

Town of Gorham
Planning Board Meeting
July 10, 2023

ITEM 2 – Public Hearing – Site Plan – Patriot Holdings – Self Storage and Contractor Flex Space – a request for approval to construct eight 6,900 sq ft self-storage buildings, a 9,900 sq ft contractor flex building and associated infrastructure. Map 77, Lot 5. Zoned RC. The applicant is represented by Chris Taylor, P.E. at Sebago Technics.

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PROJECT TRACKING

DESCRIPTION	COMMENTS	STATUS
Sketch Plan Review	Discussed by Planning Board	January 9, 2023
Site Plan Review		July 10, 2023

The following staff notes are written to assist the Applicant with compliance to the Town of Gorham Land Use Development Code and are not necessarily inclusive of all project requirements. Staff notes contain review comments and recommendations from Town Staff and may include comments from any of the Town’s peer review consultants, regarding applicability to the Gorham Land Use and Development Code and standard engineering practices.

The Planning Board refers to staff notes during the review process; however, it shall be noted that staff recommendations are noncommittal and all final decisions are those of the Planning Board and not Town Staff.

James Anderson, Chair, Gorham Planning Board

1. OVERVIEW

The applicant is requesting site plan review of a proposal to construct eight 6,900 sq ft self-storage buildings, a 9,900 sq ft contractor flex building, and associated infrastructure on a parcel located on the southeast corner of the intersection of Ossipee Trail and Dingley Springs Road.

The applicant is represented by Chris Taylor, P.E. with Sebago Technics.

2. ITEMS OF NOTE

Zoning and Subdivision

- The zoning is currently Roadside Commercial (RC), which allows for a “self-service storage facility.” It also permits use for an “Office of Contractor or Tradesman”.
- The current zoning is consistent with the Future Land Use Plan in the Town’s Comprehensive Plan.
- The applicant’s plan calls for an entrance off Ossipee Trail.
 - The Town’s Land Use Code, Chapter 1 Section 1-11, E, 2, e states “For lots with frontage on Main Street, Ossipee Trail, and another street the access drives shall be located off the street of lower classification unless the Planning Board finds that no safe alternative exists.”
 - The Town’s 3rd Party traffic engineer review, completed by Barton and Loguidice, determined that “the proposed development should be served by a single entrance located on Dingley Spring Road and not have direct access to Route 25”.
- American’s with Disabilities Act (ADA) accessible parking spaces need to be added.
- No pedestrian accommodations are made in the proposal. These accommodations are required by the land use ordinance and cannot be waived by the Planning Board. Either pedestrian accommodations need to be made, or a variance needs to be granted by the Zoning Board of Appeals.
- Updated water supply calculations are needed showing costs for a full built-out of the parcel, not just the development proposed at this time.
- The applicant is proposing to split off the lot on the northwestern corner of the parcel for future development. The Stormwater system serving the self-storage facility and contractor flex space is sized to accommodate future development on this corner lot.
- The provided 11”x17” photometric lighting plan is illegible. It should be provided at a standard 24”x36” plan size.
- There are inconsistencies between the total impervious area included in the HydroCAD model and the Stormwater Management Plan Narrative that should be addressed.

Historic Preservation/Natural Resources

Wetlands are shown on the site in the Gorham GIS inventory, on the Beginning with Habitat maps provided by Maine Inland Forestry and Wildlife, as well as on the sketch plan provided with the submission. No critical wildlife habitat was shown on the site in data inventories.

The site is shown as part of the 10-50 gallons per minute aquifer area.

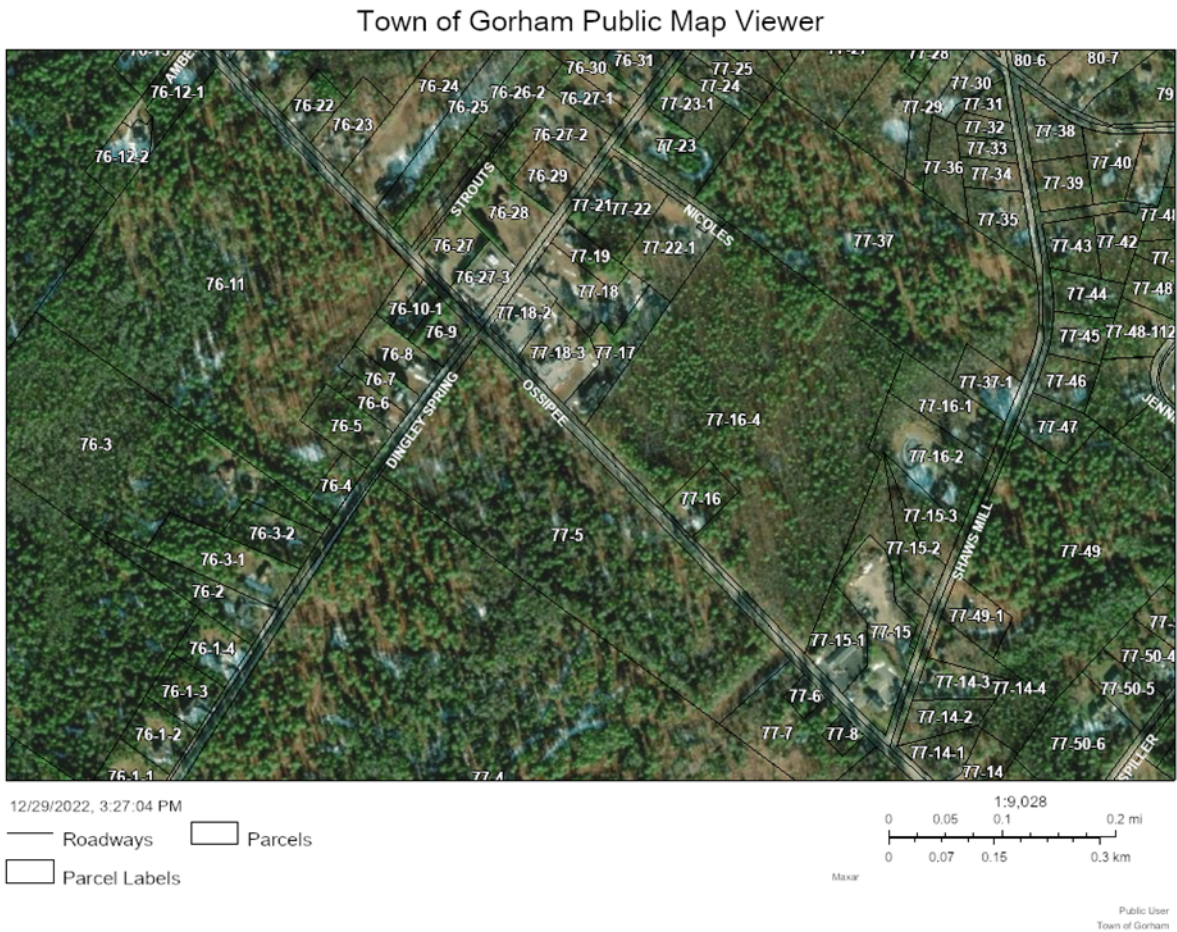
It doesn't appear that historic resources are on this site.

