Meeting Agenda

City of Auburn, Maine
Planning & Permitting Department
60 Court Street | Auburn, Maine 04210
www.auburnmaine.gov | 207.333.6601

PLANNING BOARD AGENDA
February 10, 2026 – 6:00 p.m.
City Council Chambers, 60 Court Street

1. ROLL CALL

2. MINUTES

Acceptance of the January 13, 2026 meeting minutes.

DRAFT of Planning Board minutes for January 13, 2026

3. PLANNING BOARD BUSINESS

Election of a Planning Board Chair and Vice Chair.

4. CONTINUED PUBLIC HEARING/ SITE PLAN REVIEW/SUBDIVISION REVIEW

15 Academy Street (PID 230-132) Application by Gorrill Palmer on behalf of Auburn Town Center Apartments, LLC for final approval of the construction of a 53-unit residential development. This property is located in the Traditional Downtown Neighborhood (T-4.2) district and will be reviewed under Chapter 60, Article XVI, Division 2 – Site Plan Review, Division 3 – Special Exception, and Division 4 – Subdivision.

15 Academy combined final packet

5. NEW BUSINESS:

Public Hearing Chapter 60 Zoning Amendment: L.D. 427 "An Act to Regulate Municipal Parking Space Minimums". Staff will be presenting proposed changes to Chapter 60 zoning for compliance.

Public Hearing Chapter 60 Zoning Amendment: Sec. 60-44 Unsewered Lots. Staff will be presenting proposed changes to Chapter 60 zoning to allow for the development of unsewered lots less than 20,000 square feet in specific instances.

LD 427 Packet

Section 60-44 Packet

6. OTHER BUSINESS:

Comprehensive Plan Update. Staff and Chair of the Comprehensive Plan Committee will be presenting an update on the Future Land Use Map, policies, and actions to date.

7. PUBLIC COMMENT

8. MISCELLANEOUS

The City Council is working on a draft ordinance that proposes to strengthen protections of natural resources for solar and residential permit projects to inhibit projects that impact prime farmland soils, soils of statewide significance and wetlands.

9. ADJOURNMENT

Auburn Planning Board meetings can be viewed live on the City of Auburn YouTube channel (https://www.youtube.com/c/CityofAuburnMaine), and on Great Falls Television (Spectrum Cable Channel 11). Following live broadcasts, Planning Board meetings are rebroadcast at 7:00AM, noon, and 7:00PM on Tuesdays on GFTV and are available anytime on our YouTube channel.

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PLANNING BOARD MINUTES - DRAFT
January 13, 2026 – 6:00 p.m.

1. **ROLL CALL:** Ed Bearor (Acting Chair), Riley Bergeron, Tim DeRoche, Bob Hayes, Maureen Hopkins, Bilal Hussein, and Andrea Westbye

   Absent: Ngengele Adlophe (Student Representative)

   Staff members present: Sam Peikes (Planning Coordinator) and Eric Cousens (Public Services Executive Director)

2. **MINUTES: Acceptance of the December 9, 2025 meeting minutes.**

   Motion made by Bilal Hussein and seconded by Maureen Hopkins to approve the December 9, 2025 minutes. Vote 6-0-1 (Andrea abstained) Motion Carries

3. **PUBLIC HEARING/ SITE PLAN REVIEW/SUBDIVISION REVIEW:** 15 Academy Street (PID 230-132) Application by Gorrill Palmer on behalf of Auburn Town Center Apartments, LLC for final approval of the construction of a 53-unit residential development. This property is located in the Traditional Downtown Neighborhood (T-4.2) district and will be reviewed under Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 4 – Subdivision.

   Sam Peikes gave a staff report stating that preliminary approval was granted December 9 with conditions regarding off street parking, site distance, and building width waiver. She said the Police Department has no other requirements for the off-street parking arrangement and site distance and that the waiver should be addressed tonight.

   Kaleb Bourassa of Gorill Palmer addressed the board's questions and concerns regarding parking, site distance, easements, and the building width requirement waiver.

   Motion made by Tim DeRoche and seconded by Bob Hayes to open public comment: Vote: 7-0 Motion Carries

   John Cleveland of 183 Davis Avenue - indicated the proof of financial and technical capacity letter received from the bank indicates the applicants are customers, have commercial accounts, and the amount of time they have been customers. It does not say anything about their financial capacity, if the bank is committed to providing capital for this project, or the capacities of the applicants to take on a project of this size. He suggested the Board think about if it meets the requirements of the

ordinance and that if another entity chooses to do this application or project they have to come back and provide proof of financial and technical capacity.

Ron Russell of 20 Elm Street – expressed concern regarding traffic, the area not supporting the required parking, the façade of the building changing, and the request for a waiver on the building width requirement.

Evan Cyr of 122 Granite Street – said he is not for or against the project but thought the Board would want to consider a few things: (1) Per Section 60-556 under Form Based Code projects over 12,000 sf should undergo a special exception review as well as any project that seeks a waiver from the adopted code, (2) on page 3 of the deed Title 1 adequate parking is required, that Section 60-1365 indicates that subdivision plans shall conform to the comprehensive plan with provisions of all pertinent codes and ordinances, and that there is a conflict regarding how far adequate parking can be, (3) the 10 ft waiver for uninterrupted wall is not shown on the plan, and (4) the ground floor elevations requirement of 2 ft above the sidewalk or front yard is not shown on the plan.

Annette Lauzier of 16 Elm Street – expressed concern regarding on street parking and there not being enough room on Academy Street.

Jeannette Tremblay of 28 Elm Street – expressed concern regarding parking.

Motion made by Bob Hayes and seconded by Maureen Hopkins to close public comment: Vote: 7-0 Motion Carries

Motion by Riley Bergeron and seconded by Bob Hayes to approve the proposed waiver request from Sec 60-549-1 Building Front Setback, Building Width and Sec 60-549-2 Building Frontage based on the written responses from the applicant in the submission dated November 4, 2025. Vote: 6-1 (Maureen opposed) Motion Carries

Motion made by Riley Bergeron and seconded by Bilal Hussein to table approval to a date certain of February 10, 2026 to review the special exception application.

Riley withdrew his motion.

Motion made by Riley Bergeron and seconded by Bilal Hussein to continue the public hearing to a date certain of February 10, 2026 to review the special exception application. Vote 7-0 Motion Carries

4. **PUBLIC HEARING: LAWPCA** 230 Penley Corner Road (PID 137-032) Application to cease operations of the composting facility on behalf of the Lewiston Auburn Clean Water Authority (LAWPCA). This property is located in the Agriculture and Resource Protection district. The submission serves to satisfy the condition of approval from the September, 2020 Planning Board

DRAFT

meeting, which states, upon deactivation of the facility, a plan shall be provided to the City of Auburn that includes future use or demolition of the buildings and structures and disposal of any new waste materials on the site.

Sam Peikes gave a staff report stating that one of the conditions of approval in September 2020 is that if the compost facility closes it had to come back to the Board for approval. She said they have submitted a plan for deactivation concurrently with DEP and will maintain all aspects of the site during closure until the property is sold.

Paula Drouin of LA Clean Water Authority said the facility has not been in operation for 6 years but they have an obligation to keep it insured, do site inspections, snow removal, mowing and environmental monitoring. She said that all has a cost that they don't get much benefit for so they would like to close the property. She said they do have a prospective buyer but they do not have an agreement yet.

Motion made by Mauren Hopkins and seconded by Tim DeRoche to open public comment: Vote: 7-0 Motion Carries

There was no public comment.

Motion made by Maureen Hopkins and seconded by Bob Hayes to close public comment: Vote: 7-0 **Motion Carries**

Motion made by Tim DeRoche and seconded by Bob Hayes to approve the application submitted by the Lewiston Auburn (LAWPCA) to cease operation of the city composting facility located at 230 Penley Corner Road (PID 137-032) based on the application submission letter and materials dated December 18, 2025. Vote: 7-0 Motion Carries

5. OTHER BUSINESS:

Staff request that the Planning Board vote to initiate consideration of an amendment to Chapter 60, Sec. 60-42 Unsewered Lots, of Auburn's Zoning Ordinance to allow for the development of lots under 20,000 square feet in specific instances, pursuant to Chapter 60, Sec. 60-1445.

Ed noted that the request that the Planning Board vote to initiate consideration of an amendment to Chapter 60 has already happened.

Sam Peikes said it was an oversight, that the change has already been initiated in October and staff will be drafting changes to present to the Board at the next meeting for a public hearing.

6. PUBLIC COMMENT

Stephen Beale of 575 Johnson Road – noted that there have not been site visits in several years, he emphasized the importance of visual observation, and encouraged restoring regular site visits. He said at the January 12th meeting the Board discussed characterization of boards functions as being quasi judicial and legislative. He said one way to differentiate is that Legislative functions involve recommendations to the city council for changes to the zoning maps, zoning ordinance, or

ordinance text changes and that Quasi-judicial functions include decisions on site reviews, special exceptions, and subdivisions.

7. MISCELLANEOUS

It was suggested to create a subcommittee to review and update the Planning Board policies and procedures.

8. ADJOURNMENT

Motion made by Riley Bergeron and seconded by Bilal Hussein to adjourn at 8:00 p.m.:
Vote: 7-0 Motion Carries

Auburn Planning Board meetings can be viewed live on the City of Auburn YouTube channel (https://www.youtube.com/c/CityofAuburnMaine), and on Great Falls Television (Spectrum Cable Channel 11). Following live broadcasts, Planning Board meetings are rebroadcast at 7:00AM, noon, and 7:00PM on Tuesdays on GFTV and are available anytime on our YouTube channel.

DRAFT

City of Auburn, Maine
Office of Planning & Permitting
www.auburnmaine.gov | 60 Court Street
Auburn, Maine 04210 207.333.6601

To: Auburn Planning Board
From: Sam Peikes, Planning Coordinator
Re: CONTINUED PUBLIC HEARING/ SITE PLAN and FINAL SUBDIVISION REVIEW: 15 Academy Street (PID 230-132): Application by Gorrill Palmer on behalf of Auburn Town Center Apartments, LLC for the construction of a 53-unit residential development. This property is in the Traditional Downtown Neighborhood (T-4.2) district and will be reviewed under Chapter 60, Article XVI, Division 2 – Site Plan Review, Division 3 – Special Exception, and Division 4 – Subdivision.

Date: February 5, 2026

PROPOSAL
Gorrill Palmer, on behalf of Auburn Town Center Apartments, LLC, has submitted an application for the construction of a 53-unit residential development at 15 Academy Street. The development consists of two vacant parcels totaling approximately 1.43 acres, some of which is currently used as a parking lot by the Community Little Theatre. Access to the site will be from Main Street in coordination with the existing 5-unit townhouses at the corner of Academy Street and Main Street. The site will consist of a single, three-story building (53 units, 20,858 SF footprint, 62,574 SF gross) with individual ground-floor entrances and stair towers.

The project was last brought to the Planning Board for final plan review at the January 13, 2026 Planning Board meeting. At that meeting the Board voted to approve the applicant's waiver request for the building length. The Board also requested that the applicant provide an updated submission to respond to the review requirements under Division 3 – Special Exception as well pursuant to Sec. 60-556. The application received Preliminary Approval at the December 9, 2025 Planning Board meeting. In accordance with Sec. 60-1362 the Planning Board, shall within 30 days after the public hearing on a final plan vote to approve, approve with condition(s) or deny the application. The review timeline was extended and agreed upon by both the Board and the applicant in order to respond to the criteria in Special Exception. Staff recommend that the Board review the previous memos from the January 13, 2026 and December 9, 2025 meetings for reference and additional information.

ITEMS ADDRESSED SINCE DECEMBER 9, 2025 HEARING

The applicant has addressed the following items since the last Public Hearing January 13, 2026:

Special Exception

- The applicant has reviewed and responded to the conditions under Special Exception Sec. 60-1336.

SITE PLAN REVIEW AND SUBDIVISION STANDARDS

The division of a new structure on a tract or parcel of land into five or more dwelling units within a five-year period is considered a subdivision pursuant to 30-A M.R.S.A. § 4401. Therefore, this project is subject to Chapter 60, Article XVI Division 4 – Subdivision Review. Pursuant to Chapter 60, Article IV Division 14 Sec. 60-556 "any project within the form based code district proposing a total of 12,000 square feet of new construction" and "any project located within the form based code district area that seeks a waiver from the adopted form based code regulation development standards" shall be reviewed under Division 2 – Site Plan Review and Division 3 – Special Exception. The applicant has addressed the criteria of the ordinance sections, including, but not limited to:

- Access: Access will be from Main Street via a shared driveway and parking area with the existing townhouses at Main Street and Academy. Necessary easements and agreements for site reconfiguration and improvements have been negotiated. Final easements will be executed upon Site and Subdivision approval as stated in the cover memo dated October 10, 2025.
- Unit entrances: All ground-level units will have individual entrances via stoops along the building, as well as interior hallway access. All other units will be accessed via one of three stair towers located along the building.
- Traffic analysis: Gorrill Palmer conducted a traffic evaluation for the property on July 1, 2024 and updated November 15, 2024. The traffic study reviewed trip generation, traffic safety and driveway site distance. The site is expected to generate up to 415 weekday trips and 30 PM peak hour trips, below MaineDOT thresholds for a Traffic Movement Permit. One nearby high-crash intersection (Elm Street/High Street) has had mitigation measures (i.e., raised intersection) that appear to have reduced incidents. Sight distance from the site's Main Street driveway exceeds City and MaineDOT requirements and there is potential for nearby parking to obstruct site distance views. The applicant

corresponded with the Police Department regarding the on-street parking situation on Maine Street obstructing site distance views. The Police Department states in the letter dated December 23, 2025, that they will defer to the City regarding parking on Main Street but have no additional needs at this time.

- Parking: The site proposes 58 on-site parking spaces, including spaces for the existing 5-unit townhouses. Code requires 73 spaces. Per Sec. 60-607, required off-street parking in Form-Based Code areas may be substituted by public or private parking within 1,000 feet of the principal building, as measured along lines of public access. The applicant is pursuing multiple off-site parking locations, including the Community Little Theatre (CLT) lot and The Village Inn lot. Staff recommends that the Board require as a condition of approval that no permits be issued until 15 additional off-street parking spaces are secured or the applicant otherwise provides the spaces required by the ordinance at the time the permit is issued.
- Site grades and landscaping: Many property lines include retaining walls, varying from 1' to 7' in height. Except for the wall abutting the existing townhouses, all areas will be complemented with extensive landscaping.
- Stormwater: Stormwater will be managed via a subsurface chamber system meeting Maine DEP and City requirements. The applicant submitted an erosion and sedimentation control plan compliant with the DEP stormwater PBR. As noted in the letter from DEP dated January 28, 2026, the stormwater PBR has been accepted.
- Lighting: A lighting plan with cutoff downward fixtures has been provided, minimizing impact to abutters. The applicant has provided a photometric plan submitted with the November 3, 2025 plan set, which demonstrates that lighting from the property will not create a nuisance to abutting properties.
- Noise, Vibration, Odors and Air Pollution: In accordance with Sec. 60-1037, noise levels in residential zones shall not exceed 50 dba measured at the property line. The applicant should ensure any noise from the property is mitigated as much as possible. The proposed development is not anticipated to generate vibration, odors or air pollution.
- Building Design: The Form Based Code T-4.2 is characterized by small to medium sized buildings that frame the street to create a traditional neighborhood feel. Buildings are encouraged to include stoops or porches, small front yards and frontage fences. The applicant has included a detailed rendering of the proposed building in the application package dated November 4, 2025. The applicant presented a waiver request to the Board to extend the building facade length. The Board granted the waiver at the January 13 meeting.

DEPARTMENT REVIEW

There no remaining department concerns at this time.

PLANNING BOARD ACTION

The proposed project requires review and findings for approval under Sections 60-1277, 60-1359, and 60-1336:

Site Plan Review – Section 60-1277

In considering a site plan, the planning board shall make findings that the development has made provisions for:

(1) Protection of adjacent areas against detrimental or offensive uses on the site by provision of adequate surface water drainage, buffers against artificial and reflected light, sight, sound, dust and vibration; and preservation of light and air;
(2) Convenience and safety of vehicular and pedestrian movement within the site and in relation to adjacent areas;
(3)Adequacy of the methods of disposal for wastes; and
(4)Protection of environment features on the site and in adjacent areas.

Subdivision – Section 60-1359
When reviewing any subdivision for approval, the planning board shall consider the following criteria, and before granting either approval or denial, shall determine that the proposed subdivision:
(1) Will not result in undue water, air or noise pollution. In making this determination it shall at least consider:

a. The elevation of land above sea level and its relation to the floodplains, the nature of soils and subsoils and their ability to adequately support waste disposal;
b. The slope of the land and its effect on effluents;
c. The availability of streams for disposal of effluents; and
d. The applicable state and local health and water resources regulations, including stormwater management requirements in accordance with section 60-1301(14);

(2) Has sufficient water available for the reasonably foreseeable needs of the subdivision;
(3) Will not cause an unreasonable burden on an existing water supply, if one is to be utilized;
(4) Will not cause unreasonable soil erosion or reduction in the capacity of the land to hold water so that a dangerous or unhealthy condition may result;
(5) Will not cause unreasonable highway or public road congestion or unsafe conditions with respect to use of the highways or public roads existing or proposed;
(6) Will provide for adequate sewage waste disposal;
(7) Will not cause an unreasonable burden on the ability of a municipality to dispose of solid waste and sewage if municipal services are to be utilized;
(8) Will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites or rare and irreplaceable natural areas;
(9) Is in conformance with a duly adopted subdivision regulation or ordinance, comprehensive plan, development plan, or land use plan, if any;
(10) Is funded by a subdivider has adequate financial and technical capacity to meet the standards of this section;
(11) Will not adversely affect the character of the surrounding neighborhood and will not tend to depreciate the value of property adjoining the neighboring property under application;
(12) Has provisions for on-site landscaping that are adequate to screen neighboring properties from unsightly features of the development;
(13) Will not create a fire hazard and has provided adequate access to the site for emergency vehicles;
(14) Will not, alone or in conjunction with existing activities, adversely affect the quality or quantity of groundwater;

(15) Does not have long-term cumulative effects of the proposed subdivision will that unreasonably increase a great pond phosphorus concentration during the construction phase and life of the proposed subdivision.

Special Exception – Section 60-1336
As conditions prerequisite to the granting of any special exceptions, the board shall require evidence of the following:

(1) That the special exception sought fulfills the specific requirements, if any, set forth in the zoning ordinance relative to such exception.
(2) That the special exception sought will neither create nor aggravate a traffic hazard, a fire hazard or any other safety hazard.
(3) That the special exception sought will not block or hamper the master development plan pattern of highway circulation or of planned major public or semipublic land acquisition.
(4) That the exception sought will not alter the essential characteristics of the neighborhood and will not tend to depreciate the value of property adjoining and neighboring the property under application.
(5) That reasonable provisions have been made for adequate land space, lot width, lot area, stormwater management in accordance with section 60-1301(14), green space, driveway layout, road access, off-street parking, landscaping, building separation, sewage disposal, water supply, fire safety, and where applicable, a plan or contract for perpetual maintenance of all the common green space and clustered off-street parking areas to ensure all such areas will be maintained in a satisfactory manner.
(6) That the standards imposed are, in all cases, at least as stringent as those elsewhere imposed by the city building code and by the provisions of this chapter.
(7) That essential city services which will be required for the project are presently available or can be made available without disrupting the city's master development plan.

Any denial of a project must include reference to the criteria found in Section 60-1304.(2) and Section 60-1365

STAFF RECOMMENDATIONS
Staff recommend that the Planning Board take action on the final application. If the Board votes to approve the final plan application, staff suggest the following conditions of approval:

- No permits shall be issued until 15 additional off-street parking spaces are secured or the applicant otherwise provides the spaces required by the ordinance at the time the permit is issued.
- Prior to the issuance of building permits, the final subdivision plan shall be recorded at the Androscoggin County Registry of Deeds.
- No plans shall be recorded, and no permits issued, until the applicant demonstrates that final easements are signed and recorded.

Suggested Motion Approval:
I make a motion to **[approve/approve with condition(s)/deny]** the proposal on behalf of Auburn Town Center Apartments, LLC for the construction of a 53-unit residential development

at 15 Academy Street pursuant to Chapter 60 Article IV, Division 14 – Form Based Code, Article XVI, Division 2 – Site Plan, Division 3 – Special Exception and Division 4- Subdivision.

GORRILL PALMER
An LJB Engineering Company

300 Southborough Drive, Suite 200, South Portland, ME 04106
(207) 772-2515 | GorrillPalmer.com

January 30, 2026

Ms. Sam Peikes,
Planning Coordinator
City of Auburn
60 Court Street
Auburn, ME 04210

Subject: Auburn Town Center Apartments
15 Academy Street
Site/Subdivision/Special Exception Review Application
Letter of Response to Comments #4

Dear Sam,

On behalf of **Auburn Town Center Apartments, LLC (Applicant)** our office is providing this letter of response in support of the ongoing Site Plan, Subdivision, & Special Exception Application for the multi-family residential development at 15 Academy Street. As identified at the January 13th Planning Board meeting, we understand the project is subject to a Special Exception Review as identified in Chapter Sec. 60-556(b)(3) and Sec. 60-556(b)(5). Special Exceptions are reviewed under Sec. 60-1335 – Sec. 60-1337. The following information is being provided in support of those standards.

SPECIAL EXCEPTION STANDARDS

Chapter 60, Article XVI, Division 3 of the City of Auburn Code of Ordinances (City Code) defines the procedures and approval criteria for a special exception review. The applicable standard sections are provided below in *italics* followed by our evidence demonstrating compliance in **bold**.

Sec. 60-1336: Conditions.

(a) As conditions prerequisite to the granting of any special exceptions, the board shall require evidence of the following:

1. That the special exception sought fulfills the specific requirements, if any, set forth in the zoning ordinance relative to such exception.

Per Sec.60-556(b), the project requires a Special Exception review due to the following standards:

- **The project proposes a total of 12,000 SF of new construction including all floors.**
- **The project seeks a waiver from the Form-Based Code**

The building, although proposing to create more than 12,000sf of total floor area, remains in compliance with the Form-Based Code building lot coverage and other space and bulk standards. Additionally, the Applicant requested a waiver for the building width along the Academy Street frontage based on evidence provided that the building has both horizontal and vertical design elements which help to break up the building length. The Board held a discussion and, ultimately, voted to approve this waiver at the January 13th meeting. We understand the project meets all other standards of the Zoning Ordinance and Form-Based Code.

2. *That the special exception sought will neither create nor aggravate a traffic hazard, a fire hazard or any other safety hazard.*

   As part of the Site Plan and Subdivision Review with City Staff and the Planning Board to date, the Applicant has provided a Traffic Analysis in accordance the Sec. 46-235. This analysis confirmed that no adverse impacts to the current traffic patterns or adjacent roadway and intersection capacity are anticipated as part of this project. No high crash locations were identified within the study area warranting further review for vehicular or pedestrian safety hazards. The project has been reviewed and accepted by the Fire Department for general access into and around the site for emergency services. The proposed building, although not reviewed under the Site Plan, Subdivision, or Special Exception standards, will meet, and must meet, any and all NFPA and Building Codes to ensure proper safety standards are met for the structure. Based on this information, we conclude the project will not result in or create an unsafe condition related to traffic, fire, or other safety elements.

3. *That the special exception sought will not block or hamper the master development plan pattern of highway circulation or of planned major public or semipublic land acquisition.*

   The proposed development is an infill project within the T-4.2 Traditional Downtown Neighborhood meeting those Form Based Code standards and does not propose altering traffic movement patterns in the immediate downtown area. We are familiar with and understand the long-term goals of the City regarding traffic and pedestrian improvements in the vicinity of Elm, High, Minot, and Academy Streets, some of which have already been employed. The project will directly benefit from these recent and/or upcoming improvements and will not hamper or adversely impact the current and existing facilities. The site will maintain a similar curb cut location along Main Street and will reconstruct the affected sidewalk along the project frontage. The property is not part of any long-term public or semi-public acquisitions planned by the City. As you know, the 15 Academy and 261 Main Street parcels were offered for sale by the City for development opportunities.

4. *That the exception sought will not alter the essential characteristics of the neighborhood and will not tend to depreciate the value of property adjoining and neighboring the property under application.*

The building height, materials, and massing reinforce the existing urban character along Academy and Main Streets, while landscaping and buffering mitigate potential impacts to adjacent residential properties. The proposed development is a substantial investment in the downtown area and will redevelop two vacant properties along Main and Academy Streets. This project will be a substantial improvement to the neighborhood and is anticipated to assist in increasing property values. The development will provide much-needed new housing stock in the downtown area to support local housing needs and businesses.

5. *That reasonable provisions have been made for adequate land space, lot width, lot area, stormwater management in accordance with section 60-1301(14), green space, driveway layout, road access, off-street parking, landscaping, building separation, sewage disposal, water supply, fire safety, and where applicable, a plan or contract for perpetual maintenance of all the common green space and clustered off-street parking areas to ensure all such areas will be maintained in a satisfactory manner.*

   The site's 1.44-acre area allows the proposed 53-unit building, parking, circulation, and amenity space to be accommodated without overcrowding. Stormwater runoff will be managed through a subsurface chamber system designed in accordance with Section 60-1301(14) and MaineDEP standards, with long-term operation and maintenance procedures provided. The site is served by existing public water and sewer with confirmed capacity, emergency vehicle access has been reviewed by the Fire Department, and shared parking, access, and landscaped common areas will be maintained through recorded easements and ownership responsibilities.

6. *That the standards imposed are, in all cases, at least as stringent as those elsewhere imposed by the city building code and by the provisions of this chapter.*

   The proposed development has been designed to comply with all applicable requirements of the City's Zoning Ordinance and Form-Based Code and will be constructed in accordance with the City of Auburn Building Code and other applicable codes.

7. *That essential city services which will be required for the project are presently available or can be made available without disrupting the city's master development plan.*

   This project has been reviewed by the local utility companies and applicable City Departments who have all approved of the project as proposed. We understand the public safety/emergency services can support the building. The project will not adversely affect the local school systems. Public utilities have capacity to serve the project's need for water, sewer, and power.

CLOSURE

We appreciate the opportunity to provide this additional information and look forward to Staff and the Board's continued review of this application. If you require any additional information, please do not hesitate to contact me directly.

Sincerely,

GORRILL-PALMER

Kaleb Bourassa, P.E.
Project Manager
Phone: 207-772-2515 x297
kbourassa@gorrillpalmer.com

Attachments:

cc: Matt Leonard, Auburn Town Center Apartments, LLC

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GORRILL PALMER
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(207) 772-2515 | GorrillPalmer.com

December 29, 2025

Ms. Sam Peikes
Planning Coordinator
City of Auburn
60 Court Street
Auburn, ME 04210

Subject: Auburn Town Center Apartments
15 Academy Street
Site/Subdivision Review Application

Dear Sam,

On behalf of **Auburn Town Center Apartments, LLC (Applicant)** our office is providing this letter requesting to be heard for final review by the Planning Board at their next available meeting on January 13th, 2026. As you are aware, this project received Preliminary Approval at the December 9th Planning Board meeting. Pursuant to our conversation after the Preliminary Plan approval, we understand no additional application materials need to be provided in support of the final review application.

As a brief summary to our previous submissions and conversations with the Board, we have provided additional information related to traffic queueing and capacity, driveway sight distance, financial capacity, offsite parking requirements, architectural updates, and the waiver request. One remaining item perhaps requiring additional input as enumerated by Planning Staff is regarding the sight distance conflict at the project driveway. We have reached out to the Police Department and confirmed that no change or removal of the on-street parking is necessary at this time. An email confirming this conclusion with the police department is provided with this letter.

We appreciate the opportunity to provide this update and look forward to being heard at the Planning Board's next available meeting on January 13th, 2026. If you require any additional information, please do not hesitate to contact me directly.

Sincerely,

GORRILL PALMER

Kaleb Bourassa, PE
Project Manager
Phone: 207-772-2515 x297
kbourassa@gorrillpalmer.com

cc: Matt Leonard, Auburn Town Center Apartments, LLC

Attachments: Police Correspondence

Kaleb Bourassa

From: Ben Quinnell <bquinnell@auburnmaine.gov>
Sent: Tuesday, December 23, 2025 8:25 AM
To: Kaleb Bourassa
Subject: Re: [External]RE: [External]RE: [External]RE: [External]RE: Planning Board Agenda and Packet

Good morning Kaleb,

The easiest way to go about this would be to leave the Main Street parking situation as it currently is. Any changes to the current format would need to be brought before the council for review and approval. The only " No Parking" condition listed in the current ordinance that is close to the area in question is:

On the westerly side beginning at the northerly curbline of Academy Street and extending northerly for 68 feet

Lieutenant Benjamin Quinnell
Auburn Police Department
60 Court Street, Auburn, ME 04210
207.333.6650 X2066

The City of Auburn is subject to statutes relating to public records. E-mail sent or received by City employees are subject to these laws.
Senders and receivers of City e-mail should presume that messages are subject to release.

From: Kaleb Bourassa <kbourassa@gorrillpalmer.com>
Sent: Monday, December 22, 2025 11:21 AM
To: Ben Quinnell <bquinnell@auburnmaine.gov>
Subject: [External]RE: [External]RE: [External]RE: [External]RE: Planning Board Agenda and Packet

You don't often get email from kbourassa@gorrillpalmer.com. Learn why this is important
Hi Lieutenant,

I just called and left a message at your desk. I wanted to follow up with you on our recent exchange regarding this potential on-street parking conflict. Planning Staff are hoping that you and I may come to an agreement together as to best approach. In my opinion, I don't think any action is necessary based on the information below. Additionally, as I review on street-view it doesn't appear that technically the northwest side of Main Street is striped or signed for on-street parking. So, technically this is also a non-issue?

Can you let me know your thoughts?

Kaleb Bourassa | Project Manager
GORRILL PALMER
An LJB Engineering Company
300 Southborough Drive, Suite 200 | South Portland, ME 04106
207.772.2515 x297 (office)
www.gorrillpalmer.com

From: Kaleb Bourassa <kbourassa@gorrillpalmer.com>
Sent: Sunday, December 7, 2025 1:50 PM
To: Ben Quinnell <bquinnell@auburnmaine.gov>
Subject: RE: [External]RE: [External]RE: [External]RE: Planning Board Agenda and Packet

Thanks, Lieutenant,

My opinion of this potential conflict is that this would not be an unordinary condition for most driveways in the downtown area where onstreet parking exists and, although it would be alleviated by the removal of an onstreet parking space, it may not warrant it understanding that this sight distance measurement only accounts for a specific location and height of measure at the driveway (10' from travel way and 3.25' off the ground) when in fact someone exiting the site would have the ability to also pull forward enough to see past the parked car and safely exit the driveway.

If it seems reasonable to you to keep the onstreet parking spaces given the above, I'd request perhaps you're approval of the same and I can report back to the Planning Dept. and Planning Board that we have at least discussed and intend to keep the onstreet parking spaces as is.

Thanks,

Kaleb Bourassa | Project Manager
GORRILL PALMER
An LJB Engineering Company
300 Southborough Drive, Suite 200 | South Portland, ME 04106
207.772.2515 x297 (office)
www.gorrillpalmer.com

From: Ben Quinnell <bquinnell@auburnmaine.gov>
Sent: Tuesday, November 25, 2025 10:58 AM
To: Kaleb Bourassa <kbourassa@gorrillpalmer.com>
Subject: Re: [External]RE: [External]RE: [External]RE: Planning Board Agenda and Packet

Good morning, Kaleb,

I did meet with David in regard to the concerns. After meeting with him it is my understanding that the concern is regarding a few preexisting curbside parking spaces that are at or near the driveway exit. I discussed this concern with Deputy Chief Cougle to see what, if anything we might be able to do to help address this. I was informed that in order to add or remove designated parking areas; it would need to be approved at the city level and potentially a change to city ordinance. Ultimately, the city administration would have to make the determination on how to proceed.

Lieutenant Benjamin Quinnell

Auburn Police Department

60 Court Street, Auburn, ME 04210

207.333.6650 X2066

The City of Auburn is subject to statutes relating to public records. E-mail sent or received by City employees are subject to these laws.

Senders and receivers of City e-mail should presume that messages are subject to release.

From: Kaleb Bourassa <kbourassa@gorrillpalmer.com>
Sent: Monday, November 24, 2025 2:59 PM
To: Ben Quinnell <bquinnell@auburnmaine.gov>
Subject: [External]RE: [External]RE: [External]RE: Planning Board Agenda and Packet

You don't often get email from kbourassa@gorrillpalmer.com. Learn why this is important

Hi Leiutenant,

I just left a voicemail at your desk and wanted to follow up. Please let me know your thoughts and if the Police Department takes issue with the current sight distance which may potentially be obstructed for our proposed driveway onto Main Street. This is certainly an existing condition which I would think would be acceptable, however, interested to hear your thoughts and what I may be able to report back to the Planning Board and Planning Staff.

Thanks,

Kaleb Bourassa | Project Manager

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From: Kaleb Bourassa
Sent: Monday, November 17, 2025 3:17 PM
To: Ben Quinnell <bquinnell@auburnmaine.gov>
Subject: RE: [External]RE: [External]RE: Planning Board Agenda and Packet

Hi Ben,

I trust you've been caught up to speed as David Hediger has mentioned. I'm looking for some guidance on the on-street parking that has been identified to hinder the view from our driveway. Although it was identified in our analysis, what wasn't mentioned was that this is a pre-existing condition where our project driveway will remain in the same location as the existing driveway serving the site. If the City would like to remove the on-street parking space then we as the Applicant are certainly amenable to that approach. It would be good to understand how that would be done if that is the case.

Kaleb Bourassa | Project Manager
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From: David Hediger <dhediger@auburnmaine.gov>
Sent: Monday, November 17, 2025 3:13 PM
To: Kaleb Bourassa <kbourassa@gorrillpalmer.com>; Matt Leonard <mattjleonard@gmail.com>
Cc: Ben Quinnell <bquinnell@auburnmaine.gov>
Subject: RE: [External]RE: [External]RE: Planning Board Agenda and Packet

Kaleb:
Please reach out to Lieutenant Ben Quinnell (copied) at Auburn PD regarding the on-street parking between Elm and Academy. I provided him with a summary of the concerns.

Thanks.

David Hediger, Director of Planning
City of Auburn
60 Court Street, Auburn, ME 04210
207.333.6601 X1154

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November 24, 2025

Mr. David Hediger
Director of Planning
City of Auburn
60 Court Street
Auburn, ME 04210

Subject: Auburn Town Center Apartments
15 Academy Street
Site/Subdivision Review Application
Letter of Response to Comments #3

Dear David,

On behalf of **Auburn Town Center Apartments, LLC (Applicant)** our office is pleased to provide this letter of response in support of the ongoing Site Plan & Subdivision Review Application for the multi-family residential development at 15 Academy Street. At this time, we understand that the Staff review of the application has been satisfied, however, several items requiring further discussion arose from the Planning Board's initial review of the application which we are providing below. We have provided a summarized version of these additional items for discussion below in *italics* followed by our responses for the City's consideration in **bold.**

1. *Traffic:*
    - *Sight distance obstructed by adjacent parking on Main Street.*
    - *Potential conflict with driveway access and queueing from Academy/Main Street Intersection.*

    Response: Planning Staff and our office have contacted the Police Department for input on the sight distance conflict identified and are awaiting a response. In our opinion, the sight distance conflict is an existing condition which is true for most all driveways in this area onto Main Street and, so, the parking spaces could effectively be kept in place. However, we remain amenable to whatever solution City Staff pursue to this issue.

    An additional Traffic Impact Analysis was completed dated November 15, 2024 and previously submitted to the City for review which was unintentionally omitted from this Site & Subdivision application but is now provided with this updated response package. This analysis studied the adjacent intersections at Academy/Main Street and Elm/Main Street and concluded that these two intersections and the project driveway would operate at acceptable levels of service and required no additional review or mitigation. In addition to this traffic analysis, Gorrill Palmer also consulted with AVCOG traffic engineering to confirm their understanding of the levels of service of these adjacent intersections. It is understood that the southbound approach to the

Academy/Main Street intersection does not experience lengthy queues which agrees with the counts and modelling prepared to date.

2. *Off-site parking to meet parking requirements.*

Response: The Applicant has coordinated and come to a verbal agreement with the owner of the properties located at 143, 145, and 164 High Street to provide additional off-street parking for the project. As previously identified, the project requires 15 additional parking spaces to meet the parking requirements of the code which includes solely parking spaces for guest parking. A letter acknowledging this agreement is forthcoming and will be provided to the Planning Department as soon as it is received.

3. *Financial Capacity update.*

Response: The Applicant has met with Planning Staff to discuss this requirement further and is currently coordinating with their financial institution to provide an updated letter. This will be provided to the Planning Department as soon as it is received.

4. *Architectural Plan Updates:*

Response: Revised architectural plans are provided with this letter which include a revised elevation sheet A201 demonstrating the façade revisions undertaken to avoid upsetting the blank wall requirements of the form-based code. Sheet A001 has been removed from the plan set which was an informative plan only and did not reflect the correct underlying civil site layout conditions.

We appreciate the opportunity to provide this additional information and look forward to Staff and the Board's continued review of this application. If you require any additional information, please do not hesitate to contact me directly.

Sincerely,

GORRILL PALMER

Kaleb Bourassa, PE
Project Manager
Phone: 207-772-2515 x297
kbourassa@gorrillpalmer.com

cc: Matt Leonard, Auburn Town Center Apartments, LLC

Attachments: Traffic Impact Analysis
Revised Architectural Plans

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An LJB Engineering Company

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(207) 772-2515 | GorrillPalmer.com

Traffic Impact Analysis

To: **Mr. Eric Cousens**
City Planner

From: **Randy Dunton, PE, PTOE**
Project Manager

Date: **November 15, 2024**

Re: **Proposed Residential Development**
15 Academy Street, Auburn, ME
Auburn Town Center Apartments, LLC

Project Understanding

The proposed project site is made up of two parcels located at 15 Academy Street and 261 Main Street. It is our understanding that the proposed use will include 53 residential units within a three-story building with associated parking. The property is currently vacant with a cleared lawn area along Academy Street and parking with access from Main Street.

Ch. 46, Article V, Division 4 – Traffic Impact Analysis Standards, Section 46-235 outlines the procedures for conducting a traffic impact analysis. Those standards are repeated below followed by our responses/results for the required information.

Analysis

Sec. 46-235. Procedure for conducting analysis.

a) Inventory of existing and proposed land use.

1) Existing land use. Site location and setting are important in determining the potential impacts of development on a given site. The site description shall include the following:

a. Exact physical location of the proposed development.
Made up of two parcels located at 15 Academy Street and 261 Main Street.

b. Physical characteristics, such as land configuration, unique features, water bodies, trees, developable acres and topography.
The existing lot is currently made up of an empty field, wooded area, and an existing parking lot. There are 1.42 acres of developable land for the proposed project.

c. Existing land uses, such as the actual use, zoning and land use classification.
Based on the Auburn, Maine zoning viewer the existing land around the proposed project is located in Traditional Downtown neighborhood. The zoning for the proposed project is located in Traditional Downtown neighborhood.

d. Land uses of adjacent property.
Based on the Auburn map of the 2021 City of Auburn Comprehensive Plan the adjacent property to the north, west, and east is located in a growth area. The adjacent property to the south is both a growth area and a non-growth area.

2) *Proposed land use. Adopted comprehensive plans, community development plans, long range plans or similar documents shall be checked as part of the inventory of proposed land uses. This will provide an indication of the type and direction of future development that is generally acceptable to the community and that may be facilitated by community facilities, such as streets, sewers and water lines. Quantification of trip generation shall also be developed.*

Quantification of Trip Generation:

Trip generation for the site has been calculated using the Institute of Transportation Engineers' (ITE) publication, *Trip Generation,* 11th Edition, the most recent edition accepted by MaineDOT. (See attached supporting information for trip generation) Recent MaineDOT methodology requires review of both average rate and the fitted curve equation in determining trip generation. If the $r^2 \geq 0.80$, then the fitted curve equation is typically used. If $r^2 < 0.80$, then the average rate is typically used. After careful review of the Land Use Code (LUC) provided in the 11th Edition of the *Trip Generation*, the following was selected to calculate the trip generation for the proposed site:

Proposed Trip Generation Variables

- **LUC 220 – Multifamily Housing (Low-Rise) – 53 Units**

Table 1 – Trip Generation

Time Period	Trip Generation (Trip Ends)	
	Rate	Trips
Weekday	7.83*	415
AM Peak Hour of Adjacent Street	0.40	21
PM Peak Hour of Adjacent Street	0.51 (0.81)*	27 (43)*
AM Peak Hour of Generator	0.47	25
PM Peak Hour of Generator	0.57 (1.08)*	30 (57)*
Saturday Peak Hour of Generator**	0.41	22

*** Based on using fitted curve equation**

****Only one study available for comparison**

It should be noted that in reviewing the fitted curve and average rates for this land use, the trip generation for the two PM peak hours using the fitted curve equations appeared excessively high, since the fitted curve equations automatically add 20.55 & 34.78 trips to the PM peak hour of adjacent street and generator respectively, regardless of the number of units. Therefore, for the purposes of this evaluation, the average rates were used since they appeared more accurate and consistent with the AM peak hours.

Table 2 – Trip Distribution

Time Period	Trip Distribution (Trip Ends)		
	Enter	Exit	Total
Weekday	208	207	415
AM Peak Hour of Adjacent Street	5	16	21
PM Peak Hour of Adjacent Street	17	10	27
AM Peak Hour of Generator	6	19	25
PM Peak Hour of Generator	19	11	30
Saturday Peak Hour of Generator	11	11	22

MaineDOT Traffic Movement Permit: To require a MaineDOT Traffic Movement Permit (TMP), the project must generate a net increase of 100 trip ends during any hour of any day. MaineDOT has two levels of Traffic Movement Permit (TMP), a 100-200 passenger car equivalents (pce) and an over 200 pce. Based on the net increase in trip generation, this project will not require a MaineDOT TMP since it does not exceed 100 trip ends during any hour.

b) *Inventory of existing and proposed transportation system.*

1) *Existing transportation system. An understanding of the nature and function of the existing and proposed transportation system in the area near a proposed development site is essential for predicting traffic patterns, performing the traffic analysis and developing necessary improvement alternatives. The following information shall be provided:*

a. *Current and proposed street network, including functional classification, route jurisdiction and the number of moving traffic lanes.*

The site is proposed to use Main Street as the primary access location. Vehicles exiting the proposed development can be expected to utilize the surrounding street network of Main Street (Route 136), Academy Street, and High Street. Main Street is classified as a minor arterial, Academy Street and High Street are classified as an "other principal arterial". Each street has one travel lane in each direction.

b. *Geometrics and characteristics, especially at critical intersections, including such items as curb parking and potential street improvements.*

Due to the low volume of trips generated by the proposed residential units, the study of intersections do not go past Elm Street / Main Street and Academy Street / Main Street.

Elm / Main Street: There is street parking traveling southbound before and after the intersection. A left turn lane is provided traveling northbound to turn onto Elm Street. Right and left turn lanes are provided for vehicles traveling from Elm Street to Main Street. Crosswalks are provided on the north and west sides of the intersection.

Academy Street / Main Street: There is no street parking entering this intersection. A right turn lane is provided traveling southbound, a left turn lane is provided northbound, right and left turn lanes are provided traveling

eastbound. Crosswalks are provided on all three approaches.

c. *Intersection traffic control.*
The intersection of Academy Street / Main Street is a signalized intersection. The intersection of Elm Street / Main Street is an unsignalized intersection.

d. *Signal timing and system operation at signalized intersections.*
See attached signal and timing operations for the Main Street @ Academy Street intersection. This information was provided by ATRC. It should be noted that the capacity analysis provided herein is based on optimizing signal timing.

e. *Existing or proposed intersection and development access points and configurations.*
The proposed access will be onto Main Street. Vehicles will travel through the intersections of Academy Street / Main Street and Elm Street / Main Street.

f. *Existing and proposed rights-of-way.*
The right of way exists along the north side of Academy Street and along the west side of Main Street.

g. *Available hourly traffic counts.*
A traffic count was completed at the intersections of Elm Street / Main Street and Academy Street / Main Street. The traffic counts were completed by accurate counts from 3:00 PM to 6:00 PM on Thursday November 10, 2022, and Saturday November 12, 2022. This information was obtained by a recently accepted TMP by Sebago Technics at 186 Main Street, Auburn, ME. (See attached).

h. *Peak period turning movements at critical intersections.*
PM peak hour is provided for the intersection of Academy Street / Main Street. (See attached).

i. *Accident information.*

To complete the safety review, information presented on MaineDOT Public Map Viewer was reviewed and the latest three-year crash history (2021-2023) was requested from MaineDOT (see attached). The purpose of this review was to identify if there are any high crash locations within the study area. To evaluate whether a location has a crash problem, MaineDOT uses two criteria to define a High Crash Location (HCL). Both criteria must be met to be classified as an HCL. The criteria are as follows:

1. **A critical rate factor (CRF) of 1.00 or more for a three-year period. A CRF compares the actual crash rate to the rate for similar intersections in the state, A CRF of less than 1.00 indicates a rate of less than average and:**

2. **A minimum of eight crashes over the same three-year period.**

Based on a review of the crash history information, there are no HCLs within the study area of the site.

j. *Transit routes/headways.*
There are two transit routes traveling through the intersection of Elm Street / Main Street, CityLink Bus route 4 & 9. CityLink Bus route 9 is the only transit route that travels through the intersection of Academy Street / Main Street.

k. *Transit stops/station locations.*
There is a transit stop on Elm Street, at the intersection of Elm Street / High Street.

2) *Proposed transportation system.*
   a. *Comprehensive transportation plan.*
   In reviewing the 2021 Auburn Comprehensive Transportation Plan, there are several mentions of possible improvements to the intersections being evaluated for this project. A recommendation of increased on street parking for Elm Street, Academy Street, and Main Street was mentioned. A recommendation was to encourage traffic to use Elm Street as the primary route from Main Street to Minot Avenue.
   b. *Future improvements, committed and planned.*
   Due to the low volume of trips our project will generate, we do not expect the adjacent roadway network to require any mitigation.

c) *Forecasted nonsite traffic volumes. Nonsite traffic consists of through traffic volumes, having neither an origin nor a destination in the vicinity of the development, and traffic generated by developments adjacent to and affected by, or having an impact on, the proposed development. Methods used to determine nonsite traffic volumes shall include use of the following:*
   1) *Comprehensive transportation plans or related data projections; land use and socioeconomic information shall be checked.*
   Comprehensive transportation plans show that the City would like to continue improving its mobility around the City.
   2) *Typical annual growth rates; sufficient historic volume information shall be provided and factors shall be developed to apply to existing counts.*
   Based on other completed Gorrill Palmer projects in the Auburn area, the annual growth rate is 0.5%/year.
   3) *Known site-specific development in planning/construction phases.*
   None identified that would impact or change the conclusions of this review.

d) *Site related traffic. Site related traffic shall be determined as follows:*
   1) *Divide activities associated with development into components.*
   All the traffic generated within our proposed development will be residential.
   2) *Identify trip generation units of measure and rates for components.*
   Refer to section A.2. for trip generation calculations.
   3) *Estimate development-generated units of measure and rates for components.*
   Refer to section A.2. for trip generation calculations.
   4) *Identify the critical hours of analysis, such as the adjacent street morning and evening peak hours or the proposed development peak hour of activity.*
   The completed trip generation shows that the PM peak hour of the generator will generate the most activity to/from the development.
   5) *The trips generated shall then be distributed to the transportation system on the basis of land use, population or employment, distance, accessibility and any local factors affecting distribution. The distribution should reflect conditions for the analysis year, and the methodology should be well documented.*
   Trip distribution is based on knowledge of the area, MaineDOT AADT, and a PM traffic count provided by Accurate counts in 2022. (See attached).
   6) *If the magnitude of the development is significant, a determination of the mode of travel*

may be necessary. The determination of trips generated is most likely in terms of vehicle trips; therefore, an assessment of vehicle occupancy shall be performed to convert vehicle-trips to person-trips. Then, the alternative modes of travel shall be analyzed as to their attractiveness to development-generated traffic.

The magnitude of the development trips will not be significant.

7) *Trips for various transportation modes shall be assigned to existing and proposed transportation networks based on available system capacity, convenience and other relevant criteria. Traffic assignments shall reflect logical routing and realistic roadway capacity potential.*

To be conservative, all trips were assumed to be vehicular. In reality, it is expected that some of the tenants will use other forms of transportation such as walking, bicycling, and transit.

e) *Traffic analysis.*

1) *Non-site and site-related traffic shall be combined (i.e., the traffic volumes for the various stages of the proposed development and the determined analysis periods (morning, evening or development peak hours), estimated in previous steps, in order to obtain estimates of total projected traffic volumes).*

The most significant impact for this project would be expected to occur in the PM peak hour. A capacity analysis for the PM peak hour is attached with the results summarized herein.

2) *Capacity analyses shall be conducted for all critical intersections and access points during peak traffic periods. Critical intersections usually fall into the following categories:*

a. *All major intersections within a certain distance of the development as agreed to by the city engineer.*

The intersections of Academy Street / Main Street and Elm Street / Main Street were identified for the capacity analysis, as they are the first major intersection in each direction from the site driveway.

b. *All affected intersections where development traffic would increase the volume to a level that would warrant improvements.*

The capacity analysis was completed for the PM condition with traffic counts completed by accurate counts on Thursday, November 10, 2022. Additional trips were added to these counts for our site and for the 186 Main Street Mixed Use Restaurant / Multi-Family Residential. The capacity analysis did not show that the intersections warranted mitigation.

c. *All affected intersections that operate or would, after development, operate below design levels of service.*

The capacity analysis shows the study area intersections are forecast to operate at acceptable levels of service.

3) *The results of the capacity analyses shall be used to identify street and road segments and intersections near the development that are or will, after development, be deficient in capacity, and to identify safety-related constraints.*

Capacity analyses have been completed using the Synchro/SimTraffic computer analysis software (Version 12). Hard copies of the capacity analyses are attached. Level of service rankings are similar to the academic rankings system where an 'A' is good with little control delay and an 'F' represents poor traffic conditions. If the level of service falls below a 'D' an evaluation should be made to determine if mitigation is warranted. The capacity analysis was completed for the PM peak hour assuming full occupancy of the site and using the existing geometry.

The following Tables 3 & 4 summarize the levels of service for an unsignalized and signalized intersections.

Table 3 – Unsignalized Intersection

Level of Service	Control Delay per Vehicle (s)
A	Less than 10.0
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	Greater than 50.0

Table 4 – Signalized Intersection

Level of Service	Control Delay per Vehicle (s)
A	Less than 10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	Greater than 80.0

The following Table 5 summarizes the results of the capacity analyses of postdevelopment conditions with both level of service and delay (rounded up to the nearest second) shown. The results represent the average of five SimTraffic runs.

Table 5 – Capacity Analyses – Postdevelopment

Intersection Movement	PM Peak Hour (delay/LOS)	
Main @ Academy	**Signalized**	
Academy Street EB	13	B
Main Street NB	8	A
Main Street SB	15	B
Total	12	B
Main @ Site Drive	**Unsignalized**	
Site Drive EB	12	B
Main Street NB	2	A
Main Street SB	2	A
Main @ Elm	**Unsignalized**	
Elm Street EB	14	B
Main Street NB	1	A
Main Street SB	4	B

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

Based on a review of the Capacity analyses data located in Table 5, the intersections are forecast to operate at adequate levels of service. Therefore, because of the minimal impact of the project's site traffic on the adjacent roadway network, no mitigation is required.

f) Street/road and access improvements. The information determined pursuant to subsection (e) of this section is then used to identify and evaluate improvements that can be made to maintain acceptable levels of service and to help decision-makers to determine whether the impact of the proposed development on the surrounding area is acceptable. Level of service D shall be considered appropriate for urban design unless otherwise indicated by the city engineer or as required in section 46-179(j) and (k). The following elements shall be addressed as applicable:

This Section is not applicable since no mitigation/improvements are required.

1) External street/road system improvements.

a. Review of design vehicle requirements.

b. New streets/roads and lanes.

c. New or modified interchanges.

d. Additional through lanes.

e. Turn lanes, including storage lengths.

f. Acceleration/deceleration and bypass lanes.

g. New signals.

h. Modification of existing signals.

2) Internal street system.

a. Review of design vehicle requirements.

b. Lane requirements.

c. Traffic control.

d. Driveway design.

3) Evaluation of improvements.

a. Impact on operating characteristics.

b. Cost.

Attachments:

Attachment A – Trip Generation
Attachment B – Signal Timing
Attachment C – Traffic Volumes
Attachment D – Crash History
Attachment E – Trip Distribution
Attachment F – Capacity Analysis

u:\3key hospitality\4228_academy street residential development_auburn\n traffic\final traffic analysis_2024.11.14.docx

GORRILL PALMER
An LJB Engineering Company

Attachment A

Trip Generation

Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

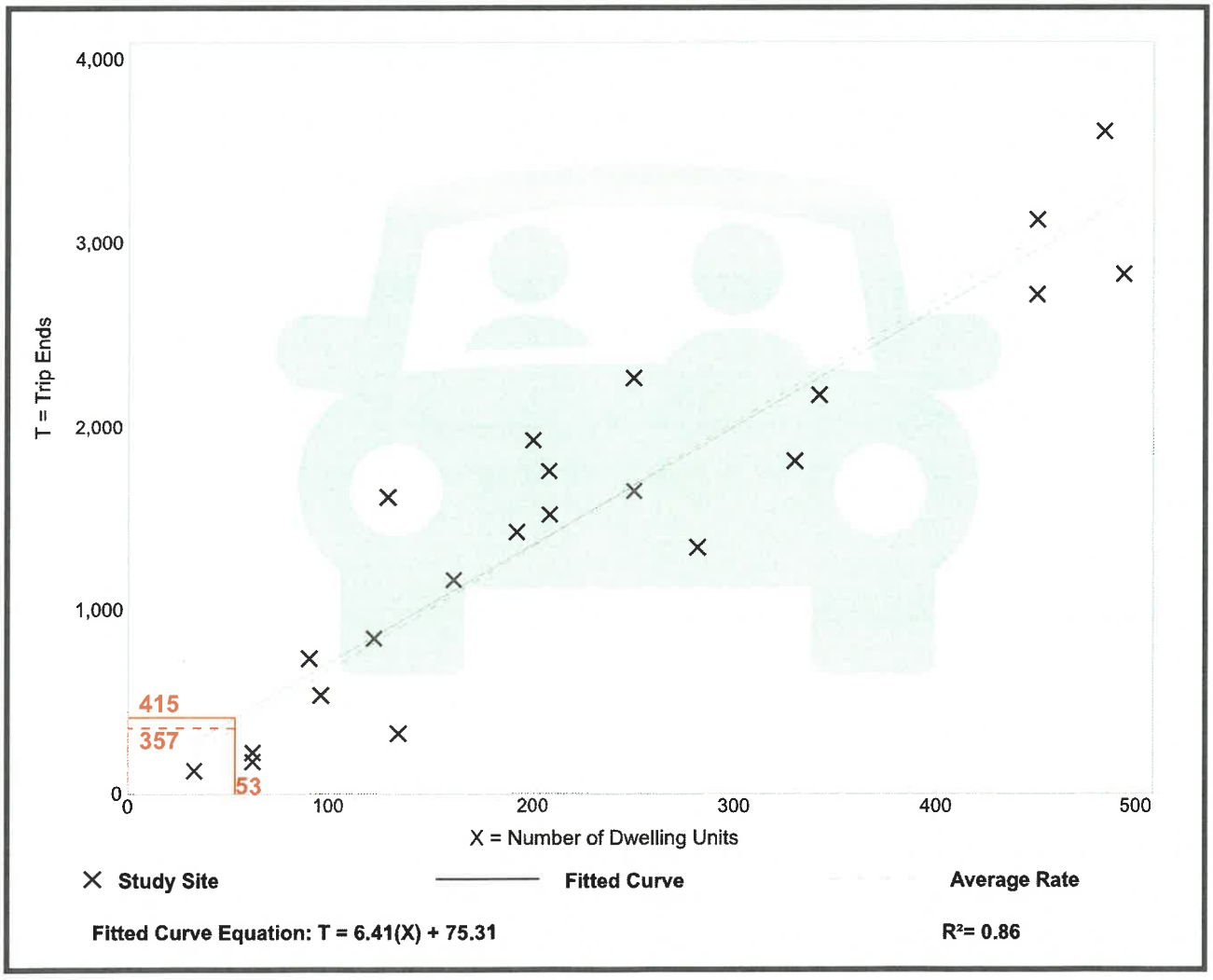
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

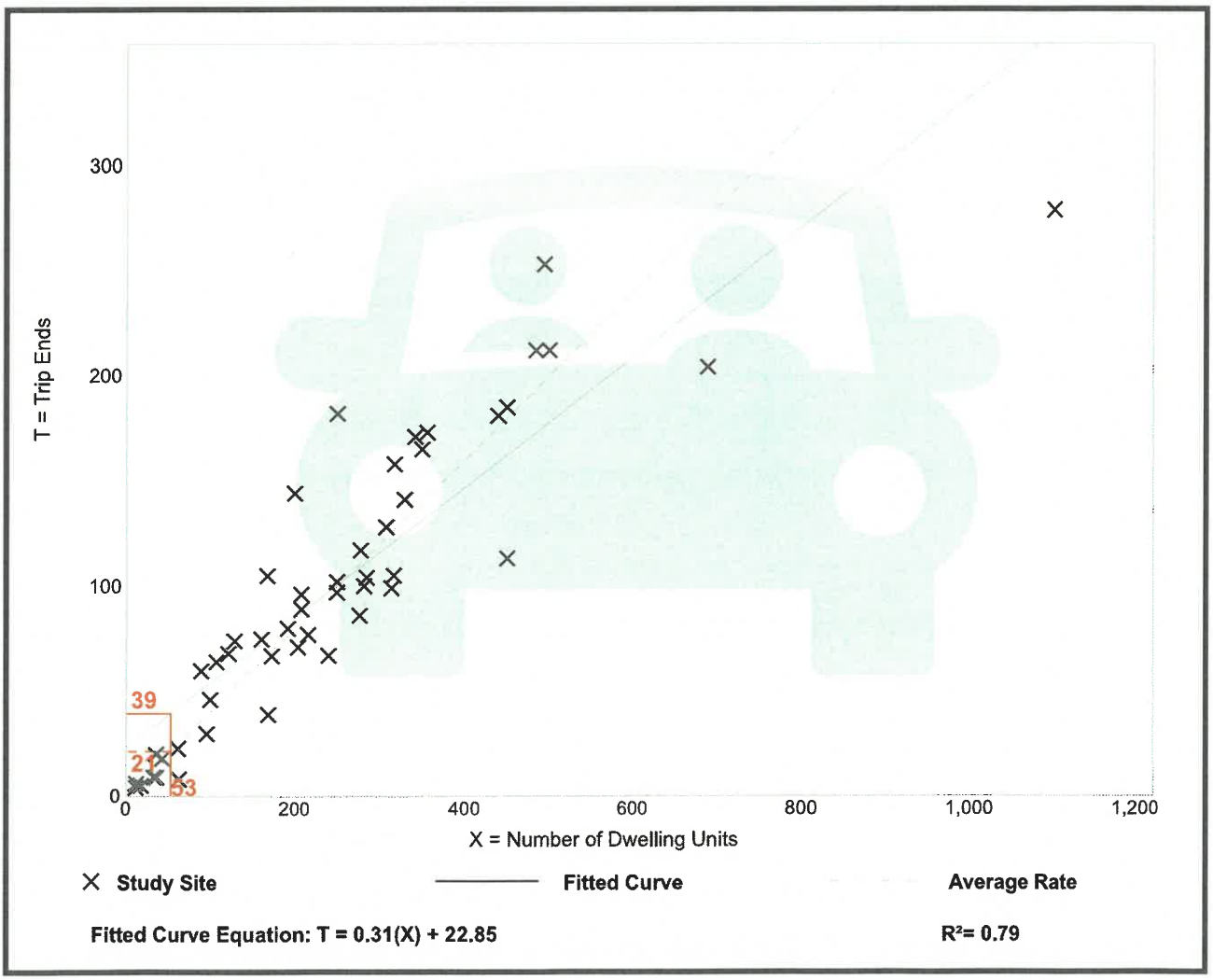
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	49
Avg. Num. of Dwelling Units:	249
Directional Distribution:	24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



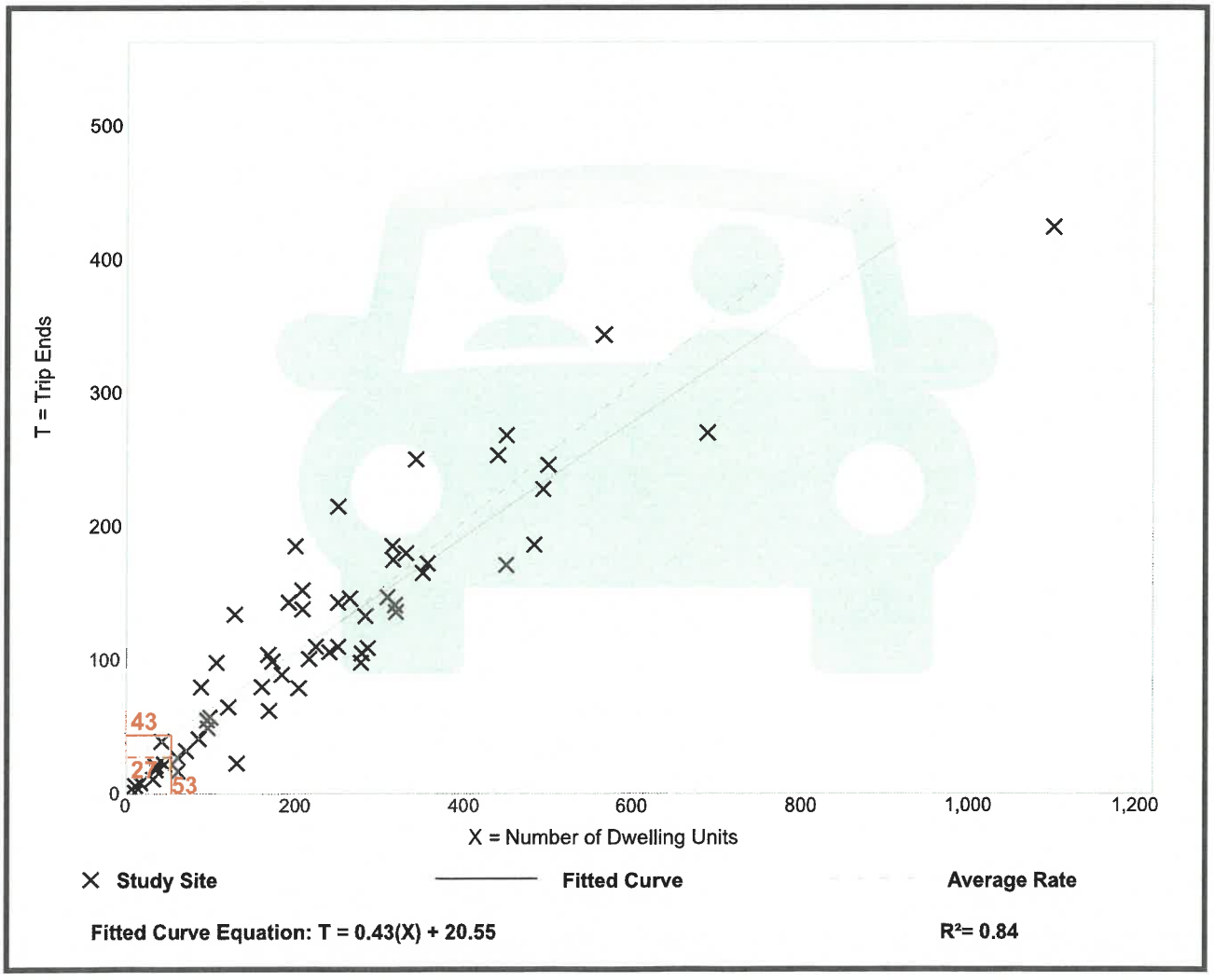
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

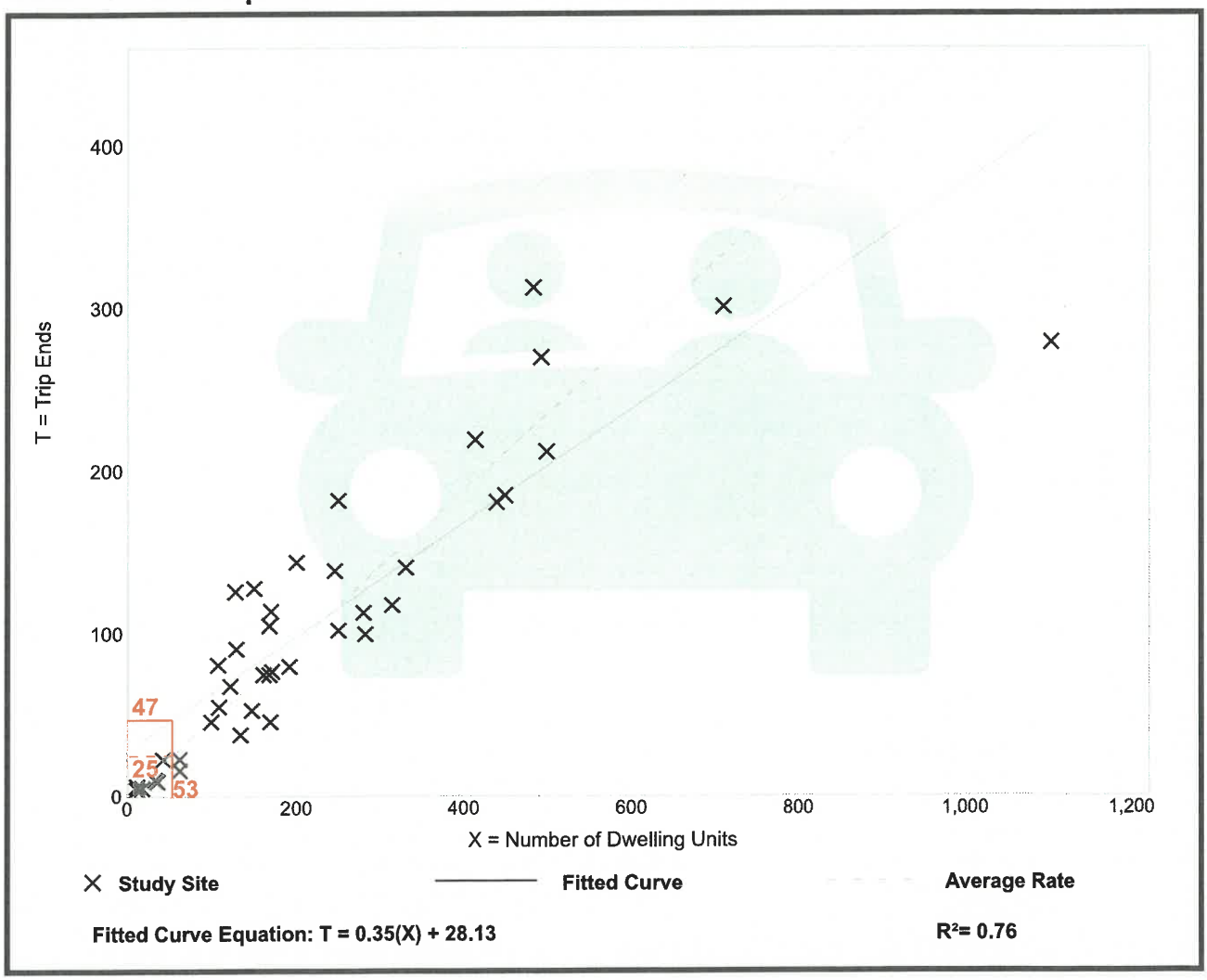
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 40
Avg. Num. of Dwelling Units: 234
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.25 - 0.98	0.16

Data Plot and Equation



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

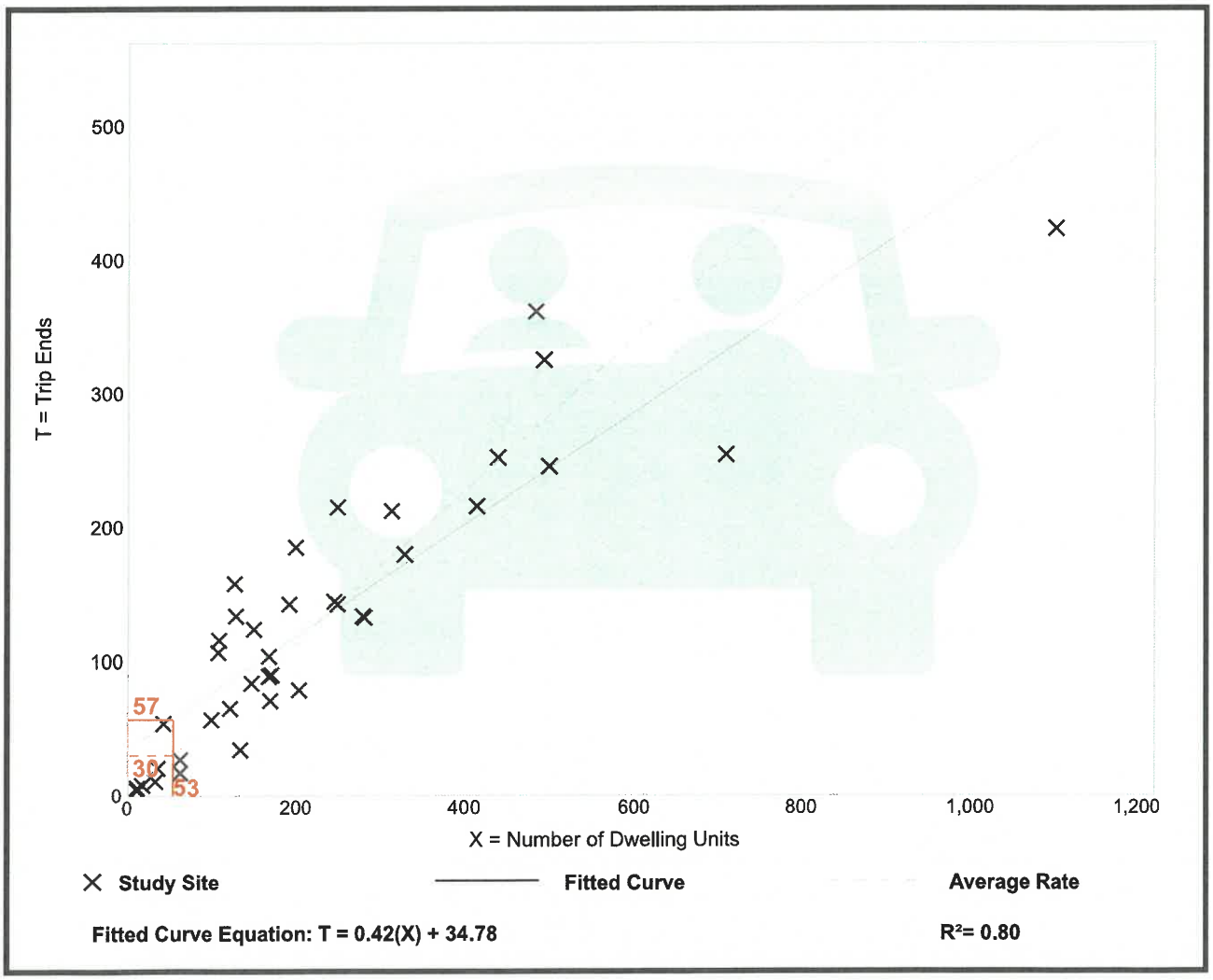
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 38
Avg. Num. of Dwelling Units: 231
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.25 - 1.26	0.20

Data Plot and Equation



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Saturday, Peak Hour of Generator**

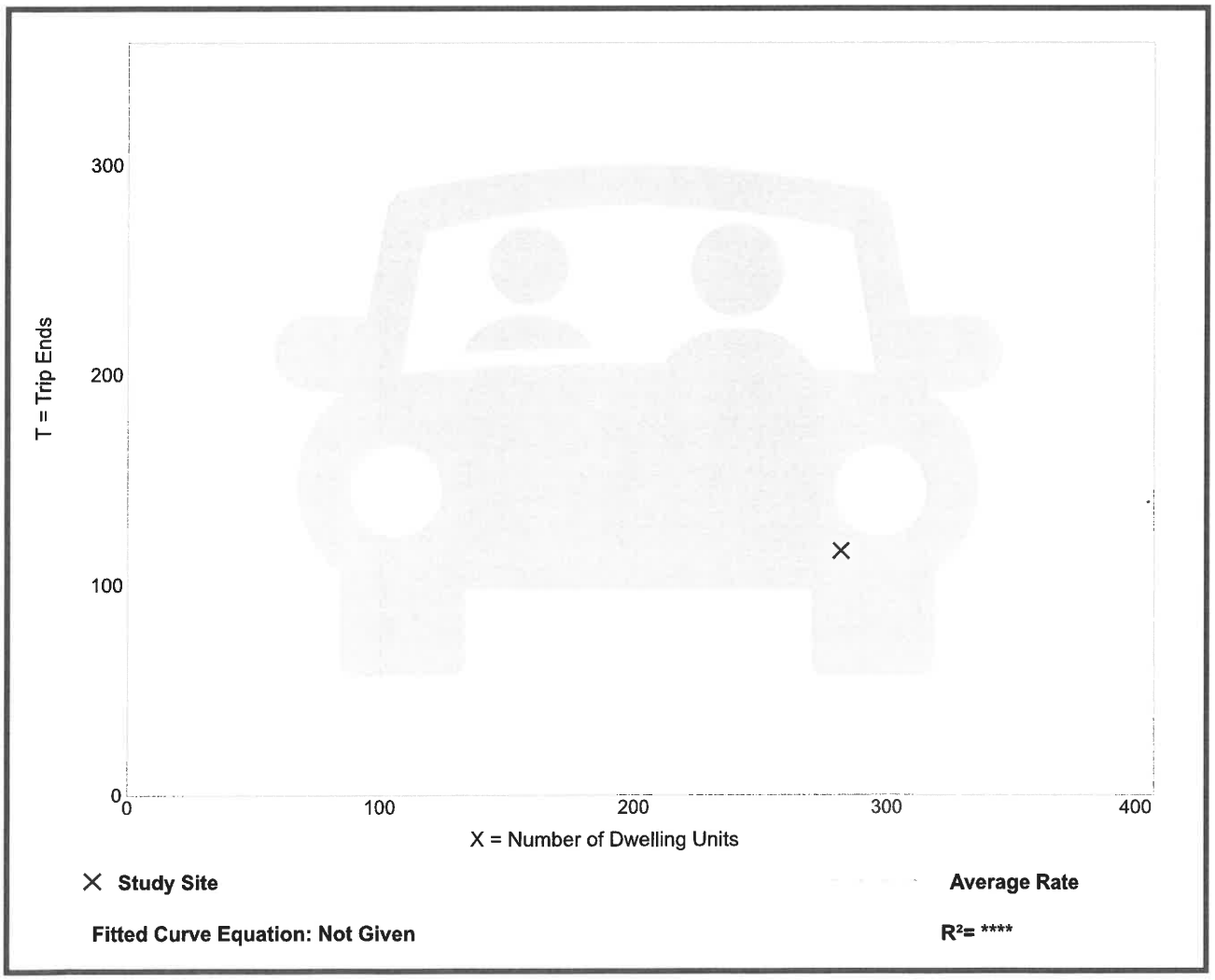
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Dwelling Units: 282
Directional Distribution: Not Available

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.41 - 0.41	*

Data Plot and Equation

Caution – Small Sample Size



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Attachment B

Signal Timings

Station : 117 - Main @ Academy (Standard File)

Phase [1.1.1]

	ϕ1	ϕ2 (NT)	ϕ3	ϕ4 (EL)	ϕ5 (NL)	ϕ6 (ST)	ϕ7	ϕ8	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Walk	0	5	0	5	15	5	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	13	0	15	0	18	0	0	0	0	0	0	0	0	0	0
Min Green	0	5	0	5	5	5	0	0	0	0	0	0	0	0	0	0
Passage	0	3	0	3	3	3	0	0	0	0	0	0	0	0	0	0
Max1	0	30	0	10	10	20	0	0	0	0	0	0	0	0	0	0
Max2	0	30	0	10	10	20	0	0	0	0	0	0	0	0	0	0
Yellow	3	3	3	3	3	3	3	3	0	0	0	0	0	0	0	0
Red	0	2.5	0	2.5	2.5	2.5	2	2	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Enable		ON		ON	ON	ON										
Auto Entry				ON				ON								
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall																
Ped Recall																
Soft Recall		ON				ON										
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable		ON		ON		ON		ON								
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Close Loop Active	OFF

Prepared By **System**	Date Implemented
Reviewed By	Approved By

AVCOG Timing Sheet 9/25/2024 3:50:04 PM

Station : 117 - Main @ Academy (Standard File)

PreemptionTimes[3.1]/Phases[3.2]/Options[3.3]/Times+[3.4]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash	ON	ON	ON	ON	ON	ON
Override Higher	ON	ON	ON	ON	ON	ON
Flash Dwell				ON	ON	ON
Link	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Min Duration	10	10	10	0	0	0
Min Green	10	10	10	0	0	0
Min Walk	0	0	0	0	0	0
Ped Clear	255	255	255	0	0	0
Track Green	0	0	0	0	0	0

Low Priority Preempt [3]

Preempt	7	8	9	10
Min	0	0	0	0
Max	0	0	0	0
Type				
Platoon Rx				
Cond Lockout				
Coord in Preempt				
Platoon Tx				
Lock				
Begin Mode	SKIP	SKIP	SKIP	SKIP
Priority P1	0	0	0	0
Priority P2	0	0	0	0
Priority P3	0	0	0	0

Min Dwell	10	10	10	0	0	0
Max Presence	120	120	120	0	0	0
Track R1	0	0	0	0	0	0
Track R2	0	0	0	0	0	0
Track R3	0	0	0	0	0	0
Track R4	0	0	0	0	0	0
Dwell P1	4	6	2	0	0	0
Dwell P2	0	0	5	0	0	0
Dwell P3	0	0	0	0	0	0
Dwell P4	0	0	0	0	0	0
Exit R1	2	2	2	0	0	0
Exit R2	6	6	6	0	0	0
Exit R3	0	0	0	0	0	0
Exit R4	0	0	0	0	0	0
Enable	ON	ON	ON			
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Track Over 1	0	0	0	0	0	0
Track Over 2	0	0	0	0	0	0
Track Over 3	0	0	0	0	0	0
Track Over 4	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Yellow	0	0	0	0	0	0
Red	0	0	0	0	0	0

Priority P4	0	0	0	0
Max Lockout	0	0	0	0
Ext Dwell	0	0	0	0
Ant Arrival	0	0	0	0
Max Grn 1	0	0	0	0
Max Grn 2	0	0	0	0
Max Grn 3	0	0	0	0
Max Grn 4	0	0	0	0
Max Grn 5	0	0	0	0
Max Grn 6	0	0	0	0
Max Grn 7	0	0	0	0
Max Grn 8	0	0	0	0
Max Grn 9	0	0	0	0
Max Grn 10	0	0	0	0
Max Grn 11	0	0	0	0
Max Grn 12	0	0	0	0
Max Grn 13	0	0	0	0
Max Grn 14	0	0	0	0
Max Grn 15	0	0	0	0
Max Grn 16	0	0	0	0
Headway Group				
Queue Jump				
Headway Time	0	0	0	0
TX Time	0	0	0	0
PP Hold Time	0	0	0	0
PP Tx Phase 1	0	0	0	0
PP Tx Phase 2	0	0	0	0
PP Tx Phase 3	0	0	0	0
PP Tx Phase 4	0	0	0	0

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1	4	5															NORMAL		3	2
Overlap 2	4	6															NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5
Overlap 9																	NORMAL		3.5	1.5
Overlap 10																	NORMAL		3.5	1.5
Overlap 11																	NORMAL		3.5	1.5
Overlap 12																	NORMAL		3.5	1.5
Overlap 13																	NORMAL		3.5	1.5
Overlap 14																	NORMAL		3.5	1.5
Overlap 15																	NORMAL		3.5	1.5
Overlap 16																	NORMAL		3.5	1.5

Station : 117 - Main @ Academy (Standard File)

Coordination, Pattern 1-16 [2.4]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	100	100														
Offset Time	1	1														
Split Number	1	2														
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Short	10	10														
Long	24	24	17	17	17	17	17	17	17	17	17	17	17	17	17	17
Offset	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN

Coordination, Pattern 17-32 [2.4]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number																
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Short																
Long	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17
Offset	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN

Coordination, Splits [2.7.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1-Time		27		73		27	26	47								
1-Mode	NON	NON	NON	NON	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON
1-Coord-Ph								ON								
2-Time		32		68		32	26	42								
2-Mode	NON	NON	NON	NON	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON
2-Coord-Ph								ON								
3-Time																
3-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
3-Coord-Ph																
4-Time																
4-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
4-Coord-Ph																
5-Time																
5-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
5-Coord-Ph																
6-Time																
6-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
6-Coord-Ph																
7-Time																
7-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
7-Coord-Ph																
8-Time																
8-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
8-Coord-Ph																
9-Time																
9-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
9-Coord-Ph																
10-Time																
10-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
10-Coord-Ph																
11-Time																
11-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
11-Coord-Ph																
12-Time																
12-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
12-Coord-Ph																
13-Time																
13-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
13-Coord-Ph																
14-Time																
14-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
14-Coord-Ph																
15-Time																
15-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
15-Coord-Ph																
16-Time																
16-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
16-Coord-Ph																
17-Time																
17-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
17-Coord-Ph																
18-Time																
18-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
18-Coord-Ph																
19-Time																
19-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
19-Coord-Ph																
20-Time																
20-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
20-Coord-Ph																

21-Time																
21-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
21-Coord-Ph																
22-Time																
22-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
22-Coord-Ph																
23-Time																
23-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
23-Coord-Ph																
24-Time																
24-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
24-Coord-Ph																
25-Time																
25-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
25-Coord-Ph																
26-Time																
26-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
26-Coord-Ph																
27-Time																
27-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
27-Coord-Ph																
28-Time																
28-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
28-Coord-Ph																
29-Time																
29-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
29-Coord-Ph																
30-Time																
30-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
30-Coord-Ph																
31-Time																
31-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
31-Coord-Ph																
32-Time																
32-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
32-Coord-Ph																

Station : 117 - Main @ Academy (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month											Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1	1						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3																																																	1
4																																																		1
5																																																		1
6																																																		1
7																																																		1
8																																																		1
9																																																		1
10																																																		1
11																																																		1
12																																																		1
13																																																		1
14																																																		1
15																																																		1
16																																																		1
17																																																		1
18																																																		1
19																																																		1
20																																																		1
21																																																		1
22																																																		1
23																																																		1
24																																																		1

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**EASY**															
		54	254																							
7		1	1	100	1	1	1	10	24			27		73		27	26	47								
13		2	2	100	1	2	1	10	24			32		68		32	26	42								
19		54	254																							
Day Plan 2											**EASY**															
		54	254																							
10		1	1	100	1	1	1	10	24			27		73		27	26	47								
18		54	254																							

Station : 117 - Main @ Academy (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 3											**EASY**															
Day Plan 4											**EASY**															

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Table : 1 Ring 1	1	2	3	4				
Table : 1 Ring 2	5	6	7	8				
Table : 1 Ring 3								
Table : 1 Ring 4								
Table : 2 Ring 1	1	2	3	4				
Table : 2 Ring 2	5	6	7	8				
Table : 2 Ring 3								
Table : 2 Ring 4								
Table : 3 Ring 1	3	4	1	2				
Table : 3 Ring 2	7	8	5	6				
Table : 3 Ring 3								
Table : 3 Ring 4								
Table : 4 Ring 1	3	4	1	2				
Table : 4 Ring 2	7	8	5	6				
Table : 4 Ring 3								
Table : 4 Ring 4								
Table : 5 Ring 1	3	4	1	2				
Table : 5 Ring 2	7	8	5	6				
Table : 5 Ring 3								
Table : 5 Ring 4								
Table : 6 Ring 1	3	4	1	2				
Table : 6 Ring 2	7	8	5	6				
Table : 6 Ring 3								
Table : 6 Ring 4								
Table : 7 Ring 1	3	4	1	2				
Table : 7 Ring 2	7	8	5	6				
Table : 7 Ring 3								
Table : 7 Ring 4								
Table : 8 Ring 1	3	4	1	2				
Table : 8 Ring 2	7	8	5	6				
Table : 8 Ring 3								
Table : 8 Ring 4								
Table : 9 Ring 1	3	4	1	2				
Table : 9 Ring 2	7	8	5	6				
Table : 9 Ring 3								
Table : 9 Ring 4								
Table : 10 Ring 1	3	4	1	2				
Table : 10 Ring 2	7	8	5	6				
Table : 10 Ring 3								
Table : 10 Ring 4								
Table : 11 Ring 1	3	4	1	2				
Table : 11 Ring 2	7	8	5	6				

Table : 11 Ring 3								
Table : 11 Ring 4								
Table : 12 Ring 1	3	4	1	2				
Table : 12 Ring 2	7	8	5	6				
Table : 12 Ring 3								
Table : 12 Ring 4								
Table : 13 Ring 1	3	4	1	2				
Table : 13 Ring 2	7	8	5	6				
Table : 13 Ring 3								
Table : 13 Ring 4								
Table : 14 Ring 1	3	4	1	2				
Table : 14 Ring 2	7	8	5	6				
Table : 14 Ring 3								
Table : 14 Ring 4								
Table : 15 Ring 1	3	4	1	2				
Table : 15 Ring 2	7	8	5	6				
Table : 15 Ring 3								
Table : 15 Ring 4								
Table : 16 Ring 1	3	4	1	2				
Table : 16 Ring 2	7	8	5	6				
Table : 16 Ring 3								
Table : 16 Ring 4								

Channels/SDLC+, IO Logic [1.8.7]

	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**
Result	0	0	0	0	0	0	0	0	0	0
Operand 1 Result	I	I	I	I	I	I	I	I	I	I
Operand 1 IO	I	I	I	I	I	I	I	I	I	I
Operand 1 Invert	-	-	-	-	-	-	-	-	-	-
Operand 1	0	0	0	0	0	0	0	0	0	0
Operator 2 Function	----	----	----	----	----	----	----	----	----	----
Operand 2 IO	I	I	I	I	I	I	I	I	I	I
Operand 2 Invert	-	-	-	-	-	-	-	-	-	-
Operand 2	0	0	0	0	0	0	0	0	0	0
Operator 3 Function	----	----	----	----	----	----	----	----	----	----
Operand 3 IO	I	I	I	I	I	I	I	I	I	I
Operand 3 Invert	-	-	-	-	-	-	-	-	-	-
Operand 3	0	0	0	0	0	0	0	0	0	0
Time Operator	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY
Time	0	0	0	0	0	0	0	0	0	0

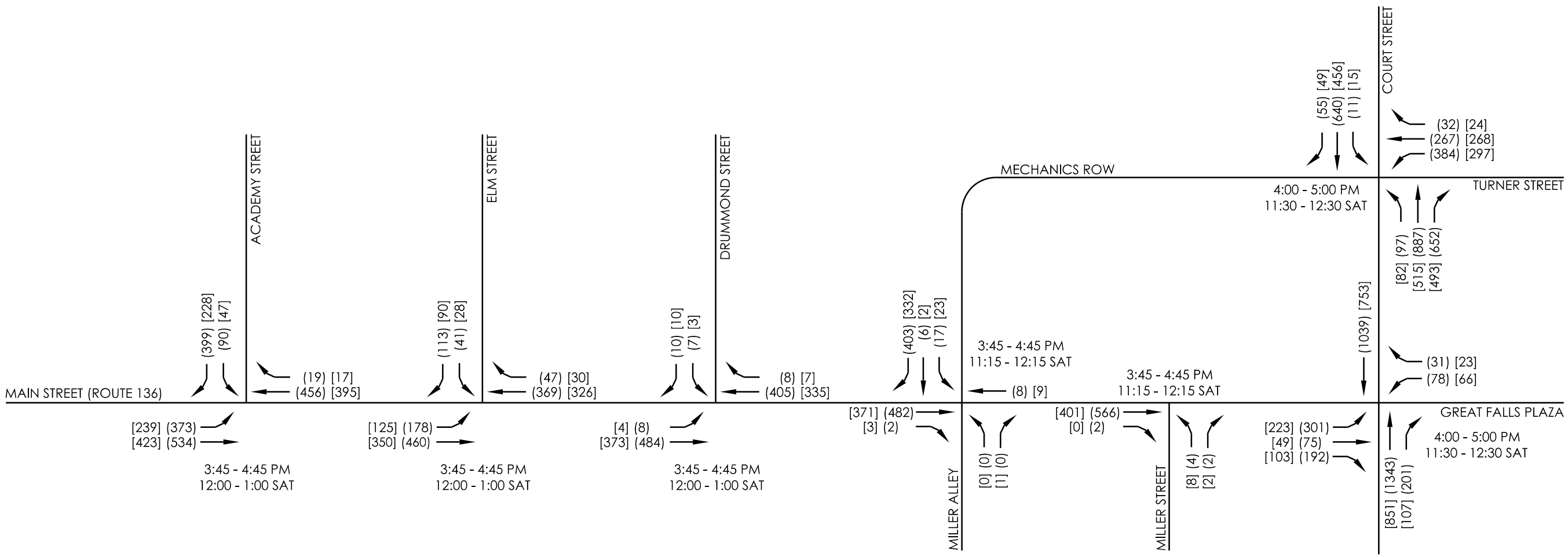
User Comments:

GORRILL PALMER
An LJB Engineering Company

Attachment C

Traffic Volumes

NOTES:
1. VOLUMES COLLECTED ON NOVEMBER 10, 2022 AND AND NOVEMBER 12, 2022 AND WERE ADJUSTED TO 30TH HIGHEST HOUR USING 2022 MAINEDOT WEEKLY GROUP MEAN FACTORS FOR A GROUP I ROADWAY: 0.96/0.87 = 1.10



(PM PEAK HOUR)
[SAT PEAK HOUR]

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

2022 BACKGROUND VOLUMES
186 MAIN STREET

LOCATION:
186 MAIN STREET
AUBURN, MAINE

FOR:
JCS 18, LLC
20 MECHANIC STREET
GORHAM, MAINE 04038

SCALE: N.T.S
DATE: 12/14/22
SHEET: 1 OF 5

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Attachment D

Crash History

AUBURN
LEWIST
DRUMMOND ST
VINE ST
ELM ST
ACADEMY ST
MAIN ST
SPRING ST
PLEASANT ST
MYRTLE ST
HIGH ST
MECHANICS ROW
MILLER ST
WATER ST
RAILROAD ALY
LINCOLN STREET ALY
HINES ALY
MILL ST
BEECH ST
LINCOLN ST
OXFORD ST
RIVER ST
RIVERWALK TRL
NEWBURY ST
LAUREL AVE
HUTCHINS ST
WASHINGTON ST N
DANA AVE
CUSHMAN PL
Androscoggin River
Little Androscoggin River
Lane Hill
Scale: 1:4500
300ft

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

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

Auburn
Main St,High St,Myrtle St,Acamedy St,Elm St,Maple St,Vine St area

REPORT PARAMETERS

Year 2021, Start Month 1 through Year 2023 End Month: 12

Route: **0110447**	Start Node: **2483**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **3274**	End Offset: **0**	☐ **Exclude Last Node**
Route: **0110243**	Start Node: **2470**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **2482**	End Offset: **0**	☐ **Exclude Last Node**
Route: **0110115**	Start Node: **2485**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **3273**	End Offset: **0**	☐ **Exclude Last Node**
Route: **0110001**	Start Node: **2485**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **3272**	End Offset: **0**	☐ **Exclude Last Node**
Route: **0110315**	Start Node: **2470**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **2471**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0110274**	Start Node: **2484**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **2486**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0110181**	Start Node: **2483**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **2482**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0110181**	Start Node: **2482**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **2481**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0110181**	Start Node: **2481**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **5011**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0136X**	Start Node: **3273**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **3274**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0136X**	Start Node: **3272**	Start Offset: **0**	☑ **Exclude First Node**

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

Auburn
Main St,High St,Myrtle St,Acamedy St,Elm St,Maple St,Vine St area

REPORT PARAMETERS

Year 2021, Start Month 1 through Year 2023 End Month: 12

	End Node: **3273**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0136X**	Start Node: **3271**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **3272**	End Offset: **0**	☑ **Exclude Last Node**

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
2483	0110447 - 0	0104251 AUB,VINE ST,HIGH ST	2	0	0	0	0	0	0	0.0	0.397	0.00	0.56	0.00
												Statewide Crash Rate:	0.13	
3274	0110447 - 0.10	Int of MAIN ST VINE ST	2	0	0	0	0	0	0	0.0	2.408	0.00	0.45	0.00
												Statewide Crash Rate:	0.15	
2470	0110243 - 0	Int of MAPLE ST PLEASANT ST	2	0	0	0	0	0	0	0.0	0.236	0.00	0.53	0.00
												Statewide Crash Rate:	0.13	
2482	0110243 - 0.06	Int of HIGH ST MAPLE ST	2	0	0	0	0	0	0	0.0	0.429	0.00	0.56	0.00
												Statewide Crash Rate:	0.13	
A2485	0110115 - 0.10	Int of ACADEMY ST ELM ST	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.15	
P2471	0110115 - 0.11	Int of ELM ST, PLEASANT ST	2	1	0	0	0	1	0	100.0	1.457	0.23	0.51	0.00
												Statewide Crash Rate:	0.15	
2484	0110115 - 0.14	Int of ELM ST MYRTLE ST	2	0	0	0	0	0	0	0.0	1.124	0.00	0.54	0.00
												Statewide Crash Rate:	0.15	
2481	0110115 - 0.17	Int of ELM ST HIGH ST	2	11	0	0	0	4	7	36.4	1.543	2.38	0.51	4.70
												Statewide Crash Rate:	0.15	
3273	0110115 - 0.27	Int of ELM ST MAIN ST	2	2	0	0	0	1	1	50.0	3.624	0.18	0.41	0.00
												Statewide Crash Rate:	0.15	
2486	0110001 - 0.11	Int of ACADEMY ST MYRTLE ST	2	0	0	0	0	0	0	0.0	0.189	0.00	0.48	0.00
												Statewide Crash Rate:	0.13	
5011	0110001 - 0.14	Int of ACADEMY ST HIGH ST	2	7	0	0	0	2	5	28.6	3.351	0.70	0.37	1.87
												Statewide Crash Rate:	0.13	
3272	0110001 - 0.26	Int of ACADEMY ST MAIN ST	9	12	0	0	0	1	11	8.3	5.889	0.68	1.20	0.00
												Statewide Crash Rate:	0.71	
3271	0136X - 18.64	Int of MAIN ST NEWBURY ST	2	6	0	0	1	0	5	16.7	5.538	0.36	0.33	1.10
												Statewide Crash Rate:	0.13	
Study Years:	3.00	**NODE TOTALS:**		39	0	0	1	9	29	25.6	26.185	0.50	0.41	1.20

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
2483	3274	174261	0 - 0.10	0110447 - 0	0.10	2	0	0	0	0	0	0	0.0	0.00009	0.00	1519.10	0.00
0104251 AUB,VINE ST,HIGH ST				RD INV 01 10447											Statewide Crash Rate: 370.63		
2470	2482	5083880	0 - 0.06	0110243 - 0	0.06	2	1	0	0	0	0	1	0.0	0.00002	21437.61	-3087.04	0.00
Int of MAPLE ST PLEASANT ST				RD INV 01 10243											Statewide Crash Rate: 370.63		
2471	2485	3121684	0 - 0.01	0110115 - 0.10	0.01	2	0	0	0	0	0	0	0.0	0.00013	0.00	815.93	0.00
Int of ELM ST, PLEASANT ST				RD INV 01 10115											Statewide Crash Rate: 209.27		
2471	2484	3120078	0 - 0.03	0110115 - 0.11	0.03	2	0	0	0	0	0	0	0.0	0.00033	0.00	888.54	0.00
Int of ELM ST, PLEASANT ST				RD INV 01 10115											Statewide Crash Rate: 209.27		
2481	2484	3130379	0 - 0.03	0110115 - 0.14	0.03	2	0	0	0	0	0	0	0.0	0.00033	0.00	887.93	0.00
Int of ELM ST HIGH ST				RD INV 01 10115											Statewide Crash Rate: 209.27		
2481	3273	3131292	0 - 0.10	0110115 - 0.17	0.10	2	0	0	0	0	0	0	0.0	0.00119	0.00	692.91	0.00
Int of ELM ST HIGH ST				RD INV 01 10115											Statewide Crash Rate: 209.27		
2485	2486	5083878	0 - 0.11	0110001 - 0	0.11	2	0	0	0	0	0	0	0.0	0.00014	0.00	1599.31	0.00
Int of ACADEMY ST ELM ST				RD INV 01 10001											Statewide Crash Rate: 370.63		
2486	5011	5083879	0 - 0.03	0110001 - 0.11	0.03	2	0	0	0	0	0	0	0.0	0.00006	0.00	1321.49	0.00
Int of ACADEMY ST MYRTLE ST				RD INV 01 10001											Statewide Crash Rate: 370.63		
3272	5011	3104160	0 - 0.12	0110001 - 0.14	0.12	2	0	0	0	0	0	0	0.0	0.00334	0.00	508.32	0.00
Int of ACADEMY ST MAIN ST				RD INV 01 10001											Statewide Crash Rate: 197.05		
2470	2471	174236	0 - 0.03	0110315 - 0.38	0.03	2	0	0	0	0	0	0	0.0	0.00006	0.00	1229.99	0.00
Int of MAPLE ST PLEASANT ST				RD INV 01 10315											Statewide Crash Rate: 370.63		
2484	2486	5083877	0 - 0.08	0110274 - 0	0.08	2	0	0	0	0	0	0	0.0	0.00003	0.00	233.81	0.00
Int of ELM ST MYRTLE ST				RD INV 01 10274											Statewide Crash Rate: 370.63		
2482	2483	174260	0 - 0.03	0110181 - 0.21	0.03	2	1	0	0	0	0	1	0.0	0.00012	2725.28	1596.93	1.71
Int of HIGH ST MAPLE ST				RD INV 01 10181											Statewide Crash Rate: 370.63		
2481	2482	174256	0 - 0.03	0110181 - 0.24	0.03	2	0	0	0	0	0	0	0.0	0.00013	0.00	1599.00	0.00
Int of ELM ST HIGH ST				RD INV 01 10181											Statewide Crash Rate: 370.63		
2481	5011	5083876	0 - 0.07	0110181 - 0.27	0.07	2	2	0	0	0	0	2	0.0	0.00026	2609.26	1509.58	1.73
Int of ELM ST HIGH ST				RD INV 01 10181											Statewide Crash Rate: 370.63		
3273	3274	3104161	0 - 0.06	0136X - 18.80	0.06	2	1	0	0	0	0	1	0.0	0.00155	215.07	648.24	0.00
Int of ELM ST MAIN ST				ST RTE 136											Statewide Crash Rate: 209.27		
3272	3273	3131309	0 - 0.07	0136X - 18.73	0.07	2	2	0	0	0	0	2	0.0	0.00243	274.08	576.99	0.00
Int of ACADEMY ST MAIN ST				ST RTE 136											Statewide Crash Rate: 209.27		
3271	3272	3120476	0 - 0.09	0136X - 18.64	0.09	2	3	0	0	0	1	2	33.3	0.00497	201.33	459.73	0.00
Int of MAIN ST NEWBURY ST				ST RTE 136											Statewide Crash Rate: 197.05		
Study Years: 3.00				**Section Totals:**	1.05		10	0	0	0	1	9	10.0	0.01517	219.66	377.03	0.58
				Grand Totals:	1.05		49	0	0	1	10	38	22.4	0.01517	1076.34	513.67	2.10

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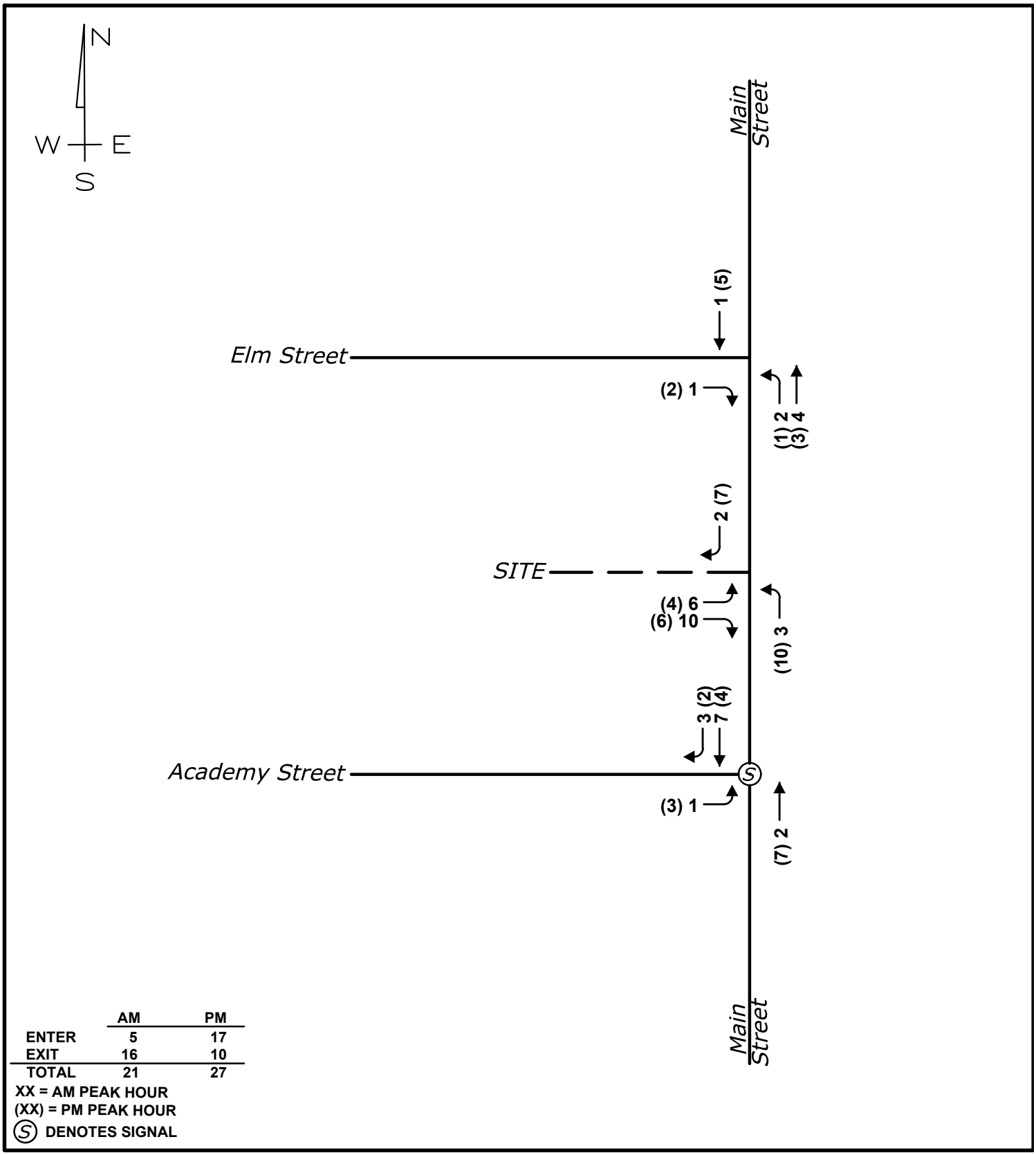
Attachment E

Trip Distribution

TRIP DISTRIBUTION

Figure No. 1



	AM	PM
ENTER	5	17
EXIT	16	10
TOTAL	21	27

XX = AM PEAK HOUR
(XX) = PM PEAK HOUR
(S) DENOTES SIGNAL

ACADEMY STREET RESIDENTIAL DEVELOPMENT
AUBURN, MAINE

Design: KJB Scale: NONE
Draft: KJB Date: 9/25/2024
Checked: RED File Name: Figure Set.dwg

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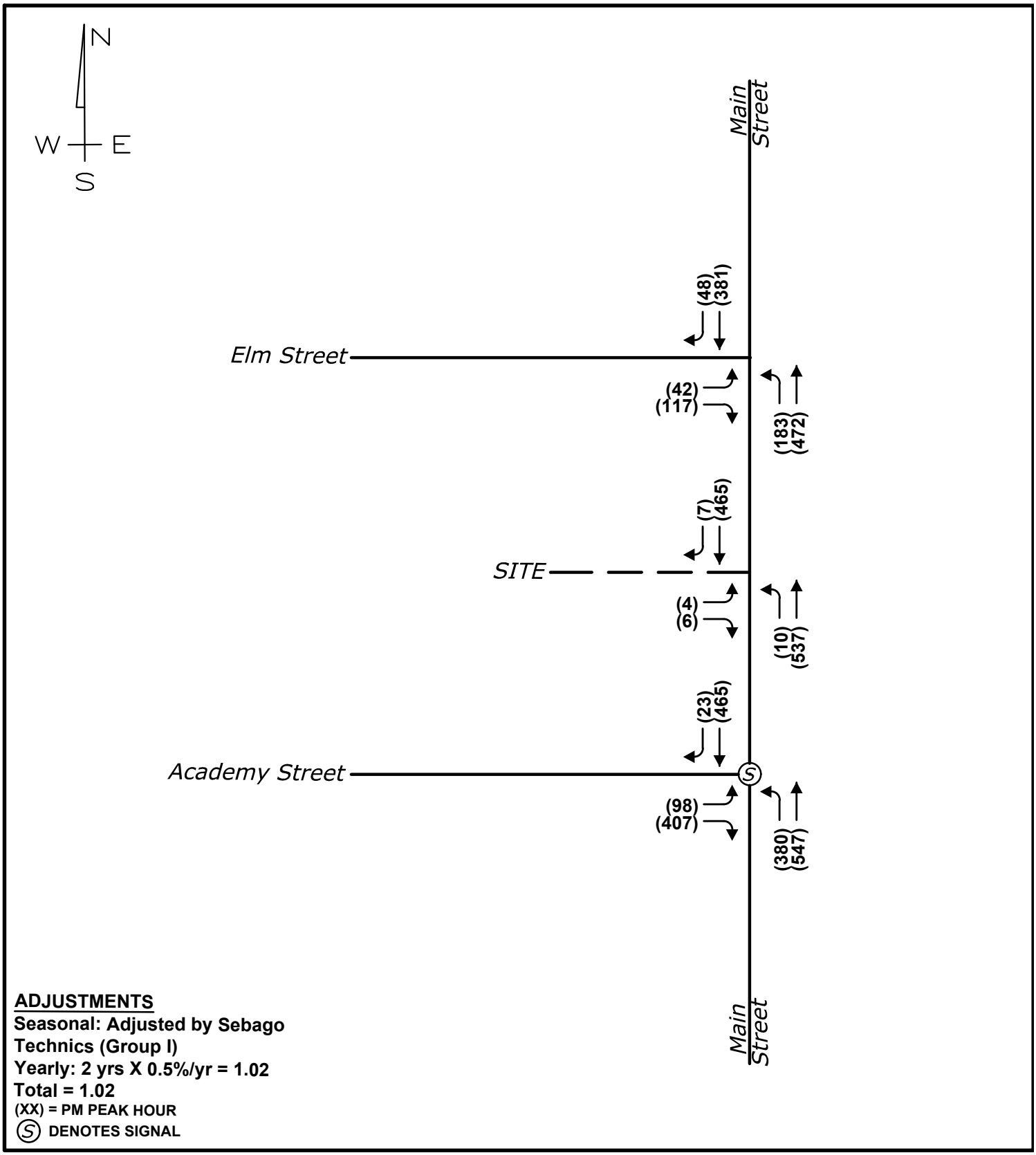
CAPACITY ANALYSIS

Figure No. 2



ADJUSTMENTS
Seasonal: Adjusted by Sebago Technics (Group I)
Yearly: 2 yrs X 0.5%/yr = 1.02
Total = 1.02
(XX) = PM PEAK HOUR
(S) DENOTES SIGNAL

ACADEMY STREET RESIDENTIAL DEVELOPMENT
AUBURN, MAINE

Design: KJB Scale: NONE
Draft: KJB Date: 9/25/2024
Checked: RED File Name: Figure Set.dwg

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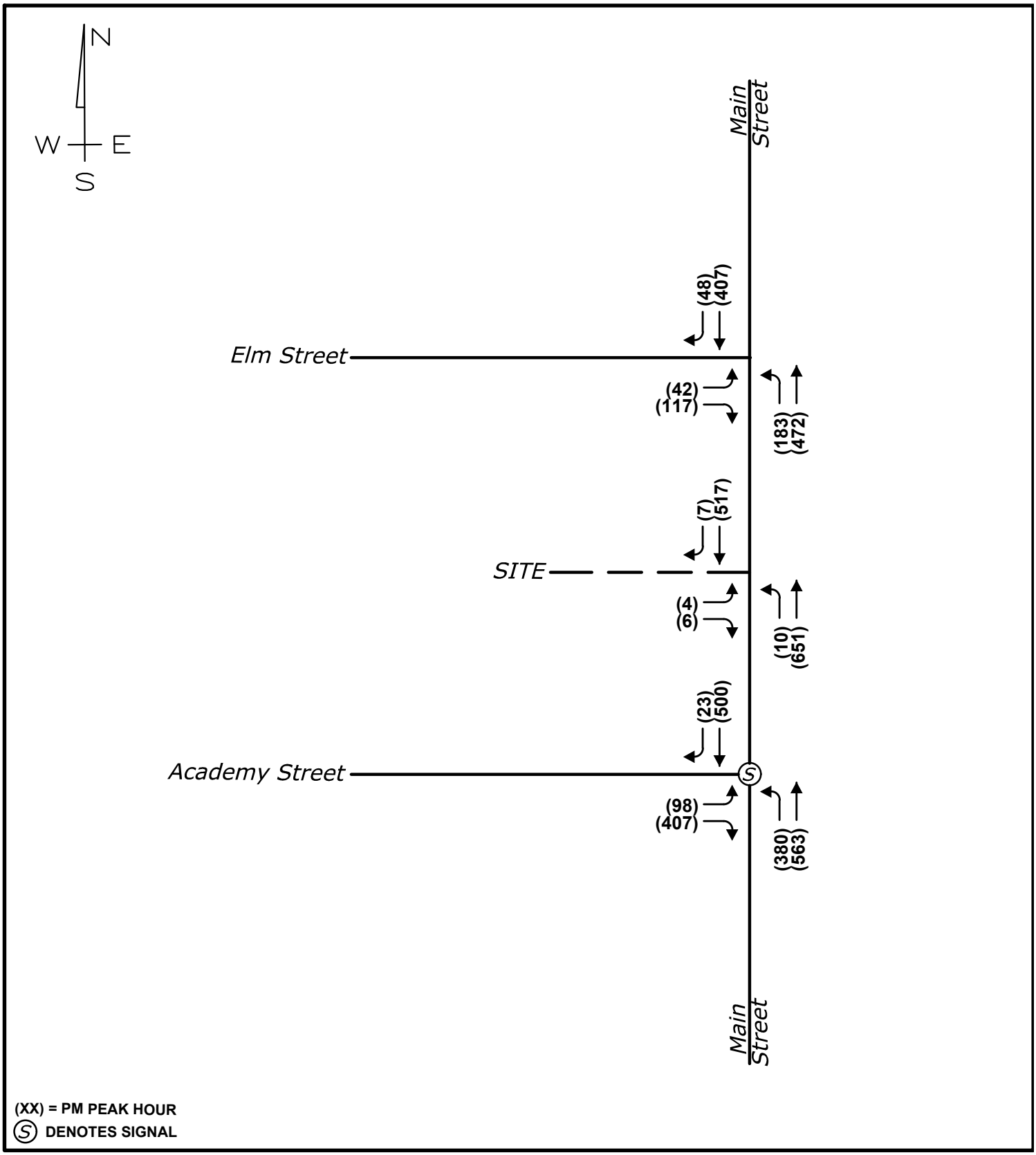
CAPACITY ANALYSIS BALANCED

Figure No. 3



(XX) = PM PEAK HOUR

(S) DENOTES SIGNAL

ACADEMY STREET RESIDENTIAL DEVELOPMENT
AUBURN, MAINE

Design:	KJB	Scale:	NONE
Draft:	KJB	Date:	9/25/2024
Checked:	RED	File Name:	Figure Set.dwg

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Attachment F

Capacity Analysis

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	3:30	3:30	3:30	3:30	3:30	3:30
End Time	4:35	4:35	4:35	4:35	4:35	4:35
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2011	2155	2091	2092	2065	2083
Vehs Exited	2014	2155	2102	2091	2073	2087
Starting Vehs	31	30	36	24	36	32
Ending Vehs	28	30	25	25	28	25
Travel Distance (mi)	473	505	489	491	485	489
Travel Time (hr)	26.3	28.8	28.4	27.9	26.8	27.7
Total Delay (hr)	8.5	9.9	10.1	9.5	8.7	9.3
Total Stops	1324	1433	1453	1402	1337	1391
Fuel Used (gal)	20.5	21.9	21.6	21.4	20.8	21.3

Interval #0 Information Seeding

Start Time	3:30
End Time	3:35
Total Time (min)	5

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	3:35
End Time	4:35
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	2011	2155	2091	2092	2065	2083
Vehs Exited	2014	2155	2102	2091	2073	2087
Starting Vehs	31	30	36	24	36	32
Ending Vehs	28	30	25	25	28	25
Travel Distance (mi)	473	505	489	491	485	489
Travel Time (hr)	26.3	28.8	28.4	27.9	26.8	27.7
Total Delay (hr)	8.5	9.9	10.1	9.5	8.7	9.3
Total Stops	1324	1433	1453	1402	1337	1391
Fuel Used (gal)	20.5	21.9	21.6	21.4	20.8	21.3

3: Main Street & Academy Street Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	3.0	2.2	0.0	1.8
Total Del/Veh (s)	13.0	7.4	14.3	10.7

5: Main Street & Elm Street Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	3.0	0.0	0.4	0.5
Total Del/Veh (s)	11.4	1.6	1.4	2.8

7: Main Street & Site Drive Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	14.0	0.8	3.2	2.0

Total Network Performance

Denied Del/Veh (s)	2.1
Total Del/Veh (s)	13.9

Intersection: 3: Main Street & Academy Street

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	98	194	198	202	142	35
Average Queue (ft)	49	97	96	78	126	9
95th Queue (ft)	89	161	162	153	161	32
Link Distance (ft)	543			456	127	127
Upstream Blk Time (%)					12	
Queuing Penalty (veh)					30	
Storage Bay Dist (ft)		200	200			
Storage Blk Time (%)		0	0	0		
Queuing Penalty (veh)		0	1	0		

Intersection: 5: Main Street & Elm Street

Movement	EB	EB	NB	SB
Directions Served	L	R	L	TR
Maximum Queue (ft)	72	104	105	90
Average Queue (ft)	29	40	46	7
95th Queue (ft)	59	74	81	44
Link Distance (ft)	692		119	398
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			1	
Storage Bay Dist (ft)		250		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Main Street & Site Drive

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	41	61	132
Average Queue (ft)	9	5	47
95th Queue (ft)	31	29	122
Link Distance (ft)	92	127	119
Upstream Blk Time (%)			2
Queuing Penalty (veh)			9
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

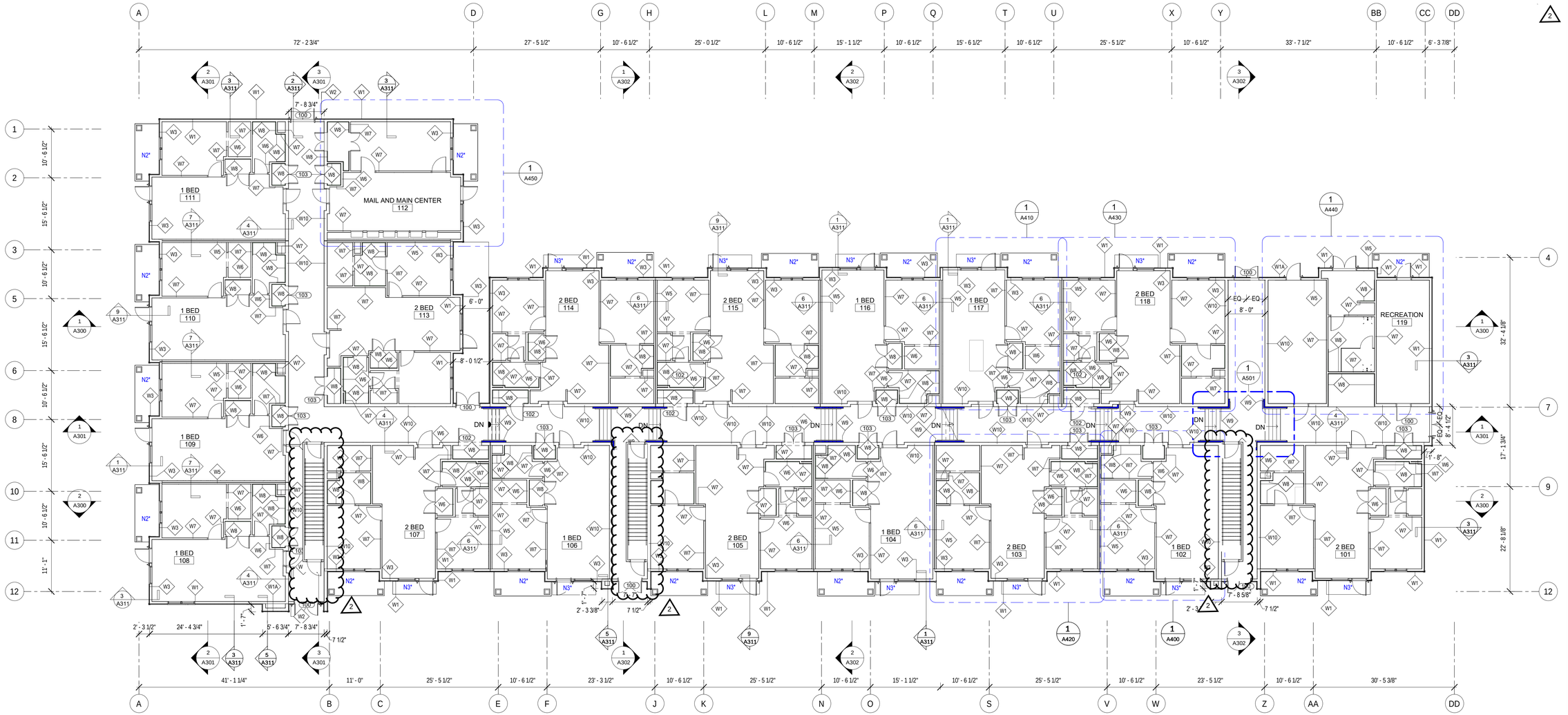
Network Summary

Network wide Queuing Penalty: 42

Intersection: 3: Main Street & Academy Street

Phase	2	4	5	6
Movement(s) Served	NBTL	EBL	NBL	SBT
Maximum Green (s)	39.0	10.0	11.5	22.0
Minimum Green (s)	5.0	5.0	5.0	5.0
Recall	None	None	None	None
Avg. Green (s)	0.1	8.0	-6.7	0.1
g/C Ratio	NA	NA	NA	NA
Cycles Skipped (%)	34	39	4	5
Cycles @ Minimum (%)	0	0	1	0
Cycles Maxed Out (%)	39	18	78	39
Cycles with Peds (%)	0	0	0	0

Controller Summary
Average Cycle Length (s): -4.9
Number of Complete Cycles : 77
Average All-Red Dwell (s): 0.2
Cycles with All-Red Dwell (%): 3

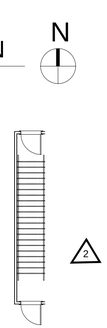


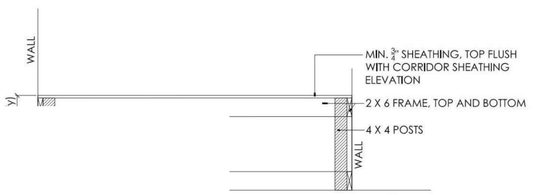
1 FIRST FLOOR PLAN

3/32" = 1'-0"

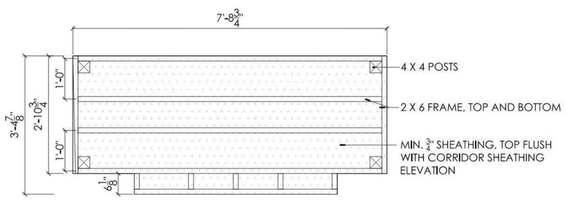
N

Note:
Floor plan illustrates overall unit assembly, refer to enlarged sheets (A400 series) for detailed unit information. Residential unit floor plans repeat throughout.





