SITE ASSESSEMENT

Public Works Facility
Town of New Gloucester
New Gloucester, Maine

Prepared For:

Town of New Gloucester
385 Intervale Road
New Gloucester, ME 04260

October 29, 2015

Prepared By:

OAK POINT ASSOCIATES
architecture
engineering
planning

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Executive Summary and Matrix

This report has been prepared to document the evaluation of three sites for suitability for development of a public works facility for the Town of New Gloucester. The three sites selected to be evaluated are:

- Upper Village Site
- 611 Lewiston Road
- 310 Lewiston Road

The criteria evaluated in the preparation of this report are summarized in the Site Evaluation Matrix below. Each site was given a number for each criteria based on the rating system indicated.

Based on our evaluation of applicable development criteria, the 611 Lewiston Road site is the most favorable of the three sites for development of a town public works facility. The buildable land area east of the fire station development ranges from approximately 8.5 to 10 acres, depending on the extent of wetlands and buffer from the fire station. This property rated as "good" or "excellent" on all of the scoring criteria, indicating the site's overall suitability for construction of a new public works facility.

The Upper Village site is very unsuitable because of its limited size and unfavorable location in the Upper Village. The 310 Lewiston Road site is adequate in some respects. However, relatively steep slopes and the limited buildable area would make this site more difficult and costly for the development of a town public works facility.

Site Evaluation Matrix

Criteria	Upper Village Site	611 Lewiston Road Site	310 Lewiston Road Site
Road Access/Traffic Impact	3	4	3
Public Safety	2	4	3
Centrality of Location	2	4	2
Adequacy of Space	1	4	3
Impact on Groundwater Resources	4	5	4
Impact on Other Natural Resources	3	4	3
Impact on Neighboring Land Uses	1	4	4
Suitability of Soils / Slopes	4	4	3
Permitting Issues	2	4	3
Potential for Shared Services	2	5	3
Other (BDY Survey and/or ESA Needed)	3	5	2
Total:	27	47	33

RATING SYSTEM				
1	2	3	4	5
Very Poor	Poor	Satisfactory	Good	Excellent
Very Unsuitable	Unsuitable	Somewhat Unsuitable	Suitable	Very Suitable
Very Significant Impact	Significant Impact	Some Impact	Minimal Impact	No Impact

Introduction and Project Description

Introduction

This report has been prepared to document the evaluation of three sites for suitability for development of a public works facility for the Town of New Gloucester. The three sites chosen to be evaluated were determined by town representatives after careful consideration of approximately nine potential sites. The sites chosen for further analysis were deemed to be potentially most suitable for the development. The sites to be evaluated were indicated in correspondence from the town, a copy of which is attached in Section 4 (Study Sites). The sites are referred to in this report as follows:

- Upper Village Site
- 611 Lewiston Road
- 310 Lewiston Road

Each of the three sites are currently owned by the town and are indicated on the attached Town Zoning Map (Figure 1).

Project Description

The sites were evaluated for suitability for development of a public works facility, including the following major components:

- 16 bay garage with extra wash bay (100'x220')
- Paved entry and exit into building (80'x200'x2)
- Sand/Salt Building for 7,000 cubic yards (100'x160')
- Paved maneuvering area (100'x100')
- Fuel station with parking (100'x100')
- Calcium station with parking (100'x100')
- Employee parking (100'x100')
- Additional public parking (100'x100')
- Gravel lay down area (200'x200')

Preliminary sizes of the various components indicated were provided by representatives of the town (see Space Needs included in Section 4 of this report). The space needs indicated amount to 160,000 square feet of impervious surface. This does not include the land required for a driveway, stormwater management facilities, septic system, and associated, adjacent turf areas.

In order to verify an approximate overall site size required to accommodate the facility, a Generic Site Concept was developed and is attached as Figure 2. The Generic Site Concept attempts to minimize the developed area required through effective sharing of certain spaces, primarily vehicle maneuvering areas. As indicated, the Generic Site occupies an area approximately 400' x 480', or 192,000 square feet (4.41 acres). Of this approximately 161,000 square feet are impervious surfaces (building, pavement, or gravel). Note while some spaces are shared, the Generic Site Plan includes drives around the building and a portion of an entrance driveway, resulting in a slightly more impervious surface than indicated on the town space needs. Again, this does not include land required for stormwater management facilities, septic system, or adjacent, graded turf areas.

Site Descriptions

The following general information was obtained for each site and is attached/indicated on the figures:

- Town Tax Map
- Zoning Districts
- 2' Contours (Maine GIS)
- Wetlands (Maine GIS)
- Soils Information (NRCS Web Soil Survey)
- Aerial Photograph (Maine GIS)

Based on the Maine Geological Survey Open-File No. 99-24 for the Gray Quadrangle, Maine, none of the sites are within a state designated Significant Sand and Gravel Aquifer.