Other Items

- Proof of financial capacity has not been received with the application. The applicant states that it will be provided “shortly”.

3. AERIAL PHOTOGRAPH

- a. Staff has included an aerial photograph for the Planning Board’s review of the project. The aerial photograph is from the Town of Gorham Public Map Viewer.



4. STAFF REVIEWS

Assessing Department: No Comments.

Code Department: No Comments.

Fire Department: 06/09/2023

MAP 77 Lot 5

I have reviewed the submitted plans for Storage Facility / Commercial Building and have the following requirements or Questions Plans stamped date of June 2, 2023

1. The buildings will meet all applicable sections of the NFPA 101 Life Safety Code and the NFPA Fire Prevention Code 1. All buildings shall be properly numbered in accordance with E911 standards including height, color and location. The plans show total of 12 Storage Buildings and 1 Commercial Building.
2. Gate. Access gate shall have a Lock Box attached to the gate and a key in the box for Fire Department access to the site. Cost of lock box \$ 90.00 +/- app.
3. All the Gas Meters and or Propane Tanks will require protection. Please provide what the plan is for AHJ prior approval before installing.
4. The commercial Building (s) needs to have State Building Permit from the State of Maine. A stamped approved set of plans (All Pages Stamped approved) submitted to the Fire Chief's Office prior to start of Construction.
5. The commercial Building needs to have Sprinkler Systems under Gorham's Fire Protection Ordinance. A NFPA 13 System is required. Plans submitted to State and GFD at least 2 week prior to start of work for approval. NOT NEEDED AS THIS PLAN SHOWS IT UNDER 10,000 SQUARE FEET. If it has 3 tenants renting then it will need to be done.
6. If required by NFPA 72 Compliant Fire Alarm System in Commercial Building. Plans submitted to GFD for approval 2 weeks before start of work on the system.
7. The commercial Building does not state what is happening in that building, when we know this other requirements may be needed.
8. Plans show traffic flows. Currently the project is not requiring any traffic signals. If there are adding traffic signals at 25 and Dingley Springs Road, I will require a Tomar traffic emitting devices installed in the intersection.

No other requirements at this time.

Planning Department: 7/6/2023

1. The applicant is applying for a NRPA Tier 1 Wetland Alteration Permit with the Maine Department of Environmental Protection, as well as a Site Location of Development Permit (SLODA).
2. This lot is not located with the MS4 area.
3. The applicant is proposing that access be through both Dingley Springs Road and Ossipee Trail. The Town's Land Use Code, Chapter 1 Section 1-11, E, 2, e states "For lots with frontage on Main Street, Ossipee Trail, and another street the access drives shall be located off the street of lower classification unless the Planning Board finds that no safe alternative exists."
 - a. The Town's 3rd Party traffic engineer review, completed by Barton and Loguidice, determined that "the proposed development should be served by a single entrance located on Dingley Spring Road and not have direct access to Route 25".