ELEVATION



PLAN VIEW

PRECAST BASE E

FALSE FLOOR PLATFORM - UTILITY CLOSET UNITS 118. 218, 318

SCALE: ¼" = 1'-0"

NOTES: REFER PLAN FOR TAG

N1* - HEAD PROTECTION RAILING UNDER THE STAIRS
N2* - BROOM FINISHED CONCRETE PATIOS ON ALL OF THE UNITS. COORDINATE WITH THE CIVIL AND DRAWINGS FOR FINAL DETIALS.N3* - SEE CIVIL DRAWINGS FOR FINAL PLACEMENT - ALIGN THEM WITH THE OVERHEAD CANOPY

GENERAL NOTES:

1. DO NOT SCALE DRAWINGS.
2. IF THE CONTRACTOR DISCOVERS DISCREPANCIES BETWEEN DRAWINGS AND THE CONDITIONS FOUND ON-SITE, CONFLICTING INFORMATION BETWEEN DRAWINGS, AND/OR CONFLICTING INFORMATION BETWEEN DRAWINGS OF THE VARIOUS DISCIPLINES; THE CONTRACTOR SHALL IMMEDIATELY CONSULT THE ARCHITECT / OWNER BEFORE PROCEEDING WITH THE WORK. SHOULD THE CONTRACTOR PROCEED WITH WORK BASED ON ASSUMED INTENT, CONFLICTING INFORMATION, AND/OR INCOMPLETE INFORMATION, HE/SHE DOES SO AT HIS/HER OWN RISK AND MAY BE HELD LIABLE FOR BOTH THE UNAPPROVED WORK AND ANY WORK TO RESTORE CONDITIONS TO THEIR ORIGINAL / INTENDED STATE.
3. PROVIDE SHOP DRAWINGS / CUT SHEETS FOR APPROVAL TO ARCHITECT / OWNER FOR ALL MILLWORK PRIOR TO FABRICATION.
4. PROVIDE BLOCKING / REINFORCEMENT BEHIND ALL WALL MOUNTED MILLWORK.
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9. ALL WORK SHALL BE IN ACCORDANCE WITH CURRENT BUILDING CODE FIRE PREVENTION CODE.
10. WHERE APPLICABLE, PROVIDE BLOCKING / REINFORCEMENT BEHIND ALL GRAB BAR LOCATIONS.

WALL TYPE LEGEND:

W1 - EXTERIOR WALL - (UL 305) - 5/8" GYP INTERIOR - WATER VAPOR MEMBRANE - 2 X 6 STUD FRAMING - CAVITY W/ R20 ROCKWOOL MINERAL WOOL INSULATION - EXTERIOR SHEATHING PER STRUCTURAL - 1" CONTINOUS INSULATION (PROVIDING MIN 3.8" R-VALUE) WATER RESISTANT MEMBRANE - THIN BRICK EXTERIOR FINISH INSTALLED PER MFG AND CODE REQUIREMENTS.

W2 - EXTERIOR WALL - (UL 305)- 5/8" GYP INTERIOR - WATER VAPOR MEMBRANE - 2 X 6 STUD FRAMING - CAVITY W/ R20 ROCKWOOL MINERAL WOOL INSULATION - EXTERIOR SHEATHING PER STRUCTURAL - 1" CONTINOUS INSULATION (PROVIDING MIN 3.8" R-VALUE) WATER RESISTANT MEMBRANE - THIN STONE EXTERIOR FINISH INSTALLED PER MFG AND CODE REQUIREMENTS.

W3 - EXTERIOR WALL - (UL 305) - 5/8" GYP INTERIOR - WATER VAPOR MEMBRANE - 2 X 6 STUD FRAMING - CAVITY W/ R20 ROCKWOOL MINERAL WOOL INSULATION - EXTERIOR SHEATHING PER STRUCTURAL - 1" CONTINOUS INSULATION (PROVIDING MIN 3.8" R-VALUE) WATER RESISTANT MEMBRANE - HARDIBOARD SIDING FINISH INSTALLED PER MFG AND CODE REQUIREMENTS.

W4 - COORIDOR WALL - (UL 305) - 5/8" GYP INTERIOR - 2 X 6 STUD FRAMING - CAVITY W/ R19 SOUND BATT INSULATION - 5/8" GYP INTERIOR.

W5 - UNIT DIVIDER WALL - (UL 3350) - 5/8" GYP INTERIOR - 2 X 4 STUD FRAMING - CAVITY W/ R19 SOUND BATT INSULATION - 3/4" AIR GAP - 2 X 4 STUD FRAMING - 5/8" GYP INTERIOR.

W6 - 2 X 6 INTERIOR WALL - 5/8" GYP INTERIOR - 2 X 6 STUD FRAMING - 5/8" GYP INTERIOR. WHEN USED TO SEPARATE BEDROOM AND BATHROOM WALLS - R-11 SOUND BATTS ARE TO BE PLACED IN THE CAVITY.

W7 - 2 X 4 INTERIOR WALL - 5/8" GYP INTERIOR - 2 X 4 STUD FRAMING - 5/8" GYP INTERIOR. WHEN USED TO SEPARATE BEDROOM AND BATHROOM WALLS - R-11 SOUND BATTS ARE TO BE PLACED IN THE CAVITY.

W8 - SPECIAL WALL TREATMENT - 5/8" WATER RESISTANT GREEN GYP BOARD. - SHOWN AS DASH LINE WHERE APPLICABLE.

W9 - SPECIAL WALL TREATMENT - 5/8" TYP X GYP BOARD OVER 2 X 4 WOOD STUD FRAMING TURNED ON END TO PROVIDE AESTHETIC BUMP OUT IN COORIDORS. FASTEN ADDITIONAL FRAMING TO MAIN COORDIOR STRUCTURAL FRAMING.

FLOOR AND CEILING TYPE LEGEND:

F1 - SLAB ON GRADE - INTERIOR FINISH FLOORING OVER SLAB ON GRADE CONCRETE. THICKNESS AS PER STRUCTRUAL DRAWING REQUIREMENTS AND SPECIFICATIONS.

F2 - WOOD FLOOR - (L 521) - FINISH FLOORING PER FINISH SCHEDULE - 3/4" LEVEL ROCK OR EQUAL - 1/4" LEVEL ROCK SOUND ATTENUTATION MAT, OR EQUAL - 23/32" PLYWOOD SUBFLOOR - 18" DEEP TRUSS PER STRUCTURAL DRAWINGS - CAVITY W/ R30 BATT INSULATION - 25 GA RESILIENT CHANNELS SPACED 16" O.C. - 5/8" TYPE X GYP.

R1 - CEILING - (P 522) - TPO STYLE LOW SLOPE SYSTEM - R30 BATT INSULATION - 15/32" EXTERIOR STRUCUTRAL SHEATHING - SLOPED ROOF TRUSSES SPACED AND DESIGNED PER STRUCTURAL DRAWINGS - 25 GA RESILIENT CHANNELS SPACED 16" O.C. - 5/8" TYPE X GYP.

KEY HOSPITALITY INTERIORS PROCUREMENT OUTDOORS
4530 ST JOHNS AVENUE
SUITE 15, UNIT 316
JACKSONVILLE, FL 32210
PH: 904-236-9757

ISLANDS ARCHITECTURE & DESIGN
173 ARUBA LANE
PONTE VEDRA BEACH, FL 32082
PH: 813.417.9901

AUBURN TOWN CENTER

261 MAIN STREET AND 15 ACADEMY STREET,
AUBURN, ME 04210

1ST FLOOR BUILDING DIMENSION PLAN

ISSUE FOR PERMIT SET

LICENSED ARCHITECT
JOSHUA BUONO
No. 4440
STATE OF MAINE
06.05.2025

DRAWN BY: DRAFTING TEAM
CHECKED BY: CG/JB

PLOT DATE:06.05.2025

REVISION

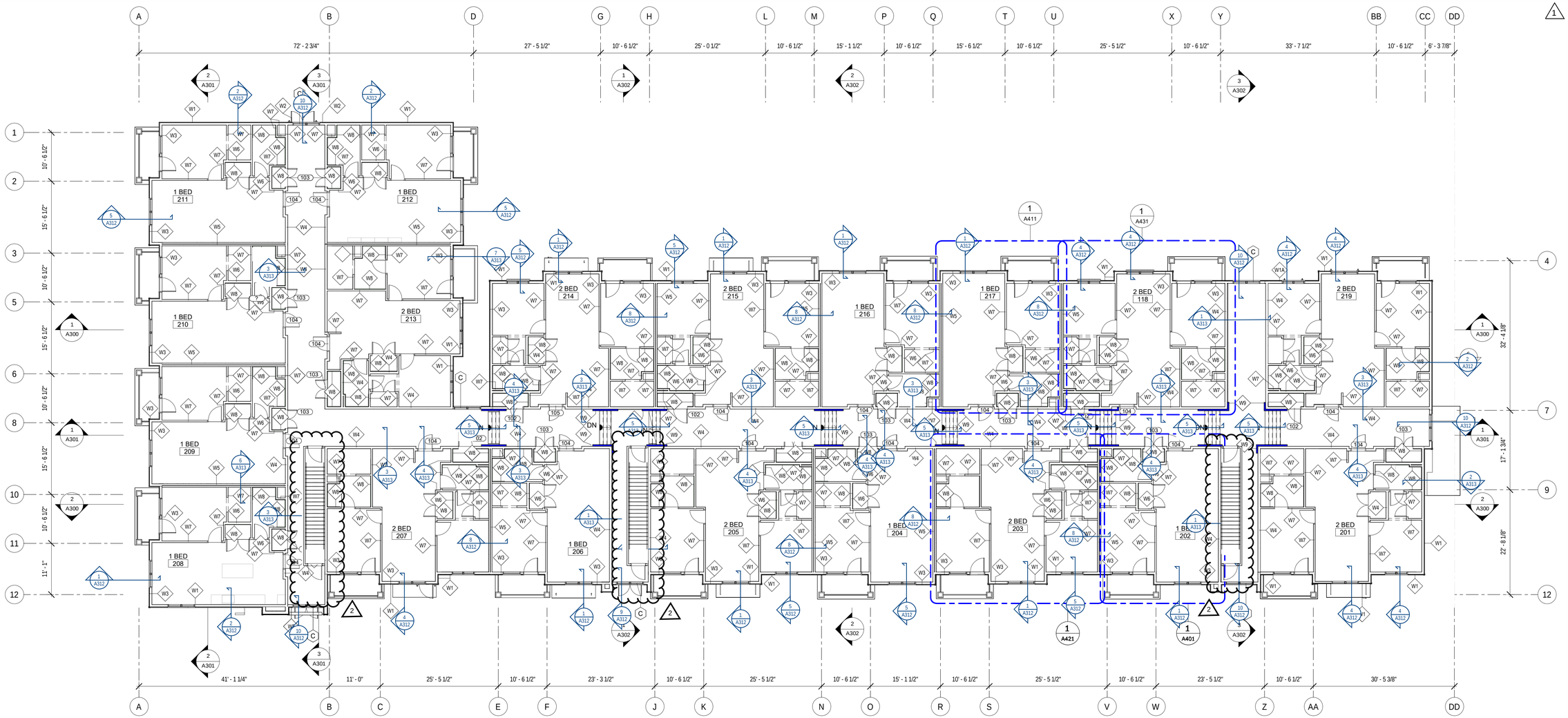
R No.	Date	Revision
0	08.20.2024	ISSUE FOR PERMIT
1	02.25.2025	OWNER AND CITY COMMENTS
2	06.05.2025	OWNER COMMENTS

SCALE:

PROJECT NO: A0.2

A100

SHEET NO:

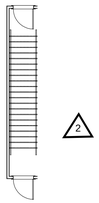


2 SECOND FLOOR PLAN

3/32" = 1'-0"

N

Note:
Floor plan illustrations how units assemble, refer to enlarged sheets (A400 Sheets) for detailed unit information. Residential Unit Floor plans repeat throughout.



NOTES: REFER PLAN FOR TAG

N1* - HEAD PROTECTION RAILING UNDER THE STAIRS
N2* - BROOM FINISHED CONCRETE PATIOS ON ALL OF THE UNITS. COORDINATE WITH THE CIVIL AND DRAWINGS FOR FINAL DETIALS.N3* - SEE CIVIL DRAWINGS FOR FINAL PLACEMENT - ALIGN THEM WITH THE OVERHEAD CANOPY

GENERAL NOTES:

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WALL TYPE LEGEND:
W1 - EXTERIOR WALL - (UL 305) - 5/8" GYP INTERIOR - WATER VAPOR MEMBRANE - 2 X 6 STUD FRAMING - CAVITY W/ R20 ROCKWOOL MINERAL WOOL INSULATION - EXTERIOR SHEATHING PER STRUCTURAL - 1" CONTINOUS INSULATION (PROVIDING MIN 3.8" R-VALUE) WATER RESISTANT MEMBRANE - THIN BRICK EXTERIOR FINISH INSTALLED PER MFG AND CODE REQUIREMENTS.

W2 - EXTERIOR WALL - (UL 305)- 5/8" GYP INTERIOR - WATER VAPOR MEMBRANE - 2 X 6 STUD FRAMING - CAVITY W/ R20 ROCKWOOL MINERAL WOOL INSULATION - EXTERIOR SHEATHING PER STRUCTURAL - 1" CONTINOUS INSULATION (PROVIDING MIN 3.8" R-VALUE) WATER RESISTANT MEMBRANE - THIN STONE EXTERIOR FINISH INSTALLED PER MFG AND CODE REQUIREMENTS.

W3 - EXTERIOR WALL - (UL 305) - 5/8" GYP INTERIOR - WATER VAPOR MEMBRANE - 2 X 6 STUD FRAMING - CAVITY W/ R20 ROCKWOLL MINERAL WOOL INSULATION - EXTERIOR SHEATHING PER STRUCTURAL - 1" CONTINOUS INSULATION (PROVIDING MIN 3.8" R-VALUE) WATER RESISTANT MEMBRANE - HARDIBOARD SIDING FINISH INSTALLED PER MFG AND CODE REQUIREMENTS.

W4 - COORIDOR WALL - (UL 305) - 5/8" GYP INTERIOR - 2 X 6 STUD FRAMING - CAVITY W/ R19 SOUND BATT INSULATION - 5/8" GYP INTERIOR.

W5 - UNIT DIVIDER WALL - (UL 3350) - 5/8" GYP INTERIOR - 2 X 4 STUD FRAMING - CAVITY W/ R19 SOUND BATT INSULATION - 3/4" AIR GAP - 2 X 4 STUD FRAMING - 5/8" GYP INTERIOR.

W6 - 2 X 6 INTERIOR WALL - 5/8" GYP INTERIOR - 2 X 6 STUD FRAMING - 5/8" GYP INTERIOR. WHEN USED TO SEPARATE BEDROOM AND BATHROOM WALLS - R-11 SOUND BATTS ARE TO BE PLACED IN THE CAVITY.

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R1 - CEILING - (P 522) - TPO STYLE LOW SLOPE SYSTEM - R30 BATT INSULATION - 15/32" EXTERIOR STRUCUTRAL SHEATHING - SLOPED ROOF TRUSSES SPACED AND DESIGNED PER STRUCTURAL DRAWINGS - 25 GA RESILIENT CHANNELS SPACED 16" O.C. - 5/8" TYPE X GYP.

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JACKSONVILLE, FL 32210
PH: 904-236-9757

ISLANDS ARCHITECTURE & DESIGN
73 ARUBA LANE
PONTE VEDRA BEACH, FL 32082
PH: 813.417.9901

AUBURN TOWN CENTER

261 MAIN STREET AND 15 ACADEMY STREET,
AUBURN, ME 04210

2ND FLOOR BUILDING DIMENSION PLAN

ISSUE FOR PERMIT SET

LICENSED ARCHITECT
JOSHUA BUONO
No. 4440
STATE OF MAINE
06.05.2025

DRAWN BY: DRAFTING TEAM
CHECKED BY: CG/JB

PLOT DATE: 06.05.2025

REVISION

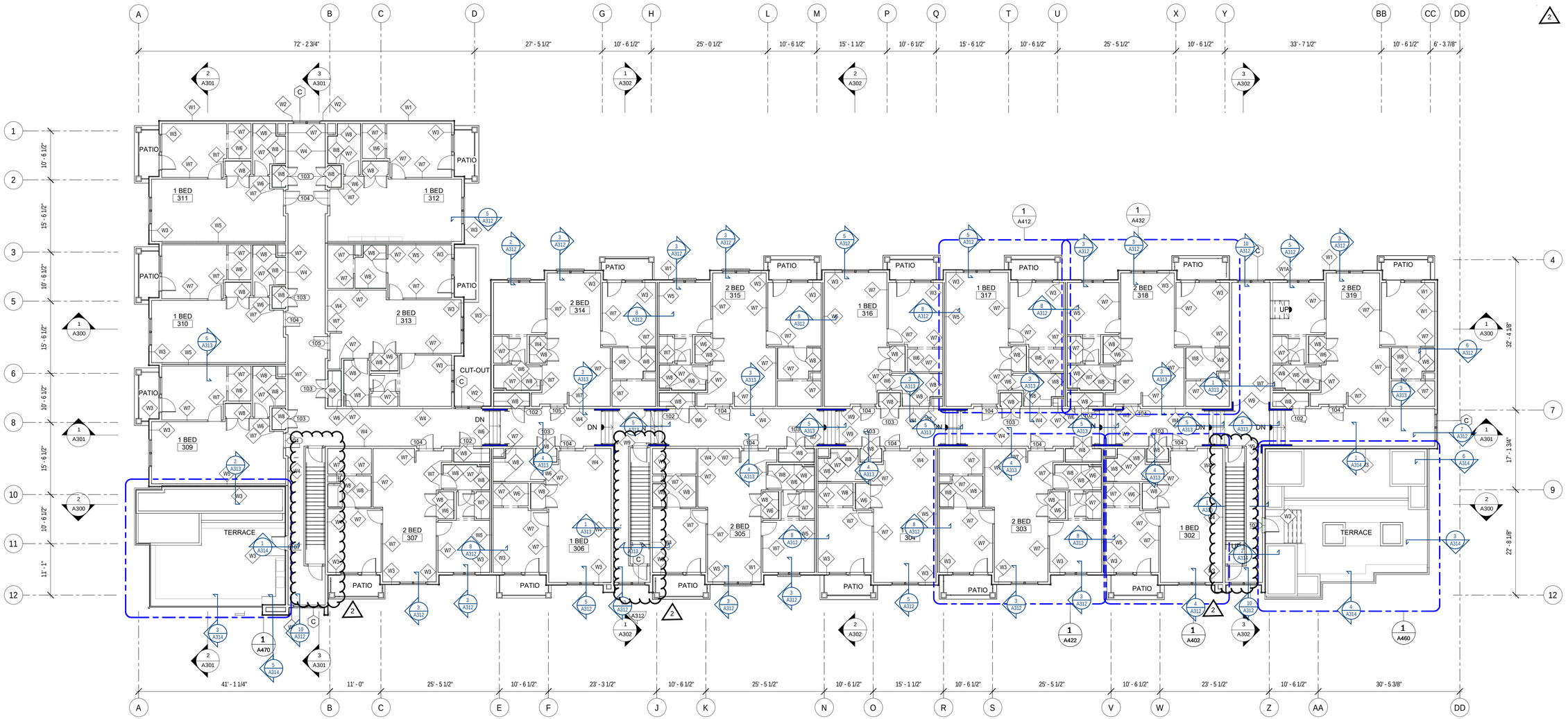
No.	Date	Revision
1	08.20.2024	ISSUE FOR PERMIT
2	02.25.2025	OWNER AND CITY COMMENTS
3	06.05.2025	OWNER COMMENTS

SCALE:

PROJECT NO: A0.2

A110

SHEET NO:



2 THIRD FLOOR PLAN

3/32" = 1'-0"

N

Note:
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R1 - CEILING - (P 522) - TPO STYLE LOW SLOPE SYSTEM - R30 BATT INSULATION - 15/32" EXTERIOR STRUCUTRAL SHEATHING - SLOPED ROOF TRUSSES SPACED AND DESIGNED PER STRUCTURAL DRAWINGS - 25 GA RESILIENT CHANNELS SPACED 16" O.C. - 5/8" TYPE X GYP.

3KEY HOSPITALITY
INTERIORS PROCUREMENT OUTDOORS
4530 ST JOHNS AVENUE
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PH: 904-236-9757

ISLANDS ARCHITECTURE & DESIGN
173 ARUBA LANE
PONTE VEDRA BEACH, FL 32082
PH: 813.417.9901

AUBURN TOWN CENTER

261 MAIN STREET AND 15 ACADEMY STREET,
AUBURN, ME 04210

3RD FLOOR BUILDING DIMENSION PLAN

ISSUE FOR PERMIT SET

LICENSED ARCHITECT
JOSHUA BUONO
No. 4440
STATE OF MAINE
06.05.2025

DRAWN BY: DRAFTING TEAM
CHECKED BY: CG/JB

PLOT DATE: 06.05.2025

REVISION

S.No.	Date	Revision
0	08.20.2024	ISSUE FOR PERMIT
1	02.25.2025	OWNER AND CITY COMMENTS
2	06.05.2025	OWNER COMMENTS

SCALE:

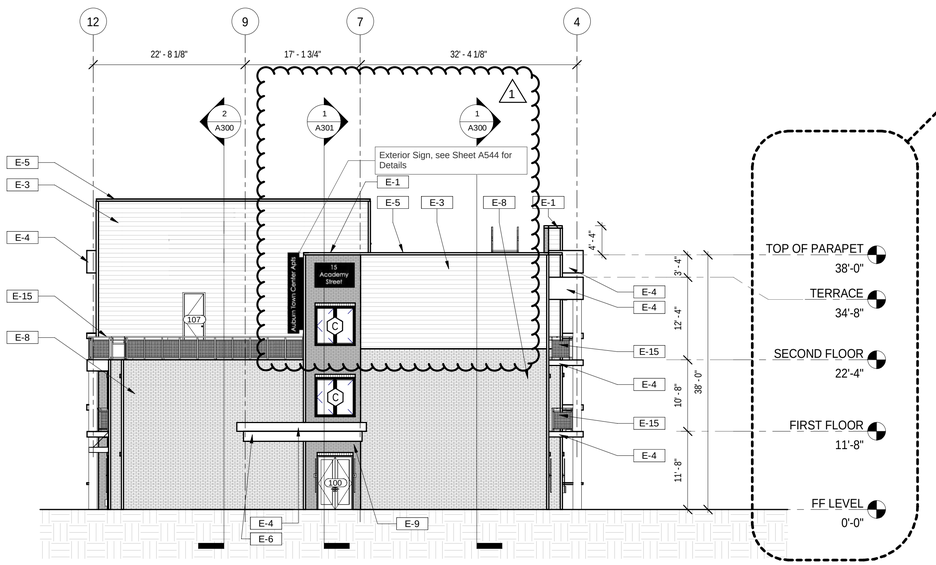
PROJECT NO: A0.2

A120

SHEET NO:

1 EXTERIOR ELEVATION - NORTH

3/32" = 1'-0"



2 EXTERIOR ELEVATION - EAST

3/32" = 1'-0"

ELEVATION FINISH SCHEDULE

KEY/T...	DESCRIPTION	MFG	MODEL	NOTES
E-1	METAL PARAPET CAPS		MATTE BLACK FINISH	SAMPLE TO BE PROVIDED FOR...
E-2	TRIM COLOUR	SHERWIN...		
E-3	ELEVATION COLOUR A	SHERWIN WILLIAMS	GREAT GREEN	TYPICALLY HARDIBOARD...
E-4	ELEVATION COLOUR B	SHERWIN...	BLACK SWAN	AWINGS AND...
E-5	ELEVATION COLOUR C	SHERWIN...	VIRTUAL TAUPE	
E-6	ELEVATION COLOUR D	SHERWIN...	CRYSTALLINE - #9691	PATIO COLUMN...
E-7	STONE ACCENT	VERSETTA...	STONE VENEER- PLUM CREEK COLOR	STAIR TOWER...
E-8	BRICK TYPE 1	ENDICOTT BRICK	AUTUMN SANDS- HERITAGE THIN BRICK	
E-9	BRICK TYPE 2	ENDICOTT BRICK	COPPERTONE THIN BRICK	STAIR TOWER...
E-14	AMENTITY AREA PAINT		TO BE PROVIDED BY CHAD	
E-15	RAILING FINISH		POWDERCOATED MATTE BLACK FINISH	SAMPLE TO BE PROVIDED FOR...

KEY HOSPITALITY INTERIORS PROCUREMENT OUTDOORS
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AUBURN TOWN CENTER

261 MAIN STREET AND 15 ACADEMY STREET,
AUBURN, ME 04210

EXTERIOR ELEVATIONS - NORTH AND EAST

ISSUE FOR PERMIT SET

LICENSED ARCHITECT
JOSHUA BUONO
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STATE OF MAINE
06.05.2025

DRAWN BY: DRAFTING TEAM
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REVISION

R.No.	Date	Revision
0	08.20.2024	ISSUE FOR PERMIT
1	02.25.2025	OWNER AND CITY COMMENTS

SCALE:

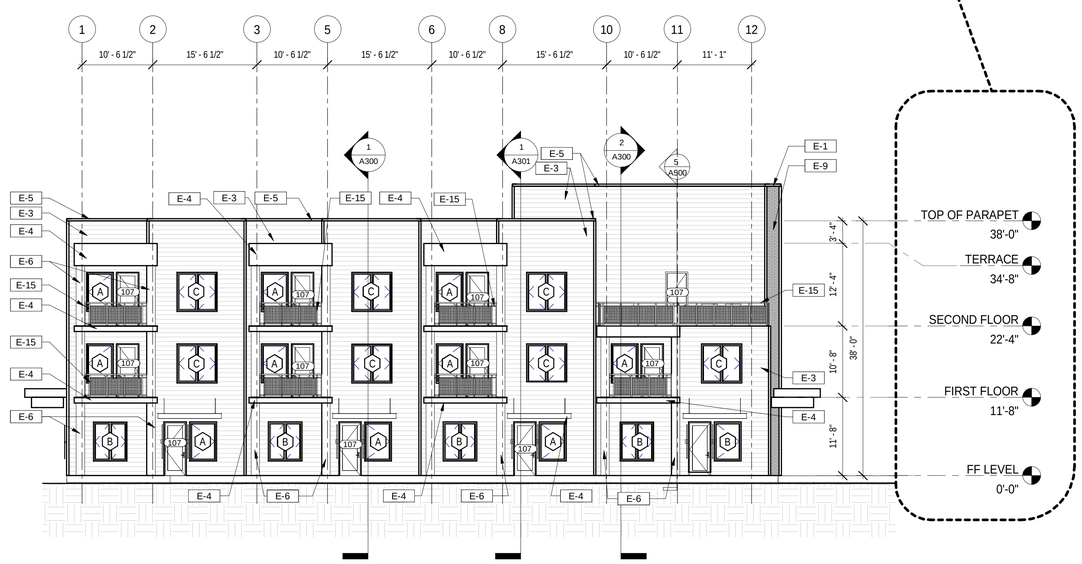
PROJECT NO: A0.2

A200

SHEET NO:

1 EXTERIOR ELEVATION - SOUTH

3/32" = 1'-0"



2 EXTERIOR ELEVATION - WEST

3/32" = 1'-0"

ELEVATION FINISH SCHEDULE

KEY/T...	DESCRIPTION	MFG	MODEL	NOTES
E-1	METAL PARAPET CAPS		MATTE BLACK FINISH	SAMPLE TO BE PROVIDED FOR...
E-2	TRIM COLOUR	SHERWIN...		
E-3	ELEVATION COLOUR A	SHERWIN WILLIAMS	GREAT GREEN	TYPICALLY HARDIBOARD...
E-4	ELEVATION COLOUR B	SHERWIN...	BLACK SWAN	AWINGS AND...
E-5	ELEVATION COLOUR C	SHERWIN...	VIRTUAL TAUPE	
E-6	ELEVATION COLOUR D	SHERWIN...	CRYSTALLINE - #9691	PATIO COLUMN...
E-7	STONE ACCENT	VERSETTA...	STONE VENEER- PLUM CREEK COLOR	STAIR TOWER...
E-8	BRICK TYPE 1	ENDICOTT BRICK	AUTUMN SANDS- HERITAGE THIN BRICK	
E-9	BRICK TYPE 2	ENDICOTT BRICK	COPPERTONE THIN BRICK	STAIR TOWER...
E-14	AMENTITY AREA PAINT		TO BE PROVIDED BY CHAD	
E-15	RAILING FINISH		POWDERCOATED MATTE BLACK FINISH	SAMPLE TO BE PROVIDED FOR...

KEY HOSPITALITY
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261 MAIN STREET AND 15 ACADEMY STREET,
AUBURN, ME 04210

EXTERIOR ELEVATIONS - SOUTH AND WEST

ISSUE FOR PERMIT SET

LICENSED ARCHITECT
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REVISION

No.	Date	Revision
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1	02.25.2025	OWNER AND CITY COMMENTS

SCALE:

PROJECT NO: A0.2

A201

SHEET NO:

AUBURN FLATS

GORRILL PALMER
An LJB Engineering Company

300 Southborough Drive, Suite 200, South Portland, ME 04106
(207) 772-2515 | GorrillPalmer.com

October 31, 2025

Mr. David Hediger
Director of Planning
City of Auburn
60 Court Street
Auburn, ME 04210

Subject: Auburn Town Center Apartments
15 Academy Street
Site/Subdivision Review Application
Letter of Response to Comments #2

Dear David,

On behalf of **Auburn Town Center Apartments, LLC (Applicant)** our office is pleased to provide this letter of response to the City Staff review comments, for the proposed development at 15 Academy Street. We have repeated the outstanding items identified and remaining comments/questions, below. For ease of reference, we have repeated those comments in *italics* followed by our responses for the City's consideration in **bold.**

City Planner Comments received via email on October 24th, 2025:

1. *The application states that the project requires 71 parking spaces, but the site only provides 58 spaces. Based on the calculations, 73 spaces are required. The 71 spaces listed include parking for the existing townhouses. However, 53 + 5 = 58 spaces, plus 14.5 for visitor parking equals 72.5, or 73 spaces.*

   Response: We appreciate the review and have updated the parking requirement accordingly. Further discussion is provided below regarding satisfaction of the parking requirements.

2. *The applicant notes that parking may be provided by the municipality via on-street spaces. Per Sec. 60-607 – General Provisions and Design Standards (18):*

   Required off-street parking in the Form-Based Code areas for lots that cannot provide their own parking because of location, lot size, or existing development may be substituted by parking facilities which, in the public's interest, may be provided by the municipality or private parking resources. No such public or private off-street parking shall be considered a substitute unless located within 1,000 feet of the principal building or use, as measured along lines of public access.

   Bonney Park has seven spaces, but parking there is limited to dawn to dusk and not available per the Police Department. Parking permits are not issued for lots other than the garage and Great Falls lot. Furthermore, these locations may not meet the distance requirements.

Response: The Applicant is pursuing multiple sites for off-site parking which may include the City-owned Community Little Theatre (CLT) lot and The Village Inn lot. We understand that the CLT leases the property from the City and that leasing spaces would include approval from both the City and CLT. We note these spaces would solely benefit the required guest parking. Additionally, although they cannot be strictly reserved or leased, there are public on-street parking spaces in the direct vicinity of the project on Main Street and Elm Street which may also be available to guests visiting the property. This would not be an irregular condition for guests of a residential use to utilize on-street parking supply for visits.

3. *If elderly units are provided (i.e., housing constructed under special local, state, or federal guidelines restricting occupancy to elderly persons), parking requirements are reduced to 0.5 spaces per unit. The applicant would need to specifically limit eight units for elderly occupancy. If this route is pursued, it should be noted on the subdivision plan as the number of elderly units.*

   Response: Elderly units are not being provided as part of the project scope at this time.

4. *If on-street parking is approved on Academy Street by MDOT, it must be adopted into the ordinance for Police Department enforcement. In any event, the required number of parking spaces cannot be waived. Per Sec. 60-554, parking requirements in T-4.2 zones may be met by municipal or private parking resources located within 500 feet (or 1,000 feet, per Sec. 60-607) of the principal building, subject to Planning Board approval.*

   Response: We understand this requirement and have provided further discussion in our response to Comment #2, above.

5. *It is noted that the six spaces proposed on Academy Street are conceptual in nature, while the image in Section D shows 17 spaces. Please provide clarification regarding off-site improvements.*

   Response: The offsite improvements contemplated are as shown on the site plans. The architectural site plan in Attachment D was not up to date and contemplated offsite improvements that are no longer proposed. Attachment D will be revised with later submissions to reflect the correct base conditions which are demonstrated in the civil site package.

6. *If on-street parking on Academy Street is approved by MDOT, it must be adopted into the ordinance for PD enforcement. How will these or other on-street spaces be dedicated to this project?*

   Response: The intent of the on-street parking spaces is for public parking spaces that could be used by the general public.

7. *Reference is made to parking at the Community Little Theatre. Has an agreement been made with the City to provide dedicated parking there?*

Response: The Applicant has contacted the CLT and The Village Inn to begin discussions for potential parking agreements. Further information will be provided as the discussions have progressed, however, the Applicant is confident that sufficient parking may be accommodated at these locations currently.

8. *Please clarify the scope of off-site improvements (e.g. sidewalk, lighting, etc.). Are these part of this approval process, or are they conceptual? Are improvements within the Academy Street right-of-way (such as sidewalk grading) necessary to support the proposed project?*

   Response: The current scope of offsite improvements includes:

   - **Reconstructed Sidewalk along Academy Street**
   - **Remove overhead wires along frontage on Academy to corner of Main Street**
   - **City standard street lights along Academy Street frontage**
   - **On-street parking including curb and striping realignment**
   - **Landscaping/Street Trees at ends of on-street parking**

   These offsite improvements, although not necessarily required for the onsite buildout, have been contemplated as part of the project scope in some shape or form since the Applicant began negotiations with the City for the purchase and buildout of the parcel. It is understood these improvements would enhance both the public right of way conditions and benefit both the public and adjacent property owners.

9. *The boundary discrepancy in the northwest corner has been resolved. Plans should be updated per the revised deeds found in Section B of the application.*

   Response: All plans have been updated to show the current boundary lines.

10. *Section B – Quit Claim Deed: The deed from the City of Auburn to Auburn Town Center Apartments (page 3) references a July 15th, 2025 deadline to obtain permits. It also states that the grantee agrees not to seek any change, amendment, or waiver to the City's Land Use and Zoning Ordinances. However, waivers are currently being requested from the Form-Based Code requirements.*

    Response: The Applicant and City Staff have reviewed the deed and coordinated to restate the deed with the City Council and City Attorney, accordingly. The restated deed will be provided to City Planning as soon as it is executed.

11. *As noted on Sheet C-3.0, Main Street and Academy Street are subject to pavement moratoriums. Any activity must be coordinated with MDOT and Auburn Public Works.*

    Response: We are understanding of the current moratorium and have coordinated with Public Works for the moratorium pavement restoration conditions. The limits of pavement moratorium are shown on the plans.

12. *Evidence of financial capacity required.*

Response: We're attaching a letter from Maine Community Bank provided to the Applicant at the beginning of the permitting process. The Applicant is currently going through the construction loan process with Maine Community Bank.

13. *Clarify the height of retaining walls.*

    Response: Notes have been added to Sheet C-4.0 to identify the bottom and top of the retaining walls on site.

14. *The neighbor at 35 Academy Street has expressed concerns. What measures can be taken to reduce visual impact along this property line: fencing, taller vegetation, etc.?*

    Response: A 6' fence is currently proposed along the west and northerly property lines. The landscape plan includes viburnum bushes and three lilac trees along this property boundary. The lilac trees will provide additional buffering in addition to the fencing.

15. *Sheet C-3.0: Building setbacks should be shown, particularly those related to the requested waivers.*

    Response: The building setbacks were unintentionally omitted from the previous plan. The plans have been revised accordingly with the setbacks.

16. *No part of any building, except for overhanging eaves, awnings, balconies, bay windows, stoops, and other architectural features, may encroach beyond the minimum front setback line. The canopy at the west entrance must meet this requirement.*

    Response: The building has been moved back from Academy Street to meet the minimum front setback for the primary structure and to locate the front entrance canopy within the property lines.

17. *Subdivision Plan (Sheet 1 of 1): References to waivers should be corrected: Waiver #4 is not a waiver, but rather a Planning Board finding. Pending Planning Board approval, the note should be revised to reflect how parking requirements are being met.*

    Response: The Subdivision Plan has been revised accordingly to remove reference to Waiver #1, #3, and #4. Now, the only waiver being requested is for Sec. 60-549.1 for the total building length along the frontage.

18. *Auburn Water & Sewer District (AWSD): Plans show both a 4" and 6" water main connection in Main Street. The drawings also show the 4" connecting to the 6" closer to the building on C-5.0, which may be an error. Recommend one connection in Main Street, splitting as shown near the building.*

Response: We have revised the plan to show the water main connection in Main Street to be only a 6" service connection and the 4" domestic line will stem from the 6" private main within the site.

19. *Attachment A: Application is incomplete.*

    Response: The application has been revised and included with this submittal.

20. *APD: does the site have adequate room for snow removal/storage? The plans do not demonstrate an obvious area for that and with an already challenging parking plan this should be considered. If an appropriate amount of parking is not provided on site there will be issues during winter parking bans where street parking is prohibited. Traffic on Main Street is a concern as well, specifically access and egress from the property.*

    Response: Snow storage areas have been added to the plan adjacent the dumpster area and in the center landscaped island between the top and bottom parking areas. The snow storage provided is sufficient to push snow and in a larger storm event, similar to other downtown lots, the Applicant and/or their hired snow plowing contractor may elect to haul snow offsite.

We appreciate the opportunity to provide these additional responses and look forward to Staff and the Board's continued review of this application. If you require any additional information, please do not hesitate to contact me directly.

Sincerely,

GORRILL PALMER

Kaleb Bourassa, PE
Project Manager
Phone: 207-772-2515 x297
kbourassa@gorrillpalmer.com

cc: Matt Leonard, Auburn Town Center Apartments, LLC

Attachments: A – Site & Subdivision Application Form
Revised Plan Set

November 5, 2023

Glen E. Holmes

Director of Business and Community Development

City of Auburn, ME

207-333-6600 ext. 1159

Dear Glen

Matthew Leanoard has asked me to provide a relationship letter for himself, Dr. Daniel Steece, and Highgate Development. I am currently Dr. Steece's commercial loan officer. He has had a commercial relationship with the Bank for more than ten years. During that time, all accounts have been paid as agreed.

Highgate Development is also a customer of the Bank, and currently maintains a deposit relationship with Maine Community Bank.

Lastly, Matthew Leonard, has been a commercial customer in the past, and paid all accounts as agreed.

Mr. Leonard has discussed the proposed project located at Academy Street in Auburn and has provided initial information to me.

Please feel free to reach out directly to me at 207-333-4585 or chanks@mainecb.com for further information.

Christiopher J. Hanks

VP, Commercial Loan Officer

Maine Community Bank

GORRILL PALMER
An LJB Engineering Company

300 Southborough Drive, Suite 200, South Portland, ME 04106
(207) 772-2515 | GorrillPalmer.com

October 10, 2025

Mr. David Hediger, Planner Director
City of Auburn
60 Court Street
Auburn, ME 04210

Subject: Auburn Town Center Apartments
15 Academy Street
Applicant: Auburn Town Center Apartments, LLC
Submission for Site Plan Review Application

Dear Eric:

On behalf of **Auburn Town Center Apartments, LLC**, Gorrill Palmer is pleased to make this Site and Subdivision Plan Review submission for the proposed Auburn Town Center Apartments, a 53-unit, residential development located at 15 Academy Street in Auburn, ME. Gorrill-Palmer has been retained and authorized by the Applicant to perform all work necessary to submit this application. A $700 Site Plan Application fee was submitted to the Planning Department based on the Planning & Permitting Fee Schedule document last revised 1/2022. A copy of the Final Application form is included as Attachment A to this submission.

PROJECT DESCRIPTION

Auburn Town Center Apartments, LLC is the owner of two parcels located at 15 Academy Street and 261 Main Street which are identified as Map 230, Lot 132 and Map 231, Lot 4, respectively. These parcels are also identified by deed in ACRD Bk 11792, Pg 1 which is provided in Attachment B. The properties are bound by Main Street, Academy Street, and residential properties to the north and west. The proposed 53-unit building development is situated on these two parcels and is also proposed to include a portion of the adjacent 3-11 Academy Street Townhouse condos common area which currently shares cross-access easements with the subject parcels. The approximate project area is shown in the image to the side and totals approximately 1.43 acres across these three parcels. The Applicant has coordinated with the adjacent condominium owners and prepared draft easement documentation which is discussed further below.

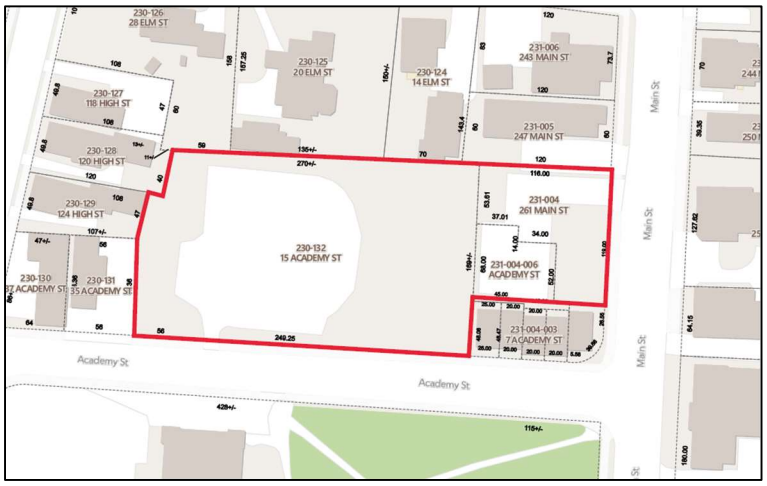


Figure 1: Development Lots (Auburn Public Parcel Viewer)

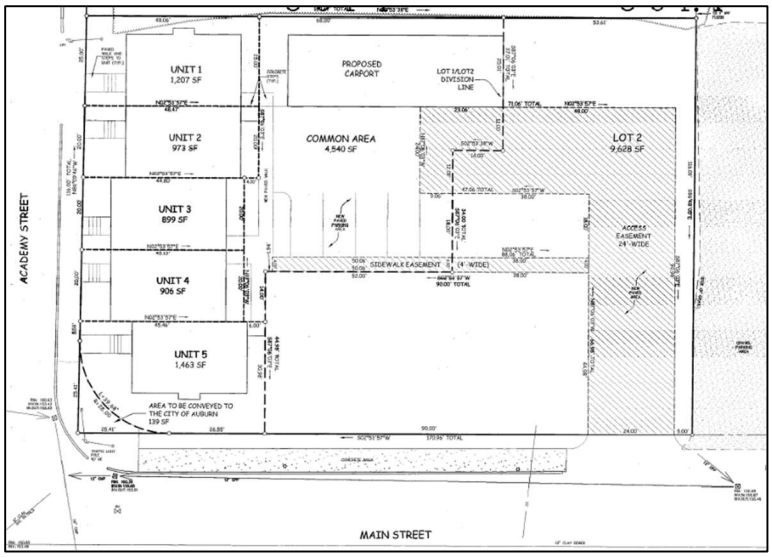


Figure 2: Proposed Subdivison Plan (ACRD, Book 49, Page 94)

The subject parcels are partially developed but remain primarily vacant. The 15 Academy parcel is currently a vacant lot, but remnants of the previous development are still apparent, including brick and concrete debris from a previous structure, as well as gravel from a previous driveway. The 261 Main Street parcel is developed with a lawn and parking lot which provides driveway access to the adjacent Academy Street Townhouses located at 3-11 Academy Street. The 261 main parcel and the Academy Street Townhouses parcel were both the subject of a Lot Division circa 2013, which established cross easements for access and utilities between the two parcels. The proposed development will reconfigure the Townhouses' common parking area to allow a more efficient access for both developments. This will include flipping the lawn area on the subject parcel with the existing parking area. Additionally, the lawn area will be improved with plantings, a gazebo, utility improvements, and new drainage facilities to benefit both parties. This work will require easements between the Applicant and the Townhouse condo owners to allow the development to utilize the condo association common area and reestablish easements and responsibilities between the Townhouse owners and Applicant. The Applicant has coordinated this effort with the associated parties and prepared draft easements based on these discussions which are provided in Attachment B. The final easements will be executed upon Site and Subdivision approval of the project. Additionally, in the northwest corner of the parcel the survey plan identified a deed overlap and a gore between the subject parcel and the adjacent parcels. The Applicant has recently executed boundary resolutions with the adjacent property owners and documentation which is identified in multiple deeds provided in Attachment B.

The 15 Academy and 261 main parcels are generally flat (1%-5%) slopes and are separated by a ±25' slope which is currently vegetated with a mix of trees and brush. Stormwater runoff generally flows east-southeasterly towards a closed storm drain system in Main Street, which ultimately flows to the Androscoggin River. The shared parking lot between the 261 Main Street parcel and the Townhouses contains a closed storm drain system which captures some amount of runoff from the rooftop, parking area, and the slope from the 15 Academy parcel. This onsite system connects to the drainage system in Main Street which flows through a series of pipes before entering the Androscoggin River.

The proposed site improvements include a three-story, fifty-three (53) unit structure with a footprint of 20,858 square-feet (SF) and 62,574SF gross. As shown in Figure 3 below, the building will be situated along the Academy Street frontage on the southern border of the property. Primary vehicular access into the site will be from Main St. To overcome the significant grade change across the project site, the building will have multiple steps in the foundation and an expanded landscaped island in the parking area to provide a steeper slope than in the parking stalls. All ground-level units will have individual entrances via stoops along the building as well as interior hallway corridor access. All other units will be accessed via one of three stair towers located along the building. The building finished floor elevations have been designed to

be ±2' above the adjacent Academy Street grades which will reinforce the street wall along Academy Street. However, along the backside of the building against the parking area, there will be varying relation to the ground level entrances since the parking lot grading does not match the existing grades along Academy Street.

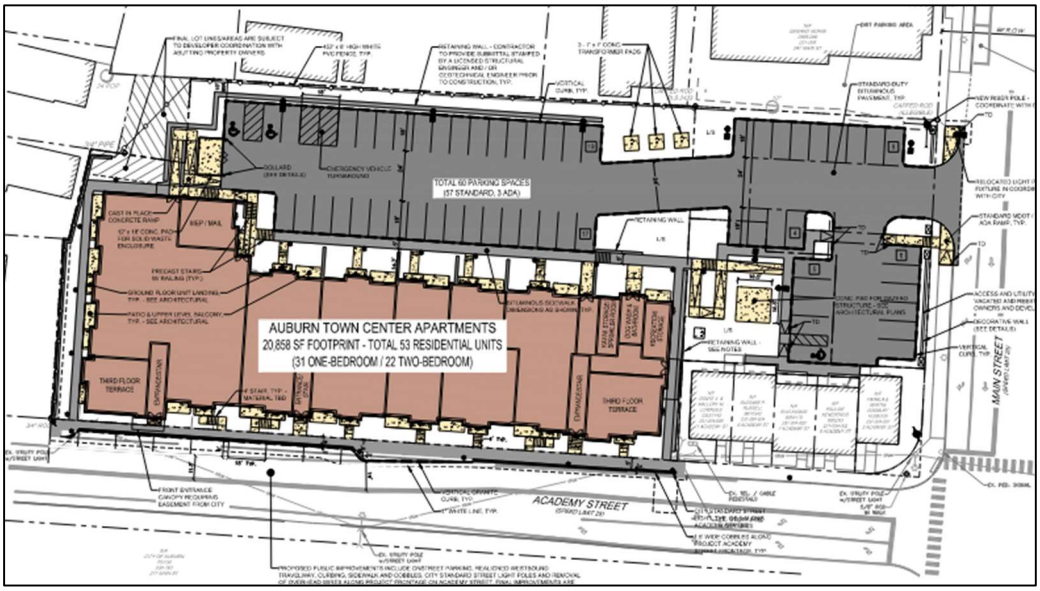


Figure 3: Proposed Site Plan

Architectural floor plans and elevations have been prepared by 3Key Hospitality which are provided in Attachment D. These depict the ground level entrance conditions from the parking area and Academy Street.

The development has been designed to leverage its location in the Auburn downtown neighborhood, adjacency to the park, riverwalk, and downtown area. Multiple access points on both sides of the building offer options for residents and guests who arrive/depart for various activities. Ground floor amenities include a mail room, kayak storage, bike storage, and ground floor restroom. A terrace is provided accessible from the third floor at each end of the building for additional recreational space internal to the building. Opportunities for placemaking on site are provided with a gazebo structure and other seating areas adjacent the bike and kayak storage entrances in the northeast corner of the building. Pedestrian access is provided from multiple points on Academy and Main Street from the site. Twenty-nine bike storage racks will be provided inside the building for residents as well as an outdoor bike wash station and bike service center within the bike storage area.

Parking will be provided on site for 58 vehicles. Per Sec. 60.554 – Form Based Code Use and Parking Matrix, multifamily dwellings are required to provide 1 space per dwelling unit plus 1 space per every 4 units for guest spaces. The existing Academy Street Townhouses also require 5 parking spaces for those units. In total, the parking required on site is 71 parking spaces. We note that there will be at least 1 parking space for every unit, however, not all guest parking spaces are provided on site. Per Sec. 60-554(1) of the Form Based Code, the parking requirements may be provided by the municipality via on-street or other public parking located within 500 feet of the project. Although the parking provided on site is 13 spaces less than that required, we find that there is sufficient parking supply located within the project vicinity on Main Street, Academy Street, High Street, and Elm Street. The public park and community theatre also includes an underutilized parking lot which may have capacity along High and Academy

Streets. Additionally, the Applicant has been approved by City Council for a TIF/CEA for certain public improvements which are envisioned to include expansion of 6 public parking spaces along the project frontage within Academy Street. This proposed parking layout is conceptually shown on the Site Plan to enhance the vision for the project and Academy Street. We note the final public improvements plan is subject to final coordination between the City and the Developer. The plan currently includes on-street parking, lighting, sidewalk, landscaping, and other utility improvements. Onsite, conduits and electrical service will be supplied to provide a minimum of two EV charging stations within the parking lot.

The building will be served by public water, public sewer, power, and communications facilities emanating from the project's frontage on Academy and Main Streets. Public sewer will exit the east end of the building and connect to the public sewer main in Academy Street. The new sewer service will require a manhole connection at the public main in Academy Street. A 6" private water service will extend into the site from Main Street and split at the building to provide 4" domestic and 6" fire services. Power and communications facilities will extend into the site from Academy Street via underground secondaries fed from a pole-mounted transformers. This will require a new utility pole to be placed across the street along the westerly project frontage on Academy Street. New underground power and communications services will be provided for the Academy Street Townhouses which will require a new pole and pole-mounted transformer for those units.

The project will disturb more than one acre of land but create less than one acre of new impervious structure, which qualifies for a Stormwater Management Permit By Rule and Maine Construction General Permit Notification. A Stormwater Permit By Rule has been submitted to the Maine Department of Environmental Protection (MEDEP). No wetland impacts are proposed as a result of the project.

The Applicant will coordinate with City staff to satisfy the financial capacity and performance guarantee requirements. Construction is anticipated to commence in Spring 2026 with completion within 18-24 months.

Table 1, below, demonstrates how the project complies with the requirements of the Form Based Code 60.549-.3 for the Traditional Downtown Neighborhood:

Table 1 – Traditional Downtown Neighborhood T-4.2		
Space, Bulk, or Form-Based Regulation	**Required**	**Provided**
Minimum Setbacks:		
Front	5ft min. – 15ft max.	3.26'*
Side	5ft	6.00'
Rear	10ft	19.1'
Building Lot Coverage	70%	33.3%
Useable Open Space	10%	>10%
Frontage Build-Out	60% min.	91.9%
Lot Width	24ft min. – 120ft max.	300.3'
Building Width	14ft min. – 110ft max.	276'*
Building Height	1-story min. – 3-story max. (excluding attic story)	3-stories
Building Frontage Type	Common Yard; Porch Yard, Stoop, and Storefront	Stoop
Building Entries	Primary entry door is encouraged along ground story façade facing a primary street.	Yes

Table 1 – Traditional Downtown Neighborhood T-4.2		
Space, Bulk, or Form-Based Regulation	**Required**	**Provided**
Ground Story Building Frontage Façade	Residential – Windows and doors shall comprise a minimum of 25% and maximum 60% coverage of the total ground story frontage façade.	25%
Upper Story Building Frontage Façade	Windows and doors shall comprise a minimum of 20% and maximum 40% coverage of the total upper story building frontage façade.	25%
Ground Story Finished Floor Elevation	Residential – The ground story elevation must be a minimum of 2 feet minimum and 6 feet maximum above the front yard elevation (average grade). Commercial – The ground story elevation must be at a minimum of sidewalk grade to maximum of 2 feet.	2' or greater
Frontage Façade Wall	Blank lengths of wall exceeding 10 linear feet are prohibited.	**
Front Yard Fence	Residential – A front yard fence a minimum of 2 feet and a maximum of 4 feet in height is encouraged to maintain spatial edge of street. No chain link, vinyl, split rail, or barbed wire is allowed	N/A
Front Yard Fence/Wall Opening	A vehicle entry way, as part of a front fence/wall, shall be a Opening: maximum width of 20 feet; a pedestrian entry way shall be a maximum width of 6 feet.	N/A
Building Projections	No part of any building, except overhanging eaves, awnings, balconies, bay windows, stoops and other architectural features shall encroach beyond the minimum front setback line.	*
Porch & Stoop Encroachments	Porches & Stoops may encroach upon the minimum front setback line by the following distances: Front Setback, Principal Frontage 5 ft. maximum. Front Setback, Secondary Frontage 5 ft. maximum.	Met
Garages	Detached garages shall be located a minimum of 20 feet from any street right-of-way.	N/A
Driveways	Driveways are encouraged to be on the secondary street frontage. Driveways shall be paved and a minimum of 8 feet wide and a maximum of 20 feet wide.	Met
Parking	**Residential** – Vehicle parking areas shall be located only on driveways or designated parking areas and shall not extend into the street right-of-way or sidewalk.	Met
Accessory Structures	Accessory structures shall be located a minimum of 20 feet from any street right-of-way and 5 feet from either side or rear property line.	Met
Landscaping	Landscaping is encouraged but shall not extend into any street right-of-way or sidewalk. Street trees are encouraged.	Met****
Foundation Planting	Foundation plantings are encouraged but should be pruned and maintained with enough clearance from the building façade to encourage air circulation.	Met

*See Waiver section below. Only 39.07 linear feet of the building is within 5' of the front property line.

**See Waiver section below. Maximum blank wall length is 24' in southwest building façade, all other portions of the front building façade meet the blank wall/fenestration requirements.

***See Waiver section below. The building design provides distinct building modules with façade undulation and vertical separation further breaking up the building.

****Some landscaping shown on Landscape Plan within right of way is for informational purposes only as part of ongoing coordination with Applicant and City on public improvements.

SITE PLAN REVIEW STANDARDS

Chapter 60, Article XVI, Division 2 of the City of Auburn Code of Ordinances (City Code) defines the procedures and approval criteria for a site plan review. This section of the application narrative will identify each applicable ordinance, then summarize how the development has been designed to comply with those ordinances.

Sec. 60-1301: Scale; Required Information

Section 60-1301.(1-24) outlines the site plan submission requirements which we have repeated below in *italics,* followed by responses for each standard accordingly:

(1) Name and address of owner and developer and interest of the applicant if other than the owner or developer.

The Applicant current has a purchase and sale agreement with the City of Auburn who is the current owner of record for the parcels. The Applicant/Developer is:

Auburn Town Center Apartments, LLC
799 Washington Street North
Auburn, ME 04212
Attn: Matt Leonard

(2) Name of development, scale and meridian arrow, with specific definition of representation, date of plan and legend.

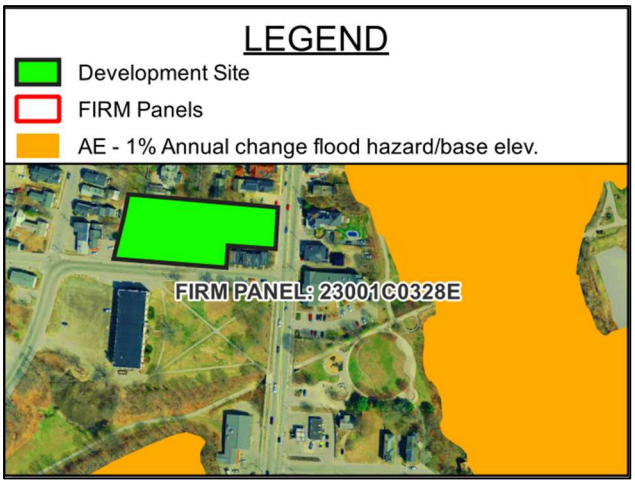
The project name is the Auburn Town Center Apartments which is included on the project plans.

(3) Names and addresses of all owners of record of all adjacent property as appear on assessor's records.

Included on the project plans.

(4) Current zoning boundaries and 100-year floodplain boundaries including surrounding areas to a distance of 300 feet from the perimeter of the site.

The figure below shows the location of the development site relative to the 100-yr floodplain and confirming the project is not located within the floodplain.



Development Parcel Relative to 100-yr Floodplain

(5) Easements; rights-of-way, existing, planned or proposed; or other reservations adjacent to or intersecting the property.

All existing easements and property boundaries are shown on the project plans. As previously discussed, the Applicant is coordinating new easements with the adjacent condominium owners. It is understood that the existing access and utility easements will need to be vacated as part of the new parking reconfiguration. The gore and deed overlap in the northwest corner of the property have been resolved and deeds are provided in Attachment B. These boundary resolutions ultimately affected three parcels; the Applicant's parcel, 120 High Street, and 124 High Street.

(6) Topographic map of the site, containing the following:

a. Existing contours, where the slope of existing ground surface is generally two percent or more, the topographic map shall show contours at intervals of five feet of elevation (or lesser intervals as the planning board or engineering department may prescribe). Where the slope of the existing ground surface is generally less than two percent, contour intervals of one foot shall be shown. These contours shall not be copied from the city topographic maps and shall be determined from an on-site survey certified by a registered land surveyor

b. Proposed contours shall be shown at intervals to be determined by the city engineer.

The project plans include existing and proposed contours at one foot intervals which were gathered via on the ground survey.

(7) Location of watercourses, wetlands, marshes, surface water, rock outcroppings, wooded areas, single trees with a diameter of ten inches measured three feet from the base of the trunk.

No watercourses, wetlands, marshes, surface water or rock outcroppings have been identified on the site. Existing wooded areas are shown on the civil plans.

(8) *Location of buildings existing on the tract to be developed and on adjacent tracts within a distance of 100 feet from the property line, indicating whether existing buildings on the tract are to be retained, modified or removed.*

This development will not remove any existing buildings. Existing buildings located on adjacent parcels are depicted in the existing conditions information within the project plans.

(9) *Locations of water mains, sewer mains, wells, fire hydrants, culverts, drains, pipe sizes, grades and direction of flow, existing within 200 feet of the subject property.*

Existing utility information has been gathered via survey, available record information and field reconnaissance by Gorrill Palmer for utilities onsite and within the public right of way in Academy and Main Streets.

(10) *Existing soil conditions and soil suitability test results.*

The project is proposed to be served by public sewer and proposes no infiltration of stormwater therefore, no soil testing relative to infiltration capacity has been conducted. Geotechnical explorations were conducted by S.W. Cole to inform the foundation design and general site construction.

(11) *Locations of proposed buildings and uses thereof.*

The development will include construction of one (1), three-story, fifty-three (53) unit apartment building.

(12) *Proposed traffic circulation system including streets, parking lots, driveways and other access and egress facilities, curblines, sidewalk lines and existing streets, including the projected traffic flow patterns into and upon the site for both vehicles and pedestrians and an estimate of the projected number of motor vehicle trips to and from the site for an average day and for peak hours.*

There are no traffic patterns proposed to be changed in the public right of way as a result of this project. The project will reestablish and utilize the driveway entrance onto Main Street. A traffic study is provided in Attachment G which outlines the anticipated trip generation, distribution, and a safety analysis. The project is proposed to generate 25 and 30 trip ends in the AM and PM peak hour of generator, respectively.

(13) *Location of existing and proposed public utility lines, indicating whether proposed lines will be placed underground.*

Existing utilities serving the site are shown on the project plans. The project is proposed to be served by public water, public sewer, and power. Natural gas is available; however, the Applicant is intending to utilize electricity for heating and cooling functions within the building at this time.

(14) *Site developments requiring stormwater permits pursuant to 38 M.R.S.A. § 420-D shall include the required plan and to the extent permitted under 38 M.R.S.A. § 489-A, be reviewed under the procedures of article XVI of this chapter; and they shall meet and comply with 38 M.R.S.A. § 484(4-A) and those Rules promulgated by the Maine Department of Environmental Protection pursuant to the Site Law and section 420-D, specifically Rules 500, 501 and 502, as last amended August 12, 2015. If a project*

proposes infiltration and the standards in Rule 500, appendix D are not met, then a waste discharge license may be required from the Maine Department of Environmental Protection. An infiltration system serving a development regulated under the Site Location of Development Act may be required to meet standards in addition to those in appendix D.

The project is proposed to create less than one acre of new impervious area and will not require a Stormwater Management Law permit, however, greater than one acre of disturbance is planned, requiring a Stormwater Permit By Rule which was submitted on October 10th, 2025. The stormwater management design for the project meets the City's Ordinance for flooding control by utilizing a subsurface chamber system in the lower parking area near Main Street which will provide sufficient storage to reduce the peak rate of runoff from the development before discharging to the City's storm drain system. A stormwater management memo is provided in Attachment E which discussed the proposal further.

Additionally, an operations and maintenance manual for the stormwater facilities is included in the Erosion and Sedimentation Control Report provided in Attachment F which complies with the City's Post-Construction Stormwater Management Ordinance.

(15) Location and design of proposed off-street parking and loading areas indicating number and size of stalls.

The site will be accessed via Main Street and will include 58 parking spaces. The standard parking stall size is 9' wide by 18' long which is demonstrated in the project plans details.

(16) Proposed location and direction of and time of use of outdoor lighting.

A photometrics plan prepared by Swaney Lighting Associates is provided in the project plans. The lighting plan utilizes pole mounted fixtures within the parking areas and wall packs at the primary building entrances. Additionally, bollard lights are proposed for secondary lighting along walkways and at ground floor unit entrances. Cut sheets for the lighting fixtures are provided in Attachment H.

(17) Existing and proposed planting, fences and walls, including all landscaping and screening and indicating existing trees to be retained and areas to be left undisturbed, including design features intended to integrate the proposed new development into the existing landscape to enhance aesthetic assets and to screen objectionable features from neighbors.

The proposed landscape plantings exceed form-based code criteria. Adjacent residential properties will be screened with shrub borders and trees strategically located to buffer views. The planting design utilizes deciduous shade trees around the parking lot, allowing sunlight to reach the pavement during cold weather. There are two outdoor terraces, also planted, providing trees three outdoor recreational areas for residents, inclusive of the passive space with gazebo on-site. A brick wall screens Main Street from direct views into the parking lot.

(18) Location, size, design and manner of illumination of signs.

Three signs are proposed for the project:

1. One consists of static letters, 15.75" in height, mounted to the brick wall screening the parking lot from Main Street. The sign will be illuminated with landscape lighting.

2. Two sign boxes will be mounted to the building, towards the eve line. The boxes are 6" in depth and will be backlit within the box. The two boxes work together, with one box identifying the project name and the other identifies the address.

(19) Disposal of sewage, trash, solid waste, oil waste, hazardous waste or radioactive waste showing disposal facilities, receptacles or areas.

The project will be served by public sewer which will exit the east end of the building and connect to the sewer main in Academy Street. Trash and/or recycling will be handled via a private trash collection vendor. A dumpster enclosure will be located at the west end of the parking lot which is shown on the site plans.

(20) Perimeter boundaries of the site giving complete descriptive lot data by bearings, distances and radii of curves including the name and seal of the registered land surveyor who prepared the plan.

A survey plan is provided in the plan set which depicts the total lot boundaries.

(21) Description and plan of capacity and location of means of sewage disposal together with approval of sewer district engineer or evidence of soil suitability for such disposal (test pit locations shall be shown on the plans) similarly approved by the city engineer department.

A capacity to serve confirmation has been received from the Auburn Water and Sewer District to accept the sewer flows emanating from the development. We are still waiting for final confirmation from the district on the proposed design, however, we have coordinated the location and connection into Academy Street. The capacity to serve memo is provided in Attachment C.

(22) A statement of the amount of area of land involved in the site, the percentage of the site proposed to be covered by buildings, the total number of dwelling units proposed per acre, the area proposed to be devoted to open space, the area proposed to be paved for parking, driveways, loading space and sidewalks, the total number of parking spaces required by the zoning chapter for the uses proposed, the number of employees expected per shift and the total floor area of proposed commercial or industrial uses.

Table 1, above, provides responses to the Form Based Code dimensional standards for the project. The total lot area is 1.44 acres. The building footprint is 20,858SF which is 33.3% of the total lot area. The proposed density is 36.8 units/acre with 53 total units. The total amount of pavement including the parking area and sidewalks is 28,139SF.

(23) Description and plan of a phase development concept detailing the areas and sequence of phasing.

The project is not proposed to be phased and will be constructed in one continuous sequence.

(24) A statement by the developer assuring that he has the financial capabilities to fully carry out the project and to comply with the conditions imposed by the planning board.

The applicant is currently going through the funding application process with their financial institution, Mechanics Savings Bank, and will provide confirmation of funding as soon as possible.

GORRILL PALMER
An LJB Engineering Company

SUBDIVISION PLAN STANDARDS

Chapter 60, Article XVI, Division 4 of the City of Auburn Code of Ordinances (City Code) defines the procedures and approval criteria for a subdivision plan review. This section of the application narrative will identify each applicable ordinance, then summarize how the development has been designed to comply with those ordinances.

Sec. 60-1359: Guidelines

Section 60-1359 outlines the subdivision approval criteria which we have repeated below in *italics,* followed by responses for each standard accordingly:

(1) Will not result in undue water, air or noise pollution. In making this determination it shall at least consider:

a. The elevation of land above sea level and its relation to the floodplains, the nature of soils and subsoils and their ability to adequately support waste disposal;

b. The slope of the land and its effect on effluents;

c. The availability of streams for disposal of effluents; and

d. The applicable state and local health and water resources regulations, including stormwater management requirements in accordance with section 60-1301(14);

The residential use of the site is consistent with adjacent land uses and will not result in undue air or noise pollution. The project proposes to utilize public water and public sewer and, therefore, will not include discharge of effluent to the ground and/or adjacent streams. The project is designed

to provide stormwater management controls in accordance with the City's Ordinance including erosion control and water quantity/quality measures.

(2) Has sufficient water available for the reasonably foreseeable needs of the subdivision;

The proposed design has been reviewed and approved by the Auburn Water and Sewer District. A memo is provided in Attachment C confirming the District's ability to provide water service to the project.

(3) Will not cause an unreasonable burden on an existing water supply, if one is to be utilized;

As described above, we have coordinated with the Auburn Water and Sewer District and understand that existing public water system has sufficient capacity to provide water supply for the development.

(4) Will not cause unreasonable soil erosion or reduction in the capacity of the land to hold water so that a dangerous or unhealthy condition may result;

An Erosion & Sedimentation Control Report has been prepared for this project which outlines temporary and permanent erosion control practices in accordance with the MaineDEP Ch. 500 Basic Standards. The Erosion & Sedimentation Control Report is provided in Attachment F.

(5) Will not cause unreasonable highway or public road congestion or unsafe conditions with respect to use of the highways or public roads existing or proposed;

The project has provided a Traffic Study in Attachment G in accordance with the City's Ordinance which included a trip generation, safety review, and driveway sight distance review. We conclude the project will not cause unreasonable traffic congestion or unsafe conditions.

(6) Will provide for adequate sewage waste disposal;

The Auburn Water and Sewer District has reviewed and approved the proposed design and confirmed there is sufficient sewer capacity to serve the development. This correspondence is provided in Attachment C.

(7) Will not cause an unreasonable burden on the ability of a municipality to dispose of solid waste and sewage if municipal services are to be utilized;

As discussed above, the Auburn Water and Sewer District has provided confirmation that the public sewer system has sufficient capacity to serve the development.

(8) Will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites or rare and irreplaceable natural areas;

This project is an infill development in Auburn's downtown area located at the corner of Main Street and Academy Street. The 3-story multifamily development will be consistent with the adjacent land uses and will not diminish the scenic character of the neighborhood. There are no rare or irreplaceable natural areas on the property.

(9) Is in conformance with a duly adopted subdivision regulation or ordinance, comprehensive plan, development plan, or land use plan, if any;

The project narrative provided above demonstrates the development's conformance with the zoning ordinance and comprehensive plan.

(10) Is funded by a subdivider who has adequate financial and technical capacity to meet the standards of this section;

The Applicant has the financial and technical capacity to complete the project. The Applicant has assembled a team which includes:

- Civil/Traffic Engineer & Permitting – Gorrill Palmer
- Surveyor – Sebago Technics
- Landscape Architect – 3Key Hospitality
- Architect – Josh Buono
- Structural/MEP Engineer – Case Engineering

These team members have adequate capacity to complete the project.

(11) Will not adversely affect the character of the surrounding neighborhood and will not tend to depreciate the value of property adjoining the neighboring property under application;

The proposed development will have a positive impact on the neighborhood and adjacent property values.

(12) Has provisions for on site landscaping that are adequate to screen neighboring properties from unsightly features of the development;

The project includes landscaping and fencing which will sufficiently buffer adjacent properties to the greatest extent possible.

(13) Will not create a fire hazard and has provided adequate access to the site for emergency vehicles;

The Fire Department has reviewed the Site Plans and has determined that the development can be serviced onsite and from Academy Street. Emergency vehicle turning templates were previously

provided to the Planning Office and Fire Department for review and are provided in Attachment I with this submission.

(14) Will not, alone or in conjunction with existing activities, adversely affect the quality or quantity of groundwater;

The project proposes to utilize public water and public sewer and, therefore, will not have an adverse impact on the groundwater quality and quantity.

(15) Does not have long-term cumulative effects of the proposed subdivision will that unreasonably increase a great pond phosphorus concentration during the construction phase and life of the proposed subdivision.

The project is not in the watershed of a great pond and, therefore, is not subject to specific stormwater phosphorous controls.

Sec. 60-1365: General Requirements

Section 60-1365 outlines the subdivision approval criteria which we have repeated below in *italics,* followed by responses for each standard accordingly:

(1) Subdivision plan shall conform to the comprehensive plan. Any proposed subdivision shall be in conformity with the comprehensive plan of the city and with the provisions of all pertinent state and local codes and ordinances.

As provided in the narrative above, the project conforms to the City's Comprehensive Plan, Zoning Ordinance, and applicable State requirements.

(2) Preservation of natural and historic features. The board may require that a proposed subdivision design include a landscape plan that will show the preservation of existing trees and vegetation, graded contours, streams and the preservation of scenic, historic or environmentally desirable areas. The street and lot layout shall be adapted to the topography. Extensive grading and filling shall be avoided as far as possible.

The project is an infill lot on two parcels that have been historically developed, however, currently remain vacant. There are no natural or historic features which are required to be maintained on the parcel.

(3) Lots.

This project does not propose any new lots.

WAIVER REQUESTS

The applicant requests that the planning board grant waivers from the following standards:

- Section 60-549.1. – Building Placement and Configuration; Front Setback
  The Applicant requests a waiver from the minimum front setback requirement for the building as a portion of the front façade on Academy Street is located within 5' from the right of way line. Approximately 24.3' of the building is located 4.15' from the right of way line and 14.77' of the building is located 3.26' from the right of way line. In total, the building is approximately 276' wide along Academy Street. This accounts for encroachment within the setback of approximately 14% of the building. This area of the building is located in the westerly frontage at the primary entrance which projects out from the rest of the building. Based on the shape of the lot and spatial needs of the parking field and sidewalk space to the north of the building, we find this building placement is necessary and cannot be moved further back. Additionally, the location of the building against the right of way line is appropriate and meets the intent of the form based code which enhances the street wall and the traditional neighborhood feel. Maintaining building projections and stoops along the entire building façade will also help blend in this slight encroachment.

- Section 60-549.1. – Building Placement and Configuration; Building Width
  The Applicant requests a waiver from the maximum building width. The existing building is approximately 276' along Academy Street which is greater than the 110' maximum as noted in the standards. Although all provided in one continuous building footprint, the structure is effectively broken up in two different ways along Academy Street. First, the front façade is broken up with building undulation which occurs along each building module at intervals of 10'-12' but no greater than 25'. Second, the building is stepped eight (8) times along Academy Street of which seven of those building steps will be visible from the street. One step in the building is associated with a stair entry to the lower, east end of the structure and is not visible from the outside of the structure. In addition to the building undulation across the façade, these building steps across the building will provide the appearance that each building module is a separate structure. This building design supports the intent of the Traditional Downtown Neighborhood and reinforces a moderately dense street wall pattern. Additionally, the property is unique in that it is one of the largest parcels in the Traditional Downtown Neighborhood district with approximately 300' of frontage on Academy Street. This lot size creates a conflict in the Building Placement and Configuration Standards where the required Frontage Build-Out is 60% minimum and the maximum building and lot widths are 110' and 120', respectively. Based on the 300' frontage, to meet the Frontage Build-Out standards, the building would be required to be at least 180' long which does not agree with the maximum building width.

- Section 60-549.2. – Building Frontages T-4.2; Front Façade Wall
  The Applicant requests a waiver from the form based code front façade wall standard where a small portion of the building façade will have greater than 10' of blank wall. The building is approximately 276' wide. In general, the fenestration requirements are met with 25% fenestration on the ground level and upper levels. However, in the westerly building façade at the main entrance, the end of the building is a two-story brick façade with the third level utilized as an open terrace space. In this area of wall, the greatest length of blank wall is approximately 24'. In review of the building elevations and perspectives, we feel this blank wall space is acceptable as

the material utilized is brick which matches the adjacent community theatre bufilding and it serves as a marker for the end of the street wall created by the proposed building. Based on this small area, the blank wall space will not be detrimental to the buildings ability to meet the form based code.

- Section 60-554 – Multifamily Parking

  The Applicant requests a waiver from the form based code parking standard where not all parking spaces required are provided on site. As previously described in the narrative above, Sec. 60-554(2) notes that the parking standards may utilize public parking adjacent to the site, subject to planning board approval. In addition to the existing public parking supply on the adjacent streets, the project is proposing to construct 6 new public parking spaces on Academy Street. Therefore, we respectfully request a waiver from the parking standards based on that fact that a public parking supply sufficient to meet the project's needs currently exists and the Applicant is coordinating with the City to provide additional on-street parking at the project frontage.

CLOSURE

Twelve (12) complete submission packages are provided for your consideration which include one (1) full size plan set and twelve (12) 11"x17" plan sets. We look forward to reviewing this project with you and the Planning Board at the next available meeting. If you have any questions about the information being submitted, please contact our office.

Sincerely,

GORRILL-PALMER

Kaleb Bourassa, P.E.
Project Manager
Phone: 207-772-2515 x297
kbourassa@gorrillpalmer.com

Attachments:

A - Planning Board Application
B - Evidence of Title, Right, or Interest
C - Utility Correspondence
D - Architectural Plans
E - Stormwater Memo
F - Erosion & Sediment Control Report
G - Traffic Memo
H - Lighting Cut Sheets
I - Emergency Vehicle Turning Figures

cc: Matt Leonard, Auburn Town Center Apartments, LLC

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ATTACHMENT A

City of Auburn, Maine
Office of Planning & Permitting
Eric J. Cousens, Director
60 Court Street | Auburn, Maine 04210
www.auburnmaine.gov | 207.333.6601

Development Review Application

PROJECT NAME: Auburn Town Center Apartments

PROPOSED DEVELOPMENT ADDRESS: 15 Academy Street

PARCEL ID #: 230-132, 231-004, and 231-004-006

REVIEW TYPE:
Site Plan ■ **Site Plan Amendment** □
Subdivision □ **Subdivision Amendment** □

PROJECT DESCRIPTION: A residential development including a three-story, fifty-three (53) unit structure with associated parking, gazebo, lawn, and drainage facilities.

CONTACT INFORMATION:

Applicant

Name: Auburn Town Center Apartments, LLC
Address: 799 Washington Street North
City / State Auburn, Maine
Zip Code 04210
Work #:
Cell #:
Fax #:
Home #:
Email:

Property Owner

Name: Auburn Town Center Apartments, LLC
Address: 799 Washington Street North
City / State Auburn, Maine
Zip Code 04210
Work #:
Cell #:
Fax #:
Home #:
Email:

Project Representative

Name: Kaleb Bourassa, P.E., Gorrill Palmer
Address: 300 Southborough Drive, Suite 200
City / State South Portland, Maine
Zip Code 04106
Work #: 207.772.2515 x297
Cell #:
Fax #:
Home #:
Email: kbourassa@gorrillpalmer.com

Other professional representatives for the project (surveyors, engineers, etc.),

Name:
Address:
City / State
Zip Code
Work #:
Cell #:
Fax #:
Home #:
Email:

PROJECT DATA

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

IMPERVIOUS SURFACE AREA/RATIO

Existing Total Impervious Area	11,050	sq. ft.
Proposed Total Paved Area	28,139	sq. ft.
Proposed Total Impervious Area	48,997	sq. ft.
Proposed Impervious Net Change	+37,947	sq. ft.
Impervious surface ratio existing	17.7	% of lot area
Impervious surface ratio proposed	78.6	% of lot area

BUILDING AREA/LOT COVERAGE

Existing Building Footprint	0	sq. ft.
Proposed Building Footprint	20,858	sq. ft.
Proposed Building Footprint Net change	+20,858	sq. ft.
Existing Total Building Floor Area	0	sq. ft.
Proposed Total Building Floor Area	62,574	sq. ft.
Proposed Building Floor Area Net Change	+62,574	sq. ft
New Building	Yes	(yes or no)
Building Area/Lot coverage existing	0	% of lot area
Building Area/Lot coverage proposed	33.5 ~~33.3%~~	% of lot area

ZONING

Existing	T-4.2
Proposed, if applicable	N/A

LAND USE

Existing	n/a
Proposed	Residential

RESIDENTIAL, IF APPLICABLE

Existing Number of Residential Units	-
Proposed Number of Residential Units	53
Subdivision, Proposed Number of Lots	-

PARKING SPACES

Existing Number of Parking Spaces	-
Proposed Number of Parking Spaces	~~65~~ 55
Number of Handicapped Parking Spaces	3
Proposed Total Parking Spaces	~~65~~ 58

ESTIMATED COST OF PROJECT: $10,000,000

DELEGATED REVIEW AUTHORITY CHECKLIST

SITE LOCATION OF DEVELOPMENT AND STORMWATER MANAGEMENT

Existing Impervious Area	10,070	sq. ft.
Proposed Disturbed Area	62,400	sq. ft.
Proposed Impervious Area	39,455	sq. ft.

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

TRAFFIC ESTIMATE

Total traffic estimated in the peak hour-existing (Since July 1, 1997) 0 passenger car equivalents (PCE)

Total traffic estimated in the peak hour-proposed (Since July 1, 1997) 30 passenger car equivalents (PCE)

If the proposed increase in traffic exceeds 100 one-way trips in the peak hour then a traffic movement permit will be required.

Zoning Summary

1. Property is located in the T-4.2 (Traditional Downtown Neighborhood) zoning district.
2. Parcel Area: ~~1.44~~ acres / ~~62,791~~ square feet(sf).

Regulations	Required/Allowed	Provided	
Min Lot Area	/		
Street Frontage	Build-Out 60% min	/ 91.9%	
Min Front Yard	5' min. (15' max.)	/ 3.26'	
Min Rear Yard	10'	/ 19.1'	
Min Side Yard	5'	/ 6.00'	
Max. Building Height	3 Story	/ 3 Story (38')	
Use Designation	Residential/Commercial	/ Residential	
Parking Requirement	~~1 space/ per square feet of floor area~~		1 per dwelling unit plus 1 space per every 4 for guest parking
Total Parking:	71	/ 58	
Overlay zoning districts (if any):	/		/

Urban impaired stream watershed? YES/NO If yes, watershed name NO

DEVELOPMENT REVIEW APPLICATION SUBMISSION

Submissions shall include fifteen (15) complete packets containing the following materials:

1. 5 Full size plans and 10 smaller (no larger than 11" x 17") plans containing the information found in the attached sample plan checklist.
2. Application form that is completed and signed by the property owner or designated representative. (NOTE: All applications will be reviewed by staff and any incomplete application will not be accepted until all deficiencies are corrected.
3. Cover letter stating the nature of the project.
4. All written submittals including evidence of right, title and interest.
5. Copy of the checklist completed for the proposal listing the material contained in the submitted application.

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

To view the City of Auburn Zoning Ordinance, go to:
www.auburnmaine.gov under City Departments / Planning, Permitting & Code / Subdivisions / Land Use /Zoning Ordinance

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

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

Signature of Applicant:	**Date:**
Matthew J. Leonard	~~07/08/24~~ 07/08/24

City of Auburn, Maine
Office of Planning & Permitting
Eric J. Cousens, Director
60 Court Street | Auburn, Maine 04210
www.auburnmaine.gov | 207.333.6601

Development Review Checklist

The following information is required where applicable to be submitted for an application to be complete

PROJECT NAME: Auburn Town Center Apartments
PROPOSED DEVELOPMENT ADDRESS: 15 Academy Street
PARCEL #: 230-132, 231-004, and 231-004-006

Required Information		*Check when Submitted*		*Applicable Ordinance*
Site Plan		*Applicant*	*Staff*	
	Owner's Names/Address	X		
	Names of Development	X		
	Professionally Prepared Plan	X		
	Tax Map or Street/Parcel Number	X		
	Zoning of Property	X		
	Distance to Property Lines	X		
	Boundaries of Abutting land	X		
	Show Setbacks, Yards and Buffers	X		
	Airport Area of Influence	N/A		
	Parking Space Calcs	X		
	Drive Openings/Locations	X		
	Subdivision Restrictions	N/A		
	Proposed Use	X		
	PB/BOA/Other Restrictions	X		
	Fire Department Review	X		
	Open Space/Lot Coverage	X		

Required Information		*Check when Submitted*		*Applicable Ordinance*
Landscape Plan		*Applicant*	*Staff*	
	Greenspace Requirements	X		
	Setbacks to Parking	X		
	Buffer Requirements	X		
	Street Tree Requirements	N/A		
	Screened Dumpsters	X		
	Additional Design Guidelines			
	Planting Schedule	X		
Stormwater & Erosion Control Plan		*Applicant*	*Staff*	
	Compliance w/ chapter 500	X		
	Show Existing Surface Drainage	X		
	Direction of Flow	X		
	Location of Catch Basins, etc.	X		
	Drainage Calculations	X		
	Erosion Control Measures	X		
	Maine Construction General Permit	X		
	Bonding and Inspection Fees			
	Post-Construction Stormwater Plan	X		
	Inspection/monitoring requirements	X		
Lighting Plan		*Applicant*	*Staff*	
	Full cut-off fixtures	X		
	Meets Parking Lot Requirements	X		
Traffic Information		*Applicant*	*Staff*	
	Access Management	X		
	Signage			
	PCE - Trips in Peak Hour	X		

Required Information		*Check when Submitted*		*Applicable Ordinance*
	Vehicular Movements	X		
	Safety Concerns	X		
	Pedestrian Circulation			
	Police Traffic			
	Engineering Traffic			
Utility Plan		*Applicant*	*Staff*	
	Water	X		
	Adequacy of Water Supply	X		
	Water main extension agreement	N/A		
	Sewer	X		
	Available city capacity	X		
	Electric	X		
	Natural Gas	X		
	Cable/Phone	X		
Natural Resources		*Applicant*	*Staff*	
	Shoreland Zone	N/A		
	Flood Plain	None		
	Wetlands or Streams	None		
	Urban Impaired Stream	None		
	Phosphorus Check	N/A		
	Aquifer/Groundwater Protection	N/A		
	Applicable State Permits	N/A		
	Lake Auburn Watershed	N/A		
	Taylor Pond Watershed	N/A		
Right, Title or Interest		*Applicant*	*Staff*	
	Verify			
	Document Existing Easements, Covenants, etc.	X		

Required Information		*Check when Submitted*		*Applicable Ordinance*
Technical & Financial Capacity		***Applicant***	***Staff***	
	Cost Est./Financial Capacity	X		
	Performance Guarantee	X		
State Subdivision Law	N/A	***Applicant***	***Staff***	
	Verify/Check			
	Covenants/Deed Restrictions			
	Offers of Conveyance to City			
	Association Documents			
	Location of Proposed Streets & Sidewalks			
	Proposed Lot Lines, etc.			
	Data to Determine Lots, etc.			
	Subdivision Lots/Blocks			
	Specified Dedication of Land			
Additional Subdivision Standards	N/A	***Applicant***	***Staff***	
	Mobile Home Parks	N/A		
	PUD	N/A		
A JPEG or PDF of the proposed site plan	X	***Applicant***	***Staff***	
Final sets of the approved plans shall be submitted digitally to the City, on a CD or DVD, in AutoCAD format R 14 or greater, along with PDF images of the plans for archiving				

ATTACHMENT B

Bk 11792 Pg1 #3713
03-20-2025 @ 02:37p

DLN #2491753

NOT AN OFFICIAL COPY

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QUITCLAIM DEED
Without Covenant
(Release)

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KNOW ALL PERSONS BY THESE PRESENTS, that the **CITY OF AUBURN**, a municipal corporation existing under the laws of the State of Maine and located at 60 Court Street, Auburn, Maine 04210, for One ($1.00) Dollar and other valuable consideration, does hereby **REMISE, RELEASE AND CONVEY**, and forever **QUITCLAIM** unto **AUBURN TOWN CENTER APARTMENTS, LLC**, a Maine limited liability company whose address is 799 Washington Street North, Auburn, Maine 04210, the real property situated in the City of Auburn, County of Androscoggin and State of Maine, more particularly described in Exhibit A attached hereto and made a part hereof.

IN WITNESS WHEREOF, the City of Auburn has caused this instrument to be signed and sealed in its corporate name by Phillip L. Crowell, Jr., its City Manager, thereunto duly authorized this 20 day of March, 2025.

SIGNED, SEALED AND DELIVERED
In presence of

CITY OF AUBURN

Witness

By: _____
Phillip L. Crowell, Jr.
Its City Manager

STATE OF MAINE
COUNTY OF ANDROSCOGGIN

March 20, 2025

Then personally appeared the above-named Phillip L. Crowell, Jr., City Manager of the City of Auburn, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of the City of Auburn.

Before me,

Notary public / Attorney at Law
Printed Name: RITA P. BEAUDRY
Commission Expires: 1.27.2031

NOT AN OFFICIAL COPY

EXHIBIT A

NOT AN OFFICIAL COPY

Parcel 1

NOT AN OFFICIAL COPY

That certain lot or parcel of land with the buildings thereon situated in the City of Auburn, County of Androscoggin and State of Maine, bounded and described as follows:

Beginning at an iron set in the ground in the northeasterly side line of Academy Street, said iron being one hundred sixteen (116) feet northwesterly of the northwesterly line of Main Street; thence running North 63° West in the said northeasterly side line of Academy Street two hundred ninety-nine and ninety-two hundredths (299.92) feet to another iron set in the ground, said iron being one hundred twenty (120) feet southeasterly from the southeasterly line of High Street; thence from said last mentioned iron running North 27° East eighty-six and thirty-three hundredths (86.33) feet of land owned or occupied by Auburn Home for Aged Women to another iron set in the ground; thence running South 63° East by land owned or occupied by Pauline Deburra three and twenty-two hundredths (3.22) feet to another iron set in the ground; thence running North 36° 57½' East forty-four and twelve hundredths (44.12) feet to land owned or occupied by John B. Morrison at another iron set in the ground; thence running South 53° 49' East by said Morrison land forty-five and seventy-two hundredths (45.72) feet to another iron set in the ground; thence running North 26° 51' East by said Morrison land thirty-nine and eighty-nine hundredths (39.89) feet to another iron set in the ground; thence running South 63° 38' East along land owned or occupied by Erlon Freeman, Mrs. Wallace White, Jr., Victorienne Beaulieu and Albert Ouellette two hundred forty-one and twenty- four hundredths (241.24) feet to another iron set in the ground; thence running South 26° 8½' West by land owned or occupied by Rene Chicoine one hundred sixty-nine and seventy-three hundredths (169.73) feet to the point of beginning.

The foregoing parcel of land is conveyed subject to and with the benefit of all easements, restrictions and other matters of record, insofar as the same are now in force and applicable;

SUBJECT to the exceptions and reservations reserved to New England Telephone and Telegraph Company as set forth in the Quitclaim Deed dated July 24, 2006 and recorded in the Androscoggin County of Deed in Book 6851, Page 40.

Meaning and intending to convey the same premises conveyed to the City of Auburn by Quitclaim Deed from New England Telephone and Telegraph Company dated July 24, 2006 and recorded in the Androscoggin County of Deed in Book 6851, Page 40.

Parcel 2

That certain lot or parcel of land on the westerly line of Main Street depicted as Lot 2 on the plan prepared by Jones Associates, Inc., Michael A. Hartman, PLS #2433, entitled, Division

Plan, CEI Housing, Inc., 261 Main Street, Auburn, Maine dated January 13, 2012 and recorded on April 3, 2012 in the Androscoggin County Registry of Deeds in Plan Book 49, Page 93.

Said Lot is conveyed with the benefit of and subject to the Declaration of Easements and Covenants for 261 Main Street, Auburn, Maine by CEI Housing, Inc. dated March 21, 2013 and recorded in said registry in Book 8629, Page 340.

This conveyance is subject to all matters shown on said plan and all existing improvements and utilities located upon and within said parcel of land.

Both Parcel 1 and Parcel 2 conveyed herein (collectively the "Property") are conveyed subject to the following use and development restrictions and covenants for the benefit of the Grantor which shall be deemed covenants running with the land and so binding on future owners, to which Grantee agrees and binds itself, its successors and assigns, by accepting delivery of this deed and recording the same in the Androscoggin County Registry of Deeds.

1. Project. Grantee shall construct a residential housing development consisting of a minimum of sixteen (16) market rate apartments with common space, green space and adequate parking on the Property to be known as "Auburn Town Center Apartments" (the "Project").

2. Permits and Approvals; Construction Commencement; Construction Completion. Grantee agrees to undertake reasonably good faith efforts to obtain the necessary federal, state, and local permits and approvals (the "Permits and Approvals") to construct the Project. Grantee shall have until July 15, 2025 to obtain all necessary Permits and Approvals for the Project (the "Approval Deadline"). Grantee covenants and agrees not to seek Permits and Approvals for the Property for a use other than the Project, without the prior written consent of Grantor, in its sole and absolute discretion. Grantee covenants and agrees that the Project shall comply with the City of Auburn's land use ordinances and regulations in effect as of the date of this deed, and Grantee covenants and agrees that it shall not seek any change, amendment, or waiver to the City of Auburn's land use and zoning ordinances in effect as of the date of this deed. Grantee agrees to make reasonable efforts to commence construction of the Project no later than April 8, 2026 (the "Construction Commencement Deadline"), and to complete construction of the Project no later than April 8, 2027 (the "Construction Completion Date"); provided, however, if construction of the Project cannot be completed by Grantee prior to the expiration of the Construction Completion Date, Grantor agrees to extend the Construction Completion Date for two (s) successive periods of six (6) months each, provided that Grantee is exercising reasonable good faith diligence and using commercially reasonable efforts to complete construction of the Project in a timely manner. If Grantee fails to (i) obtain the necessary Permits and Approval by the Approval Deadline, (ii) commence construction of the Project by the Construction Commencement Deadline, (iii) complete construction of the Project by the Construction Completion Date, as the same may be extended or (iv) if Grantee, at any time after delivery of this deed, delivers written notice to Grantor that it does not intend to commence construction of the Project (the "No Construction Notice Date"), then Grantor shall have the right, but not the obligation, to repurchase the Property from Grantee on the terms set herein. Grantor shall have a right, but not the obligation, to repurchase the Property for the total purchase price paid by Grantee for the Property, minus its actual closing costs reflected on the settlement statement

from the original sale of the Property to Grantee; provided further that such closing costs shall be limited to transfer taxes, recording fees, pro-rata adjustments, and any incentive, loan or grant funds provided by Grantor for the Project. Grantor shall exercise its right to repurchase by delivery of written notice thereof by certified mail to Grantee or its successors or assigns (the "Notice of Election") within thirty (30) days after i) the Approval Deadline if Grantee has not received its Permits and Approvals by the Approval Deadline, ii) within thirty (30) days after the Construction Commencement Deadline if Grantee has not commenced construction of the Project by the Construction Commencement Deadline, (iii) within thirty (30) days after the Construction Completion Date if Grantee has not completed construction of the Project by the Construction Completion Date, as the same may be extended or (iv) within thirty (30) days after receipt of the No Construction Notice Date, as may be applicable. If Grantor fails to exercise its repurchase right within such time period, or if Grantor delivers the Notice of Election but fails to close within thirty (30) days after the delivery of the Notice of Election, Grantor's right to repurchase shall automatically terminate and Grantee shall be entitled to record an affidavit in the Registry of Deeds evidencing such fact. Within ten (10) days after a request from Grantee, Grantor, or its successors and assigns, will provide Grantee with an original, executed and notarized instrument, suitable for recording, evidencing Grantee's receipt of its Permits and Approvals, commencement of construction prior to the Construction Commencement Deadline, completion of constriction prior to the Construction Completion Date, as the same may have been extended, and the termination of Grantor's repurchase right.

3. Prohibited Transfer. Sale, or Conveyance. Grantee shall be prohibited from the transfer, sale, or conveyance the Property ("Prohibited Transfer") for the period commencing on the date of this deed and ending on the Construction Completion Date, as the same may have been extended, and issuance of certificates of occupancy of the Project (the "Prohibited Transfer Period"), unless such transfer, sale, or conveyance is approved in writing by Grantor, in its sole and absolute discretion. Within ten (10) days after a request from Grantee, Grantor, or its successors and assigns, will provide Grantee with an original, executed and notarized instrument, suitable for recording, evidencing Grantee's completion of construction and issuance of certificates of occupancy of the Project, and the termination of Grantee's Prohibited Transfer obligation.

Maine Real Estate Transfer Tax Paid
TINA M. CHOUINARD, REGISTER
ANDROSCOGGIN COUNTY MAINE E-RECORDED

Bk 11906 Pg156 #13294
08-26-2025 @ 11:53a

DLM #3099441

QUITCLAIM DEED

Mari Johanna Carter, an individual with a mailing address of 120 High Street, Auburn, Maine 04210 and **Matthew J. Carter,** an individual with a mailing address of 50 Elm Street, Auburn, Maine 04210, for consideration paid, release to **Auburn Town Center Apartments, LLC,** a Maine Limited Liability Company with a mailing address of 799 Washington Street North, Auburn, Maine 04210, a certain lot or parcel of land with any improvements thereon situated on the northerly side of but not adjacent to Academy Street and the easterly side of but not adjacent to High Street, in Auburn, Androscoggin County, Maine, as shown as "Property from Apparent Deed Overlap to be Retained by Auburn Town Center Apartments, LLC" on Exhibit B of Proposed Boundary Agreements, by Sebago Technics, Inc., dated March 7, 2025, and being more particularly bounded and described as follows:

Beginning at the northeasterly corner of land of Matthew Carter as described in Deed Book 7069, Page 93 of the Androscoggin County Registry of Deeds;

1. Thence S 81°36'54" E, along land now or formerly of Johanna Carter as described in Deed Book 6732, Page 348, along a portion of gore area to be retained by Johanna Carter, and along a portion of gore area to be retained by Auburn Town Center Apartments, LLC, a distance of 45.74 feet to a 5/8" iron rod;
2. Thence S 03°41'18" W, along land to be conveyed from the City of Auburn to Auburn Town Center Apartments, LLC, a distance of 12.00 feet;
3. Thence N 81°35'15" W, along land to be conveyed from the City of Auburn to Auburn Town Center Apartments, LLC, a distance of 47.87 feet;
4. Thence N 13°53'10" E, along land of Carter, a distance of 11.99 feet to the **Point of Beginning**.

Meaning and intending to describe a portion of the apparent gore between deeds, being approximately 0.01 Acres.

The bearings shown hereon are Grid North, Maine State Plane Coordinate System, West Zone 1802, NAD83.

Being a portion of the premises conveyed to Mari Johanna Carter by virtue of the deed from April L. Sanders dated April 17, 2006 and recorded in the Androscoggin County Registry of Deeds in Book 6732, Page 348.

Being a portion of the premises conveyed to Matthew J. Carter by virtue of the deed from Deutsche Bank National Trust Company as Trustee to Matthew Carter dated February 13, 2007 and recorded in the Androscoggin County Registry of Deeds in Book 7069, Page 96.

IN WITNESS WHEREOF, the Grantors have caused this instrument to be executed on this 21st day of ~~May~~ August, 2025.

Witness

Mari Johanna Carter

Witness

Matthew J. Carter

STATE OF MAINE
ANDROSCOGGIN, SS.

~~May~~ June 2, 2025

Then personally appeared the above-named **Mari Johanna Carter** and acknowledged the foregoing instrument to be her free act and deed.

Before me,

~~Notary Public~~ Attorney at Law
Print Name: Daniel A. D'Auteuil Jr
~~My Commission Expires:~~

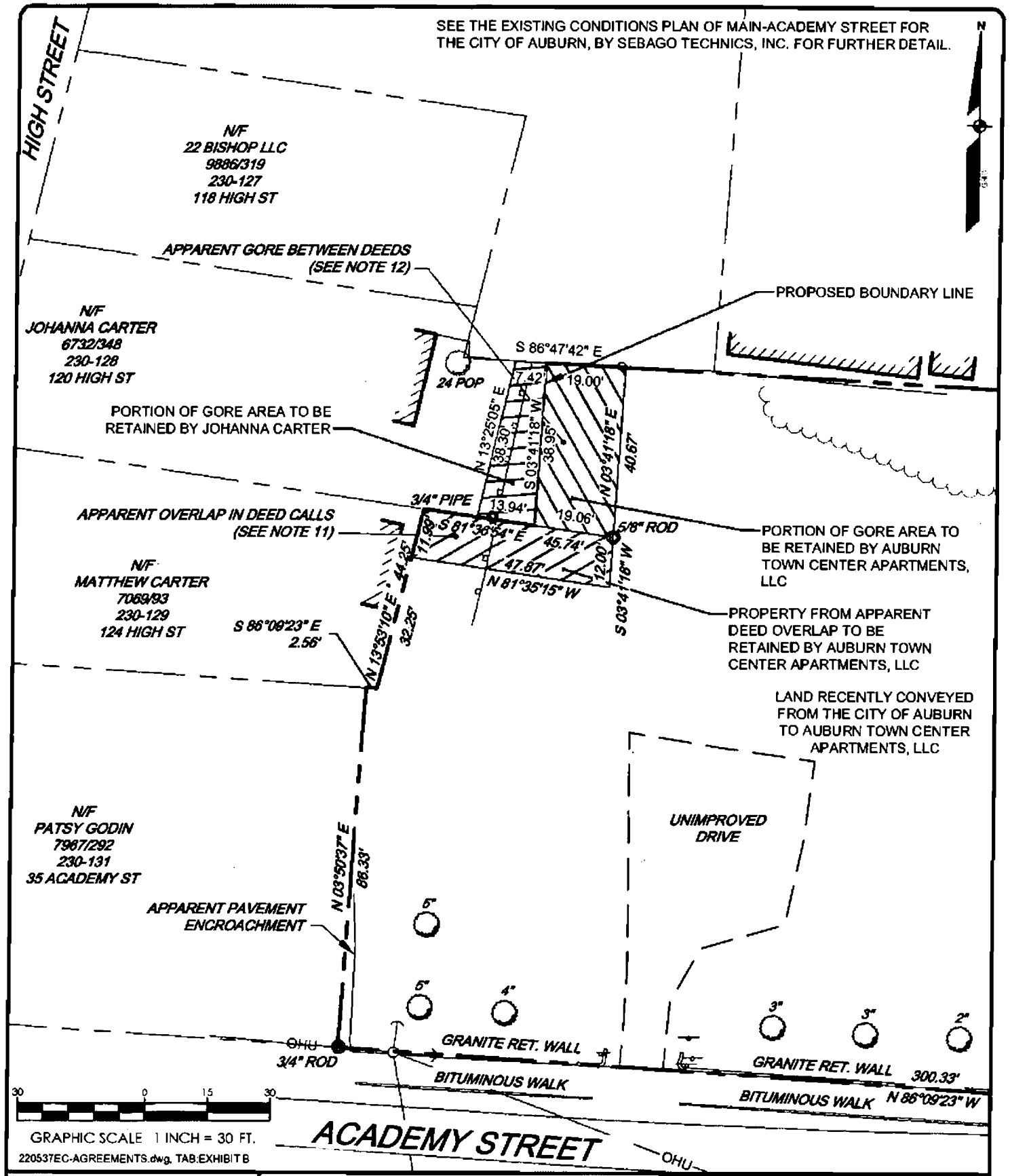
STATE OF MAINE
ANDROSCOGGIN, SS.

May 21, 2025

Then personally appeared the above-named **Matthew J. Carter** and acknowledged the foregoing instrument to be his free act and deed.

Before me,

~~Notary Public~~ Attorney at law
Print Name: Daniel A. D'Auteuil Jr.
~~My Commission Expires:~~



SEBAGO TECHNICS WWW.SEBAGOTECHNICS.COM 75 John Roberts Rd., Suite 4A South Portland, ME 04106 Tel: 207-200-2100	**EXHIBIT B** OF PROPOSED BOUNDARY AGREEMENTS		SCALE: 1" = 30' DATE: 3/7/2024
	LOCATION: 15 ACADEMY STREET AUBURN MAINE	FOR: CITY OF AUBURN 60 COURT STREET AUBURN, MAINE 04210	PROJECT: 220537 SHEET: 1 OF 1

MORTGAGEE CONSENT

MAINE FAMILY FEDERAL CREDIT UNION, a Federal Credit Union with a place of business in Lewiston, Maine, holder of a certain mortgage from Mari J. Carter dated August 12, 2021 and recorded in the Androscoggin County Registry of Deeds in Book 10847, Page 334, joins in this Deed for the sole purpose of releasing its interest in above-described property, and no more, said mortgage otherwise to remain in full force and effect.

Maine Family Federal Credit Union

BY: Shantel Fournier
Shantel Fournier
Its ~~Loan Officer~~ AVP of Mortgages

STATE OF MAINE
ANDROSCOGGIN, SS.

June
~~May~~ 20, 2025

Personally appeared the above-named Shantel Fournier duly authorized representative of Maine Family Federal Credit Union and acknowledged the foregoing instrument to be his/her free act and deed in said capacity and the free act and deed of Credit Union.

Before me,
Danielle Dawn Lee Chabot
Notary Public
Print Name: Danielle Dawn Lee Chabot
My Commission Expires: 10-9-2031

DANIELLE DAWN LEE CHABOT
NOTARY PUBLIC
State of Maine
My Commission Expires
October 9, 2031

MORTGAGEE CONSENT AND PARTIAL RELEASE

MAINE COMMUNITY BANK formerly known as MECHANICS SAVINGS BANK, a Division of Maine Community Bank, a Maine banking corporation with a place of business in Auburn, Maine, holder of a certain mortgage from Matthew J. Carter dated July 9, 2020 and recorded in the Androscoggin County Registry of Deeds in Book 10422, Page 223, joins in this Deed for the sole purpose of releasing its interest in above-described property, and no more, said mortgage otherwise to remain in full force and effect.

Maine Community Bank

BY: _____
Bryan Campbell
Its Loan Officer

STATE OF MAINE
ANDROSCOGGIN, SS.

AUGUST 21, 2025

Personally appeared the above-named Bryan Campbell, duly authorized representative of Maine Community Bank and acknowledged the foregoing instrument to be his/her free act and deed in said capacity and the free act and deed of Bank.

Before me,

_____
Notary Public
Print Name:
My Commission Expires:

ERIN L O'BRIEN
NOTARY PUBLIC
State of Maine
My Commission Expires
April 17, 2032

Maine Real Estate Transfer Tax Paid
TINA M. CHOUINARD, REGISTER
ANDROSCOGGIN COUNTY MAINE E-RECORDED

Bk 11906 Pg150 #13293
08-26-2025 @ 11:53a

DLN #3067083

QUITCLAIM DEED

Mari Johanna Carter, an individual with a mailing address of 120 High Street, Auburn, Maine 04210, **Matthew J. Carter,** an individual with a mailing address of 50 Elm Street, Auburn, Maine 04210 and **Jeannette Tremblay,** an individual with a mailing address of 28 Elm Street, Auburn, Maine 04210, for consideration paid, release to **Auburn Town Center Apartments, LLC,** a Maine Limited Liability Company with a mailing address of 799 Washington Street North, Auburn, Maine 04210, a certain lot or parcel of land with any improvements thereon situated on the northerly side of but not adjacent to Academy Street and the easterly side of but not adjacent to High Street, in Auburn, Androscoggin County, Maine, as shown as "Portion of Gore Area to be Retained by Auburn Town Center Apartments, LLC" on Exhibit B of Proposed Boundary Agreements, by Sebago Technics, Inc., dated March 7, 2025, and being more particularly bounded and described as follows:

Beginning at the northwesterly corner of land to be conveyed from the City of Auburn to Auburn Town Center Apartments, LLC;

1. Thence N 86°47'42" W, along land now or formerly of Paul and Jeannette Tremblay as described in Deed Book 1361, Page 209 of the Androscoggin County Registry of Deeds, a distance of 19.00 feet to the northeasterly corner of the portion of gore area to be retained by Johanna Carter;
2. Thence S 03°41'18" W, along The Proposed Boundary Line, a distance of 38.95 feet to the southeasterly corner of the portion of gore area to be retained by Johanna Carter;
3. Thence S 81°36'54" E, along the northerly sideline of property from apparent deed overlap to be retained by Auburn Town Center Apartments, LLC, a distance of 19.06 feet to a 5/8" iron rod;
4. Thence N 03°41'18" E, along land to be conveyed from the City of Auburn to Auburn Town Center Apartments, LLC, a distance of 40.67 feet to the **Point of Beginning**.

