



MAIN-LAND

DEVELOPMENT
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December 21, 2023

State of Maine
Department of Agriculture, Conservation & Forestry
Land Use Planning Commission
Atten: Billie Theriault
45 Radar Road
Ashland, Maine 04732

Subject: Northern Outdoors Parking Lot Expansion
Response to LUPC Comments

Dear Billie,

Main-Land has received an email from you on December 18th requesting additional information on certain standards. The following letter is intended to address these review comments. It is organized with comments in italics followed by our response on behalf of the Applicant.

10.25,D – Vehicular Circulation, Access and Parking (except for 10.25,D,3,c (corrected))

Please address the applicable standards of this section. Sections 10.25,D,1 and 2 should be straightforward to address. For Section 10.25,D,3, the Commission has determined that the following information is needed for Parking Layout and Design.

- The standard engineering practices used to determine the capacity for parking (10.25,D,3,a,(4));
 - *It is difficult to quantify the amount of parking needed for this facility as it serves so many functions. This permit, however, is not changing any of the usage or square footage of the structures. Therefore the LUPC parking requirements have previously been met.*
 - *There is an apparent need for additional parking during the busy season, which is why this project was initiated. Currently parking overflows occur across Route 201, which put patrons in a dangerous situation crossing a heavily trafficked road on a corner. That parking area can fill up at times (roughly 35-40 vehicles) so when designing the new parking we wanted to ensure the area was sufficient to accommodate that overflow.*
 - *When checking in, campers with RVs will sometimes park along the shoulder of Route 201. This situation is less than ideal.*

- How 9-foot by 18-foot parking spaces will meet the parking needs but not cause congestion or safety problems (10.25,D,3,e(2))
 - *The intent of this expansion is to provide a more organized and safer traffic flow than the current configuration. It will allow parties that are checking into the facility to park out of the flow of traffic (in hatched area across from facility) eliminating the current congestion.*
 - *In addition, the one-way configuration will keep traffic flowing and more predictable than the current situation.*

- How parking in the required 30-foot roadway vegetative buffer (which starts at the edge of the ROW) would not cause an undue adverse impact on existing uses and resources (10.25,D,3,f).
 - *See comment below.*
- How the parking are will be visually buffered from the roadway by planting and maintaining a vegetative buffer of trees and shrubs (10.25,D,3,g). This may require permission from MDOT to plant in their ROW.
 - *See comment below.*

10.25,F,2 – Lighting

Please describe the proposed lighting and address how they will meet the standards for this section.

- *(3) Proposed lights on poles will be down casting and full cut off. No specific product has been selected at this time. They have been strategically placed to give the new parking an even spread of light to help assist any patrons navigate to and from their vehicles. The lights near the existing establishment will not be changing.*

10.26,A-D – Dimensional Requirements

Please list the Lot Size and Road Frontage for the Subject Lot as well as the setbacks from all waterbodies, roads, and property lines for the proposed development.

- *Subject lot has 100.46 acres.*
- *Subject lot has approximately 1570' of road frontage on Route 201.*
- *Shoreland setback from Martin Pond: 150'*
 - *New parking area is much greater than 150' away. The existing parking in that lot is approximately 205' away from Martin Pond at the closet location.*
 - *The new parking is 36' away from roadway at the closest location.*
- *Side property line setback: 25'*
 - *The parking is about 205' from the northern property line.*
 - *The parking is about 185' from the southern property line.*

10.27,B – Vegetative Clearing (30-foot road buffer requirement only)

This standard has already been addressed in the criteria for parking and can be exceeded with a permit provided it is demonstrated that the project would not cause an undue adverse impact on existing uses and resources.

- *Northern Outdoors is not proposing any wooded revegetation. The area between the parking and roadway will be a 2:1 slope, difficult to grow new wooded vegetation. The area is proposed to be meadow and will be stabilized from any erosion concerns, this change in cover type was accounted for in stormwater modeling.*
- *As stated in Section 6 of the application, this parking lot will be visible to traffic on Route 201 and will blend in with the surrounding infrastructure and parking lots on both sides of the road. However, the parking itself sits 8-10' above the travel way and the side slopes will be grassed/meadow so passersby won't be looking directly at the gravel or parked cars. Due to vegetation across Route 201 and elevation it will not be visible from the Kennebec River.*
- *In addition to the visual aspect, keeping that area clear (more than the suggested triangles at the entrances per code) keeps a longer line of sight onto Route 201. Where it is such a heavily traffic and fast paced route, and due to the curvatures of the road both vertical and horizontal, the less obstructions the better. The parking sits up on a hill and the entrances and exits are at a slight incline, so keeping a longer line of sight onto Route 201 is beneficial, especially in inclement weather.*



10.27,J – Signs (if applicable)


Please describe any proposed signs and address how they will meet the standards for this section.

- *Standard parking and traffic control signs are proposed, such as handicap parking, stop signs and exit only. These sign locations are shown on C2.1 Site Plan. The existing “Northern Outdoors” will remain in current location and as is.*

Please let me know if you have any additional questions. The Applicant looks forward to further coordination LUPC & DEP staff as project review continues.

Thank you!

Main-Land Development Consultants, Inc.



Emily J. Hastings, PE
Project Engineer

