

CITY OF LEWISTON
PLANNING BOARD MEETING
Monday, September 8, 2014 – 5:30 P.M.
City Council Chambers – First Floor
Lewiston City Building
27 Pine Street, Lewiston

AGENDA

I. ROLL CALL

II. ADJUSTMENTS TO THE AGENDA

III. CORRESPONDENCE

IV. PUBLIC HEARINGS:

To consider an application submitted by Sebago Technics on behalf of Central Maine Medical Center for the demolition of an existing structure and to construct a 14 space parking facility at 57 Lowell Street.

V. OTHER BUSINESS:

- a) Deschaine Heights Subdivision – de minimis change request.
- b) Planning Board appointment to Lewiston School Department Redistricting Committee.
- c) Update on the comprehensive plan.
- d) Request to schedule a Planning Board meeting on October 6, 2014.
- e) Any other business Planning Board Members may have relating to the duties of the Lewiston Planning Board.

VI. READING OF THE MINUTES: Motion to adopt the July 28, 2014 and August 11, 2014 draft minutes

VII. ADJOURNMENT



CITY OF LEWISTON

Department of Planning & Code Enforcement



TO: Planning Board
FROM: David Hediger, City Planner
DATE: September 4, 2014
RE: September 8, 2014 Planning Board Agenda Item IV(a)

An application submitted by Sebago Technics on behalf of Central Maine Medical Center for the demolition of an existing structure and to construct a 14 space parking facility at 57 Lowell Street.

Sebago Technics on behalf of Central Maine Medical Center (CMMC) has submitted an application for the construction of a 14 space parking lot on a 3,920 square foot lot at 57 Lowell Street. The property currently consists of a 2-unit dwelling that will be demolished and is located in the Centreville district in which parking is allowed as a permitted use. This parking lot will tie into the existing six space lot at 22 Hammond Street.

Staff has been working closely with the applicant's representative to address concerns and questions. The applicant has since provided revised plans and documentation referencing most of staff comments. Staff notes the following with respect to the proposed development:

- The proposed project is small in size, resulting in approximately 1,290 square feet of additional impervious area. However, the project is subject to delegated review approval by the City on behalf of DEP; hence the reason for development review approval from the Board. The proposed improvements will result in approximately 4.4 acres of total impervious area on the CMMC campus. This falls within the City's seven acre threshold for delegated review.
- Staff has noted that additional screening may need to be installed abutting 53 Maple Street. The applicant has indicated existing woody vegetation will likely remain on site as construction progresses. Staff is of the opinion the existing vegetation does not satisfy the buffering requirements and recommends as a condition that the site plan be amended to provide additional screening abutting 53 Maple Street. This may be a staggered row of evergreen plantings or opaque fencing installed along the top of the bank.
- The applicant has indicated that a lighting company has been hired to review the need for parking lot lighting. Presently, no lighting is proposed. The lot must be properly illuminated. Lighting must be full cut off fixtures with a recommended pole height should not exceed 20'. Staff recommends as a condition of approval a lighting plan be submitted prior to construction the parking lot.

No other concerns have been raised by city staff. Therefore, approval is recommended pursuant to Article XIII, Section 4 Zoning and Land Use Code with the following conditions:

- Prior to the issuance of permits for construction of the parking lot, the site plan be amended to provide additional screening abutting 53 Maple Street; and, is amended to show parking lot lighting if deemed necessary.

ACTIONS NECESSARY

1. Make a motion to consider an application submitted by submitted by Sebago Technics on behalf of Central Maine Medical Center for the demolition of an existing structure and to construct a 14 space parking facility at 57 Lowell Street.
2. Obtain input on the application;
3. Make a determination that the application is complete;
4. Make finding that the application meets all of the necessary criteria contained in the Zoning and Land Use Code, including Article XIII, Section 4 of the Zoning and Land Use Code and to grant approval to Central Maine Medical Center for the demolition of an existing structure and to construct a 14 space parking facility at 57 Lowell Street (subject to any concerns raised by the Planning Board or staff).



CIVIL ENGINEERING • SURVEYING • LANDSCAPE ARCHITECTURE

DEVELOPMENT REVIEW APPLICATION

To

City of Lewiston

For

Lowell Street Parking Facility

On behalf of

Central Maine Medical Center

300 Main Street

Lewiston, Maine 04240

August 2014

September 4, 2014
14193

Mr. David Hediger
City Planner / Deputy Director, Department of Planning and Code Enforcement
City of Lewiston
27 Pine Street
Lewiston, Maine 04240

Response to Site Plan Review Comments
Central Maine Medical Center
Parking Lot Facility; Lowell Street & Hammond Street

Response to Site Plan Review Comments

Dear Mr. Hediger:

On behalf of Central Maine Medical Center (CMMC), Sebago Technics is pleased to submit this comments response letter and enclosed plans in response to City Staff review comments for the above reference project.

Review comments from Department of Public Works

Comment - Sheet 2 - An insert tee will not be allowed for the connection to the existing stormdrain. A Drainage manhole shall be added at this location.

Response - The connection to the existing 24-inch storm drain within Lowell Street has been revised to a new manhole as requested.

Comment - Sheet 5 - The Typical Trench Section detail should be revised to include crushed stone backfill to 6" above the proposed pipe within the City right of way, select backfill will not be allowed.

Response - A Typical Trench Section - Lowell Street Right of Way detail has been added to the plan set which indicates crushed stone backfill 6-inches above the top of pipe.

Comment - The following details should be added to the plans, Trench Restoration for Lowell Street, Sidewalk Restoration for Lowell Street, Remove and Reset Curb Detail including concrete bedding

Response – The requested details have been added to the plan set.

Review comments from Planning and Code Enforcement

Comment - Based upon the proposed grading, additional screening may need to be installed abutting 53 Maple (Lowell) Street. This may be a staggered row of evergreen plantings or opaque fencing installed along the top of the bank.

Response – No additional screening is shown at this time as a majority of the existing vegetation is being retained. Additionally, onsite conditions may permit the grading to be accomplished in such a way as to limit any proposed changes to the existing vegetation.

Comment - A minimum of two street trees 2.5 inch caliper should be planted along Lowell Street.

Response – Two 2.5-inch caliper street trees have been added along Lowell Street as requested.

Comment - Streets on the plan are mislabeled.

Response – Street labels have been revised accordingly.

Comment - Project is subject to delegated review from DEP. This project subject to site law requirements; therefore, stormwater quality is a requirement. Please address.

Response – Pursuant to Maine Revised Statute Title 38, Chapter 3 §488, Item 29; "Exemption for new construction at or modification of existing development"; new construction at or modification of an existing licensed development that is permitted pursuant to this article is exempt from review under this article if the additional disturbed area not to be revegetated does not exceed 10,000 square-foot ground area in any calendar year and does not exceed 20,000 square-foot ground area total. As the proposed parking lot development is under the 10,000 square-foot ground cover threshold, this exemption applies.

Comment - Parking lot must be properly illuminated. Lighting must be full cut off fixtures. Pole height should not exceed 20'.

Response – A lighting company has been retained to review the proposed parking lot illumination.

Comment - If development has not occurred as defined within the scope of the Zoning and Land Use Code within two years, development review approval shall expire, pursuant to Article XIII, Section 11.

Response – No response needed.

We look forward to discussing this project with the Planning Board in the near future. If you have any questions or require any additional information please let me know.

Please call me if you have questions or require additional information.

Sincerely,

SEBAGO TECHNICS, INC.



Christopher C. Branch P.E.
Regional Manager

CCB:pdo

Enc.

cc: Daniel Bickford, Central Maine Medical Center

250 Commerce Road - Suite 11, Lewiston, ME 04240-2000, Fax: 207-252-0125

250 Commerce Road - Suite 11, Lewiston, ME 04240-2000, Fax: 207-252-0125

August 22, 2014
14193

Mr. David Hediger
City Planner / Deputy Director, Department of Planning and Code Enforcement
City of Lewiston
27 Pine Street
Lewiston, Maine 04240

**Site Plan Application: Central Maine Medical Center
Parking Lot Facility; Lowell Street & Hammond Street**

Dear Mr. Hediger:

On behalf of Central Maine Medical Center (CMMC), Sebago Technics is pleased to submit the attached Site Plan application for proposed expansion to the CMMC parking facility located off Hammond Street. CMMC recently purchased the developed parcel identified as Lot 158 on Lewiston Assessor Map 206, otherwise identified as 57 Lowell Street. This parcel is currently developed with a single family home with associated residential driveway/off-street parking. Central Maine Medical Center is proposing to demolish the existing structure and to expand the existing Hammond Street parking facility (K Lot) by constructing 14 additional parking spaces. No additional curb openings are proposed as part of this work, the parking lot will be accessed through the existing curb openings off Hammond Street with left turn only for existing as Hammond Street is a one-way road. The project will result in the elimination of the curb opening off Lowell Street which served the 57 Lowell Street residence.

The parking expansion will take place on three separate parcels, all under the ownership of CMMC; they are identified on Lewiston Assessor Map 206, Lots 156, 157, and 158. Lots 156 and 157 are currently developed as the Hammond Street (K Lot) parking facility. The presented impervious surface area/ratio and building area/lot coverage include improvements existing and proposed on the three lots under CMMC ownership listed above.

The proposed improvements will result in the disturbance of approximately 5,000 square-feet and the creation of 1,290 square-feet of impervious surface. The parking facility will be expanded by the proposed 14 parking spaces which results in a net increase of 2,530 square-feet of paved surface.

- j. *Utilities* – Parking lot lighting is proposed and will require electrical service, which is proposed as underground electrical conduits to the proposed lighting, as depicted on the plans.
- k. *Natural features* – To the greatest extent possible the existing wooded area abutting the residential structure on Lowell Street will be preserved.
- l. *Groundwater protection* – The proposed use of the site is not anticipated to generate significant groundwater contaminates.
- m. *Water and air pollution* – The proposed use of the site is not anticipated to generate significant air or water pollution.
- n. *Exterior Lighting* – One pole mounted fixtures are proposed within the parking lot to provide adequate lighting with house side shields.
- o. *Waste Disposal* – The proposed use of the site is not a significant generator of solid waste. A trash can is located in the court-yard area of the existing parking facility.
- p. *Lot Layout* – The three parcels where the improvements are proposed are existing lots of record.
- q. *Landscaping* – Landscaping is not proposed. Existing wooded vegetation will be maintained to the greatest extent possible and the frontage along Lowell Street will be a grassed area.
- r. *Shoreland relationship* – Not applicable.
- s. *Open space* – An existing court-yard area within the parking facility will be maintained. This area includes a picnic table and several benches.
- t. *Technical and financial capacity* – The Applicant is Central Maine Medical Center, which has been a prominent fixture of the Lewiston Community since the 1890's. The Applicant through their numerous project undertakings within the City and surrounding areas has demonstrated their technical and financial capacity to expand an existing parking facility by 14 additional spaces.
- u. *Buffering* - To the greatest extent possible the existing wooded area abutting the residential structure on Lowell Street will be preserved.
- v. *Compliance with district regulations* – A commercial parking facility is a permitted use within the Centreville District. The Space and Bulk Standards for the Centreville District have been observed and complied with as indicated in the Development Review Application.
- w. *Design consistent with performance standards* – The construction of the parking lot expansion shall comply with the applicable sections of the performance standards.

We look forward to discussing this project with the Planning Board in the near future. If you have any questions or require any additional information please let me know.

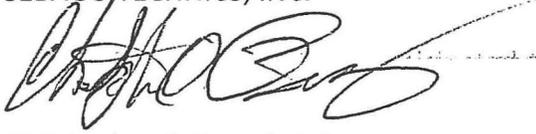
Mr. Bickford
14193

August 22, 2014

Please call me if you have questions or require additional information.

Sincerely,

SEBAGO TECHNICS, INC.



Christopher C. Branch P.E.
Regional Manager

CCB:pdo

Enc.

cc: Daniel Bickford, Central Maine Medical Center

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Cover Letter

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Attachment 2 Project Maps

Attachment 3 Right, Title, Interest

Attachment 4 Stormwater Management Plan

Attachment 1

Application for Development Review

PROJECT DATA

The following information is required where applicable, in order to complete the application

IMPERVIOUS SURFACE AREA/RATIO

Existing Total Impervious Area	<u>14,345</u>	sq. ft.
Proposed Total Paved Area	<u>15,635</u>	sq. ft.
Proposed Total Impervious Area	<u>15,635</u>	sq. ft.
Proposed Impervious Net Change	<u>+1,290</u>	sq. ft.
Impervious surface ratio existing	<u>76.5</u>	% of lot area
Impervious surface ratio proposed	<u>83.5</u>	% of lot area

BUILDING AREA/LOT

COVERAGE

Existing Building Footprint	<u>1,240 +/-</u>	sq. ft.
Proposed Building Footprint	<u>0</u>	sq. ft.
Proposed Building Footprint Net change	<u>-1,240 +/-</u>	sq. ft.
Existing Total Building Floor Area	<u>2,350 +/-</u>	sq. ft.
Proposed Total Building Floor Area	<u>0</u>	sq. ft.
Proposed Building Floor Area Net Change	<u>-2,350 +/-</u>	sq. ft.
New Building	<u>n/a</u>	(yes or no)
Building Area/Lot coverage existing	<u>31</u>	% of lot area
Building Area/Lot coverage proposed	<u>0</u>	% of lot area

ZONING

Existing Centerville District (CV)

Proposed, if applicable n/a

LAND USE

Existing Single Fam residence, Parking lot

Proposed Parking lot

RESIDENTIAL, IF APPLICABLE

Existing Number of Residential Units	<u>1</u>
Proposed Number of Residential Units	<u>0</u>
Subdivision, Proposed Number of Lots	<u>N/A</u>

PARKING SPACES

Existing Number of Parking Spaces	<u>25</u>
Proposed Number of Parking Spaces	<u>39</u>
Required Number of Parking Spaces	<u>N/A</u>
Number of Handicapped Parking Spaces	<u>2</u>

ESTIMATED COST OF PROJECT

DELEGATED REVIEW AUTHORITY CHECKLIST

SITE LOCATION OF DEVELOPMENT AND STORMWATER MANAGEMENT

Existing Impervious Area	<u>14,345</u>	sq. ft.
Proposed Disturbed Area	<u>5,600</u>	sq. ft.
Proposed Impervious Area	<u>15,635</u>	sq. ft.

