Agenda

Newcastle Planning Board Meeting

October, 19, 2023, 6:30 PM

Hybrid Meeting: Clayton V. Huntley Jr. Fire Station, 86 River Road & via Zoom Join Zoom Meeting: https://us02web.zoom.us/i/87852494026
Meeting ID: 878 5249 4026

Passcode: 04553

1. Call to Order

2. Review of Minutes

September 21, 2023 Planning Board Meeting Minutes

3. Old Business

A. Public Hearing:

- i. Subdivision Application: Tax Map 013, Lot 017-001 (10 Mills Rd)
 Applicant: 10 Mills Road Newcastle, LLC
- ii. Public Comment (limited to the proposed subdivision of Tax Map 013, Lot 017-001, 10 Mills Rd)

4. New Business

A. Pre-submittal Meeting

i. Tax Map 012, Lot 011 (38 Academy Hill Rd) Applicant: Z83, LLC

B. Discussion of potential Core Zoning Code amendment

- i. Article 7, Section 22. Demolition of Historic Assets
- ii. Article 2. Section 2. Lots
- iii. Article 7, Section 11. Large Project Plan + Section 12. Subdivision

C. Discussion of potential Shoreland Zoning Ordinance amendment

i. Chapter 1000 state regulations compliance

5. Other Business

- A. Planner's Report
- B. Public Comment (open to all topics)

6. Adjourn

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Board Members:

Present:

Ben Frey, Chair Lucas Kostenbader, Member Kevin Houghton, Member Lee Emmons, Member

Absent:

Peter McNaughton, Member

Staff Present:

Michael Martone, Town Planner

Agenda Items:

1. Call to Order

Chair Ben Frey called the meeting to order at 6:30 pm.

2. Review of Minutes

Lee Emmons motioned to accept the meeting minutes of the September 21, 2023 Planning Board Meeting, Lucas Kostenbader seconded.

The motion carried 3-0-1 with Kevin Houghton abstaining from the vote.

3. Old Business

A. Public Hearing: Historic Special District Review Ordinance

i. Review proposed ordinance

Chair Ben Frey introduced Isabelle Oechslie, a consultant hired by the Town to assist with drafting the proposed ordinance, who gave a presentation providing an overview of the proposed ordinance.

ii. Public Comment

Chair Ben Frey invited members of the public to provide public comment and gave a brief opening statement about the public comment process.

A letter was submitted to the Board by the Copes in absentia which stated their opposition to the proposed ordinance. Chair Ben Frey read the letter aloud.

Nine residents, mostly but not entirely from within the Historic Special District, provided statements to the Board. The names of those who spoke are as follows: Katharina Keoughan; David Levesque; Erin Miller; Jada Kavanagh; Steven Popp; Rebecca Corrig; Keith O'Leary; Jonathan McCoy; Joshua Jacobs.

All nine comments from the public were in opposition to the proposed ordinance with varying degrees of severity.

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A general summary of the comments and sentiments expressed are as follows:

It was felt that the proposed ordinance is generally unwanted by residents and that there is a lack of community support. Support for the Town's Comprehensive Plan was expressed but the proposed ordinance was not seen as supported by the Plan. Some residents asked why this ordinance was being proposed, why at this time, and felt other issues facing the Town were of a higher priority (noting safety and walking as examples).

Concern about the process used to develop the proposed ordinance was expressed. Members of the public felt the process was 'top-down', without sufficient public participation or input. It was requested that there be a "pause" and an opportunity for additional public input and additional notice, suggesting a more 'bottom-up' process be undertaken.

Some members of the public felt the process in developing the proposed ordinance was confusing and did not leverage the community enough in developing standards.

Some members of the public felt that the proposed ordinance was unclear and confusing, contrasting it with what was seen as simplicity and clarity in the Core Zoning Code. It was felt alternate methods or approaches may be preferred noting that trees and other features of the neighborhood were left unaddressed by the proposed ordinance while other items were addressed by standards with "assumed rational limits" but were often left undefined. The scope of the public realm on which some standards were based was seen to be too large.

Questions about the administration and implementation were raised as members of the public felt the proposed ordinance left uncertainty in the application process and did not allow for a predictable timeline that could allow for unnecessary delays. The issue of a potential required escrow was felt to be an unnecessary financial burden on property owners and the requirement for an outside consultant was felt to be unjustified and unusual.

It was suggested that some of the intent of the proposed ordinance could be accomplished through changes to the Core Zoning Code, which was viewed positively.

Concern was raised by some members of the public regarding how the Historic Special District might grow or change over time with a general concern that the process to change regulations, both within the proposed ordinance and local ordinances in general, was unclear. It was suggested that some or all of the regulations be voluntary. How, and whether, property owners would be appropriately represented on the proposed review board was identified as a concern with the past Design Review Board referenced as a concern.

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The number of properties impacted by the proposed ordinance was seen as too limited if historic preservation was a valid goal and that a vote by the whole town would not be fair as, what is seen as a burden would not be spread evenly among those voting.

Some members of the public voiced concerns that the proposed ordinance would have a negative effect on property owners maintaining and updating their houses due to additional requirements and processes resulting in deferred maintenance. It was felt that the ordinance would discourage adaptive reuse and construction of additions which was counter to residents' stated desire for growth and the creation of new housing.

The regulations relating to solar and renewable energy systems were seen as too restrictive, with 'green' energy being seen as a positive. Concern was also raised about regulations around security cameras, light fixtures, and other common typical modern house features.

Relating to the concerns that the proposed ordinance would have a negative effect on property maintenance that members of the public had was the concern about an impact to property values and investment. Some residents felt the proposed ordinance would reduce demand from potential buyers and so house prices as well as extending the time needed to close on a house. One resident stated that recent investments they made in their house would not have been feasible under the proposed ordinance.

Some members of the public felt the proposed ordinance was to restrictive or set arbitrary standards. Some regulations were felt to over-extend the Town's authority and attempted to regulate taste or style. A negative comparison was made with the past Design Review Board and an unreasonable burden of cost and of process from the proposed ordinance.

Some residents questioned what benefit would be gained, specifically relating to potential grant funding and if that might benefit the residents or Town more directly.

There was concern about the resources the administering of the proposed ordinance would require and if they were justified.

**A complete recording of the meeting, including all public comments, is available online on the Town's YouTube account at: https://www.youtube.com/watch?v=7nzi1zJU_04

Chir Ben Frey closed the Public Hearing and most members of the public left the meeting.

4. New Business

The order of agenda items 4.A. and 4.B. were switched to accommodate the time of the applicant of 10 Mills Rd.

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A. Pre-submittal meeting: 10 Mills Rd. (Map 013, Lot 017-001)

Chair Ben Frey introduced the agenda item and invited the applicant to present their application.

Rob Nelson would present the application on behalf of 10 Mills Road Newcastle, LLC. and began by providing a pair of schematic designs to the Planning Board.

Michael Martone provided an explanation of the pre-submittal phase of the application process.

Rob Nelson presented an overview of the proposed project to the Board. Funding would likely come from MaineHousing, at least in part, requiring some amount of Affordable units. One scenario was two buildings with 6-10 units each, with the second scenario made up of one larger building of maybe 10 units with a pair of duplexes.

The ability of the applicant to demonstrate their ability to complete the project was discussed as the applicant will apply for Planning Board approval before being awarded a Maine Housing grant. Any approval by the Planning Board could be conditioned on the applicant actually being awarded the MaineHousing grant they are applying for.

The applicant discussed some challenges they saw in meeting the code as it related to side yard setbacks, the locating of parking, and accommodating a minimum 50-foot wide right-of-way.

The Board discussed if a private right-of-way would be considered a lot, or if it would be considered something else and what lot standards, if any, are applicable to the area of a private road.

The location, access, design, and designation of parking was discussed. Parking spaces are not permitted to straddle virtual lot lines.

The Subdivision Plan review will need Planning Board approval but the Ue permit and the Small Project Plan review can be handled by the CEO.

C. Review of Historic Special District Review Ordinance Recommendation to Select Board

Tor Guilding and Isabelle Oechslie raised the question of whether the Planning Board needed to make a recommendation to the Select Board based on language in the Core Zoning Code. After deliberation by the Planning Board, it was decided to make a recommendation consistent with the process and requirements set forth in Article 7, Section 21, Zoning Amendment of the Core Zoning Code. The Planning Board discussed the proposed Historic Special District Review Ordinance and how it related to a) the adopted Comprehensive Plan of the Town of Newcastle, b) the purpose of the Core Zoning Code, in general, and c) the purpose of the district in question.

Chair Ben Frey motioned the Planning Board recommend that the Historic Special District Review ordinance be forwarded to the Select Board, because it has been shown by the consulting planner, that the proposed

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ordinance is consistent with Comprehensive Plan of the Town of Newcastle, is consistent with the Core Zoning Code, in general, and is consistent with the purpose of the district, that would be applied to the properties in question.

Kevin Houghton seconded.

The motion failed 2-2.

After additional discussion, Lee Emmons motioned that the Planning Board, having found the proposed ordinance to be consistent with the Town's Comprehensive Plan; noting that all of the nine public comments at the September 21, 2023 Public Hearing were opposed to the adoption of the proposed ordinance; recommends that the proposed Historic Special District Review Ordinance be sent to the Select Board.

Kevin Houghton seconded.

The motion passed 4-0

B. Discussion of potential Core Zoning Code amendment

i. Article 7, Section 22. Demolition of Historic Assets (This agenda item was tabled due to lack of time.)

5. Other Business

a. Planner's Report

Michael Martone provided a brief update on the proposed 38 Academy Hill project. Also related is a potential inconsistency between State statute and the Core Zoning Code relating to the definition of Subdivisions.

The Main Street redesign project going through the Maine DOT Village Partnership Program has been completed and submitted to the DOT. The next step will be to put an RFP out to select a consultant to do the design studies. That will happen after the Select Board updates the Town's procurement Policy which is expected to be soon.

The Town received a conditional approval of its Shoreland Zoning ordinance with several sections that are required to be added in. A version of that will come before the Board for review at the next meeting.

We have made minor progress towards getting the Town's Comprehensive Plan approved by the State. We have received a response and have general next steps. That should be resubmitted to the State within the next month.

6. Adjourn

The meeting adjourned without objection at 9:16 pm.

Findings of Fact and Conclusions of Law

for the Subdivision Plan Application submitted by 10 Mills Road Newcastle, LLC, for Tax Map 13, Lot 017-001 (10 Mills Rd)

FINDINGS OF FACT

Pursuant to the Town of Newcastle's Core Zoning Code, the Planning Board of the Town of Newcastle has considered the submitted application of 10 Mills Road Newcastle, LLC dated October 6, 2023 and updated through October 19, 2023, including staff review comments, pre-application discussion, public hearing testimony, and related materials contained in the record. The Planning Board makes the following Findings of Fact.

Project Location: 10 Mills Road, Newcastle

Tax Lot: Map 013, Lot 017-001

Property Owner: 10 Mills Road Newcastle, LLC

Applicant: Rob Nelson Phone: 207.563.1002

Email: rnelson@ecologicaldev.com

Zoning: D5 - Village Business

Acreage: 0.69 Acres
Lot Frontage: 188 feet

Existing Development: Undeveloped

Application Date: October 6, 2023 (updated through October 19, 2023)

Proposed Development: Lot division; New construction; Multi-Unit Residential

Application Type(s): Subdivision Plan

Note: Due to the total proposed gross floor area of all new buildings and

accessory buildings being less than 10,000 sf, the limited scope of site improvements, and 'Residence' being the only proposed use, the Small Project Plan and Use Permit reviews required for

development as proposed under this application will be reviewed

and may be approved by the Code Enforcement Officer.

Project Description:

The applicant proposes to legally subdivide the existing lot into two lots and a private road. Further subdividing one of the lots using virtual lot lines into two building lots.

Project History:

The Pre-Submittal Meeting was held by the Planning Board on September 21, 2023. Public notice for the Public Hearing held on October 19, 2023 was posted in the October 12, 2023 issue of the Lincoln County News newspaper.

On October 19, 2023, the Planning Board conducted a detailed review of the application submitted by the applicant, the staff review dated October 12, 2023, and considered testimony by the applicant and interested members of the public.

The application included the following submissions:

- a. Zoning Permit Application Form, signed October 6, 2023
- b. Boundary Survey for Proposed Lot Split, dated November 30, 2020
- c. 10 Mills Rd Subdivision Plan, dated October 2023
- d. 10 Mills Road Subdivision Approval Standards review, dated October 2023
- e. Maine DOT Driveway/Entrance Permit (no. 38669), dated October 3, 2023
- f. Maine DOT Notice of Authorization to Proceed
- g. Maine DOT Entrance / Driveway Details
- h. Letter from GSB Sanitary District

CORE ZONING CODE:

<u>Article 1 - General Standards</u>

- 1.B.1. Unless otherwise specified, this Code is applicable throughout the Town of Newcastle as shown on the Town of Newcastle Official District Map.
- 1.B.5. This Code must apply to each new use, structure, activity, or to an alteration, enlargement, or discontinued use of a nonconforming use, structure, or activity on or after effective date of this Code.
- 1.B.7. No activity, use, or structure contemplated by this Code may be undertaken unless in conformity with this Code.

Exhibit 1.1 District Map

Per the Official District Map of the Town of Newcastle, Maine, Map 013, Lot 017-001 (10 Mills Rd), falls entirely within the D5 - Village Business zoning district.

<u>Article 2 - District Standards</u>

Per Section 1, Subsection B, paragraph 1, Districts Standards "Appl[y] to the land, improvements, development, construction, subdivision, re-subdivision, structures, buildings, and lots within each core district or special district."

2. Lots

Per Section 2, Subsection B, regulations for lots apply to all projects that create new lots with actual or virtual lot lines.

Per Section 2, Subsection C, all newly created lots must have a lot line abutting a Public Road or Private Road, which all new lots created under this application will have. This standard is met as all new lots created under this application well abut Mills Road.

Per Section 2, Subsection C, paragraph 1.a., newly created lots retain the District designation of the original lot; therefore all newly created lots under this application shall be regulated by the D5 - Village Business zoning district standards.

While creating new flag lots is prohibited by Section 2, Subsection C, paragraph 1.c., 'Flag Lot' is defined as "A building lot that has frontage along a private or public road which is narrower than the minimum permitted lot width or frontage line length for the district in which it is located. The term "Flag Lot" does not refer to the shape of a lot. Lots may take the shape of a flag provided they meet the standards of the district in which it is located." Because all new lots proposed to be created under this application will meet the 20-foot minimum frontage requirement, no new flag lots will be created.

