



May 11, 2022

(Via PDF & Delivery)

19.111.1

Erin Zwirko,
Director of Planning & Development
Town of Yarmouth
200 Main Street
Yarmouth, Maine 04096

Railroad Square - Development Master Plan

**CBDC Development Plan –Submittal #5 – Preliminary Subdivision Plan and Thoroughfare Plan Updates
(Map 37 Lots 28 and 29-00A)**

Dear Erin:

On behalf of Railroad Square Associates LLC, we are pleased to provide this fifth in a series of focused submissions for the Railroad Square Masterplan located on Main Street and Railroad Square in Yarmouth Village. The project is being reviewed under Chapter 703, Article 6 –Character Based Development Code (CBDC) Development Plan standards and Chapter 601 –Subdivisions. This submission focuses on Traffic, the Parking Table Update, Preliminary Subdivision Plan and Thoroughfare Public Street Frontages Landscape and Lighting Plan.

Enclosed for review are 14 copies of the following materials:

- Cover Letter
- Subdivision Application Form
- Exhibits:
 1. Subdivision Chapter 601 & Street Standards Review and Preliminary Plan Checklist
 2. Traffic Impact Study, Sewall, dated 05-04-22
 3. Parking Table
 4. Parking Agreement and 298 Main Parking Lease
 5. Water & Wastewater Flows Table
 6. USDA Soils
 7. FEMA Map
- Plans:
 1. Preliminary Thoroughfare and Lot Plan, ARC, 30 Scale, revised 05-11-22
 2. Preliminary Subdivision Plan, Ruopp Surveying & Mapping, dated 05-11-22
 3. Preliminary Public Landscape and Lighting Plan, KSLA, dated 05-11-22
 4. Preliminary Lighting Photometric Plan, dated 05-11-22.

1. Introduction:

This fifth submission follows the fourth submission of March 30th and Planning Board meeting of April 27th which focused on Architectural Context and Thoroughfares and Site Plan Updates. This submittal will primarily focus on the traffic study, parking and additional thoroughfare design standards and

submittal of a formal Preliminary Subdivision Plan for approval, in relation to the CBDC Article 6 - Development Plan standards.

It is our intent that the prior submitted materials and presentations together with this submission address the Development Plan in sufficient detail for the Planning Board to approve the Preliminary Subdivision Plan. Our next submittal will include the Final Plans containing final detailed thoroughfare plans and sections, site grading and stormwater management systems, utility design and final public landscaping and lighting elements.

A fourth neighborhood meeting will be held at the Town Hall on May 11th to review the topics discussed herein.

2. CBDC Article 6 Development Plan Standards:

The Chapter 703 Character Based Development Code (CBDC) Article 6 provides the standards for submission and approval of a Development Plan. The CBDC CD-4 District policies and standards are intended to promote building and site development which is in character with the Village Center and Main Street through both building, frontage and thoroughfare standards and use of materials consistent with the architecture of the village.

The enclosed Subdivision Plan provides the requirements for a preliminary plan approval. However as staff and the Planning Board are aware, the specifics of each lot development will be provided through individual Lot Plans submitted in conformance with the Article 5 and Chapter 702 Site Plan standards (as was completed with the 298 Main project) as the project is phased in. The Preliminary Public Landscape and Lighting Plan and Photometric Plan provide additional detail on the public thoroughfare frontages while the Thoroughfare and Lot plan has been updated with minor refinements from the prior Planning Board meeting and staff comments.

A review of the Chapter 601 Subdivision and Street Standards is also attached as *Exhibit 1*.

3. Traffic Impact Study: (Exhibit 2.)

A final Railroad Square Traffic Impact Study (TIS) has been completed by Diane Morabito, PE, included as *Exhibit 2*. As requested in prior public hearings, the study includes spring 2022 traffic counts and any currently planned development along Main Street. The scope of the study extends from East/West Elm Street easterly to the Main Street, Cleaves and School Street intersection. The Mill/Main Street intersection was also included as suggested by the Planning Board.

In general the study makes the following findings and conclusions based on both the RRSQ and the 298 Main projects as a common scheme of development and includes vehicles and pedestrian movements:

- The combined developments will generate from 26 AM to 80 PM peak hour trips, after taking a credit for current/prior trips attributable to 298 Main.
- An MDOT Traffic Movement Permit (TMP) is not required as the peak hour net trips are less than 100 trips.
- The RRSQ project will have minimal impact on the South/Main Street intersection which will continue to operate at a level of service (LOS) A to B.

- The Main Street/RRSQ intersection currently operates at a Level of Service (LOS) A and will drop to a LOS B for the exiting vehicle traffic from RRSQ and remain at LOS A for other movements—showing no capacity concerns in the fully built out project.
- The Yarmouth Crossing/Gorham Savings Bank drives currently operate at a LOS B or better and are projected to operate at a LOS C (due in part to the projected development and growth outside of RRSQ along Main Street). This intersection shows no capacity concerns.
- The Mill/Main Street intersection operates at a LOS A in the exiting and build conditions, again showing no capacity concerns.
- There are no high crash locations in the vicinity of the project indicating no safety concerns.

Refer to the full TIS contained in *Exhibit 2* for a complete summary.

4. Parking Count and Parking Management Plan Update:

Exhibit 3 contains an updated Parking Table indicating that RRSQ requires 113 parking spaces (including the 9 leased spaces to 298 Main under a parking agreement) and the site provides 114 spaces, meeting the CBDC Article 5.K parking standards.

The plans provide a total of 58 surface parking spaces and 56 covered garage spaces (in the three senior buildings on lots 4 and 5, and the six carriage house units on lots 6 and 7.)

Exhibit 4 provides a draft parking management plan. The plan sets forth requirements for managing onsite parking between the various individual lots under the master condominium association and establishes requirements for monitoring of parking as the project is phased in. Also included in *Exhibit 4* is a copy of the 298 Main Parking Lease Agreement for reference to the 9 spaces reserved on RRSQ on Thoroughfare (TF)-2 and Lot 3.

5. Preliminary Subdivision Plan:

A Preliminary Subdivision Plan (3 sheets) prepared by Ruopp Land Surveying & Mapping is attached for review and approval by the Planning Board. The plan has been prepared in accordance with the Subdivision Chapter 601, Article II.B – Preliminary Plan Submission Requirements. The plan is somewhat unique as compared with a traditional subdivision plan as it provides information on Thoroughfares, Lots, Passages and Civic Spaces in compliance with the CBDC -particularly Article 5.F.2.A (CD-4 District building, lot, frontage and yard dimensional requirements) and Article 6 –Development Plans and Standards. A copy of the Preliminary Plan Submission requirements has been used as a submission checklist and is included in *Exhibit 1*.

The CBDC Article 6 does not prescribe specific requirements for the Subdivision Plan and Article 1.C.3 (Applicability –Relationship to Other Provisions) invokes the Chapter 601 Subdivision Ordinance, “...except where the Existing Local Codes would be in conflict with this Chapter and except as may otherwise be provided in Section 1.C.3.” We feel that there are several Chapter 601, Article II.B Preliminary Plan submission requirements which would be more applicable to a Final Plan Approval under the Development Plan review. Specifically these include:

Item 12 –Typical Sections of proposed grading for roadways and sidewalks – A Thoroughfare Sections Plan was submitted with the 02-23-22 Thoroughfare submission. However, final thoroughfare construction sections will be submitted with the Final Subdivision submission.

Item 15 – Connection with existing water supply. Details of all utilities will be provided with the Final Plan submittal. (An ability to serve request is being made to the Yarmouth Water District.)

Item 16 – Connection to sanitary sewer. Details of all utilities will be provided with the Final Plan submittal. (An ability to serve request is being made to the Town Engineer.)

Item 18 –Stormwater drainage plan. This will be submitted with the Final Plan submittal.

Item 24 – Lot grading plans as determined by the Planning Board. An overall project grading plan will be included with the Final Plan submission to guide individual lot development plans as the project is phased in and which will form the basis for the stormwater management plans. Lot grading plans will be submitted with the individual lot site plans.

We believe that the CBDC does not require a waiver from these Preliminary Plan submission standards, rather that under the CBDC Development Plan review process these items are better suited for the Final Plan submission.

We respectfully request that the Planning Board approve the Preliminary Subdivision Plan as presented herein.

6. Thoroughfare and Lot Plan & Public Landscape and Lighting Plan;

The Preliminary Thoroughfare (TF) and Lot Plan C-1 has had several minor refinements in response to comments received at the April Planning Board meeting. Additionally the attached Public Landscape and Lighting Plan and Photometrics Plan have been prepared to demonstrate the treatment of the public frontages including walks, tree well/tree locations and spacing, planting species and proposed light fixture styles and locations. Refer to the attached plans for reference.

Refinements to the Thoroughfare and Lot Plan C-1 include:

- a. Adjusting the curb radii at TF-3 &4 and TF-2 and Lot 3 drives to create textured surface “effective radii” of 10 feet with a larger outside 20-foot sloped curbed radii allowing for emergency and larger truck vehicles to maneuver.
- b. TF-2 right of way has been increased to 40 feet to accommodate raised planters set 6 feet off the parking curb and spaced at 30 feet such that the ROW line is set back 10.5 feet from the curb or edge of travel way. It should be noted that the area in front of Lots 1, 2, and 3 will be created as an open plaza or courtyard of varying widths both within the thoroughfare public frontage and the secondary frontages on the lots rather than a single 6 foot wide linear walk. (Refer to the Public Landscape and Lighting Plan.)

- c. The Thoroughfare Table has been updated to reflect revised TF widths.

The Public Landscape and Lighting Plan includes the following elements within the public frontages:

- a. Public Landscaping – Town standard raised granite planters and street trees at 30 feet on center along TF-2 located 6 feet from the edge of parallel parking curb. Lot 3 street trees and planters spaced both within the public TF-4 and Passage C and within the Lot. (Final locations subject to final Lot Site Plans.) As noted above the frontages of Lots 1, 2 and 3 are intended as open plazas with planting, seating, bike racks, public art and other pedestrian scale elements and not simply a 6 foot walk.
- b. Within the Civic Square F, Lots 4 & 5 and 6&7, the street trees would fall outside of the thoroughfare rights of way (ROW) and into the front of the lots in order to maintain the ROW widths and appropriate building setbacks. If required, planting easements can be provided in these instances. Other street trees on individual lots are shown conceptually and will be finalized on individual lot plans unless required to meet the thoroughfare landscape standards of Article 6.E.4.
- c. Lighting – The LED decorative light fixture indicated on the plan is from the Town Main Street Improvements Plans at 16 foot mounting height. Railroad Square will use this or a similar fixture model for the project to provide continuity with the Main Street plan. A lighting Photometric Plan has been provided for preliminary review of lighting levels. All fixtures will be cut-off style.

7. Summary:

We trust that the Planning Board will find that the design information supports the requirements of the CBDC Article 6 requirements for submission of a Development Plan. With this submittal we feel that all of the major standards of the CBDC and applicable ordinances have been presented in a preliminary yet detailed format. The next submittal will provide final engineering and landscape plans for thoroughfares and the overall site as applicable to the CBDC Development Plan standards.

As always, should you require any additional information or have any questions please do not hesitate to contact Matt Teare or me.



We look forward to meeting with the neighbors on April 11th and the Planning Board on June 8th to continue the Development Plan review process.

Sincerely

A handwritten signature in black ink, appearing to read 'Rick Licht', written over a light gray horizontal line.