- 1. If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with MDEP.*
- 2. If the proposed impervious area is greater than one acre including any impervious area crated since 11/16/05, then the applicant shall apply for a MDEP Stormwater Management Permit, Chapter 500, with the City.*
- 3. If total impervious area (including structures, pavement, etc) is greater than 3 acres since 1971 but less than 7 acres, then the applicant shall apply for a Site Location of Development Permit with the City. If more than 7 acres then the application shall be made to MDEP unless determined otherwise.*
- 4. If the development is a subdivision of more than 20 acres but less than 100 acres then the applicant shall apply for a Site Location of Development Permit with the City. If more than 100 acres then the application shall be made to MDEP unless determined otherwise.*

TRAFFIC ESTIMATE

Total traffic estimated in the peak hour-existing N/A passenger car equivalents (PCE)
(Since July 1, 1997)

Total traffic estimated in the peak hour-proposed (Since July 1, 1997) N/A passenger car equivalents (PCE)
If the proposed increase in traffic exceeds 100 one-way trips in the peak hour then a traffic movement permit will be required.

Zoning Summary

1. Property is located in the Centreville zoning district.
 2. Parcel Area: .091 acres / 3,965 square feet(sf).

Regulations	Required/Allowed	Provided
Min Lot Area	<u>None</u>	<u>/ 3,965 s.f.</u>
Street Frontage	<u>25</u>	<u>/ 50ft</u>
Min Front Yard	<u>None</u>	<u>/ 10ft</u>
Min Rear Yard	<u>None</u>	<u>/ 0ft</u>
Min Side Yard	<u>None</u>	<u>/ 10</u>
Max. Building Height	<u>>20, <150</u>	<u>/ N/A</u>
Use Designation	<u>Single Fam.</u>	<u>/ Parking Facility</u>
Parking Requirement	<u>1 space/ per square feet of floor area</u>	
Total Parking:	<u>N/A</u>	<u>/ 39</u>
Overlay zoning districts (if any):	<u>None / /</u>	
Urban impaired stream watershed?	<u>YES/NO If yes, watershed name No</u>	

DEVELOPMENT REVIEW APPLICATION SUBMISSION

Submission shall include payment of fee and fifteen (15) complete packets containing the following materials:

1. Full size plans containing the information found in the attached sample plan checklist.
2. Application form that is completed and signed.
3. Cover letter stating the nature of the project.
4. All written submittals including evidence of right, title and interest.
5. Copy of the checklist completed for the proposal listing the material contained in the submitted application.

Refer to the application checklist for a detailed list of submittal requirements.

L/A's development review process and requirements have been made similar for convenience and to encourage development. Each City's ordinances are available online at their prospective websites:

Auburn: www.auburnmaine.org under City Departments/ Planning and Permitting/Land Use Division/Zoning Ordinance

Lewiston: <http://www.ci.lewiston.me.us/clerk/ordinances.htm> Refer to Appendix A of the Code of Ordinances

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, I certify that the City's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

This application is for development review only; a Performance Guarantee, Inspection Fee, Building Permit Application and other associated fees and permits will be required prior to construction.

Signature of Applicant:	Date:
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Development Review Checklist

City of Auburn Planning and Permitting Department
City of Lewiston Department of Planning and Code Enforcement



THE FOLLOWING INFORMATION IS REQUIRED WHERE APPLICABLE TO BE SUBMITTED FOR AN APPLICATION TO BE COMPLETE

PROJECT NAME: Lowell Street Parking Facility

PROPOSED DEVELOPMENT ADDRESS and PARCEL #: 57 Lowell Street (Map 206, Lots 156, 157, 158)

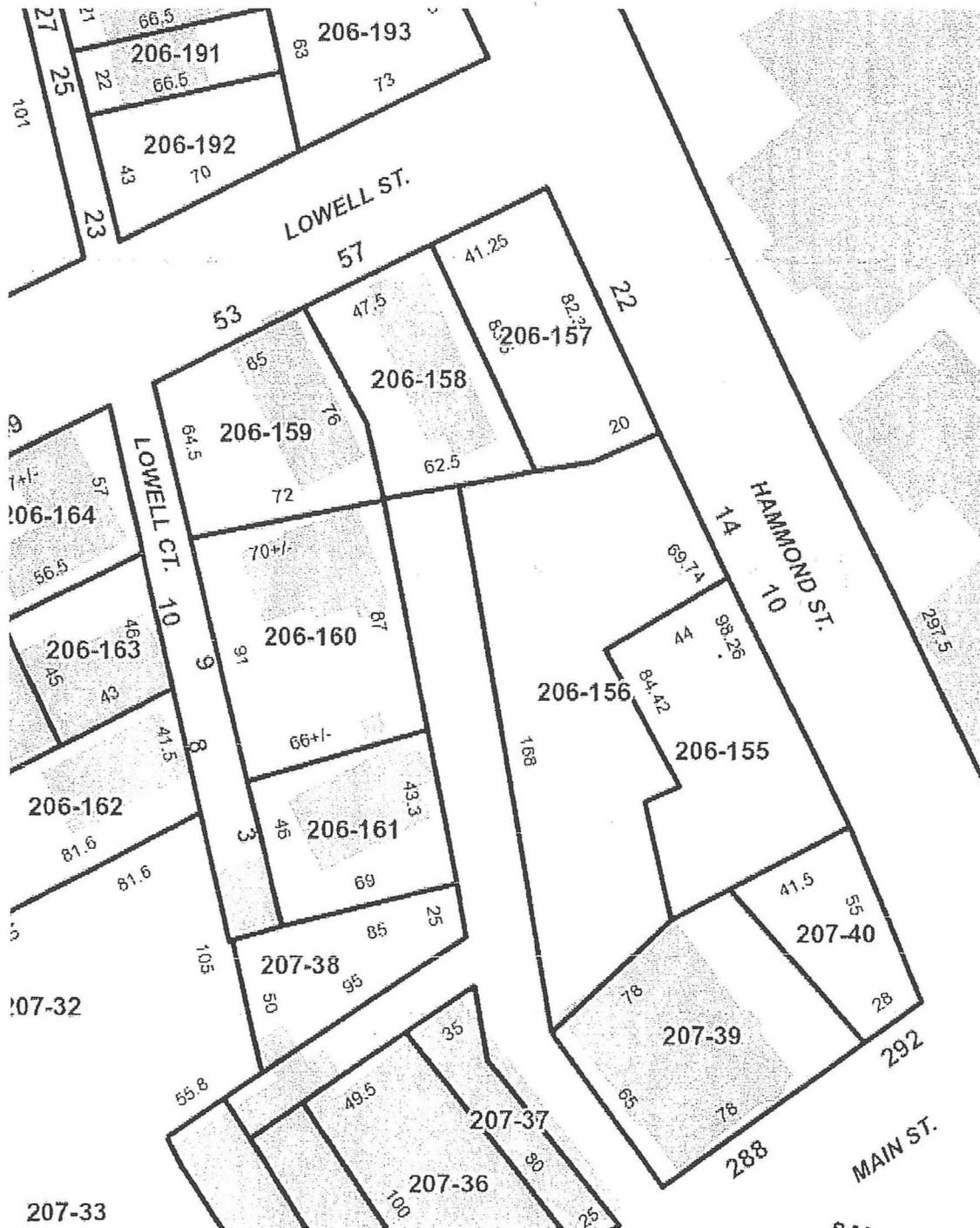
Required Information	Check Submitted		Applicable Ordinance	
	Applicant	Staff	Lewiston	Auburn
Site Plan				
Owner's Names/Address	X			
Names of Development	X			
Professionally Prepared Plan	X			
Tax Map or Street/Parcel Number	X			
Zoning of Property	X			
Distance to Property Lines	X			
Boundaries of Abutting land	X			
Show Setbacks, Yards and Buffers	X			
Airport Area of Influence (Auburn only)	N/A			
Parking Space Calcs	N/A			
Drive Openings/Locations				
Subdivision Restrictions	N/A			
Proposed Use	X			
PB/BOA/Other Restrictions				
Fire Department Review				
Open Space/Lot Coverage	N/A			
Lot Layout (Lewiston only)				
Existing Building (s)	X			
Existing Streets, etc.	X			
Existing Driveways, etc.	X			
Proposed Building(s)	N/A			
Proposed Driveways	X			
Landscape Plan				
Greenspace Requirements	N/A			
Setbacks to Parking	N/A			
Buffer Requirements	N/A			
Street Tree Requirements	N/A			
Screened Dumpsters	N/A			

	Additional Design Guidelines	N/A			
	Planting Schedule	N/A			
Stormwater & Erosion Control Plan					
	Compliance w/ chapter 500	X			
	Show Existing Surface Drainage	X			
	Direction of Flow	X			
	Location of Catch Basins, etc.	X			
	Drainage Calculations	X			
	Erosion Control Measures	X			
	Maine Construction General Permit	X			
	Bonding and Inspection Fees				
	Post-Construction Stormwater Plan	X			
	Inspection/monitoring requirements				
	Third Party Inspections (Lewiston only)				
Lighting Plan					
	Full cut-off fixtures	N/A			
	Meets Parking Lot Requirements				
Traffic Information					
	Access Management	N/A			
	Signage	N/A			
	PCE - Trips in Peak Hour	N/A			
	Vehicular Movements	N/A			
	Safety Concerns	N/A			
	Pedestrian Circulation	N/A			
	Police Traffic	N/A			
	Engineering Traffic	N/A			
Utility Plan					
	Water	N/A			
	Adequacy of Water Supply	N/A			
	Water main extension agreement	N/A			
	Sewer	N/A			
	Available city capacity	N/A			
	Electric	N/A			
	Natural Gas	N/A			
	Cable/Phone	N/A			
Natural Resources					
	Shoreland Zone	N/A			
	Flood Plain	N/A			
	Wetlands or Streams	N/A			
	Urban Impaired Stream	N/A			
	Phosphorus Check	N/A			
	Aquifer/Groundwater Protection	N/A			
	Applicable State Permits	N/A			

	No Name Pond Watershed (Lewiston only)	N/A			
	Lake Auburn Watershed (Auburn only)	N/A			
	Taylor Pond Watershed (Auburn only)	N/A			
Right Title or Interest					
	Verify	X			
	Document Existing Easements, Covenants, etc.	X			
Technical & Financial Capacity					
	Cost Est./Financial Capacity				
	Performance Guarantee				
State Subdivision Law					
	Verify/Check	N/A			
	Covenants/Deed Restrictions	N/A			
	Offers of Conveyance to City	N/A			
	Association Documents	N/A			
	Location of Proposed Streets & Sidewalks	N/A			
	Proposed Lot Lines, etc.	N/A			
	Data to Determine Lots, etc.	N/A			
	Subdivision Lots/Blocks	N/A			
	Specified Dedication of Land	N/A			
Additional Subdivision Standards					
	Single-Family Cluster (Lewiston only)	N/A			
	Multi-Unit Residential Development (Lewiston only)	N/A			
	Mobile Home Parks	N/A			
	Private Commercial or Industrial Subdivisions (Lewiston only)	N/A			
	PUD (Auburn only)	N/A			
A jpeg or pdf of the proposed site plan		X			
Final sets of the approved plans shall be submitted digitally to the City, on a CD or DVD, in AutoCAD format R 14 or greater, along with PDF images of the plans for archiving					