D5 - Village Business			F	ropose	ed Lots	
District Standards	Required/	<u>Permitted</u>	Pvt. Rd	Lot 1A	Lot 1B	Lot 2
Lot Dimensions	-					
Width (at street)	20 ft min	100 ft max	71' 6"	54'	43' 6"	20'
Depth	n/a	-	142'	90'	90'	
Lot Area	n/a	-				
Primary Building Placement						
Primary Front Setback	0 ft min	20 ft max	-	18' 0"	18' 0"	-
Secondary Front Setback	0 ft min	15 ft max	not	applicab	le as pro	posed
Side Setback	0 ft min	25 ft max	-			-
Rear Setback	5 ft min	-	-			-
Frontage Zone Setback	20 ft min	-	20'	20'	20'	20'
Accessory Building Placement						
Primary Front Setback	20 ft min	-	n	one prop	osed	
Secondary Front Setback	15 ft min	-	n	one prop	osed	
Side Setback	15 ft min	-	n	one prop	osed	
Rear Setback	5 ft min	-	n	one prop	osed	
Multi-Unit Residential building st	andards:					
Building Width (main building ma		60 ft	_	32' 0"	32' 0"	_
Building Depth (main building ma	•	75 ft	_	60' 0"	60' 0"	_
Max Sq Ft	•	13,500	_	3,840	3,840	-
Total Stories		2 stories	_	2	2	-
First Floor Height		12 ft	_			_
Upper Floor Height		10 ft	_			-
Number of Units		16	_	8	8	-

Permitted Building (Permitting Authority):

Multi-Unit Residential (CEO)

Permitted Uses

Residence Use Permit Required CEO approval

Article 3 - Site Standards

1.B. Applicability

This Article applies to alterations made to a site, including but not limited to parking, access to a site from a public road, landscaping, buffers, loading, mechanical equipment, lighting, and signage.

2. Driveways

No driveways are proposed as part of this application. The proposed private road will be reviewed against and required to meet the standards set forth under the Road, Driveaway, and Entrance Ordinance of the Town of Newcastle (see below).

3. Vehicular Parking

While parking for the proposed development will be provided, this parking will be located within the proposed private road and not part of any parking lot. Therefore, the standards of Section 3. Vehicular Parking are not applicable.

The proposed private road will be reviewed against and required to meet the standards set forth under the Road, Driveaway, and Entrance Ordinance of the Town of Newcastle (see below).

4. Bicycle Parking

The standards of Section 4 Bicycle Parking are not applicable as they only apply within the D6 Town Center District.

5. Natural Screening

The standards of Section 5 Natural Screening are not applicable as they only apply when a Special Permit or Expanded Use Permit are required–neither of which are required for this application.

6. Landscaping

The standards of Section 6 Landscaping are applicable to Frontage zones in the D5 - Village Business zoning district.

7. Fields

The standards of Section 7 Fields are not applicable as they only apply to lots with fields of 5 acres or more. The site addressed by this application is less than 5 acres.

8. Fences & Walls

No fencing or walls are proposed as part of this application.

9. Mechanical Equipment

All proposed mechanical equipment is located outside of the frontage zone along both Mills Road and along the proposed private Road.

10. Loading Docks

No loading docks are proposed as part of this application.

11. Drive-Throughs

No drive-throughs are proposed as part of this application.

12. Lighting

Per Section 12. B. Applicability the standards of Section 12. Lighting apply to all outdoor lighting fixtures with specific exceptions that are unrelated to this application.

The average lumens per square foot of all outdoor lighting may not exceed 0.5 lumens per square foot.

Light levels measured at the front lot line exceeding 1.0 foot candles are prohibited.

All outdoor light fixtures must be full cutoff or fully shielded to prevent light at or above horizontal (90° above nadir) and limited to a value not exceeding 10% of lamp lumens at or above 80° above nadir, as defined by the Illuminating Engineering Society of North America (IESNA, or IES).

All outdoor light fixtures must be fitted so that no portion of the light source or drop lens is visible below the fixture when viewed directly from the side.

Article 6 - Use Standards

Approval of this Subdivision Plan shall be contingent upon the review and approval of the Use Permit review by the Code Enforcement Officer of the Town of Newcastle.

Article 7 - Administration

- 3. Pre-Submittal Meeting
- 4. Optional Neighborhood Meeting
- 5. Public Notice
- 6. Public Hearings
- 10. Small Project Plan

Approval of this Subdivision Plan shall be contingent upon the review and approval of the Small Project Plan review by the Code Enforcement Officer of the Town of Newcastle.

12. Subdivision

B. Applicability

The standards set forth under Article 7, Section 12, Subdivision are applicable to the division of lots proposed under this application per the following paragraphs:

- 12.B.1. The division of a parcel of land into 3 or more lots within any 5 year period that begins on or after September 23, 1971.
 - The submitted application proposes dividing Map 013, Lot 017-001 into three lots and a private road.
- 12.B.2. The division of structures into 3 or more dwelling units.
- 12.B.3. The construction or placement of 3 or more dwelling units.

 The submitted application proposes building 16 new units split evenly between two buildings.
- 12.B.5. Construction of roads.

The submitted application proposes development of an approximately 150-foot long private road with an 18-foot wide traveled way within a 50-foot wide right of way.

C. Authority

Per 12.C.2., the Planning Board reviews and approves all applications for Subdivision Plan Approval.

E. Procedure

Per 12.E.2., applicants are required to attend a pre-submittal meeting with the Planning Board, which took place regarding this application on September 21, 2023.

F. Approval Standards

- 1. The Planning Board must approve a Subdivision Plan application and issue findings of fact upon verifying consistency to the following:
 - a. The standards of this Code.
 - b. The Newcastle Road, Driveway, and Entrance Ordinance.
 - c. Pollution: The proposed subdivision will not result in undue water or air pollution.

The parcel of land addressed by this application is entirely 38 feet or more above sea level and is not within or near any area identified by FEMA as having a flood risk of 1% or greater for any given year.

The site is served by the GSB Sanitary District sewer system, making the nature of the soil, the slope of the land, and other related site characteristics erroneous when considering the ability of the site to manage potential pollutants.

- d. Sufficient Water: The proposed subdivision has sufficient water available for the reasonably foreseeable needs of the subdivision.
 - The proposed subdivision will be served by the GSB Water District. (See below)
- e. Municipal water supply: The proposed subdivision will not cause an unreasonable burden on an existing water supply and the project can be served as planned, if one is to be used.
 - The proposed subdivision will be served by the GSB Water District and has been provided with a letter stating the proposed development will not cause an unreasonable burden or exceed the capacity of the existing public water supply or system.
- f. Erosion: The proposed subdivision will not cause unreasonable soil erosion or a reduction in the land's capacity to hold water so that a dangerous or unhealthy condition results.
 - Due to the limited slope of the site, the remaining and replanting of vegetation on undeveloped portions of the site, the gravel top-layer of the road and parking areas and the managed water collection from the proposed buildings, minimal erosion is expected to result from the development of the proposed project.
- g. Traffic: The proposed subdivision will not cause unreasonable highway or public road congestion or unsafe conditions with respect to the use of the highways or public roads existing or proposed. If the proposed subdivision requires driveways or entrances onto a state or state aid highway, the Department of Transportation has provided documentation indicating that the driveways or entrances meet Title 23, Section 704.
 - The proposed subdivision will utilize an existing entrance that was originally approved by Maine DOT in 2007 for a prior use. An updated application to Maine DOT for change of use is attached.
 - Using Maine DOT trip generation rates, the project will generate 52.8 trips per day. MDOT traffic count studies show 3,000-4,000 trips per day on Mills Road. The proposed subdivision will not have a significant impact.
- h. Sewage Disposal: The proposed subdivision will provide for adequate sewage waste disposal and will not cause an unreasonable burden on municipal services if they are utilized.
 - The proposed subdivision will be served by the GSB Sanitary District and has been provided with a letter stating the proposed development will not cause an unreasonable burden or exceed the capacity of the existing public sanitary system.
- i. Municipal Solid Waste Disposal: The proposed subdivision will not cause an unreasonable burden on the municipality's ability to dispose of solid waste, if municipal services are to be utilized.

- Solid waste disposal is not a service provided by the municipality. The applicant has stated that waste disposal will be provided by a commercial hauler.
- j. Aesthetic, cultural, and Natural Values: The proposed subdivision will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites, significant wildlife habitat identified by the Department of Inland Fisheries and Wildlife or the municipality, or rare and irreplaceable natural areas or any public rights for physical or visual access to the shoreline.
 - The scenic or natural beauty and the general aesthetics of the area will not be significantly impacted by the proposed subdivision as the residential nature and limited scale of the proposed project are consistent with the adopted Core Zoning Code and Comprehensive Plan of the Town of Newcastle. No historic sites have been identified on or adjacent to the proposed subdivision. No significant wildlife habitat areas identified by the Department of Inland Fisheries and Wildlife are on or near the site of the proposed subdivision. No rare and irreplaceable natural areas identified by the Town are on or near the proposed subdivision. The site of the proposed subdivision is not proximate to any water body and no public rights for physical or visual access to the shoreline have been identified on or adjacent to the proposed subdivision.
 - Further, an existing tree line at the rear of the site is being generally maintained and should serve to minimize the visual impact of the project for neighboring properties.
- k. Financial and Technical Capacity: The subdivider has adequate financial and technical capacity to meet the standards of this section.
 - A condition of approval by the Planning Board of this Subdivision Plan application shall be the awarding of a grant under the Rural Affordable Rental Housing Program by the Maine State Housing Authority to 10 Mills Road Newcastle, LLC or one of its members, for the purposes of developing the project proposed under this application.
- I. Surface Waters: Whenever situated entirely or partially within the watershed of any pond or lake or within 250 feet of any wetland, great pond, or river as defined in Title 38, Chapter 3, Subchapter I, Article 2-B, the proposed subdivision will not adversely affect the quality of that body of water or unreasonably affect the shoreline of that body of water.
 No part of the proposed subdivision is within 250 feet of any wetland, great pond, or river.
- m. Ground Water: The proposed subdivision will not, alone or in conjunction with existing activities, adversely affect the quality or quantity of ground water.

No impact to the quality or quantity of groundwater in the area is expected as the scale and type of development proposed by this application are limited and no well or subsurface discharge is being proposed.

- n. Flood Areas: Based on the Federal Emergency Management Agency's Flood Boundary and Floodway Maps and Flood Insurance Rate Maps, if the subdivision, or any part of it, is in such an area, the subdivider will determine the 100-year flood elevation and flood hazard boundaries within the subdivision. The proposed subdivision plan must include a condition of plan approval requiring that principal structures in the subdivision will be constructed with their lowest floor, including the basement, at least three feet above the 100-year flood elevation.
 - No part of the proposed subdivision is in or adjacent to any area identified by Federal Emergency Management Agency's Flood Boundary and Floodway Maps or Flood Insurance Rate Maps.
- o. Freshwater Wetlands: All freshwater wetlands within the proposed subdivision have been identified on any maps submitted as part of the application.
 - No freshwater wetlands have been identified within or adjacent to the area of the proposed subdivision.
- p. River, Stream, or Brook: Any river, stream or brook within or abutting the proposed subdivision has been identified on any maps submitted as part of the application. For purposes of this section, "river, stream or brook" has the same meaning as in Title 38, Section 480-B, subsection 9.
 - No river, stream or brook within or abutting the proposed subdivision have been identified. Therefore, this standard does not apply.
- q. Storm Water: The proposed subdivision will provide for adequate storm water management and comply with State Stormwater Management Law 38 M.R.S.A. Section 420-D.
 - The proposed subdivision will disturb less than one acre. Therefore, the State Stormwater Management Law 38 M.R.S.A. Section 420-D is not applicable.

Stormwater management interventions.

- r. Spaghetti-Lots: If any lots in the proposed subdivision have shore frontage on a river, stream, brook, great pond or coastal wetland as these features are defined in Title 38, Section 480-B, none of the lots created within the subdivision may have a lot depth to shore frontage ratio greater than 5 to 1.
 - No lots within the proposed subdivision have any shore frontage. Therefore, this standard does not apply.
- s. Lake Phosphorus Concentration: The long-term cumulative effects of the proposed subdivision will not unreasonably increase the phosphorus concentration in a Great Pond, (as defined in MRSA Title 38 Section 480-B), during the construction phase and life of the proposed

subdivision, or in the absence of a Great Pond, otherwise cause phosphorous concentration in fresh water bodies.

The long-term cumulative effects of the proposed subdivision will not unreasonably increase the phosphorus concentration due to the utilization of the GSB Sanitary District sewer system and the fact that the site is not within the watershed of a Great Pond or proximate to any other bodies of water.

- t. Impact on Adjoining Municipality: For any proposed subdivision that crosses municipal boundaries, the proposed subdivision will not cause unreasonable traffic congestion or unsafe conditions with respect to the use of existing public ways in an adjoining municipality in which part of the subdivision is located.
 - The proposed subdivision does not cross any municipal boundaries, nor is it near any municipal borders. Therefore, this standard does not apply.
- u. Lands Subject to Liquidation Harvesting: Timber on the parcel being subdivided has not been harvested in violation of rules adopted pursuant to Title 12, Section 8869, subsection 14. If a violation of rules adopted by the Maine Forest Service to substantially eliminate liquidation harvesting has occurred, the Planning Board must determine prior to granting approval for the subdivision that 5 years have elapsed from the date the landowner under whose ownership the harvest occurred acquired the parcel.

No timber harvesting has occurred on the site of the proposed subdivision within at least the last five years.

Road, Driveway, and Entrance Ordinance:

Approval of this Subdivision Plan shall be contingent upon the review and findings by the Code Enforcement Officer that the proposed project is consistent with the Road, Driveway, and Entrance Ordinance.

CONCLUSIONS OF LAW

The proposed lot dimensions meet the standards set for the D5 - Village Business Zoning District under Article 2, District Standards.

The proposed subdivision will not result in undue water or air pollution.

The proposed subdivision will not cause an unreasonable burden on an existing water supply and the project can be served as planned.

The proposed subdivision will not cause unreasonable soil erosion or a reduction in the land's capacity to hold water.

The proposed subdivision will not cause unreasonable highway or public road congestion or unsafe conditions.

The proposed subdivision will provide for adequate sewage waste disposal and will not cause an unreasonable burden on municipal services.

The proposed subdivision will not have an undue adverse effect on the scenic or natural beauty of the area.

The proposed subdivision will not adversely affect the quality or quantity of groundwater. The proposed subdivision will provide for adequate storm water management.

Decision of the Planning Board

In consideration of the submitted application of 10 Mills Road Newcastle, LLC dated October 6, 2023, and revised through October 19, 2023, for the proposed project at 10 Mills Road (Map 013, Lot 017-001), including staff review comments, public hearing testimony, and related materials contained in the record, the Planning Board of the Town of Newcastle, at a regular meeting held on October 19, 2023, voted five (5) in favor, none (0) opposed, and none (0) abstaining to Approve this application for a Subdivision Permit. No Building Permit will be issued for a new building until the final plat is recorded with the Lincoln County Registry of Deeds, and a copy provided to the Office of the Code Enforcement Officer.

If any declarations, covenants, or restrictions are associated with any land in the subdivision, no Building Permit will be issued until all declarations, covenants and restrictions have been executed and filed with the Lincoln County Registry of Deeds, and a copy provided to the Office of the Code Enforcement Officer.

No real property may be occupied or used, no use of an existing building or land may change, no building or structure may be constructed, altered, expanded, or enlarged in whole or in part for any purpose except as specifically authorized by the decision of the Planning Board of the Town of Newcastle and the Code Enforcement Officer of the Town of Newcastle.