Frederic (Rick) Licht, PE, LSE
Principal

Encl: As Noted

Cc: Matt Teare, Railroad Square Associates LLC
Tamson Hamrock, Railroad Square Associates LLC
Rob Barrett, Barrett Made
Keith Smith, KSLA
Matthew Alhberg, Barrett Made
Tony Panciocco, Atlantic Resource Consultants
Diane Morabito, Sewall
Paul Ruopp, Paul H. Ruopp Jr. Land Surveying & Mapping
Nate Huckel-Bauer, Drummond & Drummod

TOWN OF YARMOUTH
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SUBDIVISION PLANNING BOARD ALTERATION APPLICATION FORM

Date: 05-11-22 **Zoning District** CD-4 **Map** 037 **Lot** 28 & 29-00A **Ext** **Fee Paid**
Fee: \$100 per amended or revised lot; Department Noticing: \$5.00 per addressee.
Property Owner BICKFORD TRANSPORTATION, INC.
Applicant, if other RAILROAD SQUARE ASSOCIATES, LLC
Mailing Address 48 RAILROAD SQUARE, YARMOUTH, ME 04096
E-mail Address INFO@KISMETSPACE.COM, TEARE.MATTD@GMAIL.COM
Phone 917-733-5177
Fax NA

Name of Subdivision RAILROAD SQUARE - DEVELOPMENT PLAN REVIEW
Street Address RAILROAD SQUARE AND MAIN STREET, YARMOUTH, ME
Existing Use/# Lots ARTS & FITNESS COMMERCIAL, OUTDOOR TRUCK/EVENTS PAVILION
Proposed Use/# Lots MIXED USE MASTERPLAN COMMERCIAL AND RESIDENTIAL
Recording Book & Page BK. 29016 PG. 253, BK.11613 PG. 215

The Town will correspond with only one contact person/agent for this project. Please provide the requested information regarding the contact person/agent.

Contact person/agent FREDERIC (RICK) LICHT, PE, LICHT ENVIROMENTAL DESIGN, LLC
Mailing Address 35 FRAN CIRCLE, GRAY, MAINE, 04039
E-mail Address RLICHT@SECURESPEED.NET
Phone(s) 207.749.4924
Fax NA

I certify that, to the best of my knowledge, all information provided in this application form and accompanying materials is true and accurate.

Matthew D. Teare

5/10/22

Signature of Owner/Applicant

Date

(If signed by Owner's agent, provide written documentation of authority to act on behalf of applicant.)

"I authorize appropriate staff within the Yarmouth Planning Department to enter the property that is the subject of this application, at reasonable hours, including buildings, structures or conveyances on the property, to collect facts pertaining to my application."

Matthew D. Teare

Print or type name and title of signer

Development Consultant to the Owner

Railroad Square Associates LLC and

Tanson Brickell Hancock, Manager + Member

1. PROJECT DESCRIPTION

A. On a separate sheet describe the overall project objectives and proposed uses of property, including quantity and type of residential units (if any).

B. Project details

1. Assessor's Map number(s) 037 Lot number(s) 28 AND 29-00A

2. Existing zone(s) of the site CD-4 VILLAGE DISTRICTX

Shoreland Overlay District Yes X No

Mobile Home Park Overlay Yes X No

3. Total land area of site (all contiguous land in same ownership)
4.14 ACRES/-

4. Proposed number of lots. 7

C. Attach as Exhibit #1 a map such as the Maine Atlas and Gazetteer map (clean photocopies are acceptable). Indicate the location of your project on map.

D. Construction sequence, as applicable

1. Estimated time of start of project 2023-24
Estimated time of completion of project 2026 - 2027

2. Is this to be a phased project? Yes X No

3. Attach as Exhibit #2, if applicable, a construction schedule outlining the anticipated sequence of construction (beginning and completion) for the major aspects of the proposed project, including roads, erosion control and drainage measures, structures, sewer and water lines, other utilities, paving, landscaping.

2. RIGHT, TITLE, OR INTEREST

A. Name and mailing address of record owner of the site
BICKFORD TRANSPORTATION, INC.

48 RAILROAD SQUARE, YARMOUTH, ME 04096

Phone 917-733-5177 Fax NA

B. Attach as Exhibit #3 evidence of corporate or partnership status, if applicant is not an individual.

C. Attach as Exhibit #4 evidence of applicant's right, title, or interest in the site. A complete copy of the document must be provided; (financial information may be

redacted).

- D. Attach as Exhibit #5 a copy of the current owner's existing deed for the site.
- E. Attach as Exhibit #6 summary lists of all existing and all proposed easements or other burdens for this property. More detailed information may be required, depending on the particular circumstances of the site.
- F. If a condominium, homeowners, or property owners association is or will be established, attach as Exhibit #7 the articles of incorporation, the Declaration of Covenants and Responsibilities, and the existing/proposed by-laws of the organization. If existing association, evidence of approval of proposed alteration by association.
- G. Attach as Exhibit #8 a copy of the most recent approved and recorded subdivision plat, showing date of recording, book, and page.

3. FINANCIAL CAPACITY

- A. Estimated cost of the project (including land purchase and development costs)
(TO BE DETERMINED)
- B. Attach as Exhibit #9 evidence of your financial capacity to complete the proposed development. Submit one or more of the following (please check as appropriate):
 - _____ 1. A written statement from the applicant's bank or a certified public accountant who recently has audited the applicant's finances stating that the applicant has cash reserves in the amount of the estimated cost of the project and can devote those reserves to the project.
 - _____ 2. When the applicant will personally finance the development, provide evidence of availability of funds and evidence that the applicant can devote these funds to the project.
 - _____ 3. The most recent corporate annual report showing availability of sufficient funds to finance the development, together with a statement from the applicant that the funds are available and will be used for the proposed project.
 - ☒ 4. A letter from a financial institution, governmental agency, or other funding agency which indicates a timely commitment to provide a specified amount of funds and the uses for which the funds may be utilized.
 - _____ 5. In cases where outside funding is required, but there can be no commitment of money until regulatory approvals are received, a formal letter of "intent to fund upon approval" from a funding institution.

4. TECHNICAL ABILITY

- A. List all projects undertaken by the applicant within the last five years, beginning with the most recent project: 1. WESTCUSTGO HALL AND COMM. CENTER, N. YARMOUTH, 2. REVISION ENERGY HEADQUARTERS, 3. BARRETT MADE OFFICE, PORTLAND, 4. VILLAGE RUN YARMOUTH, 5. THE MOTHERHOUSE, PORTLAND.
- B. Have done no prior projects NA
- C. Attach as Exhibit #9 a list of all consultants retained for this proposed project, such as engineers, architects, landscape architects, environmental consultants; and those firms or personnel who will be responsible for constructing, operating and maintaining the project.

5. SUBDIVISION ALTERATION DRAWINGS, MAPS:

- A. Drawings
- paper no larger than 24" x 36", with all drawings in a set the same size
 - bound and folded no larger than 9" x 12", with project name shown on front face of folded plan
 - number and date drawings, with space for revision dates
 - scale of the drawings shall be between 1"=20' and 1"=50'
 - show the entire parcel in single ownership, plus off-site easements
- B. Title block shall include:
- identification of plan as "Alteration of Approved Subdivision Plan"
 - name and address of project
 - name(s) and address (es) of site owner and of applicant
 - name and address of plan designer(s)
 - name/description of most recent subdivision subject to alteration, with book and page of recording in Cumberland County Registry of Deeds
 - Signature Block for approval by Town of Yarmouth, Planning Board (7 signature lines) with date
- C. Location map shall include:
- abutting property within one thousand feet of project boundaries
 - outline of proposed project
 - zoning district(s) of abutting properties
 - at least one street intersection
- D. North arrow and scale.
- E. General plan notes shall include:
- zoning district and list of applicable dimensional regulations comparing the required and proposed
 - net residential acreage calculation
 - all requested waivers

- F. Name, location, width of existing and proposed streets.
- G. A Boundary Survey, Category 1, Condition 2, showing site boundaries, exact boundaries, dimensions and acreage of all lots, and a minimum of 3 granite monuments at outside corners of the parcel.
- H. Setbacks as required by zoning ordinance; zone line if site is transected by a zone line or if zone line is within 30 feet of the boundaries of the site.
- I. Existing and proposed contours at 2' intervals. Show 1' contours and/or spot elevations if sufficient detail cannot be shown with 2' contours.
- J. Location, dimensions, and total square-footage of existing and proposed buildings (existing buildings should be identified as such).
- K. Names of abutting property owners and locations of buildings and curb cuts on abutting properties.
- L. Locations and dimensions of parking areas, loading and unloading facilities, driveways, fire lanes, access points.
- M. Location of all existing and proposed easements and rights-of-way, including identification of who has or will receive the easement.
- N. Location, dimensions, materials of existing and proposed pedestrian access ways.
- O. Location and size of existing and proposed utilities, both on-site and in adjoining public ways. Location of nearest existing hydrant. Include installation details for proposed utilities, if applicable.
- P. Construction drawings showing plans, profiles, cross-sections, and details of appurtenances for sanitary sewer and storm drainage systems, if applicable.
- Q. Location and description of existing natural features, such as wetlands, water courses, marshes, rock outcroppings, stands of trees. Natural features to be preserved must be identified on plan.
- R. Grades, street profiles, typical cross-section, and specifications of proposed streets and sidewalks, if applicable. These must meet the standards of Ch. 601, Article IV.
- S. A description of any right-of-way, street, sidewalk, open space, or other area the applicant proposes to designate as public.
- T. Name, registration number, seal, and signature of all registered professionals (engineer, land surveyor, architect, landscape architect, etc.) who prepared the plan.
- U. First floor finished floor elevation(s) for all proposed buildings.

V. If project is within the RP district, extent of floodway and floodway fringe.

W. If project is within Shoreland Overlay District, show required setbacks.

The following submissions are required unless waived by the Director of Planning & Development:

6. WATER (if Alteration involves development)

Attach as Exhibit #10 written confirmation from the Yarmouth Water District that it can supply the proposed development and that the proposed plan has been approved by the District. If the applicant proposes a private supply, provide evidence that a sufficient and healthful water supply is available for the proposed development.

7. TRAFFIC (if Alteration involves development)

Attach as Exhibit #11 a written evaluation and demonstration of the adequacy and availability of adjacent streets to serve the proposed project. If you must submit a full traffic study to DEP, provide two (2) copies with this application.

8. SANITARY SEWERS AND STORM DRAINS (if Alteration involves development)

A. Estimated sewage gallons per day for the completed project

B. Will this project generate industrial or non-sanitary waste that will enter the public sewer or drains? No X Yes ____
If yes, please describe proposed types and amounts

C. If a subsurface wastewater disposal system is proposed, provide evidence that it conforms to the requirements of the State Plumbing Code.

9. SURFACE DRAINAGE AND-RUNOFF, STORMWATER MANAGEMENT (if Alteration involves development)

A. Attach as Exhibit #12 a description of any problems of drainage or topography, or a representation that, in the opinion of the applicant, there are none.

B. Attach as Exhibit #13 a complete stormwater management plan, including drainage calculations for pre- and post-development for 2 yr. and 25 yr. storm events, a drainage plan, and an assessment of any pollutants in the stormwater runoff, that meets the requirements of Chapter 601, Design Standards.

10. EROSION AND SEDIMENTATION CONTROL (if Alteration involves development)

A. Attach as Exhibit #14 a written description of erosion and sedimentation control measures to be used during and after construction of the proposed project.

B. Show on a plan the proposed location, type, and detail of erosion control devices, unless this information is included on a subdivision drawing.

