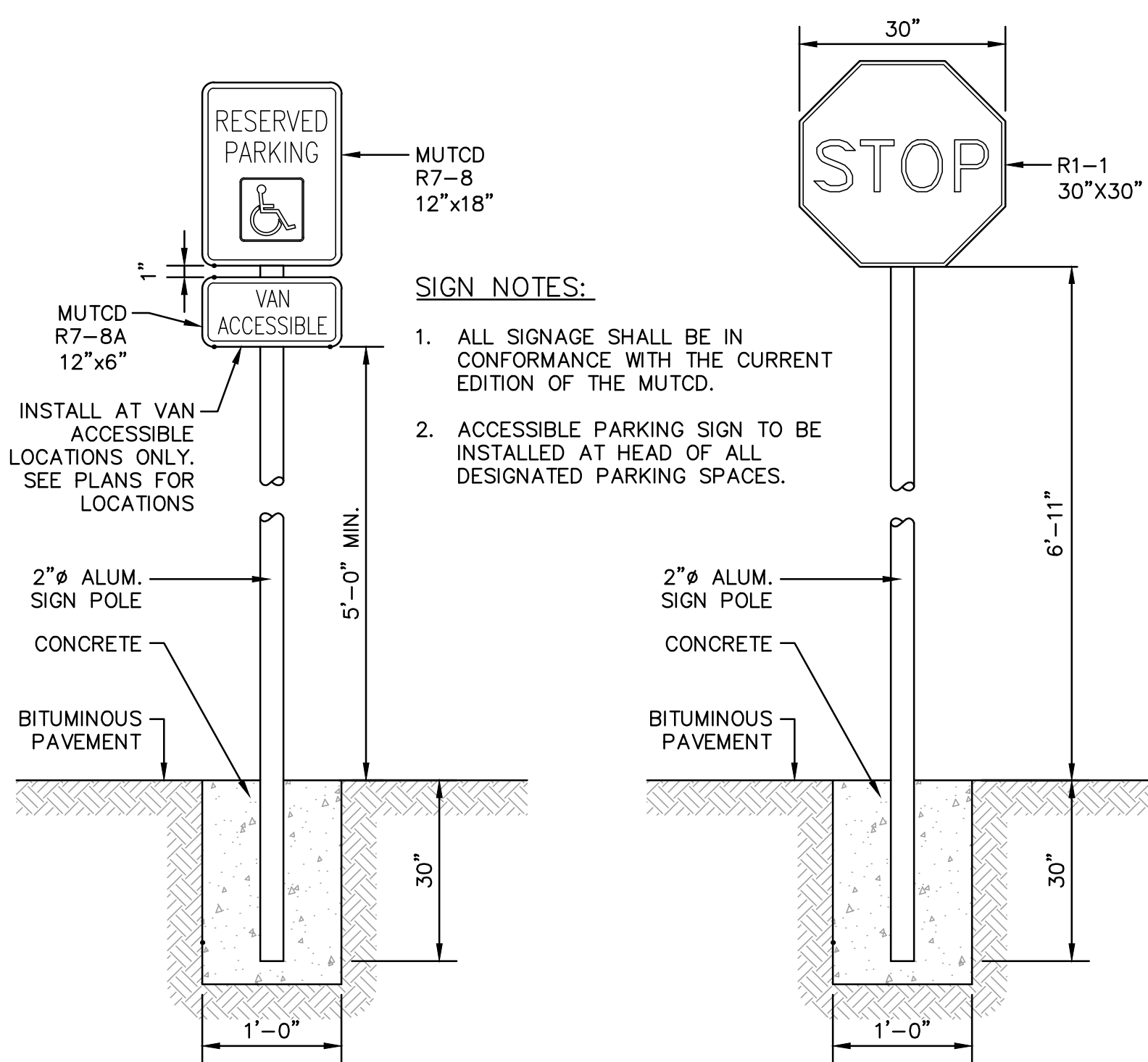
CONSTRUCTION DETAILS 6  
**C25**  
PROJECT NO. 569200  
SHEET 25 OF 25



**TRENCH NOTES:**

- COORDINATE TRENCH DETAIL WITH ALL UTILITY OWNERS.
- ELECTRICAL CONDUIT SHALL BE SCHEDULE 40 PVC
- ALL PVC CONDUIT JOINTS SHALL BE CEMENTED.
- A SUITABLE PULL CABLE, CAPABLE OF 200 POUNDS OF PULL, MUST BE INSTALLED IN THE ELECTRICAL CONDUIT.
- COORDINATE SIZE AND NUMBER OF CONDUIT WITH UTILITY OWNER.
- DEPTH OF CONDUIT SHALL BE 36" TO INVERT.
- TRENCH WIDTH AS REQUIRED TO MAINTAIN 6" MINIMUM SPACING BETWEEN ALL CONDUITS AND TRENCH SIDEWALLS.