Failure to comply with any condition or restriction related to any ordinance of the Town of Newcastle or the Planning Board's decision constitutes a violation and, in addition to any civil or criminal remedy or enforcement procedure, is grounds for modification, suspension, or revocation of the permit.

Conditions of Approval

The Planning Board's approval of this application for a Subdivision Permit is contingent upon the following conditions, all of which must be met by the applicant prior to issuance of any permit from the Code Enforcement Officer for the Town of Newcastle and prior to any related work is commenced on site, unless specifically stated otherwise in the conditions below.

- 1. No deviations from the approved application are permitted unless such changes to the approved application are granted in accordance with an applicable and required process and standards.
- 2. Approval of this Subdivision Plan shall be contingent upon the review and approval of the Use Permit review by the Code Enforcement Officer of the Town of Newcastle.
- 3. Approval of this Subdivision Plan shall be contingent upon the review and approval of the Small Project Plan review by the Code Enforcement Officer of the Town of Newcastle.

- 4. Approval of this Subdivision Plan application shall be contingent upon the awarding of a grant under the Rural Affordable Rental Housing Program by the Maine State Housing Authority to 10 Mills Road Newcastle, LLC or one of its members, for the purposes of developing the project proposed under this application.
- 5. Approval of this Subdivision Plan shall be contingent upon the review and findings by the Code Enforcement Officer that the proposed project is consistent with the Road, Driveway, and Entrance Ordinance.



Zoning Permit Application

TAX MAP 13 LOT 107-001

CONTACT INFORMATION		
Applicant (if different than Owner):	Property Owner:	
Name	Name	10 Mills Road Newcastle, LLC
Address	Address	10 Pleasant St
Phone Number	Phone Nu Email	mber563-1002 rnelson@ecologicaldev.com
PROPERTY INFORMATION		
District (circle one): D1 D2 D3 D4 D5 D6 SD Street Address 10 Mills Road		(Special District)
Lot Size 0.69 Acres Lot Frontage 18 SECTION 1 PROJECT INFO:	³⁸ _ft.	
Proposed:		
Lot Division (X) New Construction () Use/Change of U	Jse ()	
Addition () Massing/Arch. Component () Additional	l Structure () Other
Commercial () Residential () Mixed Use () Multi Un	it (X)	
Existing UseProposed Use Hou	ısing	
Primary Building () Accessory Building ()		
Number of Units: Existing Proposed 16		
Building Dimensions:		
Footprint of proposed structure/ssf.	Total Bui	lding areasf.
Widthft, Depthft, Number of	Stories	-
Setbacks: Frontft,, Sideft. Rearft., (distance to p	roposed structure from lot line or R.O.W.)
Provide brief description of project: Subdivide existing lot into two lots and private ro	oad ROW. Fu	urther subdivide one of those lots using
virtual lot lines into two building lots.		
Provide a sketch of proposed project on the back of this s being submitted with this application.	heet or provi	de an itemization additional Information

See attached

TOWN OF NEWCASTLE ZONING PERMIT APPLICATION

OFFICE ADMINSTRATION USE ONLY

TAX MAPLOT		
DEVELOPMENT REVIEW TYPE: (X)		
a. Small Project Plan	b. Large Project Plan	c. Master Plan
d. Residential Companion Us	e e. Subdivision Plan	f. Plan Revision
	h. Use/Change of Use Permit	i. Special Permit
j. Variance		
This project requires Virtual Lot re	eview: YES () NO ()	
A sketch of proposed lot has beer	provided: YES () NO ()	
ADDITIONAL PERMIT APPLICATIO	NS: (X)	
a. Shoreland Zoning	• •	c. Flood Plain
	e. Wireless Communications	
g. Earthwork	h. Erosion/Sediment Control	i. Seasonal Conversion
·	is required to be installed (), is existing applicable to the application type ()	g()
SEWER INFO: A sewer system: This section is not Private () Municipal ()	• • •	
SEWER INFO: A sewer system: This section is not Private () Municipal () Private Septic Permit Number:	applicable to the application type ()	ent Identifier:
SEWER INFO: A sewer system: This section is not Private () Municipal () Private Septic Permit Number: Residential Use (per unit): number	applicable to the application type () Municipal Connection Agreeme	ent Identifier:
SEWER INFO: A sewer system: This section is not Private () Municipal () Private Septic Permit Number: Residential Use (per unit): number APPLICATION FEE: \$	Municipal Connection Agreeme of bedrooms number of bathroom	ent Identifier:
SEWER INFO: A sewer system: This section is not Private () Municipal () Private Septic Permit Number: Residential Use (per unit): number APPLICATION FEE: \$	applicable to the application type () Municipal Connection Agreeme of bedrooms number of bathroom Date Payment Received to be considered: Conforming () Non	ent Identifier:
SEWER INFO: A sewer system: This section is not Private () Municipal () Private Septic Permit Number: Residential Use (per unit): number APPLICATION FEE: \$	applicable to the application type () Municipal Connection Agreeme of bedrooms number of bathroom Date Payment Received to be considered: Conforming () Non g Board Review YES NO	ent Identifier:
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This section is not Private () Municipal () Private Septic Permit Number: Residential Use (per unit): number APPLICATION FEE: \$ Is the existing Building, Lot or Use This Application requires Planning Proposed Date to be reviewed by	applicable to the application type () Municipal Connection Agreeme of bedrooms number of bathroom Date Payment Received to be considered: Conforming () Non g Board Review YES NO	ent Identifier:
This section is not Private () Municipal () Private Septic Permit Number: Residential Use (per unit): number APPLICATION FEE: \$ Is the existing Building, Lot or Use This Application requires Planning Proposed Date to be reviewed by	Municipal Connection Agreeme of bedrooms number of bathroom Date Payment Received eto be considered: Conforming () Non g Board Review YES NO Planning Board:	ent Identifier:

knowledge and understand that any falsification is reason for denial of permit.

Centroleh	6Oct2023
Applicant	Date

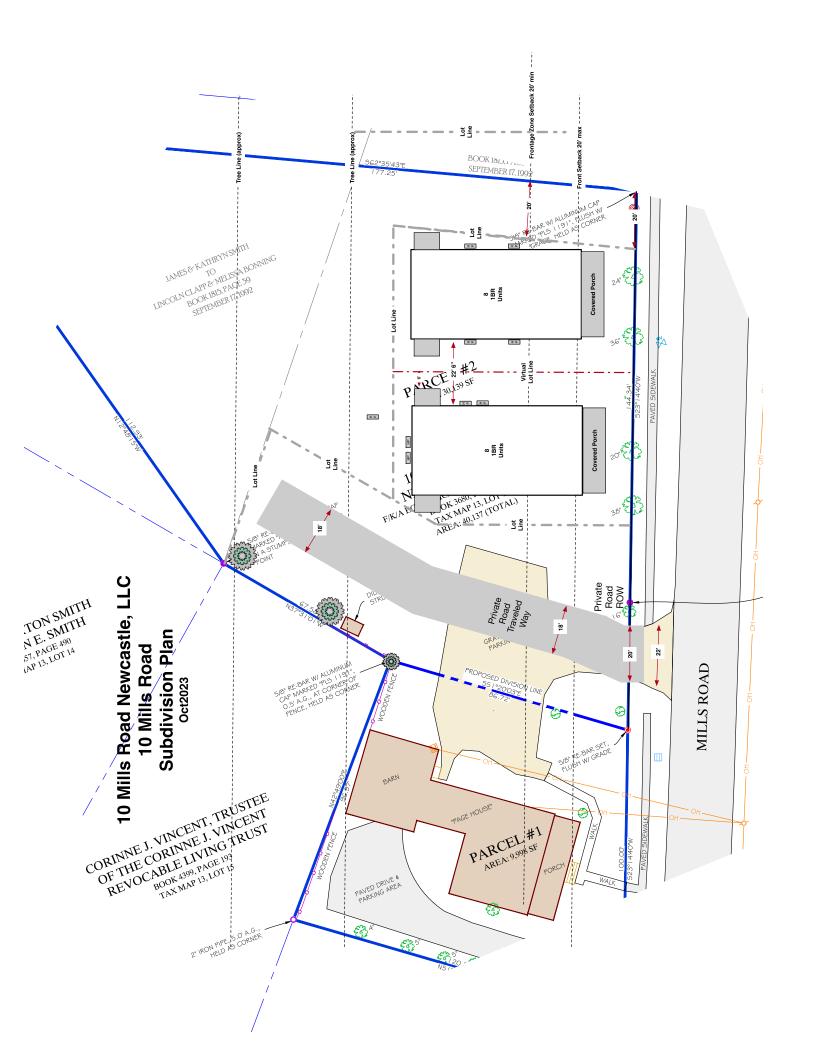
SECTION 2 - FLOOD ZONE INFORMA	ATION ********	This section -Not Applicable (X)
		Base Flood Elevation
Fair Market Value of existing structu	ure \$	
Renovation Cost \$	(fair va	lue, including all labor and material)
Elevation of the lowest portion of th	ne structure (including bas	ement)
Name of the certified professional c	documenting elevation of s	structure
Address		Phone number
Email address:		
SECTION 3 - SHORELAND ZONING ***********************************	******	
Please indicate the following for tha	at portion of the structure	URE THAT IS LESS THAN THE REQUIRED SETBACK that is less than 75 feet from the highwater water or that portion of the structure that is less than 15
Square feet	Total Volume	Cubic Feet
Total square footage	x30% equals	area of expansion
Please indicate the amount of addit	ional square footage prop	osedsf.
Please indicate the amount of addit	ional volume proposed	cu.ft.
SECTION 4 - FLOOD PLAIN BUILDING	GS ONLY ********	This section -Not Applicable (X) *******************
Does your project include any found	dation work? YES () NO ()
Will the foundation extend beyond	the outer limits of the stru	ucture, as it exists now?
Will the new foundation cause the s	structure to be elevated m	ore than 3 additional feet? YES()NO()
Will you attempt to relocate the fou	undation and/or structure	to meet the setback requirements to the greatest
practical extent possible? YES () N	0()	
	-	**************************************
New, Repai	ir Existing	Replacement
		, Float (s)
Sideline Setbacks		
Stairway dimensions		_
Please supply a detail drawing show	ving the footprint and prof	ile of the structure, high and low water elevation

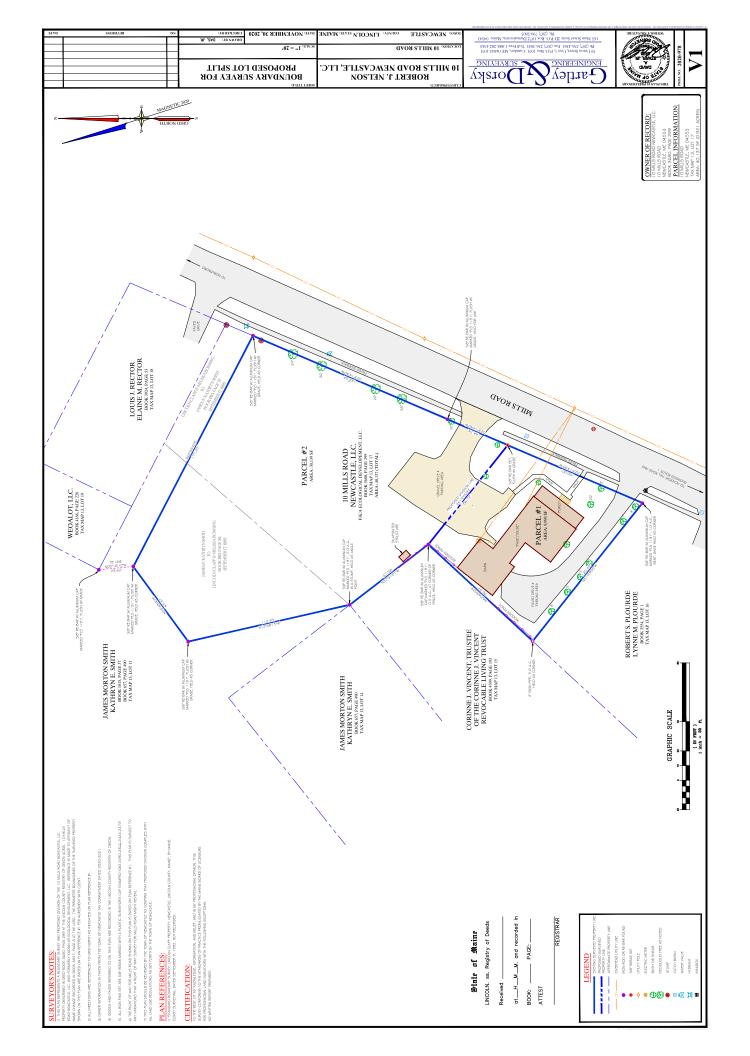
marks and sideline locations.

SECTION 6 – FARMLAND, OPEN SPA	CE, TREE GROWTH, OR WORK	ING WATERFRONT		
		This section -Not Applicable (X)		

Please indicate the amount, if any, a working waterfront. Please also list	•	farmland, open space, tree growth, or on in this space.		
SECTION 7 – EARTHWORK ************************************	*********	This section - Not Applicable ()		
Please indicate any excavating or di	riveway work you are planning	g by attaching any sketches or drawings that		
may be relevant	See Attached			
*********	*********	*************		
SECTION 8 – TOURIST RENTAL	******	This section - Not Applicable ()		
Please state what may impact public other disturbances to the peace of n	·	es, including any hazards to public safety or with the rental of this property.		

END OF APPLICATION





10 Mills Road Newcastle, LLC 10 Mills Road Subdivision Plan Application October 2023

Subdivision Approval Standards

- 1 a The standards of this Code The proposed subdivision meets all the lot standards of the Core Zoning Code.
- 1 b The Newcastle Road, Driveway, and Entrance Ordinance The proposed subdivision will utilize an existing entrance that was approved by Maine DOT in 2007 for a prior use. The updated Maine DOT Entrance Permit is attached.

The private road will follow the standards in Article 2 of the Road, Driveway and Entrance Ordinance.

- 1 c Pollution The buildings to be built in the proposed subdivision will be connected to the GSBSD wastewater system, so no pollution will be disposed of on site.
- 1 d Sufficient Water The buildings to be built in the proposed subdivision will be connected to the GSBSD fresh water system. No water will be drawn on site.
- 1 e Municipal water supply See attached letter from the Great Salt Bay Sanitary District stating that the proposed subdivision will not unreasonably burden their systems.
- 1 f. Erosion The proposed subdivision site is approximately 40' above sea level, and slopes approximately 5' from the back of the site to the front. The road and parking areas will be gravel to allow the ground to absorb rain water.
- 1 g Traffic The proposed subdivision will utilize an existing entrance that was approved by Maine DOT in 2007 for a prior use. An updated application to Maine DOT for change of use is attached.

Using Maine DOT trip generation rates, the project will generate 52.8 trips/day. MDOT traffic count studies show 3000-4000 trips a day on Mills Road. The proposed subdivision will not have a significant impact.