Attachment 2

Project Maps



Parcel Map; Source Lewiston GIS

SEBAGO
TECHNICS

CIVIL ENGINEERING • SURVEYING • LANDSCAPE ARCHITECTURE

75 John Roberts Road, Suite 1A
South Portland, ME 04106-6963
Tel. (207) 200.2100

**CENTRAL MAINE MEDICAL CENTER
LOWELL STREET/HAMMOND STREET PARKING FACILITY**

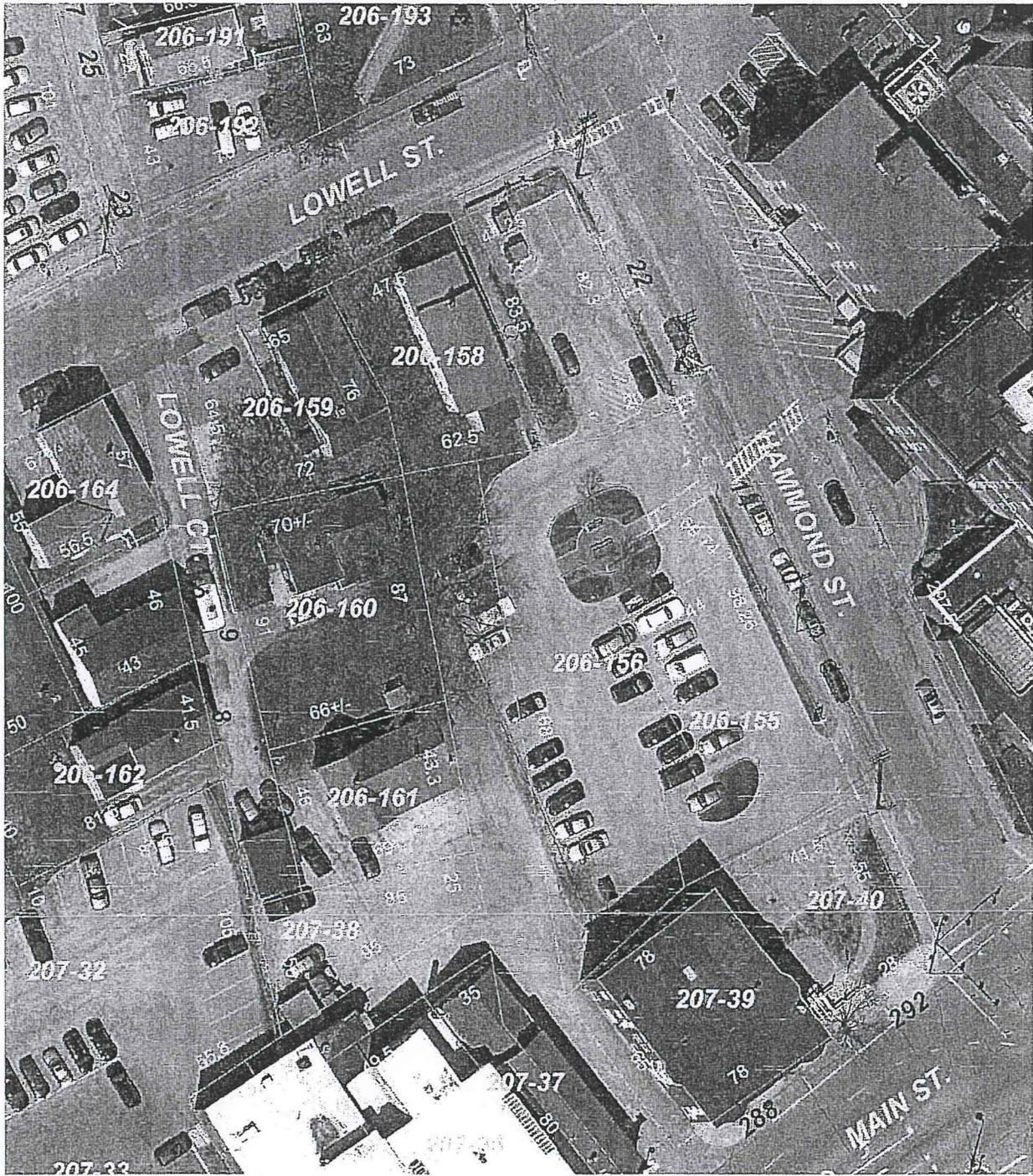
LOCATION: Lowell Street
Lewiston, Maine

APPLICATION BY:
Central Maine Medical Center
300 Main Street; Lewiston, ME 04240

SCALE: 1"=60'

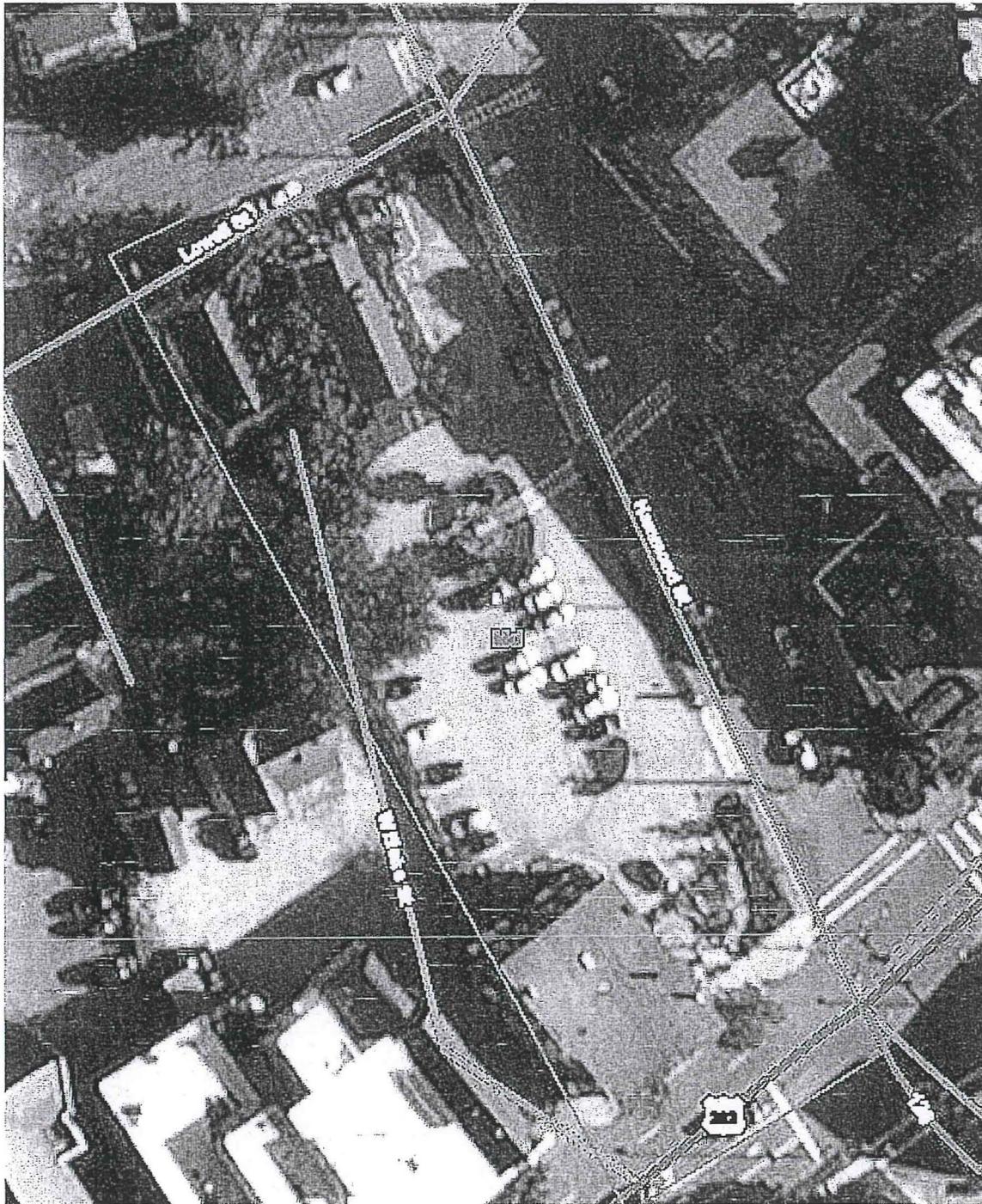
DATE: 8/22/2014

SHEET:
1



Site Location Map; Source Lewiston GIS

 <p>SEBAGO TECHNICS</p> <p><small>CIVIL ENGINEERING • SURVEYING • LAND LAYOUT & CONSTRUCTION</small></p> <p>75 John Roberts Road, Suite 1A South Portland, ME 04106-6963 Tel. (207) 200.2100</p>	<p>CENTRAL MAINE MEDICAL CENTER LOWELL STREET/HAMMOND STREET PARKING FACILITY</p>		<p>SCALE: 1"=60'</p>
	<p>LOCATION: Lowell Street Lewiston, Maine</p>		<p>DATE: 8/22/2014</p>
	<p>APPLICATION BY: Central Maine Medical Center 300 Main Street; Lewiston, ME 04240</p>	<p>SHEET: 2</p>	



Soil Map; Source NRCS Soil Survey for Androscoggin County

 <p>75 John Roberts Road, Suite 1A South Portland, ME 04106-6963 Tel. (207) 200.2100</p>	<p>CENTRAL MAINE MEDICAL CENTER LOWELL STREET/HAMMOND STREET PARKING FACILITY</p>		<p>SCALE: 1"=60'</p>
	<p>LOCATION: Lowell Street Lewiston, Maine</p>	<p>APPLICATION BY: Central Maine Medical Center 300 Main Street; Lewiston, ME 04240</p>	<p>DATE: 8/22/2014</p> <p>SHEET: 3</p>

Attachment 3

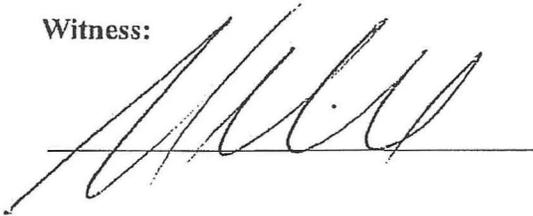
Right, Title, Interest

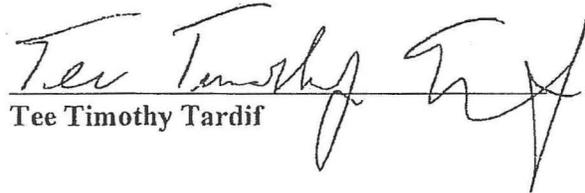
WARRANTY DEED

Tee Timothy Tardif with a mailing address at 9 Forest Lane, Cumberland, Maine 04021, for consideration paid, grants to **Central Maine Healthcare Corporation**, a Maine Non-Profit Corporation with a mailing address at 300 Main Street, Lewiston, Maine 04240, with **Warranty Covenants**, certain lots or parcels of land, together with any buildings thereon, situated in **Lewiston**, County of **Androscoggin**, and State of **Maine**, as more fully described in Exhibit "A" attached hereto and made a part hereof.

Witness his hand this 17th day of June, 2014.

Witness:




Tee Timothy Tardif

STATE OF MAINE
ANDROSCOGGIN, SS.

June 17, 2014

Then personally appeared the above-named **Tee Timothy Tardif**, and acknowledged the foregoing instrument to be his free act and deed.

Before me,



Notary Public/Attorney at Law

Print Name:

Barbara T. Girardin

My Commission Expires

Notary Public, State of Maine

My Commission Expires May 11, 2021

EXHIBIT A

Certain lots or parcels of land with the buildings thereon, situated in Lewiston, Androscoggin County, State of Maine, bounded and described as follows, to wit:

Beginning on the southerly line of Lowell Street at the northeasterly corner of land now or formerly owned by one Pettingill; thence easterly along the line of said Lowell Street forty-one and twenty-five hundredths (41.25) feet; thence at right angles with the line of said Lowell Street southerly eighty-three and five tenths (83.5) feet to land now or formerly owned by The First National Bank; thence westerly along said lot of the First National Bank sixty-two and five tenths (62.5) feet to the Pettingill lot; thence northerly along the line of said Pettingill lot seventy (70) feet to the point of beginning; excepting from the above described lot of land a piece of land triangular in shape conveyed by Michael J. Shea et als. to Thomas O'Brien by deed dated June 30, 1900, containing about one hundred and eight (108) square feet of land.

Also one certain other lot or parcel of land adjoining the lot above described and bounded and described as follows, to wit: Beginning at a n iron rod on the southerly line of Lowell Street at the northwest corner of the lot above described; thence southerly on the westerly line of said lot about thirty-six (36) feet to a point marking the center of the westerly line of the above-described lot; thence northerly to an iron pin on the southerly side of Lowell Street, said rod being six (6) feet West of the rod begun at; thence easterly on Lowell Street Six (6) feet to the point begun at; containing about one hundred and eight (108) square feet.

Being the same premises conveyed to Tee Timothy Tardif by Warranty Deed of Amy B. Ashton, Charles Begert, and Mary E. Riley dated December 4, 1987 and recorded in the Androscoggin County Registry of Deeds at Book 2187, Page 115. *See also* Deed of Sale of Personal Representative from Amy B. Ashton and Charles Begert, co-Personal Representatives of the Estate of Anna E. Begert to Tee Timothy Tardif dated December 4, 1987 and recorded in the said Registry of Deeds at Book 2187, Page 116.

Attachment 4

Stormwater Management Plan



CIVIL ENGINEERING • SURVEYING • LANDSCAPE ARCHITECTURE

STORMWATER MANAGEMENT PLAN

To

City of Lewiston

For

Lowell Street Parking Facility

On behalf of

Central Maine Medical Center

300 Main Street

Lewiston, Maine 04240

August 2014

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EXECUTIVE SUMMARY

On behalf of Central Maine Medical Center (CMMC) Sebago Technics, Inc. has prepared this stormwater management plan to address the expansion of the parking area located off Hammond Street in Lewiston, Maine.

CMMC recently purchased the developed parcel identified as Lot 158 on Lewiston Assessor Map 206, otherwise identified as 57 Lowell Street. This parcel is currently developed with a single family home with associated residential driveway/off-street parking. Central Maine Medical Center is proposing to demolish the existing structure and to expand the existing Hammond Street parking facility (K Lot) by constructing 14 additional parking spaces. No additional curb openings are proposed as part of this work, the parking lot will be accessed through the existing curb openings off Hammond Street with left turn only for existing as Hammond Street is a one-way road. The project will result in the elimination of the curb opening off Lowell Street which served the 57 Lowell Street residence.