Town of New Gloucester Zoning Map

Adopted May 3, 2010

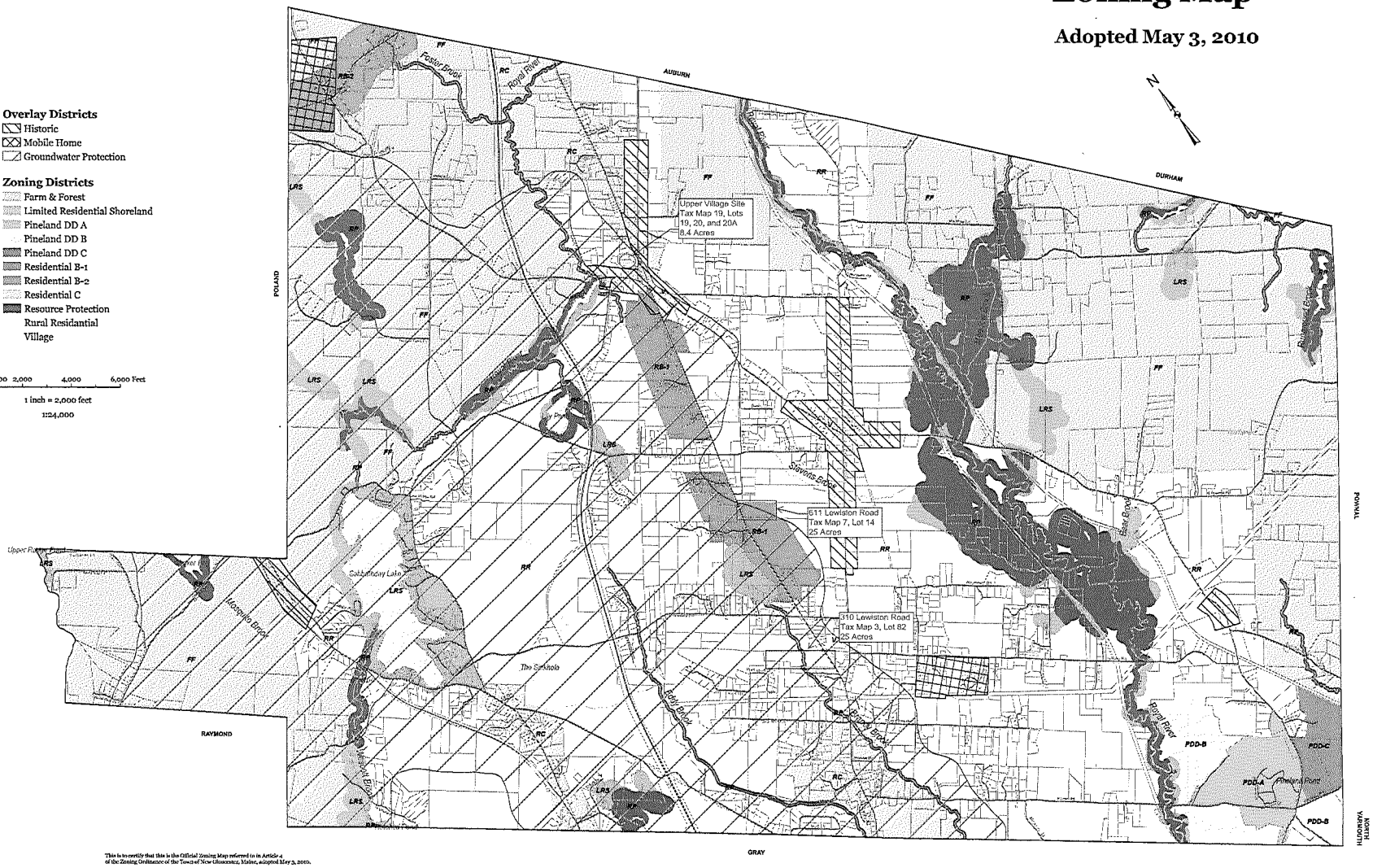
Overlay Districts
- Historic
- Mobile Home
- Groundwater Protection

Zoning Districts
- Farm & Forest
- Limited Residential Shoreland
- Pineland DD A
- Pineland DD B
- Pineland DD C
- Residential B-1
- Residential B-2
- Residential C
- Resource Protection
- Rural Residantial
- Village

0 1,000 2,000 4,000 6,000 Feet

1 inch = 2,000 feet

1:24,000



This is to certify that this is the Official Zoning Map referred to in Article 4 of the Zoning Ordinance of the Town of New Gloucester, Maine, adopted May 3, 2010.

Attested to by Summer M. Field, III, Town Clerk

Prepared by: Town of New Gloucester, Planning Department
zoning_amended.mxd September 24, 2010

FIGURE 1

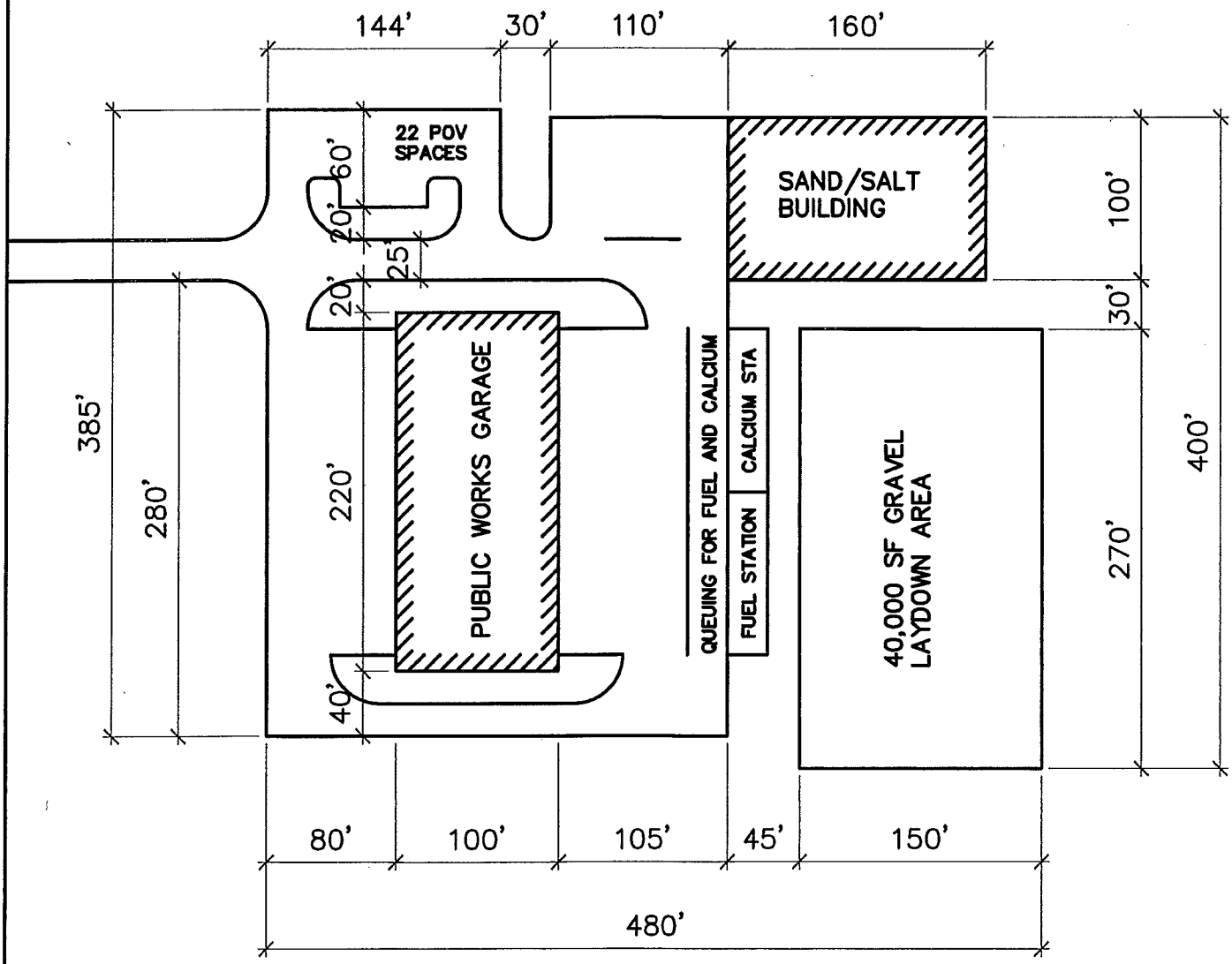


FIGURE 2
GENERIC SITE CONCEPT
SCALE: 1"=100'

