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TOWN OF YARMOUTH

200 Main Street, Yarmouth, Maine 04096
www.yarmouth.me.us

Minor Site Plan and Shoreland Zone Permit Approval with Conditions June 12, 2019 – Revised to Add Fire Department Condition

Minor Site Plan and Shoreland Zone Permit
Sparhawk Mill Restaurant and Parking Lot with Stormwater Management
81 Bridge Street, Map 33 Lot 66
Sparhawk LLC, Applicant

Sparhawk LLC. c/o Allan Jagger
5 Amerescoggin Road
Falmouth, ME 04105

William Savage, PE
Acorn Engineering
65 Hanover Street
Portland, ME 04101

REQUIRED REVIEWS

Minor Site Plan, Chapter 702
Shoreland Zone, Chapter 701, Article IV.R

PUBLIC COMMENT

Notices of this review were sent to 40 property owners in the vicinity (within 500 feet) of the proposed development. Comments were received from Tori Norton, with concerns about impacts from the lighting plan and requesting that lights be turned off after hours. Comments were received from Joan Dollarhite, also concerned about lighting impacts.

SITE PLAN STANDARDS (Chapter 702)

1. Conformance with Comprehensive Plan: The proposed development is located and designed in such a way as to be in conformance with the Town's Comprehensive Plan.

The project is located in a Growth Area. It is zoned General Development, which includes the following purpose statement:

The General Development District (GD) is intended to preserve, maintain, and allow moderate growth and expansion as well as modernization and improvement of Shoreland Areas that have existing discernible patterns of significant commercial, industrial, or recreational uses, which may also include areas of mixed use and residential development as long as the designation is not based solely on residential use. The intent of the district is to preserve and maintain for the citizens of Yarmouth use of and access to these areas, including their economic and recreational values, diversity of activities that add interest and economic vitality of the community, scenic values, and views from the land.

We find that the project is in conformance with the comprehensive plan.

2. Traffic: The proposed development will not cause unreasonable highway or public road congestion or unsafe conditions with respect to use of the highways, public road or pedestrian walkways existing or proposed. The Planning Board may require mitigation when the proposed development is anticipated to result in a decline in service, below level of service “c”, of nearby roadways of intersections. Levels of service are defined by the 1985 Highway Capacity manual published by the Highway Research Board. [Note applicable provisions of 702.J 3.a,b,c,d,e,f,i,j,k] The project will not generate a substantial increase in traffic and will not cause unreasonable traffic congestion or unsafe conditions.

3. Parking and Vehicle Circulation: The proposed plan provides for adequate parking and vehicle circulation. The amount of dedicated parking provided on-site or within a reasonable walking distance from the site meets the requirements of ARTICLE II.H of the Zoning Ordinance (Off Street Parking and Loading), the size of the parking spaces, vehicle aisle dimensions and access points are in conformance with the Technical Standards of Section J [1,2,3.f,g,h,i,11a.12 (sidewalks) & 13 (Bike Racks)] of this document.

The proposed parking improves the existing condition in which grading took place prior to review and approvals. The proposed plan meets the required number of parking spaces and provides necessary stormwater management for the regraded and proposed paved areas.

4. Sanitary Sewerage: The proposed development will not cause an unreasonable adverse effect to the Municipal sewerage treatment facilities and will not aggravate an existing unhealthy situation such as the bypassing of untreated sewerage into Casco Bay, the Royal River, or its tributaries. If a subsurface wastewater disposal system is to be used, the system conforms to the requirements of the State Plumbing Code. [See also Section 702.J.6]

The restaurant use has been approved for sewer capacity. The parking lot does not generate additional sanitary waste.

5. Water: The proposed development will not cause the depletion of local water resources or be inconsistent with the service plan of the Yarmouth Water District. [See also 702.J.7] The applicant has submitted a letter of capacity from the Yarmouth Water District.

