ITEM 4

PLAN REVIEW NOTES
60 Route 236 M29 L14
Sketch Site Plan Review

July 11, 2019

Town of Kittery Maine
Town Planning Board Meeting
September 12, 2019

ITEM 4 – 60 Route 236 – Preliminary Site Plan Acceptance Review

Action: Accept or deny application. Schedule Public Hearing. Owner/applicant Washburn Realty Group, LLC requests consideration of a preliminary site plan for a 4,603 sf 2-story building on a 73,330 sf lot at 60 Route 236 (Tax Map 29, Lot 14) in the Commercial (C-2) Zone. Agent is John Chagnon, Ambit Engineering, Inc.

PROJECT TRACKING

REQ'D	ACTION	COMMENTS	STATUS
NO	Sketch Plan Review	7/11/2019 Meeting	ACCEPTED
NO	Site Visit	At the discretion of the Planning Board	
YES	Determination of Completeness/Acceptance	Possible for 9/12/2019 Meeting	PENDING
YES	Public Hearing		
YES	Final Plan Review and Decision		

Plan Review Notes reflect comments and recommendations regarding applicability of Town Land Use Development Code, and standard planning and development practices. Only the PB makes final decisions on code compliance and approves, approves with conditions or denies final plans. Prior to the signing of the approved Plan any **Conditions of Approval related to the Findings of Fact along with waivers and variances (by the BOA) must be placed on the Final Plan and 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

This is now at the preliminary plan acceptance review stage. The proposed development is 4,603 sf 2-story building on an existing developed (and in disrepair) property in the Commercial C-2 zone. The proposal includes demolition of the unused foundation(s) and dilapidated building and replacement with a new plumbing supply business with a customer showroom. The showroom would occupy a small section of the new building, approximately 1,200+- sf and there would be contractor sales on the lower level.

Staff Review

The proposed development is viewed as a welcome improvement to the property but the site has some constraints. It is not a deep lot and has a steep drop-off from the edge of Route 236 along a good portion of the length of the lot. There is also a large area of wetlands along the rear of the site. The existing driveway entrance is too wide and unsafe.

The redevelopment of the site involves several improvements but the proposed project required relief from the ordinance requirements in a couple of areas:

- **Building setbacks**
  Due to the existence of a large wetland area in the rear of the site, and to make the proposed parking and truck deliveries plan work, the new building would be located 15 feet from the front property line. The required front yard setback in the C-2 is 50 feet. Update: The Board of Appeals at their meeting of July 23, 2019 granted a miscellaneous variation request for relief from the front and side setbacks for the proposed building.
- **Wetlands setbacks**
  Table 16.9 outlines the minimum setbacks from wetlands and water bodies**.** Although the size of the wetlands to the rear of the site has not yet been detailed, it appears that the wetlands would fall under either the 501 square feet to 1 acre or greater than 1 acre classification. Relief would

also be necessary from the setbacks for the new driveway and the proposed building. Update: The Board of Appeals at their meeting of July 23, 2019 granted a miscellaneous variation request for relief from the wetlands setbacks for the new driveway and building. Staff suggests that the plan be revised to indicate the approximate size of the wetlands and show the setbacks for the new retaining wall and the parking area. The legend should also be revised to describe the wetlands classification (symbols).

Parking and circulation

The site layout plan details the required parking. Although the proposed use(s) is not specifically listed in the chart, it is being proposed by the applicant as a warehouse and storage use. The requirement based upon that use category is 19 spaces but this does not include the showroom, which indicates a retail use. The size of the showroom is still TBD but is estimated to be 1,200 +- square feet, which would require approximately 7 additional parking spaces if calculated for retail. However, Section 16.8.9.4.C allows for the Planning Board to determine the parking requirements and projected development use intensity for uses that are not specifically covered in the code.

In the application package, the applicant has furnished a Trip Generation and Site Access Letter from its traffic engineer, Greenman-Pederson, Inc. (GPI). Under the Parking Generation section of the letter, estimates are provided based upon the Institute of Transportation Engineers (ITE) Parking Generation, 5th Edition and land use codes for similar uses to the proposed facility. Based upon the results which are outlined in Table 3., Parking Demand Generation Comparison, the proposed plumbing wholesale and showroom is anticipated to generate a peak parking demand of 5 to 18 parking spaces. Therefore, they conclude that the 19 spaces proposed on the site is expected to be adequate to accommodate the peak parking demand.

The applicant is proposing improvements for vehicular access and circulation. The front entrance driveway will be significantly narrowed and relocated. The new driveway for truck deliveries and parking is to the rear and will require a retaining wall along most of its length to hold up the roadway. A small section of cobblestone is proposed at the entrance along the northerly property line to provide tactile separation with the abutting driveway which is right on the property line.

Accessible parking spaces and ramps are shown and detailed on the plan. The ramps are proposed to be screened and buffered with landscaping.

Confirmation of Submittal Content

The application package appears to satisfy the submittal content required by the code, except for the lack of a soil survey. The Subsurface Wastewater Disposal System Application includes a soil description and classification based upon a test pit taken in the middle of the site. Considering the size of the parcel and the proposed development, staff feels that this could be a waivable item.

The plans and supplemental materials have been evaluated at a Technical Review Committee meeting on August 27th. The only comment of note from that review is a request from the Fire Chief to see building area and volume calculations prior to issuance of a building permit (see attached memorandum).

The plans and supplemental materials are also being reviewed by CMA Engineers.

Recommendation

Staff recommends that the Board accept the preliminary site plan application as complete and schedule a site walk and public hearing.

Move to accept the preliminary site plan application dated August 22, 2019, from owner/applicant Washburn Realty Group, LLC for a 4,603 sf 2 story building at 60 Route 236 (Tax Map 29, Lot 14) in the Commercial 2 (C-2) Zone as complete.

Move to schedule a site visit on {date and time} for the preliminary site plan application dated August 22, 2019 from owner/applicant Washburn Realty Group, LLC for a 4,603 sf 2 story building at 60 Route 236 (Tax Map 29, Lot 14) in the Commercial 2 (C-2) Zone.

Move to schedule a public hearing on {date} for the preliminary site plan application dated August 22, 2019 from owner/applicant Washburn Realty Group, LLC for a 4,603 sf 2 story building at 60 Route 236 (Tax Map 29, Lot 14) in the Commercial 2 (C-2) Zone.

Town of Kittery, Maine
Fire Department

3 Gorges Road
Kittery, Maine 03904
Tel (207) 439-2262

Chief David O'Brien
firechief@kitteryme.org

MEMORANDUM

03 September 2019

Subj: Proposed Development of 60 Route 236

I have conducted a review of the plans for the demolition of the existing building located at 60 Route 236 and the construction of a new structure by Washburn Realty. The Fire Department has no issues or comments on this proposal at this time. However, I will need to see prior to building permit issue the area and volume calculations of the proposed building.

D. W. O'Brien
Fire Chief, CFOIII

AMBIT ENGINEERING, INC. CIVIL ENGINEERS AND LAND SURVEYORS

200 Griffin Road, Unit 3, Portsmouth, NH 03801
Phone (603) 430-9282 Fax 436-2315

22 August, 2019

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

RE: Application for Site Plan Review for 60 Route 236, Plumbing Wholesale & Showroom

Dear Mr. Steffen:

On behalf of Washburn Realty Group, LLC, we hereby submit plans for the 60 Route 236 project for Preliminary Planning Board approval. The submission consists of the following items:

- Completed Application Form
- Property Deed
- Project Narrative and Findings of Fact
- Stormwater Inspection and Maintenance Plan
- Subsurface Disposal System Application
- Trip Generation and Site Access Letter
- Driveway Permit Application
- Flood Insurance Rate map
- Site Photographs

We respectfully request that you place us on the agenda for the September 12, 2019 Planning Board meeting. The design team is available to meet with you or any other town staff should you have any questions or concerns. We look forward to your input as the design works through the approval process. Please feel free to call if you have any questions or comments.

Sincerely,

John Chagnon

John Chagnon, PE
CC (via email): Project Team

TOWN OF KITTERY, MAINE

TOWN PLANNING AND DEVELOPMNET DDEPARTMENT

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

APPLICATION: SITE PLAN REVIEW

FEE FOR REVIEW:	☒ $300. 00 PLUS THE GREATER OF:	☐ $50/USE OF UNIT; OR	☒ $5.00/100 SQ FT OF GROSS FLOOR AREA	**Fees Paid:** $ 760.80 **Date:** _____ **Escrow Fees Paid:** $_____ **Date:**_____
		☐ $0.50/LINEAR FOOT OF DOCK, SLIP & FLOAT; OR	☐ $20.00/ UNIT INTENDED TO PROVIDE OVERNIGHT SLEEPING ACCOMODATIONS	

PROPERTY DESCRIPTION	**Parcel ID**	**Map**	29	**Lot**	14	**Zone(s): Base: Overlay: MS4:**	C-2 N/A ___ YES __X__ NO	**Total Land Area**	73,330 SF
	Physical Address	60 Route 236							

PROPERTY OWNER'S INFORMATION (print clearly)	**Name**	Washburn Realty Group	**Mailing Address**	P.O. Box 463 Winchester, MA 01890
	Phone	617-212-9364		
	Fax			
	Email	àndy@murrysupplycorp.com		
APPLICANT'S AGENT INFORMATION (print clearly)	**Name**	John Chagnon	**Name of Business**	Ambit Engineering, Inc.
	Phone	603-430-9282	**Mailing Address**	200 Griffin Road, Unit #3 Portsmouth, NH 03801
	Fax			
	Email	jrc@ambitengineering.com		

PROJECT DESCRIPTION

Existing Use: Abandoned landscape business

Project Name: Plumbing Wholesale & Showroom

Proposed Use: Proposed 2 story 4,603 SF building to be used as a plumbing showroom and supply. Development includes associated utilities & other site improvements.

WAIVER REQUESTS

Title 16.7.4.1:		In granting modifications or waivers, the Planning Board must require such conditions as will, in its judgment, substantially meet the objectives of the requirements so waived or modified.
REQUESTED WAIVERS	**Ordinance Section**	**Describe why this request is being made**.
	****EXAMPLE**** 16.32.560 (B)- OFFSTREET PARKING.	****EXAMPLE**** Requesting a waiver of this ordinance since the proposed professional offices have a written agreement with the abutting Church owned property to share parking.

☐ ABUTTER NOTIFICATION

16.10.5.1.1. Preliminary Plan Application Filing and Completeness Review. The application must be accompanied by a Plan and the required fee together with a certification the applicant has notified abutters by mail of the filing of the Plan application for approval.

Submitted Applications must include a list of the names and addresses of the abutters and date notification mailed. The abutter Notice of Filing must include the owner/applicant name, address and description of the proposed project.

Applications will not be accepted without submittal of all plan requirements as specified herein, and without a complete, signed application page (page 5).

Prior to the issuance of building permits, Applicants shall secure performance assurances and escrow agreements. Forms for Cost Estimates (escrow) are available on line (Excel format) or at the Kittery Planning office.

Minimum Plan Submission Requirements (Title 16.10.5.2)

☒ **15 COPIES OF THIS APPLICATION** ☒ **15 COPIES OF THE PLAN – 5 OF WHICH MUST BE 24"X 36"**

☒ **1 PDF OF THE SITE PLAN SHOWING GPS COORDINATES**

Prior to starting the review process, the Planning Board will decide whether sufficient information has been provided and will vote to *DETERMINE COMPLETENESS/ACCEPTANCE*. The applicant is responsible to clearly describe the project. The following requirements must be addressed, and noted if not applicable.

Paper size:
☒ No less than 11" X 17" (reduced) or greater than 24" X 36" (full)

Scale size:
☒ Under 10 acres: no greater than 1" = 30'
☐ 10 + acres: 1" = 50'

Title block:
☒ Applicant's name and address
☒ Name of preparer of plans with professional information and professional seal
☒ Parcel's tax map identification (map – lot)
☒ Date of plan preparation

Boundary survey performed and sealed by licensed surveyor:
☒ Identify all existing boundary markers
☒ Show all proposed boundary monuments (per ordinance)

Provide orientation:
☒ Arrow showing true north and magnetic declination
☒ Graphic scale ☒ Parcel Owners and map and lot
☒ Deed docket and page numbers ☒ Signature blocks

Show location and description of:
☒ All structures ☒ Floor plans
☒ Elevations of principle structures
☒ All structures and accesses within 100 feet

Show parcel data:
☒ Total parcel area ☒ Rights-of-way area ☒ Wetlands area
☒ Area to be disturbed ☒ Length of street frontage
☒ Building setback lines ☒ Wetland setbacks
☒ All parcels of land proposed to be dedicated to public use and the conditions of such dedication

Indicate how the existing ground will change by showing:
☒ Existing contours ☒ Proposed contours ☒ % grade
☒ Finished grades ☒ Proposed slopes ☒ Finished floor elevations

☒ Show **names and addresses of all owners of record on abutting parcels** and the assessor's map and lot numbers.

☒ **Label all zoning districts abutting the property boundaries**.

☒ Show **locations of natural physical features** such as water bodies, watercourses, forest cover, and ledge outcroppings.

Show the **locations of existing and proposed utilities** and identify which utilities are to be privately owned/ municipally owned:
☒ Overhead Electric ☒ underground electric ☒ Water mains ☒ Wells
☐ Gas mains ☐ Cable TV ☐ Sewer mains ☐ Test pits ☒ Septic tanks
☒ Leach fields ☒ Storm drain lines ☒ Catch basins ☒ Culverts
☒ Gutters ☒ Stormwater storage basins ☒ Rain gardens
☒ Nearest fire hydrant

Indicate required landscaping including:
☒ Type of plant material ☒ Plant/Tree sizes
☒ Placement ☐ Irrigation systems

Show natural and historical topography:
☒ Rock walls ☒ Railroad beds
☒ The location of all natural features or site elements to be preserved.

Provide a **locus map** showing the property in relation to surrounding roads, within 2,000 feet of any property line of the development.

Provide a **vicinity map and aerial photograph** at a scale not more than **400 feet to the inch** showing the relation to other properties and geographic features and show:
☒ All the area within five hundred (500) feet of the boundary line of the proposed development including roads, geographic features, natural resources (wetlands, etc.), historic sites, applicable comprehensive plan features such as proposed park locations, land uses, Zones and other features;
☒ Any smaller area between the tract and all existing streets, provided any part of such a street used as part of the perimeter for the vicinity map is at least five hundred (500) feet from any boundary of the proposed development.

Show the locations of any:
☐ Parks ☐ Open space ☐ Conservation easement

Identify and locate each:
☐ Easements Rights-of-way ☐ Street alignments
☐ All intersecting property lines within 50 feet of the parcel.

Include plans, profiles and typical sections of all **roads and other paved ways**, including all relevant street data.
☐ Intersections or ☐ Distance to nearest intersection
☐ Driveways onsite ☐ Distance to nearest driveway
☐ Sight visibility lines

Show all existing and proposed lighting
☒ Map of all street lighting, attached lighting, and area lighting
☒ Location of lighted signs ☒ Photo-metrics map

☐ Indicate the **location of any permanently installed machinery** likely to cause appreciable noise at the lot lines.

Provide description of these materials stored on the property:
☐ Hazardous ☐ Toxic ☐ Raw Waste

Indicate the location and dimensions of (existing and proposed):
☒ Sidewalks ☒ Curbs ☒ Driveways
☒ Fences ☒ Retaining walls ☒ Other artificial features

Show parking calculations and parking spaces on the site plan and:
☐ Existing parking, if applicable ☒ proposed parking spaces
☒ Handicapped spaces

Copies of State and Local permit applications:
☐ Notice of Intent ☐ NRPA ☐ Permit by Rule
☐ all other applicable permits

☒ Copy of **FIRM Map** showing proposed parcel boundary.

PRIOR TO A SITE WALK, TEMPORARY MARKERS MUST BE ADEQUATELY PLACED THAT ENABLE THE PLANNING BOARD TO READILY LOCATE AND APPRAISE THE LAYOUT OF THE DEVELOPMENT.

SUBMITTALS THE TOWN PLANNER DEEMS SUFFICIENTLY LACKING IN CONTENT WILL NOT BE SCHEDULED FOR PLANNING BOARD REVIEW.

Plan Findings of Fact

The following Findings (Title 16.10.8.3.4) must be sufficiently addressed <u>in writing</u> by the applicant/agent and submitted to the Planning Department with the Preliminary Plan application. These Findings must be updated as necessary during the review process, and the Plan must be in compliance with these Findings prior to Final Plan approval by the Planning Board.

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

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

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

D. ***Water Supply Sufficient*** The proposed development has sufficient water available for the reasonably foreseeable needs of the development.

E. ***Municipal Water Supply Available*** The proposed development will not cause an unreasonable burden on an existing water supply, if one is to be used.

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

G. ***Municipal Solid Waste Disposal Available*** The proposed development will not cause an unreasonable burden on the municipality's ability to dispose of solid waste, if municipal services are to be used.

H. ***Water Body Quality and Shoreline Protected*** Whenever situated entirely or partially within two hundred fifty (250) feet of any wetland, the proposed development will not adversely affect the quality of that body of water or unreasonably affect the shoreline of that body of water.

I. ***Groundwater Protected*** The proposed development will not, alone or in conjunction with existing activities, adversely affect the quality or quantity of groundwater.

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

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

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

M. ***Traffic Managed*** The proposed development will:

1. Not cause unreasonable highway or public road congestion or unsafe conditions with respect to the use of the highways or public roads existing or proposed; and
2. Provide adequate traffic circulation, both on-site and off-site.

N. ***Water and Air Pollution Minimized*** The proposed development will not result in undue water or air pollution. In making this determination, the following must be considered:

1. Elevation of the land above sea level and its relation to the floodplains;
2. Nature of soils and sub-soils and their ability to adequately support waste disposal;
3. Slope of the land and its effect on effluents;
4. Availability of streams for disposal of effluents;
5. Applicable state and local health and water resource rules and regulations; and
6. Safe transportation, disposal and storage of hazardous materials.

O.	***Aesthetic, Cultural and Natural Values Protected*** The proposed development will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites, significant wildlife habitat identified by the department of inland fisheries and wildlife or the municipality, or rare and irreplaceable natural areas or any public rights for physical or visual access to the shoreline.
P.	***Developer is Financially and Technically Capable*** Developer is financially and technically capable to meet the standards of this section.
Q.	***Wireless Communication Facility Development*** **(requirements as specified)**
R.	***Shoreland, Resource Protection or Commercial Fisheries/Maritime Use Overlay Zone Development*** **(requirements as specified)**
S.	***Right-of-Way Plan*** **(requirements as specified)**
T.	***Special Exception Use*** **(requirements as specified)**

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

Title 16.10.8.2.6 - Conditions on Plan
The decision of the Planning Board, plus any conditions, must be noted on three copies of the final plan to be recorded at the York County Registry of Deeds, when required. One copy must be returned to the applicant, one retained by the Town Planner and one forwarded to the Code Enforcement Officer.
Minimum conditions include:

1. Prior to the issuance of a Building Permit by the Town's Code Enforcement Officer, the Developer must submit:
   A. A recorded copy of the Plan and all related legal documents that may be required.
   B. Payment of all outstanding fees associated with the permitting, including, but not limited to, Town Attorney fees, peer review, newspaper advertisements and abutter notification.
   C. A Performance Guarantee and/or an escrow account to pay for any required field inspections (see attached 'Cost Estimates').

2. Before construction or soil disturbance:
   A. The owner and/or developer must stake all corners of the building envelope, as shown on the plan. These markers must remain in place until the Code Enforcement Officer determines construction is completed and there is no danger of damage to areas that are, per Planning Board approval, to remain undisturbed.
   B. The owner and/or developer, in an amount and form acceptable to the town manager, must file with the municipal treasurer an instrument to cover the cost of all infrastructure and right-of-way improvements and site erosion and stormwater stabilization (see attached 'Cost Estimates').

16.10.9.1.2 - Plan Revisions After Approval
No Changes, erasures, modifications or revisions may be made to any Planning Board approved final plan, unless in accordance with the Planner's and CEO's powers and duties as found in Chapter 16.4, or unless the plan has been resubmitted and the Planning Board specifically approves such modifications.

I certify, to the best of my knowledge, the information provided in this Application is true and correct, abutters to the project have been notified, and I will not deviate from the approved plan without following code requirements. Permission is granted to Town Staff and representatives to access the property that is associated with this Application to aid in the regulatory review.

Applicant's Signature:		**Owner's Signature:**	
Date:	8/19/19	**Date:**	8/19/19

DEBRA L. ANDERSON, REGISTER OF DEEDS
E-RECORDED **Bk 17857 PG 22**
Instr # 2018050922
12/06/2018 12:33:48 PM
Pages 2 YORK CO

QUIT-CLAIM DEED WITH COVENANT

Know All By These Present that **JAMES E. WILSON and URSULA H. WILSON, Trustees of the James E. Wilson Living Trust, dated June 2, 2000** with a mailing address of 33 Remicks Lane, Kittery, Maine 03909, for consideration paid, *Grant* to **Washburn Realty Group, LLC** with a mailing address of P.O. Box 463, Winchester, Massachusetts 01890, with *Quit-Claim Covenant*, a certain parcel of land, together with the buildings and improvements located thereon, situated on Route 236 in the Town of Kittery, County of York and State of Maine and bounded and described as follows:

> Beginning on the State Highway known as Route 236 and the line of the right of way of the New Hampshire Public Service Company; thence northerly by Route 236, 600' to a hub; thence easterly by land now or formerly of Frank and Frances Jewett, 150' to a hub; thence southerly by other land now or formerly of Frank and Frances Jewett, 600' to the line of the New Hampshire Public Service Company right of way; thence westerly by said power line right of way, 150' to the place of beginning.

Excepting from the above-described parcel so much as was released by Partial Release from The Ocean National Bank of Kennebunk to Hector W. MacKenzie, Jr., dated December 18, 1987 and recorded in the York County Registry of Deeds at Book 4577, Page 310.

Meaning and intending to convey to same premises conveyed to the Grantors by deed of James E. Wilson dated July 22, 2015 and recorded in York County Registry of Deeds Book 17064, Page 465.

Maine R.E. Transfer Tax Paid

WITNESS my hand this 28 day of November, 2018.

James E. Wilson Living Trust

Witness

JAMES E. WILSON, Trustee

URSULA H. WILSON, Trustee

U.8w JEW
Pg 1 of 2

STATE OF Florida
County of Brevard

November 29, 2018

Then personally appeared the above-named, **JAMES E. WILSON and URSULA H. WILSON, Trustees of the James E. Wilson Living Trust** and acknowledged the foregoing instrument to be their free act and deed in said capacity,

Before me,

CHRISTOPHER OLIDEN
Notary Public, State of Florida
Commission# FF 997464
My comm. expires Aug. 5, 2020

Notary Public

Christopher Oliden

Print Name

USW
JEW
Ps 2 of 2

60 Route 236 Site Plan Project Narrative and Findings of Fact

Project Narrative:

This project is the Proposed Structure Replacement at 60 Route 236 in Kittery, Maine. The proposal is to construct a Plumbing Wholesale & Showroom building and associated site improvements on the property. The request involves Site Plan approval from the Kittery Planning Board. The property is an existing developed lot which has a warehouse structure and a garage, as well as a foundation which had a structure that burned down. The town assessing card lists the site use as Warehouse; Industrial / Commercial. In addition there is an abandoned sign with the identification “Oceanside Landscaping” still visible. The site is currently abandoned and has fallen into disrepair. The proposal is to remove the existing structures and construct a warehouse and showroom for a plumbing supply business, which is an allowed use. This property is impacted by setbacks not only from the town regulations for front side and rear setback but there are wetlands that are located in the rear of the property, immediately adjacent to the developed portion of the property, which also require setbacks. The unique shape, proximity to the highway corridor, wetland location, and site topography of this property present an inherent hardship to the re-use of this site. Therefore compliance with all the setback requirements presents a hardship to the applicant. Given the site configuration it is impossible to place a structure conforming to all of the setback requirements on this property; therefore ZBA relief was required and obtained. In addition a Planning Board Conditional Use Permit is required. The proposal is to place the building in the front of the lot, which will be as far from the wetlands as possible. This proposed front building setback is not unlike building setbacks in the immediate area. Please note that the existing foundation is closer to the front property line than this proposal. The proposed 15 foot setback in the front is in keeping with adjacent properties and will appear to be conforming to the surroundings. Route 236 is a wide right-of-way corridor and the setback distance from the proposed building face to the edge of travel way will vary from 40-45 feet. Landscaping and site grading along the front of the building will help to make the building appear further back from the street.

The re-use of the site requires that the new lot development meet current codes. An important part of the site design involves safe access to the warehouse. In order to get safe access a delivery vehicle must be able to enter onto the site from the highway safely, and after the delivery is made turn around so that they can come back to the highway and face the highway for safe exiting. In the past it is not clear how deliveries were made to this existing warehouse. There is a very steep drive immediately adjacent to the highway and probably tractor trailer trucks had to pull ahead of the site on the side of the road and back into the site. Such a maneuver is very unsafe and puts the remainder of the travelling public at risk. Site redevelopment, therefore, focused on a review of turning radius for the tractor-trailer delivery trucks. The design which is before you represents the safest design in that regard. The trucks will be able to enter the site from either direction without crossing the yellow line in Route 236. The truck will then travel around the side of the building to make the deliveries at the lower level. There is sufficient space for the truck to then turn around in the lower parking area and travel back to the front of the site facing forward, to then be able to exit safely.

Findings of Fact:

Development Conforms to Local Ordinances: The proposed development conforms to the adopted comprehensive plan and provisions in the Town Code, zoning ordinance, and development plan ordinances; with exception. The exception is to Article III Chapter 16.7 for front, side, and wetland setbacks for a commercial building. The applicant requested and received approval from the Board of Appeals on July 23, 2019 for the variations to code.

Freshwater Wetlands Identified: All freshwater wetlands within the project area have been identified on the Existing Conditions Plan C1.

River, Stream or Brook Identified: The Cover Sheet shows adjacent river, stream and brook locations in the project vicinity.

Water Supply Sufficient: The development is proposed to be serviced by the existing Municipal water main along Route 236.

Municipal Water Supply Available: We do not believe the proposed development will cause an unreasonable burden on the existing town water supply as the water usage (180 Gallons per day) will be minimal.

Sewage Disposal Adequate: The proposed development will provide for adequate sewage waste disposal on-site. A Disposal System Application is included with this submission.

Municipal Solid Waste Disposal Available: The proposed development will not cause an unreasonable burden on the municipality's ability to dispose of solid waste as the waste generated will be minimal. Waste will be taken to the town transfer station by the site operators; or a private waste pick-up service will be utilized. Waste will be stored internally within the building; no dumpster is proposed.

Water Body Quality and Shoreline Protected: The site design will not adversely affect the quality of the adjacent wetland. Improvements to run-off treatment are proposed; and the site re-development will result in a decrease in impervious area.

Groundwater Protected: The proposed development will not, for the reasons stated above, adversely affect the quality or quantity of groundwater.

Flood Areas Identified and Development Conditioned: The project is not located within the Federal Emergency Management Agency's Flood Boundary. The Flood Insurance Rate Maps is included with the submitted information.

Stormwater Managed: The proposed development will provide for adequate stormwater management. A Stormwater Operation and Maintenance Plan has been submitted with the application.

Erosion Controlled: The proposed development will not cause unreasonable soil erosion or a reduction in the land's capacity to hold water. Erosion Control measures have been shown on the development plans.

Traffic Managed: The proposed development will not cause unreasonable highway or public road congestion or unsafe conditions with respect to the use of the highways or public roads existing or proposed; and will provide adequate traffic circulation, both on-site and off-site. In fact the re-development provides safe access for vehicles and trucks which is something the existing site did not provide. The submission includes a Traffic Memorandum from a traffic engineer detailing truck turning, parking, site distances, trip distribution and collision history.

Water and Air Pollution Minimized: The proposed development will not result in undue water or air pollution. This is based on the totality of the Findings of Fact in the above categories.

Aesthetic, Cultural and Natural Values Protected: The proposed development will not impact any scenic or natural areas, aesthetics, historic sites, or significant wildlife habitats.

Developer is Financially and Technically Capable: The developer is financially and technically capable to meet the standards of this section and provide a viable site re-development as they currently are in the plumbing supply business and plan to move their business location to this address.

STORMWATER MANAGEMENT SYSTEM
INSPECTION & MAINTENANCE PLAN
FOR
60 Route 236 Plumbing Wholesale & Showroom

60 Route 236, Kittery, Maine

Introduction

The intent of this plan is to provide 60 Route 236 Plumbing Wholesale & Showroom Inc. (the Owner) with a list of procedures that document the inspection and maintenance requirements of the stormwater management system for this development.

The following inspection and maintenance program is necessary to keep the stormwater management system functioning properly. These measures will also help minimize potential environmental impacts. By following the enclosed procedures, the 60 Route 236 Plumbing Wholesale & Showroom will be able to maintain the functional design of the stormwater management system and maximize its ability to remove sediment and other contaminants from site generated stormwater runoff. By installing and maintaining the drainage as shown on the approved site plan, the owner will be able to maximize the system's ability to control the runoff and remove sediment from site generated stormwater runoff.

Annual Report

The owner shall prepare an annual Inspection & Maintenance Report. The report shall include a summary of the system's maintenance and repair by transmission of the Inspection & Maintenance Log and other information as required. A copy of the report shall be delivered annually to the Town Engineer, Town of Kittery, Maine, if required.

Inspection & Maintenance Checklist/Log

The following pages contain a Stormwater Management System Inspection & Maintenance Checklist and a blank copy of the Stormwater Management System Inspection & Maintenance Log. These forms are provided to the owner as a guideline for performing the inspection and maintenance of the Stormwater Management System. This is a guideline and should be periodically reviewed for conformance with current practice and standards.

STORMWATER MANAGEMENT SYSTEM COMPONENTS

The Stormwater Management System is designed to mitigate both the quantity and quality of site-generated stormwater runoff. As a result, the design includes the following elements:

Non-Structural BMP's

Non-Structural Best Management Practices (BMP's) are designed to minimize and/or remove contaminants before they enter the stormwater collection system. Several of these BMP's have been incorporated into the Stormwater Management System including pavement sweeping, reduced use of road salt, and litter/trash removal. These types of BMP's are a highly effective initial treatment measure for reducing stormwater pollutant loading.

Non-Structural BMP's: Inspection and Maintenance Plan

- Pavement Sweeping: Sweep paved areas at least annually in the spring or more frequently as necessary. Sweeping shall be performed by vehicular equipment, which provide either mechanical or vacuum type debris removal.

- Litter/Trash Removal: Routinely inspect all parking and outside areas for trash and clean as necessary.

- Deicing Agents: Use sand as the primary agent for parking lot safety during ice and snow conditions. Minimize the use of road salt (sodium chloride) during the winter. Use deicing or anti-caking agents, added to enhance performance and application characteristics of sand mixtures, only as necessary and at minimum application rates.

Stormwater Management and Treatment System

Stormwater runoff from the proposed building, parking areas and driveway will be conveyed to a number of proposed treatment BMPs and then to existing drainage ways and naturally vegetated buffers. The drainage outlets, as needed, are protected with rip-rap to prevent erosion.

The Infiltration Trench is a designed element to infiltrate run-off, in this case roof run-off, into the soil.

The Underdrained Filter Basin is a designed element to treat run-off, in this case roof and site run-off with a soil media.

A Vegetated Buffer Strip also slow the runoff from the parking area and trap sediments.

For water quantity treatment, the Infiltration Trench is designed to pass run-off into the soils where natural treatment will occur. The Infiltration Trench receives flows from the gutter collection system and conveys the flow into the ground through a single outlet pipe in a stone trench.

For water quality treatment, the Underdrained Filter Basin contains a filter media of sufficient depth to capture the suspended solids from the runoff prior to releasing it to the surface water system. The filter is designed to detain a volume of water (first flush) and release it through the filter media to a perforated pipe collection system bedded in gravel below.

For water quantity treatment, the Vegetated Buffer Strip is designed to use vegetation to slow down and treat run-off before it reaches the wetland resource. The strip is relatively small in this application; but the location, based on the parking lot slope, allows for the most design area available, and is better than the existing condition.