- 1 h Sewage Disposal See attached letter from the Great Salt Bay Sanitary District stating that the proposed subdivision will not unreasonably burden their systems.
- 1 i. Municipal Solid Waste Disposal Waste disposal will be provided by a commercial hauler and is not a municipal service.
- 1 j. Aesthetic, cultural, and Natural Values The site of the proposed subdivision has no significant wild life habitat areas identified. The project is designed to preserve the existing tree line on the site to minimize the visual impact of the project.
- 1 k. Financial and Technical Capacity 10 Mills Road Newcastle, LLC has sufficient resources to execute the subdivision as proposed and install the required site amenities.
- 1 I. Surface Waters:

The proposed subdivision is sited greater than 250 feet from any water body.

1 m. Ground Water:

The proposed subdivision will not impact ground water. No well or discharge will be on site.

1 n. Flood Areas:

The proposed subdivision is not located within an area identified on the FEMA maps.

1 o. Freshwater Wetlands:

There are no freshwater wetlands on the project site.

1 p. River, Stream, or Brook:

There are no rivers, streams or brooks on or abutting the project site.

- 1 q. Storm Water: The proposed subdivision includes less than one acre of disturbed land, so 38 M.R.S.A. Section 420-D does not apply. Best practices will be applied to minimize storm water impacts of the project.
- 1 r. Spaghetti-Lots: The proposed subdivision does not have any water frontage.
- 1 s. Lake Phosphorus Concentration: The proposed subdivision is not in the watershed of a Great Pond.
- 1 t. Impact on Adjoining Municipality: The proposed subdivision does not cross (nor is it near) any municipal boundaries.
- 1 u. Lands Subject to Liquidation Harvesting: There has been no timber harvesting on the parcel proposed to be subdivided.



Maine Department of Transportation

Driveway/Entrance Permit

Bruce A. Van Note Commissioner

Permit Number: 38669 - Entrance ID: 1

OWNER

Name:

10 Mills Road Newcastle, LLC

Address:

10 Pleasant Street

Newcastle, ME 04553

Telephone:

(207)563-1002

Date Printed: October 03, 2023

LOCATION

Route:

0215X, Mills Road

Municipality:

Newcastle

County:

Lincoln

Tax Map:

13 Lot Number: 17-1

Culvert Size:

0 inches

Culvert Type:

N/R

Culvert Length:

0 feet

Date of Permit:

October 03, 2023

Approved Entrance Width: 22 feet

In accordance with rules promulgated under 23 M.R.S.A., Chapter 13, Subchapter I, Section 704, the Maine Department of Transportation (MaineDOT) approves a permit and grants permission to perform the necessary grading to construct, in accordance with sketch or attached plan, an Entrance to Multi Family 6 or more at a point 318 feet North from Academy Hill Street, subject to the Chapter 299 Highway Driveway and Entrance Rules, standard conditions and special conditions (if any) listed below.

Conditions of Approval:

This Permittee acknowledges and agrees to comply with the Standard Conditions and Approval attached hereto and to any Specific Conditions of Approval shown here.

(G = GPS Location; W = Waiver; S = Special Condition)

- G THE ENTRANCE SHALL BE LOCATED AT GPS COORDINATES: 44.035917N, -69.536336W.
- S THIS PERMIT SUPERSEDES PERMIT # 6989 ISSUED ON NOVEMBER 7, 2007.
- S THE ENTRANCE INCLUDING ALL RADII MUST BE PAVED FROM THE EDGE OF PAVEMENT OF THE HIGHWAY TO THE HIGHWAY RIGHT OF WAY OR TO THE LENGTH OF THE DESIGN VEHICLE, WHICHEVER IS GREATER.
- S THE ENCLOSED NOTICE OF AUTHORIZATION TO PROCEED MUST BE POSTED IN A LOCATION CLEARLY VISIBLE FROM THE ROADWAY FROM AT LEAST 24 HOURS PRIOR TO COMMENCEMENT OF CONSTRUCTION TO ONE MONTH AFTER THE CONCLUSION OF THE CONSTRUCTION.
- S OWNER IS RESPONSIBLE FOR ANY AND ALL CULVERT(S) AND MUST DITCH TO ENSURE WATER FLOWS ADEQUATELY THRU CULVERT(S) AND AT NO TIME ALLOW WATER TO FLOW INTO OR ONTO THE HIGHWAY.
- S PERMITTEE MUST KEEP BUSHES & ALL VEGETATION CUT BACK AND CLEARED AS GENERAL MAINTENANCE OF SIGHT DISTANCE FOR DRIVEWAYS OR ENTRANCES.
- S ENTRANCE MUST NOT BE USED TO PROVIDE ACCESS TO ANY PORTION OF A SUBDIVISION

Approved by: _	Ilm	Date:	10	04	2023
11			-	-	

STANDARD CONDITIONS AND APPROVAL

- 1. Provide, erect and maintain all necessary barricades, lights, warning signs and other devices as directed by MaineDOT to properly safeguard traffic while the construction is in progress.
- 2. At no time cause the highway to be closed to traffic
- 3. Where the driveway is located within a curb, curb and gutter, and/or sidewalk section, completely remove the existing curb, curb and gutter, and/or sidewalk as may be required to create the driveway and restore drainage. All driveways abutting sidewalk sections shall meet the requirements set forth in the Americans with Disabilities Act of 1990, 42 U.S.C. Sec. 12131 et seq.
- 4. Obtain, have delivered to the site, and install any culverts and/or drainage structures which may be necessary for drainage, the size, type and length as called for in the permit pursuant to 23 M.R.S.A. Sec. 705. All culverts and/or drainage structures shall be new.
- 5. Start construction of the proposed driveway within twenty-four (24) months of the date of permit issuance and substantially complete construction of the proposed driveway within twelve months of commencement of construction.
- 6. Comply with all applicable federal, state and municipal regulations and ordinances.
- 7. Do not alter, without the express written consent of the MaineDOT, any culverts or drainage swales within the MaineDOT right of way.
- 8. File a copy of the approved driveway permit with the affected municipality or LURC, as appropriate within 5 business days of receiving the MaineDOT approval.
- 9. Construct and maintain the driveway side slopes to be no steeper than the adjacent roadway side slopes, but in no case to be steeper than 3 horizontal to 1 vertical, unless the side slope is behind existing roadway guardrail, in which case it shall be no steeper than 2 horizontal to 1 vertical.
- 10. Notify the MaineDOT of a proposed change of use served by the driveway when increase in traffic flow is expected to occur. This does not exempt the need for obtaining a Traffic Movement Permit (TMP) if trip generation meets or exceeds 100 passenger car equivalents (PCE) during the peak hour of the day.
- 11. Construct or implement and maintain erosion and sedimentation measures sufficient to protect MaineDOT facilities.
- 12. Driveways shall be designed such that all maneuvering and parking of any vehicles will take place outside the highway right-of-way and where vehicles will exit the premises without backing onto the highway traveled way or shoulders. All driveways will have a turnaround area to accommodate vehicles using the premises.
- 13. Closing any portion of a highway or roadway including lanes, shoulders, sidewalks, bike lanes, or ATV access routes is not permitted without MaineDOT approval.

FURTHER CONDITION OF THE PERMIT

The owner shall assume, the defense of, and pay all damages, fines, and penalties for which he/she shall become liable, and shall indemnify and safe harmless said Department, its representatives, agents and employees from liability, actions against all suits, claims, damages for wrongful death, personal injuries or property damage suffered by any person or association which results from the willful or negligent action or inaction of the owner/applicant (agent) and in proceedings of every kind arising out of the construction and maintenance of said entrance(s), including snow removal.

Nothing herein shall, nor is intended to, waive any defense, immunity or limitation of liability which may be available to the MaineDOT, their officers, agents or employees under the Maine Tort Claims Act or any other privileges and/or immunities provided by law. It is a further condition that the owner will agree to keep the right of way inviolate for public highway purposes and no signs (other than traffic signs and signals), posters, billboards, roadside stands, culvert end walls or private installations shall be permitted within Right of Way limits.

State of Maine Department of Transportation Mid Coast Region 98 State House Station, Augusta, Maine 04333 Telephone (207) 624-8200 Fax (207) 287-4753

NOTICE OF AUTHORIZATION TO PROCEED

THIS CERTIFICATE MUST BE POSTED IN A VISIBLE LOCATION AT THE DEVELOPMENT SITE

A Maine Department of Transportation, Mid Coast Region permit has been issued for this location. Descriptions of the approved development, including conditions of approval, are as specified in Department of Transportation, Mid Coast Region Permit identified below. Copies of the actual permit have been provided to the Permittee and are available for inspection at the Mid Coast Region, Augusta office.

Permit No: 38669

Issued To: 10 Mills Road Newcastle, LLC

Effective Date: October 3, 2023

Expiration for Start Up: October 2025

Authorized Activity: Entrance Multi Family 6 or more

Location: Newcastle County: Lincoln

Route No. and Road Name: 0215X, Mills Road

Route Log Mile(s): 0.07 LT

Culvert Required: Not Required not at this time

Signed:

David Allen, Region Engineer

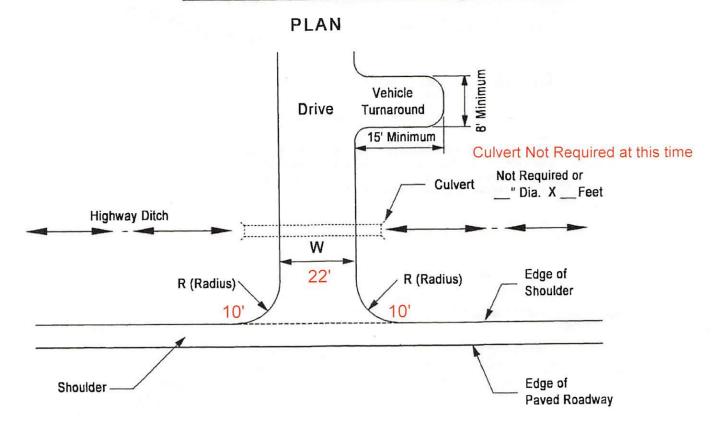
Maine Department of Transportation, Region 2

(This notice is printed on weather proof paper)



State of Maine Department of Transportation

Entrance / Driveway Details

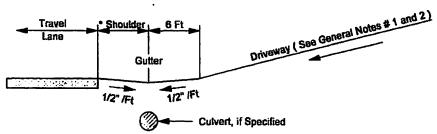


GENERAL NOTES -

- 1. ALL RESIDENTAL OR COMMERCIAL DRIVES WITH 10% GRADE OR MORE SLOPING DOWN TOWARDS THE HIGHWAY SHALL BE PAVED TO THE RIGHT OF WAY LINE, AS A MINIMUM, INCUDING SHOULDER, IF GRAVEL AND HAVE DITCHES TO CONTROL RUNOFF.
- 2. DRIVES SLOPING TO THE HIGHWAY SHALL BE CROWNED (1/2" PER FT. MINIMUM).
- 3. TO THE MAXIMUM EXTENT PRACTICAL, THE ENTRANCE MUST BE CONSTRUCTED PERPENDICULAR TO THE HIGHWAY AT THE POINT OF ACCESS. EXCEPT WHERE CURBING EXISTS OR IS PROPOSED, THE MINIMUM RADIUS ON THE EDGES OF THE ENTRANCE MUST BE 10 FEET OR AS OTHERWISE REQUIRED AS SHOWN.
- 4. ENTRANCES/DRIVEWAYS WILL BE BUILT WITH AN ADEQUATE TURN-AROUND AREA ON SITE TO ALLOW ALL VEHICLES TO MANUVER AND PARK WITHOUT BACKING ONTO THE HIGHWAY. THIS TURN-AROUND SHALL BE AT LEAST 8 FEET WIDE BY 15 FEET LONG.
- 5. ENTRANCES/DRIVEWAYS AND OTHER ASSOCIATED SITE WORK WHICH DIRECTS WATER (RUNOFF) TOWARD THE HIGHWAY MUST BE CONSTRUCTED, CROWNED STABILIZED AND MAINTAINED WITH MATERIALS AND APPROPRIATE TEMPORARY/PERMANENT EROSION CONTROL MATERIALS IN ACCORDANCE WITH MDOT BEST MANAGEMENT PRACTICES.
- 6. THE PROFILE OF THE ENTRANCES MUST COMPLY WITH THE DETAILS SHOWN ON PAGE 2.

MaineDOT Entrance/Driveway Details, Continued

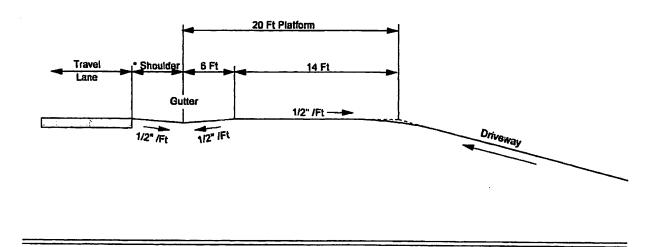
PROFILE Details



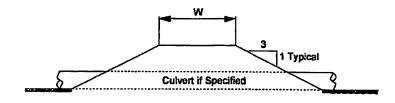
NOTE:

Grade of Existing Shoulder Should Be Maintained To Create A Gutter With a Minimum Of Three Inches Below The Edge Of Traveled Way.

* Distance Of The Gutter From The Edge Of Traveled Way Should Be The Same As Existing Shoulder Or A Minimum Of 4 Feet.



Driveway Cross Section





PO Box 23 • Damariscotta • ME 04543

Water Division (207) 563-3010 Wastewater Division

(207) 563-5105

www.gsbsd.org

Rob Nelson 10 Pleasant Street Newcastle, ME 04553

This letter is in response to your intent to submit an application to the Newcastle Planning Board for a subdivision to build 2 8-unit buildings on your property at 10 Mills Road in Newcastle. Currently the proposed subdivision will not cause an unreasonable burden or exceed capacity of the existing public water supply or wastewater collection system, pump stations or discharge license.

Please call if you have any questions.