- b. The applicant has stated during a project review meeting with staff on June 14, 2023 that they are proposing the entrance off Ossipee to reduce impacts of commercial traffic on residential lots on Dingley Springs Road.
 - c. The applicant stated that their project would still be feasible if access was provided only on Dingley Springs Road or only on Ossipee Trail. If access was solely via Dingley Springs the driveway may need to be widened from the configuration shown on the site plan.
 - d. The curb cut proposed on the corner lot to be split off should be adjusted if there is no entrance on Dingley Springs Rd. to the self-storage facility.
 - e. Grading for driveway entrances, showing a -2.0% slope, is not shown on the Site Plans in compliance with Section 4-9, c,3 of the Land Use ordinance.
4. Buildings are not laid out to face the street of lower classification, in this case Dingley Springs Road.
5. The applicant will need to meet the building design standards as specified in Land Use Code Chapter 1 Section 1-11, E, 2, d. They anticipate the use of prefabricated metal buildings.
6. The applicant is proposing that no pedestrian facilities be included. The Zoning Ordinance pedestrian performance standards for this Zoning District does not allow this requirement to be waived by the Board. They would need to apply for a variance to have no pedestrian facilities.
 - a. Land Use Code Chapter 1, Section 1-11 E, 2, e states: “1. Entrances and uses in this district shall be combined to the maximum extent possible. Developments must allow for pedestrian and vehicular access into the lot’s driveways, sidewalks, and/or parking lots from the abutting properties”.
7. The applicant has stated during the project review meeting on 6/14/23 that they are considering a phased approach for construction of the self-storage buildings, first constructing the 3 westernmost units shown on the site plan and then the remaining 5.
8. The applicant has stated that they plan to build out all stormwater infrastructure included in the site plan regardless of phasing of building construction.
9. The minimum setback requirement of 25’ from Ossipee Trail is met.
10. The plans show a 35’ native forest buffer, which meets screening requirements.
11. The landscape buffer area will require a plan, prepared by a registered landscape architect or qualified landscaping firm, meeting standards outlined in Chapter 4.
12. Parking requirements
 - a. Chapter 2, Section 2-2 of the Land Use Code requires 1 parking space for every 1000 sq. ft. of gross floor area for “Industry, manufacturing and business” use, which is the best-fit category for the contractor flex space. The proposed 9,900 sq. ft. building would require 10 parking spaces. 12 parking spaces are provided adjacent to this proposed use.
 - b. No specific requirements are listed for self-service storage facilities. The closest match appears to be “Industry, manufacturing and business”, with requirements of 1 space per 1000 sf. The proposed self-storage area is 59,200 sf, therefore it appears that an additional 60 spaces is required for this use.
 - i. This requirement can be waived by the Planning Board “Where it is clearly demonstrated that the parking demand will be lower than that established by this section and that the reduction will not detract from neighborhood

- property values, inconvenience the public, or increase congestion on adjacent streets”
- ii. The applicant has stated that adequate parking is accessible for self-storage users on paved areas and access ways adjacent to storage units.
 - c. The plans do not show detailed traffic flows on internal drives, and whether any temporary parking spaces are going to be established for loading/unloading into self-service storage units. These provisions will have a bearing on the overall parking requirements for the site.
 - i. At the Jan. 4, 2023 pre-application Planning Board presentation, the applicant’s representatives stated that parking needs for self-storage units are sporadic in nature and can be safely met on an informal basis using paved areas of the access driveways adjacent to individual storage units.
 - d. Americans with Disabilities Act (ADA) accessible spaces are not proposed. The number of ADA spaces will need to be calculated based on total number of spaces and shown on the Site Plan, as per the comment from Wright Pierce.
 13. The applicant has provided required calculations demonstrating that public water and sewer connections are technically and financially infeasible. However, the applicant needs to submit the Town of Gorham’s estimator for water supply costs spreadsheet, which is based on total allowable by ordinance build out for the 28 acres and not just what is proposed. In addition, the calculation for public sewer should be reviewed as well. Please review SECTION 2-10 – THE PROVISION OF PUBLIC WATER SUPPLY and the Waste Water Ordinance https://www.gorham-me.org/sites/g/files/vyhlf4456/f/uploads/waste_water_ordinance.pdf

Police Department: No comments

Public Works Department: No comments

Barton & Loguidice: 07/06/2023

Barton & Loguidice (B&L) has completed its review of the proposed project, including the Applicant’s submitted traffic assessment and performed a field review, our traffic comments are listed below.

1. Trip Generation – We are in agreement with the Applicant’s estimate of expected trip generation of 30 weekday am peak hour trips and 32 weekday pm peak hour trips, based on 55,200 sf of self-storage and 9,900 sf of Contracting Flex space uses This is below the Maine DOT TMP threshold of 100 peak hour trips. Lot 1 is undeveloped at this time but will need to be added to this trip generation when it is developed in the future.
2. Crash Data – we are in agreement with the Applicant’s review and findings that there are no high crash locations as defined by Maine DOT in the immediate vicinity of the proposed development.
3. Sight Distance – we are in agreement with the findings but would add the following condition:

- a. Dingley Spring Road Sight Distance – The Applicant should be required to trim back brush and vegetation within the existing ROW to optimize and maintain the sight distance looking both left and right out of the proposed Dingley Spring Road entrance.

4. Site Access – The Town of Gorham Land Use Code, Section 2-5, Part F, Part 6 Driveways, states, “Driveways to corner lots shall gain access from the street of lower classification when a corner lot is bounded by streets of two different classification.” In this case Route 25 is classified as a minor arterial by Maine DOT and Dingley Spring Road is a local road, which is a lower classification. Therefore, the proposed development should be served by a single entrance located on Dingley Spring Road and not have direct access to Route 25.

Wright Pierce: 07/05/2023

As requested by the Town of Gorham, Wright-Pierce has reviewed the Major Non-Residential Site Plan Application submission for the proposed Self-Storage Facility and Contractor Flex Space on Dingley Spring Road in Gorham. The 6.5-acre parcel (Tax Map 77, Lot 5) is within the Roadside Commercial District and currently undeveloped and vegetated.

Documents Reviewed by Wright-Pierce

- Site Plan Permit Application Package - prepared by Sebago Technics (May 2023)
- Gorham Self-Storage Site Plan (Sheets 1-13), Pre- and Post-Development Watershed Plans, Class B High Intensity Soil Survey, Boundary Survey, and Lighting Plan - prepared by Sebago Technics (November 16, 2022) and Existing Conditions Plan (page 8 of the plan set PDF) - prepared by Sebago Technics (Revised May 29, 2023)

Review Comments

Applicant should provide written responses to the review comments recommending clarification or further information to be provided by the Applicant.