Closed Drainage Collection Piping Systems: Inspection & Maintenance Plan

Closed Drainage Systems: Inspect the catch basin(s) annually in spring for sediment and floatable debris accumulation. Inspect drainage pipes annually in the spring for sediment accumulation. Remove floatable contaminants and accumulated sediments and dispose of properly. Inspect culvert, basin, and pipe outlet protection annually and after every major storm. If the riprap has been displaced, undermined or damaged, it should be repaired immediately. The channel immediately below the outlet should be checked to see that erosion is not occurring. The downstream channel should be kept clear of obstructions such as fallen

trees, debris, and sediment that could change the flow patterns from the pipes. Repairs must be carried out immediately to avoid additional damage to the outlet protection apron.

Underdrained Filter Basin: Inspection & Maintenance Plan

The following items should be inspected and maintained:

- Embankment – The embankment should be inspected annually to determine if rodent burrows, wet areas, or erosion of the fill is taking place. Wet areas and erosion of fill should be repaired immediately.

- Vegetation – The vegetated areas of the structure should be maintained. Trees and shrubs should be kept off the embankment. Vegetated filter media should be replanted with grass as required. Harvesting and pruning of excessive growth should be done as required. Weeding to control undesired or invasive plants may be necessary.

- Sediment – The filter surface should be inspected annually and after every major storm in the first few months of operation to ensure proper function. The top several inches of the filter shall be replaced with fresh material when water ponds on the surface of the bed for more than 72 hours.

- Underdrain outlet – The outlet should be inspected after every major storm in the first few months to ensure proper function. Thereafter, the outlet should be inspected at least once every 6 months to ensure that it is draining within 48 hours and that, after a storm fills the system to overflow, drains in no less than 24 hours.

Stormwater Management System

60 Route 236 Plumbing Wholesale & Showroom

Inspection & Maintenance Checklist

BMP/System Component	Minimum Inspection Frequency	Minimum Inspection Requirements	Maintenance/Cleanout Threshold
Pavement Sweeping	Annually early spring	Check for accumulated sediments and debris	Remove accumulated sediment and debris.
Litter/Trash Removal	Routinely	Inspect site areas for trash and debris.	Clean as required.
Deicing Agents	N/A	N/A	Use sand as primary agent for parking lot safety during winter.
Closed Drainage Systems			
Catch basins,	Annually early spring	Check for sediment accumulation. Check for floatable contaminants.	➢2 ft. sediment depth. ➢3 in. floatable depth.
Culverts	Spring and late fall, After heavy rains	Check for sediment accumulation/clogging. Check for obstructions to flow. Check for displaced riprap or erosion at inlet & outlet.	Remove fallen trees, debris, and sediment from downstream channel Repair any damage immediately
Open Drainage Systems			
Vegetated swales	Routinely	Check for rills, damaged areas, and encroachment of woody vegetation.	Mow as required. Repair any damage immediately
Management Systems			
Underdrained filter and roof gutter system	2 times per year	Check for sediment accumulation Check for embankment integrity, vegetation, inlet structure, outlets and spillways.	➢Surface ponding after 72 hours ➢48hrs to drain basin completely
Annual Report	1 time per year	Prepare Annual Report, including all Inspection & Maintenance Logs.	N/A

Stormwater Management System

60 Route 236 Plumbing Wholesale & Showroom

Inspection & Maintenance Log

BMP/System Component	Date Inspected	Inspector	Cleaning/Repair Needed *(List Items/Comments)*	Date of Cleaning/Repair	Performed By

Albert Frick Associates, Inc.
Environmental Consultants
380B Main Street Gorham, ME 04038
T: (207) 839-5563 F: (207) 839-5564
www.albertfrick.com info@albertfrick.com

Brady Frick, LSE, President
Albert Frick, CSS, LSE
Christopher Coppi, CWS, LSE
Bryan Jordan, LSE
Matthew Logan, LSE
Jamie Latorre, Office Manager

INSTRUCTION MEMO FOR PROCESSING YOUR SUBSURFACE WASTEWATER DISPOSAL SYSTEM APPLICATION

(no variance)

Enclosed are four copies of a completed subsurface wastewater disposal application. As applicant or property owner, please review and sign all copies where indicated on page 1, if the plans are acceptable to you. Submit three copies of the plan to the Local Plumbing Inspector in your town or city so that the application can be reviewed and a permit issued. The fourth copy is intended for your contractor, along with the Fill Estimation Worksheet, if included.

The Town will charge a **minimum** State permit fee, as listed below. Please note that local municipalities do have the authority to increase permit fees by local ordinance. In order to verify the local permit fee amount, you will need to check with your Town's Local Plumbing Inspector.

PERMIT FEES FOR COMPLETE DISPOSAL SYSTEMS	
Non-engineered system	$250.00*
Primitive system (includes one alternative toilet)	$100.00
Separate gray waste disposal field	$35.00
Seasonal conversion permit	$50.00
PERMIT FEES FOR SEPARATE PARTS OF DISPOSAL SYSTEMS	
Alternative toilet only	$50.00
Disposal field (non-engineered system)	$150.00
Treatment tank (non-engineered system)	$150.00
Holding tank	$100.00
Other components (complete pump station, piping, other)	$30.00
PERMIT FEES FOR VARIANCES	
First-Time System Variance	$20.00
ADDITIONAL FEES	
*DEP surcharge for all non-engineered systems	$15.00

NOTE: Most towns require a separate check for DEP payment.

Please contact us if you have any questions, or if we can be of service to you in the future.

SUBSURFACE WASTEWATER DISPOSAL SYSTEM APPLICATION

Maine Dept. Health & Human Services
Div of Environmental Health , 11 SHS
(207) 287-2070 FAX (207) 287-4172

PROPERTY LOCATION

City, Town, or Plantation	KITTERY
Street or Road	60 ROUTE 236
Subdivision, Lot #	

OWNER/APPLICANT INFORMATION

Name (last, first, MI): N/F WASHBURN REALTY GROUP, LLC — ■ Owner ☐ Applicant

Mailing Address of [redacted] Applicant: c/o MIKE RICHMAN, CUSTOM CONCEPTS, INC ARCHITECTURE, 383 US ROUTE 1, SCARBOROUGH, ME 04074

Daytime Tel. #: 883-0083 EXT. 11

>>CAUTION: LPI APPROVAL REQUIRED<<

Town/City _____ Permit #_____

Date Permit Issued __/__/__ Fee $ _____ Double Fee Charged [ ]

_____ L.P.I.# _____
Local Plumbing Inspector Signature

Fee $ _____ State Fee Fee $ _____ Locally Adopted Fee
Copy: [ ] Owner [ ] Town [ ] State

The Subsurface Wastewater Disposal System shall not be installed until a Permit is issued by the Local Plumbing Inspector. The Permit shall authorize the owner or installer to install the disposal system in accordance with this application and the Maine Subsurface Wastewater Disposal Rules.

Municipal Tax Map # 29 Lot # 14

OWNER OR APPLICANT STATEMENT

I state and acknowledge that the information submitted is correct to the best of my knowledge and understand that any falsification is reason for the Department and/or Local Plumbing Inspector to deny a permit.

_____ _____
Signature of Owner/Applicant Date

CAUTION: INSPECTION REQUIRED

I have inspected the installation authorized above and found it to be in compliance with the Subsurface Wastewater Disposal Rules Application.

_____ (1st) Date Approved

_____ _____
Local Plumbing Inspector Signature (2nd) Date Approved

PERMIT INFORMATION

TYPE OF APPLICATION

☐ 1. First Time System
■ 2. Replacement System
Type Replaced: PLASTIC
Year Installed: 2004
☐ 3. Expanded System
☐ a. <25% Expansion
☐ b. >25% Expansion
☐ 4. Experimental System
☐ 5. Seasonal Conversion

THIS APPLICATION REQUIRES

■ 1.No Rule Variance
☐ 2.First Time System Variance
☐ a. Local Plumbing Inspector Approval
☐ b. State & Local Plumbing Inspector Approval
☐ 3.Replacement System Variance
☐ a. Local Plumbing Inspector Approval
☐ b. State & Local Plumbing Inspector Approval
☐ 4.Minimum Lot Size Variance
☐ 5.Seasonal Conversion Permit

DISPOSAL SYSTEM COMPONENTS

■ 1. Complete Non-Engineered System
☐ 2. Primitive System(graywater & alt toilet)
☐ 3. Alternative Toilet, specify: _____
☐ 4. Non-Engineered Treatment Tank (only)
☐ 5. Holding Tank, _____ gallons
☐ 6. Non-Engineered Disposal Field (only)
☐ 7. Separated Laundry System
☐ 8. Complete Engineered System(2000gpd+)
☐ 9. Engineered Treatment Tank (only)
☐ 10. Engineered Disposal Field (only)
☐ 11. Pre-treatment, specify: _____
☐ 12. Miscellaneous components

SIZE OF PROPERTY

1. 68+/- ☐ SQ. FT. ■ ACRES

DISPOSAL SYSTEM TO SERVE

☐ 1. Single Family Dwelling Unit, No. of Bedrooms: ____
☐ 2. Multiple Family Dwelling, No of Units: _____
■ 3. Other: PLUMBING SUPPLY (specify)

Current Use ☐ Seasonal ■ Year Round ☐ Undeveloped

TYPE OF WATER SUPPLY

☐ 1. Drilled Well ☐ 2. Dug Well ☐ 3. Private
■ 4. Public ☐ 5. Other:

SHORELAND ZONING

☐ Yes ■ No

DESIGN DETAILS (SYSTEM LAYOUT SHOWN ON PAGE 3)

TREATMENT TANK

■ 1. Concrete
■ a. Regular
☐ b. Low Profile
☐ 2. Plastic
☐ 3. Other: _____
CAPACITY: 1000 GAL.
SEE NOTE ON PAGE 3

DISPOSAL FIELD TYPE & SIZE

☐ 1. Stone Bed ☐ 2. Stone Trench
■ 3. Proprietary Device
■ a. Cluster array ☐ c. Linear
☐ b. Regular ■ d. H-20 loaded
☐ 4. Other: _____
SIZE: 640 ■ sq. ft. ☐ lin. ft.
10 H-20 RATED CONCRETE CHAMBER UNITS

GARBAGE DISPOSAL UNIT

■ 1. No ☐ 2. Yes ☐ 3. Maybe
If Yes or Maybe, specify one below:
☐ a. Multi-compartment tank
☐ b. _____ tanks in series
☐ c. Increase in tank capacity
☐ d. Filter on tank outlet

DESIGN FLOW

180 gallons per day
BASED ON:
☐ 1. Table 4A (dwelling unit(s))
■ 2. Table 4C (other facilities)
SHOW CALCULATIONS for other facilities

PLUMBING SUPPLY STORE

4 EMPLOYEES AT 12 GALLONS PER DAY EACH = 48 GPD

AND CUSTOMER RESTROOMS = 132 GPD

☐ 3. Section 4G (meter readings)
ATTACH WATER-METER DATA

SOIL DATA & DESIGN CLASS

PROFILE 12 / CONDITION D

at Observation Hole # TP 1
Depth 14 "
of Most Limiting Soil Factor

DISPOSAL FIELD SIZING

☐ 1. Medium - 2.6 sq.ft./gpd
■ 2. Medium-Large - 3.3 sq.ft./gpd
☐ 3. Large - 4.1 sq.ft./gpd
☐ 4. Extra-Large - 5.0 sq.ft./gpd

EFFLUENT/EJECTOR PUMP

☐ 1. Not required
■ 2. May be required
☐ 3. Required
Specify only for engineered systems:
SEE NOTE ON PAGE 3
DOSE: _____ gallons

LATITUDE AND LONGITUDE

at center of disposal area
Lat. N43 d 6 m 55.27 s
Lon. W70 d 45 m 9.72 s
if g.p.s., state margin of error _____

SITE EVALUATOR STATEMENT

I certify that on 7/18/19 (date) I completed a site evaluation on this property and state that the data reported are accurate and that the proposed system is in compliance with the Subsurface Wastewater Disposal Rules (10-144A CMR 241).

_____ 352 8/22/19
Site Evaluator Signature SE # Date

BRADY A. FRICK (207) 839-5563 BRADY@ALBERTFRICK.COM
Site Evaluator Name Printed Telephone Number E-mail Address

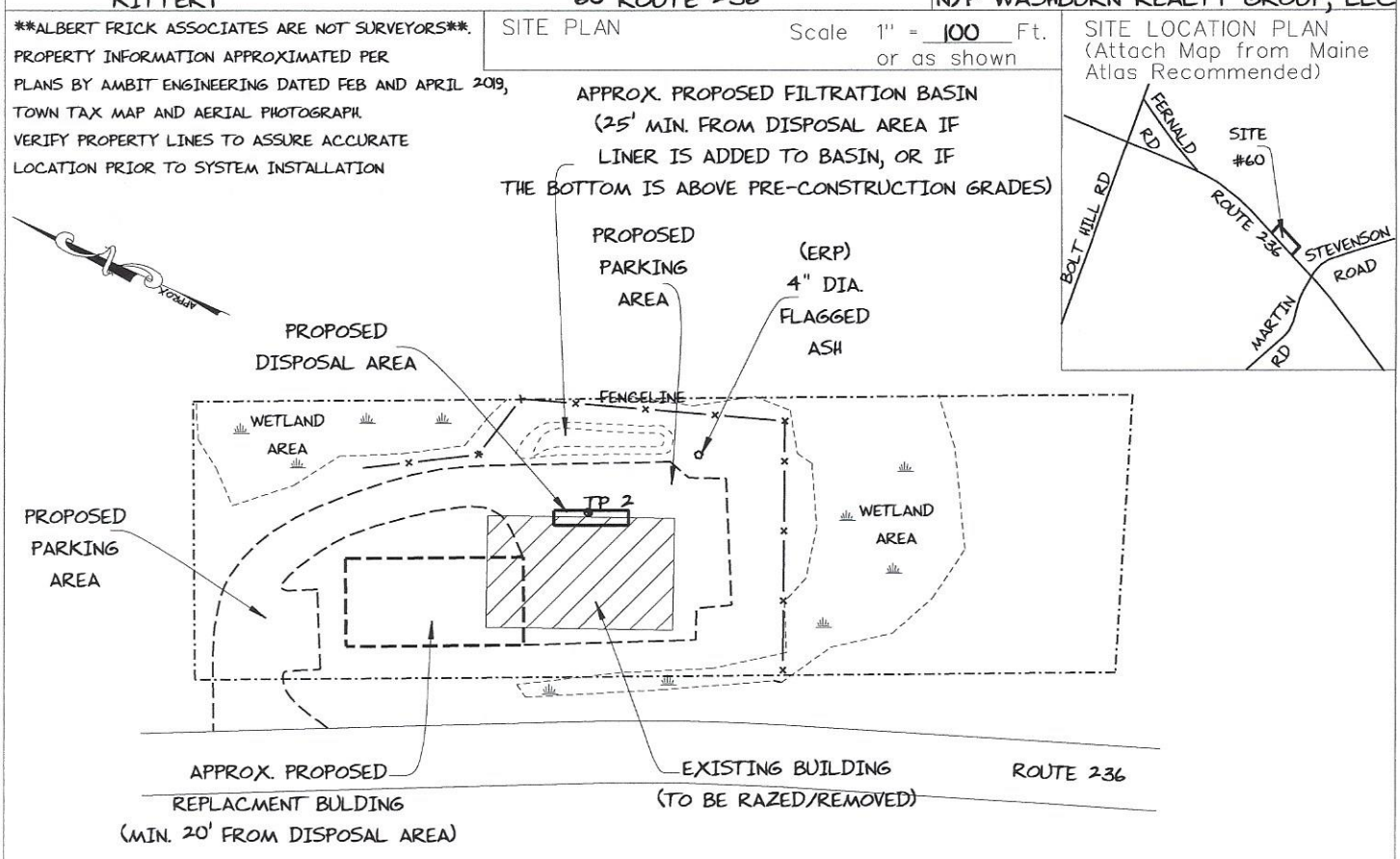
SUBSURFACE WASTEWATER DISPOSAL SYSTEM APPLICATION

Department of Health and Human Services
Division of Environmental Health
(207) 287-2070 FAX (207) 287-4172

Town, City, Plantation	Street, Road Subdivision	Owner's Name
KITTERY	60 ROUTE 236	N/F WASHBURN REALTY GROUP, LLC

ALBERT FRICK ASSOCIATES ARE NOT SURVEYORS.
PROPERTY INFORMATION APPROXIMATED PER PLANS BY AMBIT ENGINEERING DATED FEB AND APRIL 2019, TOWN TAX MAP AND AERIAL PHOTOGRAPH.
VERIFY PROPERTY LINES TO ASSURE ACCURATE LOCATION PRIOR TO SYSTEM INSTALLATION

SITE PLAN — Scale 1" = 100 Ft. or as shown



SITE LOCATION PLAN
(Attach Map from Maine Atlas Recommended)

SOIL DESCRIPTION AND CLASSIFICATION (Location of Observation Holes Shown Above)

Observation Hole TP 2 ■ Test Pit ☐ Boring
" Depth of Organic Horizon Above Mineral Soil

DEPTH BELOW MINERAL SOIL SURFACE (inches)

	Texture	Consistency	Color	Mottling
0–10	GRAVELLY LOAMY SAND AND SAND (FILL)	FRIABLE	LIGHT OLIVE BROWN	FEW, DISTINCT
10–20			MIXED OLIVE BROWN	
20–30				
30–40	LOAMY FINE SAND	FIRM	OLIVE BROWN	COMMON, DISTINCT & △△△
40–50	LIMIT OF EXCAVATION			FREE WATER

Soil Classification		Slope	Limiting Factor	
12 (Profile)	D (Condition)	0-3 %	14 "	■ Ground Water ☐ Restrictive Layer ☐ Bedrock ☐ Pit Depth

Observation Hole _____ ☐ Test Pit ☐ Boring
" Depth of Organic Horizon Above Mineral Soil

DEPTH BELOW MINERAL SOIL SURFACE (inches)

	Texture	Consistency	Color	Mottling
0–50				

Soil Classification		Slope	Limiting Factor	
(Profile)	(Condition)	%	"	☐ Ground Water ☐ Restrictive Layer ☐ Bedrock ☐ Pit Depth

Site Evaluator Signature — 352 SE # — 8/22/19 Date

ALBERT FRICK ASSOCIATES – 380B MAIN STREET GORHAM, MAINE 04038 – (207) 839-5563

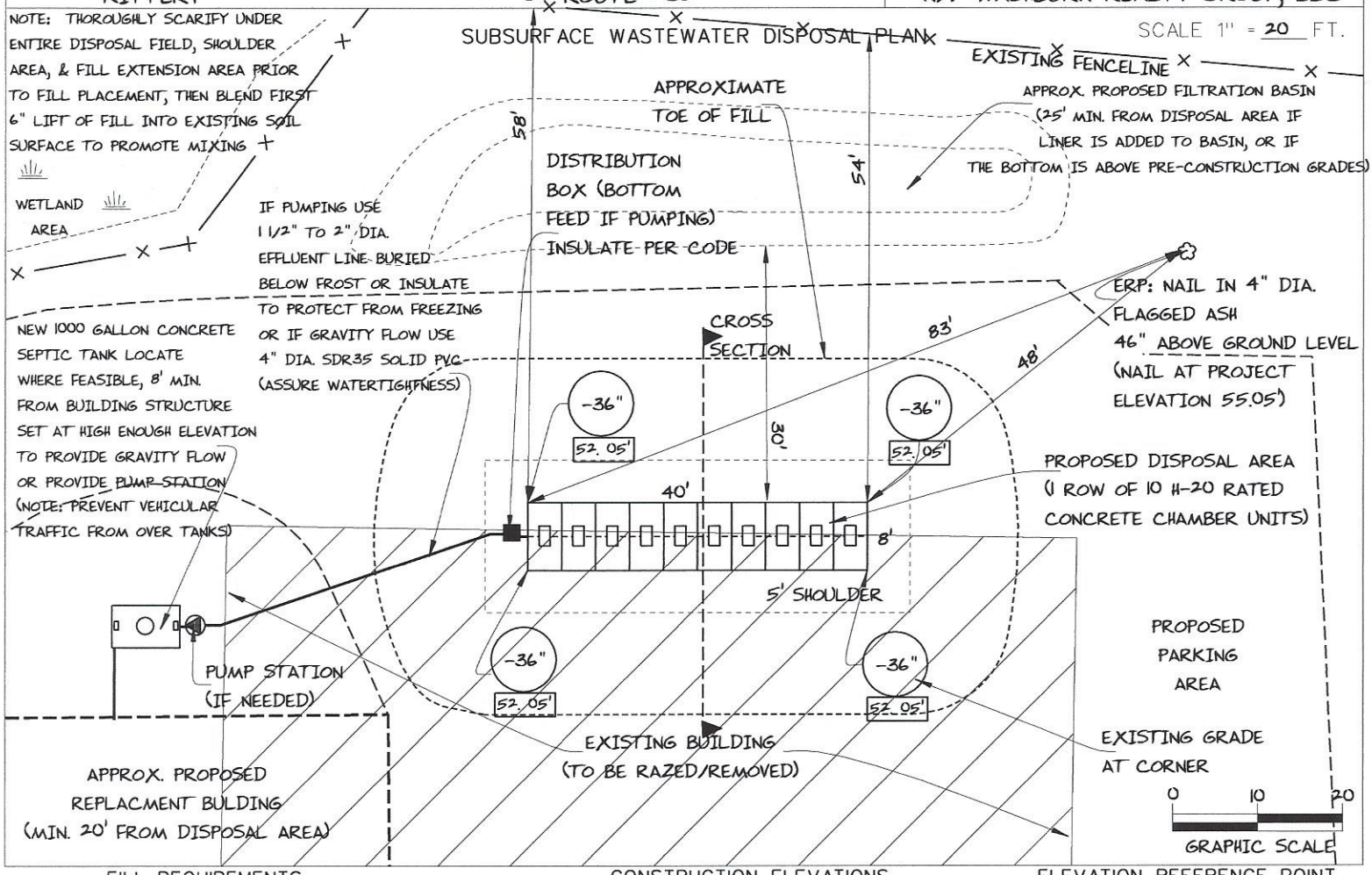
SUBSURFACE WASTEWATER DISPOSAL SYSTEM APPLICATION

Department of Health and Human Services
Division of Environmental Health
(207) 287-2070 FAX (207) 287-4172

Town, City, Plantation	Street, Road, Subdivision	Owner's Name
KITTERY	60 ROUTE 236	N/F WASHBURN REALTY GROUP, LLC

SUBSURFACE WASTEWATER DISPOSAL PLAN

SCALE 1" = 20 FT.



FILL REQUIREMENTS

Depth of Fill (Upslope): ± 35"
Depth of Fill (Downslope): ± 35"
DEPTHS AT CROSS-SECTION (shown below)

CONSTRUCTION ELEVATIONS

Finished Grade Elevation
Top of Distribution Pipe or Proprietary Device
Bottom of Disposal Area

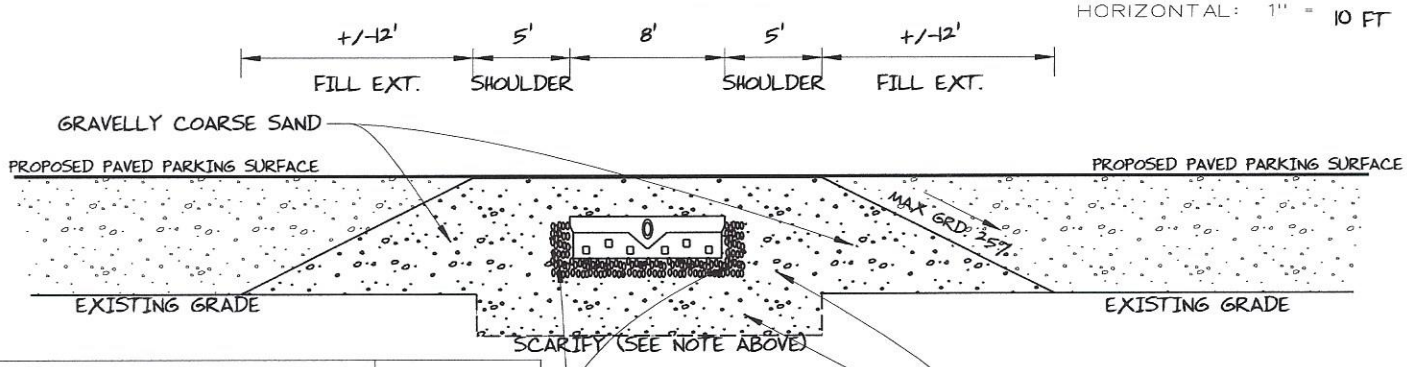
SEE DETAIL BELOW

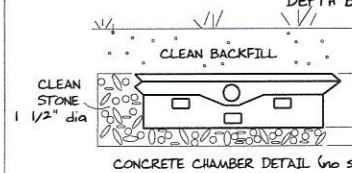
ELEVATION REFERENCE POINT

Location & Description 4" DIA. FLAGGED ASH, NAIL 46" ABOVE BASE
Reference Elevation is: 0.0" or _____

DISPOSAL AREA CROSS SECTION

SCALE:
VERTICAL: 1" = 5 FT
HORIZONTAL: 1" = 10 FT





CONCRETE CHAMBER DETAIL (no scale)

1 1/2 INCH CLEAN CRUSHED STONE PLACE 12" THICKNESS OF CRUSHED STONE AROUND ENTIRE PERIMETER AND 6" BENEATH CHAMBER UNITS

REMOVE ALL PORTIONS OF ANY UNCONTROLLED FILL MATERIAL ENCOUNTERED TO A MINIMUM DEPTH OF 2' UNDERNEATH AND 5' ALONGSIDE DISPOSAL AREA AND REPLACE WITH CLEAN GRAVELLY COARSE SAND FILL

B-A-21 — Site Evaluator Signature
352 — SE #
8/22/19 — Date

ALBERT FRICK ASSOCIATES – 380B MAIN STREET; GORHAM, MAINE 04038 – (207) 839-5563

Albert Frick Associates, Inc.
Soil Scientists & Site Evaluators
380-B Main Street Gorham, Maine 04038
(207) 839-5563

KITTERY	60 ROUTE 236	N/F WASHBURN REALTY GROUP, LLC
TOWN	LOCATION	APPLICANT'S NAME

1) The Plumbing and Subsurface Wastewater Disposal Rules adopted by the State of Maine, Division of Health and Human Services pursuant to 22 M.R.S.A. § 42 (the "Rules") are incorporated herein by reference and made a part of this application and shall be consulted by the owner/applicant, the system installer and/or building contractor for further construction details and material specifications. The system Installer should contact Albert Frick Associates, Inc. 839-5563, if there are any questions concerning materials, procedures or designs. The system installer and/or building contractor installing the system shall be solely responsible for compliance with the Rules and with all state and municipal laws and ordinances pertaining to the permitting, inspection and construction of subsurface wastewater disposal systems.

2) This application is intended to represent facts pertinent to the Rules only. It shall be the responsibility of the owner/applicant, system Installer and/or building contractor to determine compliance with and to obtain permits under all applicable local, state and/or federal laws and regulations (including, without limitation, Natural Resources Protection Act, wetland regulations, zoning ordinances, subdivision regulations, Site Location of Development Act and Minimum Lot Size law) before installing this system or considering the property on which the system is to be installed a "buildable" lot. It is recommended that a wetland scientist be consulted regarding wetland regulations. Prior to the commencement of construction/installation, the local plumbing inspector or Code Enforcement Officer shall inform the owner/applicant and Albert Frick Associates, Inc of any local ordinances which are more restrictive than the Rules in order that the design may be amended. All designs are subject to review by local, state and/or federal authorities. Albert Frick Associates, Inc.'s liability shall be limited to revisions required by regulatory agencies pursuant to laws or regulations in effect at the time of preparation of this application.

3) All information shown on this application relating to property lines, well locations, subsurface structures and underground facilities (such as utility lines, drains, septic systems, water lines, etc.) are based upon information provided by the owner/applicant and has been relied upon by Albert Frick Associates, Inc. in preparing this application. The owner/applicant shall review this application prior to the start of construction and confirm this information. Well locations on abutting properties but not readily visible above grade should be confirmed by the owner/applicant prior to system installation to assure minimum setbacks.

4) Installation of a garbage (grinder) disposal is not recommended. If one is installed, an additional 1000 gallon septic tank or a septic tank filter shall be connected in series to the proposed septic tank. Risers and covers should be installed over the septic tank outlet per the "Rules" to allow for easy maintenance of filter.

5) The septic tank should be pumped within two years of installation and subsequently as recommended by the pump service, but in no event should the septic tank be pumped less often than every three years.

The system user shall avoid introducing kitchen grease or fats into this system. Chemicals such as septic tank cleaners and/or chlorine (such as from water treatment units) and controlled or hazardous substances shall not be disposed of in this system. Additives such as yeast or enzymes are discouraged, since they have not been proven to extend system life.

6) All septic tanks, pump stations and additional treatment tanks shall be installed to prevent ground water and surface water infiltration. Risers and covers should be properly installed to provide access while preventing surface water intrusion to within 6" of a finished ground surface.

Vehicular traffic over disposal system is prohibited unless specifically designed with H-20 rated components.

ATTACHMENT TO SUBSURFACE WASTEWATER DISPOSAL APPLICATION

KITTERY	60 ROUTE 236	N/F WASHBURN REALTY GROUP, LLC
TOWN	LOCATION	APPLICANT'S NAME

7) The actual waste water flow or number of bedrooms shall not exceed the design criteria indicated on this application without a re-evaluation of the system as proposed

8) The general minimum setbacks between a well (public or private) and septic system serving a single family residence is 100-300 feet, unless the local municipality has a more stringent requirement. A well installed by an abutter within the minimum setback distances prior to the issuance of a permit for the proposed disposal system may void this design.

9) When a gravity system is proposed: BEFORE CONSTRUCTION/INSTALLATION BEGINS, the system installer or building contractor shall review the elevations of all points given in this application and the elevation of the existing and/or proposed building drain and septic tank inverts for compatibility to minimum pitch requirements. In gravity systems, the invert of the septic tank(s) outlet(s) should be at least 4 inches above the invert of the distribution box outlet at the disposal area.

10) When an effluent pump is required: Pump stations should be sized per manufacturer's specifications to meet lift requirements and friction loss. Provisions shall be made to make certain that surface and ground water does not enter the septic tank or pump station, by sealing/grouting all seams and connections, and by placement of a riser and lid at or above grade. An alarm device warning of a pump failure shall be installed. Also, when pumping is required of a chamber system, install a ' T' connection in the distribution box and place 3 inches of stone or a splash plate in the first chamber. Insulate gravity pipes, pump lines and the distribution box as necessary to prevent freezing.

11) On all systems, remove the vegetation, organic duff and old fill material from under the disposal area and any fill extension. Additional fill beyond indicated on plan may be necessary to replace organic matter. On sites where the proposed system is to be installed in natural soil, scarify the bottom and sides of the excavated disposal area with a rake. Do not use wheeled equipment on the scarified soil surface. For systems installed in fill, scarify the native soil by roto-tilling or scarifying with teeth of backhoe to a depth of at least 8 inches over the entire disposal and fill extension area to prevent glazing and to promote fill bonding. Place fill in loose layers no deeper than 8 inches and compact before placing more fill (this ensures that voids and loose pockets are eliminated to minimize the chance of leakage or differential settling). Do not use wheeled equipment on the scarified soil area until after 12 inches of fill is in place. Keep equipment off proprietary devices. Divert the surface water away from the disposal area by ditching or shallow landscape swales.

12) Unless noted otherwise, fill shall be gravelly coarse sand, which contains no more that 5% fines (silt and clay). Crushed stone shall be clean and free of any rock dust from the crushing process.

13) Do not install systems on loamy, silty, or clayey soils during wet periods since soil smearing/glazing may seal off the soil interface.

14) Seed all filled and disturbed surfaces with perennial grass seed, with 4" min. soil or soil amendment mix suitable for growing, then mulch with hay or equivalent material to prevent erosion. Alternatively, bark or permanent landscape mulch may be used to cover system. Woody trees or shrubs are not permitted on the disposal area or fill extensions.