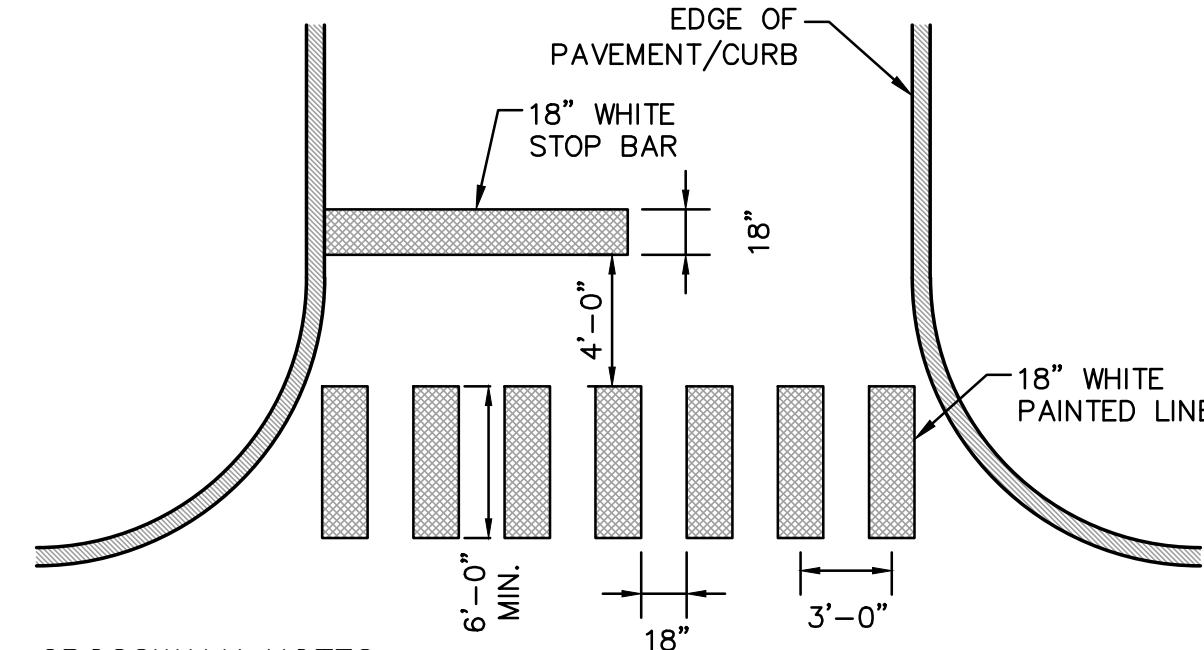
**1 PRIMARY CIRCUIT W/ TELEPHONE AND/OR CABLE TV ELEC. TRENCH**  
SCALE: NONE



**SIGN NOTES:**

- ALL SIGNAGE SHALL BE IN CONFORMANCE WITH THE CURRENT EDITION OF THE MUTCD.
- ACCESSIBLE PARKING SIGN TO BE INSTALLED AT HEAD OF ALL DESIGNATED PARKING SPACES.

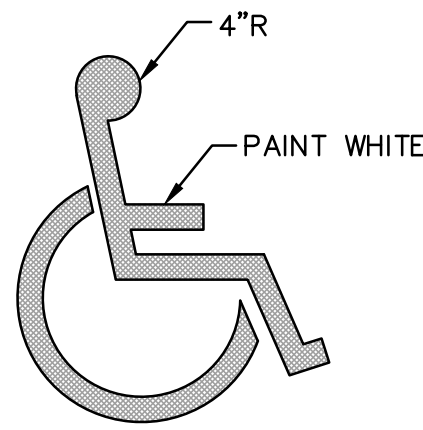
**2 TYPICAL SIGN MOUNTING DETAILS**  
SCALE: NONE



