



Town of Damariscotta  
Planning Board Meeting Agenda  
Monday, December 5, 2022 – 6:00PM  
Hybrid Meeting: Town Office & via Zoom

Join Zoom Meeting: <https://us02web.zoom.us/j/88985249796>

Meeting ID: 889 8524 9796

Passcode: DamaPB

1. Pledge of Allegiance
2. Call to Order
3. **Public Hearings:**
  - a. Site Plan and Conditional Use Applications to construct a 102-bed nursing care facility and associated site improvements (including parking areas, two curb cuts, stormwater management facilities, and courtyard areas and path systems for facility residents) at **2 Piper Mill Road** (Tax Map 1, Lot 50)
    - Applicant: Clippership Landing Development, LLC
    - Zone: Rural
4. New Business:
  - a. Sketch (Conceptual) Plan Review: Proposed two-story building to contain 32 age-restricted (senior) dwelling units at **207 Ledgewood Court Drive** (Tax Map 1, Lot 50-3)
    - Applicant: Midcoast Maine Community Action/DC Ledgewood LLC
    - Zone: Rural
5. Other Business:
  - a. Questions from the public (an opportunity for the public to ask questions on items not on the agenda)
  - b. Planner's Report
6. Adjournment

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3. a. Public Hearing: Site Plan and Conditional Use Applications for Clippership Landing Development, LLC (2 Piper Mill Road) <i>(Note: only new items are included in this packet. For previously provided information, see the 11/7/2022 meeting packet online <a href="#">here</a>)</i>	
• Staff Review Memo & Recommendation	3
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• Applicant's Supplemental Information Packet (dated 11/23/2022)	38
4. a. Sketch (Conceptual) Plan Review for Midcoast Maine Community Action/DC LedgeWood LLC (207 LedgeWood Court Drive)	
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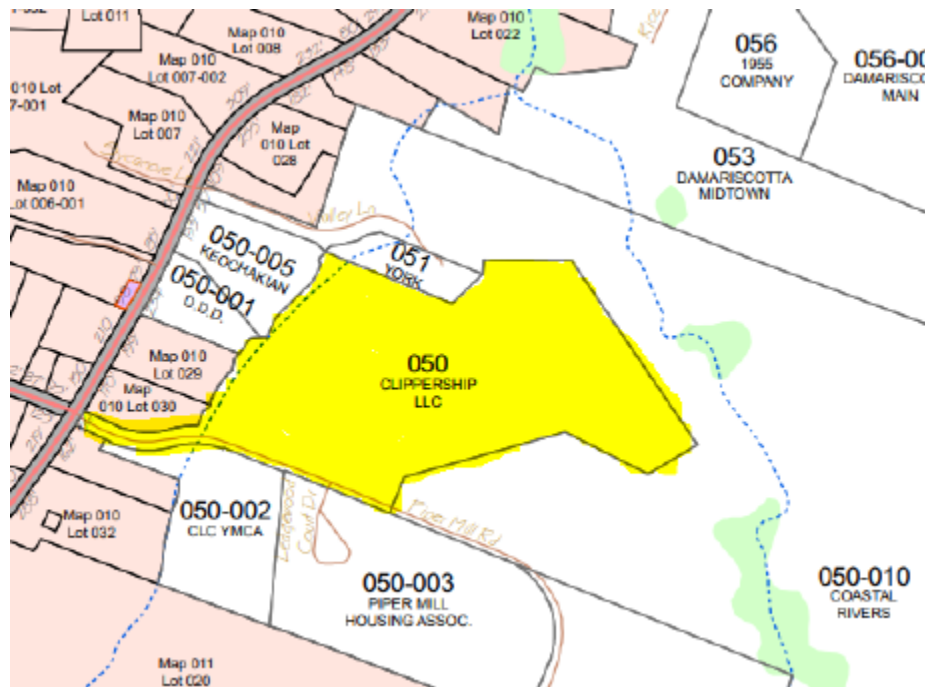
**AGENDA ITEM #4D**  
**Meeting of December 5, 2022**

**Site Plan Application – Clippership Landing Nursing Home**  
**Piper Mill Road – Clippership Landing Development, LLC**  
PID #2201

## **INTRODUCTION**

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Applicant Clippership Landing Development, LLC is requesting Site Plan review in order to construct a 102 bed nursing care facility and associated site improvements (including parking areas and two curb cuts, stormwater management facilities, and courtyard areas and path systems for the enjoyment of residents of the facility). The parcel is further identified as Assessor's Tax Map 1, Lot 50 and it is located within the Rural Zoning District and the Town's designed Village Expansion Growth Area, per the 2014 Comprehensive Plan.



A public hearing on this application is required, as the total floor area proposed is greater than 7,500 s.f. (pursuant to Sec. 102.5(G) of the Damariscotta Town Ordinances). Legal advertisements regarding this public hearing appeared in the Lincoln County News on October 27, 2022 and November 3, 2022, and were mailed to 22 property owners within 250' of the subject property and were posted at the Town Office on October 24, 2022. The public hearing was continued from the November 7, 2022 meeting of the Planning Board.

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This submission is being reviewed pursuant to Chapter 102, Sec. 102.6: Performance Standards [Site Plan Review]; Chapter 102, Sec. 102.7: Large-Scale Development Standards [Site Plan Review]; and for compliance with the Town's adopted Comprehensive Plan. Additionally, as nursing care facilities are a conditional use within the Rural Zoning District, the standards of Sec. 101.9: Appeals and Conditional Uses must be met.

## SUBMISSION CHRONOLOGY

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Application Received:	September 19, 2022
Pre-Application Date:	August 1, 2022
Deemed Complete for Planning Board:	October 19, 2022

## PROJECT DATA

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<b>Zoning:</b>	Rural	
<b>Land Area:</b>	19.98 acres (proposed to be subdivided further)	
<b>Existing Land Use:</b>	Vacant	
<b>Proposed Land Use:</b>	Nursing care facility	
	<b>Allowed:</b>	<b>Proposed:</b>
<b>Max. Building Height:</b>	35 feet	29.7' at highest ridgeline
<b>Min. Front Yard Building Setback:</b>	20 feet	~120' at closest point
<b>Min. Side Yard Building Setback:</b>	15 feet	~40' at closest point
<b>Min. Rear Yard Building Setback:</b>	15 feet	~90' at closest point
<b>Min. Water Setback:</b>	100 feet from abutting stream	~120' at closest point (on proposed maintenance garage)
<b>Min. Off-Street Parking*:</b>	34 spaces (1 space for every 3 rooms)	103 spaces, including 9 spaces for people with disabilities

\*Pursuant to 102.6(H)(7)(i).

## REVIEW PROCESS

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This project initially came before the Planning Board for sketch (conceptual) plan review during the Planning Board's meeting on August 1, 2022. Subsequently, the Planning Board held a site walk of the subject property on August 18, 2022 alongside the applicants and members of the public. As part of this development, Minor Subdivision review is also required to amend the 2019 subdivision plan of the property. The Planning Board held a public hearing on the Minor Subdivision application and ultimately voted to approve the Minor Subdivision application during their meeting on November 7, 2022.



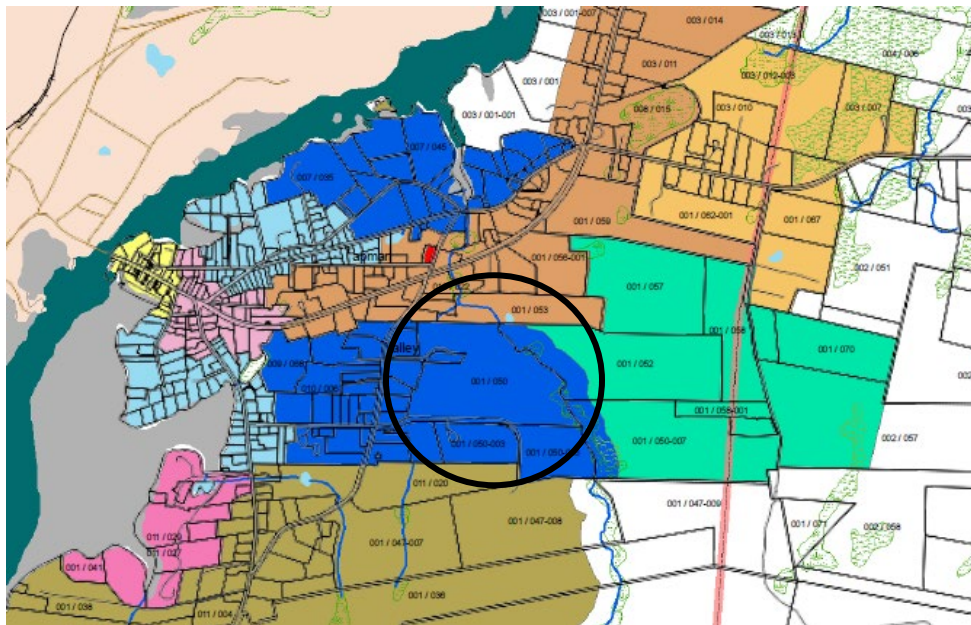
Also, during the November 7, 2022 meeting, the Planning Board opened the public hearing on the Site Plan application. Based upon the public comment received as well as deliberation amongst themselves, the Planning Board suspended the public hearing until the next meeting of the Board and tasked the applicants with providing the following items:

- Information on the sight distances from Piper Mill Road onto School Street
- Provide information on the accidents at School Street and Bristol Road intersection
- Provide visual renderings of how the proposed building will look from School Street, from Piper Mill Road, and from surrounding properties (including the proposed landscaping)

The applicants have provided this information in a supplemental packet dated November 23, 2022 (attached). The packet for the November 7, 2022 meeting, which includes the information previously reviewed by the Board, is available on the Town's website at [this link](#).

## COMPLIANCE WITH THE COMPREHENSIVE PLAN

The 2014 Comprehensive Plan (adopted June 2014 and subsequently revised in February 2015) notes that the subject property is within the Village Expansion Growth Area (per the Future Land Use Map, page 34 and below).



Growth Areas are the areas where the Town expects growth and development to occur. The anticipation is that most residential and non-residential development will occur in these areas. The Village Expansion Area anticipated that, “Within these neighborhoods, a range of residential uses should be allowed ... The development of senior housing and retirement and eldercare facilities should also be allowed.” In addition, the vision for this area was that it would evolve as an extension of the village with moderate density housing and a “village character.”

Site Plan review is subject to the standards of review outlined in Sec. 102.6: Performance Standards. As the project is proposing a floor area of greater than 20,000 s.f., the requirements of Sec. 102.7: Large-Scale Development will also apply. Finally, as the project is proposing a conditional use in the Rural Zoning District, the standards outlined in Sec. 101.9: Appeals and Conditional Uses must be met.

### *Site Plan Standards*

The bufferyard is the area at the perimeter of the property encompassing the Town's building setback requirements and the existing or planted vegetation, fencing, walls or berms located within the area. Per the standards outlined in this section, the only development permitted within the bufferyard is required landscaping and fencing, landscape lighting, essential utilities that cannot be located outside of the buffer because of site constraints, passive stormwater filtration areas, and points of ingress and egress as authorized by the Planning Board. Within the bufferyard, the applicants are proposing to locate the fire access drive. Additionally, the corner of a stormwater filtration area is located within the buffer yard. See Figure 1. As noted, these are exempt and thus, in staff's view, this standard has been met.

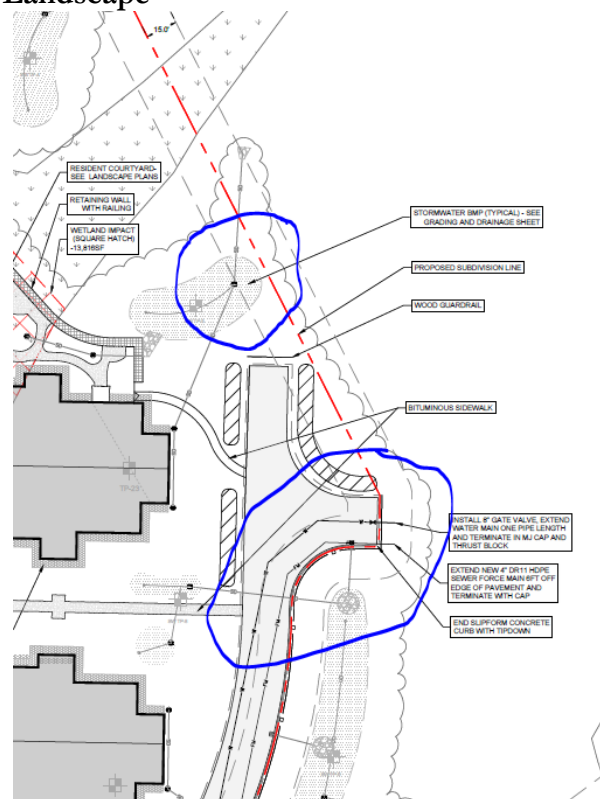


Figure 1

The applicants have indicated that the building has been sited in such a way as to preserve the landscape and existing topography of the site to the maximum extent practical. The building is centrally located to allow for natural vegetation to be retained in the buffer yards of the property. Additionally, a landscape plan has been submitted which shows approximately 150 new tree plantings, intended to shield the new development from abutting properties and from public streets.

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A letter from the Maine Department of Inland Fisheries & Wildlife submitted with the application indicates that three bat species which are protected under Maine's Endangered Species Act (including the little brown bat, northern long-eared bat, and eastern small-footed bat) may be present on the site during their migration and/or during the breeding season. However, the IF&W noted that they do not anticipate significant impacts to any of the bat species as part of this project. Still, to prevent potential impacts to these species, the applicants have indicated that the majority of tree removal will be between October 16<sup>th</sup> and April 14<sup>th</sup> of any given year.

Correspondence with the Maine Natural Areas Program indicates that no rare and exemplary botanical features have been identified in the vicinity of the project site.

Per Condition #8, only the topsoil directly affected by buildings, access, and parking areas may be removed from the site. Therefore, the project as designed and conditioned meets the requirements of this section.

**2. Sec. 102.6(B): Relationship to Environment and Neighboring Buildings**

The project is within all bulk and spacing requirements established in the Zoning District, as noted in the project data table above. The project site is abutted by the Ledgewood Apartment Complex and the Wastewater Treatment facility to the south; by land owned by the Coastal Rivers Conservation Trust to the east; and by single-family residences on all other sides.

The project site currently consists of understory vegetation. While the proposed building is proposed at the top of the slope and so will likely be visible to abutters, the applicants have designed the building to be one-story, which reduces views of the buildings from public ways. Additionally, landscaping is proposed intended to help further shield the project from direct abutters. The landscaping plan is discussed in detail in item #24 below.

Pursuant to this section (which requires a minimum buffer strip of 30 feet for parcels greater than three acres), an approximately 90-foot buffer area has been retained between the front property line and the parking lot. From the rear property line to the proposed paved emergency access drive, an approximately 45-foot buffer area is proposed (between the rear property line and the closest point). From the westerly property line to the proposed paved service access, a buffer of approximately 150 feet is proposed. The applicant has requested a waiver of Sec. 102.6(B)(2)(b) with respect to the eastern property line only, noting that "Although the intent is to divide the property, the uses proposed will be compatible and will share access using the proposed, paved access drive along the new property line. Providing a 30ft buffer between the shared access drive and the new property line (by adjusting the line) would result in a very narrow strip of property between the Nursing Home parcel and the adjacent land to the east. Since this area is within a wetland drainageway that extends to either side of the property, it is unlikely that any future development would be practical." As designed and with the waiver requested, staff has found that the project meets the requirements of Sec. 102.4(B)(2) and (B)(3).

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**3. Sec. 102.6(C): Air Quality**

The proposed project will not result in undue air pollution or odors associated with the use being proposed. The emission of dust, ash, fumes, vapors, smoke, or other particulate matter of gases is not anticipated. The applicants have submitted an erosion and sedimentation control program in accordance with MDEP Best Management Practices, to be used by the contractor during construction, which notes that dust control measures will be applied on a daily basis during summer construction where dust is most likely (except on days where precipitation will be sufficient to control dust). The erosion and sedimentation control program is further described in item #10 below. As proposed, staff has found that this standard has been met.

**4. Sec. 102.6(D): Lighting and Glare**

Limited exterior lighting is proposed with this project within the parking area and along key access points along the building. The applicants have indicated that this lighting is proposed for safety in these areas. A lighting plan has been submitted which confirms that footcandles on abutting properties do not exceed 0.1, in accordance with this section. All exterior lights proposed are within the color range of 3000 to 2500 Kelvins or less, as shown on the lighting spec sheets submitted.

In accordance with Sec. 102.6(D)(4)(e), which states that the maximum height of the luminaire of freestanding or building-attached lights on properties or in parking areas shall not exceed 16 feet. All fixture lighting meets this standard.

Per Condition #9, all exterior lighting fixtures shall be full cut-off (shielded) fixtures (the applicants have noted this within their application materials; this condition is simply to reaffirm the requirement).

No rotating or flashing lights are proposed with this application.

During nighttime hours, exterior lighting shall be turned off or down to the minimum level needed for security, in accordance with this section. Condition #9 reaffirms this requirement.

The project as designed and conditioned meets the standards of this section.

**5. Sec. 102.6(E): Noise**

All noise during construction and once in operation will be required to adhere to the provisions of this section, including staying below the sound level limitations as described. For a project abutting a residential use, the sound level limits are 45 dBA between 7 p.m. and 7 a.m., and 55 dBA between 7 a.m. and 7 p.m. (though construction noise is allowed between 6:30 a.m. and 8 p.m.). Condition #10 reaffirms this requirement. Thus, as conditioned, staff believes this standard to have been met.

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## 6. Sec. 102.6(F), (G), (H), and (I): Traffic, Circulation, and Access

### Trips

A traffic assessment was conducted by Barton & Loguidice on July 18, 2022 on behalf of the applicant. To summarize the findings of the traffic report:

- The proposed development will generate 20 AM peak hour trips on weekdays, and 34 PM peak hour trips on weekdays, according to trip generation calculations provided by the Institute of Traffic Engineers. Total trips generated during an entire weekday will be 312 (156 entering and 156 exiting).
- As trip generation is forecast to be less than 99 trip ends during peak hours, which is the threshold for requiring a MaineDOT Traffic Movement Permit (TMP), a TMP from MaineDOT is not required.
- There is one High Crash Location (as determined by MaineDOT) in the immediate vicinity of the site. MaineDOT considers any roadway intersection or segment a high crash location if there are 8 or more accidents at the location within a three-year period, and if the Critical Rate Factor for the location is greater than 1.00. The School Street and Main Street intersection represents a High Crash Location. MaineDOT has advised staff and the applicants that a short-term fix for this intersection is scheduled for implementation in 2023, and that further long-range intersection improvements are currently being studied. *The applicants have also provided information regarding the School Street and Bristol Road intersection. The intersection of School Street and Bristol Road has a reported total of 7 crashes between 2019 and 2022 with a Critical Rate Factor of 2.47 (and thus is not a High Crash Location based on MDOT's established criteria).*
- The proposed site accesses onto Piper Mill Road meet MaineDOT sight distance requirements for roadways with a speed limit of 25 mph. A sight distance of at least 200 feet is required. Looking left from the main entrance, the measured sight distance was found to be 500 feet. Looking right from the main entrance, the measured sight distance was found to be 285 feet. Looking left from the proposed service entrance, the measured sight distance was found to be 270 feet. Looking right from the proposed service entrance, the measured sight distance was found to be approximately 210 feet. The traffic report does note that existing vegetation found on both sides of Piper Mill Road to the west of the service entrance severely restricts sight distances. The applicants have submitted a roadway clearing plan intended to allow the development to meet the standards of this section. Condition #12 notes that the clearing must be completed at the applicant's expense prior to the issuance of a Certificate of Occupancy.



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- *The existing sight distance from Piper Mill Road onto School Street meets MaineDOT sight distance requirements for roadways with a speed limit of 35mph, which requires a minimum unobstructed sight distance measurement of 305 feet. A sight distance in excess of 350 feet was determined for each direction of travel on School Street.*
  - The applicant's traffic engineer recommends installation of a 25mph speed limit sign on Piper Mill Road near the School Street intersection, as well as the installation of standard curve warning signs on both approaches to the S-curve intersection of Piper Mill Road in order to alert drivers. Condition #13 requires this signage to be installed by the applicant prior to the issuance of a Certificate of Occupancy for the project.

In the view of staff, these findings and associated conditions demonstrate compliance with the requirements of Section 102.6(G).

#### Access

Access to the site is planned with construction of two entrances: one main entrance intended for use by the general public, and one intended to act as a service entrance. The proposed main entrance aligns directly opposite the existing Ledgewood Apartments entrance, and the service is proposed to be located about 130-feet to the west.

The proposal includes a variety of sidewalks and crosswalk connections from the parking area to the entrance of the building. Sidewalks are proposed to be concrete with granite curbing, and will be raised above the driving areas. Additionally, three separate courtyard areas are proposed for the enjoyment of residents which include sidewalk areas.

Given the level traffic generation and the capacity and design of the roadways connected to the site, the project will not cause unreasonable public road congestion or unsafe conditions on private or public ways, consistent with the requirements of Section 102.6(F) and (G).

#### Parking

Zoning Ordinance Section 102.6(H)(7)(i) requires that nursing homes provide one parking spaces per every three rooms, therefore the project requires at least 34 spaces. The project provides 103 spaces, including 9 spaces for people with disabilities. The applicants have provided data from their other Maine properties substantiating the need for the 103 parking spaces, especially during holidays at peak visiting periods. As designed the parking supplied meets the requirements of Section 102.6(H).

### **7. Sec. 102.6(J): Existing Public Utilities and Services**

The proposed sewer demand is approximately 8,670 gallons per day. The project is proposing to tie into public sewer service and pump their sewage directly to the treatment plant via new force mains. A letter from the Great Salt Bay Sanitary District, dated May 17, 2022, has been provided indicating that adequate collection and treatment capacity is available. Therefore, the project meets the requirements for adequate sewage waste disposal. Public water access is detailed in item 11 below.

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The applicants have indicated that the clearing of trees associated with this development, which had been previously logged for large timber, is expected to generate approximately 248 cubic yards of stumps. Per the application materials: “the clearing may include high-quality trees, suitable for saw logs. These will be cut and exported to an appropriate sawmill from the site, separately from the remaining materials. The remaining wood biomass will be cut or chipped on site. The biomass will either be retained on site for erosion control materials or processed and sent to a biomass facility. Since pine stumps are larger and bulky, these stumps will be excavated and/or chipped onsite for use as erosion control mix or landscaping mulch.” Other solid waste generated during construction will be hauled by private haulers. There are no known hazardous or special wastes at the site.

Post-occupancy, the applicants plan to dispose of their trash at the Nobleboro-Jefferson Transfer Facility. There are no known capacity constraints regarding solid waste, therefore, in the opinion of staff, the project is consistent with this section.

The proposed development will be equipped with a sprinkler system to provide fire suppression in the event of an emergency within the facility. Hydrants will also be provided on-site for additional fire suppression. A turning template for the Fire Department’s largest apparatus has been submitted which confirms that the truck will be able to adequately navigate the site. Additionally, the Fire Chief has reviewed the application materials to ensure that emergency access will be appropriate. The Department has indicated that they would like to see an additional fire hydrant towards the road near where the generator is located which would allow ideal access without concern for vehicles striking out hoses. Additionally, the Department has requested a sprinkler hookup as well as a knox box installed on the building. Condition #18 notes that the final locations and number of hydrants must be determined by the Fire Department prior to the applicant submitting any building permits for the project. Additionally, Condition #19 notes that the exact location and details of a knox box will be provided to and approved by the Fire Department prior to the Issuance of a Certificate of Occupancy.

**8. Sec. 102.6(K): Water Quality**

The proposed project will not adversely affect the quality or quantity of groundwater, consistent with Sec. 102.6(K) and Sec. 102.6(L), governing the Stormwater Management Plan. A detailed discussion of wetland impacts is provided in item 12 below.

**9. Sec. 102.6(L): Stormwater Management**

The site slopes gently from a central ridge running north-south on the property. As elevations drop to the west, slopes become increasingly steep (reaching over 15%). Slopes to the east remain generally in the 5-6% range, similar to the center of the site. The site is located with an area of minimal flooding according to the FEMA Flood Insurance Rate Map for the area.

The existing stormwater flows from the aforementioned central ridge towards the west to an unnamed stream that forms the western property boundary, and towards the east to three separate drainageways, all of which drain to a stream on the adjacent parcel that was donated to Coastal Rivers Conservation Trust.

Sec. 102.6(L) notes that the post-development runoff cannot exceed the pre-development runoff during extreme storm events. The table below, which was included in the applicant's stormwater report, summarizes the peak runoff values for pre-development and post-development conditions during each of the analyzed storm events (demonstrating that this standard has been met).