General/Completeness

1. Please provide Maine Department of Environmental Protection (DEP) Site Law and Natural Resources Protection Act (NRPA) permits to the Town when approved.

General Standards of Performance

1. Environmental

- a. The proposed project is not located within the 100-year floodplain, shoreland overlay district, or Municipal Separate Storm Sewer System (MS4) urbanized area.
- b. The project proposes to impact wetlands in order to construct the embankments of the proposed stormwater wet ponds and provide an effective discharge point for the pond outlets. It appears that the selected location is the only feasible location for the practices since it is the most downgradient point of the site. It also appears that disturbances to the wetland have been minimized to the greatest extent practicable.
- c. Proposed erosion controls appear adequate and undue environmental impacts are not anticipated. Filter barrier is proposed along the southerly side of the site downgradient of all proposed disturbances. Stone check dams are proposed in ditches and catch basin inlet protection are proposed in catch basins. A stabilized construction entrance is proposed off Dingley Spring Road and Ossipee Trail.

- d. Clarify note regarding installation of a double row of filter barrier to include all areas within 75 feet of the wetlands. At a minimum, this is required for over-winter protection, per the Maine DEP Erosion and Sediment Control Best Management Practices (BMP) Manual for Designers and Engineers.
2. Parking, Loading, and Traffic
 - a. Parking calculations were not provided. Please submit parking calculations showing that enough parking spaces are provided for the given use of the site. Consult with the Town to determine if the building area of the self-storage units needs to be included in the parking calculation or just the contractor flex space building.
 - b. ADA accessible parking spaces are not proposed. The appropriate number of ADA spaces for the given number of total standard parking spaces proposed should be shown on the plan. The ADA space(s) should include an access aisle, signage, pavement markings, and all other ADA requirements.
 - c. Submit a vehicle turning analysis showing that emergency vehicles can properly access the site.
 - d. It is our understanding that Barton & Loguidice is reviewing the traffic assessment for this project.

Site Plan Requirements

1. It does not appear that there is a -2.0% slope for a minimum of 5 feet at the entrances of the site. Show spot grades showing the entrances are compliant with Section 4-9, Paragraph C.3 of the LUDC.
2. Neither a fire lane nor a “fire lane - no parking” sign is proposed, as required. Consult with the Town Fire Department to meet their requirements.
3. Town to determine if a lighting analysis is required. A cursory review of the lighting specifications and lighting plan shows that adequate lighting is proposed and will not create adverse effects for the neighbors.
4. The HydroCAD model of the proposed conditions includes 6.468 acres of impervious area, and the existing conditions model includes 0.847 acres of impervious area. However, the Stormwater Management Plan narrative states that the project proposes 4.43 acres of new impervious area. The site plan application letter states that the project will create 5.6 acres of non-vegetated area. Please clarify the proposed changes in land cover and revise the applicable documents and model to match for review.
5. The “Re-Certification” subsection under “Post-Construction” in the “Inspection, Maintenance, and Housekeeping Plan”, should clarify “Department” is referring to the Maine Department of Environmental Protection.
6. Town to determine if a landscaping review is required.

Conservation Commission: 06/09/2023, 07/01/2023

06/09/2023

Team,

Patriot Holdings – Self Storage and Contractor Flex Space
Site Plan Review
M77 L5 - Ossipee Trail Rd

The lawyer for this company contacted me approximately 18 months ago in regards to the snowmobile trail that runs through the property. He asked for the landowner permission form and more information on the liability coverage through the State of Maine, both of which I provided to him.

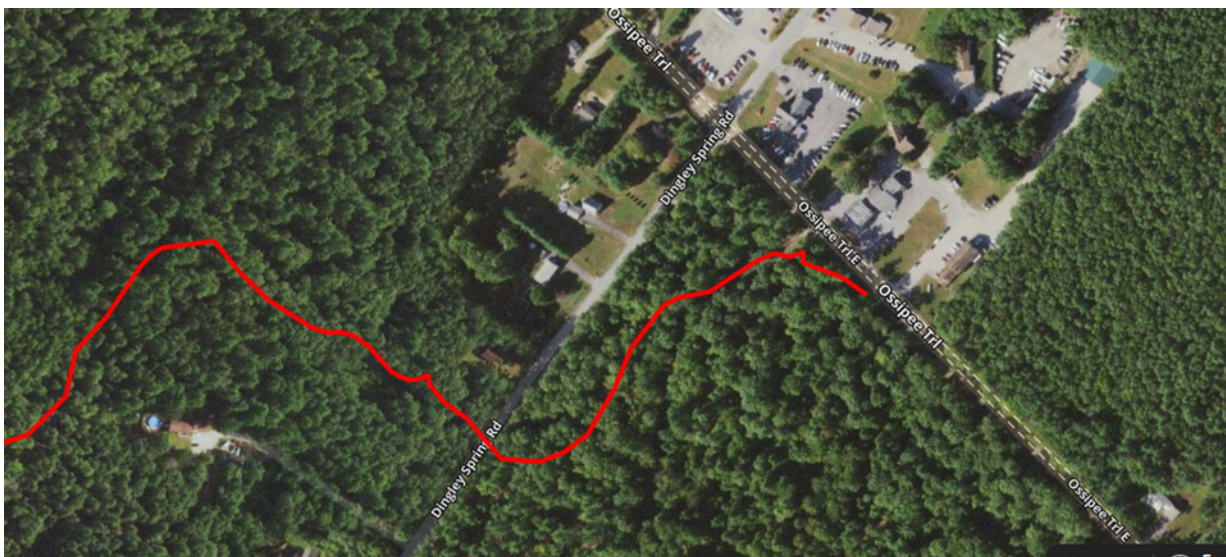
For reference, the existing snowmobile trail crosses directly between Pit Stop Fuel and the Irving station and acts as a connector to the Standish trail system. We will be sure to GPS this shortly to ensure that we are all on the same page.