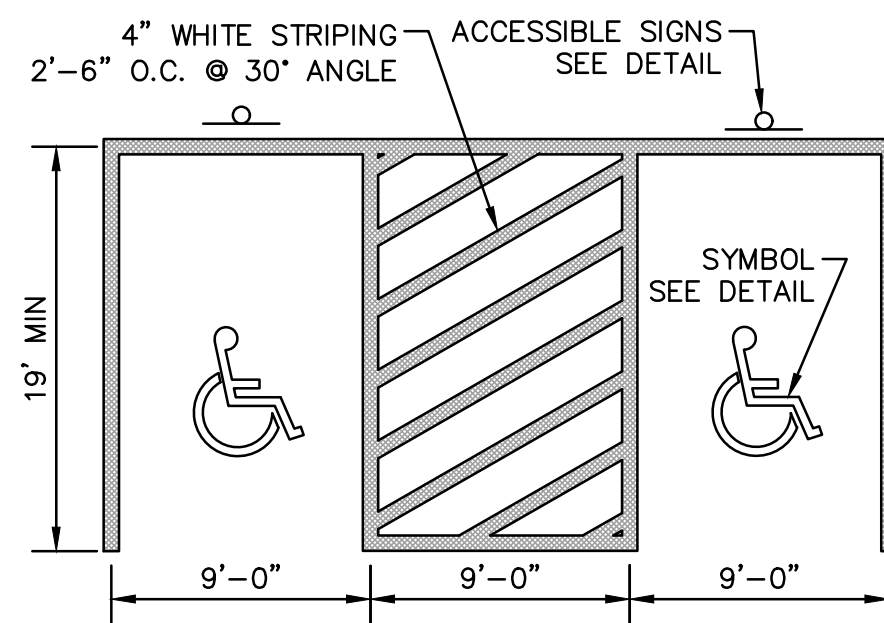
**CROSSWALK NOTES:**

- CROSSWALK LINES SHALL BE CENTERED TO AVOID WHEEL MARKS.
- ALL CROSSWALK LINES TO BE SAME LENGTH AND PROPERLY ALIGNED.
- SEE PLANS FOR THE CROSSWALK LOCATIONS.