15) If an advanced wastewater treatment unit is part of the design, the system shall be operated and maintained per manufacturer's specifications.

Albert Frick Associates, Inc.
Soil Scientists & Site Evaluators
380B Main Street Gorham, Maine 04038
(207) 839-5563

MAINTAINING YOUR SUBSURFACE WASTEWATER DISPOSAL SYSTEM

Care and Maintenance of Your Septic Tank

The septic tank is an essential part of your subsurface wastewater disposal system. Proper care and maintenance of your septic tank protects the disposal field and will help prolong the life of the disposal system.

- A "starter" is not necessary to stimulate bacterial action in a septic tank. The bacteria present in the domestic wastewater is adequate for bacterial action and will thrive under normal use. The U. S. Environmental Protection Agency and the Maine Department of Human Service both discourage the addition of septic tank additives.

- Practice water conservation methods whenever possible. Older style fixtures and appliances should be upgraded to today's more efficient low volume models.

- Normal amounts of household detergents, bleaches, and cleaners may be used without adversely affecting the biological activity in the septic tank. Do not discharge solvents, paints, fuels, oils, hazardous or special wastes into the tank. This is prohibited by laws and regulations.

- Backwash water from water treatment systems should not be discharged into disposal system without proper design.

- Avoid disposing of grease, fats, coffee grounds, disposable diapers, feminine napkins, or other non-decomposable materials into the septic tank.

- Use of a garbage disposal increases the organic loading rate into a septic tank. More frequent pumping and the addition of a septic tank filter is required. Risers and covers should be installed over outlet to provide easy access for maintenance. Filters require periodic maintenance to prevent clogging.

- Avoid doing excessive loads of laundry in rapid succession. Space the loads out over time to allow for a "rest" period between loads. Newer washing machine models use significantly less water and are recommended for septic systems.

Pumping Your Septic Tank

Your septic tank should be pumped every two to three years, or as needed according to the actual use of the system, to remove accumulated solids for final disposal in an approved facility. The inlet and outlet baffles should be inspected with each pumping and replaced if necessary.

Care and Maintenance of Your Disposal Field

- Do not drive over your disposal field with automobiles, trucks, or heavy equipment unless your disposal field is specifically designed for these loads. Above ground swimming pools should not be installed over disposal system components.

- Maintain adequate vegetation or mulch over the disposal field unless the field has been designed under pavement.

- Avoid siting gardens over disposal fields, because annual rototilling tends to erode the surface cover. Rototiller tines can cut into the disposal pipes and units.

- Vegetation with aggressive shallow root systems should not be grown near systems (willow trees, for example).

Advanced Wastewater Treatment Units

If an advanced wastewater treatment unit is part of your septic system, it must be maintained and operated in accordance with manufacturer's specifications.

REF.: MAX-2019038.00

June 27, 2019

Mr. Jamie Steffan
Town Planner
Town of Kittery
200 Rogers Road
Kittery, ME 03904

SUBJECT: Proposed Plumbing Wholesale & Showroom
#60 Route 236 – Kittery, Maine

Dear Mr. Steffan:

As requested, **Greenman-Pedersen, Inc. (GPI)** has prepared this letter to assess the potential traffic impacts associated with the proposed plumbing wholesale and showroom located at #60 Route 236 (Dow Highway) in Kittery, Maine. The subject site currently consists of a vacant ±6,000 SF building with access via a single ±100-foot curb cut on the northeasterly side of Route 236. The project consists of razing the existing building and constructing a new ±9,216 SF plumbing wholesale and showroom facility. Access and egress will continue via the existing site driveway, which may be modified to accommodate delivery truck and emergency vehicle turning movements.

The subject site is located along the northerly and easterly side of Route 236 (Dow Highway) and is bounded by Route 236 to the west, a private residence to the north, and forested area to the east and south. Route 236 (Dow Highway) adjacent to the site consists of one general-purpose travel lane and an 8-foot shoulder in each direction, with directional flow separated by a double yellow centerline. There are no pedestrian on bicycle accommodations provided. The speed limit along Route 236 (Dow Highway) is 40 miles per hour (mph). The site location in relation to the surrounding roadways is shown on the map on Figure 1.

This letter is intended to evaluate the potential traffic impacts associated with the proposed development and includes a review of the project-generated trips, collision history, parking demand and sight distance evaluation.

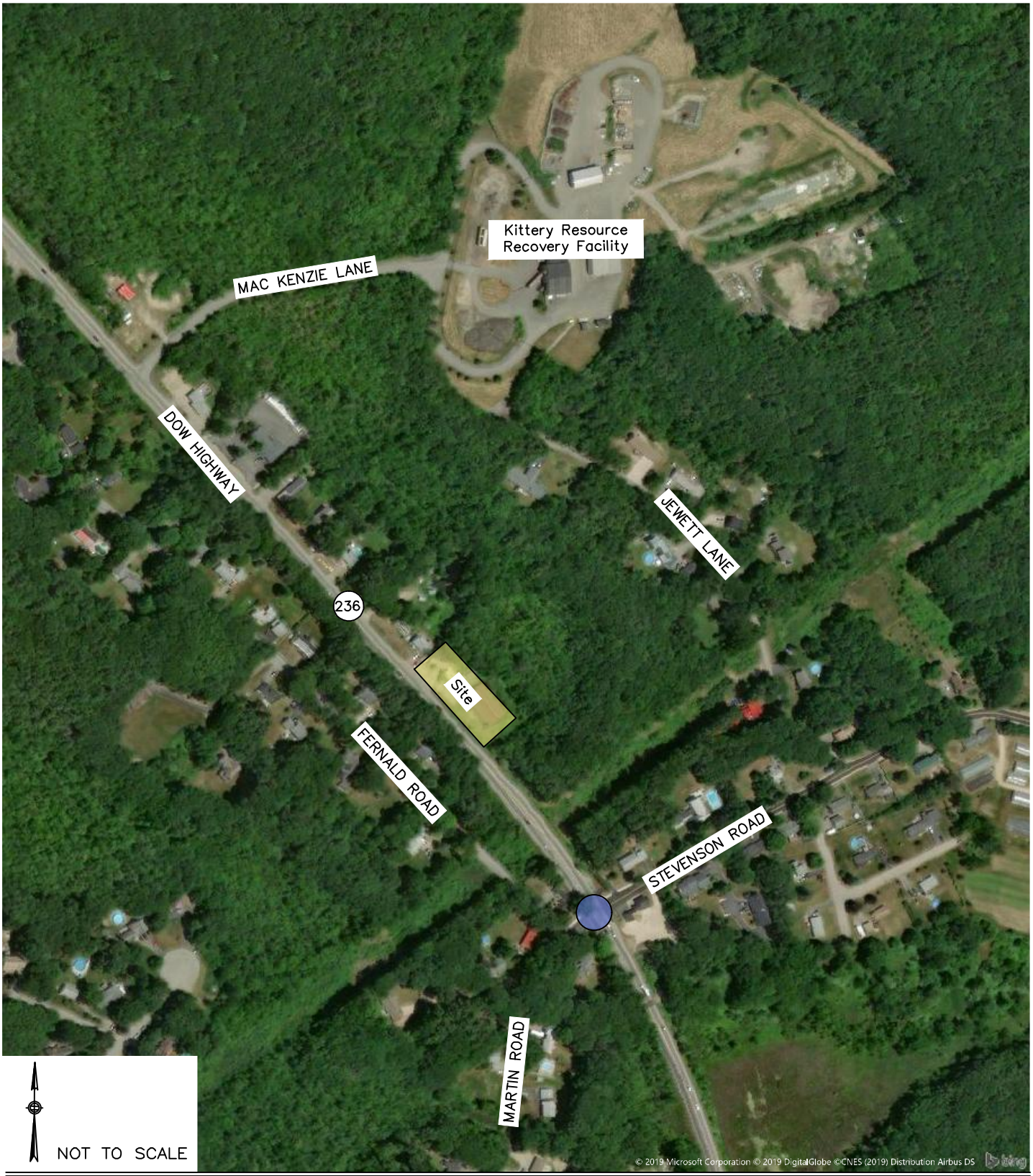


Figure 1
Project Location Map

Collision History

Collision data for the section of Route 236 (Dow Highway) along the site frontage were obtained from the Maine Department of Transportation (MaineDOT) for the most recent six-year period available (2012 through 2018). A summary of the collision data is provided in Table 1.

The section of Route 236 (Dow Highway) along the site frontage experienced on average less than one reported collision per year. Two of the five collisions that occurred during the six-year study period were rear-end collisions that occurred when a following vehicle struck a vehicle turning into a driveway. Two of the collisions were single-vehicle collisions involving a vehicle running off the road in December, and the remaining collision occurred when a vehicle crossed the centerline under slippery conditions and sideswiped an opposing vehicle. None of these crashes involved vehicles entering or exiting the site driveway.

The signalized intersection of Route 236 (Dow Highway) at Stevenson Road / Martin Road experienced an average of approximately five collisions per year of the six-year study period. Of the 27 collisions, approximately 78 percent were rear-end collisions, which may have been due to insufficient visibility or warning of the signal, or insufficient clearance intervals. In addition, approximately 37 percent (10 or 27) of collisions occurred during the peak commuter hours, indicating traffic congestion and queuing may be a contributing factor to collisions at this location. The Maine Department of Transportation (MaineDOT) has commissioned a traffic study by Gorrill-Palmer Consulting Engineers, Inc. of the Route 236 corridor through Kittery to assess the safety and operations and make recommendations for improvements. A project is currently in design to implement the recommendations from this study and will assist in reducing the occurrence of collisions at this intersection and along Route 236.

Table 1
COLLISION SUMMARY

Location	Number of Collisions		Severity [a]			Collision Type [b]						Percent During	
	Total	Average per Year	PD	PI	F	A	RE	HO	FO	SV	U	Commuter Peak [c]	Wet/Icy Conditions [d]
#32-#60 Route 236	5	0.83	2	3	--		2	1	--	2	--	20%	--
Route 236 at Stevenson Road / Martin Road	27	4.50	17	10	--	3	21	--	--	2	1	37%	--

Source: MaineDOT (2012-2019).
[a] PD = property damage only; PI = personal injury; F = fatality.
[b] A = angle; RE = rear end; HO = head on; FO = fixed object; SV = Single Vehicle; U = unknown.
[c] Percent of vehicle incidents that occurred during the weekday AM (6:00 AM-9:00 AM) and weekday PM (3:00 PM -6:00 PM) commuter peak periods.
[d] Represents the percentage of only "known" collisions occurring during inclement weather conditions.

Trip-Generation

The Institute of Transportation Engineers (ITE) publication Trip Generation Manual[1] does not provide a Land Use Code (LUC) specific to the proposed plumbing wholesale and showroom. Therefore, GPI has reviewed the Manual to assess the potential trip generation based on the most similar land uses, which include:

- LUC 180 – Specialty Trade Contractor
- LUC 812 – Building materials and Lumber Store
- LUC 816 – Hardware / Paint Store
- LUC 820 – Shopping Center

Table 2 provides a summary of the trip-generation estimate based on the ITE trip rates for each of the land uses described above. All trip-generation data are provided as an Attachment to this letter.

Table 2
TRIP-GENERATION COMPARISON

Time Period/Direction	LUC 180 [a]	LUC 812 [b]	LUC 816 [c]	LUC 820 [d]
Weekday AM Peak Hour:				
Enter	11	9	5	6
Exit	4	5	5	3
Total	15	14	10	9
Weekday PM Peak Hour:				
Enter	6	9	12	17
Exit	12	10	13	18
Total	18	19	25	35
Saturday Midday Peak Hour:				
Enter	--	--	12	21
Exit	--	--	9	20
Total	--	--	21	41

[a] Based on trip rates for ITE Land Use Code 180 (Specialty Trade Contractor) for 9,216 sf.
[b] Based on trip rates for ITE Land Use Code 812 (Building materials and Lumber Store) for 9,216 sf.
[c] Based on trip rates for ITE Land Use Code 816 (Hardware / Paint Store) for 9,216 sf.
[d] Based on trip rates for ITE Land Use Code 820 (Shopping Center) for 9,216 sf.

The proposed plumbing wholesale and showroom facility is anticipated to generate approximately 9 to 15 new vehicles trips during the weekday AM peak hour based on the ITE trip rates for the most similar land use codes. The proposed development is expected to generate approximately 18 to 41 new vehicles trips during the weekday PM and Saturday midday peak hours based on the ITE trip rates for the most similar land use codes.

Trip Distribution

Having estimated project-generated vehicle trips, the next step is to determine the distribution of Project traffic and assign these trips to the local roadway network. The directional distribution of site traffic was based on population data of surrounding municipalities which are anticipated to draw patrons. Table 3 summarizes the resulting trip distribution percentages. All trip distribution data are provided in the Attachments.

[1] *Trip Generation Manual, 10th* Edition; Institute of Transportation Engineers; Washington, DC; 2017.

Table 3
TRIP DISTRIBUTION

To/From - Direction	Percentage
Route 236 - North	45
Route 236 - South	55
Total	**100**

As shown in Table 3, the proposed plumbing wholesale and showroom facility is expected to draw approximately 45 percent of trips from the north and 55 percent of trips from the south on Route 236. This distribution is anticipated to result in approximately 4 to 23 new vehicles on Route 236 leading beyond the study area. These increases represent one additional vehicle every 2.5 to 15 minutes.

Parking Generation

Section 16.8.9.4 Off-street Parking Standards of the Town of Kittery Zoning Ordinance provides requirements for the number of parking spaces required for various land uses. The Ordinance does not contain a land use specific to a plumbing wholesale and showroom facility, but the most similar land uses are "warehouse and storage" or "industry, manufacturing and business", with both requiring 1 parking space per 500 SF of gross floor area. Therefore, the proposed 9,216 SF building would require 19 parking spaces to meet the zoning regulations. A total of 19 parking spaces are proposed to be located on the site, which meets zoning regulations.

The ITE publication *Parking Generation, 5th Edition* provides parking demand generation rates for various land uses. Although ITE does not provide parking rates specific to a plumbing wholesale and showroom, parking rates are provided for the following similar land use codes:

- LUC 180 – Specialty Trade Contractor
- LUC 812 – Building materials and Lumber Store
- LUC 816 – Hardware / Paint Store
- LUC 820 – Shopping Center

Table 3 provides a summary of the peak parking demand estimate by each of the above land uses based on ITE parking demand rates. Based on the results in Table 3, the proposed plumbing wholesale and showroom is anticipated to generate a peak parking demand of 5 to 18 parking spaces. Therefore, the 19 parking spaces proposed on the site are expected to be adequate to accommodate the peak parking demand.

Table 3
PARKING DEMAND GENERATION COMPARISON

Land Use	LUC 180 [a]	LUC 812 [b]	LUC 816 [c]	LUC 820 [d]
Parking Demand Rate	1.76	0.57	0.54	1.95
Required Spaces	17	6	5	18

[a] Based on parking demand rates for ITE Land Use Code 180 (Specialty Trade Contractor) for 9,216 sf.
[b] Based on parking demand rates for ITE Land Use Code 812 (Building materials and Lumber Store) for 9,216 sf.
[c] Based on parking demand rates for ITE Land Use Code 816 (Hardware / Paint Store) for 9,216 sf.
[d] Based on parking demand rates for ITE Land Use Code 820 (Shopping Center) for 9,216 sf.

Truck Turning Templates

Access to the site will maintained through the existing driveway, which is currently ±100-feet wide and shared with the adjacent commercial building at #62 Dow Highway (Route 236). As part of the project, the driveway will be narrowed and divided to provide separate driveways to the proposed plumbing wholesale and showroom and #62 Dow Highway (Route 236). The driveway for #62 Dow Highway (Route 236) will be approximately ±18 feet wide and the proposed plumbing wholesale and showroom driveway will be approximately ±38 feet wide at its throat and tapering out to ±60 feet at its intersection with Route 236. This taper is proposed in order to accommodate large delivery trucks and emergency vehicles entering the site. GPI has prepared vehicle turning path diagrams to verify that the proposed access/egress configuration can accommodate the anticipated delivery vehicles. The vehicles anticipated for this development are mainly single unit trucks (SU-40) with an occasional articulated truck (WB-40). Figures 2 through 5 are included as an Attachment to this letter and depict the turning paths of SU-40 and WB-40 vehicles entering and exiting the site to/from either direction on Route 236.

Sight Distance

As proposed, access to the Project site will be provided via the existing driveway along the easterly side of Route 236 (Dow Highway). To identify potential safety concerns associated with site access and egress, sight distances were evaluated at the site driveway intersection with Route 236 (Dow Highway) to determine if the available sight distances for vehicles exiting the site meet or exceed the minimum distances required for approaching vehicles to safely observe. The available sight distances were compared with minimum requirements, as established by the American Association of State Highway and Transportation Officials (AASHTO)[2] guidelines. AASHTO is the national standard by which vehicle sight distance is calculated, measured, and reported.

Sight distance is the length of roadway ahead that is visible to the driver. Stopping Sight Distance (SSD) is the minimum distance required for a vehicle traveling at a certain speed to safely observe and stop a stationary object in its path before reaching it. The values are based on a driver perception and reaction time of 2.5 seconds and a braking distance calculated for wet, level pavements. When the roadway is either on an upgrade or downgrade, grade correction factors are applied. SSD is measured from an eye height of 3.5 feet to an object height of 2 feet above street level, equivalent to the taillight height of a passenger car. The SSD is measured along the centerline of the traveled way of the major roadway.

Intersection sight distance (ISD) is provided on minor street approaches to allow the drivers of stopped vehicles a sufficient view of the major roadway to decide when to enter the major roadway. By definition, ISD is the minimum distance required for a motorist exiting a minor street to turn onto the major street, without being overtaken by an approaching vehicle reducing its speed from the design speed to 70 percent of the design speed. The ISD is measured from an eye height of 3.5 feet to an object height of 3.5 feet above street level. The use of an object height equal to the driver eye height makes ISDs reciprocal (i.e., if one driver can see another vehicle, then the driver of that vehicle can also see the first vehicle). When the minor street is on an upgrade that exceeds 3 percent, grade correction factors are applied. The ISD design values for right turns from a minor street are less than the design values for left turns because, in making right turns, drivers generally accept gaps that are slightly shorter than those accepted in making left turns.

The SSD is generally more important as it represents the minimum distance required for safe stopping while ISD is based only upon acceptable speed reductions to the approaching traffic stream. The ISD, however, must be equal to or greater than the minimum required SSD in order to provide safe operations at the intersection. In accordance with the AASHTO manual, “If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions. However, in some cases, this may require a major-road vehicle to stop or slow to accommodate the maneuver by a minor-road vehicle. To enhance traffic operations, intersection sight distances

[2] *A Policy on Geometric Design of Highways and Streets*; American Association of State Highway and Transportation Officials (AASHTO); 2018.

that exceed stopping sight distances are desirable along the major road." Accordingly, ISD should be at least equal to the distance required to allow a driver approaching the minor road to safely stop.

The available SSD and ISD at the proposed site driveway were measured in the field and compared to minimum requirements as established by AASHTO. The posted speed limit on Route 236 (Dow Highway) is 40 MPH. The required minimum sight distances for each direction are compared to the available distances, as shown in Table 4.

Table 4
SIGHT DISTANCE SUMMARY

Location/Direction	Stopping Sight Distance (Feet)		Intersection Sight Distance (Feet)	
	Minimum Required [a]	Measured	Desirable [b]	Measured
Route 236 (Dow Highway) at Site Driveway:				
North of Intersection (southbound)	385	+500	441	+500
South of Intersection (northbound)	385	+500	383	+500

[a] Values based on AASHTO requirements for speed limit plus seven mph (47 mph) on Route 236 (Dow Highway).
[b] Values based on AASHTO desirable distance for posted speed limit 40 mph on Route 236 (Dow Highway).

As indicated in Table 4, available sight distances at the site driveway on Route 236 (Dow Highway) meet or exceed the minimum required SSD and ISD in all directions. To ensure the safe and efficient flow of traffic to and from the site, it is recommended that any proposed plantings, vegetation, landscaping, and signing along the site frontage be kept low to the ground (no more than 3.0 feet above street level) or set back sufficiently from the edge of Route 236 at the site driveway so as not to inhibit the available sight lines.

Conclusion

The proposed plumbing wholesale and showroom facility is anticipated to generate 9 to 15 new vehicles trips during the weekday AM peak hour and 18 to 41 new vehicle trips during the weekday PM and Saturday midday peak hours. Traffic increases of 4 to 23 new vehicles are anticipated as a result on Route 236 leading beyond the study area. These increases represent one additional vehicle every 2.5 to 15 minutes, and are not anticipated to have a measurable impact on traffic operations along Route 236. The collision history indicates there have been no significant safety patterns on Route 236 in the vicinity of the site, and sight lines exceed AASHTO recommendations for safe SSD and ISD in either direction at the site driveway. Therefore, the additional traffic generated by the proposed plumbing wholesale and showroom can be safely and efficiently accommodated on the adjacent roadway network.

Should you have any questions, or require additional information, please contact me directly at 978-570-2946.

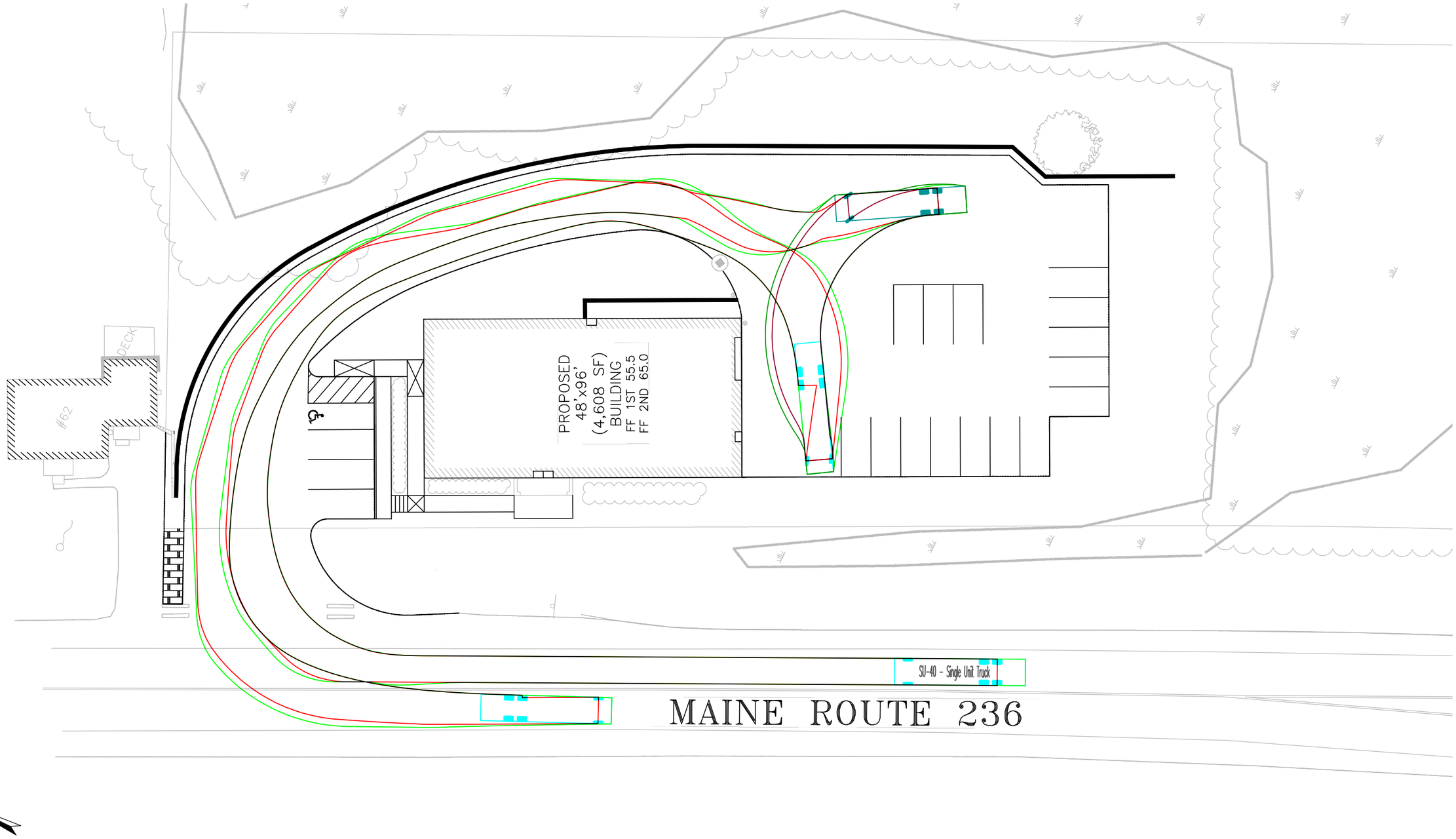
Sincerely,

GREENMAN–PEDERSEN, INC.

Rebecca L. Brown, P.E., PTOE
Senior Project Engineer

Enclosures:
Truck Turning Templates
Site-Generated Trips Calculations

c. Mark O'Brien – Washburn Realty Trust
John Chagnon – Ambit Engineering



GPI
Engineering
Design
Planning
Construction Management
978.570.2999

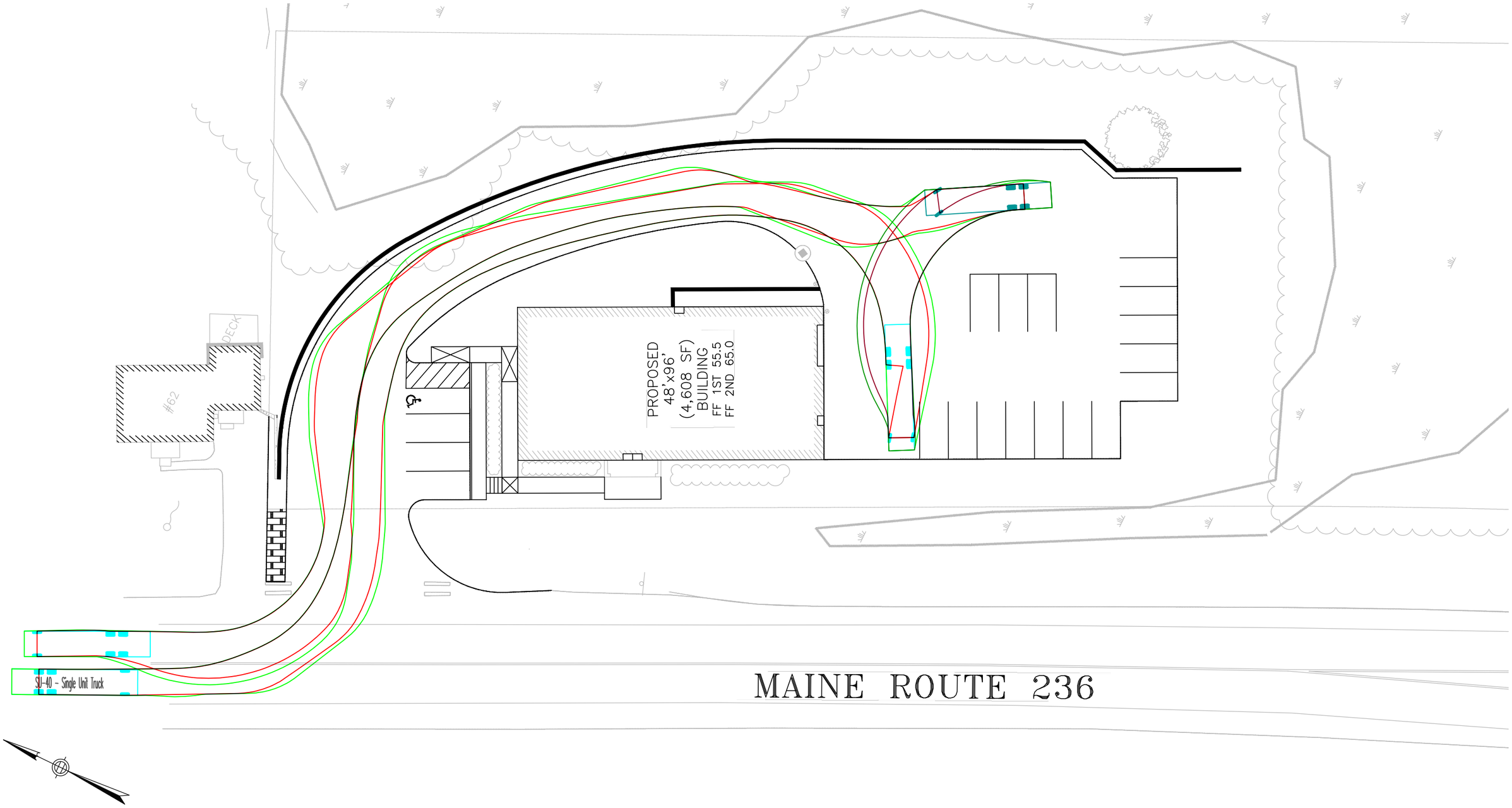
Greenman-Pedersen, Inc.
181 Ballardvale Street
Suite 202
Wilmington, MA 01887

0 30 60 100

SCALE: 1" = 30'

Figure 2

SU-40
TO/FROM THE SOUTH



GPI Engineering Design Planning Construction Management

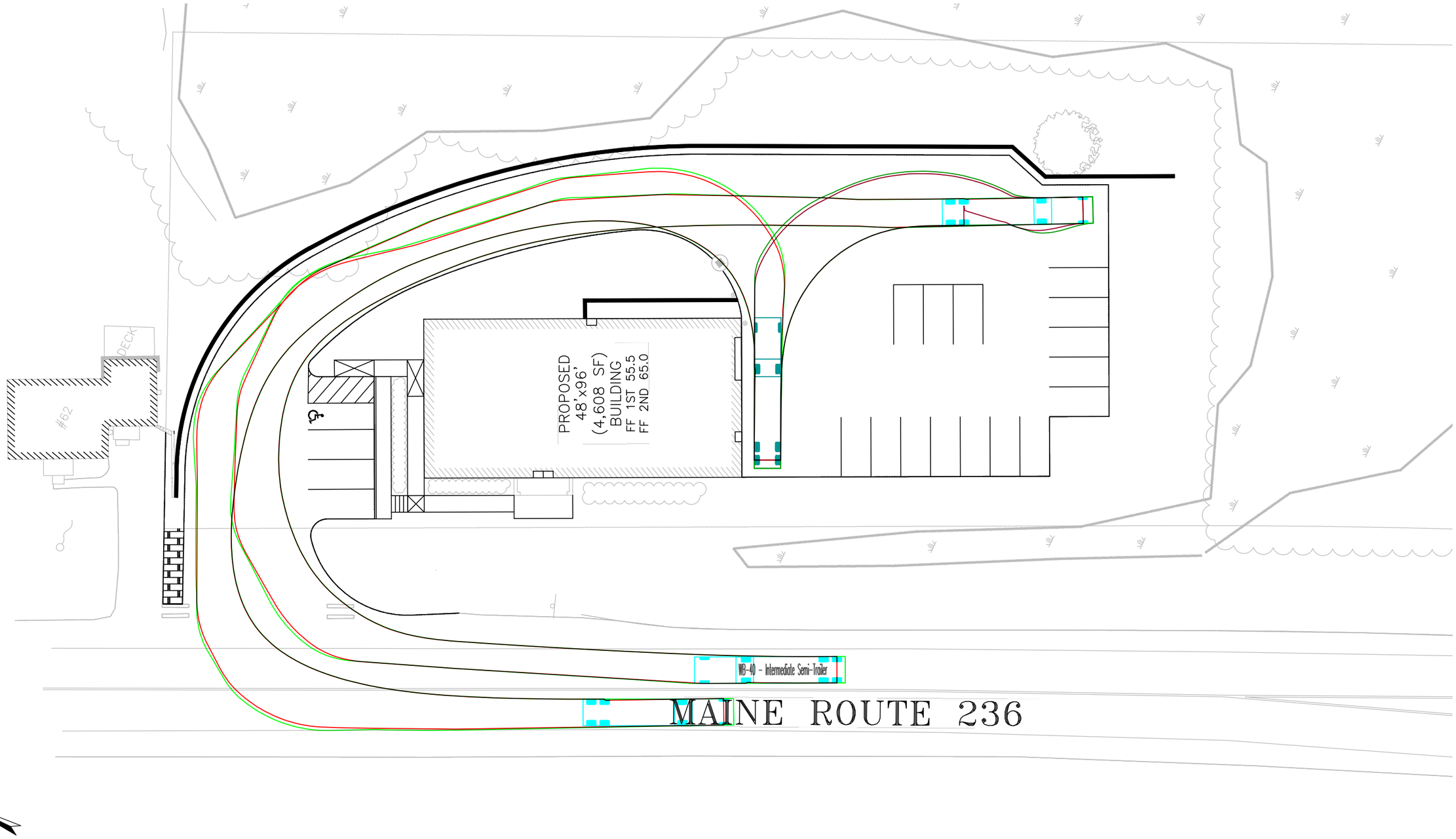
Greenman-Pedersen, Inc.
181 Ballardvale Street
Suite 202
Wilmington, MA 01887