The parking expansion will take place on three separate parcels, all under the ownership of CMMC; they are identified on Lewiston Assessor Map 206, Lots 156, 157, and 158. Lots 156 and 157 are currently developed as the Hammond Street (K Lot) parking facility. The proposed improvements will result in the disturbance of approximately 5,000 square-feet and the creation of 1,290 square-feet of impervious surface. The parking facility will be expanded by the proposed 14 parking spaces which results in a net increase of 2,530 square-feet of paved surface.

As part of the stormwater management for the project a catch basin is proposed in the northwest corner of the lot, which will connect to the existing 24-inch RCP storm drain located in Lowell Street to convey runoff from the lot. The results of a stormwater runoff calculation shows a negligible change in the post development peak runoff rates when compared to the peak runoff rates for existing conditions.

STORMWATER MANAGEMENT PLAN

Central Maine Medical Center Expansion Lewiston, Maine

I. Introduction

This Stormwater Management Plan has been prepared to address the potential impacts associated with this project due to the proposed modification of stormwater runoff characteristics. The stormwater management controls that are outlined in this plan have been designed to best suit the proposed development and to comply with applicable regulatory requirements.

II. Existing Conditions

The parcels are all currently developed; one as a residential structure and two as a parking facility.

A. Land Cover

The project site is currently developed with paved parking, wooded area and landscaping. The redevelopment of the existing parking areas and landscaping areas will result in a slight increase in impervious land cover. In general existing drainage patterns are maintained.

B. Site Topography

Slopes on the site are generally flat to moderate, with slopes ranging from 1% to 5% within the existing parking areas. Within the wooded area slopes are seen to be up to 28%. There are existing curb openings on Hammond Street along with one on Lowell Street.

C. Surface Water Features

Runoff from the existing parking area drains to an existing catch basin structure located within the southerly end of the parking lot. Runoff from the residential structure drains into Lowell Street where it enters an existing catch basin along the curb line, enter a municipal drainage system.

D. Soils

Soil characteristics were obtained from the Soil Conservation Service (SCS) Medium Intensity Soil Survey of Androscoggin County. Soils identified on the site (or within close proximity) are identified below in Table 1. The soils consist entirely of Made Land. For

stormwater modeling purposes we have assumed a Hydrologic Soil Group (HSG) of "C" for both the Pre and Post development models.

Table 1 – Proximity Soil Types and Characteristics			
Soil Type	Symbol	HSG	K Factor
Made Land	Md	C	--

The hydrologic soil group (HSG) designation is based on a rating of the relative permeability of a soil, with group "A" being extremely permeable such as coarse sand, to group "D" having low permeability such as clay.

E. Historic Flooding

There are no apparent flooding problems associated with this site. The Federal Emergency Management Agency does not identify a flood hazard area on the project site (FEMA Community Panel Number 230004 0010 B, dated September 23, 1979 City of Lewiston Maine, Androscoggin County Panel 10 of 15).

III. Proposed Development

The area of anticipated site improvements is developed with paved parking lots, landscaping, a two story dwelling and driveways.

The project will expand the footprint of the existing paved parking area to the northwest where the existing residential dwelling is located.

The northerly portion of the expanded parking will drain towards Lowell Street where it will enter the proposed catch basin which will be connected to the existing 24-inch storm drain pipe within Lowell Street. The southerly portion of the expanded lot will drain in a southerly direction towards the existing catch basin, where it will enter the existing drainage system.

The project will generally maintain the existing drainage patterns of the site.

A. Alterations to Land Cover

The development will increase the site impervious area coverage by approximately 1,290 square feet, (0.029 acres). This net increase in impervious area is a result of various alterations of land cover (pervious landscape/lawn area converted to impervious paved surface area) and (impervious paved areas converted to pervious landscaped/lawn areas). The entire project site is currently developed; approximately 5,000 (0.11) acres of land will be disturbed during the construction.

IV. Downstream Ponds and Waterbodies

Stormwater from the existing site area is tributary to the drainage system located within Lowell Street, Hammond Street, and Main Street where it ultimately discharges to the Androscoggin River.

V. Peak Flow Analysis

The City of Lewiston of Ordinances requires that stormwater infrastructure to be designed to manage the 25-year design storm.” This section has been prepared to discuss the proposed modifications to peak flow rates as a result of the development and stormwater conveyance systems.

A. Modeling Technique

The SCS TR-20 methodology was used to analyze pre-development and post-development conditions. A 24-hour, SCS Type III storm distribution for the 2, 10, and 25-year storm frequencies were used for analysis.

Land use cover, watershed delineations, flow paths, and hydrologic soils data were obtained using the following sources:

1. Topographic survey with 1’ contour intervals
2. State of Maine, Office of GIS data
3. Aerial photography
4. Field reconnaissance
5. Soil Conservation Service Medium Intensity Soil Survey for Androscoggin County.

The 24-hour rainfall values utilized in the hydrologic model are as follows.

Storm Frequency Precipitation (in./24 hr)	
2-year	3.0
10-year	4.6
25-year	5.4

B. Points of Interest

Three Watershed Study Points (SP-1, SP-2, SP-3,) were established to evaluate pre-development and post- development runoff conditions. The areas delineated and studied for runoff consist solely of the area directed affected by grading/ground cover changes.

Study Point SP-1 represents the stormwater contribution entering Lowell Street, which for pre-development is identified as catchment 1. In the post-development condition, this point of interest is represented by two catchment areas; catchment 1 and catchment 11. Catchment 11 is a piped connection to the existing storm drain system whereas catchment 1 is overland flow along the gutter line before entering the existing catch basin downstream of the project area.

Study Point SP-2 (catchment 2) represents the runoff contribution to the existing southerly catch basin. This area is primarily paved surface in both the pre and post development conditions. The overall drainage area is increased in the post development; however, the analysis indicates a negligible effect on anticipated runoff.

Study Point SP-2 (catchment-3) represents the runoff contribution to the southwest corner of the 57 Lowell Street parcel, where it extends over the westerly property line. This overall drainage area is reduced in the post development condition.

C. Pre and Post Development Analysis

The watershed areas and times of concentration of the post-development watersheds vary from the existing conditions based on the proposed site development and grading. Table-1 summarizes the results of the hydrologic analysis of the project under pre-development and post-development conditions.

<u>Study Point</u>	Total Watershed Area (sf)		Avg. Weighted Curve No. (Cn)		Peak Rates of Runoff (cfs)					
					2-Year		10-Year		25-Year	
	Pre	Post	Pre	Post	Pre	Post	Pre	Post	Pre	Post
SP-1	3,895	3,877	84	84	0.2	0.2	0.3	0.3	0.4	0.4
SP-2	2,871	3,642	91	98	0.2	0.3	0.3	0.4	0.3	0.5
SP-3	1,825	1,072	78	73	0.1	0.1	0.1	0.1	0.2	0.1

D. Comparison

The results of the stormwater modeling at Study Points SP-1, SP-2 and SP-3 indicate that the peak rate of runoff in the developed condition show a negligible change from the pre development condition.

VI. Conclusions

The proposed development has been designed to manage stormwater runoff through Best Management Practices approved by the MDEP. Post-development peak flow rates to the municipal infrastructure in Hammond and Lowell Streets has been maintained, reduced or received insignificant increases from their corresponding pre-development levels. Additionally, erosion and sedimentation controls along with associated maintenance and housekeeping methodology have been outlined to prevent unreasonable impacts on the site and to the surrounding environment.

Prepared by,

SEBAGO TECHNICS, INC.

Christopher C. Branch, P.E.
Regional Manager

CCB/pdo
August 22, 2014

Attachment A

INSPECTION, MAINTENANCE AND HOUSEKEEPING PLAN

INSPECTION, MAINTENANCE, AND HOUSEKEEPING PLAN

Attachment A

Central Maine Medical Center Lowell Street Parking Facility Lewiston, Maine

Introduction

The following plan outlines the anticipated inspection and maintenance procedures for the erosion and sedimentation controls as well as stormwater management devices for the project site. Also, this plan outlines several housekeeping requirements that shall be followed during and after construction. These procedures should be followed in order to ensure the intended function of the designed measures and to prevent unreasonable adverse impacts to the surrounding environment.

The procedures outlined in this inspection and maintenance plan are provided as an overview of the anticipated practices to be used on this site. In some instances, additional measures may be required due to unexpected conditions. For additional detail on any of the erosion and sedimentation control measures or stormwater management devices to be utilized on this project, refer to the most recently revised edition of the "Maine Erosion and Sedimentation Control BMP" manual and/or the "Stormwater Management for Maine: Best Management Practices" manual as published by the Maine Department of Environmental Protection (MDEP).

During Construction

1. **Inspection:** During the construction process, it is the Contractor's responsibility to comply with the inspection and maintenance procedures outlined in this section. These responsibilities include inspecting disturbed and impervious areas, erosion control measures, materials storage areas that are exposed to precipitation, and locations where vehicles enter or exit the site. These areas shall be inspected at least once a week as well as before and after a storm event, and prior to completing permanent stabilization measures. A person with knowledge of erosion and stormwater control, including the standards and conditions in any applicable permits, shall conduct the inspections.
2. **Maintenance:** All measures shall be maintained in an effective operating condition until areas are permanently stabilized. If Best Management Practices (BMPs) need to be maintained or modified, additional BMPs are necessary, or other corrective action is needed, implementation must be completed within 7 calendar days and prior to any storm event (rainfall).
3. **Documentation:** A log summarizing the inspections and any corrective action taken must be maintained on-site. The log must include the name(s) and qualifications of the person making the inspections, the date(s) of the inspections, and major observations about the operation and maintenance of erosion and sedimentation controls, material storage areas, and vehicle access points to the site. Major observations must include BMPs that need maintenance, BMPs that

failed to operate as designed or proved inadequate for a particular location, and locations where additional BMPs are needed. For each BMP requiring maintenance, BMP needing replacement, and location needing additional BMPs, note in the log the corrective action taken and when it was taken. The log must be made accessible to the appropriate regulatory agency upon request. The permittee shall retain a copy of the log for a period of at least three years from the completion of permanent stabilization.

4. **Specific Inspection and Maintenance Tasks:** The following is a list of erosion control and stormwater management measures and the specific inspection and maintenance tasks to be performed during construction.

A. Sediment Barriers:

- Hay bale barriers, silt fences, and filter berms shall be inspected immediately after each rainfall and at least daily during prolonged rainfall.
- If the fabric on a silt fence or filter barrier should decompose or become ineffective prior to the end of the expected usable life and the barrier is still necessary, it shall be replaced.
- Sediment deposits should be removed after each storm event. They must be removed before deposits reach approximately one-half the height of the barrier.
- Filter berms shall be reshaped as needed.
- Any sediment deposits remaining in place after the silt fence or filter barrier is no longer required should be dressed to conform to the existing grade, prepared, and seeded.

B. Erosion Control Blankets:

- Inspect these reinforced areas semi-annually and after significant rainfall events for slumping, sliding, seepage, and scour. Pay close attention to unreinforced areas adjacent to the erosion control blankets, which may experience accelerated erosion.
- Review all applicable inspection and maintenance procedures recommended by the specific blanket manufacturer. These tasks shall be included in addition to the requirements of this plan.

C. Temporary Storm Drain Inlet Protection:

- The inlet protection structure shall be inspected before each rain event and repaired as necessary.
- Sediment shall be removed and the storm drain sediment barrier restored to its original dimensions when the sediment has accumulated to half of the design depth of the trap.
- Structures shall be removed upon permanent stabilization of the tributary area.
- Upon removal of the structure, all accumulated sediments downstream of the structure shall be cleaned from the storm drain system.

D. Stabilized Construction Entrances/Exits:

- The exit shall be maintained in a condition that will prevent tracking of sediment

- onto public rights-of-way.
- When the control pad becomes ineffective, the stone shall be removed along with the collected soil material. The entrance should then be reconstructed.
- Areas that have received mud-tracking or sediment deposits shall be swept or washed. Washing shall be done on an area stabilized with aggregate, which drains into an approved sediment-trapping device (not into storm drains, ditches, or waterways).

E. Temporary Seed and Mulch:

- Mulched areas should be inspected after rain events to check for rill erosion.
- If less than 90% of the soil surface is covered by mulch, additional mulch shall be applied in bare areas.
- In applications where seeding and mulch have been applied in conjunction with erosion control blankets, the blankets must be inspected after rain events for dislocation or undercutting.
- Mulch shall continue to be reapplied until 95% of the soil surface has established temporary vegetative cover.

E. Permanent Measures:

- As areas become permanently stabilized and permanent stormwater management measures are completed (catch basins, underground filter, stabilized slopes) the Specific Inspection and Maintenance Tasks outlined in the "After Construction" section of this plan shall be performed until all construction operations are completed and the project is turned over to the owner or assigned heirs.

After Construction

1. **Inspection:** After construction, it is the responsibility of the owner to comply with the inspection and maintenance procedures outlined in this section. All measures must be maintained in effective operating condition. A person with knowledge of erosion and stormwater control, including the standards and conditions in all applicable permits, shall conduct the inspections.
2. **Specific Inspection and Maintenance Tasks:** The following is a list of permanent erosion control and stormwater management measures and the inspection and maintenance tasks to be performed after construction.