Section 2: Evaluation Criteria

Each of the four study sites were evaluated using the following criteria:

1. Road Access/Traffic Impact • Ease of access to major roads • Posted speed limit • Sight distance • Impact of slow-moving vehicles accessing highway
2. Public Safety • Whether site poses any public safety issues • Proximity of site to Fire and Rescue Services •
3. Centrality of Location • Centrality of location relative to town road network • Centrally of location relative to other sites/properties the public works department services
4. Adequacy of Space to accommodate the facility • Adequacy of size of lot based on preliminary estimates of the needed "footprint" for the facility (building and circulation/laydown areas).
5. Impact on Groundwater Resources • Presence of underlying aquifers or special groundwater protection zones • Likelihood of negative impacts on existing groundwater resources.
6. Impact on Other Natural Resources • Extent of wetlands on site and potential for impact on identified wetland • Presence of other natural resources on the site, and potential for impacts on them.
7. Impact on Neighboring Residences • Proximity to existing residences and businesses • Likely noise impact • Likely light impact • Likely other impacts
8. Suitability of Soils/Slopes • Suitability of soils for development based on medium intensity soils mapping and ground observation • Suitability of slopes/topography for development based on mapping and ground observation
9. Permitting Issues • Extent of likely State permitting issues • Extent of likely Local permitting issues • Extent to which past activities on site might require additional study and/or remediation
10. Potential for Shared Services • Potential for facility to share services with other municipal departments
11. Other • Availability of Boundary Survey. • Additional studies (Environmental Site Assessment) recommended due to past activities

Additional Notes on Criteria and Scoring

While the individual narratives on each study site include an assessment on how the properties perform on each of these parameter, some general observations can be made of how the criteria were applied to the sites.

Road Access/Traffic Impact

This criterion includes several components as described above; some sites were rated highly on one, but not another. For instance, the 611 Lewiston site has excellent sight distance and can utilize an existing entrance approval from MDOT. However, some concerns have been expressed about the scenario of relatively slow-moving public works vehicles accessing a state-highway with a 45 mile posted speed limit. The 310 Lewiston site faces the same issue, and the Upper Village site, while accessing a road segment with a lower posted speed limit, has issues due to the complex traffic/turning patterns in this built-up area. The overall ranking of study sites under this factor involve an averaging of such considerations.

Impact on groundwater resources

All of the study sites are either within or partially within the town's Groundwater Protection Overlay District (GPOD). None of the sites is located over areas mapped by the state as a significant sand and gravel aquifers (more than 20 gallons per minute). The areas were identified as groundwater resources worthy of special protection in a town-wide study conducted by Robert G. Gerber Associates in 1987. The GPOD allows uses permitted in the underlying district except for certain uses it expressly prohibits because of their potential negative impacts on groundwater resources. Public works facilities are permitted in the underlying district of all three study sites. The GPOD does prohibit activities such as uncovered salt and sand storage which were once common at older public works facilities, but which are no longer permitted under state law.

Potential impacts to groundwater resources from operation of the Public Works Facility result from storage and handling of road sand and salt, storage and use of gasoline and diesel fuel, storage and use of liquid calcium chloride, and from use of a subsurface on-site wastewater disposal system. Other potential sources of groundwater contamination include improper handling and use of oils, paints, solvents and other materials, discharges of vehicle wash water, and discharges from floor drains.

The general approach to evaluating the study sites under this criterion was to assume any groundwater contamination issues can be satisfactorily addressed at the permitting and construction stages by meeting all environmental laws and following best management practices. The site at 611 Lewiston was given a slightly higher rating because a portion of the site is located outside of the GPOD zone, but all were evaluated as having no or minimal impact on groundwater resources.

Permitting Issues

Development of a new public works facility on any of the study sites is likely to require state review under the Site Location of Development Act (for projects involving more than three acres of new impervious surfaces) and possibly the Natural Resources Protection Act (NRPA), depending on potential impacts to wetlands or water courses. Local site plan review will also be required. Although rules and ordinances would be applied equally to the sites in question, the presence of wetlands and other environmentally sensitive features on particular sites will likely result in a more detailed review, and ultimately may impose constraints on subsequent development. Due to town setback, wetland buffer and impervious surface standards, larger lots

tend to present fewer permitting issues – assuming soils and other factors are similar. Another consideration is whether previous activities on the sites may necessitate additional environmental assessment and possible remediation: the Upper Village site, and possibly 310 Lewiston Road, may fall into this category. Again, the ultimate rating of sites under this criterion, considered these multiple factors.

Upper Village Site

Tax Map 19, Lots 19, 20, 20-A
Lot Size (all three parcels): +/- 8.4 acres
Zoning: RC (Residential C)
GPO (Groundwater Protection Overlay) all parcels
Maximum impervious cover: 30%
Minimum setbacks:
Front - 75'
Side – 25'
Rear – 20'

Municipal uses and buildings are permitted uses in the RC zone subject to site plan review.

The Upper Village Site is comprised of three individual tax parcels totaling 8.4 acres (see Figure 3A). Tax lots 19 and 20-A are currently occupied by the existing public works facility (see Figure 4A). Tax lot 20 was recently obtained by the town and is currently occupied by a residence and maintained lawn to the east with undeveloped woodland to the west.