Thanks.

Tom

06/09/2023

Update, we did GPS the area last year, here is a screenshot:



07/01/2023

Dear Planning Department and Planning Board Members,

The Conservation Commission has reviewed the plans and documents from Patriot Holdings for the proposed self-storage facility and contractor flex space on Ossipee Trail.

Our initial concern with this project was the preservation of the existing snowmobile access using a trail on that property. Because a reroute of the snowmobile trail is included on the submitted plans we have no additional comments on this project as long as that trail access remains and the project adheres to all applicable town and state requirements,

Thank you for your time and for considering these comments. Please let us know if you have any questions or would like more information from us.

Patriot Holdings – Self Storage and Contractor Flex Space
Site Plan Review
M77 L5 - Ossipee Trail Rd

On Behalf of the Commission,
Bill Moreno
Chair, Gorham Conservation Commission

PLANNING BOARD
SITE PLAN REVIEW
AND FINDINGS OF FACT
For
PATRIOT HOLDINGS, LLC

July 10, 2023

Applicant/ Property Owner: The applicant/property owner is Patriot Holdings, LLC of 4007 Dean Martin Drive, Las Vegas, NV 89103.

Property: The lot is identified as Tax Map 77, Lot 5, and is located at the southeast corner of the intersection of Dingley Springs Road and Ossipee Trail.

Consultants: Chris Taylor, P.E., # 16677, with Sebago Technics.

Project Description: The applicant is proposing a construction of an 8-building 55,200 sq. ft. self-storage facility, an 9,900 sq. ft. contractor flex space, and associated infrastructure.

Site Description: The lot is 26.5 acres in size and is forested, with wetlands located on the southern portion.

Applicability: Major Site Plan regulations identify the Planning Board as having review and approval authority.

Zoning: Roadside Commercial, B. Permitted Uses, “Self-service Storage Facility.”, and “Office of Contractor or Tradesman”.

Variations: None requested.

Waivers: None requested.

Pursuant to the Application:

Site Plan Review scheduled for July 10, 2023.

The projects and plans and other documents considered to be a part of the approval by the Planning Board in this ruling consist of the following:

Patriot Holdings – Self Storage and Contractor Flex Space

Site Plan Review

M77 L5 - Ossipee Trail Rd

Chris Taylor, PE of Sebago Technic’s Plans consist of the following:

Sheet 1 – Cover Sheet, Dated 3/2/2023; Revised through 5/29/2023; Received 6/2/2023
Sheet 2 – Notes and Legend, Dated 3/2/2023; Revised through 5/29/2023; Received 6/2/2023
Sheet 3 – Overall Site Plan, Dated 3/2/2023; Revised through 5/29/2023; Received 6/2/2023
Sheet 4 – Site Plan 1, Dated 3/2/2023; Revised through 5/29/2023; Received 6/2/2023
Sheet 5 – Site Plan 2, Dated 3/2/2023; Revised through 5/29/2023; Received 6/2/2023
Sheet 6 – Overall Grading Plan, Dated 3/2/2023; Revised through 5/29/2023; Received 6/2/2023
Sheet 7 – Grading & Utility Plan 1, Dated 3/2/2023; Revised through 5/29/2023; Received 6/2/2023
Sheet 8 – Grading & Utility Plan 2, Dated 3/2/2023; Revised through 5/29/2023; Received 6/2/2023
Sheet 9 – Landscape Plan, Dated 3/2/2023; Revised through 5/29/2023; Received 6/2/2023
Sheet 10 – Erosion Control Notes, Dated 3/2/2023; Revised through 5/29/2023; Received 6/2/2023
Sheet 11 – Details 1, Dated 3/2/2023; Revised through 5/29/2023; Received 6/2/2023
Sheet 12 – Details 2, Dated 3/2/2023; Revised through 5/29/2023; Received 6/2/2023
Sheet 13 – Details 3, Dated 3/2/2023; Revised through 5/29/2023; Received 6/2/2023
Existing Conditions Stormwater Plan – Sheet 1, Dated 3/2/2023; Revised through 5/29/2023; Received 6/2/2023
Post Development Watershed Plan – Sheet 2, Dated 3/2/2023; Revised through 5/29/2023; Received 6/2/2023
Class ‘B’ High Intensity Soil Map, Dated 3/2/2023; Revised through 3/31/2023; Received 6/2/2023
Existing Conditions and Boundary Survey, Dated 5/19/2023; Revised through 5/19/23; Received 6/2/2023

Other documents submitted consist of the following:

Site Plan Review Application – 6/2/2023
Agent Authorization – 12/15/2022
Contract for Sale of Commercial Property – 5/17/2023; 6/02/23
Letter of Financial Capacity -
Water and Sewer Utility Cost Calculations – 6/02/23
Trip Generation Memorandum – 5/22/2023; 6/02/23
Class ‘B’ High Intensity Soil Survey Report – 3/31/2023; 6/02/23
Town Planner Comments – 7/7/2023
Lighting Report and Photometric Plan (11”x17”) 5/15/2023; 6/2/2023
Stormwater Management Report – May, 2023; 6/2/23
Architectural designs – 5/30/2023; 6/2/23
Historic Preservation Review – 4/23/2023; 6/2/23
Gorham Assessor Comments – No comment
Gorham Fire Chief Comments – 6/9/2023

Gorham Public Works Director Comments – No comment
Gorham Code Enforcement Officer – No comment
Barton & Loguidice – 7/06/2023
Wright Pierce – 7/03/2023
Conservation Commission Comments – 6/9/2023

CHAPTER IV, SITE PLAN REVIEW, SECTION 9 – Approval Criteria and Standards

The Planning Board, following review of the Site Plan Application Amendment, makes these findings based on the Site Plan Review criteria found in Chapter 4, Section 9 – Approval Criteria and Standards, of the Town of Gorham Land Use and Development Code.