**3 PAINTED CROSSWALK DETAIL**  
SCALE: NONE



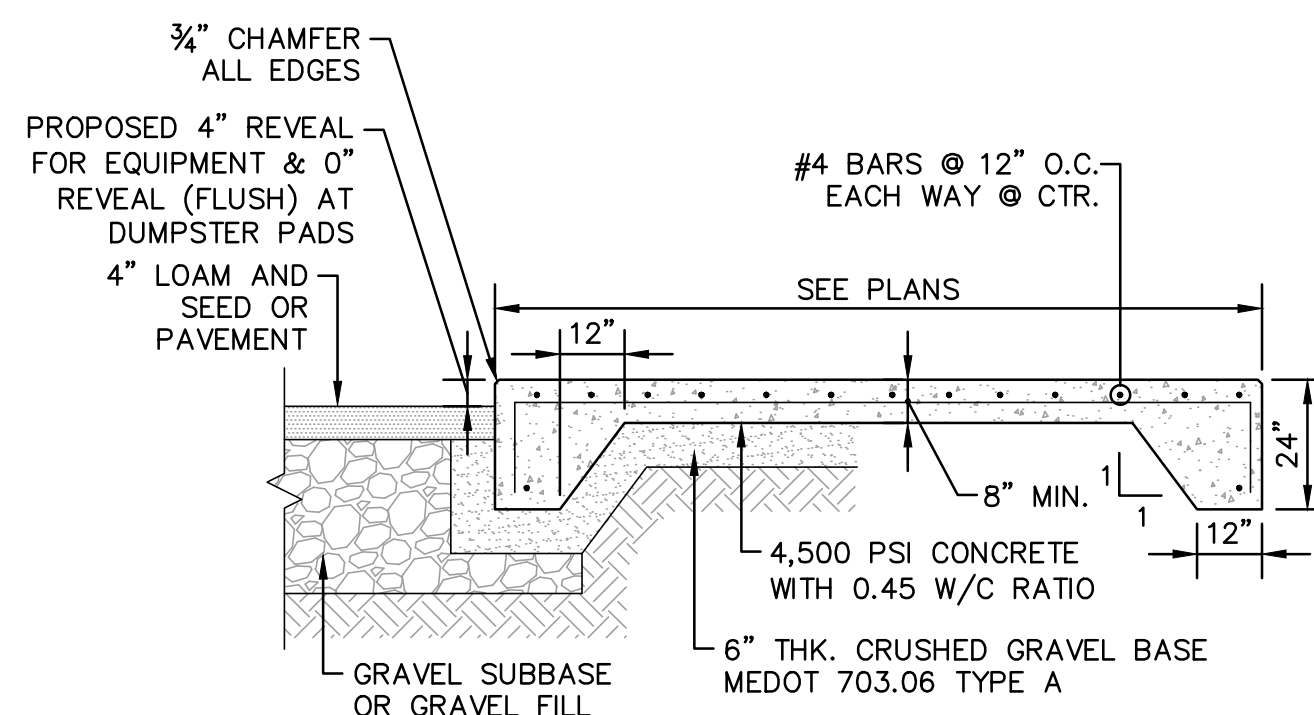
**SYMBOL DETAIL**