0 30 60 100

SCALE: 1" = 30'

Figure 3

SU-40
TO/FROM THE NORTH



GPI Engineering Design Planning Construction Management

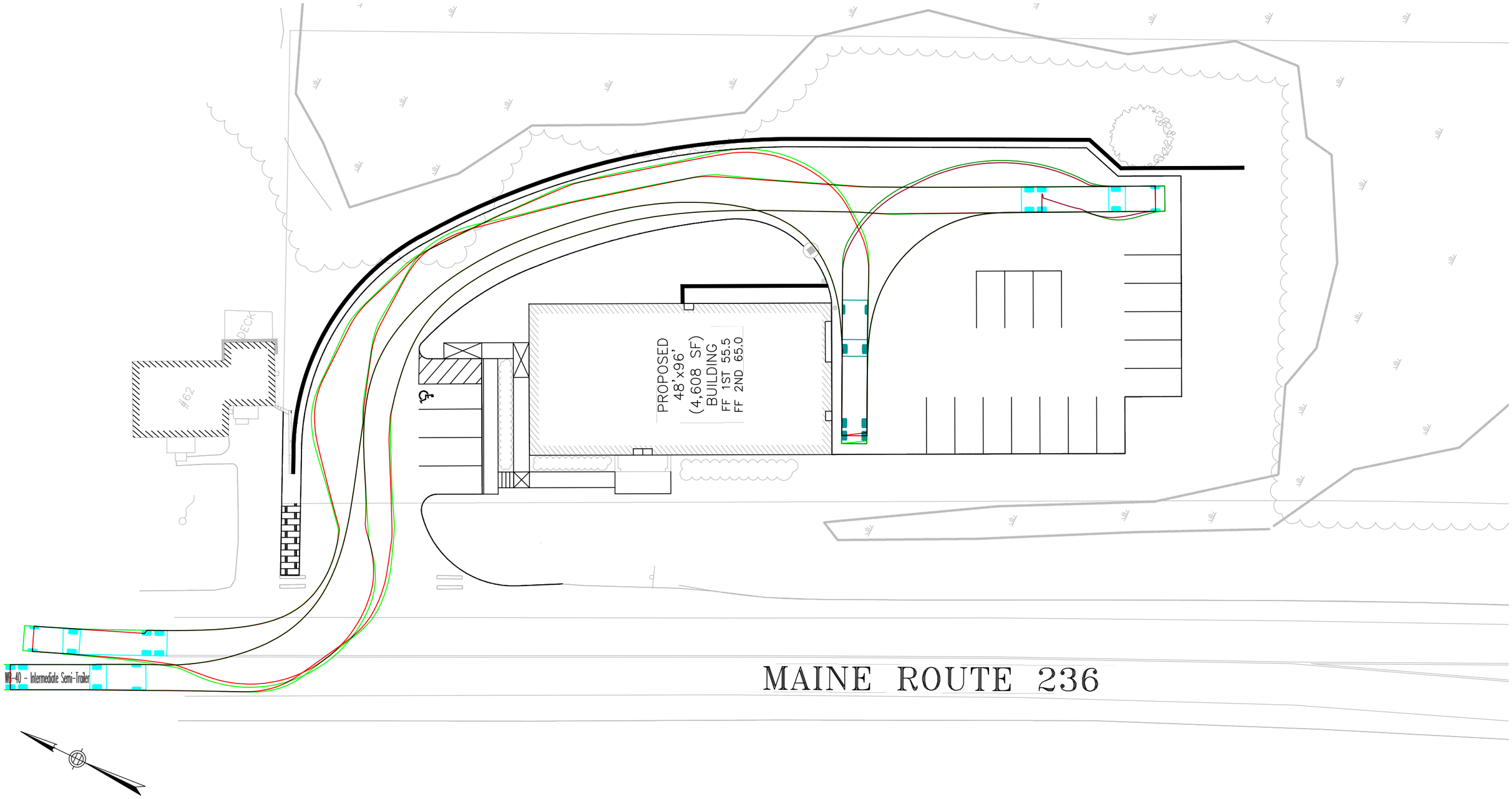
Greenman-Pedersen, Inc.
181 Ballardvale Street
Suite 202
Wilmington, MA 01887

0 30 60 100

SCALE: 1" = 30'

Figure 4

WB-40
TO/FROM THE SOUTH



GPI Engineering Design Planning Construction Management

Greenman-Pedersen, Inc.
181 Ballardvale Street
Suite 202
Wilmington, MA 01887

0 30 60 100

SCALE: 1" = 30'

Figure 5

WB-40
TO/FROM THE NORTH

Time Period	Rates			
	LUC 180	LUC 812	LUC 816	*LUC 820*
Weekday Daily	10.22	18.05	9.14	*37.75*
Weekday AM	1.66	1.57	1.08	*0.94*
Weekday PM	1.97	2.06	2.68	*3.81*
Saturday Daily	--	51.61	--	*46.12*
Saturday Midday	--	9.58	2.25	*4.5*

Time Period	Trips			
	LUC 180	LUC 812	LUC 816	*LUC 820*
Weekday Daily	94	166	84	348
Weekday AM	15	14	10	9
Entering	*11*	*9*	*5*	*6*
Exiting	*4*	*5*	*5*	*3*
Weekday PM	18	19	25	35
Entering	*6*	*9*	*12*	*17*
Exiting	*12*	*10*	*13*	*18*
Saturday Daily	--	476	--	425
Saturday Midday	--	--	21	41

Institute of Transportation Engineers (ITE)

Land Use Code (LUC) 180 - Specialty Trade Contractor

General Urban/Suburban

Average Vehicle Trips Ends vs: 1,000 Sq. Feet Gross Floor Area
Independent Variable (X): 9.216

AVERAGE WEEKDAY DAILY

T = 10.22 *(X)
T = 10.22 * 9.216
T = 94.19
T = 94 vehicle trips
with 50% (47 vpd) entering and 50% (47 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 1.66 * (X)
T = 1.66 * 9.216
T = 15.30
T = 15 vehicle trips
with 73% (11 vph) entering and 27% (4 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 1.97 * (X)
T = 1.97 * 9.216
T = 18.16
T = 18 vehicle trips
with 32% (6 vph) entering and 68% (12 vph) exiting.

Institute of Transportation Engineers (ITE)

Land Use Code (LUC) 812 - Building Materials and Lumber Store

General Urban/Suburban

Average Vehicle Trips Ends vs 1,000 Sq. Feet Gross Floor Area
Independent Variable (X): 9.216

AVERAGE WEEKDAY DAILY

T = 18.05 * (X)
T = 18.05 * 9.216
T = 166.35
T = 166 vehicle trips
with 50% (83 vpd) entering and 50% (83 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 1.57 * (X)
T = 1.57 * 9.216
T = 14.47
T = 14 vehicle trips
with 63% (9 vph) entering and 37% (5 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 2.06 * (X)
T = 2.06 * 9.216
T = 18.98
T = 19 vehicle trips
with 47% (9 vph) entering and 53% (10 vph) exiting.

SATURDAY DAILY

T = 51.61 * (X)
T = 51.61 * 9.216
T = 475.64
T = 476 vehicle trips
with 50% (238 vpd) entering and 50% (238 vpd) exiting.

SATURDAY PEAK HOUR OF GENERATOR*

T = 9.58 * (X)
T = 9.58 * 9.216
T = 88.29
T = 88 vehicle trips
with 51% (45 vph) entering and 49% (43 vph) exiting.

* Trip rates based on six data points for facilities ranging in size from 6,600 to 13,260 SF.

Institute of Transportation Engineers (ITE)

Land Use Code (LUC) 816 - Hardware/Paint Store

General Urban/Suburban

Average Vehicle Trips Ends vs: 1,000 Sq. Ft .Gross Floor Area
Independent Variable (X): 9.216

AVERAGE WEEKDAY DAILY

T = 9.14 * (X)
T = 9.14 * 9.216
T = 84.23
T = 84 vehicle trips
with 50% (42 vpd) entering and 50% (42 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 1.08 * (X)
T = 1.08 * 9.216
T = 9.95
T = 10 vehicle trips
with 54% (5 vph) entering and 46% (5 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 2.68 * (X)
T = 2.68 * 9.216
T = 24.70
T = 25 vehicle trips
with 47% (12 vph) entering and 53% (13 vph) exiting.

SATURDAY DAILY

$$\frac{\text{ITE LUC 820 Saturday Daily Trip Rate}}{\text{ITE LUC 820 Weekday Daily Trip Rate}} = \frac{\text{ITE LUC 816 Saturday Daily Trip Rate}}{\text{ITE LUC 816 Weekday Daily Trip Rate}}$$

$$\frac{46.12}{37.75} = \frac{(Y)}{9.14} \qquad Y = 11.17$$

T = Y * 9.2
T = 102.94
T = 102 vehicle trips
with 50% (51 vpd) entering and 50% (51 vpd) exiting.
(same distribution split as ITE LUC 820 during the Saturday Daily traffic)

SATURDAY PEAK HOUR OF GENERATOR

T = 2.25 * (X)
T = 2.25 * 9.216
T = 20.74
T = 21 vehicle trips
with 56% (12 vph) entering and 44% (9 vph) exiting.

Institute of Transportation Engineers (ITE)

Land Use Code (LUC) 820 - Shopping Center

General Urban/Suburban

Average Vehicle Trips Ends vs: 1000 Sq. Ft. Gross Floor Area
Independent Variable (X): 9.216

AVERAGE WEEKDAY DAILY

T = 37.75 * (X)
T = 37.75 * 9.216
T = 347.90
T = 348 vehicle trips
with 50% (174 vpd) entering and 50% (174 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.94 * (X)
T = 0.94 * 9.216
T = 8.66
T = 9 vehicle trips
with 62% (6 vph) entering and 38% (3 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 3.81 * (X)
T = 3.81 * 9.216
T = 35.11
T = 35 vehicle trips
with 48% (17 vph) entering and 52% (18 vph) exiting.

SATURDAY DAILY

T = 46.12 * (X)
T = 46.12 * 9.216
T = 425.04
T = 426 vehicle trips
with 50% (213 vpd) entering and 50% (213 vpd) exiting.

SATURDAY PEAK HOUR OF GENERATOR

T = 4.50 * (X)
T = 4.50 * 9.216
T = 41.47
T = 41 vehicle trips
with 52% (21 vph) entering and 48% (20 vph) exiting.

Municipality	State	Population (2017)		To/From North Route 236	To/From South Route 236	To/From North Route 236	To/From South Route 236
Dover	NH	15,451	18%	100%		15451.0	0.0
York	ME	12,872	15%		100%	0.0	12872.0
Kennebunk	ME	11,223	13%	25%	75%	2805.8	8417.3
Wells	ME	10,048	12%	25%	75%	2512.0	7536.0
Kittery	ME	9,649	11%		100%	0.0	9649.0
South Berwick	ME	7,363	9%	50%	50%	3681.5	3681.5
Eliot	ME	6,380	7%	100%		6380.0	0.0
North Berwick	ME	4,660	5%	75%	25%	3495.0	1165.0
Kennebunkport	ME	3,548	4%	25%	75%	887.0	2661.0
Berwick	ME	2,190	3%	100%		2190.0	0.0
Rollinsford	NH	1,265	1%	100%		1265.0	0.0
Ogunquit	ME	1,181	1%		100%	0.0	1181.0
Total		**85,830**	**100%**			38667	47163
						45.1%	54.9%
					Say:	**45%**	**55%**

New Hampshire populations applied a 50% reduction due to sales tax and proximity to comperable land uses.

https://factfinder.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t

Date Received:	**APPLICATION FOR DRIVEWAY/ENTRANCE PERMIT** **MAINE DEPARTMENT OF TRANSPORTATION** **P.O. Box 358** **Scarborough, ME 04070** **Phone: (207)-885-7000 FAX: (207)-883-3806**
Application No. _____	

Application is hereby made to construct, change location, grade or use served by a driveway or entrance to property in accordance with Title 23 M.R.S.A. § 704 and §705.

Section A Property Owner Information

1. Land Owner's Name: WASHBURN REALTY GROUP, LLC. Phone# (617) 212-9364
2. Land Owner's Mailing Address: PO BOX 463 (Address) WINCHESTER (Town/City) MA (State) 01890 (Zip Code)
3. Applicant or Agent's Name: MR. MARK O'BRIEN Phone # _____
4. Applicant/Agent Mailing Address: _____ (Address) _____ (Town/City) _____ (State) _____ (Zip Code)
5. Other contact information: _____ Work _____ Cell _____

Section B Property Location Information

6. Directions to property: DRIVE APPROXIMATELY 800 FEET NORTH OF THE ROUTE 236 INTERSECTION WITH MARTIN ROAD / STEVENSON ROAD AND THE SITE WILL BE ON THE RIGHT.
7. Route No. 236 Road Name: DOW HIGHWAY
8. ❒North ❒ South ☒East ❒West – side of highway
9. City/Town: KITTERY County: YORK
10. Distance from nearest intersection: 0.15 MI NORTH OF Name of Intersection: MARTIN RD / STEVENSON RD
(estimated in tenths of a mile)
11. Nearest Utility Pole #: CMP-15 Attach Survey Data *(if available)*
12. Map and Lot number 29-14 (**MUST** provide copy of tax map) Lot prior to May 25,2002? X Yes ____No

Proposed Location of Driveway/Entrance shall be staked and flagged by applicant.

Section C Driveway/ Entrance Information

13. Desired width of Driveway/Entrance: 38 (feet) Type of Surface: PAVEMENT (gravel, pavement, etc.)
14. Will the development associated with this driveway/entrance have more than 10,000 square feet of impervious surface draining towards the highway? YES _____ NO X "Impervious surfaces" are the footprint of buildings, pavement, gravel, or other low-permeability or compacted surfaces, not including natural or man-made water bodies.
15. Does your property have an existing access? X yes _____no (If no go to line 18)
16. If this is an existing access and you are changing its use, please describe THE DRIVEWAY WILL BE NARROWED TO PROVIDE SEPARATION FROM #62 ROUTE 236 Go to Section D.
17. If this is an existing access and you are physically modifying, please describe: SEE ABOVE _____ Go to Section D.
18. Proposed Driveway/Entrance Purpose: ❒ Single Family Residence ❒ Home Business ❒ Commercial/Industrial ❒ Subdivision or Development ❒ Multi-family with 5 or less units ❒ Multifamily with more than 5 units ☒ Retail ❒ Office ❒School ❒Business Park ❒ Mall ❒ Other (explain)_____
employees/day _____ # customers/day MAX 41 Busiest time of day SAT # of Lots 1

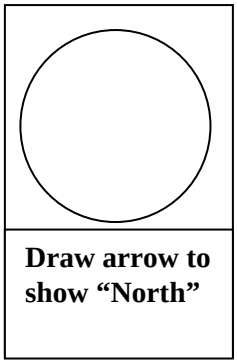
Section D Construction Information

19. Construction expected to begin on _____ (date) and be completed on _____ (date)
20. Person/Company constructing entrance _____
21. Construction contacts name _____ Phone _____

Site Sketch or attach Site Plan

THE OWNER HEREBY AGREES

1) Provide, erect and maintain all necessary barricades, lights, warning signs and other devices to direct traffic safely while the work is in progress.
2) **At no time cause the highway to be closed to traffic.**
3) Where the drive/entrance is located within a curb, curb and gutter, and/or sidewalk section, completely remove the existing curb, curb and gutter, and/or sidewalk as may be required to create the drive/entrance and restore drainage. All driveways/entrances abutting sidewalk sections shall meet the requirements set forth in the Americans with Disabilities Act of 1990, 42 U.S.C. §§ 12132 et seq.
4) Obtain, deliver to site and install any culverts and/or drainage structures necessary for drainage; the size, type and length of such culverts or structures shall be as specified in the permit pursuant to 23 M.R.S.A. § 705. **All culverts and/or drainage structures shall be new.**
5) Complete construction of proposed driveway/entrance within twelve months of commencement of construction.
6) **COMPLY WITH ALL FEDERAL, STATE AND MUNICIPAL LAWS AND ORDINANCES.**
7) Not alter, without the express written consent of the MDOT, any culverts, drainage patterns or swales within MDOT right-of-way.
8) File a copy of the approved driveway/entrance permit with the affected municipality or LURC, as appropriate, within 5 business days of receiving the MDOT approval.
9) Shall construct and maintain the entrance side slopes to be no steeper than the adjacent roadway side slopes, but in no case to be steeper than 3 horizontal to 1 vertical, unless the side slope is behind existing roadway guardrail, in which case it shall be no steeper than 2 horizontal to 1 vertical.
10) Notify the MeDOT(in writing) of a proposed change to use served by driveway/entrance when increase in traffic flow is expected to occur. This does not exempt the need for obtaining a Traffic Movement Permit (TMP) if trip generation meets or exceeds 100 passenger car equivalents (pce) during the peak hour of the day.



FURTHER CONDITION OF THE PERMIT:

The owner shall assume the defense of, and pay all damages, fines, and penalties for which he/she shall become liable, and shall indemnify and safe harmless said Department, its representatives, agents and employees from liability, actions against all suite, claims, damages for wrongful death, personal injuries or property damage suffered by any person or association which results from the willful or negligent action or inaction of the owner/applicant/agent and in proceedings of every kind arising out of the construction and maintenance of said entrance(s), including snow removal. Nothing herein shall, nor is intended to, waive and defense, immunity or limitation of liability which may be available to the MDOT, their officers, agents or employees under the Maine Tort Claims Act or any other privileges and/or immunities provided by law.

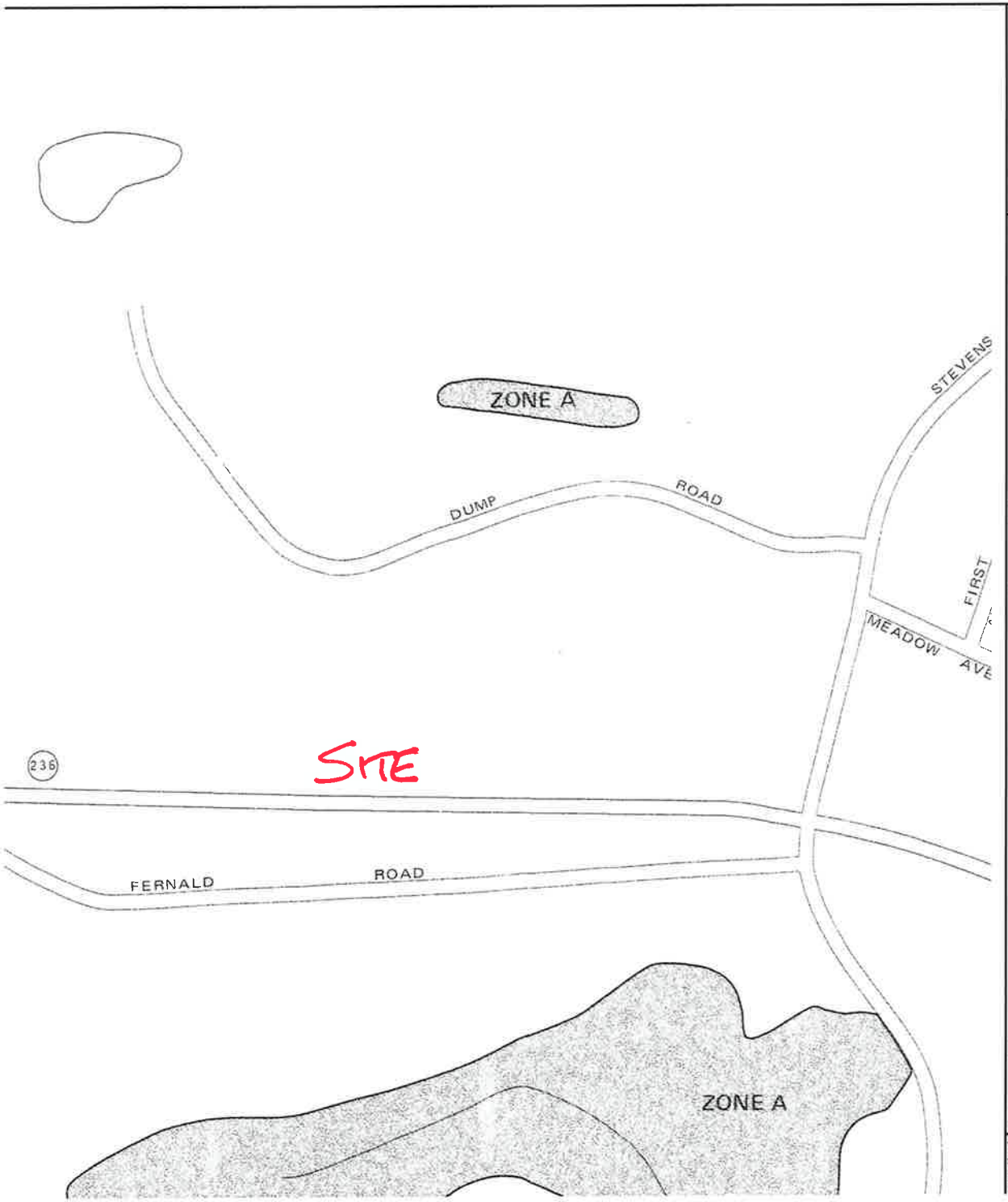
The submission of false or misleading statements on or with this application, or the omission of information necessary to prevent statements submitted herein or herewith from being misleading, is a crime punishable under Chapter 19 of the Maine Criminal Code, and any permit issued in reliance thereon will be considered null and void without notice or further action by the Department.

Date Filed: _____ _____

Signature of Owner

Signature of Applicant_____

☐ **By signing and checking this box I hereby certify that I have been granted permission from the property owner to act in their behalf.**



APPROXIMATE SCALE

400 0 400 FEET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

TOWN OF
KITTERY, MAINE
YORK COUNTY

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

COMMUNITY-PANEL NUMBER
230171 0004 C

EFFECTIVE DATE:
JULY 5, 1984

Federal Emergency Management Agency

SITE PHOTOGRAPHS


SPEED
LIMIT
40

PLUMBING WHOLESALE & SHOWROOM

60 ROUTE 236, KITTERY, MAINE

SITE PLAN

OWNER:

WASHBURN REALTY GROUP, LLC
PO BOX 463
WINCHESTER, MA 01890
TEL: (617) 212-9364

LAND SURVEYOR & CIVIL ENGINEER:

AMBIT ENGINEERING, INC.
200 GRIFFIN ROAD, UNIT 3
PORTSMOUTH, N.H. 03801-7114
TEL: (603) 430-9282
FAX: (603) 436-2315

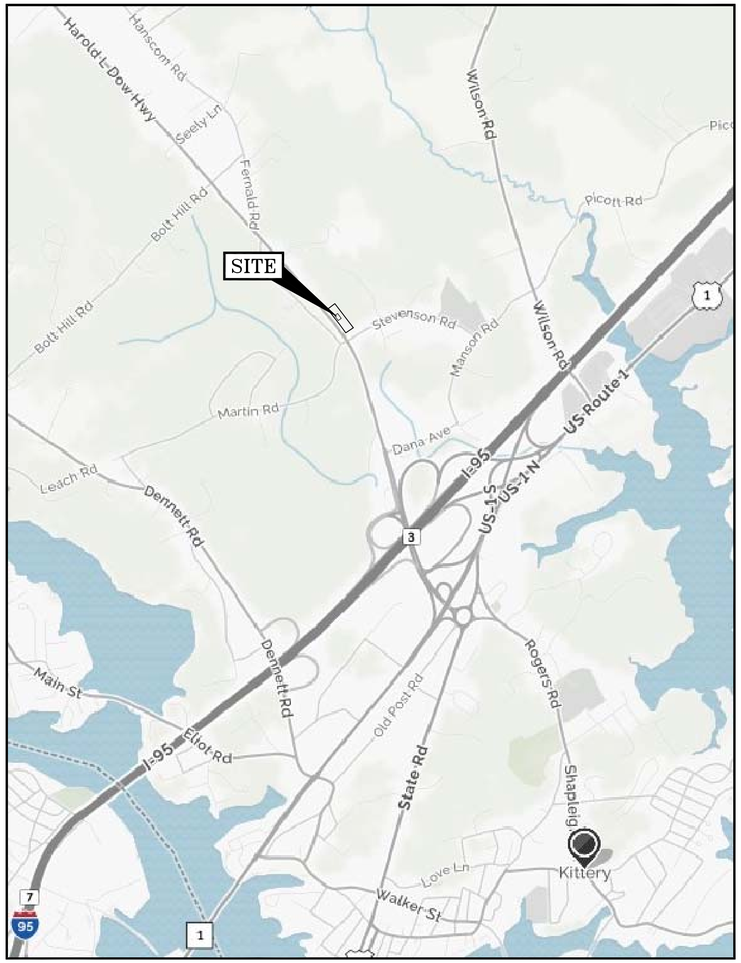
ARCHITECT:

CUSTOMER CONCEPTS, INC
383 US ROUTE 1
SCARBOROUGH, ME 04074
TEL: (207) 883-0083 ext. 11

TRAFFIC CONSULTANT:

GPI GREENMAN-PEDERSEN, INC
181 BALLARDAVALE STREET, SUITE 202
WILMINGTON, MA 01887
TEL: (978) 570-2999

INDEX OF SHEETS



LOCATION MAP

NOT TO SCALE

LEGEND:

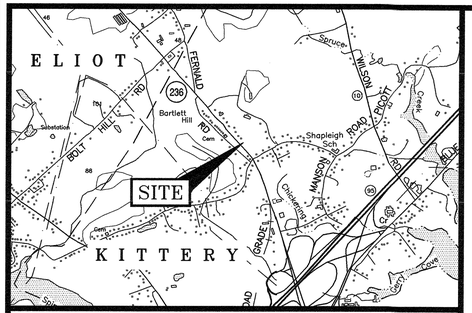
N/F		NOW OR FORMERLY
RP		RECORD OF PROBATE
YCRD		YORK COUNTY REGISTRY OF DEEDS
11/27		MAP 11/LOT 21
RR SPK FND	RR SPK SET	RAILROAD SPIKE FOUND / SET
IR FND	IR SET	IRON ROD FOUND / SET
IP FND	IP SET	IRON PIPE FOUND / SET
DH FND	DH SET	DRILL HOLE FOUND
BND w/DH	BND w/DH	BOUND WITH DRILL HOLE
ST BND w/DH	ST BND w/DH	STONE BOUND WITH DRILL HOLE
EXISTING	PROPOSED	
		FORCE MAIN
		SEWER LINE
		GAS LINE
		STORM DRAIN
		WATER LINE
		UNDERGROUND ELECTRIC
		OVERHEAD ELECTRIC/WIRES
		EDGE/℄ OF WATER BODY
		EDGE OF WETLAND
		EDGE OF RESOURCE PROTECTION AREA
		AREA OF WETLAND DISTURBANCE
		℄ OF DITCH/SWALE
100	100	CONTOUR
97x3	98x0	SPOT ELEVATION
		EDGE OF PAVEMENT (EP)
		WOODS / TREE LINE
		SECURITY FENCE
		WETLANDS
BuB		SOIL SERIES
		UTILITY POLE
WS	WS	WATER SHUT OFF/CURB STOP
GS	GS	GAS SHUT OFF
GV	GV	GATE VALVE
HYD	HYD	HYDRANT
CB	CB	CATCH BASIN
T	TMH	TELEPHONE MANHOLE
S	SMH	SEWER MANHOLE
D	DMH	DRAIN MANHOLE
W	W	WELL
AC		ASBESTOS CEMENT PIPE
℄	℄	CENTERLINE
CI	CI	CAST IRON PIPE
CMP	CMP	CORRUGATED METAL PIPE
COP	COP	COPPER PIPE
CPP	CPP	CORRUGATED PLASTIC PIPE
DI	DI	DUCTILE IRON PIPE
EL.	EL.	ELEVATION
EP	EP	EDGE OF PAVEMENT
FF	FF	FINISHED FLOOR
INV	INV	INVERT
PVC	PVC	POLYVINYL CHLORIDE PIPE
RCP	RCP	REINFORCED CONCRETE PIPE
TBD	TBD	TO BE DETERMINED
TBM	TBM	TEMPORARY BENCH MARK
TYP	TYP	TYPICAL
VC	VC	VITRIFIED CLAY PIPE
	9	PARKING SPACE COUNT

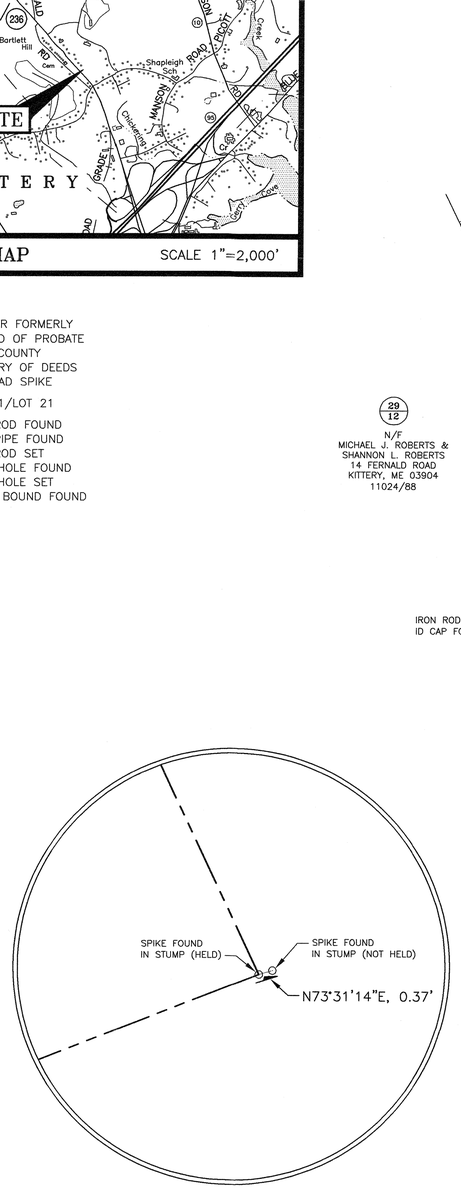
PLUMBING WHOLESALE & SHOWROOM
SITE PLAN
TAX MAP 29 LOT 14
60 ROUTE 236
KITTERY, MAINE

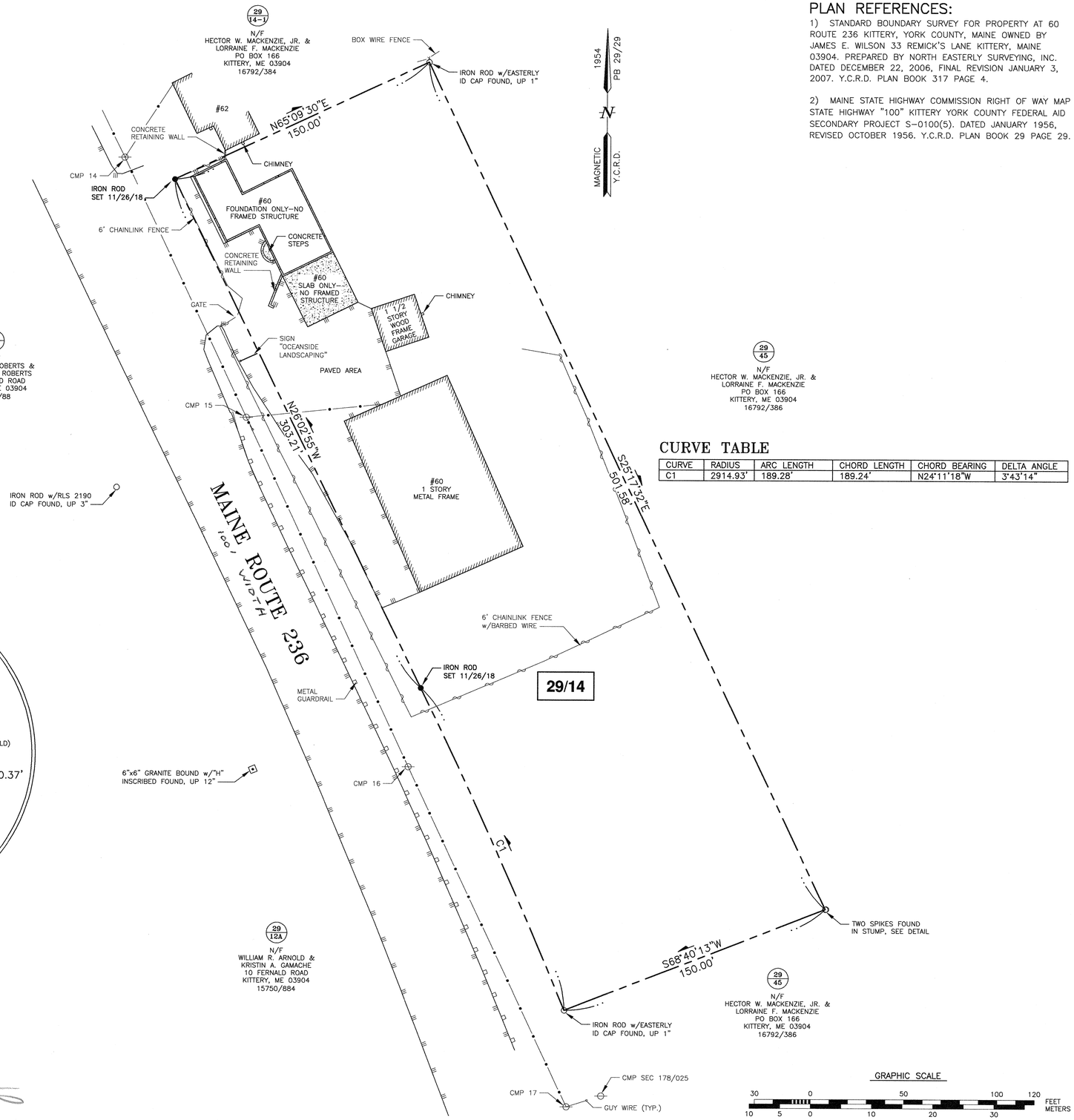
AMBIT ENGINEERING, INC.
Civil Engineers & Land Surveyors
200 Griffin Road, Unit 3
Portsmouth, N.H. 03801-7114
Tel (603) 430-9282
Fax (603) 436-2315

PLAN SET SUBMITTAL DATE: 22 AUGUST 2019

J:\JOBS\JN 3000's\JN 3010's\JN 3017\2019 Site Plan\Plans & Specs\Site\3017 COVER.dwg, COVER







LOCATION MAP SCALE 1"=2,000'

LEGEND:

N/F	NOW OR FORMERLY
RP	RECORD OF PROBATE
YCRD	YORK COUNTY REGISTRY OF DEEDS
RR SPK	RAILROAD SPIKE
11/21	MAP 11/LOT 21
○ IR FND	IRON ROD FOUND
○ IP FND	IRON PIPE FOUND
● IR SET	IRON ROD SET
◉ DH FND	DRILL HOLE FOUND
○ DH SET	DRILL HOLE SET
▣	STONE BOUND FOUND

DETAIL
SCALE 1"=2'

THIS SURVEY CONFORMS TO THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CHAPTER 90 STANDARDS OF PRACTICE, EFFECTIVE DATE APRIL 1, 2001 EXCEPT AS NOTED ON THIS PLAN.