6. Fire Safety: The proposed development is located and designed in such a way as to provide adequate access and response time for emergency vehicles or mitigates inadequate access or response time by providing adequate fire safety features such as but not limited to fire lanes, smoke and fire alarms and sprinkler systems, as part of the proposed development. [See also 702.J.8]

The project has been reviewed by the Police Chief and Fire Chief. Chief Robitaille’s comments are as follows:

- 1) All roads shall have an unobstructed width of not less than 20 feet. The required width shall not be obstructed in any manner, including by parked cars
(NFPA 1, Sec. 18.2.4.1) (NFPA 1, Sec. 18.2.3.4.1.1)
- 2) Fire Department access roads shall not have an unobstructed vertical height of not less than 13 feet 6 inches
(NFPA 1, Sec. 18.2.3.4.1.2)
- 3) Roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with an all-weather driving surface. A plan needs to be developed to plow and sand during inclement weather.
(NFPA 1, Sec. 18.2.3.4.2)

Whereas this is not a change in the construction of the access road we will not be requiring widening to meet Recommendation #1. The facility is sprinklered throughout by an approved system. We will however request that parking places not be allowed on the road or at the entrance to the road from Bridge Street. This restricts the road width further and restricts the turning radius of apparatus responding from the Willow Street side of town. Furthermore, approved No Parking signs are requested along the roadway.

7. Buffering: The proposal provides for adequate on-site buffering in the vicinity of property boundaries, when required by this subsection. On-site buffering is required wherever commercial, industrial or mixed use developments are proposed adjacent to or across a street from residential districts or agricultural uses, where multi-family buildings are to be located adjacent to single family uses or districts, and when required by ARTICLE IV.S.3 of the Yarmouth Zoning Ordinance (Mobile Home Park Performance Standards). Buffer areas shall consist of an area ranging from a minimum of five feet to a maximum of twenty-five feet in width, adjacent to the property boundary, in which no paving, parking or structures may be located. The Planning Board may allow a buffer area of less width when site conditions, such a natural features, vegetation, topography, or site improvements, such as additional landscaping, berming, fencing or low walls, make a lesser area adequate to achieve the purposes of this Section. Landscaping and screening, such as plantings, fences or hedges, are to be located in buffer areas to minimize the adverse impacts on neighboring properties from parking and vehicle circulation areas, outdoor storage areas, exterior lighting and buildings. [See also 702.J.5]

The project will provide a landscape buffer along the southerly edge of the parking along the Royal River. A planting schedule shall be submitted showing species, quantity, and size of all proposed plant material, for Planning Director review and approval. The planting along the parking area identified as a potential Phase II shall be provided in Phase I, as this is a critical component of the Shoreland review and the required adjustment of the parking setback from the Royal River.

8. Natural Areas: The proposal does not cause significant adverse impacts to natural resources or areas such as wetlands, significant geographic features, significant wildlife and marine habitats and natural fisheries. The proposal is consistent with the recommendations of the Maine Department of Inland Fisheries and Wildlife as found in the document titled “The Identification and Management of Significant Fish and Wildlife Resources in Southern Coastal Maine,” February 1988.

The project will provide a landscape buffer along the southerly edge of the parking along the Royal River. A planting schedule shall be submitted showing species, quantity, and size of all proposed plant material, for Planning Director review and approval. The planting along the parking area identified as a potential Phase II shall be provided in Phase I, as this is a critical component of the Shoreland review and the required adjustment of the parking setback from the Royal River.