CHAPTER 4, Section 9 – Approval Criteria and Standards

A. Utilization of the Site: The plan for the development will reflect the natural capabilities of the site to support development.

The applicant states in the document “Chapter 4 Site Plan Review - Standards – Responses” that the proposed development utilizes the natural capabilities of the site to the extent practicable and has been designed to maintain and preserve natural landscape.

As shown on the Site Plan, Sheets 4, 5, and 6, the site is relatively flat with wetlands to the rear of the parcel. The canopy trees and understory will be removed in the areas of construction only. The environmentally sensitive areas will not be disturbed to great extent.

Finding: The plan for the development reflects the natural capabilities of the site to support the development and the natural features and drainage ways are preserved to the greatest extent practical.

B. Access to the Site: Vehicular access to the site will be on roads which have adequate capacity to accommodate the additional traffic generated by the development.

In the document “Chapter 4 Site Plan Review - Standards – Responses”, the applicant states that the proposed development is anticipated to generate less than 100 peak hour trips, and the proposed vehicular access points on Ossipee Trail and Dingley Springs Road will not reduce the current levels of service. Site Plan Application, Section 6, Traffic shows that the maximum additional AM peak hour trips generated is 30, and 32 for the PM peak hour.

As stated in Site Plan Application, Section 6, Traffic, the total AM peak hour traffic is estimated to be 30 vehicle trips and the total PM peak hour traffic is estimated to be 32 vehicle trips.

Finding: Vehicular access to the site will be on roads which have adequate capacity to accommodate the additional traffic generated by the development.

C. Access into the Site: Vehicular access into the development will provide for safe and convenient access.

- 1) Any exit driveway or proposed street will be so designed as to provide the minimum sight distance to meet the Maine Department of Transportation standards.
 - a. Proposed vehicular access points on Ossipee Trail and Dingley Springs Road have been designed in accordance with applicable Maine Department of Transportation standards. An evaluation of sight distances is included in Site Plan Application, Section 6, Traffic.
- 2) Points of access will be located to avoid hazardous conflicts with existing turning movements and traffic flows.
 - a. Information regarding the proposed vehicular access points on Ossipee Trail and Dingley Springs Road have been included in the Site Plan Application, Section 6, Traffic.
 - b. The proposed development includes an access point on Ossipee Trail, which is not in compliance with Land Use Code Chapter 1 Section 1-11, E, 2, e which requires access in this zone be limited to the street of lower classification, in this case Dingley Springs Road. The Town's 3rd Party traffic engineer review, completed by Barton and Loguidice, determined that "the proposed development should be served by a single entrance located on Dingley Spring Road and not have direct access to Route 25".
- 3) The grade of any proposed drive or street will be a -2.0% for a minimum of five (5) feet from the existing pavement edge or to the centerline of the existing drainage swale. From the above control point, a grade of not more than -3% shall be required for a minimum of two (2) car lengths or forty (40) feet.
 - a. Grades are not shown on the plan sheets nor is there a section on the grading plan sheets.
- 4) The intersection of any access drive or proposed street will function at a Level of Service of C following development if the project will generate an ADT of one thousand (1,000) or more vehicle trips, or at a level which will allow safe access into and out of the project if less than one thousand (1,000) trips are generated.
 - a. According to information provided in Site Plan Application, Section 6, Traffic, the proposed vehicular access points will allow for safe access into and out of the project site.
- 5) Projects generating an ADT of one thousand (1,000) or more vehicle trips will provide two (2) or more separate points of vehicular access into and out of the site.
 - a. This requirement is not applicable.

Finding: The vehicular access into the development will provide for safe and convenient access.

D. Internal Vehicular Circulation: The layout of the site will provide for the safe movement of passenger, service and emergency vehicles through the site.

The applicant states in the document "Chapter 4 Site Plan Review - Standards – Responses" that the proposed internal drive aisles are designed to a width of 25 feet or 35 feet to provide maneuverability, temporary parking for loading/unloading, and access for emergency vehicles in accordance with subsections 1-4 below. These dimensional configurations are shown on the Site Plan, Sheets 4 and 5.

The applicant does not provide any dedicated parking for the self-storage facility. The Planning Board may make a finding to allow reduced parking amounts, as per Land Use Code Section 2-2 A 8.

Finding: The layout of the site provides for the safe movement of passenger, service, and emergency vehicles through the site.

E. Pedestrian Circulation: The development plan will provide for a system of pedestrian circulation within and to the development.

The Applicant states in in “Chapter 4 Site Plan Review - Standards – Responses” that the proposed development provides minimal pedestrian access due to the nature of business of the proposed self-storage facility. Please see Site Plan..

Land Use Code Chapter 1, Section 1-11 E, 2, e requires that “1 .Entrances and uses in this district shall be combined to the maximum extent possible. Developments must allow for pedestrian and vehicular access into the lot’s driveways, sidewalks, and/or parking lots from the abutting properties.” A waiver from this requirement cannot be granted by the planning Board. The Applicant needs to meet the requirement or apply for a variance.

Finding: The layout of the site provides for a system of pedestrian circulation within and to the development.