The parcels that comprise the Upper Village site are irregularly configured (see boundary surveys by John Palmiter in Appendix A) and contain a number of manmade and natural impediments to development. The southerly end of the lot, adjacent to Upper Village Street, is occupied by a septic system (septic tank and leach field) that serves the Irving Lil' Mart across the street. The town granted an easement benefitting the Lil' Mart lot (recorded in book 18024, page 28) for the septic system.

Two wetland areas and a manmade ditch were observed on the site. The manmade ditch drains a single catch basin located near the northwest corner of Link's Variety. The catch basin is in a depression that collects runoff from a large area, including parts of Route 100 and the "Old Hotel Road" and parking north of the store. The ditch runs along the north side of the public works development and continues northwesterly, draining to a large wooded wetland northwest of the site. The manmade ditch would likely be regulated as a wetland.

Both wetlands on the site are wooded wetlands at or near the bottom of earth fill placed as part of the public works facility development. One is a small isolated wetland located southwest of the existing sand/salt building. This area drains via culvert to an open channel west of the sand/salt building, and then northerly through another culvert to discharge into the ditch described above. The second wetland is located near the northwest corner of the site, and drains to the northwest.

Based on the Natural Resources Conservation Service Medium Intensity Soil Survey, soils on the site consist of Paxton fine sandy loam, 3 to 8 percent slopes, Woodbridge fine sandy loam, 0 to 8 percent slopes, and Ridgebury very stony fine sandy loam, 0 to 3 percent slopes (see Figure 5A). The Paxton soils occupy the north end of a subtle ridge predominantly on the former Parson's property and are well drained. The Woodbridge soils occur on the eastern part of the site adjacent to Route 100 and are moderately well drained. The Ridgebury soils occupy the northeasterly part of the site and are poorly drained. It appears much of the Ridgebury soils have been filled for construction of the public works facility and other development in the Upper Village. NRCS soils information is included in Appendix A.

The site is situated near the westerly side of the intersection of State Route 100 and Upper Village Street. Tax lot 21, situated northeast of the public works facility, is occupied by Link's Variety Store and separates the public works lot(s) from Route 100. However, existing paved and gravel surfaces extend right up to the edge of both Route 100 and Upper Village Street. Curbing along the frontage is non-existent and motorists have unrestricted access along the entire frontage of both lots. In addition, the property line between the public works facility and Link's Variety is not readily apparent on the ground, and store customers commonly use the maneuvering area on the public works lot for access/egress and parking. The result is an unsafe condition due to town vehicles/equipment and the general public sharing the congested maneuvering area and the very wide "curb cut".

The posted speed limit along this section of Route 100 is 40 mph, although anecdotal evidence suggests that average speeds through the Upper Village are higher. While a new public works located at this site could directly access Upper Village Street, public works vehicles would still need to negotiate the dangerous Route 100/Intervale intersection, 1/2 mile away.

The Upper Village is one of New Gloucester's historic business district and opportunities exists for major economic redevelopment and improvement of the area. With this goal in mind, and through extensive planning efforts over several years, the town has developed an Upper Village Master Plan. The existing public works facility is within the "core area" as described in the master plan. Operation of the public works facility in its existing location is inconsistent with the uses proposed in the master plan. Thus, a major prerequisite of redeveloping the Upper Village core area is relocating the public works facility.

As described in the Upper Village Master Plan, one important barrier to further development in the Upper Village has been the contamination of groundwater. During the 1980's and 90's, a number of drinking water wells in the area were found to be contaminated with hydrocarbons and salt. After years of planning and coordination, the town has completed a new public water system to serve the area. The system is fed from a well and pump station located off Bald Hill Road west of the Upper Village. Early designs of the water system included a water tower which would have been located on the public works site. The tower was deemed unnecessary for the limited water service area, although expansion of the system may necessitate construction of a tower in the future. Development of a new public works facility at the Upper Village site would likely have to account for potential siting of the water tower and appurtenant infrastructure.

A new public works facility on the Upper Village site would require redevelopment of the site in accordance with town standards. Given the relatively small size of the parcel(s) at 8.4 acres, and the preliminary estimate of impervious surfaces at 3.7 acres, the proposed development would result in approximately 44% impervious cover. This does not meet the 30% maximum impervious cover standard of the town zoning ordinance for that zone. In addition, existing wetlands and associated buffers (if required) would further restrict the buildable area or require justification of impacts to obtain state approval.

In addition to the constraints described above, the Upper Village Site appears to have the least suitable land area of the three sites considered. The issue of the impervious surface standard aside, the site would have difficulty accommodating the 4+ acre estimated footprint for the facility when one factors in wetlands and associated buffers, town setback and buffer requirements, the likely need for additional buffering because of neighboring land uses, the possible future siting of a water tower on the site, and the desire to be set back from Route 100. Even if a facility could be designed to fit on the site, it would limit expansion potential and likely result in higher development cost in terms of engineering and state permitting. The chart below explains the score given for the various criteria.

Upper Village Site

Criteria	Remarks	Score
Road Access/Traffic Impact	Difficult access both on low speed Upper Village Street and Route 100	3
Public Safety	Site separated from Route 100 by busy convenience store lot with poorly defined boundaries	2
Centrality of Location	Near north part of town	2
Adequacy of Space	Combined parcels too small and irregularly configured Would not meet town max impervious cover standard of 30%	1
Impact on Groundwater Resources	Minimal with proper design and operation	4
Impact on Other Natural Resources	Site restricted by wetlands Would require wetland impacts	3
Impact on Neighboring Land Uses	Operation of facility not compatible with Neighboring residential and business uses Site too small for suitable buffers	1

Criteria	Remarks	Score
Suitability of Soils/Slopes	Majority of parcel with well drained soils and gentle slopes	4
Permitting Issues	Would require wetland permitting Would not meet town max impervious cover standard of 30%	2
Potential for Shared Services	Site too small for shared services	2
Other	Potential boundary issues	3
	Total	27