<b>PRE-DEVELOPMENT AND POST-DEVELOPMENT PEAK RUNOFF VALUES</b>		
Storm Return Period	Pre-Dev Peak Q at Design Point 1 (cfs)	Post-Dev Peak Q at Design Point 1 (cfs)
2-Year	3.29	3.15
10-Year	7.66	6.75
25-Year	11.18	9.87
50-Year	14.89	14.19
<b>Peak Q at Design Point 2 (cfs)</b>		
2-Year	4.66	3.24
10-Year	9.31	5.93
25-Year	12.89	7.98
50-Year	16.57	10.77
<b>Peak Q at Design Point 3 (cfs)</b>		
2-Year	4.11	4.10
10-Year	8.38	8.34
25-Year	11.69	11.66
50-Year	15.13	15.09
<b>Peak Q at Design Point 4 (cfs)</b>		
2-Year	2.28	1.55
10-Year	4.56	3.22
25-Year	6.32	5.71
50-Year	8.12	7.96

The proposed development includes a variety of small, decentralized stormwater Best Management Practices (BMPs) designed to capture and treat runoff from the project. The BMPs include drip edge filters surrounding the perimeter of the new building, seven bioretention cells dispersed across the property, three underdrain soil filters, and a section of pervious pavement on each side of the western fire lane. These BMPs have been sized and designed in accordance with current State of Maine Chapter 500 Stormwater Law and come directly from the recommended Low Impact Development (LID) practices as described in the LID Guidance Manual for Maine Communities.

Snow storage areas are shown on the revised Site Plan and have been sited to allow for adequate buffers between freshwater areas (such as the wetlands on the northeasterly portion of the site and the adjacent stream to the west). Stormwater retention cells are placed strategically between the proposed snow storage areas and the wetlands in order to allow for areas for snow runoff/melt to be treated.



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The applicant has applied for a Site Location of Development Act permit through the Maine Department of Environmental Protection (DEP). The project has been designed to provide treatment for 98% of the proposed impervious area and 99% of the developed area, in accordance with the Chapter 500 Regulations for Basic, General and Flooding Standards. Condition #14 requires that documentation of the DEP permit being granted is submitted to the Town Planner prior to the issuance of any building permits for the proposed project.

The applicant is proposing to retain ownership of the stormwater management facility and has provided a Stormwater Maintenance Plan outlining their responsibilities post-occupancy to ensure that the stormwater facilities continue to perform as designed. Maine DEP requires permittees to perform a “check-up” on their stormwater systems and recertify that the systems are operating as approved every five years from the issuance date of their permit.

#### **10. Sec. 102.6(M): Erosion & Sediment Control**

The proposed development is for a 102-bed nursing home facility (an approximately 75,000 s.f. building) and associated site improvements, and the project will be completed over an approximately 18-month period from Spring 2023 to the Fall of 2024. All stormwater, drainage, and water effluent are managed appropriately for the proposed use as outlined in the analysis above.

The applicant has submitted a NRCS Web Soil Survey, which shows the predominant soil types on site as Buxton/Lamoine and Scantic silt loams (with small areas of Tunbridge/Lyman complex rocky soils at the edges of the property). Additional geotechnical information was gathered by SW Cole Engineering, on behalf of the applicants, which generally confirm the mapping illustrated on the web survey. Onsite soils are moderately susceptible to erosion. Thus, pursuant to Section 102.6(M), an erosion and sedimentation control program proposal has been submitted. Construction activities are proposed to be stabilized through the installation of silt fencing or erosion control berms down slope of any disturbed areas (with additional measures at the foot of steep slopes or adjacent to the wetland areas) and erosion control blankets or riprap stabilization atop steep slopes. Maintenance of the erosion and sedimentation control areas will be the responsibility of the site contractor during construction, in accordance with the *Maine Erosion and Sediment Control Best Management Practices (BMPs) Manual for Designers and Engineers (2016)*. Construction entrances will be stabilized with crushed stone to minimize tracking. Temporary stockpiles will be stabilized and protected. Post-construction, areas not subject to other restoration (e.g. paving or riprap) will be loamed and seeded.

The erosion and sedimentation control plan, as submitted, is satisfactory to meet the requirements of Section 102.6(M).

#### **11. Sec. 102.6(N): Water Supply**

The proposed project is for a 102-bed nursing facility. The applicants anticipate an 85 gallon per room per day water usage, with a total estimated usage amount of 8,670 gallons per day. The applicants have provided documentation from the Great Salt Bay Sanitary District indicating that they have the ability to provide water to the proposed project.

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As the project will be served by both public water and sewer, a hydrogeologic study is not required. Materials at the site with the potential to cause groundwater contamination may include household cleaning chemicals or fuel tanks. As these will be stored inside buildings within normal household quantities, in the opinion of staff, this standard has been met.

**12. Sec. 102.6(O): Natural Beauty**

Trees near the front property line are proposed to be impacted by the construction of the proposed building as well as the easterly emergency access drive. However, the building has been sited in an area where historical tree clearing has occurred and which is now predominantly an open field. In an effort to replace trees slated for removal, a total of 54 evergreen trees that are 6' to 7' tall are proposed in key areas around the site, including at the edge of the emergency access road on the western side of the property, surrounding the parking areas, and to highlight the entrance of the building and surrounding courtyards. A total of 100 deciduous trees of various heights are also proposed in similar key areas. A variety of shrubs and other small landscaping are also proposed. Additionally, condition #15 requires that the applicant install fencing around the dripline edge of all existing trees designated to be protected, as shown on the plan.

According to wetland delineation conducted in the winter of 2021, no potential vernal pool habitat was identified within the project site.

Approximately 14,505 s.f. of freshwater wetlands are proposed to be impacted by the proposed development. The proposed wetland impacts must be reviewed under a Tier 1 permit from the Maine Department of Environmental Protection under the Natural Resource Protection Act. The applicants have indicated that this permit is currently under review by the DEP. Additionally, authorization from the Army Corps of Engineers is required for the proposed wetland impact. Condition #14 requires the applicants to submit documentation to the Town that the DEP permit, as well as authorization from the Army Corps of Engineers, have been obtained prior to the release of a building permit.

**13. Sec. 102.6(P): Historic and Archeological Resources**

The applicant has submitted documentation from the Maine Historic Preservation Commission indicating that no documented archeological or historic resources will be impacted by the proposed development. Therefore, this standard has been met.

**14. Sec. 102.6(Q): Filling and Excavation**

All excavation will be incidental to the proposed development and are not part of an excavation or filling operation. Thus, this standard is not applicable to this project.

**15. Sec. 102.6(R): Sewage Disposal**

As discussed in item 7 above, the applicant is proposing to tie into the existing public sewer system and has received confirmation from the Great Salt Bay Sanitary District that there is adequate capacity to serve the sewage generated from the proposed development. Therefore, this standard has been met.

**16. Sec. 102.6(S): Phosphorus Control**

The subject property is not located within the watershed of a great pond; therefore, this standard is not applicable.

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**17. Sec. 102.6(T): Buffer Areas**

As described further in item #1 above, buffers have been provided sufficient to meet the standards of this section. When natural features in the buffer areas do not exist sufficient to screen the proposed development from adjacent properties and from roadways within the proposed project, additional landscaping has been provided in accordance with this section. The buffer area plantings are diverse, with multiple varieties of trees, evergreen trees, and shrubs being used. Condition #16 reaffirms the requirement of this section that, if landscaping dies, is removed, or otherwise requires replacement, is not replaced within thirty days (or as seasonally required by the species), it shall be considered a violation of any approval granted by this Board and shall be subject to enforcement provisions.

Fencing is proposed around the trash collection and in the service area. All ground-mounted mechanical units will be similarly screened.

**18. Sec. 102.6(U): Signs**

All signage will be designed to meet the Town of Damariscotta Sign Ordinance and will be reviewed by the Code Enforcement Officer in accordance with the provisions of that ordinance.

**19. Sec. 106.6(V): Building Appearance**

As the proposed building is larger than 7,500 s.f. in floor area, the Large-Scale Development Standards for Building Appearance (described in detail under item #20 below) shall apply.

***Large-Scale Development Standards***

**20. Sec. 102.7(A): Building Appearance**

Elevations drawings of the building's exterior have been submitted which include the use of pitched roofs, dormers, windows, and vinyl clapboard siding, among other architectural details intended to enhance the outward appearance of the building and to present a residential aesthetic. No façade extends more than 49 feet without an architectural feature, such as an awning or actual protrusion of at least 6 feet.

Additionally, a repeating pattern on each façade is proposed in accordance with this section. Colors proposed are of a neutral tone. The main entrance to the facility is clearly defined through the use of architectural features as well as landscaping and overall site design.

**21. Sec. 102.7(B): Outdoor Sales**

As the development is not for a retail establishment, these standards do not apply.

**22. Sec. 102.7(C): Parking**

As described in item #6 above, the parking requirements of Sec. 102.6(H) have been met.

Additionally, no off-street parking has been sited between Piper Mill Road and the closest façade of the building. Therefore, staff has found the standards of this section to have been met.

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**23. Sec. 102.7(D): Bicycle and Pedestrian Facilities**

The applicant has requested a waiver to some of the requirements of this section, as described in the waivers section below. Instead of providing sidewalks that are 8-feet in width, the applicant is proposing to provide 6-foot-wide sidewalks within the parking area, and sidewalks that are 5-feet wide within the courtyard areas.

Condition #17 requires that the applicant install sidewalks along the entirety of the frontage of the subject property in accordance with this section.

**24. Sec. 102.7(E): Landscaping**

At least 75% of all of the vegetation proposed is native species, sufficient to meet the standard of this section. Landscaping is described in greater detail in item #12 above.

More than 30% of the buildings total foundation is planted with landscaping sufficient to meet the standard of this section. Additionally, landscaping is proposed in the entrance area of the building, in the parking area, as well as along the façade facing Piper Mill Road. Thus, staff has found that the standards of this section have been met.

**25. Sec. 102.7(F): Screening**

The site plan as proposed incorporates screening and fencing around the trash collection area and into the service area. All ground-mounted mechanical units will be similarly screened. Propane tanks for the facility will be installed underground to reduce the visual impact of essential utility infrastructure.

**26. Sec. 102.7(G): Building Reuse**

Submittals related to this standard are not necessary. However, applicants are aware of the Selectboard's rights related to vacant buildings.

**27. Sec. 102.7(H): Additional Standards for Large-Scale Developments with a Floor Area >20,000 s.f.**

- **Sec. 102.7(H)(1):** This standard is not applicable to this project, as it references construction of retail buildings. The proposed project is for a nursing care facility.
- **Sec. 102.7(H)(2):** This standard is not applicable to this project, as it references construction of a retail building.
- **Sec. 102.7(H)(3):** A waiver to this standard has been requested by the applicants. See staff's analysis in the waiver section below.

***Conditional Use Standards***

**28. Sec. 101.9(C)(2)(a): Conditional Uses**

The proposed use will meet the requirements of the Town's Land Use Ordinance, as described in the project data table above, as well as the Site Plan Review Ordinance, as described in the analyses above.

The potential effect of the use on the environment (from air, water or soil pollution), noise, traffic, congestion, soil erosion, the burden on the public sewer and water systems as well as

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other municipal services have been taken into consideration and have been analyzed in the requirements above. As noted, the proposed use will not have an adverse effect on the health, safety, or general welfare of the public.

## **WAIVERS**

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The applicant requests the following waivers for the project:

1. Waiver pursuant to **Site Plan Review Ordinance Section 102.7(D)** to provide sidewalks within the parking areas that are 6' in width, rather than the 8' width required as part of this section and to not raise the sidewalks 6 inches above the travel way.

**Analysis:** Staff is supportive of this waiver, since the internal sidewalks will primarily be used by visitors, employees, and vendors related only to the proposed development and not by the general public. Additionally, the applicants noted that the use of the property requires barrier-free access from the drop-off and adjacent spaces reserved for those with disabilities, and that raising the sidewalks 6 inches above the travel way would hinder barrier-free access.

2. Waiver pursuant to **Site Plan Review Ordinance Section 102.7(H)(3)**, which requires the applicants to submit an economic and fiscal impact analysis for the proposed large-scale development.

**Analysis:** Staff is supportive of this waiver. In the view of staff, there was value in the community understanding (at minimum) the following potential impacts listed in this section: (H)(3)(b)(1): Types of jobs created; (H)(3)(b)(2): number of full-time and part-time jobs created; (H)(3)(b)(3): Market and financial feasibility of the project; (H)(3)(b)(7): Projected costs and benefits to the Town resulting from the project. The applicants provided this information orally during the November 7, 2022 meeting and have provided a supplemental memo to this effect that is included in this packet. Therefore, a waiver of the remaining standards under (H)(3) would be appropriate.

3. Waiver pursuant to **Site Plan Review Ordinance Section 102.6(B)(2)(b)** with respect to the eastern property line only. This section requires the applicant to provide a 30-foot minimum buffer strip between the proposed, new property line and the paved access drive.

**Analysis:** Staff is supportive of this waiver, since the applicant also owns the property to the east of the subject parcel and has indicated that they are retaining it for future development of a compatible land use. The intent of this standard is to provide a buffer between development and neighboring land uses not owned by the applicant.

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## RECOMMENDATION

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Based on the review of the project and all information in the record, staff recommends the following:

Approve the Site Plan application of Clippership Landing Development, LLC, dated through November 23, 2022; drawings stamped and dated through October 17, 2022, for the Clippership Landing Nursing Home project at Map 1, Lot 50 on Piper Mill Road, and grant the requested waivers, subject to the following conditions:

### *Suggested Conditions of Approval*

	Condition	Staff Assigned	Must be Completed By:
1.	This approval is dependent upon and limited to the proposals and plans contained in the application and supporting documents submitted and affirmed to by the applicant. Any variation from the plans, proposals and supporting documents are subject to the review and approval of the Planning Board prior to implementation.	Town Planner	Ongoing
2.	All adopted conditions of approval and any waivers granted shall appear on the face of the plans submitted for building permits, and the face of the subdivision plan, if applicable.	Code Officer	Prior to Issuing Building Permit
3.	Prior to the issuance of a building permit, the applicant shall pay all outstanding review escrow account fees, post the necessary performance guarantee(s) in such amount(s) as established by the Town and hold a pre-construction meeting with the Town if necessary.	Town Planner	Prior to Issuing Building Permit
4.	This Planning Board approval is valid for 12 months from the date of approval and shall expire if work has not substantially commenced within that time period.	Code Officer	Ongoing
5.	Prior to submitting a building permit, the applicant shall submit three hard-copy plans at 24" x 36" size to the Town Planner with all conditions and waivers listed on the plans.	Town Planner	Prior to Submitting a Building Permit
6.	The applicant shall secure a Building Permit from the Code Enforcement Officer in coordination with the Town Planner, Fire Department, and all relevant review authorities, prior to commencing any construction activities.	Code Officer	Prior to Issuing Building Permit
7.	A waiver has been granted pursuant to Site Plan Review Ordinance Section 102.7(D), which allows the applicant to provide sidewalks within the parking areas that are 6' in width, rather than the 8' width required as part of this section and to not raise the sidewalks 6 inches above the travel way.	Town Planner	Ongoing

	<b>Condition</b>	<b>Staff Assigned</b>	<b>Must be Completed By:</b>
8.	Only the topsoil directly impacted by proposed buildings, access ways, and parking areas may be removed from the site without returning to the Planning Board for further review, per Section 102.6(A).	Town Planner	Ongoing
9.	All exterior lighting fixtures shall be full cut-off (shielded) fixtures in accordance with Section 102.6(D).	Town Planner	Ongoing
10.	All noise associated with the proposed development shall be regulated in accordance with the provisions of Sec. 102.6. Applicants and their contractors are well-advised to familiarize themselves with that section of the Town's Ordinances.	Code Officer	Ongoing
11.	Prior to holding a pre-construction meeting and submitting a building permit, wetlands and associated setbacks and stream setbacks are to be staked to ensure that all erosion and sedimentation controls and site disturbance and construction activities avoid the protected wetland.	Town Planner	Prior to Submitting a Building Permit
12.	In order to allow the standard of Sec. 102.6(G)(1) to be met, the applicants have submitted a roadway clearing plan for existing vegetation found on both sides of Piper Mill Road to the west of the proposed service entrance. The clearing of vegetation as depicted on the submitted plan must be completed at the applicant's expense prior to the issuance of a Certificate of Occupancy.	Town Planner/Code Officer	Prior to Issuing Certificate of Occupancy
13.	Applicants are required to complete the installation of a 25mph speed limit sign on Piper Mill Road near the School Street intersection, as well as the installation of standard curve warning signs on both approaches to the S-curve intersection of Piper Mill Road in order to alert drivers to the street realignment.	Town Planner/Code Officer	Prior to Issuing Certificate of Occupancy
14.	Prior to the issuance of a building permit, the applicants are required to submit to the Town Planner confirmation from the Maine DEP that their Site Location of Development permit and their NRPA permit have been approved. Additionally, confirmation that the Army Corps of Engineers have approved the wetland impacts is required to be submitted prior to the issuance of a building permit.	Town Planner	Prior to Issuing Building Permit
15.	Prior to submitting a building permit, the applicant shall establish fencing at the drip line of all trees that are designated for preservation in the approved Site Plan. No construction staging or other construction-related activity is permitted within the drip line fence barrier.	Town Planner	Prior to Submitting a Building Permit



	<b>Condition</b>	<b>Staff Assigned</b>	<b>Must be Completed By:</b>
16.	If landscaping that dies, is removed, or otherwise requires replacement, is not replaced within thirty days (or as seasonally required by the species), it shall be considered a violation of any approval granted by this Board and shall be subject to enforcement provisions.	Code Officer	Ongoing
17.	In accordance with Sec. 102.7(D), the applicant shall install sidewalks along the frontage of the entirety of the subject property (all of the property identified as Tax Map 1, Lot 50 at the time of this approval) at their own expense, or will come to a mutual agreement with the Town to fund the installation of sidewalks along this area. Sidewalks will be installed at no cost to the Town. Sidewalk installation shall be completed within one year of the issuance of a Certificate of Occupancy.	Town Planner	Within 1 year of the Occupancy
18.	The final locations and number of hydrants must be approved by the Fire Department prior to the applicant submitting any building permits for the project.	Fire Dept./Code Officer	Prior to Submitting a Building Permit
19.	The exact location and details of a knox box will be provided to and approved by the Fire Department prior to the Issuance of a Certificate of Occupancy.	Fire Dept./Code Officer	Prior to Issuing Certificate of Occupancy
20.	A waiver has been granted pursuant to Site Plan Review Ordinance Section 102.6(B)(2)(b) with respect to the eastern property line only. This section requires the applicant to provide a 30-foot minimum buffer strip between the proposed, new property line and the paved access drive (see analysis above).	Town Planner	Ongoing
21.	A waiver has been granted pursuant to Site Plan Review Ordinance Section 102.7(H)(3), which requires the applicants to submit an economic and fiscal impact analysis for the proposed large-scale development. Instead, the applicants provided relevant information to the Planning Board during the hearing, negating the need for this requirement.	Town Planner	Ongoing

*Isabelle V Oechsle*

Isabelle V. Oechsle  
Town Planner  
December 5, 2022





**DAMARISCOTTA PLANNING BOARD  
FINDINGS OF FACT AND NOTICE OF DECISION**

**Date: November 7, 2022**

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**Minor Subdivision Amendment Application – Clippership Subdivision**

**Piper Mill Road – Clippership Landing Development, LLC**

**PID #2201**

The Town of Damariscotta Planning Board issues the following Findings of Fact and Conclusions of Law at its duly-noticed public hearing of **November 7, 2022 (continued to December 5, 2022)**:

- A.** The Planning Board considered the Project, the staff report, and received and considered all written and oral public comments on the Project which were submitted up to and at the time of the public hearings for the Project; and
- B.** Legal advertisements regarding this public hearing appeared in the Lincoln County News on October 27, 2022 and November 3, 2022, and were mailed to 22 property owners within 250' of the subject property and were posted at the Town Office on October 24, 2022; and
- C.** The project description is as follows:

Applicant Clippership Landing Development, LLC is requesting Site Plan review in order to construct a 102 bed nursing care facility and associated site improvements (including parking areas and two curb cuts, stormwater management facilities, and courtyard areas and path systems for the enjoyment of residents of the facility). The parcel is further identified as Assessor's Tax Map 1, Lot 50 and it is located within the Rural Zoning District and the Town's designed Village Expansion Growth Area, per the 2014 Comprehensive Plan; and

- D.** The Project is subject to the following policies and standards of review:
  - a. Chapter 102, Sec. 102.6: Performance Standards [Site Plan Review];
  - b. Chapter 102, Sec. 102.7: Large-Scale Development Standards [Site Plan Review];
  - c. Sec. 101.9: Appeals and Conditional Uses; and
  - d. Compliance with the Comprehensive Plan.

E. The core Project Data includes:

<b>Zoning:</b>	Rural	
<b>Land Area:</b>	19.98 acres (proposed to be subdivided further)	
<b>Existing Land Use:</b>	Vacant	
<b>Proposed Land Use:</b>	Nursing care facility	
	<b>Allowed:</b>	<b>Proposed:</b>
<b>Max. Building Height:</b>	35 feet	29.7' at highest ridgeline
<b>Min. Front Yard Building Setback:</b>	20 feet	~120' at closest point
<b>Min. Side Yard Building Setback:</b>	15 feet	~40' at closest point
<b>Min. Rear Yard Building Setback:</b>	15 feet	~90' at closest point
<b>Min. Water Setback:</b>	100 feet from abutting stream	~120' at closest point (on proposed maintenance garage)
<b>Min. Off-Street Parking*:</b>	34 spaces (1 space for every 3 rooms)	103 spaces, including 9 spaces for people with disabilities

\*Pursuant to 102.6(H)(7)(i).

F. Based on its review of the entire record herein, the Planning Board has determined that the Project meets the applicable policies and standards of review, and the Planning Board makes the following findings:

### Site Plan Standards

#### 1. Sec. 102.6(A): Preserve and Enhance the Landscape

The bufferyard is the area at the perimeter of the property encompassing the Town's building setback requirements and the existing or planted vegetation, fencing, walls or berms located within the area. Per the standards outlined in this section, the only development permitted within the bufferyard is required landscaping and fencing, landscape lighting, essential utilities that cannot be located outside of the buffer because of site constraints, passive stormwater filtration areas, and points of ingress and egress as authorized by the Planning Board. Within the bufferyard, the applicants are proposing to locate the fire access drive. Additionally, the corner of a stormwater filtration area is located within the buffer

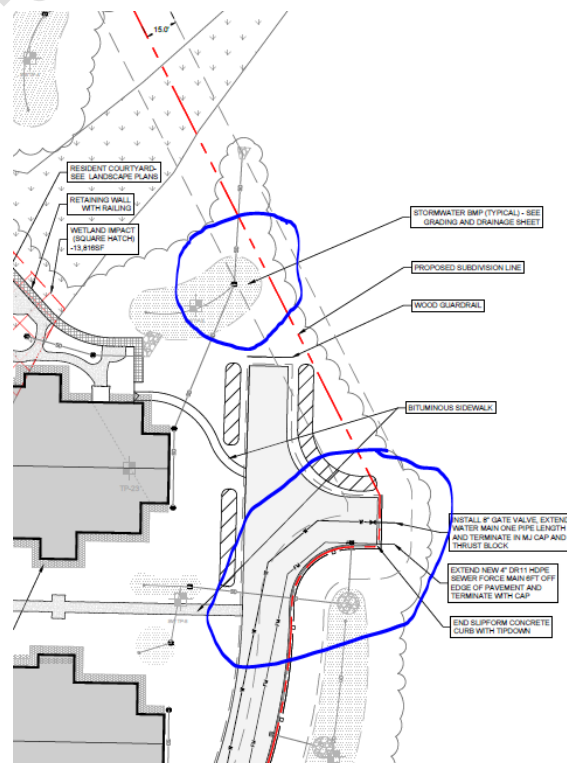


Figure 1

yard. See Figure 1. As noted, these are exempt and thus, in staff's view, this standard has been met.

The applicants have indicated that the building has been sited in such a way as to preserve the landscape and existing topography of the site to the maximum extent practical. The building is centrally located to allow for natural vegetation to be retained in the buffer yards of the property. Additionally, a landscape plan has been submitted which shows approximately 150 new tree plantings, intended to shield the new development from abutting properties and from public streets. Photo renderings of the proposed building and site have been provided by the applicants in a packet of supplemental materials dated November 23, 2022. The landscaping plan is further described in item #24 below.

A letter from the Maine Department of Inland Fisheries & Wildlife submitted with the application indicates that three bat species which are protected under Maine's Endangered Species Act (including the little brown bat, northern long-eared bat, and eastern small-footed bat) may be present on the site during their migration and/or during the breeding season. However, the IF&W noted that they do not anticipate significant impacts to any of the bat species as part of this project. Still, to prevent potential impacts to these species, the applicants have indicated that the majority of tree removal will be between October 16<sup>th</sup> and April 14<sup>th</sup> of any given year.

Correspondence with the Maine Natural Areas Program indicates that no rare and exemplary botanical features have been identified in the vicinity of the project site.

Per Condition #8, only the topsoil directly affected by buildings, access, and parking areas may be removed from the site. Therefore, the project as designed and conditioned meets the requirements of this section.

## **2. Sec. 102.6(B): Relationship to Environment and Neighboring Buildings**

The project is within all bulk and spacing requirements established in the Zoning District, as noted in the project data table above. The project site is abutted by the Ledgewood Apartment Complex and the Wastewater Treatment facility to the south; by land owned by the Coastal Rivers Conservation Trust to the east; and by single-family residences on all other sides.