Scott Abbotoni

Water Division Manager

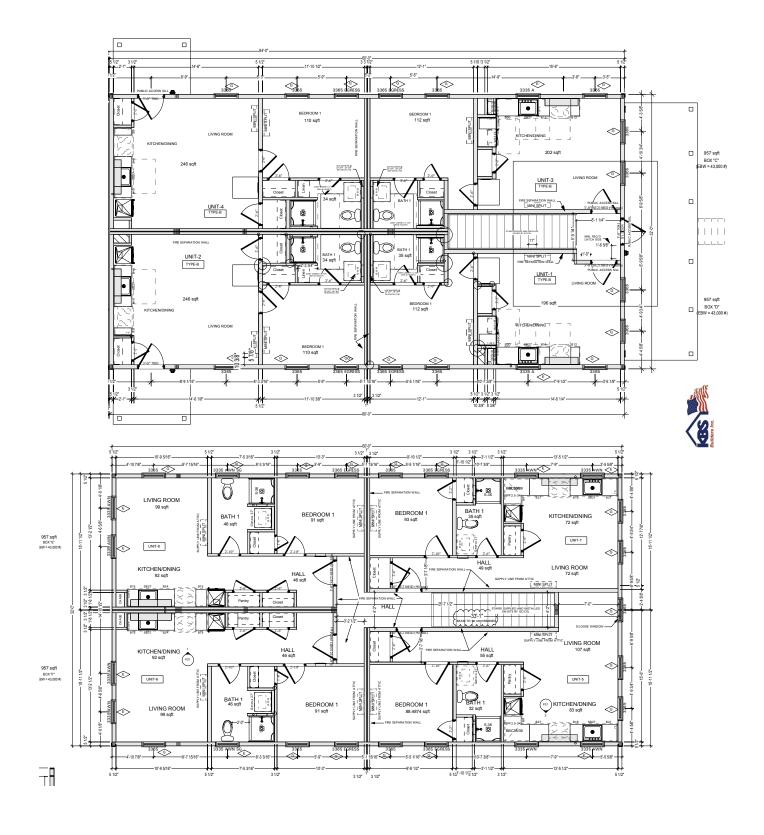
10 Mills Road Newcastle, LLC 10 Mills Road Subdivision Plan Application October 2023

Sample Building Elevations



10 Mills Road Newcastle, LLC 10 Mills Road Subdivision Plan Application October 2023

Sample Building Plans



NOT FOR CONSTRUCTION

DRAWING SCHEDULE

DRAWING 5C	H = DULE
COVER SHEET	
TITLE PAGE	CI
FLOORPLANS	
PLOT PLAN	FI
FIRST FLOOR	F2
SECOND FLOOR	F3
THIRD FLOOR	F4
FOURTH FLOOR	F5
FIFTH FLOOR	F6
FOUNDATION	F7
ROOF	F8
ELEVATIONS	
ELEVATIONS I	ELI
SECTIONS	
SECTION A	C51
SCHEDULES	
SCHEDULES	5CH I

AREA SCHEDULE

NAME	AREA
FOOTPRINT	4800 sq ft

ZANDER LEE 38 ACADEMY HILL RD NEWCASTLE, ME



ABBREVIATIONS:

B.O.- BOTTOM OF
BLDG.-BUILDING
CAB.-CABINET
CL.-CENTERLINE
CLG.-CEILING
CONC.-CONCRETE
DIA.-DIAMETER
DIM.-DIMENSION
DN.-DOWN
EA.-EACH
ELEV.- ELEVATION
EQ.-EQUAL
EXT-EXTERIOR
HDR.- HEADER

HF-HEMLOCK/FIR

HORIZ.- HORIZONTAL HT.- HEIGHT

INS .- INSULATION

INT.-INTERIOR LSL- LAMINATED STRAND LUMBER

LVL-LAMINATED VENEER LUMBER OSB-ORIENTED STRAND BOARD

O.H.-OVERHANG

PL.-PLATE

PT.- PRESSURE TREATED (TREATED)
PSL-PARALLEL STRAND LUMBER

RM.-ROOM

SF- SQUARE FOOT SPF.-SPRUCE/PINE/FIR

SUBFLR- SUBFLOOR

SQ- SQUARE STD.- STANDARD

T&G- TONGUE AND GROOVE

T.O.- TOP OF

TYP.- TYPICAL

U.N.O.-UNLESS NOTED OTHERWISE V.I.F.-VERIFY IN FIELD

VERT-VERTICAL

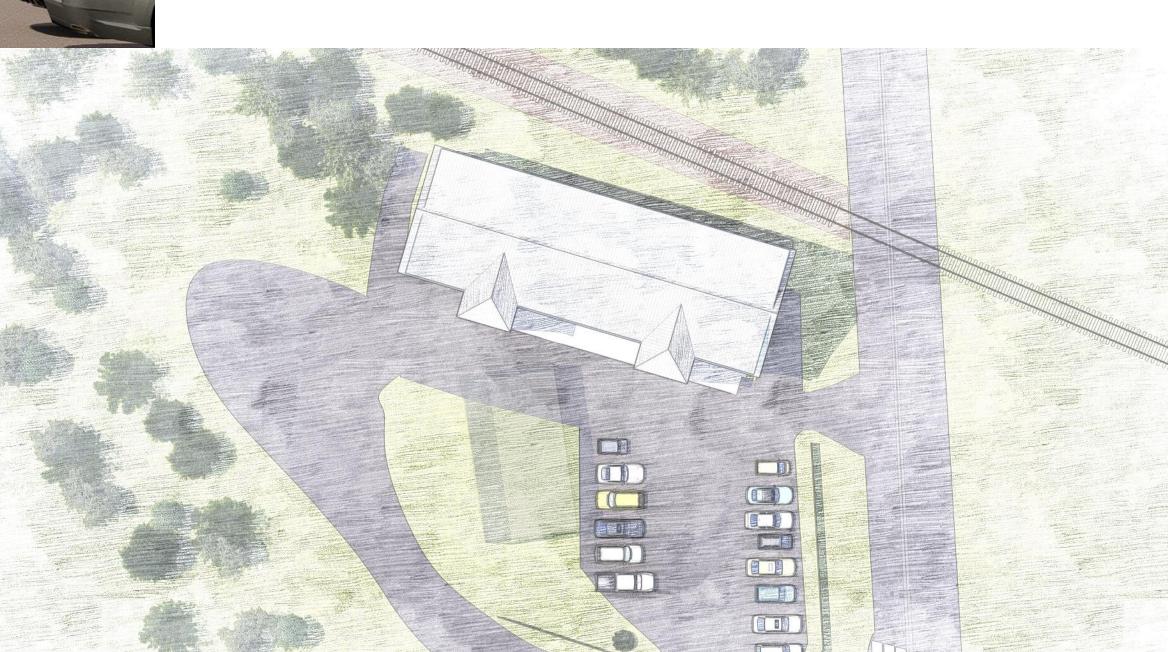
CONSTRUCTION TYPE: MIXED USE BUILDING

CLIMATE ZONE: GA APPLICABLE CODES:

-MUBEC (MAINE UNIFORM BUILDING AND ENERGY CODE, BASED ON MODEL CODES IBC 2015, IECC 2015, IEBC 2015)
-NFPA 101 2018

GENERAL NOTES:

- I. PLANS ARE NOT INTENDED TO BE USED FOR CONSTRUCTION. INTENDED FOR INFORMATIONAL AND ESTIMATING PURPOSES.
- 2. FOLLOW ALL APPLICABLE NATIONAL, STATE, \$ LOCAL CODES.
- 3. RELEVANT MEASUREMENTS AND CONDITIONS OF EXISTING BUILDINGS OR PROPERTY SETBACKS OR OTHER SITE CONDITIONS TO BE VERIFIED IN THE FIELD. NOTIFY DESIGNER OF ANY DISCREPANCIES THAT COULD CAUSE ISSUES PRIOR TO CONSTRUCTION.
- 4. ANY STRUCTURAL MEMBERS NOT SIZED USING PRESCRIPTIVE METHODS FOUND IN THE CODE SHOULD BE SIZED BY A STRUCTURAL ENGINEER OR OTHER QUALIFIED PROFESSIONAL.
- 5. A REASONABLE EFFORT IS MADE TO PROVIDE ALL NECESSARY DIMENSIONS (IF APPLICABLE). PRINTING METHODS AND INCORRECT PAPER SIZES MAY DISTORT PLAN SCALES. DO NOT SCALE DRAWINGS.
- 6. PLEASE NOTE SCALE ON ALL DRAWINGS. SOME DRAWINGS ON THE SAME PAGE MAY BE DIFFERENT SCALES AND SOME SCALES MAY VARY THROUGHOUT PLAN SET.
- 7. NOT RESPONSIBLE FOR ERRORS AND/OR OMISSIONS.
- 8. WAITE DRAFTING AND DESIGN LLC HAS NOT BEEN RETAINED FOR CONSTRUCTION SUPERVISION OR ADMINISTRATION AND ASSUMES NO RESPONSIBILTY FOR CONTRACTORS' METHODS OF CONSTRUCTION, SAFETY MEASURES, OR CHANGES FROM THE PLAN THAT MAY NOT BE COMPLIANT WITH CURRENT CODES OR MUNICIPAL REQUIREMENTS.
- 9. WAITE DRAFTING AND DESIGN LLC IS NOT AN ARCHITECTURAL OR ENGINEERING FIRM. DRAWINGS ARE NOT PREPARED BY A REGISTERED ARCHITECT OR ENGINEER. IT IS RECOMMENDED THAT DRAWINGS BE REVIEWED BY A REGISTERED PROFESSIONAL.
- I.O. PLANS DESIGNATED AS 'NOT FOR CONSTRUCTION' ARE TO BE CONSIDERED INCOMPLETE AND NOT FOR USE IN CONSTRUCTION.
- II. BY USE OF THIS DOCUMENT, WHEN DESIGNATED 'NOT FOR CONSTRUCTION', THE USER AGREES TO COMPLETELY ABSOLVE AND HOLD HARMLESS WAITE DRAFTING AND DESIGN LLC FROM ANY LIABILITY THAT MAY RESULT FROM MISUSE.