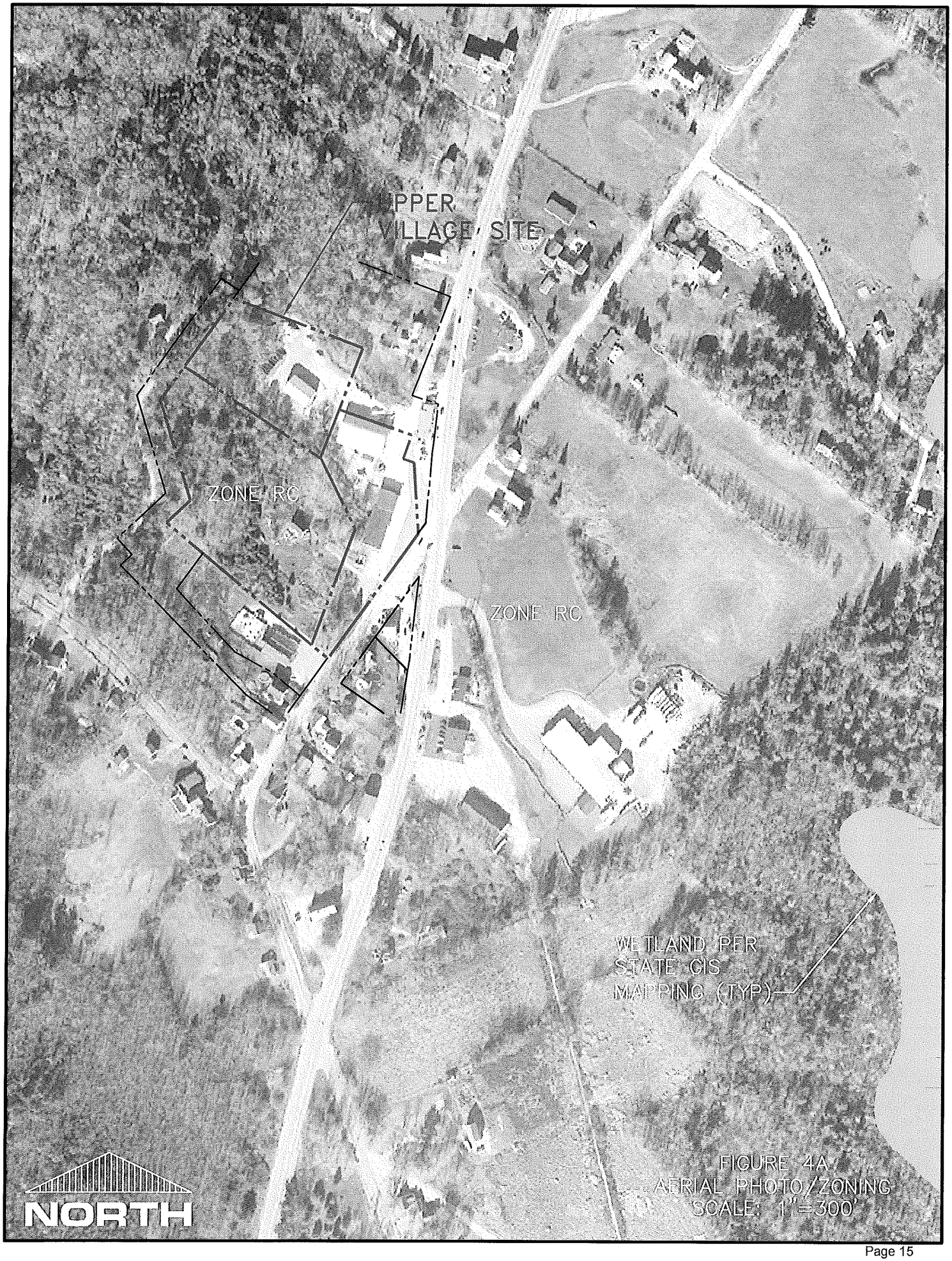


FIGURE 4A
AERIAL PHOTO/ZONING
SCALE: 1"=300'