Meaning and intending to describe a portion of the apparent gore between deeds, being approximately 0.02 Acres.

Being a portion of the premises conveyed to Mari Johanna Carter by virtue of the deed from April L. Sanders dated April 17, 2006 and recorded in the Androscoggin County Registry of Deeds in Book 6732, Page 348.

Being a portion of the premises conveyed to Matthew J. Carter by virtue of the deed from Deutsche Bank National Trust Company as Trustee to Matthew Carter dated February 13, 2007 and recorded in the Androscoggin County Registry of Deeds in Book 7069, Page 96.

Being a portion of the premises conveyed to Jeannette Tremblay by virtue of the deed from Northeast Bank of Lewiston as Trustee to Jeannette Tremblay and Paul Tremblay dated August 18, 1978 and recorded in the Androscoggin County Registry of Deeds in Book 1361, Page 209. Said Paul Tremblay died on July 19, 2018.

IN WITNESS WHEREOF, the Grantors have caused this instrument to be executed on this 21st day of ~~May~~ August, 2025.

Witness

Mari Johanna Carter

Witness

Matthew J. Carter

Witness

Jeannette Tremblay

STATE OF MAINE
ANDROSCOGGIN, SS.

~~May~~ June 2, 2025

Then personally appeared the above-named **Mari Johanna Carter** and acknowledged the foregoing instrument to be her free act and deed.

Before me,

~~Notary Public~~ Attorney at Law
Print Name: David A. DiAntonio IV
~~My Commission Expires:~~

STATE OF MAINE
ANDROSCOGGIN, SS.

May 30, 2025

Then personally appeared the above-named **Matthew J. Carter** and acknowledged the foregoing instrument to be his free act and deed.

Before me,

~~Notary Public~~ Attorney at law
Print Name: Daniel A. D'Auteuil, Jr.
~~My Commission Expires~~:

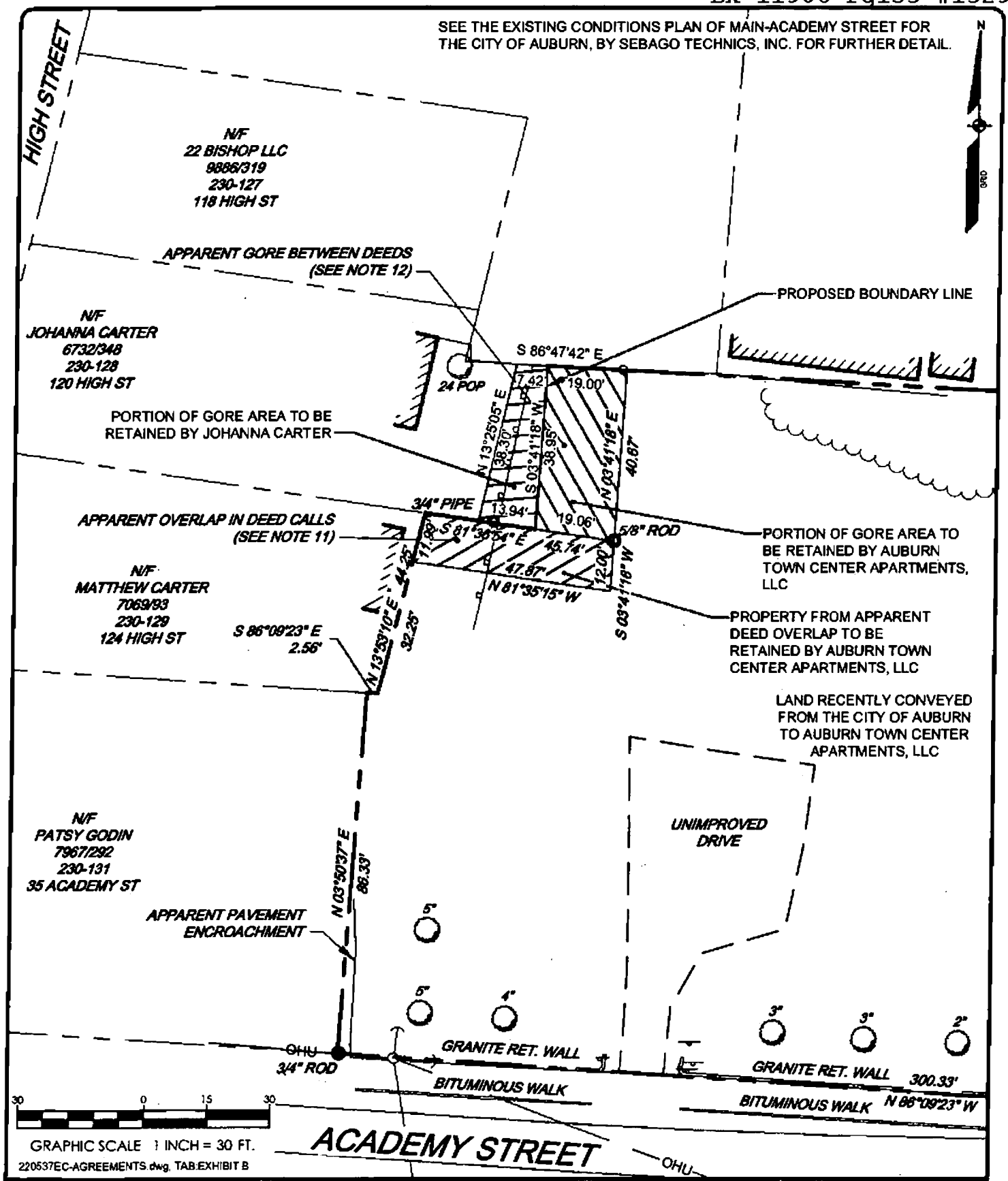
STATE OF MAINE
ANDROSCOGGIN, SS.

June 11
~~May~~ __, 2025

Then personally appeared the above-named **Jeannette Tremblay** and acknowledged the foregoing instrument to be her free act and deed.

Before me,

~~Notary Public~~ Attorney at law
Print Name: Daniel A. D'Auteuil, Jr.
~~My Commission Expires:~~



SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd., Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

EXHIBIT B
OF PROPOSED BOUNDARY AGREEMENTS

LOCATION: 15 ACADEMY STREET, AUBURN, MAINE

FOR: CITY OF AUBURN, 60 COURT STREET, AUBURN, MAINE 04210

SCALE:	1" = 30'
DATE:	3/7/2024
PROJECT:	220537
SHEET:	1 OF 1

MORTGAGEE CONSENT AND PARTIAL RELEASE

MAINE COMMUNITY BANK also known as MECHANICS SAVINGS BANK, a Division of Maine Community Bank, a Maine banking corporation with a place of business in Auburn, Maine, holder of a certain mortgage from Matthew J. Carter dated July 9, 2020 and recorded in the Androscoggin County Registry of Deeds in Book 10422, Page 223, joins in this Deed for the sole purpose of releasing its interest in above-described property, and no more, said mortgage otherwise to remain in full force and effect.

MAINE COMMUNITY BANK

BY: _____
Bryan Campbell
Its Loan Officer

STATE OF MAINE
ANDROSCOGGIN, SS.

AUGUST 21, 2025

Personally appeared the above-named Bryan Campbell duly authorized representative of Maine Community Bank and acknowledged the foregoing instrument to be his/her free act and deed in said capacity and the free act and deed of Bank.

Before me,

_____
Notary Public
Print Name:
My Commission Expires:

ERIN L O'BRIEN
NOTARY PUBLIC
State of Maine
My Commission Expires
April 17, 2032

MORTGAGEE CONSENT

MAINE FAMILY FEDERAL CREDIT UNION, a Federal Credit Union with a place of business in Lewiston, Maine, holder of a certain mortgage from Mari J. Carter dated August 12, 2021 and recorded in the Androscoggin County Registry of Deeds in Book 10847, Page 334, joins in this Deed for the sole purpose of releasing its interest in above-described property, and no more, said mortgage otherwise to remain in full force and effect.

Maine Family Federal Credit Union

BY: Shanti L Fournier
Shanti L Fournier
Its ~~Loan Officer~~ Aff of Mortgages

STATE OF MAINE
ANDROSCOGGIN, SS.

June ~~May~~ 20, 2025

Personally appeared the above-named Shanti Fournier, duly authorized representative of Maine Family Federal Credit Union and acknowledged the foregoing instrument to be his/her free act and deed in said capacity and the free act and deed of Credit Union.

Before me,

Danielle Dawn Lee Chabot
Notary Public
Print Name: Danielle Dawn Lee Chabot
My Commission Expires: 10-9-2031

DANIELLE DAWN LEE CHABOT
NOTARY PUBLIC
State of Maine
My Commission Expires
October 9, 2031

Maine Real Estate Transfer Tax Paid
TINA M. CHOUINARD, REGISTER
ANDROSCOGGIN COUNTY MAINE E-RECORDED

Bk 11906 Pg161 #13295
08-26-2025 @ 11:53a

DLN #3042507

QUITCLAIM DEED

Auburn Town Center Apartments, LLC, a Maine Limited Liability Company with a mailing address of 799 Washington Street North, Auburn, Maine 04210, **Matthew J. Carter,** an individual with a mailing address of 50 Elm Street, Auburn, Maine 04210 and **Jeannette Tremblay,** an individual with a mailing address of 28 Elm Street, Auburn, Maine 04210, for consideration paid, release to **Mari Johanna Carter**, an individual with a mailing address of 120 High Street, Auburn, Maine 04210, a certain lot or parcel of land with any improvements thereon situated on the northerly side of but not adjacent to Academy Street and the easterly side of but not adjacent to High Street, in Auburn, Androscoggin County, Maine, as shown as "Portion of Gore Area to be Retained by Johanna Carter" on Exhibit B of Proposed Boundary Agreements, by Sebago Technics, Inc., dated March 7, 2025, and being more particularly bounded and described as follows:

Beginning at the northeasterly corner of land of Mari Johanna Carter as described in Deed Book 6732, Page 348;

1. Thence S 86°47'42" E, along land now or formerly of Paul and Jeannete Tremblay as described in Deed Book 1361, Page 209 of the Androscoggin County Registry of Deeds, a distance of 7.42 feet to the northwesterly corner of the portion of gore area to be retained by Auburn Town Center Apartments, LLC;
2. Thence S 03°41'18" W, along The Proposed Boundary Line, a distance of 38.95 feet to the southeasterly corner of the portion of gore area to be retained by Mari Johanna Carter;
3. Thence N 81°36'54" W, along the northerly sideline of property from apparent deed overlap to be retained by Auburn Town Center Apartments, LLC, a distance of 13.94 feet to land of Mari Johanna Carter as described in Deed Book 6732, Page 348;
4. Thence N 13°25'05" E, along land of Carter, a distance of 38.30 feet to the **Point of Beginning**.

Meaning and intending to describe a portion of the apparent gore between deeds, being approximately 0.01 Acres.

The bearings shown hereon are Grid North, Maine State Plane Coordinate System, West Zone 1802, NAD83.

Being a portion of the premises conveyed to Auburn Town City Apartments, LLC by virtue of the deed from City of Auburn dated March 20, 2025 and recorded in the Androscoggin County Registry of Deeds in Book 11792, Page 1.

Being a portion of the premises conveyed to Matthew J. Carter by virtue of the deed from Deutsche Bank National Trust Company as Trustee to Matthew Carter dated February 13, 2007 and recorded in the Androscoggin County Registry of Deeds in Book 7069, Page 96.

Being a portion of the premises conveyed to Jeannette Tremblay by virtue of the deed from Northeast Bank of Lewiston as Trustee to Jeannette Tremblay and Paul Tremblay dated August 18, 1978 and recorded in the Androscoggin County Registry of Deeds in Book 1361, Page 209. Said Paul Tremblay died on July 19, 2018.

IN WITNESS WHEREOF, the Grantors have caused this instrument to be executed on this 1st day of ~~May~~ August, 2025.

Witness

Witness

Witness

Auburn Town Center Apartments, LLC

By: _____
Matt J. Leonard, Its Member

_____
Matthew J. Carter

_____
Jeannette Tremblay

STATE OF MAINE
ANDROSCOGGIN, SS.

June ~~May~~, 2025

Then personally appeared the above-named **Matt J. Leonard**, Member of Auburn Town Center Apartments, LLC and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Company.

Before me,

~~Notary Public~~ Attorney At Law
Print Name: Daniel A. D'Auteuil, Jr.
~~My Commission Expires:~~

STATE OF MAINE
ANDROSCOGGIN, SS.

June ~~May~~, 2025

Then personally appeared the above-named **Jeannette Tremblay** and acknowledged the foregoing instrument to be her free act and deed.

Before me,

~~Notary Public~~ Attorney at Law
Print Name: DANIEL A. D'AUTEUIL, JR.
~~My Commission Expires~~:

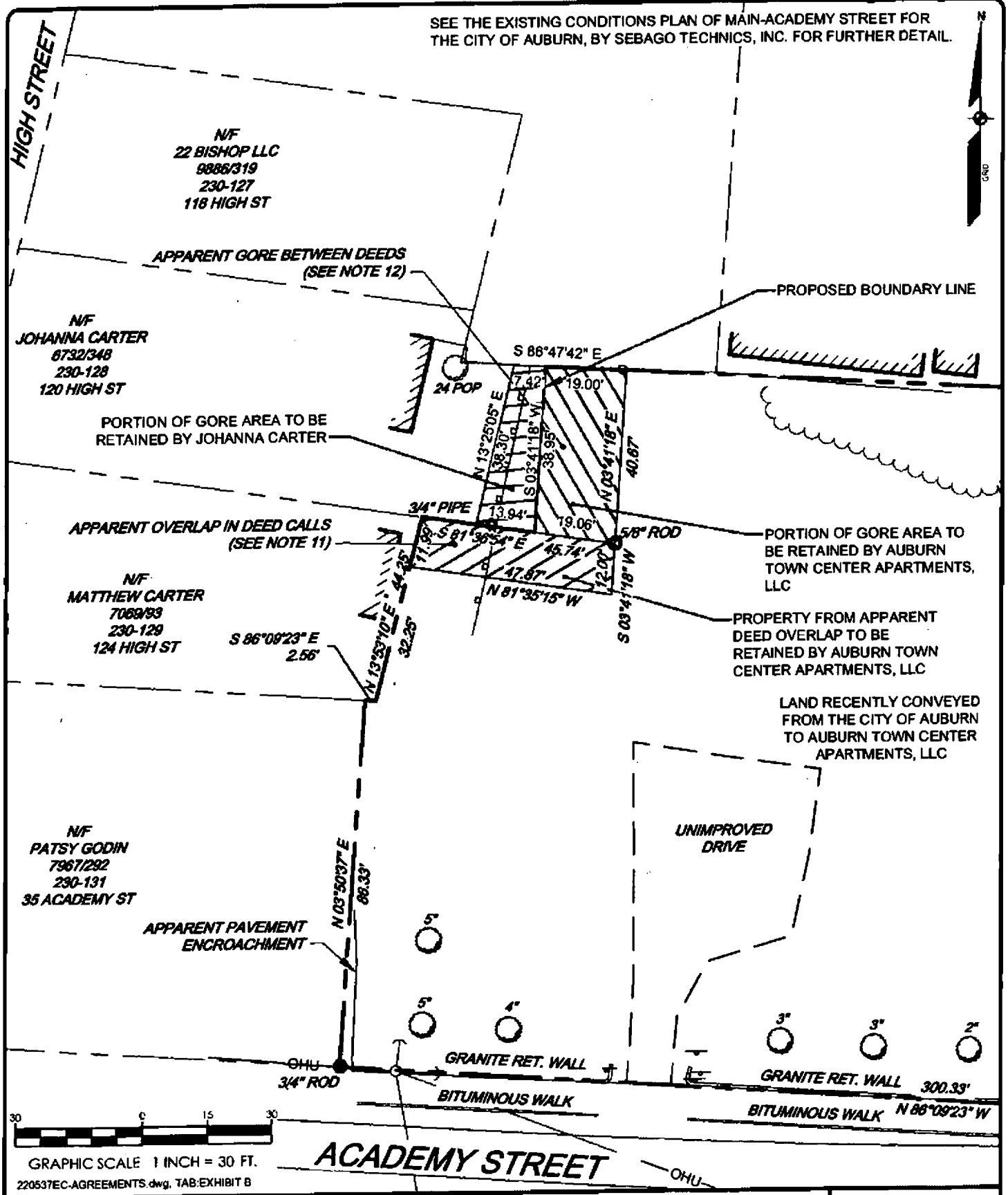
STATE OF MAINE
ANDROSCOGGIN, SS.

May 30, 2025

Then personally appeared the above-named **Matthew J. Carter** and acknowledged the foregoing instrument to be his free act and deed.

Before me,

~~Notary Public~~ Attorney at Law
Print Name: Daniel A. D'Auteuil, Jr.
~~My Commission Expires~~:



SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd., Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

EXHIBIT B
OF PROPOSED BOUNDARY AGREEMENTS

LOCATION: 15 ACADEMY STREET
AUBURN
MAINE

FOR: CITY OF AUBURN
60 COURT STREET
AUBURN, MAINE 04210

SCALE:	1" = 30'
DATE:	3/7/2024
PROJECT:	220537
SHEET:	1 OF 1

MORTGAGEE CONSENT AND PARTIAL RELEASE

MAINE COMMUNITY BANK formerly known as MECHANICS SAVINGS BANK, a Division of Maine Community Bank, a Maine banking corporation with a place of business in Auburn, Maine, holder of a certain mortgage from Matthew J. Carter dated July 9, 2020 and recorded in the Androscoggin County Registry of Deeds in Book 10422, Page 223, joins in this Deed for the sole purpose of releasing its interest in above-described property, and no more, said mortgage otherwise to remain in full force and effect.

Maine Community Bank

BY: _____
Bryan Campbell
Its Loan Officer

STATE OF MAINE
ANDROSCOGGIN, SS. AUGUST 21, 2025

Personally appeared the above-named Bryan Campbell, duly authorized representative of Maine Community Bank and acknowledged the foregoing instrument to be his/her free act and deed in said capacity and the free act and deed of Bank.

Before me,

_____
Notary Public
Print Name:
My Commission Expires:

ERIN L O'BRIEN
NOTARY PUBLIC
State of Maine
My Commission Expires
April 17, 2032

Maine Real Estate Transfer Tax Paid
TINA M. CHOUINARD, REGISTER
ANDROSCOGGIN COUNTY MAINE E-RECORDED

ATTACHMENT C

Auburn Water and Sewer Districts

MEMO

To: Andrew Manzi

From: Michael Broadbent, Superintendent

CC: Katharine Cook, Matt Waite

Date: December 22, 2023

Re: 15 Academy

After review of your e-mail dated December 21, 2023, I offer the following comments.

The District has sufficient Water and Sewer Capacity to serve this development.

The plans do not show building layout or external plumbing so we cannot comment on that at this time. Before final approval we reserve the right to review this layout, the material submittals for the water mains and services. There are connection fees for sewer, those are based off the size of the water meter. There are fees and further requirements for main approval and acceptance testing as well.

Once you have the design and materials list, please re-submit the plans to us for review.

ATTACHMENT D

ACCESSIBLE PARKING
ACCESSIBLE RAMP
RETAINING WALL
ELECTRICAL TRANSFORMERS
24 POP
CAPPED ROD PLS 2433
10"
CAPPED ROD (ILLEGIBLE)
PARKING SCREEN WALL W/ MONUMENTS
3/4" PIPE
5/8" ROD
60 PARKING STALLS
GREENSPACE W/ GAZEBO
ACCESSIBLE RAMP
GAZEBO
Area C
53 UNIT, 3 STORY MULTIFAMILY, SEE FLOOR PLANS
PARKING SCREEN WALL PROJECT SIGN
BUILDING ENTRY/EXIT (TYP)
GROUND FLOOR UNIT ENTRY/EXIT (TYP)
NEW PUBLIC WALKWAY
Area A
Area B
SIGN ON BUILDING
3/4" ROD
17 ON-STREET PUBLIC PARKING STALLS
STREET SIDE ENTRY DOORS AND STAIRS W/ STOOP
RETAINING WALL

Outdoor Green Space Areas:

Area A includes:
Seating, Table, Grill, Landscape

Area B includes:
Seating, Table, Grill, Landscape

Area C includes:
Seating, Table, Grill, Landscape

ARCHITECTURAL SITE PLAN FOR RELATIONSHIP REFERENCE ONLY, SEE CIVIL FOR FULL SITE DETAILS AND COORDINATION

KEY HOSPITALITY INTERIORS PROCUREMENT OUTDOORS
4530 ST JOHNS AVENUE
SUITE 15, UNIT 316
JACKSONVILLE, FL 32210
PH: 904-236-9757

ISLANDS ARCHITECTURE & DESIGN
173 ARUBA LANE
PONTE VEDRA BEACH, FL 32082
PH: 813.417.9901

AUBURN TOWN CENTER

261 MAIN STREET AND 15 ACADEMY STREET,
AUBURN, ME 04210

Site Plan

ISSUE FOR PERMIT SET

LICENSED ARCHITECT
JOSHUA BUONO
No. 4440
STATE OF MAINE
06.05.2025

DRAWN BY: DRAFTING TEAM
CHECKED BY: CG/JB

PLOT DATE: 06.05.2025

REVISION

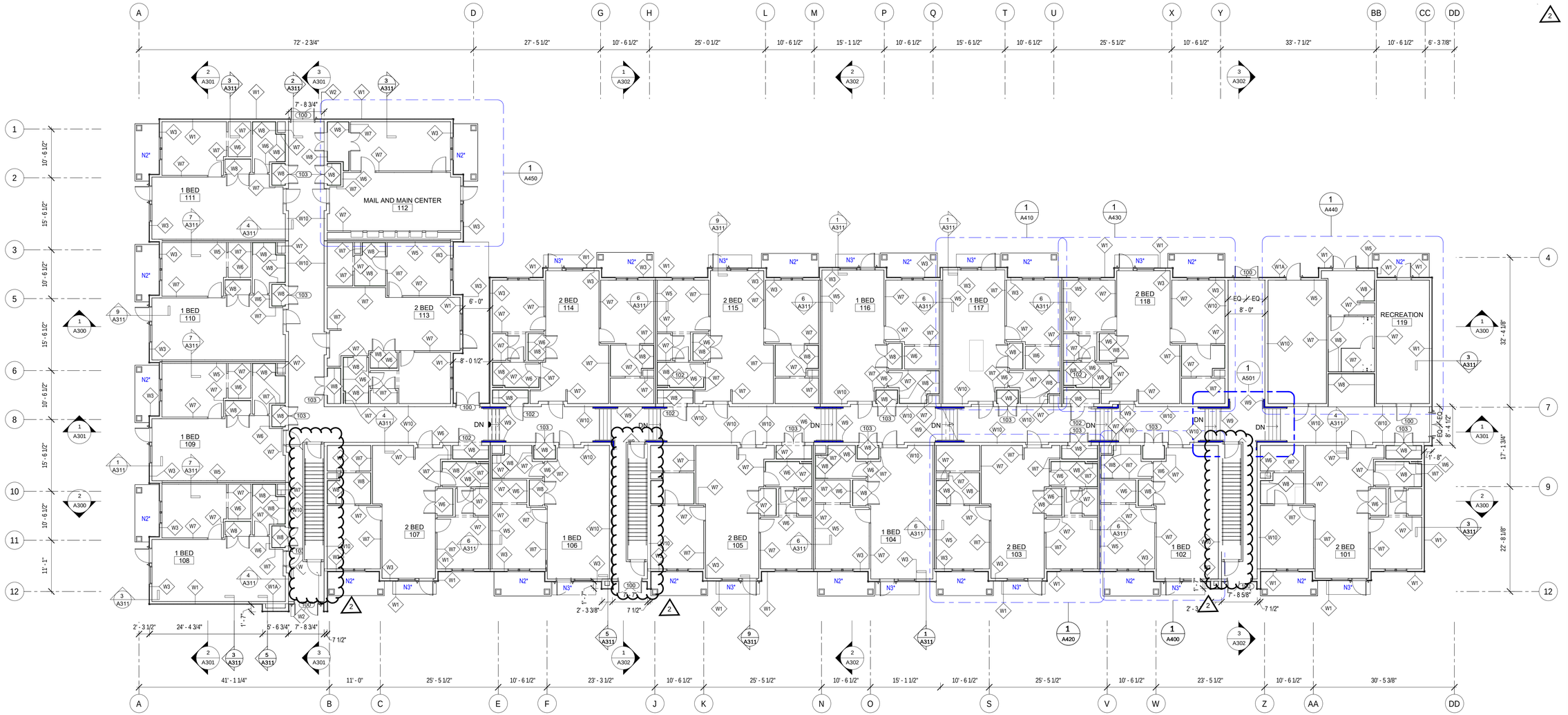
R.No.	Date	Revision
0	08.20.2024	ISSUE FOR PERMIT
1	02.25.2025	OWNER AND CITY COMMENTS

SCALE:

PROJECT NO: A0.2

A001

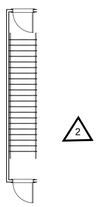
SHEET NO:

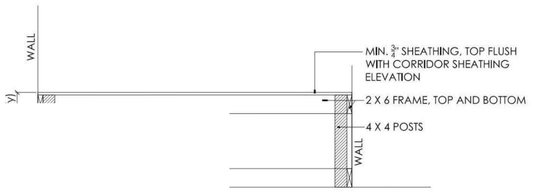


1 FIRST FLOOR PLAN

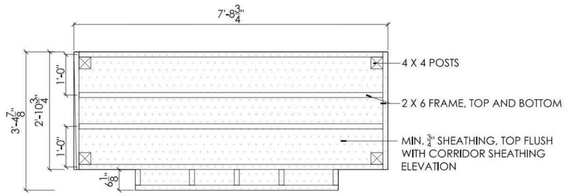
3/32" = 1'-0"

N





ELEVATION



PLAN VIEW

PRECAST BASE E

FALSE FLOOR PLATFORM - UTILITY CLOSET UNITS 118. 218, 318

SCALE: ½" = 1'-0"

Note:
Floor plan illustrates overall unit assembly, refer to enlarged sheets (A400 series) for detailed unit information. Residential unit floor plans repeat throughout.

NOTES: REFER PLAN FOR TAG

N1* - HEAD PROTECTION RAILING UNDER THE STAIRS
N2* - BROOM FINISHED CONCRETE PATIOS ON ALL OF THE UNITS. COORDINATE WITH THE CIVIL AND DRAWINGS FOR FINAL DETIALS.N3* - SEE CIVIL DRAWINGS FOR FINAL PLACEMENT - ALIGN THEM WITH THE OVERHEAD CANOPY

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10. WHERE APPLICABLE, PROVIDE BLOCKING / REINFORCEMENT BEHIND ALL GRAB BAR LOCATIONS.

WALL TYPE LEGEND:

W1 - EXTERIOR WALL - (UL 305) - 5/8" GYP INTERIOR - WATER VAPOR MEMBRANE - 2 X 6 STUD FRAMING - CAVITY W/ R20 ROCKWOOL MINERAL WOOL INSULATION - EXTERIOR SHEATHING PER STRUCTURAL - 1" CONTINOUS INSULATION (PROVIDING MIN 3.8" R-VALUE) WATER RESISTANT MEMBRANE - THIN BRICK EXTERIOR FINISH INSTALLED PER MFG AND CODE REQUIREMENTS.

W2 - EXTERIOR WALL - (UL 305)- 5/8" GYP INTERIOR - WATER VAPOR MEMBRANE - 2 X 6 STUD FRAMING - CAVITY W/ R20 ROCKWOOL MINERAL WOOL INSULATION - EXTERIOR SHEATHING PER STRUCTURAL - 1" CONTINOUS INSULATION (PROVIDING MIN 3.8" R-VALUE) WATER RESISTANT MEMBRANE - THIN STONE EXTERIOR FINISH INSTALLED PER MFG AND CODE REQUIREMENTS.

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W4 - COORIDOR WALL - (UL 305) - 5/8" GYP INTERIOR - 2 X 6 STUD FRAMING - CAVITY W/ R19 SOUND BATT INSULATION - 5/8" GYP INTERIOR.

W5 - UNIT DIVIDER WALL - (UL 3350) - 5/8" GYP INTERIOR - 2 X 4 STUD FRAMING - CAVITY W/ R19 SOUND BATT INSULATION - 3/4" AIR GAP - 2 X 4 STUD FRAMING - 5/8" GYP INTERIOR.

W6 - 2 X 6 INTERIOR WALL - 5/8" GYP INTERIOR - 2 X 6 STUD FRAMING - 5/8" GYP INTERIOR. WHEN USED TO SEPARATE BEDROOM AND BATHROOM WALLS - R-11 SOUND BATTS ARE TO BE PLACED IN THE CAVITY.

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FLOOR AND CEILING TYPE LEGEND:

F1 - SLAB ON GRADE - INTERIOR FINISH FLOORING OVER SLAB ON GRADE CONCRETE. THICKNESS AS PER STRUCTRUAL DRAWING REQUIREMENTS AND SPECIFICATIONS.

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R1 - CEILING - (P 522) - TPO STYLE LOW SLOPE SYSTEM - R30 BATT INSULATION - 15/32" EXTERIOR STRUCUTRAL SHEATHING - SLOPED ROOF TRUSSES SPACED AND DESIGNED PER STRUCTURAL DRAWINGS - 25 GA RESILIENT CHANNELS SPACED 16" O.C. - 5/8" TYPE X GYP.

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AUBURN TOWN CENTER

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AUBURN, ME 04210

1ST FLOOR BUILDING DIMENSION PLAN

ISSUE FOR PERMIT SET

LICENSED ARCHITECT
JOSHUA BUONO
No. 4440
STATE OF MAINE
06.05.2025

DRAWN BY: DRAFTING TEAM
CHECKED BY: CG/JB

PLOT DATE:06.05.2025

REVISION

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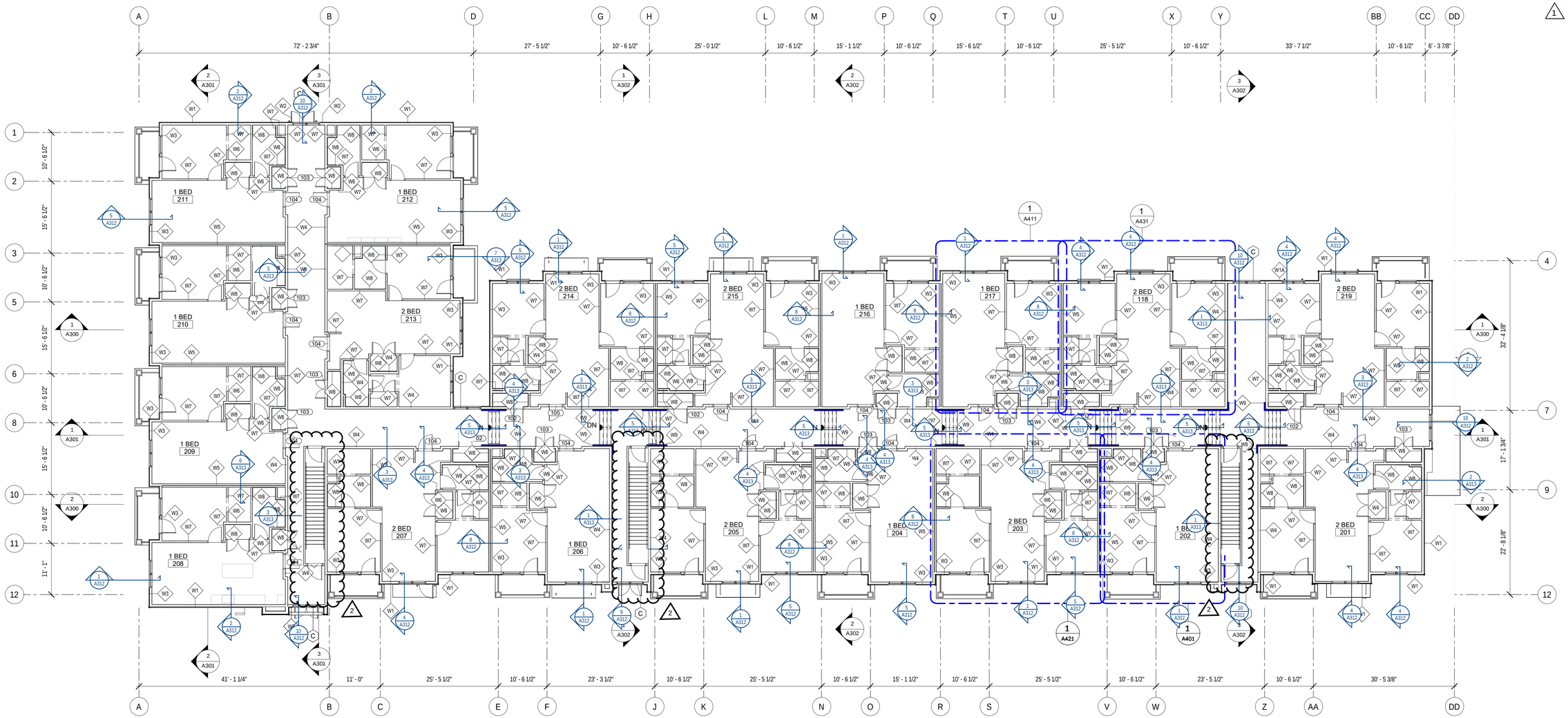
1	02.25.2025	OWNER AND CITY COMMENTS
2	06.05.2025	OWNER COMMENTS

SCALE:

PROJECT NO: A0.2

A100

SHEET NO:



2 SECOND FLOOR PLAN

3/32" = 1'-0"

N

Note:
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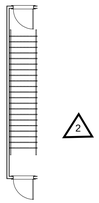

NOTES: REFER PLAN FOR TAG

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W2 - EXTERIOR WALL - (UL 305)- 5/8" GYP INTERIOR - WATER VAPOR MEMBRANE - 2 X 6 STUD FRAMING - CAVITY W/ R20 ROCKWOOL MINERAL WOOL INSULATION - EXTERIOR SHEATHING PER STRUCTURAL - 1" CONTINOUS INSULATION (PROVIDING MIN 3.8" R-VALUE) WATER RESISTANT MEMBRANE - THIN STONE EXTERIOR FINISH INSTALLED PER MFG AND CODE REQUIREMENTS.

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W4 - COORIDOR WALL - (UL 305) - 5/8" GYP INTERIOR - 2 X 6 STUD FRAMING - CAVITY W/ R19 SOUND BATT INSULATION - 5/8" GYP INTERIOR.

W5 - UNIT DIVIDER WALL - (UL 3350) - 5/8" GYP INTERIOR - 2 X 4 STUD FRAMING - CAVITY W/ R19 SOUND BATT INSULATION - 3/4" AIR GAP - 2 X 4 STUD FRAMING - 5/8" GYP INTERIOR.

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R1 - CEILING - (P 522) - TPO STYLE LOW SLOPE SYSTEM - R30 BATT INSULATION - 15/32" EXTERIOR STRUCUTRAL SHEATHING - SLOPED ROOF TRUSSES SPACED AND DESIGNED PER STRUCTURAL DRAWINGS - 25 GA RESILIENT CHANNELS SPACED 16" O.C. - 5/8" TYPE X GYP.

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AUBURN TOWN CENTER

261 MAIN STREET AND 15 ACADEMY STREET,
AUBURN, ME 04210

2ND FLOOR BUILDING DIMENSION PLAN

ISSUE FOR PERMIT SET

LICENSED ARCHITECT
JOSHUA BUONO
No. 4440
STATE OF MAINE
06.05.2025

DRAWN BY: DRAFTING TEAM
CHECKED BY: CG/JB

PLOT DATE: 06.05.2025

REVISION

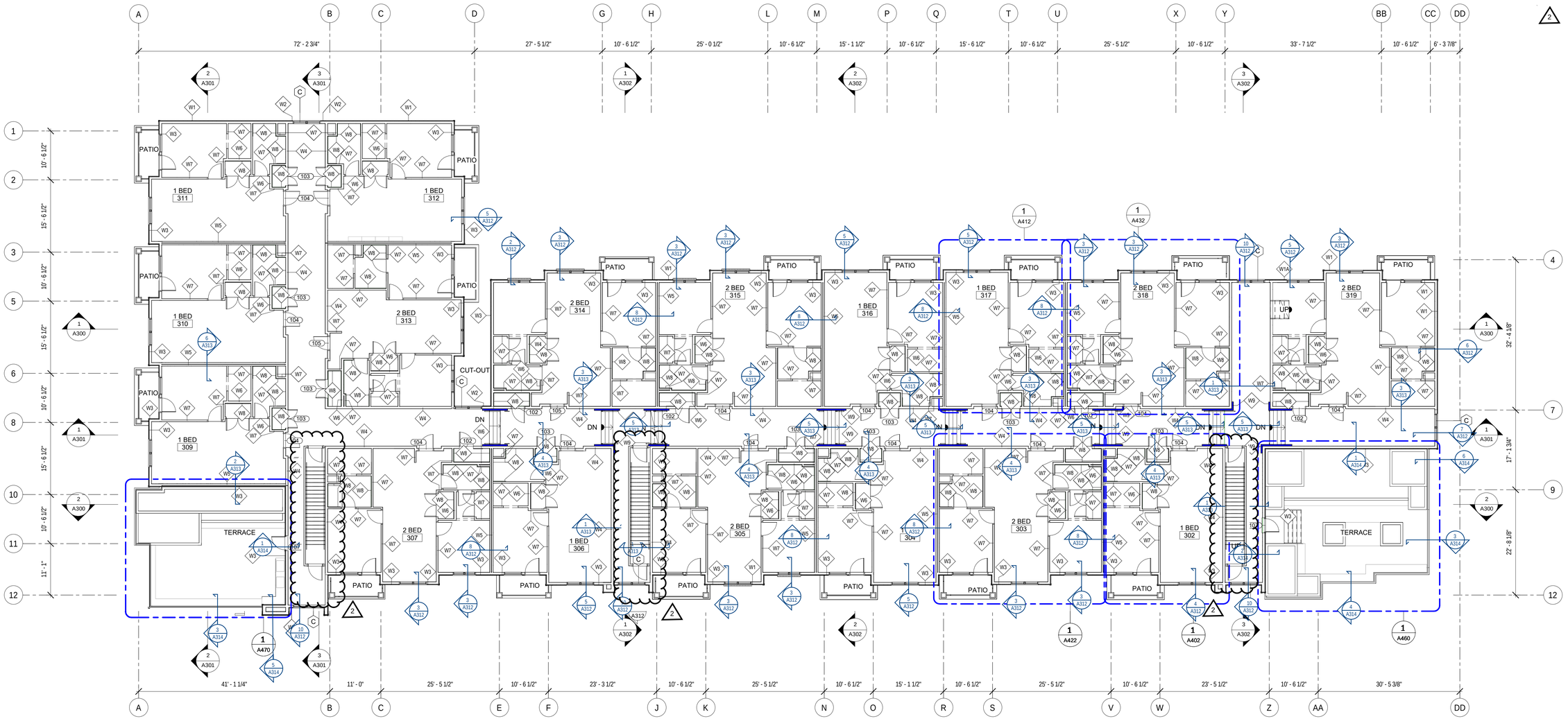
No.	Date	Revision
1	08.20.2024	ISSUE FOR PERMIT
2	02.25.2025	OWNER AND CITY COMMENTS
3	06.05.2025	OWNER COMMENTS

SCALE:

PROJECT NO: A0.2

A110

SHEET NO:



2 THIRD FLOOR PLAN

3/32" = 1'-0"

N

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3RD FLOOR BUILDING DIMENSION PLAN

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2	06.05.2025	OWNER COMMENTS

SCALE:

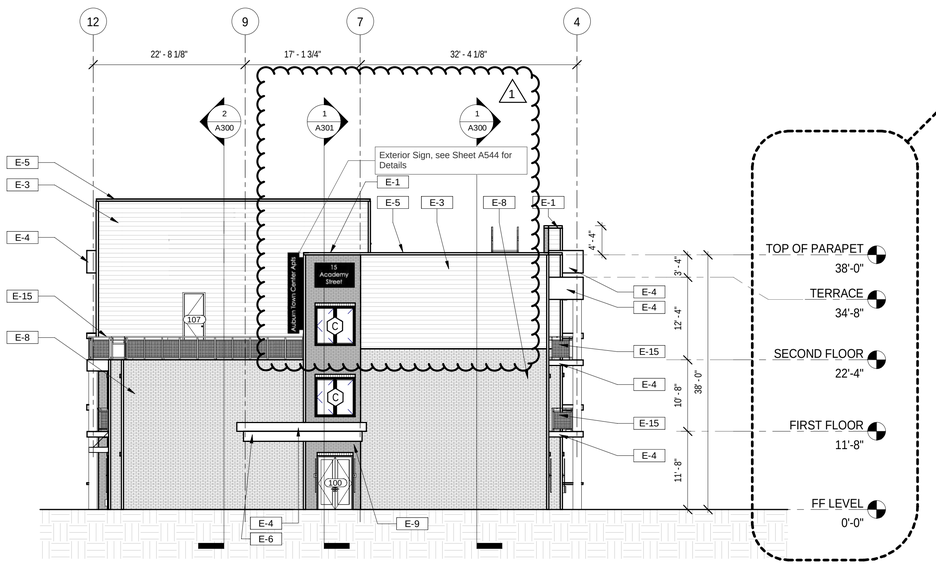
PROJECT NO: A0.2

A120

SHEET NO:

1 EXTERIOR ELEVATION - NORTH

3/32" = 1'-0"



2 EXTERIOR ELEVATION - EAST

3/32" = 1'-0"

ELEVATION FINISH SCHEDULE

KEY/T...	DESCRIPTION	MFG	MODEL	NOTES
E-1	METAL PARAPET CAPS		MATTE BLACK FINISH	SAMPLE TO BE PROVIDED FOR...
E-2	TRIM COLOUR	SHERWIN...		
E-3	ELEVATION COLOUR A	SHERWIN WILLIAMS	GREAT GREEN	TYPICALLY HARDIBOARD...
E-4	ELEVATION COLOUR B	SHERWIN...	BLACK SWAN	AWINGS AND...
E-5	ELEVATION COLOUR C	SHERWIN...	VIRTUAL TAUPE	
E-6	ELEVATION COLOUR D	SHERWIN...	CRYSTALLINE - #9691	PATIO COLUMN...
E-7	STONE ACCENT	VERSETTA...	STONE VENEER- PLUM CREEK COLOR	STAIR TOWER...
E-8	BRICK TYPE 1	ENDICOTT BRICK	AUTUMN SANDS- HERITAGE THIN BRICK	
E-9	BRICK TYPE 2	ENDICOTT BRICK	COPPERTONE THIN BRICK	STAIR TOWER...
E-14	AMENTITY AREA PAINT		TO BE PROVIDED BY CHAD	
E-15	RAILING FINISH		POWDERCOATED MATTE BLACK FINISH	SAMPLE TO BE PROVIDED FOR...

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AUBURN TOWN CENTER

261 MAIN STREET AND 15 ACADEMY STREET,
AUBURN, ME 04210

EXTERIOR ELEVATIONS - NORTH AND EAST

ISSUE FOR PERMIT SET

LICENSED ARCHITECT
JOSHUA BUONO
No. 4440
STATE OF MAINE
06.05.2025

DRAWN BY: DRAFTING TEAM
CHECKED BY: CG/JB

PLOT DATE:06.05.2025

REVISION

R.No.	Date	Revision
0	08.20.2024	ISSUE FOR PERMIT
1	02.25.2025	OWNER AND CITY COMMENTS

SCALE:

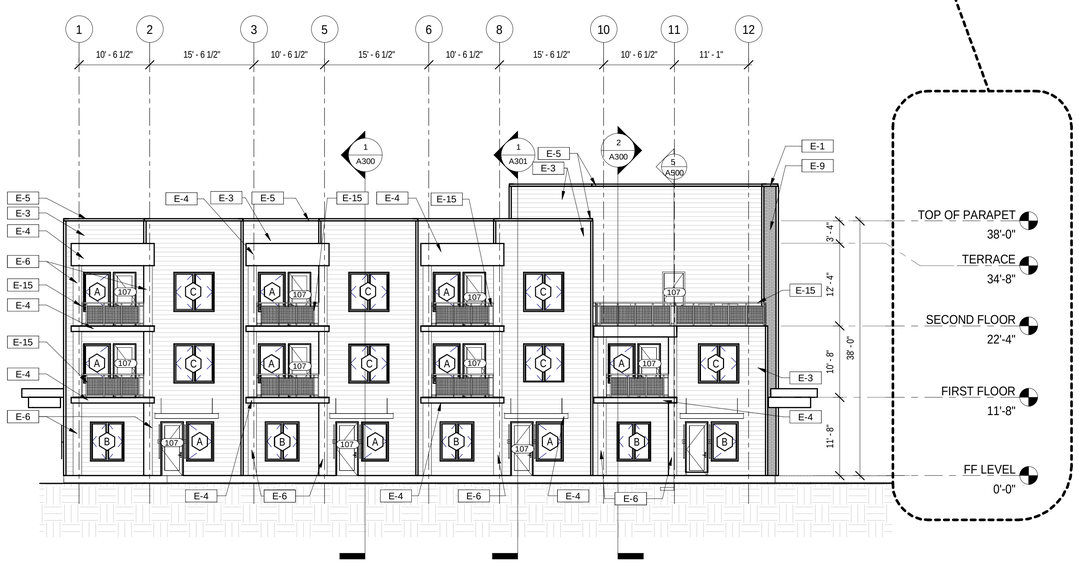
PROJECT NO: A0.2

A200

SHEET NO:

1 EXTERIOR ELEVATION - SOUTH

3/32" = 1'-0"



2 EXTERIOR ELEVATION - WEST

3/32" = 1'-0"

ELEVATION FINISH SCHEDULE				
KEY/T...	**DESCRIPTION**	**MFG**	**MODEL**	**NOTES**
E-1	METAL PARAPET CAPS		MATTE BLACK FINISH	SAMPLE TO BE PROVIDED FOR...
E-2	TRIM COLOUR	SHERWIN...		
E-3	ELEVATION COLOUR A	SHERWIN WILLIAMS	GREAT GREEN	TYPICALLY HARDIBOARD...
E-4	ELEVATION COLOUR B	SHERWIN...	BLACK SWAN	AWINGS AND...
E-5	ELEVATION COLOUR C	SHERWIN...	VIRTUAL TAUPE	
E-6	ELEVATION COLOUR D	SHERWIN...	CRYSTALLINE - #9691	PATIO COLUMN...
E-7	STONE ACCENT	VERSETTA...	STONE VENEER- PLUM CREEK COLOR	STAIR TOWER...
E-8	BRICK TYPE 1	ENDICOTT BRICK	AUTUMN SANDS- HERITAGE THIN BRICK	
E-9	BRICK TYPE 2	ENDICOTT BRICK	COPPERTONE THIN BRICK	STAIR TOWER...
E-14	AMENTITY AREA PAINT		TO BE PROVIDED BY CHAD	
E-15	RAILING FINISH		POWDERCOATED MATTE BLACK FINISH	SAMPLE TO BE PROVIDED FOR...

KEY HOSPITALITY INTERIORS PROCUREMENT OUTDOORS
4530 ST JOHNS AVENUE
SUITE 15, UNIT 316
JACKSONVILLE, FL 32210
PH: 904-236-9757

ISLANDS ARCHITECTURE & DESIGN
173 ARUBA LANE
PONTE VEDRA BEACH, FL 32082
PH: 813.417.9901

AUBURN TOWN CENTER

261 MAIN STREET AND 15 ACADEMY STREET,
AUBURN, ME 04210

EXTERIOR ELEVATIONS - SOUTH AND WEST

ISSUE FOR PERMIT SET

LICENSED ARCHITECT
JOSHUA BUONO
No. 4440
STATE OF MAINE
06.05.2025

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REVISION

No.	Date	Revision
0	08.20.2024	ISSUE FOR PERMIT
1	02.25.2025	OWNER AND CITY COMMENTS

SCALE:

PROJECT NO: A0.2

A201

SHEET NO:

AUBURN FLATS

ATTACHMENT E

Stormwater Memo Rev. 1

To:	**Eric Cousens, City Planner**	**From:**	**Kaleb Bourassa, PE**
Date:	**August 27, 2024**	**Re:**	**Auburn Town Center Apartments Auburn, ME 3Key Hospitality**

Task:

Perform a stormwater management analysis for the proposed development of a 53-unit apartment building on Academy Street in Auburn, ME.

References:

- Field reconnaissance by Gorrill Palmer
- LiDAR topography from the U.S. Geological Survey
- "Existing Conditions of Main-Academy Street" Survey dated November 02, 2022, and prepared by Sebago Technics for 3Key Hospitality.
- Design plans titled "Auburn Town Center Apartments – Residential Development" prepared by Gorrill Palmer
- The Code of Ordinances of the City of Auburn, Maine

Background:

Auburn Town Center Apartments, LLC is currently seeking approval from the Planning Board of the City of Auburn for the construction of a new 53-unit housing development, known as the Auburn Town Center Apartments. The project site spans approximately 1.43 acres across three parcels located adjacent to the intersection of Academy St. and Main St. Two parcels located at 15 Academy Street and 261 Main Street are currently under contract to purchase and are identified as Map 230, Lot 132 and Map 231, Lot 4, respectively. The third parcel is a common area for the adjacent Academy Street Townhouses which currently benefits from cross easements on the 261 Main Street parcel for access and utilities. The Applicant is coordinating with the adjacent land owner(s) to execute license agreements and/or easements to reestablish access and parking to benefit both developments.

State-level regulations applicable to this project are defined by Chapter 500 of the Code of Maine Rules for the Department of Environmental Protection (06-096 CMR Chapter 500). The project will disturb more than one acre of land, and requires a Stormwater Management Permit pursuant to the Stormwater Management Law 38 M.R.S. §420-D. However, because the project proposes less than one acre of new impervious surface, less than five acres of new developed area, and does not require a Site Law permit, the project qualifies for a Stormwater Permit by Rule (PBR), which requires compliance with fewer standards than a normal Stormwater Management

(SWM) permit. These standards include: The Erosion and Sedimentation Control Standards (Appendix A of Chapter 500), as well as the Inspection and Maintenance Standards (Section 1 of Appendix B of Chapter 500). A Stormwater Permit By Rule notification will be submitted to MaineDEP separately.

The municipal-level regulations applicable to this project are defined by the Code of Ordinances of the City of Auburn (City Code). The applicable standards include *Chapter 46 Article V Division 4. – Drainage and Erosion Control Standards*, and *Chapter 18 Article II. – Soil Disturbance and Fill Standards*. These Ordinances define standards for the design, construction, operation, and maintenance of Stormwater Management infrastructure within the City's jurisdiction. These standards require stormwater flooding control be provided onsite to ensure the post-developed stormwater discharges are reduced from pre-development levels.

The plans prepared by Gorrill Palmer include the infrastructure necessary to serve the project and to comply with current State and Municipal stormwater standards. Erosion and Sedimentation Controls are summarized by the Erosion and Sedimentation Control Plans and Details provided on Sheets C-4.0, C-6.3, and C-6.4. An Operation and Maintenance Manual has been prepared by Gorrill Palmer that outlines the inspection and maintenance requirements for the proposed stormwater facilities; and is included in Attachment E.

The purpose of this analysis and memorandum is to document what measures will be implemented to provide stormwater management for the project. Based on our review of applicable State and Municipal regulations, the project is not required to provide water quality treatment and is required to provide water quantity control. The proposed stormwater management BMPs were designed to treat stormwater runoff from their tributary areas in accordance with the *Maine Stormwater Management Design Manual, Volume III, Technical Design Manual*, published by the Maine Department of Environmental Protection (MEDEP).

Existing Conditions

The site is situated on a hillside which is high to the west and low to the east. Two level areas from previous developments are present at each end of the site and are separated by a large, wooded slope. The site is partially developed with a paved parking area along Main Street, wooded hillside in the center of the site and a cleared area from a previous developed at the top of the hill along Academy Street. The existing impervious area on the site is a combination of an existing gravel drive into the Academy Street lot and an existing paved parking lot area along Main Street which serves the existing Academy Street Townhouses. The total existing impervious area is approximately 10,070 SF.

Soil data for the project site and its surrounding area were retrieved from the identifies the site soils to be comprised of:

Soil Description	Map Symbol	Hydrologic Soil Group
Made Land, Loamy Materials	Md	D
Adams Loamy Sand, 0-8% Slopes	AaB	A

The footprint of the development is somewhat evenly split between Made Land and Adams Loamy Sand, which is considered to be poorly draining to well-draining, respectively. A geotechnical investigation has been performed by S.W. Cole and their findings include surficial soils consisting of stiff clay overlying softer clay at

depth. The stiff clay layer has been found to be acceptable to support the proposed development with a traditional spread footing foundation. The soils are also acceptable to support the installation of the proposed SWM BMP's, using proper installation techniques and measures to prevent erosion.

Proposed Development

The project proposes a new three-story apartment building with 53 units and a footprint of 20,858 SF, a new parking lot with a footprint of 19,900 SF, landscaped islands, a gazebo and small lawn areas. In total, the proposed project is anticipated to create approximately 39,455 SF of new impervious area, and 52,940 SF of overall new developed area.

Analysis:

The proposed development was designed in accordance with the requirements of State and Municipal regulations, which require the project to:

- Prevent the peak discharge of runoff from the site from exceeding that of pre-development for the two- ten- and twenty-five-year storms.
- Provide emergency overflow facilities for storms with greater rainfall depths than the 25-yr storm
- Implement an acceptable erosion and sedimentation control plan
- Satisfy other technical standards set by the City of Auburn and the MEDEP

Estimation of the peak discharge and volume of runoff were measured using HydroCAD software based on the Department of Agriculture's TR-55 "Urban Hydrology for Small Watersheds" standards. The HydroCAD model (included in Attachment B) was developed to predict peak discharge rates at the Point of Interest (POI) depicted on the watershed maps (included in Attachment A). Rainfall data used by the model was retrieved from data published by Northeast Regional Climate Center (NRCC), who provide continually updated models of extreme precipitation events.

In general, the runoff in the post-developed condition from the site flows from West to East until it is collected by the City's storm drain network which outlets a short distance away to the Androscoggin River. The slopes range from 3% within the grassed lawn area to 20% along the lawn area embankments as you travel further east along the site with a %-3% flat area along Main Street. Elevations relative to the North American Vertical Datum of 1988 (NAVD88), range from 190 feet along the Western edge of the property to 160 feet at the Eastern edge of the property along Main St. The proposed site plans have been designed to match the existing drainage patterns to the greatest extent practicable, however, site grading will maintain sustained slopes within the driveway/parking area from 3%-12% to accommodate the proposed parking and building access conditions.

Existing Conditions

The existing watershed was modeled as four subcatchments draining to three POI's as shown on Sheet WS-1. All three POI's are existing catch basins along Main and Academy Streets.

- S1 makes up the southerly and westerly regions of the watershed, which are comprised of existing residences, most of the dirt parking lot on the 15 Academy St. parcel, and the north side of Academy Street itself. Runoff flows southeasterly across this subcatchment until it is collected by the gutter on the north side of Academy St. The catch basin at the east end of this gutter is POI #1.

- S2 consists of a parking lot, a lawn, and parts of Main St. Runoff flows northeasterly across the subcatchment until it is collected by the gutter on the west side of Main St., which then carries it south to the catch basin identified as POI #2.
- S3 makes up the northerly portion of the watershed, and is almost entirely off-site. The landcover here consists of existing buildings, some woods, lawns, and another section of Main St. Runoff makes its way easterly across the subcatchment until it is collected by a gutter on the west side of Main St. this gutter conveys runoff to the south where it is discharged to the catch basin on the border of S2 and S3 identified as POI #3.
- S4 lies in the center of the watershed, and is defined by woods, portions of the existing dirt parking lot, a paved parking lot, and the roofs of five nearby condos. Runoff again drains southeasterly across the subcatchment, until it is ultimately collected by catch basins in the paved parking lot, and discharged to POI #3.

Post-Development Conditions

The post-development condition was modeled as five subcatchments, draining to the same three POI's. As shown on Sheet WS-2, the total area of the watershed does not change, The new subcatchments are described as follows:

- S1-1 consists of the north side of Academy St, and two abutting properties. Runoff in this subcatchment will be collected by a shallow ditch that conveys it to a pair of new catch basins. These basins will then discharge the collected runoff to a proposed extension of the City's storm drains, which includes another pair of catch basins to be installed along the north side of Academy St. The proposed extension ultimately discharges to POI #1.
- S1-2 makes up the Northwest corner of the watershed as well as the westerly side of the proposed building, comprised mostly of off-site areas. Runoff will flow southeasterly from off-site, where it is collected by catch basins and perimeter drains conveyed to a subsurface detention system, which ultimately dischargies directly into the City's storm drain system via a new manhole on Main St. where it meets POI #2.
- S2-1 consists only of portion of the west side of Main St. and the driveway entrance to the proposed parking lot. Like its pre-development condition (S2), runoff is collected by the gutter along Main St. and convey directly to the catch basin identified as POI #2.
- S3-1 remains virtually unchanged from its pre-development condition (S3), with runoff flowing easterly across off-site areas until it is collected by the gutter along Main St. and conveyed to POI #3.
- S4-1 Sees the most change in the post-development condition. It grows in size, an encompasses almost all of the area developed by the project, as well as the existing condo buildings the majority of the parcel they were built on. Runoff from this subcatchment will be collected by the project's storm drain network and conveyed to a subsurface detention system, where it will gradually be released into the City's storm drains and discharged to POI #2.

Proposed BMPs

The project's stormwater management system is required by the regulations referenced earlier in this memorandum to capture runoff from the proposed development and release it in a slow, controlled manner that prevents the post-development peak discharge rate measured at each POI from exceeding their pre-development values during certain storm events. The system will accomplish this using a combination of catch basins, manholes, perimeter drains, and internal roof drains to capture runoff and convey it to either, the City's

storm drains, or series of R-tank storage chambers beneath the proposed parking lot. The chambers are part of a proprietary stormwater management system developed by a company called Ferguson Waterworks.

R-Tank HD Chamber System

A subsurface chamber system will be employed to provide flood control on site. This system will capture all runoff from the rooftop, parking area, and other site areas. Two rows of chambers (one for each at each inlet point) will be designated as "separator rows" that will filter out sediments and other fine particles that were picked up by the runoff. This prevents sediment buildup from occurring in other parts of the system that would be difficult to clean if they became clogged, increasing the reliability of the system. And by concentrating sediment buildup into two chambers, which maintenance crews will be able to access from either end of the system for easier cleanout. The chamber system will be controlled by an outlet control structure with a weir wall and an orifice to control the outflow for various storm events.

Conclusion:

Table 2 shows the peak flows measured at the points-of-interest in the pre- and post-development conditions:

Table 2 Comparison of Pre- and Post-Development Peak Flow Rates

Point of Interest	Inflow Area (acres)		Peak Flow (cfs)					
			2 Year		10 Year		25 Year	
	Pre	Post	Pre	Post	Pre	Post	Pre	Post
POI #1	1.61	0.64	0.96	1.27	2.32	2.02	3.54	2.61
POI #2	0.25	2.04	0.50	1.25	0.81	1.78	1.06	2.40
POI #3	1.44	0.62	1.60	1.08	2.80	1.79	3.75	2.35
Total Outflow	*3.30*	***3.30***	*2.98*	***3.60***	*5.81*	***5.83***	*8.19*	***7.64***

Although three separate points of analysis are utilized for the development, the total of the three POI's represents the total runoff emanating from the subject property. The HydroCAD model does include a *Total Outflow* node which is shown in Table 2 above. We note the total outflow may not be the summation of all POI's since the individual POI's may have a slightly different peaking time. All three points of analysis are identified as individual entry points in the existing public storm drain system which all come together less than 150' down system. Ultimately, the closed storm drain system discharges directly to the Androscoggin River. Typically, a project with direct discharges to a major river would be subject to a waiver from providing flood control on site. However, we are providing flood control via the subsurface chamber system to ensure the capacity of the public storm drain system is not adversely impacted by an increase in the rate of runoff. Table 2, above, demonstrates that the total peak runoff rate in the post-developed condition is less than that generated from the property in the pre-developed condition for the 10- and 25-year storm events, and slightly above for the 2-year event. The minor increase in the 2-year event is still acceptable since we are more concerned with the maximum capacity of the public storm drain system which has been reviewed using the 25-year storm. We conclude that proposed stormwater management design for the development meets the intent of the City's Ordinance and will not have an adverse impact on the public storm drain system.

Erosion and sediment control measures will be employed during construction that comply with State and Municipal regulations, preventing construction activity from transporting sediments off the site, and reducing the likelihood of a serious erosion problem developing during or after construction.

Gorrill Palmer

Kaleb Bourassa, PE
Project Manager
Gorrill-Palmer
Phone: 207.772.2515 x297
kbourassa@gorrillpalmer.com

Attachments:

A Watershed Maps:
WS1 Predevelopment Watershed Map
WS2 Post Development Watershed Map
B Pre and Post Development HydroCAD Models

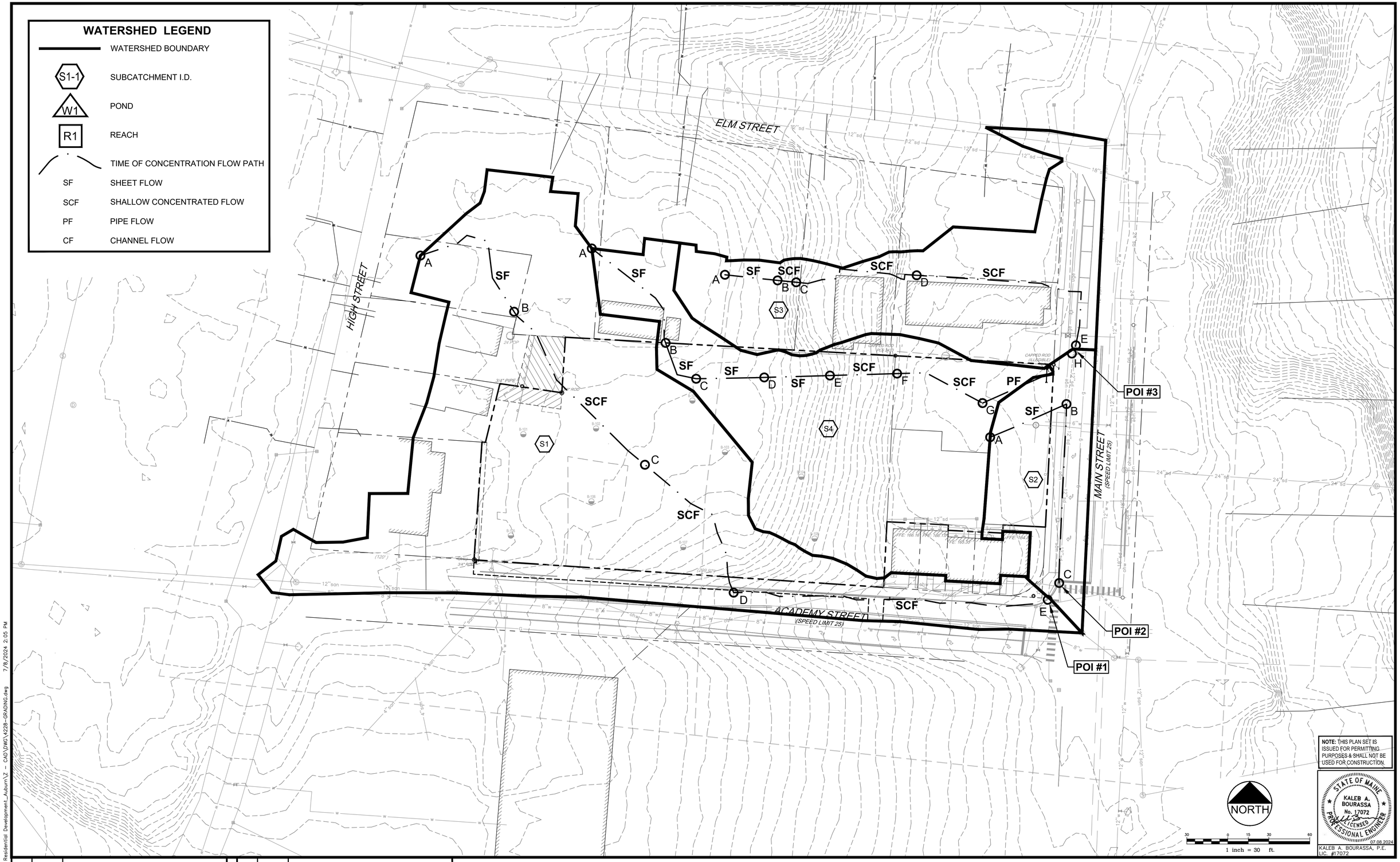
u:\4228_academy street residential development_auburn\i stormwater\4228-stormwatermemo_final_rev. 1.docx

ATTACHMENT A

Watershed Maps

WATERSHED LEGEND

	WATERSHED BOUNDARY
S1-1	SUBCATCHMENT I.D.
W1	POND
R1	REACH
	TIME OF CONCENTRATION FLOW PATH
SF	SHEET FLOW
SCF	SHALLOW CONCENTRATED FLOW
PF	PIPE FLOW
CF	CHANNEL FLOW



NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
KALEB A. BOURASSA
No. 17072
LICENSED
PROFESSIONAL ENGINEER
07.08.2024

KALEB A. BOURASSA, P.E.
LIC. #17072

Rev.	Date	Revision

Rev.	Date	Revision
1	2024.07.08	SUBMITTED FOR CITY SITE PLAN APPLICATION

Design: KAB	Draft: CDD	Date: JAN. 2024
Checked: SRB	Scale: AS NOTED	Job No.: 4228
File Name: 4228–GRADING.dwg		

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GORRILL PALMER
An LJB Engineering Company
Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: PRE-DEVELOPMENT WATERSHED PLAN

Project: AUBURN TOWN CENTER APARTMENTS
15 ACADEMY STREET, AUBURN, MAINE

Client: HIGHGATE DEVELOPMENT, LLC
799 WASHINGTON STREET N., AUBURN, ME 04210

Drawing No. WS-1

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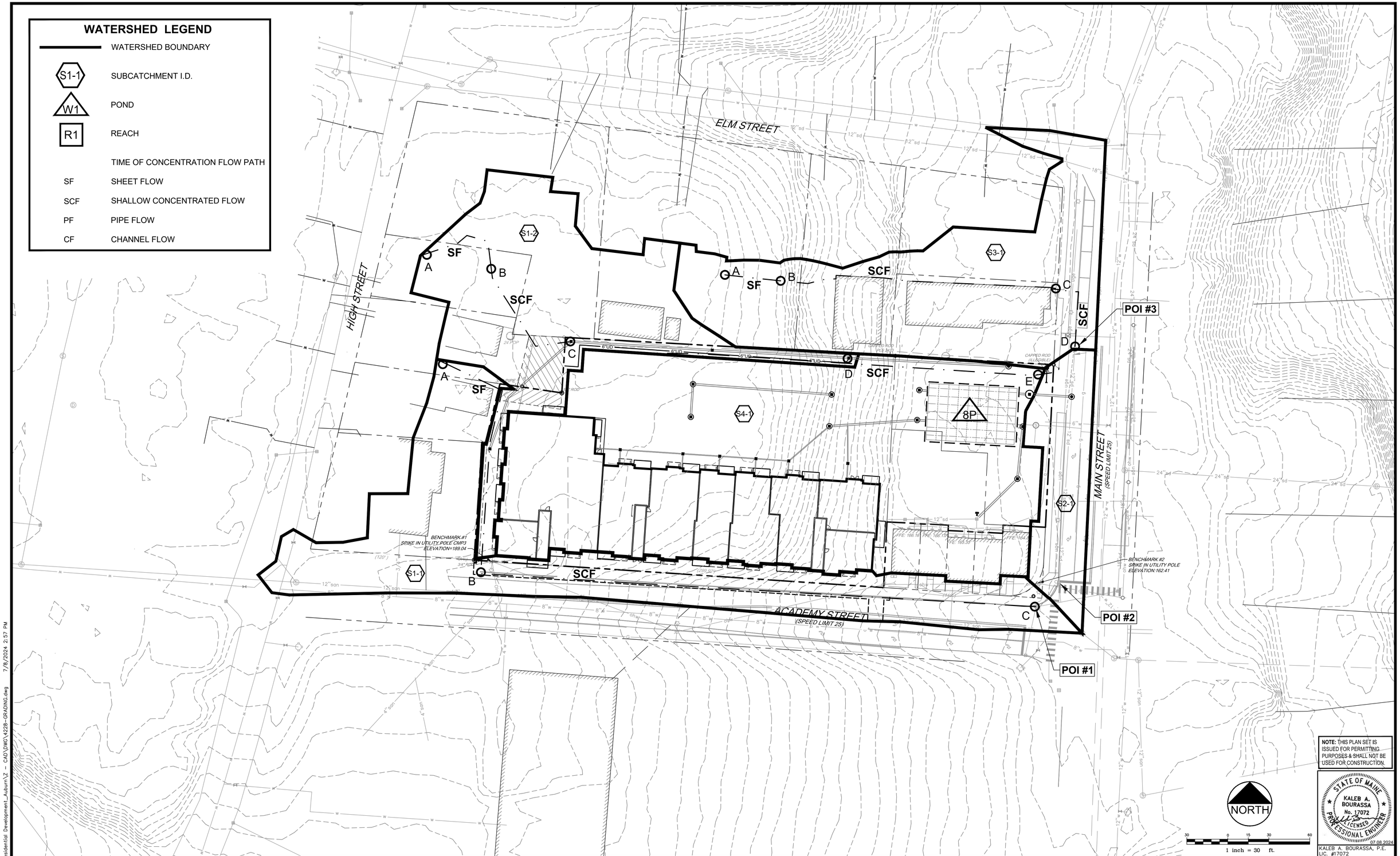
WATERSHED LEGEND

———	WATERSHED BOUNDARY
S1-1	SUBCATCHMENT I.D.
W1	POND
R1	REACH
	TIME OF CONCENTRATION FLOW PATH
SF	SHEET FLOW
SCF	SHALLOW CONCENTRATED FLOW
PF	PIPE FLOW
CF	CHANNEL FLOW



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07.08.2024
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LIC. #17072

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GORRILL PALMER
An LJB Engineering Company
Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: POST-DEVELOPMENT WATERSHED PLAN

Project: AUBURN TOWN CENTER APARTMENTS
15 ACADEMY STREET, AUBURN, MAINE

Client: HIGHGATE DEVELOPMENT, LLC
799 WASHINGTON STREET N., AUBURN, ME 04210

Drawing No. WS-2

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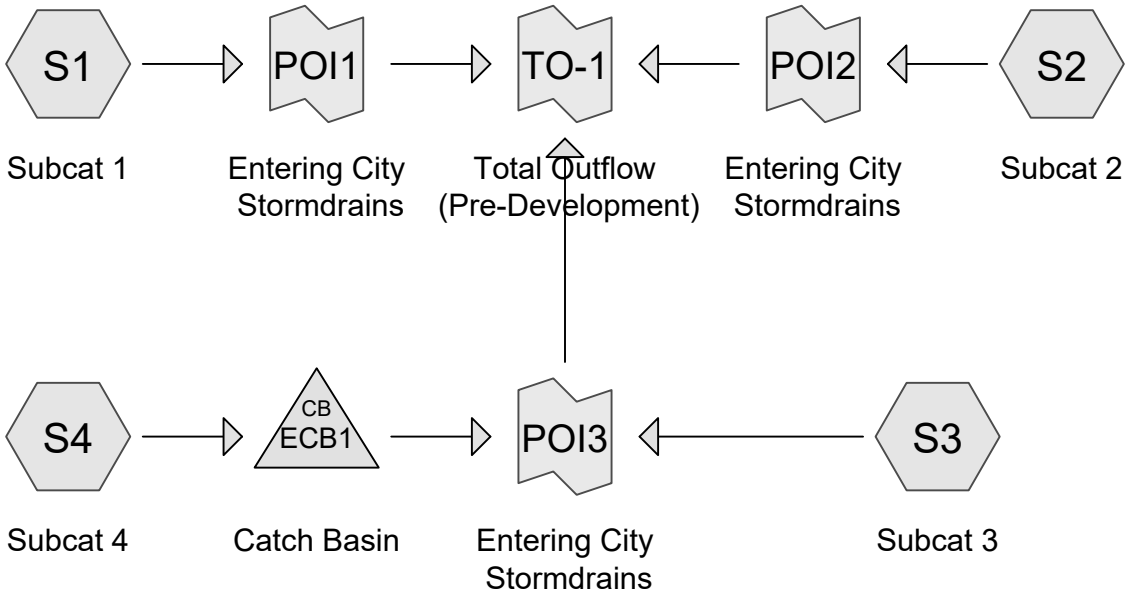
ATTACHMENT B

Pre- and Post-development HydroCAD Model

Pre-Development Model



Subcat Reach Pond Link

Time span=0.00-36.00 hrs, dt=0.0100 hrs, 3601 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment S1: Subcat 1 Runoff Area=70,135 sf 37.91% Impervious Runoff Depth=0.76"
Flow Length=602' Tc=12.6 min CN=71 Runoff=0.96 cfs 4,444 cf

Subcatchment S2: Subcat 2 Runoff Area=10,956 sf 53.61% Impervious Runoff Depth=1.98"
Flow Length=192' Tc=8.6 min CN=90 Runoff=0.50 cfs 1,812 cf

Subcatchment S3: Subcat 3 Runoff Area=26,120 sf 52.99% Impervious Runoff Depth=1.90"
Flow Length=313' Tc=11.1 min CN=89 Runoff=1.03 cfs 4,135 cf

Subcatchment S4: Subcat 4 Runoff Area=36,494 sf 37.46% Impervious Runoff Depth=1.45"
Flow Length=398' Tc=23.4 min CN=83 Runoff=0.79 cfs 4,399 cf

Pond ECB1: Catch Basin Peak Elev=157.73' Inflow=0.79 cfs 4,399 cf
15.0" Round Culvert n=0.009 L=20.0' S=0.0100 '/' Outflow=0.79 cfs 4,399 cf

Link POI1: Entering City Stormdrains Inflow=0.96 cfs 4,444 cf
Primary=0.96 cfs 4,444 cf

Link POI2: Entering City Stormdrains Inflow=0.50 cfs 1,812 cf
Primary=0.50 cfs 1,812 cf

Link POI3: Entering City Stormdrains Inflow=1.60 cfs 8,535 cf
Primary=1.60 cfs 8,535 cf

Link TO-1: Total Outflow (Pre-Development) Inflow=2.98 cfs 14,790 cf
Primary=2.98 cfs 14,790 cf

Total Runoff Area = 143,705 sf Runoff Volume = 14,790 cf Average Runoff Depth = 1.24"
58.27% Pervious = 83,734 sf 41.73% Impervious = 59,971 sf

Time span=0.00-36.00 hrs, dt=0.0100 hrs, 3601 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment S1: Subcat 1 Runoff Area=70,135 sf 37.91% Impervious Runoff Depth=1.70"
Flow Length=602' Tc=12.6 min CN=71 Runoff=2.32 cfs 9,912 cf

Subcatchment S2: Subcat 2 Runoff Area=10,956 sf 53.61% Impervious Runoff Depth=3.33"
Flow Length=192' Tc=8.6 min CN=90 Runoff=0.81 cfs 3,039 cf

Subcatchment S3: Subcat 3 Runoff Area=26,120 sf 52.99% Impervious Runoff Depth=3.23"
Flow Length=313' Tc=11.1 min CN=89 Runoff=1.71 cfs 7,028 cf

Subcatchment S4: Subcat 4 Runoff Area=36,494 sf 37.46% Impervious Runoff Depth=2.66"
Flow Length=398' Tc=23.4 min CN=83 Runoff=1.46 cfs 8,100 cf

Pond ECB1: Catch Basin Peak Elev=157.91' Inflow=1.46 cfs 8,100 cf
15.0" Round Culvert n=0.009 L=20.0' S=0.0100 '/' Outflow=1.46 cfs 8,100 cf

Link POI1: Entering City Stormdrains Inflow=2.32 cfs 9,912 cf
Primary=2.32 cfs 9,912 cf

Link POI2: Entering City Stormdrains Inflow=0.81 cfs 3,039 cf
Primary=0.81 cfs 3,039 cf

Link POI3: Entering City Stormdrains Inflow=2.80 cfs 15,128 cf
Primary=2.80 cfs 15,128 cf

Link TO-1: Total Outflow (Pre-Development) Inflow=5.81 cfs 28,079 cf
Primary=5.81 cfs 28,079 cf

Total Runoff Area = 143,705 sf Runoff Volume = 28,079 cf Average Runoff Depth = 2.34"
58.27% Pervious = 83,734 sf 41.73% Impervious = 59,971 sf

Time span=0.00-36.00 hrs, dt=0.0100 hrs, 3601 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment S1: Subcat 1 Runoff Area=70,135 sf 37.91% Impervious Runoff Depth=2.54"
Flow Length=602' Tc=12.6 min CN=71 Runoff=3.54 cfs 14,849 cf

Subcatchment S2: Subcat 2 Runoff Area=10,956 sf 53.61% Impervious Runoff Depth=4.41"
Flow Length=192' Tc=8.6 min CN=90 Runoff=1.06 cfs 4,025 cf

Subcatchment S3: Subcat 3 Runoff Area=26,120 sf 52.99% Impervious Runoff Depth=4.30"
Flow Length=313' Tc=11.1 min CN=89 Runoff=2.25 cfs 9,361 cf

Subcatchment S4: Subcat 4 Runoff Area=36,494 sf 37.46% Impervious Runoff Depth=3.68"
Flow Length=398' Tc=23.4 min CN=83 Runoff=2.00 cfs 11,179 cf

Pond ECB1: Catch Basin Peak Elev=158.04' Inflow=2.00 cfs 11,179 cf
15.0" Round Culvert n=0.009 L=20.0' S=0.0100 '/' Outflow=2.00 cfs 11,179 cf

Link POI1: Entering City Stormdrains Inflow=3.54 cfs 14,849 cf
Primary=3.54 cfs 14,849 cf

Link POI2: Entering City Stormdrains Inflow=1.06 cfs 4,025 cf
Primary=1.06 cfs 4,025 cf

Link POI3: Entering City Stormdrains Inflow=3.75 cfs 20,539 cf
Primary=3.75 cfs 20,539 cf

Link TO-1: Total Outflow (Pre-Development) Inflow=8.19 cfs 39,413 cf
Primary=8.19 cfs 39,413 cf

Total Runoff Area = 143,705 sf Runoff Volume = 39,413 cf Average Runoff Depth = 3.29"
58.27% Pervious = 83,734 sf 41.73% Impervious = 59,971 sf

Summary for Subcatchment S1: Subcat 1

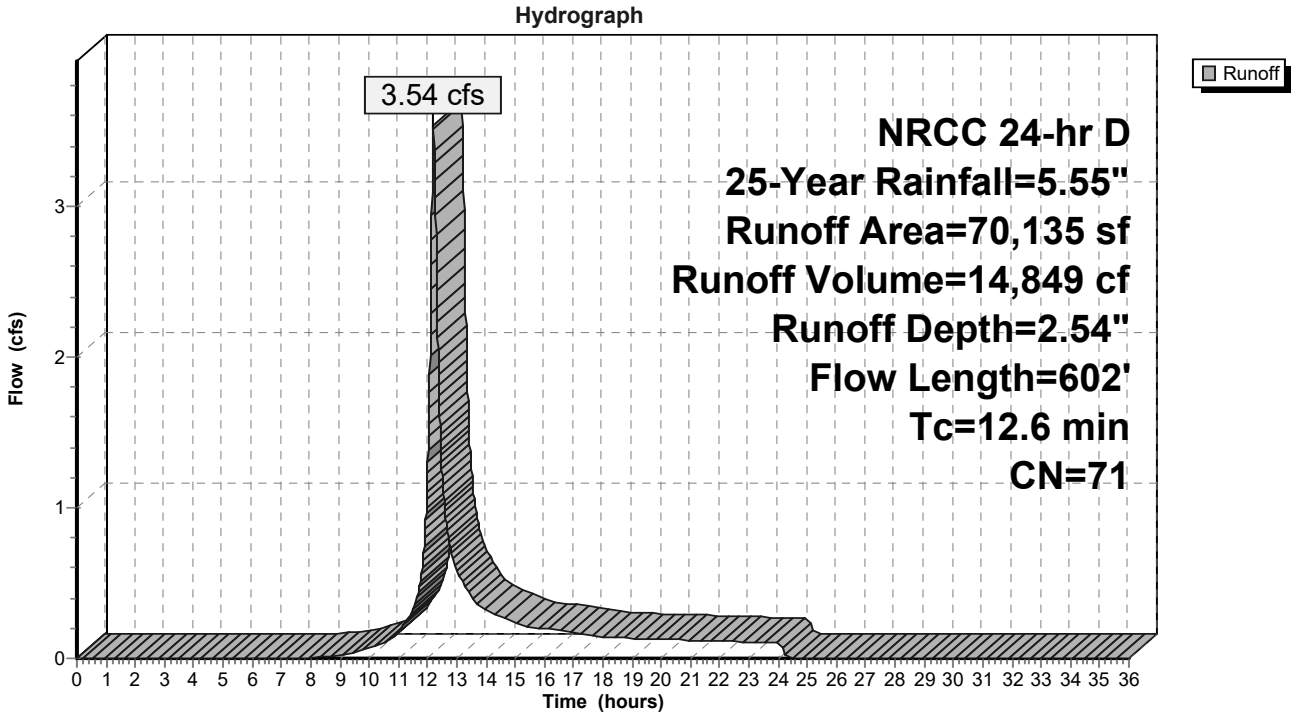
Runoff = 3.54 cfs @ 12.20 hrs, Volume= 14,849 cf, Depth= 2.54"
Routed to Link POI1 : Entering City Stormdrains

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.0100 hrs
NRCC 24-hr D 25-Year Rainfall=5.55"

Area (sf)	CN	Description
12,262	98	Paved parking, HSG A
7,264	98	Paved parking, HSG D
26,370	39	>75% Grass cover, Good, HSG A
2,039	80	>75% Grass cover, Good, HSG D
10,788	77	Newly graded area or bare soil, HSG A
1,937	94	Newly graded area or bare soil, HSG D
7,060	98	Unconnected roofs, HSG A
0	98	Unconnected roofs, HSG D
473	30	Woods, Good, HSG A
1,942	77	Woods, Good, HSG D
70,135	71	Weighted Average
43,549		62.09% Pervious Area
26,586		37.91% Impervious Area
7,060		26.56% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
9.6	72	0.0118	0.12		**Sheet Flow, A-B** Grass: Short n= 0.150 P2= 3.00" Using McCuen-Spiess flow length
1.5	171	0.0154	1.86		**Shallow Concentrated Flow, B-C** Grassed Waterway Kv= 15.0 fps
0.8	125	0.0650	2.55		**Shallow Concentrated Flow, C-D** Nearly Bare & Untilled Kv= 10.0 fps
0.7	234	0.0716	5.43		**Shallow Concentrated Flow, D-E** Paved Kv= 20.3 fps
12.6	602	Total			

Subcatchment S1: Subcat 1



Summary for Subcatchment S2: Subcat 2

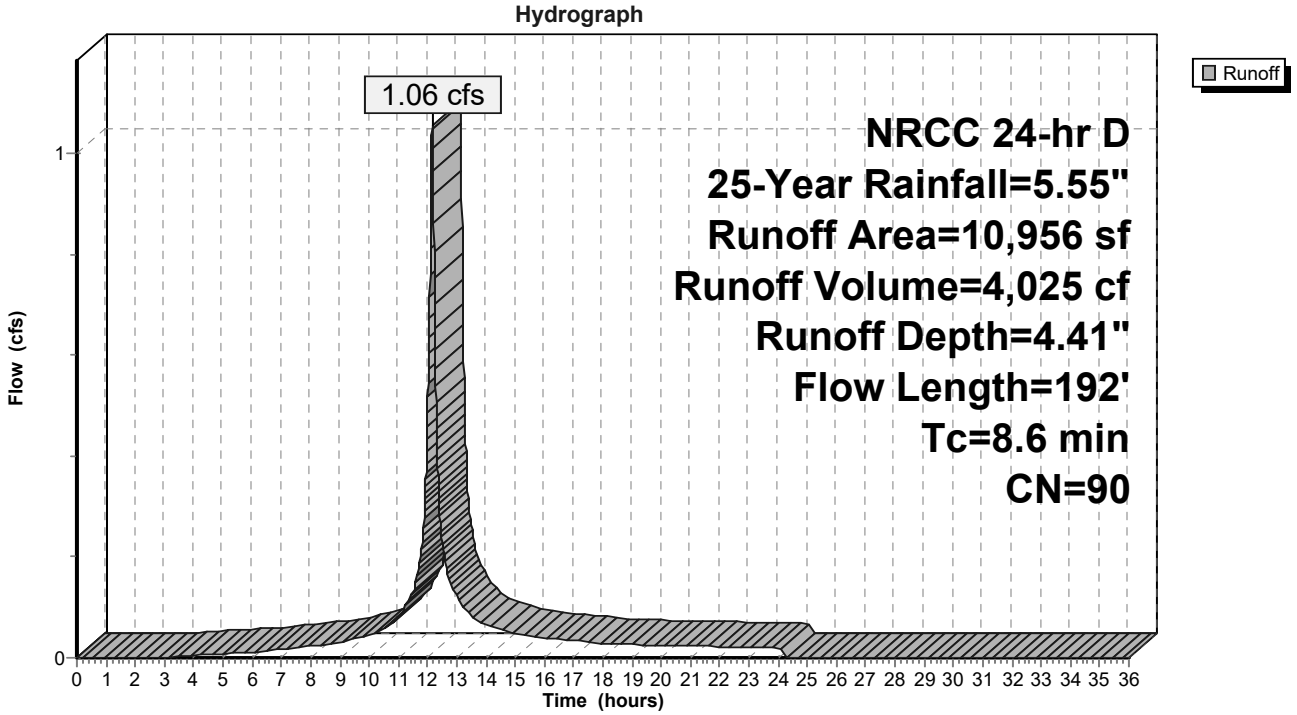
Runoff = 1.06 cfs @ 12.16 hrs, Volume= 4,025 cf, Depth= 4.41"
Routed to Link POI2 : Entering City Stormdrains

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.0100 hrs
NRCC 24-hr D 25-Year Rainfall=5.55"

Area (sf)	CN	Description
5,874	98	Paved parking, HSG D
5,061	80	>75% Grass cover, Good, HSG D
21	94	Newly graded area or bare soil, HSG D
10,956	90	Weighted Average
5,082		46.39% Pervious Area
5,874		53.61% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
4.3	52	0.0470	0.20		**Sheet Flow, A-B** Grass: Short n= 0.150 P2= 3.00"
4.3	140	0.0018	0.54		**Sheet Flow, B-C** Smooth surfaces n= 0.011 P2= 3.00"
8.6	192	Total			

Subcatchment S2: Subcat 2



Summary for Subcatchment S3: Subcat 3

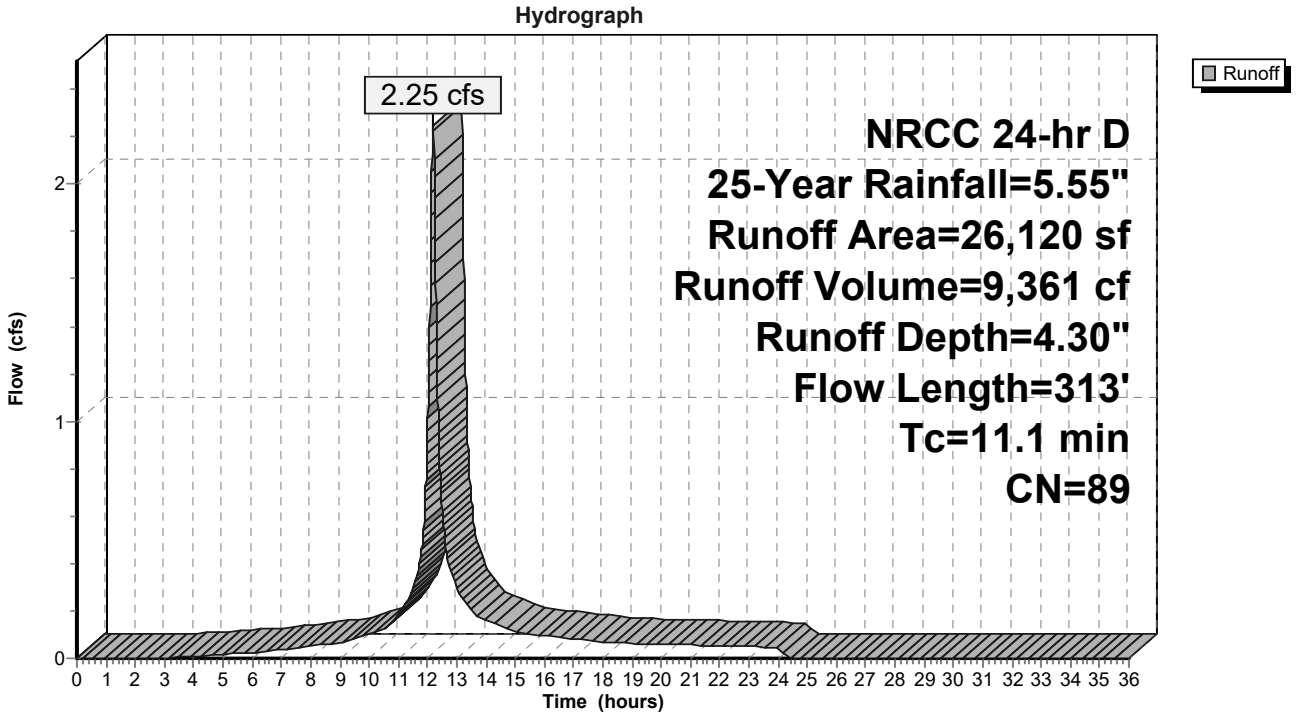
Runoff = 2.25 cfs @ 12.18 hrs, Volume= 9,361 cf, Depth= 4.30"
Routed to Link POI3 : Entering City Stormdrains

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.0100 hrs
NRCC 24-hr D 25-Year Rainfall=5.55"

Area (sf)	CN	Description
169	98	Paved parking, HSG A
4,898	98	Paved parking, HSG D
944	39	>75% Grass cover, Good, HSG A
6,096	80	>75% Grass cover, Good, HSG D
0	77	Newly graded area or bare soil, HSG A
2,608	94	Newly graded area or bare soil, HSG D
1,032	98	Unconnected roofs, HSG A
7,743	98	Unconnected roofs, HSG D
0	30	Woods, Good, HSG A
2,630	77	Woods, Good, HSG D
26,120	89	Weighted Average
12,278		47.01% Pervious Area
13,842		52.99% Impervious Area
8,775		63.39% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
9.6	41	0.1098	0.07		**Sheet Flow, A-B** Woods: Dense underbrush n= 0.800 P2= 3.00" Using McCuen-Spiess flow length
0.1	12	0.3765	1.53		**Shallow Concentrated Flow, B-C** Forest w/Heavy Litter Kv= 2.5 fps
0.4	86	0.1289	3.59		**Shallow Concentrated Flow, C-D** Nearly Bare & Untilled Kv= 10.0 fps
1.0	174	0.0357	3.04		**Shallow Concentrated Flow, D-E** Unpaved Kv= 16.1 fps
11.1	313	Total			

Subcatchment S3: Subcat 3



Summary for Subcatchment S4: Subcat 4

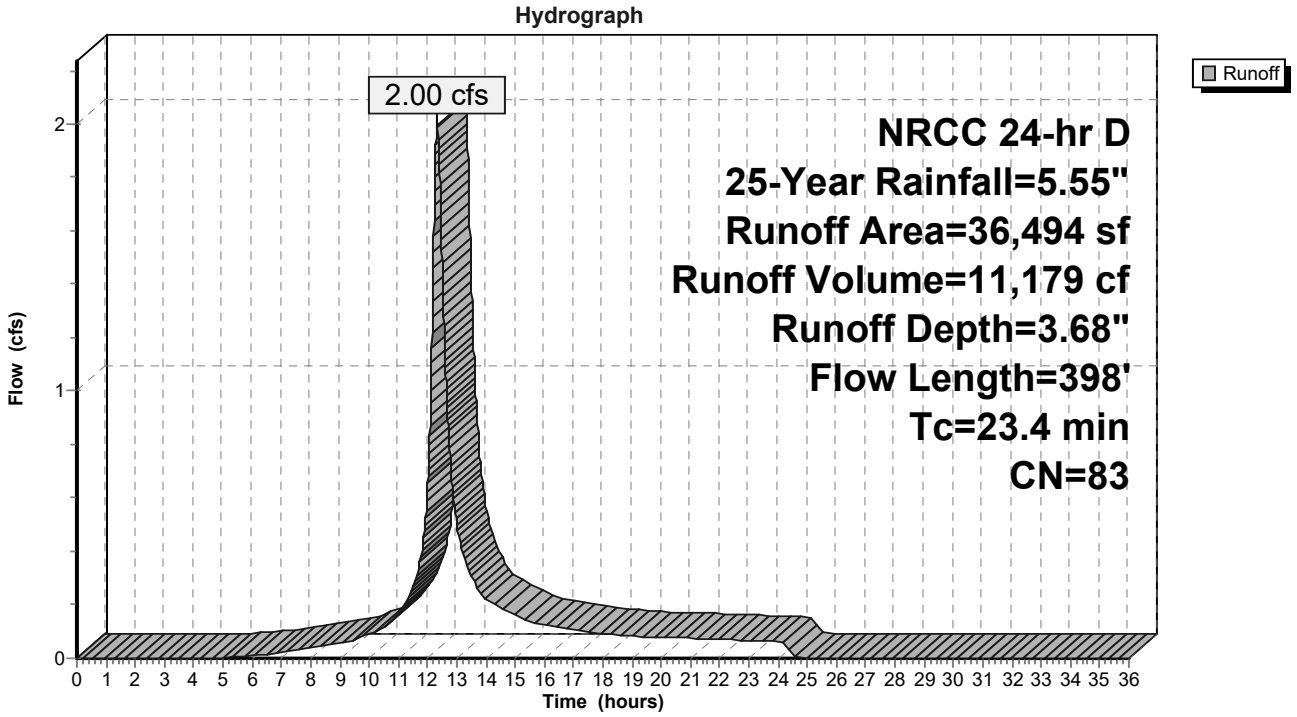
Runoff = 2.00 cfs @ 12.33 hrs, Volume= 11,179 cf, Depth= 3.68"
Routed to Pond ECB1 : Catch Basin

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.0100 hrs
NRCC 24-hr D 25-Year Rainfall=5.55"

Area (sf)	CN	Description
1,098	98	Paved parking, HSG A
7,448	98	Paved parking, HSG D
1,429	39	>75% Grass cover, Good, HSG A
3,723	80	>75% Grass cover, Good, HSG D
215	77	Fallow, bare soil, HSG A
1,258	94	Fallow, bare soil, HSG D
1,680	98	Unconnected roofs, HSG A
202	98	Unconnected roofs, HSG D
3,241	98	Roofs, HSG D
1,036	30	Woods, Good, HSG A
15,164	77	Woods, Good, HSG D
36,494	83	Weighted Average
22,825		62.54% Pervious Area
13,669		37.46% Impervious Area
1,882		13.77% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.1	94	0.0051	0.76		**Sheet Flow, A-B** Smooth surfaces n= 0.011 P2= 3.00"
5.3	29	0.0605	0.09		**Sheet Flow, B-C** Woods: Light underbrush n= 0.400 P2= 3.00"
5.3	49	0.0246	0.16		**Sheet Flow, C-D** Grass: Short n= 0.150 P2= 3.00"
9.6	53	0.1800	0.09		**Sheet Flow, D-E** Woods: Dense underbrush n= 0.800 P2= 3.00" Using McCuen-Spiess flow length
0.8	51	0.1800	1.06		**Shallow Concentrated Flow, E-F** Forest w/Heavy Litter Kv= 2.5 fps
0.2	72	0.0973	6.33		**Shallow Concentrated Flow, F-G** Paved Kv= 20.3 fps
0.1	50	0.0100	7.60	9.33	**Pipe Channel, G-H** 15.0" Round Area= 1.2 sf Perim= 3.9' r= 0.31' n= 0.009 Corrugated PE, smooth interior
23.4	398	Total			

Subcatchment S4: Subcat 4



Summary for Pond ECB1: Catch Basin

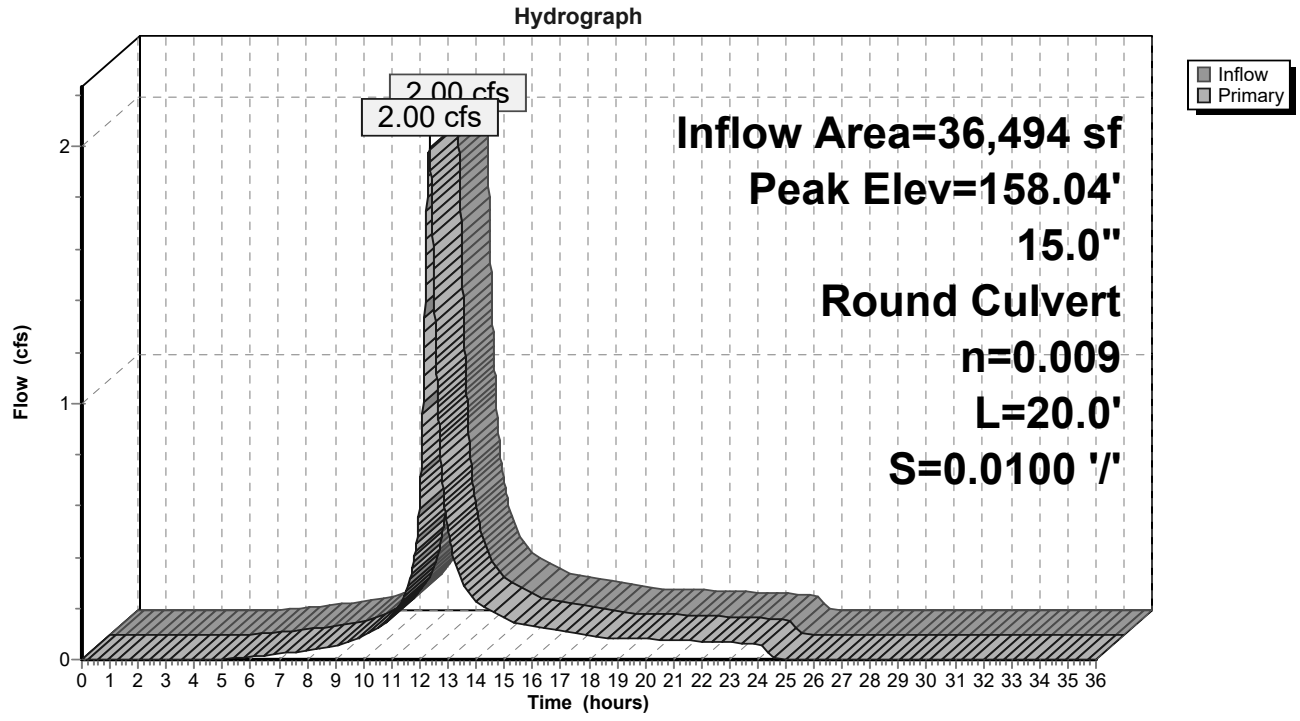
Inflow Area = 36,494 sf, 37.46% Impervious, Inflow Depth = 3.68" for 25-Year event
Inflow = 2.00 cfs @ 12.33 hrs, Volume= 11,179 cf
Outflow = 2.00 cfs @ 12.33 hrs, Volume= 11,179 cf, Atten= 0%, Lag= 0.0 min
Primary = 2.00 cfs @ 12.33 hrs, Volume= 11,179 cf
Routed to Link POI3 : Entering City Stormdrains

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.0100 hrs
Peak Elev= 158.04' @ 12.33 hrs
Flood Elev= 160.91'

Device	Routing	Invert	Outlet Devices
#1	Primary	157.30'	**15.0" Round 15"_CPP Round** L= 20.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 157.30' / 157.10' S= 0.0100 '/' Cc= 0.900 n= 0.009 Corrugated PE, smooth interior, Flow Area= 1.23 sf

Primary OutFlow Max=1.99 cfs @ 12.33 hrs HW=158.04' TW=0.00' (Dynamic Tailwater)
1=15"_CPP Round (Barrel Controls 1.99 cfs @ 3.77 fps)

Pond ECB1: Catch Basin

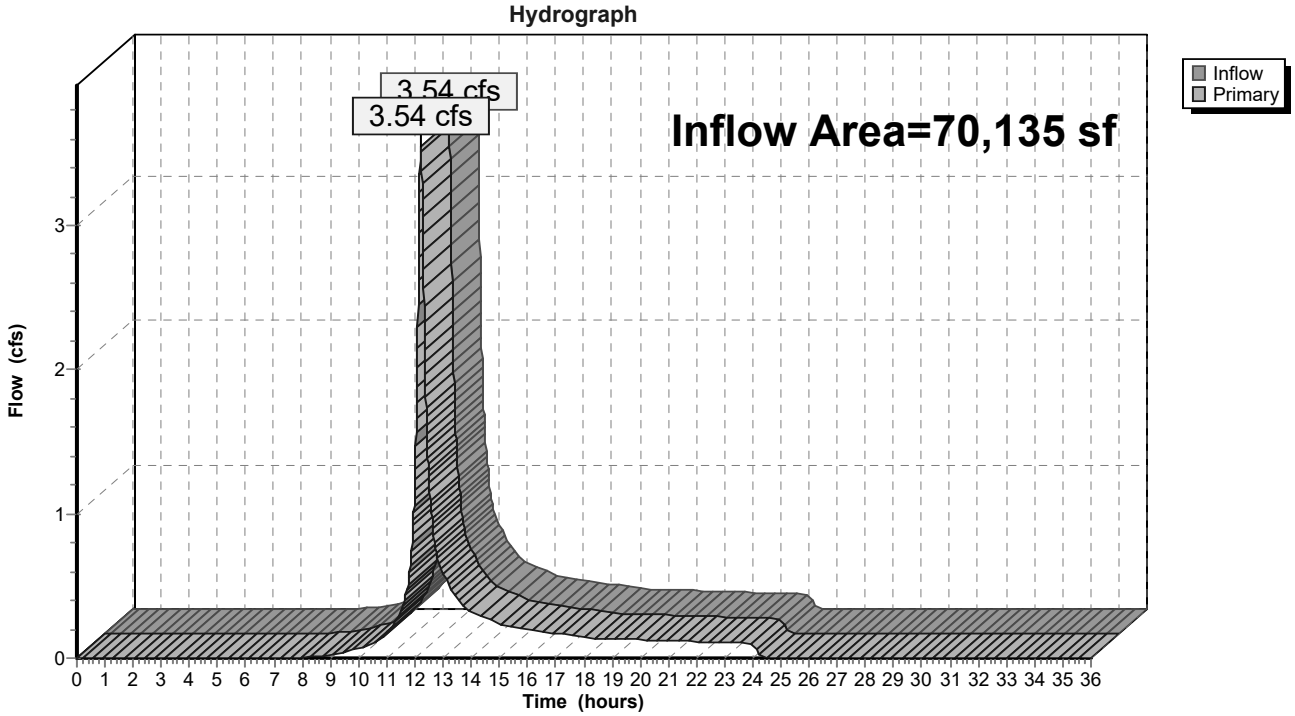


Summary for Link POI1: Entering City Stormdrains

Inflow Area = 70,135 sf, 37.91% Impervious, Inflow Depth = 2.54" for 25-Year event
Inflow = 3.54 cfs @ 12.20 hrs, Volume= 14,849 cf
Primary = 3.54 cfs @ 12.20 hrs, Volume= 14,849 cf, Atten= 0%, Lag= 0.0 min
Routed to Link TO-1 : Total Outflow (Pre-Development)

Primary outflow = Inflow, Time Span= 0.00-36.00 hrs, dt= 0.0100 hrs

Link POI1: Entering City Stormdrains

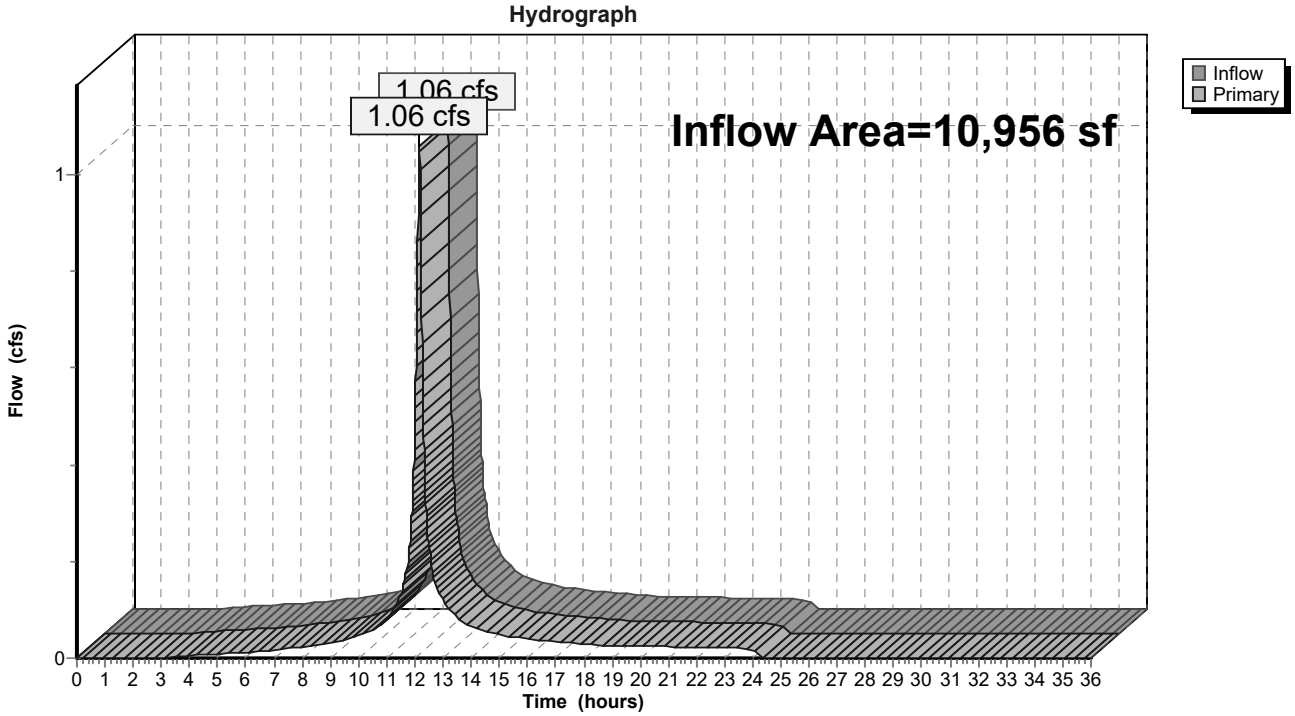


Summary for Link POI2: Entering City Stormdrains

Inflow Area = 10,956 sf, 53.61% Impervious, Inflow Depth = 4.41" for 25-Year event
Inflow = 1.06 cfs @ 12.16 hrs, Volume= 4,025 cf
Primary = 1.06 cfs @ 12.16 hrs, Volume= 4,025 cf, Atten= 0%, Lag= 0.0 min
Routed to Link TO-1 : Total Outflow (Pre-Development)

Primary outflow = Inflow, Time Span= 0.00-36.00 hrs, dt= 0.0100 hrs

Link POI2: Entering City Stormdrains

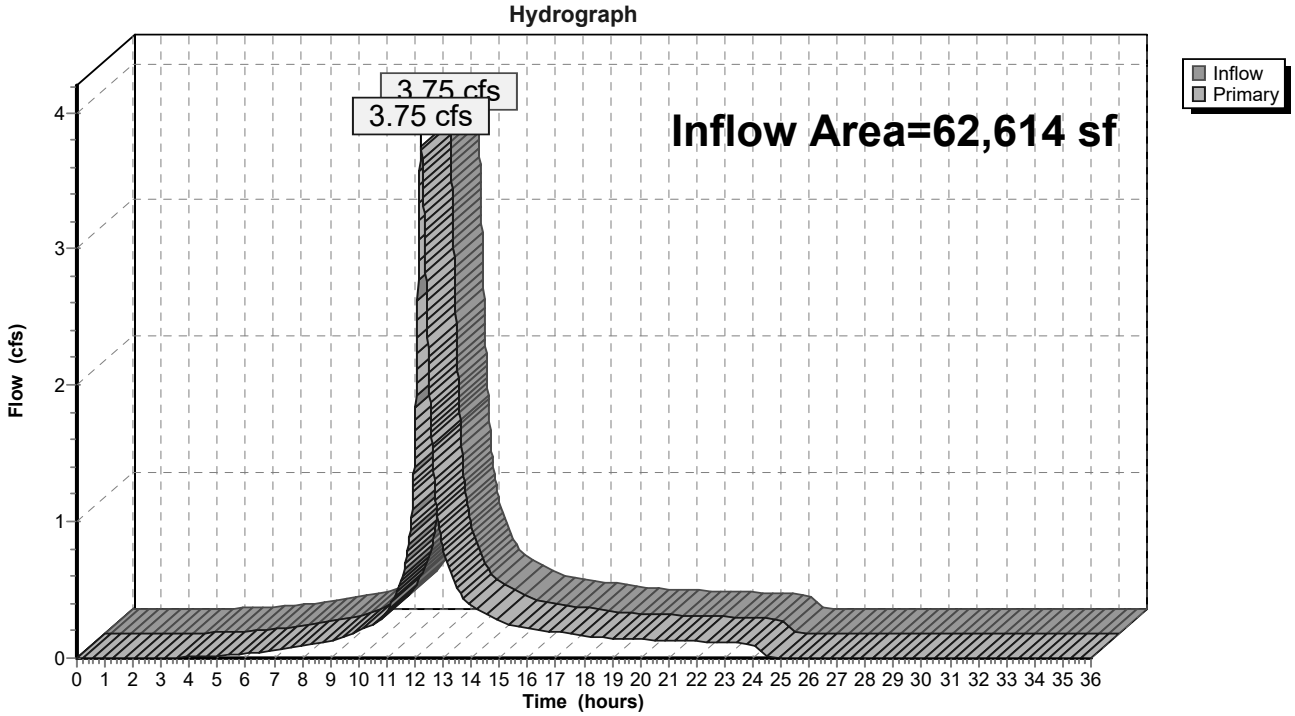


Summary for Link POI3: Entering City Stormdrains

Inflow Area = 62,614 sf, 43.94% Impervious, Inflow Depth = 3.94" for 25-Year event
Inflow = 3.75 cfs @ 12.21 hrs, Volume= 20,539 cf
Primary = 3.75 cfs @ 12.21 hrs, Volume= 20,539 cf, Atten= 0%, Lag= 0.0 min
Routed to Link TO-1 : Total Outflow (Pre-Development)