PAUL A. DOBBERSTEIN, PLS #2526

6/8/2019
DATE

PAUL A. DOBBERSTEIN
2526

PLAN REFERENCES:

1) STANDARD BOUNDARY SURVEY FOR PROPERTY AT 60 ROUTE 236 KITTERY, YORK COUNTY, MAINE OWNED BY JAMES E. WILSON 33 REMICK'S LANE KITTERY, MAINE 03904. PREPARED BY NORTH EASTERLY SURVEYING, INC. DATED DECEMBER 22, 2006, FINAL REVISION JANUARY 3, 2007. Y.C.R.D. PLAN BOOK 317 PAGE 4.

2) MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAP STATE HIGHWAY "100" KITTERY YORK COUNTY FEDERAL AID SECONDARY PROJECT S-0100(5). DATED JANUARY 1956, REVISED OCTOBER 1956. Y.C.R.D. PLAN BOOK 29 PAGE 29.

CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	2914.93'	189.28'	189.24'	N24°11'18"W	3°43'14"

AMBIT ENGINEERING, INC.
Civil Engineers & Land Surveyors
200 Griffin Road - Unit 3
Portsmouth, N.H. 03801-7114
Tel (603) 430-9282
Fax (603) 436-2315

NOTES:

1) PARCEL IS SHOWN ON THE TOWN OF KITTERY ASSESSOR'S MAP 29 AS LOT 14.

2) OWNER OF RECORD:
WASHBURN REALTY GROUP, LLC
PO BOX 463
WINCHESTER, MA 01890
17857/22
PB 317/4

3) PARCEL IS NOT IN A FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 2301710004C. EFFECTIVE DATE JULY 5, 1984.

4) EXISTING LOT AREA:
73,330 S.F.
1.6834 ACRES

5) PARCEL IS LOCATED IN THE C-2 COMMERCIAL ZONING DISTRICT.

6) DIMENSIONAL REQUIREMENTS:

MIN. LOT AREA:		40,000 S.F.
FRONTAGE:		150 FEET
SETBACKS:	FRONT	50 FEET
	SIDE*	30 FEET
	REAR*	30 FEET
MAXIMUM BUILDING HEIGHT:		40 FEET
MAXIMUM BUILDING AND OUTDOOR STORED MATERIAL COVERAGE:		40%

*SUBJECT TO BUFFER RESTRICTIONS CONTAINED IN TOWN OF KITTERY LAND USE AND DEVELOPMENT ORDINANCE

7) THE PURPOSE OF THIS PLAN IS TO SHOW THE RESULT OF A STANDARD BOUNDARY SURVEY OF TAX MAP 29 LOT 14 IN THE TOWN OF KITTERY.

8) FIELD WORK FOR THIS BOUNDARY SURVEY WAS COMPLETED WITH 6"± OF SNOW ON THE GROUND. THE PROPERTY IS CURRENTLY UNOCCUPIED AND IT IS POSSIBLE THAT SOME FEATURES NOT READILY VISIBLE DUE TO SNOW COVER, SUCH AS WETLANDS, GRAVEL DRIVES, ETC., ARE NOT SHOWN HEREON.

NO.	DESCRIPTION	DATE
1	REVISE OWNERSHIP INFORMATION	6/6/19
0	ISSUED FOR COMMENT	11/27/18

REVISIONS

STANDARD BOUNDARY SURVEY
TAX MAP 29 – LOT 14

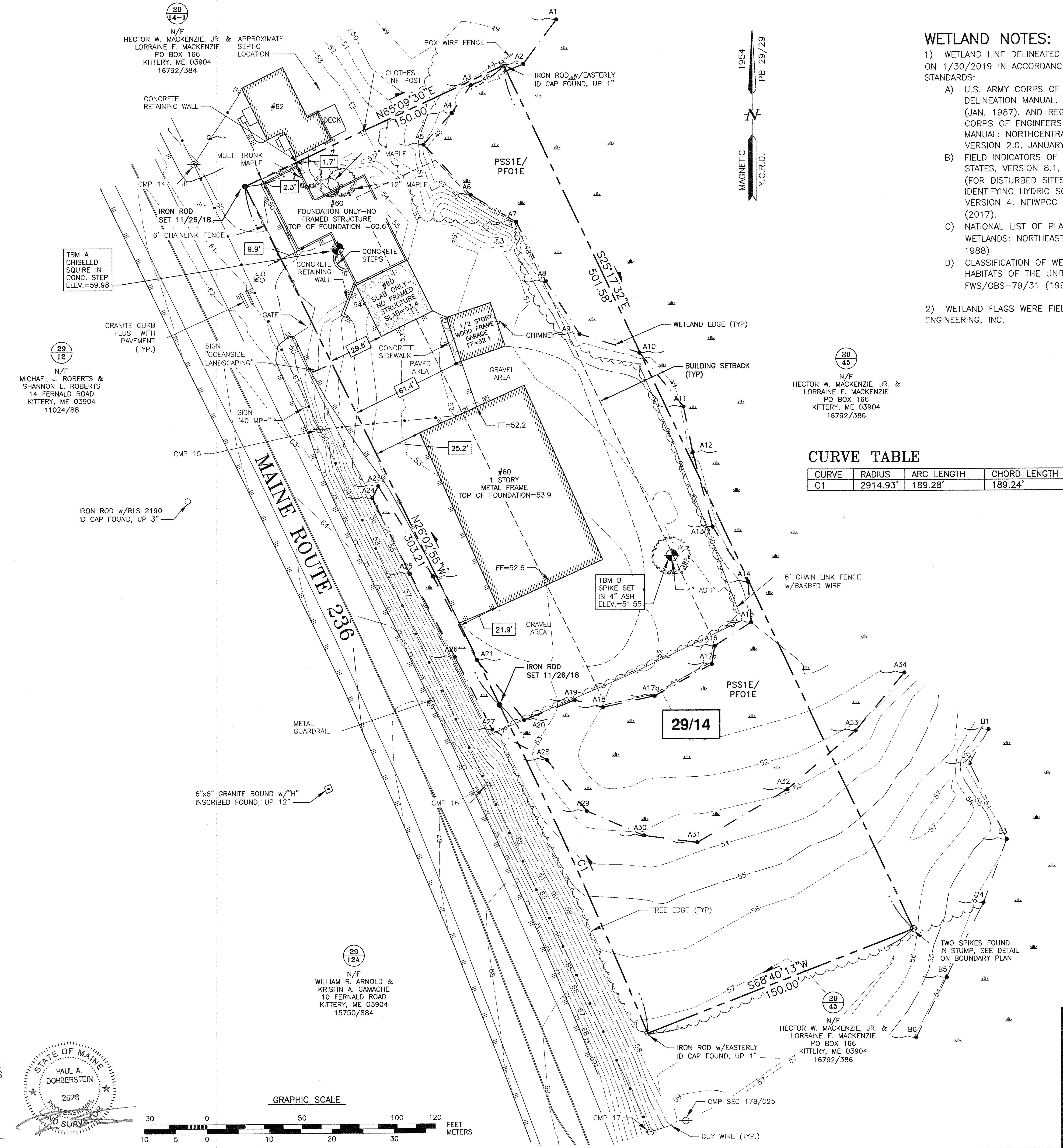
OWNER

WASHBURN REALTY GROUP, LLC

PROPERTY LOCATED AT
60 ROUTE 236
TOWN OF KITTERY
COUNTY OF YORK
STATE OF MAINE

SCALE 1"=30'
NOVEMBER 2018

FB 392 PG 1
3017



WETLAND NOTES:

1) WETLAND LINE DELINEATED BY STEVEN D. RIKER, CWS ON 1/30/2019 IN ACCORDANCE WITH THE FOLLOWING STANDARDS:

A) U.S. ARMY CORPS OF ENGINEERS WETLANDS DELINEATION MANUAL. TECHNICAL REPORT Y-87-1 (JAN. 1987). AND REGIONAL SUPPLEMENT TO THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL: NORTHCENTRAL AND NORTHEAST REGION, VERSION 2.0, JANUARY 2012.

B) FIELD INDICATORS OF HYDRIC SOILS IN THE UNITED STATES, VERSION 8.1, USDA-NRCS, 2017 AND (FOR DISTURBED SITES) FIELD INDICATORS FOR IDENTIFYING HYDRIC SOILS IN NEW ENGLAND, VERSION 4. NEIWPCC WETLANDS WORK GROUP (2017).

C) NATIONAL LIST OF PLANT SPECIES THAT OCCUR IN WETLANDS: NORTHEAST (REGION 1). USFWS (MAY 1988).

D) CLASSIFICATION OF WETLANDS AND DEEPWATER HABITATS OF THE UNITED STATES. USFW MANUAL FWS/OBS-79/31 (1997).

2) WETLAND FLAGS WERE FIELD LOCATED BY AMBIT ENGINEERING, INC.

N/F
HECTOR W. MACKENZIE, JR. &
LORRAINE F. MACKENZIE
PO BOX 166
KITTERY, ME 03904
16792/386

CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	2914.93'	189.28'	189.24'	N24°11'18"W	3°43'14"

N/F
HECTOR W. MACKENZIE, JR. &
LORRAINE F. MACKENZIE
PO BOX 166
KITTERY, ME 03904
16792/386

AMBIT ENGINEERING, INC.
Civil Engineers & Land Surveyors
200 Griffin Road - Unit 3
Portsmouth, N.H. 03801-7114
Tel (603) 430-9282
Fax (603) 436-2315

NOTES:

1) PARCEL IS SHOWN ON THE TOWN OF KITTERY ASSESSOR'S MAP 29 AS LOT 14.

2) OWNER OF RECORD:
WASHBURN REALTY GROUP, LLC
PO BOX 463
WINCHESTER, MA 01890
17857/22
PB 317/4

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73,330 S.F.
1.6834 ACRES

5) PARCEL IS LOCATED IN THE C-2 COMMERCIAL ZONING DISTRICT.

6) DIMENSIONAL REQUIREMENTS:

MIN. LOT AREA:		40,000 S.F.
FRONTAGE:		150 FEET
SETBACKS:	FRONT	50 FEET
	SIDE*	30 FEET
	REAR*	30 FEET
MAXIMUM BUILDING HEIGHT:		40 FEET
MAXIMUM BUILDING AND OUTDOOR STORED MATERIAL COVERAGE:		40%

*SUBJECT TO BUFFER RESTRICTIONS CONTAINED IN TOWN OF KITTERY LAND USE AND DEVELOPMENT ORDINANCE

WETLAND SETBACKS:
100' TO STRUCTURES
50'–100' TO PARKING AREAS
10'–30' TO TOE OF DRIVEWAY SLOPE
100' TO SEPTIC COMPONENTS

7) THE PURPOSE OF THIS PLAN IS TO SHOW THE RESULT OF A STANDARD BOUNDARY AND TOPOGRAPHIC SURVEY OF TAX MAP 29 LOT 14 IN THE TOWN OF KITTERY.

8) VERTICAL DATUM MEAN SEA LEVEL NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GPS OBSERVATIONS (±0.2').

WASHBURN REALTY GROUP, LLC
60 ROUTE 236
KITTERY, MAINE

NO.	DESCRIPTION	DATE
2	ADDED EXIST. BLDG SETBACK TXT	7/2/19
1	ISSUED FOR REVIEW	6/17/19
0	ISSUED FOR COMMENT	2/22/19
	REVISIONS	

OWNER & APPLICANT:
WASHBURN REALTY TRUST, LLC
PO BOX 463
WINCHESTER, MA 01890

PREPARED BY:
AMBIT ENGINEERING
200 GRIFFIN ROAD UNIT 3
PORTSMOUTH, N.H. 03801

SCALE 1"=30' FEBRUARY 2019

EXISTING CONDITIONS PLAN

C1

THIS SURVEY CONFORMS TO THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CHAPTER 90 STANDARDS OF PRACTICE, EFFECTIVE DATE APRIL 1, 2001 EXCEPT AS NOTED ON THIS PLAN.

STATE OF MAINE
PAUL A. DOBBERSTEIN
2526
PROFESSIONAL LAND SURVEYOR

PAUL A. DOBBERSTEIN, PLS #2526 7/2/2019
DATE

GRAPHIC SCALE
30 0 50 100 120 FEET
10 5 0 10 20 30 METERS

FB 392 PG 1 3017.01 TAX MAP 29 LOT 14

DEMOLITION NOTES

1) ALL BUILDINGS, INCLUDING FOUNDATION WALLS AND FOOTINGS INDICATED ON THIS PLAN ARE TO BE REMOVED FROM THE SITE (SEE NOTE 4). CONTRACTOR SHALL SECURE ANY PERMITS, PAY ALL FEES AND PERFORM CLEARING, GRUBBING AND DEBRIS REMOVAL PRIOR TO COMMENCEMENT OF GRADING OPERATIONS.

2) SEDIMENT AND EROSION CONTROLS AS SHOWN ON THE DRAINAGE AND GRADING PLAN SHALL BE INSTALLED BY THE DEMOLITION CONTRACTOR PRIOR TO THE START OF DEMOLITION AND CLEARING/GRUBBING OPERATIONS.

3) REMOVE AND DISPOSE OF ANY PAVEMENT, FENCES, STAIRS, WALLS, DEBRIS AND RUBBISH REQUIRING REMOVAL FROM THE WORK AREA IN AN APPROVED OFF-SITE LANDFILL, BY AN APPROVED HAULER. HAULER SHALL COMPLY WITH ALL REGULATORY REQUIREMENTS.

4) THE CONTRACTOR SHALL SECURE ALL PERMITS FOR DEMOLITION AND DISPOSAL MATERIALS TO BE REMOVED FROM THE SITE. THE CONTRACTOR SHALL POST BONDS AND PAY PERMIT FEES AS REQUIRED. BUILDING DEMOLITION CONTRACTOR SHALL BE RESPONSIBLE FOR PERMITS AND DISPOSAL OF ALL BUILDING DEMOLITION DEBRIS IN AN APPROVED OFF-SITE LANDFILL

5) ASBESTOS OR HAZARDOUS MATERIAL, IF FOUND ON SITE, SHALL BE REMOVED BY A LICENSED HAZARDOUS MATERIAL CONTRACTOR.

6) THE CONTRACTOR SHALL PREPARE ALL MANIFEST DOCUMENTS AS REQUIRED PRIOR TO COMMENCEMENT OF DEMOLITION.

7) THE CONTRACTOR SHALL CUT AND PLUG, OR ARRANGE FOR THE APPROPRIATE UTILITY COMPANY TO CUT AND PLUG ALL SERVICE PIPING AT THE STREET LINE OR MAIN, AS REQUIRED, OR AS OTHERWISE NOTED. ALL SERVICES MAY NOT BE SHOWN ON THIS PLAN. ALL UTILITY WIRES SHALL BE REMOVED FROM ANY UTILITY POLE BEING REMOVED. THE CONTRACTOR SHALL INVESTIGATE THE SITE PRIOR TO BIDDING TO DETERMINE THE EXTENT OF SERVICE PIPING TO BE REMOVED, CUT, OR PLUGGED. THE CONTRACTOR SHALL PAY ALL UTILITY COMPANY FEES FOR ABANDONMENT AND REMOVAL.

8) THE CONTRACTOR SHALL PROTECT ALL IRON PINS, MONUMENTS, AND PROPERTY CORNERS DURING DEMOLITION ACTIVITIES. ANY CONTRACTOR DISTURBED PINS, MONUMENTS, AND PROPERTY CORNERS, ETC SHALL BE RESET BY A PROFESSIONAL LAND SURVEYOR AT THE EXPENSE OF THE CONTRACTOR.

9) THE DEMOLITION CONTRACTOR SHALL STABILIZE THE SITE AND KEEP EROSION CONTROL MEASURES IN PLACE UNTIL THE COMPLETION OF WORK OR UNTIL THE COMMENCEMENT OF WORK BY THE SITE CONTRACTOR, WHICHEVER COMES FIRST, AS REQUIRED OR DEEMED NECESSARY BY THE ENGINEER OR OWNER'S REPRESENTATIVE. THE SITE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR THE MAINTENANCE OF EXISTING EROSION AND SEDIMENTATION CONTROLS AND FOR INSTALLATION OF ANY NEW EROSION AND SEDIMENTATION CONTROLS AS PER THE SEDIMENT AND EROSION CONTROL PLAN, AT THAT TIME.

10) THE CONTRACTOR SHALL PUMP OUT BUILDING FUEL AND WASTE OIL TANKS (IF ANY ARE ENCOUNTERED) AND REMOVE FUEL TO AN APPROVED DISPOSAL AREA BY A LICENSED WASTE OIL HANDLING CONTRACTOR IN STRICT ACCORDANCE WITH STATE REQUIREMENTS.

11) THE CONTRACTOR SHALL ADHERE TO ALL OSHA, FEDERAL, STATE AND LOCAL REGULATIONS WHEN OPERATING CRANES, BOOMS, HOISTS, ETC. IN PROXIMITY OF OVERHEAD ELECTRIC LINES. IF CONTRACTOR MUST OPERATED EQUIPMENT CLOSE TO ELECTRIC LINES, CONTACT POWER COMPANY TO MAKE ARRANGEMENTS FOR PROPER SAFEGUARDS. AND UTILITY COMPANY FEES SHALL BE PAID BY THE CONTRACTOR.

12) CONTRACTOR SHALL PROVIDE AND MAINTAIN TRAFFIC DEVICES FOR PROTECTION OF VEHICLE AND PEDESTRIANS CONSISTING OF DRUMS, BARRIERS, SIGNS, LIGHTS, FENCES, AND UNIFORMED TRAFFIC CONTROLLERS AS REQUIRED OR ORDERED BY THE ENGINEER OR REQUIRED BY THE LOCAL GOVERNING AUTHORITIES. CONTRACTOR SHALL MAINTAIN ALL TRAFFIC LANES AND PEDESTRIAN WALKWAYS AT ALL TIMES UNLESS WRITTEN APPROVAL FROM APPROPRIATE GOVERNING AGENCY IS GRANTED.

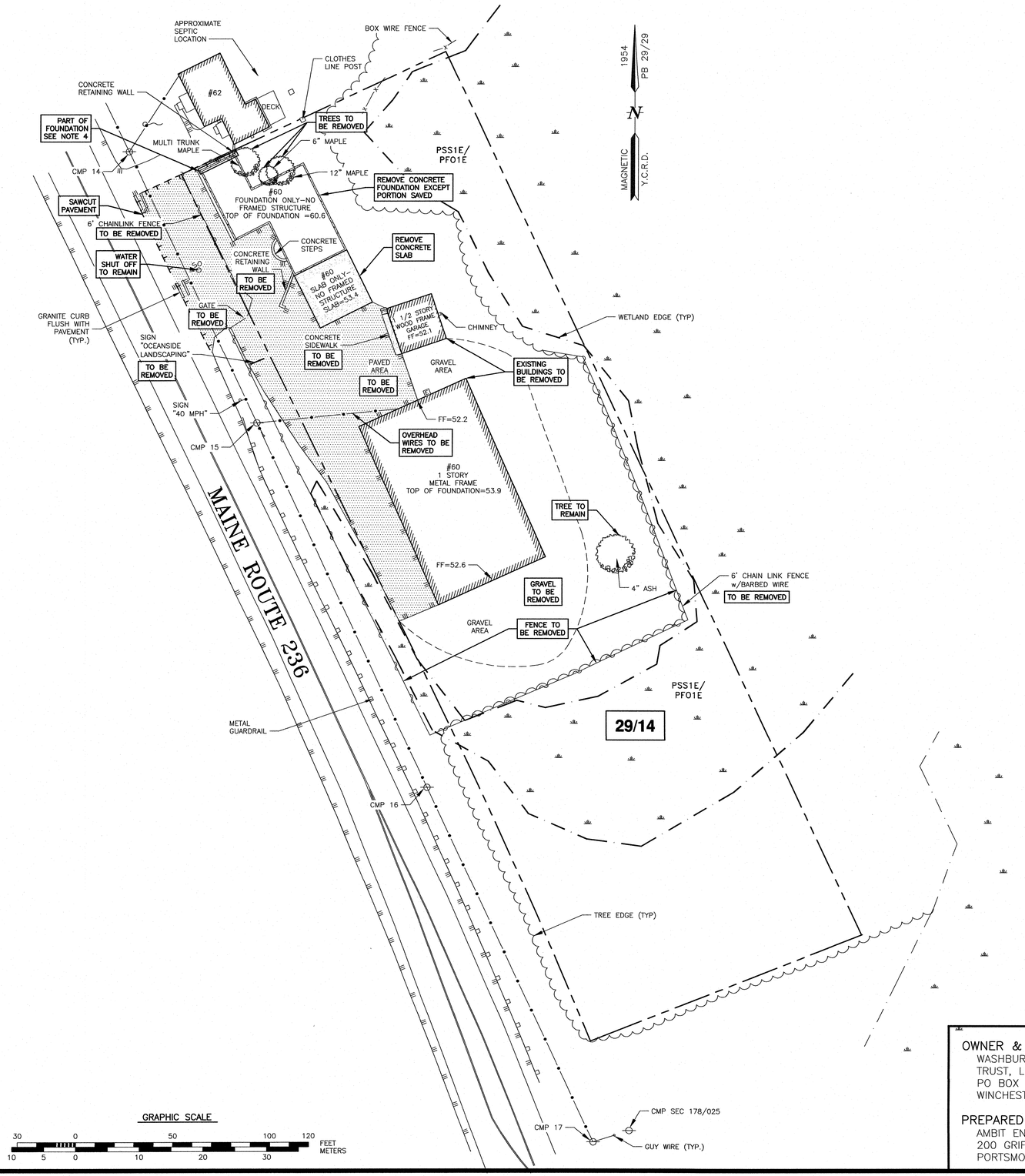
13) INFORMATION ON EXISTING UTILITIES AS BEEN COMPLIED FROM AVAILABLE INFORMATION INCLUDING UTILITY COMPANIES AND MUNICIPAL RECORD MAPS AND/OR FIELD SURVEY AND IS NOT GUARANTEED CORRECT OR COMPLETE. UTILITIES ARE SHOWN TO ALERT THE CONTRACTOR TO THEIR PRESENCE AND THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETERMINING ACTUAL LOCATIONS AND ELEVATIONS OF ALL UTILITIES INCLUDING SERVICES. PRIOR TO DEMOLITION OR CONSTRUCTION THE CONTRACTOR SHALL CONTACT "DIG SAFE" 72 HOURS BEFORE COMMENCEMENT OF WORK AT (888) 344-7233 AND VERIFY ALL UTILITY AND DRAINAGE LOCATIONS.

14) EXISTING WATER SERVICES, IF ANY, SHALL BE DISCONNECTED AND CAPPED AT THE MAIN IN ACCORDANCE WITH THE REQUIREMENTS OF THE KITTERY WATER DISTRICT AND THE TOWN OF KITTERY WATER DEPARTMENT. REMOVE EXISTING ON-SITE WATER PIPING TO BE ABANDONED TO R.O.W. LINE.

15) NO SALVAGE SHALL BE PERMITTED UNLESS PAID TO THE OWNER AS CREDIT.

16) THE ARCHITECT OR ENGINEER IS NOT RESPONSIBLE FOR SITE SAFETY MEASURES TO BE EMPLOYED DURING CONSTRUCTION. THE ARCHITECT OR ENGINEER HAS NO CONTRACTUAL DUTY TO CONTROL THE SAFEST METHODS OR MEANS OF THE WORK, JOBSITE RESPONSIBILITIES , SUPERVISION OR TO SUPERVISE SAFETY, AND DOES NOT VOLUNTARILY ASSUME ANY SUCH DUTY OR RESPONSIBILITY.

17) THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE STATE, LOCAL AND FEDERAL CODES FOR EXCAVATION, TRENCHING AND TRENCH PROTECTION REQUIREMENTS.



GRAPHIC SCALE

30 0 50 100 120 FEET
10 5 0 10 20 30 METERS

OWNER & APPLICANT:
WASHBURN REALTY TRUST, LLC
PO BOX 463
WINCHESTER, MA 01890

PREPARED BY:
AMBIT ENGINEERING
200 GRIFFIN ROAD UNIT 3
PORTSMOUTH, N.H. 03801

AMBIT ENGINEERING, INC.
Civil Engineers & Land Surveyors
200 Griffin Road – Unit 3
Portsmouth, N.H. 03801-7114
Tel (603) 430-9282
Fax (603) 436-2315

NOTES:

1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY.

2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL BMP's" PUBLISHED BY THE MAINE D.E.P. IN 2016.

4) THE NORTHWEST SECTION OF THE EXISTING FOUNDATION SHALL BE LEFT IN PLACE.