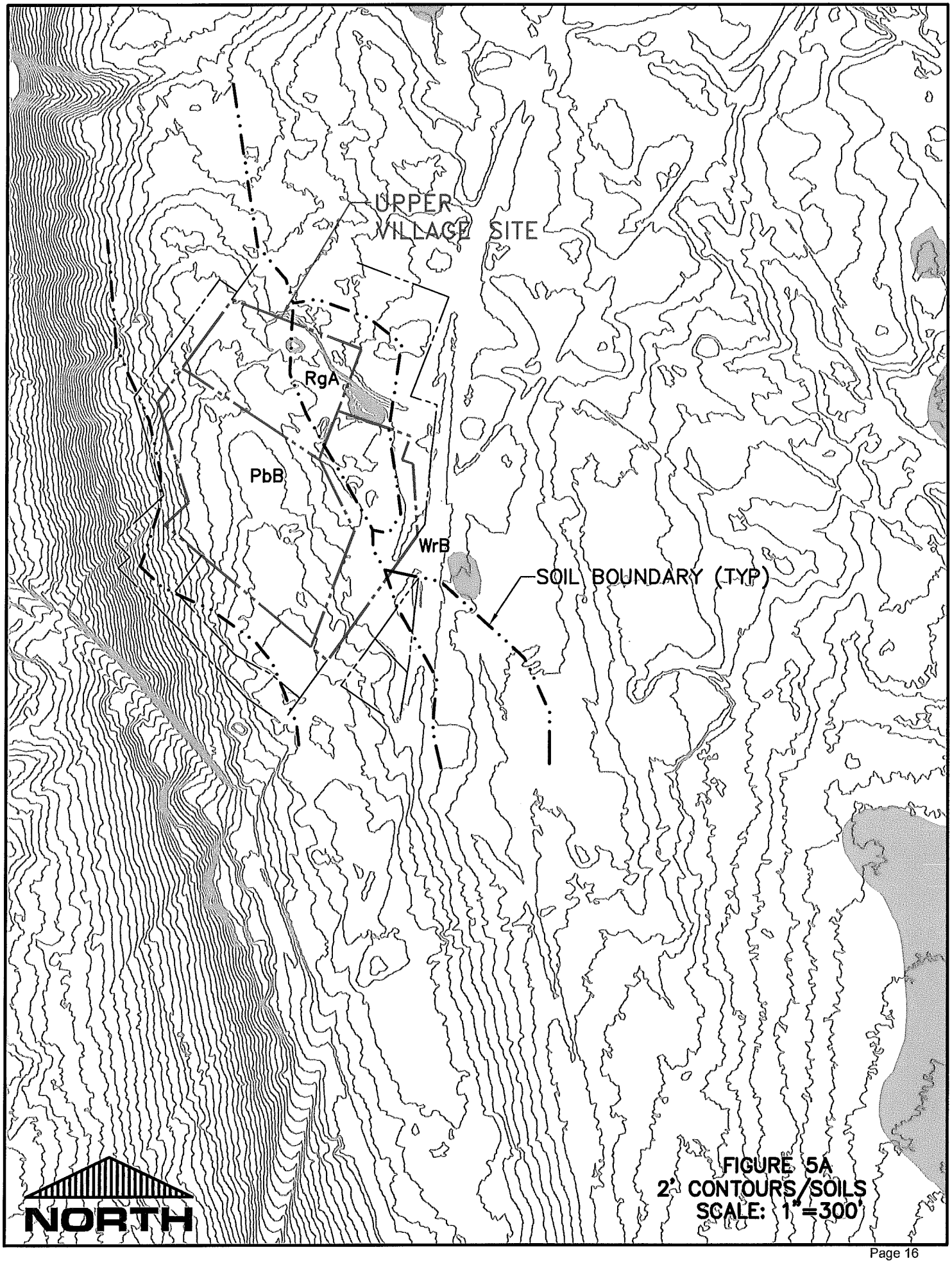


FIGURE 5A
2' CONTOURS/SOILS
SCALE: 1" =300'

611 Lewiston Road Site

Tax Map 7, Lot 14
Lot Size: +/- 25 acres
Zoning: RB-1 (Residential B-1)
GPO (Groundwater Protection Overlay) southwesterly part of parcel
Maximum impervious cover: 30%
Minimum setbacks:
Front - 100'
Side – 100' (from a lot in residential use), 50' (from a lot in nonresidential use)
Rear – 50'

Per town code, all required setbacks for non-residential uses shall be maintained as buffers (undisturbed natural vegetation). Municipal uses and buildings are permitted uses in the RB-1 zone subject to site plan review.

This 25 acre parcel is the site of the New Gloucester Public Safety Building (Fire Station), constructed around 2008. The public safety facility (building and associated drives/maneuvering areas) is situated on the westerly part of the lot, and extends approximately 600 feet from State Route 100 (Lewiston Road). The remaining (easterly) part of the property (approximately 13 acres) is undeveloped woodland (see Figure 4B).

This site occupies the northerly end of a gentle ridge off the northwest side of Gloucester Hill. Slopes are reasonable at approximately 4 to 5 percent (see Figure 5B). Based on the medium intensity soil survey, soils on the site consist of Paxton very stony fine sandy loam, 3 to 8 percent slopes. Paxton soils are well drained with depth to restrictive feature at 18 to 40 inches and depth to the water table at about 30 to 42 inches. NRCS soils information is included in Appendix B.

Wetlands were observed near the back (southeasterly) end of the parcel. These are most apparent around the southerly and easterly corners of the lot. There are no streams associated with these wetlands within the subject parcel. The middle part of the site is free of wetlands. If the site is selected for preliminary design of the public works facility, the wetlands will be field located. Town performance standards dictate a 100 foot buffer from all wetlands. However, based on discussions with the Town Planner, this standard is typically reduced or waived for forested wetlands and wetlands less than 1/8 acre in size.

A public works facility on this site would share the existing driveway with the public safety building. The existing driveway has an approved Maine Department of Transportation (MDOT) Driveway/Entrance Permit. Representatives of the town have contacted the MDOT with regard to sharing the existing entrance. The MDOT issued a letter (copy attached in Appendix B) indicating the shared use of the

driveway would not constitute a change of use and a new MDOT entrance permit would not be required. The posted speed limit on this section of Route 100 is 45 miles per hour, and some traffic impacts are to be expected as slower moving public works vehicles enter and exit the site.

As part of the design and approval of the existing public safety building, the Maine Department of Conservation was contacted regarding the presence of rare and exemplary botanical features. These include rare, threatened or endangered plant species and unique or exemplary natural communities. The department of conservation issued a letter indicating there are no rare botanical features documented specifically within the project area. A similar request must be made to the Maine Department of Inland Fisheries and Wildlife (MDIF&W) for the possible existence of rare zoological features (fish and animals and their habitat) on the site. We were not able to make contact with the MDIF&W in time to include in this report.

The 611 Lewiston Road site appears to have the most suitable land for development of the three sites considered. The buildable land area east of the fire station development ranges from approximately 8.5 to 10 acres, depending on the extent of wetlands and buffer from the fire station. This property rated as "good" or "excellent" on all of the scoring criteria, indicating the site's overall suitability for construction of a new public works facility. The chart below explains the score given for the various criteria.

A copy of the deed for the property and the boundary survey is included in Appendix B.

611 Lewiston Road Site

Criteria	Remarks	Score
Road Access/Traffic Impact	Adequate site distance Approved Entrance Permit Potential concern with slow moving equipment access onto 45mph Route 100	4
Public Safety	Remote site (not near village) Potential concern with slow moving equipment access onto 45mph Route 100	4
Centrality of Location	Close to geographic center of town	4
Adequacy of Space	Largest buildable area of the three sites	4
Impact on Groundwater Resources	Minimal with proper design and operation Site is partly out of the town groundwater Protection overlay district	5
Impact on Other Natural Resources	Should be minimal with site design To avoid wetlands	4

Criteria	Remarks	Score
Impact on Neighboring Land Uses	Remote site with suitable buffers should have minimal impact on neighboring land uses	4
Suitability of Soils/Slopes	Majority of parcel with well drained soils and gentle slopes	4
Permitting Issues	Fewest potential issues of the three sites (should be able to meet town 30% Impervious cover standard and not impact wetlands)	4
Potential for Shared Services	Site is shared with Public Safety	5
Other	Virgin site with existing boundary survey	5
	Total	47

FIGURE 4B
AERIAL PHOTO/ZONING
SCALE: 1" = 300'