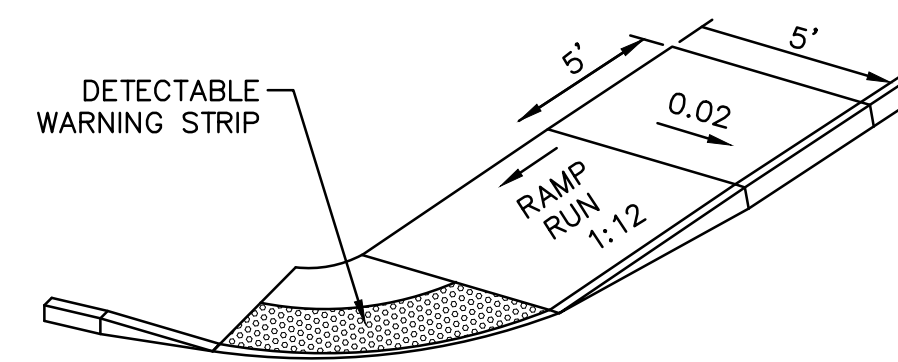
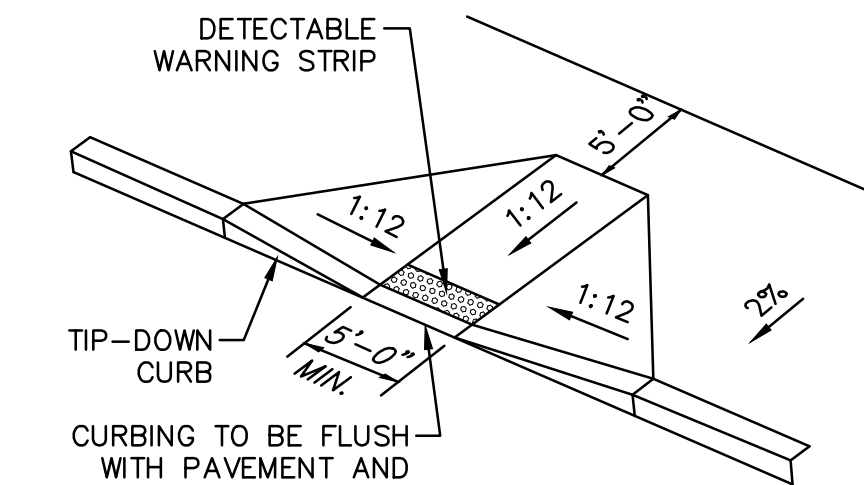
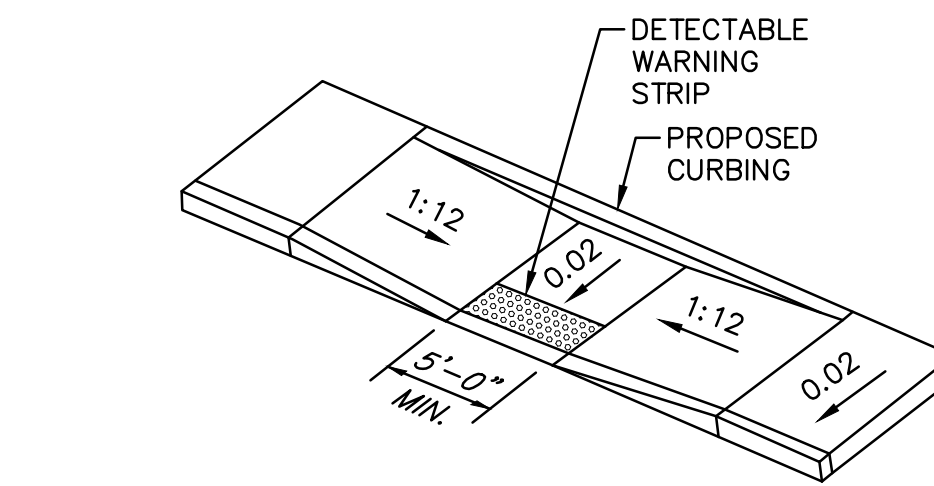
**STALL LAYOUT NOTES:**