WASHBURN REALTY GROUP, LLC
60 ROUTE 236
KITTERY, MAINE

NO.	DESCRIPTION	DATE
1	ISSUED FOR REVIEW	6/17/19
0	ISSUED FOR COMMENT	4/26/19

REVISIONS

STATE OF MAINE JOHN R. CHAGNON No. 7950 LICENSED PROFESSIONAL ENGINEER

SCALE 1"=30' APRIL 2019

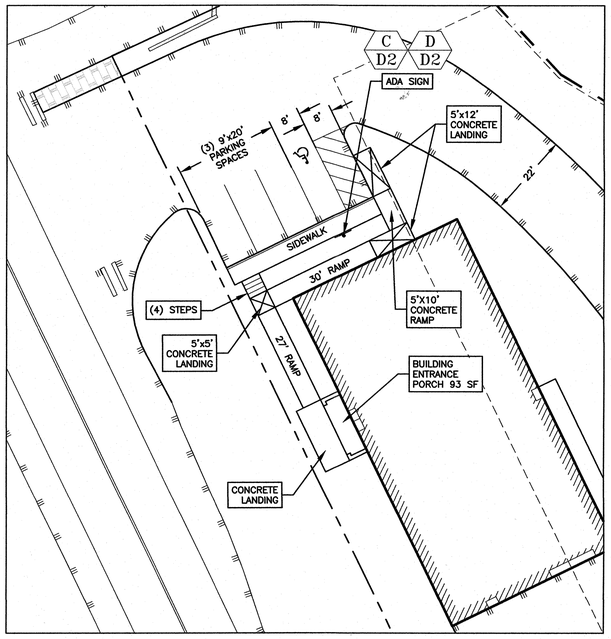
DEMOLITION PLAN C2

FB 392 PG 1 3017.01 TAX MAP 29 LOT 14

J:\JOBS3\JN 3000's\JN 3010's\JN 3017\2019 Site Plan\Plans & Specs\Site\3017 Site 2019.dwg, C2_DEMO

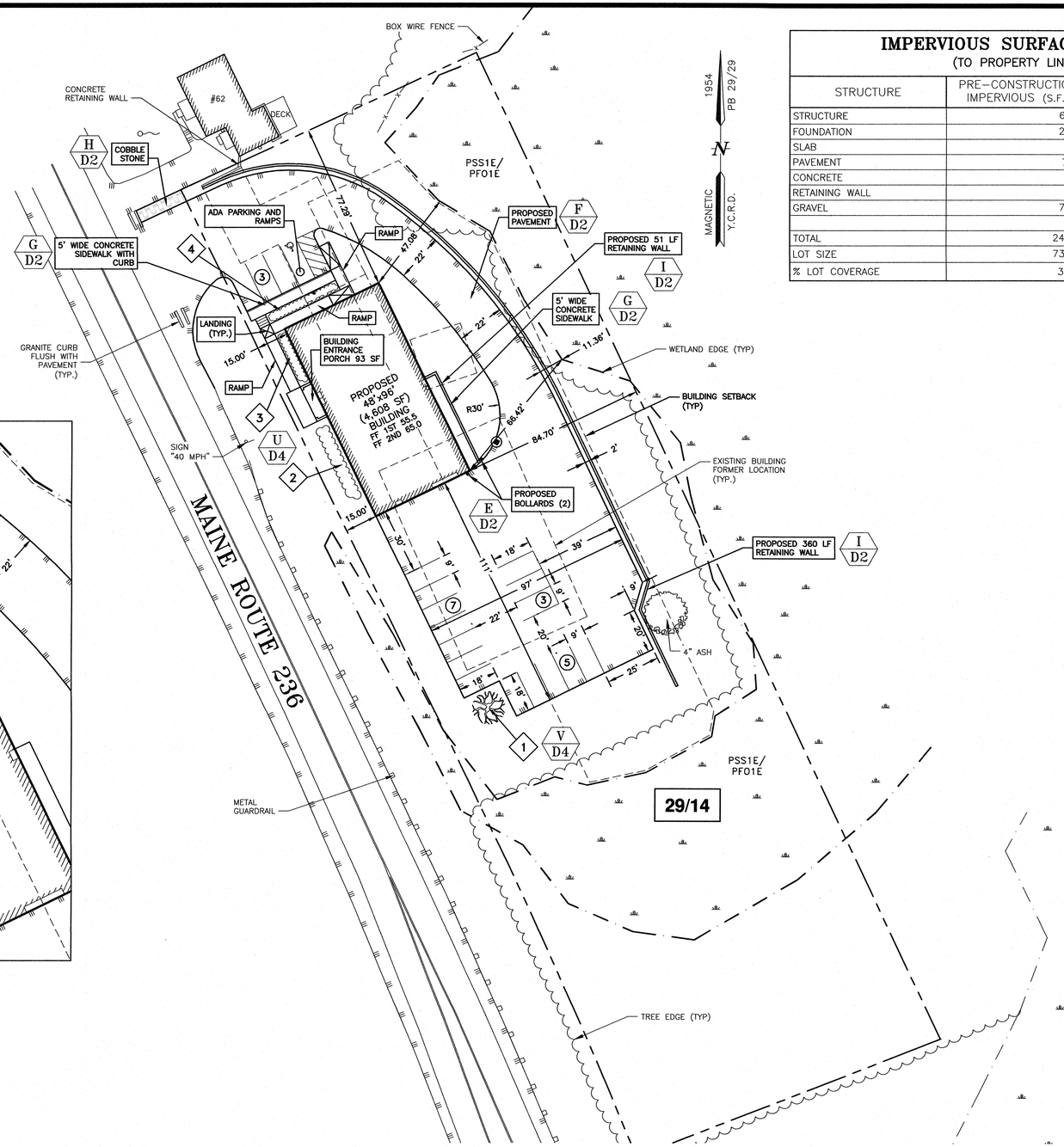
LANDSCAPE SCHEDULE

I.D. No.	ITEM	SIZE	QTY
1	LARGE TREE RED OAK	1½" CAL	1
2	TALL BUSH ARBORVITAE	6–8' HEIGHT	14
3	SMALL EVERGREEN SHRUB LOW YEW	18" HEIGHT	12
4	TALL PERENNIAL GRASS SHENANDOAH SWITCH GRASS	1 GALLON	24



GRAPHIC SCALE
10 0 10 20 30 40 50 FEET
3 0 5 10 15 METERS

ADA PARKING AND RAMPS DETAIL
20 SCALE



GRAPHIC SCALE
30 0 50 100 120 FEET
10 5 0 10 20 30 METERS

APPROVED BY THE KITTERY PLANNING BOARD

CHAIRMAN _____ DATE _____

IMPERVIOUS SURFACE AREAS
(TO PROPERTY LINE)

STRUCTURE	PRE–CONSTRUCTION IMPERVIOUS (S.F.)	POST–CONSTRUCTION IMPERVIOUS (S.F.)
STRUCTURE	6,649	4,701
FOUNDATION	2,284	0
SLAB	899	0
PAVEMENT	7704	16,642
CONCRETE	116	1,093
RETAINING WALL	23	487
GRAVEL	7,098	0
TOTAL	24,773	22,923
LOT SIZE	73,330	73,330
% LOT COVERAGE	33.8%	31.3%

OWNER & APPLICANT:
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PO BOX 463
WINCHESTER, MA 01890

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Tel (603) 430–9282
Fax (603) 436–2315

NOTES:

1) PARCEL IS SHOWN ON THE TOWN OF KITTERY ASSESSOR'S MAP 29 AS LOT 14.

2) OWNER OF RECORD:
WASHBURN REALTY GROUP, LLC
PO BOX 463
WINCHESTER, MA 03890
17857/22
PB 317/4

3) PARCEL IS NOT IN A FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 2301710004C. EFFECTIVE DATE JULY 5, 1984.

4) EXISTING LOT AREA:
73,330 S.F.
1.6834 ACRES

5) PARCEL IS LOCATED IN THE C–2 COMMERCIAL ZONING DISTRICT.

6) DIMENSIONAL REQUIREMENTS:

MIN. LOT AREA:		40,000 S.F.
FRONTAGE:		150 FEET
SETBACKS:	FRONT	50 FEET
	SIDE*	30 FEET
	REAR*	30 FEET
MAXIMUM BUILDING HEIGHT:		40 FEET
MAXIMUM BUILDING AND OUTDOOR STORED MATERIAL COVERAGE:		40%

*SUBJECT TO BUFFER RESTRICTIONS CONTAINED IN TOWN OF KITTERY LAND USE AND DEVELOPMENT ORDINANCE

7) THE PURPOSE OF THIS PLAN IS TO SHOW PROPOSED DEVELOPMENT ON TAX MAP 29 LOT 14 IN THE TOWN OF KITTERY.

8) VERTICAL DATUM MEAN SEA LEVEL NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GPS OBSERVATIONS (±0.2').

9) REQUIRED PARKING: 1 SPACE PER 500 SF GFA
9,216 SF x SPACE / 500 = 19 SPACES REQUIRED
LOWER LOT SPACES ARE 9'x18': 15 SPACES
UPPER LOT SPACES ARE 9'x20': 3 SPACES
ADA SPACES ARE 8'x20': 1 SPACE
TOTAL: 15+3+1= 19 SPACES

WASHBURN REALTY GROUP, LLC
60 ROUTE 236
KITTERY, MAINE

NO.	DESCRIPTION	DATE
2	NOTE 9, PARKING SPACES	6/17/19
1	ISSUED FOR REVIEW	6/6/19
0	ISSUED FOR COMMENT	4/26/19

REVISIONS

STATE OF MAINE JOHN R. CHAGNON No. 6950 LICENSED PROFESSIONAL ENGINEER

STATE OF MAINE JOHN R. CHAGNON No. 2276 PROFESSIONAL LAND SURVEYOR

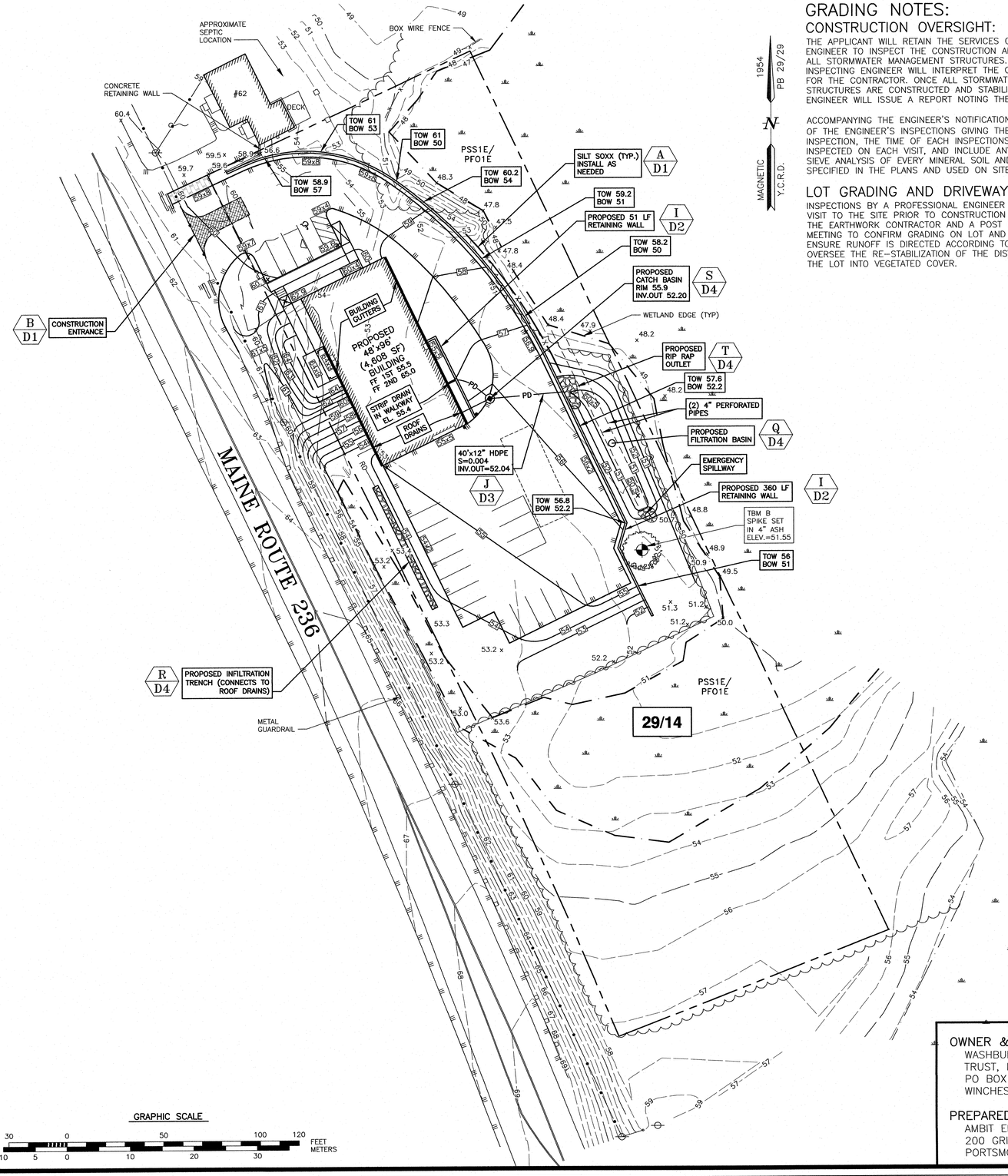
SCALE 1"=30' APRIL 2019

SITE LAYOUT PLAN

C3

FB 392 PG 1 3017.01 TAX MAP 29 LOT 14

J:\JOBS\JN 3000's\JN 3010's\JN 3017\2019 Site Plan\Plans & Specs\Site\3017 Site 2019.dwg, C3_SITE



GRADING NOTES:

CONSTRUCTION OVERSIGHT:

THE APPLICANT WILL RETAIN THE SERVICES OF A PROFESSIONAL ENGINEER TO INSPECT THE CONSTRUCTION AND STABILIZATION OF ALL STORMWATER MANAGEMENT STRUCTURES. IF NECESSARY, THE INSPECTING ENGINEER WILL INTERPRET THE CONSTRUCTION PLAN FOR THE CONTRACTOR. ONCE ALL STORMWATER MANAGEMENT STRUCTURES ARE CONSTRUCTED AND STABILIZED, THE INSPECTING ENGINEER WILL ISSUE A REPORT NOTING THE SAME.

ACCOMPANYING THE ENGINEER'S NOTIFICATION MUST BE A LOG OF THE ENGINEER'S INSPECTIONS GIVING THE THE DATE OF EACH INSPECTION, THE TIME OF EACH INSPECTIONS, AND THE ITEMS INSPECTED ON EACH VISIT, AND INCLUDE ANY TESTING DATA OR SIEVE ANALYSIS OF EVERY MINERAL SOIL AND SOILS MEDIA SPECIFIED IN THE PLANS AND USED ON SITE.

LOT GRADING AND DRIVEWAY LOCATION:

INSPECTIONS BY A PROFESSIONAL ENGINEER WILL CONSIST OF A VISIT TO THE SITE PRIOR TO CONSTRUCTION TO CONSULT WITH THE EARTHWORK CONTRACTOR AND A POST CONSTRUCTION MEETING TO CONFIRM GRADING ON LOT AND FOR DRIVEWAY TO ENSURE RUNOFF IS DIRECTED ACCORDING TO PLANS AND TO OVERSEE THE RE-STABILIZATION OF THE DISTURBED AREAS OF THE LOT INTO VEGETATED COVER.

APPROVED BY THE KITTERY PLANNING BOARD

CHAIRMAN _____ DATE _____

GRAPHIC SCALE

30 0 50 100 120 FEET
10 5 0 10 20 30 METERS

OWNER & APPLICANT:
WASHBURN REALTY TRUST, LLC
PO BOX 463
WINCHESTER, MA 01890

PREPARED BY:
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3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL BMP's" PUBLISHED BY THE MAINE D.E.P. IN 2016.

4) PROJECT DISTURBED AREA: 40,586 SF

WASHBURN REALTY GROUP, LLC
60 ROUTE 236
KITTERY, MAINE

NO.	DESCRIPTION	DATE
2	GUTTERS, GRADES & DRAINS	8/22/19
1	ISSUED FOR COMMENT	6/17/19
0	ISSUED FOR COMMENT	4/26/19

REVISIONS

STATE OF MAINE
JOHN R. CHAGNON
No. 9050
LICENSED
PROFESSIONAL ENGINEER
8-22-19

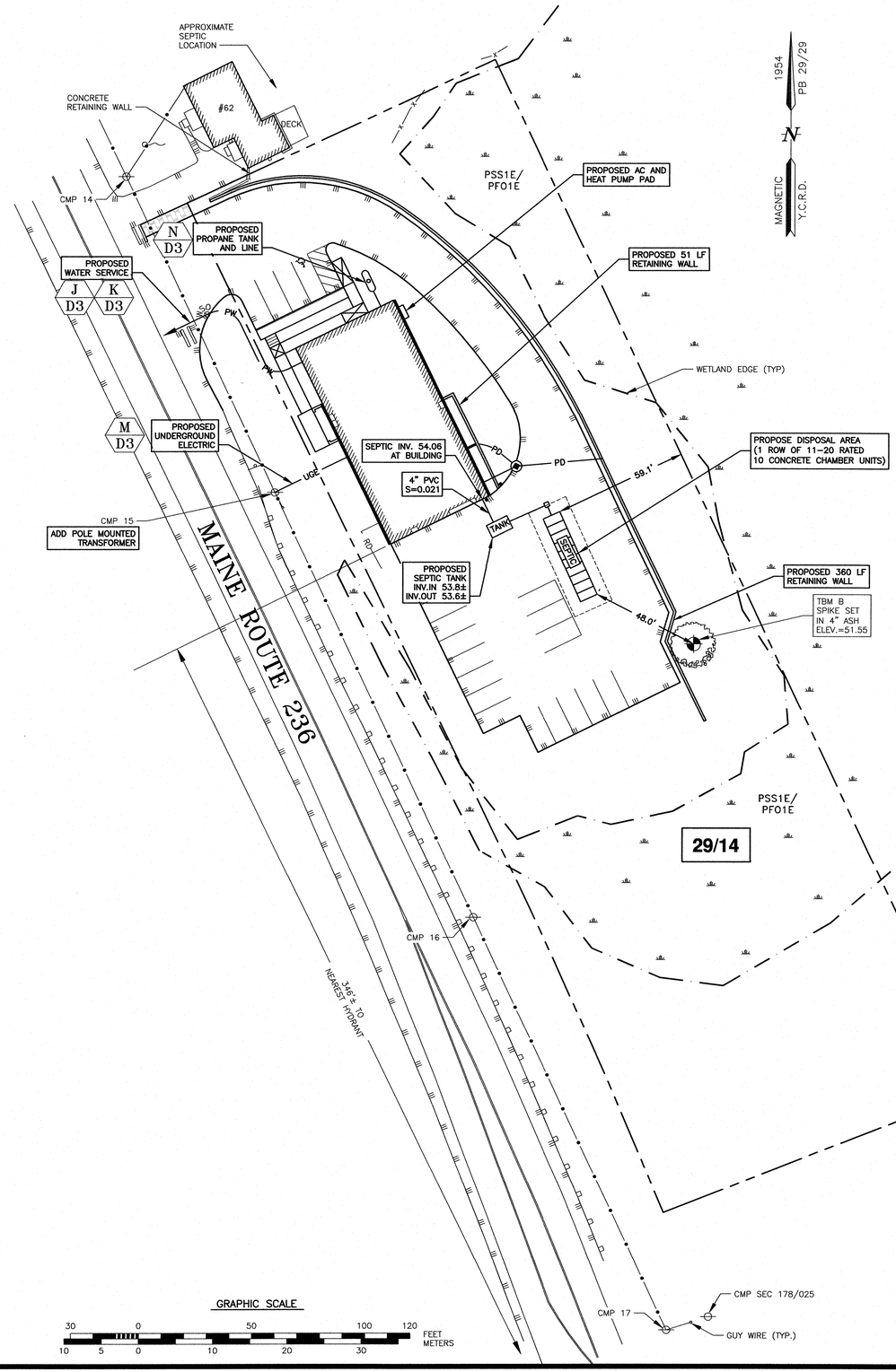
SCALE 1"=30' APRIL 2019

DRAINAGE AND GRADING PLAN

C4

FB 392 PG 1 3017.01 TAX MAP 29 LOT 14

J:\JOBS3\JN 3000's\JN 3010's\JN 3017\2019 Site Plan\Plans & Specs\Site\3017 SITE 2019.dwg, C4_GRADING



GRAPHIC SCALE

30 0 50 100 120 FEET

10 5 0 10 20 30 METERS

APPROVED BY THE KITTERY PLANNING BOARD

CHAIRMAN DATE

OWNER & APPLICANT:
WASHBURN REALTY TRUST, LLC
PO BOX 463
WINCHESTER, MA 01890

PREPARED BY:
AMBIT ENGINEERING
200 GRIFFIN ROAD UNIT 3
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3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL BMP's" PUBLISHED BY THE MAINE D.E.P. IN 2016.

4) CONTRACTOR SHALL FIELD VERIFY THE DEPTH OF EXISTING UTILITIES AND COORDINATE WITH THE ENGINEER PRIOR TO CONSTRUCTION OF THE PROPOSED UTILITIES.

5) ALL UTILITIES SHOWN ARE TO REMAIN UNLESS NOTED OTHERWISE.

6) COORDINATE UTILITY CONNECTIONS AND INSTALLATIONS WITH RESPECTIVE UTILITY COMPANIES AND SERVICE PROVIDERS.

7) CONTRACTOR SHALL MAINTAIN EXISTING UTILITY SERVICES TO ADJACENT PROPERTIES DURING CONSTRUCTION. PROVIDE PROPER NOTIFICATION OF ANY SERVICE INTERRUPTIONS.

8) DESIGN AND INSTALLATION OF PROPOSED GAS SUPPLY SYSTEM SHALL BE BY OTHERS. LOCATIONS OF TANKS AND PIPING TO BE DETERMINED.

9) ALL WATER MAINS SHALL BE DUCTILE IRON WITH POLYWRAP AND WATER SERVICES SHALL BE COPPER WITH BRASS CURB STOPS UNLESS NOTED OTHERWISE; ALL TO KITTERY WATER DISTRICT STANDARDS.

WASHBURN REALTY GROUP, LLC
60 ROUTE 236
KITTERY, MAINE

NO.	DESCRIPTION	DATE
2	SEPTIC SYSTEM	8/22/19
1	ISSUED FOR COMMENT	6/17/19
0	ISSUED FOR COMMENT	4/26/19

REVISIONS

STATE OF MAINE
JOHN R. CHAGNON
No. 6850
LICENSED PROFESSIONAL ENGINEER

SCALE 1"=30' APRIL 2019

UTILITY PLAN

C5

FB 392 PG 1 3017.01 TAX MAP 29 LOT 14

J:\JOBS\3000's\JN 3000's\JN 3010's\JN 3017\2019 Site Plan\Plans & Specs\Site\3017 SITE 2019.dwg, C5_UTILITY

EROSION CONTROL NOTES

CONSTRUCTION SEQUENCE

DO NOT BEGIN CONSTRUCTION UNTIL ALL LOCAL, STATE, AND FEDERAL PERMITS HAVE BEEN APPLIED FOR AND RECEIVED.

INSTALL PERIMETER CONTROLS, i.e., SILT FENCING OR SILTSOXX AROUND THE LIMITS OF DISTURBANCE BEFORE ANY EARTH MOVING OPERATIONS. THE USE OF HAY BALES IS NOT ALLOWED.

CONSTRUCT STABILIZED CONSTRUCTION ENTRANCE.

PERFORM CLEARING & GRUBBING

CUT AND GRUB ALL TREES, SHRUBS, SAPLINGS, BRUSH, VINES AND REMOVE OTHER DEBRIS AND RUBBISH AS REQUIRED.

DEMOLISH BUILDINGS; REMOVE PAVEMENT AS NEEDED.

BULLDOZE TOPSOIL INTO STOCKPILES, AND CIRCLE WITH SILT FENCING OR SILTSOXX. IF EROSION IS EXCESSIVE, THEN COVER WITH MULCH.

CONSTRUCT FILTRATION BASIN, BUT DO NOT ALLOW INFLOW UNTIL ALL CONTRIBUTING AREAS ARE STABILIZED AND EROSION–FREE. ROUGH GRADE SITE. REMOVE AND CRUSH CONCRETE, THEN BACKFILL WITH ONSITE SOILS OR GRAVEL IN 12" LIFTS, TYP. ROUGH GRADE SITE. IN LANDSCAPED AREAS OUT OF THE WAY OF SUBSEQUENT CONSTRUCTION ACTIVITY, INSTALL TOPSOIL, MULCH, SEED AND FERTILIZER. STABILIZE STEEPER SLOPES PER DETAILS.

CONSTRUCT FOUNDATIONS & RETAINING WALLS.

LAYOUT AND INSTALL ALL BURIED UTILITIES AND SERVICES TO THE PROPOSED BUILDING FOUNDATIONS. CAP AND MARK TERMINATIONS OR LOG SWING TIES.

CONSTRUCT BUILDING FRAMES.

FINISH GRADE SITE, BACKFILL DRIVEWAY & PARKING SUBBASE GRAVEL IN TWO, COMPACTED LIFTS. PROVIDE TEMPORARY EROSION PROTECTION TO DITCHES AND SWALES IN THE FORM OF MULCHING, JUTE MESH OR DITCH DAMS. CONSTRUCT BINDER COURSE.

BUILDING EXTERIOR WORK: LIGHT FIXTURES

ALL PERMANENT FILTRATION BASINS, DITCHES AND SWALES SHALL BE STABILIZED PRIOR TO DIRECTING RUNOFF TO THEM.

AFTER BUILDING IS COMPLETED FINISH ALL REMAINING LANDSCAPED WORK.

CONSTRUCT ASPHALT WEARING COURSE.

REMOVE TRAPPED SEDIMENTS FROM COLLECTION DEVICES AS APPROPRIATE, AND THEN REMOVE TEMPORARY EROSION CONTROL MEASURES UPON COMPLETION OF FINAL STABILIZATION OF THE SITE.

GENERAL CONSTRUCTION NOTES

THE EROSION CONTROL PROCEDURES SHALL CONFORM TO "MAINE EROSION AND SEDIMENT CONTROL BMP's" PUBLISHED BY THE MAINE D.E.P. IN 2016.

DURING CONSTRUCTION AND THEREAFTER, EROSION CONTROL MEASURES ARE TO BE IMPLEMENTED AS NOTED. THE SMALLEST PRACTICAL AREA OF LAND SHOULD BE EXPOSED AT ANY ONE TIME DURING CONSTRUCTION, BUT IN NO CASE SHALL EXCEED 5 ACRES AT ANY ONE TIME BEFORE DISTURBED AREAS ARE STABILIZED.

AN AREA SHALL BE CONSIDERED STABLE IF ONE OF THE FOLLOWING HAS OCCURRED:

- BASE COURSE GRAVELS HAVE BEEN INSTALLED IN AREAS TO BE PAVED;
- A MINIMUM OF 85% VEGETATED GROWTH HAS BEEN ESTABLISHED;
- A MINIMUM OF 3" OF NON–EROSIVE MATERIAL SUCH AS STONE OR RIPRAP HAS BEEN INSTALLED; OR,
- EROSION CONTROL BLANKETS HAVE BEEN PROPERLY INSTALLED.

ANY DISTURBED AREAS WHICH ARE TO BE LEFT TEMPORARILY, AND WHICH WILL BE REGRADED LATER DURING CONSTRUCTION SHALL BE MACHINE HAY MULCHED AND SEEDED WITH RYE GRASS TO PREVENT EROSION.

DUST CONTROL: IF TEMPORARY STABILIZATION PRACTICES, SUCH AS TEMPORARY VEGETATION AND MULCHING, DO NOT ADEQUATELY REDUCE DUST GENERATION, APPLICATION OF WATER OR CALCIUM CHLORIDE SHALL BE APPLIED IN ACCORDANCE WITH BEST MANAGEMENT PRACTICES.

ALL EROSION CONTROLS SHALL BE INSPECTED WEEKLY DURING THE LIFE OF THE PROJECT AND AFTER EACH STORM OF 0.5" OR GREATER. ALL DAMAGED SILT FENCES SHALL BE REPAIRED. SEDIMENT DEPOSITS SHALL PERIODICALLY BE REMOVED AND DISPOSED IN A SECURED LOCATION.

AVOID THE USE OF FUTURE OPEN SPACES (LOAM AND SEED AREAS) WHEREVER POSSIBLE DURING CONSTRUCTION. CONSTRUCTION TRAFFIC SHALL USE THE ROADBEDS OF FUTURE ACCESS DRIVES AND PARKING AREAS.

TOPSOIL REQUIRED FOR THE ESTABLISHMENT OF VEGETATION SHALL BE STOCKPILED IN AMOUNTS NECESSARY TO COMPLETE FINISHED GRADING OF ALL EXPOSED AREAS. CONSTRUCT SILT FENCE AROUND TOPSOIL STOCKPILE.

AREAS TO BE FILLED SHALL BE CLEARED, GRUBBED AND STRIPPED OF TOPSOIL TO REMOVE TREES, VEGETATION, ROOTS OR OTHER OBJECTIONABLE MATERIAL. STUMPS SHALL BE DISPOSED BY GRINDING OR FILL IN AN APPROVED FACILITY.

ALL FILLS SHALL BE PLACED AND COMPACTED TO REDUCE EROSION, SLIPPAGE, SETTLEMENT, SUBSIDENCE OR OTHER RELATED PROBLEMS.

ALL FILL SHALL BE PLACED AND COMPACTED IN LAYERS NOT EXCEEDING 8 INCHES IN THICKNESS UNLESS OTHERWISE NOTED.

FROZEN MATERIAL OR SOFT, MUCKY OR HIGHLY COMPRESSIBLE MATERIAL SHALL NOT BE INCORPORATED INTO FILLS.

FILL MATERIAL SHALL NOT BE PLACED ON FROZEN FOUNDATION SUBGRADE.

DISTURBED AREAS SHALL BE SEEDED WITHIN 72 HOURS FOLLOWING FINISHED GRADING.

AT NO TIME SHALL ANY DISTURBED AREA REMAIN UNSTABILIZED FOR LONGER THAN 72 HOURS. ALL AREAS WHERE CONSTRUCTION IS NOT COMPLETE WITHIN THIRTY DAYS OF THE INITIAL DISTURBANCE SHALL BE MACHINE HAY MULCHED AND SEEDED WITH RYE GRASS TO PREVENT EROSION.

VEGETATIVE PRACTICE

FOR PERMANENT MEASURES AND PLANTINGS:

LIMESTONE SHALL BE THOROUGHLY INCORPORATED INTO THE LOAM LAYER AT A RATE OF 2 TONS PER ACRE.

FERTILIZER SHALL BE SPREAD ON THE TOP LAYER OF LOAM AND WORKED INTO THE SURFACE. FERTILIZER APPLICATION RATE SHALL BE 500 POUNDS PER ACRE OF 10–20–20 FERTILIZER.

SEED SHALL BE SOWN AT THE RATES SHOWN IN THE TABLE BELOW. IMMEDIATELY BEFORE SEEDING, THE SOIL SHALL BE LIGHTLY RAKED. ONE HALF THE SEED SHALL BE SOWN IN ONE DIRECTION AND THE OTHER HALF AT RIGHT ANGLES TO THE ORIGINAL DIRECTION. IT SHALL BE LIGHTLY RAKED INTO THE SOIL TO A DEPTH NOT OVER 1/4 INCH AND ROLLED WITH A HAND ROLLER WEIGHING NOT OVER 100 POUNDS PER LINEAR FOOT OF WIDTH. HAY MULCH SHALL BE APPLIED IMMEDIATELY AFTER SEEDING AT A RATE OF 1.5 TO 2 TONS PER ACRE, AND SHALL BE HELD IN PLACE USING APPROPRIATE TECHNIQUES FROM THE EROSION AND SEDIMENT CONTROL HANDBOOK.

THE SURFACE SHALL BE WATERED AND KEPT MOIST WITH A FINE SPRAY AS REQUIRED, WITHOUT WASHING AWAY THE SOIL, UNTIL THE GRASS IS WELL ESTABLISHED. ANY AREAS WHICH ARE NOT SATISFACTORILY COVERED SHALL BE RESEEDED, AND ALL NOXIOUS WEEDS REMOVED.

A GRASS SEED MIXTURE CONTAINING THE FOLLOWING SEED REQUIREMENTS SHALL BE:

GENERAL COVER	PROPORTION	SEEDING RATE
CREEPING RED FESCUE	50%	100 LBS/ACRE
KENTUCKY BLUEGRASS	50%	
SLOPE SEED (USED ON ALL SLOPES GREATER THAN OR EQUAL TO 3:1)		
CREEPING RED FESCUE	42%	
TALL FESCUE	42%	48 LBS/ACRE
BIRDSFOOT TREFOIL	16%	

IN NO CASE SHALL THE WEED CONTENT EXCEED ONE PERCENT BY WEIGHT. ALL SEED SHALL COMPLY WITH APPLICABLE STATE AND FEDERAL SEED LAWS.

FOR TEMPORARY PROTECTION OF DISTURBED AREAS:
MULCHING AND SEEDING SHALL BE APPLIED AT THE FOLLOWING RATES:
PERENNIAL RYE: 0.7 LBS/1,000 S.F.
MULCH: 1.5 TONS/ACRE

MAINTENANCE AND PROTECTION

THE CONTRACTOR SHALL MAINTAIN ALL LOAM & SEED AREAS UNTIL FINAL ACCEPTANCE AT THE COMPLETION OF THE CONTRACT. MAINTENANCE SHALL INCLUDE WATERING, WEEDING, REMOVAL OF STONES AND OTHER FOREIGN OBJECTS OVER 1/2 INCHES IN DIAMETER WHICH MAY APPEAR AND THE FIRST TWO (2) CUTTINGS OF GRASS NO CLOSER THEN TEN (10) DAYS APART. THE FIRST CUTTING SHALL BE ACCOMPLISHED WHEN THE GRASS IS FROM 2 1/2 TO 3 INCHES HIGH. ALL BARE AND DEAD SPOTS WHICH BECOME APPARENT SHALL BE PROPERLY PREPARED, LIMED AND FERTILIZED, AND RESEEDED BY THE CONTRACTOR AT HIS EXPENSE AS MANY TIMES AS NECESSARY TO SECURE GOOD GROWTH. THE ENTIRE AREA SHALL BE MAINTAINED, WATERED AND CUT UNTIL ACCEPTANCE OF THE LAWN BY THE OWNER'S REPRESENTATIVE.

THE CONTRACTOR SHALL TAKE WHATEVER MEASURES ARE NECESSARY TO PROTECT THE GRASS WHILE IT IS DEVELOPING.

TO BE ACCEPTABLE, SEEDED AREAS SHALL CONSIST OF A UNIFORM STAND OF AT LEAST 90 PERCENT ESTABLISHED PERMANENT GRASS SPECIES, WITH UNIFORM COUNT OF AT LEAST 100 PLANTS PER SQUARE FOOT.

SEEDED AREAS WILL BE FERTILIZED AND RESEEDED AS NECESSARY TO INSURE VEGETATIVE ESTABLISHMENT.

THE SWALES WILL BE CHECKED WEEKLY AND REPAIRED WHEN NECESSARY UNTIL ADEQUATE VEGETATION IS ESTABLISHED.