The project site currently consists of understory vegetation. While the proposed building is proposed at the top of the slope and so will likely be visible to abutters, the applicants have designed the building to be one-story, which reduces views of the buildings from public ways. Additionally, landscaping is proposed intended to help further shield the project from direct abutters. The landscaping plan is discussed in detail in item #24 below.

Pursuant to this section (which requires a minimum buffer strip of 30 feet for parcels greater than three acres), an approximately 90-foot buffer area has been retained between the front property line and the parking lot. From the rear property line to the proposed paved emergency access drive, an approximately 45-foot buffer area is proposed (between the rear property line and the closest point). From the westerly property line to the proposed paved service access, a buffer of approximately 150 feet is proposed. The applicant has requested a waiver of Sec. 102.6(B)(2)(b) with respect to

the eastern property line only, noting that "Although the intent is to divide the property, the uses proposed will be compatible and will share access using the proposed, paved access drive along the new property line. Providing a 30ft buffer between the shared access drive and the new property line (by adjusting the line) would result in a very narrow strip of property between the Nursing Home parcel and the adjacent land to the east. Since this area is within a wetland drainageway that extends to either side of the property, it is unlikely that any future development would be practical." As designed and with the waiver requested, staff has found that the project meets the requirements of Sec. 102.4(B)(2) and (B)(3).

**3. Sec. 102.6(C): Air Quality**

The proposed project will not result in undue air pollution or odors associated with the use being proposed. The emission of dust, ash, fumes, vapors, smoke, or other particulate matter or gases is not anticipated. The applicants have submitted an erosion and sedimentation control program in accordance with MDEP Best Management Practices, to be used by the contractor during construction, which notes that dust control measures will be applied on a daily basis during summer construction where dust is most likely (except on days where precipitation will be sufficient to control dust). The erosion and sedimentation control program is further described in item #10 below. As proposed, staff has found that this standard has been met.

**4. Sec. 102.6(D): Lighting and Glare**

Limited exterior lighting is proposed with this project within the parking area and along key access points along the building. The applicants have indicated that this lighting is proposed for safety in these areas. A lighting plan has been submitted which confirms that footcandles on abutting properties do not exceed 0.1, in accordance with this section. All exterior lights proposed are within the color range of 3000 to 2500 Kelvins or less, as shown on the lighting spec sheets submitted.

In accordance with Sec. 102.6(D)(4)(e), which states that the maximum height of the luminaire of freestanding or building-attached lights on properties or in parking areas shall not exceed 16 feet. All fixture lighting meets this standard.

Per Condition #9, all exterior lighting fixtures shall be full cut-off (shielded) fixtures (the applicants have noted this within their application materials; this condition is simply to reaffirm the requirement).

No rotating or flashing lights are proposed with this application.

During nighttime hours, exterior lighting shall be turned off or down to the minimum level needed for security, in accordance with this section. Condition #9 reaffirms this requirement.

The project as designed and conditioned meets the standards of this section.

**5. Sec. 102.6(E): Noise**

All noise during construction and once in operation will be required to adhere to the provisions of this section, including staying below the sound level limitations as described. For a project abutting a residential use, the sound level limits are 45 dBA between 7 p.m. and 7 a.m., and 55 dBA between 7 a.m. and 7 p.m. (though construction noise is allowed between 6:30 a.m. and 8 p.m.). Condition #10 reaffirms this requirement. Thus, as conditioned, staff believes this standard to have been met.

**6. Sec. 102.6(F), (G), (H), and (I): Traffic, Circulation, and Access**

**Trips**

A traffic assessment was conducted by Barton & Loguidice on July 18, 2022 on behalf of the applicant. To summarize the findings of the traffic report:

- The proposed development will generate 20 AM peak hour trips on weekdays, and 34 PM peak hour trips on weekdays, according to trip generation calculations provided by the Institute of Traffic Engineers. Total trips generated during an entire weekday will be 312 (156 entering and 156 exiting).
- As trip generation is forecast to be less than 99 trip ends during peak hours, which is the threshold for requiring a MaineDOT Traffic Movement Permit (TMP), a TMP from MaineDOT is not required.
- There is one High Crash Location (as determined by MaineDOT) in the immediate vicinity of the site. MaineDOT considers any roadway intersection or segment a high crash location if there are 8 or more accidents at the location within a three-year period, and if the Critical Rate Factor for the location is greater than 1.00. The School Street and Main Street intersection represents a High Crash Location. MaineDOT has advised staff and the applicants that a short-term fix for this intersection is scheduled for implementation in 2023, and that further long-range intersection improvements are currently being studied. The applicants have also provided information regarding the School Street and Bristol Road intersection. The intersection of School Street and Bristol Road has a reported total of 7 crashes between 2019 and 2022 with a Critical Rate Factor of 2.47 (and thus is not a High Crash Location based on MDOT's established criteria).
- The proposed site accesses meet MaineDOT sight distance requirements for roadways with a speed limit of 25 mph. A sight distance of at least 200 feet is required. Looking left from the main entrance, the measured sight distance was found to be 500 feet. Looking right from the main entrance, the measured sight distance was found to be 285 feet. Looking left from the proposed service entrance, the measured sight distance was found to be 270 feet. Looking right from the proposed service entrance, the measured sight distance was found to be approximately 210 feet. The traffic report does note that existing vegetation found on both sides of Piper Mill Road to the west of the service entrance severely restricts sight distances. The applicants have submitted a roadway clearing plan intended to allow the development to meet the standards of this section. Condition

#12 notes that the clearing must be completed at the applicant's expense prior to the issuance of a Certificate of Occupancy.

- The existing sight distance from Piper Mill Road onto School Street meets MaineDOT sight distance requirements for roadways with a speed limit of 35mph, which requires a minimum unobstructed sight distance measurement of 305 feet. A sight distance in excess of 350 feet was determined for each direction of travel on School Street.
- The applicant's traffic engineer recommends installation of a 25mph speed limit sign on Piper Mill Road near the School Street intersection, as well as the installation of standard curve warning signs on both approaches to the S-curve intersection of Piper Mill Road in order to alert drivers. Condition #13 requires this signage to be installed by the applicant prior to the issuance of a Certificate of Occupancy for the project.

In the view of staff, these findings and associated conditions demonstrate compliance with the requirements of Section 102.6(G).

#### Access

Access to the site is planned with construction of two entrances: one main entrance intended for use by the general public, and one intended to act as a service entrance. The proposed main entrance aligns directly opposite the existing Ledgewood Apartments entrance, and the service is proposed to be located about 130-feet to the west.

The proposal includes a variety of sidewalks and crosswalk connections from the parking area to the entrance of the building. Sidewalks are proposed to be concrete with granite curbing, and will be raised above the driving areas. Additionally, three separate courtyard areas are proposed for the enjoyment of residents which include sidewalk areas.

Given the level traffic generation and the capacity and design of the roadways connected to the site, the project will not cause unreasonable public road congestion or unsafe conditions on private or public ways, consistent with the requirements of Section 102.6(F) and (G).

#### Parking

Zoning Ordinance Section 102.6(H)(7)(i) requires that nursing homes provide one parking spaces per every three rooms, therefore the project requires at least 34 spaces. The project provides 103 spaces, including 9 spaces for people with disabilities. The applicants have provided data from their other Maine properties substantiating the need for the 103 parking spaces, especially during holidays at peak visiting periods. As designed the parking supplied meets the requirements of Section 102.6(H).

#### **7. Sec. 102.6(J): Existing Public Utilities and Services**

The proposed sewer demand is approximately 8,670 gallons per day. The project is proposing to tie into public sewer service and pump their sewage directly to the treatment plant via new force mains. A letter from the Great Salt Bay Sanitary District,

dated May 17, 2022, has been provided indicating that adequate collection and treatment capacity is available. Therefore, the project meets the requirements for adequate sewage waste disposal. Public water access is detailed in item 11 below.

The applicants have indicated that the clearing of trees associated with this development, which had been previously logged for large timber, is expected to generate approximately 248 cubic yards of stumps. Per the application materials: "the clearing may include high-quality trees, suitable for saw logs. These will be cut and exported to an appropriate sawmill from the site, separately from the remaining materials. The remaining wood biomass will be cut or chipped on site. The biomass will either be retained on site for erosion control materials or processed and sent to a biomass facility. Since pine stumps are larger and bulky, these stumps will be excavated and/or chipped onsite for use as erosion control mix or landscaping mulch." Other solid waste generated during construction will be hauled by private haulers. There are no known hazardous or special wastes at the site.

Post-occupancy, the applicants plan to dispose of their trash at the Nobleboro-Jefferson Transfer Facility. There are no known capacity constraints regarding solid waste, therefore, in the opinion of staff, the project is consistent with this section.

The proposed development will be equipped with a sprinkler system to provide fire suppression in the event of an emergency within the facility. Hydrants will also be provided on-site for additional fire suppression. A turning template for the Fire Department's largest apparatus has been submitted which confirms that the truck will be able to adequately navigate the site. Additionally, the Fire Chief has reviewed the application materials to ensure that emergency access will be appropriate. The Department has indicated that they would like to see an additional fire hydrant towards the road near where the generator is located which would allow ideal access without concern for vehicles striking out hoses. Additionally, the Department has requested a sprinkler hookup as well as a knox box installed on the building. Condition #18 notes that the final locations and number of hydrants must be determined by the Fire Department prior to the applicant submitting any building permits for the project. Additionally, Condition #19 notes that the exact location and details of a knox box will be provided to and approved by the Fire Department prior to the Issuance of a Certificate of Occupancy.

**8. Sec. 102.6(K): Water Quality**

The proposed project will not adversely affect the quality or quantity of groundwater, consistent with Sec. 102.6(K) and Sec. 102.6(L), governing the Stormwater Management Plan. A detailed discussion of wetland impacts is provided in item 12 below.

**9. Sec. 102.6(L): Stormwater Management**

The site slopes gently from a central ridge running north-south on the property. As elevations drop to the west, slopes become increasingly steep (reaching over 15%). Slopes to the east remain generally in the 5-6% range, similar to the center of the site. The site is located with an area of minimal flooding according to the FEMA Flood Insurance Rate Map for the area.

The existing stormwater flows from the aforementioned central ridge towards the west to an unnamed stream that forms the western property boundary, and towards the east to three separate drainageways, all of which drain to a stream on the adjacent parcel that was donated to Coastal Rivers Conservation Trust.

Sec. 102.6(L) notes that the post-development runoff cannot exceed the pre-development runoff during extreme storm events. The table below, which was included in the applicant's stormwater report, summarizes the peak runoff values for pre-development and post-development conditions during each of the analyzed storm events (demonstrating that this standard has been met).

<b>PRE-DEVELOPMENT AND POST-DEVELOPMENT PEAK RUNOFF VALUES</b>		
Storm Return Period	Pre-Dev Peak Q at Design Point 1 (cfs)	Post-Dev
2-Year	3.29	3.15
10-Year	7.66	6.75
25-Year	11.18	9.87
50-Year	14.89	14.19
<b>Peak Q at Design Point 2 (cfs)</b>		
2-Year	4.66	3.24
10-Year	9.31	5.93
25-Year	12.89	7.98
50-Year	16.57	10.77
<b>Peak Q at Design Point 3 (cfs)</b>		
2-Year	4.11	4.10
10-Year	8.38	8.34
25-Year	11.69	11.66
50-Year	15.13	15.09
<b>Peak Q at Design Point 4 (cfs)</b>		
2-Year	2.28	1.55
10-Year	4.56	3.22
25-Year	6.32	5.71
50-Year	8.12	7.96

The proposed development includes a variety of small, decentralized stormwater Best Management Practices (BMPs) designed to capture and treat runoff from the project. The BMPs include drip edge filters surrounding the perimeter of the new building, seven bioretention cells dispersed across the property, three underdrain soil filters, and a section of pervious pavement on each side of the western fire lane. These BMPs have been sized and designed in accordance with current State of Maine Chapter 500 Stormwater Law and come directly from the recommended Low Impact Development (LID) practices as described in the LID Guidance Manual for Maine Communities.

Snow storage areas are shown on the revised Site Plan and have been sited to allow for adequate buffers between freshwater areas (such as the wetlands on the northeasterly portion of the site and the adjacent stream to the west). Stormwater retention cells are



placed strategically between the proposed snow storage areas and the wetlands in order to allow for areas for snow runoff/melt to be treated.

The applicant has applied for a Site Location of Development Act permit through the Maine Department of Environmental Protection (DEP). The project has been designed to provide treatment for 98% of the proposed impervious area and 99% of the developed area, in accordance with the Chapter 500 Regulations for Basic, General and Flooding Standards. Condition #14 requires that documentation of the DEP permit being granted is submitted to the Town Planner prior to the issuance of any building permits for the proposed project.

The applicant is proposing to retain ownership of the stormwater management facility and has provided a Stormwater Maintenance Plan outlining their responsibilities post-occupancy to ensure that the stormwater facilities continue to perform as designed. Maine DEP requires permittees to perform a “check-up” on their stormwater systems and recertify that the systems are operating as approved every five years from the issuance date of their permit.

#### **10. Sec. 102.6(M): Erosion & Sediment Control**

The proposed development is for a 102-bed nursing home facility (an approximately 75,000 s.f. building) and associated site improvements, and the project will be completed over an approximately 18-month period from Spring 2023 to the Fall of 2024. All stormwater, drainage, and water effluent are managed appropriately for the proposed use as outlined in the analysis above.

The applicant has submitted a NRCS Web Soil Survey, which shows the predominant soil types on site as Buxton/Lamoine and Scantic silt loams (with small areas of Tunbridge/Lyman complex rocky soils at the edges of the property). Additional geotechnical information was gathered by SW Cole Engineering, on behalf of the applicants, which generally confirm the mapping illustrated on the web survey. Onsite soils are moderately susceptible to erosion. Thus, pursuant to Section 102.6(M), an erosion and sedimentation control program proposal has been submitted. Construction activities are proposed to be stabilized through the installation of silt fencing or erosion control berms down slope of any disturbed areas (with additional measures at the foot of steep slopes or adjacent to the wetland areas) and erosion control blankets or riprap stabilization atop steep slopes. Maintenance of the erosion and sedimentation control areas will be the responsibility of the site contractor during construction, in accordance with the *Maine Erosion and Sediment Control Best Management Practices (BMPs) Manual for Designers and Engineers (2016)*. Construction entrances will be stabilized with crushed stone to minimize tracking. Temporary stockpiles will be stabilized and protected. Post-construction, areas not subject to other restoration (e.g. paving or riprap) will be loamed and seeded.

The erosion and sedimentation control plan, as submitted, is satisfactory to meet the requirements of Section 102.6(M).

**11. Sec. 102.6(N): Water Supply**

The proposed project is for a 102-bed nursing facility. The applicants anticipate an 85 gallon per room per day water usage, with a total estimated usage amount of 8,670 gallons per day. The applicants have provided documentation from the Great Salt Bay Sanitary District indicating that they have the ability to provide water to the proposed project.

As the project will be served by both public water and sewer, a hydrogeologic study is not required. Materials at the site with the potential to cause groundwater contamination may include household cleaning chemicals or fuel tanks. As these will be stored inside buildings within normal household quantities, in the opinion of staff, this standard has been met.

**12. Sec. 102.6(O): Natural Beauty**

Trees near the front property line are proposed to be impacted by the construction of the proposed building as well as the easterly emergency access drive. However, the building has been sited in an area where historical tree clearing has occurred and which is now predominantly an open field. In an effort to replace trees slated for removal, a total of 54 evergreen trees that are 6' to 7' tall are proposed in key areas around the site, including at the edge of the emergency access road on the western side of the property, surrounding the parking areas, and to highlight the entrance of the building and surrounding courtyards. A total of 100 deciduous trees of various heights are also proposed in similar key areas. A variety of shrubs and other small landscaping are also proposed. Additionally, condition #15 requires that the applicant install fencing around the dripline edge of all existing trees designated to be protected, as shown on the plan.

According to wetland delineation conducted in the winter of 2021, no potential vernal pool habitat was identified within the project site.

Approximately 14,505 s.f. of freshwater wetlands are proposed to be impacted by the proposed development. The proposed wetland impacts must be reviewed under a Tier 1 permit from the Maine Department of Environmental Protection under the Natural Resource Protection Act. The applicants have indicated that this permit is currently under review by the DEP. Additionally, authorization from the Army Corps of Engineers is required for the proposed wetland impact. Condition #14 requires the applicants to submit documentation to the Town that the DEP permit, as well as authorization from the Army Corps of Engineers, have been obtained prior to the release of a building permit.

**13. Sec. 102.6(P): Historic and Archeological Resources**

The applicant has submitted documentation from the Maine Historic Preservation Commission indicating that no documented archeological or historic resources will be impacted by the proposed development. Therefore, this standard has been met.

**14. Sec. 102.6(Q): Filling and Excavation**

All excavation will be incidental to the proposed development and are not part of an excavation or filling operation. Thus, this standard is not applicable to this project.

**15. Sec. 102.6(R): Sewage Disposal**

As discussed in item 7 above, the applicant is proposing to tie into the existing public sewer system and has received confirmation from the Great Salt Bay Sanitary District that there is adequate capacity to serve the sewage generated from the proposed development. Therefore, this standard has been met.

**16. Sec. 102.6(S): Phosphorus Control**

The subject property is not located within the watershed of a great pond; therefore, this standard is not applicable.

**17. Sec. 102.6(T): Buffer Areas**

As described further in item #1 above, buffers have been provided sufficient to meet the standards of this section. When natural features in the buffer areas do not exist sufficient to screen the proposed development from adjacent properties and from roadways within the proposed project, additional landscaping has been provided in accordance with this section. The buffer area plantings are diverse, with multiple varieties of trees, evergreen trees, and shrubs being used. Condition #16 reaffirms the requirement of this section that, if landscaping dies, is removed, or otherwise requires replacement, it shall be considered a violation of any approval granted by this Board and shall be subject to enforcement provisions.

Fencing is proposed around the trash collection and in the service area. All ground-mounted mechanical units will be similarly screened.

**18. Sec. 102.6(U): Signs**

All signage will be designed to meet the Town of Damariscotta Sign Ordinance and will be reviewed by the Code Enforcement Officer in accordance with the provisions of that ordinance.

**19. Sec. 106.6(V): Building Appearance**

As the proposed building is larger than 7,500 s.f. in floor area, the Large-Scale Development Standards for Building Appearance (described in detail under item #20 below) shall apply.

***Large-Scale Development Standards***

**20. Sec. 102.7(A): Building Appearance**

Elevations drawings of the building's exterior have been submitted which include the use of pitched roofs, dormers, windows, and vinyl clapboard siding, among other architectural details intended to enhance the outward appearance of the building and to present a residential aesthetic. No façade extends more than 49 feet without an architectural feature, such as an awning or actual protrusion of at least 6 feet.

Additionally, a repeating pattern on each façade is proposed in accordance with this section. Colors proposed are of a neutral tone. The main entrance to the facility is clearly defined through the use of architectural features as well as landscaping and overall site design.

**21. Sec. 102.7(B): Outdoor Sales**

As the development is not for a retail establishment, these standards do not apply.

**22. Sec. 102.7(C): Parking**

As described in item #6 above, the parking requirements of Sec. 102.6(H) have been met.

Additionally, no off-street parking has been sited between Piper Mill Road and the closest façade of the building. Therefore, staff has found the standards of this section to have been met.

**23. Sec. 102.7(D): Bicycle and Pedestrian Facilities**

The applicant has requested a waiver to some of the requirements of this section, as described in the waivers section below. Instead of providing sidewalks that are 8-feet in width, the applicant is proposing to provide 6-foot-wide sidewalks within the parking area, and sidewalks that are 5-feet wide within the courtyard areas.

Condition #17 requires that the applicant install sidewalks along the entirety of the frontage of the subject property in accordance with this section.

**24. Sec. 102.7(E): Landscaping**

At least 75% of all of the vegetation proposed is native species, sufficient to meet the standard of this section. Landscaping is described in greater detail in item #12 above.

More than 30% of the buildings total foundation is planted with landscaping sufficient to meet the standard of this section. Additionally, landscaping is proposed in the entrance area of the building, in the parking area, as well as along the façade facing Piper Mill Road. Thus, staff has found that the standards of this section have been met.

**25. Sec. 102.7(F): Screening**

The site plan as proposed incorporates screening and fencing around the trash collection area and into the service area. All ground-mounted mechanical units will be similarly screened. Propane tanks for the facility will be installed underground to reduce the visual impact of essential utility infrastructure.

**26. Sec. 102.7(G): Building Reuse**

Submittals related to this standard are not necessary. However, applicants are aware of the Selectboard's rights related to vacant buildings.

**27. Sec. 102.7(H): Additional Standards for Large-Scale Developments with a Floor Area >20,000 s.f.**

- **Sec. 102.7(H)(1):** This standard is not applicable to this project, as it references construction of retail buildings. The proposed project is for a nursing care facility.
- **Sec. 102.7(H)(2):** This standard is not applicable to this project, as it references construction of a retail building.
- **Sec. 102.7(H)(3):** A waiver to this standard has been granted.

### **Conditional Use Standards**

#### **28. Sec. 101.9(C)(2)(a): Conditional Uses**

The proposed use will meet the requirements of the Town's Land Use Ordinance, as described in the project data table above, as well as the Site Plan Review Ordinance, as described in the analyses above.

The potential effect of the use on the environment (from air, water or soil pollution), noise, traffic, congestion, soil erosion, the burden on the public sewer and water systems as well as other municipal services have been taken into consideration and have been analyzed in the requirements above. As noted, the proposed use will not have an adverse effect on the health, safety, or general welfare of the public.

**G.** The applicant has requested and the Planning Board has granted the following waivers to the relevant standards of review:

- a. Waiver pursuant to Site Plan Review Ordinance Section 102.7(D) to provide sidewalks within the parking areas that are 6' in width, rather than the 8' width required as part of this section and to not raise the sidewalks 6 inches above the travel way.
- b. Waiver pursuant to Site Plan Review Ordinance Section 102.7(H)(3), which requires the applicants to submit an economic and fiscal impact analysis for the proposed large-scale development. The applicants have provided the information on the items in this section that would be relevant to the Planning Board's review.
- c. Waiver pursuant to Site Plan Review Ordinance Section 102.6(B)(2)(b) with respect to the eastern property line only. This section requires the applicant to provide a 30-foot minimum buffer strip between the proposed, new property line and the paved access drive.