11. SOILS (if Alteration involves development)

A. Attach as Exhibit #15 a medium intensity soils classification report, including description of soils and interpretation of engineering properties. Include geotechnical report, if applicable.

- B. Show on a plan the existing soil conditions on the site, unless this information is included on a subdivision drawing. Include wetlands delineation and report, if applicable.

EXHIBIT 1

CHAPTER 601 SUBDIVISION AND STREET STANDARDS & PRELIM. SUBDIVISION PLAN CHECKLIST

ARTICLE II

SUBMISSION REQUIREMENTS

A. Conceptual Plan: No applicant shall file an application for subdivision approval until such time as he/she has submitted for review by the Planning Board a conceptual plan, 13 copies, plus an electronic (PDF) version, consisting of the following:

1. General topography;
2. General street and lot layout;
3. Location of flood plains on the property; and
4. The location of the zoning district boundaries.

B. Preliminary Plan: The Preliminary Plan shall be submitted with three full size plan sets and ten reduced plan sets at 11" X 17" on one or more maps or drawings which shall be printed or reproduced on paper, plus an electronic (PDF) version of all plans and submissions. The number and format of copies may be revised from time to time as determined by the Director of Planning & Development, which shall be noted on the subdivision application if different from above. Such plans shall show all dimensions in feet or decimals of a foot, drawn to a scale of 1 inch equals not more than one hundred feet, showing or accompanied by the following information:

- ✓ 1. Location Map: The Preliminary Plan shall be accompanied by a Location Map drawn at a scale of not over six hundred feet to the inch to show the relation of the proposed subdivision to the adjacent properties and to the general surrounding area. The Preliminary Plan shall show all the area within one thousand feet of any property line of the proposed subdivision. Within such area, the Location Map shall show:
 - ✓ a. All existing subdivisions and approximate tract lines of acreage parcels together with the names of the record owners of all adjacent parcels of land, those directly abutting or directly across any street adjoining the proposed subdivision.
 - ✓ b. Locations, widths and names of existing, filed or proposed streets, easements, and building lines pertaining to the proposed subdivision and to the adjacent properties.

(THOROUGHFARES)

- ✓ c. The boundaries and designations of zoning districts, parks and other public spaces.
- ✓ d. An outline of the proposed subdivision including all contiguous land owned by the subdivider, together with its street system and an indication of the future probable street system of the remaining portion of the tract, if the Preliminary Plan submitted covers only part of the subdivider's entire holding.
- ✓ 2. Proposed subdivision name or identifying title and the name of the municipality.
- ✓ 3. Name and address of record owner, subdivider and designer of Preliminary Plan.
- ✓ 4. Number of acres within the proposed subdivision, location of existing and proposed property lines, existing easements, buildings, watercourses and other essential existing physical features.
- N/A 5. The names of all subdivisions immediately adjacent the names of owners of record of adjacent acreage.
- SITE DATA
TABLE. SUBDIV
PLAN
PREVIOUS
EX. CONDITIONS
PLAN SUBMITTED

 - ✓ 6. The provisions of the Zoning Ordinance applicable to the area to be subdivided and any zoning district boundaries affecting the subdivision.
 - ✓ 7. The location and size of any existing sewers and water mains, culverts and drains on the property to be subdivided.
 - PREVIOUS
EX. CONDITIONS
PLAN SUBMITTED

 - ✓ 8. Location, names and present widths of existing and proposed streets, highways, easements, building lines, alleys, parks and other public open spaces. (TF's)
 - ✓ 9. The width and location of any streets within the area to be subdivided, and the width, location, grades, and street profiles of all streets or other public ways proposed by the subdivider. (TF's)
 - ✓ 10. Contour lines at intervals of two feet or at such intervals as the Planning Board may require, based on United States Geological Survey datum.
 - ✓ 11. A soils report identifying the soils boundaries and names in the proposed development with the soils information superimposed upon the plot plan in accord with the USDA Soil Conservation Service National Cooperative Soil Classification.

KSLA- CONCEPT
SECTIONS
SUBMITTED 02.23.22

- ✓ 12. Typical cross sections of the proposed grading for roadways and sidewalks.

- ✓ 13. Date, true north point and graphic scale.

PREVIOUS
CONCEPT UTILITY
PLAN SUBMITTED
FINAL PLAN
TO DEMONSTRATE
UTILITY DESIGNS

- ✓ 14. Deed description map of survey of tract boundary made and certified by a registered land surveyor, tied into established reference points.

15. Connection with existing water supply or alternative means of providing water supply to the proposed subdivision meeting the requirements of Article V.T.

FINAL PLAN.

16. Connection with existing sanitary sewerage system or alternative means of treatment and disposal proposed meeting the requirements of Article V.U.

- N/A 17. If a private sewage disposal system is proposed, the location and results of tests to ascertain subsurface soils and ground water conditions meeting the requirements of Article V.U.

SUBMIT WITH
FINAL PLAN.

18. Provisions for collecting and discharging storm drainage, in the form of a drainage plan.

- ✓ 19. Preliminary designs of culverts which may be required.

- ✓ 20. The proposed lot lines with dimensions, lot area, lot numbers, zoning setback lines and suggested locations of buildings.

- ✓ 21. The location of temporary markers adequate to enable the Board to locate readily and appraise the basic layout in the field.

- ✓ 22. All parcels of land proposed to be dedicated to public use and the conditions of such dedication. (CIVIL AREAS)

- ✓ 23. The location of all natural features or site elements to be preserved.

FINAL LOT PLANS
+ OVERALL
GRADING PLAN
FINAL

24. A grading plan may be required for any or all lots as determined by the Planning Board.

- N/A 25. Preliminary layout of any bridges required.

- ✓ 26. Landscape Plan showing vegetation to be preserved and planted.

c. Final Plan: The final plan shall consist of the required number of copies of all maps or drawings plus an electronic (PDF) version, which shall be

EXHIBIT 1

CHAPTER 601 –ARTICLE 1

SUBDIVISION REVIEW STANDARDS

(NOTE: The specific 21 standards below are paraphrased from Chapter 601-Article 1 for brevity. Refer to the Chapter 601 ordinance for the specific wording of each of the standards.)

1. Pollution: The subdivision will not result in undue water or air pollution.

The project will include a comprehensive stormwater management system consisting of an under drained soil filter, bio swales, underground storage, tree well or Focal Point ®systems and pervious paver systems to control and treat stormwater. The current site has no formal BMP treatment systems and stormwater from the primarily impervious gravel and pavement - south half of the site drains untreated into the adjacent wetlands.

The project does not propose any discharge of airborne pollutants over and above that associated with typical residential development. Fugitive dust will be controlled with street sweeping and water during construction periods.

The project will not result in undue water or air pollution.

2. Sufficient Water: The subdivision has sufficient water available for the subdivision.

The project is estimated to require approximately 16,000 gallons per day of domestic water. All buildings will be serviced by public water from the Yarmouth Water District from an 8-inch main extension in Railroad Square. Fire and domestic needs for the commercial and residential units will be met with the new services to the buildings. All senior residential units will have sprinkler systems installed and all commercial units will meet NFPA and Town of Yarmouth fire protection standards. A request has been made to the Yarmouth Water District for the ability to serve the project which will be forwarded to Planning Staff.

3. Municipal Water Supply: The subdivision will not cause unreasonable burden on an existing water supply and the project can be served as planned.

The project will be serviced by public water from the Yarmouth Water District from an 8-inch main extension on Railroad Square. See Item 2 above regarding a capacity to serve letter from the Yarmouth Water District.

4. Erosion: The subdivision will not cause unreasonable erosion:

The project final plans will include an Erosion and Sedimentation Control (ESC) plan prepared in accordance with DEP and local standards. Erosion controls will be installed prior to construction of

each phase of the development and monitored by site inspectors. With adherence to the ESC Plan the project will not cause unreasonable erosion.

5. Traffic: The subdivision will not cause unreasonable highway or public road congestion or unsafe conditions.

A Traffic Impact Study dated 05-04-22 has been submitted by Diane Morabito, PE, PTOE of Sewall which concludes that the project will have minimal impacts to the adjacent street capacities and that there are no high crash locations in the vicinity of the project which would be impacted by the subdivision.

6. Sewage Disposal: The subdivision will provide for adequate wastewater disposal.

The project is estimated to create approximately 12,000 gallons per day of wastewater which will be discharged to the municipal sanitary system via a private gravity sewer main extension and onsite private wastewater pumping station to service the senior buildings on lots 4 and 5. The system will be designed and implemented in accordance with the Town of Yarmouth Chapter 304 Sewerage Ordinance. A capacity to serve letter is being requested from the Town Engineer and Wastewater Superintendent.

7. Municipal Solid Waste: The subdivision will not cause an unreasonable burden on the municipality's ability to dispose of solid waste, if municipal services are to be used.

The project will subcontract solid waste removal to a private contractor for disposal at ecomaine or other licensed facility. There will be no burden on the Town's solid waste facility.

8. Aesthetic, Cultural and Natural Values: The subdivision will not have an undue adverse effect on scenic or natural beauty, aesthetics, historic sites or significant wildlife habitat or rare natural areas.

The site has been in use for over 100 years as an industrial site and with the exception of the southern wetlands and wooded areas is completely developed as gravel or pavement surfaces with some lawn areas and includes three structures. The proposed adaptive re-use development of the site will provide attractive a neighborhood of attractive buildings, robust landscaping where none exists today, pedestrian ways and other amenities to complement the existing neighborhoods and Main Street vicinity. A stormwater management system will control and treat stormwater prior to discharge to the existing wetlands in the southern portion of the site in accordance with DEP and Town of Yarmouth standards.

The current buildings onsite are not listed by the Town of Yarmouth as buildings of value as defined by the Chapter 701-Article IX Ordinance and are not listed as significant historical sites.

The subdivision will not have an adverse effect on scenic or natural beauty, aesthetics, historical sites or significant wildlife habitat or rare natural areas.

9. Conformity with Local Ordinances and Plans: The subdivision conforms to local ordinances and subdivision regulations.

The project has been designed to comply with all standards of the Character Based Development Code, Chapter 703 which per CBDC Article Section C.2 is “*..the exclusive and mandatory regulation in the Character-Based Zoning District...*” except as otherwise provided for in the CBDC. The application has presented evidence that the project complies with all applicable ordinances including the relevant sections of the Site Plan Review Ordinance, Chapter 702 and Subdivision Ordinance, Chapter 601 and is consistent with the goals of Comprehensive Plan.

10. Financial and Technical Capacity: The subdivider has adequate financial and technical capacity to meet the standards of this section.

The application includes documentation of the ability of the developer to finance the project and a description of the project team professionals. The developers have an extensive history of completing sustainable, smart growth projects. The applicant has provided sufficient information to meet this standard.

11. Surface Waters: The subdivision, if located within the watershed of a pond or lake or within 250 feet of any wetland, great pond or river will not adversely affect to quality of that body of water.

The project is located within the Brickyard Hollow watershed and is adjacent to a wetland system and stream which drain under the adjacent MDOT Railroad through a box culvert. A portion of the wetlands will be filled and/or culverted and submitted to the DEP under a Tier 1 NRPA application. The project will implement stringent erosion controls during construction, will include a stormwater management plan and post construction monitoring to ensure compliance with all stormwater regulations.

The subdivision will not adversely affect the wetlands or stream onsite.

12. Groundwater: The subdivision will not adversely affect the quality or quantity of groundwater.

The project will not utilize any groundwater and will provide increased treatment of stormwater over current conditions using porous paver systems over a portion of the site where pavement currently exists, by adding landscaping around the building and adding landscaping and trees throughout the site. These improvements will both treat stormwater and increase groundwater recharge over current conditions. The project will not have an adverse impact to groundwater.