THE SILT FENCE BARRIER SHALL BE CHECKED AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL.

SILT FENCING SHALL BE REMOVED ONCE VEGETATION IS ESTABLISHED, AND DISTURBED AREAS RESULTING FROM SILT FENCE REMOVAL SHALL BE PERMANENTLY SEEDED.

WINTER NOTES

ALL PROPOSED VEGETATED AREAS WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15TH, OR WHICH ARE DISTURBED AFTER OCTOBER 15TH, SHALL BE STABILIZED BY SEEDING AND INSTALLING EROSION CONTROL BLANKETS ON SLOPES GREATER THAN 3:1, AND SEEDING AND PLACING 3 TO 4 TONS OF MULCH PER ACRE, SECURED WITH ANCHORED NETTING, ELSEWHERE. THE INSTALLATION OF EROSION CONTROL BLANKETS OR MULCH AND NETTING SHALL NOT OCCUR OVER ACCUMULATED SNOW OR ON FROZEN GROUND AND SHALL BE COMPLETED IN ADVANCE OF THAW OR SPRING MELT EVENTS.

ALL DITCHES OR SWALES WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15TH, OR WHICH ARE DISTURBED AFTER OCTOBER 15TH, SHALL BE STABILIZED TEMPORARILY WITH STONE OR EROSION CONTROL BLANKETS APPROPRIATE FOR THE DESIGN FLOW CONDITIONS.

AFTER NOVEMBER 15TH, INCOMPLETE ROAD OR PARKING SURFACES, WHERE WORK HAS STOPPED FOR THE WINTER SEASON, SHALL BE PROTECTED WITH A MINIMUM OF 3 INCHES OF CRUSHED GRAVEL PER NHDOT ITEM 304.3.

INSPECTION AND MAINTENANCE PLAN

INTRODUCTION

THE INTENT OF THIS IS TO PROVIDE WASHBURN REALTY GROUP A LIST OF PROCEDURES THAT DOCUMENT THE INSPECTION AND MAINTENANCE REQUIREMENTS OF THE STORMWATER MANAGEMENT SYSTEM FOR THIS DEVELOPMENT. SPECIFICALLY, THE FILTRATION BASIN AND ASSOCIATED STRUCTURES ON THE PROJECT SITE (COLLECTIVELY REFERRED TO AS THE "STORMWATER MANAGEMENT SYSTEM")

THE FOLLOWING INSPECTION AND MAINTENANCE PROGRAM IS NECESSARY TO KEEP THE STORMWATER MANAGEMENT SYSTEM FUNCTIONING PROPERLY. THESE MEASURES WILL ALSO HELP MINIMIZE POTENTIAL ENVIRONMENTAL IMPACTS. BY FOLLOWING THE ENCLOSED PROCEDURES, THE OWNER WILL BE ABLE TO MAINTAIN THE FUNCTIONAL DESIGN OF THE STORMWATER MANAGEMENT SYSTEM AND MAXIMIZED ITS ABILITY TO REMOVE SEDIMENT AND OTHER CONTAMINANTS FROM THE SITE GENERATED STORMWATER RUNOFF.

STORMWATER MANAGEMENT SYSTEM COMPONENTS

THE STORMWATER MANAGEMENT SYSTEM IS DESIGNED TO MITIGATE BOTH THE QUANTITY AND QUALITY OF SITE–GENERATED RUNOFF. AS THE RESULT, THE DESIGN INCLUDES THE FOLLOWING ELEMENTS:

NON–STRUCTURAL BMP'S

NON–STRUCTURAL BEST MANAGEMENT PRACTICES (BMP'S) INCLUDE TEMPORARY AND PERMANENT MEASURES THAT TYPICALLY REQUIRE LESS LABOR AND CAPITAL INPUTS AND ARE INTENDED TO PROVIDE PROTECTION AGAINST EROSION OF SOILS. EXAMPLES OF NON–STRUCTURAL BMP'S ON THIS PROJECT INCLUDE BUT ARE NOT LIMITED TO: TEMPORARY AND PERMANENT MULCHING, TEMPORARY AND PERMANENT GRASS COVER, TREES, SHRUBS AND GROUND OVERS, MISCELLANEOUS LANDSCAPE PLANTINGS, DUST CONTROL, TREE PROTECTION, TOPSOILING, SEDIMENT BARRIERS, AND DURING CONSTRUCTION, STABILIZED CONSTRUCTION ENTRANCES. IN THIS SITE TOTAL IMPERVIOUS AREA IS REDUCED.

STRUCTURAL BMP'S

STRUCTURAL BMP'S REQUIRE MORE SPECIALIZED PERSONNEL TO INSTALL. EXAMPLES ON THE PROJECT INCLUDE BUT ARE NOT LIMITED TO: STORM DRAINS, THE FILTRATION BASIN, AND ASSOCIATED OUTLET CONTROL STRUCTURES.

INSPECTION AND MAINTENANCE REQUIREMENTS

THE FOLLOWING SUMMARIZES THE INSPECTION AND MAINTENANCE REQUIREMENTS FOR THE VARIOUS BMP'S THAT MAY BE FOUND ON THIS PROJECT:

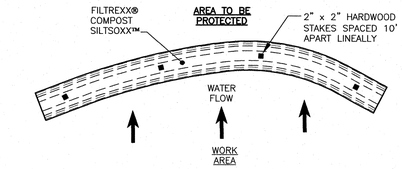
1. GRASSED AREAS: AFTER EACH RAIN EVEN OF 0.5" OR MORE DURING A 24 HOUR PERIOD, INSPECT GRASSED AREAS FOR SIGNS OF DISTURBANCE, SUCH AS EROSION. IF DAMAGED AREAS ARE DISCOVERED, IMMEDIATELY REPAIR THE DAMAGE. REPAIRS MAY INCLUDE ADDING NEW TOPSOIL, LIME, SEED, FERTILIZER AND MULCH.

2. PLANTINGS: PLANTING AND LANDSCAPING (TREES, SHRUBS) SHALL BE MONITORED BI–MONTHLY DURING THE FIRST YEAR TO INSURE VIABILITY AND VIGOROUS GROWTH. REPLACE DEAD OR DYING VEGETATION WITH NEW STOCK AND MAKE ADJUSTMENTS TO THE CONDITIONS THAT CAUSED THE DEAD OR DYING VEGETATION. DURING DRYER TIMES OF THE YEAR, PROVIDED WEEKLY WATERING OR IRRIGATION DURING THE ESTABLISHMENT PERIOD OF THE FIRST YEAR. MAKE NECESSARY ADJUSTMENTS TO ENSURE LONG–TERM HEALTH OF VEGETATED COVER, I.E. PROVIDE MORE PERMANENT MULCH OR COMPOST OR OTHER MEANS OF PROTECTION.

3. STORM DRAIN OUTLETS AND OUTLET CONTROL STRUCTURES: MONITOR DRAIN INLETS AND OUTLET APRONS FOR EXCESSIVE ACCUMULATION OF SEDIMENTS OR MISSING STONE. REMOVE SEDIMENTS AS REQUIRED TO MAINTAIN FILTERING CAPABILITIES OF THE STONE.

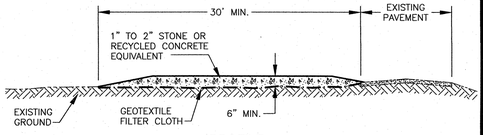
4. FILTRATION BASIN: AFTER ACCEPTANCE OF THE FILTRATION BASIN, PERFORM THE FOLLOWING INSPECTIONS ON A SEMI–ANNUAL BASIS OR AFTER SIGNIFICANT RAINFALL EVENTS (10 YEAR, 24 HR STORMS, OR BACK TO BACK 2 YEAR, 24 HOUR STORMS):
   a. MONITOR FOR EXCESSIVE OR CONCENTRATED ACCUMULATIONS OF DEBRIS, OR EXCESSIVE EROSION. REMOVE DEBRIS AS REQUIRED.
   b. MONITOR THE OVERFLOW FOR PROBLEMS WITH EROSION. REPAIR REQUIRED AFTER DETERMINED CAUSE OF EROSION. PIPES SHOULD BE INSPECTED ANNUALLY AND AFTER EVERY MAJOR RAINSTORM. BROKEN OR DAMAGE PIPES SHOULD BE REPAIRED OR REPLACED AS NECESSARY.
   c. MONITOR SIDE SLOPES OF BASIN FOR DAMAGES OR EROSION – REPAIR AS NECESSARY.
   d. MONITOR TURF HEALTH AND KEEP PROTECTED FROM FIRE, GRAZING, TRAFFIC AND DENSE WEED GROWTH. LIME AND FERTILIZER SHOULD BE APPLIED AS NECESSARY TO PROMOTE GOOD GROWTH AS DETERMINED BY SOIL TESTS. MOWING THE VEGETATED AREAS OF THE BASIN SHOULD BE CARRIED OUT AS NECESSARY.
   e. SEDIMENT ACCUMULATION SHOULD BE CONTINUALLY CHECKED IN THE BASIN. SEDIMENT SHOULD BE REMOVED AS IT IS DISCOVERED PARTICULARLY IF IT HAS ACCUMULATED NEAR THE OUTLET OF THE BASIN.

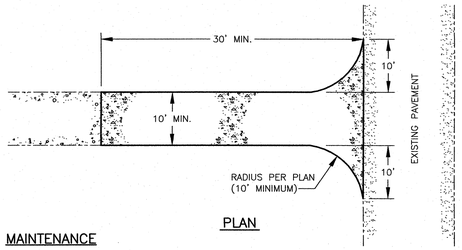
5. INVASIVE SPECIES
   MONITOR STORMWATER MANAGEMENT SYSTEM FOR SIGNS OF INVASIVE SPECIES GROWTH. IF CAUGHT EARLIER ENOUGH, THEIR ERADICATION IS MUCH EASIER. THE MOST LIKELY PLACES WHERE INVASIONS START ARE IN WETTER, DISTURBED SOILS OR DETENTION PONDS. SPECIES SUCH AS PHRAGMITES AND PURPLE LOOSE–STRIFE ARE COMMON INVADERS IN THESE WETTER AREAS. IF THEY ARE FOUND THEN THE OWNER SHALL CONTACT A WETLAND SCIENTIST WITH EXPERIENCE IN INVASIVE SPECIES CONTROL TO IMPLEMENT A PLAN OF ACTION TO ERADICATE THE INVADERS. MEASURES THAT DO NOT REQUIRE THE APPLICATION OF CHEMICAL HERBICIDES SHOULD BE THE FIRST LINE OF DEFENSE.



NOTES:
1. ALL MATERIAL TO MEET FILTREXX SPECIFICATIONS.
2. FILTREXX SYSTEM SHALL BE INSTALLED BY A CERTIFIED FILTREXX INSTALLER.
3. THE CONTRACTOR SHALL MAINTAIN THE COMPOST FILTRATION SYSTEM IN A FUNCTIONAL CONDITION AT ALL TIMES. IT WILL BE ROUTINELY INSPECTED AND REPAIRED WHEN REQUIRED.
4. SILTSOXX DEPICTED IS FOR MINIMUM SLOPES, GREATER SLOPES MAY REQUIRE ADDITIONAL PLACEMENTS.
5. THE COMPOST FILTER MATERIAL WILL BE DISPERSED ON SITE WHEN NO LONGER REQUIRED, AS DETERMINED BY THE ENGINEER.

A / C4 FILTREXX® SILTSOXX™ FILTRATION SYSTEM (AS NEEDED) NTS





MAINTENANCE

1) MUD AND SOIL PARTICLES WILL EVENTUALLY CLOG THE VOIDS IN THE GRAVEL AND THE EFFECTIVENESS OF THE GRAVEL PAD WILL NOT BE SATISFACTORY. WHEN THIS OCCURS, THE PAD SHOULD BE TOP DRESSED WITH NEW STONE. COMPLETE REPLACEMENT OF THE PAD MAY BE NECESSARY WHEN THE PAD BECOMES COMPLETELY CLOGGED.
2) IF WASHING FACILITIES ARE USED, THE SEDIMENT TRAPS SHOULD BE CLEANED OUT AS OFTEN AS NECESSARY TO ASSURE THAT ADEQUATE TRAPPING EFFICIENCY AND STORAGE VOLUME IS AVAILABLE. VEGETATIVE FILTER STRIPS SHOULD BE MAINTAINED TO INSURE A VIGOROUS STAND OF VEGETATION AT ALL TIMES.

CONSTRUCTION SPECIFICATIONS

1) STONE FOR A STABILIZED CONSTRUCTION ENTRANCE SHALL BE 2 TO 4 INCH STONE, RECLAIMED STONE, OR RECYCLED CONCRETE EQUIVALENT.
2) THE LENGTH OF THE STABILIZED ENTRANCE SHALL NOT BE LESS THAN 30 FEET FOR A SINGLE RESIDENTIAL LOT.
3) THE THICKNESS OF THE STONE FOR THE STABILIZED ENTRANCE SHALL NOT BE LESS THAN 6 INCHES.
4) THE WIDTH OF THE ENTRANCE SHALL NOT BE LESS THAN THE FULL WIDTH OF THE ENTRANCE WHERE INGRESS OR EGRESS OCCURS OR 10 FEET, WHICHEVER IS GREATER.
5) GEOTEXTILE FILTER CLOTH SHALL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING THE STONE. FILTER CLOTH IS NOT REQUIRED FOR A SINGLE FAMILY RESIDENCE LOT.
6) ALL SURFACE WATER THAT IS FLOWING TO OR DIVERTED TOWARD THE CONSTRUCTION ENTRANCE SHALL BE PIPED BENEATH THE ENTRANCE. IF PIPING IS IMPRACTICAL, A BERM WITH 5:1 SLOPES THAT CAN BE CROSSED BY VEHICLES MAY BE SUBSTITUTED FOR THE PIPE.
7) THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS–OF–WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, WASHED, OR TRACKED ONTO PUBLIC RIGHT–OF–WAY MUST BE REMOVED PROMPTLY.
8) WHEELS SHALL BE CLEANED TO REMOVE MUD PRIOR TO ENTRANCE ONTO PUBLIC RIGHT–OF–WAY, WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.

B / C4 STABILIZED CONSTRUCTION ENTRANCE (AS NEEDED) NTS

AMBIT ENGINEERING, INC.
Civil Engineers & Land Surveyors
200 Griffin Road – Unit 3
Portsmouth, N.H. 03801–7114
Tel (603) 430–9282
Fax (603) 436–2315

NOTES:

1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1–888–DIG–SAFE (1–888–344–7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY.

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3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL BMP's" PUBLISHED BY THE MAINE D.E.P. IN 2016.

WASHBURN REALTY GROUP, LLC
60 ROUTE 236
KITTERY, MAINE

NO.	DESCRIPTION	DATE
0	ISSUED FOR COMMENT	6/17/19

REVISIONS

STATE OF MAINE
JOHN R. CHAGNON
No. 6950
LICENSED
PROFESSIONAL ENGINEER

SCALE: AS SHOWN JUNE 2019

EROSION CONTROL NOTES AND DETAILS

D1

FB 29 PG 14

3017

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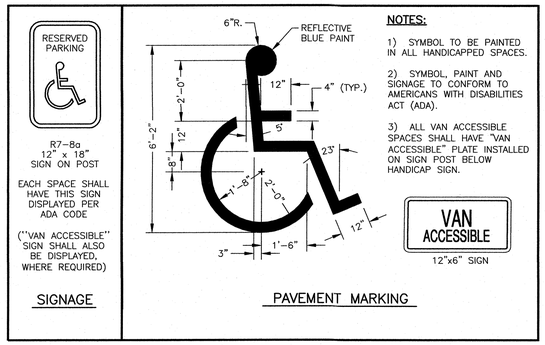
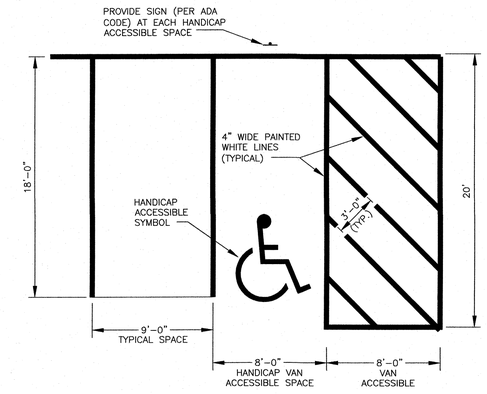
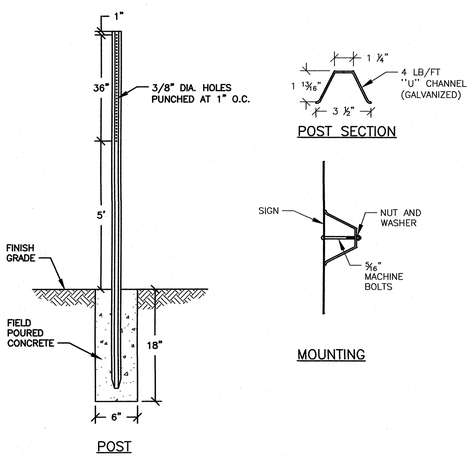


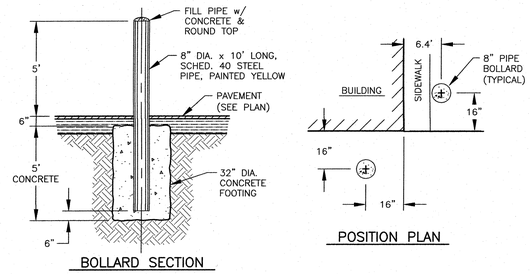
HANDICAP SYMBOL



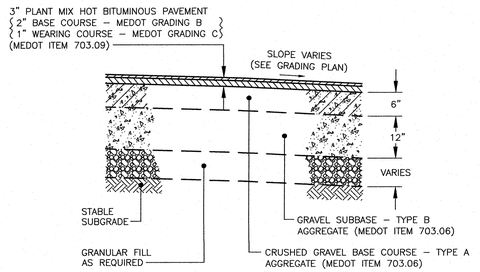
C / C3 STALL PARKING DETAIL — NTS



D / C3 SIGN POST DETAIL — NTS



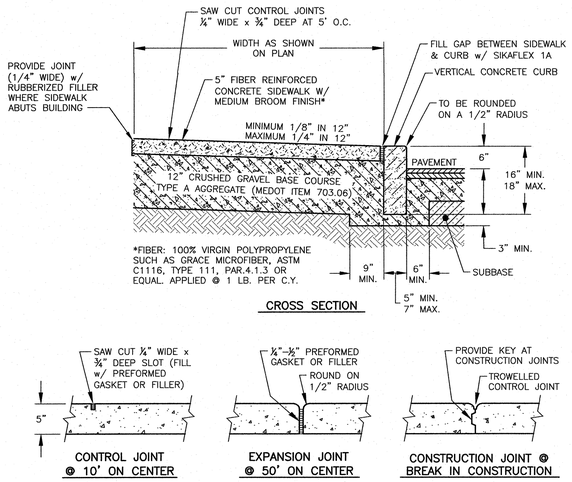
E / C3 PIPE BOLLARDS AT CORNER — NTS



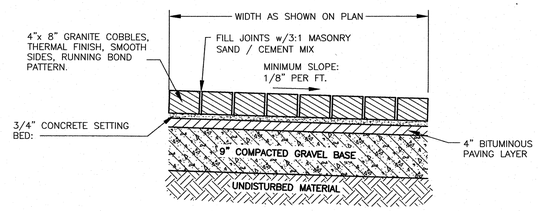
NOTE:
1) AGGREGATE BASE AND SUBBASE COURSES SHALL CONFORM TO SECTIONS 304 AND 703 OF MAINE DOT STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, APRIL 1995.

2) PLANT MIX HOT BITUMINOUS PAVEMENT SHALL CONFORM TO SECTIONS 401, 403, 702 AND 703 OF MAINE DOT STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, APRIL 1995.

F / C4 TYPICAL PAVEMENT CROSS-SECTION — NTS

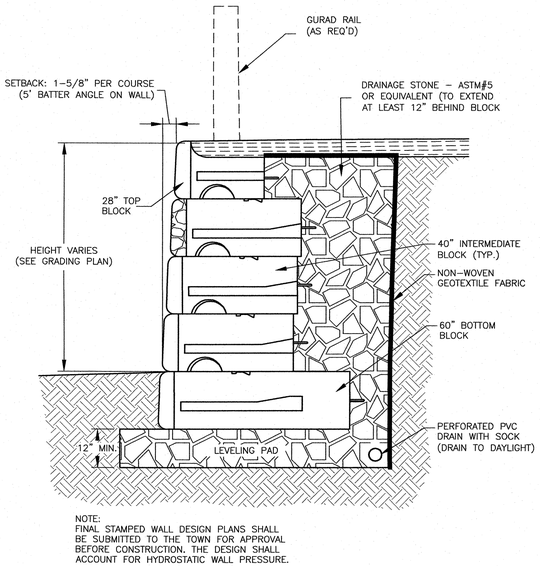


G / C3 PORTLAND CEMENT CONCRETE SIDEWALK (WITH VERTICAL CONCRETE CURB) — NTS



H / C3 COBBLE BAND — NTS

NOTE: A PORTION OF COBBLE BAND IS IN STATE R-O-W. OWNER SHALL KEEP IN GOOD REPAIR AND REPAIR WITHIN 90 DAYS NOTICE OF DEFECT FROM THE MEDOT.



NOTE:
FINAL STAMPED WALL DESIGN PLANS SHALL BE SUBMITTED TO THE TOWN FOR APPROVAL BEFORE CONSTRUCTION. THE DESIGN SHALL ACCOUNT FOR HYDROSTATIC WALL PRESSURE.

I / C4 BLOCK GRAVITY WALL DETAIL — NTS
28" REDI ROCK WALL (OR APPROVED EQUAL)

AMBIT ENGINEERING, INC.
Civil Engineers & Land Surveyors
200 Griffin Road – Unit 3
Portsmouth, N.H. 03801-7114
Tel (603) 430-9282
Fax (603) 436-2315

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WASHBURN REALTY GROUP, LLC
60 ROUTE 236
KITTERY, MAINE

NO.	DESCRIPTION	DATE
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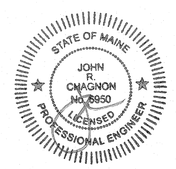
REVISIONS



SCALE: AS SHOWN — JUNE 2019

DETAILS — D2

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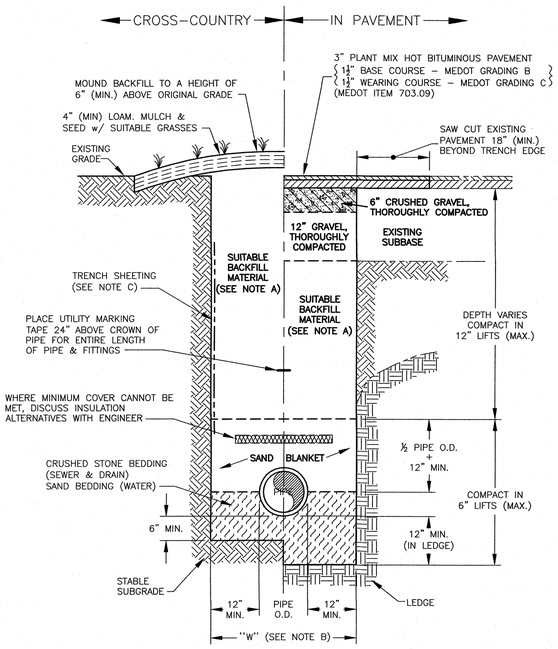


J / C5 TYPICAL PIPE TRENCH

NTS

TRENCH NOTES:

A) TRENCH BACKFILL:
– IN PAVED AREAS, SUITABLE MATERIAL FOR TRENCH BACKFILL SHALL BE THE NATURAL MATERIAL EXCAVATED DURING CONSTRUCTION, BUT SHALL EXCLUDE DEBRIS, PIECES OF PAVEMENT, ORGANIC MATTER, TOP SOIL, ALL WET OR SOFT MUCK, PEAT OR CLAY, ALL EXCAVATED LEDGE MATERIAL, AND ALL ROCKS OVER SIX INCHES IN LARGEST DIMENSION, OR ANY MATERIALS DEEMED TO BE UNACCEPTABLE BY THE ENGINEER.

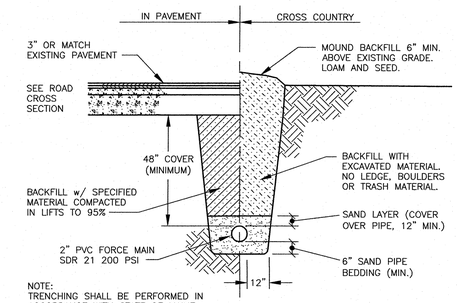
– IN CROSS–COUNTRY CONSTRUCTION, SUITABLE MATERIAL SHALL BE AS DESCRIBED ABOVE, EXCEPT THAT THE ENGINEER MAY PERMIT THE USE OF TOP SOIL, LOAM, MUCK OR PEAT, IF HE IS SATISFIED THAT THE COMPLETED CONSTRUCTION WILL BE ENTIRELY STABLE.

B) "W" = MAXIMUM ALLOWABLE TRENCH WIDTH TO A PLANE 12 INCHES ABOVE THE PIPE. FOR PIPES 15 INCHES NOMINAL DIAMETER OR LESS, W SHALL BE NO MORE THAN 36 INCHES. FOR PIPES GREATER THAN 15 INCHES NOMINAL DIAMETER, W SHALL BE 24 INCHES PLUS PIPE O.D..

C) TRENCH SHEETING:
IF REQUIRED. WHERE SHEETING IS PLACED ALONGSIDE THE PIPE AND EXTENDS BELOW MID–DIAMETER, IT SHALL BE CUT OFF AND LEFT IN PLACE TO AN ELEVATION NOT LESS THAN 1 FOOT ABOVE THE TOP OF THE PIPE. WHERE SHEETING IS ORDERED BY THE ENGINEER TO BE LEFT IN PLACE, IT SHALL BE CUT OFF AT LEAST 3 FEET BELOW FINISHED GRADE, BUT NOT LESS THAN 1 FOOT ABOVE THE TOP OF THE PIPE.

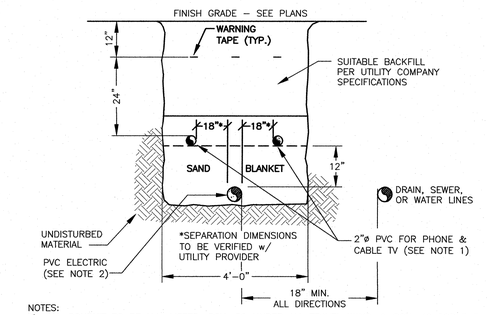
D) MINIMUM PIPE COVER FOR UTILITY MAINS (UNLESS GOVERNED BY OTHER CODES):
- 6' MINIMUM FOR SEWER
- 3' MINIMUM FOR STORMWATER DRAINS
- 5' MINIMUM FOR WATER MAINS

E) ALL PAVEMENT CUTS SHALL BE REPAIRED BY THE INFRARED HEAT METHOD.



L / C5 SEWER FORCE MAIN TRENCH

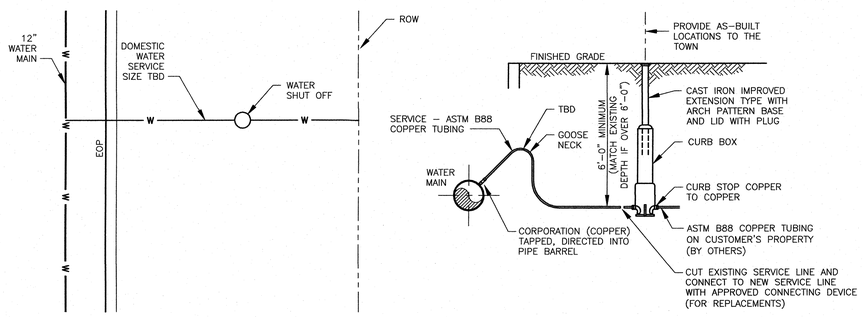
NTS



NOTES:
1) ALL CONDUIT TO BE U.L. LISTED, SCH. 80 UNDER ALL TRAVEL WAYS, & SCH. 40 FOR THE REMAINDER.
2) NORMAL CONDUIT SIZES FOR PSNH ARE 3 INCH FOR SINGLE PHASE PRIMARY AND SECONDARY VOLTAGE CABLES, 4 INCH FOR THREE PHASE SECONDARY, AND 5 INCH FOR THREE PHASE PRIMARY.
3) ALL WORK TO CONFORM TO THE NATIONAL ELECTRICAL CODE (LATEST REVISION)
4) INSTALL A 200# PULL ROPE FOR EACH CONDUIT
5) VERIFY ALL CONDUIT SPECIFICATIONS WITH UTILITY COMPANIES PRIOR TO ANY CONSTRUCTION.

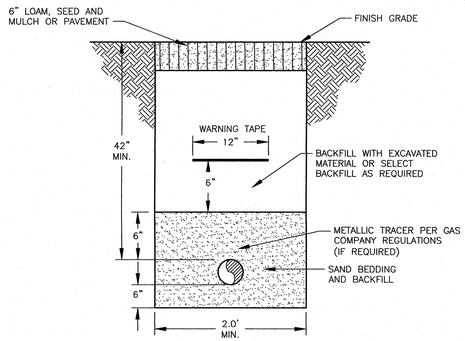
M / C5 UTILITY TRENCH

ELECTRIC/PHONE/CABLE NTS



K / C5 TYPICAL WATER SERVICE CONNECTION

NTS



N / C5 GAS SERVICE TRENCH

NTS

AMBIT ENGINEERING, INC.
Civil Engineers & Land Surveyors
200 Griffin Road – Unit 3
Portsmouth, N.H. 03801–7114
Tel (603) 430–9282
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WASHBURN REALTY GROUP, LLC
60 ROUTE 236
KITTERY, MAINE

NO.	DESCRIPTION	DATE
0	ISSUED FOR COMMENT	6/17/19

REVISIONS

STATE OF MAINE
JOHN R. CHAGNON
No. 9850
LICENSED PROFESSIONAL ENGINEER

SCALE: AS SHOWN JUNE 2019

DETAILS **D3**

FB 29 PG 14

3017

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SAND SPECIFICATION	
SIEVE SIZE	ASTM C33 FINE AGGREGATE SPECIFICATION
3/8"	100
#4	95–100
#8	80–100
#10	50–85
#16	50–85
#30	25–60
#40	50–85
#50	5–30
#100	0–10

FILTRATION BASIN MEDIA

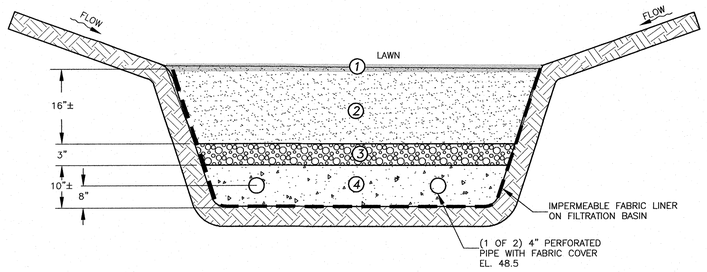
① WET MEADOW SEED MIX

② SOIL FILTER LAYER:
20% – 30% MULCH BY VOLUME, MIXED THOROUGHLY WITH LOAMY, COARSE SAND (70% – 80% BY VOLUME) MEETING THE FOLLOWING GRADATION;

SIEVE NO.	% BY WEIGHT, PASSING
10	85 – 100
20	70 –100
60	15 – 40
200	8 – 15

③ 3/8" PEA STONE

④ 0.75"ø – 1.5"ø CRUSHED STONE, WASHED.



Q C4 UNDERDRAINED FILTRATION BASIN

NTS

FILL BELOW FILTERATION BASIN

SOILS: SOILS PLACED BELOW FILTER BASIN SHALL BE BANK RUN GRAVEL, MANUFACTURED SAND OR MODIFIED 304.1 BEDDING THE MATERIAL SHALL BE TESTED FOR HYDRAULIC CONDUCTIVITY IN TWO PLACES BY A EITHER BOREHOLE TESTING, DOUBLE RING INFILTROMETER TEST, OR AN AMMOZEMETER IN ACCORDANCE WITH NHDES REGULATIONS ENV–WQ 1500. TO ENSURE THE MIN. KSAT = 10 IN/HR).