### **DECISION:**

- H.** Based on its review of the entire record herein, including the November 7, 2022 and December 5, 2022 Planning Board staff report; all supporting, referenced, and incorporated documents; and all comments received; the Site Plan application of Clippership Landing Development, dated through November 23, 2022, and associated drawings stamped and dated through October 17, 2022, for the Clippership Landing Nursing Home project at Map 1, Lot 50 on Piper Mill Road; is hereby:

	YAE	NAE	Absent/Abstain
DENIED			
APPROVED WITH THE CONDITIONS BELOW			

## CONDITIONS

	Condition	Staff Assigned	Must be Completed By:
1.	This approval is dependent upon and limited to the proposals and plans contained in the application and supporting documents submitted and affirmed to by the applicant. Any variation from the plans, proposals and supporting documents are subject to the review and approval of the Planning Board prior to implementation.	Town Planner	Ongoing
2.	All adopted conditions of approval and any waivers granted shall appear on the face of the plans submitted for building permits, and the face of the subdivision plan, if applicable.	Code Officer	Prior to Issuing Building Permit
3.	Prior to the issuance of a building permit, the applicant shall pay all outstanding review escrow account fees, post the necessary performance guarantee(s) in such amount(s) as established by the Town and hold a pre-construction meeting with the Town if necessary.	Town Planner	Prior to Issuing Building Permit
4.	This Planning Board approval is valid for 12 months from the date of approval and shall expire if work has not substantially commenced within that time period.	Code Officer	Ongoing
5.	Prior to submitting a building permit, the applicant shall submit three hard-copy plans at 24" x 36" size to the Town Planner with all conditions and waivers listed on the plans.	Town Planner	Prior to Submitting a Building Permit
6.	The applicant shall secure a Building Permit from the Code Enforcement Officer in coordination with the Town Planner, Fire Department, and all relevant review authorities, prior to commencing any construction activities.	Code Officer	Prior to Issuing Building Permit

	<b>Condition</b>	<b>Staff Assigned</b>	<b>Must be Completed By:</b>
7.	A waiver has been granted pursuant to Site Plan Review Ordinance Section 102.7(D), which allows the applicant to provide sidewalks within the parking areas that are 6' in width, rather than the 8' width required as part of this section and to not raise the sidewalks 6 inches above the travel way.	Town Planner	Ongoing
8.	Only the topsoil directly impacted by proposed buildings, access ways, and parking areas may be removed from the site without returning to the Planning Board for further review, per Section 102.6(A).	Town Planner	Ongoing
9.	All exterior lighting fixtures shall be full cut-off (shielded) fixtures in accordance with Section 102.6(D).	Town Planner	Ongoing
10.	All noise associated with the proposed development shall be regulated in accordance with the provisions of Sec. 102.6. Applicants and their contractors are well-advised to familiarize themselves with that section of the Town's Ordinances.	Code Officer	Ongoing
11.	Prior to holding a pre-construction meeting and submitting a building permit, wetlands and associated setbacks and stream setbacks are to be staked to ensure that all erosion and sedimentation controls and site disturbance and construction activities avoid the protected wetland.	Town Planner	Prior to Submitting a Building Permit
12.	In order to allow the standard of Sec. 102.6(G)(1) to be met, the applicants have submitted a roadway clearing plan for existing vegetation found on both sides of Piper Mill Road to the west of the proposed service entrance. The clearing of vegetation as depicted on the submitted plan must be completed at the applicant's expense prior to the issuance of a Certificate of Occupancy.	Town Planner/Code Officer	Prior to Issuing Certificate of Occupancy

	<b>Condition</b>	<b>Staff Assigned</b>	<b>Must be Completed By:</b>
13.	Applicants are required to complete the installation of a 25mph speed limit sign on Piper Mill Road near the School Street intersection, as well as the installation of standard curve warning signs on both approaches to the S-curve intersection of Piper Mill Road in order to alert drivers to the street realignment.	Town Planner/Code Officer	Prior to Issuing Certificate of Occupancy
14.	Prior to the issuance of a building permit, the applicants are required to submit to the Town Planner confirmation from the Maine DEP that their Site Location of Development permit and their NRPA permit have been approved. Additionally, confirmation that the Army Corps of Engineers have approved the wetland impacts is required to be submitted prior to the issuance of a building permit.	Town Planner	Prior to Issuing Building Permit
15.	Prior to submitting a building permit, the applicant shall establish fencing at the drip line of all trees that are designated for preservation in the approved Site Plan. No construction staging or other construction-related activity is permitted within the drip line fence barrier.	Town Planner	Prior to Submitting a Building Permit
16.	If landscaping that dies, is removed, or otherwise requires replacement, is not replaced within thirty days (or as seasonally required by the species), it shall be considered a violation of any approval granted by this Board and shall be subject to enforcement provisions.	Code Officer	Ongoing
17.	In accordance with Sec. 102.7(D), the applicant shall install sidewalks along the frontage of the entirety of the subject property (all of the property identified as Tax Map 1, Lot 50 at the time of this approval) at their own expense, or will come to a mutual agreement with the Town to fund the installation of sidewalks along this area. Sidewalks will be installed at no cost to the Town. Sidewalk installation shall be completed within one year of the issuance of a Certificate of Occupancy.	Town Planner	Within 1 year of the Occupancy



	<b>Condition</b>	<b>Staff Assigned</b>	<b>Must be Completed By:</b>
18.	The final locations and number of hydrants must be approved by the Fire Department prior to the applicant submitting any building permits for the project.	Fire Dept./Code Officer	Prior to Submitting a Building Permit
19.	The exact location and details of a knox box will be provided to and approved by the Fire Department prior to the Issuance of a Certificate of Occupancy.	Fire Dept./Code Officer	Prior to Issuing Certificate of Occupancy
20.	A waiver has been granted pursuant to Site Plan Review Ordinance Section 102.6(B)(2)(b) with respect to the eastern property line only. This section requires the applicant to provide a 30-foot minimum buffer strip between the proposed, new property line and the paved access drive (see analysis above).	Town Planner	Ongoing
21.	A waiver has been granted pursuant to Site Plan Review Ordinance Section 102.7(H)(3), which requires the applicants to submit an economic and fiscal impact analysis for the proposed large-scale development. Instead, the applicants provided relevant information to the Planning Board during the hearing, negating the need for this requirement.	Town Planner	Ongoing

Planning Board Signatures:

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Wednesday November 23<sup>rd</sup>, 2022

Isabelle Oechsle  
Town Planner  
Town of Damariscotta  
21 School Street  
Damariscotta, ME 04543

**RE:     Clippership Landing Development, LLC, Damariscotta, Maine  
          Supplemental Supporting Information**

Dear Isabelle,

On behalf of our client, Clippership Landing Development, LLC, and further to our discussions with the Planning Board at the meeting on November 7<sup>th</sup> 2022, we are pleased to provide the following supplemental information in support of the Site Plan And Subdivision Application for the referenced project.

The Planning Board specifically requested additional information on the topics listed below:

- Information on the sight distances from Piper Mill Road onto School Street
- Provide information on the accidents at School Street and Bristol Road intersection
- Provide visual renderings of how the proposed building will look from School Street, from Piper Mill Road, and from surrounding properties (including the proposed landscaping)

We have attached a Technical Memorandum from Barton and Loguidice summarizing the additional requested information on traffic conditions at the listed intersections in the vicinity of the site.

Also attached are a series of visual renderings and three-dimensional model views of the proposed development showing views from School Street and the area surrounding the project site. These views include depictions of the proposed landscaping at the site, as it will look when first installed.

Although not specifically requested, the Planning Board did ask a number of questions about the general operations at the proposed new facility. In response to this, we offer the following narrative explanation:

**ADDITIONAL SUPPORTING INFORMATION - EMPLOYEE ACTIVITY:**

Clippership Landing is being designed as a 102-bed Nursing and Skilled Nursing Care Center. As such, it is estimated that there will be approximately 55 employees on the day shift M-F and 35 employees on the evening shift M-F. The M-F day shift will be the peak activity in terms of parking and traffic because of the presence of more management staff. Generally speaking, the shift times for a 24/7 nursing care center are as follows:

Day Shift –       7:00 AM – 3:00 PM

Evening Shift –   3:00 PM – 11:00 PM

Night Shift –     11:00 PM – 7:00 AM

That said, there is great variability with respect to the starting and ending times of these shifts based on the day of the week and the department of the employee. While the exact shift times and staffing patterns have not been established, the following is an example based on our experience at other facilities of similar size the levels of care. This is an example of the activity associated with a M-F day shift.

- (10 – 12) Management Staff arriving between 7:00 AM and 9:00 AM, with most arriving at 8:00 AM.
- (32) Nursing Staff arriving for the 7:00 AM- 3:00 PM shift between 6:30 AM and 6:45 AM.
- (6) Nutrition Services Staff; approximately half for a 6:00 AM – 2:00 PM shift and half for an 8:00 PM – 4:00 PM shift.
- (6) Laundry/Housekeeping Staff; approximately half for a 6:00 AM – 2:00 PM and half for an 8:00 PM – 4:00 PM shift.
- (1) Maintenance Staff arriving for a 7:00 AM – 3:00 PM shift.

It should be noted that the 10-12 Management Staff will not work a set shift and will likely depart the facility between 4:30 PM and 5:30 PM. It should also be noted that there are often Nursing Staff who wish to work 12-hours shifts which would shift the parking/traffic activity to 7:00 AM – 7:00 PM and 7:00 PM – 7:00 AM shifts.:

Please do not hesitate to contact us if you have any additional questions or need any additional information from us. We look forward to continuing our discussions with the Planning board at the next scheduled meeting in December.

Regards,



Atlantic Resource Consultants, LLC  
Andrew D. Johnston, PE, LEED AP, CEng, CEnv, MCIWEM  
Principal

Enclosures

CC: Daniel Maguire, Sandy River Companies  
Blaine Buck, Cordjia Capital Projects Group  
Doug Gardner, North Country Associates  
Rebecca Dillon, Gawron Turgeon Architects

## Technical Memorandum

**Date:** November 22, 2022

**To:** Andrew Johnston, P.E. LEED, AP, Principal  
Atlantic Resource Consultants, LLC

**From:** William Bray, P.E.  
Senior Traffic Engineer  
Barton & Loguidice, LLC.

**Re:** Piper Mill Road Nursing Home Project – Damariscotta, Maine

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### Introduction

Barton and Loguidice have prepared a detailed summary report responding to the Town of Damariscotta's Planning Board request for supplemental traffic information in support of the proposed Clippership Landing Nursing Home Project. The Town Planner's office highlighted two issues where additional traffic information is requested.

Item #1 sight distance detail for motorists exiting Piper Mill Road onto School Street; and,

Item #2 vehicle accident information for the School Street @ Bristol Road intersection.

Barton and Loguidice, in providing the requested sight distance information for the Piper Mill Road approach at the School Street/High Street intersection, conducted field measurements consistent with the standard engineering practices required by the Maine Department of Transportation for determining vehicle sight distance. Additionally, vehicle sight distance was also recorded for the High Street approach to the intersection to complete a full evaluation of sight distance for the study intersection.

Road safety data for the most current three-year time period (2019 through 2022) was obtained from the Maine Department of Transportation's Office of Safety for the Bristol Road @ School Street intersection in reply to the second traffic item requested by members of the Planning Board. The traffic safety data provides the current number of reported vehicle crashes and the projected Critical Rate Factor of the intersection. Field studies were performed at the intersection including observations of motorists travel speeds, vehicle sight distance to/from the School Street approach, signing and road striping, etc.

This Technical Memorandum provides further detail related to both requested supplemental issues as follows:



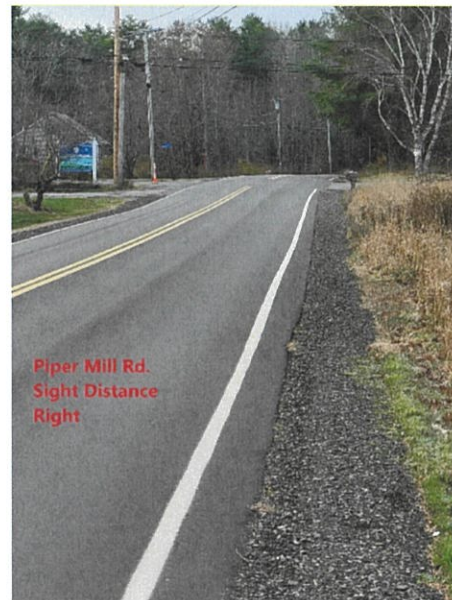
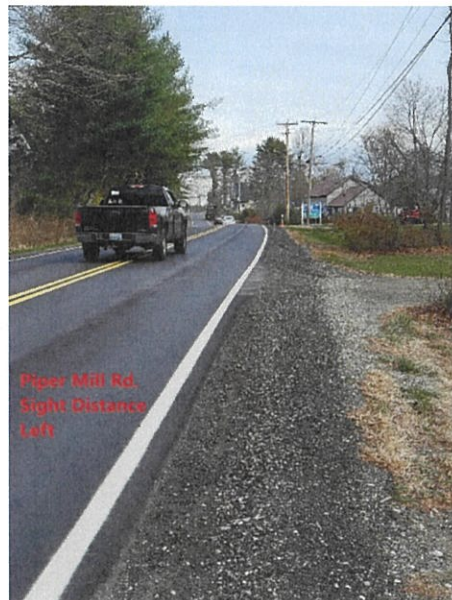
### Request #1: Sight Distance from Piper Mill Road onto School Street

The Maine Department of Transportation requires sight distance to be measured based upon the following standard:

*“Sight distance is measured to and from the point on the centerline of the proposed access that is located 10-feet from the edge of traveled way. The height of the hypothetical person’s view is considered to be 3½ feet above the pavement and the height of the object being viewed is considered to be 4¼ feet above the pavement.”*

School Street is currently posted at 35mph through the Piper Mill Road/High Street/School Street intersection requiring a minimum unobstructed sight distance measurement of 305-feet. A sight distance measurement in excess of 350-feet was determined for each direction of travel from the Piper Mill Road approach. Photographs of both directional sightlines onto School Street from the Piper Mill Road approach are enclosed for verification of the stated sightline measurements.

NOTE: The Great Salt Bay Sanitary District location sign found on the Piper Mill Road approach is located approximately 16-feet behind the existing edge of pavement on School Street, or 6-feet further away from the required sight distance point of measurement. The noted wayfinding sign does not impede vehicle sight distance from the Piper Mill Road approach.



Sightline measurements were also determined for the High Street approach to the School Street intersection applying the same stated sight distance guidance required by The Maine Department of Transportation. Similar to the results found for the Piper Mill Road approach, sight distance measurements in excess of the minimum standard of 305-feet were recorded “looking” both left and right from the High Street approach onto School Street. It is noted that low vegetation and a couple of moderately sized trees located on School Street immediately right of the High Street approach do, very marginally, impinge vehicle sight distance in a southerly direction onto School Street. The following photo depicts the described sight distance restrictions:



### Request #2: Accidents at School Street @ Bristol Road

The Maine Department of Transportation's Office of Safety provided the most current three-year (2019 through 2022) roadway crash data for the Bristol Road/School Street intersection. Their safety report shows a total of 7 vehicle crashes occurred at the intersection between 2019 and 2022 with a Critical Rate Factor of 2.47. MaineDOT considers any road segment or intersection a High Crash Location if both of the stated criteria are met:

- ***8 or more accidents***
- ***A Critical Rate Factor greater than 1.00***

As the data presented in the chart shows, the intersection of Bristol Road at School Street, with a reported total of 7 crashes and a Critical Rate Factor of 2.47, does not meet MaineDOT's safety criterion for identification of a high crash location.

MaineDOT's Office of Safety provided a detailed vehicle collision diagram for the intersection, which illustratively maps each of the seven reported vehicle crashes reported at the intersection (A copy of MaineDOT's road safety information is attached as an appendix to this report). A summary of the detailed safety information is presented as follows:

- Six of the seven reported crashes are "*angle*" accidents with three of the six noted crashes involving a vehicle turning left from School Street onto Bristol Road struck by a through vehicle traveling northwesterly on Bristol Road; two additional crashes, again, turned left from the School Road approach and was struck by a through vehicle on Bristol Road traveling southeasterly through the intersection; the final vehicle crash of the six reported "*angle*" accidents involved a vehicle turning left from School Street being struck by a vehicle turning left onto School Street from Bristol Road. The seventh accident was a single vehicle crash with a driver sliding through the intersection during inclement weather.
- Two of the seven crashes occurred during the typical summer months of July and August, three crashes happened in the spring months and two were winter month crashes.
- Two crashes occurred during the typical evening rush hour times of 3:00 to 6:00 p.m., with the remaining crashes reported for times between 9:00 a.m. and 1:35 p.m.



Traffic Assessment – Clippership Landing Nursing Home

- The reporting police officer for each vehicle crash identified that six of the crashes were the result of a motorist on the School Street approach “*failure to yield*” to the through vehicle on Bristol Road.

Traffic Safety Observations

- Vehicle sight distance measurements recorded for the School Street approach demonstrates acceptable sight distance is met “*looking*” both left and right from the School Street approach. Sight distance measurements in excess of 375-feet was recorded in both directions of travel from the School Street approach onto Bristol Road. Bristol Road is posted at 35mph on both approaches requiring an unobstructed sight distance of 305-feet.
- Anecdotally, approach speeds of through traffic directionally on both approaches of Bristol Road appeared to exceed the posted speed limit consistently through the time period observed. Increased enforcement of travel speeds on Bristol Road through the intersection and/or temporary placement of radar activated speed measurement units should be considered.
- The striped traffic island separating directional traffic on the School Street approach would have a greater traffic functional value if yellow line “*gore*” markings were added to the outlined traffic island. (Google Street View Imagery shows these suggested markings were previously striped in the traffic island.)
- A 24-inch white stop bar should be added to the School Street approach to more clearly define the recommended safe stopping point for approaching vehicles.

Summary

1. Sight distance measurements recorded directionally from the Piper Mill Road approach meet and exceed the sight distance standard of 305-feet for a posted speed limit of 35 mph. Measurements in excess of 350-feet were observed for both vehicles turning left and right from the Piper Mill Road approach onto School Street.
2. Sight distance measurements from the High Street approach onto School Street were also found to meet and exceed MaineDOT’s sight distance standard for a posted speed limit of 35mph. It is noted that existing vegetation and a couple of moderately sized trees likely impinge the sightline (right) from the High Street approach onto School Street.
3. MaineDOT’s year 2019 through 2021 vehicle crash data for the School Street/Bristol Road intersection shows the intersection does not meet MaineDOT’s dual criteria for a high crash location.

A circular professional engineer seal for the State of Maine, featuring the text "STATE OF MAINE", "PROFESSIONAL ENGINEER", and "24007". Overlaid on the seal is a blue ink signature.

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

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

REPORT DESCRIPTION

Damariscotta  
School St. from High St. to Bristol Rd.

REPORT PARAMETERS

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

Route: 1500619      Start Node: 31307      End Node: 32113      Start Offset: 0      End Offset: 0      ☐ Exclude First Node      ☐ Exclude Last Node



Crash Summary I

| Nodes        |                |                             |              |               |   |                |   |   |    |                         |            |                            |      |      |      |
|--------------|----------------|-----------------------------|--------------|---------------|---|----------------|---|---|----|-------------------------|------------|----------------------------|------|------|------|
| Node         | Route - MP     | Node Description            | U/R          | Total Crashes | K | Injury Crashes |   |   | PD | Percent Annual M Injury | Crash Rate | Critical Rate              | CRF  |      |      |
| 31307        | 1500619 - 0.38 | Int of HIGH ST, SCHOOL ST   | 1            | 0             | 0 | 0              | 0 | 0 | 0  | 0.0                     | 1.425      | 0.00                       | 0.54 | 0.00 |      |
|              |                |                             |              |               |   |                |   |   |    |                         |            | Statewide Crash Rate: 0.16 |      |      |      |
| 32113        | 1500619 - 0.86 | Int of BRISTOL RD SCHOOL ST | 1            | 7             | 0 | 1              | 0 | 0 | 6  | 14.3                    | 2.485      | 0.94                       | 0.38 | 2.47 |      |
|              |                |                             |              |               |   |                |   |   |    |                         |            | Statewide Crash Rate: 0.12 |      |      |      |
| Study Years: |                | 3.00                        | NODE TOTALS: |               | 7 | 0              | 1 | 0 | 0  | 6                       | 14.3       | 3.910                      | 0.60 | 0.37 | 1.62 |

# Crash Summary I

| Sections        |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|-----------------|----------|------------------------------|-----------------------|----------------|----------------|-------------|---------------|---|---|---|---|----|----------------|-------------|------------|---------------|------|
| Start Node      | End Node | Element                      | Offset<br>Begin - End | Route - MP     | Section Length | Section U/R | Total Crashes | K | A | B | C | PD | Percent Injury | Annual HMVM | Crash Rate | Critical Rate | CRF  |
| 31307           | 32113    | 3109241                      | 0 - 0.48              | 1500619 - 0.38 | 0.48           | 1           | 3             | 0 | 0 | 0 | 1 | 2  | 33.3           | 0.00592     | 169.02     | 471.67        | 0.00 |
|                 |          | Statewide Crash Rate: 215.80 |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
| Study Years:    |          | 3.00                         |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
| Section Totals: |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
| Grand Totals:   |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
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|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
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|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
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|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
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|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
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|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |
|                 |          |                              |                       |                |                |             |               |   |   |   |   |    |                |             |            |               |      |

# Crash Summary

| Section Details |          |         |                       |                |                  |   |   |   |   |    |                                      |                                        |
|-----------------|----------|---------|-----------------------|----------------|------------------|---|---|---|---|----|--------------------------------------|----------------------------------------|
| Start Node      | End Node | Element | Offset<br>Begin - End | Route - MP     | Total<br>Crashes | K | A | B | C | PD | Crash Report                         | Crash Date                             |
| 31307           | 32113    | 3109241 | 0 - 0.48              | 1500619 - 0.38 | 3                | 0 | 0 | 0 | 1 | 2  | 2021-8629<br>2021-33495<br>2020-9157 | 03/04/2021<br>11/30/2021<br>03/24/2020 |
|                 |          |         |                       |                |                  |   |   |   |   |    | Crash<br>Mile Point                  | Injury<br>Degree                       |
|                 |          |         |                       |                |                  |   |   |   |   |    | 0.62                                 | C                                      |
|                 |          |         |                       |                |                  |   |   |   |   |    | 0.73                                 | PD                                     |
|                 |          |         |                       |                |                  |   |   |   |   |    | 0.74                                 | PD                                     |
| Totals:         |          |         |                       |                | 3                | 0 | 0 | 0 | 1 | 2  |                                      |                                        |

## Crash Summary II - Characteristics

## Crashes by Day and Hour

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

## Vehicle Counts by Type

| Unit Type                                     | Total | Unit Type       | Total     |
|-----------------------------------------------|-------|-----------------|-----------|
| 1-Passenger Car                               | 6     | 23-Bicyclist    | 0         |
| 2-(Sport) Utility Vehicle                     | 4     | 24-Witness      | 1         |
| 3-Passenger Van                               | 1     | 25-Other        | 0         |
| 4-Cargo Van (10K lbs or Less)                 | 0     | 26-Construction | 0         |
| 5-Pickup                                      | 5     | 27-Farm Vehicle | 0         |
| 6-Motor Home                                  | 0     | <b>Total</b>    | <b>17</b> |
| 7-School Bus                                  | 0     |                 |           |
| 8-Transit Bus                                 | 0     |                 |           |
| 9-Motor Coach                                 | 0     |                 |           |
| 10-Other Bus                                  | 0     |                 |           |
| 11-Motorcycle                                 | 0     |                 |           |
| 12-Moped                                      | 0     |                 |           |
| 13-Low Speed Vehicle                          | 0     |                 |           |
| 14-Autocycle                                  | 0     |                 |           |
| 15-Experimental                               | 0     |                 |           |
| 16-Other Light Trucks (10,000 lbs or Less)    | 0     |                 |           |
| 17-Medium/Heavy Trucks (More than 10,000 lbs) | 0     |                 |           |
| 18-ATV - (4 wheel)                            | 0     |                 |           |
| 20-ATV - (2 wheel)                            | 0     |                 |           |
| 21-Snowmobile                                 | 0     |                 |           |
| 22-Pedestrian                                 | 0     |                 |           |

## Crash Summary II - Characteristics

## Crashes by Driver Action at Time of Crash

| Driver Action at Time of Crash                                                                   | Dr 1      | Dr 2     | Dr 3     | Dr 4     | Dr 5     | Other    | Total     |
|--------------------------------------------------------------------------------------------------|-----------|----------|----------|----------|----------|----------|-----------|
| No Contributing Action                                                                           | 5         | 3        | 0        | 0        | 0        | 0        | 8         |
| Ran Off Roadway                                                                                  | 0         | 0        | 0        | 0        | 0        | 0        | 0         |
| Failed to Yield Right-of-Way                                                                     | 3         | 3        | 0        | 0        | 0        | 0        | 6         |
| Ran Red Light                                                                                    | 0         | 0        | 0        | 0        | 0        | 0        | 0         |
| Ran Stop Sign                                                                                    | 0         | 0        | 0        | 0        | 0        | 0        | 0         |
| Disregarded Other Traffic Sign                                                                   | 0         | 0        | 0        | 0        | 0        | 0        | 0         |
| Disregarded Other Road Markings                                                                  | 0         | 0        | 0        | 0        | 0        | 0        | 0         |
| Exceeded Posted Speed Limit                                                                      | 0         | 0        | 0        | 0        | 0        | 0        | 0         |
| Drove Too Fast For Conditions                                                                    | 1         | 0        | 0        | 0        | 0        | 0        | 1         |
| Improper Turn                                                                                    | 0         | 0        | 0        | 0        | 0        | 0        | 0         |
| Improper Backing                                                                                 | 0         | 0        | 0        | 0        | 0        | 0        | 0         |
| Improper Passing                                                                                 | 0         | 0        | 0        | 0        | 0        | 0        | 0         |
| Wrong Way                                                                                        | 0         | 0        | 0        | 0        | 0        | 0        | 0         |
| Followed Too Closely                                                                             | 0         | 0        | 0        | 0        | 0        | 0        | 0         |
| Failed to Keep in Proper Lane                                                                    | 0         | 0        | 0        | 0        | 0        | 0        | 0         |
| Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner            | 0         | 0        | 0        | 0        | 0        | 0        | 0         |
| Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway | 0         | 0        | 0        | 0        | 0        | 0        | 0         |
| Over-Correcting/Over-Steering                                                                    | 0         | 0        | 0        | 0        | 0        | 0        | 0         |
| Other Contributing Action                                                                        | 0         | 0        | 0        | 0        | 0        | 0        | 0         |
| Unknown                                                                                          | 1         | 0        | 0        | 0        | 0        | 0        | 1         |
| <b>Total</b>                                                                                     | <b>10</b> | <b>6</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>16</b> |

## Crashes by Apparent Physical Condition And Driver

| Apparent Physical Condition                      | Dr 1      | Dr 2     | Dr 3     | Dr 4     | Dr 5     | Other    | Total     |
|--------------------------------------------------|-----------|----------|----------|----------|----------|----------|-----------|
| Apparently Normal                                | 9         | 6        | 0        | 0        | 0        | 0        | 15        |
| Physically Impaired                              | 1         | 0        | 0        | 0        | 0        | 0        | 1         |
| Emotional(Depressed, Angry, Disturbed, etc.)     | 0         | 0        | 0        | 0        | 0        | 0        | 0         |
| Ill (Sick)                                       | 0         | 0        | 0        | 0        | 0        | 0        | 0         |
| Asleep or Fatigued                               | 0         | 0        | 0        | 0        | 0        | 0        | 0         |
| Under the Influence of Medications/Drugs/Alcohol | 0         | 0        | 0        | 0        | 0        | 0        | 0         |
| Other                                            | 0         | 0        | 0        | 0        | 0        | 0        | 0         |
| <b>Total</b>                                     | <b>10</b> | <b>6</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>16</b> |

## Driver Age by Unit Type

| Age          | Driver    | Bicycle  | SnowMobile | Pedestrian | ATV      | Total     |
|--------------|-----------|----------|------------|------------|----------|-----------|
| 09-Under     | 0         | 0        | 0          | 0          | 0        | 0         |
| 10-14        | 0         | 0        | 0          | 0          | 0        | 0         |
| 15-19        | 0         | 0        | 0          | 0          | 0        | 0         |
| 20-24        | 1         | 0        | 0          | 0          | 0        | 1         |
| 25-29        | 1         | 0        | 0          | 0          | 0        | 1         |
| 30-39        | 0         | 0        | 0          | 0          | 0        | 0         |
| 40-49        | 2         | 0        | 0          | 0          | 0        | 2         |
| 50-59        | 4         | 0        | 0          | 0          | 0        | 4         |
| 60-69        | 2         | 0        | 0          | 0          | 0        | 2         |
| 70-79        | 3         | 0        | 0          | 0          | 0        | 3         |
| 80-Over      | 3         | 0        | 0          | 0          | 0        | 3         |
| Unknown      | 0         | 0        | 0          | 0          | 0        | 0         |
| <b>Total</b> | <b>16</b> | <b>0</b> | <b>0</b>   | <b>0</b>   | <b>0</b> | <b>16</b> |



Crash Summary II - Characteristics

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

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

| Road Character   |  | Total |
|------------------|--|-------|
| Road Grade       |  |       |
| 1-Level          |  | 3     |
| 2-On Grade       |  | 6     |
| 3-Top of Hill    |  | 1     |
| 4-Bottom of Hill |  | 0     |
| 5-Other          |  | 0     |
| Total            |  | 10    |

| Light                     |  | Total |
|---------------------------|--|-------|
| Light Condition           |  |       |
| 1-Daylight                |  | 10    |
| 2-Dawn                    |  | 0     |
| 3-Dusk                    |  | 0     |
| 4-Dark - Lighted          |  | 0     |
| 5-Dark - Not Lighted      |  | 0     |
| 6-Dark - Unknown Lighting |  | 0     |
| 7-Unknown                 |  | 0     |
| Total                     |  | 10    |

Crashes by Year and Month

| Month        | 2019     | 2020     | 2021     | Total     |
|--------------|----------|----------|----------|-----------|
| JANUARY      | 0        | 0        | 0        | 0         |
| FEBRUARY     | 0        | 1        | 0        | 1         |
| MARCH        | 1        | 1        | 1        | 3         |
| APRIL        | 1        | 0        | 0        | 1         |
| MAY          | 0        | 1        | 0        | 1         |
| JUNE         | 0        | 1        | 0        | 1         |
| JULY         | 0        | 0        | 1        | 1         |
| AUGUST       | 0        | 0        | 1        | 1         |
| SEPTEMBER    | 0        | 0        | 0        | 0         |
| OCTOBER      | 0        | 0        | 0        | 0         |
| NOVEMBER     | 0        | 0        | 1        | 1         |
| DECEMBER     | 0        | 0        | 0        | 0         |
| <b>Total</b> | <b>2</b> | <b>4</b> | <b>4</b> | <b>10</b> |

Report is limited to the last 10 years of data.