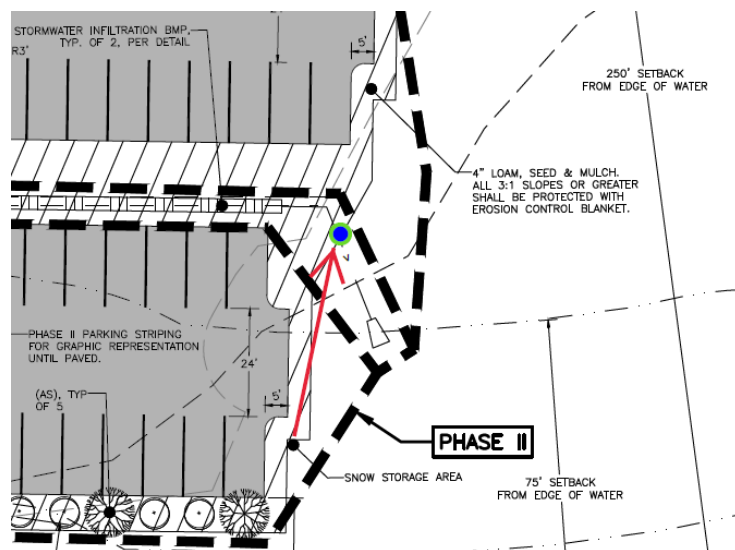
9. Lighting: The proposal shall provide exterior lighting sufficient for the safety and welfare of the general public while not creating an unsafe situation or nuisance to neighboring properties or motorists traveling nearby roadways.

The lighting plan lacked a catalogue cut, however we obtained that from the referenced lighting vendor. The concerns of the neighbors relate to excess lighting and nighttime lighting. A condition of approval is that the five new lighting fixtures shall be placed on timers and shall be turned off or reduced to a maximum of .2 footcandles within one hour after closing.

10. Storm Water Management: The plan provides for adequate storm water management facilities so that the post development runoff rate will be no greater than the predevelopment rate or

that there is no adverse downstream impact. Proposed storm water detention facilities shall provide for the control of two year and twenty-five year storm frequency rates. The design, construction and maintenance of private facilities are maintenance of private storm water management facilities. [See also 702.J.9]

The Town Engineer has reviewed the storm water management plan and finds it acceptable. A detail of the rip-rap apron outlet protection is missing from the detail sheet, C-31, and shall be provided for Town Engineer review and approval. The Public Works Director notes that Snow storage areas should be identified on the plan and positioned where there are vegetated buffers downstream of the melt water. To this end, the southerly snow storage area shown on Sheet C-10 shall be relocated approximately 45' to the north, above the rip-rap apron outlet. Pile locations should also be positioned where melt water will not run across roads or parking lots, thus requiring additional salt/sand applications. Sediment and waste debris from these locations should be cleaned up at the end of the season as part of a maintenance plan.



Relocate Snow Storage Away from River, Above Vegetated Buffer Area

11. Erosion and Sedimentation Control: The proposed development includes adequate measures to control erosion and sedimentation and will not contribute to the degradation of nearby streams, watercourses or coastal lowlands by virtue of soil erosion or sedimentation. The erosion control measures are to be in conformance with the most current edition of the “Environmental Quality handbook, Erosion and Sedimentation Control”, prepared by the Maine Soil and Water Conservation Commission. [See also 702.J.10.a]

The applicant has submitted an acceptable erosion and sedimentation control plan for the project. Of course, it is critical that the plan be implemented prior to the disturbance of any soil.

12. Buildings: The bulk, location and height of proposed buildings or structures will not cause health or safety problems to existing uses in the neighborhood, including without limitation those resulting from any substantial reduction to light and air or any significant wind impact. To preserve the scale, character, and economy of the Town in accordance with the Comprehensive Plan no Individual Retail use with a Footprint greater than 55,000 square feet shall be permitted. Structures defined as Shopping Centers shall be limited to a Footprint of 75,000 square feet. When necessary to accommodate larger projects, several Individual Retail Structures with Footprints of not more than 55,000 square feet each may be placed on the same lot, provided that all other standards are met. No less than 40 feet shall be allowed as separation distance between buildings. Efforts to save and plant native trees between and among structures shall be encouraged. No new buildings are proposed.

13. Existing Landscape: The site plan minimizes to the extent feasible any disturbance or destruction of significant existing vegetation, including mature trees over four (4) inches in diameter and significant vegetation buffers.