| SCALE: As Noted | SCALE: As

ZANDER LEE 38 ACADEMY HILL

nick®waitedraftinganddesign.com 207-423-0096



DWG NO: 22-092

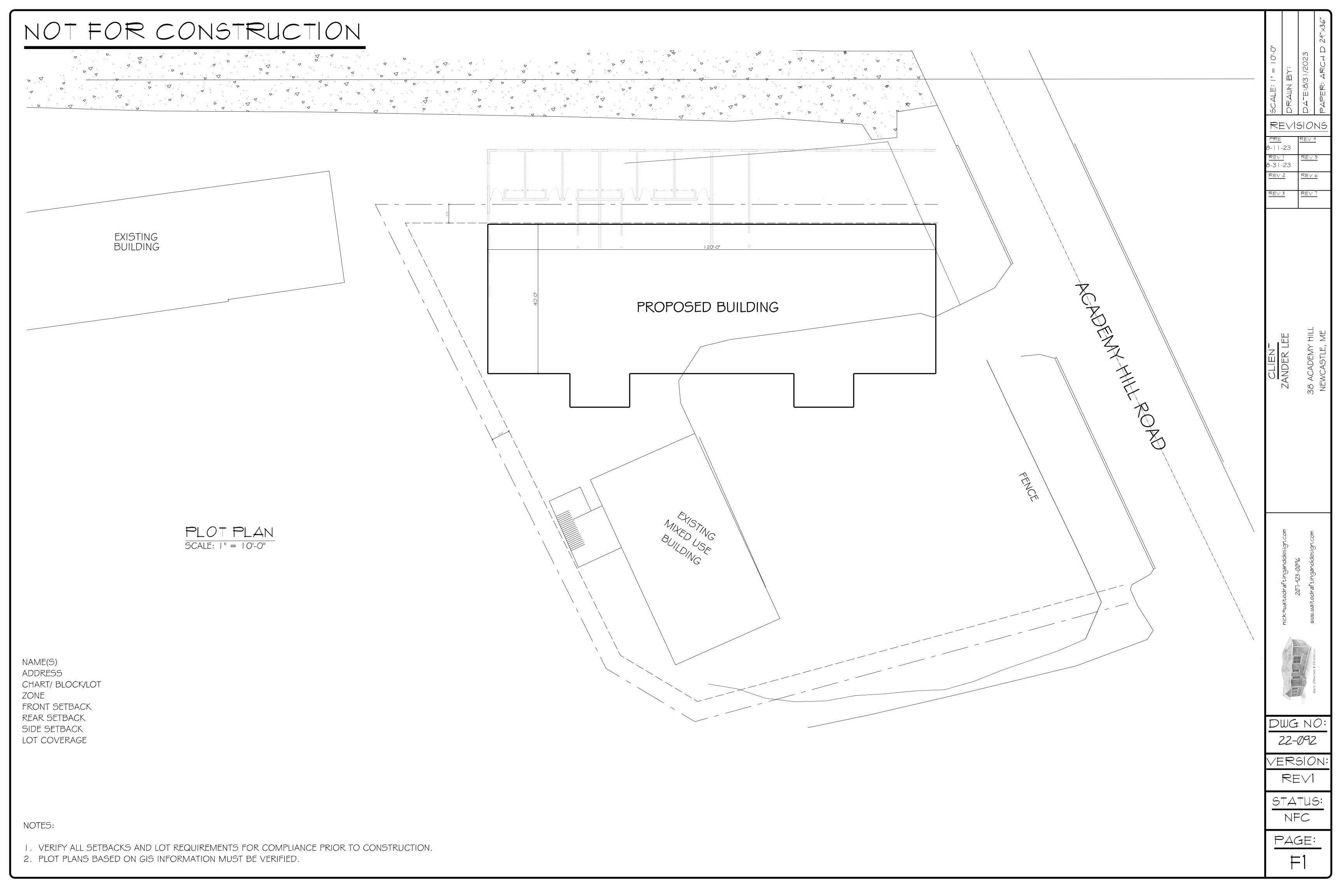
VERSION

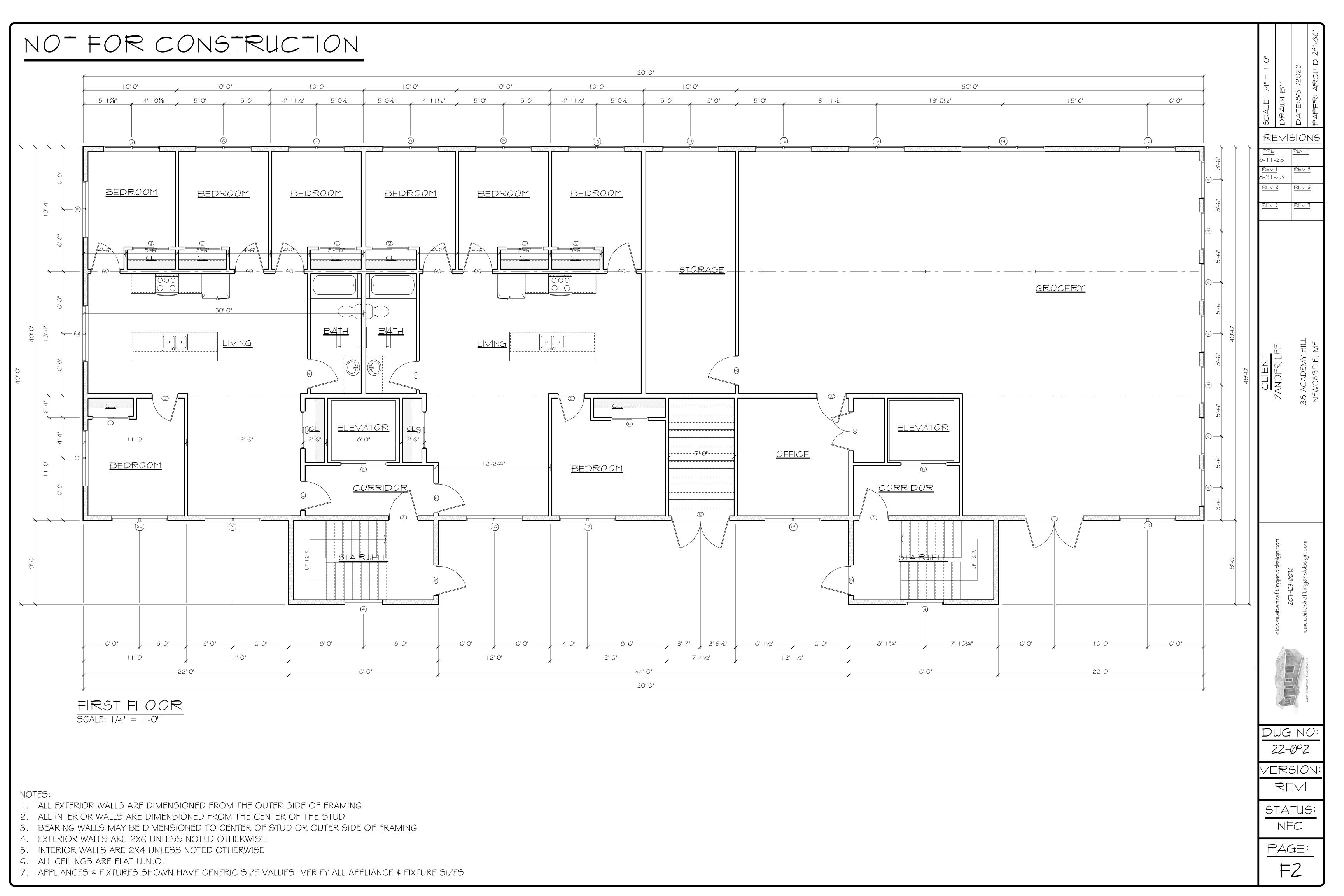
REV1

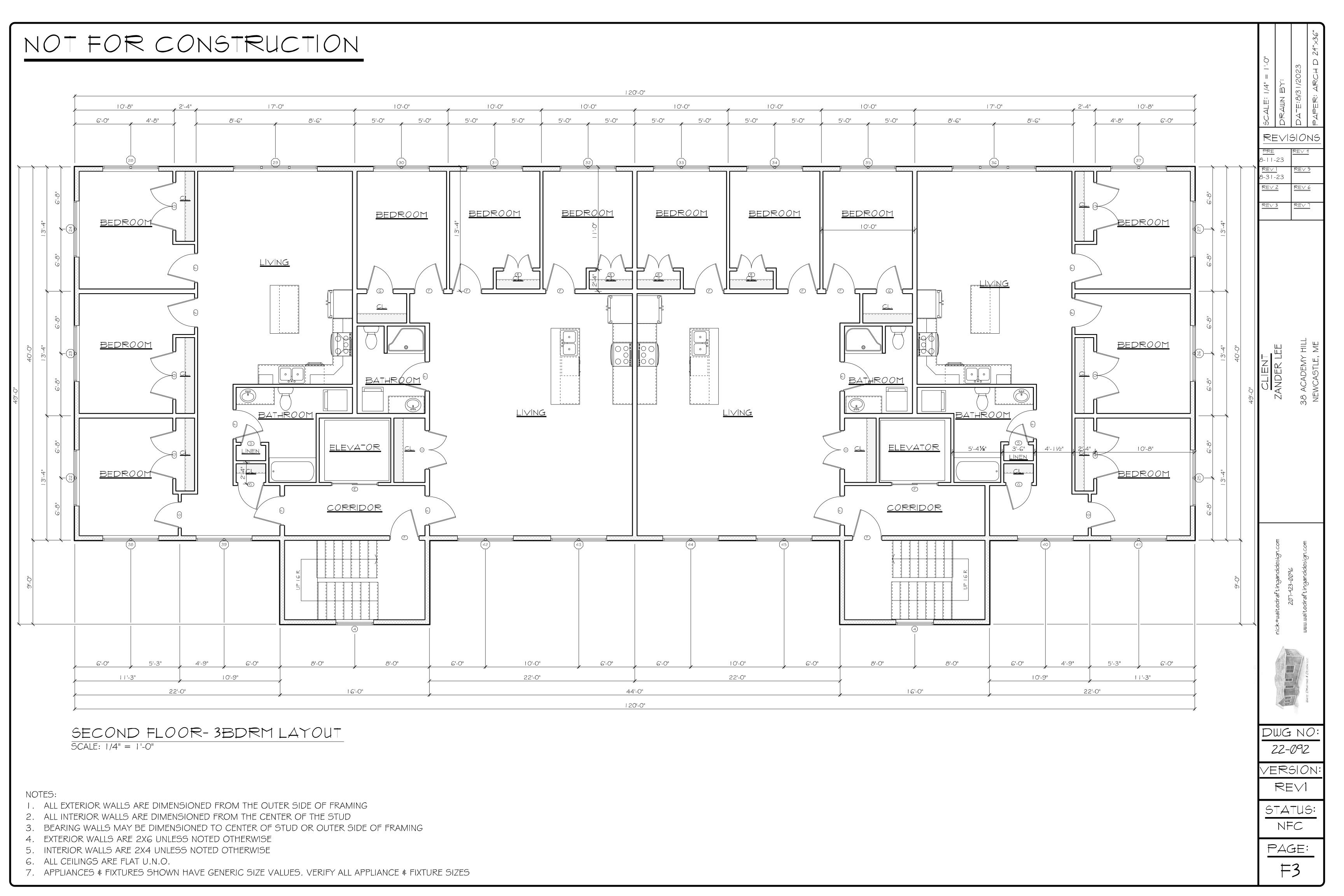
STATUS NFC

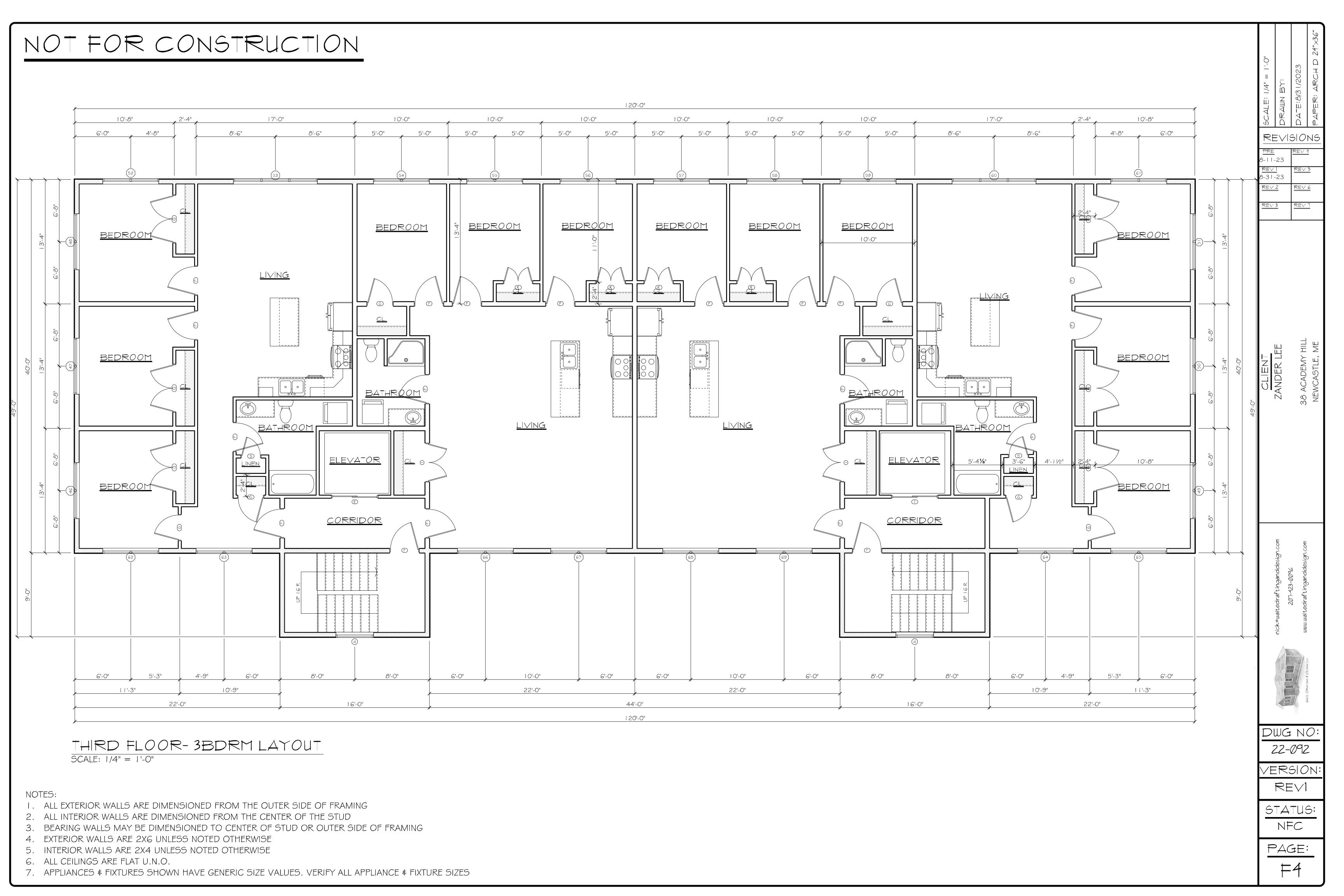
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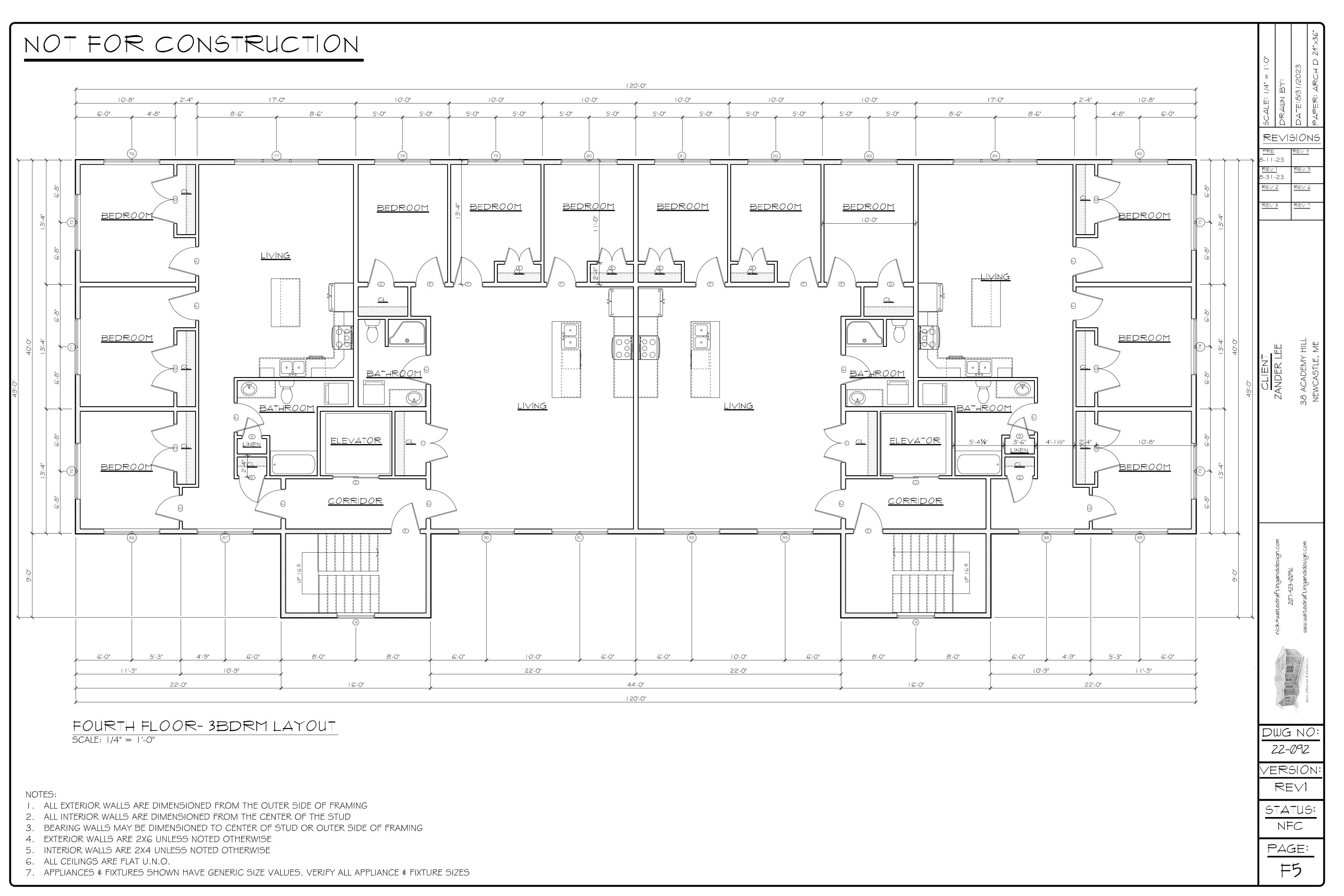
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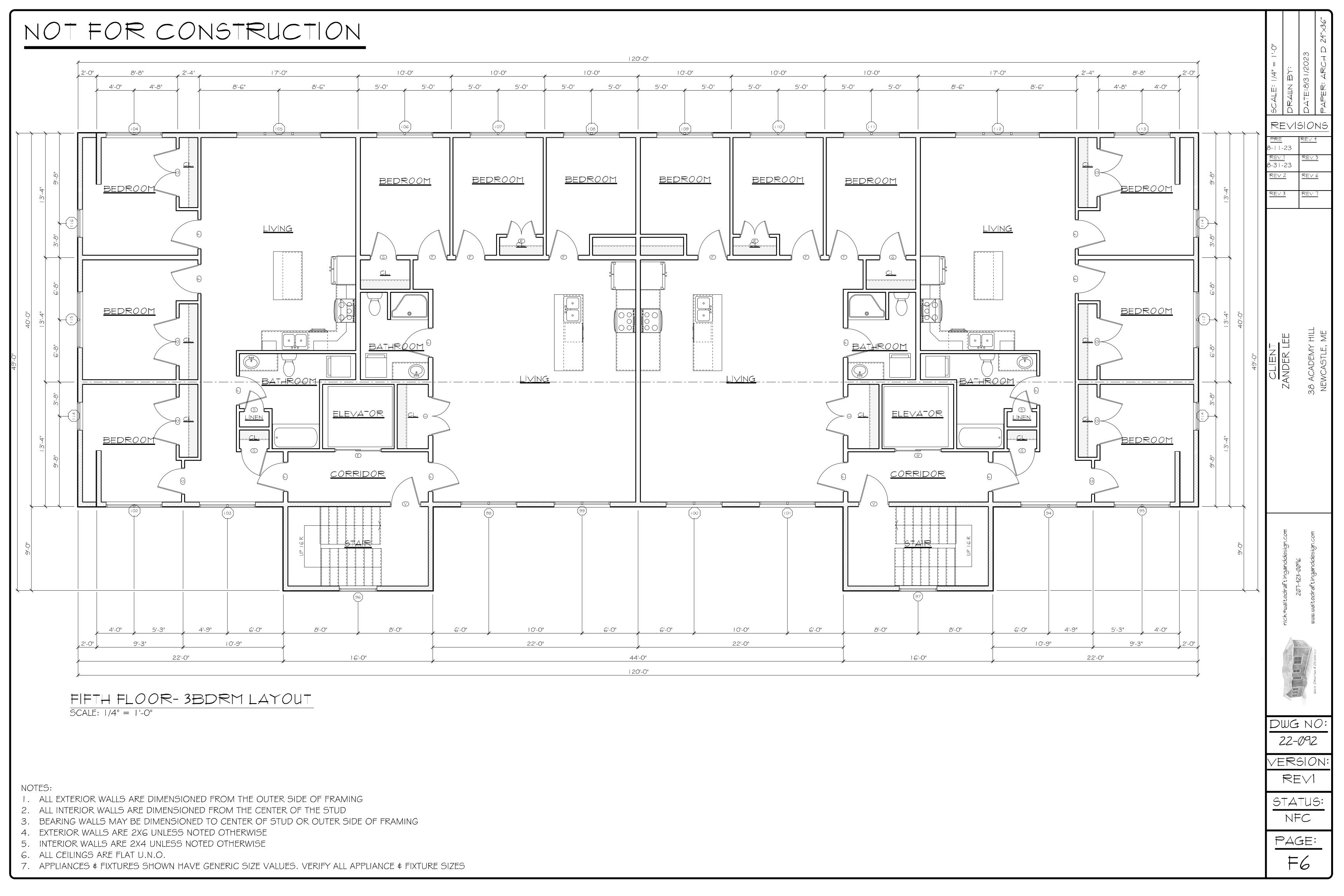