- ALL PAVEMENT MARKINGS SHALL BE IN CONFORMANCE WITH THESE STANDARDS AND THE CURRENT EDITION OF MUTCD.
- WIDTH OF LINES SHALL VARY NO MORE THAN ± 1/4 INCH FROM THAT SPECIFIED.
- THE WET FILM THICKNESS OF A PAINTED LINE SHALL BE A MINIMUM OF 20 MILS THROUGHOUT THE ENTIRE WIDTH AND LENGTH OF LINE SPECIFIED. OVERSPRAY SHALL BE KEPT TO AN ABSOLUTE MINIMUM.
- BROKEN LINES SHALL BEGIN AND END WITH THE NEAREST FULL CYCLE OF BROKEN LINE.
- SOLID LONGITUDINAL LINES SHALL BEGIN AND END WITHIN ± 2 INCHES OFF A LAYOUT SYMBOL INDICATING THE END OF THE LINE, OR WITH A FULL CYCLE OF BROKEN LINE (IF APPROPRIATE).

**4 ACCESSIBLE PARKING STALL LAYOUT**  
SCALE: NONE



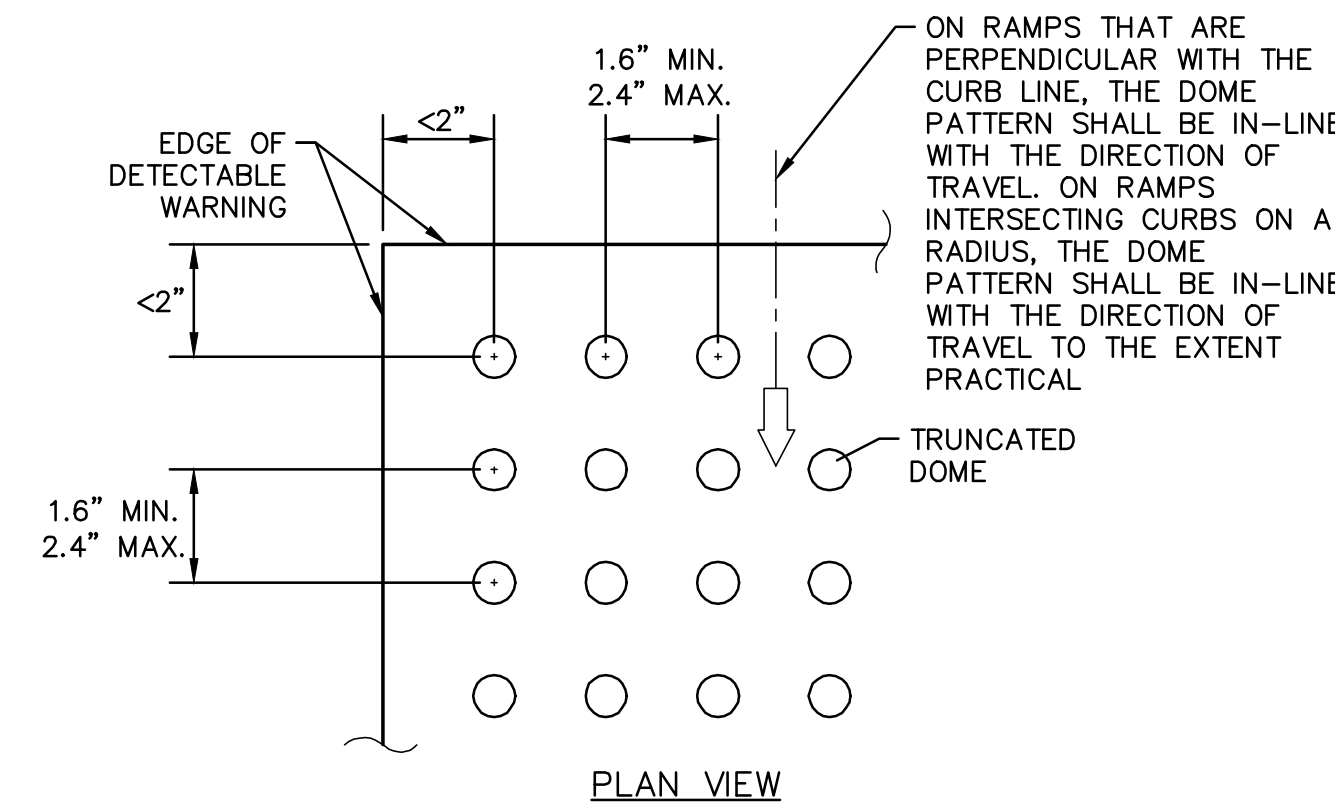
**5 TYPICAL EQUIPMENT PAD & DUMPSTER PAD DETAIL**  
SCALE: NONE



**SIDEWALK RAMP NOTES:**

- SLOPE OF RAMP VARIES WITH SIDEWALK WIDTH AND HEIGHT, WITH A MAXIMUM SLOPE OF 1:12.
- AN ADA DETECTABLE WARNING TRUNCATED DOME FINISH TO TRANSVERSE TO THE SLOPE OF THE RAMP AND WARPED SIDEWALK SHALL BE USED ON ALL RAMPS.
- MAINTAIN THE NORMAL GUTTER PROFILE THROUGHOUT THE RAMP AREA. INTERCEPT DRAINAGE ALONG THE CURB IN ADVANCE OF THE RAMP.
- FORM 1" (±1/8" TOLERANCE) CURB LIP IN SIDEWALK PAVING MATERIAL.