The project will not disturb significant existing landscape.

14. Infrastructure: The proposed development is designed so as to be consistent with off premises infrastructure, such as but not limited to sanitary and storm sewers, waste water treatment facilities, roadways, sidewalks, trail systems and street lights, existing or planned by the Town.

The project is consistent with off premises infrastructure.

15. Advertising Features: The size, location, design, color, texture, material and lighting of all permanent signs and outdoor lighting fixtures are provided with a common design theme and will not detract from the design of proposed buildings or neighboring properties.

No new advertising features are proposed.

16. Design Relationship to Site and Surrounding Properties: The proposed development provides a reasonably unified response to the design constraints of the site and is sensitive to nearby developments by virtue of the location, size, design, and landscaping of buildings, driveways, parking areas, storm water management facilities, utilities storage areas and advertising features.

[See also 702.11a.f. 1 – 11]

The project is a reasonable response to the site and surrounding properties.

17. Scenic Vistas and Areas: The proposed development will not result in the loss of scenic vistas or visual connection to scenic areas as identified in the Town's Comprehensive Plan.

The project will improve visual conditions with respect to the Royal River. The planting along the parking area identified as a potential Phase II shall be provided in Phase I and included in the performance guarantee for Phase I.

18. Utilities: Utilities such as electric, telephone and cable TV services to proposed buildings are located underground except when extraordinary circumstances warrant overhead service. Propane or natural gas tanks are located in safe and accessible areas, which are properly screened.

No changes are proposed to these utilities.

19. Technical Standards: The proposed development meets the requirements of ARTICLE I.J (Technical Standards) of this Ordinance, except as waived by the Planning Board.

The project complies with the Technical Standards.

20. Route One Corridor Design Guidelines: Notwithstanding the technical standards of this ordinance and the requirements of Article II, General provisions of the Zoning Ordinance, development and redevelopment within the "C", Commercial and "C-III", Commercial II districts shall be consistent with the Route One Corridor Design Guidelines, as approved August 19, 1999.

The project is not located on Route 1.

21. Right, Title and Interest: The applicant has sufficient right, title or interest in the site of the proposed use to be able to carry out the proposed use.

The applicant has provided evidence of ownership of the property.

22. Technical and Financial Capacity: The applicant has the technical and financial ability to meet the standards of this Section and to comply with any conditions imposed by the Board pursuant to ARTICLE I.I

The applicant has adequate financial and technical capacity, with Ransom Engineers consulting and a line of credit sufficient to carry out the project.

23. Special Exception Standards:

a. The proposed use will not create unsanitary or unhealthful conditions by reason of emissions to the air, or other aspects of its design or operation.

b. The proposed use will not create public safety problems which would be substantially different from those created by existing uses in the neighborhood or require a substantially greater degree of municipal police protection than existing uses in the neighborhood.

c. The proposed use will be compatible with existing uses in the neighborhood, with respect to visual impact, intensity of use, proximity to other structures and density of development.

d. If located in a Resource Protection District or Shoreland Overlay Zone, the proposed use (1) will conserve visual points or access to water as viewed from public facilities; (2) will conserve natural beauty; and (3) will comply with performance standards of Article II of Chapter 701, Zoning Ordinance.

The project is not a special exception.

24. Chapter 702 Art.1.I. Conditional Approvals.

See conditions of approval.

VIII. SHORELAND PERMIT REVIEW

1. Will maintain safe and healthful conditions;

The project will maintain safe and healthful conditions.

2. Will not result in water pollution, erosion, or sedimentation to surface waters;

The applicant has submitted an acceptable erosion and sedimentation control plan for the project. Of course, it is critical that the plan be implemented prior to the disturbance of any soil.

3. Will adequately provide for the disposal of all sewage and wastewater;

The sanitary waste provisions have been approved by the Town Engineer.

4. Will not have an unreasonable adverse impact on spawning grounds, fish, aquatic life, bird or other wildlife habitat;

The project will not have an adverse impact on wildlife habitat.