FILTRATION CONSTRUCTION

SOILS: DO NOT COMPACT SOIL. EXCAVATE BASIN, HAND RAKE STONE, PEA STONE AND MULCH LAYERS.

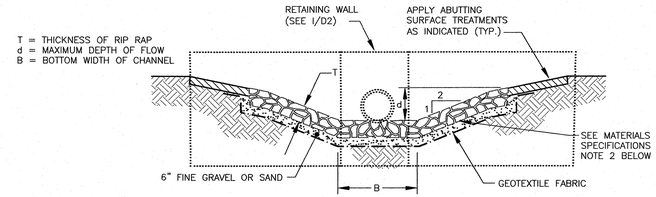
FILTRATION CONSTRUCTION INSPECTION

INSPECT EACH LAYER OF CONSTRUCTION: CONTACT THE DESIGN ENGINEER FOR INSPECTIONS DURING THE CONSTRUCTION PROCESS. CALL FOR INSPECTION BEFORE FILLING EXCAVATION WITH STONE, PEA STONE AND MULCH.

FILTRATION MAINTENANCE

SOILS: VISUALLY INSPECT AND REPAIR EROSION MONTHLY. USE SMALL STONES TO STABILIZE EROSION ALONG DRAINAGE PATHS. CHECK THE pH ONCE OR TWICE A YEAR. APPLY AN ALKALINE PRODUCT, SUCH AS LIMESTONE, IF NEEDED.

IF FILTRATION BASIN FAILS TO EMPTY 72 AFTER A RAINFALL, THE BASIN SHALL BE INSPECTED. IF AFTER INSPECTION IT IS DETERMINED THAT THE ENGINEERED SOIL HAS CLOGGED, THE ENGINEERED SOIL SHALL BE REPLACED. IN THE EVENT OF SOIL REPLACEMENT IN THE FILTRATION BASIN, AN AIRSPADE SHALL BE USED, TO CAREFULLY REMOVE THE SOILS SURROUNDING THE TREE ROOTS. TREE ROOTS ARE TO BE PROTECTED FROM DRYING OUT DURING THE PLACEMENT OF NEW SOILS AND NEW SOILS ARE TO BE REPLACED IMMEDIATELY UPON EXPOSING THE ROOT SYSTEMS.



TYPICAL CROSS–SECTION

MATERIALS SPECIFICATIONS:

1. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF THE MAINE STORMWATER MANAGEMENT BMP MANUAL FOR ROCK RIP RAP.
2. ANCHOR PINS FOR FABRIC SHALL MEET THE REQUIREMENTS OF THE MANUFACTURER OF THE FABRIC.
3. RIP RAP SHALL BE A WELL GRADED MIX OF DURABLE ANGULAR OR SUBANGULAR STONES. FLAT ROCKS SHALL NOT BE USED FOR RIP RAP.

CONSTRUCTION SPECIFICATIONS:

1. THE SUBGRADE FOR THE RIP RAP SHALL BE CLEARED AND GRUBBED TO REMOVE ALL ROOTS, VEGETATION, AND DEBRIS AND PREPARED TO THE LINES AND GRADES SHOWN ON THE PLANS.
2. THE THICKNESS OF THE RIP RAP LAYER (T) SHALL BE 2.25 TIMES THE ROCK dso AS DETERMINED BY THE METHOD IN BEST MANAGEMENT PRACTICE FOR ROCK RIP RAP.
3. GEOTEXTILE FABRIC SHALL BE PROTECTED FROM PUNCTURES OR TEARING DURING PLACEMENT OF THE ROCK RIP RAP BY PLACING A CUSHION OF SAND OR FINE GRAVEL OVER THE FABRIC. DAMAGED AREAS IN THE FABRIC SHALL BE REPAIRED BY PLACING A PIECE OF FABRIC OVER THE DAMAGED AREA OR BY COMPLETE REPLACEMENT OF THE FABRIC. ALL OVERLAPS REQUIRED FOR REPAIRS OR JOINING TWO PIECES OF FABRIC, SHALL BE A MINIMUM OF 12 INCHES.
4. STONE FOR RIP RAP MAY BE PLACED BY EQUIPMENT AND SHALL BE CONSTRUCTED TO THE FULL LAYER THICKNESS IN ONE OPERATION AND IN SUCH A MANNER AS TO PREVENT DISPLACEMENT OF THE UNDERLYING MATERIALS. HAND PLACEMENT MAY BE REQUIRED TO PREVENT DAMAGE TO ANY PERMANENT STRUCTURES.
5. VOIDS IN RIP RAP SHOULD BE FILLED WITH SMALLS AND SMALLER ROCKS.

T C4 RIP RAP LINED OUTLET

NTS

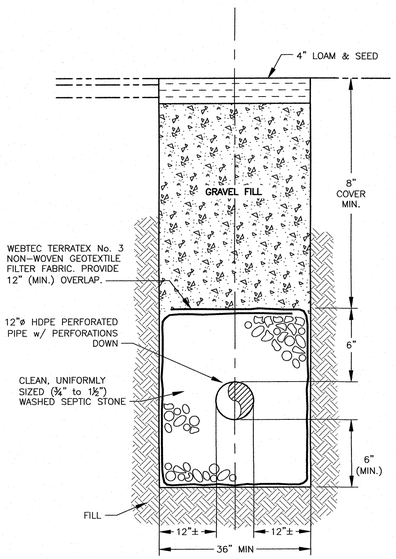
AMBIT ENGINEERING, INC.
Civil Engineers & Land Surveyors
200 Griffin Road – Unit 3
Portsmouth, N.H. 03801–7114
Tel (603) 430–9282
Fax (603) 436–2315

NOTES:

1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1–888–DIG–SAFE (1–888–344–7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY.

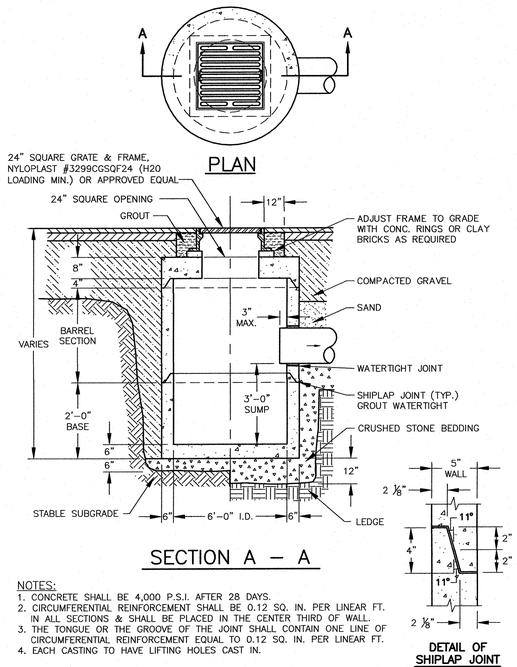
2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE ''MAINE EROSION AND SEDIMENT CONTROL BMP's'' PUBLISHED BY THE MAINE D.E.P. IN 2016.



R C4 INFILTRATION TRENCH DETAIL

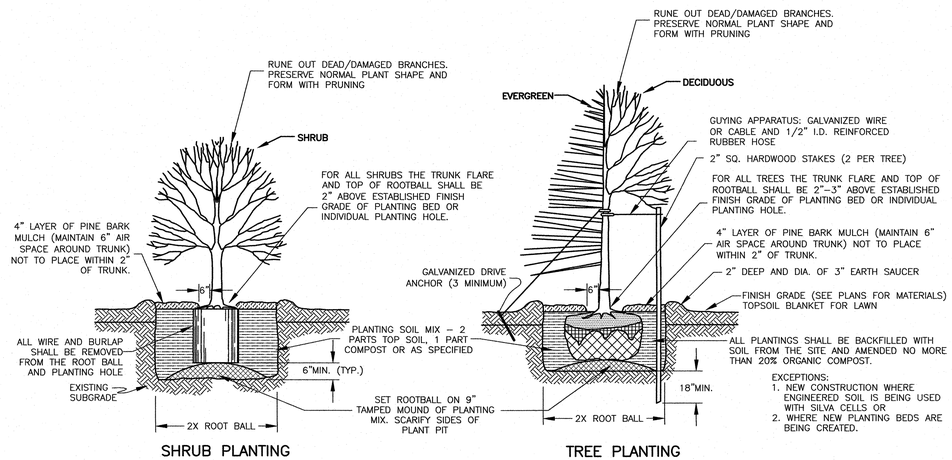
NTS



NOTES:
1. CONCRETE SHALL BE 4,000 P.S.I. AFTER 28 DAYS.
2. CIRCUMFERENTIAL REINFORCEMENT SHALL BE 0.12 SQ. IN. PER LINEAR FT. IN ALL SECTIONS & SHALL BE PLACED IN THE CENTER THIRD OF WALL.
3. THE TONGUE OR THE GROOVE OF THE JOINT SHALL CONTAIN ONE LINE OF CIRCUMFERENTIAL REINFORCEMENT EQUAL TO 0.12 SQ. IN. PER LINEAR FT.
4. EACH CASTING TO HAVE LIFTING HOLES CAST IN.

S C4 REINFORCED CONCRETE CATCH BASIN

NTS



U D3 V D3 SHRUB & TREE PLANTING DETAIL

(SHRUB PLANTING DETAIL APPLIES TO EVERGREEN AND DECIDUOUS SHRUBS)

NTS

WASHBURN REALTY GROUP, LLC
60 ROUTE 236
KITTERY, MAINE

NO.	DESCRIPTION	DATE
1	DETAIL Q/C4	8/22/19
0	ISSUED FOR COMMENT	6/17/19

REVISIONS

STATE OF MAINE JOHN R. CHAGNON No. 9350 LICENSED PROFESSIONAL ENGINEER

SCALE: AS SHOWN JUNE 2019

DETAILS D4

FB 29 PG 14

3017

J:\JOBS\3017 WASHBURN REALTY GROUP, LLC\3017 2019 Site Plan\Plans & Specs\Site\3017 DETAILS.dwg, DETAILS D4

GENERAL SHEET NOTES

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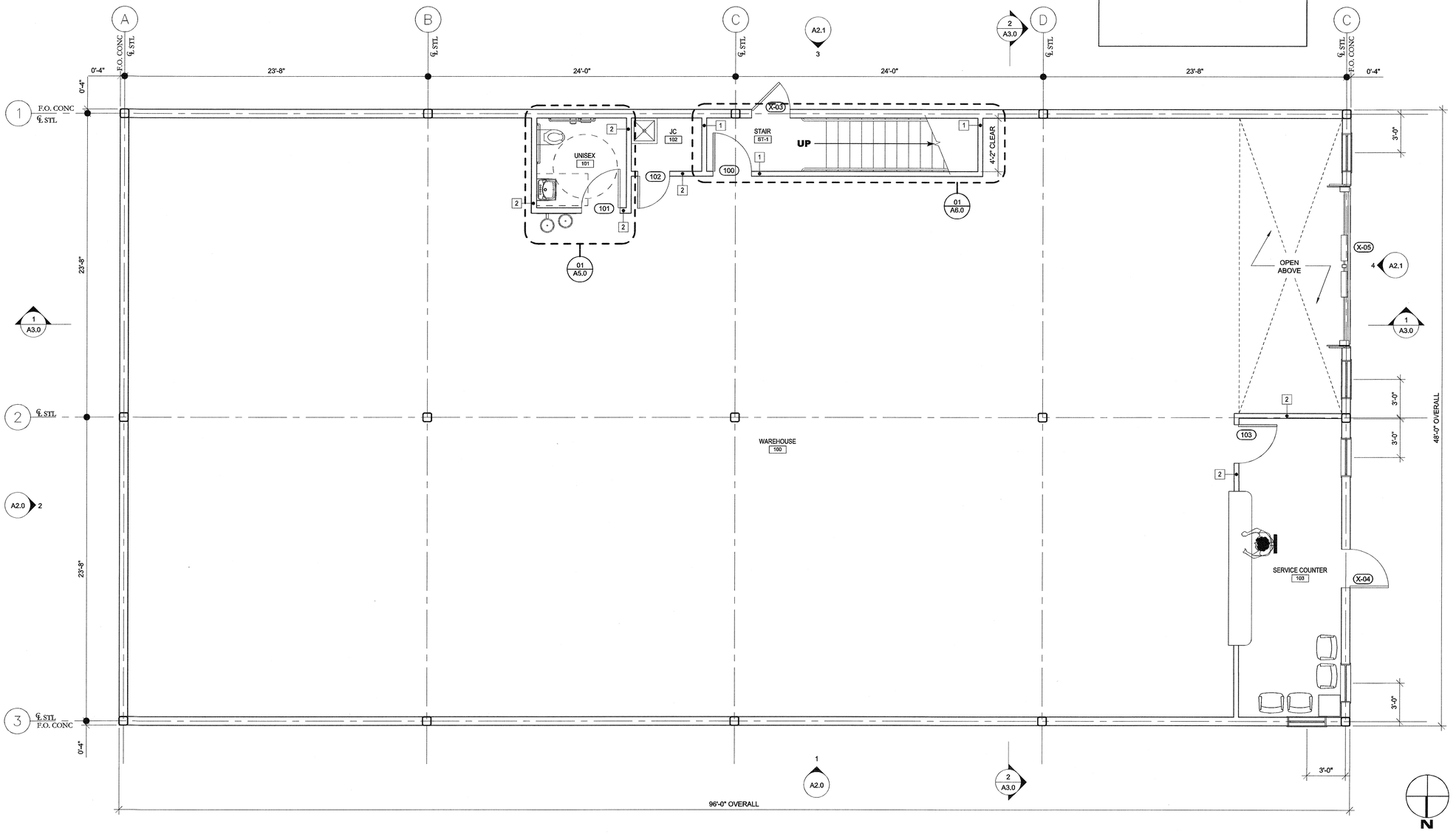


Reduced Size
Not to Scale

First Floor Plan
Scale: 1/4" = 1'-0"

CUSTOM CONCEPTS, INC.
• ARCHITECTURE •
383 U.S. ROUTE 1, SUITE 1a - SCARBOROUGH, MAINE 04074
Phone: (207) 883-0083 WWW.CUSTOMCONCEPTSINC.COM

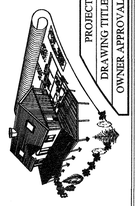
LICENSED ARCHITECT
CHRISTOPHER M. BAKKILA
No. 3197
STATE OF MAINE

NO.	DATE	DESCRIPTION
		REVISIONS

PROJECT: MURRAY SUPPLY CORPORATION
DRAWING TITLE: FLOOR PLANS
OWNER APPROVAL:

JOB NUMBER: 9329-19
DRAWN BY: CMB
SCALE: AS NOTED

Preliminary Design
Design Development
Contract Documents
OWN. REVIEW
CLIENT REVIEW
ESTIMATING
FOR PERMITS
CONSTRUCTION



DATE: AUG. 01, 2019

A1.1

GENERAL SHEET NOTES

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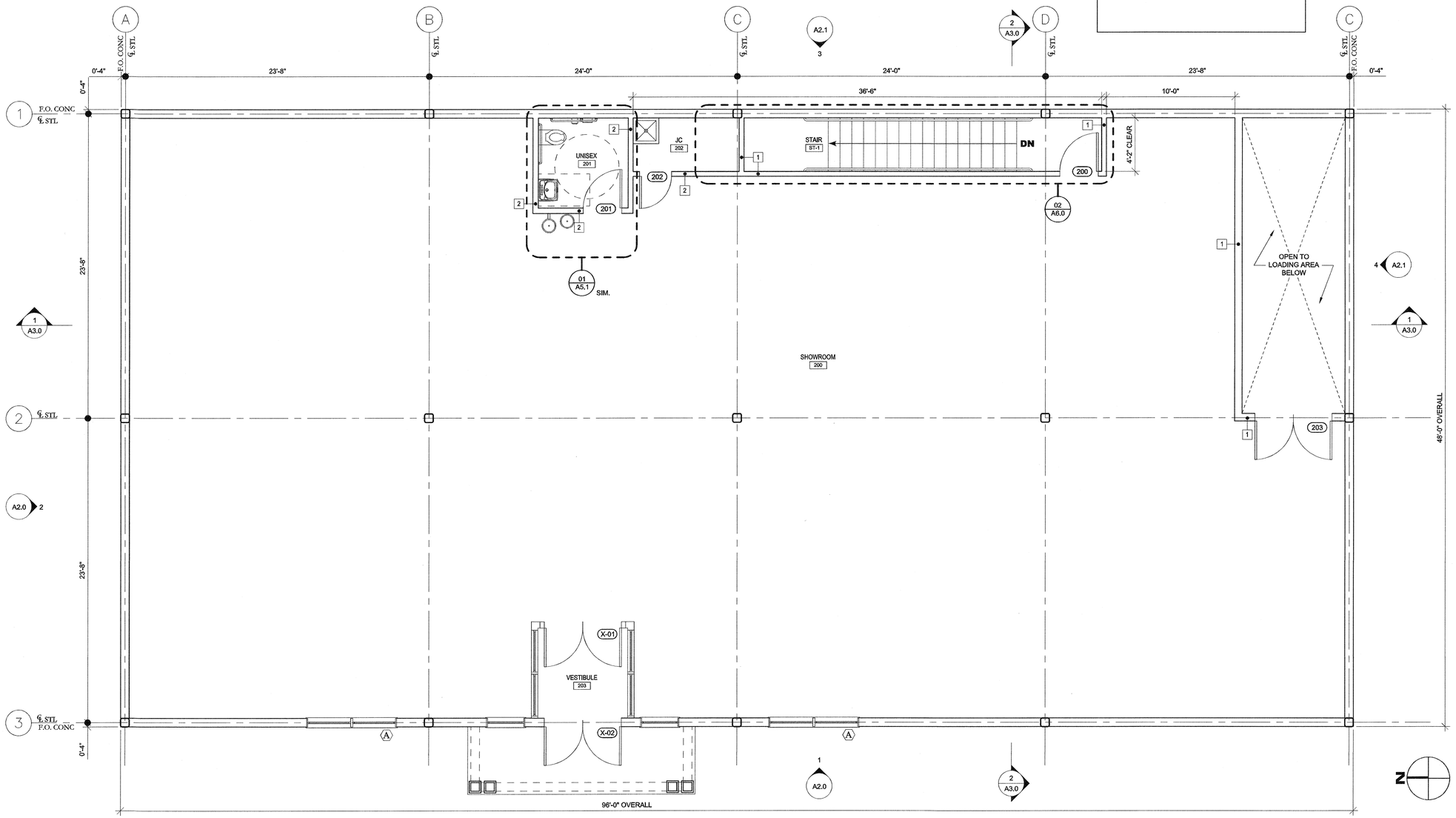

Reduced Size
Not to Scale

Second Floor Plan
Scale: 1/4" = 1'-0"

LICENSED ARCHITECT
CHRISTOPHER M. BAKKILA
No. 3197
STATE OF MAINE

NO.	DATE	DESCRIPTION
		REVISIONS

CUSTOM CONCEPTS, INC.
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Phone: (207) 883-0083 WWW.CUSTOMCONCEPTSINC.COM

Contract Documents — FOR PERMITS, BIDDING & CONSTRUCTION
Design Development — CLIENT REVIEW & PRICING ESTIMATING
Preliminary Design — CLIENT REVIEW & CONSTRUCTION

JOB NUMBER: 9329-19
DRAWN BY: CMB
SCALE: AS NOTED
PROJECT: MURRAY SUPPLY CORPORATION
DRAWING TITLE: FLOOR PLANS
OWNER APPROVAL:

DATE: AUG. 01, 2019

A1.2

GENERAL SHEET NOTES

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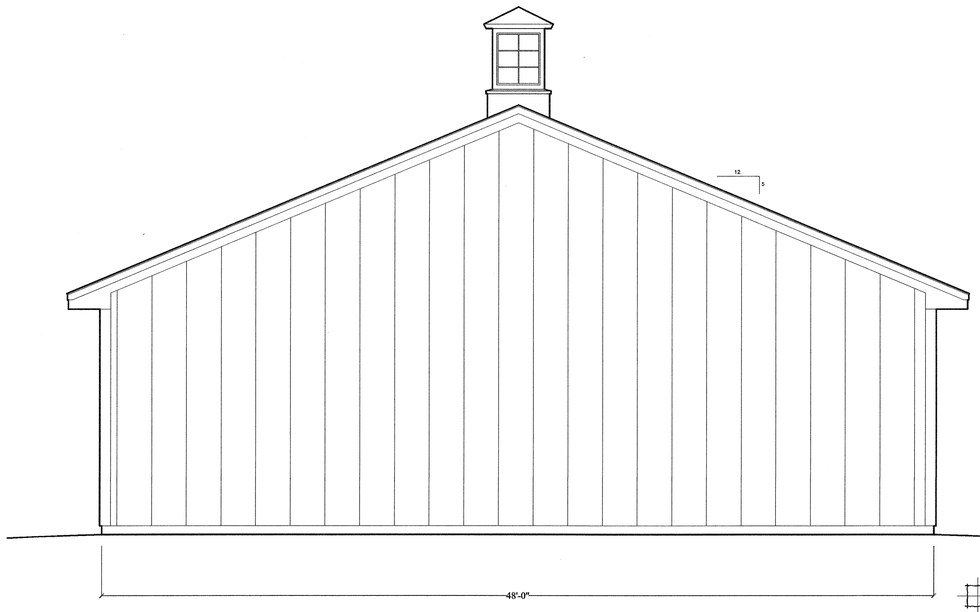
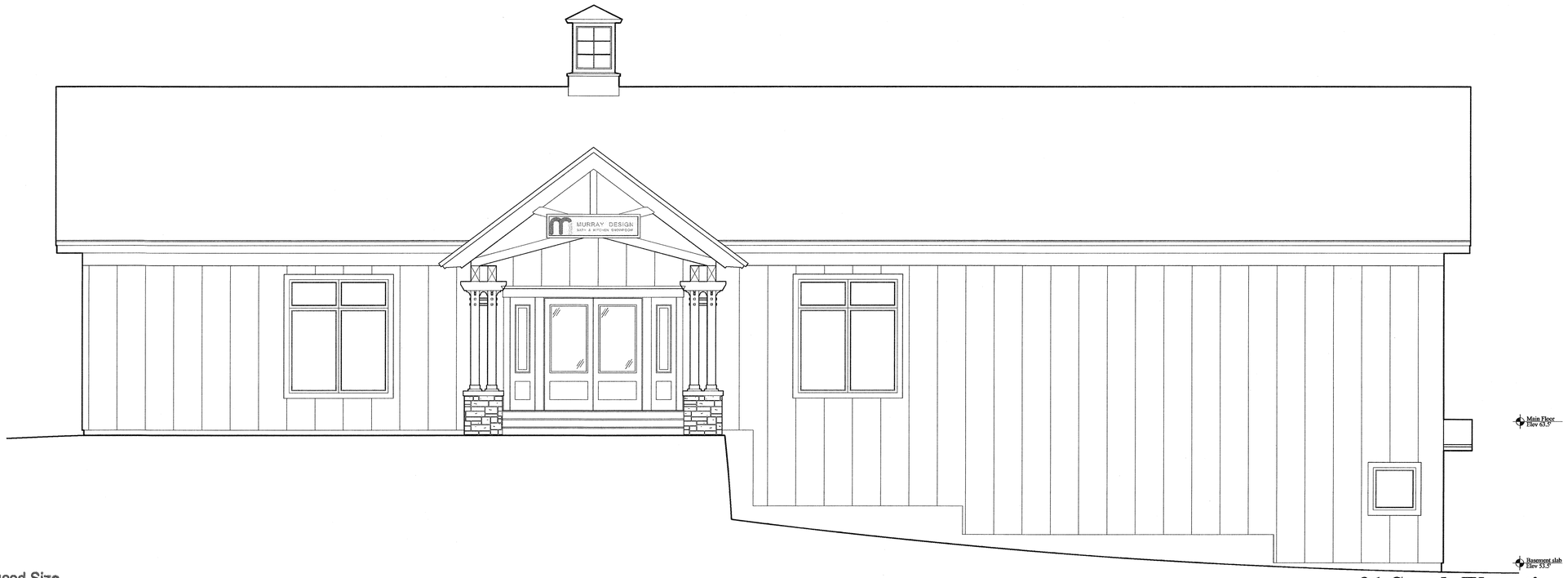


02 West Elevation
Scale: 1/4" = 1'-0"



01 South Elevation
Scale: 1/4" = 1'-0"

Reduced Size
Not to Scale

LICENSED ARCHITECT
CHRISTOPHER M. BAKKILA
No. 3197
STATE OF MAINE

REVISIONS

NO.	DATE	DESCRIPTION

Preliminary Design
Design Development
Contract Documents
CLIENT REVIEW ONLY - NOT FOR CONSTRUCTION
CLIENT REVIEW AND COST ESTIMATING
For Permits, Bids, And Construction

CUSTOM CONCEPTS, INC.
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Phone: (207) 883-0083 WWW.CUSTOMCONCEPTSINC.COM

PROJECT: MURRAY SUPPLY CORPORATION
DRAWING TITLE: FLOOR PLANS
OWNER APPROVAL:

JOB NUMBER: 9329-19
DRAWN BY: CMB
SCALE: AS NOTED

DATE: AUG. 01, 2019

A2.0

GENERAL SHEET NOTES

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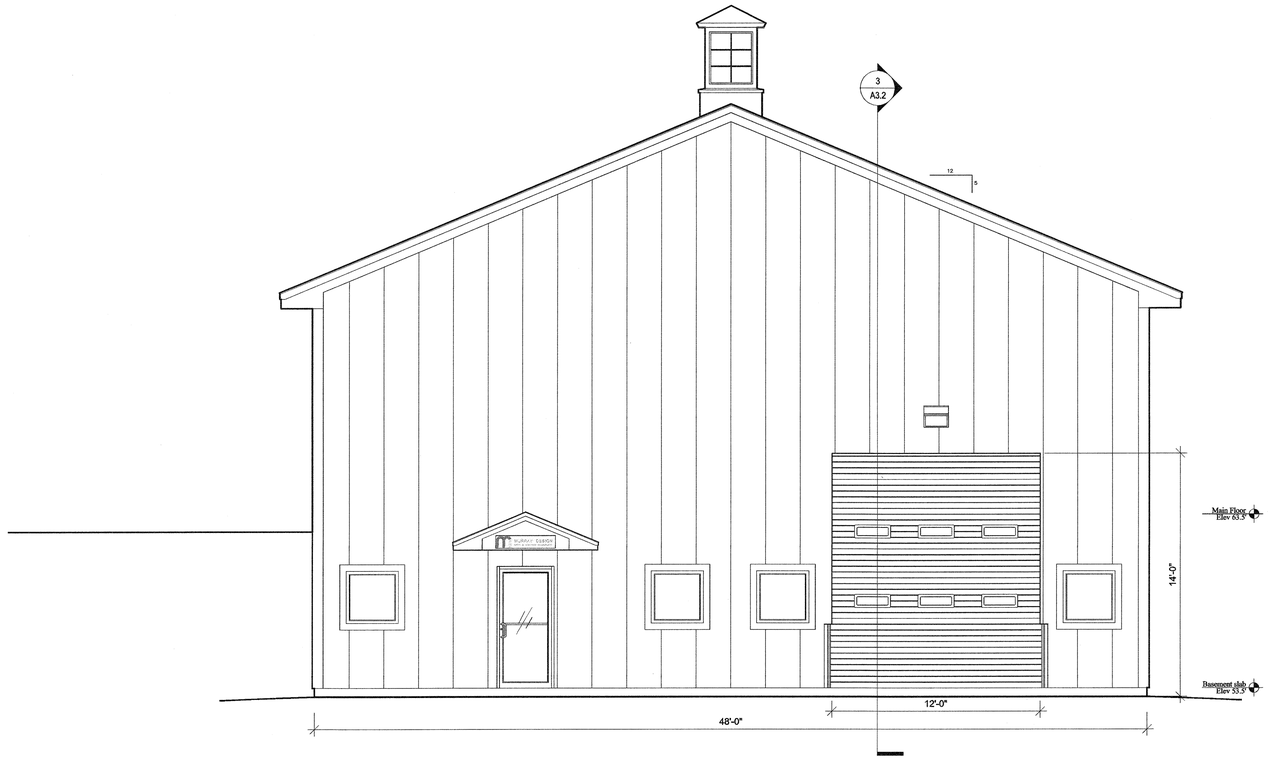
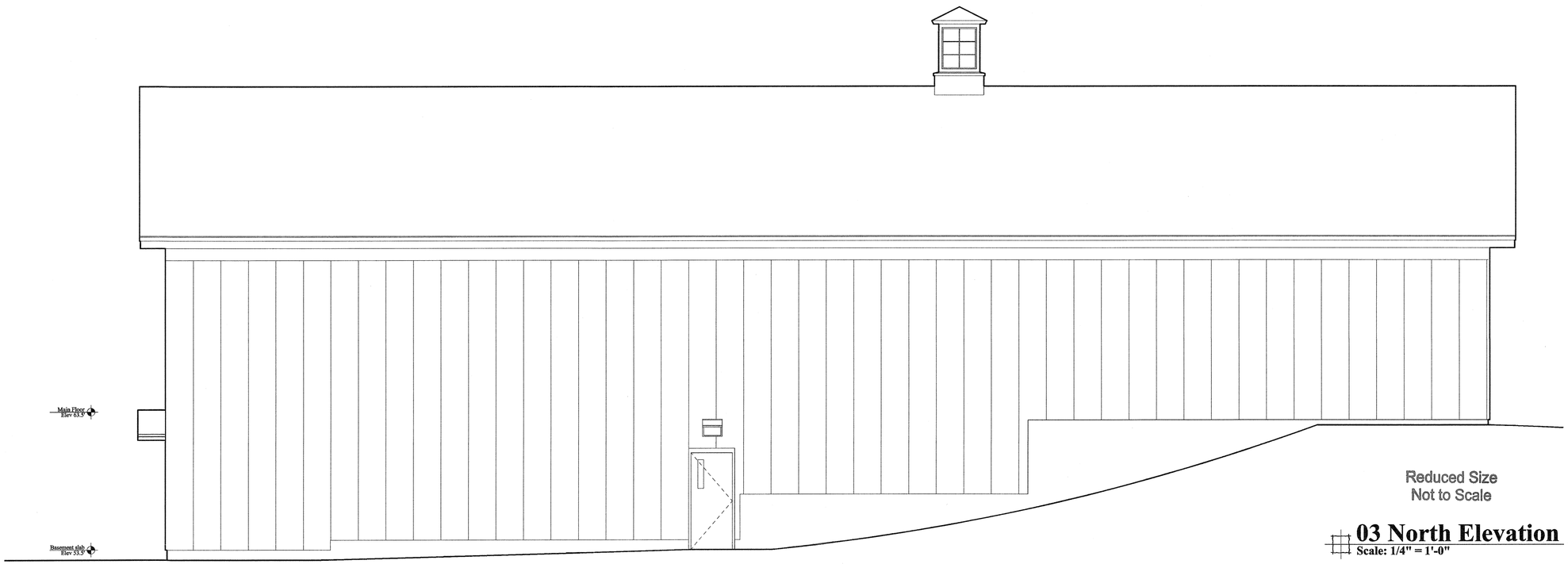


04 East Elevation
Scale: 1/4" = 1'-0"



Reduced Size
Not to Scale

03 North Elevation
Scale: 1/4" = 1'-0"

LICENSED ARCHITECT
CHRISTOPHER M. BAKKILA
No. 3197
STATE OF MAINE

NO.	DATE	DESCRIPTION

REVISIONS

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Contract Documents — FOR PERMITS, BIDDING & CONSTRUCTION
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JOB NUMBER: 9329-19
DRAWN BY: CMB
SCALE: AS NOTED

PROJECT: MURRAY SUPPLY CORPORATION
DRAWING TITLE: FLOOR PLANS
OWNER APPROVAL:

DATE: AUG. 01, 2019

A2.1