13. Flood Areas: If the subdivision is located in a flood prone area based on the FEMA Flood Boundary and Floodway Maps, the subdivider shall determine the flood area boundaries within the subdivision and elevate principal structures at least one foot above the 100-year flood elevation.

Exhibit 7 contains a copy of FEMA -FIRM Map Panel No. 230055-0537 which shows that the project is not located in a FEMA Zone A. This standard does not apply to this project.

14. Freshwater Wetlands: Freshwater wetlands within the subdivision have been identified.

The site contains a small isolated wetland located adjacent to the railroad ROW which is essentially a drainage collection area for the site and the railroad and a larger wetland system located in the southern portion of the site. This wetland system includes a narrow urban drainage channel which collects stormwater from properties on South Street. All wetlands have been delineated by Mark Hampton Associates and located by GPS and shown on the Site Plans and Existing Conditions survey (previously submitted).

15. Farmland: All farmland within the subdivision shall be identified.

The site does not include any mapped farmland. This standard does not apply to this project.

16. River, Stream or Brook: Any river, stream or brook within or abutting the subdivision shall be identified on the plans.

As noted above, the southern portion of the site contains a small stream which flows from the areas to the west towards Holbrook Street and discharges through a granite box culvert under the MDOT railroad ROW and continues easterly then northerly behind Hancock Lumber down Cleaves Street to the town drainage system.

The stream has been located and is shown on the Site Plans and Existing Conditions plans.

17. Stormwater: The subdivision will provide for adequate stormwater management.

The site is located within the Town's MS-4 system. The project will include a comprehensive stormwater management system consisting of an under drained soil filter, bio swales, underground storage, tree well or Focal Point ® systems and pervious paver systems to control and treat stormwater. The current site has no formal BMP treatment systems and stormwater from the primarily impervious gravel and pavement - south half of the site drains untreated into the adjacent wetlands.

The stormwater management plan will be submitted to the Town for review and the Department of Environmental Protection for approval under the Chapter 500 Stormwater Management Rules. Under the MS-4 program, post construction monitoring will be included as a requirement within the Stormwater Management and Maintenance Plan.

18. Spaghetti-Lots Prohibited: Lots fronting on a river, stream or brook shall have a lot depth to shore frontage ratio greater than 5:1.

The project does not propose any new lots which front on a river, stream or brook. This standard does not apply to this project.

19. Lake Phosphorous Concentration: The subdivision will not unreasonably increase the phosphorous concentration in a Great Pond or otherwise cause phosphorous concentration in fresh water bodies.

The project does not lie within the watershed of a Great Pond or freshwater body. This standard does not apply to this project.

20. Impact on Adjoining Municipality: For subdivisions crossing municipal boundaries, the project will not cause unreasonable traffic conditions or unsafe road conditions.

The project does not cross any municipal boundary. This standard does not apply to this project.

21. Lands Subject to Liquidation Harvesting: Timber on the parcel being subdivided has not been harvested in violation of applicable rules and statutes.

The 4.1 acre project site does not contain any harvested areas of timber which may have been harvested in violation of applicable rules and statutes. This standard does not apply to this project.

End of Section

RAILROAD SQUARE - REVIEW OF CHAPTER 601 STREET DESIGN STANDARDS

PREPARED BY: LED			DATE/REV: 5/11/2022	
CHAPT 601 APPENDIX A.1 -ROADWAY GEOMETRIC STANDARDS				
ITEM	GEOMETRIC CRITERIA	RESIDENTIAL SUBCOLLECTOR STREET	RRSQ CBDC STANDARD PROVIDED	COMMENTS
1	ADT (<500)-Max Dead End Road Length	1000 ft.	Does Not Apply	Thoroughfares end in loop/civic green, dead end does not apply
2	Turn around at dead end	Tee	Does Not Apply	Thoroughfares end in loop/civic green, dead end does not apply
3	ROW Width	50 ft.	26-48 ft.	Varies and complies with CBDC which conflicts with C 601
4	Pavement Width	24 ft.	18-22 ft.	CBDC Conflicts with C 601 and encourages narrow streets
5	Curbing at Radius	Type #1 (VG)	Type #1 and #5 (SGC)	Sloped Granite Curb Type #5 may be used at curb radii to accommodate emerg. Vehicles
6	Curbing at Remaining Locations	Type #3 (Cape Cod)	Type #3 and Type #1 VG	
7	Sidewalk Width	5 ft.	6 ft. min.	
8	Roadway Crown	3%	2-3%	TF 1 and 2 must match existing conditions. Mono pitch across TF 1 and 2 may apply.
9	Minimum Grade	0.50%	0.50%	
10	Maximum Grade	8%	<8%	
11	Minimum Centerline Radius	150 ft.	41-42 ft.	Curve on TF-4 significantly less than 150 ft. Works for emergency and WB-40 design vehicles
12	Minimum Tangent between Reverse Horiz Curves	100 ft.	NA	No reverse curves proposed.
13	Minimum Distance between Street Intersections			
	same side	300 ft.	148+/- ft.	On TF-2 between Passage C and TF-4 intersection. CBDC encourages small blocks.
	opposite side or aligned	150 ft.	70 ft.+/-	Between TH-4 and Lot 3 drive and TF -4 and TF-2 pedestrian table. (See above)
14	Sight Distance	(per Chapt 604)		Use design speed of 20 mph or 200 feet of sight distance. Plan appears to comply.
15	K-Factor Crest VC	15	>15	Final Plans to provide profiles demonstrating compliance with K-Crest for TF's
16	K0Factor Sag VC	20	>20	Final Plans to provide profiles demonstrating compliance with K-Sag for TF's
17	Design Speed MPH	25	20	Slower speeds recommended for shared and complete street design.
18	Max. Grade within 75 feet of Intersection	3%	3%	
19	Minimum Property Line Radii at Intersections	10 ft.	10 ft.	
20	Curb and Pvement Radii at Intersections	20 ft.	10 ft.	CBDC encourages smaller curb radii.
Note: Town Street Standards - Street Type SubCollector selected as most appropriate to apply construction standards to the Thoroughfare Standards of the CBDCArticle 6.E and Tables 6.E.2				

RAILROAD SQUARE - REVIEW OF CHAPTER 601 STREET DESIGN STANDARDS					
	PREPARED BY: LED		DATE/REV:	5/11/2022	
	CHAPT 601 APPENDIX A.2 -ROADWAY & SIDEWALK MATERIAL STANDARDS				
ITEM	MATERIALS	RESIDENTIAL SUBCOLLECTOR STREET	RRSQ CBDC STANDARD PROVIDED	COMMENTS	
1	GRAVEL:				
	Type D Sub-Base MDOT Section 703.06 (c.)	15 inches	15 inches		All thoroughfares to meet standards for base and subbase gravels
	Type A -Base MDOT Section 703.06(a.)	3 inches	3 inches		
2	HOT MIX ASPHALT PAVEMENT -ROADWAY				
	Total Thickness	4 inches	4 inches		All thoroughfares to meet standards for pavement thickness however -project
	Base Course 19 MM	2.5 inches	2.5 inches		will include sections of pavers, porous pavers, concrete or cobbles which will vary from
	Surface Course 9.5 of 12.5 MM	1.5 inches	1.5 inches		the Town street standard.
3	BITUMINOUS CONCRETE SIDEWALK				
	Type D Subbase	10 inches	10 inches		Bit Walks to meet Town Standard. Many walks and plazas to be constructed of
	Type A Base	2 inches	2 inches		concrete or pavers and may vary.
4	PAVEMENT REQUIREMENTS -SIDEWALK				
	Base Course 12.5 MM	1.25 inches	1.25 inches		Bit Walks to meet Town Standard. Many walks and plazas to be constructed of
	Surface Course 12.5 MM	1.25 inches	1.25 inches		concrete or pavers and may vary.
Note: Town Street Standards - Street Type SubCollector selected as most appropriate to apply construction standards to the Thoroughfare Standards of the CBDCArticle 6.E and Tables 6.E.2					

EXHIBIT 2

TRAFFIC IMPACT STUDY, SEWALL

(BOUND SEPARATELY AT END OF REPORT)

EXHIBIT 3

UPDATED PARKING TABLE

EXHIBIT 4

PARKING AGREEMENT AND 298 MAIN LEASE

1) Project Information

a) Name and Address.

298 Main Street Redevelopment
Rob Barrett & Matt Teare
298 Main Partners LLC
65 Hanover Street
Portland, ME 04101

Railroad Square Redevelopment
Tamson Bickford Hamrock
Railroad Square Associates LLC
48 Railroad Square
Yarmouth, ME 04096

- b) Goal of PMP. The goal of this parking management plan is to proactively plan for adequate parking for all phases of the redevelopment of 298 Main and Railroad Square and study the actual parking demand on an annual basis while the project is built out. Using this data, the developers and the Town of Yarmouth will work in cooperation with the goal of (1) meeting day to day parking demand on the current site while (2) ensuring that excess, unnecessary parking capacity is not created on the site.

2) General Project and Area Summary

- a) Overview. 298 Main Street is currently a mixed-use building dating to the 19th century. Due to numerous safety and code violations and general disrepair, the building will be demolished and replaced with a new mixed-use building. Railroad Square is 4.4 acres located behind 298 Main (they were once part of the same parcel). It currently consists of an open-air pavilion, a fitness studio and an art studio but is mostly an unused, former industrial site. Similar to 298 Main, the Railroad Square property will be redeveloped into a mixed-use neighborhood consisting of a shops, offices and apartments at the front of the property and a 55+ condominium community at the rear.
- b) Location. The properties are located on Main Street in Yarmouth Center and abut an inactive historic rail line. To the southeast on Main Street are mostly commercial uses – including a bank, gas station, lumber yard and numerous professional offices. To the northwest of 298 Main is a neighborhood of mostly historic homes and two churches. Directly abutting both properties to the west is an oil distribution company that was also part of the combined parcel. The demand for parking in the neighborhood is moderate and the supply is significant per the Town of Yarmouth Parking Study (2017). *The combined parking plan for the projects is to provide almost 100% of their parking demand onsite with some excess spaces available.* The exception to the onsite parking goal will be the spaces directly in front of 298 Main Street and larger special events like the seasonal farmer's market. It should be noted that there is a public bus stop ¼ of a mile to the southeast and it is a goal of this project to promote and expand bicycle and pedestrian opportunities with the creation of a bike path adjoining the project.
- c) Town of Yarmouth Parking Study – Key Findings. In the fall of 2017, the Town of Yarmouth commissioned a comprehensive study of parking throughout Main Street. Their goal was to review existing parking in light of the town's effort to spur economic development along Main Street. Their findings:
- There are 950 parking spaces in the downtown area (public and private).
 - 40% of these spaces are utilized during peak times / 60% are generally unused.
 - With over 500 spaces available, parking should not be a barrier to future development.
 - The ordinances should be updated to promote more efficient use of downtown parking.