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

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

| Crash Type               | Straight Road | Curved Road | Three Leg Intersection | Four Leg Intersection | Five or More Leg Intersection | Driveways | Bridges | Interchanges | Other | Parking Lot | Private Way | Cross Over | Railroad Crossing | Traffic Circle-Roundabout | Total |
|--------------------------|---------------|-------------|------------------------|-----------------------|-------------------------------|-----------|---------|--------------|-------|-------------|-------------|------------|-------------------|---------------------------|-------|
| Object in Road           | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0       | 0            | 0     | 0           | 0           | 0          | 0                 | 0                         | 0     |
| Rear End - Sideswipe     | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0       | 0            | 0     | 0           | 0           | 0          | 0                 | 0                         | 0     |
| Head-on - Sideswipe      | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0       | 0            | 0     | 0           | 0           | 0          | 0                 | 0                         | 0     |
| Intersection Movement    | 0             | 0           | 6                      | 0                     | 0                             | 0         | 0       | 0            | 0     | 0           | 0           | 0          | 0                 | 0                         | 6     |
| Pedestrians              | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0       | 0            | 0     | 0           | 0           | 0          | 0                 | 0                         | 0     |
| Train                    | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0       | 0            | 0     | 0           | 0           | 0          | 0                 | 0                         | 0     |
| Went Off Road            | 0             | 2           | 1                      | 0                     | 0                             | 0         | 0       | 0            | 0     | 0           | 0           | 0          | 0                 | 0                         | 3     |
| All Other Animal         | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0       | 0            | 0     | 0           | 0           | 0          | 0                 | 0                         | 0     |
| Bicycle                  | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0       | 0            | 0     | 0           | 0           | 0          | 0                 | 0                         | 0     |
| Other                    | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0       | 0            | 0     | 0           | 0           | 0          | 0                 | 0                         | 0     |
| Jackknife                | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0       | 0            | 0     | 0           | 0           | 0          | 0                 | 0                         | 0     |
| Rollover                 | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0       | 0            | 0     | 0           | 0           | 0          | 0                 | 0                         | 0     |
| Fire                     | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0       | 0            | 0     | 0           | 0           | 0          | 0                 | 0                         | 0     |
| Submersion               | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0       | 0            | 0     | 0           | 0           | 0          | 0                 | 0                         | 0     |
| Thrown or Falling Object | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0       | 0            | 0     | 0           | 0           | 0          | 0                 | 0                         | 0     |
| Bear                     | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0       | 0            | 0     | 0           | 0           | 0          | 0                 | 0                         | 0     |
| Deer                     | 0             | 1           | 0                      | 0                     | 0                             | 0         | 0       | 0            | 0     | 0           | 0           | 0          | 0                 | 0                         | 1     |
| Moose                    | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0       | 0            | 0     | 0           | 0           | 0          | 0                 | 0                         | 0     |
| Turkey                   | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0       | 0            | 0     | 0           | 0           | 0          | 0                 | 0                         | 0     |
| Total                    | 0             | 3           | 7                      | 0                     | 0                             | 0         | 0       | 0            | 0     | 0           | 0           | 0          | 0                 | 0                         | 10    |



Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather  
Light

Blowing Sand, Soil, Dirt

|                         | Dry | Ice/Frost | Mud, Dirt,<br>Gravel | Oil | Other | Sand | Slush | Snow | Unknown | Water<br>(Standing,<br>Moving) | Wet | Total |
|-------------------------|-----|-----------|----------------------|-----|-------|------|-------|------|---------|--------------------------------|-----|-------|
| Dark - Lighted          | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dark - Not Lighted      | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dark - Unknown Lighting | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dawn                    | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Daylight                | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dusk                    | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Unknown                 | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |

Blowing Snow

|                         |   |   |   |   |   |   |   |   |   |   |   |   |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Dark - Lighted          | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Not Lighted      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dawn                    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daylight                | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dusk                    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown                 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Clear

|                         |   |   |   |   |   |   |   |   |   |   |   |   |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Dark - Lighted          | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Not Lighted      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dawn                    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daylight                | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 |
| Dusk                    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown                 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Cloudy

|                         |   |   |   |   |   |   |   |   |   |   |   |   |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Dark - Lighted          | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Not Lighted      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dawn                    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daylight                | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Dusk                    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown                 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

## Weather Light

### Fog, Smog, Smoke

| Weather<br>Light        | Dry | Ice/Frost | Mud, Dirt,<br>Gravel | Oil | Other | Sand | Slush | Snow | Unknown | Water<br>(Standing,<br>Moving) | Wet | Total |
|-------------------------|-----|-----------|----------------------|-----|-------|------|-------|------|---------|--------------------------------|-----|-------|
| Dark - Lighted          | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dark - Not Lighted      | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dark - Unknown Lighting | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dawn                    | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Daylight                | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dusk                    | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Unknown                 | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |

### Other

|                         |   |   |   |   |   |   |   |   |   |   |   |   |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Dark - Lighted          | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Not Lighted      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dawn                    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daylight                | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dusk                    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown                 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

### Rain

|                         |   |   |   |   |   |   |   |   |   |   |   |   |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Dark - Lighted          | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Not Lighted      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dawn                    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daylight                | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Dusk                    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown                 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

### Severe Crosswinds

|                         |   |   |   |   |   |   |   |   |   |   |   |   |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Dark - Lighted          | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Not Lighted      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dawn                    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daylight                | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dusk                    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown                 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather  
Light

Sleet, Hail (Freezing Rain or Drizzle)

| Weather<br>Light        | Dry | Ice/Frost | Mud, Dirt,<br>Gravel | Oil | Other | Sand | Slush | Snow | Unknown | Water<br>(Standing,<br>Moving) | Wet | Total |
|-------------------------|-----|-----------|----------------------|-----|-------|------|-------|------|---------|--------------------------------|-----|-------|
| Dark - Lighted          | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dark - Not Lighted      | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dark - Unknown Lighting | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dawn                    | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Daylight                | 0   | 1         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 1     |
| Dusk                    | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Unknown                 | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |

Snow

|                         |   |   |   |   |   |   |   |   |   |   |   |   |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Dark - Lighted          | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Not Lighted      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark - Unknown Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dawn                    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daylight                | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dusk                    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown                 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

TOTAL

|   |   |   |   |   |   |   |   |   |   |   |   |    |
|---|---|---|---|---|---|---|---|---|---|---|---|----|
| 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|---|----|

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# H. C. L. CRASH COLLISION DIAGRAM DATA PACKAGE

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COUNTY: LINCOLN

TOWN: DAMARISCOTTA

LOW NODE: 32113 HIGH NODE: 0000

REGION: 2

U/R: RURAL

DESCRIPTION: Jct of Bristol Rd & High St

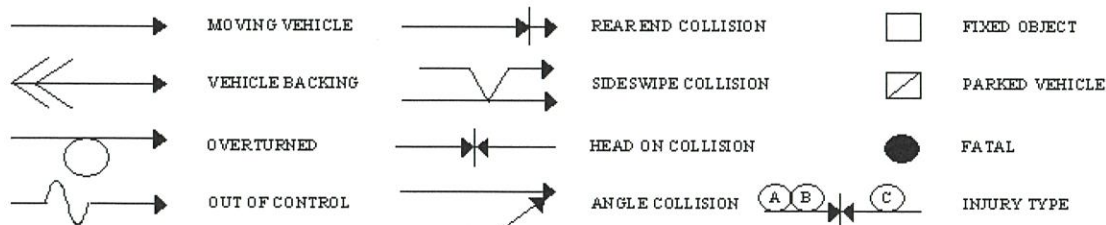
RTE # / RD #: 1500619 DATE DRAWN: 11/14/2022 DRAWN BY: Michelle





STUDY FROM: 1/1/2019

STUDY TO: 12/31/2021

CRASH RATE: 0.94 CRF: 2.47 % INJURY: 14.3 TOTAL CRASHES: 7

## LEGEND

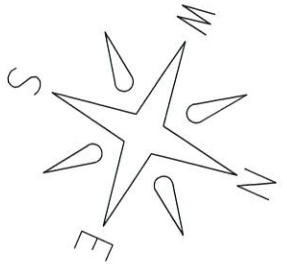


--- PATH OF:  PEDESTRIAN  BICYCLE  ANIMAL  SLED

PAVEMENT: D - DRY, I - ICY, W - WET, S - SNOW

WEATHER: C - CLEAR, F - FOG, R - RAIN, SL - SLEET, S - SNOW, CL - CLOUDY

TIME: A - AM, P - PM



School St

Damariscotta

Node: 32113

Study Period: 2019-2021

# of Crashes: 7 / CRF: 2.47

Prepared by Office of Safety & Mobility (MP 11/14/22)

Bristol Rd

49780 4-16-19 3:24P D/C Fail to Yield  
20484 8-3-21 5:36P D/CL Fail to Yield  
19100 7-25-21 12:35P W/R Fail to Yield

A  
B

47322 3-19-19 1:57P D/C Fail to Yield

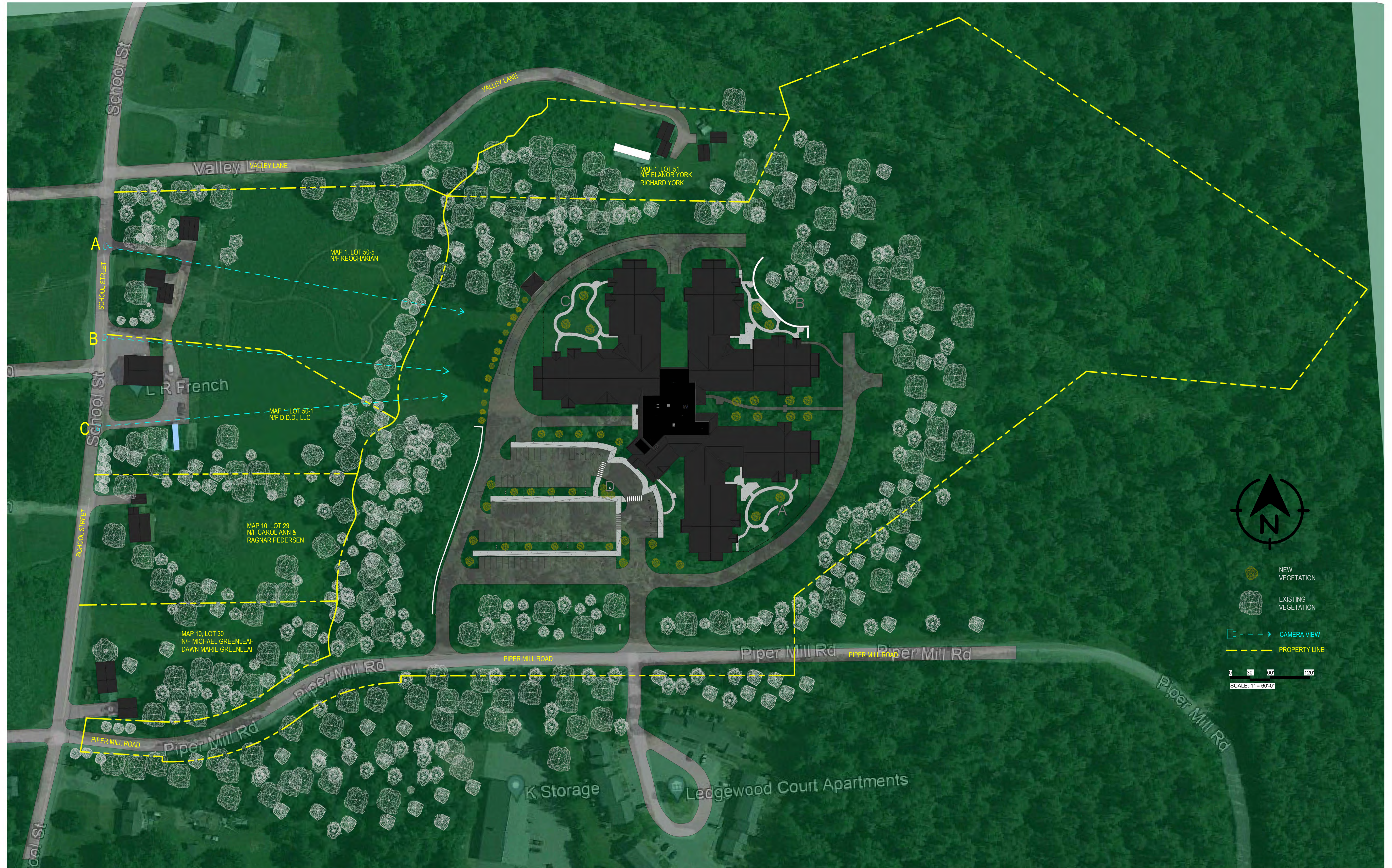
7783 2-7-20 11:34A I/SL Road Conditions

14414 6-5-20 1:35P D/C Fail to Yield

12602 5-24-20 9:58A D/C Fail to Yield

Bristol Rd









EXISTING

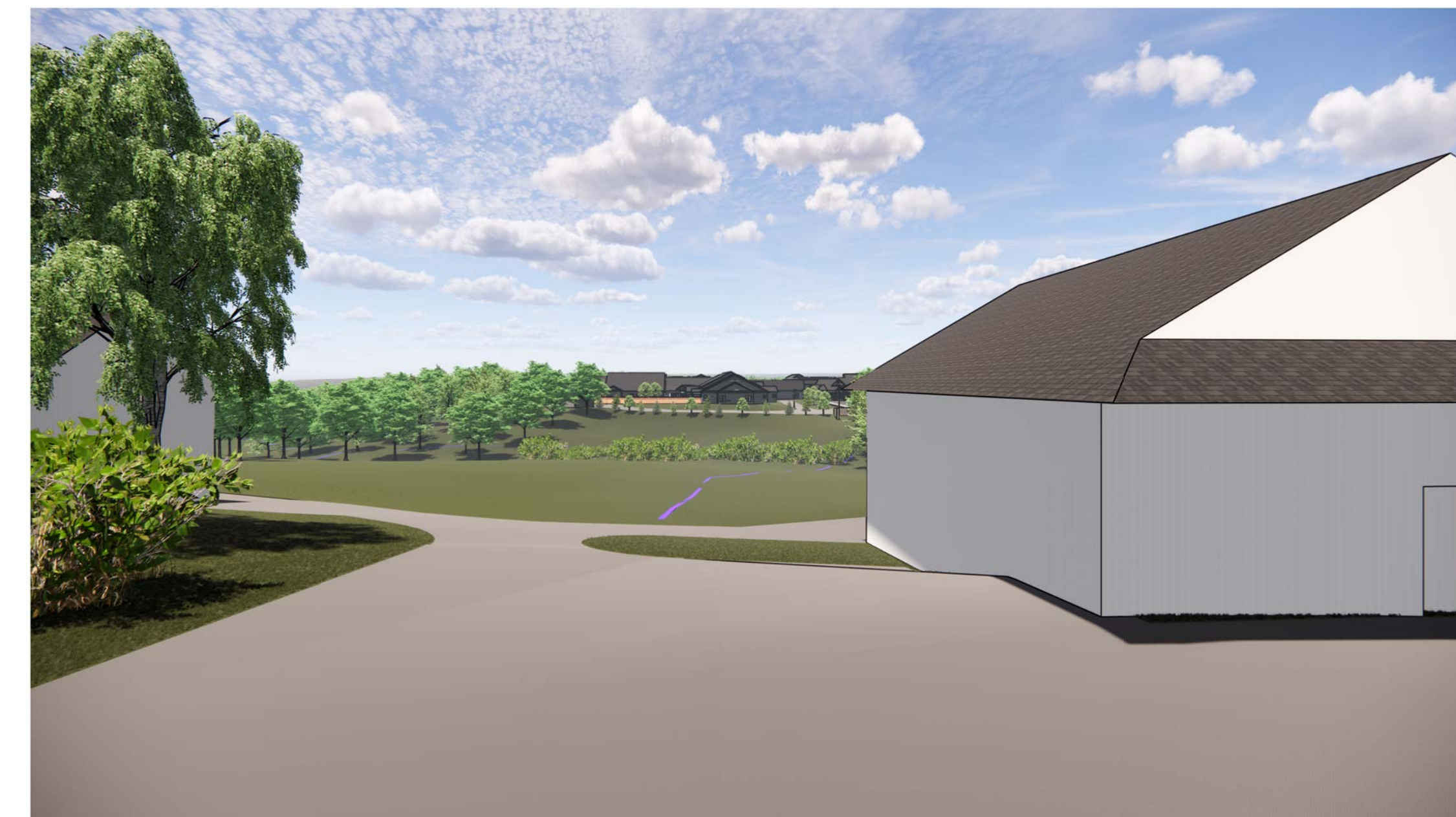


PROPOSED

SCHOOL ST. - CAMERA - A



EXISTING



PROPOSED

SCHOOL ST. - CAMERA - B



EXISTING



PROPOSED

SCHOOL ST. - CAMERA - C











## MEMORANDUM

November 4, 2022

To: Town of Damariscotta Planning Board  
From: Clippership Landing Development LLC

Re: Information Provided in Request of a Waiver pursuant to Site Plan Review  
Ordinance Section 102.7 (H)(3) - Economic and Fiscal Impact Analysis

In lieu of this requirement, we offer the following information:

**Market and Financial Feasibility-** Clippership Landing is a licensed nursing care center that will replace the existing nursing home at LincolnHealth (Cove's Edge) and the nursing care unit at St Andrews Village. Once the new building is constructed, residents of these two locations will transition to the new building. The defined market area for nursing care services is primarily Lincoln County. This project is required to complete a rigorous Certificate of Need (CON) approval process by the Maine Department of Health and Human Services (DHHS). That review includes the financial feasibility of the project as well as the need for the services. The need analysis with DHHS is straightforward; we are closing two programs and relocating those licensed nursing care beds and programs to a new state-of-the-art nursing care center.

Regarding financial feasibility, DHHS will go through a detailed financial analysis in their review and approval of this project. Without DHHS approval, this project would not go forward. We will be submitting to DHHS detailed cost report data specific to MaineCare and Medicare programs that calculates our rates of reimbursement. We have not yet completed that analysis for the CON application. We typically don't file the CON until we have town approvals and once filed, the application materials that include financial and cost report data becomes public information. Please note that given the financial complexity of a licensed nursing care facility and its various funding programs (Mainecare and Medicare), identifying and retaining a consultant that specializes in the market and financial feasibility of such a project would be challenging and very time consuming.

Please also note the developers of Clippership Landing have extensive experience successfully creating and financing senior care facilities throughout Maine. In addition to the CON process, a lender will do their own underwriting analysis as well as require a third-party appraisal report that studies the market area and financial projections for the project. We typically do not engage a lender or appraisal firm until the building is fully designed and priced by a construction management firm.

**Construction Job Creation-**The construction of the new facility is expected to take approximately 18 months. We hope to break ground in early Summer, 2023. The construction cost is currently estimated at approximately \$29,000,000. We won't have

final construction costs until architectural drawings are completed after we obtain town approvals. It is projected there will be 175-200 on site construction jobs and 20-30 off site fabrication and office administration jobs to support on site work.

**Jobs Created in the New Facility-** Clippership Landing is a 102-bed licensed nursing care center with three “neighborhoods” that include a high-level skilled nursing care neighborhood. When fully operational, the facility will employ approximately 10-12 senior management employees and an additional 130 full and part-time support and care staff. Employees at the two existing facilities being replaced will be offered jobs at the new facility.

**Real Estate Taxes and Use of Town Services** - Clippership Landing will be a taxable project. While a projected assessed value has not been determined, we would expect the annual tax revenue to the Town to be in the \$200-300,000 range.

Unlike other forms of housing, a nursing care facility does not add cost to the school system and has minimal impact on other town services. Great Salt Bay Sanitary District has indicated that they have capacity within their existing systems to serve the new facility with water for domestic use and fire protection, and sewage disposal. The new facility will provide additional user rate contributions to the District.

**Value of Improvements to Public Services and Infrastructure** – The nature of the project serves an important public service to the community by allowing residents to continue to live in the area as they age and require the support that a Nursing Care facility provides.

The Applicant is working closely with the town to develop a pedestrian connection from the new facility to a proposed new sidewalk on School Street that will connect the neighborhood with the center of town. The proposed connection along Piper Mill Road will also serve current residents of Ledgewood Apartments and provide access to the Damariscotta River Association land to the east.

Discussions are also ongoing with Great Salt Bay Sanitary District to develop sewer and water services for the new facility in a manner that will optimize the potential for future connections in the area of the site.

Please note that we may explore utilizing Tax Increment Financing (TIF) to offset some of the site-related and infrastructure costs. We will continue those discussions once we have Planning Board approval for the project and a more thorough analysis of those costs.

Thank you for your consideration.



AGENDA ITEM #4A  
Meeting of December 5, 2022

**Sketch (Conceptual) Plan Review – LedgeWood Court  
Expansion**

**207 LedgeWood Court Drive – Midcoast Maine  
Community Action / DC LedgeWood, LLC  
PID #2203**

### INTRODUCTION

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Applicant Midcoast Maine Community Action/DC LedgeWood LLC is requesting Sketch (Conceptual) Plan Review during the Board's meeting on December 5, 2022. Site Plan and Conditional Use reviews will be required in order to construct a two-story, 32 unit building of multi-family housing that will be age restricted to seniors along with associated site improvements, including parking areas, stormwater management facilities, fire lanes, and internal sidewalks. The property is in the Rural zone and the Town's designated Village Expansion Growth Area, per the 2014 Comprehensive Plan. The property is further identified as Tax Map 1, Lot 50-3.



As this is a Sketch (Conceptual) Plan Review, mailed or advertised notices are not required. When the applicants return to the Planning Board for a decision on their Site Plan and Conditional Use Application, notices will be mailed to abutting property owners and will be published in the Lincoln County News in accordance with Ordinance requirements.