A. Vegetated Areas:

- Inspect vegetated areas, particularly slopes and embankments, early in the growing season or after heavy rains to identify active or potential erosion problems.
- Replant bare areas or areas with sparse growth. Where rill erosion is evident, armor the area with an appropriate lining or divert the erosive flows to on-site areas able to withstand the concentrated flows.

D. Catch Basins and Piping:

- Inspect and clean-out catch basins at least once a year, preferably in early

spring.

- Clean out must include the removal and legal disposal of accumulated sediments and debris at the bottom of the basin, at any inlet grates, at any inflow channels to the basin, and at any pipes between basins.
- If the basin outlet is designed to trap floatable materials, then remove the floating debris and any floating oils (using oil-absorptive pads). Inspect and clean all pipe hoods for potential obstructions and proper function.

E. Winter Sanding:

- Clear accumulations of winter sand in parking lots and along roadways at least once a year, preferably in the spring.
- Accumulations on pavement may be removed by pavement sweeping.
- Accumulations of sand along road shoulders may be removed by grading excess sand to the pavement edge and removing it manually or by a front-end loader or other acceptable method.

1. **Documentation:** A log summarizing the inspections and any corrective action taken must be maintained. The log must include the name(s) and qualifications of the person making the inspections, the date(s) of the inspections, and major observations about the operation and maintenance of controls. Major observations must include BMPs that need maintenance, BMPs that failed to operate as designed or proved inadequate for a particular location, and locations where additional BMPs are needed. For each BMP requiring maintenance, BMP needing replacement, and location needing additional BMPs, note in the log the corrective action taken and when it was taken. The log must be made accessible to the appropriate regulatory agency upon request. A sample "Stormwater Inspection and Maintenance Form" has been included as Attachment 1 of this Inspection, Maintenance, and Housekeeping Plan.
2. **Recertification:** A certification of the following shall be submitted to the Maine Department of Environmental Protection (MDEP) within three months of the expiration of each five year interval from the date of issuance of MDEP permits.
 - A. Identification and repair of erosion problems. All areas of the project site have been inspected for areas of erosion, and appropriate steps have been taken to permanently stabilize these areas.
 - B. Inspection and repair of stormwater control system. All aspects of the stormwater control system have been inspected for damage, wear, and malfunction, and appropriate steps have been taken to repair or replace the system, or portions of the system.
 - C. The Inspection, Maintenance, and Housekeeping Plan for the site is being implemented as written, or modifications to the plan have been submitted to and approved by the MDEP, and the maintenance log is being maintained.
3. **Duration of Maintenance:** Perform maintenance as described and required for any associated permits unless and until the system is formally accepted by a municipality or quasi-municipal district, or is placed under the jurisdiction of a legally created association that will be responsible for the maintenance of the system. If a municipality or quasi-municipal district chooses to accept a stormwater management system, or a component of a stormwater system, it must provide a letter to the MDEP stating that it assumes responsibility for the system. The letter must specify the components of the system for which the municipality or district will assume responsibility, and that the municipality or district agrees to maintain those components of the system in compliance with MDEP standards. Upon such assumption of

responsibility, and approval by the MDEP, the municipality, quasi-municipal district, or association becomes a co-permittee for this purpose only and must comply with all terms and conditions of the permit.

Housekeeping:

The following general performance standards apply to the proposed project both during and after construction.

- A. Spill prevention: Controls must be used to prevent pollutants from being discharged from materials on-site, including storage practices to minimize exposure of the materials to stormwater, and appropriate spill prevention, containment, and response planning and implementation.
- B. Groundwater protection: During construction, liquid petroleum products and other hazardous materials with the potential to contaminate groundwater may not be stored or handled in areas of the site draining to an infiltration area. An "infiltration area" is any area of the site that by design or as a result of soils, topography and other relevant factors, accumulates runoff that infiltrates into the soil. Dikes, berms, sumps, and other forms of secondary containment that prevent discharge to groundwater may be used to isolate portions of the site for the purposes of storage and handling of these materials.
- C. Fugitive sediment and dust: Actions must be taken to insure that activities do not result in noticeable erosion of soils or fugitive dust emissions during or after construction. Oil may not be used for dust control.
- D. Debris and other materials: Litter, construction debris, and chemicals exposed to stormwater must be prevented from becoming a pollutant source.
- E. Trench or foundation dewatering: Trench dewatering is the removal of water from trenches, foundations, cofferdams, ponds, and other areas within the construction area that retain water after excavation. In most cases, the collected water is heavily silted and hinders correct and safe construction practices. The collected water must be removed from the ponded area, either through gravity or pumping, and must be spread through natural wooded buffers or removed to areas that are specifically designed to collect the maximum amount of sediment possible, like a cofferdam sedimentation basin. Avoid allowing the water to flow over disturbed areas of the site. Equivalent measures may be taken if approved.

Attachments

Attachment 1 – Sample Stormwater Inspection and Maintenance Form

Sample Stormwater Inspection and Maintenance Form

Lowell Street Parking Facility

Attachment 1

This log is intended to accompany the stormwater Inspection, Maintenance and Housekeeping Plan for Lowell Street Parking Facility. The following items shall be checked, cleaned and maintained on a regular basis as specified in the Maintenance Plan and as described in the table below. This log shall be kept on file for a minimum of five (5) years and shall be available for review. Qualified personnel familiar with drainage systems and soils shall perform all inspections. Attached is a copy of the construction and post-construction maintenance logs.

Item	Maintenance Required & Frequency	Date Completed	Maintenance Personnel	Comments
Catch Basins and Culverts	Remove accumulated sediment and debris			
	Sump depth			
Vegetated Areas	Inspect Slopes			
	Replant Bare Areas			
	Check after Major Storms			
Winter Sanding	Clean annually (Spring)			
	Remove sand and sediment from roadway shoulders			

Attachment B

STORMWATER MODELING

Pre Development



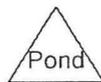
Subcatch-1



Subcatch-3



Subcatch-2



14193 Predevelopment

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Type III 24-hr 2-Androscoogin Rainfall=3.00"

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Page 2

Time span=0.00-36.00 hrs, dt=0.01 hrs, 3601 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: Subcatch-1

Runoff Area=3,895 sf 44.13% Impervious Runoff Depth=1.52"

Flow Length=63' Tc=5.0 min CN=84 Runoff=0.16 cfs 0.011 af

Subcatchment 2S: Subcatch-2

Runoff Area=2,871 sf 70.95% Impervious Runoff Depth=2.07"

Flow Length=50' Slope=0.0250 '/' Tc=5.0 min CN=91 Runoff=0.16 cfs 0.011 af

Subcatchment 3S: Subcatch-3

Runoff Area=1,825 sf 17.81% Impervious Runoff Depth=1.13"

Flow Length=40' Slope=0.2500 '/' Tc=5.0 min CN=78 Runoff=0.06 cfs 0.004 af

Total Runoff Area = 0.197 ac Runoff Volume = 0.027 af Average Runoff Depth = 1.62"

52.50% Pervious = 0.104 ac 47.50% Impervious = 0.094 ac

14193 Predevelopment

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Type III 24-hr 2-Androscooggin Rainfall=3.00"

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Page 3

Summary for Subcatchment 1S: Subcatch-1

Runoff = 0.16 cfs @ 12.08 hrs, Volume= 0.011 af, Depth= 1.52"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
 Type III 24-hr 2-Androscooggin Rainfall=3.00"

Area (sf)	CN	Description
1,263	74	>75% Grass cover, Good, HSG C
913	73	Woods, Fair, HSG C
1,719	98	Paved parking & roofs
3,895	84	Weighted Average
2,176		Pervious Area
1,719		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.4	5	0.5000	0.23		Sheet Flow, A-B Grass: Dense n= 0.240 P2= 3.00"
0.1	13	0.5000	3.54		Shallow Concentrated Flow, B-C Woodland Kv= 5.0 fps
0.2	45	0.0500	4.54		Shallow Concentrated Flow, C-D Paved Kv= 20.3 fps
4.3					Direct Entry,
5.0	63	Total			

Summary for Subcatchment 2S: Subcatch-2

Runoff = 0.16 cfs @ 12.07 hrs, Volume= 0.011 af, Depth= 2.07"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
 Type III 24-hr 2-Androscooggin Rainfall=3.00"

Area (sf)	CN	Description
834	74	>75% Grass cover, Good, HSG C
2,037	98	Paved parking & roofs
2,871	91	Weighted Average
834		Pervious Area
2,037		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.3	20	0.0250	1.06		Sheet Flow, A-B Smooth surfaces n= 0.011 P2= 3.00"
0.2	30	0.0250	3.21		Shallow Concentrated Flow, B-C Paved Kv= 20.3 fps
4.5					Direct Entry,
5.0	50	Total			

14193 Predevelopment

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Type III 24-hr 2-Androskoggin Rainfall=3.00"

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Page 4

Summary for Subcatchment 3S: Subcatch-3

Runoff = 0.06 cfs @ 12.08 hrs, Volume= 0.004 af, Depth= 1.13"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
 Type III 24-hr 2-Androskoggin Rainfall=3.00"

Area (sf)	CN	Description
788	74	>75% Grass cover, Good, HSG C
712	73	Woods, Fair, HSG C
325	98	Paved parking & roofs
1,825	78	Weighted Average
1,500		Pervious Area
325		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
.05	5	0.2500	0.17		Sheet Flow, A-B Grass: Dense n= 0.240 P2= 3.00"
0.2	35	0.2500	2.50		Shallow Concentrated Flow, B-C Woodland Kv= 5.0 fps
4.3					Direct Entry,
5.0	40	Total			

14193 Predevelopment

Prepared by Sebago Technics

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Type III 24-hr 10-Androscoggin Rainfall=4.60"

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Page 1

Time span=0.00-36.00 hrs, dt=0.01 hrs, 3601 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: Subcatch-1

Runoff Area=3,895 sf 44.13% Impervious Runoff Depth=2.91"

Flow Length=63' Tc=5.0 min CN=84 Runoff=0.31 cfs 0.022 af

Subcatchment 2S: Subcatch-2

Runoff Area=2,871 sf 70.95% Impervious Runoff Depth=3.59"

Flow Length=50' Slope=0.0250 '/' Tc=5.0 min CN=91 Runoff=0.28 cfs 0.020 af

Subcatchment 3S: Subcatch-3

Runoff Area=1,825 sf 17.81% Impervious Runoff Depth=2.38"

Flow Length=40' Slope=0.2500 '/' Tc=5.0 min CN=78 Runoff=0.12 cfs 0.008 af

Total Runoff Area = 0.197 ac Runoff Volume = 0.050 af Average Runoff Depth = 3.02"

52.50% Pervious = 0.104 ac 47.50% Impervious = 0.094 ac

14193 Predevelopment

Prepared by Sebago Technics

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Type III 24-hr 25-Androscoggin Rainfall=5.40"

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Page 2

Time span=0.00-36.00 hrs, dt=0.01 hrs, 3601 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: Subcatch-1

Runoff Area=3,895 sf 44.13% Impervious Runoff Depth=3.64"

Flow Length=63' Tc=5.0 min CN=84 Runoff=0.39 cfs 0.027 af

Subcatchment 2S: Subcatch-2

Runoff Area=2,871 sf 70.95% Impervious Runoff Depth=4.37"

Flow Length=50' Slope=0.0250 '/' Tc=5.0 min CN=91 Runoff=0.33 cfs 0.024 af

Subcatchment 3S: Subcatch-3

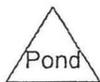
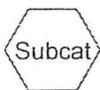
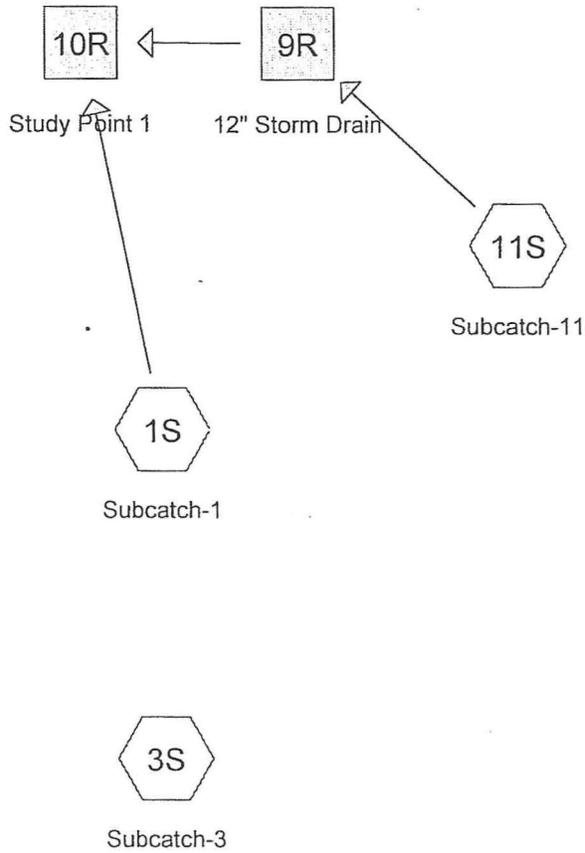
Runoff Area=1,825 sf 17.81% Impervious Runoff Depth=3.05"

Flow Length=40' Slope=0.2500 '/' Tc=5.0 min CN=78 Runoff=0.16 cfs 0.011 af

Total Runoff Area = 0.197 ac Runoff Volume = 0.062 af Average Runoff Depth = 3.76"