F. Storm water Management: Adequate provisions will be made for the disposal of all storm water collected on streets, parking areas, roofs or other impervious surfaces through a storm water drainage system and maintenance plan which will not have adverse impacts on abutting or downstream properties.

There are inconsistencies between the total impervious area included in the HydroCAD model and the Stormwater Management Plan Narrative that should be addressed.

The Applicant has shown that the proposed development adequately provides for all anticipated storm water concerns. This is demonstrated in the Site Plan Application, Section 9 Stormwater, and on sheets 7 and 8 and 10-13.

Finding: The site has adequate provisions for the disposal of all storm water collected on streets, parking areas, roofs or other impervious surfaces through a storm water drainage system and maintenance plan which will not have adverse impacts on abutting or downstream properties.

G. Erosion Control: For all projects, building and site designs and roadway layouts will fit and utilize existing topography and desirable natural surroundings to the fullest extent possible.

The proposed project has been designed to utilize existing topography and natural areas to control erosion. This is demonstrated in Site Plan Application, Exhibit 9 Stormwater and on Sheets 10-13.

Finding: The project, building, and site designs and roadway layouts will fit and utilize existing topography and desirable natural surroundings to the fullest extent possible.

H. Water Supply: The development will be provided with a system of water supply that provides each use with an adequate supply of water meeting the standards of the State of Maine for drinking water.

The applicant plans to provide potable for the proposed development through the drilling of an on-site well located southwest of the proposed contractor building.

The applicant needs to provide an updated water estimator calculation showing the full potential build-out of the site, not just the proposed development.

Finding: The development will be provided with a system of water supply that provides each use with an adequate supply of water meeting the standards of the State of Maine for drinking water.

I. Sewage Disposal: A sanitary sewer system will be installed at the expense of the developer if the project is located within a sewer service area as identified by the sewer user ordinance. The Site Plan Review Committee or Planning Board may allow individual subsurface waste disposal systems to be used where sewer service is not available.

The proposed on-site septic system has been designed in compliance with applicable code sections within the Waste Water Ordinance and Land Use Ordinances, as shown in Site Plan Application Exhibit 5, Utilities and on Sheet 7.

Finding: The sanitary sewer system will be installed at the expense of the developer meeting the requirements of the sewer user ordinance.

J. Utilities: The development will be provided with electrical and telephone service adequate to meet the anticipated use of the project.

As shown on Sheets, 7 and 8, the proposed development will receive electrical power through underground connection with existing infrastructure that is located in Ossipee Trail right of way.

Finding: The development will be provided with electrical and telephone service adequate to meet the anticipated use of the project.

K. Natural Features: The landscape will be preserved in its natural state insofar as practical by minimizing tree removal, disturbance and compaction of soil, and by retaining existing vegetation insofar as practical during construction.

The Applicant has shown on Sheet 9 that the natural landscape of the project site will be maintained wherever practicable to avoid extensive grading and filling will be avoided as far as possible. The plan avoids cutting of trees on the northerly borders of the development will be avoided to the extent possible to retain a natural wind buffer.

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Finding: *The landscape will be preserved in its natural state insofar as practical by minimizing tree removal, disturbance and compaction of soil, and existing vegetation will be retained insofar as practical during construction.*

L. Groundwater Protection: The proposed site development and use will not adversely impact either the quality or quantity of groundwater available to abutting properties or public water supply systems.

The applicant has shown in Site Plan Applicant, Exhibit 5 Utilities and Exhibit 9, Stormwater that the proposed development will not adversely affect public groundwater.

Finding: *The proposed site development and use will not adversely impact either the quality or quantity of groundwater available to abutting properties or public water supply systems.*

M. Exterior Lighting: The proposed development will provide for adequate exterior lighting to provide for the safe use of the development in nighttime hours.

A photometric lighting plan has been provided at an 11"x17" size. A full size plan should be provided to demonstrate that this requirement has been met.

Finding: *The proposed development will provide for adequate exterior lighting to provide for the safe use of the development in nighttime hours.*

O. Waste Disposal: The proposed development will provide for adequate disposal of solid wastes and hazardous wastes.

The applicant has stated in "Chapter 4 Site Plan Review - Standards – Responses" that solid waste will be picked up by a licensed private hauler. Services will most likely be carried out by Troiano Waste Services.

Finding: *The development will provide for adequate disposal of solid wastes and hazardous wastes.*

P. Landscaping: The development plan will provide for landscaping to define street edges, break up parking areas, soften the appearance of the development and protect abutting properties from adverse impacts of the development.

The applicant has met the performance standards required in the Land Use Ordinance by including a 35' native forest buffer, which meets screening requirements. The proposed development will provide landscaping around vehicular access points to soften the appearance of the development. A Landscape Plan is included as Sheet 9.

Finding: *The development plan will provide for landscaping to define street edges, break up parking areas, soften the appearance of the development and protect abutting properties from adverse impacts of the development.*

Q. Shoreland Relationship: The development will not adversely affect the water quality or shoreline of any adjacent water body. The development plan will provide for access to abutting navigable water bodies for the use of occupants of the development.

This standard is not applicable because the development will not abut any navigable water bodies.

Finding: The development will not adversely affect the water quality or shoreline of any adjacent water body. The development plan will provide for access to abutting navigable water bodies for the use of occupants of the development.

R. Technical and Financial Capacity: The applicant has demonstrated that it has the financial and technical capacity to carry out the project in accordance with this Code and the approved plan.

The applicant's proof of financial capacity is yet to be delivered but will be submitted upon receipt and provided to planning board members shortly. Please see Exhibit 3 for Financial Capacity.

