

## Notice of Decision

**Date:** January 27, 2011

**To:** Rick Paquette, Jr., P.W.S.  
TRC Engineers, LLC  
400 Southborough Drive  
South Portland, ME 04106

**Re: Public Hearing:** Major Site Plan Review: Central Maine Power Raven Farm Substation at 37 Greely Road, Tax Assessor Map R02, Lots 34B, 34C, 34E, 34D and a portion of 38E and 38F in the Rural Residential 2 (RR2) district; Rick Paquette, Jr., P. W. S. of TRC Representative; Central Maine Power Company, Owner.

This is to advise you that on January 26, 2011 the Planning Board voted to grant Major Site Plan Approval for the CMP Raven Farm Substation project. This approval was granted based on the findings of fact and Standard and Proposed Conditions of Approval.

**Findings of Fact:** See Enclosed

**Waivers granted:**

- Location, dimension of ground floor elevation of all existing buildings.
- Location, dimension and # of spaces of proposed parking areas, including handicapped spaces
- Snow storage location
- Solid waste storage location and fencing/buffering
- Location of all fire protection
- Traffic Study
- Market Study

**Waivers Denied:** None

### **Limitation of Approval**

Construction of the improvements covered by any site plan approval must be substantially commenced within twelve (12) months of the date upon which the approval was granted. If construction has not been substantially commenced and substantially completed within the specified period, the approval shall be null and void. The applicant may request an extension of the approval deadline prior to expiration of the period. Such request must be in writing and must be made to the Planning Board. The Planning Board may grant up to two (2), six (6) month extensions to the periods if the approved plan conforms to the ordinances in effect at the time the extension is granted and any and all federal and state approvals and permits are current.

### **Standard Conditions of Approval**

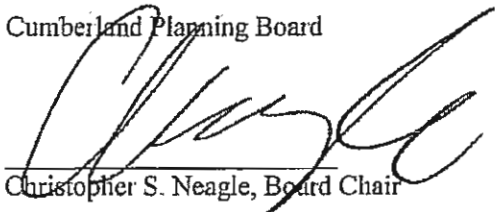
This approval is dependent upon and limited to the proposals and plans contained in the application and supporting documents submitted and affirmed to by the applicant. Any variation from the plans, proposals

and supporting documents, except de minimus changes as so determined by the Town Planner which do not affect approval standards, is subject to review and approval of the Planning Board prior to implementation.

### CONDITIONS OF APPROVAL

1. That the hours of work be limited to 7:00 a.m. to 7:00 p.m., Monday through Friday and no construction on State Holidays.
2. That an estimate of values be provided by the applicant and reviewed and approved by the Town Engineer and Town Manager prior to the pre-construction meeting.
3. That a performance guarantee be provided to the Town prior to the preconstruction conference
4. That a pre-construction meeting with Town Staff be held prior to the start of construction
5. That a building permit be issued prior to the start of construction
6. That all vegetation clearing limits be flagged prior to the start of construction
7. That all 21 wells depicted on the final plan undergo pre and post construction water quantity and quality testing. In addition, interim well testing shall be conducted at the request of a homeowner if water quality concerns develop.
8. All foundations of the 21 houses will have a pre-blast survey of the structural integrity of the buildings.
9. That a blasting permit be obtained from the Code Enforcement Officer prior to the start of construction.
10. That the applicant complies with recommendations numbered 1, 2, 3, and 5 of the Fire Chief's memo.
11. That all fees be paid prior to the issuance of a building permit.
12. That the applicant submits electronic as-built plans to the Town upon the completion of construction.
13. The applicant will be held to all statements in its January 6, 2011 submission and all statements made at the January 26, 2011 public hearing.
14. That no parking be allowed on Greely Road excepting vehicles utilized for construction of the permanent road. All Construction worker parking to be located off Greely Road.
15. That the applicant complies with the recommendations of the Peer Review Landscape Architect as stated in her letter dated January 10, 2011.

Cumberland Planning Board



Christopher S. Neagle, Board Chair

### SITE PLAN APPROVAL STANDARDS AND CRITERIA

#### Sec. 8

#### Approval Standards and Criteria

The following criteria shall be used by the Planning Board in reviewing applications for site plan review and shall serve as minimum requirements for approval of the application. The application shall be approved unless the Planning Board determines that the applicant has failed to meet one or more of these standards. In all instances, the burden of proof shall be on

the applicant who must produce evidence sufficient to warrant a finding that all applicable criteria have been met.

.1 Utilization of the Site

Utilization of the Site - The plan for the development, including buildings, lots, and support facilities, must reflect the natural capabilities of the site to support development. Environmentally sensitive areas, including but not limited to, wetlands, steep slopes, floodplains, significant wildlife habitats, fisheries, scenic areas, habitat for rare and endangered plants and animals, unique natural communities and natural areas, and sand and gravel aquifers must be maintained and preserved to the maximum extent. The development must include appropriate measures for protecting these resources, including but not limited to, modification of the proposed design of the site, timing of construction, and limiting the extent of excavation.