This submission is being reviewed pursuant to Chapter 102, Section 102.5B: Pre-Application Procedures, and for compliance with the Town's adopted Comprehensive Plan.

## PROJECT DATA

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|                                  |                                                                   |                                   |
|----------------------------------|-------------------------------------------------------------------|-----------------------------------|
| <b>Zoning:</b>                   | Rural                                                             |                                   |
| <b>Land Area:</b>                | 10.54 acres                                                       |                                   |
| <b>Existing Land Use:</b>        | 24 apartment units                                                |                                   |
| <b>Proposed Land Use:</b>        | Multi-family dwellings (affordable and age-restricted to seniors) |                                   |
|                                  | <b>Allowed:</b>                                                   | <b>Proposed:</b>                  |
| <b>Max. Building Height:</b>     | 35 feet                                                           | <35 feet                          |
| <b>Min. Front Yard:</b>          | 20 feet                                                           | Approx. 340 feet at closest point |
| <b>Min. Side Yard:</b>           | 15 feet                                                           | Approx. 335 feet at closest point |
| <b>Min. Rear Yard:</b>           | 15 feet                                                           | Approx. 89 feet at closest point  |
| <b>Min. Water Setback:</b>       | N/A                                                               | N/A                               |
| <b>Min. Off-Street Parking*:</b> | 1 space/dwelling unit                                             | 33 spaces                         |

\*Pursuant to 102.6(H)(7)(i).

## REVIEW PROCESS

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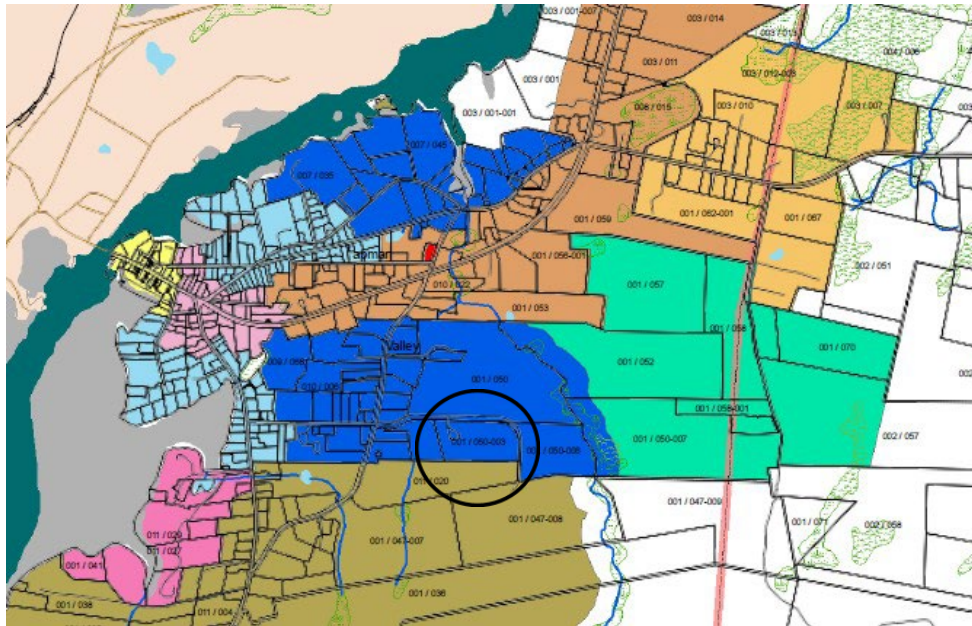
The applicants are here to receive initial feedback from the Planning Board regarding their proposal. Plans presented are conceptual in nature. They have indicated that the apartments will be age-restricted to seniors, and will be affordable rather than market rate housing (though at what affordability rate is still being worked out).

If the Planning Board is seeking any additional information beyond what would be required of the applicants in Sec. 102.5E of the Site Plan Review Ordinance, it would be appropriate to make the applicants aware of that during this meeting so that they can begin assembling those items.

## COMPREHENSIVE PLAN CONSISTENCY

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The 2014 Comprehensive Plan (adopted June 2014 and subsequently revised in February 2015) notes that the subject property is within the Village Expansion Growth Area (per the Future Land Use Map, page 34 and below).



Growth Areas indicated within the Comprehensive Plan are the areas where the Town wants growth and development to occur. The anticipation is that most residential and non-residential development will occur in these areas. The Village Expansion Area anticipated that, “Within these neighborhoods, a range of residential uses should be allowed ... The development of senior housing and retirement and eldercare facilities should also be allowed.” In addition, the vision for this area was that it would evolve as an extension of the village with moderate density housing and a “village character.”

## ANALYSIS OF PROJECT

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Site Plan review is subject to the standards outlined in Sec. 102.6: Performance Standards. As the project is proposing a floor area of greater than 20,000 s.f., the requirements of Sec. 102.7: Large-Scale Development will also apply. Also, as the proposal is for multi-family dwellings (a conditional use in the Rural zone), the standards of Sec. 101.9: Appeals & Conditional Uses will apply.

Sketch (Conceptual) Plan Review provides the Planning Board an opportunity to ask questions regarding the proposed project and provide any initial feedback related to the above referenced standards for the applicant to consider. Some items for the Board to consider:

1. **Stormwater Management:** Sec. 102.6L of the Site Plan Review Ordinance notes that the “stormwater management plan ... shall be designed to use small decentralized Low Impact Development (LID) measures rather than large centralized engineered detention structures, so that the post-development runoff does not exceed the pre-development runoff for extreme storm events...” The applicant is currently proposing what appears to be a wet pond, which may need to be revised in order to meet this section.

2. Bufferyards: Sec. 102.6B requires that there is a 30 minimum buffer strip (defined as, “a unit of land together with existing or planted vegetation, fencing, wall or berm...” ) between proposed lines and any paved parking areas. The Planning Board may wish to consider a waiver of this standard specific to the rear property line in order to minimize tree cutting on the opposite side (northern side) of the building. Currently, a 15’ buffer is proposed between the parking areas and the property line. The abutting property (the Havey property) is mainly wooded in this area.

## **RECOMMENDATION**

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Based on the information submitted by the applicants thus far, staff recommends the following action:

Schedule a site visit with the applicants in accordance with the provisions of Sec. 102.5G.

*Isabelle V Oechsle*

Isabelle V. Oechsle  
*Town Planner*  
December 5, 2022

## **ATTACHMENTS:**

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*Attachment [1]* Applicant’s Submission Binder, dated November 16, 2022





November 16, 2022

**Ms. Isabelle Oechsle**

Town Planner  
Town of Damariscotta Maine  
21 School Street  
Damariscotta, Maine 04543

**Subject: Ledgewood Court Expansion**  
**Piper Mill Road/207 Ledgewood Court Drive**  
**Map 001 Lot 050-003**  
**Applicant: Midcoast Maine Community Action/DC Ledgewood LLC**

Dear Isabelle:

On behalf of **Midcoast Maine Community Action/DC Ledgewood LLC (applicant)** our office is supplying the accompanying preapplication materials in accordance with Section §102.5.B for consideration by staff and the Planning Board at their next available meeting. The applicant is proposing a two-story building to contain 32 senior living units as an expansion of the existing 10.54-acre parcel that currently contains 24 apartment units. The site was previously developed in 2002/03, that included four buildings with six units each. The current development area contemplated consists of wooded area, located just east of the existing apartment complex. The current concept plan includes an extension of the existing drive easterly to an area that will contain an approximately 13,266 SF building footprint and total building area of 25,874 SF. The building size puts the development into the Large-Scale Development Category for review. The Winton Scott Architects design includes two floors and each will contain 16 single bedroom units. Unit size varies from 578 SF to 636 SF. There will be a community room and shared laundry facilities in the building.

The development will include one parking space per unit in accordance with the Zoning and Site plan standards. ADA parking will be provided to match the availability of ADA units in the building. This may be at least 6 to as many as 12 units.

We have had initial contact with the Great Salt Bay Sanitary District and they have confirmed there is adequate capacity at the wastewater treatment plant to accept the sanitary flow from the expansion. They also confirmed there is adequate water supply from the system in Piper Mill Road to serve the development. Underground power and communications will also be extended from Piper Mill Road into the development site. Exact alignments of each of the utility services into the building will be determined as the site design progresses.

Other site improvements will include stormwater management measures to provide water quality treatment as well as flooding control as may be required by local standards. The site previously received a Maine Department of Environmental Protection Stormwater Management permit in 2002<sup>1</sup>. The site will have a

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<sup>1</sup> See Order L-21139-NI-A\_N





generous amount of new landscaping while continuing to benefit from substantial existed forested conditions throughout the remaining undeveloped area of the property. The complex will provide raised community garden space on the grounds while also offering outdoor seating, bike racks and other low key recreational features to benefit residents.

In accordance with the Site plan application checklist and preapplication meeting submission requirements we offer the following preliminary information pertaining to the Checklist and attached exhibits:

| Exhibit | Description                                          | Comments                                         |
|---------|------------------------------------------------------|--------------------------------------------------|
| 1       | Application forms and Documents                      | Universal Form and Site plan checklist attached. |
| 2       | Project Data Sheet                                   | See Exhibit                                      |
| 3       | Construction                                         | Not available for Pre app                        |
| 4       | Right, title or Interest                             | See deed                                         |
| 5       | Service and Infrastructure Capacity for the project  | See Exhibit for current information              |
| 6       | Third Party Authorization                            | DEP amendment required                           |
| 7       | Natural Resources                                    | See Exhibit                                      |
| 8       | Plan Set                                             | See concept plan                                 |
| 9       | Stormwater Management Report                         | Not available for pre app                        |
| 10      | Erosion Control                                      | Not available for Pre app                        |
| 11      | Miscellaneous                                        | Not Available for Pre app                        |
| 12      | Additional requirements for Large Scale Developments | See concept building elevations.                 |
| 13      | Additional Requirements for Large Scale Developments | Not available for pre app                        |

Sincerely,

**GORRILL PALMER**

**Steve Bushey, PE**

Sr. Project Manager – Associate

Phone: 207-772-2515 x286

sbushey@gorrillpalmer.com

Enclosure

c: Meg Robinson – DC Ledgewood LLC  
Steve Weatherhead – Winton Scott Architects



## **Exhibit 1 – Application forms and Documents**

- See attached Universal application form
- See Cover letter for more information
- Fees to be provided by Planning

Planning Department  
Damariscotta Town Office  
21 School Street,  
Damariscotta, ME 04543



Isabelle Oechsle  
Town Planner  
Phone: (207) 563-5168  
[IOechsle@damariscottame.com](mailto:IOechsle@damariscottame.com)

## PLANNING BOARD APPLICATION

### OFFICE USE ONLY

Application Fee: \_\_\_\_\_ PID: \_\_\_\_\_

Date Received: \_\_\_\_\_

*Applications may be accepted electronically, though the Planning Board reserves the right to request physical submissions. Please email your full submission binder to the Town Planner.*

### SITE DETAILS

Street Address: 207 Ledgewood Court Drive  
Deed Book and Page:  
Existing Subdivision Name: Ledgewood Court Apartments ☐ Not Applicable  
Lot within subdivision: ☐ Not Applicable  
Tax Map & Lot: Map 001 Lot 050-003  
Zoning district: Rural  
Existing land use(s): Apartment - 24 units

### PROPERTY OWNER INFORMATION

Property Owner Name: Midcoast Maine Community Action  
Mailing Address: 34 Wing Farm Parkway  
Bath Maine 04530  
Phone Number: \_\_\_\_\_  
Email: \_\_\_\_\_

### APPLICANT INFORMATION (IF DIFFERENT FROM ABOVE)

Applicant Name: DC Ledgewood LLC  
Mailing Address: 631 Stevens Avenue Suite 203  
Portland ME 04103  
Phone Number: 207-772-7673  
Email: meg.robinson@dcmaine.com

## CONTACT PERSON / AGENT INFORMATION

The Planner will only contact one designated person regarding the application. Please identify the primary contact:

☐ Property owner    ☐ Applicant    ☒ Other (fill out section below):

Applicant Name: Agent - Stephen Bushey P.E.  
Mailing Address: Gorrell Palmer Consulting Engineers  
707 Sable Oaks Drive South Portland ME 04106  
Phone Number: 207-756-9359  
Email: sbushey@gorrellpalmer.com

## PROJECT INFORMATION

Description: New two story 32 unit apartment Building

Is the project located within any of the following? (Please select all that apply):

☐ Special Flood Hazard Area    ☐ Shoreland Zoning Area  
☐ Historic District

## APPLICATION TYPE

Please select **ALL** that apply:

|                                                                    |                                                               |
|--------------------------------------------------------------------|---------------------------------------------------------------|
| <input type="checkbox"/> Conditional Use Application               | <input type="checkbox"/> Site Plan Application                |
| <input type="checkbox"/> Small Wind Energy System                  | <input checked="" type="checkbox"/> Site Plan Pre-application |
| <input type="checkbox"/> Conditional Use Application               | <input type="checkbox"/> Preliminary Major Subdivision        |
| <input type="checkbox"/> Final Major Subdivision                   | <input type="checkbox"/> Minor Subdivision                    |
| <input type="checkbox"/> Sketch Plan Pre-application (Subdivision) | <input type="checkbox"/> Zoning Text Amendment                |
| <input type="checkbox"/> Zoning Map Amendment                      |                                                               |

Note: Please consult with the Planner if you are unsure about which applications you will need.

## SIGNATURES

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### PROPERTY OWNER'S CONSENT REQUIRED:

I declare under penalty of perjury that I am the owner of said property. I certify that all of the submitted information is true and correct to the best of my knowledge and belief. I understand that any misrepresentation of submitted data may invalidate any approval of this application.

---

Signature of Property Owner

---

Date

OWNER  
INITIAL

I, \_\_\_\_\_, authorize the noted applicant or agent  
named on this application to file this application on my behalf.

### APPLICANT / AGENT CERTIFICATION:

I certify that all of the information provided within this application form and accompanying materials is true and accurate to the best of my knowledge. I understand that any misrepresentation of submitted data may invalidate any approval of this application.

*Stephen Bushey agent*  
\_\_\_\_\_  
Signature of Applicant

*11/16/22*  
\_\_\_\_\_  
Date

*Stephen Bushey*  
\_\_\_\_\_  
Print Name and Title

Planning Department  
Damariscotta Town Office  
21 School Street,  
Damariscotta, ME 04543



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Town Planner  
Phone: (207) 563-5168  
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## SITE PLAN APPLICATION CHECKLIST

Project Address: 207 Ledgewood Court Drive

Applicant Name: DC Ledgewood LLC

**Note:** Applications and supporting materials must be submitted in PDF format, via email to the Town Planner.

### APPLICATION SUBMITTAL REQUIREMENTS

#### Exhibit 1 – Application Forms and Documents

- ☒ Universal Application Form
- ☒ Cover Letter summarizing project intent
- ☐ All applicable application fees (see the Town's Fee Schedule or contact the Planner)

#### Exhibit 2 – Project Data Sheet, including the following information:

- ☒ Total land area of site (all contiguous land in same ownership) in square feet
- ☒ Total amount of land disturbance proposed in square feet
- ☒ Footprint of each proposed building in square feet
- ☒ Height of proposed buildings (both feet and stories)
- ☒ Total number of proposed parking spaces
- ☒ Number of proposed handicap parking spaces
- ☒ Existing conditions of the site

#### Exhibit 3 – Construction

- ☐ Construction schedule outlining the anticipated sequence of construction (beginning and completion) for major aspects of the proposed project, including roads, erosion control and drainage measures, etc.



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☐ A construction phasing plan showing parking, vehicles and pedestrian circulation, traffic control, and tree and wetland protections during construction. The plan will consist of a written explanation and drawings, as appropriate, and will include such items as parking for construction workers, parking for displaced employees or customers, and provisions for deliveries.

☐ Estimated cost of the project (building and site work)

☐ Evidence of applicant's financial capacity to complete the project. This item may be satisfied using any of the following:

1. A written statement from the applicant's bank or a certified public accountant who recently audited the applicant's finances stating that the applicant has cash reserves in the amount of the estimated cost of the project and can devote those reserves to the project.
2. When the applicant will personally finance the development, provide copies of bank statements or other evidence, which will indicate availability of funds, and evidence that the applicant can devote these funds to the project.
3. The most recent corporate annual report indicating availability of sufficient funds to finance the development, together with a statement from the applicant that the funds are available and will be used for the proposed project.
4. Copies of contracts, which will provide the source of funding for the operation and maintenance of the development when completed.
5. A letter from a financial institution, governmental agency, or other funding agency which indicates a timely commitment to provide a specified amount of funds and the uses for which the funds may be utilized.
6. In cases where outside funding is required, but there can be no commitment of money until regulatory approvals are received, a formal letter of "intent to fund upon approval" from the appropriate funding institution indicating the amount of funds it is prepared to provide and their specified uses and the conditions on which funds will be made available.
7. A letter from a financial institution indicating knowledge of the applicant and a potential interest in providing funding for the project. If this type of letter is submitted as evidence of financial capacity to complete the project, the application may be deemed to be complete but the Planning Board may require as a condition of approval that one of the other six methods provided herein for demonstrating financial capacity be submitted before a building permit may be issued for the project. (Please note: If this option is chosen, the Planning Board will condition the by approval requiring one of the above methods to be provided prior to issuing a Building Permit or holding a preconstruction meeting.)

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☐ Evidence of the applicant's technical capacity to complete the project, including a list of any or all projects completed by the applicant within the last 5 years as well as a list of all consultants retained for this proposed project, such as engineers, landscape architects, architects, environmental consultants; and those firms or personnel who will be responsible for constructing, operating and maintaining the project.

#### **Exhibit 4 – Right, Title, or Interest**

☒ Evidence of applicant's right, title, or interest in the site (in the form of a lease, deed, purchase & sale agreement, or similar)

☐ Summary of all existing and all proposed easements or other burdens for this property. Reference each easement to the plan or drawing on which it is shown. Copies of all relevant documents relating to existing and proposed easements and burdens placed on the property, including metes and bounds descriptions or other specific mechanisms to describe proposed easements. Each copy should be numbered to correspond to the lists.

☐ If a condominium, homeowners, or property owners association will be established: the articles of incorporation, the Declaration of Covenants and Responsibilities, and the proposed by-laws of the organization

#### **Exhibit 5 – Service and Infrastructure Capacity for the Project**

☐ A written confirmation from all public services providers necessary to serve the proposed project, indicating sufficient capacity exists for the project. If connection to public water and/or public sewer is proposed, a letter from the Great Salt Bay Sanitary District indicating sufficient capacity to serve the project.

☐ Proposed sewer use in gallons per day (GPD) and the types and amounts of any industrial or non-sanitary waster that will enter the public sewer or drains, if applicable

☐ A written evaluation and demonstration of the adequacy and availability of adjacent streets to handle traffic generated by the proposed project (including construction traffic)

☐ An estimate of the amount and type of vehicular traffic to be generated on a daily basis and at peak hours, and the sight distances for each driveway that intersects and existing or proposed public or private road in accordance with the requirements of Sec. 102.6G.

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☐ For developments estimated to generate more than 200 vehicle trips per day, a traffic impact analysis prepared by a registered professional engineer with experience in traffic engineering which shall include: the expected average daily vehicular trips, peak-hour volumes, access conditions at the site, distribution of traffic, types of vehicles expected, effect upon the Level of Service on the road giving access to the proposed development and neighboring roads that may be affected, and recommended improvements to maintain the desired level of service on the affected roads. Trip Generation rates shall be obtained from the latest edition of the Institute of Traffic Engineers Trip Generation Manual.

☐ A written evaluation and demonstration of the adequacy and availability of adjacent streets to handle traffic generated by the proposed project (including construction traffic)

☐ A description of the proposed method for handling solid waste (trash), both during and after construction

☐ Plan for supplying water sufficient for fire protection

☐ If use of a septic system is proposed, an on-site soils investigation report identifying the types of soil, location of all test pits, and the proposed location and design of the subsurface disposal system

#### **Exhibit 6 – Third Party Authorizations**

☒ A list of approvals needed from other agencies and copies of all necessary reviews, licenses, permits, variances, and approvals from other agencies

#### **Exhibit 7 – Natural Resources**

☐ A letter from the Maine Department of Inland Fisheries & Wildlife attesting to whether or not there are any habitats of any rare or endangered animals on the project site

☒ If there are any major natural features on or within 250' of the site, including wetlands, streams, ponds, floodplains, groundwater aquifers, significant wildlife habitats, significant stands of trees, archeological resources or other important natural features, a statement of how such features will be maintained or protected

☐ If a wetland is impacted, an alternatives analysis must be submitted explaining what steps were taken to avoid or mitigate wetland impact, including why other sites were not considered or if the project could reasonably have been reduced or reconfigured.

☐ If any portion of the development is within the watershed of a great pond, a phosphorus impact report

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### **Exhibit 8 – Plan Set**

*All plans presented for site plan review shall be drawn at a scale of 50 feet or less to the inch. All plan sets shall include the following:*

- ☐ The name and address of the property owner and the name and address of the applicant (if different)
- ☐ The property lines of all abutting properties, including those across the street and waterways
- ☐ Sketch map showing general location of the site within the town
- ☐ Location map showing the boundaries of all contiguous property under the control of the owner or applicant, regardless of whether all or only part is being developed at this time
- ☐ The bearings and distances of all property lines and the source of this information (Note: the Board may waive the requirement of a formal boundary survey when sufficient information is available to clearly establish, on the ground, all property boundaries)
- ☐ The names and professional seals of those who aided in preparation of the plan
- ☐ Zoning classification(s) of the property and location of zoning district boundaries, if the property is located in more than one zoning district or abuts a different district (including the Shoreland zone and either the 75' or 100' Shoreland Zone setback, as appropriate)
- ☐ Location and size of any existing and proposed sewer and water mains, culverts, and drains on the property to be developed and any that will serve the development from abutting streets or land
- ☐ Location, names and present widths of existing or proposed streets and rights-of-way within or adjacent to the proposed development
- ☐ The location, dimensions, required buffers, and setbacks of all existing and proposed buildings on site
- ☐ The location of buildings on abutting properties and within 50 feet of the property lines of the parcel to be developed
- ☐ Location of intersecting roads or driveways within 200 feet of the site
- ☐ Location of any floodplains on the project parcel, as well as any wetlands and streams (as identified by a wetlands scientist or other certified wetlands professional)
- ☐ Existing topography of the site at two foot contour intervals (Note: this item may be waived by the Board if no major changes to the existing topography are being proposed)

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☐ Identification of districts, sites, buildings, structures or objects, significant in American history, architecture, archeology, engineering or culture that are listed, or eligible for listing, in the National Register of Historic Places, or, if none, the applicant shall provide documentation from the Maine State Historic Preservation Office documenting such

☐ Floor plans of the proposed buildings and any accessory structures

☐ Elevations drawings of all sides of proposed buildings and accessory structures clearly indicating the type, color, and texture of all exterior surfacing materials of all proposed buildings and any accessory structures

☐ A landscaping plan intended to meet the standards of 102.6A

☐ A photometric plan of all exterior lighting proposed, intended to meet the standards of 102.6D

#### **Exhibit 9 – Stormwater Management Report**

☐ A description of drainage on the site and topography, including direction of flow, existing grades, and a description of any existing impact to surrounding properties

☐ A complete stormwater management plan, including drainage calculations, a drainage plan, an assessment of any pollutants in the stormwater, and any Low Impact Development (LID) measures being proposed in conformance with the provisions of Sec. 102.6.L

#### **Exhibit 10 – Erosion Control**

☐ An erosion and sedimentation control plan as described in Sec. 102.6M

☐ A medium intensity soil survey (though please be advised that a high intensity soils map may be required if issues of water quality, wetlands, or other natural constraints are noted)

#### **Exhibit 11 – Miscellaneous**

☐ Documentation that the project will comply with applicable standards for noise (Sec. 102.6E) and air quality (Sec. 102.6C)

☐ Copies of any proposed easements, covenants, deed restrictions, etc.

☐ A written request for any desired waivers, including an explanation of the undue hardship or special design requirements which are the basis for the requests as well as supporting documentation as to why the waiver should be granted

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***Additional, Project-Specific Standards***

**Exhibit 12 – Additional Requirements for Large-Scale Developments (>7,500 s.f. of total floor area, per Sec. 102.7)**

☒ Elevations drawings showing the exterior of the proposed structure on all sides, prepared in accordance with the referenced section

**Exhibit 13 – Additional Requirements for Large-Scale Developments (>20,000 s.f. of total floor area, per Sec. 102.7H)**

☐ An economic and fiscal impact analysis that includes the following elements:

1. Identification and assessment of the impacts of the proposed project, including positive, negative, and indirect impacts.
2. Proposed measures to mitigate adverse impacts and/or maximize positive impacts, including provision of infrastructure or public service improvements sufficient to support this project. Any adverse impacts that cannot be mitigated shall be identified. Any mitigation measures to be implemented by the applicant shall be identified.
3. Proposed measures to mitigate negative traffic impacts to road plans of the Town and how to integrate the proposed development into the road plans of the Town.
4. Types of jobs created.
5. Number of full-time (40 hours per week) and part-time (less than 40 hours per week) jobs created.
6. Evaluation of the market and financial feasibility of the project. Include a trade area analysis indicating the market area proposed for the project and the area from which patrons will be attracted and any plans for phased construction. Include any further market studies prepared for the project by the applicant.
7. Evaluation for the potential of the proposed project to create an over-supply of retail space in Town using industry-accepted standards for commercial floor area per resident.
8. Evaluation of the impact of the proposed project on commercial vacancy rates in Damariscotta and Lincoln County.
9. Estimate to what extent the proposed project would reduce the diversity of the Town's economic base by eliminating smaller businesses.