**6 ACCESSIBLE TIP-DOWN RAMPS**  
SCALE: NONE



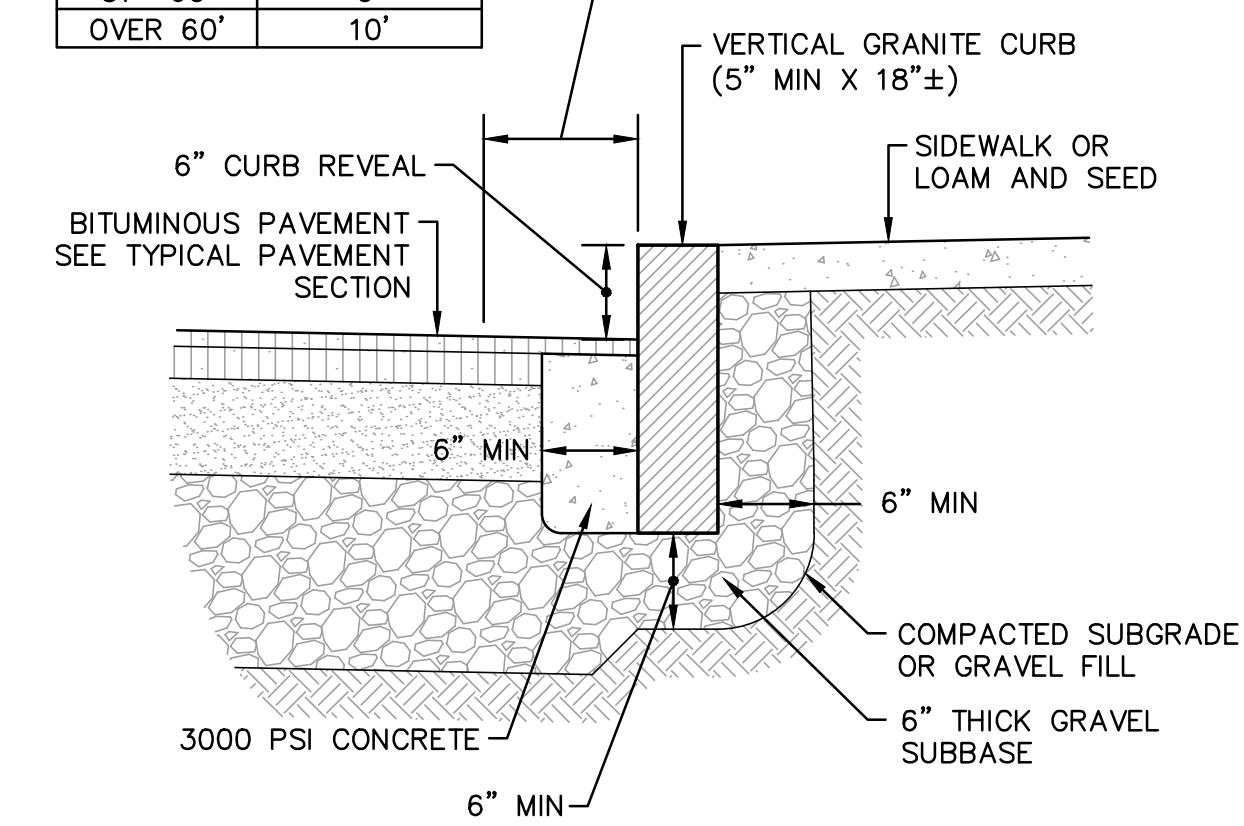
**DETECTABLE WARNING NOTES:**

- BASE-TO-BASE SPACING SHALL BE 0.65" MINIMUM BETWEEN DOMES.
- ALL SIDEWALK CURB RAMPS SHALL HAVE DETECTABLE WARNING SURFACES THAT EXTEND THE FULL WIDTH OF THE RAMP AND IN THE DIRECTION OF TRAVEL 24 INCHES FROM THE BACK OF CURB.
- THE TOP WIDTH OF THE DOME SHALL BE A MINIMUM OF 50% AND A MAXIMUM OF 65% OF THE BASE DIAMETER.
- WARNING PANELS TO BE CAST IRON AND PAINTED YELLOW.

**7 TYPICAL DETECTABLE WARNING DETAILS**  
SCALE: NONE

RADIUS	MAX LENGTH
21'	3'
22'-28'	4'
29'-35'	5'
36'-42'	6'
43'-49'	7'
50'-56'	8'
57'-60'	9'
OVER 60'	10'

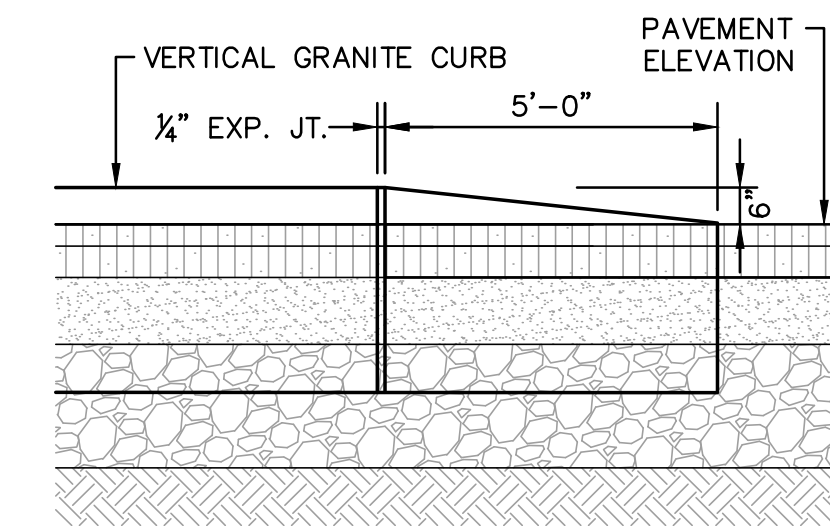
IN AREAS WITH EXISTING PAVEMENT, SAWCUT 1"-0" OFF PROPOSED FACE OF CURB AND PATCH PAVEMENT AFTER CURB INSTALLATION