Primary outflow = Inflow, Time Span= 0.00-36.00 hrs, dt= 0.0100 hrs

Link POI3: Entering City Stormdrains

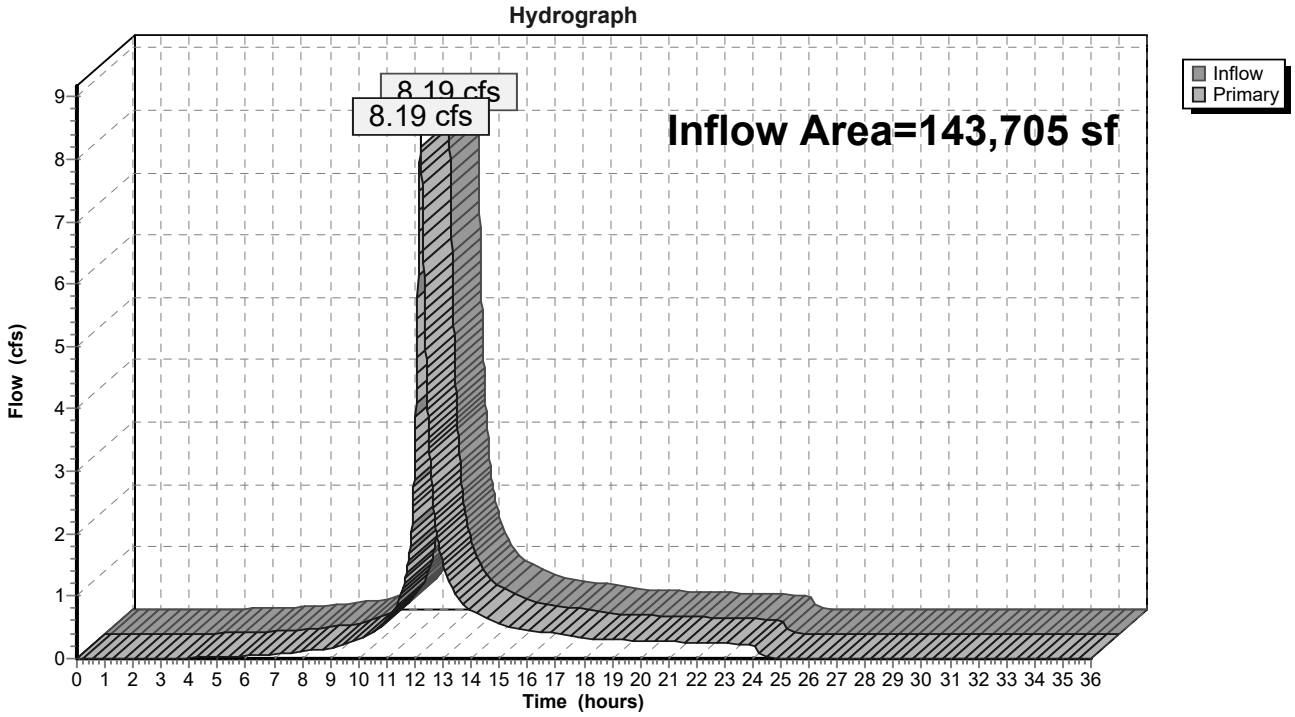


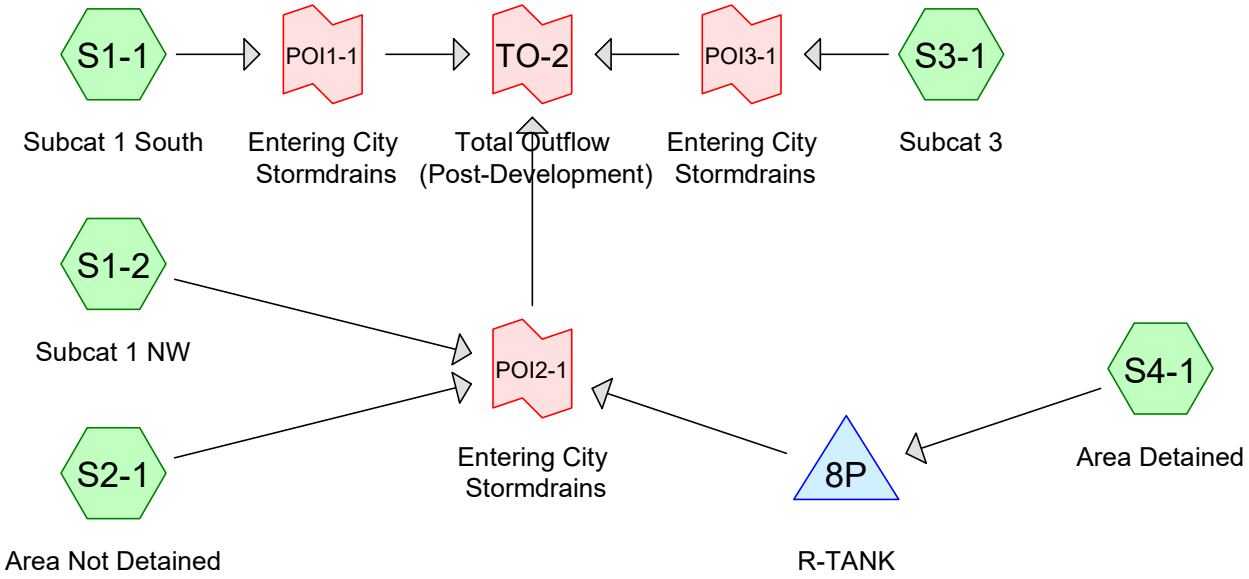
Summary for Link TO-1: Total Outflow (Pre-Development)

Inflow Area = 143,705 sf, 41.73% Impervious, Inflow Depth = 3.29" for 25-Year event
Inflow = 8.19 cfs @ 12.20 hrs, Volume= 39,413 cf
Primary = 8.19 cfs @ 12.20 hrs, Volume= 39,413 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-36.00 hrs, dt= 0.0100 hrs

Link TO-1: Total Outflow (Pre-Development)





Subcat Reach Pond Link

Routing Diagram for 4228-HCADModel, Revised 1/29/2024
Prepared by Gorrill Palmer Consulting Engs, Printed 8/27/2024
HydroCAD® 10.20-5a s/n 01265 © 2023 HydroCAD Software Solutions LLC

Time span=0.00-36.00 hrs, dt=0.0100 hrs, 3601 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment S1-1: Subcat 1 South Runoff Area=27,889 sf 86.24% Impervious Runoff Depth=2.16"
Flow Length=597' Tc=10.2 min CN=92 Runoff=1.27 cfs 5,023 cf

Subcatchment S1-2: Subcat 1 NW Runoff Area=24,098 sf 30.29% Impervious Runoff Depth=0.27"
Flow Length=523' Tc=10.7 min CN=58 Runoff=0.05 cfs 550 cf

Subcatchment S2-1: Area Not Detained Runoff Area=7,460 sf 80.11% Impervious Runoff Depth=2.35"
Tc=6.0 min CN=94 Runoff=0.42 cfs 1,461 cf

Subcatchment S3-1: Subcat 3 Runoff Area=27,121 sf 51.41% Impervious Runoff Depth=1.90"
Flow Length=303' Tc=10.9 min CN=89 Runoff=1.08 cfs 4,294 cf

Subcatchment S4-1: Area Detained Runoff Area=57,108 sf 86.18% Impervious Runoff Depth=2.45"
Tc=6.0 min CN=95 Runoff=3.33 cfs 11,657 cf

Pond 8P: R-TANK Peak Elev=157.87' Storage=3,281 cf Inflow=3.33 cfs 11,657 cf
Outflow=0.92 cfs 11,323 cf

Link POI1-1: Entering City Stormdrains Inflow=1.27 cfs 5,023 cf
Primary=1.27 cfs 5,023 cf

Link POI2-1: Entering City Stormdrains Inflow=1.25 cfs 13,334 cf
Primary=1.25 cfs 13,334 cf

Link POI3-1: Entering City Stormdrains Inflow=1.08 cfs 4,294 cf
Primary=1.08 cfs 4,294 cf

Link TO-2: Total Outflow (Post-Development) Inflow=3.57 cfs 22,650 cf
Primary=3.57 cfs 22,650 cf

Total Runoff Area = 143,676 sf Runoff Volume = 22,984 cf Average Runoff Depth = 1.92"
30.06% Pervious = 43,190 sf 69.94% Impervious = 100,486 sf

Time span=0.00-36.00 hrs, dt=0.0100 hrs, 3601 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment S1-1: Subcat 1 South Runoff Area=27,889 sf 86.24% Impervious Runoff Depth=3.53"
Flow Length=597' Tc=10.2 min CN=92 Runoff=2.02 cfs 8,213 cf

Subcatchment S1-2: Subcat 1 NW Runoff Area=24,098 sf 30.29% Impervious Runoff Depth=0.87"
Flow Length=523' Tc=10.7 min CN=58 Runoff=0.37 cfs 1,746 cf

Subcatchment S2-1: Area Not Detained Runoff Area=7,460 sf 80.11% Impervious Runoff Depth=3.75"
Tc=6.0 min CN=94 Runoff=0.66 cfs 2,329 cf

Subcatchment S3-1: Subcat 3 Runoff Area=27,121 sf 51.41% Impervious Runoff Depth=3.23"
Flow Length=303' Tc=10.9 min CN=89 Runoff=1.79 cfs 7,297 cf

Subcatchment S4-1: Area Detained Runoff Area=57,108 sf 86.18% Impervious Runoff Depth=3.86"
Tc=6.0 min CN=95 Runoff=5.09 cfs 18,348 cf

Pond 8P: R-TANK Peak Elev=158.57' Storage=5,075 cf Inflow=5.09 cfs 18,348 cf
Outflow=1.21 cfs 18,014 cf

Link POI1-1: Entering City Stormdrains Inflow=2.02 cfs 8,213 cf
Primary=2.02 cfs 8,213 cf

Link POI2-1: Entering City Stormdrains Inflow=2.02 cfs 22,090 cf
Primary=2.02 cfs 22,090 cf

Link POI3-1: Entering City Stormdrains Inflow=1.79 cfs 7,297 cf
Primary=1.79 cfs 7,297 cf

Link TO-2: Total Outflow (Post-Development) Inflow=5.81 cfs 37,600 cf
Primary=5.81 cfs 37,600 cf

Total Runoff Area = 143,676 sf Runoff Volume = 37,935 cf Average Runoff Depth = 3.17"
30.06% Pervious = 43,190 sf 69.94% Impervious = 100,486 sf

Time span=0.00-36.00 hrs, dt=0.0100 hrs, 3601 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment S1-1: Subcat 1 South Runoff Area=27,889 sf 86.24% Impervious Runoff Depth=4.63"
Flow Length=597' Tc=10.2 min CN=92 Runoff=2.61 cfs 10,755 cf

Subcatchment S1-2: Subcat 1 NW Runoff Area=24,098 sf 30.29% Impervious Runoff Depth=1.48"
Flow Length=523' Tc=10.7 min CN=58 Runoff=0.70 cfs 2,979 cf

Subcatchment S2-1: Area Not Detained Runoff Area=7,460 sf 80.11% Impervious Runoff Depth=4.85"
Tc=6.0 min CN=94 Runoff=0.84 cfs 3,016 cf

Subcatchment S3-1: Subcat 3 Runoff Area=27,121 sf 51.41% Impervious Runoff Depth=4.30"
Flow Length=303' Tc=10.9 min CN=89 Runoff=2.35 cfs 9,719 cf

Subcatchment S4-1: Area Detained Runoff Area=57,108 sf 86.18% Impervious Runoff Depth=4.96"
Tc=6.0 min CN=95 Runoff=6.46 cfs 23,628 cf

Pond 8P: R-TANK Peak Elev=159.15' Storage=6,571 cf Inflow=6.46 cfs 23,628 cf
Outflow=1.41 cfs 23,293 cf

Link POI1-1: Entering City Stormdrains Inflow=2.61 cfs 10,755 cf
Primary=2.61 cfs 10,755 cf

Link POI2-1: Entering City Stormdrains Inflow=2.68 cfs 29,287 cf
Primary=2.68 cfs 29,287 cf

Link POI3-1: Entering City Stormdrains Inflow=2.35 cfs 9,719 cf
Primary=2.35 cfs 9,719 cf

Link TO-2: Total Outflow (Post-Development) Inflow=7.61 cfs 49,762 cf
Primary=7.61 cfs 49,762 cf

Total Runoff Area = 143,676 sf Runoff Volume = 50,096 cf Average Runoff Depth = 4.18"
30.06% Pervious = 43,190 sf 69.94% Impervious = 100,486 sf

Summary for Subcatchment S1-1: Subcat 1 South

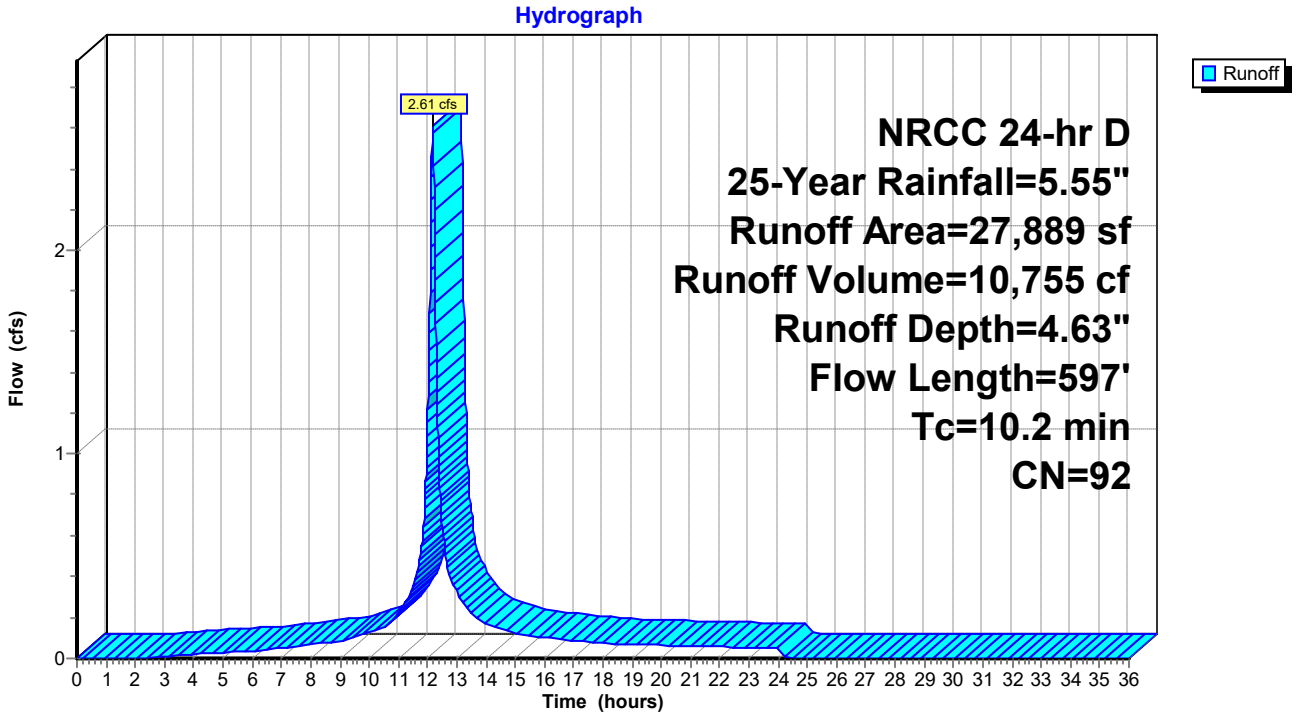
Runoff = 2.61 cfs @ 12.17 hrs, Volume= 10,755 cf, Depth= 4.63"
Routed to Link POI1-1 : Entering City Stormdrains

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.0100 hrs
NRCC 24-hr D 25-Year Rainfall=5.55"

Area (sf)	CN	Description
12,867	98	Paved parking, HSG A
7,890	98	Paved parking, HSG D
2,107	39	>75% Grass cover, Good, HSG A
1,730	80	>75% Grass cover, Good, HSG D
3,295	98	Unconnected roofs, HSG A
27,889	92	Weighted Average
3,837		13.76% Pervious Area
24,052		86.24% Impervious Area
3,295		13.70% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
9.6	105	0.0250	0.18		**Sheet Flow, A-B** Grass: Short n= 0.150 P2= 3.00" Using McCuen-Spiess flow length
0.6	492	0.0500	14.65	11.51	**Pipe Channel, B-C** 12.0" Round Area= 0.8 sf Perim= 3.1' r= 0.25' n= 0.009 Corrugated PE, smooth interior
10.2	597	Total			

Subcatchment S1-1: Subcat 1 South



Summary for Subcatchment S1-2: Subcat 1 NW

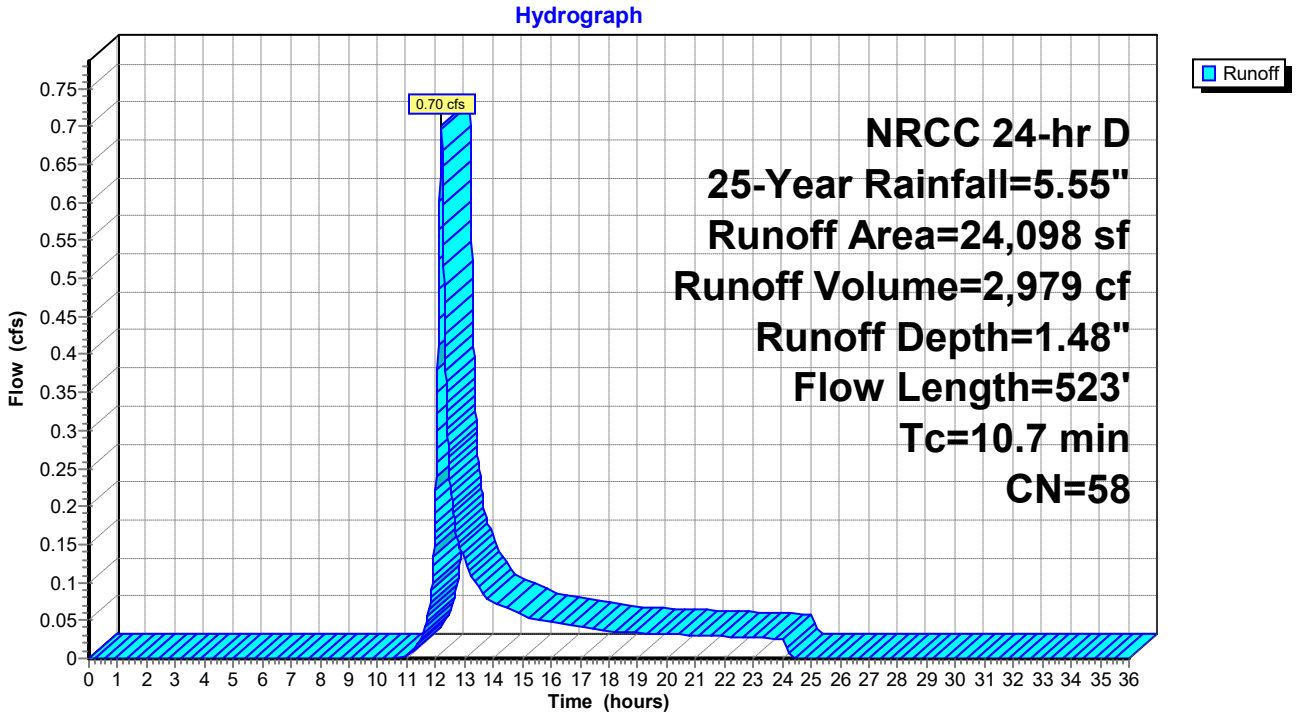
Runoff = 0.70 cfs @ 12.19 hrs, Volume= 2,979 cf, Depth= 1.48"
Routed to Link POI2-1 : Entering City Stormdrains

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.0100 hrs
NRCC 24-hr D 25-Year Rainfall=5.55"

Area (sf)	CN	Description
2,223	98	Paved parking, HSG A
16,156	39	>75% Grass cover, Good, HSG A
643	80	>75% Grass cover, Good, HSG D
5,076	98	Unconnected roofs, HSG A
24,098	58	Weighted Average
16,799		69.71% Pervious Area
7,299		30.29% Impervious Area
5,076		69.54% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
9.6	72	0.0118	0.12		**Sheet Flow, A-B** Grass: Short n= 0.150 P2= 3.00" Using McCuen-Spiess flow length
0.8	84	0.0154	1.86		**Shallow Concentrated Flow, B-C** Grassed Waterway Kv= 15.0 fps
0.3	367	0.0750	17.94	14.09	**Pipe Channel, C-D** 12.0" Round Area= 0.8 sf Perim= 3.1' r= 0.25' n= 0.009 Corrugated PE, smooth interior
10.7	523	Total			

Subcatchment S1-2: Subcat 1 NW



Summary for Subcatchment S2-1: Area Not Detained

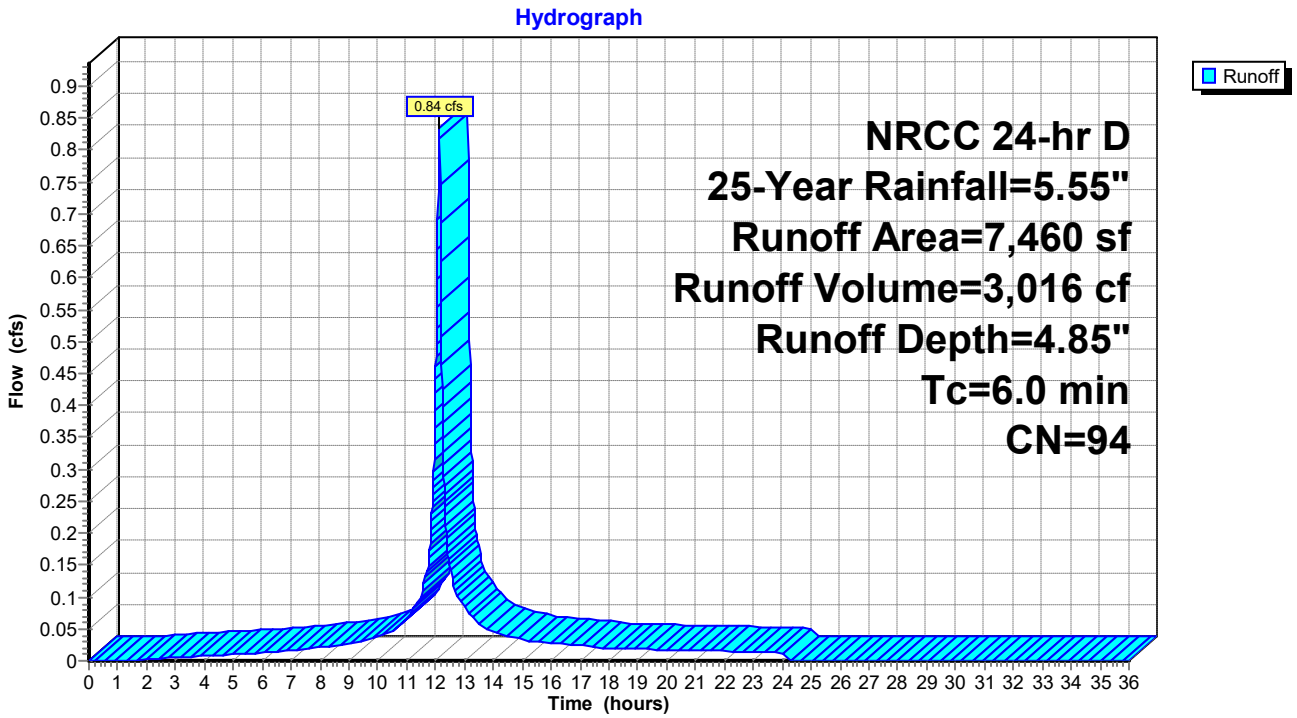
Runoff = 0.84 cfs @ 12.13 hrs, Volume= 3,016 cf, Depth= 4.85"
Routed to Link POI2-1 : Entering City Stormdrains

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.0100 hrs
NRCC 24-hr D 25-Year Rainfall=5.55"

Area (sf)	CN	Description
5,976	98	Paved parking, HSG D
1,463	80	>75% Grass cover, Good, HSG D
21	94	Newly graded area or bare soil, HSG D
7,460	94	Weighted Average
1,484		19.89% Pervious Area
5,976		80.11% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Assumed minimum**

Subcatchment S2-1: Area Not Detained



Summary for Subcatchment S3-1: Subcat 3

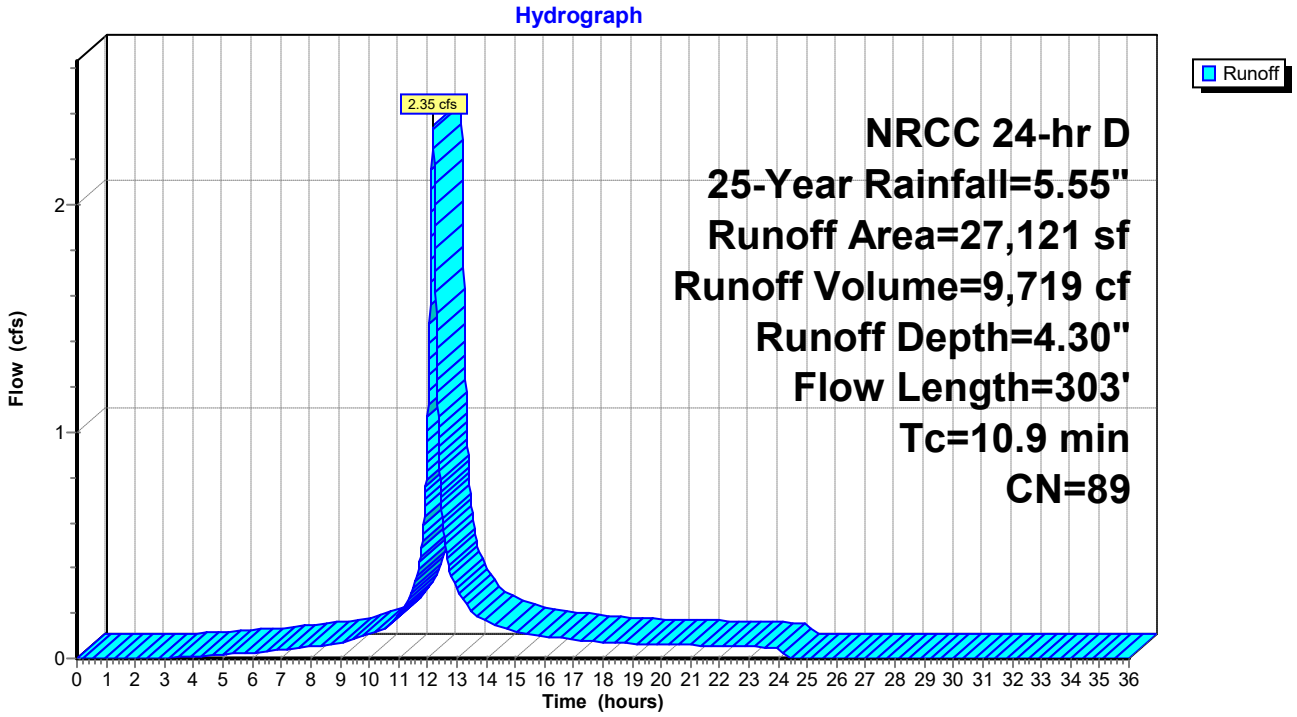
Runoff = 2.35 cfs @ 12.18 hrs, Volume= 9,719 cf, Depth= 4.30"
Routed to Link POI3-1 : Entering City Stormdrains

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.0100 hrs
NRCC 24-hr D 25-Year Rainfall=5.55"

Area (sf)	CN	Description
165	98	Paved parking, HSG A
4,801	98	Paved parking, HSG D
944	39	>75% Grass cover, Good, HSG A
6,764	80	>75% Grass cover, Good, HSG D
3,002	94	Newly graded area or bare soil, HSG D
1,032	98	Unconnected roofs, HSG A
7,945	98	Unconnected roofs, HSG D
2,468	77	Woods, Good, HSG D
27,121	89	Weighted Average
13,178		48.59% Pervious Area
13,943		51.41% Impervious Area
8,977		64.38% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
9.6	41	0.1098	0.07		**Sheet Flow, A-B** Woods: Dense underbrush n= 0.800 P2= 3.00" Using McCuen-Spiess flow length
1.0	205	0.1114	3.34		**Shallow Concentrated Flow, B-C** Nearly Bare & Untilled Kv= 10.0 fps
0.3	57	0.0328	3.68		**Shallow Concentrated Flow, C-D** Paved Kv= 20.3 fps
10.9	303	Total			

Subcatchment S3-1: Subcat 3



Summary for Subcatchment S4-1: Area Detained

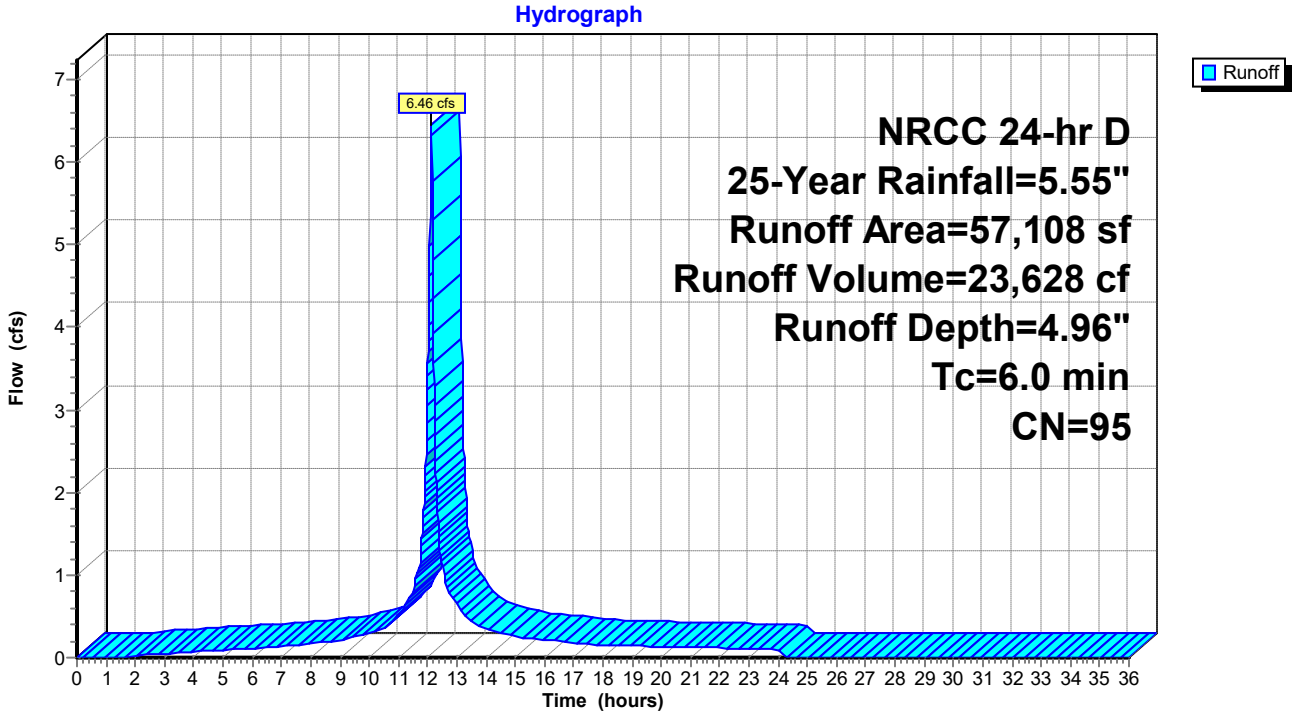
Runoff = 6.46 cfs @ 12.13 hrs, Volume= 23,628 cf, Depth= 4.96"
Routed to Pond 8P : R-TANK

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.0100 hrs
NRCC 24-hr D 25-Year Rainfall=5.55"

Area (sf)	CN	Description
6,908	98	Paved parking, HSG A
17,898	98	Paved parking, HSG D
1,117	39	>75% Grass cover, Good, HSG A
6,775	80	>75% Grass cover, Good, HSG D
24,410	98	Roofs, HSG D
57,108	95	Weighted Average
7,892		13.82% Pervious Area
49,216		86.18% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Assumed minimum**

Subcatchment S4-1: Area Detained



Summary for Pond 8P: R-TANK

Inflow Area = 57,108 sf, 86.18% Impervious, Inflow Depth = 4.96" for 25-Year event
Inflow = 6.46 cfs @ 12.13 hrs, Volume= 23,628 cf
Outflow = 1.41 cfs @ 12.39 hrs, Volume= 23,293 cf, Atten= 78%, Lag= 15.7 min
Primary = 1.41 cfs @ 12.39 hrs, Volume= 23,293 cf
Routed to Link POI2-1 : Entering City Stormdrains

Routing by Dyn-Stor-Ind method, Time Span= 0.00-36.00 hrs, dt= 0.0100 hrs
Peak Elev= 159.15' @ 12.39 hrs Surf.Area= 2,940 sf Storage= 6,571 cf

Plug-Flow detention time= 74.4 min calculated for 23,286 cf (99% of inflow)
Center-of-Mass det. time= 65.3 min (836.8 - 771.6)

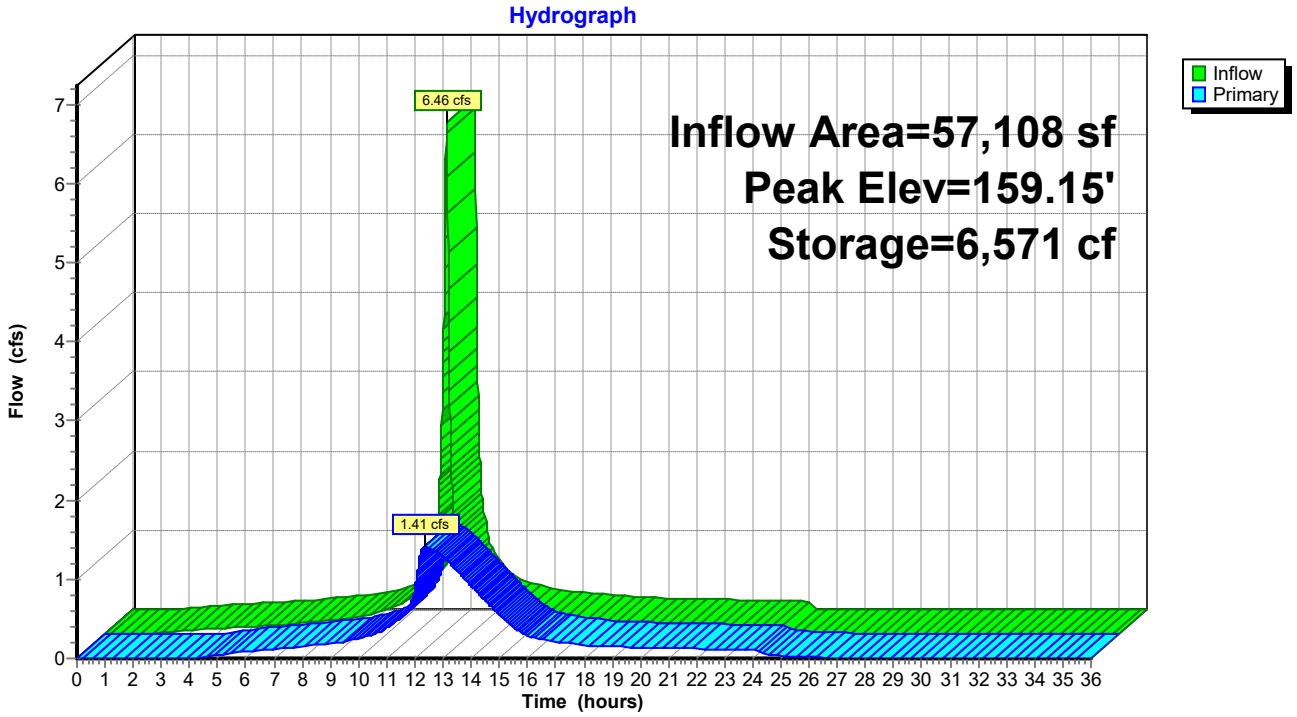
Volume	Invert	Avail.Storage	Storage Description
#1A	156.45'	1,952 cf	**66.99'W x 43.88'L x 4.07'H Field A** 11,968 cf Overall - 7,088 cf Embedded = 4,881 cf x 40.0% Voids
#2A	156.70'	6,733 cf	**Ferguson R-Tank HD 2** x 816 Inside #1 Inside= 15.7"W x 33.9"H => 3.52 sf x 2.35'L = 8.3 cf Outside= 15.7"W x 33.9"H => 3.70 sf x 2.35'L = 8.7 cf 816 Chambers in 48 Rows
		8,686 cf	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	156.70'	**12.0" Round 12"_HDPE Round** L= 27.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 156.70' / 156.57' S= 0.0048 '/' Cc= 0.900 n= 0.009 Corrugated PE, smooth interior, Flow Area= 0.79 sf
#2	Device 1	156.67'	**6.0" Vert. Low-Level Orifice** C= 0.600 Limited to weir flow at low heads
#3	Primary	159.25'	**6.00' long x 0.50' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 Coef. (English) 2.80 2.92 3.08 3.30 3.32

Primary OutFlow Max=1.41 cfs @ 12.39 hrs HW=159.15' TW=0.00' (Dynamic Tailwater)
- **1=12"_HDPE Round** (Passes 1.41 cfs of 5.29 cfs potential flow)
  - **2=Low-Level Orifice** (Orifice Controls 1.41 cfs @ 7.20 fps)
- **3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Pond 8P: R-TANK

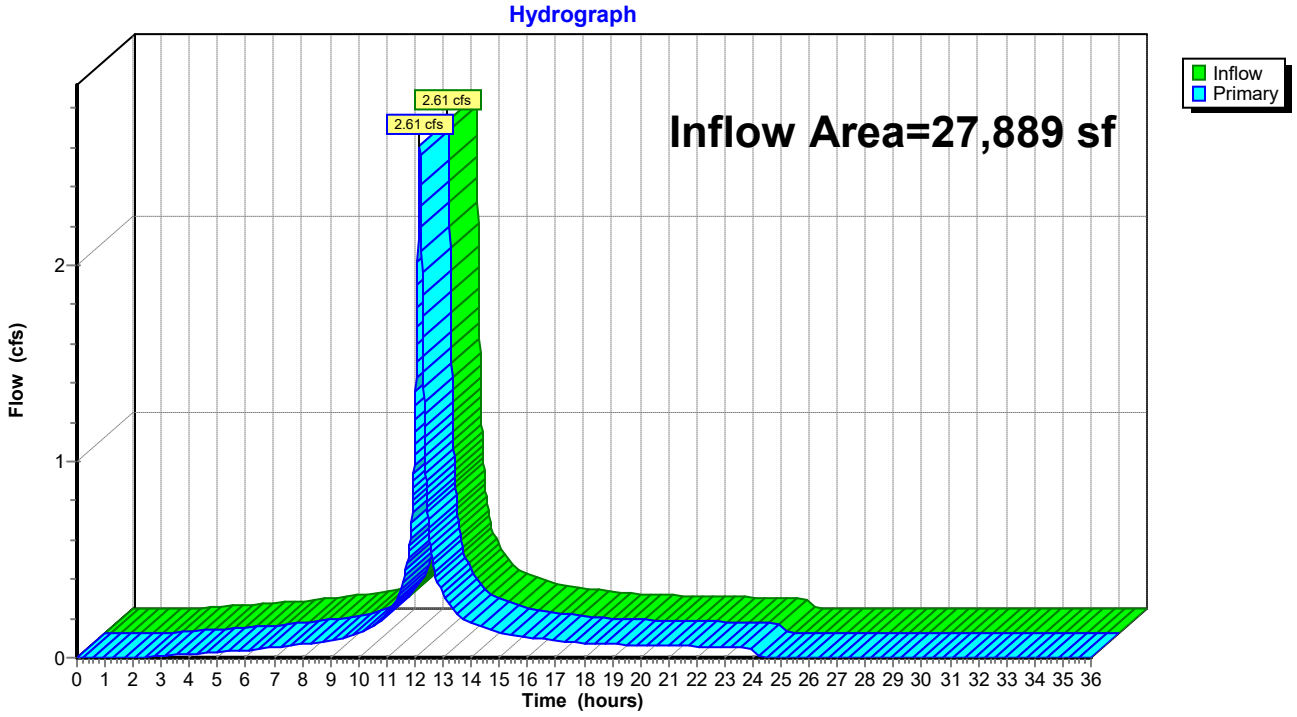


Summary for Link POI1-1: Entering City Stormdrains

Inflow Area = 27,889 sf, 86.24% Impervious, Inflow Depth = 4.63" for 25-Year event
Inflow = 2.61 cfs @ 12.17 hrs, Volume= 10,755 cf
Primary = 2.61 cfs @ 12.17 hrs, Volume= 10,755 cf, Atten= 0%, Lag= 0.0 min
Routed to Link TO-2 : Total Outflow (Post-Development)

Primary outflow = Inflow, Time Span= 0.00-36.00 hrs, dt= 0.0100 hrs

Link POI1-1: Entering City Stormdrains

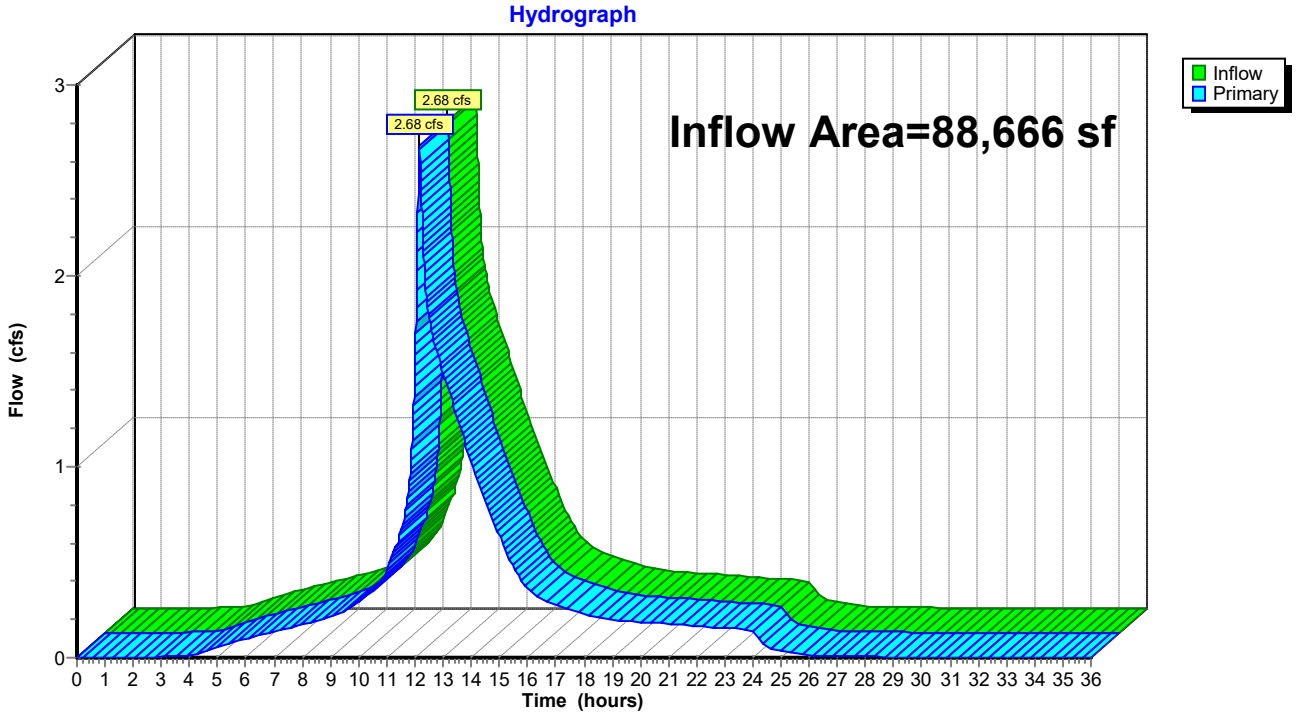


Summary for Link POI2-1: Entering City Stormdrains

Inflow Area = 88,666 sf, 70.48% Impervious, Inflow Depth > 3.96" for 25-Year event
Inflow = 2.68 cfs @ 12.16 hrs, Volume= 29,287 cf
Primary = 2.68 cfs @ 12.16 hrs, Volume= 29,287 cf, Atten= 0%, Lag= 0.0 min
Routed to Link TO-2 : Total Outflow (Post-Development)

Primary outflow = Inflow, Time Span= 0.00-36.00 hrs, dt= 0.0100 hrs

Link POI2-1: Entering City Stormdrains

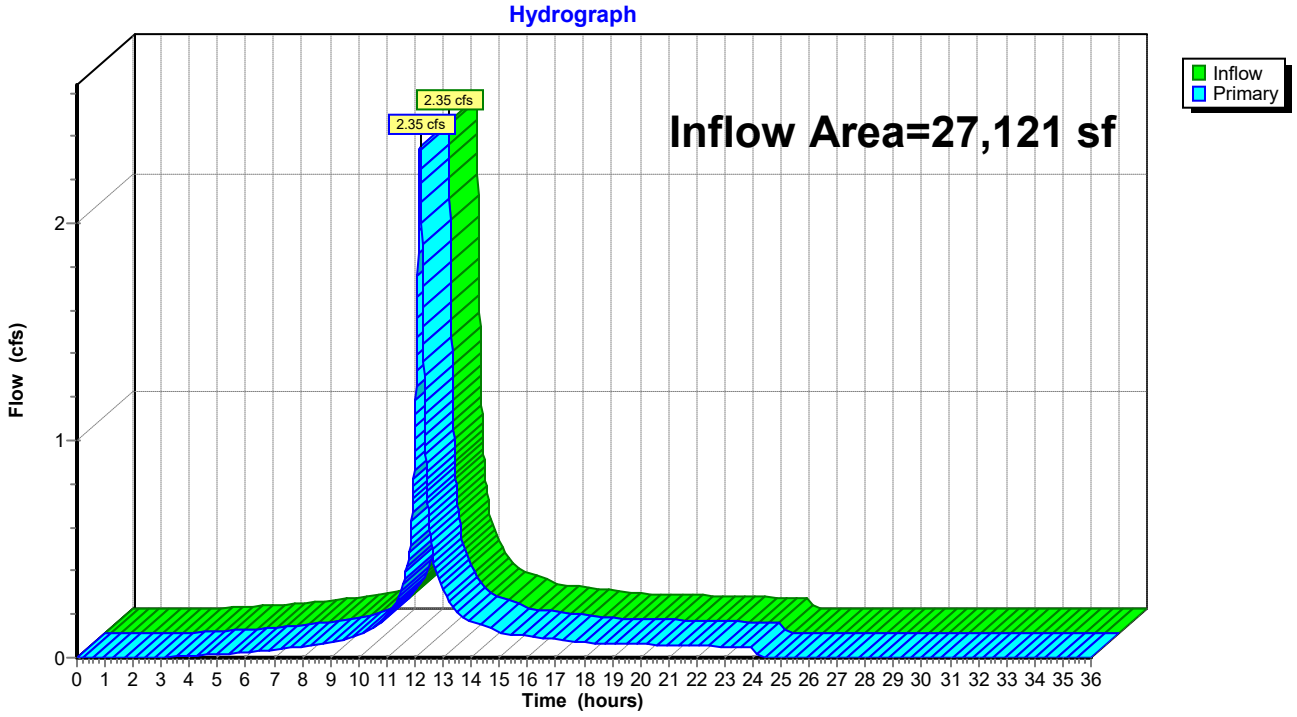


Summary for Link POI3-1: Entering City Stormdrains

Inflow Area = 27,121 sf, 51.41% Impervious, Inflow Depth = 4.30" for 25-Year event
Inflow = 2.35 cfs @ 12.18 hrs, Volume= 9,719 cf
Primary = 2.35 cfs @ 12.18 hrs, Volume= 9,719 cf, Atten= 0%, Lag= 0.0 min
Routed to Link TO-2 : Total Outflow (Post-Development)

Primary outflow = Inflow, Time Span= 0.00-36.00 hrs, dt= 0.0100 hrs

Link POI3-1: Entering City Stormdrains

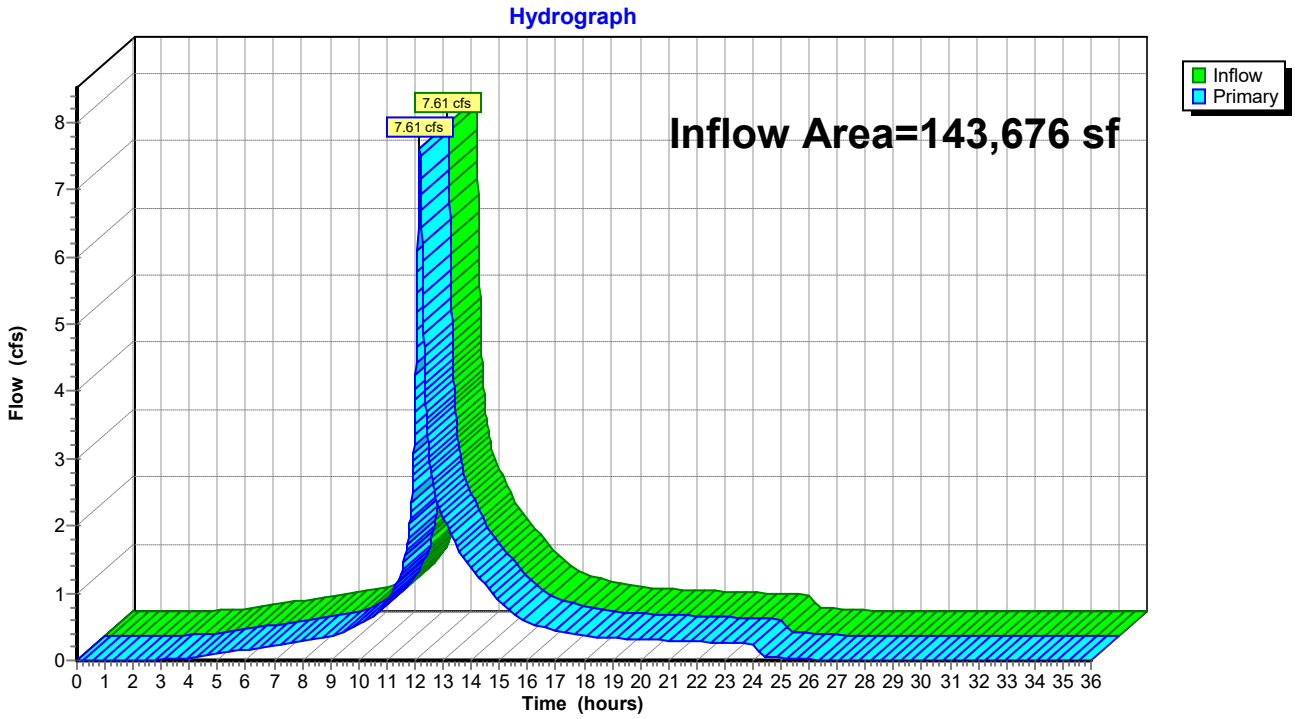


Summary for Link TO-2: Total Outflow (Post-Development)

Inflow Area = 143,676 sf, 69.94% Impervious, Inflow Depth > 4.16" for 25-Year event
Inflow = 7.61 cfs @ 12.17 hrs, Volume= 49,762 cf
Primary = 7.61 cfs @ 12.17 hrs, Volume= 49,762 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-36.00 hrs, dt= 0.0100 hrs

Link TO-2: Total Outflow (Post-Development)



ATTACHMENT F

SECTION 14

BASIC STANDARDS
EROSION AND SEDIMENTATION CONTROL REPORT

AUBURN TOWN CENTER APARTMENTS
15 ACADEMY STREET & 261 MAIN STREET
AUBURN, MAINE

Prepared for
Auburn Town Center Apartments, LLC
799 Washington Street
Auburn, ME 04210

Prepared by

Gorrill Palmer
300 Southborough Drive – Suite 200
South Portland, Maine 04106
207.772.2515

September 2025

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Attachments

Attachment A – Typical Seeding Plan

Attachment B – Operations and Maintenance Manual

SECTION 14

EROSION AND SEDIMENTATION CONTROL BASIC STANDARDS

14.1 Overview

Gorrill Palmer has been retained by [client] to prepare local and state permit applications for a residential development to be located at 15 Academy Street in Auburn, Maine. The project site is 1.42 acres spread across two parcels shown on Auburn's Tax Map 230 as Lot 132 and Tax Map 231 as Lot 04.

This narrative contains the general erosion and sedimentation control measures which are appropriate for the construction of this project. Erosion and sedimentation control plans and details are included in the project plans.

14.2 Narrative

Existing Conditions and Soil Types

The site is currently partially developed and functions as an unpaved parking lot. Abutting land uses are mostly residential, with small amounts of commercial and office uses mixed in. The topography of the project site slopes downhill from West to East, dropping from elevation 190 feet to around elevation 160 feet. Slopes in the area range from approximately 0.0% to 25%.

Soil information was retrieved from publicly available data published by the Natural Resource Conservation Service via their Web Soil Survey (WSS) online application. The WSS identified two soil types in the area, which are summarized in the table below:

Soil Description	Map Symbol	Hydrological Soil Group
Made Land, Loamy Materials	Md	D
Adams Loamy Sand, 0-8% Slopes	AaB	A

Existing Erosion Problems

Gorrill Palmer is not aware of any existing erosion problems onsite.

Protected Natural Resources

Gorrill Palmer is not aware of any protected natural resources onsite.

Critical Areas

Critical areas that would require special attention during construction include areas near the westerly and northerly property line where a large retaining wall is to be built. There is a relatively short distance between the proposed wall and structures on abutting properties. This makes these areas critical areas because if an erosion problem develops during construction, it could damage those abutting structures.

14.3 Erosion Control Measures and Site Stabilization

The primary emphasis of the erosion/sedimentation control plan, which will be implemented for this project, is as follows:

- Development of a careful construction sequence.
- Rapid revegetation of denuded areas to minimize the period of soil exposure.
- Rapid stabilization of drainage paths to avoid rill and gully erosion.
- The use of on-site measures to capture sediment (sedimentation basins, hay bales/stone check dams/silt fence, etc.)

The following temporary and permanent erosion and sediment control devices are anticipated to be implemented as part of the site development. These devices shall be installed as indicated on the plans or as described within this report. For further reference, see the latest edition of the Maine Erosion and Sediment Control Practices Field Guide for Contractors.

A. Pollution Prevention

Minimize disturbed areas and protect natural downgradient buffer areas to the greatest extent practicable. The maximum winter open area will be considered what the contractor can mulch in one day. Control stormwater volume and velocity within the site to minimize soil erosion. Minimize the disturbance of steep slopes. Control stormwater discharges, including both peak flow rates and volume, to minimize erosion at outlets. The discharge may not result in erosion of any open drainage channels, swales, stream channels or stream banks, upland, or coastal or freshwater wetlands off the project site.

Whenever practicable, no disturbance activities should take place within 50 feet of any protected natural resource. If disturbance activities take place between 30 and 50 feet of any protected natural resource, permitted erosion controls must be doubled. If disturbance activity takes place less than 30 feet from any protected natural resource, and stormwater discharges through the disturbed areas toward the protected natural resource, perimeter erosion controls must be doubled and disturbed areas must be temporarily or permanently stabilized within 7 days. Geotextile silt sacks shall be used at all catch basin inlets within any disturbed areas, and shall be installed downgradient of paved areas before construction. All catch basins shall be cleaned out at the end of the project.

B. Dewatering

Water from construction trench dewatering shall pass first through a filter bag or secondary containment structure (e.g. hay bale lined pool) prior to discharge. The discharge site shall be selected to avoid flooding, icing, and sediment discharges to a protected resource. In no case shall the filter bag or containment structure be located within 50 feet of a protected natural resource.

C. Inspection and Construction Monitoring

Maintenance measures shall be applied as needed during the entire construction season. Before and within 24 hours after, any event that produces more than 0.5 inch of precipitation in a consecutive 24-hour period, a qualified contractor knowledgeable of MEDEP standards shall perform a visual inspection of all installed erosion control devices, and recommend which, if any, corrective actions should be taken to ensure the continuous function of those devices. Additional inspections shall be performed at least once a week, and following any temporary or permanent seeding and mulching activity. the contractor shall in the spring inspect and repair any damages and/or unestablished spots. Established vegetative cover means a minimum of 90% of areas vegetated with vigorous growth.

The following standards must be met during construction.

1. **Inspection and Corrective Action**. An Engineer or someone with knowledge of erosion and stormwater standards as described in the conditions of the permit shall inspect disturbed and impervious areas, erosion control measures (including catch basin inlet protection measures, sediment filter measures, and stabilization of slopes), materials storage areas that are exposed to precipitation, and locations where vehicles enter or exit the site. Inspect these areas at least once a week as well as before and within 24 hours after a storm event (wet weather event that produces more than 0.5 inch in a consecutive 24-hour period), and prior to completing permanent stabilization measures**.**
2. **Maintenance**. If erosion and sedimentation control (ESC) measures need to be repaired, the repair work should be initiated upon discovery of the problem but no later than the end of the next workday. The contractor is responsible for all maintenance associated with these inspections. If additional ESC measures or significant repair of ESC measures are necessary, implementation must be completed within 7 calendar days and prior to any storm event (wet weather event that produces more than 0.5 inch in a consecutive 24-hour period). All measures must be maintained in effective operating condition until areas are permanently stabilized.
3. **Documentation.** Keep a log (report) summarizing the inspections and any corrective action taken. The log must include the name(s) and qualifications of the person making the inspections, the date(s) of the inspections, and major observations about the operation and maintenance of erosion and sedimentation controls, disturbed and impervious areas, materials storage areas, and vehicles access points to the parcel. Major observations must include ESC measures that need maintenance, that failed to operate as designed or proved inadequate for a particular location, and location(s) where additional ESC measures are needed. For each ESC measure requiring maintenance, needing replacement, and location needing additional ESC measures, note in the log the corrective action taken and when it was taken.

The log must be made accessible to Department staff and a copy must be provided upon request. The permittee shall retain a copy of the log for a period of at least three years from the completion of permanent stabilization.

D. Temporary Erosion Control Measures

Excavation and earthwork shall be completed such that any area left exposed can be controlled by the contractor. Limit the exposed area to one acre at a time or no larger area that can be mulched in one day. The current resource for the design of ESC measures is the 2016 Revision of the *Maine Erosion and Sediment Control Best Management Practices (BMPs) Manual for Designers and Engineers*. Additionally, the current resource for installation and construction of ESC measures is the 2014 *Revision of the Maine Erosion and Sediment Control Field Guide for Contractors*.

Typical Slope Restoration:

- Erosion Control Mulch placed on slopes between April 15th and October 15th of less than 15% shall be anchored by water, and steeper than 15% require erosion control blankets.
- Erosion control blankets required between 2:1 and 3:1 slopes and on disturbed areas within 50' of lakes, streams, and wetlands regardless of slope.
- Mulch placed on slopes from October 15th to April 15th steeper than 8% require blankets
- Slopes steeper than 2:1 shall not use solely vegetated stabilization methods
- 1.5:1 slopes are prohibited.

The following measures are planned as temporary erosion/sedimentation control measures during construction:

1. A crushed stone-stabilized construction entrance shall be placed at the approved access drives. Sediment tracking shall be removed immediately and prior to rain.

2. Siltation fence or erosion control mulch berms shall be installed downstream of any disturbed areas to trap runoff- borne sediments until grass areas are revegetated, prior to land disturbance. The silt fence and/or mulch berms shall be installed per the details provided in this package and inspected at least once a week and before and immediately after a storm event of 0.5 inches or greater, and at least daily during prolonged rainfall. Repairs shall be made if there are any signs of erosion or sedimentation below the fence or berm line. If there are signs of undercutting at the center or the edges, or impounding of large volumes of water behind the fence or berm, the barrier shall be replaced with a stone check dam. Double row of erosion control barriers shall be used adjacent to Natural Resources. Erosion control mulch berms are not to be used adjacent to wetland areas that are not to be disturbed, but it can be placed inside the silt fence as a secondary row.

3. Straw or hay mulch including hydroseeding is intended to provide cover for denuded or seeded areas until revegetation is established. Mulch placed between April 15th and October 15th on slopes of less than 15 percent shall be anchored by applying water; mulch placed on slopes of equal to or steeper than 15 percent shall be covered by a fabric netting and anchored with staples in accordance with manufacturer's recommendation. Fabric netting and staples shall be used on disturbed areas within 50' of lakes, streams, and wetlands regardless of the upstream slope. Mulch placed between October 15th and April 15th on slopes equal to or steeper than 8 percent shall be covered with a fabric netting and anchored with staples in accordance with the manufacturer's recommendations. Slopes steeper than

3:1 and equal to or flatter than 2:1, which are to be revegetated, shall receive Curlex® blankets by American Excelsior or equal fabric netting. Slopes steeper than 2:1 shall receive riprap as noted on the plans. The mulch application rate for both temporary and permanent seeding is 75 lbs. per 1000 sf as identified in Attachment A of this section. Mulch shall not be placed over snow.

4. Temporary stockpiles of stumps, grubbings, or common excavation and soil surcharging for ground improvements will be protected as follows:

   a) Temporary stockpiles shall not be located within 50 feet of any wetlands which will not be disturbed and shall be located away from drainage swales.

   b) Stockpiles shall be stabilized within 7 days by either temporarily seeding the stockpile by a hydroseed method containing an emulsified mulch tackifier or by covering the stockpile with mulch, such as hay, straw, or erosion control mix.

   c) Stockpiles shall be a maximum of 8 feet in height above the surrounding existing grade.

   d) Stockpiles shall be surrounded by sedimentation barrier prior to stockpiling materials. Sediment barriers should be installed downgradient of stockpiles. Additionally, stormwater shall be prevented from running onto stockpiles.

5. All denuded areas that are within 50 feet of an undisturbed wetland, which have been rough graded and are not located within a building pad, parking area, or access drive subbase area, shall receive mulch or erosion control mesh fabric within 48 hours of initial disturbance of soil. All areas within 75 feet of an undisturbed wetland shall be mulched prior to any predicted rain event regardless of the 48-hour window. In other areas, the time period may be extended to 7 days.

6. Geotextile Filter Bags (e.g. Dirtbags™) shall be installed in accordance with the plan locations and details in the plan set. The filter bags function on the project is to receive any water pumped from excavations during construction. A filter bag shall be installed and prepared for operation prior to any trenching onsite. When filter bags are observed to be at 50% capacity, they shall be cleaned or replaced. Stone under the filter bag shall be removed and replaced concurrently with the replacement of the filter bag.

7. All adjacent roads shall be vacuum swept to control mud and dust as necessary. Additional stone shall be added to the stabilized construction entrance to minimize the tracking of material off the site and onto the surrounding roadways.

8. During grubbing operations stone check dams shall be installed at any evident concentrated flow discharge points and as directed on the Erosion Control Plans.

9. Silt fencing with a minimum stake spacing of 6 feet shall be used, unless the fence is supported by wire fence reinforcement of minimum 14 gauge and with a maximum mesh spacing of 6 inches, in which case stakes may be spaced a maximum of 10 feet apart. The bottom of the fence shall be anchored.

10. Erosion control mulch berms may be used in lieu of siltation fencing in areas not adjacent to wetlands, but can be used inside of silt fence as a secondary row. Berms shall be removed and spread in a layer not to exceed 3" thick once upstream areas are completed, and a 90% catch of vegetation is attained.

11. Water and/or calcium chloride shall be furnished and applied in accordance with MDOT specifications – Section 637 – Dust Control.

12. Loam and seed application is intended to serve as the primary permanent vegetative measure for all denuded areas not provided with other erosion control measures, such as riprap. Application rates are provided in Attachment A of this section. Seeding shall not occur over snow.

13. All catch basins shall be protected during construction with a catch basin inlet filter and, in cases of heavy flows, a stone sediment barrier.

Temporary erosion and sedimentation control measures can be removed when permanent stabilization has been achieved. Permanent stabilization shall be defined as one or more of the following:

- **Seeded areas**. For seeded areas, permanent stabilization means a 90% cover of the disturbed area with mature, healthy plants with no evidence of washing or rilling of the topsoil.

- **Sodded areas**. For sodded areas, permanent stabilization means the complete binding of the sod roots into the underlying soil with no slumping of the sod or die-off.

- **Permanent Mulch.** For mulched areas, permanent mulching means total coverage of the exposed area with an approved mulch material. Erosion Control Mix may be used as mulch for permanent stabilization according to the approved application rates and limitations.

- **Riprap.** For areas stabilized with riprap, permanent stabilization means that slopes stabilized with riprap have an appropriate backing of a well-graded gravel or approved geotextile to prevent soil movement from behind the riprap. Stone must be sized appropriately. It is recommended that angular stone be used.

- **Paved Areas**. For paved areas, permanent stabilization means the placement of the compacted gravel subbase is completed, provided it is free of fine materials that may runoff with a rain event.

- **Ditches, Channels and Swales**. For open channels, permanent stabilization means the channel is stabilized with a 90% cover of healthy vegetation, with a well-graded riprap lining, turf reinforcement mat, or with another non-erosive lining such as concrete or asphalt pavement. There must be no evidence of slumping of the channel lining, undercutting of the channel banks, or down-cutting of the channel.

E. Permanent Erosion Control Measures

The following permanent erosion control measures have been designed as part of the Erosion/Sedimentation Control Plan:

1. All areas disturbed during construction, but not subject to other restoration (paving, riprap, gravel base, subbase gravel etc.) will be loamed, limed, fertilized, mulched, and seeded. Fabric netting, anchored with staples, shall be placed over the mulch in areas as noted in **Temporary Erosion Control Measures** paragraph 4 of this report. All areas within 50 feet of an undisturbed wetland shall be mulched prior to any predicted rain event regardless of the 48-hour window. Native topsoil shall be stockpiled and reused for final restoration when it is of sufficient quality.

2. Catch basins shall be provided with sediment sumps and inlet hoods (the Snout) for all outlet pipes that are 18" in diameter or less.

14.4 Implementation Schedule

The following is a detailed and generic construction sequence. The intent of the following is to depict typical construction sequencing to ensure the effectiveness of the erosion and sedimentation control measures are optimized.

It is anticipated that construction will span several years and occur in multiple phases.

Note: For all grading activities, the contractor shall exercise extreme caution not to overexpose the site, this shall be accomplished by limiting the disturbed area. Area shall be limited to no more than the contractor can mulch in one day.

1. Install stabilized construction entrance at the access drive.

2. Install perimeter silt fence and/or erosion control mulch berms.

3. Install sediment basins, diversion dikes, and check dams (clear only those areas necessary to install BMP's) as necessary and per the Erosion and Sedimentation Control Plan

4. Clear and grub site. Install stone check dams at any evident concentrated flow discharge points.

5. Commence installation of drainage appartenances.

6. Commence earthwork and grading to subgrade.

7. Commence installation of utility lines.

8. Continue earthwork and grading to subgrade as necessary for construction.

9. Complete installation of underground utilities to within 5' of the buildings.

10. Install light pole foundations and light poles.

11. Complete remaining earthwork operations.

12. Complete installation of drainage appurtenances.

13. Install sub-base and base gravel within parking areas, walkways, and all other paved areas.

14. Install curbing in parking areas and drive aisles as needed.

15. Install base course paving for drives and parking area as well as concrete surfaces.

16. Loam, lime, fertilize, seed and mulch disturbed areas and complete all landscaping.

17. Install surface course paving for drives and parking areas. Stripe per plan.

18. Once the site is stabilized and a 90% catch of vegetation has been obtained, remove all temporary erosion control measures.

19. Touch up loam and seed.

14.5 Erosion, Sedimentation and Stabilization Control Plan

The Erosion Control information is included in the plan set.

14.6 Details and Specifications

The Erosion Control details and specifications are included in the plan set.

14.7 Winter Stabilization Plan

The winter construction period is from November 1 through April 15. However, it is understood that no vegetation growth occurs in Southern Maine after October 15th and even earlier in northern parts of the state. If the construction site is not stabilized with pavement, a road gravel base, or riprap by November 1 then the site needs to be protected with over-winter stabilization. An area considered open is any area not stabilized with pavement, vegetation, mulching, erosion control mats, rip-rap, or gravel base on a road.

Winter excavation and earthwork shall be completed such that any area left exposed can be controlled by the contractor. Limit the exposed area to one acre or an area that can be mulched in one day prior to any snow event.

All areas shall be considered to be denuded until the subbase gravel is installed in roadway/parking areas or the areas of future loam and seed have been loamed, seeded, and mulched. Hay and straw mulch rate shall be twice the normal rate, a minimum of 150 lbs./1,000 SF (3 tons/acre) and shall be properly anchored.

For work, which is conducted between October 15th and April 15th of any calendar year, all denuded areas, shall be covered with hay mulch or erosion control mix, applied at twice the normal application rate and anchored with a fabric netting. The time period for applying mulch shall be limited to 2 days for all areas.

1. ***Standard for the Timely Stabilization of Ditches and Channels***
   The applicant shall construct and stabilize all stone-lined ditches and channels on the site by November 15. The applicant shall construct and stabilize all grass-lined ditches and channels on the site by September 1. If the applicant fails to stabilize a ditch or channel to be grass-lined by September 1, then the applicant will take one of the following actions to stabilize the ditch for late fall and winter.

   Install a Sod Lining in the Ditch – The applicant shall line the ditch with properly installed sod by October 1. Proper installation includes the applicant pinning the sod onto the soil with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, watering the sod to promote root growth into the disturbed soil, and anchoring the sod with jute or plastic mesh to prevent the sod strips from sloughing during flow conditions.

   Install a Stone Lining in the Ditch – The applicant shall line the ditch with stone riprap by November 15. The applicant shall hire a registered professional engineer to determine the stone size and lining thickness needed to withstand the anticipated flow velocities and flow depths within the ditch. If necessary, the applicant shall regrade the ditch prior to placing the stone lining so to prevent the stone lining from reducing the ditch's cross-sectional area.

2. ***Standard for the Timely Stabilization of Disturbed Slopes***
   The applicant shall construct and stabilize stone-covered slopes by November 15. The applicant shall seed and mulch all slopes to be vegetated by September 1. The department shall consider any area having a grade greater than 15% to be a slope. If the applicant fails to stabilize any slope to be vegetated by September 1, then the applicant shall take one of the following actions to stabilize the slope for late fall and winter.

   Stabilize the Soil with Temporary Vegetation and Erosion Control Mats – By September 1 the applicant shall seed the disturbed slope with winter rye at a seeding rate of 3 pounds per 1,000 square feet and apply erosion control mats over the mulched slope. The applicant shall monitor growth of the rye over the next 30 days. If the rye fails to grow at least three inches or cover at least 75% of the disturbed slope by November 1, then the applicant shall cover the slope with a layer of wood waste compost as described in item iii of this standard or with stone riprap as described in item iv of this standard.

   Stabilize the Slope with Sod – The applicant shall stabilize the disturbed slope with properly installed sod by September 1. Proper installation includes the applicant pinning the sod onto the slope with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, and watering the sod to promote root growth into the disturbed soil. The applicant shall not use late-season sod installation to stabilize slopes having a grade greater than 33% (3H:1V).

Stabilize the Slope with Wood Waste Compost – The applicant shall place a six-inch layer of wood waste compost on the slope by November 15. Prior to placing the wood waste compost, the applicant shall remove any snow accumulation on the disturbed slope. The applicant shall not use wood waste compost to stabilize slopes having grades greater than 50% (2H:1V) or having groundwater seeps on the slope face.

Stabilize the Slope with Stone Riprap – The applicant shall place a layer of stone riprap on the slope by November 15. The applicant shall hire a registered professional engineer to determine the stone size needed for stability and to design a filter layer for underneath the riprap.

3. ***Standard for the Timely Stabilization of Disturbed Soils***

By September 15 the applicant shall seed and mulch all disturbed soils on areas having a slope less than 15%. If the applicant fails to stabilize these soils by this date, then the applicant shall take one of the following actions to stabilize the soil for late fall and winter.

Stabilize the Soil with Temporary Vegetation – By September 1 the applicant shall seed the disturbed soil with winter rye at a seeding rate of 3 pounds per 1000 square feet, lightly mulch the seeded soil with hay or straw at 75 pounds per 1000 square feet, and anchor the mulch with plastic netting. The applicant shall monitor growth of the rye over the next 30 days. If the rye fails to grow at least three inches or cover at least 90% of the disturbed soil before November 1, then the applicant shall mulch the area for over-winter protection as described below.

Stabilize the Soil with Sod – The applicant shall stabilize the disturbed soil with properly installed sod by September 15. Proper installation includes the applicant pinning the sod onto the soil with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, and watering the sod to promote root growth into the disturbed soil.

Stabilize the Soil with Mulch – By November 15 the applicant shall mulch the disturbed soil by spreading hay or straw at a rate of at least 150 pounds per 1000 square feet on the area so that no soil is visible through the mulch. Prior to applying the mulch, the applicant shall remove any snow accumulation on the disturbed area. Immediately after applying the mulch, the applicant will anchor the mulch with plastic netting to prevent wind from moving the mulch off the disturbed soil.

The contractor shall install any added measures which may be necessary to control erosion/sedimentation from the site dependent upon the actual site and weather conditions. Continuation of earthwork operations on additional areas shall not begin until the exposed soil surface on the area being worked has been stabilized, in order to minimize areas without erosion control protection.

1. Soil Stockpiles

Stockpiles of soil or subsoil shall be mulched for over winter protection with hay or straw at twice the normal rate or at 150 lbs./1,000 SF. (3 tons per acre) or with a four-inch layer of wood waste erosion control mix. This shall be done within 24 hours of stocking and re-established prior to any rainfall or snowfall. Any soil stockpile shall not be placed (even covered with hay or straw) within 50 feet from any natural resources.

2. Natural Resource Protection

   Any areas within 75 feet from any natural resources, if not stabilized with a minimum of 90% mature vegetation catch, shall be mulched by December 1 and anchored with plastic netting or protected with erosion control mats. During winter construction, a double line of sediment barriers (i.e. silt fence backed with hay bales or erosion control mix) shall be placed between any natural resource and the disturbed area. Projects crossing the natural resource shall be protected a minimum distance of 75 feet on either side from the resource. Existing projects not stabilized by December 1 shall be protected with the second line of sediment barrier to ensure functionality during the spring thaw and rains.

3. Sediment Barriers

   All sediment barriers shall be installed prior to any land disturbance. During frozen conditions, sediment barriers shall consist of erosion control mulch berms as frozen soil prevents the proper installation of hay bales and sediment silt fences.

4. Mulching

   An area shall be considered denuded until areas of future loam and seed have been loamed, seeded and mulched. Hay and straw mulch shall be applied at a rate of 150 lb. per 1,000 square feet or 3 tons/acre (twice the normal accepted rate of 75-lbs./1,000 SF or 1.5 tons/acre) and shall be properly anchored. Mulch shall not be spread on top of snow. The snow shall be removed down to a one-inch depth or less prior to application. After each day of final grading, the area shall be properly stabilized with anchored hay or straw or erosion control matting. An area shall be considered to have been stabilized when exposed surfaces have been either mulched with straw or hay at a rate of 150 lb. per 1,000 square feet (3 tons/acre) and adequately anchored that ground surface is not visible though the mulch.

   Between the dates of November 1 and April 15, all mulch shall be anchored by peg line, mulch netting, asphalt emulsion chemical, or wood cellulose fiber. When ground surface is not visible through the mulch then cover is sufficient. After November 1st, mulch and anchoring of all bare soil shall occur at the end of each final grading workday.

5. Mulching on Slopes and Ditches

   Slopes shall not be left exposed for any extended time of work suspension unless fully mulched and anchored with peg and netting or with erosion control blankets. Mulching shall be applied at a rate of 230 lbs./1,000 SF on all slopes greater than 8%.

   Mulch netting shall be used to anchor mulch in all drainage ways with a slope greater than 3% for slopes exposed to direct winds and for all other slopes greater that 8%. Erosion control blankets shall be used in lieu of mulch in all drainage ways with slopes greater than 8%. Erosion control mix can be used to substitute erosion control blankets on all slopes except ditches.

6. Seeding

   Between the dates of October 15 and April 1st, loam or seed will not be required. During periods of above freezing temperatures finished areas shall be fine graded and either protected with mulch or temporarily seeded and mulched until such time as the final treatment can be applied. If the date is after November 1st and if the exposed area has been loamed, final graded with a uniform surface, then the area may be dormant seeded at a rate of 3 times higher than specified for permanent seed

and then mulched. Dormant seeding may be selected to be placed prior to the placement of mulch and fabric netting anchored with staples. If dormant seeding is used for the site, all disturbed areas shall receive 4" of loam and seed at an application rate of 5 lbs./1,000 SF. All areas seeded during the winter shall be inspected in the spring for adequate catch. All areas insufficiently vegetated (less than 90% catch) shall be revegetated by replacing loam, seed, and mulch. If dormant seeding is not used for the site, all disturbed areas shall be revegetated in the spring.

7. Winter Construction Inspection

   After each rainfall, snowstorm or period of thawing and runoff, the qualified contractor knowledgeable of DEP standards shall perform a visual inspection of all installed erosion control measures and perform repairs as needed to insure their continuous function. Inspections shall be performed a minimum of once per week and shall be conducted in accordance with Attachment B of Erosion Control Measures and Site Stabilization within the Erosion Control Report.

14.8 Stormwater Channels

Ditches, swales, and other open stormwater channels must be designed, constructed, and stabilized using measures that achieve long-term erosion control. Ditches, swales, and other open stormwater channels must be sized to handle, at a minimum, the expected volume run-off. Each channel should be constructed in sections so that the section's grading, shaping, and installation of the permanent lining can be completed the same day. If a channel's final grading or lining installation must be delayed, then diversion berms must be used to divert stormwater away from the channel, properly-spaced check dams must be installed in the channel to slow the water velocity, and a temporary lining installed along the channel to prevent scouring. Stone check damns shall be used in channels with a slopes between 2 and 3%, and erosion control blankets shall be used in channels with a slope greater than 3%.

(a) The channel should receive adequate routine maintenance to maintain capacity and prevent or correct any erosion of the channel's bottom or side slopes.

(b) When the watershed draining to a ditch or swale is less than 1 acre of total drainage and less than ¼ acre of impervious area, diversion of runoff to adjacent wooded or otherwise vegetated buffer areas is encouraged where the opportunity exists.

14.9 Housekeeping

1. Spill Prevention
   Controls must be used to prevent pollutants from construction and waste materials stored on site to enter stormwater, which includes storage practices to minimize exposure of the materials to stormwater. The site contractor or operator must develop, and implement as necessary, appropriate spill prevention, containment, and response planning measures.

2. Groundwater Protection
   During construction, liquid petroleum products and other hazardous materials with the potential to contaminate groundwater may not be stored or handled in areas of the site draining to an infiltration area. An "infiltration area" is any area of the site that by design or as a result of soils, topography and other relevant factors accumulates runoff that infiltrates into the soil. Dikes, berms, sumps, and other forms of secondary containment that prevent discharge to groundwater may be used to isolate portions of the site for the purposes of storage and handling of these materials. Any project proposing infiltration of stormwater must provide adequate pre-treatment of stormwater prior to discharge of stormwater to the infiltration area, or provide for treatment within the infiltration area, in order to prevent the accumulation of fines, reduction in infiltration rate, and consequent flooding and destabilization.

3. Fugitive Sediment and Dust
   Actions must be taken to ensure that activities do not result in noticeable erosion of soils or fugitive dust emissions during or after construction. Oil may not be used for dust control, but other water additives may be considered as needed. A stabilized construction entrance (SCE) should be included to minimize tracking of mud and sediment. If off-site tracking occurs, public roads should be swept immediately and no less than once a week and prior to significant storm events. Operations during dry months, that experience fugitive dust problems, should wet down unpaved access roads once a week or more frequently as needed with a water additive to suppress fugitive sediment and dust.

4. Debris and Other Materials
   Minimize the exposure of construction debris, building and landscaping materials, trash, fertilizers, pesticides, herbicides, detergents, sanitary waste and other materials to precipitation and stormwater runoff. These materials must be prevented from becoming a pollutant source.

5. Excavation Dewatering
   Excavation de-watering is the removal of water from trenches, foundations, coffer dams, ponds, and other areas within the construction area that retain water after excavation. In most cases the collected water is heavily silted and hinders correct and safe construction practices. The collected water removed from the ponded area, either through gravity or pumping, must be spread through natural wooded buffers or removed to areas that are specifically designed to collect the maximum amount of sediment possible, like a cofferdam sedimentation basin. Avoid allowing the water to flow over disturbed areas of the site. Equivalent measures may be taken if approved by the Department.

14.10 Chapter 500: Appendix C – Good Housekeeping

Authorized Non-Stormwater Discharges. Identify and prevent contamination by non-stormwater discharges. Where allowed non-stormwater discharges exist, they must be identified, and steps should be taken to ensure the implementation of appropriate pollution prevention measures for the non-stormwater component(s) of the discharge. Authorized non-stormwater discharges are:

1. Discharges from firefighting activity.
2. Fire hydrant flushings.
3. Vehicle wash water if detergents are not used and washing is limited to the exterior of vehicles (engine, undercarriage and transmission washing is prohibited).
4. Dust control runoff in accordance with permit conditions and Appendix (C)(3).
5. Routine external building wash-down, not including surface paint removal, that does not involve detergents.
6. Pavement wash water (where spills/leaks of toxic or hazardous materials have not occurred, unless all spilled material had been removed) if detergents are not used.
7. Uncontaminated air conditioning or compressor condensate.
8. Uncontaminated groundwater or spring water.
9. Foundation or footer drain-water where flows are not contaminated.
10. Uncontaminated excavation dewatering (see requirements in Appendix C(5)).
11. Potable water sources including waterline flushings; and
12. Landscape irrigation.

Unauthorized Non-Stormwater Discharges. The Department's approval under this Chapter does not authorize a discharge that is mixed with a source of non-stormwater, other than those discharges in compliance with Appendix C (6). Specifically, the Department's approval does not authorize discharges of the following:

(a) Wastewater from the washout or cleanout of concrete, stucco, paint, form release oils, curing compounds or other construction materials.

(b) Fuels, oils, or other pollutants used in vehicle and equipment operation and maintenance.

(c) Soaps, solvents, or detergents used in vehicle and equipment washing.

(d) Toxic or hazardous substances from a spill or other release.

14.11 Conclusion

The Applicant has provided temporary and permanent erosion control measures as well as specifying a sequence of construction as measures to minimize erosion and sedimentation.

14.12 Attachments

Attachment A – Typical Seeding Plan

Attachment B – Operations and Maintenance Manual

ATTACHMENT A

SEEDING PLAN

Project: Auburn Town Center Apartments

Site Location: 15 Academy Street Auburn, ME

☒ Permanent Seeding ☐ Temporary Seeding

1. Instruction on preparation of soil: Prepare a good seed bed for planting method used.
2. Apply lime as follows: _____# / acres, OR 138 # /M Sq. Ft.
3. Fertilize with _____ pounds of _____ N-P-K/ac. OR 18.4 pounds of 10-20-20 N-P-K/M Sq. Ft.
4. Method of applying lime and fertilizer: Spread and work into the soil before seeding.
5. Seed with the following mixture:

   40% Creeping Red Fescue

   30% Charger II Perennial Ryegrass

   20% KenBlue Kentucky Bluegrass

   10% Tiffany Chewings Fescue
6. Mulching instructions: Apply at the rate of _____per acre, OR 75 pounds per M. Sq. Ft.

	Amount	Unit # Tons. Etc.
7. TOTAL LIME	138	#/1000 sq. ft.
8. TOTAL FERTILIZER	18.4	#/1000 sq. ft.
9. TOTAL SEED	1.03	#/1000 sq. ft.
10. TOTAL MULCH	75	#/1000 sq. ft.
11. TOTAL other materials, seeds, etc.		
12. REMARKS		

Spring seeding is recommended, however, late summer (prior to September 1) seeding can be made. Permanent seeding should be made prior to August 5 or as a dormant seeding after the first killing frost and before the first snowfall. If seeding cannot be done within these seeding dates, temporary seeding and mulching shall be used to protect the site. Permanent seeding shall be delayed until the next recommended seeding period.

SEEDING PLAN

Project: Auburn Town Center Apartments

Site Location: 15 Academy Street Auburn, ME

☐ Permanent Seeding ☒ Temporary Seeding

1. Instruction on preparation of soil: Prepare a good seed bed for planting method used.
2. Apply lime as follows: _____# / acres, OR 138 # /M Sq. Ft.
3. Fertilize with _____ pounds of _____ N-P-K/ac. OR 13.8 pounds of 10-10-10 N-P-K/M Sq. Ft.
4. Method of applying lime and fertilizer: Spread and work into the soil before seeding.
5. Seed with the following mixture:

   50% Winter Rye

   50% Annual Rye

6. Mulching instructions: Apply at the rate of _____per acre, OR 75 pounds per M. Sq. Ft.

		Amount	Unit # Tons. Etc.
7.	TOTAL LIME	138	#/1000 sq. ft.
8.	TOTAL FERTILIZER	13.8	#/1000 sq. ft.
9.	TOTAL SEED	1.03	#/1000 sq. ft.
10.	TOTAL MULCH	75	#/1000 sq. ft.
11.	TOTAL other materials, seeds, etc.		
12.	REMARKS		

Spring seeding is recommended; however, late summer (prior to September 1) seeding can be made. Permanent seeding should be made prior to August 5 or as a dormant seeding after the first killing frost and before the first snowfall. If seeding cannot be done within these seeding dates, temporary seeding and mulching shall be used to protect the site. Permanent seeding shall be delayed until the next recommended seeding period.

ATTACHMENT B

AUBURN TOWN CENTER APARTMENTS
15 ACADEMY STREET & 261 MAIN STREET
AUBURN, MAINE

STORMWATER MANAGEMENT SYSTEM
OPERATIONS & MAINTENANCE MANUAL

Prepared for

Auburn Town Center Apartments, LLC
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Auburn, ME 04210

Prepared by

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July 2024

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APPENDICES

Appendix A – Summary Checklist for Inspection and Maintenance

Appendix B – Inspection Logs

Appendix C – Permits for Project

I. INTRODUCTION

Runoff from developed areas may contain contaminants, especially when emanating from rooftops, paved or lawn areas. This runoff can contain a significant amount of non-point contaminants, which can have an adverse impact on the receiving waters. If this runoff is not released at a slow, controlled rate, the flooding and erosion that will likely follow, can have adverse or damaging impacts on areas downstream. The effectiveness of a stormwater management system at preventing such impacts is dependent on the condition of its components, and that effectiveness will degrade over time. To mitigate this degradation, it is critical that stormwater management facilities are inspected on a regular, recurring basis, and that maintenance is performed when needed.

The purpose of this document is to define the inspection and maintenance requirements of each component of the developments stormwater management system (the system). This Operations and Maintenance Manual will identify each component of the system, how they should be operated, when they should be inspected, and what corrective actions should be taken to maintain them.

A. Guidelines Overview

Each component of the system will be described in detail with the following format:

Preface: A general description of what function/benefit the element is intended to provide. This is a short summary and not intended to provide the design basis, which can be found in other sources.

Inspection: This section provides the inspection requirements for the individual component.

Maintenance: The section provides general information on the routine maintenance requirements of this element.

Frequency: This section outlines the best judgment of the designer of the system to the frequency of maintenance.

Comments: This section provides any particular comment on the site-specific features of this element. This is a summary only. The owner/operator should review the design drawings and documents carefully to understand the particular elements of the project. The end of this section should allow the owner/operator to make notes on the specific program. This may include the selected maintenance procedure, cross-references to applicable design drawings, etc.

B. Responsible Party

The responsible party for operation and maintenance of the stormwater and other site infrastructure will be the applicant, their agents, or assigns.

II. PROJECT OVERVIEW

Key permits issued (or applied for) on the project include:

- Site Plan Approval from the City of Auburn (The City)
- Stormwater Permit-by-Rule from the Maine Department of Environmental Protection (MEDEP)

A copy of the permits should be appended to this manual as Appendix C. The Owner/Operator of the stormwater management system should review these permits for a general description and background of the project, as well as any conditions under which the project was approved. Such conditions can include obligations that must be met by any current or future owner of the project.

The applicant retained Gorrill Palmer to provide civil engineering services for the project, which include the design of the stormwater management system, and this manual. Should any questions or concerns about this manual, or any other civil engineering services that were provided, Gorrill Palmer may be contacted at:

300 Southborough Drive – Suite 200
South Portland, Maine 04106
207.772.2515

Other documents referenced by this manual are:

1. Civil Site Plans Prepared by Gorrill Palmer
2. The Erosion Control/Sedimentation Control Plan for the project
3. The Stormwater Management Plan for the project

A copy of these documents should be preserved alongside this manual.

The system includes: catch basins, manholes, conveyance pipes, roof drains, a proprietary subsurface chamber system, and an outlet control structure.

The receiving waters for this project are the City of Auburn's storm drain network, which discharges to the Androscoggin River, East of the project site.

The manual is intended for general guidance; however, any substituted deviations from the manual should be reviewed with respect to provisions of Appendix C.

III. INSPECTION & MAINTENANCE DESCRIPTIONS

The following narratives describe the inspection/maintenance provisions for the Stormwater Management system. Proper O&M is necessary to make sure the system will provide its intended purpose of conveying runoff, removing a substantial amount of the suspended solids, and other contaminants in the stormwater runoff.

A. Stormwater Inlets

Preface: The success of any stormwater facility relies on the ability to intercept stormwater runoff at the design locations. Stormwater inlets include structures catch basins, culverts, and field inlets. Manholes are also included in this section since they are similar to catch basins. Many inlets also function as pre-treatment devices for other stormwater controls. The purpose of a pretreatment device is to remove heavier sediments and debris from the runoff water before it enters another structure or treatment device. Pre-treatment devices can include: forebays, hooded outlets, and sumps.

Inspection: The inspection of inlets should be coordinated with other maintenance items, such as building maintenance and groundskeeping. The most important things to look for when inspecting inlets are obstructions and debris. Inlets will not function properly if they become blocked by debris or another obstruction, runoff could back-up and cause flooding in other areas.

Maintenance: If an inlet is found to be obstructed, the proper course of action is to remove the blockage so that runoff may flow freely into the inlet. This includes the removal of snow from the inlet. Grass clippings and leaves near each inlet should be bagged and removed before they can block the inlet. All obstructions should be disposed of such that they will not reenter the runoff collection system. Depending on the frost susceptibility of the soil, the rims may become elevated over time causing flow to circumvent the inlet. Elevations on the rim of catch basins should be adjusted as needed to assure optimal water entry. If a temporary filter bag has been designated for the inlet during construction, silt and other deleterious materials can significantly reduce the flow capacity of the bag. Filter bags should be replaced regularly to prevent tears and back-ups.

Frequency: All inlets should be inspected on a quarterly basis, and after any storm event that produces one or more inches of rain. Adjustment of inlet rim elevations should be on an as needed basis. Sediment build-up in pre-treatment devices such as sumps and forebays should be removed if the build-up exceeds more than one-third of the depth of the device (i.e. a one foot sump should be cleaned if more than four inches of sediment has built up).

Comments: Maintenance of inlets is critical to all stormwater management systems. Runoff cannot be treated or controlled if it cannot enter the system.

B. Pipes & Other Closed Conduits

Preface: Stormwater from most of the project will be carried from one structure to another via a drainpipe or another type of closed conduit.

Inspection: All pipes should be free of obstructions like sediment and debris, and should not be sagging or warping. Some inspections may need to be performed using cameras or a light and mirror procedure. Special attention should be paid to pipes laid at shallower slopes because water will not flow though them as quickly, making it easier for sediment to build up.

Maintenance: Maintenance of the storm drainage system must assure that it continues to serve its design function on a long-term basis, and that its operation does not transport excessive sediments to any downstream treatment device or the receiving waters. If sediment in the pipeline is observed, it should be removed. This may be accomplished by hydraulic flushing, or by mechanical means. If hydraulic flushing should only be used if it will not cause adverse impacts to downstream areas.

Frequency: All pipes should be inspected on an annual basis. Pipes may be cleaned on an as-needed basis, so long as sediment does not accumulate fast enough to impede flow through the pipe.

Comments: None.

C. Ditches & Swales, Overland Flow, and Other Open Stormwater Channels

Preface: Open stormwater channels include anything that carries runoff in an open-air fashion. Examples include grass or rip-rap lined ditches, canals, and other channels. Also in this category are less obvious devices such as curbside gutters and low points across a parking lot or driveway.

Inspection: Similar to inlets and conduits, inspections should look for debris accumulation. Woody vegetation cannot be allowed to grow in ditches as it will obstruct flow. Check the lining and the bottom of all ditches for signs of erosion. Take note of any depressions or ponding, as they will be more likely to accumulate sediment and debris, and repetitive freezing and thawing of water in these depressions can crack pavement over time.

Maintenance: Remove any obstructions to flow, including accumulated sediments, debris and any vegetation that is not the prescribed grass cover especially if it is woody vegetation. Repair any erosion or slumping of the ditch bottom and lining as soon as possible. Vegetated ditches will be mowed at least annually to control the growth of woody vegetation. If the ditch has a rip-rap lining, replace rip-rap wherever the filter fabric or underdrain gravel is showing through the stone, or where stones have dislodged. Keep paved areas clear of sediment and other debris that could be carried away by runoff.

Frequency: Inspect 2 times per year (preferably in Spring and Fall) to ensure they are working in their intended fashion and that they are free of sediment and debris. The facilities shall be inspected after major storms (one or more inches of rain) and any identified deficiencies shall be corrected.

Comments: None.

D. Outlet Control Structures

Preface: Outlet control structures of assorted sizes are commonly utilized to control discharge from stormwater management features. The outlet control structure on this project uses an orifice and a weir to regulate the discharge of water from the project's underground detention system.

Inspection: Inspection of these structures and the devices within them should be performed after each major rainfall event (one inch or more) to ensure that there are no blockages and to determine that the devices inside the structure or needs to be adjusted. This should be done after major storm events to ensure that the BMP's are draining within 24-48hrs.

Maintenance: The structure should be opened and the weir and orifice reviewed.

Frequency: The outlet control devices should be inspected at least once per year and maintained as needed.

Comments: None.

E. Drive Aisles and Parking Surfaces

Clear accumulations of winter sand in parking lots and along roadways at least once a year, preferably in the spring. Accumulations on pavement may be removed by pavement sweeping or

removing manually by front end loader or skid steer. Repair potholes and other roadway obstructions and hazards. Plowing and sanding of paved areas shall be performed as necessary to maintain vehicular traffic safety.

F. Underground Detention

Preface: This development utilizes an underground stormwater detention system; a series of plastic chambers buried in a layer of stone laid beneath the parking lot. The purpose of this system is to store runoff from larger precipitation events, then slowly release that runoff through its outlet control structure. This reduces the peak discharge rate of runoff from the development, and ensures that the development does not create or contribute to flooding and erosion problems downstream.

Inspection: The detention system at this development uses manholes to control flow into the chambers, and an outlet control structure (O.C.S.) to control flow out of the chambers. See, **A. Stormwater Inlets**, and **D. Outlet Control Structures**, for their respective inspection and maintenance requirements. The chambers themselves are equipped with inspection ports that allow maintenance personnel to look inside the chamber with a flashlight or a camera.

More frequent inspections may be warranted if sediment build-up in the inlet manholes occurs at an increasing rate, or if water is observed backing up anywhere upstream of the chambers.

Maintenance: If more than 6 inches of sediment is observed in a chamber during an inspection, personnel must make arrangements for the sediment to be removed before the following winter. If multiple chambers have exceeded the threshold, then they should be cleaned as soon as possible.

Frequency: Personnel should open the ports and inspect each chamber at the following times:

- After the first flush, which is the first time that one or more inches of runoff passes through the system at once.
- Once per year during the spring. Specifically, after the snow has melted, the ground has thawed, and any leftover sand from winter maintenance operations has been swept up.

Comments: Contact the manufacturer or the design engineer with any specific questions or concerns about the chambers. Some manufacturers may offer product warranties or assistance with maintenance under certain terms and conditions; contact the manufacturer for more information.

G. Orifice Control Devices

Preface: Orifices of assorted sizes are commonly utilized to control discharge from stormwater management features. This project uses one orifice control located at the base of the concrete weir, inside the outlet control structure associated with the underground detention system.

Inspection: Similar to inlets, the most important thing to look for when inspecting an orifice device is a blockage or other obstruction. Water must be able to flow unimpeded through the orifice in order for it to function properly.

Maintenance: If the orifice is capped, remove the cap, then flush out any and all sediment and debris from the pipe. Reinstall the cap after flushing is complete. An orifice in a weir wall should be cleared of debris by hand.

Frequency: Inspection of orifices should be performed after any major rainfall event (one inch or more) and at least once per year.

Comments: None.

H. Litter

Litter should be removed as a matter of course by workers and as part of the ground's maintenance contract.

IV. PROGRAM ADMINISTRATION

A. General

A reliable administrative structure must be established to assure implementation of the maintenance programs described in the foregoing section. Key factors that must be considered in establishing a responsive administrative structure include:

1. Administrative body must be responsible for long-term operation and maintenance of the facilities. (Maintenance continues for the lifespan of the development in accordance with this document)

2. Administrative body must have the financial resources to accomplish the inspection and maintenance program over the life of the facility.

3. The administrative body must have a responsible administrator to manage the inspection and maintenance programs.

4. The administrative body must have the staff to accomplish the inspection and maintenance programs or must have authority to contract for the required services.

5. The administrative body must have a management information system sufficient to file, retain, and retrieve all inspection and maintenance records associated with the inspection and maintenance programs.

6. A qualified post construction inspector shall be retained by the Owner. His/her duties shall include preparing schedules for the Owner's maintenance, summarizing the results of this maintenance and preparing an annual report on the operation, maintenance, and repair of the stormwater system which must be copied to the City of Auburn. (The Owner shall be responsible for retaining a separate entity to perform maintenance which cannot be performed by the management of building and property grounds.) This person shall also participate in troubleshooting of the stormwater management system if a problem develops.

If any of the above criteria cannot be met by the entity assigned inspection and maintenance responsibilities, it is likely that the system will fail to meet its water quality objectives at some

point during its life. While each of the above criteria may be met by a variety of formats, it is critical to clearly establish the assigned administrative body in a responsible and sustainable manner.

B. Record Keeping

Records of all inspections and maintenance work accomplished must be kept and maintained to document facility operations. These records should be filed and retained for a minimum 5-year time span. The filing system should be capable of ready retrieval of data for periodic reviews by appropriate regulatory bodies. Where possible, copies of such records should also be filed with the designated primary regulatory agency for their review for compliance with permit conditions. Typical inspection and maintenance record forms are attached hereto as Appendix B.

On or by June 1st of each year, the qualified post construction inspector shall provide a completed and signed certification to the Department of Public Works and/or Engineering Department certifying that the person has inspected, cleaned, and maintained the stormwater management facilities, describing any deficiencies found during inspection of the stormwater management facilities, and certifying that the person has repaired any deficiencies in the stormwater management facilities noted during the annual inspection.

C. Contract Services

In some instances, or at specific times, the Maintenance Personnel may not have the staff to conduct the required inspection and/or maintenance programs as outlined in this document. In such cases, the work should be accomplished on a contractual basis with a firm or organization that has the staff and equipment to accomplish the required work.

The service contract for inspection and maintenance should be formal, well written legal document which clearly defines the services to be provided, the contractual conditions that will apply, and detailed payment schedules. Liability insurance should be required in all contracts.

APPENDIX A

Summary Checklist
Inspection and Maintenance

Stormwater Management System Maintenance Program Summary Checklist						
Item	**Commentary**	**Frequency**				
		Monthly	**Quarterly**	**Semi-Annual**	**Annual**	**Long Term**
Stormwater Inlets	Stormwater inlets allow flow entry from a surface swale to a piped system. Entry may or may not be equipped with a bar rack. Inspect entry for debris accumulation. Remove debris to allow unimpeded entry. Lawn clippings and leaves should be removed from yard areas.		X		X Clearing	
Pipes & Other Closed Conduits	Inspect to assure that the carrying capacity has not been diminished by debris, sediment or other hydraulic impediments.				X	
Underground Detention	Inspect maintenance ports after rain events >1" and remove sediment. Check for signs of clogging and flush pretreatment row as necessary.				X	
Orifice Control Structures & Devices	Inspect after major storm events and clear debris from orifice. May require flushing of pipes.			X		
Ditches Swales and Other open Stormwater Channels	Inspect to ensure the ditch is not eroding or blocked by debris.			X		
Drive Aisles and Parking Surfaces	Remove accumulated sand and debris.				X	
Litter	Litter should be removed daily.					

APPENDIX B

Sample Inspection Logs

AUBURN TOWN CENTER APARTMENTS, LLC
AUBURN, MAINE

STORMWATER MANAGEMENT
SAMPLE STORMWATER INSPECTION & MAINTENANCE LOG

This log is intended to accompany the Operation and Maintenance Manual for Stormwater Management and Related Facilities. All stormwater BMPs shall be maintained in effective operating condition. A person with knowledge of erosion and stormwater control, including the standards and conditions of the City Site Plan Permit, shall conduct inspections of the facilities as described in the O&M Manual and on this form, and identified deficiencies must be corrected. This log shall be kept on file for a minimum of five (5) years.

A. General Information			
Project Name:		**Inspection Date:**	
Parcel/Lot:		**Current Weather:**	
BMP Owner:		**Date/Amount Last Precip.:**	
Owner Mailing Address:		**Inspection Company:**	
Owner Phone #:		**Inspection Co. Mailing Address:**	
Owner Email:		**Inspector Name:**	
		Inspector Phone #:	
		Inspector Email:	

B. Stormwater Inlets	**Observations**
Frequency: Annually in the spring	
Accumulated sediments from inflow channels and pipes between basins have been removed and legally disposed of	☐ Yes ☐ No ☐ NA
Floating debris and large sediment particles have been removed from inlets.	☐ Yes ☐ No ☐ NA
Stormwater Inlet Notes:	

C. Pipes & Other Closed Conduits	**Observations**
Frequency: Annually spring or late fall and after heavy rains	
Remove and legally dispose of sediments	☐ Yes ☐ No ☐ NA
Remove floatables and other objects	☐ Yes ☐ No ☐ NA
Check pipelines for siltation and clogging	☐ Yes ☐ No ☐ NA
Tributary Drainage System Notes:	

D. Underground Detention	Observations
Frequency: Semi Annually	
Check that inlets are clear and flow into pretreatment row is not obstructed	☐ Yes ☐ No ☐ NA
Inspect maintenance ports and clear debris or buildup	☐ Yes ☐ No ☐ NA
Check for signs of clogging, or water is not draining within 48-72 hours	☐ Yes ☐ No ☐ NA
	☐ Yes ☐ No ☐ NA
Subsurface Sand Filter Notes:	

E. Orifice Control Structures & Devices	Observations
Frequency: Semi-Annually	
Check for debris blocking orifice	☐ Yes ☐ No ☐ NA
If applicable, flush underdrain pipe	☐ Yes ☐ No ☐ NA
Orifice Control Devices Notes:	

F. Ditches, Swales, and Other Open Stormwater Channels	Observations
Frequency: Semi Annually spring and late fall and after heavy rains	
Remove and legally dispose of sediments	☐ Yes ☐ No ☐ NA
Remove floatables and other objects	☐ Yes ☐ No ☐ NA
Check for overgrown vegetation impeding flow.	☐ Yes ☐ No ☐ NA
Mow to control growth and maintain flow capacity.	☐ Yes ☐ No ☐ NA
Repair any slumping side slopes or erosion	☐ Yes ☐ No ☐ NA
Replace any riprap on areas where any underlying fabric or underlying gravel is exposed.	☐ Yes ☐ No ☐ NA
Ditches Swales and Other Channel Notes:	

G. Drive Aisles and Parking Surfaces	Observations
Frequency: Annually preferably in spring	
Remove and legally dispose of accumulated winter sand	☐ Yes ☐ No ☐ NA
Repair potholes and other roadway obstructions and hazards.	☐ Yes ☐ No ☐ NA
Roadways and Parking Surfaces Notes:	

APPENDIX C

Permits for Project

(To be Added at a Subsequent Time)

ATTACHMENT G

GORRILL PALMER
An LJB Engineering Company

300 Southborough Drive, Suite 200, South Portland, ME 04106
(207) 772-2515 | GorrillPalmer.com

TRAFFIC EVALUATION
ACADEMY STREET RESIDENTIAL DEVELOPMENT
AUBURN, ME
July 1, 2024

PROJECT UNDERSTANDING

The proposed project site is made up of two parcels located at 15 Academy Street and 261 Main Street. It is our understanding the proposed use will include 53 residential units within a three story building with associated parking. The property is currently vacant with a cleared lawn area along Academy Street and parking with access from Main Street.

For the purposes of this evaluation, the study area included the intersections of Elm Street / Main Street and Academy Street / Main Street.

As part of this traffic evaluation, we have reviewed/evaluated the following;

- Trip Generation
- Safety Review
- Driveway Sight Distance

The following summarizes the data and information used, the methodology, and the results of the evaluation.

TRIP GENERATION

Trip generation for the site has been calculated using the Institute of Transportation Engineers' (ITE) publication, *Trip Generation,* 11th Edition, the most recent edition accepted by MaineDOT. Recent MaineDOT methodology requires review of both average rate and the fitted curve equation in determining trip generation. If the $r^2 \geq 0.80$, then the fitted curve equation is typically used. If $r^2 < 0.80$, then the average rate is typically used. After careful review of the Land Use Code (LUC) provided in the 11th Edition of the *Trip Generation*, the following was selected to calculate the trip generation for the proposed site:

Proposed Trip Generation Variables

- LUC 220 – Multifamily Housing (Low-Rise) – 53 Units

Table 1 – Trip Generation

Time Period	Trip Generation (Trip Ends)	
	Rate	Trips
Weekday	7.83*	415
AM Peak Hour of Adjacent Street	0.40	21
PM Peak Hour of Adjacent Street	0.51	27
AM Peak Hour of Generator	0.47	25
PM Peak Hour of Generator	0.57	30
Saturday Peak Hour of Generator	0.41	22

* Trip gen rates based on fitted curve equation

It should be noted that in reviewing the fitted curve and average rates for this land use, the trip generation for the two PM peak hours using the fitted curve equations were excessively high, since the fitted curve equations automatically add 20.55 & 34.78 trips to the PM peak hour of adjacent street and generator respectively, regardless of the number of units. Therefore, for the purposes of this evaluation, the average rates were used since they appeared more accurate.

Table 2 – Trip Distribution

Time Period	Trip Distribution (Trip Ends)		
	Enter	Exit	Total
Weekday	208	207	415
AM Peak Hour of Adjacent Street	5	16	21
PM Peak Hour of Adjacent Street	17	10	27
AM Peak Hour of Generator	6	19	25
PM Peak Hour of Generator	19	11	30
Saturday Peak Hour of Generator	11	11	22

MaineDOT Traffic Movement Permit: To require a MaineDOT Traffic Movement Permit (TMP), the project must generate a net increase of 100 trip ends during any hour of any day. MaineDOT has two levels of Traffic Movement Permit (TMP), a 100-200 passenger car equivalents (pce) and an over 200 pce during any peak hour of any day. Based on the net change in trip generation, this project will not require a MaineDOT TMP since it does not exceed 100 trip ends during any hour.

SAFETY REVIEW

To complete the safety review, information presented on MaineDOT Public Map Viewer was reviewed and the latest three-year crash history (2021-2023) was requested from MaineDOT. The purpose of this review was to identify if there are any high crash locations within the study area. To evaluate whether a

location has a crash problem, MaineDOT uses two criteria to define a High Crash Location (HCL). Both criteria must be met to be classified as an HCL. The criteria are as follows:

1. A critical rate factor (CRF) of 1.00 or more for a three-year period. A CRF compares the actual crash rate to the rate for similar intersections in the state, A CRF of less than 1.00 indicates a rate of less than average **and:**

2. A minimum of eight crashes over the same three-year period.

Based on a review of the crash history information, there is one HCL within the immediate vicinity of the site. The location is described in more detail as follows:

- Intersection of Elm Street and High Street (Node 2481, 11 crashes & CRF 4.71) – this is a four-way unsignalized intersection.

After reviewing the HCL collision diagram, an angle crash pattern (6 crashes) was identified between northbound High Street which is STOP controlled and westbound Elm Street which is free flow. The majority of crashes (4 total) occurred in 2021. Safety improvements at this intersection were constructed approximately 2020-2021. When reviewing the intersection on-site, High Street has flashing stop signs along with a raised intersection warning sign in both directions. Elm street has raised intersection signs with a decreased speed limit to 15 mph when approaching the intersection as well. That mitigation may have addressed the crash issue since the angle crashes reduced to one in 2022 & one in 2023.

DRIVEWAY SIGHT DISTANCE EVALUATION

The existing site currently has one access driveway onto Main Street. Gorrill Palmer completed a site visit to evaluate sight distances for the existing driveway. Both the City of Auburn and MaineDOT have standards for sight distances. The table below presents the standard distances for both MaineDOT and the City of Auburn.

Table 4 – Standards for Sight Distance

Speed Limit (mph)	MaineDOT Required (ft)	City of Auburn (Passenger Car -2 lane)
25	200	250
30	250	300
35	305	350
40	360	400
45	425	450

Since the City of Auburn requirements for sight distance are greater than MaineDOT, the City of Auburn criteria was used for this evaluation. The City of Auburn and MaineDOT use similar evaluation methodology to measure sight distance. The City of Auburn and MaineDOT methods are as follows:

The MaineDOT uses the following evaluation methodology to measure sight distance:

Driveway Observation Point: 10 feet from traveled way
Height of Eye at Driveway: 3.5 feet above the ground
Height of Approaching vehicle: 4.25 feet above the ground

Based on the MaineDOT Map Viewer, the legal speed limit of Main Street along the site frontage is 25 mph, which results in a required sight distance of 250 feet. The following Table 5 summarizes the required and measured sight distances at the existing driveway.

Table 5 – Available Sight Distance Summary

Approach	Sight Distance (ft)		
	Required for passenger vehicle (ft)	Available	
		Looking Left	Looking Right
Exiting onto Main Street – (25 mph)	250	375+	375+

As shown in Table 5, the available sight distance exceeds required. Although available sight distances are adequate, it should be noted that the sight distance looking left was obstructed by a parked vehicle along Main Street. It was determined that without the parked vehicle the sight distance would exceed requirements. The City may want to consider restricting parking in the immediate area of the driveway.

CONCLUSIONS

1. The trip generation for this project does not trigger the need for a MaineDOT TMP.

2. One high crash location was identified within the immediate area. The crash patterns may have been addressed with recent mitigation, but it is too early to tell for sure.

3. Based on sight distance evaluations, sight distances exiting the site driveway exceed required, provided it is not blocked by parked cars.