- The ordinances should be updated to allow greater flexibility for infill redevelopment to better align with the Town's economic growth goals.
- d) Size & type of uses. The neighborhood is currently being redeveloped with the following planned uses with an allocation of parking to each building. This is a narrative summary of the information contained in the Parking Summary Table.
- 298 Main Street
 - (1) First Floor -- 2 commercial spaces on Main Street and 1 commercial space on South Street
 - (2) Second & Third Floor -- 15 residential condominiums
 - (3) New Parking Summary. There are approximately 7 parking spaces on the existing site along South Street. This is both unattractive and unsafe parking. It requires backing onto South Street and there is no sidewalk. These spaces will be replaced by 7 spaces located under the new building and 2 spaces on the street directly in front of the building. An additional dedicated 9 spaces will be provided in a satellite lot located at Railroad Square. These 9 spaces will remain dedicated throughout the project will be relocated as actual development occurs.
 - (4) Allocation of Spaces for 298 Main – 25 *parking spaces*.
 - Bickford Pavilion – LOT 1
 - (1) The existing 2,750 square foot open air pavilion will be revised into a more flexible 4 season community space.
 - (2) Allocation of Spaces for the Bickford Pavilion – 8 *parking spaces*.
 - (3) Special Events. The pavilion will see also experience special events like the farmer's market. See note below on special event planning.
 - Mixed-Use Building #1 @ the Bickford Pavilion – LOT 2
 - (1) Construct a new mixed unit building behind the pavilion. This building will include 3 to 4 commercial Units – office & retail -- on the lower level and up to 7 residential condominiums or apartments on the upper level
 - (2) Allocation of Spaces for Mixed-Use Building #1 – 14 *parking spaces* in adjacent lot and along entry drive.
 - Mixed-Use Building #2 in Center of Site – LOT 3
 - (1) Construct a second, smaller new mixed-unit building. This building will include 2 to 3 commercial units – office & retail -- on the lower level and up to 3 residential condominiums or apartments on the upper level
 - (2) Allocation of Spaces for Mixed-Use Building #2 – 8 *parking spaces* in adjacent lot.
 - Two 55+ Buildings with Underground Parking – LOT 4
 - (1) Construction 2 fifteen-unit 55+ buildings with a single underground parking lot.
 - (2) This combined underground lot will include 35 spaces for 30 units.
 - (3) An additional 4 surface spaces will provide additional owner and guest spaces.
 - (4) Allocation of Spaces for 55+ Buildings 1 & 2 – 38 *parking spaces*.
 - One 55+ Buildings with Underground Parking – LOT 5
 - (1) Construction 1 fifteen-unit 55+ buildings with underground parking lot.
 - (2) This underground lot will include 15 spaces for 15 units.
 - (3) An additional 5 surface spaces will provide additional owner and guest spaces.
 - (4) Allocation of Spaces for 55+ Buildings 3 – 20 *parking spaces*.

- 55+ Carriage House Homes – LOTS 6 & 7
 - (1) In the location of the current garage, up to 6 carriage house style 55+ units will be constructed.
 - (2) These units will each have a single car parking garage.
 - (3) The units will share 2 additional owner and guest parking spaces in front of lots 5&6.
 - (4) Allocation of Spaces for 55+ carriage houses – *8 parking spaces*.

e) Traffic and Vehicular Access Plan

- Access. The 298 Main under-building parking will be accessed from South Street while the Railroad Square neighborhood will be accessed via a two-lane drive off Main Street. There will be no traffic from Railroad Square entering or existing on South Street. This will be enforced by signage and/or physical barriers.
- Private Drives. The internal parking areas other than the under-building parking at the senior residential building, and 12 spaces dedicated to 298 Main will be open to the public. The drives within Railroad Square will be private in terms of ownership and maintenance.
- Number of Parking Spaces. The overall site is currently a mix of formal and informal parking ranging over a wide area of impervious surfaces. The parking demand and the formal parking spaces will steadily increase as each phase of the project is approved and constructed. Currently, a total of 114 on-site spaces are planned for the neighborhood. The total required spaces are 113 using CBDC Shared Parking Factor.

3) 298 Main and Railroad Square Parking Management

- a) Signage and Assigned Spaces. The parking spaces in the neighborhood will generally be utilized in a shared parking arrangement to ensure that maximum number of spaces are available during different times of day and different use patterns. There will be some limited assigned parking in the case of 298 Main satellite spaces and the underbuilding and underground spaces. A neighborhood signage plan will support this parking plan and it will be enforced by staff with legal agreements, easements and regular monitoring.
- b) Satellite Parking Lots and On-Street Parking. Per the Town's Parking Study, there are several hundred unoccupied spaces in and around the village center at any given time. In addition, the on-street spaces from 298 Main down past Hancock Lumber are rarely used and provide an important parking option for special events.
- c) Handicap Parking. As required by law and our approvals, there will be handicap parking spaces located at each project / building.
- d) Guest Parking Areas. The shared parking plan will provide guest spaces for the residential buildings. If it becomes necessary – particularly for the 55+ buildings – guest spaces can be assigned.
- e) Loading Zones. Each building on campus will have a written policy regarding delivery and loading zones. These will be established for the safety and convenience of the residents.
- f) Reducing Demand. In addition to the significant number of existing and planned parking spaces, there are several factors and strategies that can further reduce the overall demand for parking.
 - Bus Service. There is regular bus service to Portland from the bus stop located at Town Hall. The availability of this service should reduce the number of residents or employees who have 1 or 2 cars.
 - Car Sharing Spaces. The developer is currently investigating car sharing programs for the campus.
 - Bicycle Use and Parking. Each project / building on campus will have a dedicated bike rack(s) and storage spaces. 298 Main will have bicycle storage for residents in the covered parking area and the 55+ residences will have indoor bike storage rooms on the parking level of each building. We are also

investigating bike sharing programs. The transition of the current rail line to include a bike path will further encourage the use of bicycles and walking versus cars.

4) Special Event Planning

- a) From time to time, there will be special events that require more parking than is available on site. The weekly farmers market during the summer months being one example.
- b) There will be a parking plan for these special events that incorporates the use of on-street parking and satellite parking lots within walking distance of Railroad Square. This plan will include onsite staffing to provide information and enforcement of proper parking of vehicles.
- c) In addition, it will be important to coordinate any special events between the users of Railroad Square and other nearby users like 317 Main so that large, special events do not occur at the same time.

5) Regular Parking Analysis and Updates

- a) Ongoing Parking Analysis. The neighborhood and its components will come online in phases. To ensure that the parking plan meets the reality of parking conditions, annual or per phase parking analysis will be completed in conjunction with the Yarmouth Planning Department. This analysis will continue until full build out of the project.
- b) PMP Updates. The parking management plan is a living document and will be updated regularly to reflect the latest information, opportunities and issues with respect to parking on the campus.
- c) Future Approvals. The information gathered in the PMP will be utilized to guide future planning decisions as new uses / phases are reviewed and approved for the neighborhood.

6) Attachments

- a) Railroad Square & 298 Main Masterplan Parking Summary Table
- b) Parking Agreement between 298 Main Partners LLC and Railroad Square Associates LLC
- c) 298 Main Satellite Parking Plan at Railroad Square
- d) Railroad Square Pedestrian Shed with Walking and Shared Parking Opportunities
- e) Yarmouth Parking Study Key Findings Memorandum (May 2019)

PARKING LEASE AGREEMENT

This PARKING LEASE AGREEMENT (this “**Lease**” or “**Agreement**”), made and entered into as of _____, 2021, by and between **Railroad Square Associates, LLC**, a Maine limited liability company with a place of business in Yarmouth, Maine (“**Lessor**”) and **298 Main Partners, LLC**, a Maine limited liability company with a place of business in Yarmouth, Maine (“**Lessee**”).

WITNESSETH:

WHEREAS, Lessor is the owner of certain real property located at or near 1 and 48 Railroad Square, Yarmouth, Maine, being more particularly described in a deed to Lessor dated _____ and recorded in the Cumberland County Registry of Deeds in Book ____, Page ____, and as more particularly described in Exhibit A attached hereto and made a part hereof (the “**RRSQ Property**”);

WHEREAS, Lessee is the owner of certain real property located adjacent to the RRSQ Property, commonly known as 298 Main Street, Yarmouth, Maine, being more particularly described in a deed to Lessee dated October 9, 2020, and recorded in the Cumberland County Registry of Deeds in Book 37288, Page 163, and as more particularly described in Exhibit B attached hereto and made a part hereof (the “**298 Main Property**”); and

WHEREAS, Lessee desires to lease from Lessor, for use with the 298 Main Property, and Lessor desires to lease to Lessee, up to nine (9) parking spaces at the RRSQ Property, subject to the terms and conditions of this Agreement;

NOW, THEREFORE, in consideration of the mutual promises made herein and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1. Lease of Parking Spaces. Lessor hereby leases to Lessee, and Lessee leases from Lessor, nine (9) parking spaces (the “**298 Main Spaces**”) located on the RRSQ Property [in the location identified on the plan attached hereto as Exhibit C] together with the rights, in common with others, to pass and repass over other portions of the RRSQ Property designated for vehicular passage in order to provide access to the 298 Main Spaces. Each of the 298 Main Spaces shall be no less than nine (9) feet wide and eighteen (18) feet long unless smaller dimensions are required or permitted by the Town of Yarmouth Code Enforcement Office. The 298 Maine Spaces are for use by the owners, tenants, employees, customers, invitees and guests of the residential and commercial condominium units to be located/located on the 298 Main Property (the “**298 Parkers**”). Lessor, upon reasonable advanced written notice to the Lessee, shall have the right to designate and/or change the location of the 298 Main Spaces within the RRSQ Parcel. Absent the Lessor designating the location of the 298 Main Spaces, the 298 Parkers may use any available parking space located on the RRSQ Property, provided that the total of such parking spaces used at any one time by the 298 Parkers shall not exceed nine (9) spaces. If requested by Lessor, Lessee shall, or if desired by Lessee, Lessee may, both at Lessee’s expense, erect signage indicating the spaces available for use by the 298 Parkers, which signage shall be subject to the prior written approval of Lessor, such approval not to be unreasonably withheld. It is understood that the Lease provided herein is a surface lease only and solely for the purpose of granting to Lessee the leases set forth herein, and Lessee shall have no

right to otherwise use, disturb or in any manner affect any part of the RRSQ Property without the prior written approval of Lessor.

2. Term of Lease. The term of this Lease shall be for twenty (20) years, commencing on _____, _____ and ending on _____.

3. Rent. For use of the 298 Main Spaces, Lessee shall pay the Lessor the annual sum of \$5,400.00, which shall be paid in advance on the first day of each year of the Term. A late fee of 6% per annum shall apply to any payment or rent, or other payment due hereunder, if not paid when due. If Lessee fails to make any payment due to Lessor and such failure continues for thirty (30) days after written notice from Lessor to Lessee, then Lessor may terminate this Lease with written notice to Lessee.

4. Requirements for Use of Leased Parking Spaces. The 298 Main Spaces may only be used for parking licensed and registered cars, trucks and motorcycles. If parking spaces at the Lease Area are marked or "striped", then the 298 Parkers shall park within the dimensions of the marked or "striped" space. The 298 Main Spaces shall not be used for parking or storing trailers, ATVs, UTVs, snowmobiles, boats or unregistered or junk vehicles. Except in the event of emergency or mechanical breakdown, Lessee shall not permit any of the 298 Parkers to perform mechanical work on vehicles parked within the 298 Main Spaces. Lessor may require vehicles to be temporarily moved out of any of the 298 Main Spaces to permit maintenance of such parking spaces. Lessor may establish, with advance written notice to Lessee, other reasonable rules and regulations for the use of the 298 Main Spaces by the 298 Parkers. However, Lessor shall not adopt any rules that prohibit overnight parking in the 298 Main Spaces by 298 Parkers. Lessor reserves the right to have towed at the vehicle owner's expense any vehicle that violates the rules applicable to the use of the 298 Main Spaces. Lessor may terminate the right of an individual 298 Parker to use any of the 298 Main Spaces if such parker repeatedly or seriously violates any of the rules applicable to the use of the 298 Main Spaces. Upon written request from Lessor, Lessee shall enforce any of the requirements, rules or regulations applicable to the use of the 298 Main Spaces by the 298 Main Parkers.