52.50% Pervious = 0.104 ac 47.50% Impervious = 0.094 ac

Post Development



14193 Postdevelopment

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Type III 24-hr 2-Androskoggin Rainfall=3.00"

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Page 2

Time span=0.00-36.00 hrs, dt=0.01 hrs, 3601 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: Subcatch-1

Runoff Area=2,436 sf 8.29% Impervious Runoff Depth=1.02"
Flow Length=65' Tc=5.0 min CN=76 Runoff=0.07 cfs 0.005 af

Subcatchment 2S: Subcatch-2

Runoff Area=3,642 sf 100.00% Impervious Runoff Depth=2.77"
Flow Length=50' Slope=0.0250 '/' Tc=5.0 min CN=98 Runoff=0.25 cfs 0.019 af

Subcatchment 3S: Subcatch-3

Runoff Area=1,072 sf 0.00% Impervious Runoff Depth=0.86"
Flow Length=40' Slope=0.2500 '/' Tc=5.0 min CN=73 Runoff=0.02 cfs 0.002 af

Subcatchment 11S: Subcatch-11

Runoff Area=1,441 sf 100.00% Impervious Runoff Depth=2.77"
Flow Length=37' Slope=0.0260 '/' Tc=5.0 min CN=98 Runoff=0.10 cfs 0.008 af

Reach 9R: 12" Storm Drain

Avg. Depth=0.05' Max Vel=6.61 fps Inflow=0.10 cfs 0.008 af
D=12.0" n=0.012 L=30.0' S=0.2667 '/' Capacity=19.93 cfs Outflow=0.10 cfs 0.008 af

Reach 10R: Study Point 1

Inflow=0.17 cfs 0.012 af
Outflow=0.17 cfs 0.012 af

Total Runoff Area = 0.197 ac Runoff Volume = 0.033 af Average Runoff Depth = 2.03"
38.48% Pervious = 0.076 ac 61.52% Impervious = 0.121 ac

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Type III 24-hr 2-Androscooggin Rainfall=3.00"

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Page 3

Summary for Subcatchment 1S: Subcatch-1

Runoff = 0.07 cfs @ 12.08 hrs, Volume= 0.005 af, Depth= 1.02"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Androscooggin Rainfall=3.00"

Area (sf)	CN	Description
1,324	74	>75% Grass cover, Good, HSG C
202	98	Paved parking & roofs
910	73	Woods, Fair, HSG C
2,436	76	Weighted Average
2,234		Pervious Area
202		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.4	5	0.5000	0.23		Sheet Flow, A-B Grass: Dense n= 0.240 P2= 3.00"
0.1	15	0.5000	3.54		Shallow Concentrated Flow, B-C Woodland Kv= 5.0 fps
0.2	45	0.0500	4.54		Shallow Concentrated Flow, C-D Paved Kv= 20.3 fps
4.3					Direct Entry,
5.0	65	Total			

Summary for Subcatchment 2S: Subcatch-2

Runoff = 0.25 cfs @ 12.07 hrs, Volume= 0.019 af, Depth= 2.77"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Androscooggin Rainfall=3.00"

Area (sf)	CN	Description
3,642	98	Paved parking & roofs
3,642		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.3	20	0.0250	1.06		Sheet Flow, A-B Smooth surfaces n= 0.011 P2= 3.00"
0.2	30	0.0250	3.21		Shallow Concentrated Flow, B-C Paved Kv= 20.3 fps
4.5					Direct Entry,
5.0	50	Total			

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Type III 24-hr 2-Androscoogin Rainfall=3.00"

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Page 4

Summary for Subcatchment 3S: Subcatch-3

Runoff = 0.02 cfs @ 12.08 hrs, Volume= 0.002 af, Depth= 0.86"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Androscoogin Rainfall=3.00"

Area (sf)	CN	Description
430	74	>75% Grass cover, Good, HSG C
642	73	Woods, Fair, HSG C
1,072	73	Weighted Average
1,072		Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.5	5	0.2500	0.17		Sheet Flow, A-B Grass: Dense n= 0.240 P2= 3.00"
0.2	35	0.2500	2.50		Shallow Concentrated Flow, B-C Woodland Kv= 5.0 fps
4.3					Direct Entry,
5.0	40	Total			

Summary for Subcatchment 11S: Subcatch-11

Runoff = 0.10 cfs @ 12.07 hrs, Volume= 0.008 af, Depth= 2.77"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Androscoogin Rainfall=3.00"

Area (sf)	CN	Description
1,441	98	Paved parking & roofs
1,441		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.5	37	0.0260	1.21		Sheet Flow, A-B Smooth surfaces n= 0.011 P2= 3.00"
4.5					Direct Entry,
5.0	37	Total			

Summary for Reach 9R: 12" Storm Drain

Inflow Area = 0.033 ac, 100.00% Impervious, Inflow Depth = 2.77" for 2-Androscoogin event.

Inflow = 0.10 cfs @ 12.07 hrs, Volume= 0.008 af

Outflow = 0.10 cfs @ 12.07 hrs, Volume= 0.008 af, Atten= 0%, Lag= 0.1 min

Routing by Stor-Ind+Trans method, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs

Max. Velocity= 6.61 fps, Min. Travel Time= 0.1 min

Avg. Velocity= 2.52 fps, Avg. Travel Time= 0.2 min

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Type III 24-hr 2-Androscoggin Rainfall=3.00"

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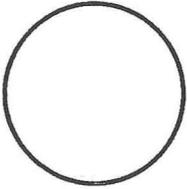
Page 5

Peak Storage= 0 cf @ 12.07 hrs, Average Depth at Peak Storage= 0.05'
Bank-Full Depth= 1.00', Capacity at Bank-Full= 19.93 cfs

12.0" Diameter Pipe, n= 0.012

Length= 30.0' Slope= 0.2667 '/'

Inlet Invert= 217.50', Outlet Invert= 209.50'



Summary for Reach 10R: Study Point 1

Inflow Area = 0.089 ac, 42.38% Impervious, Inflow Depth = 1.67" for 2-Androscoggin event
Inflow = 0.17 cfs @ 12.08 hrs, Volume= 0.012 af
Outflow = 0.17 cfs @ 12.08 hrs, Volume= 0.012 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs

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Type III 24-hr 10-Androscoogin Rainfall=4.60"

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Page 1

Time span=0.00-36.00 hrs, dt=0.01 hrs, 3601 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: Subcatch-1

Runoff Area=2,436 sf 8.29% Impervious Runoff Depth=2.21"
Flow Length=65' Tc=5.0 min CN=76 Runoff=0.15 cfs 0.010 af

Subcatchment 2S: Subcatch-2

Runoff Area=3,642 sf 100.00% Impervious Runoff Depth=4.36"
Flow Length=50' Slope=0.0250 '/' Tc=5.0 min CN=98 Runoff=0.39 cfs 0.030 af

Subcatchment 3S: Subcatch-3

Runoff Area=1,072 sf 0.00% Impervious Runoff Depth=1.97"
Flow Length=40' Slope=0.2500 '/' Tc=5.0 min CN=73 Runoff=0.06 cfs 0.004 af

Subcatchment 11S: Subcatch-11

Runoff Area=1,441 sf 100.00% Impervious Runoff Depth=4.36"
Flow Length=37' Slope=0.0260 '/' Tc=5.0 min CN=98 Runoff=0.15 cfs 0.012 af

Reach 9R: 12" Storm Drain

Avg. Depth=0.06' Max Vel=7.55 fps Inflow=0.15 cfs 0.012 af
D=12.0" n=0.012 L=30.0' S=0.2667 '/' Capacity=19.93 cfs Outflow=0.15 cfs 0.012 af

Reach 10R: Study Point 1

Inflow=0.30 cfs 0.022 af
Outflow=0.30 cfs 0.022 af

Total Runoff Area = 0.197 ac Runoff Volume = 0.057 af Average Runoff Depth = 3.45"
38.48% Pervious = 0.076 ac 61.52% Impervious = 0.121 ac

14193 Postdevelopment

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Type III 24-hr 25-Androscoggin Rainfall=5.40"

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Page 2

Time span=0.00-36.00 hrs, dt=0.01 hrs, 3601 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: Subcatch-1

Runoff Area=2,436 sf 8.29% Impervious Runoff Depth=2.87"
Flow Length=65' Tc=5.0 min CN=76 Runoff=0.20 cfs 0.013 af

Subcatchment 2S: Subcatch-2

Runoff Area=3,642 sf 100.00% Impervious Runoff Depth=5.16"
Flow Length=50' Slope=0.0250 '/' Tc=5.0 min CN=98 Runoff=0.46 cfs 0.036 af

Subcatchment 3S: Subcatch-3

Runoff Area=1,072 sf 0.00% Impervious Runoff Depth=2.60"
Flow Length=40' Slope=0.2500 '/' Tc=5.0 min CN=73 Runoff=0.08 cfs 0.005 af

Subcatchment 11S: Subcatch-11

Runoff Area=1,441 sf 100.00% Impervious Runoff Depth=5.16"
Flow Length=37' Slope=0.0260 '/' Tc=5.0 min CN=98 Runoff=0.18 cfs 0.014 af

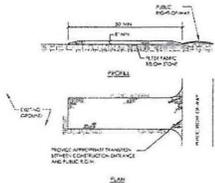
Reach 9R: 12" Storm Drain

Avg. Depth=0.07' Max Vel=7.93 fps Inflow=0.18 cfs 0.014 af
D=12.0" n=0.012 L=30.0' S=0.2667 '/' Capacity=19.93 cfs Outflow=0.18 cfs 0.014 af

Reach 10R: Study Point 1

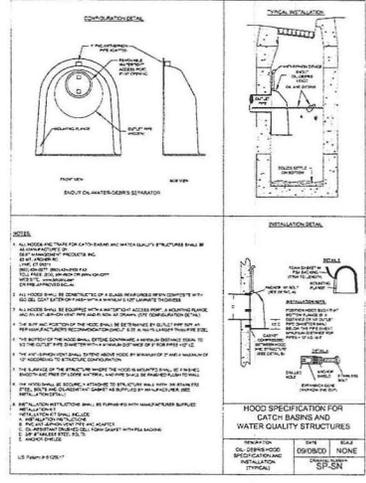
Inflow=0.38 cfs 0.028 af
Outflow=0.38 cfs 0.028 af

Total Runoff Area = 0.197 ac Runoff Volume = 0.069 af Average Runoff Depth = 4.19"
38.48% Pervious = 0.076 ac 61.52% Impervious = 0.121 ac

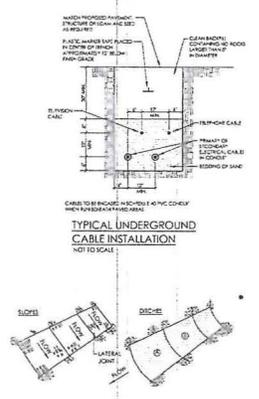


- NOTES:**
1. CURB SHALL BE 4 INCHES HIGH BY 12 INCHES WIDE AT THE TOP.
 2. CURB SHALL BE 12 INCHES HIGH BY 12 INCHES WIDE AT THE BOTTOM.
 3. CURB SHALL BE 12 INCHES HIGH BY 12 INCHES WIDE AT THE TOP AND BOTTOM.
 4. CURB SHALL BE 12 INCHES HIGH BY 12 INCHES WIDE AT THE TOP AND BOTTOM.
 5. CURB SHALL BE 12 INCHES HIGH BY 12 INCHES WIDE AT THE TOP AND BOTTOM.
 6. CURB SHALL BE 12 INCHES HIGH BY 12 INCHES WIDE AT THE TOP AND BOTTOM.
 7. CURB SHALL BE 12 INCHES HIGH BY 12 INCHES WIDE AT THE TOP AND BOTTOM.
 8. CURB SHALL BE 12 INCHES HIGH BY 12 INCHES WIDE AT THE TOP AND BOTTOM.
 9. CURB SHALL BE 12 INCHES HIGH BY 12 INCHES WIDE AT THE TOP AND BOTTOM.
 10. CURB SHALL BE 12 INCHES HIGH BY 12 INCHES WIDE AT THE TOP AND BOTTOM.

STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE

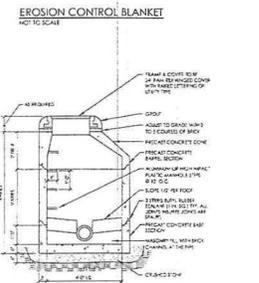


HOOD SPECIFICATION FOR CATCH BASINS AND WATER QUALITY STRUCTURES



TYPICAL UNDERGROUND CABLE INSTALLATION
NOT TO SCALE

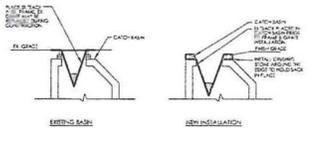
- NOTES:**
1. BURY THE TOP END OF THE HOOD MATERIAL IN A 6" TRENCH AND BACKFILL WITH SAND.
 2. BURY THE BOTTOM END WITH SAND AT A MINIMUM OF 12" FROM THE SURFACE.
 3. HOOD DIRECTION JOINTS TO HAVE UPPER END OF COVER END BEING DOWN.
 4. HOOD SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.
 5. HOOD SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.
 6. HOOD SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.
 7. HOOD SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.
 8. HOOD SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.
 9. HOOD SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.
 10. HOOD SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.