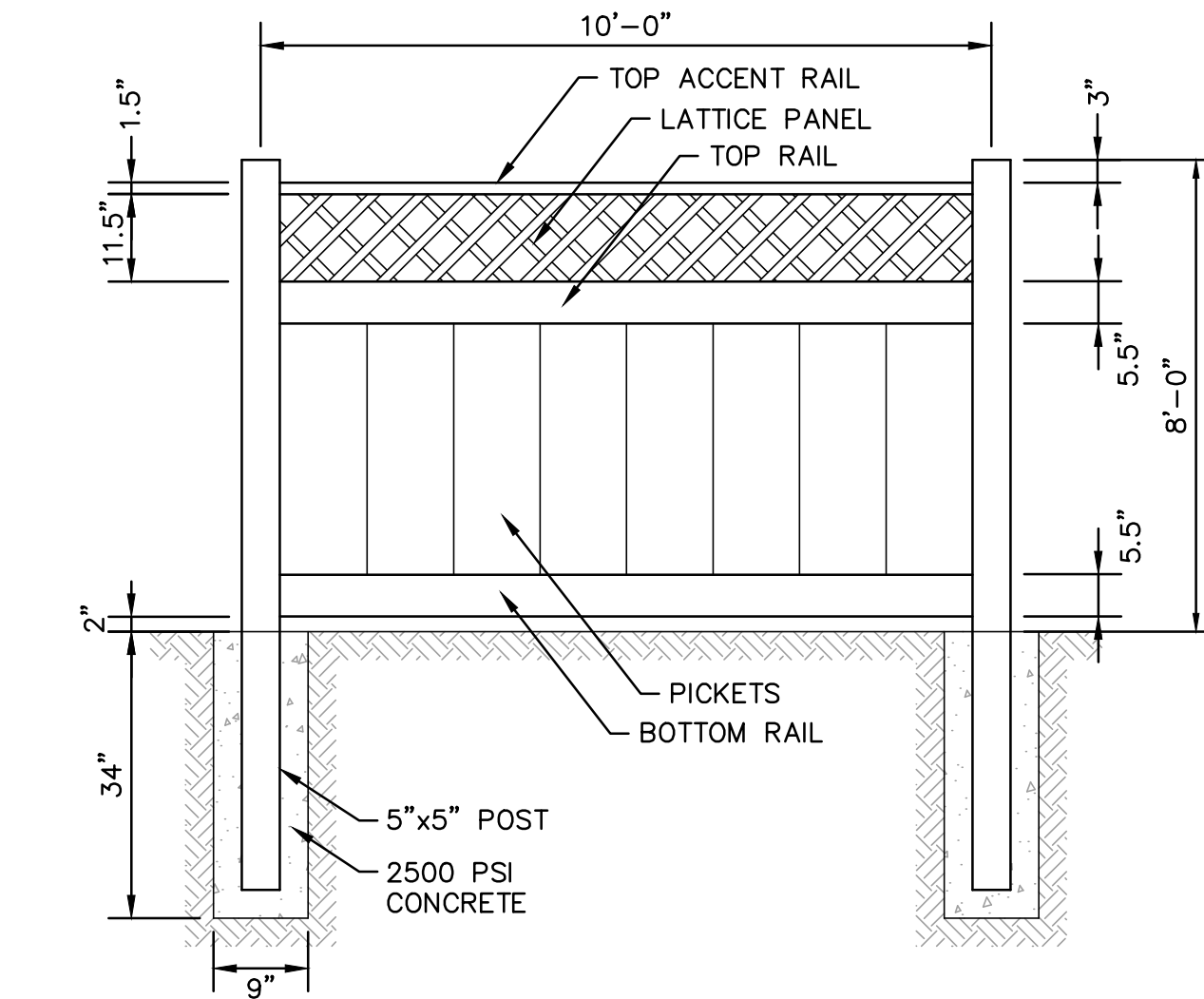
**VERTICAL GRANITE CURB NOTES:**

- MINIMUM LENGTH OF CURB STONES - 3'
- MAXIMUM LENGTH OF CURB STONES - 10'
- MAXIMUM LENGTH OF STRAIGHT CURB STONES LAID ON CURVES - SEE CHART.
- ADJOINING STONES SHALL HAVE THE SAME OR APPROXIMATELY THE SAME LENGTH.
- CURB ENDS TO BE TIPPED DOWN.

**8 VERTICAL GRANITE CURB DETAIL**  
SCALE: NONE



**9 VERTICAL GRANITE TIP-DOWN DETAIL**  
SCALE: NONE



**10 DUMPSTER VINYL FENCE DETAIL**  
SCALE: NONE



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