5. Use of RRSQ Property by Lessor. Lessor reserves all rights of use in, on, under or over the RRSQ Property, for any use of such area that is not inconsistent with, and does not materially interfere with, the Lease rights granted herein to Lessee.

6. Maintenance; Taxes. Lessor shall be responsible for repairs and maintenance of the 298 Main Spaces, including snow plowing, salting & sanding. Lessor shall not be required to pave or install cement or asphalt paving or other hard surface paving on the 298 Main Spaces, but if any of the 298 Main Spaces are so paved, then Lessor shall take reasonable steps to maintain, repair and replace the paved surface. If Lessee believes extra plowing is necessary for safety and convenience due to the timing of snowstorms, Lessee may, but is not obligated to, arrange for extra plowing, salting or sanding of the 298 Main Spaces at its sole cost and expense and with Lessor's prior written consent, which consent shall not be unreasonably withheld. Notwithstanding the foregoing, Lessee shall be responsible for, and shall pay the cost of, removing any trash, junk, abandoned vehicles or debris left at the 298 Main Spaces by the 298 Parkers. If Lessee fails to remove such articles after written request from Lessor, Lessor may remove and dispose of them, in which case Lessee shall promptly reimburse Lessor for any costs incurred in connection with such removal and disposal, such reimbursement to be due and payment within thirty (30) days of when billed by Lessor to Lessee. Lessor shall also be

responsible for paying all property taxes and municipal assessments pertaining to the 298 Main Spaces.

7. Insurance; Indemnification. Lessee shall maintain at its expense a policy of general liability insurance coverage for use of the 298 Main Spaces, insuring against liability for bodily injury and property damage in amounts and on such terms as are reasonably acceptable to the Lessor. Lessee shall name the Lessor as an additional insured and shall provide evidence of such insurance upon reasonable request by Lessor. Lessee shall defend, with counsel reasonably acceptable to the Lessor, and indemnify the Lessor against any and all actions, claims, demands, liabilities, losses or damages arising from or relating to (i) Lessee's default of this Lease or (ii) the use of the 298 Main Spaces by the 298 Parkers including, but not limited to, any damage caused to or upon the RRSQ Property by the 298 Parkers.

8. Assignment. This Lease may be assigned by Lessee to a condominium association formed in connection with the development of the 298 Main Property as a condominium. Any such assignment shall be effective upon written notice to Lessor. This Lease may be assigned by Lessor to any successor owner of the RRSQ Property.

9. Time of the Essence. Time shall be of the essence of this Agreement.

10. Waivers - Remedies Cumulative. No delay or omission by either of the parties hereto in exercising any right or power accruing upon any noncompliance or failure of performance by the other party under the provisions of this Agreement shall impair any such right or power or be construed to be a waiver thereof. The failure herein to specify a right, power or remedy accruing upon any non-compliance or failure of performance by either of the parties hereto shall not be construed to be a waiver thereof or an impairment of the rights of the party thereby aggrieved to all remedies then available to it at law or in equity by reason of such non-compliance or failure of performance. A waiver by either of the parties hereto of any of the covenants, conditions or agreements hereof to be performed by the other shall not be construed to be a waiver of any succeeding breach thereof of any other covenant, condition or agreement herein contained.

11. Disputes; Lessee Default. Other than any claim for failure to pay any money due pursuant this Agreement, any dispute arising out of or relating to this Agreement or use of the leased parking spaces by the 298 Parkers shall be submitted to mediation prior to the commencement of any litigation or filing a claim or complaint in court. The mediation shall be conducted in accordance with the rules of the American Arbitration Association or other rules as the parties may agree. The mediation shall take place in Portland, Maine, unless the parties agree on a different location. The parties shall share equally the cost of the mediation unless otherwise agreed. In the event Lessee defaults in the payment of any amounts due hereunder, fails to

12. Notices. Any notice, election or demand permitted or required under this Agreement shall be made in writing, signed by the party giving such notice, election or demand, and shall be deemed sufficiently given: (i) three (3) business days following the date the same is sent by registered or certified mail, postage prepaid, return receipt requested, or (ii) after the first business day after said written notice is deposited with a nationally recognized overnight courier service, addressed to the party for which such notice is intended, at the address set forth below or such other substitute address as may be designated in writing by such party. The present notice address for each of the Parties is as follows:

If to Lessor: 298 Main Partners, LLC
 [ADDRESS LINE 1]
 [ADDRESS LINE 2]

If to Lessee: Railroad Square Associates, LLC
 [ADDRESS LINE 1]
 [ADDRESS LINE 2]

12. Miscellaneous. If any provision of this Agreement is determined to be invalid or unenforceable, it shall not affect the validity or enforcement of the remaining provisions hereof and such invalid or unenforceable provision shall be interpreted to give the greatest effect possible under the law. Except as otherwise provided in this Agreement, this Agreement may be amended, discharged or terminated by the unanimous written agreement of the Lessor and the Lessee. This Agreement shall be governed by and construed in accordance with the laws of the State of Maine. This Agreement may be signed in several counterparts, each of which shall be deemed an original, and all of such counterparts shall constitute one and the same instrument.

[signatures appear on the following pages]

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed and sealed as of the day and year first above written.

LESSOR:

Railroad Square Associates, LLC

By: _____
Tamson B. Hamrock, Its President

LESSEE:

298 Main Partners, LLC

By: _____
_____, Its President

EXHIBIT A

Legal Description of RRSQ Property

EXHIBIT B

Legal Description of 298 Main Property

[EXHIBIT C

Parking Spaces Location Plan]

A PEDESTRIAN SHED IS INTENDED TO SHOW
NON MOTORIZED CIRCULATION WITHIN THE
PROPOSED DEVELOPMENT AND CONNECTIONS
TO TRAILS, OPEN SPACES, AND RELATED PUBLIC
FACILITIES WITHIN 1/4 MILE OF THE PROJECT.
1/4 MILE FROM RAILROAD SQUARE IS
REPRESENTED BY THE CIRCLE AS
SHOWN ON THIS PLAN

LEGEND



EXISTING TRAILS AND PATHWAYS



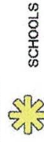
EXISTING SIDEWALKS AND WALKWAYS



PROPOSED RAIL TRAIL BY CASCO
BAY TRAIL ALLIANCE



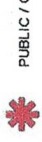
RAILROAD SQUARE PROPOSED
NO MOTORIZED CIRCULATION



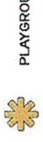
SCHOOLS



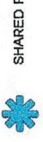
PARKS, OPEN SPACES, & ACTIVITY FIELDS



PUBLIC / CIVIC BUILDINGS AND SPACES



PLAYGROUNDS



SHARED PARKING OPPORTUNITIES



RAILROAD SQUARE
YARMOUTH, MAINE

PEDESTRIAN SHED PLAN

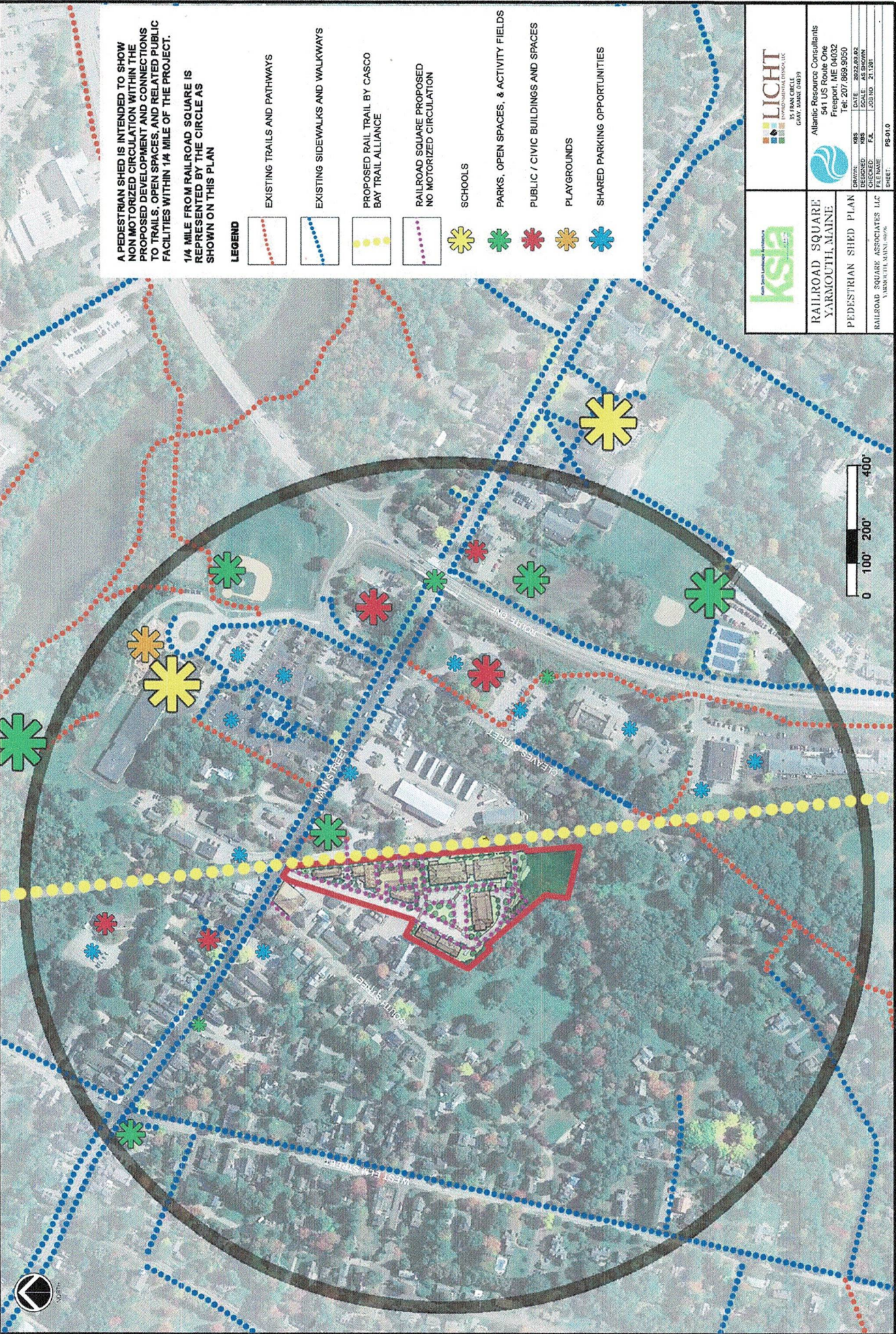
RAILROAD SQUARE ASSOCIATES LLC
YARMOUTH, MAINE 04096