5. Will conserve shore cover and visual, as well as actual, points of access to inland and coastal waters and other identified scenic resources;

The proposed project will conserve shore cover and visual, as well as actual, points of access to inland and coastal waters as well as other identified scenic resources.

6. Will protect archaeological and historic resources as designated in the comprehensive plan;

The project will have no impact on archeological or historic resources.

7. Will not adversely affect existing commercial, fishing, or maritime activities in the Commercial, WOC I, WOC III, GD, or Industrial Districts.

The project is located in the GD district and will have no impact on existing commercial, fishing, or maritime activities located in this district.

8. Will avoid problems associated with floodplain development and use, and

The proposed improvements will not create problems associated with floodplain development and use.

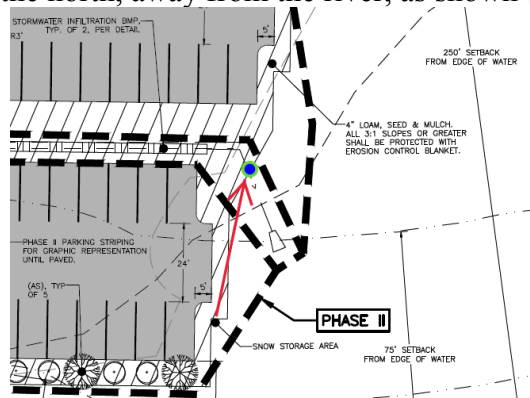
9. Has been designed in conformance with the land use standards of the SOD.

The project is in conformance with the land use standards of the SOD, provided that the grading and relocation of the lower (southeasterly) gravel parking area shall be adjusted as shown on the site plan in Phase I, and the associated landscape plantings be included in Phase 1. The existing gravel parking area violates the 25' river setback. The proposed plan rectifies that situation.

FINDINGS

On the basis of the application, plans, reports and other information submitted by the applicant, and recommendations from Town departmental reviews for Minor Site Plan and Shoreland Zone Permit, Sparhawk Mill Restaurant and Parking Lot with Stormwater Management, 81 Bridge Street, Map 33 Lot 66, Sparhawk LLC, Applicant, the plan is in conformance with Chapter 702, Site Plan Review Ordinance and Chapter 701 Article IV.R, Shoreland Zone, subject to the following conditions of approval:

1. A planting schedule shall be submitted showing species, quantity, and size of all proposed plant material, for Planning Director review and approval.
2. The planting along the parking area identified as a potential Phase II shall be provided in Phase I and included in the performance guarantee for Phase I.
3. The five new lighting fixtures shall be placed on timers and shall be turned off or reduced to a maximum of .2 footcandles within one hour after closing.
4. A detail of the rip-rap apron outlet protection is missing from the detail sheet, C-31, and shall be provided for Town Engineer review and approval.
5. Snow storage areas shall be positioned where there are vegetated buffers downstream of the melt water. The southerly snow storage area identified on Sheet C-10 shall be relocated approximately 45' to the north, away from the river, as shown on the image below.



Relocate Snow Storage Away from River, Above Vegetated Buffer Area

6. Sediment and waste debris from snow storage locations shall be cleaned up at the end of the season as part of a maintenance plan.
7. The erosion control plan shall be implemented prior to the disturbance of any soil.
8. Parking places shall not be allowed on the road or at the entrance to the road from Bridge Street. Approved No Parking signs are requested along the roadway.
9. Fire Department access roads shall not have an unobstructed vertical height of not less than 13 feet 6 inches. (NFPA 1, Sec. 18.2.3.4.1.2)
10. Roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with an all-weather driving surface. A plan needs to be developed to plow and sand during inclement weather. (NFPA 1, Sec. 18.2.3.4.2)

STANDARD CONDITIONS OF APPROVAL

Please note the following standard conditions of approval and requirements for all approved site plans:

1. **Develop Site According to Plan:** The site shall be developed and maintained as depicted on the site plan and in the written submission of the applicant. Modification of any approved site plan or alteration of a parcel shall require the prior approval of a revised site plan by the Planning Board or the Planning Authority.
2. **Separate Building Permits Are Required:** This approval does not constitute approval of building plans, which must be reviewed and approved by Yarmouth Code Enforcement Officer.
3. **Site Plan Expiration:** The site plan approval will be deemed to have expired unless work has commenced within one year of the approval or within a time period up to two years from the approval date if approved by the Planning Board or Planning Director as applicable. Requests to extend approvals must be received before the one-year expiration date.
4. **Preconstruction Meeting:** Prior to the release of a building permit or site construction, a preconstruction meeting may be required, which shall be held at the project site, Town Hall or other mutually agreeable location. This meeting will be held with the contractor, Town Engineer, Code Enforcement Officer, Planning Director and Director of Public Works and owner to review the construction schedule and critical aspects of the site work. The site/building contractor shall provide three copies of a detailed construction schedule to the attending Town's representatives. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting.

5. **As-Built Final Plans:** Final sets of as-built plans shall be submitted digitally to the Town Engineer, on a CD or DVD, in AutoCAD format (*.dwg), release AutoCAD 2005 or greater.

Attachments

1. Town Engineer Steve Johnson Memo, 6/10/2019
2. Public Works Director Erik Street Memo, 2/8/2019
3. Fire Chief Mike Robitaille Memo, 2/4/2019
4. Norton Email Comment, 5/27/2019
5. Dollarhite Email Comment, 5/30/2019

CC:

Nat Tupper, Town Manager

Yarmouth Planning Board

Scott LaFlamme, Economic Development Director

Nick Ciarimboli, Code Enforcement Officer/Planning Assistant

Steve Johnson, Town Engineer

Erik Street, Public Works Director

Dan Gallant, Police Chief

Mike Robitaille, Fire Chief

Memo

To: Alex Jaegerman, FAICP, Director of Planning and Development
From: Steven S. Johnson, P.E., Town Engineer
CC: Erik Street, Nick Ciarimboli, Tom Connolly, Wendy Simmons, Karen Stover
Date: June 10, 2019
Re: Site Plan Application: Sparhawk Mill

Alex:

I have reviewed the Major Site Plan application from Mark Arienti of Acorn Engineering on behalf of Sparhawk, LLC for site improvements at 81 Bridge Street dated April 23, 2019.

I have the following technical comments on the application:

1. General: The applicant proposed to provide paving and striping to the existing parking lots as well as landscaping, stormwater runoff management BMP's and lighting.
2. Rights, Title: The applicant has submitted adequate evidence of right, title and interest to do the project.
3. Solid Waste: The applicant will provide for recyclable and solid waste disposal through a private waste hauler as is currently done.
4. Water: The applicant has noted that the Yarmouth Water District (District) has reviewed the project and has provided a letter indicating they have the capacity to serve the project.
5. Traffic/Parking: The applicant has indicated that the project will provide for sixty (60) spaced and two (2) ADA spaces as well as a bicycle rack. The applicant has not submitted a traffic analysis for the new restaurant use, however, given the number of parking spaces provided and the change in use, I would anticipate that any impacts to Bridge Street would be minimal.
6. Sewers: Not applicable.
7. Storm Drains: The applicant has indicated that this site drains from north to south and runoff is conveyed to the Royal River overland.
8. Drainage, Stormwater Management: The applicant has submitted an acceptable stormwater analysis and through the use of Low Impact Development BMP's has limited the post development runoff rate to less than the pre-development rate in addition to providing some treatment to the runoff for quality. Additionally, the applicant has provided an acceptable Post Construction Stormwater Inspection and Maintenance Plan.
9. Erosion and Sediment Control: The applicant has submitted an acceptable erosion and sedimentation control plan for the project. Of course, it is critical that the plan be implemented prior to the disturbance of any soil.
10. Soils: The applicant has submitted evidence the soils on the site are adequate for the project as proposed.
11. Site Plan/Ordinance Requirements: I have no concerns.
12. Lighting: An acceptable lighting and photometric plan has been submitted.