Technical capacity has been demonstrated by the hiring of Sebago Technics. Additional information on technical capacity for construction should be provided.

Finding: The applicant has demonstrated that it has the financial and technical capacity to carry out the project in accordance with this Code and the approved plan.

S. Buffering: The development will provide for the buffering of adjacent uses where there is a transition from one type of use to another use and to screen service and storage areas. The buffer areas required by the district regulations will be improved and maintained.

Landscape buffering to other uses is demonstrated on Sheet 9, Landscape Plan.

Finding: The development will provide for buffering of adjacent uses where there is a transition from one type of use to another use and to screen service and storage areas.

T. Noise: The applicant has demonstrated that the development will comply with the noise regulations listed in Table 1 – Sound Level Limits and the associated ordinances.

The applicant shall meet the requirements of this section.

The applicant has stated in "Chapter 4 Site Plan Review - Standards – Responses" that the proposed development is not anticipated to generate repetitive sounds and will generate hourly equivalent sound levels well below the limits for daytime and nighttime use for industrial/ commercial districts in accordance with applicable subsections.

Finding: The development will comply with the A-weighted hourly equivalent sound level limits of 60 dBA daytime (7 a.m. – 7 p.m.) and 50 dBA nighttime (7 p.m. – 7 a.m.).

CHAPTER 2: GENERAL STANDARDS OF PERFORMANCE

Those standards sections that are not repeats from above or apply to this development are listed below.

Section 2-1 Environmental G. Air Pollution

Dust and dirt shall not exceed 0.3 grains per cubic foot and will not be produced after construction of the building. Post construction, the air will be treated in all rooms with carbon filters and will not produce odor that leaves the building.

Finding: *No air pollution will be created by this development.*

Section 2-2 Parking, Loading, and Traffic

A. Off Street Parking Standards

12 parking spaces are shown on the Site Plan (Sheet 4) adjacent to the contractor flex space. This use requires 10 spaces per the land use code standards. No dedicated parking spaces are provided for the self-storage buildings, which require 60 spaces per the land use code standards. This requirement may be waived by the Planning Board.

Where artificial lighting is provided, it shall be shaded or screened so that no light source shall be visible from outside the area and its access driveways.

Finding: *The development provides for sufficient parking and the lighting is shaded and not visible from outside the area.*

B. Off-street Loading Standards

The proper number of bays is shown on Sheet 2 of 11. No bay is located so that they need to back into a street.

Finding: *Off street loading is provided for by this development.*

Conditions of Approval

1. That this approval is dependent upon, and limited to, the proposals and plans contained in this application and supporting documents submitted and affirmed by the applicants and that any variation from the plans, proposals and supporting documents is subject to review and approval by the Planning Board or Minor Site Plan Review Committee, except for minor changes which the Town Planner may approve.
2. That prior to the commencement of construction of the site plan, the applicant is responsible for obtaining all required local, state and federal permits;

3. Any staff and peer review comments shall be addressed prior to the Board signing the plans.
4. That the applicant shall provide property line information and site information in auto-CAD format to the Town Planner prior to the pre-construction meeting;
5. All waivers and variances shall be listed on the plan prior to recording;
6. The map and lot numbers shall be listed in the bottom right corner of all pages of the plan set;
7. That all relevant conditions of approval from past Site Plan approvals shall remain in effect;
8. That any proposed use on the site shall meet the sound level requirements outlined under Chapter 4, Section 9, T. Noise;
9. That no approved site plan or Decision Document shall be released for recording at the Registry of Deeds until the required performance guarantee has been posted for offsite public improvements; prior to the pre-construction meeting the applicant will establish the following: a performance guarantee totaling 150% of the costs to complete any off – site construction and an escrow for field inspection meeting the approvals of Town Staff and the Town’s Attorney;
10. The applicant shall provide a performance guarantee for an amount adequate to cover 125% of the total construction costs of all remaining site improvements not completed prior to issuance of a temporary or final occupancy permit. The applicant shall complete all required improvements as soon as possible but the remaining improvements are required to be completed within a year from issuance of the temporary occupancy permit.
11. That prior to the commencement of any site improvements, the applicant, its earthwork contractor, and the design engineer shall arrange a pre-construction meeting with the Town’s Review Engineer, Public Works Director, Fire Chief, Code Enforcement Officer and the Town Planner to review the proposed schedule of improvements, conditions of approval, and site construction requirements;
12. That all site construction shall be carried out in conformance with the Maine Erosion and Sediment Control Best Management Practices, Maine Department of Environmental Protection, latest edition and in accordance with the erosion and sedimentation control information contained in the application;
13. That the Planning Board Chair is authorized by the Planning Board to sign the Findings of Fact on behalf of the entire Board; and
14. That these conditions of approval must be added to the site plan and the site plan shall be recorded at the Cumberland County Registry of Deeds within thirty (30) days of the date of written notice of approval by the Planning Board, and a dated copy of the recorded site plan shall be returned to the Town Planner prior to the pre-construction meeting.

15. If the approved plan or Decision Document is not recorded in the Registry of Deeds within one (1) year of the original approval, it shall be come null and void.

SUGGESTED MOTIONS:

FOR SITE PLAN APPROVAL:

Move to grant Patriot Holdings, LLC request for site plan approval for a self-storage facility and contractor flex space, located on Map 77, Lot 5 in the Roadside Commercial zoning district, based on Findings of Fact and Conditions of Approval as written by the Town Planner (and amended by the Planning Board).

TO PLACE SITE PLAN APPROVAL ON CONSENT AGENDA OF NEXT PLANNING BOARD MEETING:

Move to place site plan approval on the August 7, 2023 meeting consent agenda.