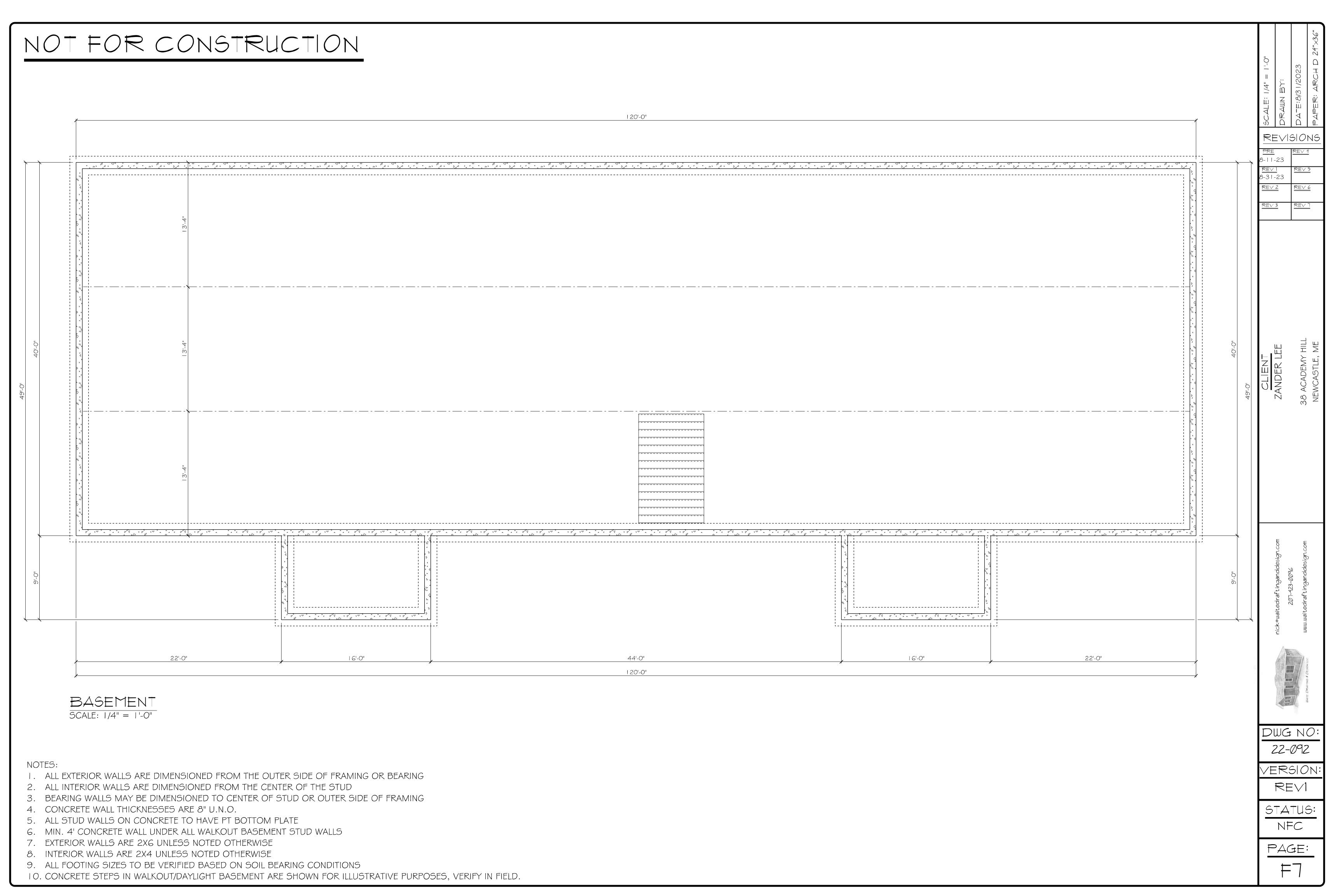




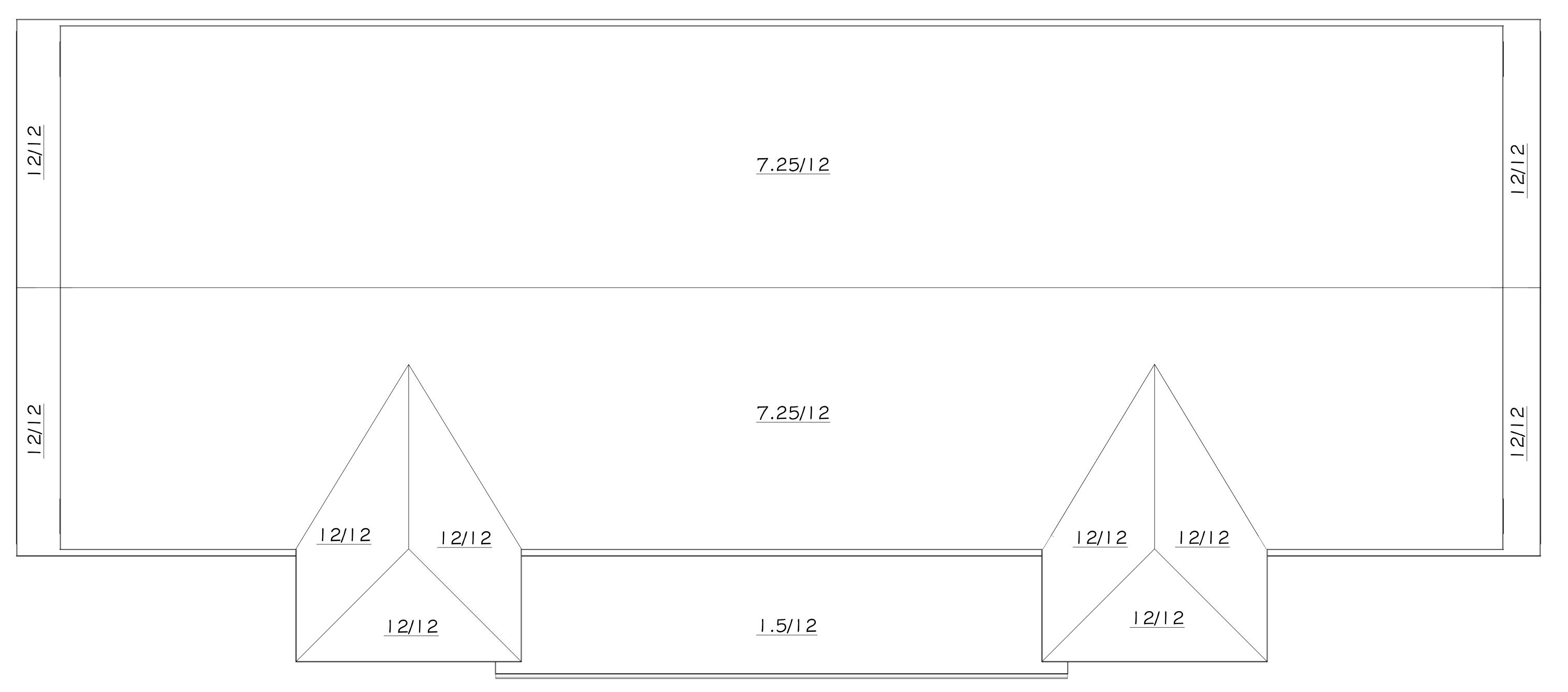








NOT FOR CONSTRUCTION



NOTES:

I. ALL OVERHANGS I'-O" U.N.O.

ROOF

SCALE: 1/4" = 1'-0"

- 2. STANDARD FASCIA DEPTH IS 5 1/2"
- 3. IF NECESSARY, TRUSS DESIGNS TO BE RAISED HEEL TO ALLOW FOR INSULATION AS REQUIRED BY CODE



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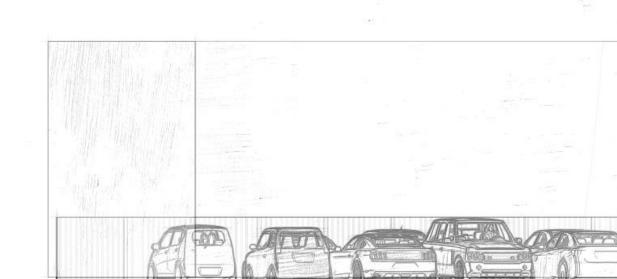
REV1

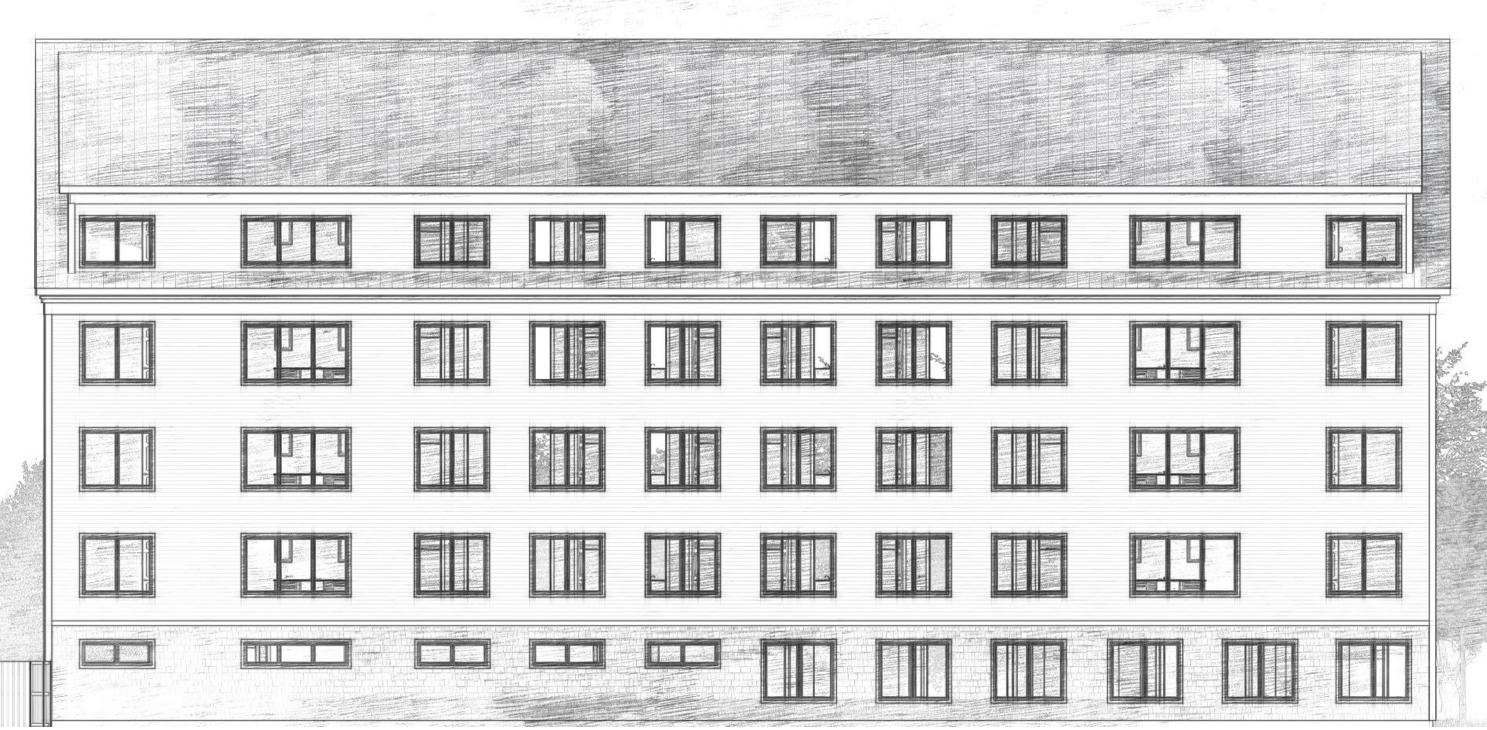
STATUS: NFC

PAGE: F8

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NOTEC

- I. ELEVATIONS MAY NOT FULLY SHOW CONCRETE WALLS AND/OR FOOTINGS
- 2. DIMENSIONS TO RIDGE ARE TAKEN FROM TOP OF CONCRETE WALL U.N.O.
- 3. MAIN FLOOR HOUSE AND GARAGE WALL FRAMING WILL HAVE THE SAME TOP ELEVATION U.N.O.
- 4. VERIFY WINDOW SIZES, SHAPES, & GRILLE PATTERNS
- 5. TRAPEZIOD WINDOWS TO BE ORDERED AFTER OPENINGS HAVE BEEN FRAMED.
- 6. GARAGE DOORS, EXTERIOR DOORS, WINDOWS, AND VENTS SHOWN ARE FOR ILLUSTRATIVE PURPOSES. ACTUAL DOORS AND WINDOWS PER OWNER SELECTION.
- 7. CONCRETE BONDOUTS FOR GARAGE DOORS MAY VARY DEPENDING ON GRADE.