1.2

13. Waivers: The applicant has requested waivers to the parking stall and drive aisle dimensions. I recommend that these waivers be granted.
14. Off-site Improvements: No off-site improvements are proposed.
15. Site Plan Drawing Comments: I have no concerns with the drawings.
16. An irrevocable letter of credit or cash deposit and (2%) inspection fee will be required for the estimated cost of the drainage and stormwater BMP's, site grading, landscaping, and sediment/erosion control.

I would be pleased to review any other aspect of the application that you or the Planning Board may decide.

Attachment 2

Erik S. Street, Director of Public Works
estreet@yarmouth.me.us

207-846-2401 Phone
207-846-2438 Fax

Memorandum

To: Planning Department

CC: Steve Johnson – Town Engineer

From: Erik S. Street – Director of Public Works



Date: 5-28-19

Re: 81 Bridge Street – Sparhawk Mill – Minor Site Plan – 1st review

After reviewing the proposed project and plans, I have the following comments:

5-24 Comments in Red

Construction Schedule

1. Applicant has proposed a construction schedule that begins in March / early April. At this time, Bridge Street is not a street that gets assigned seasonal weight restrictions. Given this is a relatively small project and that the paving won't occur until later, I do not foresee any issues. However, we will be monitoring street conditions once activity begins and if the street begins to show signs of distress during spring thaw, weight restrictions may be imposed. **No Further comment or concerns.**

Solid Waste

1. Applicant states there will be 2- 4CY dumpsters enclosed by a fence. Yarmouth is a community that supports the waste hierarchy and has a very active recycling committee. Will recycling be part of this collection area? Given that there will be a new restaurant, how will food waste be collected, or will that information be provided when the restaurant plan comes forward? **No Further comments or concerns**

Stormwater Management Report

1. No comment or issues **No Further Comment or Concerns.**

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2.2

Erosion and Sedimentation Control Report

1. No comments or issues No Further Comments or Concerns

Waivers

1. No comments or concerns No issues with their request.

Grading & Drainage Plan

1. Applicant mentions that existing culverts will be evaluated. I agree they should be evaluated and replaced if found to be deficient. Inlets and outlets should at least be cleaned and stabilized as part of this project. No Further Comments or Concerns.

Snow storage areas should be identified on the plan and positioned where there are vegetated buffers downstream of the melt water. Pile locations should also be positioned, if possible, where melt water will not run across roads or parking lots, thus requiring additional salt/sand applications. Sediment and waste debris from these locations should be cleaned up at the end of the season as part of a maintenance plan. Applicant only shows two snow storage areas on the entire plan – So this means that all the snow from the access road and the two lots outside of the lots marked phase I and II will plowed to these two areas?

The stormwater infiltration areas will only work if they are kept free of sediment and debris. It will be very tempting for plowing contractors to plow into these areas if snow storage areas are not properly identified and if contractors are not trained to plow to these areas. Beyond cleaning, how will the applicant protect these key storm water features from unnecessary repairs or damage caused plowing?

2.

Drainage Details

Regarding the infiltration units that will be receiving surface runoff from the parking lots -they will be exposed to sand and salt from winter plowing. What is the maintenance schedule for these systems and how will the applicant ensure they will be maintained? No Further comments or Concerns.

1.

If you have any questions, please let me know.

***Town of Yarmouth,
Maine***

Incorporated 1849

**YARMOUTH FIRE RESCUE
178 NORTH ROAD (PO BOX 964)
YARMOUTH, MAINE 04096**



MICHAEL ROBITAILLE, CHIEF OF DEPARTMENT

DAN MASSELLI, DEPUTY FIRE/EMS CHIEF
BILL GODDARD, DEPUTY CHIEF

To: Alex Jaegerman, Town Planner
From: Michael Robitaille, Fire Rescue Chief
Date: February 4, 2019
RE: 81 Bridge Street, Sparhawk Mill

I have reviewed the y plans submitted on behalf of Sparhawk Mill by Acorn Engineering for site improvements and changes at 81 Bridge Street, Yarmouth.