Attachments:

Attachment A – Trip Generation
Attachment B – Safety Review

u:\4228_academy street residential development_auburn\n traffic\traffic evaluation 07-01-24.docx

GORRILL PALMER
An LJB Engineering Company

Attachment A

Trip Generation

Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

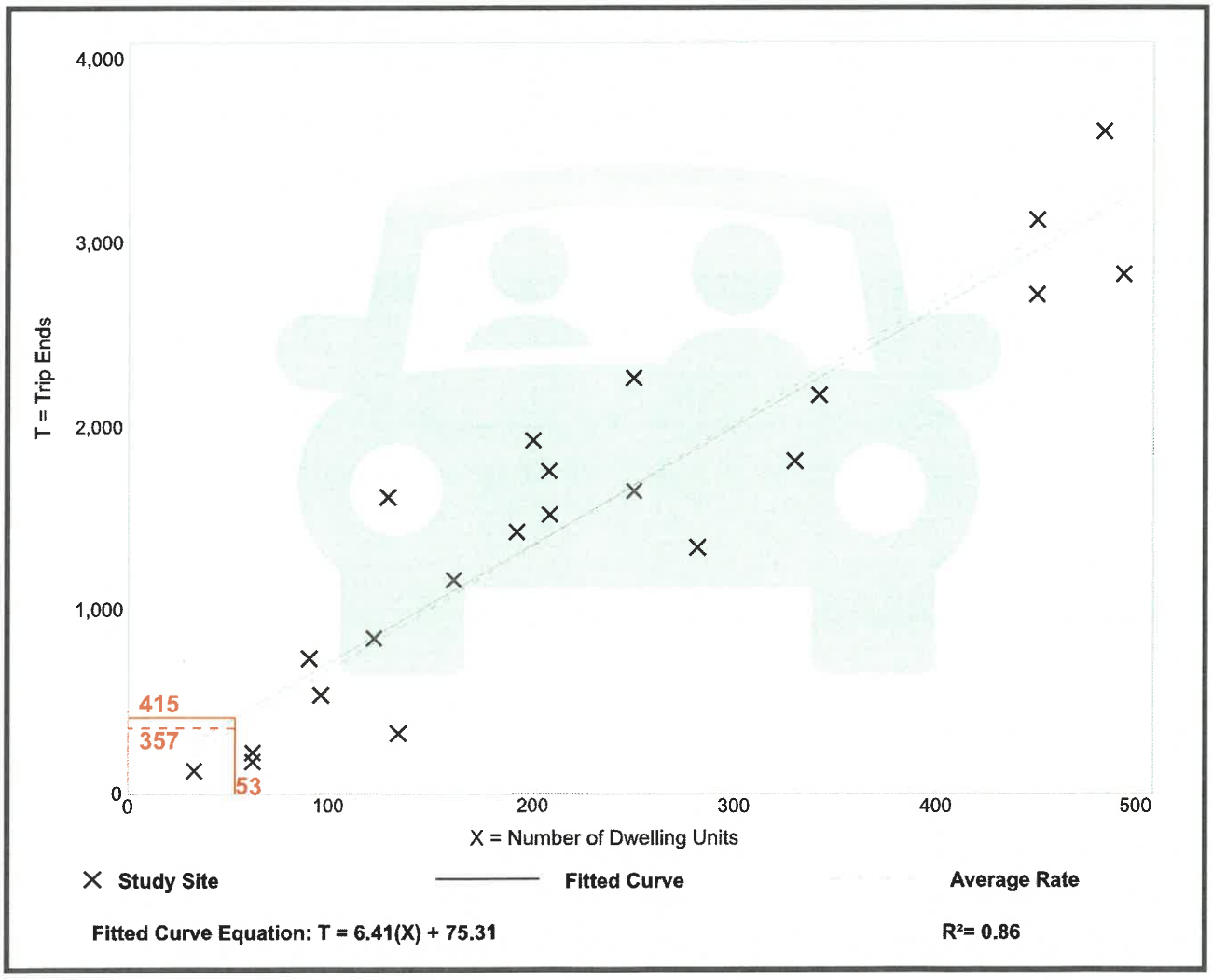
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



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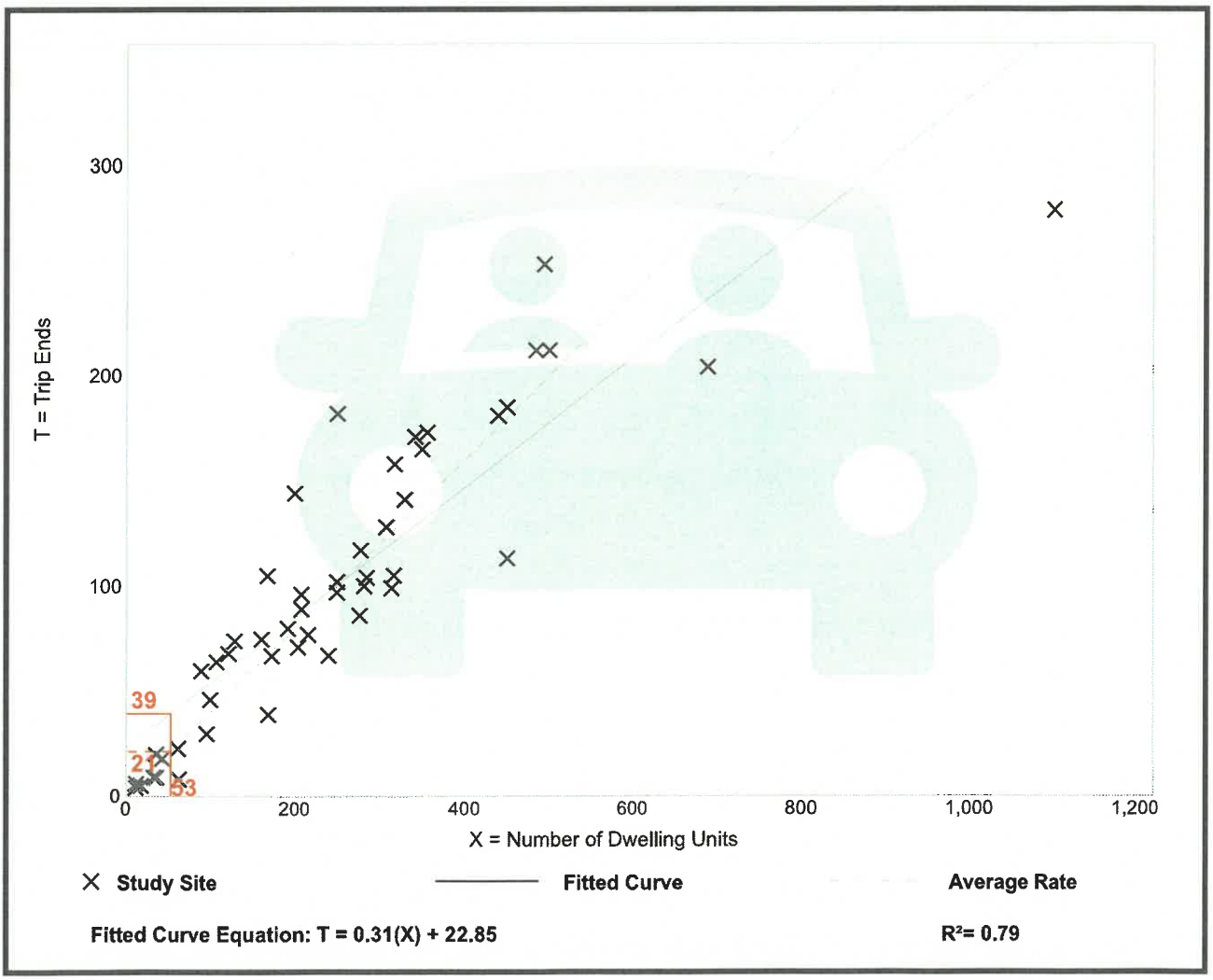
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	49
Avg. Num. of Dwelling Units:	249
Directional Distribution:	24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



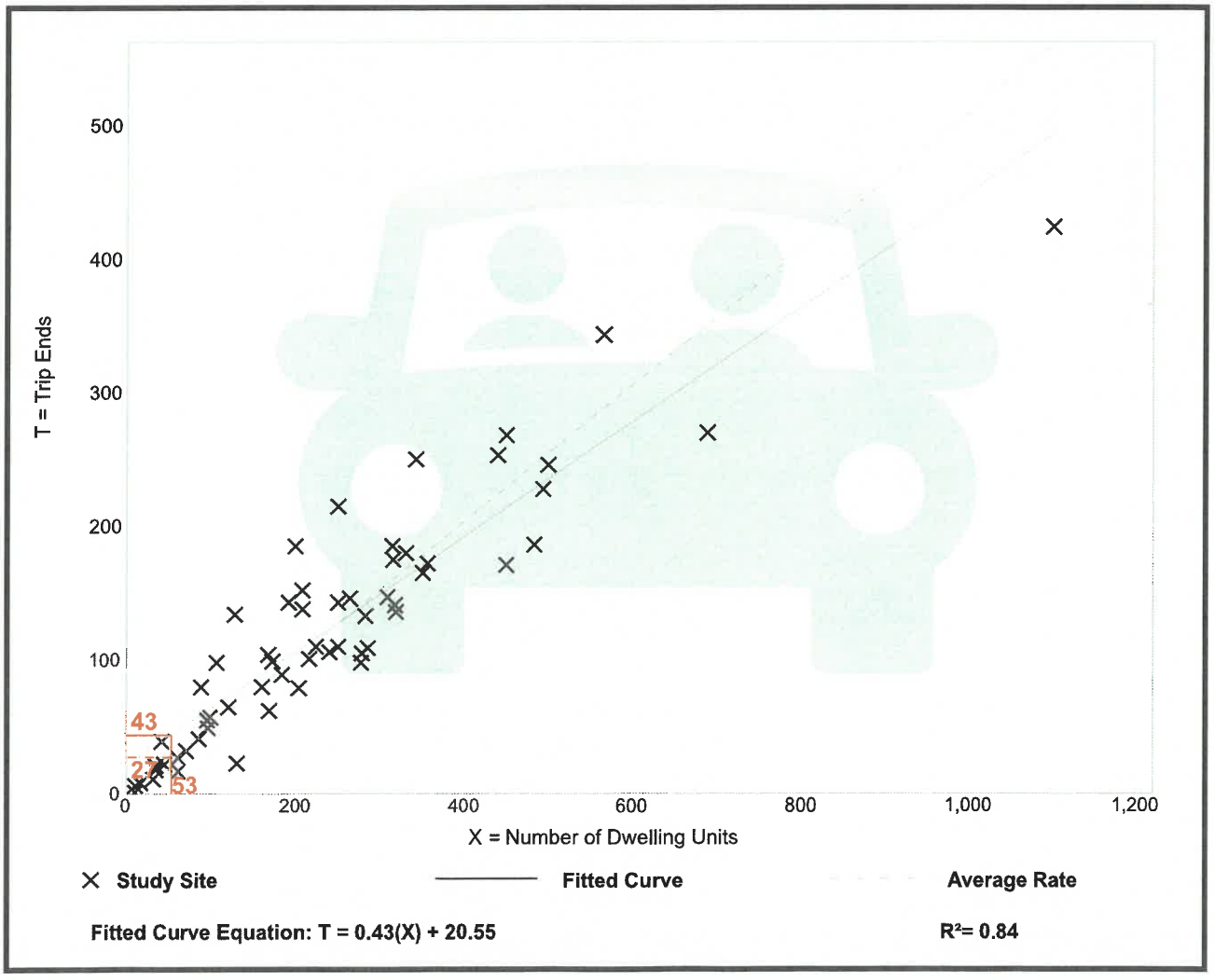
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

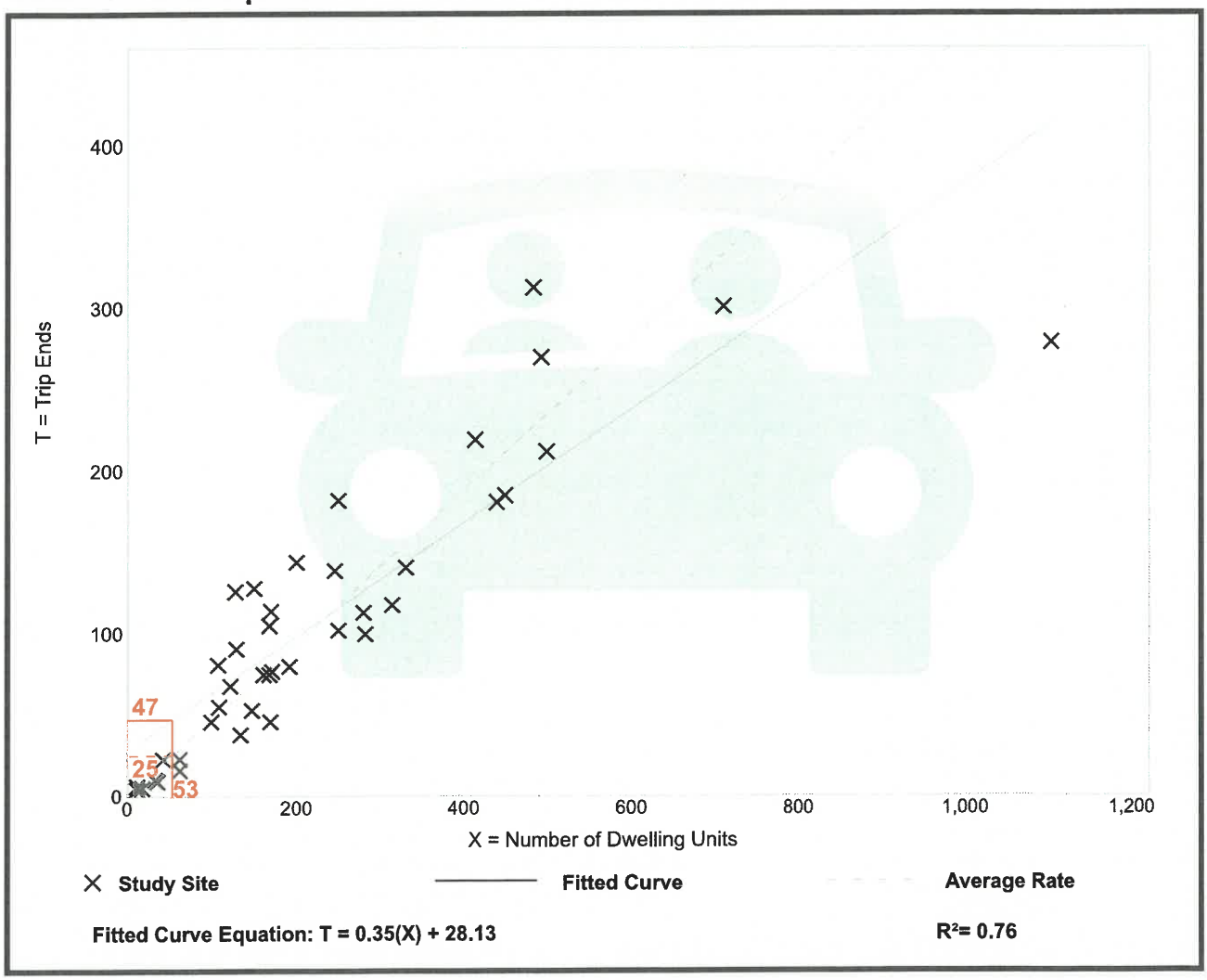
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 40
Avg. Num. of Dwelling Units: 234
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.25 - 0.98	0.16

Data Plot and Equation



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

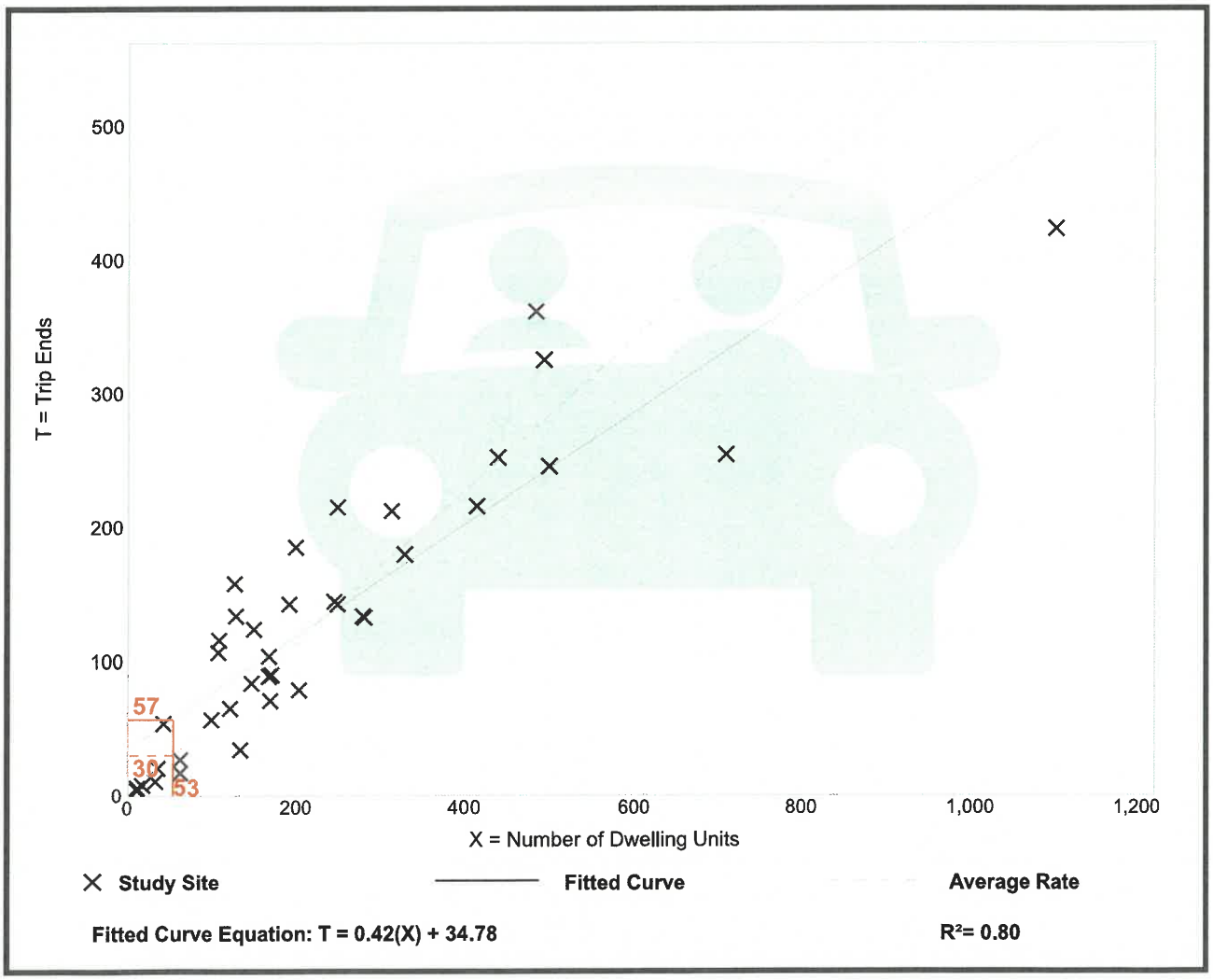
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 38
Avg. Num. of Dwelling Units: 231
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.25 - 1.26	0.20

Data Plot and Equation



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Saturday, Peak Hour of Generator**

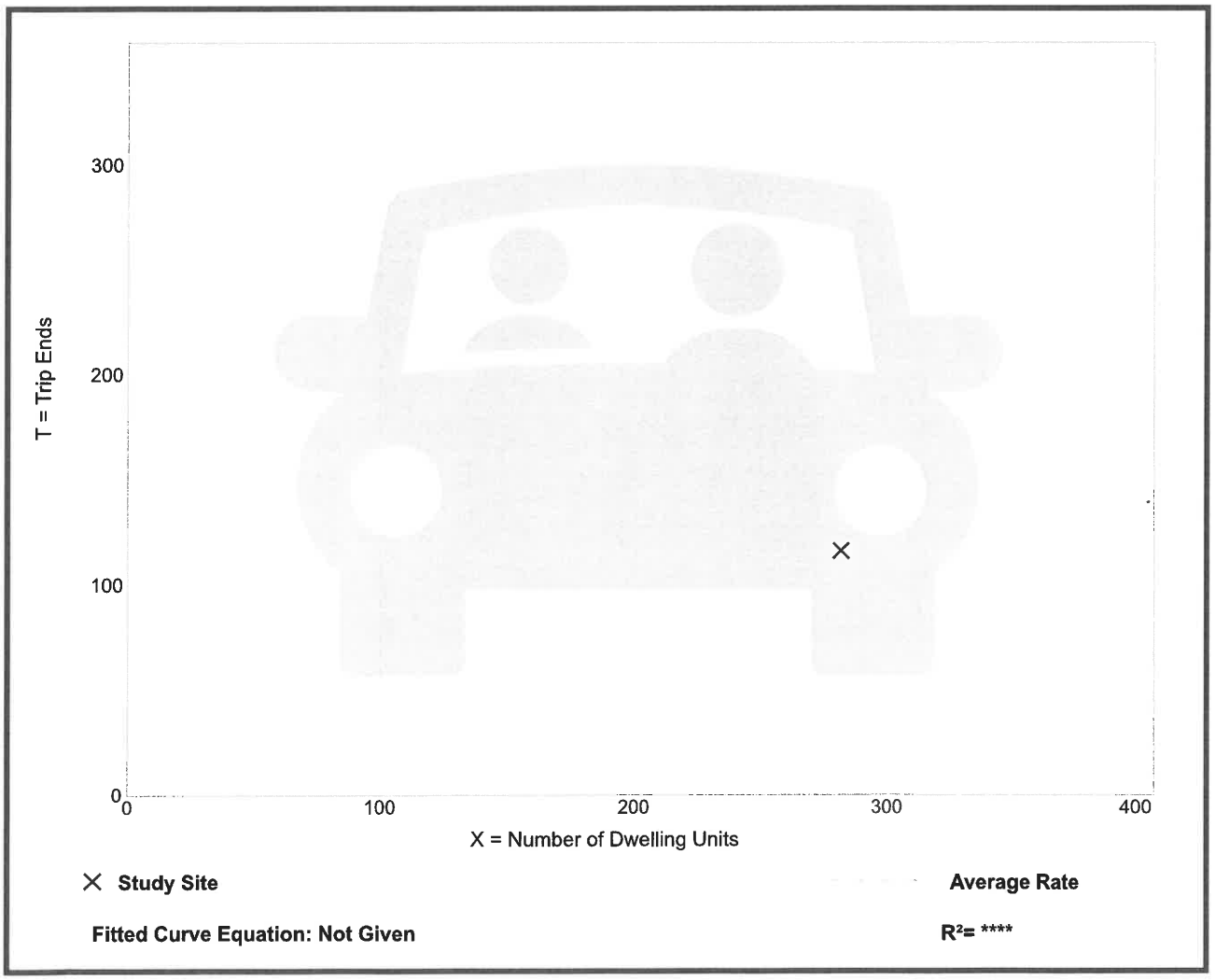
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Dwelling Units: 282
Directional Distribution: Not Available

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.41 - 0.41	*

Data Plot and Equation

Caution – Small Sample Size



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Attachment B

Safety Review

H. C. L.
CRASH COLLISION DIAGRAM
DATA PACKAGE

COUNTY: **ANDROSCOGGIN** TOWN: **AUBURN**

LOW NODE: **2481** HIGH NODE: **0000** REGION: **1** U/R: **URBAN**

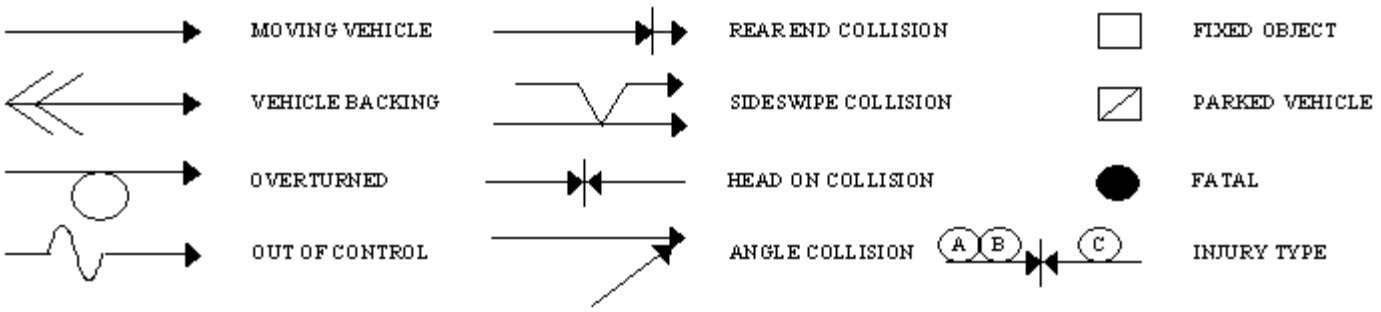
DESCRIPTION: **Int of Elm St and High St**

RTE # / RD #: **0110115** DATE DRAWN: **4/29/2024** DRAWN BY: **Tim**

STUDY FROM: **1/1/2021** STUDY TO: **12/31/2023**

CRASH RATE: **2.38** CRF: **4.71** % INJURY: **36.4** TOTAL CRASHES: **11**

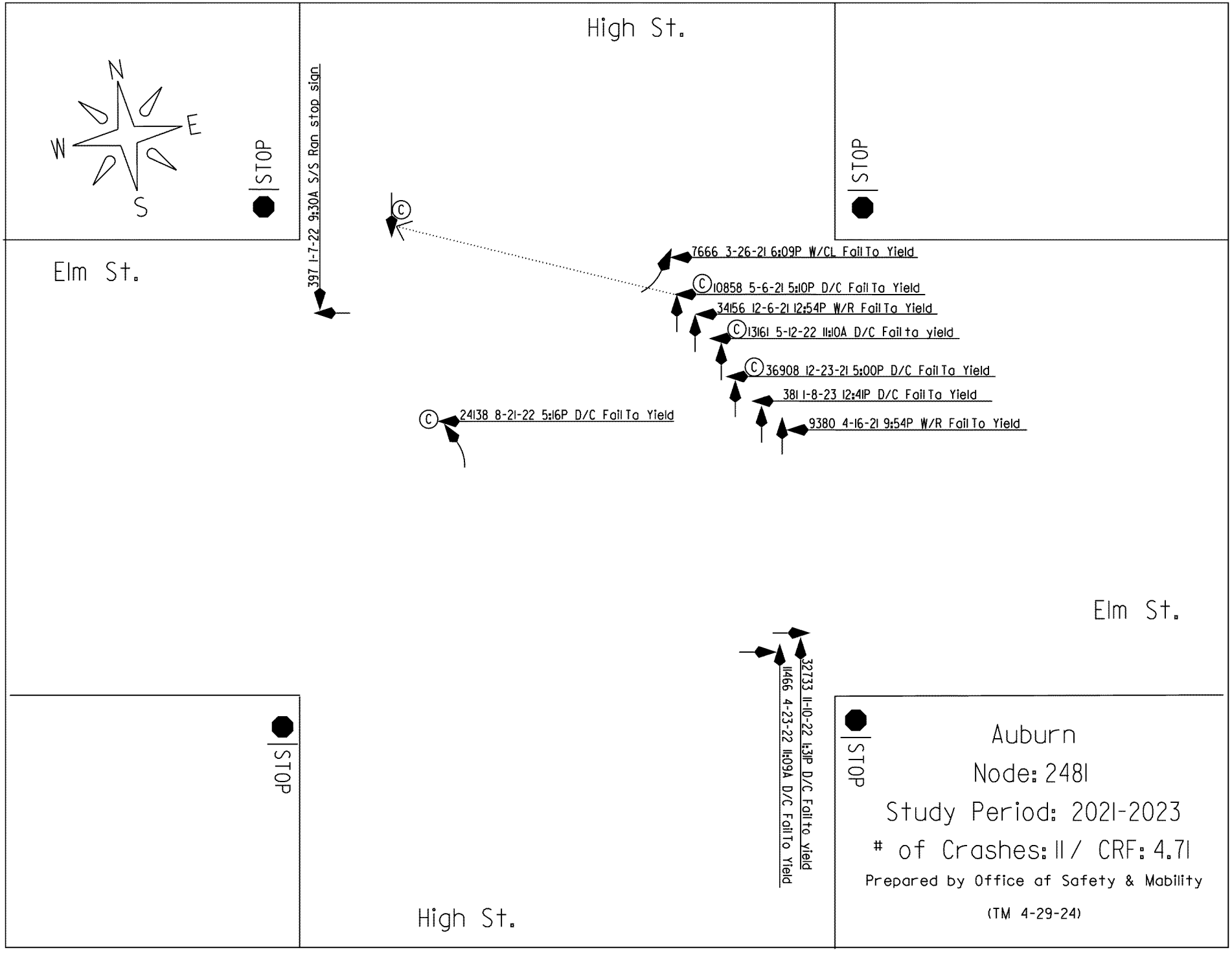
LEGEND



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


High St.
N
W
E
S
STOP
STOP
Elm St.
397 1-7-22 9:30A S/S Ran stop sign
7666 3-26-21 6:09P W/CL Fail To Yield
10858 5-6-21 5:10P D/C Fail To Yield
34156 12-6-21 12:54P W/R Fail To Yield
13161 5-12-22 11:10A D/C Fail to yield
36908 12-23-21 5:00P D/C Fail To Yield
381 1-8-23 12:41P D/C Fail To Yield
9380 4-16-21 9:54P W/R Fail To Yield
24138 8-21-22 5:16P D/C Fail To Yield
Elm St.
32733 11-10-22 4:31P D/C Fail to yield
11466 4-23-22 11:09A D/C Fail To Yield
STOP
STOP
High St.
Auburn
Node: 2481
Study Period: 2021-2023
# of Crashes: 11 / CRF: 4.71
Prepared by Office of Safety & Mobility
(TM 4-29-24)

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

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

Auburn
Main St,High St,Myrtle St,Acamedy St,Elm St,Maple St,Vine St area

REPORT PARAMETERS

Year 2021, Start Month 1 through Year 2023 End Month: 12

Route: 0110447	Start Node: 2483	Start Offset: 0	☐ Exclude First Node
	End Node: 3274	End Offset: 0	☐ Exclude Last Node
Route: 0110243	Start Node: 2470	Start Offset: 0	☐ Exclude First Node
	End Node: 2482	End Offset: 0	☐ Exclude Last Node
Route: 0110115	Start Node: 2485	Start Offset: 0	☐ Exclude First Node
	End Node: 3273	End Offset: 0	☐ Exclude Last Node
Route: 0110001	Start Node: 2485	Start Offset: 0	☑ Exclude First Node
	End Node: 3272	End Offset: 0	☐ Exclude Last Node
Route: 0110315	Start Node: 2470	Start Offset: 0	☑ Exclude First Node
	End Node: 2471	End Offset: 0	☑ Exclude Last Node
Route: 0110274	Start Node: 2484	Start Offset: 0	☑ Exclude First Node
	End Node: 2486	End Offset: 0	☑ Exclude Last Node
Route: 0110181	Start Node: 2483	Start Offset: 0	☑ Exclude First Node
	End Node: 2482	End Offset: 0	☑ Exclude Last Node
Route: 0110181	Start Node: 2482	Start Offset: 0	☑ Exclude First Node
	End Node: 2481	End Offset: 0	☑ Exclude Last Node
Route: 0110181	Start Node: 2481	Start Offset: 0	☑ Exclude First Node
	End Node: 5011	End Offset: 0	☑ Exclude Last Node
Route: 0136X	Start Node: 3273	Start Offset: 0	☑ Exclude First Node
	End Node: 3274	End Offset: 0	☑ Exclude Last Node
Route: 0136X	Start Node: 3272	Start Offset: 0	☑ Exclude First Node

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

Auburn
Main St,High St,Myrtle St,Acamedy St,Elm St,Maple St,Vine St area

REPORT PARAMETERS

Year 2021, Start Month 1 through Year 2023 End Month: 12

	End Node: 3273	End Offset: 0	☑ Exclude Last Node
Route: 0136X	Start Node: 3271	Start Offset: 0	☐ Exclude First Node
	End Node: 3272	End Offset: 0	☑ Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
2483	0110447 - 0	0104251 AUB,VINE ST,HIGH ST	2	0	0	0	0	0	0	0.0	0.397	0.00	0.56	0.00
												Statewide Crash Rate:	0.13	
3274	0110447 - 0.10	Int of MAIN ST VINE ST	2	0	0	0	0	0	0	0.0	2.408	0.00	0.45	0.00
												Statewide Crash Rate:	0.15	
2470	0110243 - 0	Int of MAPLE ST PLEASANT ST	2	0	0	0	0	0	0	0.0	0.236	0.00	0.53	0.00
												Statewide Crash Rate:	0.13	
2482	0110243 - 0.06	Int of HIGH ST MAPLE ST	2	0	0	0	0	0	0	0.0	0.429	0.00	0.56	0.00
												Statewide Crash Rate:	0.13	
A2485	0110115 - 0.10	Int of ACADEMY ST ELM ST	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.15	
P2471	0110115 - 0.11	Int of ELM ST, PLEASANT ST	2	1	0	0	0	1	0	100.0	1.457	0.23	0.51	0.00
												Statewide Crash Rate:	0.15	
2484	0110115 - 0.14	Int of ELM ST MYRTLE ST	2	0	0	0	0	0	0	0.0	1.124	0.00	0.54	0.00
												Statewide Crash Rate:	0.15	
2481	0110115 - 0.17	Int of ELM ST HIGH ST	2	11	0	0	0	4	7	36.4	1.543	2.38	0.51	4.70
												Statewide Crash Rate:	0.15	
3273	0110115 - 0.27	Int of ELM ST MAIN ST	2	2	0	0	0	1	1	50.0	3.624	0.18	0.41	0.00
												Statewide Crash Rate:	0.15	
2486	0110001 - 0.11	Int of ACADEMY ST MYRTLE ST	2	0	0	0	0	0	0	0.0	0.189	0.00	0.48	0.00
												Statewide Crash Rate:	0.13	
5011	0110001 - 0.14	Int of ACADEMY ST HIGH ST	2	7	0	0	0	2	5	28.6	3.351	0.70	0.37	1.87
												Statewide Crash Rate:	0.13	
3272	0110001 - 0.26	Int of ACADEMY ST MAIN ST	9	12	0	0	0	1	11	8.3	5.889	0.68	1.20	0.00
												Statewide Crash Rate:	0.71	
3271	0136X - 18.64	Int of MAIN ST NEWBURY ST	2	6	0	0	1	0	5	16.7	5.538	0.36	0.33	1.10
												Statewide Crash Rate:	0.13	
Study Years: 3.00		NODE TOTALS:		39	0	0	1	9	29	25.6	26.185	0.50	0.41	1.20

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
2483	3274	174261	0 - 0.10	0110447 - 0	0.10	2	0	0	0	0	0	0	0.0	0.00009	0.00	1519.10	0.00
0104251 AUB,VINE ST,HIGH ST				RD INV 01 10447											Statewide Crash Rate: 370.63		
2470	2482	5083880	0 - 0.06	0110243 - 0	0.06	2	1	0	0	0	0	1	0.0	0.00002	21437.61	-3087.04	0.00
Int of MAPLE ST PLEASANT ST				RD INV 01 10243											Statewide Crash Rate: 370.63		
2471	2485	3121684	0 - 0.01	0110115 - 0.10	0.01	2	0	0	0	0	0	0	0.0	0.00013	0.00	815.93	0.00
Int of ELM ST, PLEASANT ST				RD INV 01 10115											Statewide Crash Rate: 209.27		
2471	2484	3120078	0 - 0.03	0110115 - 0.11	0.03	2	0	0	0	0	0	0	0.0	0.00033	0.00	888.54	0.00
Int of ELM ST, PLEASANT ST				RD INV 01 10115											Statewide Crash Rate: 209.27		
2481	2484	3130379	0 - 0.03	0110115 - 0.14	0.03	2	0	0	0	0	0	0	0.0	0.00033	0.00	887.93	0.00
Int of ELM ST HIGH ST				RD INV 01 10115											Statewide Crash Rate: 209.27		
2481	3273	3131292	0 - 0.10	0110115 - 0.17	0.10	2	0	0	0	0	0	0	0.0	0.00119	0.00	692.91	0.00
Int of ELM ST HIGH ST				RD INV 01 10115											Statewide Crash Rate: 209.27		
2485	2486	5083878	0 - 0.11	0110001 - 0	0.11	2	0	0	0	0	0	0	0.0	0.00014	0.00	1599.31	0.00
Int of ACADEMY ST ELM ST				RD INV 01 10001											Statewide Crash Rate: 370.63		
2486	5011	5083879	0 - 0.03	0110001 - 0.11	0.03	2	0	0	0	0	0	0	0.0	0.00006	0.00	1321.49	0.00
Int of ACADEMY ST MYRTLE ST				RD INV 01 10001											Statewide Crash Rate: 370.63		
3272	5011	3104160	0 - 0.12	0110001 - 0.14	0.12	2	0	0	0	0	0	0	0.0	0.00334	0.00	508.32	0.00
Int of ACADEMY ST MAIN ST				RD INV 01 10001											Statewide Crash Rate: 197.05		
2470	2471	174236	0 - 0.03	0110315 - 0.38	0.03	2	0	0	0	0	0	0	0.0	0.00006	0.00	1229.99	0.00
Int of MAPLE ST PLEASANT ST				RD INV 01 10315											Statewide Crash Rate: 370.63		
2484	2486	5083877	0 - 0.08	0110274 - 0	0.08	2	0	0	0	0	0	0	0.0	0.00003	0.00	233.81	0.00
Int of ELM ST MYRTLE ST				RD INV 01 10274											Statewide Crash Rate: 370.63		
2482	2483	174260	0 - 0.03	0110181 - 0.21	0.03	2	1	0	0	0	0	1	0.0	0.00012	2725.28	1596.93	1.71
Int of HIGH ST MAPLE ST				RD INV 01 10181											Statewide Crash Rate: 370.63		
2481	2482	174256	0 - 0.03	0110181 - 0.24	0.03	2	0	0	0	0	0	0	0.0	0.00013	0.00	1599.00	0.00
Int of ELM ST HIGH ST				RD INV 01 10181											Statewide Crash Rate: 370.63		
2481	5011	5083876	0 - 0.07	0110181 - 0.27	0.07	2	2	0	0	0	0	2	0.0	0.00026	2609.26	1509.58	1.73
Int of ELM ST HIGH ST				RD INV 01 10181											Statewide Crash Rate: 370.63		
3273	3274	3104161	0 - 0.06	0136X - 18.80	0.06	2	1	0	0	0	0	1	0.0	0.00155	215.07	648.24	0.00
Int of ELM ST MAIN ST				ST RTE 136											Statewide Crash Rate: 209.27		
3272	3273	3131309	0 - 0.07	0136X - 18.73	0.07	2	2	0	0	0	0	2	0.0	0.00243	274.08	576.99	0.00
Int of ACADEMY ST MAIN ST				ST RTE 136											Statewide Crash Rate: 209.27		
3271	3272	3120476	0 - 0.09	0136X - 18.64	0.09	2	3	0	0	0	1	2	33.3	0.00497	201.33	459.73	0.00
Int of MAIN ST NEWBURY ST				ST RTE 136											Statewide Crash Rate: 197.05		
Study Years: 3.00				Section Totals:	1.05		10	0	0	0	1	9	10.0	0.01517	219.66	377.03	0.58
				Grand Totals:	1.05		49	0	0	1	10	38	22.4	0.01517	1076.34	513.67	2.10

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
2483	3274	174261	0 - 0.10	0110447 - 0	0	0	0	0	0	0				
2470	2482	5083880	0 - 0.06	0110243 - 0	1	0	0	0	0	1	2021-13597	06/04/2021	0.03	PD
2471	2485	3121684	0 - 0.01	0110115 - 0.10	0	0	0	0	0	0				
2471	2484	3120078	0 - 0.03	0110115 - 0.11	0	0	0	0	0	0				
2481	2484	3130379	0 - 0.03	0110115 - 0.14	0	0	0	0	0	0				
2481	3273	3131292	0 - 0.10	0110115 - 0.17	0	0	0	0	0	0				
2485	2486	5083878	0 - 0.11	0110001 - 0	0	0	0	0	0	0				
2486	5011	5083879	0 - 0.03	0110001 - 0.11	0	0	0	0	0	0				
3272	5011	3104160	0 - 0.12	0110001 - 0.14	0	0	0	0	0	0				
2470	2471	174236	0 - 0.03	0110315 - 0.38	0	0	0	0	0	0				
2484	2486	5083877	0 - 0.08	0110274 - 0	0	0	0	0	0	0				
2482	2483	174260	0 - 0.03	0110181 - 0.21	1	0	0	0	0	1	2022-17535	06/25/2022	0.23	PD
2481	2482	174256	0 - 0.03	0110181 - 0.24	0	0	0	0	0	0				
2481	5011	5083876	0 - 0.07	0110181 - 0.27	2	0	0	0	0	2	2021-9943	04/23/2021	0.33	PD
											2021-23999	09/10/2021	0.33	PD
3273	3274	3104161	0 - 0.06	0136X - 18.80	1	0	0	0	0	1	2022-6390	02/25/2022	18.81	PD
3272	3273	3131309	0 - 0.07	0136X - 18.73	2	0	0	0	0	2	2021-3937	02/15/2021	18.77	PD
											2021-19731	08/01/2021	18.78	PD
3271	3272	3120476	0 - 0.09	0136X - 18.64	3	0	0	0	1	2	2022-37917	12/19/2022	18.65	C
											2022-24023	08/22/2022	18.68	PD
											2021-23272	09/03/2021	18.72	PD
				Totals:	10	0	0	0	1	9				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM													
	Hour of Day																									
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	1	0	1	0	1	0	0	0	0	0	7
MONDAY	0	0	0	0	0	0	0	1	2	1	0	0	3	0	1	2	1	0	0	0	0	0	0	0	0	11
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	3
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	1	0	0	0	0	0	0	0	0	5
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	3	0	0	0	0	0	0	0	7
FRIDAY	0	0	0	1	0	0	0	1	0	1	0	0	0	1	0	0	2	1	2	1	1	1	0	0	0	12
SATURDAY	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	4
Totals	0	0	0	1	0	0	0	2	2	2	2	5	5	4	2	5	4	5	5	3	1	1	0	0	0	49

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	43	23-Bicyclist	0
2-(Sport) Utility Vehicle	31	24-Witness	4
3-Passenger Van	2	25-Other	0
4-Cargo Van (10K lbs or Less)	1	26-Construction	0
5-Pickup	17	27-Farm Vehicle	0
6-Motor Home	0	28-Horse and Buggy	0
7-School Bus	1	Total	102
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)	3		
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	6	37	5	0	0	0	48
Ran Off Roadway	3	0	0	0	0	0	3
Failed to Yield Right-of-Way	18	2	0	0	0	0	20
Ran Red Light	1	0	0	0	0	0	1
Ran Stop Sign	1	0	0	0	0	0	1
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	2	1	0	0	0	0	3
Improper Turn	1	0	0	0	0	0	1
Improper Backing	4	0	0	0	0	0	4
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	9	0	0	0	0	0	9
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	2	0	0	0	0	0	2
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	2	1	0	0	0	0	3
Unknown	0	0	0	0	0	0	0
Total	49	41	5	0	0	0	95

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	48	41	5	0	0	0	94
Physically Impaired	0	0	0	0	0	0	0
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	1	0	0	0	0	0	1
Total	49	41	5	0	0	0	95

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	3	0	0	0	0	3
20-24	11	0	0	0	0	11
25-29	12	0	0	0	0	12
30-39	23	0	0	0	0	23
40-49	14	0	0	0	0	14
50-59	14	0	0	0	0	14
60-69	11	0	0	0	0	11
70-79	4	0	0	0	0	4
80-Over	4	0	0	0	0	4
Unknown	2	0	0	0	0	2
Total	98	0	0	0	0	98

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	1
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	97
6-Fell / Jumped from Motor Vehicle	0		
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	90		
14-Parked Motor Vehicle	2		
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	3		
33-Traffic Sign Support	0		
34-Traffic Signal Support	1		
35-Fence	0		
36-Mailbox	0		
37-Other Post, Pole, or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	1	1
C	10	12
PD	38	0
Total	49	13

Road Character

Road Grade	Total
1-Level	43
2-On Grade	3
3-Top of Hill	3
4-Bottom of Hill	0
5-Other	0
Total	49

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	13
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	1
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	23
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	1
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	11
14-Other	0
Total	49

Light

Light Condition	Total
1-Daylight	39
2-Dawn	0
3-Dusk	5
4-Dark - Lighted	4
5-Dark - Not Lighted	1
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	49

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2021	2022	2023	Total
JANUARY	1	4	2	7
FEBRUARY	2	1	1	4
MARCH	2	0	2	4
APRIL	3	1	0	4
MAY	2	3	1	6
JUNE	1	2	0	3
JULY	1	1	1	3
AUGUST	2	2	0	4
SEPTEMBER	3	1	0	4
OCTOBER	1	2	1	4
NOVEMBER	0	1	0	1
DECEMBER	3	2	0	5
Total	21	20	8	49

Report is limited to the last 10 years of data.

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	3	0	13	1	0	3	0	0	0	0	0	0	0	0	20
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	3	17	0	4	0	0	0	0	0	0	0	0	24
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	1	0	2	0	0	1	0	0	0	0	0	0	0	0	4
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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	5	0	18	18	0	8	0	0	0	0	0	0	0	0	49

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
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	2	0	0	0	0	0	0	0	0	0	0	2
Dark - Not Lighted	1	0	0	0	0	0	0	0	0	0	0	1
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	26	0	0	0	0	0	0	2	0	0	0	28
Dusk	5	0	0	0	0	0	0	0	0	0	0	5
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	1	0	0	0	1
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	5	0	0	0	0	0	0	0	0	0	1	6
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	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
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	1	1
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	2	2
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	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
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	2	0	0	0	2
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	39	1	0	0	0	0	0	5	0	0	4	49

ATTACHMENT H

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DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

VIPER Bollard

LED BOLLARD

FEATURES

- Rectilinear Bollard luminaire to match the Viper Area, Flood and Wall product lines
- Available in 24", 30", 36" and 42" heights
- Options including button photo control, fusing and surge protection
- Full cutoff luminaire produces no light above 90 degrees which makes all configurations U0.

SPECIFICATIONS

CONSTRUCTION

- Bollard is available in 42", 36", 30" and 24" heights.
- Die cast aluminum top housing attaches to extruded aluminum riser with die cast aluminum base assembly.
- Corrosion resistant, aluminum construction with 1000 hour powder coat paint finish
- External hardware is corrosion resistant

LEDS AND OPTICS

- Available in 70 and 80 CRI (see Ordering Guide for more information)
- Broad range of CCT options, including 2700K, 3000K, 3500K, 4000K, 5000K; also available in phosphor converted amber
- TIR Optical lenses are clear injection molded PMMA acrylic
- One-piece silicone gasket ensures a weatherproof seal around each optical bezel
- All configurations are full cut-off with zero up-light from the source

INSTALLATION

- Adjustable baseplate to provide preferred fixture alignment, with up to 10-degrees of adjustment
- Fixture will ship with cast aluminum 360 alloy anchor base; four 1/2" x 10" anchor bolts.

ELECTRICAL

- Universal 120-347VAC Input Voltage, 50/60Hz
- Ambient operating temperature -40˚C to 40˚C
- Drivers have greater than 90% power factor and less than 20% THD
- Optional 10kA Surge protection available
- Complies with FCC 47 CFR Part 18.

CONTROLS

- Photo control available for 120-277V applications for on/off control. Photo control is mounted on the side of the product.
- Please consult brand or sales representative when combining control and electrical options as some combinations may not operate as anticipated depending on your application
- 0-10V Dimming Drivers are standard. The CD option extends the dimming leads outside the fixture for easy access

CERTIFICATIONS

- Certified to UL 1598 and CSA 22.2#250.0-24
- Fixture head is IP65 rated
- This product meets federal procurement law requirements under the Buy American Act (FAR 52.225-9) and Trade Agreements Act (FAR 52.225- 11). See Buy America(n) Solutions (link to https://http://www.currentlighting.com/resources/americasolutions)

WARRANTY

- 5 year limited warranty

KEY DATA	
Lumen Range	1000-6000
Wattage Range	10-50W
Efficacy Range (LPW)	73–82
Weights lbs. (kg)	16–22 (7.3–10)

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DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #:

VIPER Bollard

LED BOLLARD

ORDERING GUIDE

Example: VPB-48L-20-4K7-3-UNV-DBT

CATALOG #

Model	
VPB	Viper Bollard

# LEDs Wattage	
24L-10	Single head, 1,000 Lumens; 180-Degree Beam
24L-15	Single head, 2,000 Lumens; 180-Degree Beam
24L-25	Single head, 3,000 Lumens; 180-Degree Beam
48L-20	Double head, 2,000 Lumens; 360-Degree Beam
48L-30	Double head, 4,000 Lumens; 360-Degree Beam
48L-50	Double head, 6,000 Lumens; 360-Degree Beam

CCT/CRI	
27K8	2700K, 80 CRI
3K7	3000K, 70 CRI
4K7	4000K, 70 CRI
5K7	5000K, 70 CRI
3K8	3000K, 80 CRI
35K8	3500K, 80 CRI
4K8	4000K, 80 CRI
5K8	5000K, 80 CRI
AP	Phosphor converted Amber

Distribution	
2	Type 2
3	Type 3
4F	Type 4 Front
4W	Type 4 Wide

Voltage	
UNV	Universal 120–277
120	120V
208	208V
240	240V
277	277V
347	347V

Heights	
24	24" High
30	30" High
36	36" High
42	42" High

Color	
BLT	Black Matte Textured
BLS	Black Gloss Smooth
DBT	Dark Bronze Textured
DBS	Dark Bronze Smooth
GTT	Graphite Matte Textured
LGS	Light Grey Gloss Smooth
LGT	Light Grey Matte Textured
PSS	Platinum Silver Smooth
WHT	White Matte Textured
WHS	White Gloss Smooth
VGT	Verde Green Textured

Color Option	
CC	Custom Color

Options	
PC	Button Photocontrol (120-277V only)
CD	Customer Dimming
SP	10kA Surge Protector

ELECTRICAL DATA

# OF LEDS	24L (180-Degree Beam)		
NOMINAL WATTAGE	10	15	25
SYSTEM POWER (W)	6.6	14	23
INPUT VOLTAGE (V)	CURRENT (Amps)		
120	0.06	0.12	0.19
208	0.03	0.07	0.11
240	0.03	0.06	0.10
277	0.02	0.05	0.08
347	0.02	0.04	0.07
480	0.01	0.03	0.05

# OF LEDS	48L (360-Degree Beam)		
NOMINAL WATTAGE	20	30	50
SYSTEM POWER (W)	20.2	29	48.1
INPUT VOLTAGE (V)	CURRENT (Amps)		
120	0.17	0.24	0.40
208	0.10	0.14	0.23
240	0.08	0.12	0.20
277	0.07	0.10	0.17
347	0.06	0.08	0.14
480	0.04	0.06	0.10

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VIPER Bollard

LED BOLLARD

PERFORMANCE DATA

DESCRIPTION	# OF LEDS	NOMINAL WATTS	SYSTEM WATTS	DISTRIBUTION TYPE	5K (5000K nominal, 70 CRI)		4K (4000K nominal, 70 CRI)		3K (3000K nominal, 70 CRI)	
					LUMENS	LPW	LUMENS	LPW	LUMENS	LPW
VPB	24L	10	6.6	2	888	134	883	134	850	129
				3	829	126	825	125	794	120
				4F	871	132	867	131	834	126
				4W	867	131	863	131	830	126
		15	14	2	1883	134	1830	131	1802	129
				3	1759	126	1750	125	1683	120
				4F	1848	132	1839	131	1769	126
				4W	1839	131	1873	134	1761	126
		25	23	2	3116	135	3043	132	2982	130
				3	2910	127	3029	132	2785	121
				4F	3059	133	3100	135	2928	127
				4W	3044	132	2896	126	2914	127
	48L	20	20.2	2	2624	130	2608	129	2509	124
				3	2677	133	2661	132	2560	127
				4F	2553	126	2538	126	2441	121
				4W	2593	128	2577	128	2479	123
		30	29	2	3540	122	3519	121	3386	117
				3	3613	125	3591	124	3455	119
				4F	3445	119	3424	118	3294	114
				4W	3499	121	3478	120	3346	115
		50	48.1	2	5376	112	5237	109	5038	105
				3	5126	105	5344	11	5141	107
				4F	5207	108	5175	107	4902	101
				4W	5268	110	5096	105	4979	103

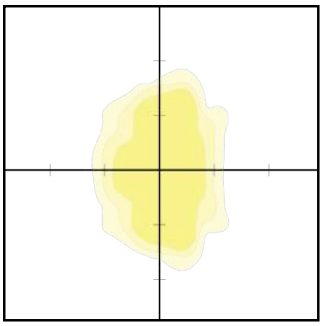
PHOTOMETRY

MOUNTING: 3.5 FT

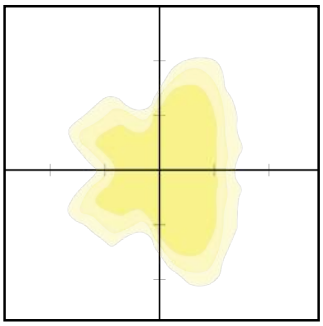
SCALE: 1IN = 10 FT

.5 .2 .1

SINGLE OUTPUT



TYPE 2



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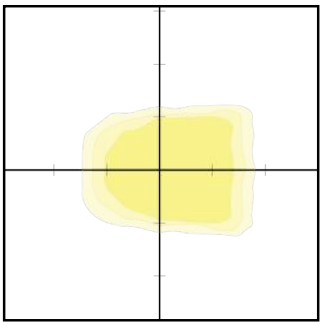
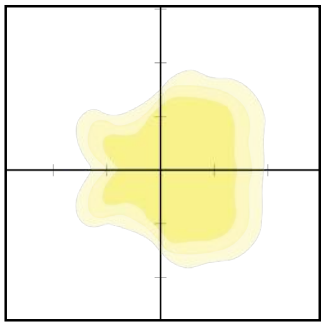
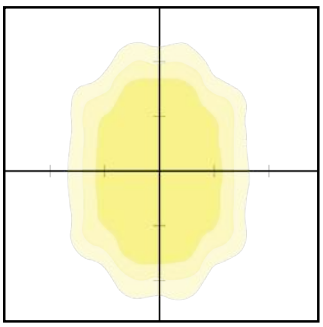


TYPE 4F



TYPE 4W

DOUBLE OUTPUT



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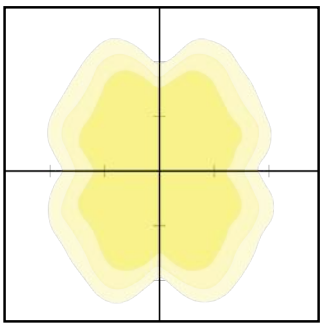

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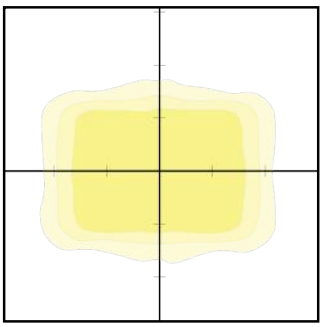
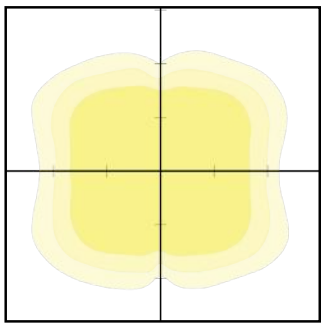


TYPE 4F



TYPE 4W

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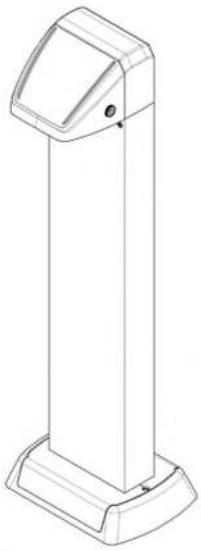
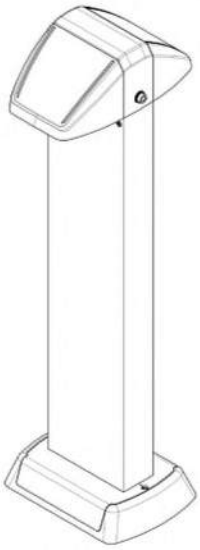
VIPER Bollard

LED BOLLARD

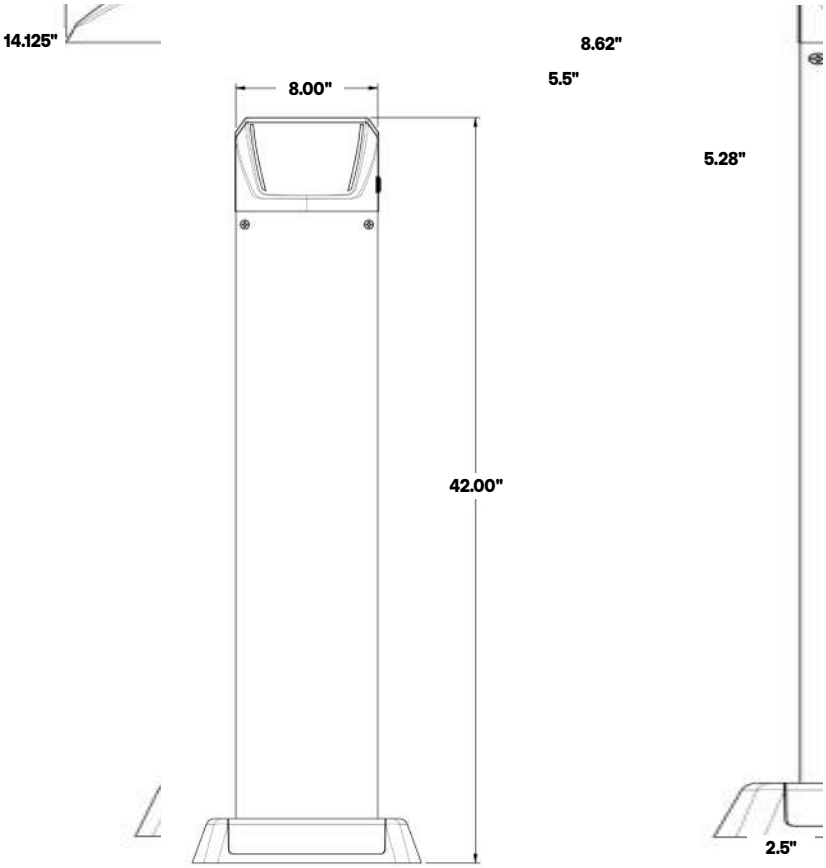
DIMENSIONS

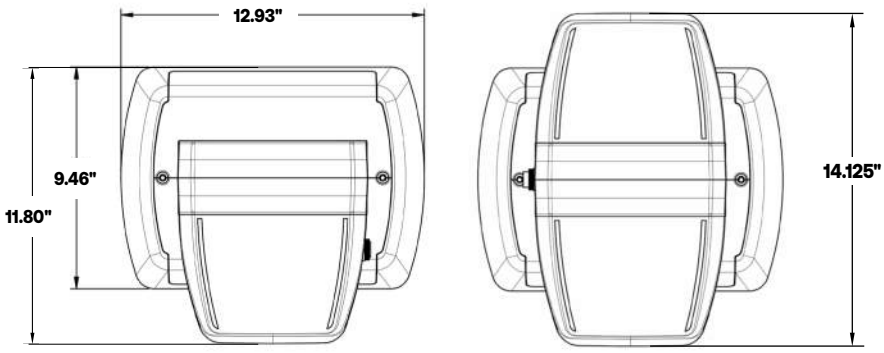


VIPER SINGLE



VIPER DOUBLE





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DATE:	LOCATION:
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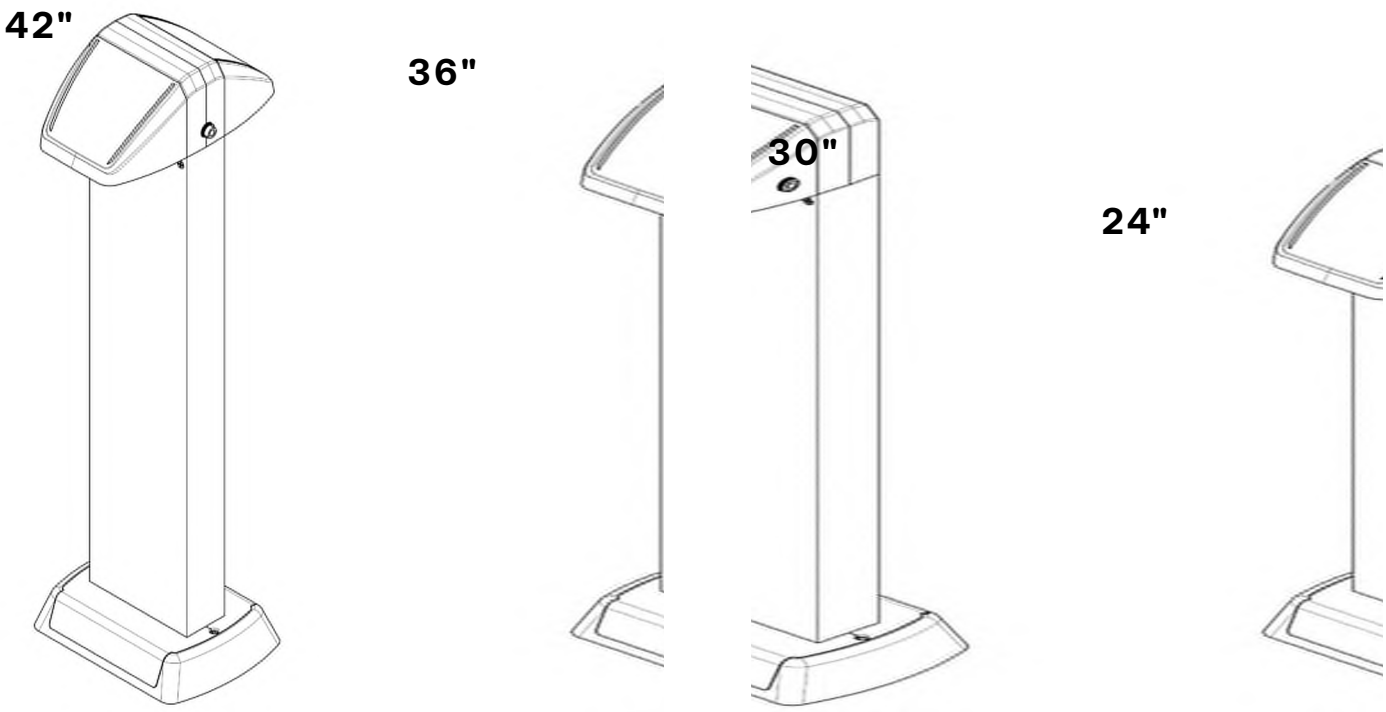
CATALOG #:	

VIPER Bollard

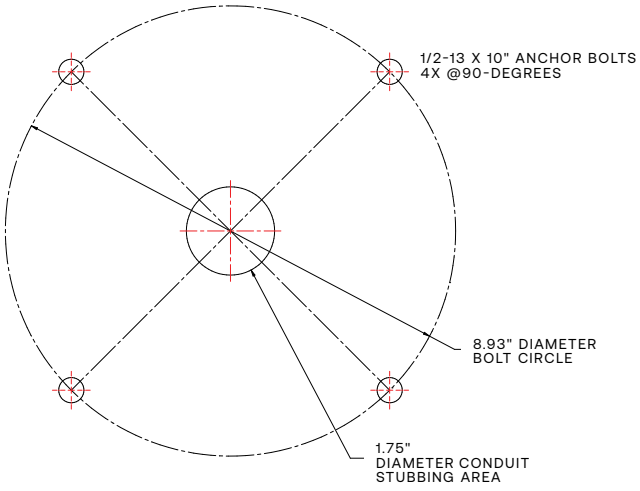
LED BOLLARD

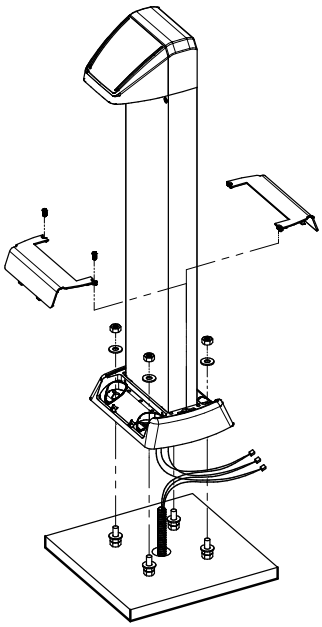
BOLLARD HEIGHTS

SINGLE OR DOUBLE HEAD AVAILABLE IN ALL HEIGHTS



ANCHOR BOLT





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DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

VIPER Area/Site

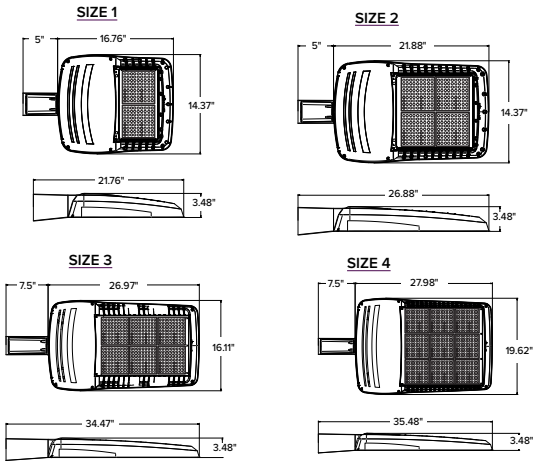
VIPER LUMINAIRE

MICRO STRIKE | OPTICS STRIKE

FEATURES

- Low profile LED area/site luminaire with a variety of IES distributions for lighting applications such as auto dealership, retail, commercial, and campus parking lots
- Featuring two different optical technologies, Strike and Micro Strike Optics, which provide the best distribution patterns for retrofit or new construction
- Rated for high vibration applications including bridges and overpasses. All sizes are rated for 1.5G
- Control options including photo control, occupancy sensing, NX Lighting Controls™, LightGRID+ and 7-Pin with networked controls
- New customizable lumen output feature allows for the wattage and lumen output to be customized in the factory to meet whatever specification requirements may entail
- Field interchangeable mounting provides additional flexibility after the fixture has shipped

c UL us IP65 DLC LISTED DLC LISTED PREMIUM ida DARK SKY APPROVED 2016 BAA TAA



CONTROL TECHNOLOGY

NX CONNECT NX WIRED NX WIRELESS LIGHTGRID+

SERVICE PROGRAMS

STOCK QS10

SPECIFICATIONS

CONSTRUCTION

- Die-cast housing with hidden vertical heat fins are optimal for heat dissipation while keeping a clean smooth outer surface
- Corrosion resistant, die-cast aluminum housing with 1000 hour powder coat paint finish
- External hardware is corrosion resistant

OPTICS

- Micro Strike Optics (160, 320, 480, or 720 LED counts) maximize uniformity in applications and come standard with mid-power LEDs which evenly illuminate the entire luminous surface area to provide a low glare appearance. Catalog logic found on page 2
- Strike Optics (36, 72, 108, or 162 LED counts) provide best in class distributions and maximum pole spacing in new applications with high powered LEDs. Strike optics are held in place with a polycarbonate bezel to mimic the appearance of the Micro Strike Optics so both solutions can be combined on the same application. Catalog logic found on page 3
- Both optics maximize target zone illumination with minimal losses at the house-side, reducing light trespass issues. Additional backlight control shields and house side shields can be added for further reduction of illumination behind the pole
- One-piece silicone gasket ensures a weatherproof seal
- Zero up-light at 0 degrees of tilt
- Field rotatable optics

INSTALLATION

- Mounting patterns for each arm can be found on page 11
- Optional universal mounting block for ease of installation during retrofit applications. Available as an option (ASQU) or accessory for square and round poles
- All mounting hardware included
- Knuckle arm fitter option available for 2-3/8" OD tenon
- For products with EPA less than 1 mounted to a pole greater that 20ft, a vibration damper is recommended

ELECTRICAL

- Universal 120-277 VAC or 347-480 VAC input voltage, 50/60 Hz
- Ambient operating temperature -40˚C to 40˚C
- Drivers have greater than 90% power factor and less than 20% THD
- LED drivers have output power over-voltage, over-current protection and short circuit protection with auto recovery
- Field replaceable surge protection device provides 20kA protection meeting ANSI/ IEEE C62.41.2 Category C High and Surge Location Category C3; Automatically takes fixture off-line for protection when device is compromised
- Dual Driver option provides 2 drivers within luminaire but only one set of leads exiting the luminaire, where Dual Power Feed provides two drivers which can be wired independently as two sets of leads are extended from the luminaire. Both options cannot be combined

CONTROLS

- Photo control, occupancy sensor programmable controls, and Zigbee wireless controls available for complete on/off and dimming control
- Please consult brand or sales representative when combining control and electrical options as some combinations may not operate as anticipated depending on your application
- 7-pin ANSI C136.41-2013 photocontrol receptacle option available for twist lock photocontrols or wireless control modules (control accessories sold separately)

CONTROLS (CONTINUED)

- 0- 10V Dimming Drivers are standard and dimming leads are extended out of the luminaire unless control options require connection to the dimming leads. Must specify if wiring leads are to be greater than the 6" standard
- NX Lighting Controls™ available with in fixture wireless control module, features dimming and occupancy sensor
- LightGRID+ available with in fixture wireless control module, features dimming and occupancy sensor. Also available in 7-pin configuration

	EPA				
	VP1 (Size 1)	VP2 (Size 2)	VP3 (Size 3)	VP4 (Size 4)	Config.
Single Fixture	0.454	0.555	0.655	0.698	
Two at 180	0.908	1.110	1.310	1.396	
Two at 90	0.583	0.711	0.857	0.948	
Three at 90	1.037	1.266	1.512	1.646	
Three at 120	0.943	1.155	1.392	1.680	
Four at 90	1.166	1.422	1.714	1.896	

CERTIFICATIONS

- DLC® (DesignLights Consortium Qualified), with some Premium Qualified configurations. Not all product variations listed in this document are DLC® qualified. Refer to http://www.designlights.org for the most up-to-date list.
- Listed to UL1598 and CSA C22.2#250.0-24 for wet locations and 40˚C ambient temperatures
- 1.5 G rated for ANSI C136.31 high vibration applications
- Fixture is IP65 rated
- Meets IDA recommendations using 3K CCT configuration at 0 degrees of tilt
- This product meets federal procurement law requirements under the Buy American Act (FAR 52.225-9) and Trade Agreements Act (FAR 52.225-11). See Buy America(n) Solutions (link to https://www.currentlighting.com/resources/america-solutions).

WARRANTY

- 5 year warranty

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DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #:

VIPER Area/Site

VIPER LUMINAIRE

MICROSTRIKE OPTICS – ORDERING GUIDE

Gray Shading = Service Program Limit of 15 luminaires QS10

Example: VP–2–320L-145–3K7–2–R–UNV–A3–BLT

CATALOG #

VP –

Series	
VP	Viper

Optic Platform
Micro Strike

Size	
1	Size 1
2	Size 2
3	Size 3
4	Size 4

Light Engine	
160L-35 [6]	5500 lumens
160L-50 [6]	7500 lumens
160L-75	10000 lumens
160L-100	12500 lumens
160L-115	15000 lumens
160L-135	18000 lumens
160L-160	21000 lumens
320L-145	21000 lumens
320L-170	24000 lumens
320L-185	27000 lumens
320L-210	30000 lumens
320L-235	33000 lumens
320L-255	36000 lumens
320L-315 [6]	40000 lumens
480L-285	40000 lumens
480L-320	44000 lumens
480L-340	48000 lumens
480L-390	52000 lumens
480L-425	55000 lumens
480L-470	60000 lumens
720L-435	60000 lumens
720L-475	65000 lumens
720L-515	70000 lumens
720L-565 [6]	75000 lumens
720L-600 [6]	80000 lumens
CLO	Custom Lumen Output [1]

CCT/CRI	
AP	AP-Amber Phosphor Converted
27K8	2700K, 80 CRI
3K7	3000K, 70 CRI
3K8	3000K, 80 CRI
35K8	3500K, 80 CRI
3K9	3000K, 90 CRI
4K7	4000K, 70 CRI
4K8	4000K, 80 CRI
4K9	4000K, 90 CRI
5K7	5000K, 70 CRI
5K8	5000K, 80 CRI

Distribution	
2	Type 2
3	Type 3
4F	Type 4 Forward
4W	Type 4 Wide
5QW	Type 5 Square Wide

Optic Rotation	
BLANK	No Rotation
L	Optic rotation left
R	Optic rotation right

Voltage	
UNV	120-277V
120	120V
208	208V
240	240V
277	277V
347	347V
480	480V

Mounting	
A	Arm mount for square pole/flat surface (B3 Drill Pattern) (Does not include round pole adapter)
A_	Arm mount for round pole [2]
ASQU	Universal arm mount for square pole. Can be used with B3 or S2 Drill Pattern
A_U	Universal arm mount for round pole [2]
AAU	Adjustable arm for pole mounting (universal drill pattern)
AA_U	Adjustable arm mount for round pole [2]
ADU	Decorative upswept Arm (universal drill pattern)
AD_U	Decorative upswept arm mount for round pole [2]
MAF	Mast arm fitter for 2-3/8" OD horizontal arm
K	Knuckle
T	Trunnion
WB	Wall Bracket, horizontal tenon with MAF
WM	Wall mount bracket with decorative upswept arm
WA	Wall mount bracket with adjustable arm

Color	
BLT	Black Matte Textured
BLS	Black Gloss Smooth
DBT	Dark Bronze Matte Textured
DBS	Dark Bronze Gloss Smooth
GTT	Graphite Matte Textured
LGS	Light Grey Gloss Smooth
LGT	Light Grey Gloss Textured
PSS	Platinum Silver Smooth
WHT	White Matte Textured
WHS	White Gloss Smooth
VGT	Verde Green Textured

Color Option	
CC	Custom Color

Options	
F	Fusing
2PF	Dual Power Feed
2DR	Dual Driver
TE	Tooless Entry
BC	Backlight Control [8]
TB	Terminal Block

Network Control Options	
NXWS16F	NX Networked Wireless Enabled Integral NXSMP2-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming [1,3,4]
NXWS40F	NX Networked Wireless Enabled Integral NXSMP2-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming [1,3,4]
NXW	NX Networked Wireless Radio Module NXRM2 and Bluetooth Programming, without Sensor [3,4]
WIR	LightGRID+ In-Fixture Module [3,4]
WIRSC	LightGRID+ Module and Occupancy Sensor [3,4]
Stand Alone Sensors	
BTS-14F	Bluetooth® Programmable, BTSMP-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens
BTS-40F	Bluetooth® Programmable, BTSMP-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens
BTSO-12F	Bluetooth® Programmable, BTSMP-OMNI-O PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens
7PR	7-Pin Receptacle [4]
7PR-SC	7-Pin Receptacle with shorting cap [4]
3PR	3-Pin twist lock [4]
3PR-SC	3-Pin receptacle with shorting cap [4]
3PR-TL	3-Pin PCR with photocontrol [4]
Programmed Controls	
SCP-_F	Sensor Control Programmable, 8F or 40F [9]
ADD	AutoDim Timer Based Dimming [4]
ADT	AutoDim Time of Day Dimming [4]
Photocontrols	
PC	Button Photocontrol [4,7]

1 – Items with a grey background can be done as a custom order. Contact brand representative for more information
2 – Replace "_" with "3" for 3.5"-4.13" OD pole, "4" for 4.18"-5.25" OD pole, "5" for 5.5"-6.5" OD pole
3 – Networked Controls cannot be combined with other control options
4 – Not available with 2PF option
5 – Not available with Dual Driver option
6 – Some voltage restrictions may apply when combined with controls
7 – Not available with 480V
8 – BC not available on 4F and type 5 distributions
9 – At least one SCPREMOTE required to program SCP motion sensor. Must select 8ft or 40ft.

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VIPER Area/Site

VIPER LUMINAIRE

STRIKE OPTIC – ORDERING GUIDE

Example: VP–ST–1–36L-39–3K7–2–UNV–A–BLT

CATALOG #

VP –

Series	Optic Platform	Size	Light Engine		CCT/CRI		Distribution		Optic Rotation		Voltage	
VP Viper	ST Strike	1 Size 1	36L-39 [8]	5500 lumens	AM	monochromatic amber, 595nm	FR	Auto Front Row	BLANK No Rotation		UNV	120-277V
			36L-55 [8]	7500 lumens	27K8	2700K, 80 CRI	2	Type 2	L	Optic rotation left	120	120V
			36L-85	10000 lumens	3K7	3000K, 70 CRI	3	Type 3	R	Optic rotation right	208	208V
			36L-105	12500 lumens	3K8	3000K, 80 CRI	4F	Type 4 Forward			240	240V
			36L-120	14000 lumens	3K9	3000K, 90 CRI	4W	Type 4 Wide			277	277V
		2 Size 2	72L-115	15000 lumens	35K8	3500K, 80 CRI	5QN	Type 5 Square Narrow			347	347V
			72L-145	18000 lumens	4K7	4000K, 70 CRI	5QW	Type 5 Square Wide			480	480V
			72L-180	21000 lumens	4K8	4000K, 80 CRI	5QM	Type 5 Square Medium				
			72L-210	24000 lumens	4K9	4000K, 90 CRI	5W	Type 5 Wide (Round)				
			72L-240	27000 lumens	5K7	5000K, 70 CRI	5RW	Type 5 Rectangular				
		3 Size 3	108L-215 [8]	27000 lumens	5K8	5000K, 80 CRI	C	Corner Optic				
			108L-250	30000 lumens			TC	Tennis Court Optic				
			108L-280	33000 lumens								
			108L-325	36000 lumens								
			108L-365	40000 lumens								
		4 Size 4	162L-320	40000 lumens								
			162L-365 [10]	44000 lumens								
			162L-405	48000 lumens								
			162L-445	52000 lumens								
			162L-485	55000 lumens								
			162L-545 [8]	60000 lumens								
			CLO	Custom Lumen Output [1]								

– | Mounting | | Color | | Options | |
|---|---|---|---|---|---|
| A | Arm mount for square pole/flat surface | BLT | Black Matte Textured | F | Fusing |
| A_ | Arm mount for round pole [3] | BLS | Black Gloss Smooth | E | Battery Backup [1,2,7,8,9] |
| ASQU | Universal arm mount for square pole | DBT | Dark Bronze Matte Textured | 2PF | Dual Power Feed |
| A_U | Universal arm mount for round pole [3] | DBS | Dark Bronze Gloss Smooth | 2DR | Dual Driver |
| AAU | Adjustable arm for pole mounting (universal drill pattern) | GTT | Graphite Matte Textured | TE | Tooless Entry |
| AA_U | Adjustable arm mount for round pole [3] | LGS | Light Grey Gloss Smooth | BC | Backlight Control |
| ADU | Decorative upswept Arm (universal drill pattern) | LGT | Light Grey Gloss Textured | TB | Terminal Block |
| AD_U | Decorative upswept arm mount for round pole [3] | PSS | Platinum Silver Smooth | | |
| MAF | Mast arm fitter for 2-3/8" OD horizontal arm | WHT | White Matte Textured | | |
| K | Knuckle | WHS | White Gloss Smooth | | |
| T | Trunnion | VGT | Verde Green Textured | | |
| WB | Wall Bracket, horizontal tenon with MAF | **Color Option** | | | |
| WM | Wall mount bracket with decorative upswept arm | CC | Custom Color | | |
| WA | Wall mount bracket with adjustable arm | | | | |

Network Control Options	
NXWS16F	NX Networked Wireless Enabled Integral NXSMP2-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming [1,4,5]
NXWS40F	NX Networked Wireless Enabled Integral NXSMP2-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming [1,4,5]
NXW	NX Networked Wireless Radio Module NXRM2 and Bluetooth Programming, without Sensor [4,5]
WIR	LightGRID+ In-Fixture Module [4,5]
WIRSC	LightGRID+ Module and Occupancy Sensor [4,5]
Stand Alone Sensors	
BTS-14F	Bluetooth® Programmable, BTSMP-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens
BTS-40F	Bluetooth® Programmable, BTSMP-HMO PIR Occupancy Sensor with Automatic Dimming® Photocell and 360° Lens
BTSO-12F	Bluetooth® Programmable, BTSMP-OMNI-O PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens
7PR	7-Pin Receptacle [4]
7PR-SC	7-Pin Receptacle with shorting cap [4]
3PR	3-Pin twist lock [4]
3PR-SC	3-Pin receptacle with shorting cap [4]
3PR-TL	3-Pin PCR with photocontrol [4]
Programmed Controls	
SCP-_F	Sensor Control Programmable, 8F or 40F [11]
ADD	AutoDim Timer Based Dimming [4]
ADT	AutoDim Time of Day Dimming [4]
Photocontrols	
PC	Button Photocontrol [4,7]

1 – Items with a grey background can be done as a custom order. Contact brand representative for more information
2 – Battery temperature rating -20C to 55C
3 – Replace "_" with "3" for 3.5"-4.13" OD pole, "4" for 4.18"-5.25" OD pole, "5" for 5.5"-6.5" OD pole
4 – Networked Controls cannot be combined with other control options
5 – Not available with 2PF option
6 – Not available with 480V
7 – Not available with 347 or 480V
8 – Not available with Dual Driver option
9 – Only available in Size 1 housing, up to 105 Watts
10 – Some voltage restrictions may apply when combined with controls
11 – At least one SCPREMOTE required to program SCP motion sensor. Must select 8ft or 40ft.

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VIPER Area/Site

VIPER LUMINAIRE

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

ORDERING GUIDE (CONT'D)

CATALOG #

Accessory Type		Size		Option		Color	
SHD	Shield	**1**	Size 1	**HSS-90-B**	House Side Shield 90° Back	**BLS**	Black Gloss Smooth
		2	Size 2	**HSS-90-F**	House Side Shield 90° Front	**BLT**	Black Matte Textured
		3	Size 3	**HSS-90-S**	House Side Shield 90° Side	**DBS**	Dark Bronze Gloss Smooth
		4	Size 4	**HSS-270-BSS**	House Side Shield 270° Back/Side/Side	**DBT**	Dark Bronze Matte Textured
				HSS-270-FSS	House Side Shield 270° Front/Side/Side	**GTT**	Graphite Matte Textured
				HSS-270-FSB	House Side Shield 270° Front/Side/Back	**LGS**	Light Gray Gloss Smooth
				HSS-360	House Side Shield 360°	**PSS**	Platinum Silver Smooth
				BC	Back Light Control	**WHS**	White Gloss Smooth
MTG	Mounting			**A**	Arm Mount for square pole/flat surface	**WHT**	White Matte Textured
				ASQU	Universal Arm Mount for square pole	**VGT**	Green Landscape Decorative
				AAU	Adjustable Arm for pole mounting	**LEG**	Legacy Colors
				ADU	Decorative upswept Arm	**Color Option**	
				RPA	Round Pole Adapter	**CC**	Custom Color
				MAF	Mast Arm Fitter for 2-3/8" OD horizontal arm		
				K	Knuckle		
				T	Trunnion		
				WB	Wall Bracket (compatible with universal arm mounts)		

Accessory Type		Option	
MSC	Miscellaneous	**BIRD SPK**	Bird Spike

Current Control Solutions — Accessories (Sold Separately)

NX Lighting Controls

☐ **NXOFM-1R1D-UNV** — On-fixture Module (7-pin), On / Off / Dim, Daylight Sensor with NX Radio and Bluetooth® Radio, 120–480VAC

LightGRID+ Lighting Control

☐ **WIR-RME-L** — On-fixture Module (7-pin or 5-pin), On / Off / Dim, Daylight Sensor with LightGRID+ Radio, 110–480VAC

☐ **SCP-REMOTE** — Remote Control for SCP/_F option. Order at least one per project to program and control the occupancy sensor

For additional information related to these accessories please visit currentlighting.com/beacon. Options provided for use with integrated sensor, please view specification sheet ordering information table for details.

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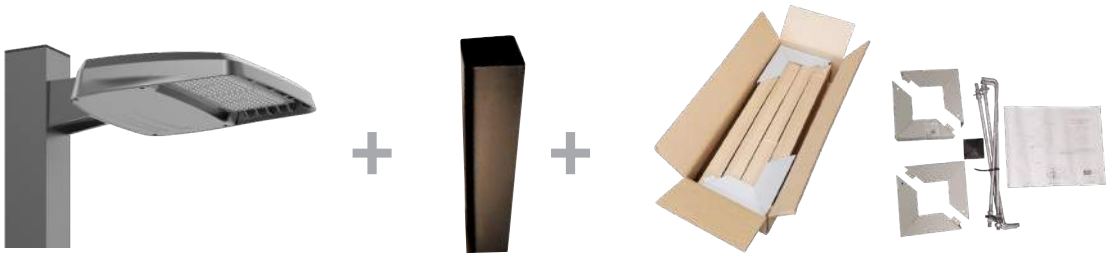
CATALOG #:

VIPER Area/Site

VIPER LUMINAIRE

VIPER POLE EXPRESS COMBO – ORDERING GUIDE



Catalog Number	Pole	Single or Double Head	Fixture	Lumens*	Wattage	Distribution	CCT/CRI	Mounting	Finish
VP-1-160-4K-3-LS-S20	**20' Square Straight Steel**	Single	**VP-1-160-4K-3-LS**	19584	158W	Type 3	4000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-4K-3-LS-S20-2X	**20' Square Straight Steel**	Double	**VP-1-160-4K-3-LS**	19584	158W	Type 3	4000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-4K-4F-LS-S20	**20' Square Straight Steel**	Single	**VP-1-160-4K-4F-LS**	19426	158W	Type 4F	4000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-4K-4F-LS-S20-2X	**20' Square Straight Steel**	Double	**VP-1-160-4K-4F-LS**	19426	158W	Type 4F	4000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-4K-3-LS-S25	**25' Square Straight Steel**	Single	**VP-1-160-4K-3-LS**	19584	158W	Type 3	4000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-4K-3-LS-S25-2X	**25' Square Straight Steel**	Double	**VP-1-160-4K-3-LS**	19584	158W	Type 3	4000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-4K-4F-LS-S25	**25' Square Straight Steel**	Single	**VP-1-160-4K-4F-LS**	19426	158W	Type 4F	4000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-4K-4F-LS-S25-2X	**25' Square Straight Steel**	Double	**VP-1-160-4K-4F-LS**	19426	158W	Type 4F	4000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-5K-3-LS-S20	**20' Square Straight Steel**	Single	**VP-1-160-5K-3-LS**	19499	158W	Type 3	5000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-5K-3-LS-S20-2X	**20' Square Straight Steel**	Double	**VP-1-160-5K-3-LS**	19499	158W	Type 3	5000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-5K-4F-LS-S20	**20' Square Straight Steel**	Single	**VP-1-160-5K-4F-LS**	19186	158W	Type 4F	5000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-5K-4F-LS-S20-2X	**20' Square Straight Steel**	Double	**VP-1-160-5K-4F-LS**	19186	158W	Type 4F	5000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-5K-3-LS-S25	**25' Square Straight Steel**	Single	**VP-1-160-5K-3-LS**	19499	158W	Type 3	5000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-5K-3-LS-S25-2X	**25' Square Straight Steel**	Double	**VP-1-160-5K-3-LS**	19499	158W	Type 3	5000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-5K-4F-LS-S25	**25' Square Straight Steel**	Single	**VP-1-160-5K-4F-LS**	19186	158W	Type 4F	5000K/70CRI	Universal Arm	Dark Bronze Textured
VP-1-160-5K-4F-LS-S25-2X	**25' Square Straight Steel**	Double	**VP-1-160-5K-4F-LS**	19186	158W	Type 4F	5000K/70CRI	Universal Arm	Dark Bronze Textured

VIPER POLE EXPRESS COMBO – STOCK LUMINAIRE SKUS

Catalog Number	Lumens	LPW	Distribution	Wattage	CCT/CRI	Voltage	Mounting	Finish
VP-1-160-4K-3-LS	19584	123.9	3	158W	4000K/70CRI	120-277V	Universal Arm with RPA (A3U)	Dark Bronze Textured
VP-1-160-4K-4F-LS	19426	122.9	4F	158W	4000K/70CRI	120-277V	Universal Arm with RPA (A3U)	Dark Bronze Textured
VP-1-160-5K-3-LS	19499	123.4	3	158W	5000K/70CRI	120-277V	Universal Arm with RPA (A3U)	Dark Bronze Textured
VP-1-160-5K-4F-LS	19186	121.4	4F	158W	5000K/70CRI	120-277V	Universal Arm with RPA (A3U)	Dark Bronze Textured

VIPER POLE EXPRESS COMBO – ACCESSORIES

Catalog Number	Description
VM14DB	Vibration Dampener, mounts to top of pole for reduced vibration

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VIPER Area/Site

VIPER LUMINAIRE

OUTDOOR LIGHTING CONTROLS OPTIONS

CONTROLS FUNCTIONALITY

LIGHTGRID+

	Control Option Ordering Logic & Description		Control Option Functionality									Control Option Components	
			Networkable	Grouping	Scheduling	Occupancy/ Motion	Daylight Harvesting	0-10V Dimming	On/Off Control	Bluetooth App Programming	Sensor Height		
NX Wireless	NXOFM1R1D-UNV	NX 7-Pin Twist-Lock® with NX Networked Wireless Radio, Integral Automatic Dimming Photocell, Integral Single Pole Relay with Dimming, and Bluetooth Programming	✓	✓	✓	Paired with external control	✓	✓	✓	✓	–		NXOFM-1R1D-UV
	NXW	NX Networked Wireless Radio Module NXRM2 and Bluetooth Programming, without Sensor	✓	✓	✓	–	–	✓	✓	✓	–		NXRM2-H
	NXWS12F	NX Networked Wireless Enabled Integral NXSMP2-OMNI-O PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming	✓	✓	✓	✓	✓	✓	✓	✓	12ft		NXSMP2-OMNI-O
	NXWS16F	NX Networked Wireless Enabled Integral NXSMP2-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming	✓	✓	✓	✓	✓	✓	✓	✓	16ft		NXSMP2-LMO
	NXWS40F	NX Networked Wireless Enabled Integral NXSMP2-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming	✓	✓	✓	✓	✓	✓	✓	✓	40ft		NXSMP2-HMO
LightGRID+	WIR	LightGRID+ In-Fixture Module	✓	–	✓	–	–	✓	✓	Gateway	–		WIR
	WIR-RME-L	LightGRID+ On Fixture Module	✓	–	✓	–	–	✓	✓	Gateway	–		WIR-RME-L
	WIRSC	LightGRID+ Module and Occupancy Sensor	✓	✓	✓	✓	✓	✓	✓	Gateway	14ft - 40ft		BTMSP
Independent	BTSO-12F	Bluetooth® Programmable, BTSMP-OMNI-O PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens	–	–	–	✓	✓	✓	✓	✓	12ft		BTSMP-OMNI-O
	BTS-14F	Bluetooth® Programmable, BTSMP-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens	–	–	–	✓	✓	✓	✓	✓	14ft		BTSMP-LMO
	BTS-40F	Bluetooth® Programmable, BTSMP-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens	–	–	–	✓	✓	✓	✓	✓	40ft		BTSMP-HMO

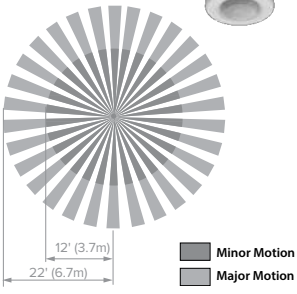
DEFAULT SETTINGS

NX Wireless	
Occupancy Sensor	Enabled
Occupancy Sensor Sensitivity	7
Occupancy Sensor Timeout	15 Minutes
Occupied Dim Level	100%
Unoccupied Dim Level	0%
Daylight Sensor	Disabled
Bluetooth	Enabled
2.4GHz Wireless Mesh	On
"Passcode Factory Passcode: HubbN3T!"	Enabled

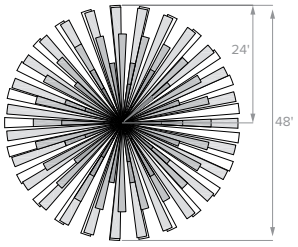
Stand Alone	
Occupancy Sensor	Enabled
Occupancy Sensor Sensitivity	7
Occupancy Sensor Timeout	8 Minutes
Occupied Dim Level	100%
Unoccupied Dim Level	50%
Daylight Sensor	Disabled

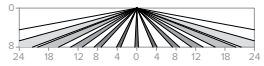
NX WIRELESS COVERAGE PATTERNS

NXSMP2-OMNI



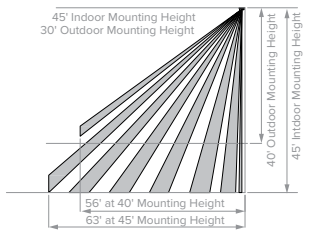
NXSMP2-LMO





Sensor Lens Coverage and Detection Patterns When Mounted at 8ft with Low Mount Lens

NXSMP2-HMO



Sensor Lens Coverage and Detection Patterns When Mounted at 40ft and 45ft with Standard Lens

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VIPER Area/Site

VIPER LUMINAIRE

DATE: | LOCATION:

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CATALOG #:

NX LIGHTING CONTROLS FREE APP

The NX Lighting Controls App is free to use mobile application for programming both NX Lighting Controls System or Standalone Bluetooth Sensors. The mobile app allows you to configure devices, discover and setup wireless enable luminiares and program NX system settings.

Apple App: https://apps.apple.com/us/app/nx-lighting-controls/id962112904

Google Play: https://play.google.com/store/apps/details?id=io.cordova.NXBTR&hl=en_US&gl=US

Apple App

Google Play

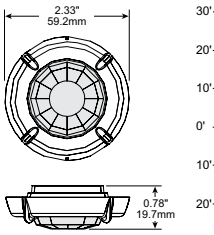
CONTROLS TECH SUPPORT 800-888-8006 (7:00 AM - 7:00 PM)

OUTDOOR LIGHTING CONTROLS OPTIONS

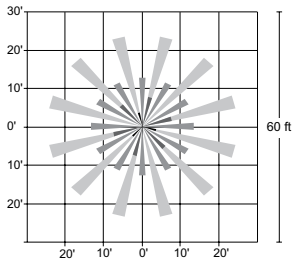
CONTROLS FUNCTIONALITY

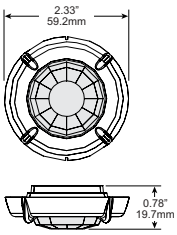
	Control Option Ordering Logic & Description		Control Option Functionality									Control Option Components
			Networkable	Grouping	Scheduling	Occupancy/ Motion	Daylight Harvesting	0-10V Dimming	On/Off Control	Bluetooth App Programming	Sensor Height	
Independent	SCP_F	Sensor Control Programmable, 8F or 40F	–	–	–	✓	✓	✓	✓	–	8ft or 40ft	SCP_F
	ADD	AutoDIM Timer Based Dimming	–	–	✓	–	–	–	✓	–	–	ADD
	ADT	AutoDIM Time of Day Dimming	–	–	✓	–	–	–	✓	–	–	ADT
	7PR	7-Pin Receptacle	–	–	Paired with external control	–	Paired with external control	–	Paired with external control	–	–	7PR
	7PR-SC	7-Pin Receptacle with shorting cap	–	–	–	–	–	–	–	–	–	7PR-SC
	3PR	3-Pin twist lock	–	–	–	–	–	–	Paired with external control	–	–	3PR
	3PR-SC	3-Pin Receptacle with shorting cap	–	–	–	–	–	–	–	–	–	3PR-SC
	3PR-TL	3-Pin with photocontrol	–	–	–	–	✓	–	✓	–	–	3PR-TL

COVERAGE PATTERNS FOR SCP_F

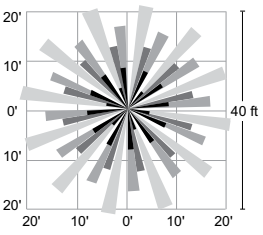


Coverage Top View @ 12ft.

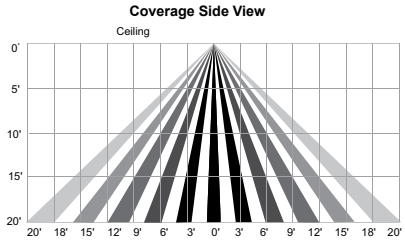




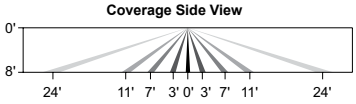
Coverage Top View @ 20 ft.

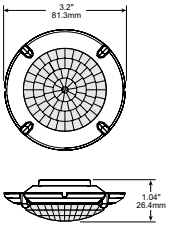


Coverage Side View

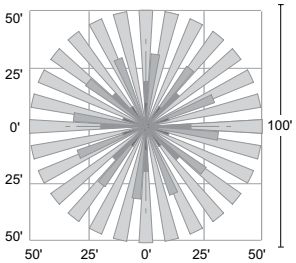


Coverage Side View

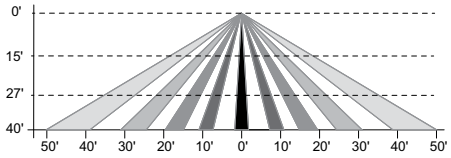




Coverage Top View @40ft



Coverage Side View



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DATE: LOCATION:

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VIPER Area/Site

VIPER LUMINAIRE

PROGRAMMED CONTROLS

ADD-AutoDim Timer Based Options

- Light delay options from 1-9 hours after the light is turned on to dim the light by 10-100%. To return the luminaire to its original light level there are dim return options from 1-9 hours after the light has been dimmed previously.

EX: ADD-6-5-R6

ADD Control Options	Configurations Choices	Example Choice Picked
Auto-Dim Options	1-9 Hours	6 - Delay 6 hours
Auto-Dim Brightness	10-100% Brightness	5 - Dim to 50% brightness
Auto-Dim Return	Delay 0-9 Hours	R6 - Return to full output after 6 hours

ADT-AutoDim Time of Day Based Option

- Light delay options from 1AM-9PM after the light is turned on to dim the light by 10-100%. To return the luminaire to its original light level there are dim return options from 1AM-9PM after the light has been dimmed previously.

EX: ADT-6-5-R6

ADD Control Options	Configurations Choices	Example Choice Picked
Auto-Dim Options	12-3 AM and 6-11 PM	6 - Dim at 6PM
Auto-Dim Brightness	10-100% Brightness	5 - Dim to 50%
Auto-Dim Return	12-6 AM and 9-11P	R6 - Return to full output at 6AM

DELIVERED LUMENS

For delivered lumens, please see Lumens Data PDF on www.Currentlighting.com

PROJECTED LUMEN MAINTENANCE

Ambient Temp.	0	25,000	*TM-21-11 36,000	50,000	100,000	Calculated L_{70} (Hours)
25°C / 77°F	1.00	0.97	0.96	0.95	0.91	408,000
40°C / 104°F	0.99	0.96	0.95	0.94	0.89	356,000

LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

Ambient Temperature		Lumen Multiplier
0°C	32°F	1.03
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	0.99
40°C	104°F	0.98

Micro Strike Lumen Multiplier			
CCT	70 CRI	80 CRI	90 CRI
2700K	–	0.841	–
3000K	0.977	0.861	0.647
3500K	–	0.900	–
4000K	1	0.926	0.699
5000K	1	0.937	0.791
AP-Amber Phosphor Converted Multiplier			
Amber	0.710		

Strike Lumen Multiplier			
CCT	70 CRI	80 CRI	90 CRI
2700K	0.9	0.81	0.62
3000K	0.933	0.853	0.659
3500K	0.959	0.894	0.711
4000K	1	0.9	0.732
5000K	1	0.9	0.732
Monochromatic Amber Multiplier			
Amber	See Amber Spec Sheet		

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VIPER Area/Site

VIPER LUMINAIRE

ELECTRICAL DATA: MICRO STRIKE

# OF LEDS	160						
NOMINAL WATTAGE	35	50	75	100	115	135	160
SYSTEM POWER (W)	34.9	50.5	72.1	97.2	111.9	132.2	157.8
INPUT VOLTAGE (V)	CURRENT (Amps)						
120	0.29	0.42	0.63	0.83	0.96	1.13	1.33
208	0.17	0.24	0.36	0.48	0.55	0.65	0.77
240	0.15	0.21	0.31	0.42	0.48	0.56	0.67
277	0.13	0.18	0.27	0.36	0.42	0.49	0.58
347	0.10	0.14	0.22	0.29	0.33	0.39	0.46
480	0.07	0.10	0.16	0.21	0.24	0.28	0.33

# OF LEDS	320						
NOMINAL WATTAGE	145	170	185	210	235	255	315
SYSTEM POWER (W)	150	166.8	185.7	216.2	240.9	261.5	312
INPUT VOLTAGE (V)	CURRENT (Amps)						
120	1.21	1.42	1.54	1.75	1.96	2.13	2.63
208	0.70	0.82	0.89	1.01	1.13	1.23	1.51
240	0.60	0.71	0.77	0.88	0.98	1.06	1.31
277	0.52	0.61	0.67	0.76	0.85	0.92	1.14
347	0.42	0.49	0.53	0.61	0.68	0.73	0.91
480	0.30	0.35	0.39	0.44	0.49	0.53	0.66

# OF LEDS	480					
NOMINAL WATTAGE	285	320	340	390	425	470
SYSTEM POWER (W)	286.2	316.7	338.4	392.2	423.2	468
INPUT VOLTAGE (V)	CURRENT (Amps)					
120	2.38	2.67	2.83	3.25	3.54	3.92
208	1.37	1.54	1.63	1.88	2.04	2.26
240	1.19	1.33	1.42	1.63	1.77	1.96
277	1.03	1.16	1.23	1.41	1.53	1.70
347	0.82	0.92	0.98	1.12	1.22	1.35
480	0.59	0.67	0.71	0.81	0.89	0.98

# OF LEDS	720				
NOMINAL WATTAGE	435	475	515	565	600
SYSTEM POWER (W)	429.3	475	519.1	565.2	599.9
INPUT VOLTAGE (V)	CURRENT (Amps)				
120	3.63	3.96	4.29	4.71	5.00
208	2.09	2.28	2.48	2.72	2.88
240	1.81	1.98	2.15	2.35	2.50
277	1.57	1.71	1.86	2.04	2.17
347	1.25	1.37	1.48	1.63	1.73
480	0.91	0.99	1.07	1.18	1.25

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VIPER Area/Site

VIPER LUMINAIRE

ELECTRICAL DATA: STRIKE

# OF LEDS	36				
NOMINAL WATTAGE	39	55	85	105	120
SYSTEM POWER (W)	39.6	56.8	83.6	108.2	120.9
INPUT VOLTAGE (V)	CURRENT (Amps)				
120	0.33	0.46	0.71	0.88	0.96
208	0.19	0.26	0.41	0.50	0.55
240	0.16	0.23	0.35	0.44	0.48
277	0.14	0.20	0.31	0.38	0.42
347	0.11	0.16	0.24	0.30	0.33
480	0.08	0.11	0.18	0.22	0.24

# OF LEDS	72				
NOMINAL WATTAGE	115	145	180	210	240
SYSTEM POWER (W)	113.7	143.2	179.4	210.2	241.7
INPUT VOLTAGE (V)	CURRENT (Amps)				
120	1.00	1.21	1.50	1.75	1.79
208	0.58	0.70	0.87	1.01	1.03
240	0.50	0.60	0.75	0.88	0.90
277	0.43	0.52	0.65	0.76	0.78
347	0.35	0.42	0.52	0.61	0.62
480	0.25	0.30	0.38	0.44	0.45

# OF LEDS	108				
NOMINAL WATTAGE	215	250	280	325	365
SYSTEM POWER (W)	214.8	250.8	278.3	324.7	362.6
INPUT VOLTAGE (V)	CURRENT (Amps)				
120	2.00	2.08	2.33	3.04	2.67
208	1.15	1.20	1.35	1.75	1.54
240	1.00	1.04	1.17	1.52	1.33
277	0.87	0.90	1.01	1.32	1.16
347	0.69	0.72	0.81	1.05	0.92
480	0.50	0.52	0.58	0.76	0.67

# OF LEDS		162				
NOMINAL WATTAGE	320	365	405	445	485	545
SYSTEM POWER (W)	322.1	362.6	403.6	445.1	487.1	543.9
INPUT VOLTAGE (V)		CURRENT (Amps)				
120	2.71	2.67	3.38	3.71	4.04	4.54
208	1.56	1.54	1.95	2.14	2.33	2.62
240	1.35	1.33	1.69	1.85	2.02	2.27
277	1.17	1.16	1.46	1.61	1.75	1.97
347	0.94	0.92	1.17	1.28	1.40	1.57
480	0.68	0.67	0.84	0.93	1.01	1.14

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VIPER Area/Site

VIPER LUMINAIRE

DATE: LOCATION:

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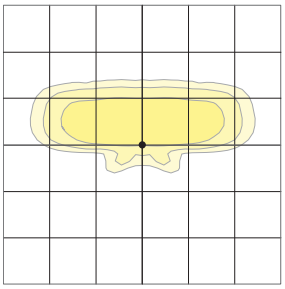
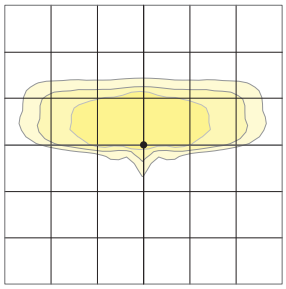
MICRO STRIKE PHOTOMETRY

The following diagrams represent the general distribution options offered for this product. For detailed information on specific product configurations, see website photometric test reports.

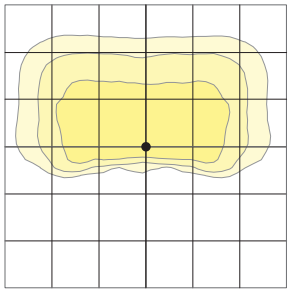
Type 2



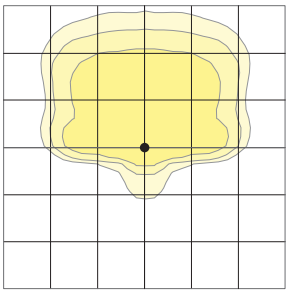
Type 3



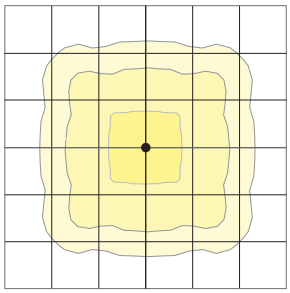
Type 4 Wide



Type 4F



Type 5QW



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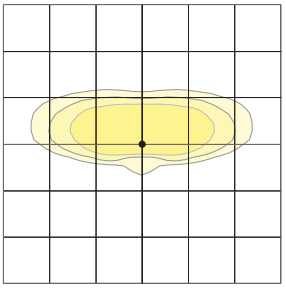
VIPER Area/Site

VIPER LUMINAIRE

OPTIC STRIKE PHOTOMETRY

The following diagrams represent the general distribution options offered for this product. For detailed information on specific product configurations, see website photometric test reports.

Type FR – Front Row/Auto Optic



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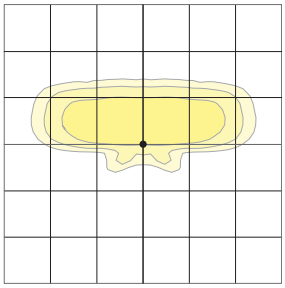

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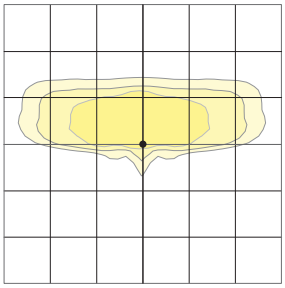
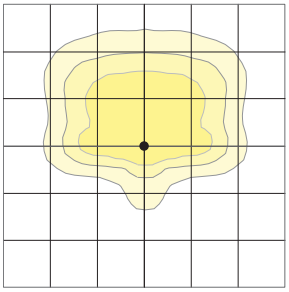
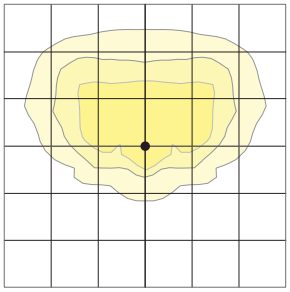


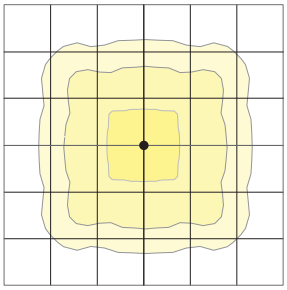
Type 4 Forward



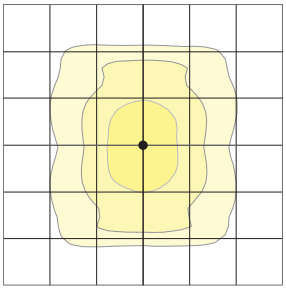
Type 4 Wide



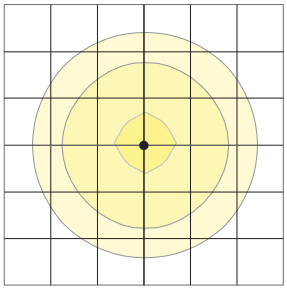
Type 5QM



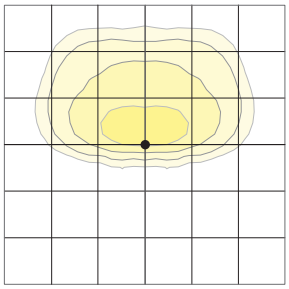
Type 5RW (rectangular)



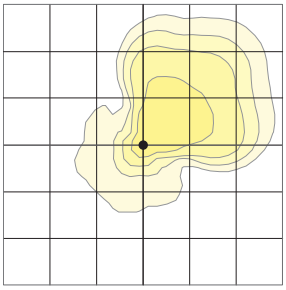
Type 5W (round wide)



Type TC



Type Corner



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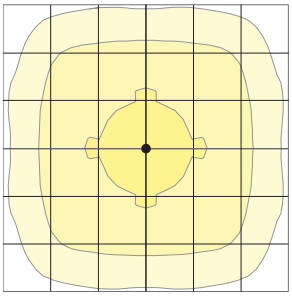

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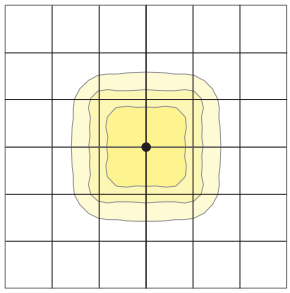

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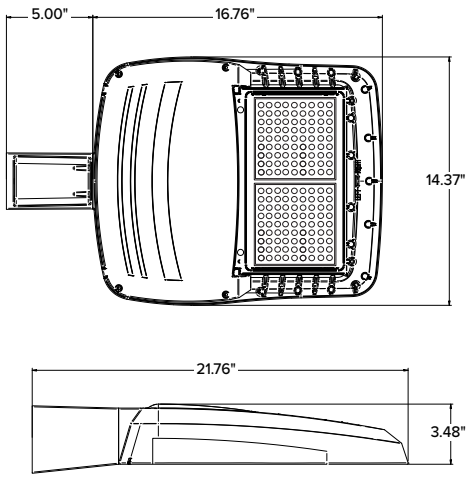
VIPER Area/Site

VIPER LUMINAIRE

DIMENSIONS

SIZE 1



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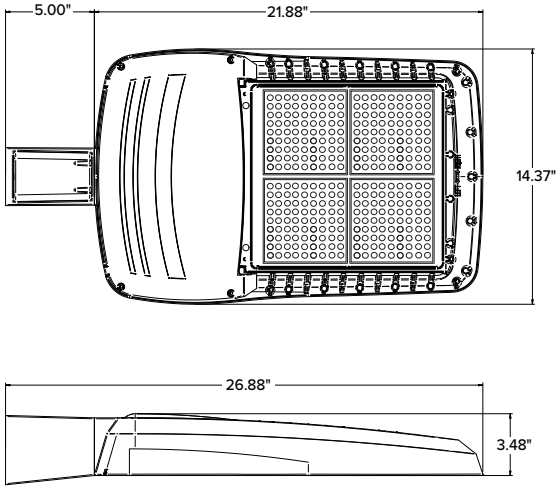
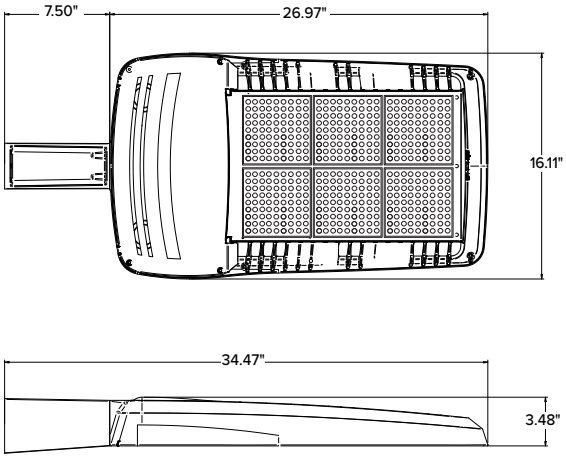
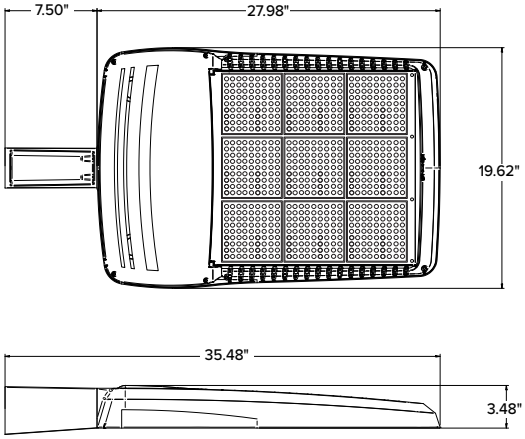


SIZE 3



SIZE 4



	EPA				
	VP1 (Size 1)	VP2 (Size 2)	VP3 (Size 3)	VP4 (Size 4)	Config.
Single Fixture	0.454	0.555	0.655	0.698	
Two at 180	0.908	1.110	1.310	1.396	
Two at 90	0.583	0.711	0.857	0.948	
Three at 90	1.037	1.266	1.512	1.646	
Three at 120	0.943	1.155	1.392	1.680	
Four at 90	1.166	1.422	1.714	1.896	

	Weight	
	lbs	kgs
VP1 (Size 1)	13.7	6.2
VP2 (Size 2)	16.0	7.26
VP3 (Size 3)	25.9	11.7
VP4 (Size 4)	30.8	13.9

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VIPER Area/Site

VIPER LUMINAIRE

DATE: LOCATION:

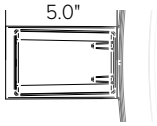
TYPE: PROJECT:

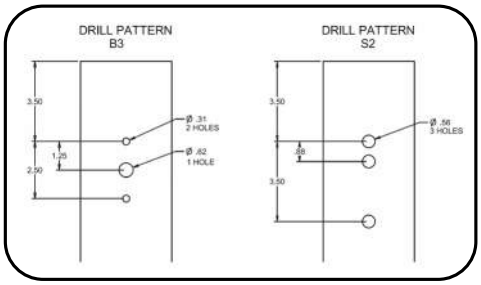
CATALOG #:

MOUNTING

A–STRAIGHT ARM MOUNT

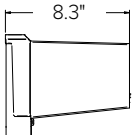
Fixture ships with integral arm for ease of installation. Compatible with Current Outdoor B3 drill pattern for ease of installation on square poles. For round poles add applicable suffix (2/3/4/5)

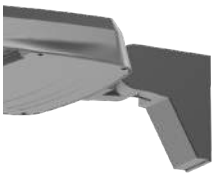




ASQU–UNIVERSAL ARM MOUNT

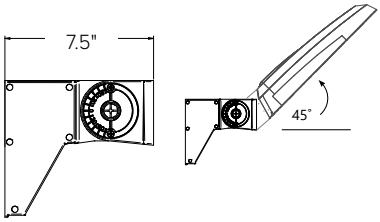
Universal mounting block for ease of installation. Compatible with drill patterns from 1.5" to 5.25" and Current drill pattern S2. For round poles add applicable suffix (2/3/4/5)





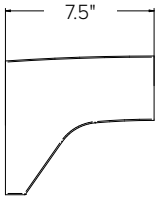
AAU–ADJUSTABLE ARM FOR POLE MOUNTING

Rotatable arm mounts directly to pole. Compatible with drill patterns from 1.5" to 5.25" and Current drill pattern S2 and B3. For round poles add applicable suffix (2/3/4/5). Rotatable in 5˚ aiming angle increments. Micro Strike configurations have a 45° aiming limitation. Strike configurations have a 30° aiming limitation.



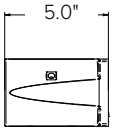
ADU–DECORATIVE UPSWEPT ARM

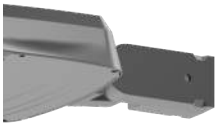
Upswept Arm compatible with drill patterns from 1.5" to 5.25" and Current drill pattern S2. For round poles add applicable suffix (2/3/4/5).



MAF–MAST ARM FITTER

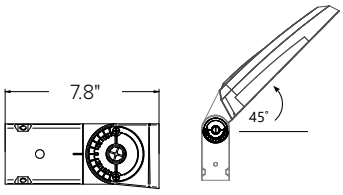
Fits 2-3/8" OD horizontal tenons.

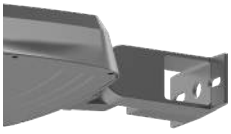




K–KNUCKLE

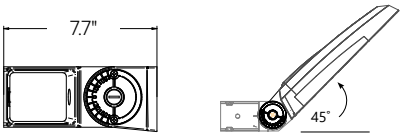
Rotatable in 5-degree aiming angle increments, fits 2-3/8" tenons or pipes. Micro Strike configurations have a 45° aiming limitation. Strike configurations have a 30° aiming limitation.





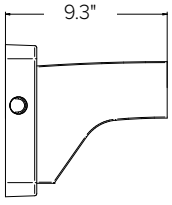
T–TRUNNION

Trunnion for surface and crossarm mounting using (1) 3/4" or (2) 1/2" size through bolts. Micro Strike configurations have a 45° aiming limitation. Strike configurations have a 30° aiming limitation.



WM–WALL MOUNT

Compatible with universal arm mount, adjustable arm mount, and decorative arm mount. The WA option uses the same wall bracket but replaces the decorative arm with an adjustable arm.