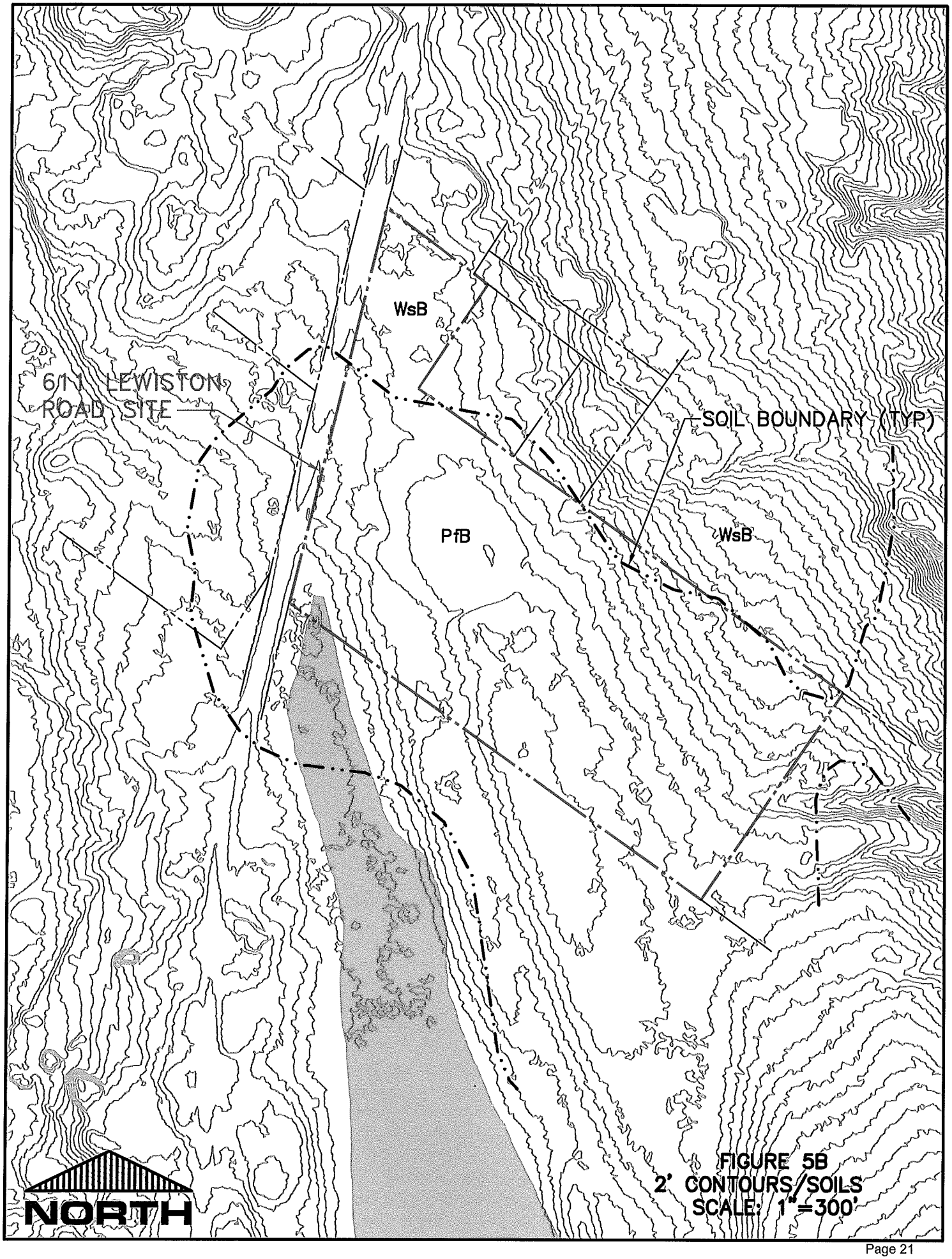


FIGURE 5B
2' CONTOURS/SOILS
SCALE: 1" = 300'

310 Lewiston Road Site

Tax Map 3, Lot 82
Lot Size: +/- 25 acres
Zoning: RR (Rural Residential)
RP (Resource Protection) within 75' of Brandy Brook
GPO (Groundwater Protection Overlay) entire parcel
Maximum impervious cover: 30%
Minimum setbacks:
Front - 50'
Side – 30'
Rear – 30'

Public buildings, such as municipal buildings, are permitted uses in the RR zone subject to site plan review. Road construction (in accordance with performance standards) is a permitted use subject to site plan review in the Resource Protection zone. However, municipal uses and buildings are not listed as permitted uses within the Resource Protection zone.

The 310 Lewiston Road site is situated on the southwesterly lower slope of Gloucester Hill. As such, the site potentially receives runoff from a large uphill drainage area. Most of the uphill runoff is diverted by Route 100. However, a culvert under Route 100 near the northeast corner of the site discharges some of the uphill runoff, which then drains westerly across the site. The runoff is not enough to have formed a stream or wetland, but it contributes to the wetlands and streams on the lower slopes.

Brandy Brook cuts across the site from north to south, approximately 1,000 feet west of Route 100 (see Figure 4C). At least two smaller tributary streams cross the site west of Brandy Brook, and drain into the main stem near the southerly property boundary. Given the state regulated streams and wetlands west of Brandy Brook, this area should not be considered for development. The southerly part of the site contains a large wetland, which exists on both sides of Brandy Brook. The wetland extends hundreds of feet toward Route 100, and limits the footprint available for effective development toward the southwest.

If the site is selected for preliminary design of the public works facility, the wetlands will be field located. Town performance standards dictate a 100 foot buffer from all wetlands. However, based on discussions with the Town Planner, this standard is typically reduced or waived for forested wetlands and wetlands less than 1/8 acre in size.

Soils on the site consist of Paxton very stony fine sandy loam, 3 to 8 percent slopes, Woodbridge very stony fine sandy loam, 0 to 8 percent slopes, and Ridgebury very stony fine sandy loam, 0 to 3 percent slopes (see Figure 5C). The Paxton soils are on the upper slopes and are well drained. The Woodbridge

soils are on the mid slopes and are moderately well drained. The Ridgebury soils are on the lower slopes and are poorly drained. NRCS soils information is included in Appendix C.

The easterly part of the site, adjacent to Lewiston Road, is the most suitable location on the parcel for development. Slopes in this vicinity are variable, ranging from less than 5 to well over 10 percent. In addition, slopes are not uniform, but tend to vary in many directions, resulting in a number of small channels within the developable area. The channels on the upper part of the site do not meet the definition of wetlands. Progressing downslope, the channels collect more and more runoff, and transition to wetlands near the toe of the slopes.