NRAWN BY:

NATE: 8/3 1/2023

VAPER: ARCH D 24"x36

REVISIONS

PRE | REV 1 | REV 5 | REV 2 | REV 6 | REV 3 | REV 7 |

ZANDER LEE

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DWG NO:

VERSION

REV1

STATUS:

PAGE:

EL1

NOT FOR CONSTRUCTION CONSTRUCTION SPECIFICATIONS OVERVIEW		As Noted 1 BY: 3/3 1/2023 1: ARCH D 24"×36"
WALL HEIGHTS:		
WALL ASSEMBLY:		REV REV REV
IST FLOOR SYSTEM:		CLIENT ZANDER LEE 38 ACADEMY HILL NEWCASTLE, ME
2ND FLOOR SYSTEM:	NOT IN USE	38 S
ROOF ASSEMBLY:		
FOUNDATION:		nick @waitedraftinganddesign.com 207-423-0096 www.waitedraftinganddesign.com
		WAITE DRAFING & DESIGN ILC
		DWG NO: 22-092 VERSION: REV1
**NOTE: PLEASE REVIEW AND NOTIFY DESIGNER OF CHANGES IN SPECIFICATIONS PRIOR TO CONSTRUCTION		STATUS: NFC PAGE: CS1

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INFORMATION CONTAINED ON THIS PAGE TO BE CONSIDERED PRELIMINARY UNTIL SET IS DESIGNATED AS 'FINAL' OR 'ISSUED FOR PERMITTING'

AREA SCHEDULE

NAME	AREA
FOOTPRINT	4800 sq ft

EXTERIOR DOOR SCHEDULE

OPENING ID	COUNT	PRODUCT CODE	WIDTH	HEIGHT	HINGE	U-VALUE	SHGC	COMMENT
В	l	36X80 GLASS 1	3' 0"	6' 8"	R	0.310	0.400	
$\overline{}$	I	36X80 PLAIN I	3' 0"	6'8"	R	0.310	0.400	
$\overline{}$	I	36X80 PLAIN I	3' 0"	6' 8"	L	0.000	0.400	
В	I	36X80 GLASS 1	3' 0"	6'8"	L	0.310	0.400	
F	3	36X80 COLONIAL A I	3' 0"	6' 8"	R	0.000	0.400	
A	I	36X80 PLAIN I	3' 0"	6'8"	R	0.000	0.400	
A	I	36X80 PLAIN I	3' 0"	6'8"	L	0.000	0.400	
С	I	72X80 PLAIN 2	6' 0"	6' 8"	LR	0.200	0.400	
D	I	36X80 GLASS I-MODIFIED	6' 0"	6' 8"	LR	0.310	0.400	
F	3	36X80 COLONIAL A I	3' 0"	6' 8"	L	0.000	0.400	

INTERIOR DOOR SCHEDULE

OPENING ID	TYPE	COUNT	WIDTH	HEIGHT	HINGE	COMMENT
A	DOOR	4	3' 0"	6'8"	R	
А	DOOR	6	3' 0"	6'8"	L	
E	SLIDING DOOR	5	5' 0"	6' 91/2"	NN	
F	DOOR	35	3' 0"	6'8"	R	
F	DOOR	36	3' 0"	6'8"	L	
G	DOOR	13	2' 8"	6'8"	L	
G	DOOR	13	2' 8"	6'8"	R	
Н	SLIDING DOOR	1	5' 0"	6' 91/2"	NN	
1	DOOR	9	4' 0"	6'8"	LR	
J	SLIDING DOOR	5	4' 0"	6' 91/2"	NN	
K	SLIDING DOOR	ı	4' 0"	6' 91/2"	NN	
L	SLIDING DOOR	I	4' 0"	6' 91/2"	NN	
M	SLIDING DOOR	1	4' 0"	6' 91/2"	NN	
Ν	SLIDING DOOR	1	4' 0"	6' 91/2"	NN	
0	SLIDING DOOR		4' 0"	6' 91/2"	NN	
P	SLIDING DOOR	l	5' 0"	6' 91/2"	NN	
Q	DOOR	24	5' 0"	6'8"	LR	
R	DOOR	14	3' 0"	6'8"	LR	
5	DOOR	4	2' 0"	6'8"	L	
5	DOOR	4	2' 0"	6'8"	R	
T	SLIDING DOOR		5' 0"	6' 91/2"	NN	
U	SLIDING DOOR	I	5' 0"	6' 91/2"	NN	
W	SLIDING DOOR		5' 0"	6' 91/2"	NN	

WINDOW, DOOR, & OPENING NOTES:

- I. WINDOW BRAND & SERIES:
- 2. DOOR BRANDS & SERIES:
- 3. ALL U-FACTORS & SHGC BASED ON PUBLISHED PERFORMANCE DATA.
 ACTUAL PERFORMANCE VALUES MAY VARY BASED ON SELECTIONS OF GLASS, GRILLES & OTHER OPTIONS.
- 4. ONLY NEW OPENINGS ARE CONTAINED IN SCHEDULE, EXISTING OPENINGS ARE NOT LISTED
- 5. VERIFY HINGE SIDES OF ALL DOORS AND CASEMENT WINDOWS PRIOR TO ORDERING.
- 6. WINDOW & DOOR INFORMATION WILL VARY BASED ON WINDOW LINE AND OPTIONS CHOSEN, VERIFY

WINDOW SCHEDULE

PRODUCT CODE		OPENING II		+	1			COMME
36X60 CASEMENT I	3	114	3' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED			6'0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED	1	2	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	1	3	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	1	5	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	1	6	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	I	7	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	1	8	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED		9	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	J	10	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED	<u>'</u>	11	6' 0"	2' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED	'	12	6' 0"	2' 0"	No	0.430		
36X60 CASEMENT I-MODIFIED	1	13	6' 0"	2' 0"		0.430		
	1			+	No			
36X60 CASEMENT I-MODIFIED		14	9' 0"	2' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		15	6' 0"	2' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		16	6'0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED	1	17	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	1	18	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	1	19	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED		20	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED		21	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	1	22	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED		23	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	l l	24	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED	<u>'</u> 	25	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT 1-MODIFIED	1	26	6' 0"	5' 0"	No		0.400	
	1		6' 0"	5' 0"			0.400	
36X60 CASEMENT I -MODIFIED	1	27	-	+	No			
36X60 CASEMENT I-MODIFIED	1	28	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		29	9' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		30	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		31	6'0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	1	32	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	1	33	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	1	34	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	1	35	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	1	36	9' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	I	37	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	1	38	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED		39	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED		40	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		41	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED	<u>'</u> 	42	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT 1-MODIFIED	'	43	6' 0"	5' 0"	No		0.400	
	1			+				
36X60 CASEMENT I-MODIFIED		44	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		45	6'0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		46	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED	1	47	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	1	48	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	1	49	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	1	50	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	I	51	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	1	52	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED		53	9' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	J	54	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		55	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		56	6' 0"	5' 0"	No		0.400	
				+				
36X60 CASEMENT I -MODIFIED		57	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		58	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		59	6'0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		60	9' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		61	6'0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED		62	6' 0"	5' 0"	No	0.430	0.400	
		63	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED		65				0.400	$\lfloor 0.100 \rfloor$	

WINDOW SCHEDULE

PRODUCT CODE	COUNT	OPENING ID	WIDTH	HEIGHT	EGRESS	U-VALUE	SHGC	COMMENT
36X60 CASEMENT I-MODIFIED		65	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED		66	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED		67	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED		68	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED		69	6' 0"	5' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED		70	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		71	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		72	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		73	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		74	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		75	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED	Ī	76	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		77	9' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED	<u> </u>	78	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED	<u>'</u>	79	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT 1-MODIFIED	<u>'</u>	80	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT 1-MODIFIED	<u>'</u>	81	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT 1-MODIFIED		82	6' 0"	5' 0"	No		0.400	
		83		5' 0"				
36X60 CASEMENT I -MODIFIED	<u>'</u>		6' 0"	5' 0"	No No		0.400	
36X60 CASEMENT I - MODIFIED		84	9' 0"		No		0.400	
36X60 CASEMENT I - MODIFIED		85	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I - MODIFIED		86	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED	<u> </u>	87	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED	<u> </u>	88	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		89	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		90	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		91	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		92	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		93	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		94	6' 0"	4' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		95	6' 0"	4' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED		98	6' 0"	4' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED		99	6' 0"	4' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	ı	100	6' 0"	4' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	I	101	6' 0"	4' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED		102	6' 0"	4' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	1	103	6' 0"	4' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	-	104	6' 0"	4' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	1	105	9' 0"	4' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED		106	6' 0"	4' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED	ı	107	6' 0"	4' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED		108	6' 0"	4' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED		109	6' 0"	4' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED		110	6' 0"	4' O"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED			6' 0"	4' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED		112	9' 0"	4' 0"	No	0.430	0.400	
36X60 CASEMENT I-MODIFIED		113	6' 0"	4' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		115	6' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED		116	3' 0"	5' 0"	No		0.400	
36X60 CASEMENT I-MODIFIED	<u> </u>	117	6' 0"	5' 0"	No		0.400	
CIR30-MODIFIED	<u>'</u>	96	4' 0"	4' 0"	No		0.400	
CIR30-MODIFIED	<u>'</u>	97	4' 0"	4' 0"	No		0.400	
P4050	15	4	4'0"	4' 1/8"			0.400	

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SCH1

22. DEMOLITION OF HISTORIC ASSETS

1. PURPOSE

- a. To protect significant historic structures and sites from demolition, neglect, or disturbance;
- b. To facilitate the relocation or salvage of historic structures deemed ineligible for National Register nomination, as an alternative to demolition;
- c. To facilitate the permanent protection of a historic structure or site by providing an opportunity for third party acquisition of the site;
- d. To facilitate the archaeological recovery of any historic artifacts; and,
- e. To provide an opportunity for documentation of historic structures ineligible for National Register nomination, where demolition, salvage or relocation is intended.

2. APPLICABILITY

a. The provisions of this Code apply to the entirety of all structures which, in whole or in part, existeding on or before January 1, 1900 and sites with known or suspected historic or pre-historic settlement pre-dating 1900.

3. AUTHORITY

a. The Code Enforcement Officer shall review and approve all demolition permits, and consult with the Newcastle Historical Society or equal party as needed.

4. PROCEDURE

- a. Demolition of Historic Structure:
 - i. No part of Aan historic structure may not be demolished for a period no less than 90 days from the time that an applicant sends a letter to request determination by Maine Historic Preservation Commission whether a structure is eligible for the National Register of Historic Places or is a contributing structure to an eligible Historic District. The 90 day delay period commences on the date proof of mailing to Maine Historic Preservation Commission is provided to the Office of the Code Enforcement Officer.
 - ii. An applicant shall obtain a letter from Maine Historic Preservation Commission or from a qualified historic preservation consultant as to whether the structure is ELIGIBLE for the National Register of Historic Places or as a contributing structure to an eligible Historic District. (To be "eligible" is only an opinion; it is not an application process.);
 - iii. If the structure is estimated to be eligible, no demolition is permitted. If the owner wishes to formally apply to the Register and thehis property is declined, the status of the property shall be reconsidered;

- iv. Any structure existing on or before January 1, 1900 that is not considered eligible for the National Register shall be advertised by the owner as available for free, offering to the general public the structure to be moved or scrapped for salvage materials at the acceptor's his/her expense. The advertisement shall appear in a newspaper of local circulation, a minimum of two times per month, for a period no less than 90 days. Any other interested party may advertise the building during those 90 days; and,
- v. During the 90 day time period, the Newcastle Historical Society or equal party shall be permitted by the owner to document the structure inside and out prior to the structure's relocation or destruction.
- b. Demolition of Historic Structure Due to Neglect: At any time, any party may raise concerns of historic structural neglect to the Code Enforcement Officer.
 - i. Staff may investigate concerns of historic structural neglect and issue a notice of violation to a property owner who allows a structure to suffer structural failure as a result of exposure, and issue fines; and,
 - ii. Alternatively, the Town may make minimal repairs to the structure to prevent it from deteriorating further and bill the owner for the incurred costs. Any unpaid fines or costs of repairs will be placed in lien against the property.
- c. Demolition or Disturbance of Historic Archaeological Resources:
 - An applicant shall obtain a letter from Maine Historic Preservation Commission or from a qualified historic archaeologist as to whether the site may contain historic archaeological resources and is ELIGIBLE for the National Register of Historic Places or as a contributing site to a Historic District. (To be "eligible" is only an opinion; it is not an application process);
 - If the site is estimated to be eligible, no demolition or disturbance is permitted. If the owner wishes to formally apply to the Register and his/her property is declined, the status of the property shall be reconsidered;
 - iii. If the site is estimated not to be eligible, the town may withhold issuing a demolition permit for a period of 90 days, during which time the Newcastle Historical Society or equal party shall be permitted by the owner to document the site and perform archaeological test digs; and,
 - iv. If significant artifacts are discovered, the Newcastle Historical Society or equal party may petition the Town of Newcastle to extend demolition for a period of up to 1 year to facilitate recovery and documentation of artifacts.

CORE ZONING CODE ARTICLE 2, DISTRICT STANDARDS

2. LOTS

A. PURPOSE

1. To provide a clear and flexible system for creating lots that reflect the character of a neighborhood.

B. APPLICABILITY

1. Applies to all projects that create new lots with actual or virtual lot lines.

C. GENERAL

- All newly created lots must have a lot line abutting a Public Road or Private Road per the Newcastle Driveway, Road, and Entrance Ordinance.
 - a. Newly created lots shall retain the District designation of the original lot.
 - b. New insular lots are prohibited, unless created with a deeded 50 ft wide right-of-way to a Public or Private Road.
 - i. Newly created insular lots wholly held in a nonpublic conservation easement may reduce the right-of-way width access standard to 10 ft for non-vehicular access. Subsequent removal of the lot from the conservation easement shall create a legal non-conformity.
 - c. New flag lots are prohibited.
- 2. Land may be platted to create new corner lots, insular lots, through lots, or waterfront lots.
- Any lot type that has not been described by this Code may not be developed except by special permit.
- 4. Lots must be platted as follows:
 - a. The front lot line must be located along the primary road, or water body.
 - For newly created corner lots or through lots that abut two roads, the primary frontage shall be along the Public or Private Road of greatest significance.

Definition of Flag Lot:

A building lot that has frontage along a private or public road which is narrower than the minimum permitted lot width or frontage line length for the district in which it is located. The term "Flag Lot" does not refer to the shape of a lot. Lots may take the shape of a flag provided they meet the standards of the district in which it is located.

CORE ZONING CODE ARTICLE 7, ADMINISTRATION

11. LARGE PROJECT PLAN

A. PURPOSE

- To provide for the review of projects including the development of individual buildings, modifications to buildings, changes or alterations made to a site, or other projects that may have the potential to create significant offsite impacts, according to the applicability standards below.
- 2. The Large Project Plan approval process provides an applicant with the opportunity to submit architectural, site, landscaping, or engineering plans so that compliance to the standards of this Code can be determined.

B. APPLICABILITY

- 1. Projects that create significant on- or off-site impact.
 - a. On-site significant impacts may include but are not limited to excavation, grading, or blasting; noise, glare, or smell; and,
 - Off-site significant impacts may include but are not limited to existing utilities, stormwater infrastructure or alterations within the road right-of-way.
- 2. All new buildings and accessory buildings over 10,000 sf in gross floor area.
- 3. Building renovations over 10,000 sf in gross floor area.
- 4. Site improvements creating more than 50 parking spaces.
- 5. Changes to a nonconforming lot, use, structure, site improvement, if the subject property is over 10 acres in lot area.
- 6. Building groups that do not trigger subdivision.

12. SUBDIVISION

A. PURPOSE

- 1. To allow for the orderly development of a parcel of land into new dwelling units and lots, and roads that provide access to them.
- 2. To comply with MRSA, Title30-A, Chapter187, Section 4401 et.seq.

B. APPLICABILITY

- 1. The division of a parcel of land into 3 or more lots within any 5 year period that begins on or after September 23, 1971.
- 2. The division of structures into 3 or more dwelling
- 3. The construction or placement of 3 or more dwelling units.
- 4. The division of an existing structure used for commercial or industrial use into 3 or more dwelling units.
- 5. Construction of roads.
- 6. Installation of utility services.