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DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

VIPER Area/Site

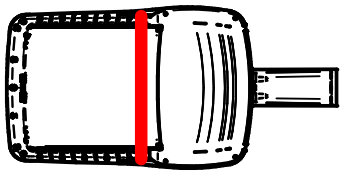
VIPER LUMINAIRE

ADDITIONAL INFORMATION (CONTINUED)

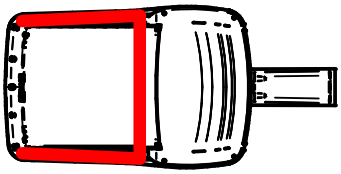
HOUSE SIDE SHIELD FIELD INSTALL ACCESSORIES

HSS has a depth of 5" for all Viper sizes
Not to be used with Occupancy Sensors as the shield may block the light to the sensor.

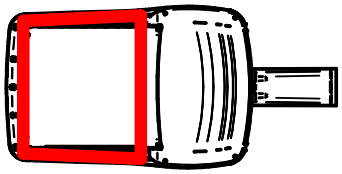
VPR2x HSS-90-B-xx



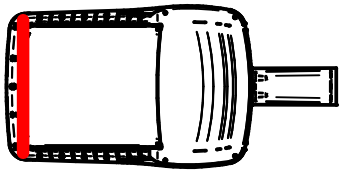
VPR2x HSS-270-BSS-xx



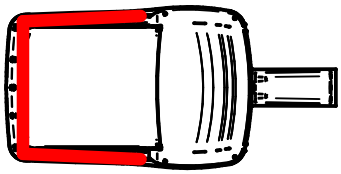
VPR2x HSS-360-xx



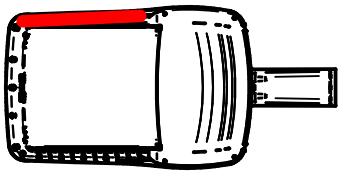
VPR2x HSS-90-F-xx



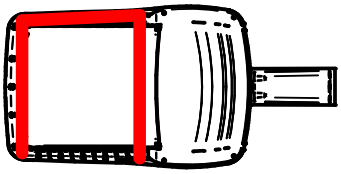
VPR2x HSS-270-FSS-xx



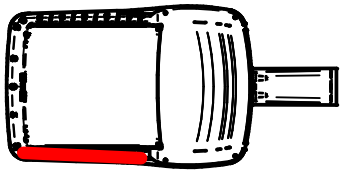
VPR2x HSS-90-S-xx



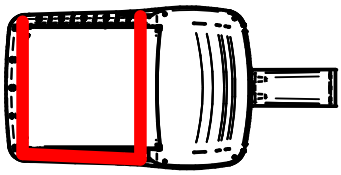
VPR2x HSS-270-FSB-xx



VPR2x HSS-90-S-xx



VPR2x HSS-270-FSB-xx



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BEACON
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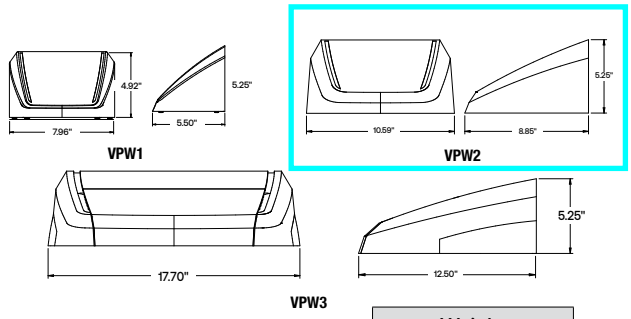
VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

MICRO STRIKE | OPTICS STRIKE



FEATURES

- Low profile LED wall luminaire with a variety of IES distributions for lighting applications such as retail, commercial and industrial building mount
- Featuring Strike and Micro Strike Optics which maximizes target zone illumination with minimal losses at the house-side, reducing light trespass issues
- Visual Comfort - Option for Size 2 and Size 3
- Control options including photo control, occupancy sensing, NX Distributed Intelligence™, and LightGRID+.
- Battery Backup options available for emergency code compliance
- Quick-mount adapter allows easy installation/maintenance
- 347V and 480V versions for industrial applications and Canada

C US BAA TAA

CONTROL TECHNOLOGY

NX CONNECT NX WIRED NX WIRELESS LIGHTGRID+

	Weight
VPW1	4.1 lbs / 1.86 kg
VPW2	7.15 lbs / 3.24 kg
VPW3	17.1 lbs / 7.80 kg

SPECIFICATIONS

CONSTRUCTION

- Die-cast housing with hidden vertical heat fins that are optimal for heat dissipation while keeping a clean smooth outer surface
- Corrosion resistant, die-cast aluminum housing with powder coat paint finish
- Powder paint finish provides durability in outdoor environments. Tested to meet 1000 hour salt spray rating

OPTICS

- Entire optical aperture illuminates to create a larger luminous surface area resulting in a low glare appearance without sacrificing optical performance
- 2700K, 3000K, 3500K, 4000K and 5000K CCTs
- Zero uplight distributions
- LED optics provide IES type II, III and IV distributions.

INSTALLATION

- Quick-mount adapter provides easy installation to wall or to recessed junction boxes (4" square junction box)
- Designed for direct j-box mount.

ELECTRICAL

- 120V-277V universal voltage 50/60Hz 0-10V dimming drivers
- 347V input is available in most wattage, 480V is available for 55W and above.
- Ambient operating temperature -40˚C to 40˚C
- Driver RoHS and IP66
- 10kV Surge Protector optional
- Drivers have greater than .90 power factor and less than 20% Total Harmonic Distortion
- Dual Driver option provides 2 drivers within luminaire but only one set of leads exiting the luminaire, where Dual Power Feed provides two drivers which can be wired independently as two sets of leads are extended from the luminaire. Both options can not be included in one same fixture.
- Dimming drivers are standard. Select CD (Customer Dimming) for the dimming wires to be extended outside the fixture.

CONTROLS

- Photo control, occupancy sensor and wireless available for complete on/off and dimming control
- Button photocontrol is suitable for 120-277V operation
- NX Distributed Intelligence™ available with in fixture wireless control module, features dimming and occupancy sensor

CONTROLS CONTINUED

- Integral Battery Backup provides emergency lighting for the required 90 minute path of egress
- Battery Backup suitable for operating temperatures -20˚C to 40˚C.
- Please consult brand or sales representative when combining control and electrical options as some combinations may not operate as anticipated depending on your application.
- LightGRID+ available with in fixture wireless control module, features dimming and occupancy sensor.

CERTIFICATIONS

- Certified to UL 1598 and CSA 22.2#250.0-24
- IP65 rated housing
- Emergency battery backup options are California Energy Commission (CEC) Title 20 Compliant
- This product meets federal procurement law requirements under the Buy American Act (FAR 52.225-9) and Trade Agreements Act (FAR 52.225- 11). See Buy America(n) Solutions (link to https://http://www.currentlighting.com/resources/americasolutions).

WARRANTY

- 5 year limited warranty

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DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

ORDERING GUIDE

Example: VPW1–24L-10–3K7–2–UNV–BLS

CATALOG # _____ – _____ – _____ – _____ – _____ – _____ – _____

Series		# LEDs - Wattage		CCT/CRI		Distribution		Voltage		Color	
VPW1	Viper Wall 1	**24L-10**	1,000 Lumens	**27K8**	2700K, 80 CRI	**FR**	Auto Front Row[7]	**UNV**	120-277V	**BLT**	Black Matte Textured
		24L-15	2,000 Lumens	**3K7**	3000K, 70 CRI	**2**	IES TYPE 2	**120**	120V	**BLS**	Black Gloss Smooth
		24L-25	3,000 Lumens	**4K7**	4000K, 70 CRI	**3**	IES TYPE 3	**208**	208V	**DBT**	Dark Bronze Matte Textured
VPW2	Viper Wall 2	**48L-15**	2,000 Lumens	**5K7**	5000K, 70 CRI	**4F**	IES TYPE 4 Forward	**240**	240V	**DBS**	Dark Bronze Gloss Smooth
		48L-20	3,000 Lumens	**3K8**	3000K, 80 CRI	**4W**	IES TYPE 4W	**277**	277V	**GTT**	Graphite Matte Textured
		48L-30	4,000 Lumens	**35K8**	3500K, 80 CRI			**347**	347V	**LGS**	Light Grey Gloss Smooth
		48L-35	5,000 Lumens	**4K8**	4000K, 80 CRI			**480**	480V	**LGT**	Light Grey Matte Textured
		48L-45	6,000 Lumens	**5K8**	5000K, 80 CRI					**PSS**	Platinum Silver Smooth
		80L-20	3,000 Lumens	**AP**	Phosphor Converted Amber[1]					**WHT**	White Matte Textured
		80L-25	4,000 Lumens							**WHS**	White Gloss Smooth
		80L-35	5,000 Lumens							**VGT**	Verde Green Textured
		80L-45	6,000 Lumens							**Color Option**	
		80L-55	7,000 Lumens							**CC**	Custom Color
		80L-65	8,000 Lumens								
		80L-70	8,500 Lumens								
		18L-25	3,000 Lumens, Strike Optics								
		18L-30	4,000 Lumens, Strike Optics								
		18L-39	4,750 Lumens, Strike Optics								
		18L-50	6,000 Lumens, Strike Optics								
		18L-60	6,500 Lumens, Strike Optics								
VPW3	Viper Wall 3	**160L-45**	7,000 Lumens								
		160L-70	10,000 Lumens								
		160L-95	12,500 Lumens								
		160L-105	15,000 Lumens								
		160L-135	17,500 Lumens								
		160L-155	20,000 Lumens								
		36L-55	7,000 Lumens, Strike Optics								
		36L-80	9,500 Lumens, Strike Optics								
		36L-100	11,500 Lumens, Strike Optics								
		36L-120	13,000 Lumens, Strike Optics								

– _____

Control Options Network[3,7,11,13]	
NXWS12F	NX Networked Wireless Enabled Integral NXSMP2-OMNI PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming[14]
NXWS16F	NX Networked Wireless Enabled Integral NXSMP2-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming[9]
NXWS24F	NX Networked Wireless Enabled Integral NXSMP2-OMNI-HM PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming[9]
NXWS40F	NX Networked Wireless Enabled Integral NXSMP2-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming[9]
NXW	NX Networked Wireless Radio Module NXRM2 and Bluetooth Programming, without Sensor
WIR	LightGRID+ In-Fixture Module[9]
WIRSC	LightGRID+ In-Fixture Moduel with BTS occupancy[9]
Stand Alone Sensors[7,11,13]	
BTS-14F	Bluetooth® Programmable, PIR Occupancy/Daylight Sensor[4,9]
BTS-40F	Bluetooth® Programmable, PIR Occupancy/Daylight Sensor[4,9]
BTSO-12F	Bluetooth® Programmable, PIR Occupancy/Daylight Sensor, up to 12' mounting height[14]
Photocontrol[13]	
PC	Button Photocontrol 120-277V

– _____

Options	
F	Fusing[5,7]
E	Battery[6,7,8]
EH	Battery with Heater[6,7,8]
CS	Comfort Shield[7,10]
SP	10kA Surge Protector
2PF	Dual Power Feed[2,7,8]
2DR	Dual Driver[2,7,8]
CD	Customer Dimming[12]
DTS	Dimming Transfer Switch[7]

Notes:

1 Available with Micro Strike Optics only
2 Not available with 480V in Size 1 and Size 2
3 Networked controls cannot be combined with other control options
4 Not available with VPW1 or with 2PF or 2DR options
5 Must specify voltage (VPW1 & VPW2: 120V, 277V or 347V; VPW3: 120V, 208V, 240V, 277V, 347V or 480V)
6 See page 10 for detail Battery configurations
7 Not available in VPW1
8 2PF can't be combined with E or EH; 2DR can't be combined with E or EH in VPW2
9 Not avialable in VPW1 and VPW2
10 Not available with Micro Strike 24L and 48L. Not available with Strike 18L and 36L
11 Not available with 2PF
12 Not available with Network Control options or Stand Alone Sensors. Can be ordered with PC
13 Not available in 480V in VPW2; Only available in 480V in VPW3 in 80W, 100W, 120W, 135W and 155W
14 NXWS12F and BTSO-12F are the only sensors available in VPW2

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VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #:

ACCESSORIES AND REPLACEMENT PARTS - MADE TO ORDER

	Catalog Number	Description
☐	**WP-BB-XXX**	Accessory for conduit entry[1]
☐	**CS**	Comfort Shield[2]

Notes:
1 replace "xxx" with color option
2 Not available with Micro Strike 24L and 48L or Strike 18L and 36L

CONTROLS FUNCTIONALITY

OUTDOOR LIGHTING CONTROLS OPTIONS

LIGHTGRID+

	Control Option Ordering Logic & Description		Control Option Functionality									Control Option Components	
			Networkable	Grouping	Scheduling	Occupancy/ Motion	Daylight Harvesting	0-10V Dimming	On/Off Control	Bluetooth App Programming	Sensor Height		
NX Wireless	NXW	NX Networked Wireless Radio Module NXRM2 and Bluetooth Programming, without Sensor	✓	✓	✓	–	–	✓	✓	✓	–		NXRM2-H
NX Wireless	NXWS16F	NX Networked Wireless Enabled Integral NXSMP2-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming	✓	✓	✓	✓	✓	✓	✓	✓	16ft		NXSMP2-LMO
NX Wireless	NXWS40F	NX Networked Wireless Enabled Integral NXSMP2-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming	✓	✓	✓	✓	✓	✓	✓	✓	40ft		NXSMP2-HMO
LightGRID+	WIR	LightGRID+ In-Fixture Module	✓	–	✓	–	–	✓	✓	Gateway	–		WIR
Independant	BTSO-12F	Bluetooth® Programmable, BTSMP-OMNI-O PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens	–	–	–	✓	✓	✓	✓	✓	12ft		BTSMP-OMNI-O
Independant	BTS-14F	Bluetooth® Programmable, BTSMP-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens	–	–	–	✓	✓	✓	✓	✓	14ft		BTSMP-LMO
Independant	BTS-40F	Bluetooth® Programmable, BTSMP-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens	–	–	–	✓	✓	✓	✓	✓	40ft		BTSMP-HMO

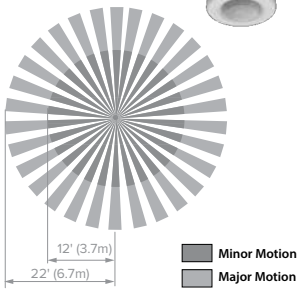
DEFAULT SETTINGS

NX Wireless	
Occupancy Sensor	Enabled
Occupancy Sensor Sensitivity	7
Occupancy Sensor Timeout	15 Minutes
Occupied Dim Level	100%
Unoccupied Dim Level	0%
Daylight Sensor	Disabled
Bluetooth	Enabled
2.4GHz Wireless Mesh	Off
"Passcode Factory Passcode: HubbN3T!"	Enabled

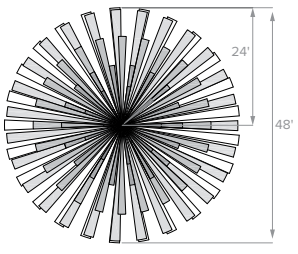
Stand Alone	
Occupancy Sensor	Enabled
Occupancy Sensor Sensitivity	7
Occupancy Sensor Timeout	8 Minutes
Occupied Dim Level	100%
Unoccupied Dim Level	0% (Off)
Daylight Sensor	Disabled

NX WIRELESS COVERAGE PATTERNS

NXSMP2-OMNI

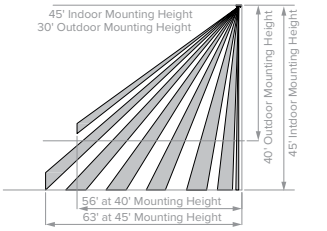


NXSMP2-LMO



Sensor Lens Coverage and Detection Patterns
When Mounted at 8ft with Low Mount Lens

NXSMP2-HMO



Sensor Lens Coverage and Detection Patterns
When Mounted at 40ft and 45ft with Standard Lens

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DATE: | LOCATION:

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CATALOG #:

VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

NX LIGHTING CONTROLS FREE APP

The NX Lighting Controls App is free to use mobile application for programming both NX Lighting Controls System or Standalone Bluetooth Sensors. The mobile app allows you to configure devices, discover and setup wireless enable luminiares and program NX system settings.

Apple App: https://apps.apple.com/us/app/nx-lighting-controls/id962112904

Google Play: https://play.google.com/store/apps/details?id=io.cordova.NXBTR&hl=en_US&gl=US

NX LIGHTING CONTROLS

Apple App Google Play

CONTROLS TECH SUPPORT 800-888-8006 (7:00 AM - 7:00 PM)

LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

Ambient Temperature		Lumen Multiplier
0°C	32°F	1.03
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	0.99
40°C	104°F	0.98
50°C	122°F	0.97

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

PROJECTED LUMEN MAINTENANCE

	OPERATING HOURS		
Ambient Temp.	0	25,000	TM-21-22 60,000
25°C / 77°F	1.00	0.91	0.83
40°C / 104°F	0.99	0.90	0.82

Lumen maintenance values calculated per TM-21 using six times the LM-80 test time for the LED and in-situ thermal testing of the luminaire.

MULTIPLIER

Micro Strike Lumen Multiplier			
CCT	70 CRI	80 CRI	90 CRI
2700K	–	0.841	–
3000K	0.977	0.861	0.647
3500K	–	0.900	–
4000K	1	0.926	0.699
5000K	1	0.937	0.791
Monochromatic Amber Multiplier			
Amber	0.710		

Strike Lumen Multiplier			
CCT	70 CRI	80 CRI	90 CRI
2700K	0.9	0.81	0.62
3000K	0.933	0.853	0.659
3500K	0.959	0.894	0.711
4000K	1	0.9	0.732
5000K	1	0.9	0.732
Monochromatic Amber Multiplier			
Amber	See Amber Spec Sheet		

PERFORMANCE DATA: MICROSTRIKE

Description	# of LEDs	Nominal Wattage	System Watts	Dist. Type	5K (5000K NOMINAL 70 CRI)					4K (4000K NOMINAL 70 CRI)					3K (3000K NOMINAL 70 CRI)				
					Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
VPW1	24L	10	6.6	2	888	134	0	0	0	883	134	0	0	0	850	129	0	0	0
				3	829	126	0	0	0	825	125	0	0	0	794	120	0	0	0
				4W	867	131	0	0	1	863	131	0	0	1	830	126	0	0	1
		15	14	2	1883	134	1	0	1	1873	134	1	0	1	1802	129	1	0	1
				3	1759	126	1	0	1	1750	125	1	0	1	1683	120	0	0	1
				4W	1839	131	0	0	1	1830	131	0	0	1	1761	126	0	0	1
		25	23.0	2	3116	135	1	0	1	3100	135	1	0	1	2982	130	1	0	1
				3	2910	127	1	0	1	2896	126	1	0	1	2785	121	1	0	1
				4W	3044	132	1	0	1	3029	132	1	0	1	2914	127	1	0	1

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DATE: | LOCATION:

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VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

PERFORMANCE DATA: MICROSTRIKE CONT'D

Description	# of LEDs	Nominal Wattage	System Watts	Dist. Type	5K (5000K NOMINAL 70 CRI)					4K (4000K NOMINAL 70 CRI)					3K (3000K NOMINAL 70 CRI)				
					Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
VPW2	48L	15	13.1	2	1866	142	1	0	1	1857	142	1	0	1	1786	136	1	0	1
				3	1743	133	1	0	1	1734	132	1	0	1	1668	127	0	0	1
				4F	1832	140	0	0	1	1823	139	0	0	1	1754	134	0	0	1
				4W	1823	139	0	0	1	1814	138	0	0	1	1745	133	0	0	1
		20	20.5	2	2791	136	1	0	1	2777	135	1	0	1	2671	130	1	0	1
				3	2606	127	1	0	1	2593	127	1	0	1	2495	122	1	0	1
				4F	2740	134	1	0	1	2726	133	1	0	1	2622	128	1	0	1
				4W	2726	133	1	0	1	2713	132	1	0	1	2610	127	1	0	1
		30	28.8	2	3766	131	1	0	1	3747	130	1	0	1	3605	125	1	0	1
				3	3517	122	1	0	1	3500	122	1	0	1	3367	117	1	0	1
				4F	3697	128	1	0	1	3678	128	1	0	1	3539	123	1	0	1
				4W	3679	128	1	0	1	3661	127	1	0	1	3522	122	1	0	1
		35	37.3	2	4707	126	1	0	1	4684	126	1	0	1	4506	121	1	0	1
				3	4396	118	1	0	1	4375	117	1	0	1	4208	113	1	0	1
				4F	4621	124	1	0	1	4598	123	1	0	1	4423	119	1	0	1
				4W	4599	123	1	0	2	4576	123	1	0	2	4402	118	1	0	2
		45	45.9	2	5604	121	1	0	1	5576	121	1	0	1	5364	116	1	0	1
				3	5234	114	1	0	2	5208	113	1	0	2	5010	109	1	0	2
				4F	5501	119	1	0	2	5474	118	1	0	2	5266	114	1	0	2
				4W	5475	116	1	0	2	5447	115	1	0	2	5240	111	1	0	2
	80L	20	19.4	2	2978	154	1	0	1	2963	153	1	0	1	2851	147	1	0	1
				3	3028	156	1	0	1	3013	155	1	0	1	2898	149	1	0	1
				4F	3039	157	1	0	1	3024	156	1	0	1	2909	150	1	0	1
				4W	2968	153	1	0	1	2953	152	1	0	1	2841	146	1	0	1
		25	26.7	2	3723	139	1	0	1	3704	139	1	0	1	3563	133	1	0	1
				3	3785	142	1	0	1	3766	141	1	0	1	3623	136	1	0	1
				4F	3799	142	1	0	1	3780	142	1	0	1	3636	136	1	0	1
				4W	3710	139	1	0	1	3692	138	1	0	1	3551	133	1	0	1
		35	34.2	2	4775	140	1	0	1	4751	139	1	0	1	4571	134	1	0	1
				3	4855	142	1	0	1	4831	141	1	0	1	4647	136	1	0	1
				4F	4872	142	1	0	1	4848	142	1	0	1	4664	136	1	0	1
				4W	4759	139	1	0	1	4735	138	1	0	1	4555	133	1	0	1
		45	41.7	2	6032	145	1	0	2	6002	144	1	0	2	5774	138	1	0	1
				3	6133	147	1	0	2	6102	146	1	0	2	5870	141	1	0	2
				4F	6155	148	1	0	2	6124	147	1	0	2	5891	141	1	0	2
				4W	6012	144	1	0	2	5982	143	1	0	2	5754	138	1	0	2
		55	50.6	2	6999	138	1	0	2	6964	138	1	0	2	6700	132	1	0	2
				3	7116	141	1	0	2	7081	140	1	0	2	6812	135	1	0	2
				4F	7142	141	1	0	2	7106	140	1	0	2	6836	135	1	0	2
				4W	6976	138	1	0	2	6941	137	1	0	2	6677	132	1	0	2
		65	58.3	2	7910	136	2	0	2	7871	135	2	0	2	7572	130	1	0	2
				3	8042	138	1	0	2	8002	137	1	0	2	7698	132	1	0	2
				4F	8071	138	2	0	2	8031	138	2	0	2	7726	133	1	0	2
				4W	7884	135	1	0	2	7844	135	1	0	2	7546	129	1	0	2
		70	63.5	2	8506	134	2	0	2	8463	133	2	0	2	8142	128	2	0	2
				3	8648	136	1	0	2	8605	136	1	0	2	8278	130	1	0	2
				4F	8679	137	2	0	2	8636	136	2	0	2	8308	131	2	0	2
				4W	8477	133	1	0	2	8435	133	1	0	2	8114	128	1	0	2

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DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

PERFORMANCE DATA: MICROSTRIKE CONT'D

Description	# of LEDs	Nominal Wattage	System Watts	Dist. Type	5K (5000K NOMINAL 70 CRI)					4K (4000K NOMINAL 70 CRI)					3K (3000K NOMINAL 70 CRI)				
					Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
VPW3	160L	45	46.2	2	6702	145	1	0	2	6668	144	1	0	2	6415	139	1	0	2
				3	6814	147	1	0	2	6780	147	1	0	2	6522	141	1	0	2
				4F	6838	148	1	0	2	6804	147	1	0	2	6546	142	1	0	2
				4W	6679	145	1	0	2	6646	144	1	0	2	6393	138	1	0	2
		70	68.3	2	9550	140	2	0	2	9502	139	2	0	2	9141	134	2	0	2
				3	9710	142	2	0	2	9661	141	2	0	2	9294	136	2	0	2
				4F	9744	143	2	0	2	9696	142	2	0	2	9327	137	2	0	2
				4W	9518	139	2	0	2	9470	139	2	0	2	9111	133	2	0	2
		95	91	2	13202	145	2	0	2	13136	144	2	0	2	12637	139	2	0	2
				3	13423	148	2	0	2	13356	147	2	0	2	12849	141	2	0	2
				4F	13471	148	2	0	2	13404	147	2	0	2	12895	142	2	0	2
				4W	13158	145	2	0	2	13092	144	2	0	2	12595	138	2	0	2
		105	106.3	2	14073	132	2	0	2	14003	132	2	0	2	13471	127	2	0	2
				3	14309	135	2	0	2	14238	134	2	0	2	13697	129	2	0	2
				4F	14360	135	2	0	2	14289	134	2	0	2	13746	129	2	0	2
				4W	14026	132	2	0	3	13956	131	2	0	3	13426	126	2	0	2
		135	134.8	2	17223	128	3	0	3	17137	127	3	0	3	16486	122	3	0	3
				3	17511	130	2	0	3	17424	129	2	0	3	16762	124	2	0	3
				4F	17574	130	3	0	3	17487	130	3	0	3	16822	125	3	0	3
				4W	17165	127	2	0	3	17080	127	2	0	3	16431	122	2	0	3
		155	158.3	2	19716	125	3	0	3	19618	124	3	0	3	18872	119	3	0	3
				3	20046	127	3	0	3	19946	126	3	0	3	19188	121	3	0	3
				4F	20118	127	3	0	3	20018	126	3	0	3	19257	122	3	0	3
				4W	19650	124	3	0	3	19552	124	3	0	3	18809	119	3	0	3

PERFORMANCE DATA: STRIKE

Description	# of LEDs	Nominal Wattage	System Watts	Dist. Type	5K (5000K NOMINAL 70 CRI)					4K (4000K NOMINAL 70 CRI)					3K (3000K NOMINAL 70 CRI)				
					Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
VPW2	18L	25	22.6	2	3314	147	1	0	1	3298	146	1	0	G1	3171	140	1	0	1
				3	3356	148	1	0	1	3340	148	1	0	G1	3212	142	1	0	1
				4F	3367	149	0	0	1	3351	148	0	0	G1	3222	143	0	0	1
				4W	3361	149	1	0	2	3345	148	1	0	G2	3216	142	1	0	2
		30	31.3	2	4124	132	1	0	1	4104	131	1	0	G1	3946	126	1	0	1
				3	4176	133	1	0	2	4156	133	1	0	G2	3996	128	1	0	1
				4F	4189	134	1	0	1	4169	133	1	0	G1	4009	128	1	0	1
				4W	4182	134	1	0	2	4162	133	1	0	G2	4002	128	1	0	2
		39	38.8	2	4894	126	1	0	1	4870	126	1	0	G1	4683	121	1	0	1
				3	4956	128	1	0	2	4932	127	1	0	G2	4742	122	1	0	2
				4F	4972	128	1	0	2	4948	128	1	0	G2	4758	123	1	0	2
				4W	4963	128	1	0	2	4939	127	1	0	G2	4749	122	1	0	2
		50	52.6	2	6325	120	1	0	1	6295	120	1	0	G1	6052	115	1	0	1
				3	6405	122	1	0	2	6374	121	1	0	G2	6129	117	1	0	2
				4F	6426	122	1	0	2	6395	122	1	0	G2	6149	117	1	0	2
				4W	6414	122	1	0	3	6384	121	1	0	G3	6138	117	1	0	3
		60	60.4	2	6865	114	1	0	2	6832	113	1	0	G2	6569	109	1	0	2
				3	6952	115	1	0	2	6919	115	1	0	G2	6652	110	1	0	2
				4F	6974	115	1	0	2	6941	115	1	0	G2	6674	110	1	0	2
				4W	6962	115	1	0	3	6929	115	1	0	G3	6662	110	1	0	3

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VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

PERFORMANCE DATA: STRIKE CONT'D

Description	# of LEDs	Nominal Wattage	System Watts	Dist. Type	5K (5000K NOMINAL 70 CRI)					4K (4000K NOMINAL 70 CRI)					3K (3000K NOMINAL 70 CRI)				
					Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
VPW3	36L	55	63.1	2	7284	135	1	0	2	7249	134	1	0	G2	6970	129	1	0	2
				3	7376	137	1	0	2	7341	136	1	0	G2	7058	131	1	0	2
				4F	7400	137	1	0	2	7364	137	1	0	G2	7081	131	1	0	2
				4W	7387	137	1	0	3	7351	136	1	0	G3	7069	131	1	0	3
		80	77.6	2	9788	126	2	0	2	9741	126	2	0	G2	9366	121	2	0	2
				3	9912	128	1	0	3	9864	127	1	0	G3	9485	122	1	0	3
				4F	9944	128	1	0	2	9896	128	1	0	G2	9516	123	1	0	2
				4W	9926	128	1	0	3	9879	127	1	0	G3	9499	122	1	0	3
		105	108.2	2	12650	128	2	0	2	12589	127	2	0	G2	12105	122	2	0	2
				3	12810	130	2	0	3	12748	129	2	0	G3	12258	124	2	0	3
				4F	12851	130	1	0	3	12790	129	1	0	G3	12298	124	1	0	3
				4W	12829	130	2	0	3	12767	129	2	0	G3	12276	124	2	0	3
		120	120.9	2	13730	114	2	0	2	13664	113	2	0	G2	13138	109	2	0	2
				3	13904	115	2	0	3	13837	114	2	0	G3	13305	110	2	0	3
				4F	13949	115	1	0	3	13882	115	1	0	G3	13348	110	1	0	3
				4W	13924	115	2	0	4	13857	115	2	0	G4	13324	110	2	0	3

ELECTRICAL DATA: STRIKE

# OF LEDS	18L				
NOMINAL WATTAGE	25	30	39	50	60
SYSTEM POWER (W)	22.6	31.3	38.8	52.6	60.4
INPUT VOLTAGE (V)	CURRENT (Amps)				
120	0.21	0.26	0.32	0.44	0.50
208	0.12	0.15	0.19	0.25	0.29
240	0.10	0.13	0.16	0.22	0.25
277	0.09	0.11	0.14	0.19	0.22
347	0.07	0.09	0.11	0.15	0.17
480	0.05	0.07	0.08	0.11	0.13

# OF LEDS	36L			
NOMINAL WATTAGE	55	80	100	120
SYSTEM POWER (W)	53.9	77.6	98.9	120.9
INPUT VOLTAGE (V)	CURRENT (Amps)			
120	0.45	0.65	0.82	1.01
208	0.26	0.37	0.48	0.58
240	0.22	0.32	0.41	0.50
277	0.19	0.28	0.36	0.44
347	0.16	0.22	0.29	0.35
480	0.11	0.16	0.21	0.25

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DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #:

VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

ELECTRICAL DATA: MICROSTRIKE

# OF LEDS	24L		
NOMINAL WATTAGE	10	15	25
SYSTEM POWER (W)	6.6	14.0	23.0
INPUT VOLTAGE (V)	CURRENT (Amps)		
120	0.06	0.12	0.19
208	0.03	0.07	0.11
240	0.03	0.06	0.10
277	0.02	0.05	0.08
347	0.02	0.04	0.07
480	0.01	0.03	0.05

# OF LEDS	48L				
NOMINAL WATTAGE	15	20	30	35	45
SYSTEM POWER (W)	13.1	20.5	28.8	37.3	45.9
INPUT VOLTAGE (V)	CURRENT (Amps)				
120	0.11	0.17	0.24	0.31	0.38
208	0.06	0.10	0.14	0.18	0.22
240	0.05	0.09	0.12	0.16	0.19
277	0.05	0.07	0.10	0.13	0.17
347	0.04	0.06	0.08	0.11	0.13
480	0.03	0.04	0.06	0.08	0.10

# OF LEDS	80L						
NOMINAL WATTAGE	20	25	35	45	55	65	70
SYSTEM POWER (W)	19.4	26.7	34.2	41.7	50.6	58.3	63.5
INPUT VOLTAGE (V)	CURRENT (Amps)						
120	0.16	0.22	0.29	0.35	0.42	0.49	0.53
208	0.10	0.13	0.18	0.22	0.27	0.28	0.31
240	0.08	0.12	0.15	0.19	0.24	0.24	0.26
277	0.07	0.10	0.13	0.17	0.21	0.21	0.23
347	0.06	0.08	0.11	0.13	0.16	0.17	0.18
480	0.04	0.06	0.08	0.10	0.12	0.12	0.13

# OF LEDS	160L					
NOMINAL WATTAGE	45	70	95	105	135	155
SYSTEM POWER (W)	46.2	68.3	91	106.3	134.8	158.3
INPUT VOLTAGE (V)	CURRENT (Amps)					
120	0.39	0.57	0.76	0.89	1.12	1.32
208	0.22	0.33	0.44	0.51	0.65	0.76
240	0.19	0.28	0.38	0.44	0.56	0.66
277	0.17	0.25	0.33	0.38	0.49	0.57
347	0.13	0.20	0.26	0.31	0.39	0.46
480	0.10	0.14	0.19	0.22	0.28	0.33

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BEACON
design . performance . technology

VIPER Wall

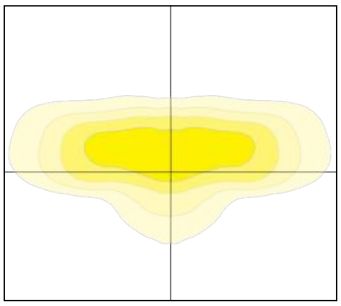
VPW1/VPW2/VPW3 LED WALLPACK

DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

PHOTOMETRY

Mounting Height: 10ft

Type 2



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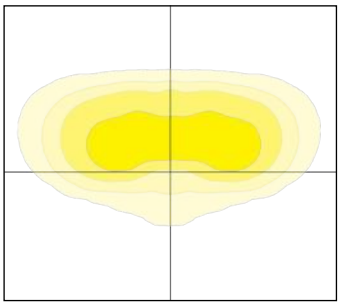
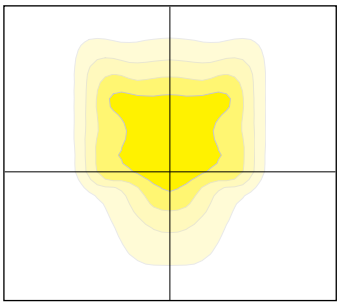
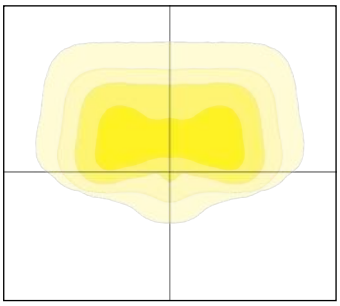


Type 4F

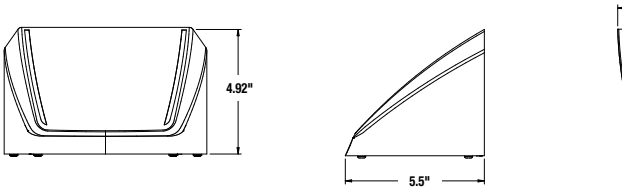


Type 4W

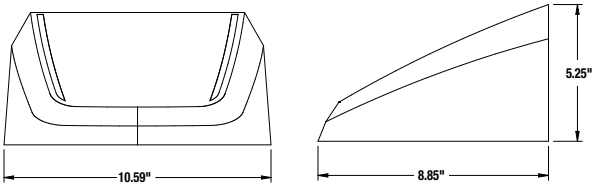


DIMENSIONS

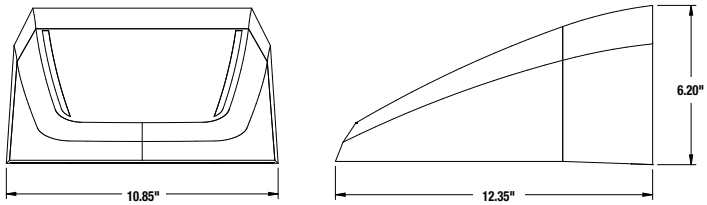
VPW1



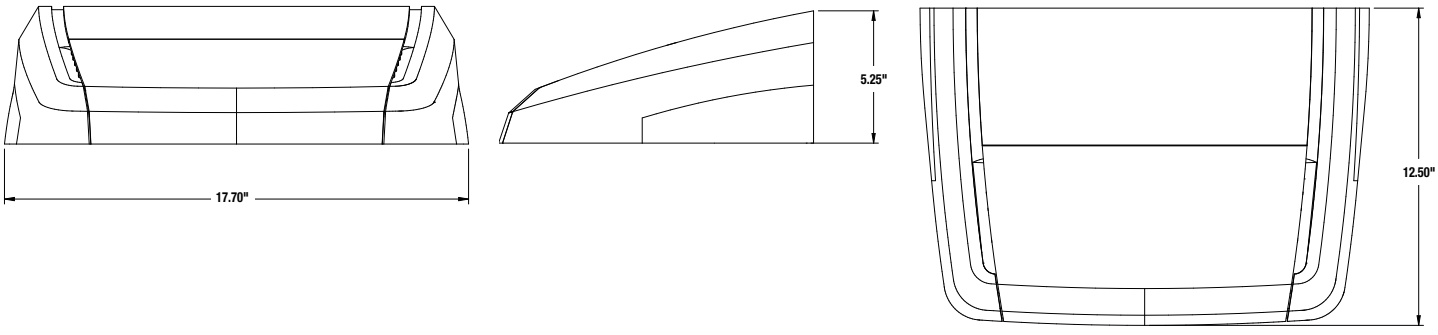
VPW2



VPW2 with Back Box



VPW3



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VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

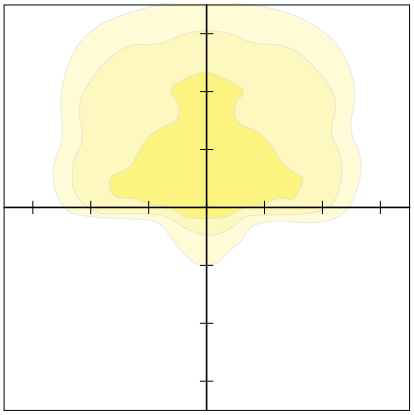
BATTERY OPTIONS & HOUSING SIZES

SIZE	OPTICS	OPTION	BATTERY WATTAGE	FIXTURE WATTAGES	HOUSING
VPW1	NO BATTERY OFFERED				
VPW2	Micro Strike	E	10W	20W, 25W, 35W	Standard
	Micro Strike	E	10W	45W, 55W, 65W, 70W	Not offered
	Micro Strike	EH	13W	20W, 25W, 35W, 45W, 55W, 65W, 70W	Housing with Backbox
	Strike	E	10W	15W, 20W, 25W, 35W, 39W	Standard
	Strike	E	10W	50W, 60W	Not offered
	Strike	EH	13W	15W, 20W, 25W, 30W, 39W, 50W, 60W	Housing with Backbox
VPW3	Micro Strike	E	10W	Not offered	
	Micro Strike	EH	13W	45W, 70W, 95W, 105W	Standard
	Micro Strike	EH	13W	135W, 155W	Not offered
	Strike	E	10W	Not offered	
	Strike	EH	13W	55W, 80W, 100W	Standard
	Strike	EH	13W	120W	Not offered

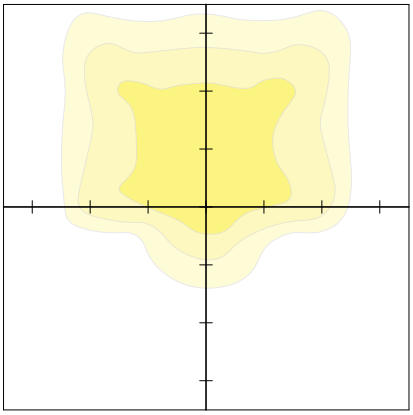
PHOTOMETRY - BATTERY

Mounting Height: 12ft
Scale: 10ft

18L BATTERY PHOTOMETRY



80L BATTERY PHOTOMETRY



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prescolite

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

LBSE-RD

EDGE-LIT ROUND FIXED CCT DIRECT J-BOX MOUNT DOWNLIGHT

LITEBOX® edge-lit

FEATURES

- 4”, 6”, and 8” aperture, delivering 750-1750 lumens
- Low surface profile of ½”
- Quick snap installation with no housing required
- Installs directly to most 3-1/2” and 4” J-Boxes
- Fixed CCT (3000K or 3500K, 80+ CRI) options
- Universal 120-277V, ideal for commercial applications
- All models standard with 0-10V/Triac/ELV dimming

WET LOCATION

c ETL LISTED US Intertek

ENERGY STAR

IC

SERVICE PROGRAMS

STOCK

SPECIFICATIONS

CONSTRUCTION

- Durable cast aluminum low profile trim with ½" surface profile
- Suitable for New Construction or remodel, IC or Non-IC applications
- Eliminates the need for a recessed housing, ideal for areas with limited plenum space
- Optional non-conductive Decorative Color Trim accessories available in White, Black, Silver, and Brushed Oil Rubbed Bronze

OPTICS

- Utilizes the latest Edge-Lit LED technology
- Integral diffuse polycarbonate lens provides uniform light distribution
- Light distribution is free of distracting bright spots
- Visually comfortable with low glare

ELECTRICAL

- Edge-Lit LED array with 3 SDCM color consistency
- Long LED life: Maintains 80% of lumen output at 54,000 hours of operation, L80 at >54,000 hours (TM-21)
- Available in Fixed CCT in 3000K or 3500K, 80+ CRI
- High efficiency integral driver with universal 120V-277V, 50/60Hz

ELECTRICAL (CONTINUED)

- All models have flicker-free dimming with 120-277V 0-10V Dim to Off or 120V Triac or ELV phase cut to 5%
- See Additional Information section for a list of recommended dimmers
- EMI: Meets Class A (<24dba) noise rating, FCC CFR 47 Part 15 Class B, ≥0.9 Power Factor, <20% THD

INSTALLATION

- Installs directly to most common 3-1/2” or 4” octagonal and round junction boxes with a minimum 1-1/2” depth including fire rated (by others)
- Metal plate mounts to the J-Box and accepts snap-in spring clips for a secure fit

CERTIFICATIONS

- cETLus listed to UL1598
- Can be used in direct contact with insulation (IC Rated)
- Suitable for wet locations, covered ceiling
- Suitable for use in clothes closets when installed in accordance to N.E.C. 410.16
- ENERGY STAR® certified

WARRANTY

- 5 year warranty

KEY DATA	
Lumen Range	783-1973
Wattage Range	10.4-20.0
Efficacy Range (LPW)	75-99
Reported Life (Hours)	L80 / >54,000
Input Current (mA)	87-167 (120V)

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prescolite

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

LBSE-RD

EDGE-LIT ROUND FIXED CCT DIRECT J-BOX MOUNT DOWNLIGHT

STOCK

ORDERING GUIDE

Example: LBSE-4RD-35K8-WH

CATALOG #

HOUSING

LBSE –		–	–
Model/CCT Configuration	**Aperture/Shape/Function**	**CCT/CRI**	**Trim Color**
LBSE Edge-Lit Surface, Fixed CCT, 120-277V with 0-10V/Triac/ELV dimming	**4RD** 4" Round, Direct J-Box Mount, 750 Lumens **6RD** 6" Round, Direct J-Box Mount, 1100 Lumens **8RD** 8" Round, Direct J-Box Mount, 1750 Lumens	**30K8** 3000K, 80+ CRI **35K8** 3500K, 80+ CRI	**WH** White

Accessories	
☐ **LBSE-4RD-T-WH**	Trim Accessory, 4" Round, White
☐ **LBSE-4RD-T-BL**	Trim Accessory, 4" Round, Black
☐ **LBSE-4RD-T-BBZ**	Trim Accessory, 4" Round, Brushed Oil Rubbed Bronze
☐ **LBSE-4RD-T-SVR**	Trim Accessory, 4" Round, Silver
☐ **LBSE-6RD-T-WH**	Trim Accessory, 6" Round, White
☐ **LBSE-6RD-T-BL**	Trim Accessory, 6" Round, Black
☐ **LBSE-6RD-T-BBZ**	Trim Accessory, 6" Round, Brushed Oil Rubbed Bronze
☐ **LBSE-6RD-T-SVR**	Trim Accessory, 6" Round, Silver
☐ **LBSE-8RD-T-WH**	Trim Accessory, 8" Round, White
☐ **LBSE-8RD-T-BL**	Trim Accessory, 8" Round, Black
☐ **LBSE-8RD-T-BBZ**	Trim Accessory, 8" Round, Brushed Oil Rubbed Bronze
☐ **LBSE-8RD-T-SVR**	Trim Accessory, 8" Round, Silver
☐ **LBSES-C-12**	Extension Cable, LBSE/LBSES, 12"
☐ **LBSES-C-24**	Extension Cable, LBSE/LBSES, 24"

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prescolite

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

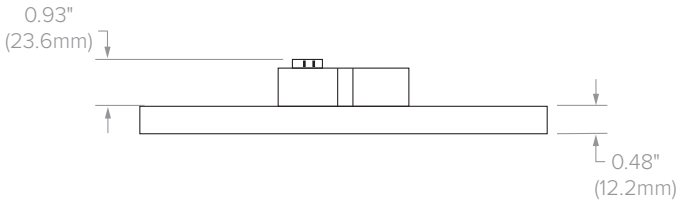
LBSE-RD

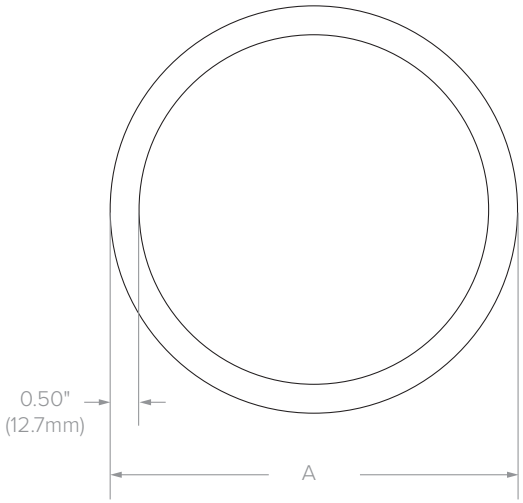
EDGE-LIT ROUND FIXED CCT DIRECT J-BOX MOUNT DOWNLIGHT

PERFORMANCE DATA TABLE

Nominal Aperture	Nominal Lumens	Cat #	CCT	CRI	Delivered Lumens	Watts	LPW
4"	750	LBSE-4RD-30K8-WH	3000K	80	783	10.4	75
		LBSE-4RD-35K8-WH	3500K		846	10.4	81
6"	1100	LBSE-6RD-30K8-WH	3000K	80	1144	12.9	89
		LBSE-6RD-35K8-WH	3500K		1237	12.9	96
8"	1750	LBSE-8RD-30K8-WH	3000K	80	1825	20.0	91
		LBSE-8RD-35K8-WH	3500K		1973	20.0	99

DIMENSIONS





Dimensional Data	
Aperture (Cat Logic)	"A"
4" (4RD)	ø4.61" (117.1mm)
6" (6RD)	ø6.00" (152.4mm)
8" (8RD)	ø8.00" (203.2mm)

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prescolite

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

LBSE-RD

EDGE-LIT ROUND FIXED CCT DIRECT J-BOX MOUNT DOWNLIGHT

PHOTOMETRY

LBSE-4RD-30K8-WH

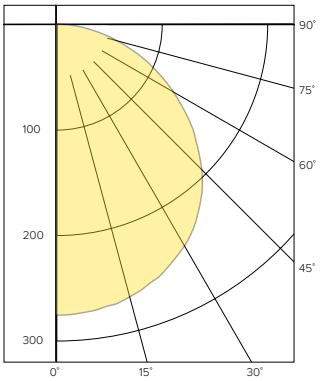
LUMINAIRE DATA

Test No.	**R20.00827-01**
Description	**4" Downlight, 3000K, 80 CRI**
Delivered Lumens	**783**
Watts	**10.4W**
Efficacy	**75.0**
Mounting	**Surface**
Spacing Criterion	**1.3**

ZONAL LUMEN SUMMARY

Zone	Lumens	% Luminaire
0-40	342	43.6
0-60	611	78.0
0-90	783	100.0
0-180	783	100.0

POLAR GRAPH



CANDELA DISTRIBUTION

Degree	Candela
0	260
5	259
15	253
25	239
35	217
45	184
55	142
65	98
75	55
85	15
90	0

LUMINANCE DATA*

Vertical Angle	Average
45°	48544
55°	46342
65°	43318
75°	39448
85°	32315

*Candela/Square Meter

LBSE-6RD-30K8-WH

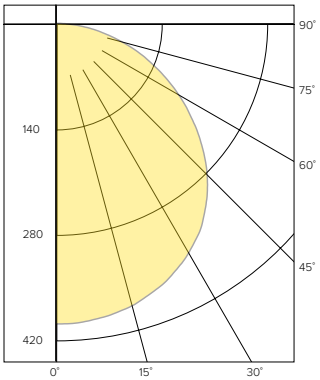
LUMINAIRE DATA

Test No.	**R20.00832-01**
Description	**6" Downlight, 3000K, 80 CRI**
Delivered Lumens	**1144**
Watts	**12.9W**
Efficacy	**89**
Mounting	**Surface**
Spacing Criterion	**1.3**

ZONAL LUMEN SUMMARY

Zone	Lumens	% Luminaire
0-40	499	43.6
0-60	891	77.9
0-90	1144	100.0
0-180	1144	100.0

POLAR GRAPH



CANDELA DISTRIBUTION

Degree	Candela
0	380
5	379
15	369
25	348
35	317
45	268
55	207
65	144
75	80
85	23
90	0

LUMINANCE DATA*

Vertical Angle	Average
45°	23513
55°	22408
65°	21066
75°	19135
85°	16235

*Candela/Square Meter

LBSE-8RD-30K8-WH

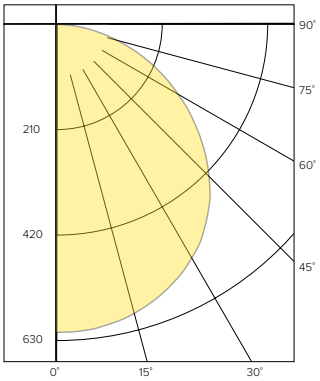
LUMINAIRE DATA

Test No.	**R20.00834-01**
Description	**8" Downlight, 3000K, 80 CRI**
Delivered Lumens	**1826**
Watts	**20W**
Efficacy	**92**
Mounting	**Surface**
Spacing Criterion	**1.3**

ZONAL LUMEN SUMMARY

Zone	Lumens	% Luminaire
0-40	798	43.7
0-60	1422	77.9
0-90	1826	100.0
0-180	1826	100.0

POLAR GRAPH



CANDELA DISTRIBUTION

Degree	Candela
0	608
5	607
15	592
25	558
35	505
45	427
55	331
65	228
75	127
85	38
90	0

LUMINANCE DATA*

Vertical Angle	Average
45°	24287
55°	23187
65°	21736
75°	19752
85°	17413

*Candela/Square Meter

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LBSE-RD

EDGE-LIT ROUND FIXED CCT DIRECT J-BOX MOUNT DOWNLIGHT

ADDITIONAL INFORMATION

Dimming Compatibility

For more details and recommended dimmer list, see Dimming Compatibility Information at www.currentlighting.com/prescolite.

J-Box Compatibility

LITEBOX® Edge-Lit Direct J-Box Mount downlights are compatible with many standard 3-1/2” and 4” octagonal and round J-Boxes with a 1-1/2” minimum depth. Fire rated J-Boxes may also be used.

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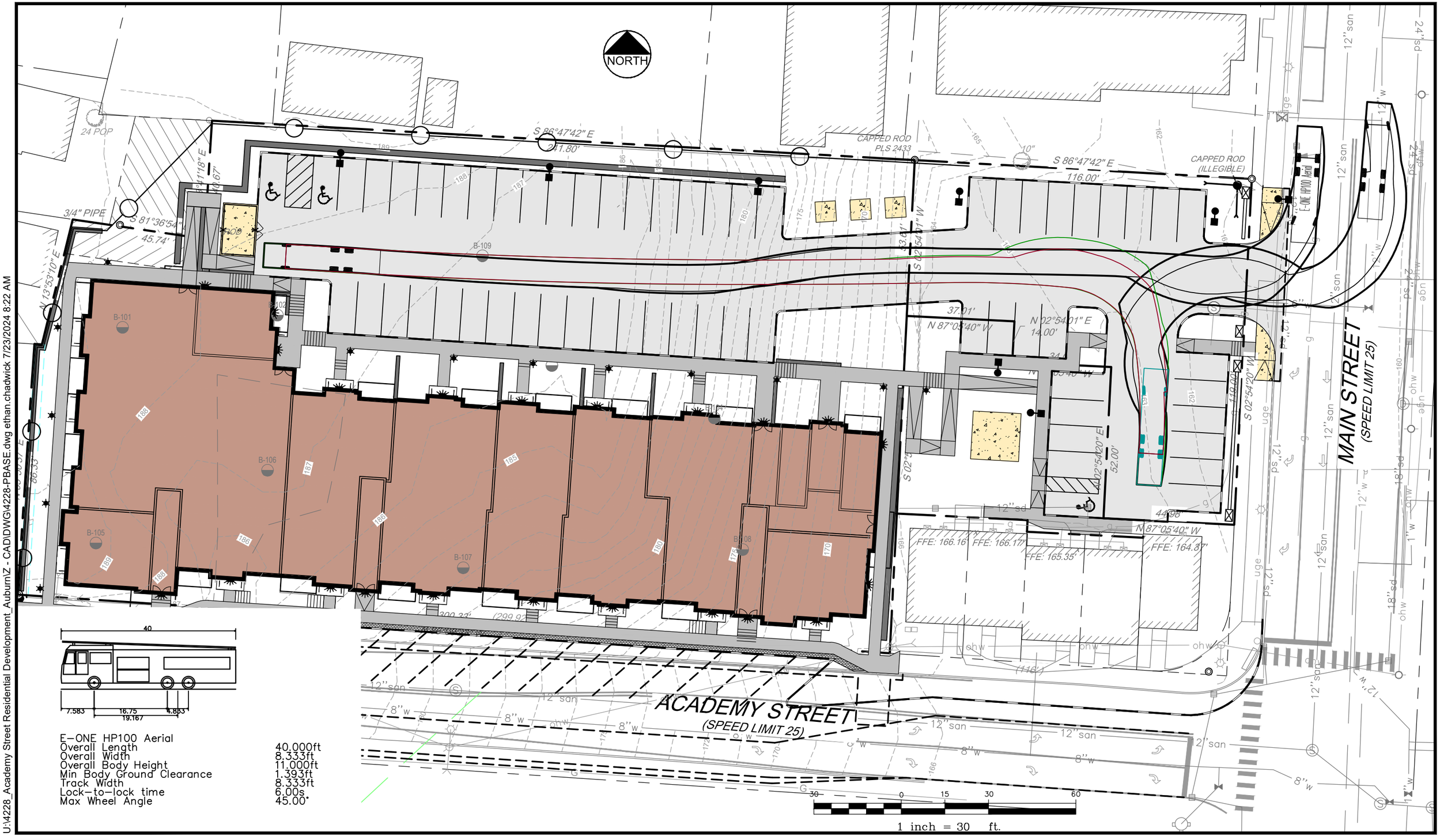
ATTACHMENT I



E-ONE HP100 Aerial	
Overall Length	40.000ft
Overall Width	8.333ft
Overall Body Height	11.000ft
Min Body Ground Clearance	1.393ft
Track Width	8.333ft
Lock-to-lock time	6.00s
Max Wheel Angle	45.00°

U:\4228_Academy Street Residential Development_Auburn\Z - CAD\DWG\4228-PBASE.dwg ethan.chadwick 7/23/2024 8:22 AM

GORRILL PALMER
An LJB Engineering Company

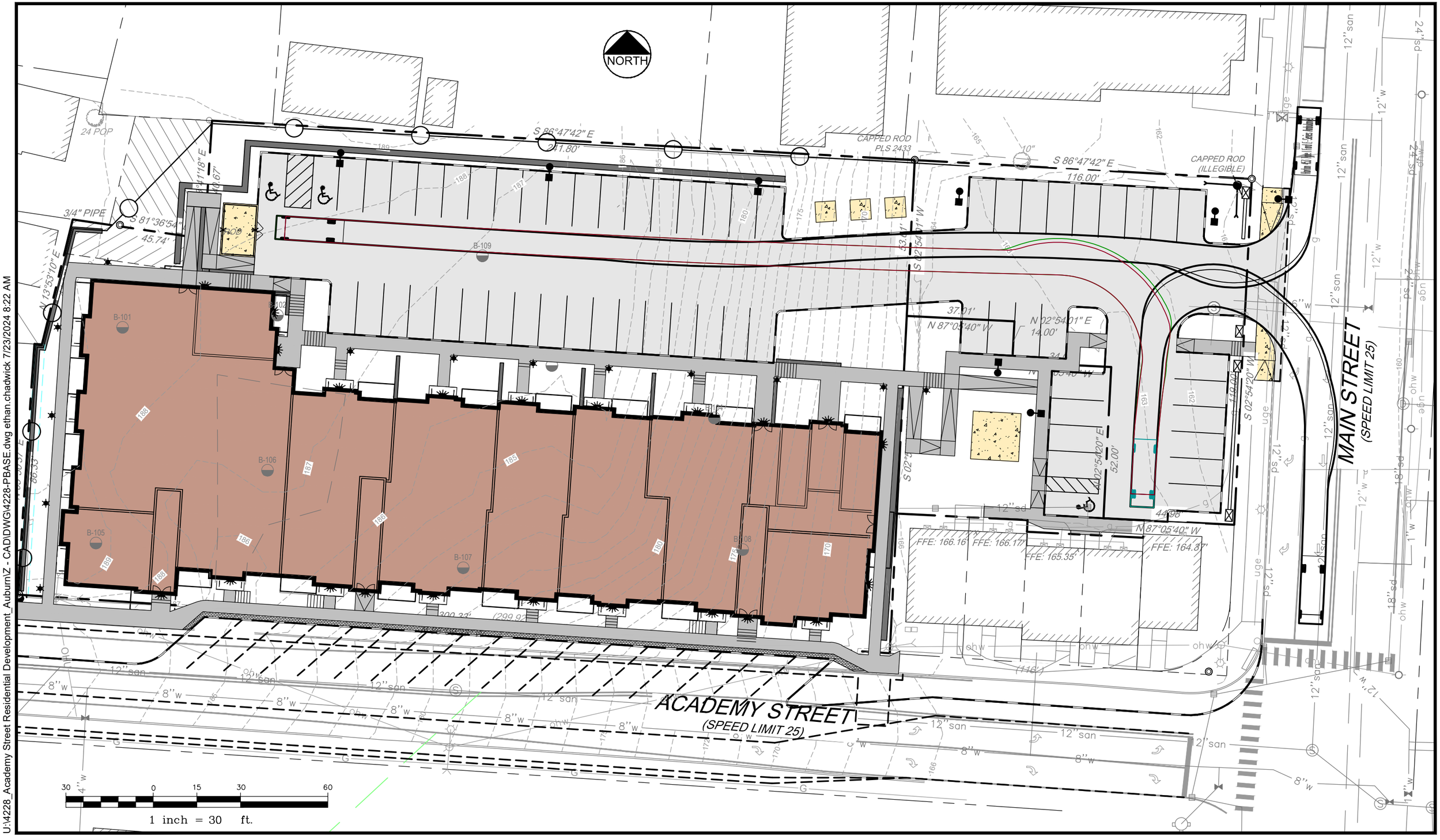
Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Client/Project
AUBURN TOWN CENTER APARTMENTS
15 ACADEMY STREET, AUBURN, MAINE

Title
FIRE TRUCK ACCESS

File Name:	CDD	-	-	24.07.22
	DWN.	CHKD.	DSGN.	DATE

Figure No.
1



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GORRILL PALMER
An LJB Engineering Company

Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Client/Project

AUBURN TOWN CENTER APARTMENTS
15 ACADEMY STREET, AUBURN, MAINE

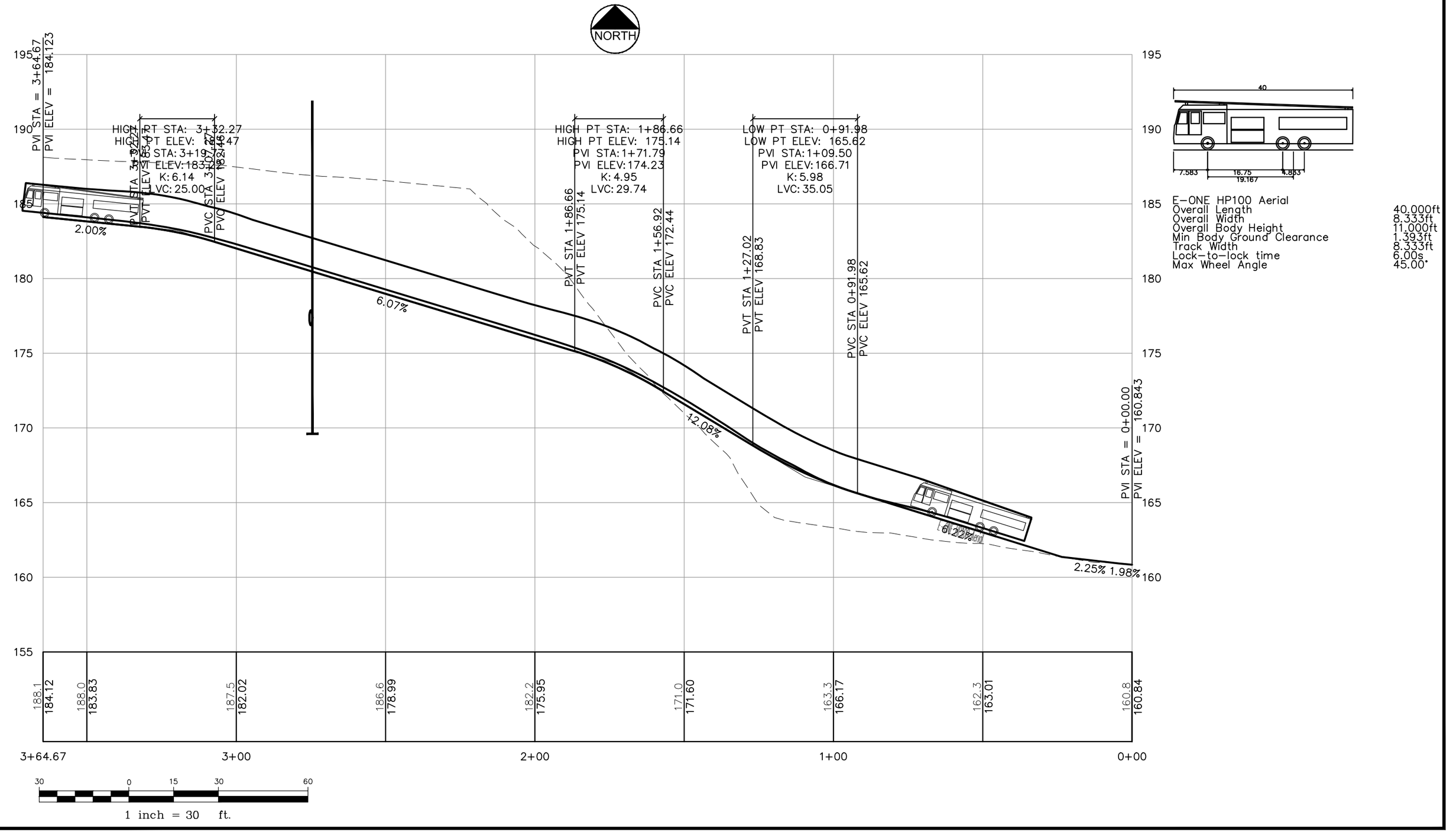
File Name:	CDD	-	-	24.07.22
	DWN.	CHKD.	DSGN.	DATE

Title

AMBULANCE ACCESS

Figure No.

2



E-ONE HP100 Aerial	
Overall Length	40.000ft
Overall Width	8.333ft
Overall Body Height	11.000ft
Min Body Ground Clearance	1.393ft
Track Width	8.333ft
Lock-to-lock time	6.00s
Max Wheel Angle	45.00°

U:\4228_Academy Street Residential Development_Auburn\Z - CAD\DWG\4228-PBASE.dwg ethan.chadwick 7/23/2024 8:23 AM

GORRILL PALMER
An LJB Engineering Company

Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Client/Project
AUBURN TOWN CENTER APARTMENTS
15 ACADEMY STREET, AUBURN, MAINE

Title
VERTICAL FIRE TRUCK MOVEMENT

File Name:	CDD	-	-	24.07.22
	DWN.	CHKD.	DSGN.	DATE

Figure No.
3

PROJECT PARCEL SITE		
ZONING: T-4.2 Traditional Downtown Neighborhood District		
AUBURN TAX ASSESSOR'S MAP AND LOT NUMBERS		
MAP	LOT	REGISTRY (A.C.R.D.) INFO
230	132	BOOK 11792, PAGE 1
231	004	BOOK 11792, PAGE 1
231	004-006	BOOK 8177, PAGE 45

APPLICANT/OWNER OF RECORD:
Auburn Town Center Apartments, LLC
799 WASHINGTON STREET N.
AUBURN, ME 04210
ATTN: MATT LEONARD

A.C.R.D. BOOK 11792, PAGE 1

SITE DEVELOPMENT PLANS

FOR

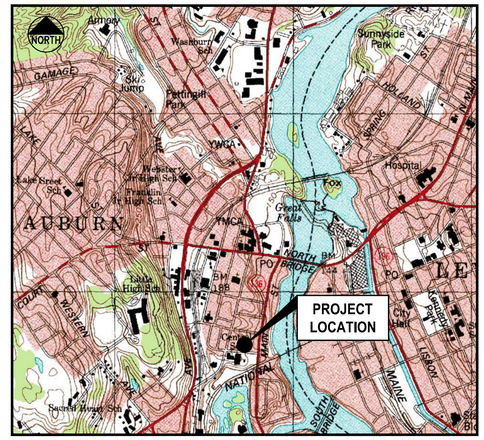
AUBURN TOWN CENTER APARTMENTS

15 ACADEMY STREET

AUBURN, MAINE

PERMIT PLAN SUBMISSION

OCTOBER 2025



LOCATION MAP
N.T.S.

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C-1.0 COVER SHEET
C-1.1 GENERAL NOTES & LEGEND
C-1.2 SURVEY PLAN (BY SEBAGO TECHNICS)
C-2.0 EXISTING CONDITIONS & REMOVALS PLAN
C-3.0 SITE LAYOUT PLAN
C-3.1 SUBDIVISION PLAN (BY SEBAGO TECHNICS)
C-4.0 GRADING, DRAINAGE & EROSION CONTROL PLAN
C-4.1 STORMWATER MANAGEMENT PLAN
C-4.2 STORMWATER MANAGEMENT DETAILS
C-5.0 UTILITY PLAN
C-5.1 UTILITY PROFILES
C-6.0 SITE & MISCELLANEOUS DETAILS
C-6.1 SITE & MISCELLANEOUS DETAILS
C-6.2 SITE & MISCELLANEOUS DETAILS
C-6.3 STORM DRAIN & UTILITY DETAILS
C-6.4 EROSION & SEDIMENT CONTROL DETAILS
C-6.5 EROSION & SEDIMENT CONTROL NARRATIVE
C-7.0 SITE SECTIONS
C-7.1 SITE SECTIONS
C-7.2 SITE SECTIONS
C-8.0 ACCESS DRIVE PROFILE
C-9.0 PHOTOMETRICS PLAN (BY SWANEY LIGHTING)

LANDSCAPE PLANS (BY 3KEY HOSPITALITY)
A460 EAST TERRACE - PLANTING/PLANTERS
A470 WEST TERRACE - PLANTING/PLANTERS
A480 SITE LANDSCAPE PLAN

*NOT INCLUDED IN SUBMISSION

UTILITIES

WATER & SEWER:
AUBURN WATER & SEWERAGE DISTRICT
268 COURT STREET
AUBURN, MAINE 04210
207.784.6469
CONTACT:

ELECTRIC:
CENTRAL MAINE POWER
740 MAIN STREET
LEWISTON, MAINE 04240
800.750.4000
CONTACT: Rick Delaney
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PORTLAND, MAINE 04103
802.272.2646
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NATURAL GAS:
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PORTLAND, MAINE 04103
207.541.2543
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CABLE TV:
SPECTRUM
37 ALFRED PLOURDE PARKWAY
LEWISTON, MAINE 04240
207.253.2210
CONTACT: SCOTT REED

DIG SAFE:
CALL BEFORE YOU DIG
DIAL 811 (AT LEAST 72 HRS IN ADVANCE)

PERMITS / APPROVALS

LOCAL	GOVERNING BODY	STATUS
MAJOR DEVELOPMENT REVIEW	CITY OF AUBURN - PLANNING BOARD 60 COURT STREET AUBURN, MAINE 04210 207.333.6600	SITE PLAN SUBMISSION 07.08.2024 SITE/SUBDIVISION RESUBMITTED 10.10.2025
BUILDING PERMIT	AUBURN CODE ENFORCEMENT DEPT. 60 COURT STREET AUBURN, MAINE 04210 207.333.6600	TO BE FILED PRIOR TO CONSTRUCTION BY CONTRACTOR
STREET OPENING PERMIT	AUBURN PUBLIC WORKS DEPT. 296 GRACELAWN ROAD AUBURN, MAINE 04210 207.333.6670	TO BE FILED PRIOR TO CONSTRUCTION BY CONTRACTOR

STATE	GOVERNING BODY	STATUS
STORMWATER PERMIT BY RULE	MAINEDEP - CENTRAL MAINE REGIONAL OFFICE 32 BLOSSOM LANE AUGUSTA, MAINE 04333 207.287.7688	SUBMITTED 10.10.2025

ALL PERMITS ARE ANTICIPATED TO HAVE CONDITIONS ATTENDANT WITH THEIR APPROVAL. THE CONTRACTOR SHALL REVIEW ALL PERMITS AND THE CONDITIONS ATTENDANT WITH APPROVALS PRIOR TO THE START OF THE WORK. UNLESS OTHERWISE STIPULATED BY THE CONTRACT DOCUMENTS, THE CONTRACTOR IS REQUIRED TO COMPLY AND FULFILL ALL CONDITIONS OF APPROVAL.

CONSULTANT LIST

CIVIL ENGINEER/TRAFFIC ENGINEER:
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300 SOUTHBOROUGH DRIVE, SUITE 200
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BUILDING ARCHITECT:
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MEP ENGINEER & STRUCTURAL ENGINEER:
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796 MERUS COURT
ST. LOUIS, MO 63026
636.349.1600
ATTN: MATT CASE, PE, LEED AP
MATT BONO, PE, SE

GEOTECHNICAL ENGINEER:
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GRAY, ME 04039
207.657.2866
ATTN: EVAN M, WALKER, P.E.

LANDSCAPE ARCHITECT:
3Key Hospitality
4530 ST. JOHNS AVENUE
JACKSONVILLE, FL 32210
904.236.9757
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I HEREBY ACKNOWLEDGE THAT THESE PLANS AND SPECIFICATIONS WERE PREPARED UNDER MY DIRECT SUPERVISION, AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MAINE AND THAT I AM COMPETENT TO PREPARE THIS DOCUMENT.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
KALEB A. BOURASSA
No. 17072
LICENSED
PROFESSIONAL ENGINEER
10.31.2025
KALEB A. BOURASSA, P.E.
LIC. #17072

Rev.	Date	Revision

Rev.	Date	Revision
6	2025.10.31	RESUBMITTED TO CITY PER COMMENTS
5	2025.10.10	SUBMITTED FOR CITY SITE/SUBDIVISION APPLICATION
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Design: KAB	Draft: CDD	Date: JAN. 2024
Checked: SRB	Scale: AS NOTED	Job No.: 4228
File Name: 4228-COVER.dwg		

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GORRILL PALMER
An LJB Engineering Company

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Drawing Name: COVER SHEET
Project: AUBURN TOWN CENTER APARTMENTS
15 ACADEMY STREET, AUBURN, MAINE
Client: HIGHGATE DEVELOPMENT, LLC
799 WASHINGTON STREET N., AUBURN, ME 04210

Drawing No. C-1.0

K:\3Key Hospitality\4228_Academy Street Residential Development_Auburn\2 - CAD\DWG\4228-COVER.dwg 10/30/2025 5:27 PM

GENERAL NOTES

1. IN ADDITION TO THESE PLANS AND NOTES, THE CONTRACTOR SHALL REFER TO THE PROJECT MANUAL OR MOST CURRENT MAINE DEPARTMENT OF TRANSPORTATION (MAINE DOT) SPECIFICATIONS FOR CONSTRUCTION SPECIFICATIONS AND BIDDING PROCEDURES.

2. THIS PROJECT WILL BE SUBJECT TO THE TERMS AND CONDITIONS OF ALL PERMITS ISSUED BY LOCAL UTILITY COMPANIES AND THE CITY OF AUBURN.

3. THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF THE ENTRANCE, PAVING, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY ENTRANCE POINTS. ENTRANCES IN MOST LOCATIONS REQUIRE STRUCTURAL SLABS. REFER TO THE ARCHITECTURAL AND STRUCTURAL DRAWINGS FOR INFORMATION ON THE STRUCTURAL SLAB ENTRANCES.

4. ALL REQUIRED AND NECESSARY INSPECTIONS AND OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSIONS AND THE FINAL SERVICE CONNECTIONS.

5. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR THE ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AND DIG SAFE AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS, AT ITS SOLE COST.

6. MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO THE APPLICANT AND THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES SHOWN ON THE PLANS. ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED IF DEEMED NECESSARY BY ONSITE INSPECTIONS OF THE OWNER, THEIR REPRESENTATIVES, OR THE CITY, AT NO ADDITIONAL COST TO THE OWNER.

7. ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE HIS OWN MATERIAL SCHEDULES BASED UPON HIS PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.

8. ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO THE PROJECT SPECIFICATIONS, THE CITY OF AUBURN AND SERVICING UTILITY REQUIREMENTS, IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SHALL APPLY AT NO EXTRA COST TO THE OWNER.

9. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING RECORD DRAWINGS THROUGHOUT THE PROJECT AND PROVIDING THE OWNER WITH A SET OF ELECTRONIC FINAL RECORD DRAWINGS WHEN THE PROJECT IS COMPLETE.

10. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO THE SITE AND ALL ADJACENT PROPERTIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN SAFE VEHICLE AND PEDESTRIAN ACCESS THROUGH OUT THE LIFE OF THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE CITY OF AUBURN ROUTINELY REGARDING TEMPORARY IMPACT OR CHANGES TO SITE ACCESS CONDITIONS, SIDEWALK AND / OR STREET CLOSINGS.

PERMITTING NOTES

1. THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF THE SITE PLAN PERMIT FROM THE CITY OF AUBURN, AND MEDEP STORMWATER PBR / MCGP, WHICH WILL BE MADE A PART OF THE CONTRACT BID DOCUMENTS. THE CONSTRUCTION WILL BE GOVERNED BY THE ZONING ORDINANCES WHICH ARE AVAILABLE FOR VIEWING AT THE OFFICE OF THE ENGINEER, THE MUNICIPAL OFFICE, OR THE MUNICIPAL WEBSITE.

2. THE CONTRACTOR SHALL REVIEW THE ABOVE-REFERENCED PERMITS PRIOR TO SUBMITTING A BID FOR THIS PROJECT, AND INCLUDE COSTS AS NECESSARY TO COMPLY WITH THE CONDITIONS OF THESE PERMITS.

SITE LAYOUT NOTES

1. BITUMINOUS CONCRETE CURB, SLIPFORM CONCRETE CURB AND GRANITE CURB SHALL MEET THE REQUIREMENTS OF MDOT 702.001, 703.07 AND 609.04.

2. ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB OR THE FACE OF THE BUILDING.

3. EXCEPT WHERE INDICATED OTHERWISE, THE PAVEMENT IS TO BE STANDARD DUTY PAVEMENT.

4. ALL TRAFFIC CONTROL SIGNS INDICATED ON THE SITE LAYOUT PLAN ARE TO MEET ALL REQUIREMENTS & STANDARDS OF THE MAINE DEPARTMENT OF TRANSPORTATION, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITIONS AND THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS.

GRADING & DRAINAGE NOTES:

1. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF N = 0.012 OR LESS.

2. AN "AS-BUILT" CERTIFICATION AND PLANS OF THE STORMWATER DRAINAGE SYSTEM IS REQUIRED PRIOR TO THE OWNER ACCEPTING ANY BUILDINGS AND PROPERTY. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT ANY DEVIATION FROM THE PLANS MAY DELAY THE ACCEPTANCE OF THE PROJECT, WITH CONTRACTOR RESPONSIBLE FOR ANY ASSOCIATED COSTS.

3. A DETAILED O&M MANUAL FOR STORMWATER MANAGEMENT SYSTEMS IS (WILL BE) FILED WITH THE CITY OF AUBURN DURING THE PERMIT REVIEW PROCESS. A SPECIFIC MANUAL HAS BEEN PREPARED FOR O&M OF THE DRAINAGE SYSTEM.

4. SEE EXISTING CONDITIONS FOR BENCHMARK INFORMATION.

5. SEE GRADING, DRAINAGE AND EROSION/SEDIMENT CONTROL FOR PROPOSED GRADING AND EROSION CONTROL MEASURES.

6. ALL DISTURBED AREAS NOT TO BE PAVED, GRAVELED, SODDED OR OTHERWISE TREATED SHALL RECEIVE 6" LOAM, SEED, FERTILIZER AND MULCH.

7. COMPACTION REQUIREMENTS:

LOCATION	MINIMUM COMPACTION*
SUBBASE AND BASE GRAVEL BELOW PAVED OR CONCRETE AREAS	95%
SUBGRADE FILL BELOW PAVED AREAS	90%
TRENCH BEDDING MATERIAL AND SAND BLANKET BACKFILL	95%
BELOW LOAM AND SEED AREAS	90%
STRUCTURAL FILL WITHIN PROPOSED BUILDING AREA	95%
SELECT FILL ADJACENT BUILDING FOUNDATIONS, EXTERIOR FOUNDATIONS	95%
AND WITHIN 8 INCHES OF THE SLAB-ON-GRADE	

*ALL PERCENTAGES OF COMPACTION SHALL BE OF THE MAXIMUM DRY DENSITY AT THE OPTIMUM MOISTURE CONTENT AS DETERMINED AND CONTROLLED IN ACCORDANCE WITH ASTM-D-1557.

8. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.

9. CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE FREE OF LOW SPOTS AND PONDING AREAS. CRITICAL AREAS INCLUDE BUILDING ENTRANCE AND EXIT RAMPS ADJACENT TO THE BUILDING AND ALONG NEW CURBED AREAS.

10. PROVIDE STABILIZATION OR SEPARATION GEOTEXTILE FABRIC OVER UNSTABLE SOILS AS DIRECTED BY THE OWNER'S REPRESENTATIVE AND IN ACCORDANCE WITH THE FINAL GEOTECHNICAL RECOMMENDATIONS.

11. STORMWATER MANAGEMENT CHAMBER SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THESE PLANS AND APPLICABLE INSTALLATION GUIDES PROVIDED BY THE CHAMBER SYSTEM MANUFACTURER. SHOULD THESE PLANS CONFLICT WITH THE INSTALLATION GUIDE, THESE PLANS SHALL TAKE PRECEDENCE.

LOCAL APPROVALS, WAIVERS AND VARIANCES

THE CONSTRUCTION PLANS ARE TO BE SUBMITTED TO THE CITY OF AUBURN FOR THEIR REVIEW, APPROVAL AND RECORDS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

UTILITY NOTES

1. ALL REQUIRED UTILITIES SERVING THE PROJECT SHALL BE COORDINATED AND CONSTRUCTED BY THE SITE CONTRACTOR TO WITHIN 5 FEET OF THE BUILDINGS, AT A LOCATION COORDINATED WITH THE MEP CONTRACTOR(S) AND THE BUILDING PLANS. SITE WORK WITHIN 5 FEET OF UNDERSLAB UTILITIES SHALL CONSIST OF TRENCHING AND BACKFILLING. ACTUAL UTILITY INSTALLATION SHALL BE BY THE MEP CONTRACTOR. ALL REQUIRED CONNECTION FEES SHALL BE PAID BY THE GENERAL CONTRACTOR.

2. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF AND/OR RELOCATION OF OVERHEAD AND UNDERGROUND TELEPHONE WITH THE SERVICING UTILITY COMPANY. CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUITS, PULL WIRES, TRENCHING AND BACKFILLING NECESSARY TO COMPLETE THE WORK.

3. ALL SANITARY SEWER WORK SHALL MEET THE STANDARDS OF THE MAINE STATE PLUMBING CODE AND AUBURN WATER & SEWERAGE DISTRICT. CONNECTIONS TO EXISTING SEWER SHALL BE PERFORMED IN ACCORDANCE WITH AUBURN WATER & SEWERAGE DISTRICT RECOMMENDATIONS AND REGULATIONS.

4. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ELECTRIC SERVICE WITH CENTRAL MAINE POWER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRENCHING, CONDUIT AND BACKFILLING ASSOCIATED WITH UNDERGROUND POWER, COMMUNICATIONS AND CABLE.

5. COORDINATE ALL OTHER UTILITY WORK WITH THE APPROPRIATE UTILITY COMPANY. ALL UTILITY WORK SHALL CONFORM TO THE STANDARDS OF THE UTILITY COMPANY AND PROJECT SPECIFICATIONS, WHICHEVER IS MORE STRINGENT, AT NO EXTRA EXPENSE TO THE OWNER.

6. THE LOCATIONS OF THE NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH THE SERVING UTILITY COMPANY, PROJECT ARCHITECTS AND MEP DESIGNERS.

7. UNDERGROUND ELECTRICAL, CONDUIT MATERIAL AND INSTALLATION SHALL CONFORM TO CENTRAL MAINE POWER STANDARDS AND PROJECT SPECIFICATIONS, WHICH EVER IS MORE STRINGENT.

8. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OR WORK TO FINISH GRADE.

9. ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.

10. THE CONTRACTOR SHALL OBTAIN, PAY FOR, AND COMPLY WITH ALL REQUIRED PERMITS, ARRANGE FOR ALL INSPECTIONS, AND SUBMIT COPIES OF ACCEPTANCE CERTIFICATES TO THE OWNER PRIOR TO COMPLETION OF THE PROJECT.

11. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL, AT NO EXTRA EXPENSE TO THE OWNER.

12. A 10 FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. AN 18 INCH OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER AND SANITARY SEWER CROSSINGS.

EROSION CONTROL NOTES:

1. PRIOR TO BEGINNING ANY LAND DISTURBING ACTIVITIES, GRADING LIMITS SHALL BE STAKED BY THE CONTRACTOR BASED ON THE LIMITS OF GRADING SHOWN ON THE DRAWINGS AND ACCEPTED BY THE OWNER'S REPRESENTATIVE IN THE FIELD. AFTER THE GRADING LIMITS HAVE BEEN ACCEPTED, THE CONTRACTOR SHALL INSTALL THE PERIMETER SILT FENCE, SEDIMENT BARRIERS AND THE CONSTRUCTION ENTRANCE ASSOCIATED WITH THE PROJECT.

2. ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDED AND MULCHED AS SOON AS POSSIBLE. TEMPORARY/PERMANENT SEED MIXTURES SHALL CONFORM TO THE SEEDING PLAN CONTAINED IN THE EROSION CONTROL PROJECT PREPARED FOR THIS PROJECT.

3. PRIOR TO PAVING OR GRAVEL PLACEMENT, THE CONTRACTOR SHALL REMOVE SILT FROM ALL STORM LINES AND APPURTANCES.

4. SILT BARRIERS SHALL BE INSPECTED, REPAIRED AND CLEANED AS NOTED IN THE EROSION CONTROL NOTES SHOWN ON THE EROSION CONTROL DETAIL SHEET.

5. THE CONTRACTOR SHALL REPAIR AND ADD STONE TO THE CONSTRUCTION ENTRANCES AS IT BECOMES SATURATED WITH MUD TO ENSURE THAT IT FUNCTIONS TO CAPTURE MUD FROM THE TIRES OF CONSTRUCTION VEHICLES DURING CONSTRUCTION. THE PURPOSE OF THE CONSTRUCTION ENTRANCE IS TO KEEP ADJACENT STREETS CLEAR OF DIRT AND MUD. SWEEPING OF THE ROADWAYS SHALL BE PERFORMED BY THE CONTRACTOR ON AN AS NEEDED BASIS, BUT AT A MINIMUM ONCE A WEEK.

6. SILT REMOVED FROM AROUND INLETS AND BEHIND THE SILT FENCES SHALL BE PLACED ON A TOPSOIL STOCKPILE AND MIXED INTO TOPSOIL FOR USE IN LANDSCAPING OPERATIONS.

7. LAND DISTURBING ACTIVITIES SHALL BE ACCOMPLISHED IN A MANNER AND SEQUENCE WHICH CAUSE THE LEAST PRACTICAL UNPROTECTED DENUDED AREAS ON THE SITE DURING CONSTRUCTION.

8. THE CONTRACTOR IS CAUTIONED THAT FAILURE TO COMPLY WITH THE SEQUENCE OF CONSTRUCTION, EROSION/SEDIMENT CONTROL PLAN, AND OTHER PERMIT REQUIREMENTS MAY RESULT IN MONETARY PENALTIES AS ENFORCED BY THE MEDEP OR LOCAL AGENCIES. THE CONTRACTOR SHALL BE ASSESSED ALL SUCH PENALTIES AT NO COST TO THE OWNER OR PERMITTEE.

9. A FULL EROSION/SEDIMENTATION CONTROL PLAN ACCOMPANIES THIS DRAWING SET AND IS ALSO CONTAINED IN THE SPECIFICATIONS OR FROM THE OWNER.

10. PROVIDE INLET PROTECTION BARRIERS AROUND ALL EXISTING AND PROPOSED STORM DRAINAGE INLETS AS SHOWN AND MAINTAIN FOR THE DURATION OF THE PROJECT UNTIL PAVEMENT HAS BEEN INSTALLED.

11. INSPECT EROSION AND SEDIMENT CONTROL DEVICES AFTER EACH RAIN STORM OF 0.25 INCHES OR GREATER. REPAIR/MODIFY PROTECTION AS NECESSARY TO MAXIMIZE FILTER EFFICIENCY. REPLACE ALL FILTERS WHEN SEDIMENT IS 1/3 OF THE STRUCTURE HEIGHT.

12. THE CONTRACTOR SHALL INSTALL ALL EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES AND MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, 2014".

EXISTING

- IRON PIPE OR ROD FND
- MONUMENT FOUND
- GAS VALVE
- WATER VALVE
- UTILITY POLE
- LIGHT POLE
- DRAINAGE MANHOLE
- ELECTRIC MANHOLE
- SEWER MANHOLE
- CATCH BASIN
- SIGN
- EDGE OF PAVEMENT
- CURB
- ohw — OVERHEAD WIRES
- uge — UNDERGROUND ELECTRIC
- T — TELEPHONE
- 12"w — WATER LINE
- g — GAS LINE
- 12"san — SANITARY SEWER
- 12"sd — STORM DRAIN
- 15 — 1' CONTOUR
- × 15.23 — SPOT ELEVATION
- TREE
- TREE LINE OR LIMIT OF CLEARING
- BUILDING
- RETAINING WALL/WOOD TILES
- PROPERTY LINE
- EASEMENT LINE
- B-101 — TEST BORING
- HYDRANT

PROPOSED

- BARRIER FREE SYMBOL
- SIGN
- SIGN LABEL
- BUILDING / BUILDING ACCESS
- VERTICAL GRANITE CURB
- CB-1 — CATCH BASIN
- 22 — CONTOUR LABEL
- DMH-1 — DRAIN MANHOLE
- 2 / 1 2:1 — SLOPE DESIGNATION
- 18.73 — SPOT GRADE
- 28.58 TW / 16.20 BW — SPOT GRADE AT RETAINING WALL (TW = TOP WALL / BW = BOTTOM WALL)
- 6"UD — UNDERDRAIN
- SD-1 — STORM DRAIN
- CURB STOP
- HYDRANT
- LIGHT POLE WITH FIXTURE(S)
- SMH — SANITARY SEWER MANHOLE
- TEST PIT
- UTILITY POLE
- VALVE
- 6" SAN — SANITARY SEWER
- W — DOMESTIC/ FIRE WATER MAIN
- 2"G — GAS MAIN
- UGE/T/C — UNDERGROUND ELECTRIC

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE — KALEB A. BOURASSA No. 17072 — LICENSED PROFESSIONAL ENGINEER

10.31.2025

KALEB A. BOURASSA, P.E.
LIC. #17072

Rev.	Date	Revision

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Design: KAB	Draft: CDD	Date: JAN. 2024
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Drawing Name: GENERAL NOTES & LEGEND

Project: AUBURN TOWN CENTER APARTMENTS
15 ACADEMY STREET, AUBURN, MAINE

Client: HIGHGATE DEVELOPMENT, LLC
799 WASHINGTON STREET N., AUBURN, ME 04210

Drawing No. C-1.1

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LOCATION MAP N.T.S.

MATTHEW W. EK, PLS 2117

STATE OF MAINE
MATTHEW W. EK
2117
PROFESSIONAL LAND SURVEYOR
Matthew W. Ek

LEGEND

- PROPERTY LINE/R.O.W.
- ABUTTER LINE/R.O.W.
- MONUMENT
- IRON PIPE/ROD
- DRILL HOLE
- C1/L1 — CURVE/LINE NO.
- N/F — NOW OR FORMERLY
- BM-1 — BENCHMARK
- STOCKADE FENCE
- BUILDING
- DECK/STEPS/ OVERHANG
- EDGE PAVEMENT
- PAVEMENT PAINT
- CURB LINE
- TREELINE
- 120 / 118 — CONTOURS
- BARB WIRE FENCE
- DECIDUOUS TREE
- MULCH LINE
- SIGN
- G — GAS
- GAS GATE VALVE
- GM — GAS METER
- W — WATER
- WATER GATE VALVE
- HYDRANT
- S — SANITARY MANHOLE
- SD — STORM DRAIN
- D — DRAINAGE MANHOLE
- CATCH BASIN
- OHU — OVERHEAD UTILITY
- EM — ELECTRIC METER
- UTILITY POLE
- GUY WIRE

GENERAL NOTES:

1. THE RECORD OWNER OF THE PARCEL IS CITY OF AUBURN BY DEED DATED MARCH 26, 2013 AND JULY 24, 2006 RECORDED AT THE ANDROSCOGGIN COUNTY REGISTRY OF DEEDS (ACRD) IN BOOK 8632, PAGE 345 AND BOOK 6851, PAGE 040.
2. THE PROPERTY IS SHOWN AS LOT 004 ON THE CITY OF AUBURN TAX MAP 231 AND SHOWN AS LOT 132 ON THE CITY OF AUBURN TAX MAP 230 AND IS LOCATED IN THE TRADITIONAL DOWNTOWN NEIGHBORHOOD DISTRICT.
3. SPACE AND BULK CRITERIA FOR THE TRADITIONAL DOWNTOWN NEIGHBORHOOD DISTRICT ARE AS FOLLOWS:

MINIMUM FRONT YARD:	5 FEET
MINIMUM SIDE YARD:	5 FEET
MINIMUM REAR YARD:	10 FEET
MAXIMUM BUILDING HEIGHT:	3 STORY
MAXIMUM BUILDING COVERAGE:	70%

* SEE ORDINANCE FOR MORE PARTICULAR INFORMATION.

4. TOTAL AREA OF PARCEL IS TO BE DETERMINED, UPON GAP OVERLAP DETERMINATION. AS SHOWN THE PROJECT PARCEL IS APPROXIMATELY --- ACRES.
5. BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON FIELD WORK PERFORMED BY SEBAGO TECHNICS, INC. IN OCTOBER AND NOVEMBER OF 2022.
6. PLAN REFERENCES:
   - A. STANDARD BOUNDARY SURVEY FOR NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY, BY CIVIL-TEC, PROFESSIONAL LAND SURVEYORS, JOB NO. 94.171, DATED NOVEMBER OF 1994.
   - B. SITE PLAN OF ACADEMY STREET PARKING LOT, FOR CITY OF AUBURN, BY WOODARD & CURRAN, JOB NO. 203970.01, DATED NOVEMBER OF 2007.
   - C. ALTA / ACSM LAND TITLE SURVEY OF 261 MAIN STREET, AUBURN, MAINE, FOR COASTAL ENTERPRISES, INC., BY JONES ASSOCIATES INC, DATED JUNE 15, 2011, AND RECORDED IN ACRD PLAN BOOK 49 PAGE 92.
   - D. DIVISION PLAN CEI HOUSING INC. OF 261 MAIN STREET, AUBURN, MAINE, FOR CEI HOUSING INC., BY JONES ASSOCIATES INC, DATED JANUARY 13, 2012, AND RECORDED IN ACRD PLAN BOOK 49 PAGE 93.
   - E. LOT 1 SUBDIVISION PLAN, CEI HOUSING INC. 261 MAIN STREET, AUBURN, MAINE, FOR CEI HOUSING, INC., BY JONES ASSOCIATES INC, DATED JANUARY 13, 2012, AND RECORDED IN ACRD PLAN BOOK 49 PAGE 94.
   - F. PLAN BY WILLIAM GARCELON, DATED SEPTEMBER OF 1847 AND RECORDED IN THE ACRD IN PLAN BOOK 1 VOLUME 1, PAGE 2 (1/B1-2).
7. PLAN ORIENTATION IS GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802-NAD83, ELEVATIONS DEPICTED HEREON ARE NAVD88, BASED ON DUAL FREQUENCY GPS OBSERVATIONS.
8. UTILITY INFORMATION DEPICTED HEREON, UNLESS OTHERWISE NOTED, IS OF QUALITY LEVEL D PER AMERICAN SOCIETY OF CIVIL ENGINEERS (ASCE) STANDARD CI/ASCE 38-02. UTILITIES DEPICTED HEREON MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. CONTRACTORS AND/OR DESIGNERS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES WITHIN THE PROJECT AREA PRIOR TO CONSTRUCTION AND/OR EXCAVATION. UNDERGROUND UTILITIES SHOWN HEREON WERE MARKED BY PROMARK UTILITIES IN NOVEMBER OF 2022 AND LOCATED BY SEBAGO TECHNICS, INC.
9. THE LOCUS PROPERTY AS DEPICTED HEREON DOES NOT FALL WITHIN A SPECIAL FLOOD HAZARD AREA AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR AUBURN, MAINE, ANDROSCOGGIN COUNTY, COMMUNITY-PANEL NUMBER 23001C0328E, HAVING AN EFFECTIVE DATE OF JULY 8, 2013. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.
10. NO WETLANDS WERE FOUND ON THE SUBJECT PROPERTIES.
11. THERE IS AN APPARENT OVERLAP IN DEEDS FROM 124 HIGH STREET ONTO THE LOCUS PARCEL AS SHOWN HEREON. ON OCTOBER 21, 1861 HANNIBAL R. SMITH PURCHASED LOT 7 IN THE GARCELON SUBDIVISION REFERENCED IN NOTE 6F PER DEED BOOK 28 PAGE 440. ON MARCH 2, 1865 HANNIBAL SMITH SWAPPED LAND WITH ORLAND E. LUQUES (MISREFERENCED IN SEVERAL DEEDS AS "SUQUES"), WHO OWNED LOT 8 OF PLAN REFERENCE 6F, SEE DEED BOOK 39 PAGES 98 AND 116. ON JULY 25, 1871 HANNIBAL SMITH SOLD HIS PROPERTY TO JACOB ROAD IN DEED BOOK 65 PAGE 41. THIS DEED DESCRIPTION HAD AN ADDITIONAL 45 FOOT BY 12 FOOT PARCEL ON THE EASTERLY END OF THE PARCELS PURCHASED BY HANNIBAL SMITH. NO CONVEYANCE INTO HANNIBAL SMITH FOR THE ADDITIONAL 45 FOOT BY 12 FOOT PARCEL WAS FOUND, AND THIS IS AN OVERLAP INTO THE RECORD DESCRIPTION OF THE LOCUS PARCEL. WE RECOMMEND THE CITY HAVE THEIR LEGAL COUNCIL REVIEW THIS ISSUE.
12. THERE IS AN APPARENT GORE BETWEEN THE DEEDS OF: JOHANNA CARTER, BOOK 6732 PAGE 348, AT 120 HIGH STREET; PAUL & JEANNETTE TREMBLAY, BOOK 1361 PAGE 209, AT 28 ELM STREET; AND THE LOCUS PROPERTY AS SHOWN HEREON. WE RECOMMEND THE CITY HAVE THEIR LEGAL COUNCIL REVIEW THIS ISSUE.

REV	BY	DATE	STATUS
A	MWE	11/22/22	ISSUED DRAFT PLAN TO CLIENT FOR PRELIMINARY REVIEW
B	MWE	1/12/23	RELEASED STAMPED SURVEY FOR CLIENT USE.

THIS PLAN IS NOT TO BE USED, IN WHOLE OR IN PART, WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE ACTIVE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel: 207-200-2100

EXISTING CONDITIONS
OF:
MAIN-ACADEMY STREET
261 MAIN STREET & 15 ACADEMY STREET
AUBURN, ME
FOR RECORD OWNER:
CITY OF AUBURN
60 COURT STREET
AUBURN, ME 04210

DESIGNED	-
DRAWN	JS / JMC
CHECKED	MWE
DATE	11/02/2022
SCALE	1" = 30'
PROJECT	220537

SHEET 1 OF 1

220537EC.dwg, TAB:EC

NOTES:

1. REMOVAL / RELOCATION OF ANY AND ALL PROPERTY OF THE EXISTING CONDOMINIUMS AT 3, 5, 7, 9, AND 11 ACADEMY STREET, THE CONDOMINIUM ASSOCIATION OR PROPERTY MANAGEMENT COMPANY SHALL BE COORDINATED WITH THE OWNER PRIOR TO COMMENCEMENT OF THE WORK.
2. DEMOLITION AND REMOVALS ALONG ACADEMY STREET DO NOT CONTEMPLATE PUBLIC IMPROVEMENTS WHICH WILL BE COORDINATED BETWEEN THE DEVELOPER AND CITY.

PLAN REFERENCES:

1. "EXISTING CONDITIONS OF: MAIN-ACADEMY STREET, 261 MAIN STREET & 15 ACADEMY STREET, AUBURN, ME, FOR RECORD OWNER: CITY OF AUBURN, 60 COURT STREET, AUBURN, ME 04210", BY SEBAGO TECHNICS, DATED: 11/02/2022, LATEST REVISION DATE OF 1/12/23, SHEET 1 OF 1.
2. "ALTA / ACSM LAND TITLE SURVEY, 261 MAIN STREET, AUBURN, MAINE", PREPARED FOR COASTAL ENTERPRISES, INC., P.O. BOX 268, WISCASSET, ME 04578, PREPARED BY: JONES ASSOCIATES, INC., PLAN DATE: JUNE 15, 2011, RECORDED IN A.C.R.D. ON APRIL 3, 2012, RECORDED IN PLAN BOOK 49, PAGE 92.
3. "LOT 1 SUBDIVISION PLAN, CEI HOUSING INC., 261 MAIN STREET, AUBURN, MAINE", PREPARED FOR CEI HOUSING INC., P.O. BOX 268, WISCASSET, ME 04578, PREPARED BY: JONES ASSOCIATES, INC., PLAN DATE: JANUARY 13, 2012, RECORDED IN A.C.R.D. ON APRIL 3, 2012. RECORDED IN PLAN BOOK 49, PAGE 94.

ELM STREET
HIGH STREET
ACADEMY STREET (SPEED LIMIT 25)
MAIN STREET (SPEED LIMIT 25)
CONCRETE WALK
66' R.O.W.
50' R.O.W.

N/F PAUL & JEANNETE TREMBLAY 1361/209 230-126 28 ELM ST
N/F RONALD & DORIS RUSSELL 1075/603 230-125 20 ELM ST
N/F BK HOMES LLC 7099/139 230-124 14 ELM ST
N/F 22 BISHOP LLC 8886/319 230-127 118 HIGH ST
N/F JOHANNA CARTER 6732/348 230-128 120 HIGH ST
N/F MATTHEW CARTER 7069/93 230-129 124 HIGH ST
N/F PATSY GODIN 7987/292 230-131 35 ACADEMY ST
N/F CITY OF AUBURN 75/130 230-163 277 MAIN ST
N/F CITY OF AUBURN 6851/40 230-132 15 ACADEMY ST
N/F CITY OF AUBURN 8632/345 231-004 261 MAIN ST
N/F CEI HOUSING INC. 8177/045 231-004-006 ACADEMY ST
N/F GERARD MORIN 2589/286 231-005 247 MAIN ST
N/F DONTE K. & MALLORY M. LOWNDES 10537/145 231-004-005 11 ACADEMY ST
N/F SUZANNE P. RUSSELL 9917/342 231-004-004 9 ACADEMY ST
N/F RAVI KUMAR 9954/170 231-004-003 7 ACADEMY ST
N/F PAULINE KENEBRUS 9952/53 231-004-002 5 ACADEMY ST
N/F PAMELA & MARTIN GORMLEY 10385/338 231-004-001 3 ACADEMY ST

REFER TO REPORT ENTITLED "EXPLORATIONS AND GEOTECHNICAL ENGINEERING SERVICES, PROPOSED APARTMENT BUILDING, 261 MAIN STREET & 15 ACADEMY STREET, AUBURN, MAINE", PREPARED BY S.W. COLE ENGINEERING, INC., DATED DECEMBER 1, 2023, FOR INFORMATION PERTAINING TO BORINGS IDENTIFIED ON THIS PLAN

LIMITS OF CLEARING, TYP. CONTRACTOR TO COORDINATE REMOVAL / LIMBING OF TREES ALONG PROPERTY LINE WITH OWNER AND ENGINEER PRIOR TO WORK NO CLEARING SHALL OCCUR BEYOND PROJECT PROPERTY BOUNDARY, TYP.

REMOVE FENCING WITHIN PROJECT PARCEL BOUNDARY, TYP.

STABILIZED CONSTRUCTION ENTRANCE

SAWCUT & REMOVE EX. PAVEMENT BACK TO PROPERTY LINE

REMOVE TREES

REMOVE SIGNS - RETURN TO CITY PUBLIC WORKS DEPT.

SIGN 'CITY OF AUBURN PUBLIC PARKING LOT'

SIGNS 'CITY OF AUBURN PUBLIC PARKING LOT'

BENCHMARK #1 SPIKE IN UTILITY POLE CMP3 ELEVATION=189.04

BITUMINOUS WALK
GRANITE CURB
GRANITE RET. WALL
GRANITE STEPS
BITUMINOUS WALK
GRANITE RET. WALL
BITUMINOUS WALK
GRANITE CURB
GRAVEL

SIGN 'NO PARKING – THIS SIDE OF STREET'
SIGN 'NO PARKING – THIS SIDE OF STREET'

EX. UTILITY POLE /STREET LIGHT
EX. UTILITY POLE w/STREET LIGHT
EX. UTILITY POLE w/GUY LINES
EX. TEL. / CABLE PEDESTALS
EX. PED. SIGNAL
EX. HYDRANT

SAWCUT & GRIND EX. PAVEMENT

SEWER SERVICE STATUS UNKNOWN

REMOVE SATELLITE DISH & CABLE LINES - COORDINATE WITH OWNER

REMOVE BLOCK RETAINING WALL

REMOVE PAVEMENT

REMOVE EX. STORM DRAIN & CATCH BASINS

REMOVE EX. BIT. SIDEWALK & CURB

EX. ELEC. & GAS METERS AT REAR OF EACH UNIT

PROTECT EX. CATCH BASIN

PROTECT EX. CATCH BASIN

CLEARING LIMIT

REMOVE EX. GRANITE BLOCK WALL, MONUMENTS & STAIRS ALONG ACADEMY STREET - COORDINATE WITH OWNER

APPARENT SATELLITE DISH AND CABLE LINE ENCROACHMENT

DIRT PARKING AREA

EX. PAVED PARKING LOT

BLOCK RET. WALL

ASPHALT REMAINS

GRAVEL / DIRT CITY OF AUBURN PARKING LOT

ACCESS EASEMENT (SEE PLAN C)

REMOVE CURB

REMOVE TREES

TEST PIT TO DETERMINE EXACT DEPTH / LOCATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION, TYP.

SAWCUT & GRIND EX. PAVEMENT

REMOVE / RELOCATE EX. MAILBOXES & SIGNAGE FOR CONDOMINIUMS IN COORDINATION WITH OWNER

REMOVE EX. GRANITE CURB FOR REUSE

REMOVE & RELOCATE EX. CITY STREET LIGHT - COORDINATE WITH CITY PUBLIC WORKS

INVESTIGATE EXISTING ONSITE SEWER & INVERTS & CONNECTION TO PUBLIC MAIN - CONTRACTOR SHALL CAMERA EXISTING SEWER PIPES TO CONFIRM LIMITS OF SYSTEM. PROTECT EXIST. ACTIVE SEWER SERVICES DURING CONSTRUCTION, TYP.

REMOVE EX. CONCRETE SIDEWALK AT NEAREST JOINT - KEEP EX. BRICK PAVERS FOR REUSE IN COORDINATION WITH CITY PUBLIC WORKS

INSTALL CATCH BASIN INLET PROTECTION PRIOR TO THE START OF WORK, TYP.

BENCHMARK #2 SPIKE IN UTILITY POLE ELEVATION:162.41

NORTH

1 inch = 20 ft.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE KALEB A. BOURASSA No. 17072 LICENSED PROFESSIONAL ENGINEER 10.31.2025

KALEB A. BOURASSA, P.E. LIC. #17072

Rev.	Date	Revision

Rev.	Date	Revision
6	2025.10.31	RESUBMITTED TO CITY PER COMMENTS
5	2025.10.10	SUBMITTED FOR CITY SITE/SUBDIVISION APPLICATION
4	2025.08.11	RELEASED TO OWNER FOR PRICING
3	2024.08.27	RESUBMITTED TO CITY PER COMMENTS
2	2024.08.13	RELEASED TO OWNER FOR PRICING
1	2024.07.08	SUBMITTED FOR CITY SITE PLAN APPLICATION

Design: KAB	Draft: CDD	Date: JAN. 2024
Checked: SRB	Scale: AS NOTED	Job No.: 4228
File Name: 4228-EX & REMOVALS.dwg		

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GORRILL PALMER
An LJB Engineering Company
Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: EXISTING CONDITIONS & REMOVALS PLAN

Project: AUBURN TOWN CENTER APARTMENTS
15 ACADEMY STREET, AUBURN, MAINE

Client: HIGHGATE DEVELOPMENT, LLC
799 WASHINGTON STREET N., AUBURN, ME 04210

Drawing No. C-2.0

K:\Key Hospitality\4228_Academy Street Residential Development_Auburn\2 – CAD\DWG\4228-EX & REMOVALS.dwg 10/30/2025 5:29 PM

SPACE & BULK REGULATIONS – FORMED-BASED CODE TRADITIONAL DOWNTOWN NEIGHBORHOOD (T-4.2)

SPACE & BULK REGULATION	REQUIRED	PROVIDED
MINIMUM LOT SIZE	0 SF	62,732 SF
MINIMUM FRONTAGE BUILDOUT	60%	> 60%
MINIMUM FRONT SETBACK	5 FT	6 FT
MAXIMUM FRONT SETBACK	15 FT	6 FT
MINIMUM SIDE SETBACK	5 FT	6 FT
MINIMUM REAR SETBACK	10 FT	14.9 FT
MAXIMUM BUILDING HEIGHT	3 STORIES	3 STORIES
MAXIMUM BUILDING LOT COVERAGE	70%	33.3%
MINIMUM OPEN SPACE	10%	> 10%

WAIVERS:

1. SECTION 60-549.1 - REQUESTING A WAIVER FOR BUILDING LENGTH OF 276' AS OPPOSED TO 110' MAXIMUM.

PLAN REFERENCES:

1. "EXISTING CONDITIONS OF: MAIN-ACADEMY STREET, 261 MAIN STREET & 15 ACADEMY STREET, AUBURN, ME, FOR RECORD OWNER: CITY OF AUBURN, 60 COURT STREET, AUBURN, ME 04210", BY SEBAGO TECHNICS, DATED: 11/02/2022, LATEST REVISION DATE OF 1/12/23, SHEET 1 OF 1.
2. "ALTA / ACSM LAND TITLE SURVEY, 261 MAIN STREET, AUBURN, MAINE", PREPARED FOR COASTAL ENTERPRISES, INC., P.O. BOX 268, WISCASSET, ME 04578, PREPARED BY: JONES ASSOCIATES, INC., PLAN DATE: JUNE 15, 2011, RECORDED IN A.C.R.D. ON APRIL 3, 2012, RECORDED IN PLAN BOOK 49, PAGE 92.
3. "LOT 1 SUBDIVISION PLAN, CEI HOUSING INC., 261 MAIN STREET, AUBURN, MAINE", PREPARED FOR CEI HOUSING INC., P.O. BOX 268, WISCASSET, ME 04578, PREPARED BY: JONES ASSOCIATES, INC., PLAN DATE: JANUARY 13, 2012, RECORDED IN A.C.R.D. ON APRIL 3, 2012, RECORDED IN PLAN BOOK 49, PAGE 94.

NOTES:

1. CONTRACTOR SHALL REVIEW SCOPE OF WORK AND ASSESS/COORDINATE TEMPORARY EASEMENTS WITH DEVELOPER/OWNER AND ABUTTING PROPERTY OWNERS PRIOR TO CONSTRUCTION.
2. IMPROVEMENTS WITHIN ACADEMY STREET TOWNHOUSES COMMON AREA IS SUBJECT TO AGREEMENT BETWEEN DEVELOPER AND CONDO OWNERS.
3. THE CONSTRUCTION MANAGEMENT PLAN SHALL INCLUDE PROVISIONS TO MAINTAIN ACCESS AND UTILITY SERVICES TO EXISTING CONDOS DURING CONSTRUCTION.
4. ALL RETAINING WALLS GREATER THAN 36" SHALL REQUIRE A WALL DESIGN SUBMITTAL STAMPED BY AN ENGINEER IN THE STATE OF MAINE FOR REVIEW AND APPROVAL BY THE ENGINEER OF RECORD.
5. MAIN STREET AND ACADEMY STREET ARE UNDER MORATORIUM AND REQUIRE MORATORIUM PAVEMENT RESTORATION IN ACCORDANCE WITH CITY STANDARDS. COORDINATE WITH DPW.
6. THE REQUIRED PARKING SPACES IS 73. 58 PARKING SPACES WILL BE PROVIDED ON SITE AND THE APPLICANT WILL ACQUIRE AN AGREEMENT WITH ADJACENT PROPERTY OWNERS TO SECURE THE REMAINING PARKING SPACES REQUIRED.

CITY OF AUBURN PLANNING BOARD
SITE PLAN APPROVAL

CHAIRMAN _____

_____ _____

_____ _____

_____ _____

_____ _____

DATE _____

ELM STREET

HIGH STREET

MAIN STREET (SPEED LIMIT 25)

ACADEMY STREET (SPEED LIMIT 25)

66' R.O.W.

50' R.O.W.

N/F PAUL & JEANNETE TREMBLAY 1361/209 230-126 29 ELM ST

N/F RONALD & DORIS RUSSELL 1075/603 230-125 20 ELM ST

N/F BK HOMES LLC 7099/139 230-124 14 ELM ST

N/F 22 BISHOP LLC 9886/319 230-127 118 HIGH ST

N/F JOHANNA CARTER 6732/348 230-128 120 HIGH ST

N/F MATTHEW CARTER 7069/93 230-129 124 HIGH ST

N/F PATSY GODIN 7967/292 230-131 35 ACADEMY ST

N/F CITY OF AUBURN 75/130 230-163 277 MAIN ST

N/F GERARD MORIN 2585/286 231-005 247 MAIN ST

N/F DONTE X. & MALLORY M. LOWNDES 10537/145 231-004-005 11 ACADEMY ST

N/F SUZANNE P. RUSSELL 9917/342 231-004-004 9 ACADEMY ST

N/F RAVI KUMAR 9954/170 231-004-003 7 ACADEMY ST

N/F PAULINE KENEBORUS 9952/53 231-004-002 5 ACADEMY ST

N/F PAMELA & MARTIN GORMLEY 10385/338 231-004-001 3 ACADEMY ST

SNOW STORAGE

10' REAR SETBACK

10' MIN.

472' x 6' HIGH WHITE PVC FENCE, TYP.

RETAINING WALL - CONTRACTOR TO PROVIDE SUBMITTAL STAMPED BY A LICENSED STRUCTURAL ENGINEER AND / OR GEOTECHNICAL ENGINEER PRIOR TO CONSTRUCTION, TYP.

VERTICAL CURB, TYP.

24 POP

3/4" PIPE

CAPPED ROD PLS 2428

10"

DIRT PARKING AREA

EX. PARALLEL PARKING

STANDARD-DUTY BITUMINOUS PAVEMENT, TYP.