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10. Comparison and evaluation of the projected costs and benefits to the Town resulting from the project including:

- a. Projected costs arising from increased demand for and required improvements to public services and infrastructure.
- b. Value of improvements to public services and infrastructure to be provided by the project.
- c. Projected tax revenues to the Town to be generated by the project and the need for increased financial support for infrastructure improvements and protective services.
- d. Projected impact of the project on land values (both residential and commercial) and potential loss or increase in tax revenues to the Town.
- e. Short-term and long-term projection of increased revenues to the Town and costs resulting from the proposed project.
- f. Estimate the difference between how much of the revenue generated by the proposed project would be retained and redirected back into the economy of the community compared to other retail chain stores and locally-owned, independent retailers in Town.



## **Exhibit 2 – Project Data Sheet**

- Total Land Area = 10.54 acres or 459,122 SF
- Total Land Disturbance = 1 acres or 43,560 SF+/-
- Building footprint = 13,266 SF
- Building height = 33'-8"
- Total Parking = at least 32 spaces and up to 40
- Handicapped parking = 6 ADA spaces and up to 12 potentially.
- Existing site has 24 over about 1.5 acres of land area. The remainder of the site is undeveloped.



#### **Exhibit 4 Right, Title or Interest**

See attached deed recorded in the Registry of Deeds book 5472, page 299

Instr # 57096

Rebecca S. Wotton Lincoln County Registry of Deeds

DLN: 1001940082783

**SHORT FORM QUITCLAIM DEED WITH COVENANT**

PIPER MILL HOUSING ASSOCIATES LP, a Maine limited partnership with a place of business and mailing address of 34 Wing Farm Parkway, Bath, Maine 04530 ("Grantor"), FOR CONSIDERATION PAID, grants to MIDCOAST MAINE COMMUNITY ACTION, a Maine nonprofit corporation having a place of business and mailing address of 34 Wing Farm Parkway, Bath, Maine 04530 ("Grantee"), WITH QUITCLAIM COVENANT, the following described real property located at 207 Ledgewood Court Drive in the Town of Damariscotta, County of Lincoln, and State of Maine:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF.

IN WITNESS WHEREOF, Claire Berkowitz, President and CEO of Midcoast Maine Community Action, General Partner of Piper Mill Housing Associates LP, has executed this instrument as of the 18<sup>th</sup> day of December, 2019.

WITNESS:

PIPER MILL HOUSING ASSOCIATES LP

By: Midcoast Maine Community Action,  
its General Partner

MMA selis

By: Claire Berkowitz  
Claire Berkowitz, its President and  
CEO

STATE OF MAINE  
LINCOLN, SS.

December 18, 2019

Personally appeared the above-named Claire Berkowitz, President and CEO of Midcoast Maine Community Action, General Partner of Piper Mill Housing Associates LP and acknowledged the foregoing instrument to be her free act and deed.

Before me,

MMA selis  
Notary Public/Attorney-at-Law

Print Name: MASEU NIERM

My commission expires: \_\_\_\_\_

O:\Piper Mill Housing Assoc (70012)\Damariscotta Project (300)\Transfer documents\Deed\_FINAL.docx

**MAINE REAL ESTATE  
TRANSFER TAX PAID**

## EXHIBIT A

### PARCEL A (Fee Parcel)

A certain lot or parcel of land situated on the southerly side of Piper Mill Road, a private road leading easterly from School Street, in the Town of Damariscotta, County of Lincoln and State of Maine bounded and described as follows:

Beginning at a 5/8" x 9" iron bar set in 1999 in the southerly sideline of Piper Mill Road, being an easement to the land now or formerly of Great Salt Bay Sanitary District as described in a deed recorded in Book 1276, Page 282, at the northeast corner of the land now or formerly of Central Lincoln County Ambulance Services, Inc. as described in a deed recorded in Book 2485, Page 337, and as shown on a plan titled "Central Lincoln County Ambulance Services, Inc." dated June 7, 1999 by Mann Associates, Inc. recorded in Plan Book 64, Page 22, said iron bar lying S 88°58'00" E a distance of 215.21' from a 5/8" iron bar found buried 14" at an angle point in the southerly sideline of Piper Mill Road;

Thence S 88°58'00" E along the southerly sideline of said Piper Mill Road and remaining land of Amelia K. French 789.51' to a 5/8" iron bar found buried 8";

Thence along the sideline of Piper Mill Road and remaining land of Amelia K. French by a curve concave to the southwest having an arc length of 408.84', a radius of 260.00', a central angle of 90°05'40", a chord bearing of S 43°54'19" E and a chord length of 368.00' to a 5/8" iron bar found 1" tall;

Thence S 01°04'43" W along the westerly sideline of Piper Mill Road and remaining land of Amelia K. French 216.77' to a 5/8" iron bar in a boulder found at the northeast corner of the land now or formerly of Joel Huston Dodge as described in a deed recorded in Book 493, Page 433;

Thence westerly along land now or formerly of Dodge and in part along or near a stonewall to a 5/8" iron bar set in 1999 at the southeast corner of the aforementioned land of Central Lincoln County Ambulance Services, Inc. being N 89°51'10" W a distance of 905.3' from the last mentioned iron bar;

Thence N 15°19'04" W along land of said Central Lincoln County Ambulance Services, Inc. 511.95' to the point of beginning.

For further reference see a plan titled "Boundary Survey of Parcel To Be Conveyed by Amelia K. French" dated February 28, 2002 by Mann Associates, Inc.

Bearings recited above are referenced to Grid North as shown on the aforementioned plans by Mann Associates, Inc.

The iron bars mentioned above as "set" refer to a 5/8" reinforcing bar topped with a 2"

diameter aluminum cap stamped "Mann Associates, Inc."

PARCEL B (Access Easement)

TOGETHER WITH a right of way, in common with others including Grantor, for ingress and egress, by foot or vehicle, over that portion of the right of way known as Piper Mill Road as described in deed to Great Salt Bay Sanitary District, dated November 19, 1985, recorded at Book 1276, Page 282 at the Lincoln County Registry of Deeds which is located between School Street to and along the northerly and easterly bounds of the parcel hereinabove conveyed to the 5/8" diameter iron bar marking the northerly bounds of the land of Joel Huston Dodge as depicted on the plan entitled "Boundary Survey of a Parcel to be Conveyed by Amelia K. French" dated January 30, 2003 by Mann Associates, Inc. to be recorded. Except as provided herein, Grantee's use of this right of way including entrance-ways from the above described parcel is limited to where the paved road in said right of way now or in the future is widened to meet the Town of Damariscotta's width standards for construction of a town road designed to accommodate two-way traffic, but not less than twenty-two (22) feet in width. Grantee shall have the right to install, maintain, and repair such paved road as is used as access for the above described parcel at its expense, including the right to expand said pavement to a total width to meet the Town of Damariscotta's width standard for construction of a town road designed to accommodate two-way traffic, but not less than the present standard of twenty-two (22) feet in width, and all consistent with the rights of others to make use of, install, maintain and repair said paved roadway. Any pavement expansion or replacement by Grantee and the roadbed underneath the same shall be constructed in accordance with standards applied by the Town of Damariscotta for new town road construction. Grantee shall have the right to use the right of way for the full length of the northerly and easterly boundaries of the parcel hereinabove conveyed up to the land of Dodge for access to complete construction and maintenance on the parcel hereinabove conveyed and as permitted within the right of way, provided that Grantee shall prohibit and not permit Grantee's tenants and invitees to use such portions of said right of way that have not been widened as required hereinabove.

TOGETHER WITH an easement, in common with others including Grantor, within said right of way for Piper Mill Road as referenced above in deed to Great Salt Bay Sanitary District between School Street to the above described parcel and continuing easterly and southerly along the northerly and easterly bounds of the above described parcel to the north line of land now or formerly of Great Salt Bay Sanitary District for the installation, maintenance, repair and replacement of utilities, including but not limited to electrical, telephone, cable television, and sewer utilities with all necessary fixtures, and including the right to use necessary motor vehicles on Piper Mill Road to complete such work. Utilities installed in said right of way, easterly of the entrance way to the above described parcel (which easterly bounds of said entrance way is to be located 180' more or less along Piper Mill Road from the northeast corner of the land now or formerly of Central Lincoln County Ambulance Services, Inc.) shall be installed underground. Grantee shall have the right to trim, cut down, and remove bushes, trees and vegetation and to excavate and fill as is reasonably necessary to install, maintain, repair and replace said utilities. Grantee covenants that upon completion of such work the areas so disturbed shall be restored to the same condition as prior to such removal and excavation as is reasonably feasible, but full grown trees need not be replanted.



Grantee covenants (i) to make use of reputable contractors which are insured in completing any work under the terms of the above easements and covenants, (ii) to make a good faith effort to notify in advance Grantor and other effected parties of any intended work and when it is to occur, (iii) to complete said work in an expeditious manner to minimize disruption to others, (iv) to repair any damage beyond normal wear and tear which Grantee causes to the Piper Mill Road right of way, and (v) to indemnify and hold harmless Grantor, her heirs, successors and assigns from any damage or injury arising from such work, including any lawsuits, demands, and claims, expenses, and attorney fees incurred as a consequence.

Grantee covenants that all portions of the parcel hereinabove conveyed which are located within twenty-five feet of the southerly and westerly bounds of the Piper Mill Road right of way as referenced hereinabove shall remain a vegetated buffer with no improvements to be constructed therein, except such vehicular entrances (not to exceed two) and utility access routes as are reasonably necessary to make use of the above described parcel.

These terms, covenants and restrictions contained herein shall run with the land for the benefit of the remaining land of Amelia K. French as set forth in deeds recorded at Book 1144, Page 120 and Book 2658, Page 91 at said Registry, and to burden the land herein conveyed. A failure to promptly enforce against any breach of an easement, term, covenant or restriction in this deed shall not be deemed a waiver of rights due to such breach or any subsequent breach. Grantee accepts the terms of the terms, covenants and restrictions contained herein by recording of this deed. A reference to Grantor and Grantee shall mean to include their respective heirs, successors and assigns.

EXCEPTING AND SUBJECT TO the easements, terms, covenants, and restrictions pertaining to the use of Piper Mill Road right of way as more fully set forth in deed to Great Salt Bay Sanitary District, dated November 19, 1985, recorded at Book 1276, Page 282 at the Lincoln County Registry of Deeds, and the right of use by Central Lincoln County Ambulance Services, Inc. in deed dated August 4, 1999 and recorded at Book 2485, Page 337 at said Registry, notwithstanding any easements, terms, covenants, and restrictions granted herein to the contrary pertaining to the Piper Mill Road right of way.

EXCEPTING AND RESERVING to Grantor all right, title and interest to the fee in that land within the Piper Mill Road right of way and all rights of use thereto, which have not specifically been granted herein or by prior deed, including as reserved in deed to Great Salt Bay Sanitary District, dated November 19, 1985, recorded at Book 1276, Page 282 at the Lincoln County Registry of Deeds, and including the right to grant other properties or others use of the Piper Mill Road right of way subject to such present and previous grants.

Being all and the same premises described in a Warranty Deed from Amelia K. French to Piper Mill Housing Associates LP dated February 6, 2003 and recorded in said Registry in Book 2996, Page 310.

### PARCEL C (Sewer Easement)

An easement for the purposes described below, over and across certain land of the Great Salt Bay Sanitary District located off a private way known as Piper Mill Road in the Town of Damariscotta, Lincoln County, Maine and more particularly described in a Notice of Eminent Domain Taking dated November 13, 1985 and recorded in the Lincoln County Registry of Deeds in Book 1276, Page 285.

The purpose of the easement granted above is to provide the Grantee with an easement or right of way for the installation, maintenance, repair and replacement of up to a ten inch diameter underground sewer pipe running across Grantor's Land from the most southerly terminus of Piper Mill Road as described in an easement to Grantor dated November 19, 1985 and recorded in said Registry of Deeds in Book 1276, Page 282, running in a generally southerly direction and terminating at the so-called "grit chamber" adjacent to the buildings located on Grantor's Land, together with the right to pass and repass over that portion of Grantor's Land up to fifteen feet on either side of the centerline of such sewer pipe by foot and vehicle for the purpose of maintaining, repairing and replacing from time to time such sewer pipe. Grantee agrees by acceptance of this easement (i) specifications for the materials and process to be used in the installation of the sewer pipe shall be provided to the Grantee or its engineers and shall be inspected and approved at such stages as the Grantee may direct, such approval not to be unreasonably withheld, delayed or conditioned; (ii) after initial construction and any repair, maintenance or replacement, to restore the surface of Grantor's Land as much as possible to its original condition, including grading and seeding; and (iii) after the initial installation of such sewer pipe, to enter into a restatement of this easement for the purpose of more specifically delineating the location of the easement granted herein.

O:\Piper Mill Housing Assoc (70012)\Damariscotta Project (300)\Transfer documents\Deed\_FINAL.docx



## **Exhibit 5 – Service and Infrastructure Capacity for the Project**

See attached email correspondence with the Great Salt Bay Sewer District. Public water supply and sanitary collection area available to serve the project site.

Gorrill Palmer is evaluating the trip generation for the existing and proposed development and will present information on the need for further traffic analysis at the pre application meeting with Staff/Planning Board.

**From:** [wastewater@gsbsd.org](mailto:wastewater@gsbsd.org)  
**To:** [Steve Bushey](#); ["Andy Johnston"](#)  
**Subject:** RE: Expansion of multi-family use at Ledgewood Court on Piper mill road Damariscotta  
**Date:** Wednesday, September 21, 2022 9:05:03 AM  
**Attachments:** [image004.png](#)

---

Good morning Steve,

As you know, the Clippership property adjacent to yours is planning a 102 bed elderly facility. I have been talking to Andy Johnston, of Atlantic Resource Consultants: 207-449-6616. He would like to put a pump station in the corner on the District's easement. I have asked that he make allowances for Ledgewood Court and the Havey property to use that pump station. At this time, Leadwood Court has a pump with a 4" force main, it runs along the south side property line and down along our easement, to the treatment plant. The District has the capacity to handle any flows from the proposed addition.

*LeeAnna Libby*  
Wastewater Manager  
Great Salt Bay Sanitary District

---

**From:** Steve Bushey <[sbushey@gorrillpalmer.com](mailto:sbushey@gorrillpalmer.com)>  
**Sent:** Tuesday, September 20, 2022 4:51 PM  
**To:** [deb@gsbsd.org](mailto:deb@gsbsd.org); [wastewater@gsbsd.org](mailto:wastewater@gsbsd.org); [water@gsbsd.org](mailto:water@gsbsd.org)  
**Cc:** Jeremy Somes <[JSomes@portlandbuilders.com](mailto:JSomes@portlandbuilders.com)>  
**Subject:** Expansion of multi-family use at Ledgewood Court on Piper mill road Damariscotta

Scott/LeeAnna

I'm working with a team seeking to expand the Ledgewood Court housing site with up to an additional 32 units within a single multi-unit building; located just east of the existing 24 unit housing site. I'm interested in both the water supply systems and wastewater collection systems for that site. Can you provide information as to what the GSBSD has for utility infrastructure in Piper Mill Road and nearby as well as an anticipated ability to provide service? The units are likely to generate 180 to 200 gpd of water demand and wastewater/unit or a total of 5,760 gpd to 6,400 gpd.

Our initial site planning is at a conceptual level however the layout below seems reasonable. It looks like the existing site has a pump station so perhaps it will be necessary that the new building may also require a pump station. We've not explored any of that at this point so your initial feedback will be welcome to provide us some direction.

Your prompt reply on Wednesday would be greatly appreciated as the information may help us with a Maine State Housing Agency (MSHA) submission the developer is making tomorrow.

Thanks

**From:** [scottabbotoni@gsbsd.org](mailto:scottabbotoni@gsbsd.org)  
**To:** [Steve Bushey](#)  
**Subject:** RE: Expansion of multi-family use at Ledgewood Court on Piper mill road Damariscotta  
**Date:** Wednesday, September 21, 2022 7:26:55 AM  
**Attachments:** [image004.png](#)

---

Good Morning Steve

There is plenty of water available for the site.

Do you have a plan of the existing plan? I am unsure of the size of the line going into the existing buildings. I know that 6 inch feeds the fire hydrant at the entrance but they most likely reduced after that to either 4 inch or 2 inch to feed the existing buildings. That would be the first information you would need as a 2 inch line might be close to the capacity if the same 2 inch feed is used at all the current buildings, but that is more of an engineering question. The pressure there is around 70 psi. I also recently calculated the Fire Flow at the entrance to Ledgewood and here are the results:

The residual hydrant is the one at the School/High street intersection

Here are the results

#### **Residual hydrant**

Static Pressure-72psi  
Residual pressure-65psi

#### **Flow Hydrant**

Static Pressure-72psi  
Flow pressure-45psi  
Outlet size-2.5  
Coefficient-0.9

I did two calculations:

The first was on HFRpermits.com and at 20psi it calculated 3325gpm

The second calculation was done on hosemonster.com and at 20psi it calculated 3337gpm

I am unsure if the fire marshal will want you to install a sprinkler system in the building that might be something you need to check into.

If I can be of any assistance of moving this forward please reach out anytime

Scott Abbotoni  
Water Division Manager  
Great Salt Bay Sanitary District  
121 Piper Mill Road  
PO Box 23  
Damariscotta, ME 04543  
(207) 563-3010

---

**From:** Steve Bushey <[sbushey@gorrillpalmer.com](mailto:sbushey@gorrillpalmer.com)>  
**Sent:** Tuesday, September 20, 2022 4:51 PM  
**To:** [deb@gsbsd.org](mailto:deb@gsbsd.org); [wastewater@gsbsd.org](mailto:wastewater@gsbsd.org); [water@gsbsd.org](mailto:water@gsbsd.org)  
**Cc:** Jeremy Somes <[JSomes@portlandbuilders.com](mailto:JSomes@portlandbuilders.com)>  
**Subject:** Expansion of multi-family use at Ledgewood Court on Piper mill road Damariscotta

Scott/LeeAnna

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Your prompt reply on Wednesday would be greatly appreciated as the information may help us with a Maine State Housing Agency (MSHA) submission the developer is making tomorrow.

Thanks



## **Exhibit 6 – Third Party Authorizations**

The development is subject to a permit amendment to the Stormwater Management Permit previously issued by the Maine Department of Environmental Protection.

The project will require a local building permit and State fire Marshall review.

No other permits are expected.

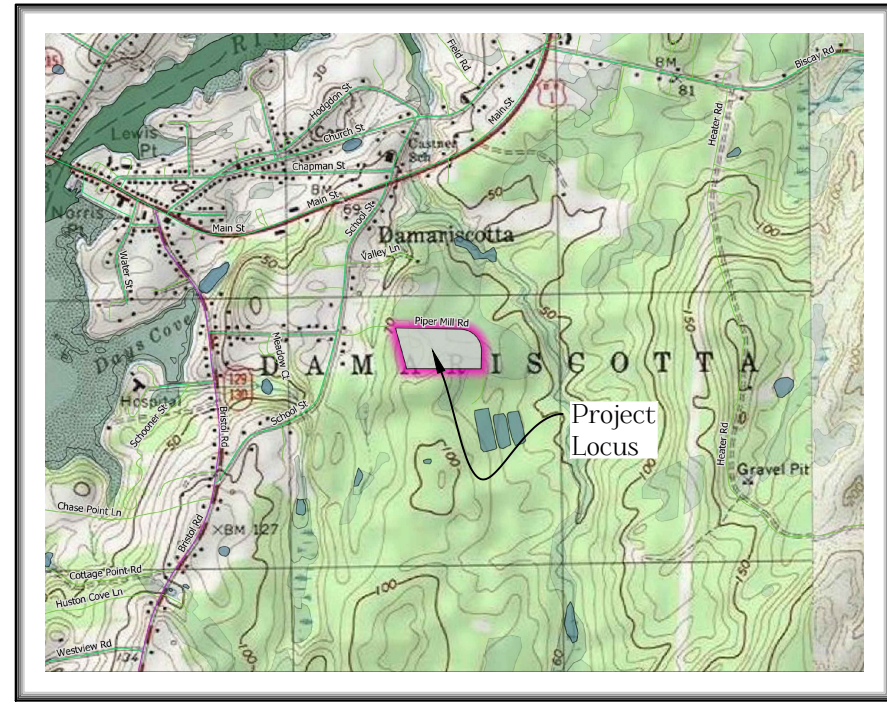




## **Exhibit 7 – Natural Resources**

The development team will contact the Maine Department of Inland Fisheries & Wildlife regarding rare or endangered animals on the site. The site has been reviewed by Flycatcher LLC who have delineated the wetland boundaries as shown on the accompanying concept plan. A small amount of wetland will be crossed by the proposed access road. Total amount of wetland impacts on the site (including from the original development) are expected to be less than 4,300 SF thus remaining below the MeDEP permitting threshold. The site is not within the watershed of a great pond.