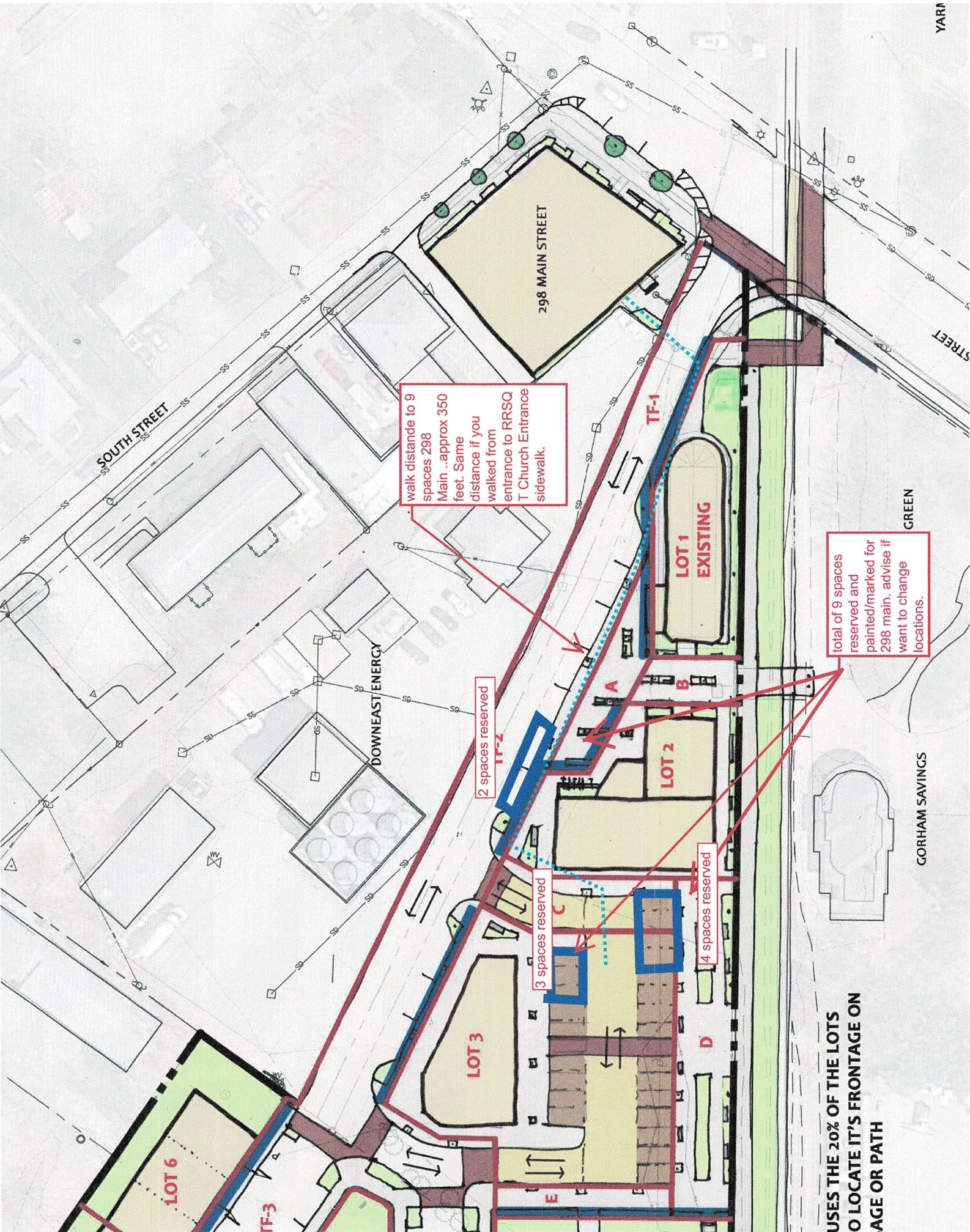


15 FRANKLIN STREET
CAMDEN, MAINE 04843

Atlantic Resources Consultants
541 US Route One
Fresford, ME 04032
Tel: 207.869.9050

DRAWN	KBS	DATE	2022.09.02
DESIGNED	KBS	SCALE	AS SHOWN
CHECKED	FL	FILE NAME	2023.09.21.001
SHEET		PS-01.0	





walk distance to 9 spaces 298 Main ..approx 350 feet. Same distance if you walked from entrance to RRSQ T Church Entrance sidewalk.

total of 9 spaces reserved and painted/marked for 298 main. advise if want to change locations.

USES THE 20% OF THE LOTS TO LOCATE IT'S FRONTAGE ON AGE OR PATH



TOWN OF YARMOUTH

200 Main Street · Yarmouth · Maine · 04096

MEMORANDUM

TO: Yarmouth Town Council
Nat Tupper, Town Manager

FROM: Scott LaFlamme, Director of Economic Development

DATE: May 6, 2019

RE: Downtown Parking Study – Key Findings

In the fall of 2017, the Town commissioned a comprehensive study of parking throughout Main Street. The study was completed by Milone & Macbroom, an engineering firm based in Portland. There were a number of factors that triggered the study. The 2016 Economic Development Market Analysis and Action Plan acknowledged the availability of on-street parking as a potential barrier to infill development. Additionally, the new Character-Based Development Code (CBDC) throughout Main Street has allowed for greater density and new potential uses which could also impact available parking within the Village.

Utilizing the before-mentioned documents, as well as the comprehensive plan and other regional data sets, Milone & Macbroom reported their findings and provided a series of policy recommendations. The following is a brief outline of their findings.

Initial Findings

- There is a total of 950 parking spaces in the downtown area (public and private).
 - o They found that only 40% of the available parking spaces were utilized during peak times
 - o 60% of Main Street's parking spots are generally unused.
- While there is not an overall crunch for parking, there are specific areas within the Village that are more congested than others (E. Elm and Main, NYA, Library and the Portland Street intersection).
- Milone and Macbroom segmented the length of Main Street into four sections:
 - o Section 1: East Elm to South Street (peak parking was 6:00pm weekdays)

- Section 2: Mill Street to School Street (peak parking was 10:00am weekdays)
 - Section 3: School Street to NYA (peak parking was 11:00am weekdays)
 - Section 4: NYA to Marina Road (peak parking was 11:00am weekdays)
- Based on development (square footage) projections outlined in the Market Analysis, Main Street would require approximately 400 parking spaces. However, with over 500 spaces available at any given time Milone and Macbroom suggest that parking should not be a barrier to future development.
- Early on in their study, Milone & Macbroom conducted an online public survey to gain insight from residents, downtown business owners and other subsets. The survey provided an eclectic mix of responses and had over 350 respondents.
 - 29% of respondents identified themselves as business owners
 - 98.5% of business-owning respondents stated that they had on-site (off-street) parking, but the majority stated that they needed/use on-street parking as well.
 - The highest demand for parking for business owners was on weekday mornings and weekday afternoons. Respondents stated that their lightest parking needs was during the weekend
 - 71% of respondents identified as residents/community members
 - In terms of their perception of the adequacy of parking in the downtown, the resident/community member cohort responded with the following:
 - 36% felt that parking was limited during peak times
 - 32% felt that there were no issues with parking during peak times
 - 23% felt that there was not enough parking in general downtown
 - The vast majority of respondents felt that the current time limits were sufficient, but lacked adequate enforcement
 - Respondents provided several anecdotes and suggestions as part of the survey. These included increased number of handicap spots, implementing bicycle parking, improvements to sidewalk conditions and finding ways to increase bicycle and pedestrian safety with Main Street's increasingly heavy commuter traffic.

Recommendations

- Transition to more of a park-once downtown through increased use of share-parking and eventual public parking lots/facilities (if growth warrants).

- The team identified the Masons lot, the Intermed complex parking lot, the American Legion/Gather lots, Village Green Park and several churches as potential shared parking lots
- **Revise the zoning ordinance parking requirements to steer toward a more efficient use of downtown parking, allow for more flexibility for new development/redevelopment and to better align with the Town's economic growth goals.**
 - Included in what the team thought should be reviewed: reducing/rightsizing parking requirements in the downtown, accounting for time-of-day parking variations, adding a fee-in-lieu provision in the ordinance, and actively encouraging shared parking at developments that are located between neighboring surface lots.
- **Improve pedestrian safety and connectivity in the downtown and between parking lots**
 - The Town should undertake a specific study of pedestrian safety and ADA compliance needs, minimize the number of driveway curb cuts and selectively remove on-street parking spaces that block visibility at driveways and cross streets.
- **Improve the management of parking resources in the downtown**
 - Better enforce time limit parking infractions, adjust parking time limits in certain areas of the downtown, improve wayfinding and online information for off-street parking in the Village and implementing parking meters in the downtown if future growth warrants it.
- **Develop and improve upon bicycle parking facilities in the downtown**
 - Identify key cycling destinations (both public and private) and invest in bike stalls.

Overall, downtowns function best when there are parking alternatives that meet a myriad of demands. Yarmouth's downtown is especially intriguing due to the diversity of users. From residents to short term parkers to employees, creating a comprehensive parking strategy is critical.

There is obviously a considerable amount of detail that wasn't covered in this memo. Alex and I would be delighted to give a full presentation to the Council at a future workshop meeting.