CAPPED ROD (ILLEGIBLE)

TD

L/S

BOLLARD (SEE DETAILS)

EMERGENCY VEHICLE TURNAROUND

TOTAL 58 PARKING SPACES (55 STANDARD, 3 ADA)

RELOCATED LIGHT POLE & FIXTURE IN COORDINATION WITH CITY

STANDARD MDOT / ADA RAMP, TYP.

CAST IN PLACE CONCRETE RAMP

MEP / MAIL

12' x 18' CONC. PAD FOR SOLID WASTE ENCLOSURE

PRECAST STAIRS W/ RAILING (TYP.)

GROUND FLOOR UNIT LANDING, TYP. - SEE ARCHITECTURAL

PATIO & UPPER LEVEL BALCONY, TYP. - SEE ARCHITECTURAL

5' SIDE SETBACK

RETAINING WALL

5' SIDE SETBACK

BITUMINOUS SIDEWALK - DIMENSIONS AS SHOWN, TYP.

KAYAK STORAGE/ SPRINKLER ROOM

DOG WASH & BATHROOM

RECREATION/ STORAGE

CONC. PAD FOR GAZEBO STRUCTURE - SEE ARCHITECTURAL PLANS

ACCESS AND UTILITY EASEMENTS TO BE VACATED AND REESTABLISHED BETWEEN CONDO OWNERS AND DEVELOPER BASED ON FINAL PLAN - SEE SUBDIVISION PLAN

DECORATIVE WALL (SEE DETAILS)

VERTICAL CURB, TYP.

RETAINING WALL - SEE NOTES

AUBURN TOWN CENTER APARTMENTS
20,858 SF FOOTPRINT - TOTAL 53 RESIDENTIAL UNITS
(31 ONE-BEDROOM / 22 TWO-BEDROOM)

THIRD FLOOR TERRACE

ENTRANCE/STAIR

4' STAIR, TYP. - MATERIAL TBD

15' MAX. FRONT SETBACK

5' MAX. FRONT SETBACK

20' TYP.

4" TYP.

FRONT ENTRANCE CANOPY APPROX. 3" FROM R.O.W LINE

EX. UTILITY POLE w/STREET LIGHT

3/4" ROD

VERTICAL GRANITE CURB, TYP.

4" WHITE LINE, TYP.

EX. UTILITY POLE w/STREET LIGHT

EX. TEL. / CABLE PEDESTALS

EX. UTILITY POLE w/STREET LIGHT

5/8" ROD IN WALK

CITY STANDARD STREET LIGHT, TYP. OF 6 ALONG ACADEMY STREET

1.5' WIDE COBBLES ALONG PROJECT ACADEMY STREET FRONTAGE. TYP.

EX. PED. SIGNAL

EX. HYDRANT

PROPOSED PUBLIC IMPROVEMENTS INCLUDE ONSTREET PARKING, REALIGNED WESTBOUND TRAVELWAY, CURBING, SIDEWALK AND COBBLES, CITY STANDARD STREET LIGHT POLES AND REMOVAL OF OVERHEAD WIRES ALONG PROJECT FRONTAGE ON ACADEMY STREET. FINAL IMPROVEMENTS ARE SUBJECT TO FINAL REVIEW AND COORDINATION WITH THE CITY AND DEVELOPER.

NORTH

1 inch = 20 ft.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE KALEB A. BOURASSA No. 17072 LICENSED PROFESSIONAL ENGINEER

10.31.2025

KALEB A. BOURASSA, P.E.
LIC. #17072

Rev.	Date	Revision

Rev.	Date	Revision
6	2025.10.31	RESUBMITTED TO CITY PER COMMENTS
5	2025.10.10	SUBMITTED FOR CITY SITE/SUBDIVISION APPLICATION
4	2025.08.11	RELEASED TO OWNER FOR PRICING
3	2024.08.27	RESUBMITTED TO CITY PER COMMENTS
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1	2024.07.08	SUBMITTED FOR CITY SITE PLAN APPLICATION

Design: KAB	Draft: CDD	Date: JAN. 2024
Checked: SRB	Scale: AS NOTED	Job No.: 4228
File Name: 4228-SITE.dwg		

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An LJB Engineering Company

Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
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300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: SITE LAYOUT PLAN

Project: AUBURN TOWN CENTER APARTMENTS
15 ACADEMY STREET, AUBURN, MAINE

Client: HIGHGATE DEVELOPMENT, LLC
799 WASHINGTON STREET N., AUBURN, ME 04210

Drawing No. C-3.0

K:\3Key Hospitality\4228_Academy Street Residential Development_Auburn\2 - CAD\DWG\4228-SITE.dwg 10/30/2025 5:24 PM

N

GRID

LEGEND

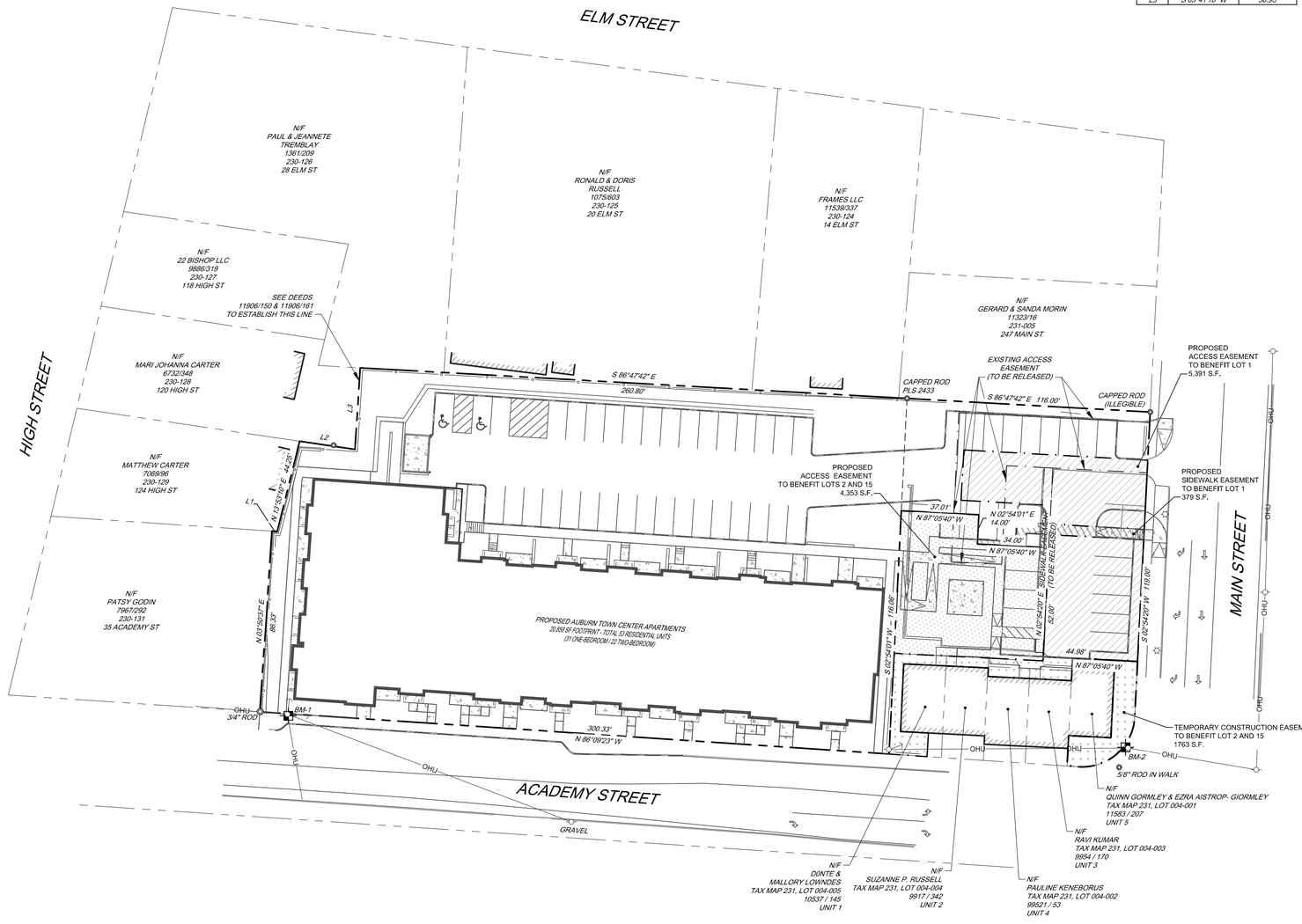
PROPERTY LINE/R.O.W.	OVERHANG
ABUTTER LINE/R.O.W.	EDGE PAVEMENT
MONUMENT	PAVEMENT PAINT
IRON PIPE/ROD	CURB LINE
DRILL HOLE	RETAINING WALL
C1/L1 CURVE/LINE NO.	HYDRANT
N/F NOW OR FORMERLY	OHU OVERHEAD UTILITY
BM-1 BENCHMARK	UTILITY POLE
CHAIN LINK FENCE	GUY WIRE
BUILDING	EDGE OF CONCRETE

WAIVERS REQUESTED:

1. SECTION 549.1 - REQUESTING A WAIVER FOR BUILDING LENGTH OF 276' AS OPPOSED TO 110' MAXIMUM.

PROPERTY LINE TABLE

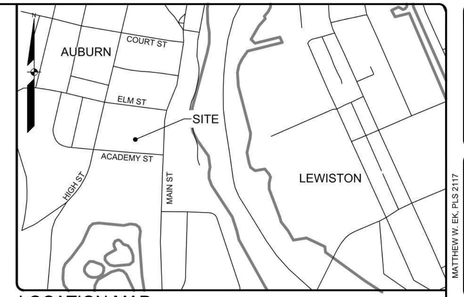
LINE	BEARING	DISTANCE
L1	S 86°09'23" E	2.56'
L2	N 01°36'54" W	26.67'
L3	S 03°41'18" W	38.95'



GRAPHIC SCALE

30 0 15 30 60

(IN FEET)
1 INCH = 30 FT.



LOCATION MAP N.T.S.

GENERAL NOTES:

1. THE RECORD OWNER OF THE PARCEL IS AUBURN TOWN CENTER APARTMENTS LLC BY DEED DATED MARCH 20, 2025 RECORDED AT THE ANDROSCOGGIN COUNTY REGISTRY OF DEEDS (ACRD) IN BOOK 11792 PAGE 1.
2. THE PROPERTY IS SHOWN AS LOT 004 ON THE CITY OF AUBURN TAX MAP 231 AND SHOWN AS LOT 132 ON THE CITY OF AUBURN TAX MAP 230 AND IS LOCATED IN THE TRADITIONAL DOWNTOWN NEIGHBORHOOD DISTRICT.
3. SPACE AND BULK CRITERIA FOR THE TRADITIONAL DOWNTOWN NEIGHBORHOOD DISTRICT ARE AS FOLLOWS:

MINIMUM FRONT YARD:	5 FEET
MINIMUM SIDE YARD:	5 FEET
MINIMUM REAR YARD:	10 FEET
MAXIMUM BUILDING HEIGHT:	3 STORY
MAXIMUM BUILDING COVERAGE:	70%

* SEE ORDINANCE FOR MORE PARTICULAR INFORMATION.

4. TOTAL AREA OF THE PROJECT PARCEL IS APPROXIMATELY 58,192 SQUARE FEET.
5. BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON FIELD WORK PERFORMED BY SEBAGO TECHNICS, INC. IN OCTOBER AND NOVEMBER OF 2022. SEE PLAN REFERENCE 6G FOR SITE TOPOGRAPHY AND ADDITIONAL SITE DETAILS.
6. PLAN REFERENCES:
   - A. STANDARD BOUNDARY SURVEY FOR NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY, BY CIVIL-TEC, PROFESSIONAL LAND SURVEYORS, JOB NO. 94.171, DATED NOVEMBER OF 1994.
   - B. SITE PLAN OF ACADEMY STREET PARKING LOT, FOR CITY OF AUBURN, BY WOODARD & CURRAN, JOB NO. 203970.01, DATED NOVEMBER OF 2007.
   - C. ALTA / ACSM LAND TITLE SURVEY OF 261 MAIN STREET, AUBURN, MAINE, FOR COASTAL ENTERPRISES, INC., BY JONES ASSOCIATES INC, DATED JUNE 15, 2011, AND RECORDED IN ACRD PLAN BOOK 49 PAGE 92.
   - D. DIVISION PLAN CEI HOUSING INC. OF 261 MAIN STREET, AUBURN, MAINE, FOR CEI HOUSING INC., BY JONES ASSOCIATES INC, DATED JANUARY 13, 2012, AND RECORDED IN ACRD PLAN BOOK 49 PAGE 93.
   - E. LOT 1 SUBDIVISION PLAN, CEI HOUSING INC. 261 MAIN STREET, AUBURN, MAINE, FOR CEI HOUSING, INC., BY JONES ASSOCIATES INC, DATED JANUARY 13, 2012, AND RECORDED IN ACRD PLAN BOOK 49 PAGE 94.
   - F. PLAN BY WILLIAM GARCELON, DATED SEPTEMBER OF 1847 AND RECORDED IN THE ACRD IN PLAN BOOK 1 VOLUME 1, PAGE 2 (V1B1-2).
   - G. EXISTING CONDITIONS OF MAIN-ACADEMY STREET, FOR CITY OF AUBURN, BY SEBAGO TECHNICS, INC. DATED THROUGH JANUARY 12, 2023.
   - H. EASEMENT EXHIBIT OF MAIN-ACADEMY STREET FOR THE CITY OF AUBURN, BY SEBAGO TECHNICS, INC., DATED THROUGH JULY 15, 2025.
7. PLAN ORIENTATION IS GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802-NAD83, ELEVATIONS DEPICTED HEREON ARE NAVD88, BASED ON DUAL FREQUENCY GPS OBSERVATIONS.
8. UTILITY INFORMATION DEPICTED HEREON, UNLESS OTHERWISE NOTED, IS OF QUALITY LEVEL D PER AMERICAN SOCIETY OF CIVIL ENGINEERS (ASCE) STANDARD CI/ASCE 38-02. UTILITIES DEPICTED HEREON MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. CONTRACTORS AND/OR DESIGNERS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES WITHIN THE PROJECT AREA PRIOR TO CONSTRUCTION AND/OR EXCAVATION. UNDERGROUND UTILITIES SHOWN HEREON WERE MARKED BY PROMARK UTILITIES IN NOVEMBER OF 2022 AND LOCATED BY SEBAGO TECHNICS, INC.
9. THE LOCUS PROPERTY AS DEPICTED HEREON DOES NOT FALL WITHIN A SPECIAL FLOOD HAZARD AREA AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR AUBURN, MAINE. ANDROSCOGGIN COUNTY, COMMUNITY-PANEL NUMBER 2300103328E, HAVING AN EFFECTIVE DATE OF JULY 8, 2013. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.
10. NO WETLANDS WERE FOUND ON THE SUBJECT PROPERTIES.
11. PROPOSED FEATURES SHOWN HEREON ARE BASED UPON THE SITE PLAN SET OF AUBURN TOWN CENTER APARTMENTS BY GORRILL PALMER. FOR ADDITIONAL SITE AND DESIGN INFORMATION SEE SAID PLAN SET.
12. SEE PLAN REFERENCE H. FOR MORE DETAIL ON THE FOUR PROPOSED EASEMENTS SHOWN HEREON.
13. BENCHMARK:

BM-1 SPIKE IN CMP POLE #3	ELEVATION: 189.04 (NAVD88)
BM-2 SPIKE IN CMP POLE	ELEVATION: 162.41 (NAVD88)

APPROVAL- CITY OF AUBURN PLANNING BOARD

DATE

CHAIRPERSON

STATE OF MAINE, ANDROSCOGGIN COUNTY SS, REGISTRY OF DEEDS

RECEIVED _____, 20____
AT ____H _____M _____M AND
RECORDED IN
PLAN BOOK _____ PAGE _____
ATTEST: _____
REGISTER

MATTHEW W. EK, PLS 2117

STATE OF MAINE · MATTHEW W. EK · 2117 · PROFESSIONAL LAND SURVEYOR

REV.	BY:	DATE:	STATUS:
A	MWE	10/31/2025	REVISED BUILDING, SITE FEATURE LOCATIONS, AND WAIVER NOTES.

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC., ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

SEBAGO TECHNICS
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100
WWW.SEBAGOTECHNICS.COM

SUBDIVISION PLAN
OF:
AUBURN TOWN CENTER APARTMENTS
261 MAIN STREET & 15 ACADEMY STREET
AUBURN, MAINE
FOR:
HIGHGATE DEVELOPMENT, LLC
799 WASHINGTON STREET N.
AUBURN, MAINE 04210

RECORD OWNER:
AUBURN TOWN CENTER APARTMENTS, LLC
799 WASHINGTON STREET N.
AUBURN, MAINE 04210

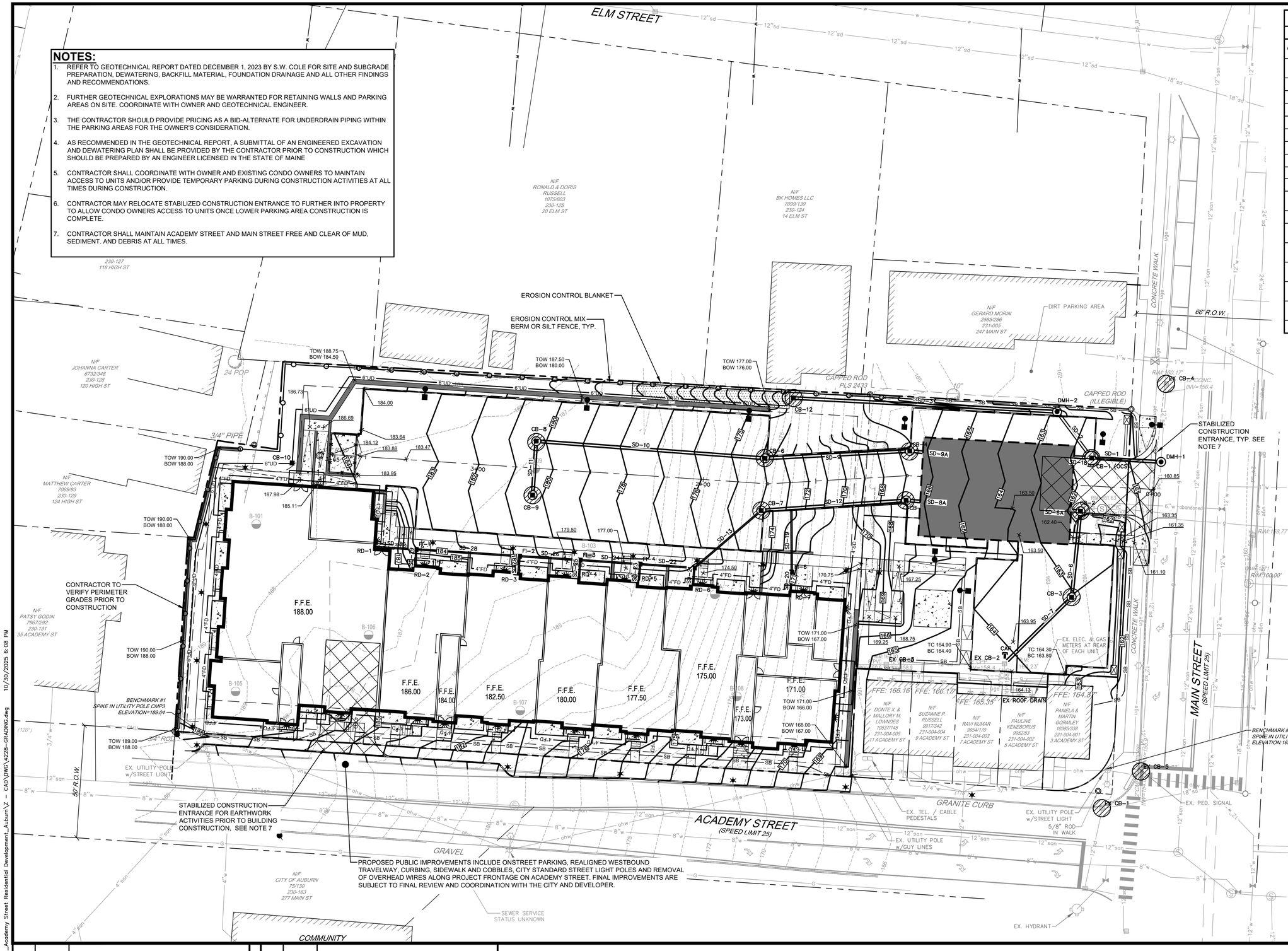
DESIGNED	-
DRAWN	JMC
CHECKED	MWE
DATE	10/9/2025
SCALE	1" = 30'
PROJECT	220537

SHEET 1 OF 1

220537SB.dwg TAB:SUB

NOTES:

1. REFER TO GEOTECHNICAL REPORT DATED DECEMBER 1, 2023 BY S.W. COLE FOR SITE AND SUBGRADE PREPARATION, DEWATERING, BACKFILL MATERIAL, FOUNDATION DRAINAGE AND ALL OTHER FINDINGS AND RECOMMENDATIONS.
2. FURTHER GEOTECHNICAL EXPLORATIONS MAY BE WARRANTED FOR RETAINING WALLS AND PARKING AREAS ON SITE. COORDINATE WITH OWNER AND GEOTECHNICAL ENGINEER.
3. THE CONTRACTOR SHOULD PROVIDE PRICING AS A BID-ALTERNATE FOR UNDERDRAIN PIPING WITHIN THE PARKING AREAS FOR THE OWNER'S CONSIDERATION.
4. AS RECOMMENDED IN THE GEOTECHNICAL REPORT, A SUBMITTAL OF AN ENGINEERED EXCAVATION AND DEWATERING PLAN SHALL BE PROVIDED BY THE CONTRACTOR PRIOR TO CONSTRUCTION WHICH SHOULD BE PREPARED BY AN ENGINEER LICENSED IN THE STATE OF MAINE
5. CONTRACTOR SHALL COORDINATE WITH OWNER AND EXISTING CONDO OWNERS TO MAINTAIN ACCESS TO UNITS AND/OR PROVIDE TEMPORARY PARKING DURING CONSTRUCTION ACTIVITIES AT ALL TIMES DURING CONSTRUCTION.
6. CONTRACTOR MAY RELOCATE STABILIZED CONSTRUCTION ENTRANCE TO FURTHER INTO PROPERTY TO ALLOW CONDO OWNERS ACCESS TO UNITS ONCE LOWER PARKING AREA CONSTRUCTION IS COMPLETE.
7. CONTRACTOR SHALL MAINTAIN ACADEMY STREET AND MAIN STREET FREE AND CLEAR OF MUD, SEDIMENT. AND DEBRIS AT ALL TIMES.



STORM DRAIN STRUCTURE SCHEDULE

STRUCTURE	SIZE	RIM	INV. IN/SIZE (FROM)	INV. OUT/SIZE (TO)
CB-1 (OCS)	6'ø	161.55	156.62/12"(DMH-2) 156.52/12"(SWM-2)	156.42/12"(DMH-1)
CB-2	4'ø	161.84	156.70/12"(SWM-1) 156.84/12"(CB-3)	
CB-3	4', ø	163.05	157.33/12"(EX CB-2)	157.23/12"(CB-2)
CB-4	4'ø	166.62	162.11/12"(CB-6)	156.76/12"(SWM-4)
CB-5	4'ø	166.86	162.11/12"(CB-7)	156.76/12"(SWM-3)
CB-6	4'ø	173.91	169.39/12"(CB-8)	164.04/12"(CB-4)
CB-7	4'ø	173.99	170.41/6"(FI-5)	164.04/12"(CB-5)
CB-8	4'ø	180.26	176.76/12"(CB-9)	172.44/12"(CB-6)
CB-9	4'ø	180.26		177.00/12"(CB-8)
CB-10	2' SQ.	188.25	184.50/6" UD	184.40/6" UD
CB-12	2' SQ.	174.11	172.5/6" UD	169.00/12"(DMH-2)
DMH-1	4'ø	160.74	156.20/12"(CB-1 (OCS)) 156.33/12"(EX CB-4)	156.10/12"(EX CB-5)
DMH-2	4'ø	162.05	158.50/12"(CB-12)	156.88/12"(CB-1 (OCS))
FI-1	2' SQ.	184.38	183.82/6"(RD-1) 181.90/6"(RD-2)	178.81/6"(FI-2)
FI-2	2' SQ.	181.89	178.35/6"(FI-1) 178.40/6"(RD-3)	176.29/6"(FI-3)
FI-3	2' SQ.	179.52	176.02/6"(FI-2) 175.90/6"(RD-4)	174.67/6"(FI-4)
FI-4	2' SQ.	177.88	174.40/6"(FI-3) 173.40/6"(RD-5)	171.14/6"(FI-5)
FI-5	2' SQ.	175.85	170.90/6"(FI-4) 170.90/6"(RD-6)	170.80/6"(CB-7)
FI-6	2' SQ.	171.16	166.89/6"(RD-7)	165.52/6"(12 x 6 TEE)

STORM DRAIN PIPE TABLE

PIPE LABEL	SIZE	LENGTH	SLOPE
SD-1	12"	31'	0.0071
SD-2	12"	26'	0.0102
SD-3	12"	117'	0.0897
SD-6	12"	38'	0.0102
SD-6A	12"	4'	0.0100
SD-7	12"	42'	0.0100
SD-8A	12"	6'	0.0100
SD-9	12"	64'	0.0300
SD-9A	12"	6'	0.0102
SD-10	12"	102'	0.0300
SD-11	12"	24'	0.0100
SD-12	12"	64'	0.0300
SD-13	6"	39'	0.0100
SD-18	12"	8'	0.0103
SD-19	6"	28'	0.0700
SD-20	6"	8'	0.0138
SD-21	6"	7'	0.0140
SD-22	6"	24'	0.0100
SD-23	6"	7'	0.0138
SD-24	6"	27'	0.0100
SD-25	6"	7'	0.0138
SD-26	6"	27'	0.0100
SD-27	6"	7'	0.0138
SD-28	6"	46'	0.0100
SD-29	6"	7'	0.0141
SD-30	6"	18'	0.0101

NORTH

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
KALEB A. BOURASSA
No. 17072
LICENSED
PROFESSIONAL ENGINEER
10.31.2025

KALEB A. BOURASSA, P.E.
LIC. #17072

Rev.	Date	Revision

Rev.	Date	Revision
6	2025.10.31	RESUBMITTED TO CITY PER COMMENTS
5	2025.10.10	SUBMITTED FOR CITY SITE/SUBDIVISION APPLICATION
4	2025.08.11	RELEASED TO OWNER FOR PRICING
3	2024.08.27	RESUBMITTED TO CITY PER COMMENTS
2	2024.08.13	RELEASED TO OWNER FOR PRICING
1	2024.07.08	SUBMITTED FOR CITY SITE PLAN APPLICATION

Design: KAB	Draft: CDD	Date: JAN. 2024
Checked: SRB	Scale: AS NOTED	Job No.: 4228
File Name: 4228-GRADING.dwg		

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GORRILL PALMER
An LJB Engineering Company
Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: GRADING, DRAINAGE & EROSION CONTROL PLAN

Project: AUBURN TOWN CENTER APARTMENTS
15 ACADEMY STREET, AUBURN, MAINE

Client: HIGHGATE DEVELOPMENT, LLC
799 WASHINGTON STREET N., AUBURN, ME 04210

Drawing No. C-4.0

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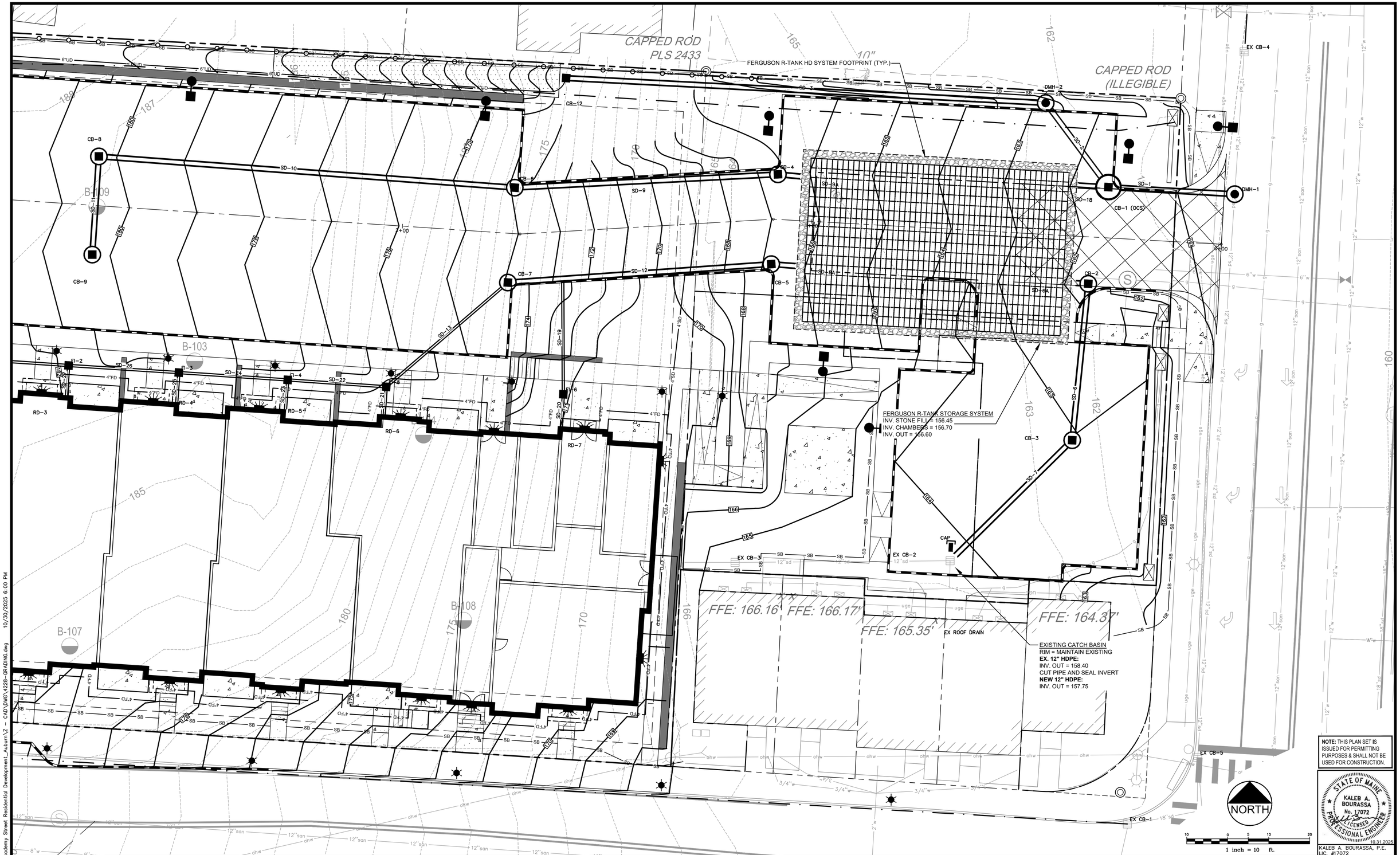

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No. 17072
LICENSED PROFESSIONAL ENGINEER
10.31.2025

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GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: STORMWATER MANAGEMENT PLAN

Project: AUBURN TOWN CENTER APARTMENTS
15 ACADEMY STREET, AUBURN, MAINE

Client: HIGHGATE DEVELOPMENT, LLC
799 WASHINGTON STREET N., AUBURN, ME 04210

Drawing No. C-4.1

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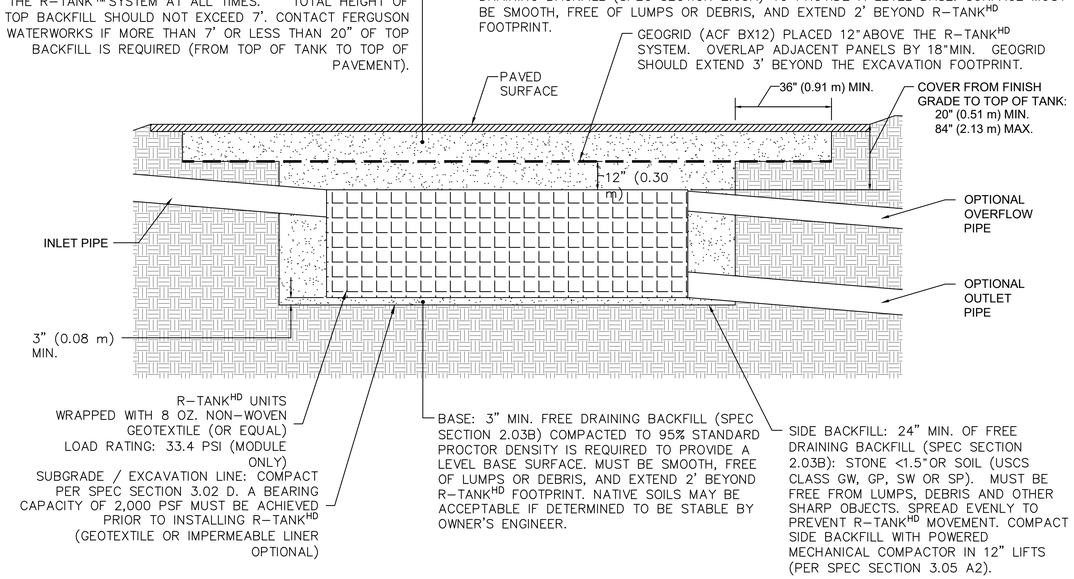
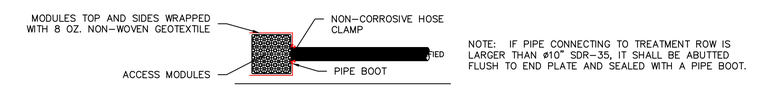
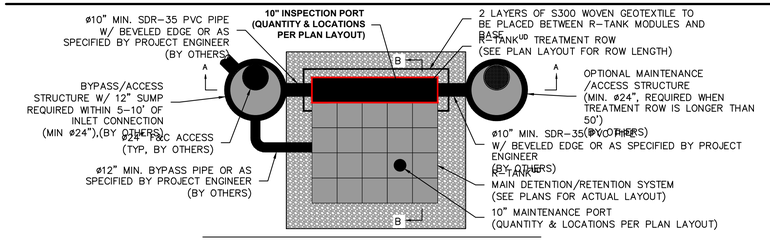
TOTAL COVER: 20"MINIMUM AND 84"MAXIMUM. FIRST 12"MUST BE FREE DRAINING BACKFILL (SPEC SECTION 2.03B): STONE <1.5"OR SOIL (USCS CLASS GW, GP, SW OR SP). ADDITIONAL FILL MAY BE STRUCTURAL FILL (SPEC SECTION 2.03C): STONE OR SOIL (USCS CLASS SM, SP, SW, GM, GP OR GW) WITH MAX CLAY CONTENT<10%, MAX 25% PASSING NO. 200 SIEVE, AND MAX PLASTICITY INDEX OF 4. A MIN. 12" COVER MUST BE MAINTAINED BETWEEN BACKFILL EQUIPMENT AND THE TOP OF THE R-TANK™ SYSTEM AT ALL TIMES. TOTAL HEIGHT OF TOP BACKFILL SHOULD NOT EXCEED 7'. CONTACT FERGUSON WATERWORKS IF MORE THAN 7' OR LESS THAN 20" OF TOP BACKFILL IS REQUIRED (FROM TOP OF TANK TO TOP OF PAVEMENT).

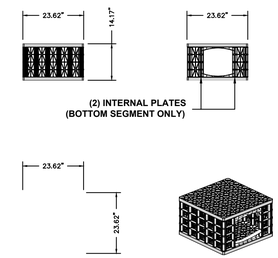
NOTES:
1. FOR COMPLETE MODULE DATA, SEE APPROPRIATE R-TANK^{HD} MODULE SHEET .
2. INSTALLATIONS PER THIS DETAIL MEET GUIDELINES OF HL-93 LOADING PER THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, CUSTOMARY U.S. UNITS, 7TH EDITION, 2014 WITH 2015 AND 2016 INTERIM REVISIONS.
3. PRE-TREATMENT STRUCTURES NOT SHOWN.
4. FOR INFILTRATION APPLICATIONS, GEOTEXTILE ENVELOPING R-TANK SHALL BE ACF M200 (PER SPEC SECTION 2.02A) AND BASE SHALL BE 4" MIN. UNCOMPACTED FREE DRAINING BACKFILL (SPEC SECTION 2.03A) TO PROVIDE A LEVEL BASE. SURFACE MUST BE SMOOTH, FREE OF LUMPS OR DEBRIS, AND EXTEND 2' BEYOND R-TANK^{HD} FOOTPRINT.



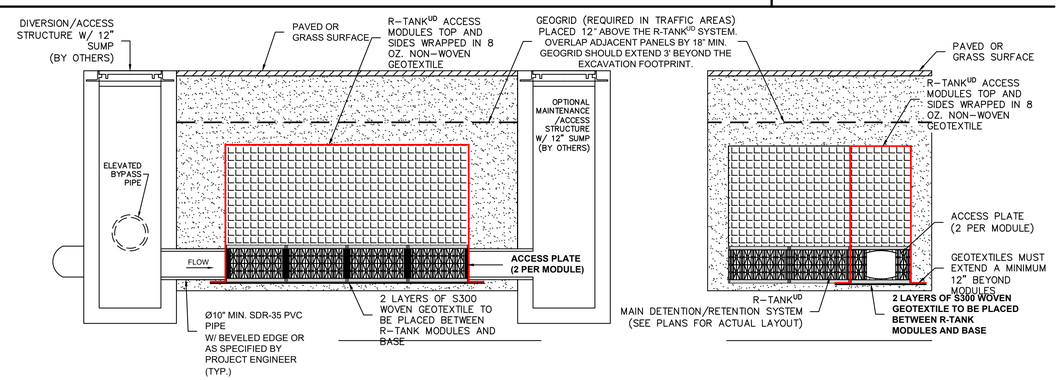


NOTE: IF PIPE CONNECTING TO TREATMENT ROW IS LARGER THAN ø10" SDR-35, IT SHALL BE ABUTTED FLUSH TO END PLATE AND SEALED WITH A PIPE BOOT.





(FOR MODULE DATA, SEE STANDARD MODULE DETAIL)



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STATE OF MAINE
KALEB A. BOURASSA
No. 17072
LICENSED PROFESSIONAL ENGINEER
10.31.2025
KALEB A. BOURASSA, P.E.
LIC. #17072

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GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: STORMWATER MANAGEMENT DETAILS
Project: AUBURN TOWN CENTER APARTMENTS
15 ACADEMY STREET, AUBURN, MAINE
Client: HIGHGATE DEVELOPMENT, LLC
799 WASHINGTON STREET N., AUBURN, ME 04210

Drawing No. C-4.2

K:\3Key Hospitality\4228_Academy Street Residential Development_Auburn\Z - CAD\DWG\4228-GRADING.dwg 10/30/2025 6:00 PM

NOTES:

1. COORDINATE ALL UTILITY ENTRANCES WITH FINAL BUILDING DESIGN PLANS PRIOR TO CONSTRUCTION - IF INCONSISTENCIES BETWEEN CIVIL PLANS AND OTHER BUILDING DESIGN PLANS THE CONTRACTOR SHALL NOTIFY THE OWNER, ENGINEER OF RECORD, AND ARCHITECT FOR FINAL REVIEW/CLARIFICATION.
2. FINAL UNDERGROUND POWER DESIGN INCLUDING DROP POLE, GUY ANCHORING, CONDUIT/WIRE SIZING, TRANSFORMER SIZES, AND PULL BOX SIZES AND LOCATIONS FOR ALL ITEMS ARE SUBJECT TO FINAL REVIEW BY CMP AND IN COORDINATION WITH SITE ELECTRICAL ENGINEER. FINAL LOAD INFORMATION REQUIRED BY CMP PRIOR TO FINAL 905 DESIGN.
3. OVERHEAD WIRES ALONG ACADEMY STREET PROJECT FRONTAGE AND NEW SERVICES FOR 3, 5, 7, 9, AND 11 ACADEMY TOWNHOUSES TO BE COORDINATED WITH CMP AND APPLICABLE UTILITY PROVIDERS FOR PROPER REMOVAL AND SEQUENCING DURING CONSTRUCTION.
4. STREET LIGHTING ALONG ACADEMY STREET TO BE COORDINATED WITH CITY.

AUBURN TOWN CENTER APARTMENTS
20,858 SF FOOTPRINT - TOTAL 53 RESIDENTIAL UNITS
(31 ONE-BEDROOM / 22 TWO-BEDROOM)

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Gorrill Palmer, an LJB Engineering Company
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300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: UTILITY PLAN
Project: AUBURN TOWN CENTER APARTMENTS
15 ACADEMY STREET, AUBURN, MAINE
Client: HIGHGATE DEVELOPMENT, LLC
799 WASHINGTON STREET N., AUBURN, ME 04210

Drawing No. C-5.0

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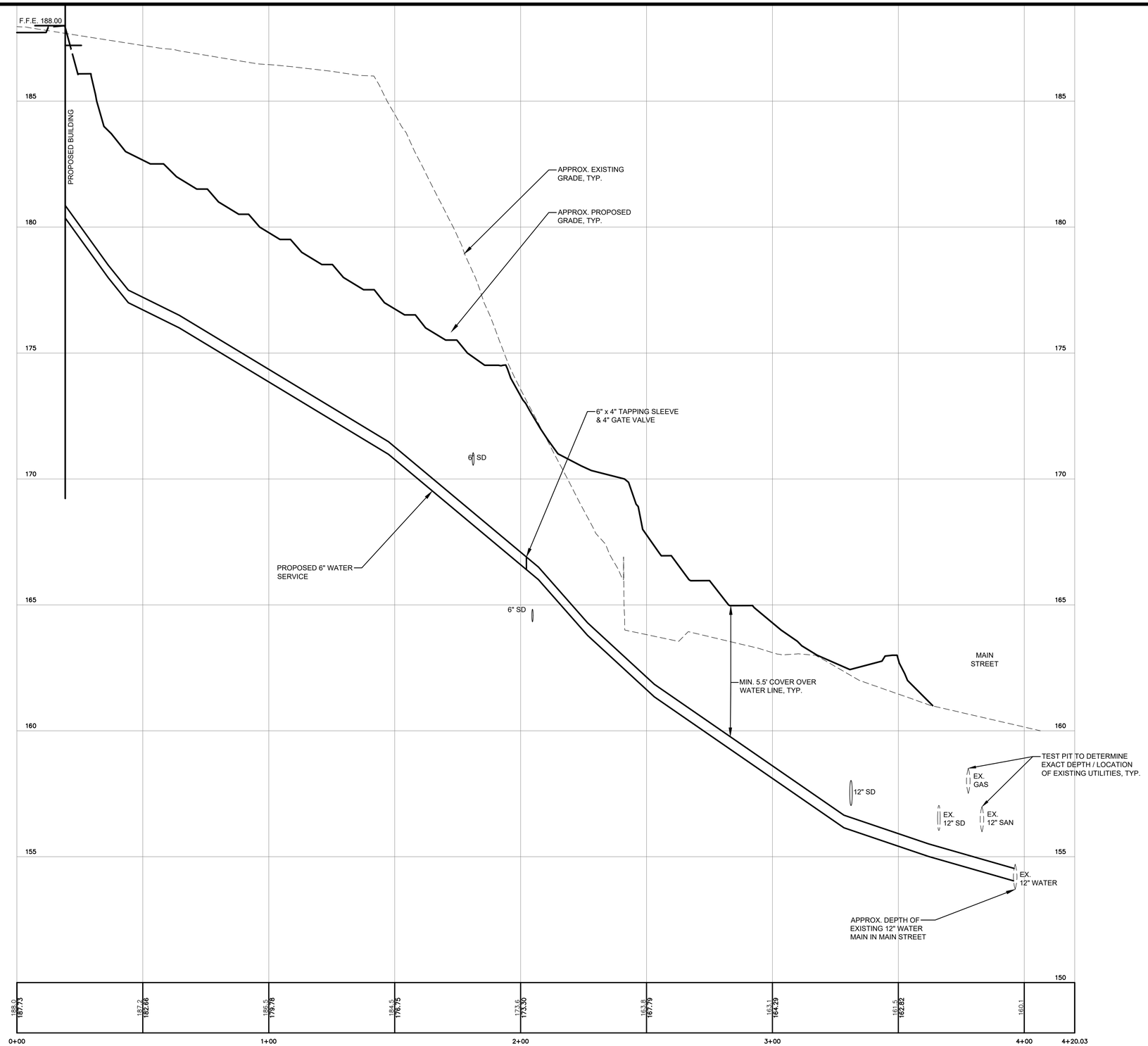

WATER SERVICE PROFILE

SCALE: 1" = 20' HORZ. / 1" = 2' VERT.

20 0 10 20 40

1 inch = 20 ft.

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STATE OF MAINE · KALEB A. BOURASSA · No. 17072 · LICENSED PROFESSIONAL ENGINEER

10.31.2025

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GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: UTILITY PROFILES

Project: AUBURN TOWN CENTER APARTMENTS
15 ACADEMY STREET, AUBURN, MAINE

Client: HIGHGATE DEVELOPMENT, LLC
799 WASHINGTON STREET N., AUBURN, ME 04210

Drawing No. C-5.1

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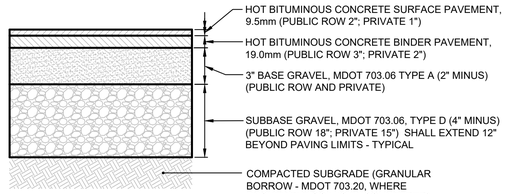


NOTES:

1. APPLY TACK COAT BETWEEN BINDER AND SURFACE COURSES.
2. ALL MATERIALS SHALL CONFORM TO MDOT SPECIFICATIONS, LATEST REVISION AND/OR CITY OF PORTLAND TECHNICAL STANDARD, WHICHEVER IS MORE STRINGENT. COMPACTION OF ALL MATERIALS TO BE IN ACCORDANCE WITH THE MDOT STANDARD SPECIFICATIONS.
3. CONTRACTOR TO VERIFY TRENCH RESTORATION SECTION IN CASCO STREET WITH THE PUBLIC WORKS DEPARTMENT PRIOR TO ANY EXCAVATION.

(A) BITUMINOUS CONCRETE PAVEMENT SECTION
N.T.S.

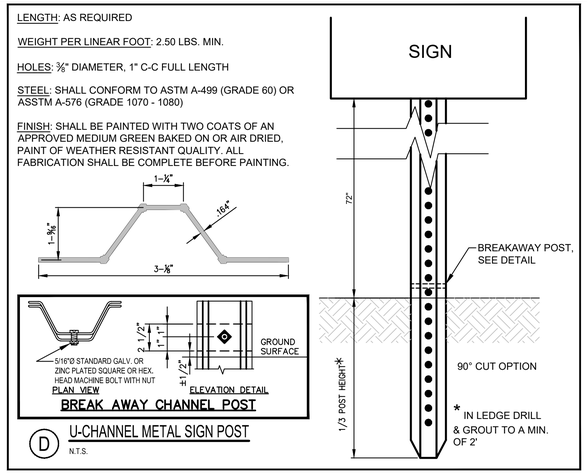
LENGTH: AS REQUIRED

WEIGHT PER LINEAR FOOT: 2.50 LBS. MIN.

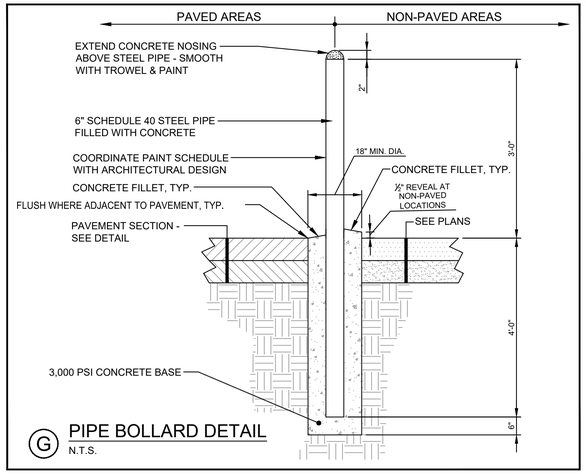
HOLES: ⅜" DIAMETER, 1" C-C FULL LENGTH

STEEL: SHALL CONFORM TO ASTM A-499 (GRADE 60) OR ASSTM A-576 (GRADE 1070 - 1080)

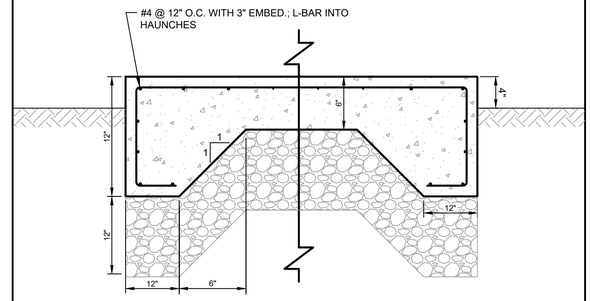
FINISH: SHALL BE PAINTED WITH TWO COATS OF AN APPROVED MEDIUM GREEN BAKED ON OR AIR DRIED, PAINT OF WEATHER RESISTANT QUALITY. ALL FABRICATION SHALL BE COMPLETE BEFORE PAINTING.



(D) U-CHANNEL METAL SIGN POST
N.T.S.



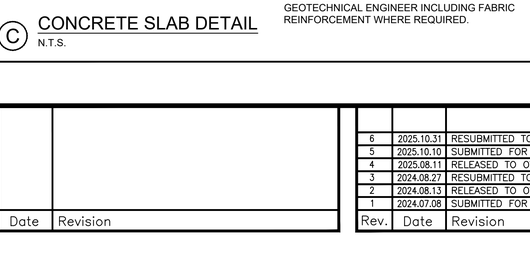
(G) PIPE BOLLARD DETAIL
N.T.S.



NOTES:

1. SEE SITE LAYOUT PLAN FOR PAD DIMENSIONS.
2. 12" BASE GRAVEL SHALL BE MDOT 703.06 STANDARDS FOR TYPE D GRAVEL.
3. CONCRETE PAD SHALL HAVE COMPRESSIVE STRENGTH OF 4,500 PSI.
4. PROVIDE BROOM FINISH AND SALTGUARD™ CHLORIDE INHIBITOR.

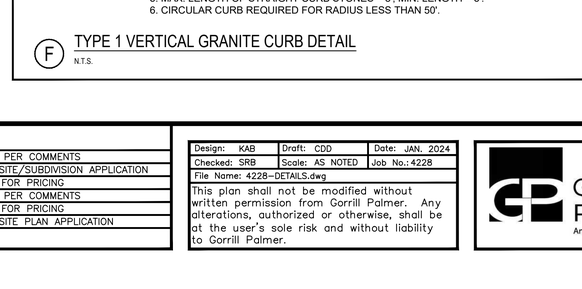
(J) STAND-ALONE CONCRETE PAD DETAIL
N.T.S.



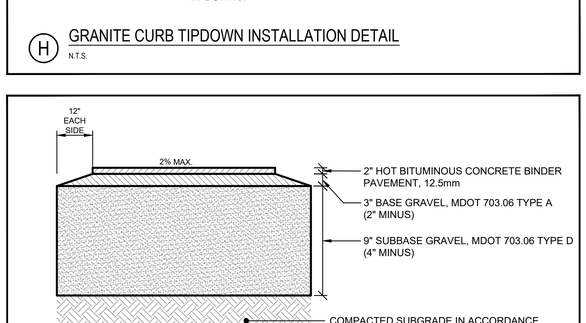
NOTES:

1. USE THIS DETAIL FOR THE RADIUS FILLET AT THE DRIVEWAY ENTRANCE TO THE PUBLIC STREETS OR TO MATCH PARKING LOT/DRIVE PAVEMENTS WHERE WIDENING OF EXISTING PAVEMENT AREA IS REQUIRED.
2. WHERE SURFACE PAVEMENT HAS NOT BEEN INSTALLED, THE 2'-0" WIDE GRIND IS NOT REQUIRED.

(B) PAVEMENT SAWCUT DETAIL
N.T.S.



(E) TRAFFIC SIGN (WITH BACKING)
N.T.S.

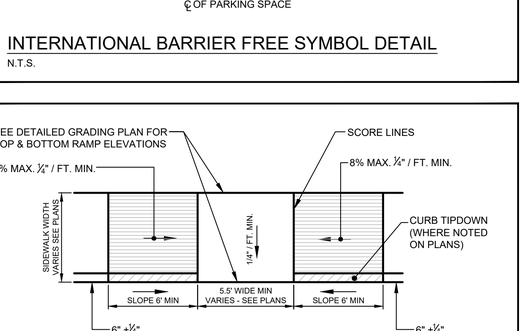


* 4'-0" IS MINIMUM IN AREAS NOT ADJACENT TO SIDEWALKS
7'-0" IS MINIMUM AT ADA RAMP LOCATIONS - LENGTH MAY NEED TO BE EXTENDED TO MEET ADA REQUIREMENTS

NOTE:

REFER TO PLANS FOR LOCATIONS & LENGTHS OF TIPDOWNS.

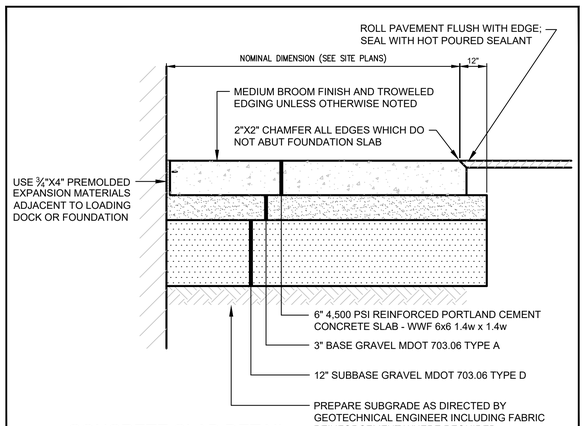
(H) GRANITE CURB TIPDOWN INSTALLATION DETAIL
N.T.S.



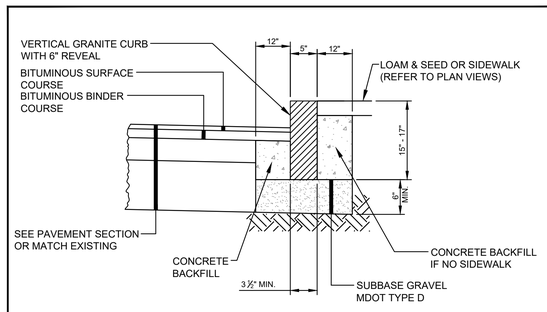
NOTE:

1. BARRIER FREE STALLS SHALL BE DELINEATED WITH THIS SYMBOL IN WHITE MARKING ON NON-SKID BLUE BACKGROUND.
2. CONTRACTOR SHALL COORDINATE WITH THE MUNICIPALITY FOR CURRENT INTERNATIONAL SYMBOL OF ACCESS PAINTING STENCIL.

(K) INTERNATIONAL BARRIER FREE SYMBOL DETAIL
N.T.S.



(C) CONCRETE SLAB DETAIL
N.T.S.



NOTES:
1. VERTICAL GRANITE CURB TO MEET MDOT STANDARD SPECIFICATIONS.
2. REFER TO PLANS FOR LOCATIONS OF GRANITE CURBS.
3. JOINTS SHALL BE MORTARED.
4. JOINT SEPARATION SHALL BE ¼" AND ⅝".
5. MAX. LENGTH OF STRAIGHT CURB STONES = 8'; MIN. LENGTH = 3'.
6. CIRCULAR CURB REQUIRED FOR RADIUS LESS THAN 50'.

(F) TYPE 1 VERTICAL GRANITE CURB DETAIL
N.T.S.

NOTES:

1. ALL MATERIALS SHALL CONFORM TO MDOT SPECIFICATIONS, LATEST REVISION.
2. COMPACTION OF ALL MATERIALS TO BE IN ACCORDANCE WITH THE SPECIFICATIONS.
3. 2% MAXIMUM CROSS SLOPE ON ALL SIDEWALKS AND ADA PARKING SPACES.

BITUMINOUS CONCRETE SIDEWALK SECTION FOR SITE INSTALLATION
(I) N.T.S.

NOTES:
1. RAMP SHALL BE CONSTRUCTED IN ACCORDANCE WITH AMERICANS WITH DISABILITIES ACT (ADA).

2. SCORE LINES ARE NOT APPLICABLE TO BITUMINOUS CONCRETE SIDEWALKS.

3. SEE PLANS FOR LOCATION(S) AND TYPES OF CURB.

(L) BARRIER FREE RAMP DETAIL
N.T.S.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
KALEB A. BOURASSA
No. 17072
LICENSED PROFESSIONAL ENGINEER
10.31.2025
KALEB A. BOURASSA, P.E.
LIC. #17072

Rev.	Date	Revision

Rev.	Date	Revision
6	2025.10.31	RESUBMITTED TO CITY PER COMMENTS
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1	2024.07.08	SUBMITTED FOR CITY SITE PLAN APPLICATION

Design: KAB	Draft: CDD	Date: JAN. 2024
Checked: SRB	Scale: AS NOTED	Job No.: 4228
File Name: 4228-DETAILS.dwg		

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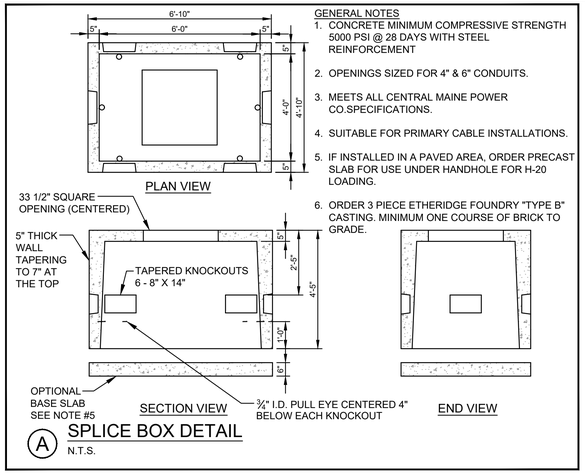
GORRILL PALMER
An LJB Engineering Company
Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name:	SITE & MISCELLANEOUS DETAILS
Project:	AUBURN TOWN CENTER APARTMENTS 15 ACADEMY STREET, AUBURN, MAINE
Client:	HIGHGATE DEVELOPMENT, LLC 799 WASHINGTON STREET N., AUBURN, ME 04210

Drawing No.
C-6.0

K:\3Key Hospitality\4228_Academy Street Residential Development_Auburn\Z - CAD\DWG\4228-DETAILS.dwg 10/30/2025 6:15 PM



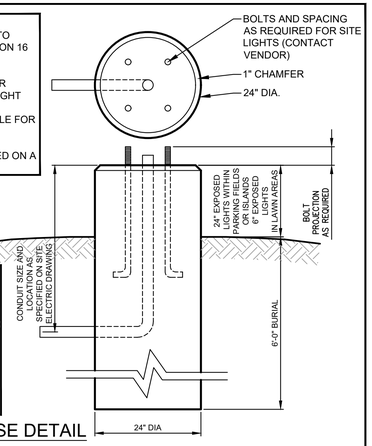
GENERAL NOTES

1. CONCRETE MINIMUM COMPRESSIVE STRENGTH 5000 PSI @ 28 DAYS WITH STEEL REINFORCEMENT
2. OPENINGS SIZED FOR 4" & 6" CONDUITS.
3. MEETS ALL CENTRAL MAINE POWER CO.SPECIFICATIONS.
4. SUITABLE FOR PRIMARY CABLE INSTALLATIONS.
5. IF INSTALLED IN A PAVED AREA, ORDER PRECAST SLAB FOR USE UNDER HANDHOLE FOR H-20 LOADING.
6. ORDER 3 PIECE ETHERIDGE FOUNDRY "TYPE B" CASTING. MINIMUM ONE COURSE OF BRICK TO GRADE.

Ⓐ SPLICE BOX DETAIL
N.T.S.

NOTES:

1. ANCHOR BOLTS TO BE PROVIDED TO DIVISION 2 CONTRACTOR BY DIVISION 16 CONTRACTOR THROUGH LIGHT STANDARD SUPPLIER. DIVISION 2 CONTRACTOR IS RESPONSIBLE FOR SUPPLYING AND INSTALLING ALL LIGHT POLE FOUNDATIONS. DIVISION 2 CONTRACTOR IS ALSO RESPONSIBLE FOR TRENCHING AND BACKFILLING ALL CONDUITS.
2. BOLLARD LIGHTS MAY BE INSTALLED ON A FLUSH 12" BASE



DESIGN NOTES:

1. CONCRETE 4,000 PSI AT 28 DAYS
2. REINFORCING IS AS SPECIFIED. (TYP. 4 - #4 VERTICALLY AND #3 STIRRUPS 12" O.C. HORIZONTALLY)
3. ANCHOR BOLTS AND GROUNDING AS SPECIFIED AND REQUIRED BY SUPPLIER.
4. EXPOSED PORTION OF CONCRETE FOUNDATION TO BE PAINTED WITH 2 COATS OF ACRYLIC PAINT. COLOR TO MATCH POLE COLOR.

Ⓑ LIGHT POLE BASE DETAIL
N.T.S.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
KALEB A. BOURASSA
No. 17072
LICENSED PROFESSIONAL ENGINEER
10.31.2025

KALEB A. BOURASSA, P.E.
LIC. #17072

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Design: KAB	Draft: CDD	Date: JAN. 2024
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GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

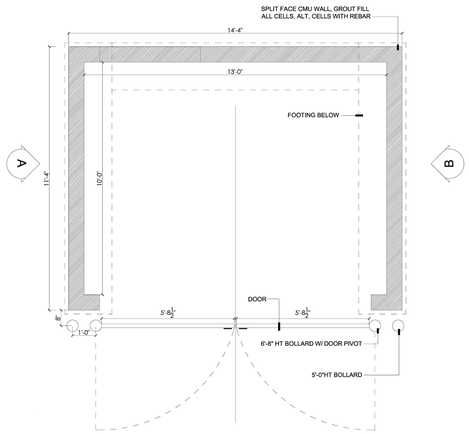
Drawing Name: SITE & MISCELLANEOUS DETAILS

Project: AUBURN TOWN CENTER APARTMENTS
15 ACADEMY STREET, AUBURN, MAINE

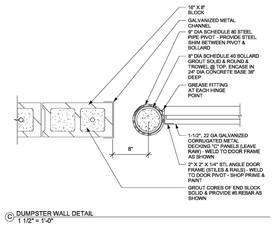
Client: HIGHGATE DEVELOPMENT, LLC
799 WASHINGTON STREET N., AUBURN, ME 04210

Drawing No. C-6.1

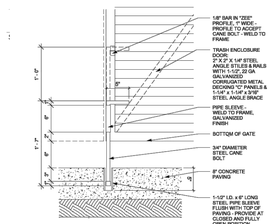
K:\Key Hospitality\4228_Academy Street Residential Development_Auburn\Z - CAD\DWG\4228-DETAILS.dwg 10/30/2025 6:16 PM



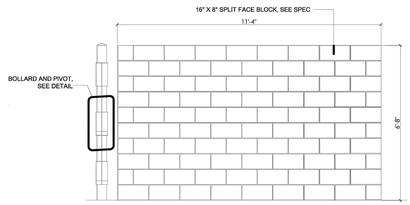
DUMPSTER PLAN VIEW
SCALE: 1/4" = 1'-0"



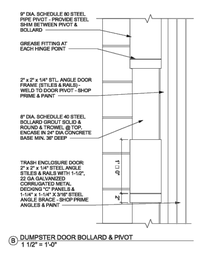
C DUMPSTER WALL DETAIL
1 1/2" = 1'-0"



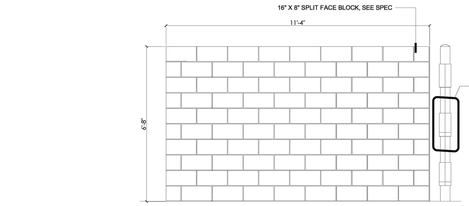
A TYPICAL CANE BOLT DETAIL
1 1/2" = 1'-0"



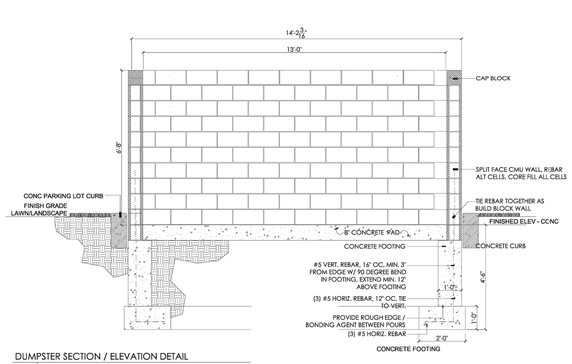
DUMPSTER SIDE ELEVATION - B
SCALE: 1/4" = 1'-0"



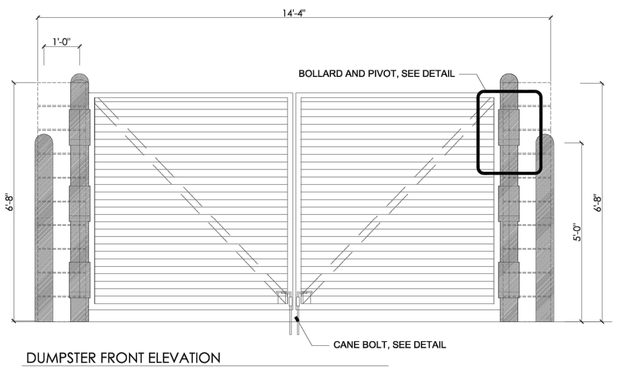
B DUMPSTER DOOR BOLLARD & PIVOT
1 1/2" = 1'-0"



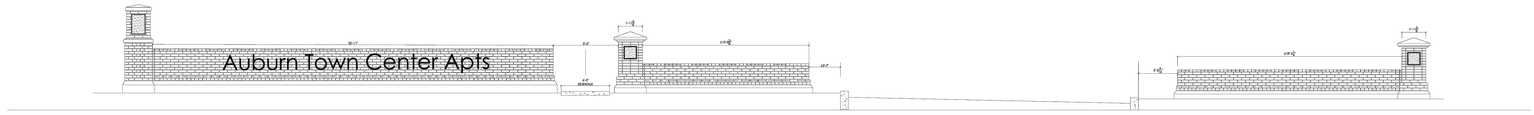
DUMPSTER SIDE ELEVATION - B
SCALE: 1/4" = 1'-0"



DUMPSTER SECTION / ELEVATION DETAIL
SCALE: 1/2" = 1'-0"



DUMPSTER FRONT ELEVATION
SCALE: 1/2" = 1'-0"

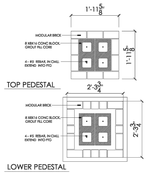


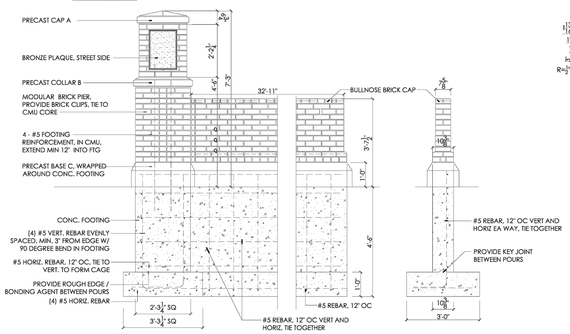
BRICK MONUMENT A

BRICK MONUMENT B

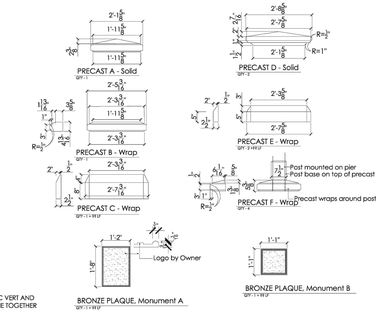
FREESTANDING LETTER SIGN
PC TO BOARD TRUSTEES FOR FINAL CLEARANCE OF CIVIL, CANOPY, SIGNAGE, CANOPY AND ARCHITECTURAL BRICK PIER DIMENSIONS SHOWN BELOW. PROVIDE SHOP DRAWING FOR APPROVAL

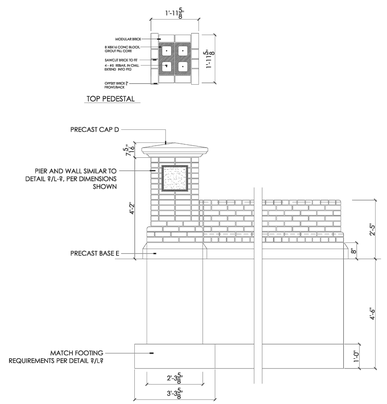
FREESTANDING LETTER SIGN - ELEVATION AND SIZING





BRICK MONUMENT A - DETAIL
SCALE: 1/2" = 1'-0"





BRICK MONUMENT B - DETAIL
SCALE: 1/2" = 1'-0"

NOTES:

1. DESIGN OF THE DECORATIVE WALL, DUMPSTER ENCLOSURE, AND ASSOCIATED FOUNDATIONS SHOULD BE REVIEWED AND CONFIRMED WITH THE ARCHITECTURAL AND STRUCTURAL DESIGNERS. THESE COMPONENTS ARE HELD IN THE CIVIL SET TO ENSURE THESE ITEMS ARE INCLUDED WITHIN THE CIVIL/SITE PACKAGE.
2. THE DUMPSTER ENCLOSURE DEPICTS THE TYPICAL MASONRY BLOCK WALL, WALL HEIGHT, AND SLAB/FOUNDATIONS DESIGNED BY OTHERS. REFER TO CIVIL SITE DRAWINGS FOR EXACT DIMENSIONS OF THE ENCLOSURE AREA.
3. REFER TO THE CIVIL SITE DRAWINGS FOR LENGTHS AND SPACING OF THE DECORATIVE RETAINING WALL.
4. REFER TO GEOTECHNICAL RECOMMENDATIONS FOR PREPARATION OF SUBGRADE ASSOCIATED WITH THE DUMPSTER ENCLOSURE AND DECORATIVE RETAINING WALL FOUNDATIONS. IT IS RECOMMENDED THAT 12" OF 3/4" CRUSHED STONE BE PLACED UNDERNEATH THESE FOUNDATIONS AND SLABS.

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Drawing Name: SITE & MISCELLANEOUS DETAILS

Project: AUBURN TOWN CENTER APARTMENTS
15 ACADEMY STREET, AUBURN, MAINE

Client: HIGHGATE DEVELOPMENT, LLC
799 WASHINGTON STREET N., AUBURN, ME 04210

Drawing No. C-6.2

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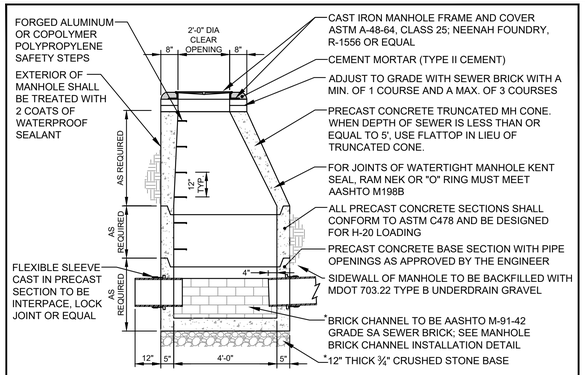
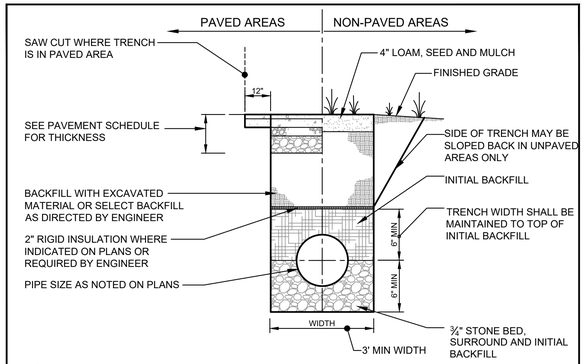


4'-0" DIA. PRECAST SEWER & STORM DRAIN MANHOLE DETAIL

(A) N.T.S.

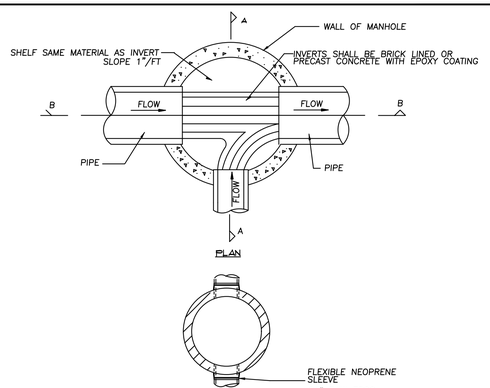
*NOTE:
CHANNEL MAY ALSO BE A PREFABRICATED FIBERLINER 2000 CHANNEL AS FABRICATED BY GDT, INC. OF ESSEX, CT OR EQUAL



NOTE:
BRACING AND SHEETING OR OTHER TRENCH PROTECTION TO BE PROVIDED TO MEET APPLICABLE STATE AND O.S.H.A. SAFETY STANDARDS. ALL SUCH TRENCH PROTECTION TO BE THE RESPONSIBILITY OF THE CONTRACTOR.

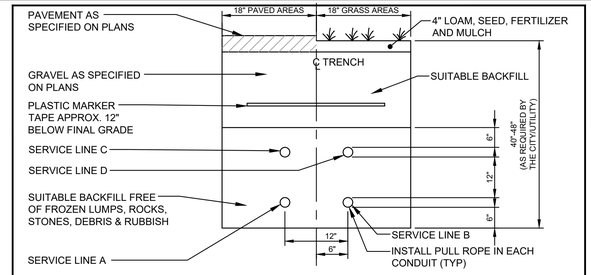
TYPICAL SEWER AND STORM DRAIN TRENCH SECTION

(D) N.T.S.



PRECAST CONCRETE SEWER MANHOLE DETAIL

(G) N.T.S.



CONDUIT TYPE

SERVICE	CONDUIT SIZE	GRASS AREAS	PAVED AREAS	UTILITY	REMARKS
A	2-6"	SCHEDULE 40 PVC ELECTRICAL GRADE	RIGID GALVANIZED STEEL, ASTM A120*	POWER	SEE NOTE
B	2-4"	SCHEDULE 40 PVC	RIGID GALVANIZED STEEL, ASTM A120*	TELEPHONE	SEE NOTE
C	2-4"	SCHEDULE 40 PVC	RIGID GALVANIZED STEEL, ASTM A120*	COMMUNICATION	SEE NOTE
D	2-4"	SCHEDULE 40 PVC	RIGID GALVANIZED STEEL, ASTM A120*	SPARES	SEE NOTE

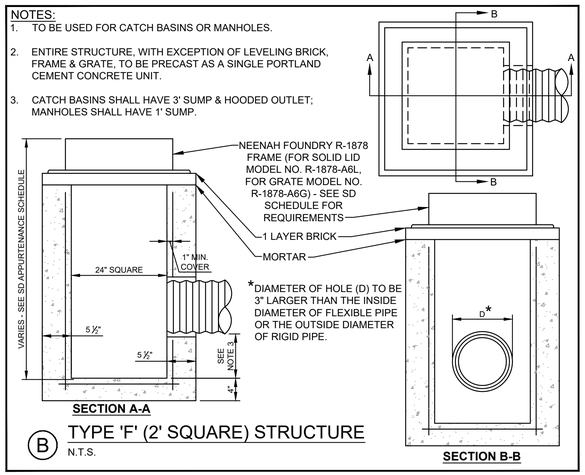
*AS REQUIRED BY CITY /UTILITY

NOTES:
1. ONE CONDUIT CAPPED FOR SPARE. PROVIDE GALVANIZED STEEL LONG SWEEP AT RISER POLE AND EXTEND GALVANIZED CONDUIT TO 10' ABOVE GRADE AT POLE WITH STAND-OFF BRACKETS. COORDINATE WITH ELECTRICAL SITE PLANS BY E.S. BOULOS.
2. IN CITY RIGHT OF WAY, CONDUITS TO HAVE 36" MIN. COVER AND BE ENCASED WITH MIN. 3" CONCRETE ON ALL SIDES.

UTILITY TRENCH - PRIMARY ELEC., TEL. & COMM.

(I) N.T.S.

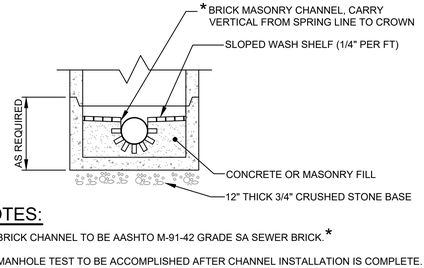
NOTES:
1. TO BE USED FOR CATCH BASINS OR MANHOLES.
2. ENTIRE STRUCTURE, WITH EXCEPTION OF LEVELING BRICK, FRAME & GRATE, TO BE PRECAST AS A SINGLE PORTLAND CEMENT CONCRETE UNIT.
3. CATCH BASINS SHALL HAVE 3' SUMP & HOODED OUTLET; MANHOLES SHALL HAVE 1' SUMP.



TYPE 'F' (2' SQUARE) STRUCTURE

(B) N.T.S.

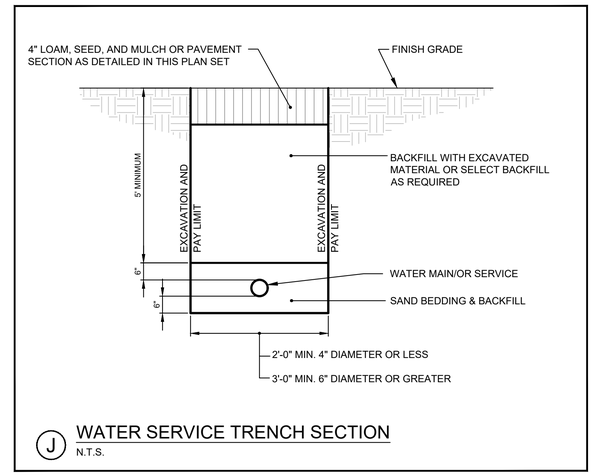
*NOTE:
CHANNEL MAY ALSO BE A PREFABRICATED FIBERLINER 2000 CHANNEL AS FABRICATED BY GDT, INC. OF ESSEX, CT OR EQUAL



NOTES:
1. BRICK CHANNEL TO BE AASHTO M-91-42 GRADE SA SEWER BRICK.*
2. MANHOLE TEST TO BE ACCOMPLISHED AFTER CHANNEL INSTALLATION IS COMPLETE.
3. WHERE THE ALIGNMENT CHANGES OR SIDE FLOW ENTERS THE MANHOLE, CONSTRUCT CHANNEL WITH A SMOOTH RADIAL CHANNEL TO ACCOMPLISH ALL JUNCTIONAL CHANGE OF ALIGNMENT WITHIN MANHOLE.

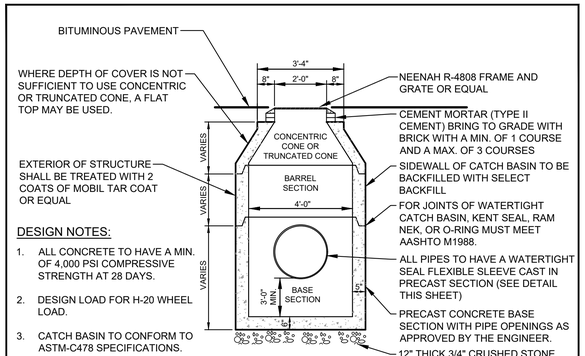
MANHOLE BRICK CHANNEL INSTALLATION DETAIL

(E) N.T.S.



WATER SERVICE TRENCH SECTION

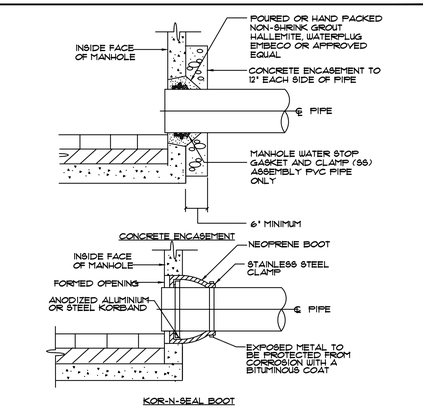
(J) N.T.S.



DESIGN NOTES:
1. ALL CONCRETE TO HAVE A MIN. OF 4,000 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
2. DESIGN LOAD FOR H-20 WHEEL LOAD.
3. CATCH BASIN TO CONFORM TO ASTM-C478 SPECIFICATIONS.
4. REINFORCE TO 0.12 IN SQ./LF..

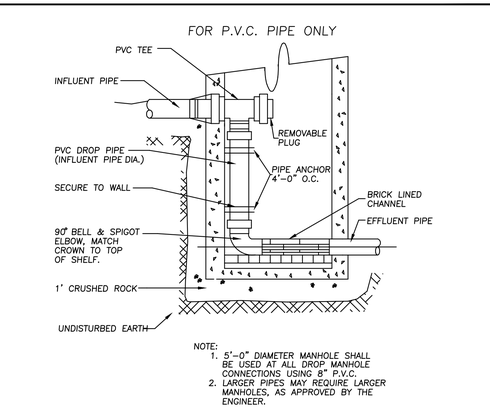
4'-0" PRECAST CATCH BASIN DETAIL

(C) N.T.S.



MANHOLE PIPE CONNECTIONS FOR SEWER DETAIL

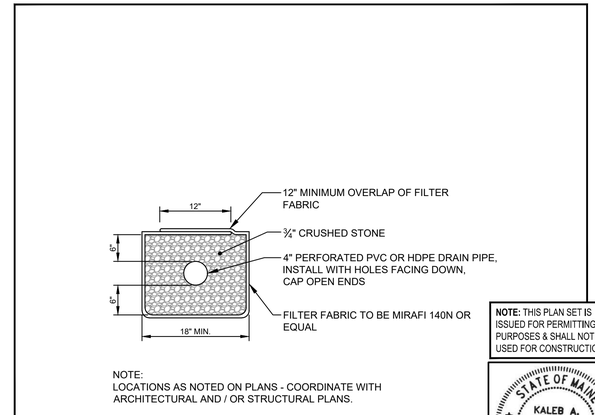
(F) N.T.S.



NOTE:
1. 5'-0" DIAMETER MANHOLE SHALL BE USED AT ALL DROP MANHOLE CONNECTIONS USING 8" P.V.C.
2. LARGER PIPES MAY REQUIRE LARGER MANHOLES, AS APPROVED BY THE ENGINEER.

MANHOLE PVC DROP CONNECTION DETAIL

(H) N.T.S.



NOTE:
LOCATIONS AS NOTED ON PLANS - COORDINATE WITH ARCHITECTURAL AND / OR STRUCTURAL PLANS.

TYPICAL FOUNDATION DRAIN DETAIL

(K) N.T.S.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
KALEB A. BOURASSA
No. 17072
LICENSED PROFESSIONAL ENGINEER
10.31.2025

KALEB A. BOURASSA, P.E.
LIC. #17072

Rev.	Date	Revision

Rev.	Date	Revision
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Design: KAB	Draft: CDD	Date: JAN. 2024
Checked: SRB	Scale: AS NOTED	Job No.: 4228
File Name: 4228-DETAILS.dwg		

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An LJB Engineering Company
Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name:	STORM DRAIN & UTILITY DETAILS
Project:	AUBURN TOWN CENTER APARTMENTS 15 ACADEMY STREET, AUBURN, MAINE
Client:	HIGHGATE DEVELOPMENT, LLC 799 WASHINGTON STREET N., AUBURN, ME 04210

Drawing No.
C-6.3

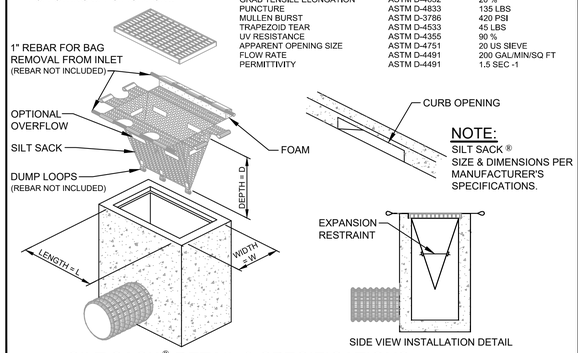
K:\Jkey Hospitality\4228_Academy Street Residential Development_Auburn\Z - CAD\DWG\4228-DETAILS.dwg 10/30/2025 6:17 PM

NOTE: THE SILT SACK ® WILL BE MANUFACTURED FROM A WOVEN POLYPROPYLENE FABRIC THAT MEETS OR EXCEEDS THE FOLLOWING SPECIFICATIONS:

HIGH-FLOW SILT SACK ® (FOR USE IN LOW POINTS/SAGS)

(FOR AREAS OF MODERATE TO HEAVY PRECIPITATION AND RUN-OFF)

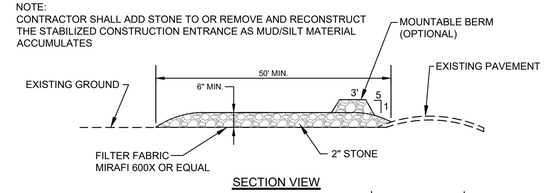
PROPERTIES	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	ASTM D-4632	265 LBS
GRAB TENSILE ELONGATION	ASTM D-4632	20 %
PUNCTURE	ASTM D-4833	135 LBS
MULLEN BURST	ASTM D-3786	420 PSI
TRAPEZOID TEAR	ASTM D-4533	45 LBS
UV RESISTANCE	ASTM D-4355	90 %
APPARENT OPENING SIZE	ASTM D-4751	20 US SIEVE
FLOW RATE	ASTM D-4491	200 GAL/MIN/SQ FT
PERMITTIVITY	ASTM D-4491	1.5 SEC -1



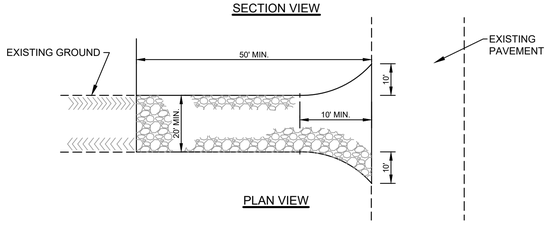
NOTE:
SILT SACK ® SIZE & DIMENSIONS PER MANUFACTURER'S SPECIFICATIONS.

(A) SILT SACK ® DETAIL & SPECIFICATIONS
N.T.S.

NOTE:
CONTRACTOR SHALL ADD STONE TO OR REMOVE AND RECONSTRUCT THE STABILIZED CONSTRUCTION ENTRANCE AS MUD/SILT MATERIAL ACCUMULATES

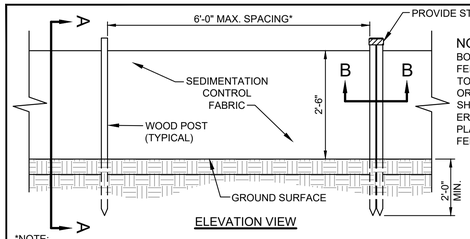


SECTION VIEW



PLAN VIEW

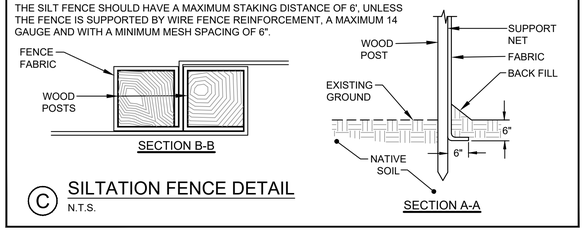
(B) STABILIZED CONSTRUCTION ENTRANCE DETAIL
N.T.S.



ELEVATION VIEW

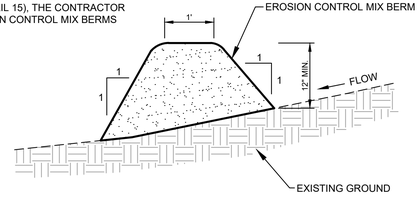
NOTE:
BOTTOM OF SILT FENCE MUST BE TOED INTO GROUND OR NO PAYMENT SHALL BE MADE. SEE EROSION CONTROL PLAN(S) FOR SILT FENCE LOCATION(S).

*NOTE:
THE SILT FENCE SHOULD HAVE A MAXIMUM STAKING DISTANCE OF 6', UNLESS THE FENCE IS SUPPORTED BY WIRE FENCE REINFORCEMENT, A MAXIMUM 14 GAUGE AND WITH A MINIMUM MESH SPACING OF 6".



(C) SILTATION FENCE DETAIL
N.T.S.

NOTE:
DURING PERIODS OF WINTER CONSTRUCTION (NOV. 15 THROUGH APRIL 15), THE CONTRACTOR SHALL INSTALL EROSION CONTROL MIX BERMS IN LIEU OF SILT FENCE.



EROSION CONTROL MIX:

EROSION CONTROL MIX SHALL CONTAIN A WELL-GRADED MIXTURE OF PARTICLE SIZES & MAY CONTAIN ROCKS LESS THAN 4" IN DIAMETER. EROSION CONTROL MIX MUST BE FREE OF REFUSE, PHYSICAL CONTAMINANTS, AND MATERIAL TOXIC TO PLANT GROWTH. THE MIX COMPOSITION SHALL MEET THE FOLLOWING STANDARDS:

- THE ORGANIC MATTER CONTENT SHALL BE BETWEEN 80 AND 100%, DRY WEIGHT BASIS.
- PARTICLE SIZE BY WEIGHT SHALL BE 100% PASSING A 6" SCREEN AND A MINIMUM OF 70%, MAXIMUM OF 85%, PASSING A 0.75" SCREEN.
- THE ORGANIC PORTION NEEDS TO BE FIBROUS AND ELONGATED.
- LARGE PORTIONS OF SILTS, CLAYS OR FINE SANDS ARE NOT ACCEPTABLE IN THE MIX.
- SOLUBLE SALTS CONTENT SHALL BE < 4.0 mmhos/cm.
- PH SHALL FALL BETWEEN 5.0 AND 8.0.

(D) EROSION CONTROL MIX BERM DETAIL
N.T.S.

SPECIFICATIONS AND REQUIREMENTS FOR DEWATERING

THIS PROJECT WILL REQUIRE THE DISCHARGE OF CONSTRUCTION DEWATERING AND TURBID LADEN RUNOFF, FROM THE REMEDIAL CONSTRUCTION OF THE EXISTING STORMWATER BASIN, TO BE DIRECTED AND DISCHARGED THROUGH A DIRTBAG, WITHIN A DEWATERING SUMP. THIS DESCRIPTION ALSO CONTAINS APPENDED MATERIALS DESCRIBING THE DIRTBAGS REFERRED TO IN THIS NARRATIVE.

DEWATERING OF THE REMEDIAL CONSTRUCTION OF THE EXISTING BASIN SHALL BE ACCOMPLISHED USING THE FOLLOWING MEASURES:

- THE PUMPING OF WATER WITHIN THE POND TO A DIRTBAG (PATENTED PRODUCT BY ACF ENVIRONMENTAL PRODUCTS) WITH RELEASE THROUGH A VEGETATED BUFFER AT LEAST 100 FEET UPGRADIENT OF A WETLAND DURING THE REMEDIAL CONSTRUCTION OF THE EXISTING BASIN.

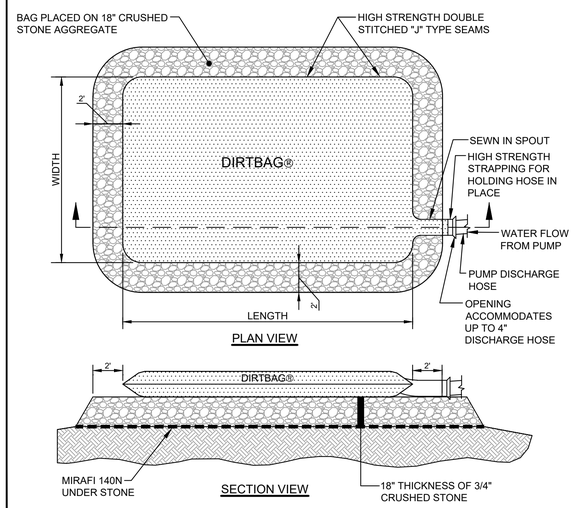
REQUIREMENTS FOR DIRTBAGS:

AT ALL TIMES THERE MUST BE AN UNUSED DIRTBAG AVAILABLE FOR EMERGENCY USE.

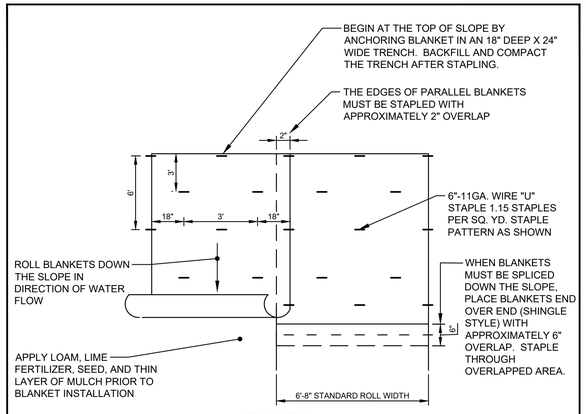
AT ALL TIMES (AFTER INITIAL SITE PREPARATION), THE CONTRACTOR SHALL HAVE ONE DIRTBAG ACTIVE OR READY FOR USE. THE DIRTBAGS SHALL BE FIELD LOCATED BY THE CONTRACTOR BUT ARE NOT TO BE INSTALLED WITHIN 100 FEET OF THE WETLANDS. THE DIRTBAG SHALL BE INSTALLED ON A PREPARED SUBGRADE. THIS SUBGRADE SHALL CONSIST OF THE INSTALLATION OF A LAYER OF MIRAFI 140N, AND 18 INCHES OF 3/4 INCH CRUSHED STONE. THE PLAN DIMENSION OF THE CRUSHED STONE PAD SHALL EXCEED THE PLAN AREA OF THE DIRTBAG BY AT LEAST TWO FEET IN ALL DIRECTIONS. THE DIRTBAG SHALL NOT BE INSTALLED ON AN UNDERLYING SLOPE OF GREATER THAN 15 PERCENT.

CONSTRUCTION DEWATERING OPERATIONS:

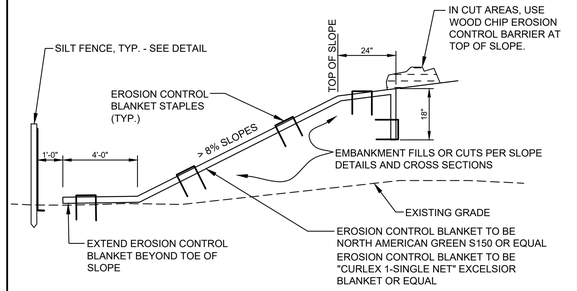
ALL CONSTRUCTION-DEWATERING OPERATIONS ARE THE RESPONSIBILITY OF THE SITE CONTRACTOR. IT SHALL BE THE SITE CONTRACTOR WHO IS RESPONSIBLE FOR SELECTING THE SITE FOR THE DIRTBAG, THE SELECTION OF THE USE OF THE DIRTBAG OR THE SEDIMENTATION BASIN FOR DIRECTING DEWATERING, EXCEPT THAT THE OWNER MAY DIRECT THE SITE CONTRACTOR TO ALTER THE SELECTED OPERATION IF TURBID DISCHARGE TO A WETLAND IS OBSERVED.



(E) DIRTBAG® DETAIL AND SPECIFICATIONS
N.T.S.



PLAN VIEW



SECTION VIEW

NOTE:
EROSION CONTROL BLANKET STAPLE SIZE AND DISTRIBUTION PER MANUFACTURER'S SPECIFICATIONS.

NOTES:
1. IF GRASS CATCH IS NOT 75% BY SEPTEMBER 1, ADD #4 REBARS @ 3'-0" ROWS @ 3' CENTERS. REMOVE OR DRIVE REBARS 3" BELOW GRADE IN SPRING FOLLOWING TURF ESTABLISHMENT.
2. MULCH RATE TO BE 1/2 THE RATE OTHERWISE SPECIFIED.

(F) EROSION CONTROL BLANKET SLOPE STABILIZATION DETAIL
N.T.S.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE — KALEB A. BOURASSA — No. 17072 — LICENSED PROFESSIONAL ENGINEER — 10.31.2025

KALEB A. BOURASSA, P.E.
LIC. #17072

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An LJB Engineering Company
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GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: EROSION & SEDIMENT CONTROL DETAILS

Project: AUBURN TOWN CENTER APARTMENTS
15 ACADEMY STREET, AUBURN, MAINE

Client: HIGHGATE DEVELOPMENT, LLC
799 WASHINGTON STREET N., AUBURN, ME 04210

Drawing No. C-6.4

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14.0 EROSION CONTROL MEASURES AND SITE STABILIZATION

THE PRIMARY EMPHASIS OF THE EROSION/SEDIMENTATION CONTROL PLAN, WHICH WILL BE IMPLEMENTED FOR THIS PROJECT, IS AS FOLLOWS:

- DEVELOPMENT OF A CAREFUL CONSTRUCTION SEQUENCE.
- RAPID REVEGETATION OF DENUDED AREAS TO MINIMIZE THE PERIOD OF SOIL EXPOSURE.
- RAPID STABILIZATION OF DRAINAGE PATHS TO AVOID RILL AND GULLY EROSION.
- THE USE OF ON-SITE MEASURES TO CAPTURE SEDIMENT (SEDIMENTATION BASINS, HAY BALES/STONE CHECK DAMS/SILT FENCE, ETC.)

THE FOLLOWING TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL DEVICES WILL BE IMPLEMENTED AS PART OF THE SITE DEVELOPMENT. THESE DEVICES SHALL BE INSTALLED AS INDICATED ON THE PLANS OR AS DESCRIBED WITHIN THIS REPORT. FOR FURTHER REFERENCE, SEE THE LATEST EDITION OF THE MAINE EROSION AND SEDIMENT CONTROL PRACTICES FIELD GUIDE FOR CONTRACTORS.

A. DEWATERING

WATER FROM CONSTRUCTION TRENCH DEWATERING SHALL PASS FIRST THROUGH A FILTER BAG OR SECONDARY CONTAINMENT STRUCTURE (E.G. HAY BALE LINED POOL) PRIOR TO DISCHARGE. THE DISCHARGE SITE SHALL BE SELECTED TO AVOID FLOODING, ICING, AND SEDIMENT DISCHARGES TO A PROTECTED RESOURCE. IN NO CASE SHALL THE FILTER BAG OR CONTAINMENT STRUCTURE BE LOCATED WITHIN 50 FEET OF A PROTECTED NATURAL RESOURCE.

B. INSPECTION AND CONSTRUCTION MONITORING

MAINTENANCE MEASURES SHALL BE APPLIED AS NEEDED DURING THE ENTIRE CONSTRUCTION SEASON. BEFORE AND WITHIN 24 HOURS AFTER EACH WET WEATHER EVENT THAT PRODUCES MORE THAN 0.5 INCH OF RAINFALL IN A CONSECUTIVE 24-HOUR PERIOD, SNOWSTORM, OR PERIOD OF THAWING AND RUNOFF, THE QUALIFIED CONTRACTOR KNOWLEDGEABLE OF DEP STANDARDS SHALL PERFORM A VISUAL INSPECTION OF ALL INSTALLED EROSION CONTROL MEASURES AND PERFORM REPAIRS AS NEEDED TO INSURE THEIR CONTINUOUS FUNCTION. ADDITIONALLY, INSPECTIONS SHALL BE PERFORMED AT LEAST ONCE A WEEK. FOLLOWING THE TEMPORARY AND/OR FINAL SEEDING AND MULCHING, THE CONTRACTOR SHALL IN THE SPRING INSPECT AND REPAIR ANY DAMAGES AND/OR UNESTABLISHED SPOTS. ESTABLISHED VEGETATIVE COVER MEANS A MINIMUM OF 90% OF AREAS VEGETATED WITH VIGOROUS GROWTH.

THE FOLLOWING STANDARDS MUST BE MET DURING CONSTRUCTION.

1. INSPECTION AND CORRECTIVE ACTION. AN ENGINEER OR SOMEONE WITH KNOWLEDGE OF EROSION AND STORMWATER STANDARDS AS DESCRIBED IN THE CONDITIONS OF THE PERMIT SHALL INSPECT DISTURBED AND IMPERVIOUS AREAS, EROSION CONTROL MEASURES (INCLUDING CATCH BASIN INLET PROTECTION MEASURES, SEDIMENT FILTER MEASURES, AND STABILIZATION OF SLOPES), MATERIALS STORAGE AREAS THAT ARE EXPOSED TO PRECIPITATION, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE. INSPECT THESE AREAS AT LEAST ONCE A WEEK AS WELL AS BEFORE AND WITHIN 24 HOURS AFTER A STORM EVENT (WET WEATHER EVENT THAT PRODUCES MORE THAN 0.5 INCH IN A CONSECUTIVE 24-HOUR PERIOD), AND PRIOR TO COMPLETING PERMANENT STABILIZATION MEASURES. UPON FINAL SUBDIVISION PLANS, THE INSPECTION LOG WILL BE UPDATED TO REFLECT ALL STRUCTURES.

2. MAINTENANCE. IF BEST MANAGEMENT PRACTICES (BMPS) NEED TO BE REPAIRED, THE REPAIR WORK SHOULD BE INITIATED UPON DISCOVERY OF THE PROBLEM BUT NO LATER THAN THE END OF THE NEXT WORKDAY. THE CONTRACTOR IS RESPONSIBLE FOR ALL MAINTENANCE ASSOCIATED WITH THESE INSPECTIONS. IF ADDITIONAL BMPS OR SIGNIFICANT REPAIR OF BMPS ARE NECESSARY, IMPLEMENTATION MUST BE COMPLETED WITHIN 7 CALENDAR DAYS AND PRIOR TO ANY STORM EVENT (WET WEATHER EVENT THAT PRODUCES MORE THAN 0.5 INCH IN A CONSECUTIVE 24-HOUR PERIOD). ALL MEASURES MUST BE MAINTAINED IN EFFECTIVE OPERATING CONDITION UNTIL AREAS ARE PERMANENTLY STABILIZED.

3. DOCUMENTATION. KEEP A LOG (REPORT) SUMMARIZING THE INSPECTIONS AND ANY CORRECTIVE ACTION TAKEN. THE LOG MUST INCLUDE THE NAME(S) AND QUALIFICATIONS OF THE PERSON MAKING THE INSPECTIONS, THE DATE(S) OF THE INSPECTIONS, AND MAJOR OBSERVATIONS ABOUT THE OPERATION AND MAINTENANCE OF EROSION AND SEDIMENTATION CONTROLS, MATERIALS STORAGE AREAS, AND VEHICLE ACCESS POINTS TO THE PARCEL. MAJOR OBSERVATIONS MUST INCLUDE BMPS THAT NEED MAINTENANCE, BMPS THAT FAILED TO OPERATE AS DESIGNED OR PROVED INADEQUATE FOR A PARTICULAR LOCATION, AND LOCATION(S) WHERE ADDITIONAL BMPS ARE NEEDED. FOR EACH BMP REQUIRING MAINTENANCE, BMP NEEDING REPLACEMENT, AND LOCATION NEEDING ADDITIONAL BMPS, NOTE IN THE LOG THE CORRECTIVE ACTION TAKEN AND WHEN IT WAS TAKEN. THE LOG MUST BE MADE ACCESSIBLE TO DEPARTMENT STAFF AND A COPY MUST BE PROVIDED UPON REQUEST. THE PERMITTEE SHALL RETAIN A COPY OF THE LOG FOR A PERIOD OF AT LEAST THREE YEARS FROM THE COMPLETION OF PERMANENT STABILIZATION.

C. TEMPORARY EROSION CONTROL MEASURES

EXCAVATION AND EARTHWORK SHALL BE COMPLETED SUCH THAT ANY AREA LEFT EXPOSED CAN BE CONTROLLED BY THE CONTRACTOR. LIMIT THE EXPOSED AREA TO ONE ACRE AT A TIME OR NO LARGER AREA THAT CAN BE MULCHED IN ONE DAY.

TYPICAL SLOPE RESTORATION:

- EROSION CONTROL BLANKETS REQUIRED BETWEEN 2:1 AND 3:1 SLOPES
- SLOPES STEEPER THAN 8% REQUIRE EROSION CONTROL MULCH
- SLOPES STEEPER THAN 2:1 SHALL NOT USE SOLELY VEGETATED STABILIZATION METHODS
- 1.5:1 SLOPES ARE PROHIBITED.

THE FOLLOWING MEASURES ARE PLANNED AS TEMPORARY EROSION/SEDIMENTATION CONTROL MEASURES DURING CONSTRUCTION:

1. A CRUSHED STONE-STABILIZED CONSTRUCTION ENTRANCE SHALL BE PLACED AT THE APPROVED ACCESS DRIVE ON ACADEMY STREET AND MAIN STREET.

2. SILTATION FENCE OR WOOD WASTE COMPOST BERMS SHALL BE INSTALLED DOWNSTREAM OF ANY DISTURBED AREAS TO TRAP RUNOFF-- BORNE SEDIMENTS UNTIL GRASS AREAS ARE REVEGETATED. THE SILT FENCE AND/OR WOOD WASTE COMPOST BERMS SHALL BE INSTALLED PER THE DETAILS PROVIDED IN THIS PACKAGE AND INSPECTED AT LEAST ONCE A WEEK AND BEFORE AND IMMEDIATELY AFTER A STORM EVENT OF 0.5 INCHES OR GREATER, AND AT LEAST DAILY DURING PROLONGED RAINFALL. REPAIRS SHALL BE MADE IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THE FENCE OR BERM LINE. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THE FENCE OR BERM, THE BARRIER SHALL BE REPLACED WITH A STONE CHECK DAM. WOOD WASTE COMPOST BERMS ARE NOT TO BE USED ADJACENT TO WETLAND AREAS THAT ARE NOT TO BE DISTURBED, BUT IT CAN BE PLACED INSIDE THE SILT FENCE AS A SECONDARY ROW.

3. STRAW OR HAY MULCH INCLUDING HYDROSEEDING IS INTENDED TO PROVIDE COVER FOR DENUDED OR SEEDED AREAS UNTIL REVEGETATION IS ESTABLISHED. MULCH PLACED BETWEEN APRIL 15TH AND OCTOBER 15TH ON SLOPES OF LESS THAN 15 PERCENT SHALL BE ANCHORED BY APPLYING WATER; MULCH PLACED ON SLOPES OF EQUAL TO OR STEEPER THAN 15 PERCENT SHALL BE COVERED BY A FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATION. FABRIC NETTING AND STAPLES SHALL BE USED ON DISTURBED AREAS WITHIN 50' OF LAKES, STREAMS, AND WETLANDS REGARDLESS OF THE UPSTREAM SLOPE. MULCH PLACED BETWEEN OCTOBER 15TH AND APRIL 15TH ON SLOPES EQUAL TO OR STEEPER THAN 8 PERCENT SHALL BE COVERED WITH A FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. SLOPES STEEPER THAN 3:1 AND EQUAL TO OR FLATTER THAN 2:1, WHICH ARE TO BE REVEGETATED, SHALL RECEIVE CURLEX BLANKETS BY AMERICAN EXCELSIOR OR EQUAL. SLOPES STEEPER THAN 2:1 SHALL RECEIVE RIPRAP AS NOTED ON THE PLANS. THE MULCH APPLICATION RATE FOR BOTH TEMPORARY AND PERMANENT SEEDING IS 75 LBS PER 1000 SF AS IDENTIFIED IN ATTACHMENT A OF THIS SECTION. MULCH SHALL NOT BE PLACED OVER SNOW.

4. TEMPORARY STOCKPILES OF STUMPS, GRUBBINGS, OR COMMON EXCAVATION WILL BE PROTECTED AS FOLLOWS:

   a) TEMPORARY STOCKPILES SHALL NOT BE LOCATED WITHIN 50 FEET OF ANY WETLANDS WHICH WILL NOT BE DISTURBED AND SHALL BE LOCATED AWAY FROM DRAINAGE SWALES.

   b) STOCKPILES SHALL BE STABILIZED WITHIN 7 DAYS BY EITHER TEMPORARILY SEEDING THE STOCKPILE BY A HYDROSEED METHOD CONTAINING AN EMULSIFIED MULCH TACKIFIER OR BY COVERING THE STOCKPILE WITH MULCH, SUCH AS HAY, STRAW, OR EROSION CONTROL MIX.

   c) STOCKPILES SHALL BE SURROUNDED BY SEDIMENTATION BARRIER AT THE TIME OF FORMATION. SEDIMENT BARRIERS SHOULD BE INSTALLED DOWNGRADIENT OF STOCKPILES. ADDITIONALLY, STORMWATER SHALL BE PREVENTED FROM RUNNING ONTO STOCKPILES.

6. ALL DENUDED AREAS THAT ARE WITHIN 50 FEET OF AN UNDISTURBED WETLAND, WHICH HAVE BEEN ROUGH GRADED AND ARE NOT LOCATED WITHIN A BUILDING PAD, PARKING AREA, OR ACCESS DRIVE SUBBASE AREA, SHALL RECEIVE MULCH OR EROSION CONTROL MESH FABRIC WITHIN 48 HOURS OF INITIAL DISTURBANCE OF SOIL. ALL AREAS WITHIN 75 FEET OF AN UNDISTURBED WETLAND SHALL BE MULCHED PRIOR TO ANY PREDICTED RAIN EVENT REGARDLESS OF THE 48 HOUR WINDOW. IN OTHER AREAS, THE TIME PERIOD MAY BE EXTENDED TO 7 DAYS.

7. ACADEMY AND MAIN STREETS (UNDISTURBED PORTIONS ENTERING THE PROJECT SITE) SHALL BE SWEPT TO CONTROL MUD AND DUST AS NECESSARY. ADDITIONAL STONE SHALL BE ADDED TO THE STABILIZED CONSTRUCTION ENTRANCE TO MINIMIZE THE TRACKING OF MATERIAL OFF THE SITE AND ONTO THE SURROUNDING ROADWAYS.

8. DURING GRUBBING OPERATIONS STONE CHECK DAMS SHALL BE INSTALLED AT ANY EVIDENT CONCENTRATED FLOW DISCHARGE POINTS AND AS DIRECTED ON THE EROSION CONTROL PLANS.

9. SILT FENCING WITH A MAXIMUM STAKE SPACING OF 6 FEET SHALL BE USED. UNLESS THE FENCE IS SUPPORTED BY WIRE FENCE REINFORCEMENT OF MINIMUM 14 GAUGE AND WITH A MAXIMUM MESH SPACING OF 6 INCHES, IN WHICH CASE STAKES MAY BE SPACED A MAXIMUM OF 10 FEET APART. THE BOTTOM OF THE FENCE SHALL BE ANCHORED.

10. WOOD WASTE COMPOST/BARK BERMS MAY BE USED IN LIEU OF SILTATION FENCING IN AREAS NOT ADJACENT TO WETLANDS, BUT CAN BE USED INSIDE OF SILT FENCE AS A SECONDARY ROW. BERMS SHALL BE REMOVED AND SPREAD IN A LAYER NOT TO EXCEED 3" THICK ONCE UPSTREAM AREAS ARE COMPLETED AND A 90% CATCH OF VEGETATION IS ATTAINED.

11. WATER AND/OR CALCIUM CHLORIDE SHALL BE FURNISHED AND APPLIED IN ACCORDANCE WITH MDOT SPECIFICATIONS – SECTION 637 – DUST CONTROL.

12. LOAM AND SEED IS INTENDED TO SERVE AS THE PRIMARY PERMANENT REVEGETATIVE MEASURE FOR ALL DENUDED AREAS NOT PROVIDED WITH OTHER EROSION CONTROL MEASURES, SUCH AS RIPRAP. APPLICATION RATES ARE PROVIDED IN ATTACHMENT A OF THIS SECTION. SEEDING SHALL NOT OCCUR OVER SNOW.

13. ALL CATCH BASINS SHALL BE PROTECTED DURING CONSTRUCTION WITH A CATCH BASIN INLET FILTER AND, IN CASES OF HEAVY FLOWS, A STONE SEDIMENT BARRIER AS SHOWN ON SHEET C406.

D. PERMANENT EROSION CONTROL MEASURES

THE FOLLOWING PERMANENT EROSION CONTROL MEASURES HAVE BEEN DESIGNED AS PART OF THE EROSION/SEDIMENTATION CONTROL PLAN:

1. ALL AREAS DISTURBED DURING CONSTRUCTION, BUT NOT SUBJECT TO OTHER RESTORATION (PAVING, RIPRAP, GRAVEL SUBBASE, ETC.) WILL BE LOAMED, LIMED, FERTILIZED, MULCHED, AND SEEDED. FABRIC NETTING, ANCHORED WITH STAPLES, SHALL BE PLACED OVER THE MULCH IN AREAS AS NOTED IN TEMPORARY EROSION CONTROL MEASURES PARAGRAPH 4 OF THIS REPORT. ALL AREAS WITHIN 50 FEET OF AN UNDISTURBED WETLAND SHALL BE MULCHED PRIOR TO ANY PREDICTED RAIN EVENT REGARDLESS OF THE 48-HOUR WINDOW. NATIVE TOPSOIL SHALL BE STOCKPILED AND REUSED FOR FINAL RESTORATION WHEN IT IS OF SUFFICIENT QUALITY.

2. ALL STORM DRAIN PIPE OUTLETS SHALL HAVE RIPRAP APRONS AT THEIR OUTLET TO PROTECT THE OUTLET AND RECEIVING CHANNEL FROM SCOUR AND DETERIORATION. INSTALLATION DETAILS ARE PROVIDED IN THE PLAN SET. THE APRONS SHALL BE INSTALLED AND STABILIZED TO THE EXTENT PRACTICABLE PRIOR TO DIRECTING RUNOFF TO THE TRIBUTARY PIPE OR CULVERT.