- 1) All roads shall have an unobstructed width of not less than 20 feet. The required width shall not be obstructed in any manner, including by parked cars
(NFPA 1, Sec. 18.2.4.1) (NFPA 1, Sec. 18.2.3.4.1.1)
- 2) Fire Department access roads shall not have an unobstructed vertical height of not less than 13 feet 6 inches
(NFPA 1, Sec. 18.2.3.4.1.2)
- 3) Roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with an all-weather driving surface. A plan needs to be developed to plow and sand during inclement weather.
(NFPA 1, Sec. 18.2.3.4.2)

Whereas this is not a change in the construction of the access road we will not be requiring widening to meet Recommendation #1. The facility is sprinklered throughout by an approved system. We will however request that parking places not be allowed on the road or at the entrance to the road from Bridge Street. This restricts the road width further and restricts the turning radius of apparatus responding from the Willow Street side of town. Furthermore, approved No Parking signs are requested along the roadway.

Attachment 4

From: Tori T. Norton <toritnorton@gmail.com>

Sent: Monday, May 27, 2019 10:48 PM

To: Nicholas Ciarimboli <NCiarimboli@yarmouth.me.us>

Subject: Parking Lot Minor Sity Pland and Shoreland Zoning Review

Thank you for the note about upcoming plans in my neighborhood: Bridge Street, Sparhawk Mill Parking Lot paving & lighting.

My concern is about the intensity of the lights and the addition of lights simultaneously at Patriot Insurance, across the street.

I see this proposal is for 5 lights, but I was not able to see location of the light poles, and certainly can't tell their intensity and length of use by a drawing.

As a neighbor who already dislikes the piercing flood lights at odd angles which are on all night at the mill, I am concerned about the volume of light this will bring to our street. With a new parking lot being proposed simultaneously at Patriot Insurance, we could go from a pleasant neighborhood to a glowing zone if we're not careful. If the lights are similar to those in the park and ride lot at the South end of town (brighter than mall or airport lights) then I object completely. The Patriot lights are VERY bright and on all night and if these are to be similar, and right next to the river and my house, I personally object and on behalf of the wildlife in the area and in the river, I object.

While I support the project I'd like to request that the lights would be on timers or motion sensors so they're off at night when not needed. And low intensity light, especially by the river are important for the neighbors and the wild life and river. Bright lights will reduce the value of my property and the ability of my family to get quality sleep and I believe they're bad for the wildlife (herons, fish) too.

Thank you for taking this into consideration,

Tori T Norton

103 Bridge Street, Yarmouth

Attachment 5

From: Joan Dollarhite <joandollarhite@gmail.com>
Sent: Thursday, May 30, 2019 8:59 AM
To: Nicholas Ciarimboli <NCiarimboli@yarmouth.me.us>
Subject: Sparhawk Mill Parking Lot Project

Good morning Mr. Ciarimboli,

I live on Yankee Drive, along the bank of the Royal River. I recently received notice of the Sparhawk Mill parking lot project and have reviewed the application and plan.

I appreciate the thorough effort in addressing the important storm water runoff issue. I would like to raise another concern that I did not see discussed in the application, that being light pollution from the 5 pole lights to be installed in the parking lot. That light will most impactful to me as an abutting homeowner and I wonder if the applicant can offer information about the types of light fixtures and whether they are designed to reduce the impact on the surrounding area. I certainly understand the need to light the parking lot, but would like the applicant to use the light in the most efficient and beneficial way for the businesses, community and the wildlife in the area.

Thank you,
Joan Dollarhite
54 Yankee Drive