Location Map

SITE DEVELOPMENT NOTES:

- The site was oriented to State Plane Coordinates using a survey grade, differential (RTK) GPS and data collector utilizing an established OPUS base station and network rover (NTRIP) by averaging epochs on two points for 3 minutes each with a RMS of < 0.06'.
- Horizontal datum is NAD83 Maine West Grid - US survey feet.
- Some data shown hereon was traced from orthorectified photo produced from data collected during aerial drone survey. This drone was equipped with sub centimeter precision RTK DGPS, camera and Aerial LiDaR unit capable of capturing point data with accuracy of +/-0.25'.
- Vertical datum is NAVD88.
- Hypsographical contour interval is 1' inside of the area of interest. This data was provided by Aerial LiDaR drone survey on July 5, 2022. This data is good for planning but the area of interest should be located conventionally for exact grade elevations prior to final design and construction.
- Wetland bounds were provided by GPS observations from wetland scientist, forwarded by client. These were only field verified at the periphery by this office. If development is intended to abut these lines, the lines should be field verified. Though, there was close agreement in the GPS orientation and the field location using conventional means, of less than a 5 feet, which was determined acceptable for flags tied onto branches to indicate nearby ground wetlands. Delineation was performed by others see report by responsible wetland scientist.
- The parcel is located inside of Zone 'X' which denotes areas outside the 0.2% annual chance flood based on FEMA Flood Map 23015C0269D, effective date July 16, 2015.
- Underground features on or near the property were not located at client request. Call Dig-Safe prior to soil disturbance.
- Site is Zoned Rural District.
- Town imposed site restrictions for Rural District per Land Use Ordinance dated 11-5-19 are as follows (assumed sewered):

| Minimum Land      | 10,000 sq.ft. per Dwelling Unit |
|-------------------|---------------------------------|
| Front BSB         | 20 feet                         |
| Side BSB          | 15 feet                         |
| Rear BSB          | 15 feet                         |
| Minimum Frontage  | 100 feet                        |
| Maximum Bldg. Ht. | 35 feet                         |

Legend

- ⊙ CMS - Calculated Monument Set unless otherwise stated - 5/8" rebar capped.
- ⊙ N.W. PLUMER PLS# 2547
- ⊙ IP - Iron pipe (found)
- ⊙ IB - Iron Bolt, iron rod, or rebar (RB) (found)
- ⊙ Utility pole
- ⊙ Lamp Post
- ⊙ Electrical Access Cover
- ⊙ Water Valve
- ⊙ Sewer Manhole
- ⊙ Sewer Cleanout
- ⊙ Catch Basin
- ⊙ Stone wall
- OHW Overhead Wires
- BG Below Grade
- AG Above Grade

**BOOTHBAY REGION**  
**SURVEYORS**  
SINCE 1960

037 Wiscasset Road  
Boothbay Maine

(207) 633-4445  
N.Plumer@BRSMaine.com

Property Owner: Midcoast Maine Community Action  
Owner Address: /o Gorriil Palmer, 707 Sable Oaks Drive, Suite 30, So. Portland, ME 0410

Crew Chief: SDG  
Job No: 22-155 BRS-8

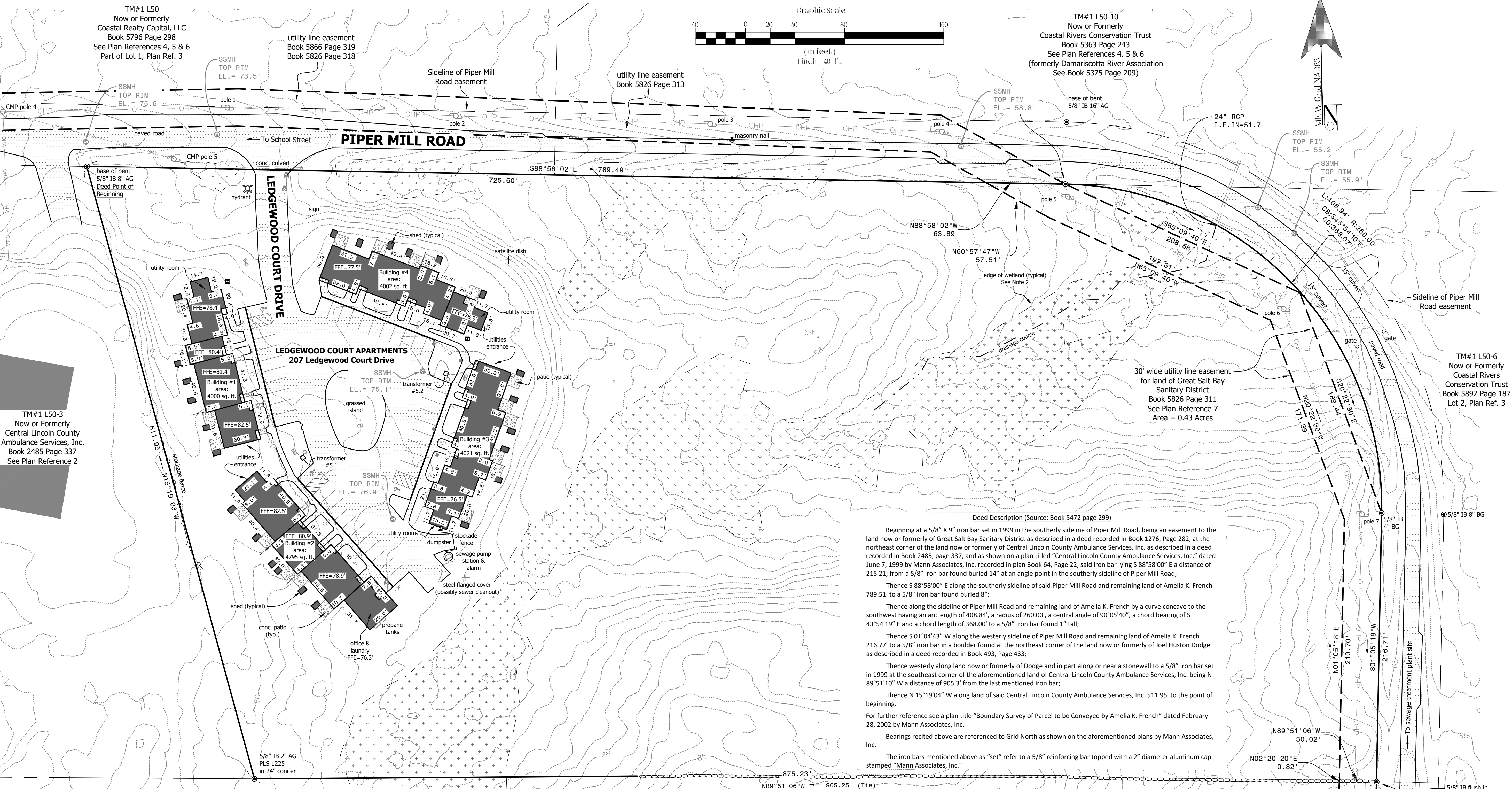
Field Date: May 26, 2022

Drawn By: JDM  
Plot date: July 7, 2022

Checked by: NWP

File Name: 22-05 Gorriil Palmer Piper Mill Road Damariscotta

Sheet: 1 of 1



| PLAN AND DEED REFERENCES: Lincoln County Registry of Deeds, Wiscasset, Maine. |                                                                                                                                           |                                                                                                                                                                             |                                                                                                          |
|-------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|
| Plans:                                                                        | 1. "Great Salt Bay Sanitary District Property" Sheet 1 of 2 Dated October, 1985 By Maine Coast Surveying Recorded in Plan Book 35 Page 76 | 3. "Piper Village Subdivision" Dated September 10, 2007 By Mann Associates, Inc. Recorded in Plan Book 89 Page 12                                                           | 5. "Clippership, LLC" Dated February 17, 2016 By Mann Associates, Inc. Recorded in Plan Book 106 Page 13 |
|                                                                               | 2. "Central Lincoln County Ambulance Service, Inc." Dated June 7, 1999 By Mann Associates, Inc. Recorded in Plan Book 64 Page 22          | 4. "French Family Irrevocable Trust, Sea Lark, L.P. & Amelia K. French Estate" Sheet 1 of 2 Dated August 23, 2007 By Mann Associates, Inc. Recorded in Plan Book 97 Page 36 | 6. "Clippership, LLC" Dated February 17, 2016 By Mann Associates, Inc. Recorded in Plan Book 112 Page 61 |

- NOTES:
- Record owner of the property is Midcoast Maine Community Action, see a deed from Piper Mill Housing Associates, L.P. dated December 18, 2019 and recorded in Book 5472 Page 299.
- Item 5C, Lines of Possession and Improvements along the Boundaries:
- With the exception of the stockade fence on west line and ancient stone wall on south line, no evidence of any lines of possession or improvements along boundaries was observed during the survey
- Item 5F, Cemeteries:
- No evidence of any cemeteries, burying grounds or gravesites were observed during the survey
- Item 6C, Easements, etc.:
- A. The land of Midcoast Maine Community Action includes an easement over Piper Mill Road, with limitations as set forth in Book 2996 Page 310. The adjoining portion of Piper Mill Road is a 50' wide private easement established by a deed from Louis R. French and Amelia K. French dated November 19, 1985 and recorded in Book 1276 Page 282.
- B. Reference is made to an easement deed granted to Central Maine Power Company and Verizon New England, Inc. dated February 21, 2003 and recorded in Book 3029 Page 198 which describes a utility line easement of unspecified width from pole/pad 5, Ambulance Line, extending to include pole/pad 5.1 and 5.2.
- C. Reference is made to an easement deed granted to Great Salt Bay Sanitary District dated October 12, 2021 and recorded in Book 5826 Page 311 which describes a 30' wide utility line easement within and near/along the east line of the parcel.
- D. The deed from Amelia K. French to Piper Mill Housing, L.P. dated February 6, 2003 and recorded in Book 2996 Page 310 describes covenants and restrictions regarding the property, including the requirement for a 25' wide vegetated buffer (with exceptions) along the south and west sides of Piper Mill Road.

State of Maine

ss Registry of Deeds

Received \_\_\_\_\_ at \_\_\_\_\_

\_\_\_\_\_ II, \_\_\_\_\_ M. \_\_\_\_\_ M. and recorded in Plan Book \_\_\_\_\_, Page \_\_\_\_\_

Attest: \_\_\_\_\_, Register

ALTA/NSPS LAND TITLE SURVEY

PROPERTY OF

**MIDCOAST MAINE COMMUNITY ACTION**

207 LEDGEWOOD COURT DRIVE

DAMARISCOTTA, LINCOLN COUNTY, MAINE

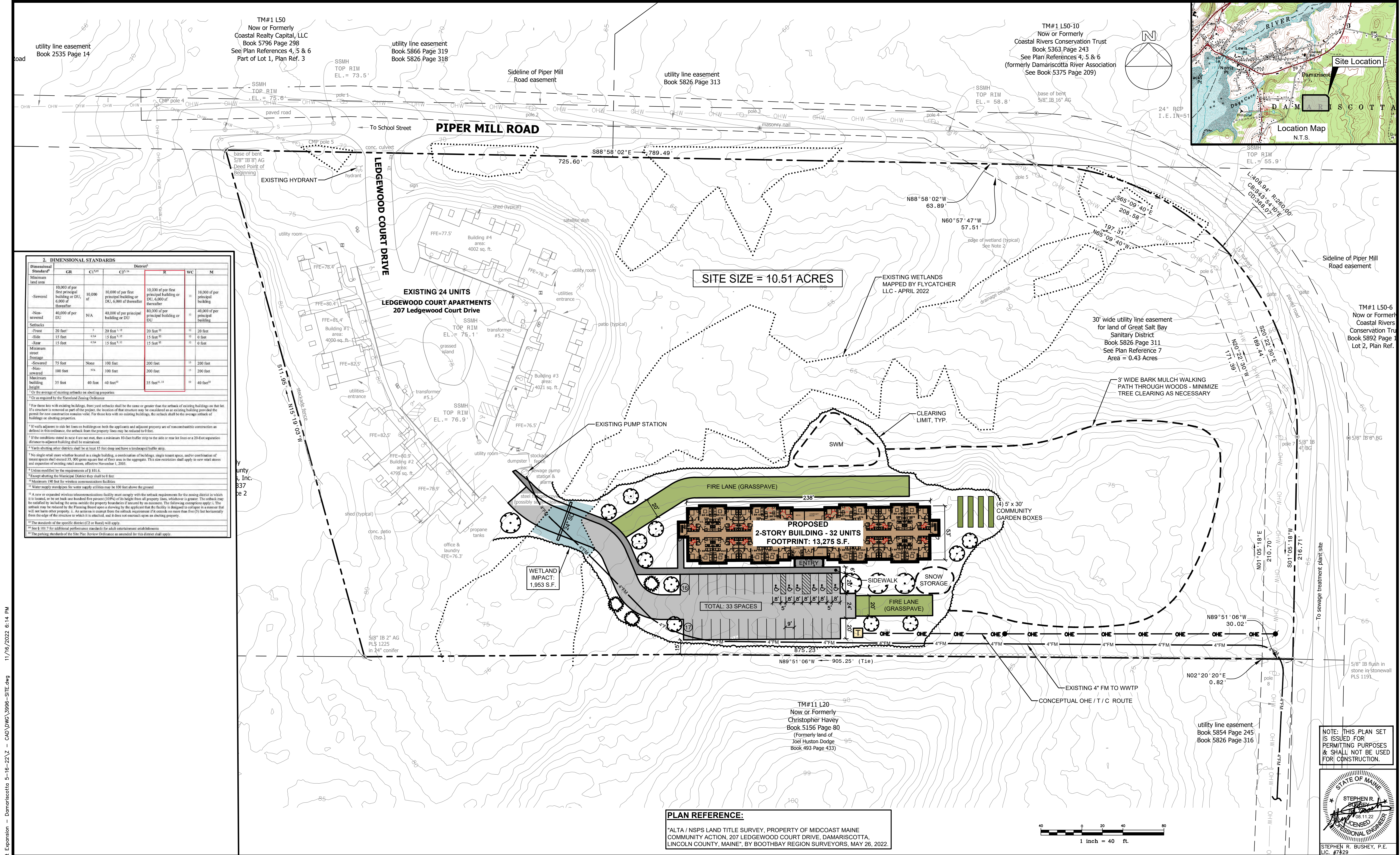
To Maine Community Action, (name of lender, if known), (name of insurer, if known), (names of others as negotiated with the client): This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1.2, 3.4, 6(a) and (b), 7(a), (b)(i) and (c), 8.9, 11(a) and (b), 13, 16 and 17 of Table A thereof. The fieldwork was completed on July 5, 2022.

Date of Plat or Map:

**PRELIMINARY**  
July 7, 2022 - N.W.P.

Nicholas W. Plumer  
Professional Land Surveyor #2547





U:\3996 - Ledgewood Court Expansion - Damariscotta 5-16-22\Z - CAD\DWG\3996-SITE.dwg 11/16/2022 6:14 PM

| Rev. | Date | Revision |
|------|------|----------|
|      |      |          |

| Rev. | Date       | Revision                                             |
|------|------------|------------------------------------------------------|
| 1    | 2022.11.11 | PRELIMINARY SITE PLAN / SUBDIVISION PLAN APPLICATION |

|                                                                                                                                                                                                     |                 |                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------|
| Design: SRR                                                                                                                                                                                         | Draft: CDD      | Date: NOV. 2022 |
| Checked: SRR                                                                                                                                                                                        | Scale: AS SHOWN | Job No.: 3996   |
| File Name: 3996-SITE.dwg                                                                                                                                                                            |                 |                 |
| This plan shall not be modified without written permission from Gorrell Palmer. Any alterations, authorized or otherwise, shall be at the user's sole risk and without liability to Gorrell Palmer. |                 |                 |



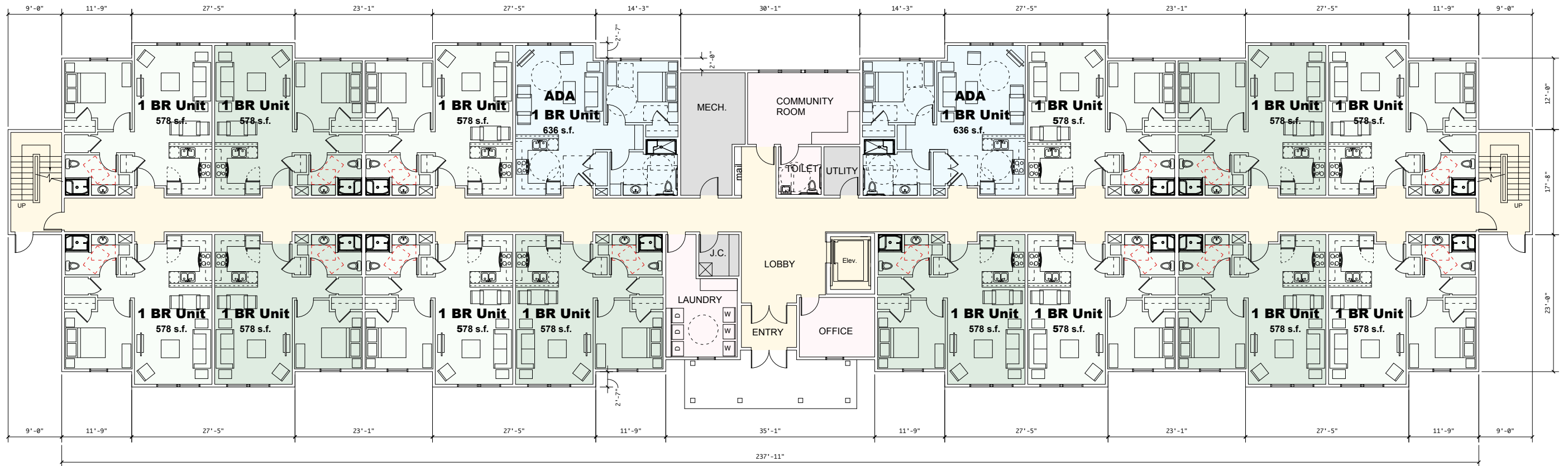
**GORRELL  
PALMER**

707 Sable Oaks Drive, Suite 30  
South Portland, Me 04106  
207.772.2515 / www.gorrellpalmer.com  
Relationships. Responsiveness. Results.

|               |                                                                                                                           |
|---------------|---------------------------------------------------------------------------------------------------------------------------|
| Drawing Name: | SITE LAYOUT PLAN                                                                                                          |
| Project:      | LEDGEWOOD COURT EXPANSION - 32 UNITS<br>DAMARISCOTTA, MAINE                                                               |
| Client:       | DC PREDEVELOPMENT LLC / DC LEDGEWOOD COURT II LP<br>631 STEVENS AVENUE, SUITE 203, PORTLAND, MAINE 04103 PH. 207.772.7673 |

|             |       |
|-------------|-------|
| Drawing No. | C-3.0 |
|-------------|-------|





**FIRST FLOOR PLAN**  
16 UNITS | 13,266 GROSS S.F.

Structural Engineering:  
**STRUCTURAL INTEGRITY  
CONSULTING ENGINEERS**  
  
46 Forest Avenue  
Portland, ME 04101  
T. 207.774.4614

Mechanical & Plumbing Engineering:  
**MECHANICAL SYSTEMS  
ENGINEERS**  
  
Royal River Center, Unit 10  
10 Forest Falls Drive  
Yarmouth, ME 04096  
T. 207.846.1441

Electrical Engineering:  
**SWIFT CURRENT  
ENGINEERING SERVICES**  
  
Royal River Center, Unit 8B  
10 Forest Falls Drive  
Yarmouth, ME 04096  
T. 207.847.9280



**Winton Scott  
Architects**

217 COMMERCIAL STREET, SUITE 200  
PORTLAND, MAINE 04101  
207.774.4811 | wintonscott.com

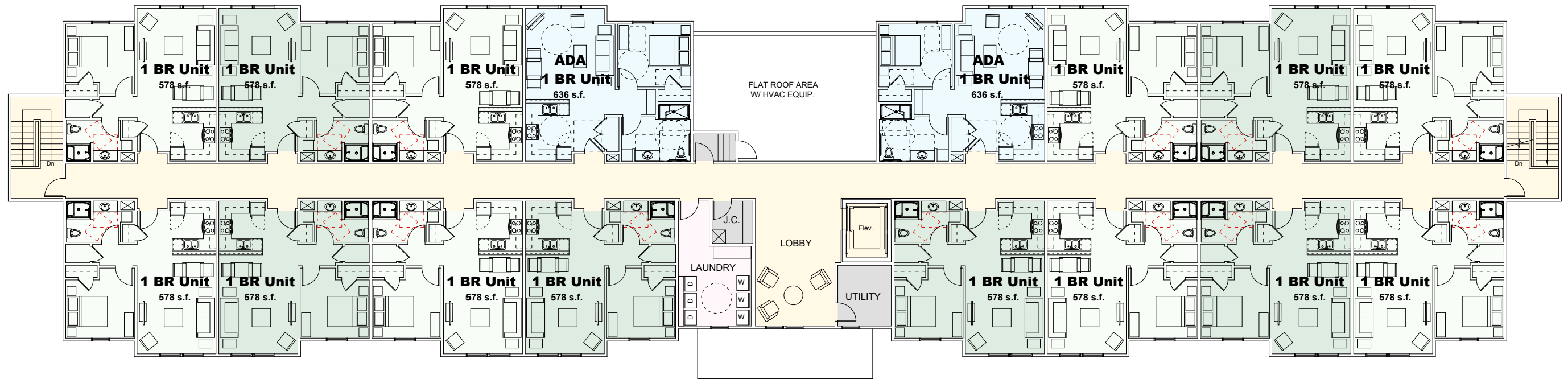
**Ledgewood Court Expansion**  
Damariscotta, Maine

**Owner:**  
DC Ledgewood II, LP

Drawing Title: Scale: 1/8"=1'-0"

**FIRST FLOOR  
PLAN**  
**A-1**

Date: 11.18.22  
Phase: PERMITTING



**SECOND FLOOR PLAN**

16 UNITS | 12,608 GROSS S.F.

Structural Engineering:  
**STRUCTURAL INTEGRITY  
CONSULTING ENGINEERS**

46 Forest Avenue  
Portland, ME 04101  
T. 207.774.4614

Mechanical & Plumbing Engineering:  
**MECHANICAL SYSTEMS  
ENGINEERS**

Royal River Center, Unit 10  
10 Forest Falls Drive  
Yarmouth, ME 04096  
T. 207.846.1441

Electrical Engineering:  
**SWIFT CURRENT  
ENGINEERING SERVICES**

Royal River Center, Unit 8B  
10 Forest Falls Drive  
Yarmouth, ME 04096  
T. 207.847.9280

**Winton Scott  
Architects**

217 COMMERCIAL STREET, SUITE 200  
PORTLAND, MAINE 04101  
207.774.4811 | wintonscott.com

**Ledgewood Court Expansion**  
Damariscotta, Maine

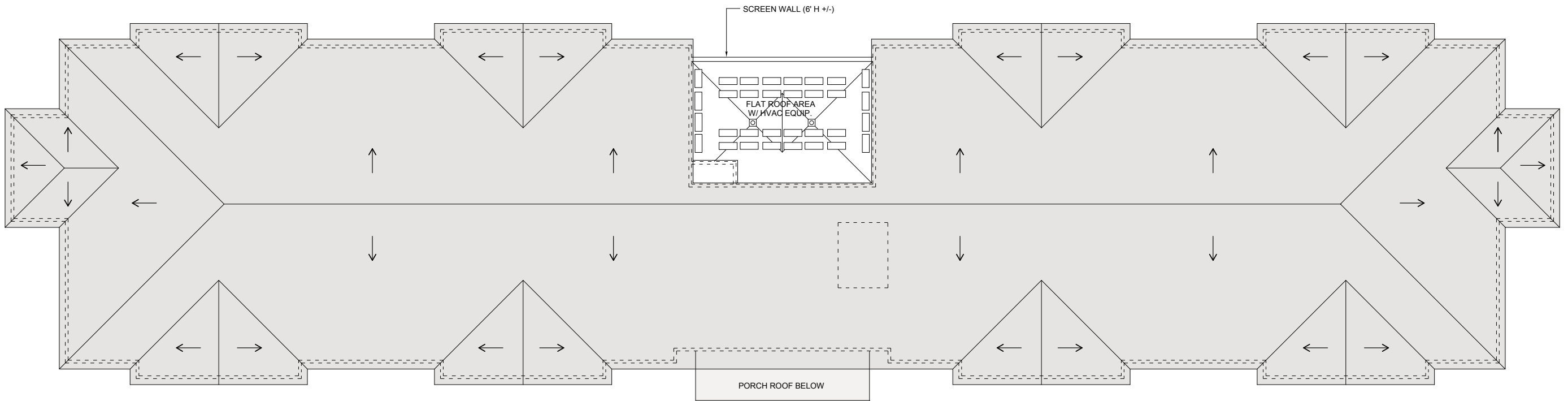
Owner:  
**DC Ledgewood II, LP**

Drawing Title: Scale: 1/8"=1'-0"

**SECOND FLOOR  
PLAN**

**A-2**

Date: 11.18.22  
Phase: PERMITTING



ROOF PLAN

Structural Engineering:  
**STRUCTURAL INTEGRITY  
CONSULTING ENGINEERS**  
  
46 Forest Avenue  
Portland, ME 04101  
T. 207.774.4614

Mechanical & Plumbing Engineering:  
**MECHANICAL SYSTEMS  
ENGINEERS**  
  
Royal River Center, Unit 10  
10 Forest Falls Drive  
Yarmouth, ME 04096  
T. 207.846.1441

Electrical Engineering:  
**SWIFT CURRENT  
ENGINEERING SERVICES**  
  
Royal River Center, Unit 8B  
10 Forest Falls Drive  
Yarmouth, ME 04096  
T. 207.847.9280



Winton Scott

Architects

217 COMMERCIAL STREET, SUITE 200  
PORTLAND, MAINE 04101  
207.774.4811 | wintonscott.com

Ledgewood Court Expansion  
Damariscotta, Maine

Owner:  
DC Ledgewood II, LP

|                |                   |
|----------------|-------------------|
| Drawing Title: | Scale: 1/8"=1'-0" |
| ROOF PLAN      |                   |
| A-3            |                   |
| Date:          | 11.18.22          |
| Phase:         | PERMITTING        |



**SOUTH ELEVATION**

Structural Engineering:  
**STRUCTURAL INTEGRITY  
CONSULTING ENGINEERS**  
  
46 Forest Avenue  
Portland, ME 04101  
T. 207.774.4614

Mechanical & Plumbing Engineering:  
**MECHANICAL SYSTEMS  
ENGINEERS**  
  
Royal River Center, Unit 10  
10 Forest Falls Drive  
Yarmouth, ME 04096  
T. 207.846.1441

Electrical Engineering:  
**SWIFT CURRENT  
ENGINEERING SERVICES**  
  
Royal River Center, Unit 8B  
10 Forest Falls Drive  
Yarmouth, ME 04096  
T. 207.847.9280

**Winton Scott  
Architects**

217 COMMERCIAL STREET, SUITE 200  
PORTLAND, MAINE 04101  
207.774.4811 | wintonscott.com

**Ledgewood Court Expansion**  
Damariscotta, Maine

**Owner:**  
DC Ledgewood II, LP

|                                |                   |
|--------------------------------|-------------------|
| Drawing Title:                 | Scale: 1/8"=1'-0" |
| <b>BUILDING<br/>ELEVATIONS</b> |                   |
| <b>A-4</b>                     |                   |
| Date:                          | 11.18.22          |
| Phase:                         | PERMITTING        |





**NORTH ELEVATION**

Structural Engineering:  
**STRUCTURAL INTEGRITY  
CONSULTING ENGINEERS**  
  
46 Forest Avenue  
Portland, ME 04101  
T. 207.774.4614

Mechanical & Plumbing Engineering:  
**MECHANICAL SYSTEMS  
ENGINEERS**  
  
Royal River Center, Unit 10  
10 Forest Falls Drive  
Yarmouth, ME 04096  
T. 207.846.1441

Electrical Engineering:  
**SWIFT CURRENT  
ENGINEERING SERVICES**  
  
Royal River Center, Unit 8B  
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 **Winton Scott  
Architects**  
  
217 COMMERCIAL STREET, SUITE 200  
PORTLAND, MAINE 04101  
207.774.4811 | wintonscott.com

**Ledgewood Court Expansion**  
Damariscotta, Maine  
  
**Owner:**  
**DC Ledgewood II, LP**

|                                |                   |
|--------------------------------|-------------------|
| Drawing Title:                 | Scale: 1/8"=1'-0" |
| <b>BUILDING<br/>ELEVATIONS</b> |                   |
| <b>A-5</b>                     |                   |
| Date:                          | 11.18.22          |
| Phase:                         | PERMITTING        |