EROSION CONTROL BLANKET
NOT TO SCALE



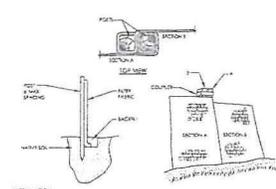
PRECAST MANHOLE
NOT TO SCALE



CATCH BASIN PROTECTION DETAIL (FOR PAVED AREAS)
NOT TO SCALE

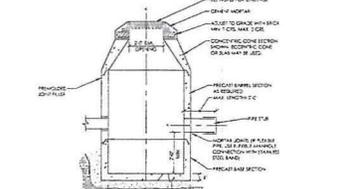
- NOTES:**
1. PROTECT THE CATCH BASIN FROM DAMAGE BY TRAFFIC.
 2. PROTECT THE CATCH BASIN FROM DAMAGE BY TRAFFIC.
 3. PROTECT THE CATCH BASIN FROM DAMAGE BY TRAFFIC.
 4. PROTECT THE CATCH BASIN FROM DAMAGE BY TRAFFIC.
 5. PROTECT THE CATCH BASIN FROM DAMAGE BY TRAFFIC.
 6. PROTECT THE CATCH BASIN FROM DAMAGE BY TRAFFIC.
 7. PROTECT THE CATCH BASIN FROM DAMAGE BY TRAFFIC.
 8. PROTECT THE CATCH BASIN FROM DAMAGE BY TRAFFIC.
 9. PROTECT THE CATCH BASIN FROM DAMAGE BY TRAFFIC.
 10. PROTECT THE CATCH BASIN FROM DAMAGE BY TRAFFIC.

CATCH BASIN PROTECTION DETAIL (FOR PAVED AREAS)
NOT TO SCALE



FILTER BARRIER
NOT TO SCALE

- NOTES:**
1. FILTER BARRIER SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.
 2. FILTER BARRIER SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.
 3. FILTER BARRIER SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.
 4. FILTER BARRIER SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.
 5. FILTER BARRIER SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.
 6. FILTER BARRIER SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.
 7. FILTER BARRIER SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.
 8. FILTER BARRIER SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.
 9. FILTER BARRIER SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.
 10. FILTER BARRIER SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.



TYPICAL CATCH BASIN
NOT TO SCALE

- NOTES:**
1. CATCH BASIN SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.
 2. CATCH BASIN SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.
 3. CATCH BASIN SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.
 4. CATCH BASIN SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.
 5. CATCH BASIN SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.
 6. CATCH BASIN SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.
 7. CATCH BASIN SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.
 8. CATCH BASIN SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.
 9. CATCH BASIN SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.
 10. CATCH BASIN SHALL BE 12" HIGH AND 12" WIDE AT THE TOP AND BOTTOM.

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DETAILS
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ARCHITECTURE
LANDSCAPE ARCHITECTURE
CENTRAL MAINE MEDICAL CENTER
1000 BROADWAY
PORTLAND, MAINE 04108
TEL: 603.875.2200
WWW.SEBAKO.COM

REVISIONS

NO.	DATE	DESCRIPTION
1	01/15/10	ISSUED
2	01/15/10	ISSUED
3	01/15/10	ISSUED
4	01/15/10	ISSUED
5	01/15/10	ISSUED
6	01/15/10	ISSUED
7	01/15/10	ISSUED
8	01/15/10	ISSUED
9	01/15/10	ISSUED
10	01/15/10	ISSUED

APPROVED

DATE 01/15/10

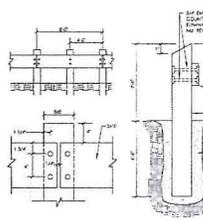
SHEET 5 OF 6



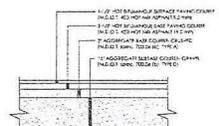
CONSTRUCTION
 1. EROSION CONTROL MIX SHALL BE PLACED OVER TOP OF CURB OR TO BE CONSTRUCTED IN ACCORDANCE WITH THE SOFT SAND DESIGN AND DESIGN CONSTRUCTION. SOFT SAND SHALL BE PLACED TO A MINIMUM OF 12" ABOVE THE CURB AND SHALL BE COMPACTED TO THE PROPOSED FINISH GRADE. THE SOFT SAND SHALL BE PLACED TO A MINIMUM OF 12" ABOVE THE CURB AND SHALL BE COMPACTED TO THE PROPOSED FINISH GRADE. THE SOFT SAND SHALL BE PLACED TO A MINIMUM OF 12" ABOVE THE CURB AND SHALL BE COMPACTED TO THE PROPOSED FINISH GRADE.

INSTALLATION
 1. THE MIXTURE SHALL BE PLACED OVER THE CURB, ALLOWING THE CURB TO BE PLACED TO A MINIMUM OF 12" ABOVE THE CURB AND SHALL BE COMPACTED TO THE PROPOSED FINISH GRADE. THE SOFT SAND SHALL BE PLACED TO A MINIMUM OF 12" ABOVE THE CURB AND SHALL BE COMPACTED TO THE PROPOSED FINISH GRADE. THE SOFT SAND SHALL BE PLACED TO A MINIMUM OF 12" ABOVE THE CURB AND SHALL BE COMPACTED TO THE PROPOSED FINISH GRADE.

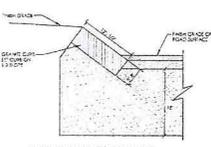
EROSION CONTROL MIX BERM
 NOT TO SCALE



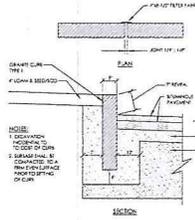
PRESSURE TREATED WOOD GUARDRAIL
 NOT TO SCALE



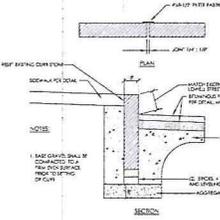
TYP. PAVED PARKING LOT SECTION
 NOT TO SCALE



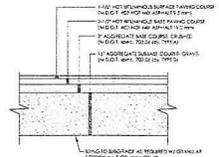
SLOPED GRANITE CURB (6x12)
 NOT TO SCALE



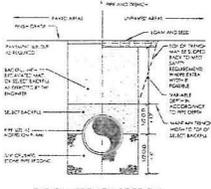
VERTICAL GRANITE CURB
 NOT TO SCALE



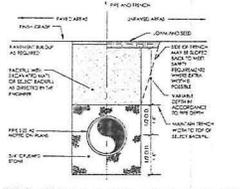
RESET EXISTING GRANITE CURB - LOWELL STREET
 NOT TO SCALE



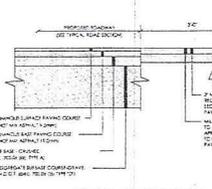
TRENCH REPAIR LOWELL STREET
 NOT TO SCALE



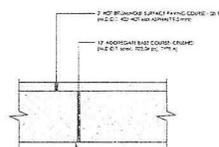
TYPICAL TRENCH SECTION
 NOT TO SCALE



TYPICAL TRENCH SECTION - LOWELL STREET ROW
 NOT TO SCALE



TYPICAL PAVEMENT JOINT
 NOT TO SCALE



SIDEWALK REPAIR LOWELL STREET
 NOT TO SCALE

For Approval Only

SEBAGO ENGINEERING CO., INC.
 1000 BROADWAY, SUITE 200
 PORTLAND, MAINE 04101
 TEL: 207.875.1111
 FAX: 207.875.1112
 WWW.SEBAGOENGINEERING.COM

DESIGNED	CHECKED
DATE	DATE
BY	BY
PROJECT NO.	SCALE
14193	1/2"

DETAILS FOR
 DYNAMIC PARKING LOT EXPANSION
 1000 BROADWAY, SUITE 200
 PORTLAND, MAINE 04101
CENTRAL MAINE MEDICAL CENTER
 1000 BROADWAY, SUITE 200
 PORTLAND, MAINE 04101

SHEET 6 OF 6



CITY OF LEWISTON

Department of Planning & Code Enforcement



TO: Planning Board
FROM: David Hediger, City Planner
DATE: September 5, 2014
RE: September 8, 2014 Planning Board Agenda Item V(a)

Deschaine Heights Subdivision – de minimis change request.

Lucille and Gerard Grenier have submitted a request to amend the Deschaine Heights Subdivision dated February 14, 2005. The Grenier's own the lots at 14 and 16 Stone Ledge Drive (referred to as lots R9 and R8 on the subdivision plan). They live at 14 Stone Ledge Drive. The Grenier's are simply looking to move the lot line located between their two lots, effectively adding 499 square feet to their house lot and providing for a more regularly shaped lot. Both lots will remain conforming with respect to the space and bulk standards of the Neighborhood Conservation "A" (NCA) district.

Minor changes of this nature would typically be handled by staff as a de minimis change. However, since it is an amendment to a subdivision previously approved by the Planning Board, formal Board approval is required for subdivisions.

This request is being heard by the Planning Board pursuant to Article XIII, Section 2(a)(10) and Sections 4 and 5 of the Zoning and Land Use Code.

ACTIONS NECESSARY:

1. Make a motion to consider a request by Lucille and Gerard Grenier to amend the Deschaine Heights Subdivision.
2. Make a determination that the request is complete;
3. Make a motion finding that the application meets all of the necessary criteria contained in the Zoning and Land Use Code, including Article XIII, Section 4 and 5 of the Zoning and Land Use Code and to grant approval to Lucille and Gerard Grenier to amend the subdivision plan entitled Amendment to Lots R8 & R9 of Deschaine Heights, located at 14 and 16 Stone Ledge Drive, with/without any concerns raised by the Planning Board or staff.

Members of the Council:

Some of the reasons that we would like to amend the current property lines between lot R8 and R9 is that when we purchased our home situated on lot R9 we really never were told exactly where the pins were located and unfortunately have never been able to locate most of the property pins. We have known all along where one of the property pins is located but that is it.

A few months ago my wife indicated that we should find out exactly where ALL of the property pins are located on both properties (lot R8 and lot R9) as I am fast approaching 72 years of age she wanted to know (as well as myself) where everything should be and that is why we decided to hire a surveyor in order to have all of this properly documented and recorded so that we as well as our children would have this information.

A few months back I picked up a GIS MAP from the Tax Office and to our surprise it showed that lot R8 had road frontage of some 147 feet ?

That really was our wake up call and thus the main reason for having the lots re-surveyed.

Thankfully the footage on the GIS MAP was not correct as it showed that it would take a good part of our front lawn.

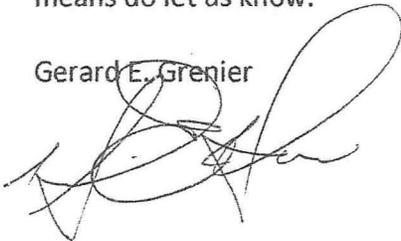
Another reason is that by having this work done it would eliminate the current zig zag property lines and also make both properties look more uniform and aesthetically pleasing to both the R8 and R9 lots and for different owners in the future thereby removing possible conflicts to others.

As it is now drawn (on the recent survey) the frontage is still within the required minimum of 75 feet and the total of lot R8 would still be in excess of some 14000 square feet.

These are the reasons why we are now requesting that this be done at the present time.

Thanking all of you for your time and consideration if there are any other questions then by all means do let us know.

Gerard E. Grenier



Lucille G. Grenier



CORRECTIVE QUITCLAIM DEED WITHOUT COVENANT
(Maine Statutory Short Form)

PEOPLE'S UNITED BANK, hereinafter referred to as the Grantor, for consideration paid, releases to GERARD E. GRENIER and LUCILLE G. GRENIER, whose mailing address is 14 Stone Ledge Drive, Lewiston, Maine 04240, hereinafter referred to as the Grantees, as joint tenants and not as tenants in common, a certain lot or parcel of land situated in the City of Lewiston, County of Androscoggin and State of Maine, as more fully described on the Exhibit A attached hereto and incorporated herein by reference.

This deed is given to correct a prior deed recorded in the Androscoggin County Registry of Deeds in Book 8185, Page 201. Reference is also made to a certain Quitclaim Deed of Federal Deposit Insurance Corporation as receiver of Butler Bank to Peoples United Bank recorded in the Androscoggin County Registry of Deeds in Book 8200, Page 165, and a certain Limited Power Of Attorney granted by the Federal Deposit Insurance Corporation to Peoples United Bank, recorded in the Androscoggin County Registry of Deeds in Book 8200, Page 159.

IN WITNESS WHEREOF, Peoples United Bank has caused this instrument to be signed and sealed this 26th day of July, 2011.

[Signature]
Witness

PEOPLES UNITED BANK
[Signature]
By: _____
Christopher Droznick
Its: Vice President

STATE OF NEW HAMPSHIRE
HILLSBOROUGH, SS.

July 26, 2011

Then personally appeared the above named Christopher Droznick, Vice President of Peoples United Bank, and acknowledged the foregoing instrument to be his free act and deed, duly authorized.