3. CATCH BASINS SHALL BE PROVIDED WITH SEDIMENT SUMPS AND INLET HOODS (THE SNOUT) FOR ALL OUTLET PIPES THAT ARE 18" IN DIAMETER OR LESS.

14.1 IMPLEMENTATION SCHEDULE

THE FOLLOWING CONSTRUCTION SEQUENCE SHALL BE REQUIRED TO ENSURE THE EFFECTIVENESS OF THE EROSION AND SEDIMENTATION CONTROL MEASURES ARE OPTIMIZED:

NOTE: FOR ALL GRADING ACTIVITIES, THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION NOT TO OVEREXPOSE THE SITE, THIS SHALL BE ACCOMPLISHED BY LIMITING THE DISTURBED AREA. AREA SHALL BE LIMITED TO NO MORE THAN THE CONTRACTOR CAN MULCH IN ONE DAY.

1. INSTALL STABILIZED CONSTRUCTION ENTRANCES AT THE APPROVED LOCATIONS.
2. INSTALL PERIMETER SILT FENCE AND/OR WOOD WASTE BERMS.
3. INSTALL SEDIMENT BASINS, DIVERSION DIKES, OR CHECK DAMS (CLEAR ONLY THOSE AREAS NECESSARY TO INSTALL BMP'S)
4. CLEAR AND GRUB SITE. INSTALL STONE CHECK DAMS AT ANY EVIDENT CONCENTRATED FLOW DISCHARGE POINTS.
5. COMMENCE INSTALLATION OF DRAINAGE APPURTENANCES.
6. COMMENCE EARTHWORK FOR STORMWATER FACILITIES.
7. COMMENCE EARTHWORK AND GRADING TO SUBGRADE.
8. COMMENCE INSTALLATION OF RETAINING WALLS (IF NECESSARY).
9. COMMENCE INSTALLATION OF WATER AND SEWER LINES.
10. CONTINUE EARTHWORK AND GRADING TO SUBGRADE AS NECESSARY FOR CONSTRUCTION.
11. COMPLETE INSTALLATION OF UNDERGROUND UTILITIES TO WITHIN 5' OF FUTURE BUILDINGS.
12. INSTALL LIGHT POLE FOUNDATIONS AND LIGHT POLES.
13. COMPLETE REMAINING EARTHWORK OPERATIONS.
14. COMPLETE INSTALLATION OF DRAINAGE APPURTENANCES.
15. INSTALL SUB-BASE AND BASE GRAVEL WITHIN PARKING AREAS, WALKWAYS, AND ALL DRIVEWAYS.
16. INSTALL CURBING IN PARKING AREAS AS NEEDED.
17. INSTALL BASE COURSE PAVING FOR DRIVES AND PARKING AREA AS WELL AS CONCRETE SURFACES.
18. LOAM, LIME, FERTILIZE, SEED AND MULCH DISTURBED AREAS AND COMPLETE ALL LANDSCAPING.
19. INSTALL SURFACE COURSE PAVING FOR DRIVES AND PARKING AREAS. STRIPE PER PLAN.
20. ONCE THE SITE IS STABILIZED AND A 90% CATCH OF VEGETATION HAS BEEN OBTAINED, REMOVE ALL TEMPORARY EROSION CONTROL MEASURES.
21. TOUCH UP LOAM AND SEED.

PRIOR TO CONSTRUCTION OF THE PROJECT, THE CONTRACTOR SHALL SUBMIT TO THE OWNER A SCHEDULE FOR THE COMPLETION OF THE WORK, WHICH WILL SATISFY THE FOLLOWING CRITERIA:

1. THE ABOVE CONSTRUCTION SEQUENCE SHOULD GENERALLY BE COMPLETED IN THE SPECIFIED ORDER; HOWEVER, SEVERAL SEPARATE ITEMS MAY BE CONSTRUCTED SIMULTANEOUSLY, IN WORK MUST ALSO BE SCHEDULED OR PHASED TO REDUCE THE EXTENT OF THE EXPOSED AREAS AS SPECIFIED BELOW. THE INTENT OF THIS SEQUENCE IS TO PROVIDE FOR EROSION CONTROL AND TO HAVE STRUCTURAL MEASURES SUCH AS SILT FENCE AND CONSTRUCTION ENTRANCES IN PLACE BEFORE LARGE AREAS OF LAND ARE DENUDED.

2. THE WORK SHALL BE CONDUCTED IN SECTIONS WHICH SHALL:

   (a) LIMIT THE AMOUNT OF EXPOSED AREA TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDERTAKEN DURING THE PROCEEDING 30 DAYS.

   (b) REVEGETATE DISTURBED AREAS AS RAPIDLY AS POSSIBLE. ALL AREAS SHALL BE PERMANENTLY STABILIZED WITHIN 7 DAYS OF FINAL GRADING OR BEFORE A STORM EVENT OR TEMPORARILY STABILIZED WITHIN 48 HOURS OF INITIAL DISTURBANCE OF SOIL FOR AREAS WITHIN 50 FEET OF AN UNDISTURBED WETLAND AND 7 DAYS FOR ALL OTHER AREAS. AREAS WITHIN 50 FEET OF AN UNDISTURBED WETLAND SHALL BE MULCHED PRIOR TO ANY PREDICTED RAIN EVENT REGARDLESS OF THE 48 HOUR WINDOW.

   (c) INCORPORATE PLANNED INLETS AND DRAINAGE SYSTEM AS EARLY AS POSSIBLE INTO THE CONSTRUCTION PHASE. THE DITCHES SHALL BE IMMEDIATELY LINED OR REVEGETATED AS SOON AS THEIR INSTALLATION IS COMPLETE.

14.2 EROSION, SEDIMENTATION AND STABILIZATION CONTROL PLAN

THE EROSION CONTROL INFORMATION IS INCLUDED IN THE PLAN SET.

14.3 DETAILS AND SPECIFICATIONS

THE EROSION CONTROL DETAILS AND SPECIFICATIONS ARE INCLUDED IN THE PLAN SET.

14.4 WINTER STABILIZATION PLAN

THE WINTER CONSTRUCTION PERIOD IS FROM NOVEMBER 1 THROUGH APRIL 15. IF THE CONSTRUCTION SITE IS NOT STABILIZED WITH PAVEMENT, A ROAD GRAVEL BASE, OR RIPRAP BY NOVEMBER 15 THEN THE SITE NEEDS TO BE PROTECTED WITH OVER-WINTER STABILIZATION. AN AREA CONSIDERED OPEN IS ANY AREA NOT STABILIZED WITH PAVEMENT; VEGETATION, MULCHING, EROSION CONTROL MATS, RIPRAP OR GRAVEL BASE ON A ROAD.

WINTER EXCAVATION AND EARTHWORK SHALL BE COMPLETED SUCH THAT ANY AREA LEFT EXPOSED CAN BE CONTROLLED BY THE CONTRACTOR. LIMIT THE EXPOSED AREA TO ONE ACRE OR AN AREA THAT CAN BE MULCHED IN ONE DAY PRIOR TO ANY SNOW EVENT.

ALL AREAS SHALL BE CONSIDERED TO BE DENUDED UNTIL THE SUBBASE GRAVEL IS INSTALLED IN PARKING AREAS OR THE AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED, SEEDED AND MULCHED. HAY AND STRAW MULCH RATE SHALL BE A MINIMUM OF 150 LBS./1,000 S.F. (3 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED.

FOR WORK, WHICH IS CONDUCTED BETWEEN OCTOBER 15TH AND APRIL 15TH OF ANY CALENDAR YEAR, ALL DENUDED AREAS, SHALL BE COVERED WITH HAY MULCH OR EROSION CONTROL MIX, APPLIED AT TWICE THE NORMAL APPLICATION RATE AND ANCHORED WITH A FABRIC NETTING. THE TIME PERIOD FOR APPLYING MULCH SHALL BE LIMITED TO 2 DAYS FOR ALL AREAS.

THE CONTRACTOR SHALL INSTALL ANY ADDED MEASURES WHICH MAY BE NECESSARY TO CONTROL EROSION/SEDIMENTATION FROM THE SITE DEPENDENT UPON THE ACTUAL SITE AND WEATHER CONDITIONS. CONTINUATION OF EARTHWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED, IN ORDER TO MINIMIZE AREAS WITHOUT EROSION CONTROL PROTECTION.

1. SOIL STOCKPILES
STOCKPILES OF SOIL OR SUBSOIL SHALL BE MULCHED FOR OVER WINTER PROTECTION WITH HAY OR STRAW AT TWICE THE NORMAL RATE OR AT 150 LBS/1,000 S.F. (3 TONS PER ACRE) OR WITH A FOUR-INCH LAYER OF WOODWASTE EROSION CONTROL MIX. THIS SHALL BE DONE WITHIN 24 HOURS OF STOCKING AND RE-ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL. ANY SOIL STOCKPILE SHALL NOT BE PLACED (EVEN COVERED WITH HAY OR STRAW) WITHIN 50 FEET FROM ANY NATURAL RESOURCES.

2. NATURAL RESOURCE PROTECTION
ANY AREAS WITHIN 25 FEET FROM ANY NATURAL RESOURCES, IF NOT STABILIZED WITH A MINIMUM OF 90% MATURE VEGETATION CATCH, SHALL BE MULCHED BY DECEMBER 1 AND ANCHORED WITH PLASTIC NETTING OR PROTECTED WITH EROSION CONTROL MATS. DURING WINTER CONSTRUCTION, A DOUBLE LINE OF SEDIMENT BARRIERS (I.E. SILT FENCE BACKED WITH HAY BALES OR EROSION CONTROL MIX) SHALL BE PLACED BETWEEN ANY NATURAL RESOURCE AND THE DISTURBED AREA. PROJECTS CROSSING THE NATURAL RESOURCE SHALL BE PROTECTED A MINIMUM DISTANCE OF 75 FEET ON EITHER SIDE FROM THE RESOURCE. EXISTING PROJECTS NOT STABILIZED BY DECEMBER 1 SHALL BE PROTECTED WITH THE SECOND LINE OF SEDIMENT BARRIER TO ENSURE FUNCTIONALITY DURING THE SPRING THAW AND RAINS.

3. SEDIMENT BARRIERS
DURING FROZEN CONDITIONS, SEDIMENT BARRIERS SHALL CONSIST OF WOOD WASTE FILTER BERMS AS FROZEN SOIL PREVENTS THE PROPER INSTALLATION OF HAY BALES AND SEDIMENT SILT FENCES.

4. MULCHING
AN AREA SHALL BE CONSIDERED DENUDED UNTIL AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED, SEEDED AND MULCHED. HAY AND STRAW MULCH SHALL BE APPLIED AT A RATE OF 150 LB. PER 1,000 SQUARE FEET OR 3 TONS/ACRE (TWICE THE NORMAL ACCEPTED RATE OF 75-LBS./1,000 S.F. OR 1.5 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. MULCH SHALL NOT BE SPREAD ON TOP OF SNOW. THE SNOW SHALL BE REMOVED DOWN TO A ONE-INCH DEPTH OR LESS PRIOR TO APPLICATION. AFTER EACH DAY OF FINAL GRADING, THE AREA SHALL BE PROPERLY STABILIZED WITH ANCHORED HAY OR STRAW OR EROSION CONTROL MATTING. AN AREA SHALL BE CONSIDERED TO HAVE BEEN STABILIZED WHEN EXPOSED SURFACES HAVE BEEN EITHER MULCHED WITH STRAW OR HAY AT A RATE OF 150 LB. PER 1,000 SQUARE FEET (3 TONS/ACRE) AND ADEQUATELY ANCHORED THAT GROUND SURFACE IS NOT VISIBLE THOUGH THE MULCH.

BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15, ALL MULCH SHALL BE ANCHORED BY PEG LINE, MULCH NETTING, ASPHALT EMULSION CHEMICAL, OR WOOD CELLULOSE FIBER, WHEN GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH THEN COVER IS SUFFICIENT. AFTER NOVEMBER 1, MULCH AND ANCHORING OF ALL BARE SOIL SHALL OCCUR AT THE END OF EACH FINAL GRADING WORKDAY.

5. MULCHING ON SLOPES AND DITCHES
SLOPES SHALL NOT BE LEFT EXPOSED FOR ANY EXTENDED TIME OF WORK SUSPENSION UNLESS FULLY MULCHED AND ANCHORED WITH PEG AND NETTING OR WITH EROSION CONTROL BLANKETS. MULCHING SHALL BE APPLIED AT A RATE OF 230 LBS/1,000 S.F. ON ALL SLOPES GREATER THAN 8%.

MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL DRAINAGE WAYS WITH A SLOPE GREATER THAN 3% FOR SLOPES EXPOSED TO DIRECT WINDS AND FOR ALL OTHER SLOPES GREATER THAT 8%. EROSION CONTROL BLANKETS SHALL BE USED IN LIEU OF MULCH IN ALL DRAINAGE WAYS WITH SLOPES GREATER THAN 8%. EROSION CONTROL MIX CAN BE USED TO SUBSTITUTE EROSION CONTROL BLANKETS ON ALL SLOPES EXCEPT DITCHES.

6. SEEDING
BETWEEN THE DATES OF OCTOBER 15 AND APRIL 1, LOAM OR SEED WILL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES FINISHED AREAS SHALL BE FINE GRADED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEEDED AND MULCHED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF 90% OF THE EXPOSED AREA HAS BEEN LOAMED, FINAL GRADED WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDED AT A RATE OF 3 TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED. DORMANT SEEDING MAY BE SELECTED TO BE PLACED PRIOR TO THE PLACEMENT OF MULCH AND FABRIC NETTING ANCHORED WITH STAPLES. IF DORMANT SEEDING IS USED FOR THE SITE, ALL DISTURBED AREAS SHALL RECEIVE 4" OF LOAM AND SEED AT AN APPLICATION RATE OF 5 LBS/1,000 S.F. ALL AREAS SEEDED DURING THE WINTER SHALL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS INSUFFICIENTLY VEGETATED (LESS THAN 90% CATCH) SHALL BE REVEGETATED BY REPLACING LOAM, SEED AND MULCH. IF DORMANT SEEDING IS NOT USED FOR THE SITE, ALL DISTURBED AREAS SHALL BE REVEGETATED IN THE SPRING.

7. WINTER CONSTRUCTION INSPECTION
AFTER EACH RAINFALL, SNOW STORM OR PERIOD OF THAWING AND RUNOFF, THE QUALIFIED CONTRACTOR KNOWLEDGEABLE OF DEP STANDARDS SHALL PERFORM A VISUAL INSPECTION OF ALL INSTALLED EROSION CONTROL MEASURES AND PERFORM REPAIRS AS NEEDED TO ENSURE THEIR CONTINUOUS FUNCTION. INSPECTIONS SHALL BE PERFORMED A MINIMUM OF ONCE PER WEEK AND SHALL BE CONDUCTED IN ACCORDANCE WITH THE EROSION CONTROL MEASURES AND SITE STABILIZATION WITHIN THE EROSION CONTROL REPORT.

14.5 STANDARDS FOR TIMELY STABILIZATION OF CONSTRUCTION SITES DURING WINTER

STANDARD FOR THE TIMELY STABILIZATION OF DITCHES AND CHANNELS – THE APPLICANT SHALL CONSTRUCT AND STABILIZE ALL STONE-LINED DITCHES AND CHANNELS ON THE SITE BY NOVEMBER 15. THE APPLICANT SHALL CONSTRUCT AND STABILIZE ALL GRASS-LINED DITCHES AND CHANNELS ON THE SITE BY SEPTEMBER 1. IF THE APPLICANT FAILS TO STABILIZE A DITCH OR CHANNEL TO BE GRASS-LINED BY SEPTEMBER 1, THEN THE APPLICANT WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE DITCH FOR LATE FALL AND WINTER.

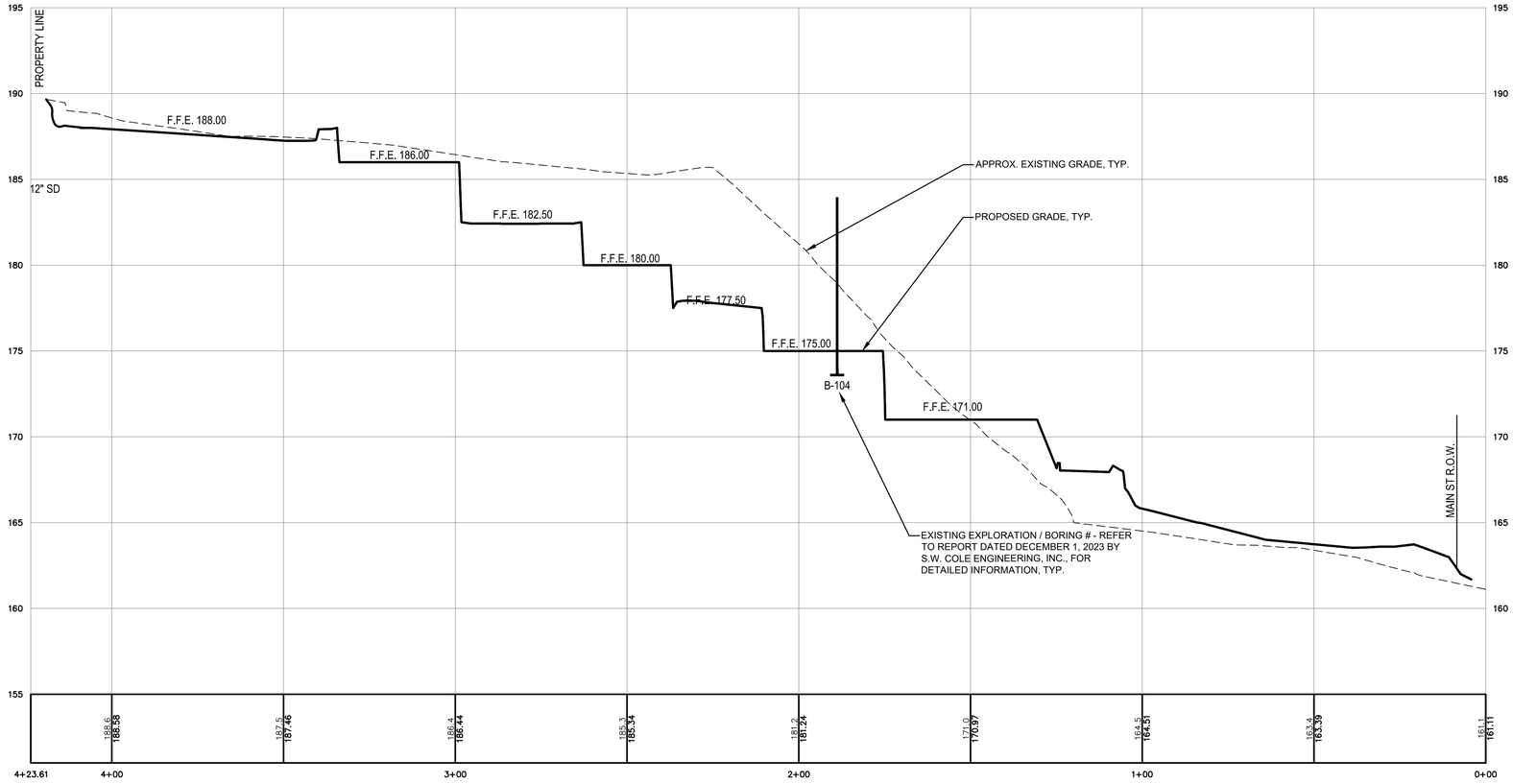
INSTALL A SOD LINING IN THE DITCH -- THE APPLICANT SHALL LINE THE DITCH WITH PROPERLY INSTALLED SOD BY OCTOBER 1. PROPER INSTALLATION INCLUDES THE APPLICANT PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL, AND ANCHORING THE SOD WITH JUTE OR PLASTIC MESH TO PREVENT THE SOD STRIPS FROM SLOUGHING DURING FLOW CONDITIONS.

INSTALL A STONE LINING IN THE DITCH --THE APPLICANT SHALL LINE THE DITCH WITH STONE RIPRAP BY NOVEMBER 15. THE CONTRACTOR SHALL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE AND LINING THICKNESS NEEDED TO WITHSTAND THE ANTICIPATED FLOW VELOCITIES AND FLOW DEPTHS WITHIN THE DITCH. IF NECESSARY, THE CONTRACTOR SHALL REGRADE THE DITCH PRIOR TO PLACING THE STONE LINING SO TO PREVENT THE STONE LINING FROM REDUCING THE DITCH'S CROSS-SECTIONAL AREA.

STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SLOPES -- THE CONTRACTOR SHALL CONSTRUCT AND STABILIZE STONE-COVERED SLOPES BY NOVEMBER 15. THE APPLICANT SHALL SEED AND MULCH ALL SLOPES TO BE VEGETATED BY SEPTEMBER 1. THE DEPARTMENT SHALL CONSIDER ANY AREA HAVING A GRADE GREATER THAN 15% TO BE A SLOPE. IF THE APPLICANT FAILS TO STABILIZE ANY SLOPE TO BE VEGETATED BY SEPTEMBER 1, THEN THE APPLICANT SHALL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER.

STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS -- BY SEPTEMBER 1 THE CONTRACTOR SHALL SEED THE DISTURBED SLOPE WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1,000 SQUARE FEET AND APPLY EROSION CONTROL MATS OVER THE MULCHED SLOPE. THE APPLICANT SHALL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 75% OF THE DISTURBED SLOPE BY NOVEMBER 1, THEN THE APPLICANT SHALL COVER THE SLOPE WITH A LAYER OF WOODWASTE COMPOST AS DESCRIBED IN ITEM III OF THIS STANDARD OR WITH STONE RIPRAP AS DESCRIBED IN ITEM IV OF THIS STANDARD.

STABILIZE THE SLOPE WITH SOD -- THE CONTRACTOR SHALL STABILIZE THE DISTURBED SLOPE WITH PROPERLY INSTALLED SOD BY SEPTEMBER 1. PROPER INSTALLATION INCLUDES THE CONTRACTOR PINNING THE SOD ONTO THE SLOPE WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH IN

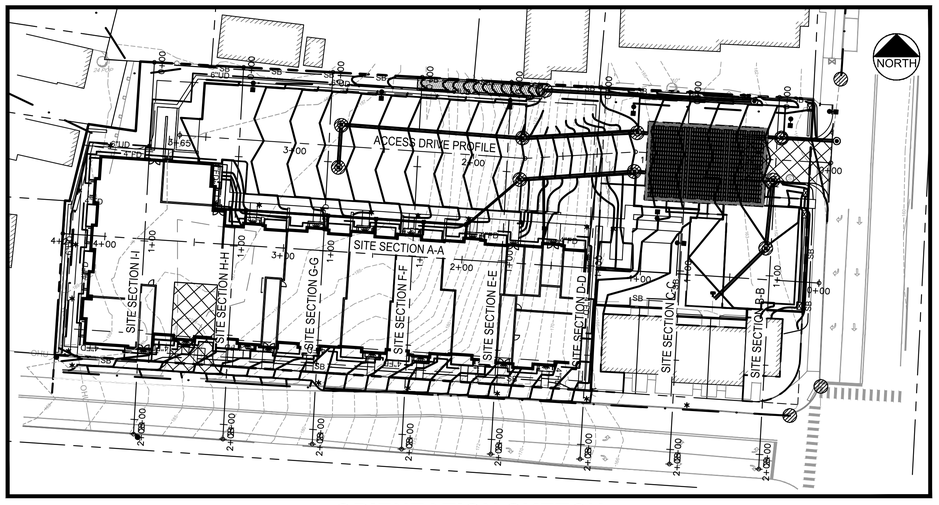


SITE SECTION A-A

SCALE: 1" = 20' HORZ. / 1" = 4' VERT.

20'

4'



ORIENTATION SKETCH

SCALE: 1" = 40'

40 0 20 40 80

1 inch = 40 ft.

NOTE:

THIS SHEET FOR INFORMATION ONLY - ENGINEER MAKES NO GUARANTEE THAT CONDITIONS WILL MATCH WHAT IS SHOWN AND THAT UNFORESEEN SOILS CONDITIONS MAY EXIST. ALL UNFORESEEN GROUND CONDITIONS SHALL BE REPORTED TO OWNERS REPRESENTATIVE IMMEDIATELY WHEN DISCOVERED.

REFERENCES:

1. REPORT 23-1443 S, "EXPLORATIONS AND GEOTECHNICAL ENGINEERING SERVICES PROPOSED APARTMENT BUILDING 261 MAIN STREET & 15 ACADEMY STREET, AUBURN, MAINE", PREPARED FOR HIGHGATE DEVELOPMENT, LLC, 799 WASHINGTON STREET, NORTH AUBURN, ME 04210, PREPARED BY: S.W. COLE ENGINEERING, INC., DATED: DECEMBER 1, 2023

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
KALEB A. BOURASSA
No. 17072
LICENSED PROFESSIONAL ENGINEER
10.31.2025

KALEB A. BOURASSA, P.E.
LIC. #17072

Rev.	Date	Revision

Rev.	Date	Revision
6	2025.10.31	RESUBMITTED TO CITY PER COMMENTS
5	2025.10.10	SUBMITTED FOR CITY SITE/SUBDIVISION APPLICATION
4	2025.08.11	RELEASED TO OWNER FOR PRICING
3	2024.08.27	RESUBMITTED TO CITY PER COMMENTS
2	2024.08.13	RELEASED TO OWNER FOR PRICING
1	2024.07.08	SUBMITTED FOR CITY SITE PLAN APPLICATION

Design: KAB	Draft: CDD	Date: JAN. 2024
Checked: SRB	Scale: AS NOTED	Job No.: 4228
File Name: 4228-GRADING.dwg		

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Drawing Name: SITE SECTIONS

Project: AUBURN TOWN CENTER APARTMENTS
15 ACADEMY STREET, AUBURN, MAINE

Client: HIGHGATE DEVELOPMENT, LLC
799 WASHINGTON STREET N., AUBURN, ME 04210

Drawing No. C-7.0

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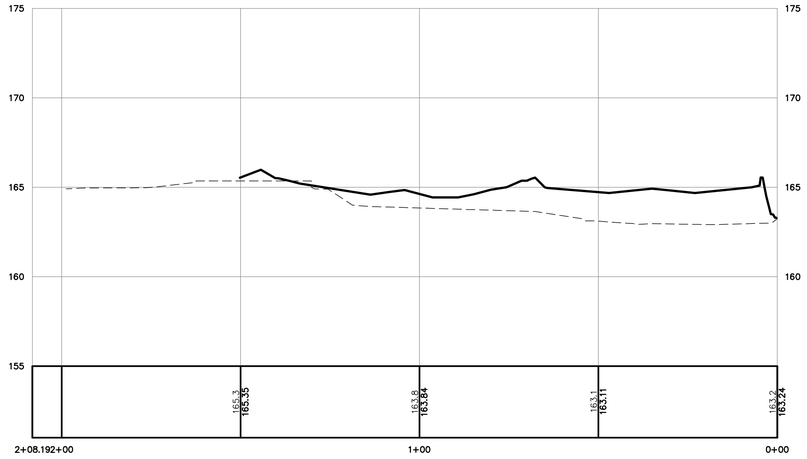
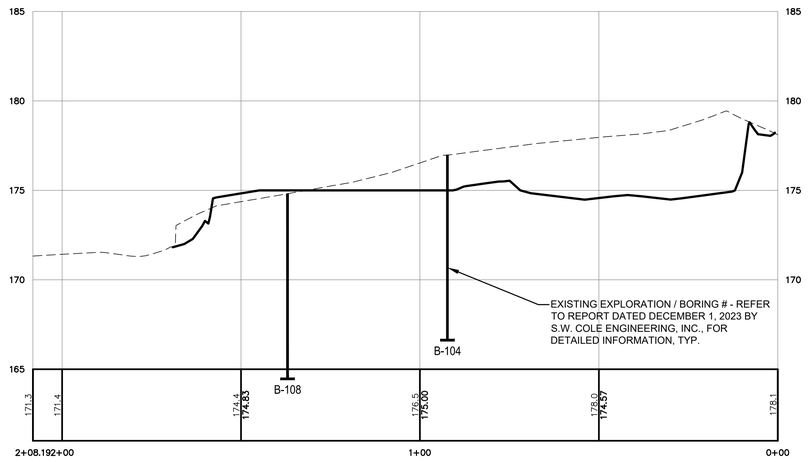


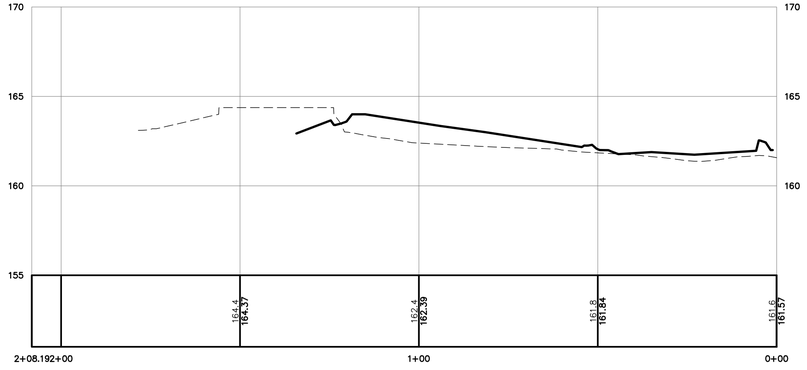
SITE SECTION C-C

SCALE: 1" = 20' HORZ. / 1" = 4' VERT.



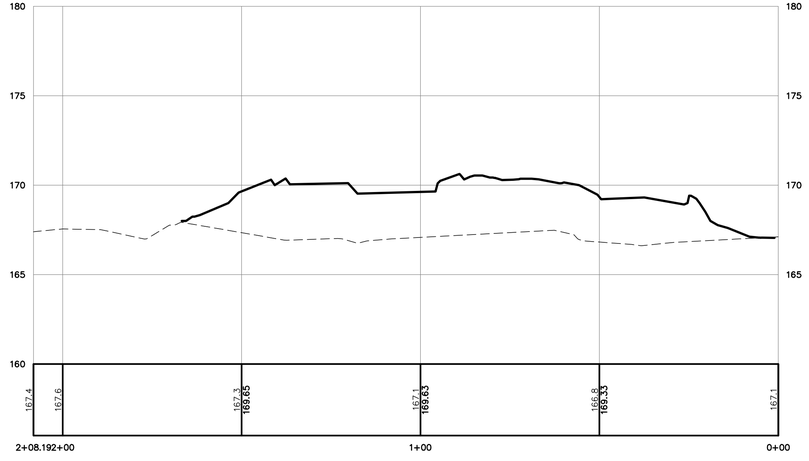
SITE SECTION E-E

SCALE: 1" = 20' HORZ. / 1" = 4' VERT.



SITE SECTION B-B

SCALE: 1" = 20' HORZ. / 1" = 4' VERT.



SITE SECTION D-D

SCALE: 1" = 20' HORZ. / 1" = 4' VERT.

20'

4'

NOTE:

THIS SHEET FOR INFORMATION ONLY - ENGINEER MAKES NO GUARANTEE THAT CONDITIONS WILL MATCH WHAT IS SHOWN AND THAT UNFORESEEN SOILS CONDITIONS MAY EXIST. ALL UNFORESEEN GROUND CONDITIONS SHALL BE REPORTED TO OWNERS REPRESENTATIVE IMMEDIATELY WHEN DISCOVERED.

REFERENCES:

1. REPORT 23-1443 S, "EXPLORATIONS AND GEOTECHNICAL ENGINEERING SERVICES PROPOSED APARTMENT BUILDING 261 MAIN STREET & 15 ACADEMY STREET, AUBURN, MAINE", PREPARED FOR HIGHGATE DEVELOPMENT, LLC, 799 WASHINGTON STREET, NORTH AUBURN, ME 04210, PREPARED BY: S.W. COLE ENGINEERING, INC., DATED: DECEMBER 1, 2023

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
KALEB A. BOURASSA
No. 17072
LICENSED PROFESSIONAL ENGINEER
10.31.2025

KALEB A. BOURASSA, P.E.
LIC. #17072

Rev.	Date	Revision

Rev.	Date	Revision
6	2025.10.31	RESUBMITTED TO CITY PER COMMENTS
5	2025.10.10	SUBMITTED FOR CITY SITE/SUBDIVISION APPLICATION
4	2025.08.11	RELEASED TO OWNER FOR PRICING
3	2024.08.27	RESUBMITTED TO CITY PER COMMENTS
2	2024.08.13	RELEASED TO OWNER FOR PRICING
1	2024.07.08	SUBMITTED FOR CITY SITE PLAN APPLICATION

Design: KAB	Draft: CDD	Date: JAN. 2024
Checked: SRB	Scale: AS NOTED	Job No.: 4228
File Name: 4228-GRADING.dwg		

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GORRILL PALMER
An LJB Engineering Company

Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

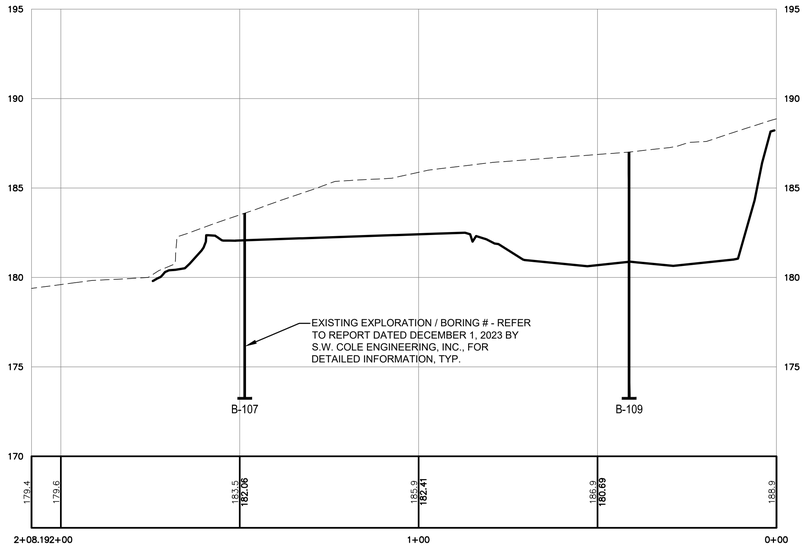
Drawing Name: SITE SECTIONS

Project: AUBURN TOWN CENTER APARTMENTS
15 ACADEMY STREET, AUBURN, MAINE

Client: HIGHGATE DEVELOPMENT, LLC
799 WASHINGTON STREET N., AUBURN, ME 04210

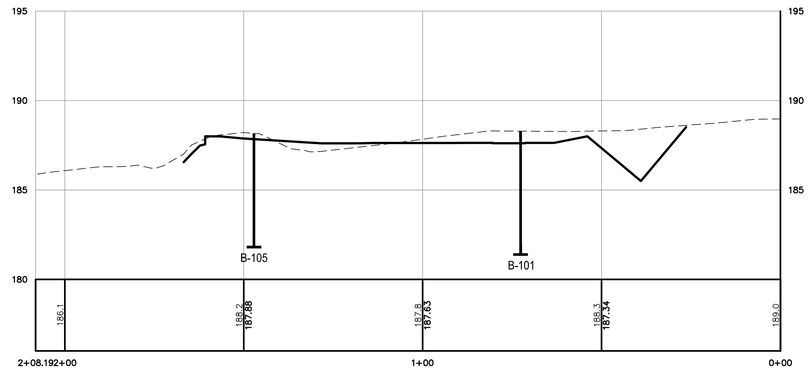
Drawing No. C-7.1

K:\Jkey Hospitality\4228_Academy Street Residential Development_Auburn\Z - CAD\DWG\4228-GRADING.dwg 10/30/2025 6:01 PM



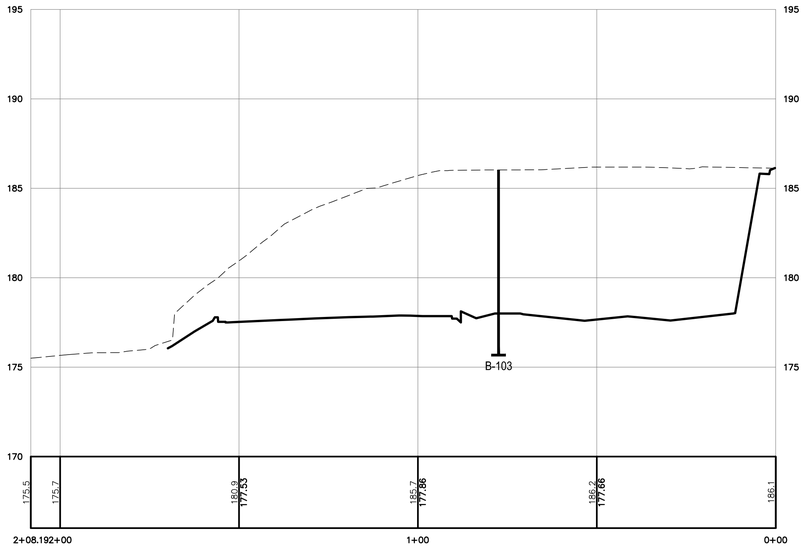
SITE SECTION G-G

SCALE: 1" = 20' HORZ. / 1" = 4' VERT.



SITE SECTION I-I

SCALE: 1" = 20' HORZ. / 1" = 4' VERT.



SITE SECTION F-F

SCALE: 1" = 20' HORZ. / 1" = 4' VERT.

SITE SECTION H-H

SCALE: 1" = 20' HORZ. / 1" = 4' VERT.

20'
4'

NOTE:

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STATE OF MAINE
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No. 17072
LICENSED PROFESSIONAL ENGINEER
10.31.2025

KALEB A. BOURASSA, P.E.
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Design: KAB	Draft: CDD	Date: JAN. 2024
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File Name: 4228-GRADING.dwg		

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An LJB Engineering Company
Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

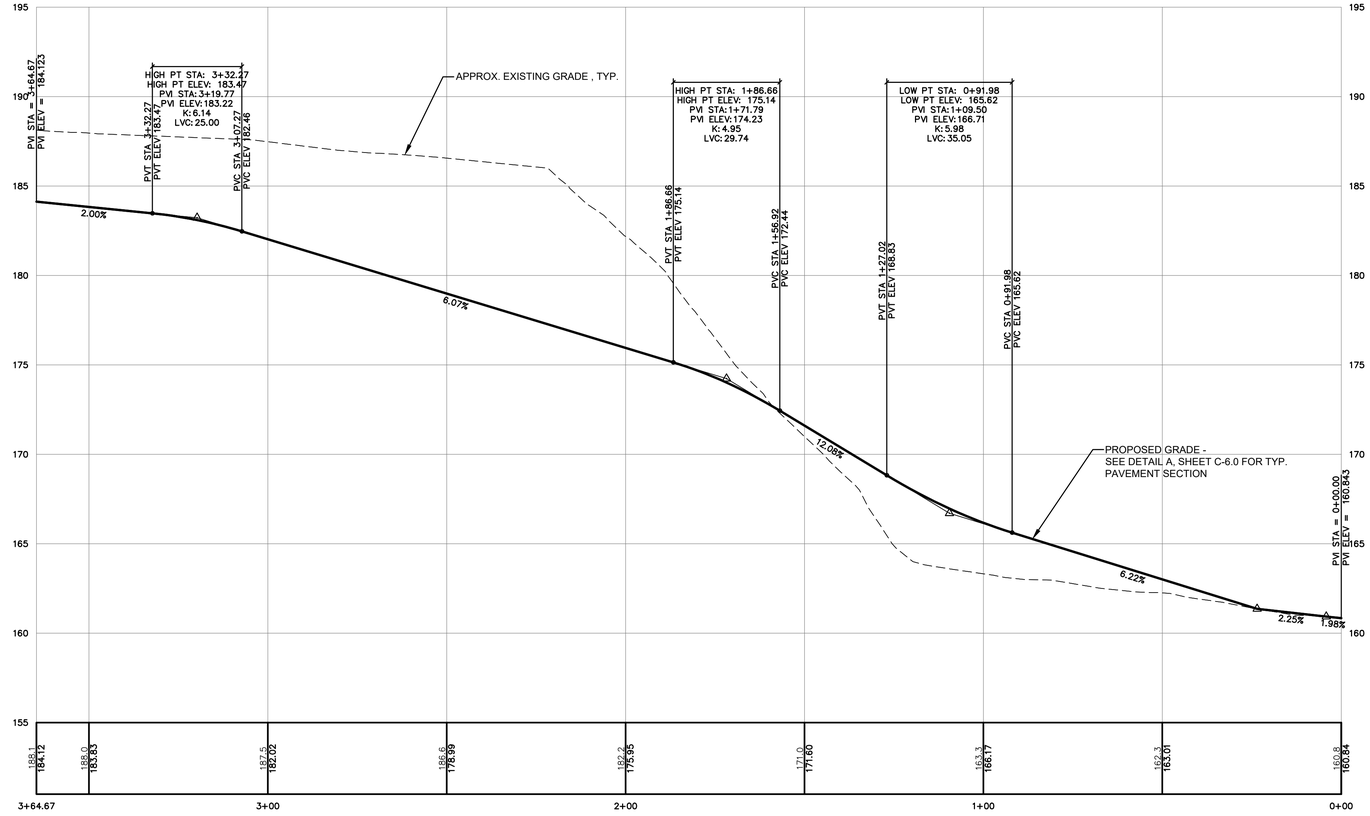
Drawing Name: SITE SECTIONS

Project: AUBURN TOWN CENTER APARTMENTS
15 ACADEMY STREET, AUBURN, MAINE

Client: HIGHGATE DEVELOPMENT, LLC
799 WASHINGTON STREET N., AUBURN, ME 04210

Drawing No. C-7.2

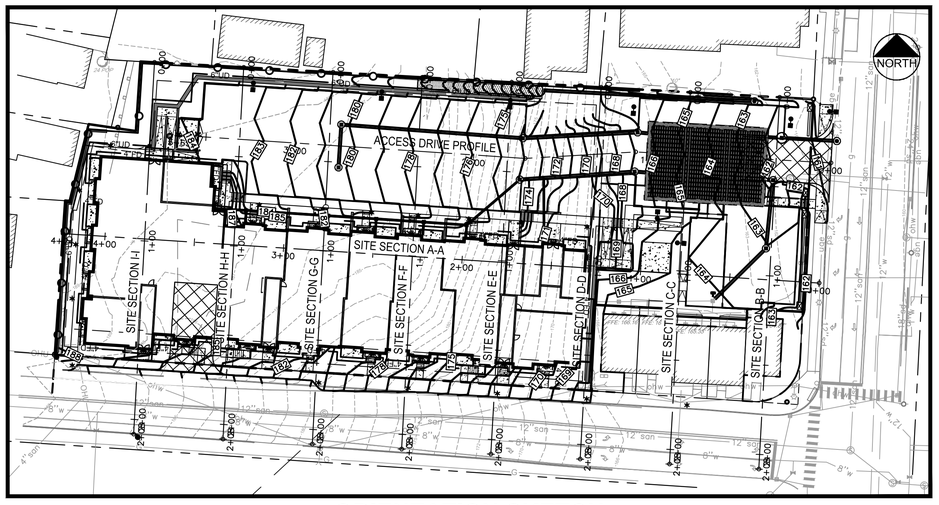
K:\Jkay Hospitality\4228_Academy Street Residential Development_Auburn\Z - CAD\DWG\4228-GRADING.dwg 10/30/2025 6:01 PM



ACCESS DRIVE PROFILE

SCALE: 1" = 20' HORZ. / 1" = 4' VERT.

20'
4'



ORIENTATION SKETCH

SCALE: 1" = 40'

40 0 20 40 80

1 inch = 40 ft.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

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GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: ACCESS DRIVE PROFILE

Project: AUBURN TOWN CENTER APARTMENTS
15 ACADEMY STREET, AUBURN, MAINE

Client: HIGHGATE DEVELOPMENT, LLC
799 WASHINGTON STREET N., AUBURN, ME 04210

Drawing No. C-8.0

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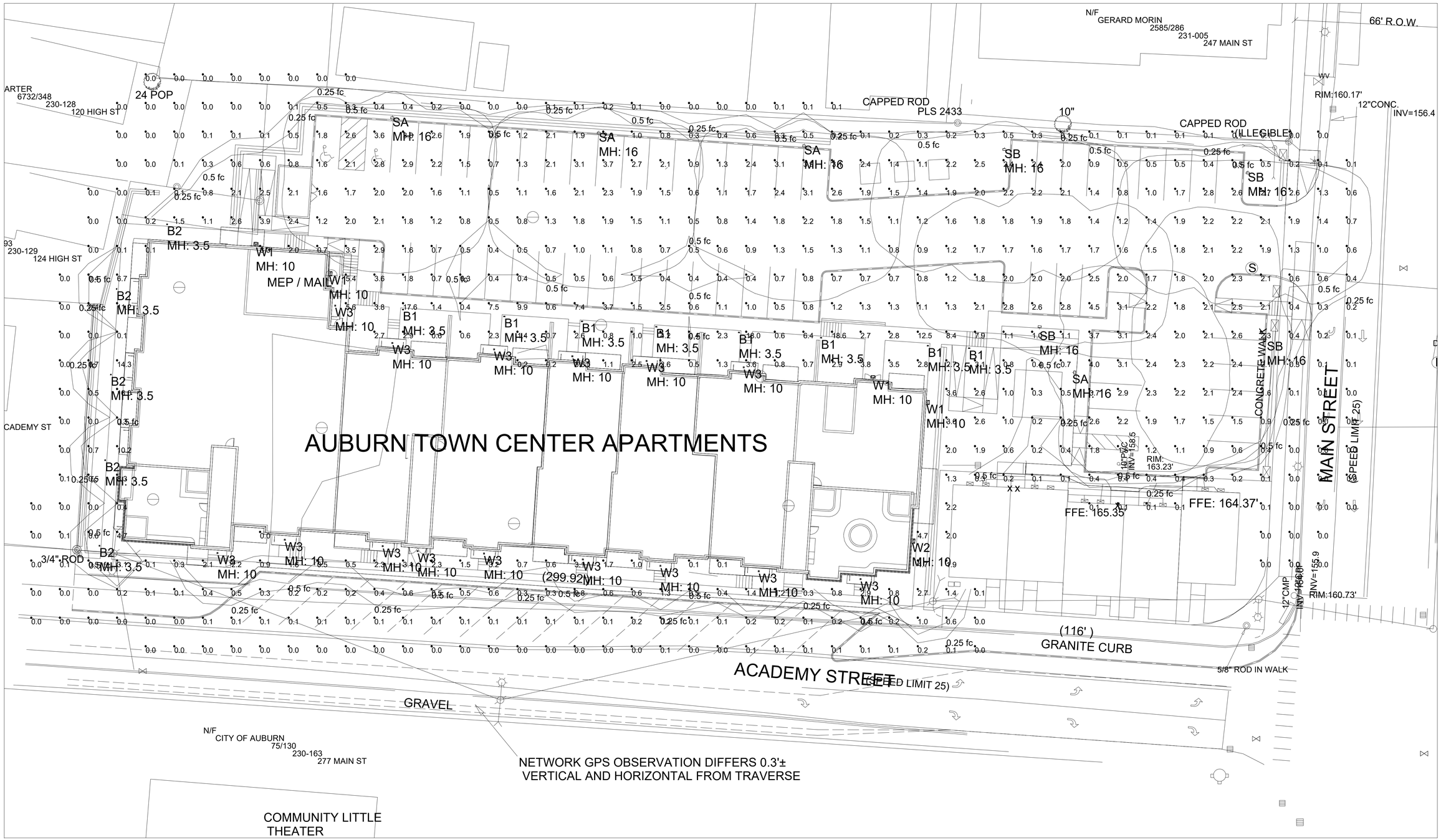
Luminaire Schedule (note fixture cataloge numbers are not complete)						
Type	**Qty**	**Lum. Lumens**	**LLF**	**Lum. Watts**	**Description**	**Mounting Height**
B1	8	1761	0.900	14	VPB-24L-15-3K7-4W	3.5
B2	5	1683	0.900	14	VPB-24L-15-3K7-3	3.5
SA	4	6177	0.900	55	VP-ST-1-36L-55-3K7-4F-BC	16
SB	4	5354	0.900	55	VP-ST-1-36L-55-3K7-4W-BC	16
W1	4	3222	0.900	22.6	VPW2-18L-25-3K7-4F	10
W2	1	3171	0.900	22.6	VPW2-18L-25-3K7-2	10
W3	15	1145	0.900	13	LBSE-6RD-30K8	10

Calculation Summary					
Label	**Avg**	**Max**	**Min**	**Avg/Min**	**Max/Min**
SITE	1.34	18.6	0.0	N.A.	N.A.

NOTES:
1) EXACT MOUNTING DETAILS TO BE DETERMINED AT JOBSITE BY OTHERS.
2) CALCULATIONS MAY or MAY NOT SHOW THE EFFECT OF SHADOWING CAUSED BY BUILDINGS AND OBJECTS WITHIN THE CALCULATED SPACE OR IN THE SITE AREA.
3) READINGS SHOWN ARE INITIAL HORIZONTAL FOOTCANDLES ON A FLAT SITE WITHOUT REFLECTIONS OR OBSTRUCTIONS UNLESS OTHERWISE INDICATED.
4) THIS CALCULATION IS BASED ON LIMITED INFORMATION SUPPLIED BY OTHERS TO SWANEY LIGHTING ASSOCIATES AND STANDARD ASSUMPTIONS OF THE SPACE AND/OR SITE.
5) CONFORMANCE TO CODES AND OTHER LOCAL REQUIREMENTS AS DETERMINED BY THE AHJ ARE THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.
6) THIS LAYOUT DRAWING MUST BE COORDINATED WITH THE SITE LOCATION FOR CORRECT FIXTURE ORIENTATION.
7) DOCUMENTS PRINTED OR PLOTTED FROM ELECTRONIC FILES MAY APPEAR AT OTHER THAN THE DESIRED OR ASSUMED GRAPHIC SCALES. IT IS THE RESPONSIBILITY OF THE RECIPIENT TO VERIFY THAT THE PRINTED OR PLOTTED-TO-SCALE DRAWING IS PRINTED TO SCALE.



PLAN VIEW

TITLE
15 ACADEMY ST - AUBURN TOWN CENTER APT
AUBURN, ME
SITE LIGHTING LAYOUT

site ltg 7-1-24 AGI

GENERATED BY SWANEY LIGHTING, SCARBOROUGH ME - 207-883-7100 - swaneylighting.com

GENERATED FOR:
GORRILL PALMER

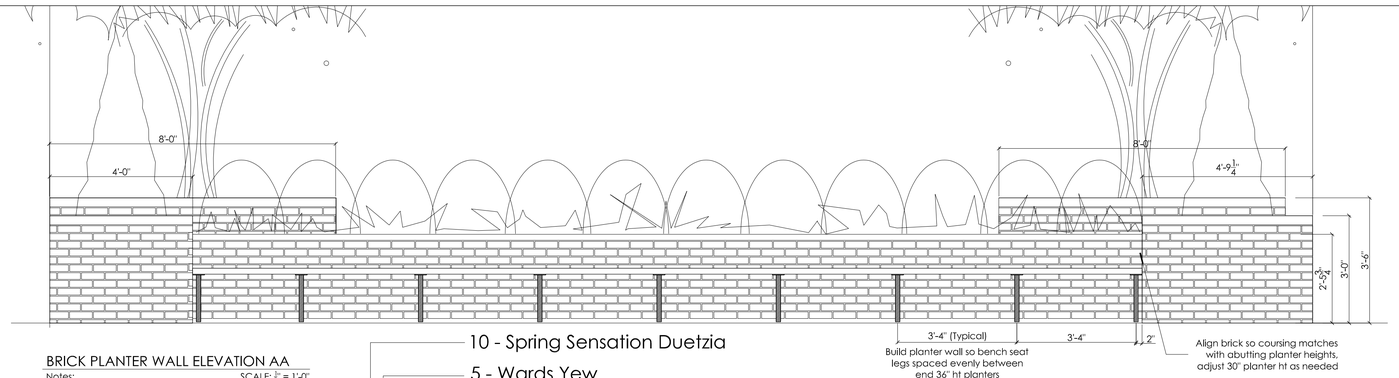
SCALE NOT TO SCALE

Date:7/1/2024

Page 1 of 1

SWANEY LIGHTING ASSOCIATES, INC.

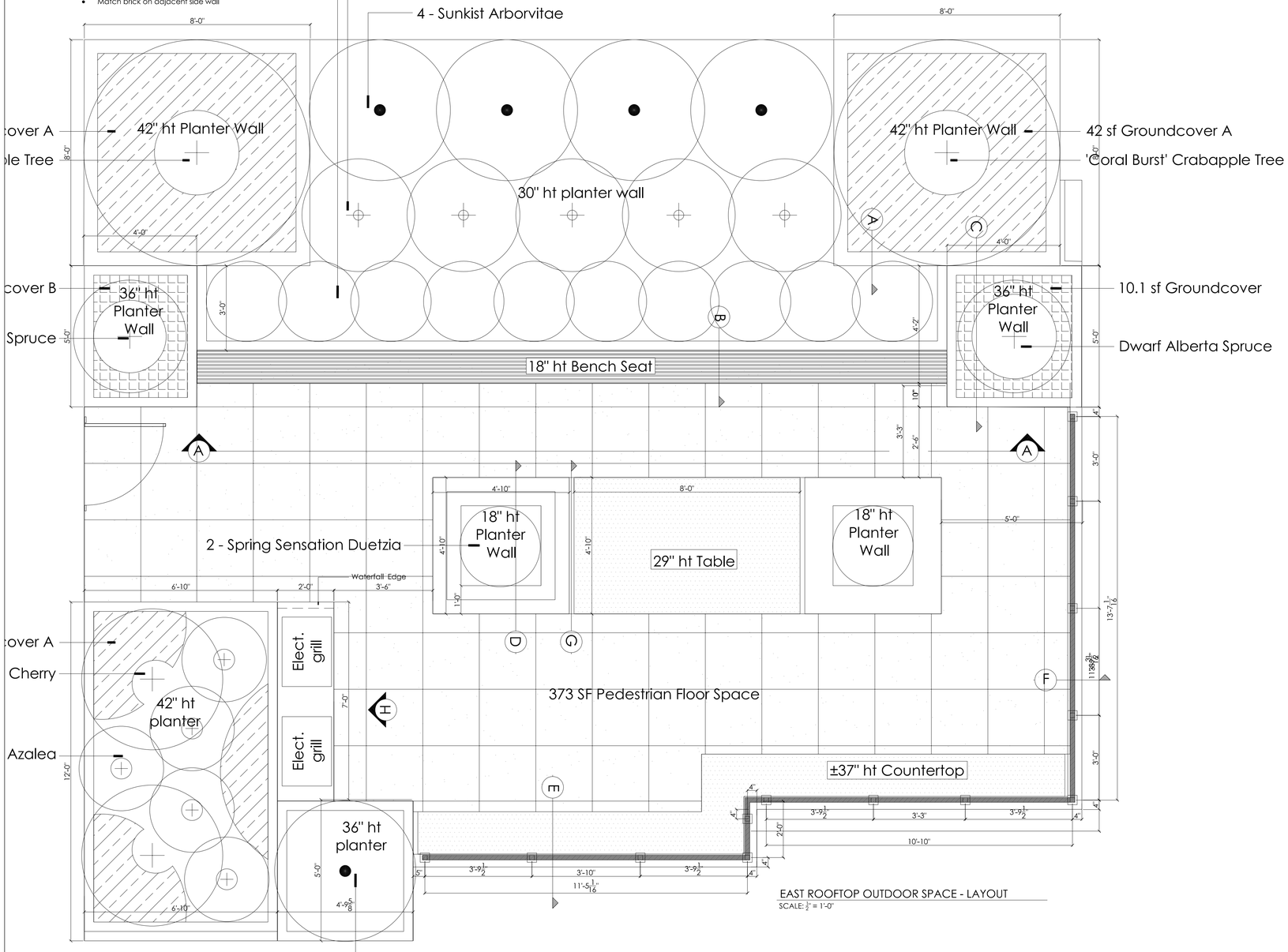
NOTICE: THIS DRAWING IS THE EXCLUSIVE PROPERTY OF SWANEY LIGHTING ASSOCIATES. ITS ACCEPTANCE CONSTITUTES AN AGREEMENT THAT THE DRAWING WILL BE TREATED AS CONFIDENTIAL, THIS DRAWING IS TO BE USED FOR NO PURPOSE OTHER THAN AS DETAILED HEREIN AND CONTAINS INFORMATION PROPRIETARY TO SWANEY LIGHTING ASSOCIATES. IT IS TO BE RETURNED UPON REQUEST AND IS NOT TO BE COMMUNICATED, DISCLOSED OR COPIED, EXCEPT AS NECESSARY FOR THE PURPOSE FOR WHICH IT WAS PREPARED.
NOTICE: THE INTENT OF THIS LIGHTING LAYOUT IS TO SUGGEST THE BEST UTILIZATION OF LIGHTING FIXTURES INCLUDED IN THIS DRAWING. IT IS PROVIDED USING FIXTURE PHOTOMETRICS FURNISHED BY THE MANUFACTURER. FOR A LAYOUT USING FIXTURES OTHER THAN THOSE SPECIFIED, PERFORMANCE SHOWN IN ES FILE IS NOT THE RESPONSIBILITY OF THE MANUFACTURER. IT'S USE FOR ANY OTHER PURPOSE IS NOT AUTHORIZED BY SWANEY LIGHTING ASSOCIATES.



BRICK PLANTER WALL ELEVATION AA

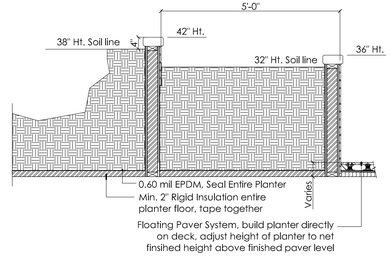
Notes:
- Match brick on adjacent side wall

SCALE: 3/4" = 1'-0"



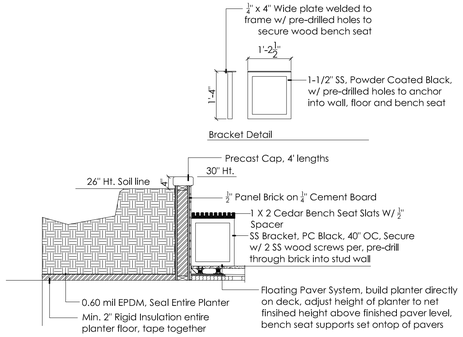
EAST ROOFTOP OUTDOOR SPACE - LAYOUT

SCALE: 1/4" = 1'-0"



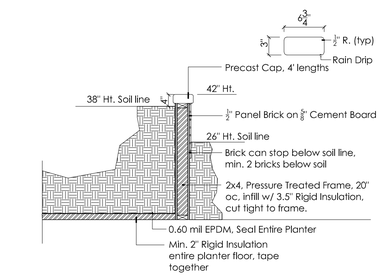
BRICK PLANTER WALL - DETAIL C

SCALE: 3/4" = 1'-0"



BRICK PLANTER WALL - DETAIL B

SCALE: 3/4" = 1'-0"



BRICK PLANTER WALL - DETAIL A

SCALE: 3/4" = 1'-0"

3KEY HOSPITALITY
4530 ST JOHNS AVENUE
SUITE 15, UNIT 316
JACKSONVILLE, FL 32210
PH: 904-236-9757

JOSH BUONO - ARCHITECT
NCARB, AIA, LEED AP
173 ARUBA LANE, PONTE
VEDRA BEACH, FL 32082
813.417.9901

AUBURN TOWN CENTER

261 MAIN STREET AND 15 ACADEMY STREET,
AUBURN, ME 04210

EAST Terrace - Planting / Planters

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DRAWN BY: Author

CHECKED BY: Checker

PLOT DATE: 09/09/23

REVISION

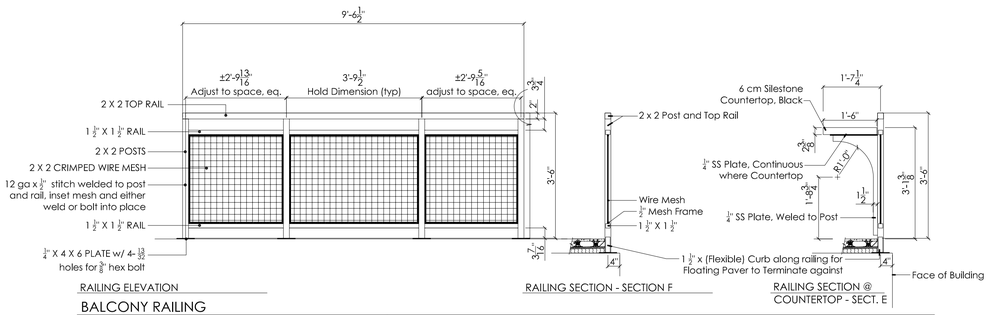
R.No.	Date	Revision

SCALE: 1/4" = 1'-0"

PROJECT NO: A0.2

A460

SHEET NO:



RAILING ELEVATION

RAILING SECTION - SECTION F

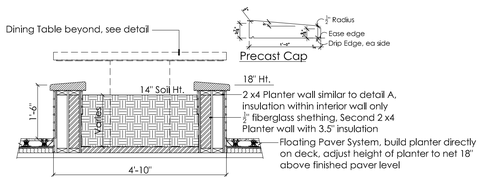
RAILING SECTION @ COUNTERTOP - SECT. E

BALCONY RAILING

SCALE: 1/2" = 1'-0"

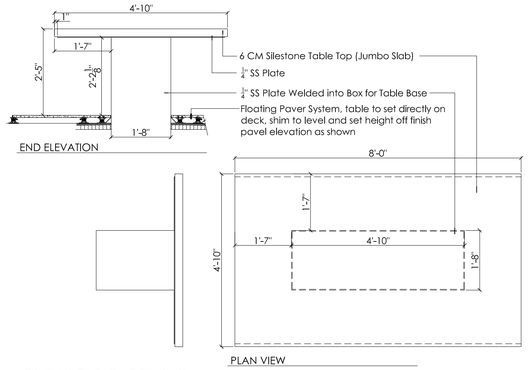
Notes:

- Railing shall be stainless steel posts, rails and base plate, powder coated
- Countertop bracket shall be SS, welded to posts, powder coated.
- Wire mesh shall be 2x2 crimped or welded 304 stainless steel, bolted to frame
- All railing hardware shall be stainless steel
- Countertop shall be Silestone, "Cinder Craze Slab", or approved equal



18" HEIGHT PLANTER / SEATWALL - Detail D

SCALE: 1/2" = 1'-0"

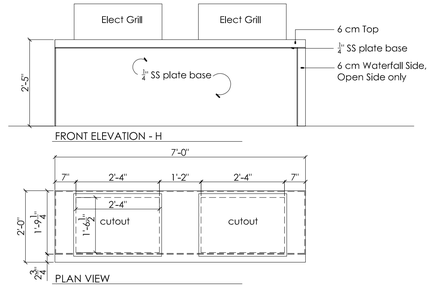


DINING TABLE - DETAIL G

SCALE: 1/2" = 1'-0"

Notes:

- Plate shall be 304 Stainless Steel, powder coated
- Countertop shall be Silestone, "Cinder Craze Slab", Jumbo Slab, or approved equal

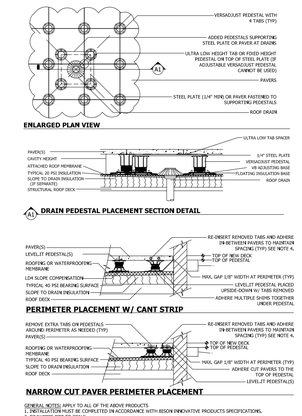


OUTDOOR GRILL - DETAIL H

SCALE: 1/2" = 1'-0"

Notes:

- Plate shall be 304 Stainless Steel, powder coated
- Countertop shall be Silestone, "Cinder Craze Slab", Jumbo Slab, or approved equal
- Grill - Kenyon Texan Two Zone Single Lid Built-In 240V Electric Grill W/ Lite Touch Control & Mounting Holes - B70420WH, as supplied by BBQ Guys

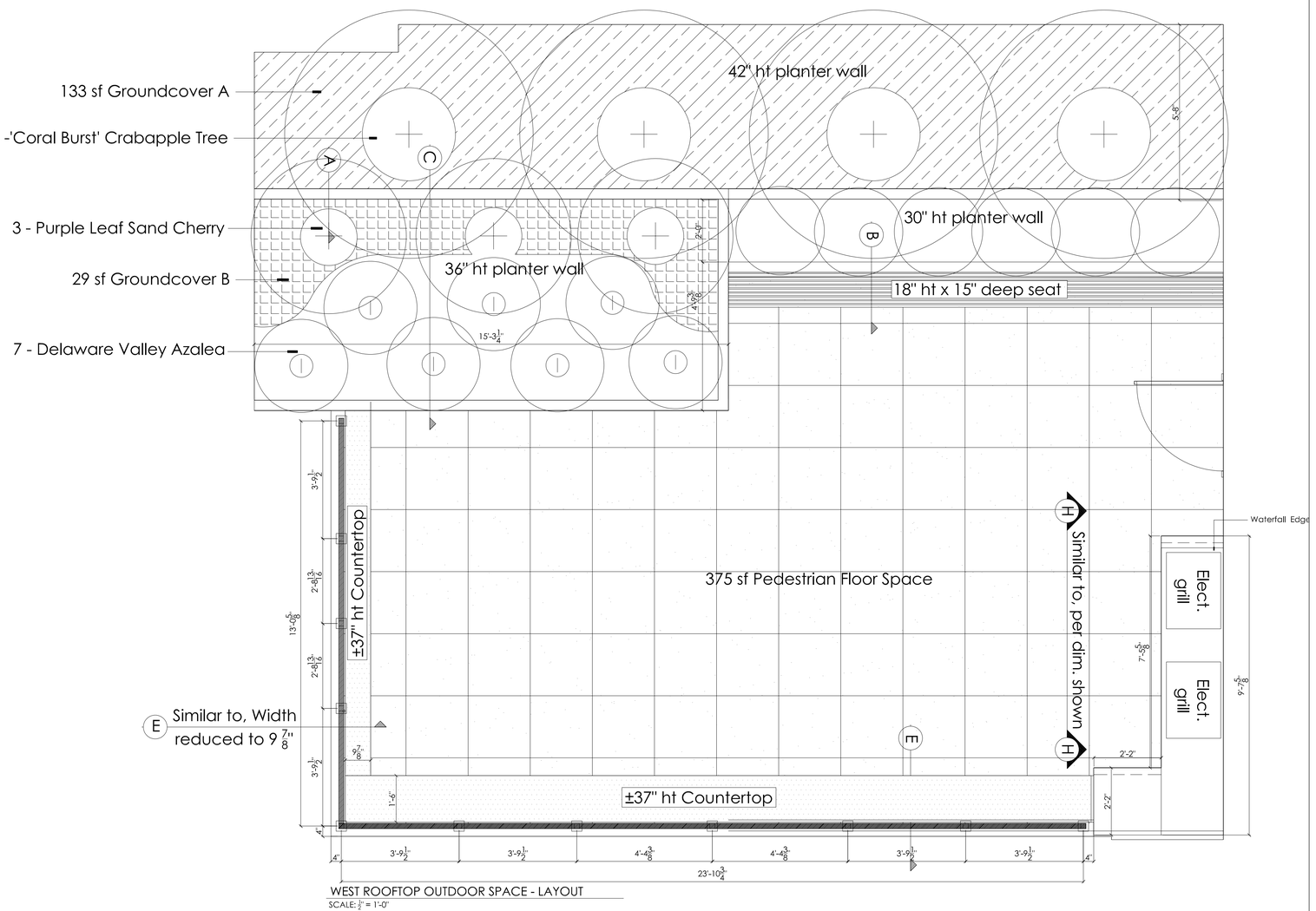


FLOATING PAVER SYSTEM

SCALE: N.T.S.

Notes:

- Floating Paver System by Bison Innovative Products, https://bisonip.com/
- 24" x 24" Pavers, "Mark Chrome" over pan, and leveling pads, install per manufacturers recommendations
- All planters, railing, table, grill stands shall be build and set onto roof deck, pavers shall abut up to per details. Bench seat supports can set onto pavers.



WEST ROOFTOP OUTDOOR SPACE - LAYOUT

SCALE: 1/2" = 1'-0"

3KEY HOSPITALITY
4530 ST JOHNS AVENUE
SUITE 15, UNIT 316
JACKSONVILLE, FL 32210
PH: 904-236-9757

JOSH BUONO - ARCHITECT
NCARB, AIA, LEED AP
173 ARUBA LANE, PONTE
VEDRA BEACH, FL 32082
813.417.9901

AUBURN TOWN CENTER

261 MAIN STREET AND 15 ACADEMY STREET,
AUBURN, ME 04210

West Terrace - Planting / Planters

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DRAWN BY: Author

CHECKED BY: Checker

PLOT DATE: 09/09/23

REVISION

R.No.	Date	Revision

SCALE: 1/4" = 1'-0"

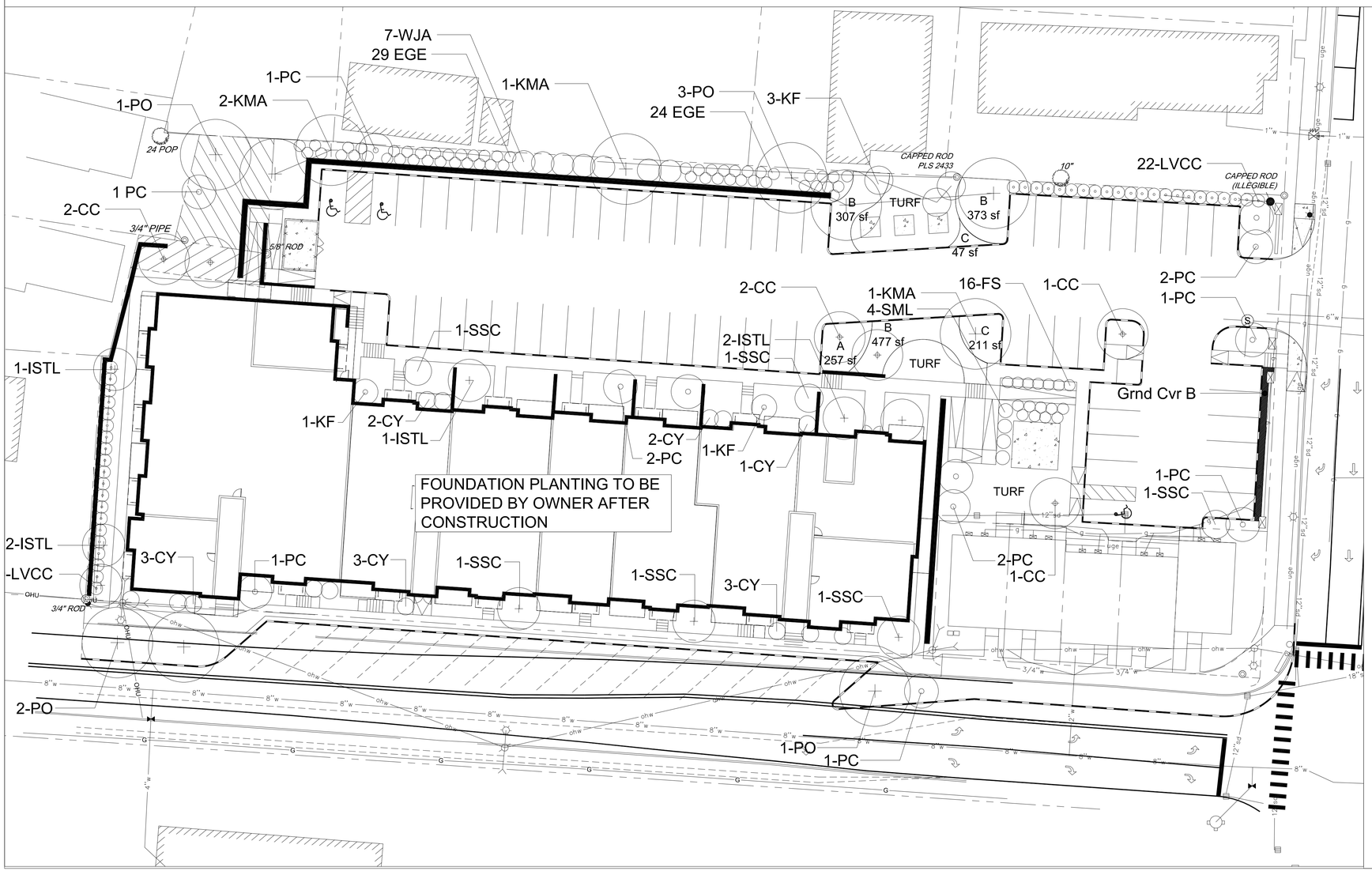
PROJECT NO: A0.2

A470

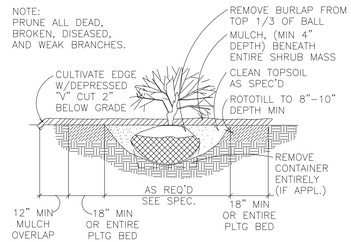
SHEET NO:

Plant List

Qty	Tag	Common Name	Size	Space	Genus / Species
53	EGE	Emerald Gaiety Euonymus	3 gal	3' oc	Euonymus fortunei 'Emerald Gaiety'
14	CY	Cap Yew	10 gal		Taxus cuspidata 'Capitata'
5	KF	Korean Fir	15 gal		Abies koreana
6	ISTL	Ivory Silk Lilac Tree	25 gal		Syringa reticulata 'Ivory Silk'
8	PO	Pin Oak	100 gal		Quercus palustris
4	KMA	Korean Mountain Ash	100 gal		Sorbus alnifolia
6	CC	Centurion Crabapple	50 gal		Malus 'Centzam'
6	SSC	Spring Snow Crabapple	25 gal		Malus 'Spring Snow'
12	PC	Plum Cherry	50 gal		Prunus cerasifera 'Newport'
7	VVJA	Valley Valentine Japanese Andromeda	5 gal	6' oc	Pieris japonica 'Valley Valentine'
42	LVCC	Linden Viburnum 'Cardinal Candy	5 gal	4' oc	Viburnum dentatum 'Cardinal Candy'
16	FS	Froebel Spiraea	3 gal	3' oc	Spiraea x bumalda 'Froebelii'
4	SML	Snowdrift Mountain Laurel	5 gal	6' oc	Kalmia latifolia 'Snowdrift'
6	CC	Coralburst Crabapple	25 gal		Malus 'Coralcole'
5	PLS	Purple Leaf Sandcherry	25 gal		Prunus cistena
12	DVA	Delaware Valley Azalea	3 gal		Rhododendron 'Delaware Valley'
2	DAS	Dwarf Alberta Spruce	10 gal		Picea glauca
2	SSD	Spring Sensation Deutzia	3 gal		Deutzia gracilis 'Kolmaspri'
2	TA	Technito Arborvitae	10 gal		Thuja occidentalis 'Bailjohn'
457	SF A	Groundcover A - Tom Thumb Cotoneaster	3 gal	4' oc	Cotoneaster adpressus 'Tom Thumb'
1326	SF B	Groundcover B - Creeping Wintergreen	6" Pot	18" oc	Gaultheria procumbens
258	SF C	Groundcover C - Massachusetts Bearberry	1 gal	4' oc	Arctostaphylos uva-ursi
5	WY	Ward Yew	5 gal		Taxus media 'Wardii'
4	SA	Sunkist Arborvitae	15 gal		Thuja occidentalis 'Sunkist'



NOTE:
PRUNE ALL DEAD, BROKEN, DISEASED, AND WEAK BRANCHES.

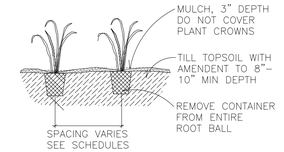


SHRUB PLANTING DETAIL

NOTE:
PRUNE ALL DEAD, BROKEN, DISEASED, AND WEAK BRANCHES.

DO NOT CUT ROOTBALL, SPREAD ROOTS OUT AWAY FROM CONTAINER BALL

SOIL ADMENDENT:
3 PARTS SILTY LOAM
1 PART SPHAGNUM PEAT MOSS
1 PART SAND
18–6–12 N–P–K CONTROL RELEASE FERTILIZER OSMOCOAT OR EQUAL (RATE AS PER MANUF. RECOMMEDATIONS)



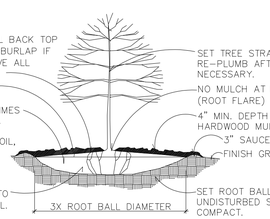
PLANTING BED DETAIL

LOOSEN BURLAP AND ROLL BACK TOP 1/3 (MIN.). REMOVE ALL BURLAP IF TREATED (GREEN). REMOVE ALL TWINE, WIRE BASKET, ETC.

ORIGINAL SOIL LINE

EXCAVATE TREE WELL 3 TIMES THE WIDTH OF ROOT BALL. SLOPE SIDES AS SHOWN. BACKFILL WITH EXISTING SOIL, TAMP TO REMOVE AIR POCKETS.

DIG PLANTING HOLE 2/3 TO 3/4 HEIGHT OF ROOT BALL.



TREE PLANTING DETAIL

3KEY HOSPITALITY
4530 ST JOHNS AVENUE
SUITE 15, UNIT 316
JACKSONVILLE, FL 32210
PH: 904-236-9757

JOSH BUONO - ARCHITECT
NCARB, AIA, LEED AP
173 ARUBA LANE, PONTE VEDRA BEACH, FL 32082
813.417.9901

AUBURN TOWN CENTER

261 MAIN STREET AND 15 ACADEMY STREET,
AUBURN, ME 04210

Site Landscape Plan

THIS DRAWING IS AN INSTRUMENT OF SERVICE IS THE PROPERTY OF 3KEY HOSPITALITY AND JOSH BUONO - ARCHITECT PARTNERSHIP, AND IT SHALL NEVER BE REPRODUCED IN WHOLE OR IN PART WITHOUT THE EXPRESS WRITTEN PREMISSION BY 3KEY HOSPITALITY AND JOSH BUONO - ARCHITECT

DRAWN BY: Author

CHECKED BY: Checker

PLOT DATE: 09/09/23

REVISION

R.No.	Date	Revision

SCALE: 1/4" = 1'-0"

PROJECT NO: A0.2

A480

SHEET NO:

City of Auburn, Maine
Office of Planning & Permitting
www.auburnmaine.gov | 60 Court Street
Auburn, Maine 04210 207.333.6601

To: Auburn Planning Board
From: Sam Peikes, Planning Coordinator
Re: PUBLIC HEARING/ SITE PLAN and FINAL SUBDIVISION REVIEW: 15 Academy Street (PID 230-132): Application by Gorrill Palmer on behalf of Auburn Town Center Apartments, LLC for the construction of a 53-unit residential development. This property is in the Traditional Downtown Neighborhood (T-4.2) district and will be reviewed under Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 4 – Subdivision.

Date: January 7, 2025

PROPOSAL
This item is continued from the December 9, 2025 meeting. Staff recommends the Board review the staff memo dated December 3, 2025, for additional information.

Gorrill Palmer, on behalf of Auburn Town Center Apartments, LLC, has submitted an application for the construction of a 53-unit residential development at 15 Academy Street. The development consists of two vacant parcels totaling approximately 1.43 acres, some of which is currently used as a parking lot by the Community Little Theatre. Access to the site will be from Main Street in coordination with the existing 5-unit townhouses at the corner of Academy Street and Main Street. The site will consist of a single, three-story building (53 units, 20,858 SF footprint, 62,574 SF gross) with individual ground-floor entrances and stair towers.

The project was last brought before the Planning Board for the December 9 meeting. At that meeting the Board granted preliminary approval on the application with the following conditions:

1. Prior to the issuance of building permits, the final subdivision plan shall be recorded at the Androscoggin County Registry of Deeds.
2. No plans shall be recorded, and no permits issued until the applicant demonstrates to City staff (or the Planning Board, if necessary) that 15 additional off-street parking spaces have been provided.
3. No plans shall be recorded, and no permits issued, until the applicant demonstrates that final easements are signed and recorded.
4. A waiver from the maximum building width shall be granted to allow the proposed 276’ building width along Academy Street.
5. Before the issuance of a Certificate of Occupancy, the applicant must coordinate with the City to determine whether parking restrictions on Main Street are necessary in the immediate vicinity of the driveway.

ITEMS ADDRESSED SINCE DECEMBER 9, 2025 HEARING

The applicant has addressed the following items since the last Public Hearing December 9:

1. Parking
    - The applicant has corresponded with the Police Department regarding the on-street parking requirements. The Department has no further needs.
2. Sight Distance at Main Street Driveway
    - Concerns were raised about limited sight distance when exiting onto Main Street.
    - The applicant has contacted the Police Department for input. The Police Department states in the attached email that it will be up to City administration to make a determination on how to proceed.
3. Waiver for Maximum Building Width
    - The applicant has presented a waiver request to allow for a 276-foot building width along Academy Street. The Board should be prepared to act on this waiver request at the meeting.

SITE PLAN REVIEW AND SUBDIVISION STANDARDS

The division of a new structure on a tract or parcel of land into three or more dwelling units within a five-year period is considered a subdivision pursuant to 30-A M.R.S.A. § 4401. Therefore, this project is subject to Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 4 – Subdivision. The applicant has addressed the criteria of both ordinance sections, including, but not limited to:

- Access: Access will be from Main Street via a shared driveway and parking area with the existing townhouses at Main Street and Academy. Necessary easements and agreements for site reconfiguration and improvements have been negotiated. Final easements will be executed upon Site and Subdivision approval.
- Unit entrances: All ground-level units will have individual entrances via stoops along the building, as well as interior hallway access. All other units will be accessed via one of three stair towers located along the building.
- Traffic analysis: The site is expected to generate up to 415 weekday trips and 30 PM peak hour trips, below MaineDOT thresholds for a Traffic Movement Permit. One nearby high-crash intersection (Elm Street/High Street) has had mitigation measures(i.e., raised

intersection) that appear to have reduced incidents. Sight distance from the site's Main Street driveway exceeds City and MaineDOT requirements, though nearby parking may obstruct views. The project is not anticipated to create significant traffic or safety issues. However, the report notes that the sight distance looking left was obstructed by a parked vehicle along Main Street. It was determined that without the parked vehicle the sight distance would exceed requirements and that the City may want to consider restricting parking in the immediate area of the driveway. The applicant corresponded with the Police Department December 23, 2025 and they recommended to leave the Main Street parking as is.

- Parking: The site proposes 58 on-site parking spaces, including spaces for the existing 5-unit townhouses. Code requires 73 spaces. Per Sec. 60-607, required off-street parking in Form-Based Code areas may be substituted by public or private parking within 1,000 feet of the principal building, as measured along lines of public access. The code does not allow for a waiver of this provision. The applicant is pursuing multiple off-site parking locations, including the Community Little Theatre (CLT) lot and The Village Inn lot. Staff recommends that the Board require as a condition of approval that no approved plans be recorded and no permits issued until 15 additional off-street parking spaces are secured.
- Site grades and landscaping: Many property lines include retaining walls, varying from 1' to 7' in height. Except for the wall abutting the existing townhouses, all areas will be complemented with extensive landscaping.
- Stormwater: Stormwater will be managed via a subsurface chamber system meeting Maine DEP and City requirements.
- Lighting: A lighting plan with cutoff downward fixtures has been provided, minimizing impact to abutters. The applicant has provided a photometric plan submitted with the November 3, 2025 plan set, which demonstrates that lighting from the property will not create a nuisance to abutting properties.
- Noise, Vibration, Odors and Air Pollution: In accordance with Sec. 60-1037, noise levels in residential zones shall not exceed 50 dba measured at the property line. The applicant should ensure any noise from the property is mitigated as much as possible. The proposed development is not anticipated to generate vibration, odors or air pollution.
- Building Design: The Form Based Code T-4.2 is characterized by small to medium sized buildings that frame the street to create a traditional neighborhood feel. Buildings are encouraged to include stoops or porches, small front yards and frontage fences. The applicant has included a detailed rendering of the proposed building in the application package dated November 4, 2025. The proposed building facade length exceeds the standard in the ordinance. The applicant is proposing to mitigate this by breaking up the front facade with building undulation and additional tree plantings. The Board should be prepared to act on the applicant's waiver request and determine if the building design meets the standards of the ordinance.

DEPARTMENT REVIEW

The application and revisions provided have addressed concerns raised by city staff. There are no remaining concerns at this time.

ADDITIONAL ITEMS

The development is being reviewed as a major subdivision pursuant to Sec. 60-1361. Being a major subdivision, the code requires a two-meeting process, which differs from past Board practice where subdivision approval was completed in one meeting utilizing Site Plan review standards. This is allowed by state statute, if a municipality adopts this provision. . Auburn has not formally adopted the one-meeting process and has been advised that until an amendment is made, major subdivisions are subject preliminary and final review process; therefore, major subdivisions are subject to preliminary and final review.

Specifically, the Planning Board reviews preliminary plans at a public hearing, sets any conditions for the final plan, and grants preliminary approval as a guide; however, final plan approval is separate and may require additional changes or another hearing. The Board, by majority vote, may determine whether a public hearing is necessary for final plan review. The subdivider must submit the final subdivision plan within six months of preliminary approval. One six-month extension may be granted for good cause if requested in writing at least 30 days before the original deadline. The Board may require resubmission of the preliminary plan instead of acting on the final plan.

Within 30 days of the public hearing on the final plan, the Planning Board will approve, conditionally approve, approve with conditions, or disapprove the plan, providing written reasons for its decision. Typically, the Board will make a motion to approve at the meeting of the final hearing.

PLANNING BOARD ACTION

The proposed project requires review and findings for approval under Sections 60-1277 and 60-1359:

Site Plan Review – Section 60-1277

In considering a site plan, the planning board shall make findings that the development has made provisions for:

(1) Protection of adjacent areas against detrimental or offensive uses on the site by provision of adequate surface water drainage, buffers against artificial and reflected light, sight, sound, dust and vibration; and preservation of light and air;

(2) Convenience and safety of vehicular and pedestrian movement within the site and in relation to adjacent areas;

(3)Adequacy of the methods of disposal for wastes; and

(4)Protection of environment features on the site and in adjacent areas.

Sec. 60-1359. Guidelines.

When reviewing any subdivision for approval, the planning board shall consider the following criteria, and before granting either approval or denial, shall determine that the proposed subdivision:

(1) Will not result in undue water, air or noise pollution. In making this determination it shall at least consider:

a. The elevation of land above sea level and its relation to the floodplains, the nature of soils and subsoils and their ability to adequately support waste disposal;

b. The slope of the land and its effect on effluents;

c. The availability of streams for disposal of effluents; and

d. The applicable state and local health and water resources regulations, including stormwater management requirements in accordance with section 60-1301(14);

(2) Has sufficient water available for the reasonably foreseeable needs of the subdivision;
(3) Will not cause an unreasonable burden on an existing water supply, if one is to be utilized;
(4) Will not cause unreasonable soil erosion or reduction in the capacity of the land to hold water so that a dangerous or unhealthy condition may result;
(5) Will not cause unreasonable highway or public road congestion or unsafe conditions with respect to use of the highways or public roads existing or proposed;
(6) Will provide for adequate sewage waste disposal;
(7) Will not cause an unreasonable burden on the ability of a municipality to dispose of solid waste and sewage if municipal services are to be utilized;
(8) Will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites or rare and irreplaceable natural areas;
(9) Is in conformance with a duly adopted subdivision regulation or ordinance, comprehensive plan, development plan, or land use plan, if any;
(10) Is funded by a subdivider has adequate financial and technical capacity to meet the standards of this section;
(11) Will not adversely affect the character of the surrounding neighborhood and will not tend to depreciate the value of property adjoining the neighboring property under application;
(12) Has provisions for on-site landscaping that are adequate to screen neighboring properties from unsightly features of the development;
(13) Will not create a fire hazard and has provided adequate access to the site for emergency vehicles;
(14) Will not, alone or in conjunction with existing activities, adversely affect the quality or quantity of groundwater;
(15) Does not have long-term cumulative effects of the proposed subdivision will that unreasonably increase a great pond phosphorus concentration during the construction phase and life of the proposed subdivision.

Any denial of a project must include reference to the criteria found in Section 60-1304.(2) and Section 60-1365

STAFF RECOMMENDATIONS

Staff recommends that the Planning Board act on the applicant's waiver requests pertaining to Sec 60-549-1 Building Front Setback, Building Width and Sec 60-549-2 Building Frontages based on the letter submitted with the previous application dated October 31, 2025 before granting final approval.

Suggested Motion Approval of Waiver Request:

I make a motion to **[approve/deny]** the proposed waiver request from Sec 60-549-1 Building Front Setback, Building Width and Sec 60-549-2 Building Frontage based on the written responses from the applicant in the submission dated November 4, 2025.

Suggested Motion Final Approval:

I make a motion to **[approve/approve with condition(s)/deny]** the proposal on behalf of Auburn Town Center Apartments, LLC for the construction of a 53-unit residential development at 15 Academy Street pursuant to Chapter 60 Article IV, Division 14 – Form Based Code, Article XVI, Division 2 – Site Plan Review, and Division 4- Subdivision with the following conditions:

1. Prior to the issuance of building permits, the final subdivision plan shall be recorded at the Androscoggin County Registry of Deeds.
2. No plans shall be recorded, and no permits issued until the applicant demonstrates to City staff (or the Planning Board, if necessary) that 15 additional off-street parking spaces have been provided.
3. No plans shall be recorded, and no permits issued, until the applicant demonstrates that final easements are signed and recorded.

City of Auburn, Maine
Office of Planning & Permitting
www.auburnmaine.gov | 60 Court Street
Auburn, Maine 04210 207.333.6601

To: Auburn Planning Board
From: David Hediger, Director of Planning
Re: PUBLIC HEARING/ SITE PLAN and PRELIMINARY SUBDIVISION REVIEW: 15 Academy Street (PID 230-132): Application by Gorrill Palmer on behalf of Auburn Town Center Apartments, LLC for the construction of a 53-unit residential development. This property is located in the Traditional Downtown Neighborhood (T-4.2) district and will be reviewed under Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 4 – Subdivision.
Date: December 3, 2025

PROPOSAL

This item is continued from the November 10, 2025 meeting. Staff recommends the Board review the staff memo dated November 6, 2025, for additional information.

Gorrill Palmer, on behalf of Auburn Town Center Apartments, LLC, has submitted an application for the construction of a 53-unit residential development at 15 Academy Street. The development consists of two vacant parcels totaling approximately 1.43 acres, some of which is currently used as a parking lot by the Community Little Theatre. Access to the site will be from Main Street in coordination with the existing 5-unit townhouses at the corner of Academy Street and Main Street. The site will consist of a single, three-story building (53 units, 20,858 SF footprint, 62,574 SF gross) with individual ground-floor entrances and stair towers.

RECAP OF NOVEMEMBER 10, 2025 HEARING

The Board raised several questions and concerns at the last hearing, including but not limited to:

1. Parking Deficiency
    - The site is deficient by 15 parking spaces. The Board discussed the need for these spaces.
    - The applicant has provided a Letter of Understanding with Mike and Belinda Vallee (owners of the Village Inn) to lease parking spaces across three parcels on High Street. These sites are within 1,000 feet of the principal building, as measured along public access routes, and meet code requirements.

2. Sight Distance at Main Street Driveway
    - Concerns were raised about limited sight distance when exiting onto Main Street.
    - The applicant has contacted the Police Department for input and is awaiting a response. They note the sight distance issue is an existing condition common to most driveways in the area. They are willing to follow any solution recommended by City Staff.
3. Traffic and Vehicle Stacking at Main & Academy Streets
    - Concerns were expressed about traffic impacts and vehicle stacking at the Main and Academy Street intersection.
    - The applicant submitted a traffic analysis covering the intersections at Academy/Main and Elm/Main Streets. The study concluded that all intersections, including the project driveway, would operate at acceptable levels of service and require no further review or mitigation.
4. Financial Capacity
    - The initial evidence of financial capacity was deemed insufficient.
    - The applicant has since submitted updated documentation regarding financial capacity and ownership.
5. Waiver for Maximum Building Width
    - Concerns were raised about the requested waiver to allow a 276-foot building width along Academy Street.
    - Revised architectural plans have been submitted, including updated elevation sheet A201, showing façade changes to comply with the form-based code and avoid blank wall violations**.**

MAJOR SUBDIVISION REVIEW PROCESS

As a reminder, Auburn requires a two-step review (preliminary and final) for major subdivisions, as it has not adopted the one-meeting process allowed by state law.

- Preliminary Review:
  The Board holds a preliminary review meeting where it may set conditions. Preliminary approval serves as guidance only and is not final.
- Final Review:
  The applicant must return for final approval within six months of preliminary approval (a one-time six-month extension may be granted). The Board may require resubmission of the preliminary plan instead of acting on the final plan.
- Final Decision:
  Within 30 days of the final plan hearing, the Board will approve, conditionally approve, approve with conditions, or disapprove the plan, providing written reasons. Typically, a motion to approve is made during the final hearing.

STAFF RECOMMENDATIONS

Staff recommends the Board review the staff memo dated November 6, 2025, for additional comments and specific code references when considering findings of fact and conclusions.

Staff recommend that should the Planning Board find that the Site Plan for the proposed development meets the requirements of Sec. 60-1277 and the Subdivision Guidelines, Sec. 60-1359, preliminary approval be granted with the following conditions:

1. Prior to the issuance of building permits, the final subdivision plan shall be recorded at the Androscoggin County Registry of Deeds.
2. No plans shall be recorded, and no permits issued, until the applicant demonstrates to City staff (or the Planning Board, if necessary) that 15 additional off-street parking spaces have been provided.
3. No plans shall be recorded, and no permits issued, until the applicant demonstrates that final easements are signed and recorded.
4. A waiver from the maximum building width shall be granted to allow the proposed 276' building width along Academy Street.
5. Before the issuance of a Certificate of Occupancy, the applicant must coordinate with the City to determine whether parking restrictions on Main Street are necessary in the immediate vicinity of the driveway

Suggested Motion:
I make a motion that the proposal meets the requirements of Sections 60-1277 and 60-1359 and grant preliminary approval to Gorrill Palmer on behalf of Auburn Town Center Apartments, LLC for the construction of a 53-unit residential development at 15 Academy Street subject to submission of the final plan for Board review and recording after meeting all preliminary conditions. The proposed project has met the standards pursuant to Chapter 60. Article IV, Division 14 – Form Based Code, Article XVI, Division 2 – Site Plan Review, and Division 4 – Subdivision.

STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION

JANET T. MILLS
GOVERNOR

MELANIE LOYZIM
COMMISSIONER

Date of Letter: 01/28/2026
Date of Acceptance: 11/05/2025

Permit-by-Rule & Notice of Intent Acceptance Notice

Applicant: John Coutts, Garnie Contracting

Town: Auburn

Project Address: 15 Academy Street
Auburn, Maine 04210

Tax Map/Lot #: Map 230 & 231
Lot 132 & 04

Permit Number: SW PBR #0101269-0001
MCGP NOI #100306-0001

Accepted Date: 11/05/2025

NRPA ☐ **Stormwater** ☒ **MCGP** ☒

NRPA PBR Sections – Ch. 305

☐Sec. 2 Act. Adj. to Prot. Natural Res.
☐Sec. 3 Intake Pipes
☐ Sec. 4 Replacement of Structures
☐ Sec. 6 Movement of Rocks or Veg.
☐ Sec. 7 Outfall Pipes
☐ Sec. 8 Shoreline Stabilization
☐ Sec. 9 Utility Crossing
☐ Sec. 10 Stream Crossing
☐ Sec. 11 State Transport. Facilities
☐Sec. 12 Restoration Natural Areas
☐ Sec. 13 F&W Create/Water Quality Habitat
☐ Sec. 15 Public Boat Ramps
☐ Sec. 16 Coastal Sand Dune Project
☐ Sec. 16A Beach Nourishment and Restoration
☐ Sec. 18 Maintenance Dredging
☐ Sec. 19 Act. Near SVP Habitat
☐ Sec. 20 Act. Near Waterfowl/Bird

Project Description:

The project (Auburn Town Center Apartments) involves the construction of a three-story apartment building with approximately 53 units, as well as associated parking areas, landscaped areas, and stormwater infrastructure. The project will result in approximately 1.43 acres of new developed area, including 0.91 acres of impervious area. The applicant submitted an erosion and sedimentation control plan and other required submissions to comply with the Stormwater PBR and the Maine Construction General Permit. The Department received the PBR/NOI notifications on 10/10/2025, and accepted them as of 11/05/2025. The PBR and NOI are effective until 11/05/2027.

Sincerely,

Jami MacNeil
Environmental Licensing Specialist II
Bureau of Land Resources

MAINE COMMUNITY BANK

November 26, 2025

Glen E. Holmes

Director of Business and Community Development

City of Auburn, ME

207-333-6600 ext. 1159

Dear Glen

Matthew Leanoard has asked me to provide a relationship letter for himself, Dr. Daniel Steece, and Highgate Development. I am currently Dr. Steece's commercial loan officer. He has had a commercial relationship with the Bank for more than ten years. During that time, all accounts have been paid as agreed.

Highgate Development is also a customer of the Bank and currently maintains a deposit relationship with Maine Community Bank. The account was established to pay project costs related to the ongoing planning for the project known as Auburn Town Center Apartments.

Lastly, Matthew Leonard has been a commercial customer in the past and paid all accounts as agreed.

Mr. Leonard has discussed the proposed project located at Academy Street in Auburn and has provided initial information to me.

Please feel free to reach out directly to me at 207-333-4585 or chanks@mainecb.com for further information.

Christiopher J. Hanks

Christopher J Hanks

VP, Commercial Banking Officer

Maine Community Bank

PO Box 558, Westbrook, ME 04098 207-786-5705 mainecb.com

MEMBER FDIC
EQUAL HOUSING LENDER

City of Auburn, Maine
Office of Planning & Permitting
www.auburnmaine.gov | 60 Court Street
Auburn, Maine 04210 207.333.6601

To: Auburn Planning Board
From: Sam Peikes, Planning Coordinator
Re: L.D. 427 – An Act to Regulate Municipal Parking Space Minimums

Date: February 5, 2026

OVERVIEW

L.D. 427 "An Act to Regulate Municipal Parking Space Minimums" is one of three new housing bills recently passed designed to remove barriers to housing production in Maine. L.D. requires that a municipality may not allow more than one off-street parking space per dwelling unit within a designated growth area and allows a developer to satisfy municipal parking requirements through an off-site parking agreement within existing facilities located within ¼ mile of the development site and via a shared parking agreement.

RELEVANT SECTIONS

Ultimately there are four sections of Chapter 60 that are affected by this legislation: Article I Sec. 60-2 Definitions, Article V. Off-Street Parking and Loading, Article IV Division 7 Multifamily Suburban District Se. 60-306, and Article IV Division 14 Form Based Code Sec. 60-554.

The proposed changes include adding a definition for parking agreement, amending off-street parking requirements to allow a developer construct parking within ¼ mile of a development rather than 1,000 feet as stated previously, moving the language for off-street parking lot requirements under special exception for the Multifamily Suburban District to Article V. Off-Street Parking and Loading, and deleting the footnotes in Sec. 60-554 Form Based Code that reference parking now found in Article V. Off-Street Parking and Loading.

STAFF RECOMMENDATIONS

Staff recommend the Board review the proposed changes to Chapter 60 Zoning for approval by the City Council.

Suggested Motion:
I make a motion to approve the proposed changes to the City Council to Chapter 60 Zoning relevant to L.D. 427.

APPROVED
JUNE 20, 2025
BY GOVERNOR

CHAPTER
374
PUBLIC LAW

STATE OF MAINE

IN THE YEAR OF OUR LORD

TWO THOUSAND TWENTY-FIVE

H.P. 281 - L.D. 427

An Act to Regulate Municipal Parking Space Minimums

Be it enacted by the People of the State of Maine as follows:

Sec. 1. 30-A MRSA §4364-D is enacted to read:

§4364-D. Minimum parking space requirements; limitations

1. Definition. For purposes of this section, "parking agreement" means a legally binding agreement between a property developer and the owner of an off-site parking facility to provide required parking spaces within 0.25 miles of a development site.

2. Limitation of minimum parking space requirements in growth areas. A municipality may not require more than one off-street parking space per dwelling unit for a residential development within a designated growth area of a municipality, but a municipality may impose maximum parking space requirements or require parking demand management strategies that do not require more than one off-street parking space per dwelling unit.

3. Legalization of off-site parking agreements. A municipality must allow a developer to satisfy municipal parking requirements through off-site parking agreements with existing parking facilities located within 0.25 miles of a development site. A developer engaged in an off-site parking agreement shall provide to the municipality documentation demonstrating the availability of sufficient capacity at the off-site parking facility, as determined by a professional parking study or similar evidence acceptable to the municipality. A municipality may not impose additional barriers to the approval of such parking agreements beyond verifying the adequacy of parking supply.

4. Rulemaking. The Maine Office of Community Affairs may adopt rules to administer and enforce this section. Rules adopted pursuant to this subsection are routine technical rules as defined in Title 5, chapter 375, subchapter 2-A.

DIVISION 14. FORM BASED CODE[1]

Subdivision I. In General

Sec. 60-554. Form based code use and parking matrix.

Key:	
S =	Special exception
P =	Permitted
X =	Prohibited
sp =	Parking space
sf =	Square foot of gross floor space
DU =	Dwelling unit

USE(1)	T-4.1	T-4.2B (4)	T-4.2	T-5.1	T-5.2	T-6	PARKING REQUIREMENTS(2)
Residential Use Type							
Single family	P	P	P	P	P	P	1 sp/DU
Duplex	P	P	P	P	P	P	1 sp/DU
Townhouse	P	P	P	P	P	P	1 sp/DU
Multi-family	P	P	P	P	P	P	1 sp/DU plus ~~1 guest space/4 DU~~
Bed & breakfast < 4 rooms	S	S	P	P	P	P	1 sp/employee plus 1 sp/guest
Bed & breakfast > 4 rooms	S	S	S	P	P	P	1 sp/employee plus 1 sp/guest
Hotel	X	X	X	S	S	P	½ sp/employee plus 1 sp/room

[1]Editor's note(s)—Ord. No. 04-03072016, adopted May 16, 2016, repealed former Div. 14, §§ 60-546—60-549, in its entirety and enacted new provisions as herein set out. Former Div. 14 pertained to the central business district and derived from Ord. of 9-21-2009, §§ 3.69A—3.69D; Ord. of 2-16-2010.

Elderly/child care facility	S	S	S	S	S	P	½ sp/employee plus 1 sp/8 users
Home occupation	P	P	P	P	P	P	Based on use type (ch. 60, art. IX)
Community based residential facilities	P	S	P	P	P	P	1 sp/employee plus 1 sp/client
Boarding house/ lodginghouse	P	S	P	P	S	X	1 sp/guestroom plus 1 sp/employee
Office/Service							
Professional offices	S	S	S	P	P	P	None
Medical and dental clinics	S	S	S	P	P	P	None
Personal services	S	S	P	P	P	P	None
Retail Type Use							
General retail	S	S	S	P	P	P	None
Age restricted retail(3)	S	X	S	S	S	S	None
Specialty shops	S	P	P	P	P	P	None
Restaurant up to 30 seats w/16 outdoor	X	S	S	P	P	P	None
Restaurant over 30 seats w/16 outdoor	X	X	S	S	P	P	None
Halls, private clubs, indoor amusement	S	S	S	S	P	P	None
Artist studios, performing art center	S	S	S	P	P	P	None
Civic							
Church or places of worship	S	S	S	P	P	P	None
Government offices	X	S	X	P	P	P	None
Art galleries	S	P	P	P	P	P	None
Transportation facilities	X	X	X	S	S	S	None
Adaptive reuse of structures of community significance	S	S	S	S	S	S	None
Public safety services(5)	S	S	S	S	S	S	None
Government service(5)	S	S	S	S	S	S	None
Municipal or public utilities and	S	S	S	S	S	S	None

communication facilities(5)							
Municipal services	P	P	P	P	P	P	None
Detention facility(5)	X	X	X	X	S	X	None

Notes:

(1) Uses not listed are considered prohibited unless deemed similar by the director of planning or by the planning board through a special exception approval.

~~(2) * Parking requirements in T-4.1, T-4.2B, T-4.2, T-5.1, T-5.2 and T-6 may be provided by the municipality or private parking resources within 500 feet of the principal building, subject to planning board approval.~~

(3) Where more than 50 percent of floor space is devoted to age restricted goods. This may include licensed adult use or medical marijuana stores.

(4) Office, service and retail uses limited to 1,500 SF footprint and must include a residential unit; no drive through businesses allowed.

(5) All projects shall provide a community impact and needs analysis with review and approval from city council or its designee.

~~(6) For an affordable housing development, off-street parking requirements may not exceed two spaces for every three units.~~

(Ord. No. 04-03072016, 5-16-2016; Ord. No. 05-04032017, § 2, 4-24-2017; Ord. No. 07-05202019, 6-3-2019; Ord. No. 29-06212021, 7-19-2021; Ord. No. 20-09062022, § 3, 9-19-2022; Ord. No. 02-02132023, 2-17-2023; Ord. No. 23-12022024, 1-6-2025)

ARTICLE I. IN GENERAL

Sec. 60-1. Terms.

For the purpose of this chapter, certain terms or words used herein shall be interpreted as follows:

Lot. The term "lot "includes the words plot or parcel.

Person. The term "person" includes a firm, association, organization, partnership, trust, company or corporation, as well as an individual.

Shall/may. The term "shall" is mandatory, the term "may" is permissive.

Tense. The present tense includes the future tense, the singular number includes the plural, and the plural number includes the singular.

Used or*occupied.* The term "used" or "occupied" includes the words intended, designed, or arranged, to be used or occupied.

(Ord. of 9-21-2009, § 2.1)

Sec. 60-2. Definitions.

Parking agreement, means an agreement between a property developer and the owner of an off-site parking facility to provide required parking spaces within 1/4 miles of a development site.

Parking space, off-street, means a rectangular area, not less than nine feet by 18 feet, forming a parking stall within or without a structure, not located in any public right-of-way.

ARTICLE V. OFF-STREET PARKING AND LOADING

Sec. 60-607. General provisions and design standards.

Development of the parking and loading spaces required by this section is subject to the following general provisions and design standards:

~~(5) The required parking and/or loading spaces shall be provided on the same lot as the principal use, building or structure they are required to serve. For buildings other than dwellings, parking spaces may be located not more than 300 feet there from should practical difficulties prevent their provision on the same lot.~~

(10) The planning board shall impose reasonable conditions for off-street parking serving a business or industrial use which abuts the side or rear lot line of a lot in a residential district regarding location, fencing, screening, drainage, ingress and egress, signs and lighting and total capacity of the parking area designed to protect the residential character of the neighborhood are met. ~~Any parking or loading space serving a business or industrial use which abuts the side or rear lot line of a lot in a residential district or use shall be~~ Screening~~screened~~ shall include~~from said lot by~~ a tight evergreen shrub hedge or similar landscaping, a fence, a solid wall or a combination of two or more of the foregoing. The screen landscaping, wall or fence shall be at least six feet high and may be extended no closer than 15 feet from the street line.

(18) Required off-street parking as permitted in any residential or commercial zoning district~~in the Form Based Code areas~~ for lots which cannot provide their own parking because of location, lot size or existing development may be substituted by parking facilities which, in the public's interest may be provided for by the municipality or private parking resources. No such public or private off-street parking shall be considered as a substitute unless located within 1/4~~1,000~~ mile~~feet~~ of the principal building or use as measured along lines of public access. A developer engaged in an off-site parking agreement shall provide documentation demonstrating the availability of sufficient capacity at the off-site parking facility.

~~(19) In calculating the required number of off-street parking spaces, the gross leasable area shall be used.~~

(Ord. of 9-21-2009, § 4.1A; Ord. No. 0403212016, 4-4-2016; Ord. No. 11-03012021, §§ 39, 71, 3-15-2021)

Sec. 60-608. Parking requirements.

A minimum number of off-street parking spaces shall be provided with each residential use permitted, erected, altered or changed, in accordance with the following standards:

Off-street land use	Minimum number of parking spaces
Residential	
Single-family; farm	1 space/dwelling ~~per~~ unit
Multifamily; two-family	1 space/dwelling ~~per~~ unit
Elderly**	One-half per dwelling unit
Affordable housing development	Off-street parking requirement may not exceed 2 spaces for every 3 units.

**Applies to elderly housing as constructed under special local, state or federal guidelines restricting occupancy to elderly persons.

(Ord. of 9-21-2009, § 4.1B; Ord. No. 28-06212021, 7-19-2021; Ord. No. 23-12022024, 1-6-2025)

DIVISION 7. MULTIFAMILY SUBURBAN DISTRICT

Sec. 60-305. Purpose.

This district is intended to stabilize and protect medium to high density residential areas by providing for a varied denser urban pattern made suitable to the needs of the population by encouraging a range of dwelling types. This multifamily zone has a maximum density of 17 dwelling units per acre, yet retains the open character of residential areas by requiring 50 percent green space. It is intended that this district will provide the maximum possible freedom in the design of structures and their grouping and will encourage flexible and imaginative layouts and designs.

(Ord. of 9-21-2009, § 3.44A)

Sec. 60-306. Use regulations.

(b) *Special exception uses.* The following uses are permitted as special exceptions after approval by the planning board in accordance with division 3 of article XVI of this chapter:

(1) All uses are permitted by special exception in the Urban Residence (UR) District (division 6 of article IV of this chapter).

(2) Off-street parking lot~~, provided that:~~

~~a. Such parking is limited to occupants of buildings located within 500 feet of such parking area whether or not within the same zone.~~

~~b. Reasonable conditions imposed by the planning board regarding location, fencing, screening, drainage, ingress and egress, signs and lighting and total capacity of the parking area designed to protect the residential character of the neighborhood are met.~~

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To: Auburn Planning Board
From: Sam Peikes, Planning Coordinator
Re: Sec. 60-44 Buildable Unsewered Lots

Date: February 5, 2026

OVERVIEW

At the October 14, 2025, Planning Board meeting, the Board voted to initiate an amendment to Chapter 60 of Auburn's Zoning Ordinance to allow for the development of unsewered lots under 20,000 square feet where appropriate. Under the current ordinance language, any unsewered lot under 20,000 square feet is not developable, even if it is a lawfully created lot of record predating zoning.

RELEVANT SECTIONS

There are two sections of Chapter 60 that this amendment pertains to: Sec. 60-39 Lot Area, Width, and Depth Exception and Sec. 60-42 Unsewered Lots. Sec. 60-39 states "the lot area (except as otherwise may be required), lot width, and lot depth requirements of this chapter shall not apply to any lot which was lawfully laid out in conformance with zoning regulations in effect at the time of lot creation and duly recorded by plan or deed". This statement contradicts what is currently written in Sec. 60-42 which states that "no unsewered lots having less than 20,000 square feet shall be developed for residential dwelling purposes". Even if a lot was lawfully created in conformance with the zoning ordinance, if the lot is less than 20,000 square feet without sewer or water it cannot be developed. Sec. 60-42 has been amended to state that unsewered lots less than 20,000 square feet may be developed as long as the lot can support subsurface wastewater disposal and is compliant with Maine State Plumbing Code. This change does not apply to lots located within the Lake Auburn Watershed Overlay district.

STAFF RECOMMENDATIONS

Staff recommend the Board review the proposed changes to Chapter 60 Zoning Sec. 60-42 Unsewered Lots for approval by the City Council.

Suggested Motion:
I make a motion to approve the proposed changes to the City Council to Chapter 60 Zoning Sec. 60-42 Unsewered Lots.

Sec. 60-39. Lot area, width and depth exception.

The lot area (except as otherwise may be required), lot width and lot depth requirements of this chapter shall not apply to any lot which was lawfully laid out in conformance with zoning regulations in effect at the time of lot creation and duly recorded by plan or deed.

(Ord. of 9-21-2009, § 3.1G)

Sec. 60-40. Reduction in dimensional regulations.

No lot (except as allowed by the planning board at the time of final approval of a subdivision or development plan) shall be reduced, subdivided, conveyed, divided or otherwise transferred that violates, or creates a lot that violates, any minimum or maximum dimensional regulation of this chapter. No building permit or other municipal permit or license shall be issued to any of the land so transferred or to the land retained until all of such land or lots are in conformance with all dimensional regulations. If a serious health or safety issue with the property should arise, the director of planning and permitting services shall determine if a permit should be issued to correct the problem. This provision shall not allow further nonconformity to occur in order to achieve the corrective action necessary. Any land taken by eminent domain or conveyed for a public purpose shall not be deemed in violation of this provision. Any setback or lot that is reduced below the minimum or extended beyond the dimensional requirements as a result of land taken by eminent domain or conveyed for a public purpose shall not be deemed nonconforming. Setbacks for the enlargement of any existing building located on such a lot shall be referenced to the property line as it was located prior to the eminent domain action or the conveyance for a public purpose.

(Ord. of 9-21-2009, § 3.1H; Ord. No. 04-03072016, 5-16-2016)

Sec. 60-41. Lot of record.

Where used in this article, the term "lot" means "lot of record" as defined in sections 60-1 and 60-2.

(Ord. of 9-21-2009, § 3.1I)

Sec. 60-42. Unsewered lots.

The minimum lot sizes specified in this chapter for residential districts are for lots having sanitary sewer service. ~~No~~ U~~u~~nsewered lots having an area less than 20,000 square feet may~~shall~~ be developed for residential dwelling purposes as long as the lot can support a subsurface wastewater disposal system and meets all applicable Maine Plumbing Code standards~~.~~ ~~This does not apply to any lots located within the Lake Auburn Watershed Overlay district.~~ This regulation does not reduce lot size requirements in residential districts having larger minimum lot sizes.

(Ord. of 9-21-2009, § 3.1J)