Best,

Scott LaFlamme
Director of Economic Development

Cc. Alex Jaegerman, Planning and Development Director

EXHIBIT 5

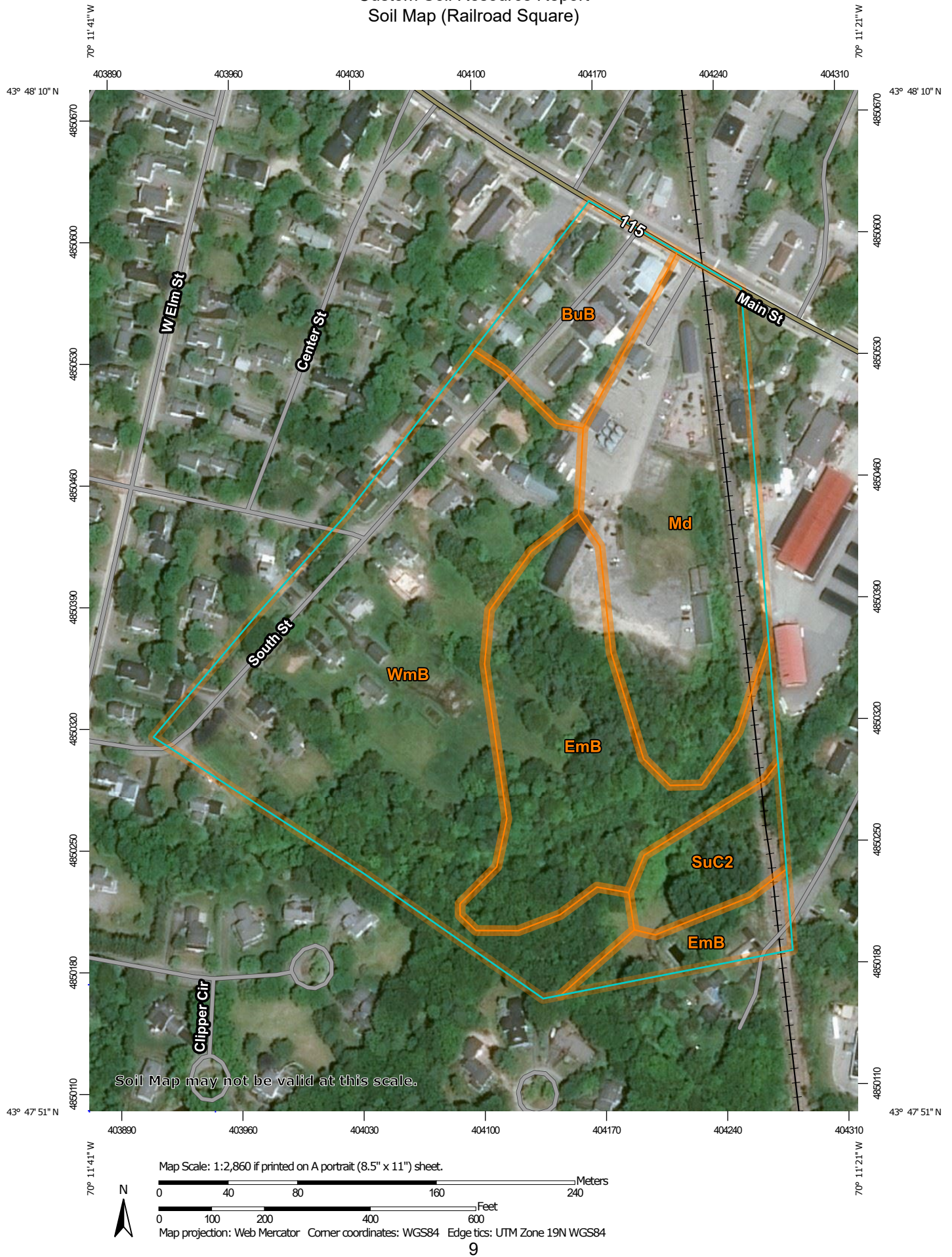
WATER AND WASTEWATER FLOWS TABLE

TABLE 1: RAILROAD SQUARE, YARMOUTH MIXED USE DEVELOPMENT

Railroad Square, Yarmouth					
Estimated Water/Wastewater Design Flows					
Licht Environmental Design, LLC			Date/Rev:		5/11/2022
Type of Use	Unit	# Units	Flow Basis (GPD)	Average Daily Design Flows (GPD)	
One - Bedroom Sr. Bldgs Condo (lots 4-7) (1.)	Dwelling Unit	10	180		1836
Two - Bedroom Sr. Bldgs Condo (lots 4-7) (1.)	Dwelling Unit	41	180		7344
Two -Bedroom Apartment/Condos (lots 2-3) (1.)	Dwelling Unit	10	180		1800
Office - Lot 2 (2,000 sf assumed)	Per Employee	20	12		240
Commercial/Retail -Lot 2 (2,600 sf assumed)	Per Employee	10	12		120
Café 2 meals/day -Lot 3 (1,000 sf assumed, 30 seats)(3.), (4.)	Per Employee	6	12		72
	Per Seat	30	20		600
Commercial/Retail -Lot 3 (2,033 sf assumed)	Per Employee	10	12		120
			Total Design Flows (GPD)		12,132
Peak Flow Estimate (Gallons per Minute (GPM))(5.), (6.)					33.7
Add Irrigation Estimate (water usage not wastewater) SEASONAL	Entire Site	1	4000		4,000
Total Estimated Daily Water Usage (GPD)					16,132
Notes:					
1. Ref: Maine Subsurface Wastewater Disposal Rules (10-144 Chapter 241), Table 4A (180 gpd for up to 2 bedroom dwellings)					
2. Ref : Maine Subsurface Wastewater Disposal Rules Table 4C. Employees estimated per 24 hour period -retail use.					
3. Ref : Maine Subsurface Wastewater Disposal Rules Table 4C.Eating Place 2 meals/day					
4. Café/Coffee Shop use assumed for one commercial space conservatively. If retail/office - flows would be significantly reduced.					
5. Peak hourly flows --(ave daily flow/24 hour per day/60 min. per hour) x (Assume peaking factor 4.0)					
6. Fixture Counts to be provided to YWD for actual meter sizing for each lot/building					

Custom Soil Resource Report

Soil Map (Railroad Square)



MAP LEGEND

Area of Interest (AOI)

Area of Interest (AOI)

Soils

Soil Map Unit Polygons

Soil Map Unit Lines

Soil Map Unit Points

Special Point Features

Blowout

Borrow Pit

Clay Spot

Closed Depression

Gravel Pit

Gravelly Spot

Landfill

Lava Flow

Marsh or swamp

Mine or Quarry

Miscellaneous Water

Perennial Water

Rock Outcrop

Saline Spot

Sandy Spot

Severely Eroded Spot

Sinkhole

Slide or Slip

Sodic Spot

Spoil Area

Stony Spot

Very Stony Spot

Wet Spot

Other

Special Line Features

Water Features

Streams and Canals

Transportation

Rails

Interstate Highways

US Routes

Major Roads

Local Roads

Background

Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Cumberland County and Part of Oxford County, Maine
Survey Area Data: Version 16, Sep 16, 2019

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 7, 2019—Jul 2, 2019

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background

Map Unit Legend (Railroad Square)

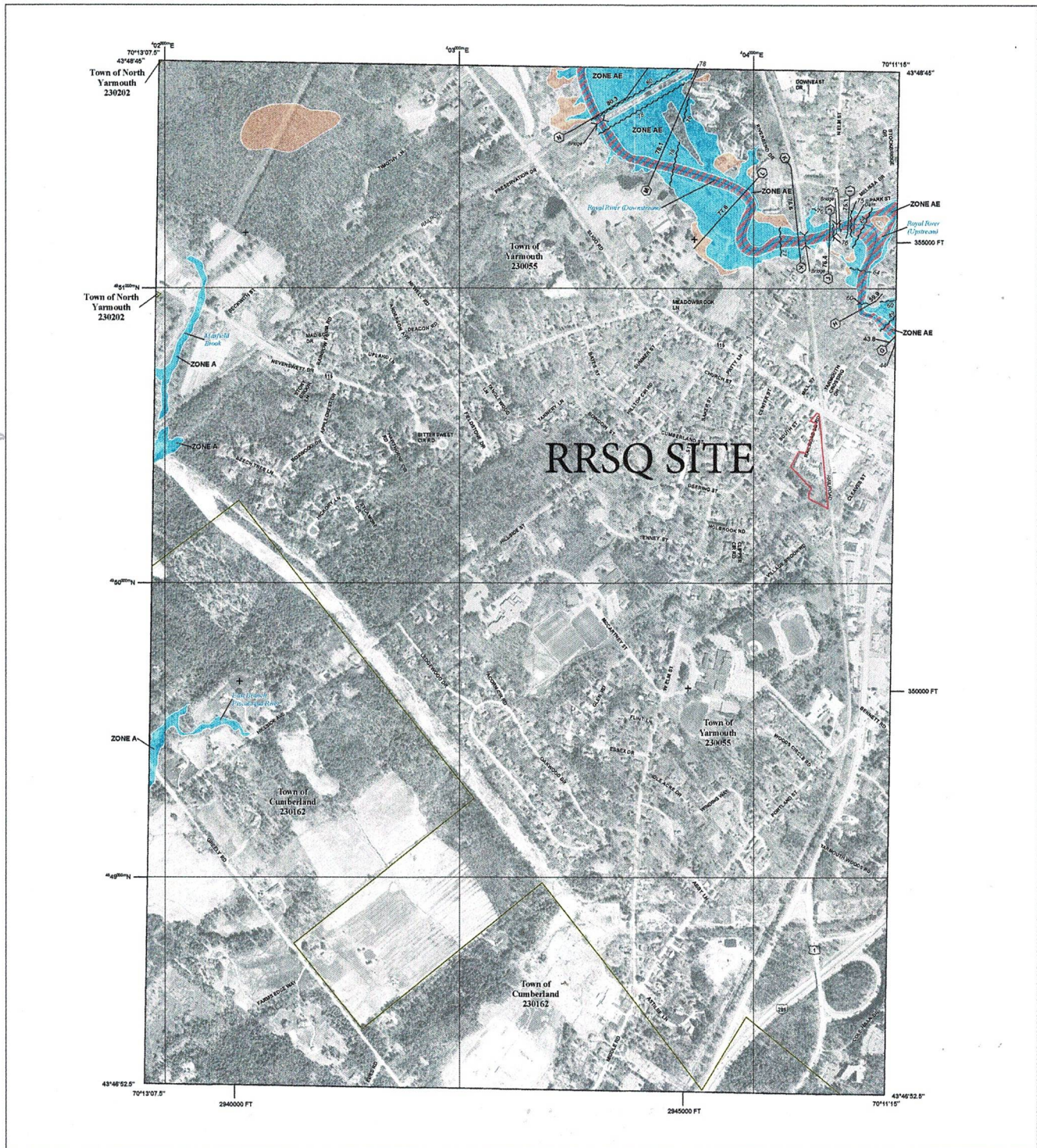
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
BuB	Lamoine silt loam, 3 to 8 percent slopes	1.9	7.7%
EmB	Elmwood fine sandy loam, 0 to 8 percent slopes	5.6	22.5%
Md	Made land	5.8	23.2%
SuC2	Suffield silt loam, 8 to 15 percent slopes, eroded	1.2	4.7%
WmB	Windsor loamy sand, 0 to 8 percent slopes	10.5	41.8%
Totals for Area of Interest		25.1	100.0%

Map Unit Descriptions (Railroad Square)

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

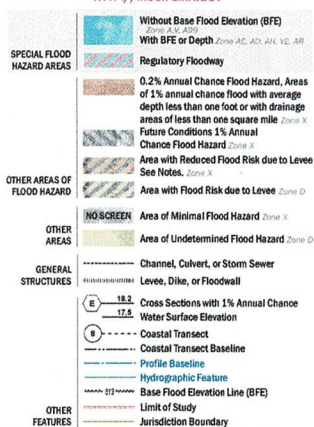
A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.



FLOOD HAZARD INFORMATION

SEE THIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT
THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING
DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT
[HTTP://MSC.FEMA.GOV](http://MSC.FEMA.GOV)



NOTES TO USERS

For information and questions about this Flood Insurance Rate Map (FIRM), available products associated with the FIRM, including historic versions, the current map data for each FIRM panel, how to order products, or the National Flood Insurance Program (NFIP) in general, please call the FEMA Map Information Center at 1-877-234-2627 or visit the FEMA Flood Map Service Center website at <http://fema.gov>. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website.

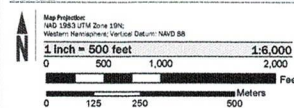
Corrections involving panel or adjacent FIRM data or map data, a current copy of the adjacent panel as well as the current FIRM index. These may be ordered directly from the Flood Map Service Center at the number listed above.

For community and out-of-state map data refer to the Flood Insurance Study Report for this jurisdiction. To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-438-6033.

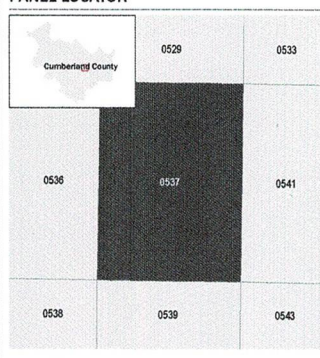
Resection information shown on this FIRM provided in digital format by State of Maine, Maine office of GIS (MaineGIS). This information was derived from March 2012.

The map reflects more detailed and up-to-date stream channel configurations than those shown on the previous FIRM for this jurisdiction. The floodway and floodway that were constructed from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and FIRM may reflect stream channel distances that differ from what is shown on the map.

SCALE



PANEL LOCATOR



National Flood Insurance Program

NATIONAL FLOOD INSURANCE PROGRAM

FLOOD INSURANCE RATE MAP

CUMBERLAND COUNTY, MAINE

All Jurisdictions

PANEL: 0537 of 0837

COMMUNITY	NUMBER	PANEL	SUFFIX
CUMBERLAND, TOWN OF	230162	0537	F
NORTH YARMOUTH, TOWN OF	230202	0537	F
YARMOUTH, TOWN OF	230055	0537	F

REVISED
PRELIMINARY
4/14/2017

VERSION NUMBER
2.3.2.1
MAP NUMBER
2300550537F
EFFECTIVE DATE