Before me,

[Signature]
Attorney-at-Law/Notary Public

SEAL

DEBRA N FARRAR
NOTARY PUBLIC
NEW HAMPSHIRE
MY COMMISSION EXPIRES APRIL 18, 2012

EXHIBIT A

A certain lot located in the City of Lewiston, County of Androscoggin and State of Maine bounded and described as follows:

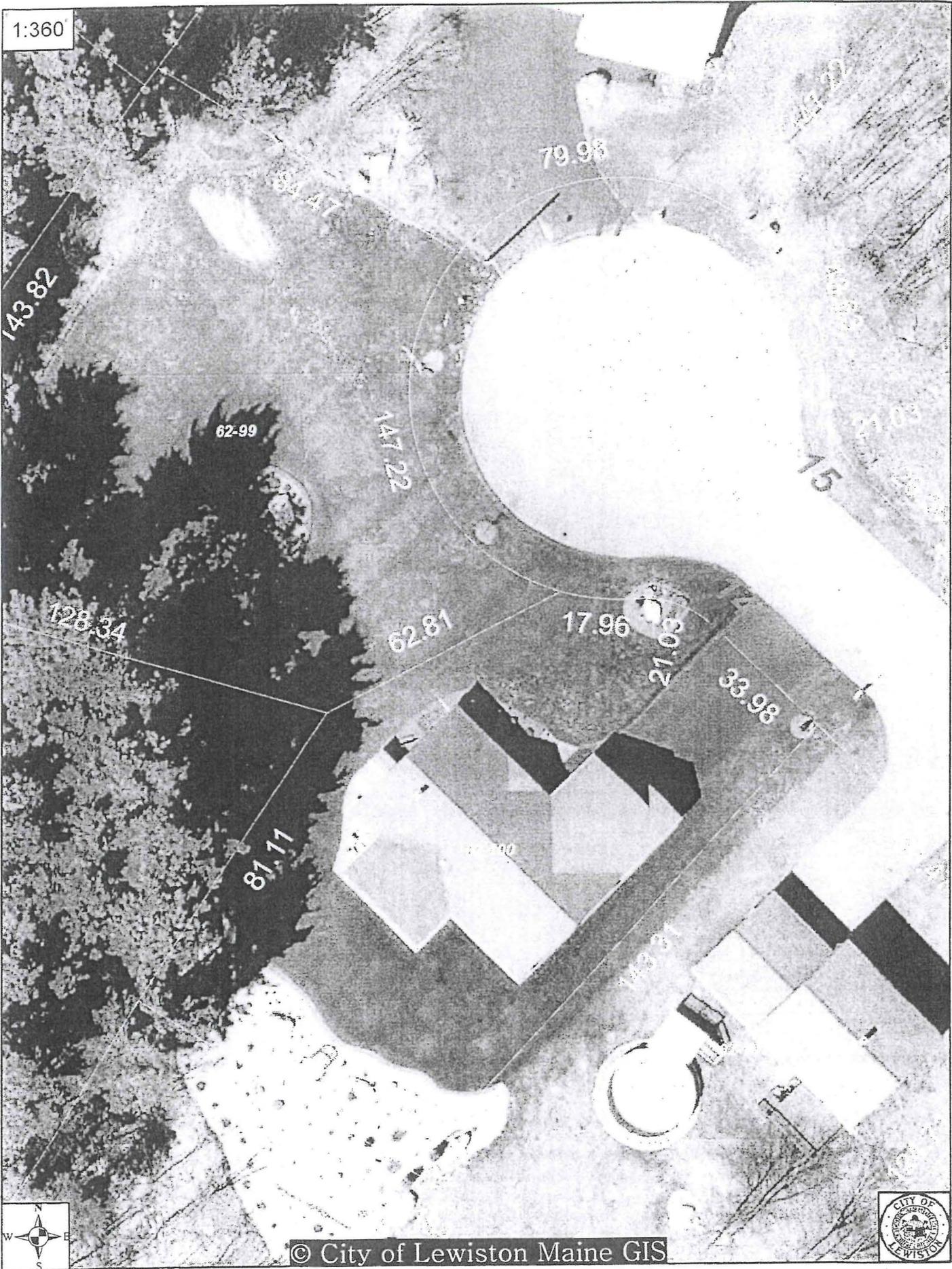
Lot R8 as depicted on a Plan of Deschaine Heights made for Deschaine Holdings, LLC by Land Use Consultants, Inc. and recorded in Plan Book 44, Page 75 (the "Plan").

Subject to the Declaration of Covenants and Restrictions for Deschaine Heights Subdivision recorded on December 30, 2005 in Book 6629, Page 1.

Meaning and intending to describe a portion of the premises conveyed to Deschaine Construction, Inc. by Quitclaim Deed with Covenant of Deschaine Holdings, LLC dated July 21, 2006 and recorded in the Androscoggin County Registry of Deeds in Book 6842, Page 275.

ANDROSCOGGIN COUNTY
TINA M CHOUINARD
REGISTER OF DEEDS

1:360



© City of Lewiston Maine GIS



WARRANTY DEED

Maine Statutory Short Form

KNOW ALL MEN BY THESE PRESENTS, that Deschaine Construction, Inc., a Maine Corporation, for consideration paid, grants to Gerry Grenier and Lucille Grenier of the City of Lewiston, State of Maine, whose mailing address is 7 Pleasant Street, Lewiston, Maine, with WARRANTY COVENANTS, as JOINT TENANTS, the land and buildings thereon in Lewiston, County of Androscoggin, State of Maine, more particularly described as follows:

A certain lot or parcel of land with any buildings thereon situated in said City of Lewiston, County of Androscoggin, and State of Maine, bounded and described as Lot R-9 as depicted on a Plan of Deschaine Heights made for Deschaine Holdings, LLC by land Use Consultants, Inc. and recorded in the Androscoggin County Registry of Deeds in Plan Book 44, Page 75 (the "Plan").

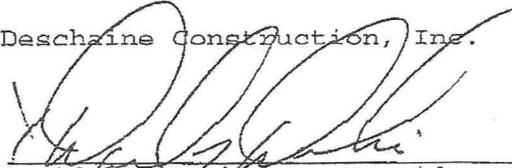
Subject to the Declaration of Covenants and Restrictions for Deschaine Heights Subdivision recorded on December 30, 2005 in the Androscoggin County Registry of Deeds in Book 6629, Page 1.

Reference is hereby made to a certain Quitclaim Deed with Covenant from Deschaine Holdings, LLC to Deschaine Construction, Inc., dated January 16, 2006 and recorded in the Androscoggin County Registry of Deeds in Book 6646, Page 240.

WITNESS my hands and seals this 22nd day of December, 2006.

Signed, sealed and delivered in presence of

Deschaine Construction, Inc.



David J. Deschaine, President

Witness

State of Maine
County of Androscoggin

Then on December 22nd, 2006, personally appeared the above-named David J. Deschaine, President of Deschaine Construction, Inc. and acknowledged the foregoing instrument to be his free act and deed on behalf of said corporation in his said capacity.

Before me,

ANDROSCOGGIN COUNTY
Tina K. Charnock
REGISTER OF DEEDS

Notary Public/Attorney
Exp:

RICHARD E. CLARKE C=O
Notary Public/Attorney
State of Maine (Authorized to
Take Acknowledgments Pursuant
to 4 M.R.S.A. 7056)

MAINE REAL ESTATE
TRANSFER TAX PAID

August 19, 2014

To: Lewiston School Committee, Lewiston City Council, Lewiston Planning Board, School Principals, PTO Presidents, Facilities Committee and all Interested Community Members

From: Superintendent Bill Webster

Re: Moving Forward on our School Construction Project

Summary and Action Steps

This memo provides some background on our upcoming elementary school construction project, sets tentative meeting dates for the new Redistricting Committee and the Facilities Committee, and requests that the Redistricting Committee membership ranks be filled as follows:

1. Elementary school parents who are interested in serving should immediately contact their PTO president or school principal. Each elementary school principal is asked to work with their local PTO to identify two interested parents to serve on the Committee. These names and contact information (email and phone) should be provided to Sue Turgeon, my Executive Assistant, no later than Friday, September 12th, as the first meeting is Tuesday, 9/16, at 4:30 pm.
2. The School Committee, Planning Board and City Council are all also asked to make their membership selections by Friday, September 12th.
3. Interested community parties, who are not parents with children in any of our elementary schools, are asked to send a letter of interest to me at Lewiston Public Schools, 36 Oak Street. The two community member selections will be made no later than Monday, September 15th.

Background

As you likely know, Martel Elementary School is No. 8 on the Department of Education's school construction priority list, and the Board of Education approved the commencement of the project last April. On July 30th, Joe Perryman, Facilities Director, Elaine Runyon, Controller, and I were finally able to meet in Augusta with the DOE construction team headed up by Scott Brown. The team went over the requirement for a state-funded project and made suggestions as to how we might best proceed. We also received confirmation that the needs at Longley Elementary School are to be considered as that school is No. 20 on the list.

The DOE team has tentatively scheduled bond financing for this project(s) for the fall of 2017. This is a doable, but aggressive, schedule that will require that construction commence no later than the spring of 2017. In order to increase the likelihood of meeting this schedule, I proposed at the August 18th meeting that we establish a new redistricting committee and charge the existing Facilities Committee to initiate the architect selection process and to contract for a school enrollment projection study.

A redistricting committee is necessary because DOE will likely not fund a new school that would just replace Martel without meeting the needs of Longley. Without making any comment on the merits of possible options, there are at least two approaches that would impact present school district boundaries. One would be to replace both Longley and Martel with one new school. Another would draw on the work of the prior redistricting committee, which recommended that Longley and Farwell both be converted to preK-2 schools with Farwell serving the present Farwell and Martel districts. In this scenario the new school would include grades 3-6 for the present Longley, Farwell and Martel districts.

School Committee Action Taken

The School Committee unanimously adopted the following motions at the August 18th meeting:

1. Move that a redistricting committee be established and charged to make recommendations to the School Committee no later than January 31, 2015 on the grade configuration for the proposed new elementary school and any related redistricting that may be required. The membership will be solicited by the Superintendent, confirmed by the School Committee chair and include the following representation:

#	
1	Farwell Principal
2	Farwell Parents
1	Longley Principal
2	Longley Parents
1	Martel Principal
2	Martel Parents
2	Geiger Parents
2	McMahon Parents
2	Montello Parents
2	Community Members
1	Community Member appointed by City Council
1	Planning Board Member
2	Board Members
1	Superintendent
22	

2. Move that the Facilities Committee initiate the process to select an architect for the school project and to contract for a school enrollment projection study. The final architect selection will be approved by the full School Committee.

Once the above steps are completed we would establish a site location and building committee specific to the school project, but this step is premature at this point since we don't yet know the grade configuration or what students will be served.

Redistricting Committee

The work of this Committee is critical to moving this school construction project along. In order to meet the 1/31/15 deadline, I have tentatively scheduled the following meetings:

Date and Time	Location
Tuesday, 9/16, 4:30 pm – 6:00 pm	Dingley Room, Dingley Bldg, 36 Oak St.
Tuesday, 9/30, 4:30 pm – 6:00 pm	Dingley Room, Dingley Bldg, 36 Oak St.
Tuesday, 10/21, 4:30 pm - :6:00 pm	Dingley Room, Dingley Bldg, 36 Oak St.
To be scheduled in Oct. or Nov.	Farwell Elementary School
To be scheduled in Oct. or Nov.	Geiger Elementary School
To be scheduled in Oct. or Nov.	Longley Elementary School
To be scheduled in Oct. or Nov.	Martel Elementary School
To be scheduled in Oct. or Nov.	McMahon Elementary School
To be scheduled in Oct. or Nov.	Montello Elementary School
Tuesday, 12/16, 4:30 pm – 6:00 pm	Dingley Room, Dingley Bldg, 36 Oak St.
Wednesday, 1/7, 7:00 pm – 8:30 pm	Presentation of Preliminary Recommendations, Dingley
Tuesday, 1/13, 4:30 pm – 6:00 pm	Dingley Room, Dingley Bldg, 36 Oak St.
Monday, 1/18, 6:45 pm	Presentation to School Committee

I am asking each elementary school principal to work with their local PTO to identify two interested parents to serve on the Committee and one or two dates in October, November or early December when the Redistricting Committee could meet their respective elementary school. These names and contact information should be provided to Sue Turgeon, my Executive Assistant, no later than Friday, September 12th.. In addition, I ask that the School Committee, Planning Board and City Council make their membership selections by that date as well.

Finally, there are two community member slots on the Redistricting Committee. Interested parties, who are not parents with children in any of our elementary schools, are asked to send a letter of interest to me at Lewiston Public Schools, 36 Oak Street. Community member selection will be made no later than Monday, September 15th.

Facilities Committee

The Facilities Committee already exists and is made up of the following membership:

Name	Position
Bruce Damon	Planning Board Member
Elaine Runyon	Controller, Lewiston Public Schools
Joe Perryman	Facilities Director, Lewiston Public Schools
Linda Scott	School Committee Member
Paul St. Pierre	School Committee Member
Ronnie Paradis	Community Member
Bill Webster	Superintendent, Lewiston Public Schools

Althea Walker	Farwell Principal
Steve Whitfield	Martel Principal
Kristie Clark	Longley Principal
Jim Handy, ex officio	School Committee Chair

The tentative meeting schedule for this Committee is as follows:

Date and Time	Location
Wednesday, 8/27, 4:30 pm – 6:00 pm	Superintendent’s Conference Room, Dingley Bldg.
Wednesday, 9/24, 4:30 pm – 6:00 pm	Superintendent’s Conference Room, Dingley Bldg. (Selection of enrollment projection consultant)
Wednesday, 10/15, 3:00 pm - 6:00 pm	Board Room, Dingley (Architect Interviews)
Thursday, 10/16, 4:30 pm – 8:00 pm	Board Room, Dingley (Architect Interviews)
Monday, 10/20, 6:45 pm	Recommendation to School Committee