There is some evidence of past occupation and disturbance on the easterly part of the site. Evidence of occupation include a number of plastic barrels and some large metal junk items (refrigerator, large tank, etc.) scattered about, old wood pens, and a shallow stone lined excavation (possible privy or root cellar). Site disturbances noted include large equipment wheel ruts and areas where boulders appeared to have been moved and piled. An area close to Route 100 appeared to have been graded and was dominated by grasses, brush, and small aspen and pines, indicating a possible past development site.

The site is near a crest of Route 100, and sight distance is adequate in both directions. The posted speed limit on this section of Route 100 is 45 miles per hour, and some traffic impacts are to be expected as slower moving public works vehicles enter and exit the site.

A copy of the deed for the lot is included in Appendix C. It should be noted that the sidelines of the property are not well marked and no boundary survey was found. A boundary survey should be performed if the site is selected for development of a public works facility. In addition, due to the evidence of past occupation, we recommend a Phase 1 Environmental Assessment be conducted if this site is selected.

Although larger than the Upper Village Site, a significant portion of this property is either undevelopable or has serious site constraints due to wetlands and topography. The approximate buildable area of this site east of Brandy Brook ranges from 7 to 8.5 acres. The relatively steep slopes and any necessary remediation due to previous activities on the site would add to the cost of developing the site. The chart below explains the score given for the various criteria.

310 Lewiston Road Site

Criteria	Remarks	Score
Road Access/Traffic Impact	Adequate site distance Potential concern with slow moving equipment access onto 45mph Route 100	3

Criteria	Remarks	Score
Public Safety	Remote site (not near village) Potential concern with slow moving equipment access onto 45mph Route 100	3
Centrality of Location	Near southerly part of town	2
Adequacy of Space	Adequate for smaller facility Building area restricted by wetlands and watercourses	3
Impact on Groundwater Resources	Minimal with proper design and operation	4
Impact on Other Natural Resources	Site restricted by wetlands Small drainage runs within buildable area	3
Impact on Neighboring Land Uses	Remote site with suitable buffers should have minimal impact on neighboring land uses	4
Suitability of Soils/Slopes	Relatively steep slopes and poorly drained Soils make this site less suitable	3
Permitting Issues	Would likely require wetland permitting (should be able to meet town 30% Impervious cover standard)	3
Potential for Shared Services	Limited buildable area limits potential for shared services	3
Other	Boundary survey and ESA needed	2
	Total	33

FIGURE 4C
AERIAL PHOTO/ZONING
SCALE: 1" = 300'

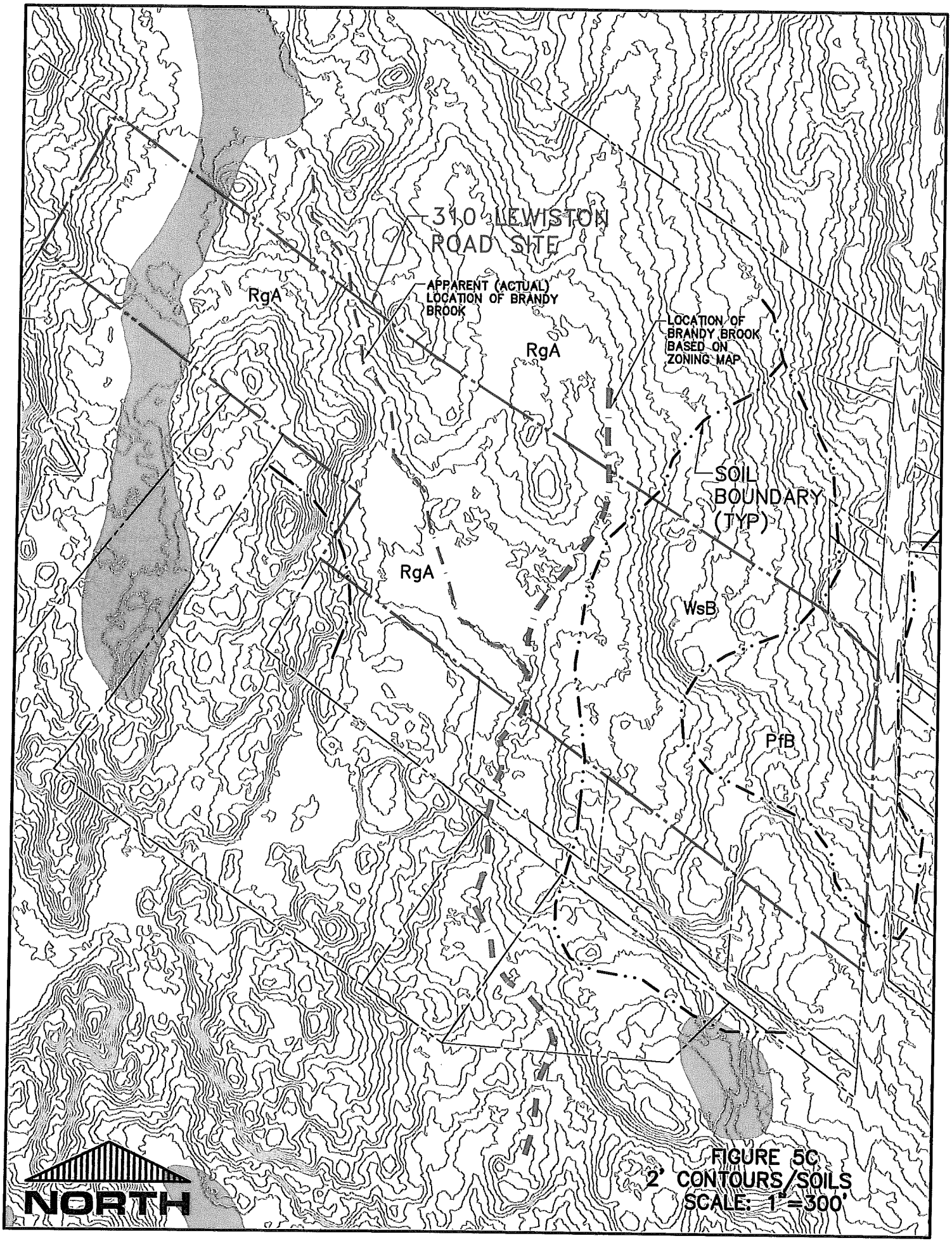


FIGURE 5C
2' CONTOURS/SOILS
SCALE: 1" = 300'