**The project is located on a site where three transmission lines intersect and where there is a significant load on the system. The PUC approval indicates that an expansion of the existing public utility use of the site is required. The substation yard has been located so as to minimize impacts to wetlands, vernal pools and a perennial stream on the property. The applicant has reduced the amount of clearing needed for the project. There are no designated significant wildlife habitats at the Raven Farm substation.**

**The Board finds the standards of this section have been met.**

.2 Traffic Access and Parking

Vehicular access to and from the development must be safe and convenient.

- .1 Any driveway or proposed street must be designed so as to provide the minimum sight distance according to the Maine Department of Transportation standards, to the maximum extent possible.
- .2 Points of access and egress must be located to avoid hazardous conflicts with existing turning movements and traffic flows.
- .3 The grade of any proposed drive or street must be not more than +3% for a minimum of two (2) car lengths, or forty (40) feet, from the intersection.
- .4 The intersection of any access/egress drive or proposed street must function: (a) at a Level of Service D, or better, following development if the project will generate one thousand (1,000) or more vehicle trips per twenty-four (24) hour period; or (b) at a level which will allow safe access into and out of the project if less than one thousand (1,000) trips are generated.
- .5 Where a lot has frontage on two (2) or more streets, the primary access to and egress from the lot must be provided from the street where there is less potential for traffic congestion and for traffic and pedestrians hazards. Access from other streets may be allowed if it is safe and does not promote short cutting through the site.

- .6 Where it is necessary to safeguard against hazards to traffic and pedestrians and/or to avoid traffic congestion, the applicant shall be responsible for providing turning lanes, traffic directional islands, and traffic controls within public streets.
- .7 Accessways must be designed and have sufficient capacity to avoid queuing of entering vehicles on any public street.
- .8 The following criteria must be used to limit the number of driveways serving a proposed project:
  - a. No use which generates less than one hundred (100) vehicle trips per day shall have more than one (1) two-way driveway onto a single roadway. Such driveway must be no greater than thirty (30) feet wide.
  - b. No use which generates one hundred (100) or more vehicle trips per day shall have more than two (2) points of entry from and two (2) points of egress to a single roadway. The combined width of all accessways must not exceed sixty (60) feet.

*During construction, vehicles and equipment will access the site via the proposed permanent driveway off of Greely Road and will use sites of former houses as staging and parking if possible. The substation will be accessed from the permanent driveway off Greely Road during operations and maintenance activities. Operation of the substation will generate little vehicle traffic and have no impact on the Town's transportation facilities, including vehicular and pedestrian traffic. All of the above standards have been met.*

*The Board finds the standards of this section have been met.*

### .3 Accessway Location and Spacing

Accessways must meet the following standards:

- .1 Private entrance / exits must be located at least fifty (50) feet from the closest unsignalized intersection and one hundred fifty (150) feet from the closest signalized intersection, as measured from the point of tangency for the corner to the point of tangency for the accessway. This requirement may be reduced if the shape of the site does not allow conformance with this standard.
- .2 Private accessways in or out of a development must be separated by a minimum of seventy-five (75) feet where possible.

*There is only one proposed entrance and it is located approximately 1,200 feet from the intersection of Greely Road and Middle Road.*

*The Board finds the standards of this section have been met.*

### .4 Internal Vehicular Circulation

The layout of the site must provide for the safe movement of passenger, service, and emergency vehicles through the site.

- .1 Projects that will be served by delivery vehicles must provide a clear route for such vehicles with appropriate geometric design to allow turning and backing.
- .2 Clear routes of access must be provided and maintained for emergency vehicles to and around buildings and must be posted with appropriate signage (fire lane - no parking).
- .3 The layout and design of parking areas must provide for safe and convenient circulation of vehicles throughout the lot.
- .4 All roadways must be designed to harmonize with the topographic and natural features of the site insofar as practical by minimizing filling, grading, excavation, or other similar activities which result in unstable soil conditions and soil erosion, by fitting the development to the natural contour of the land and avoiding substantial areas of excessive grade and tree removal, and by retaining existing vegetation during construction. The road network must provide for vehicular, pedestrian, and cyclist safety, all season emergency access, snow storage, and delivery and collection services.

*The entrance drive to the project has been redesigned so that the view of the internal portion of the site where the substation will be is better shielded. There will be no regular delivery or visitors to the site. The entrance drive is appropriate for the level of service required. Access will be provided to the Fire Department per its request.*

**The Board finds the standards of this section have been met.**

**.5 Parking Layout and Design**

Off street parking must conform to the following standards:

- .1 Parking areas with more than two (2) parking spaces must be arranged so that it is not necessary for vehicles to back into the street.
- .2 All parking spaces, access drives, and impervious surfaces must be located at least fifteen (15) feet from any side or rear lot line, except where standards for buffer yards require a greater distance. No parking spaces or asphalt type surface shall be located within fifteen (15) feet of the front property line. Parking lots on adjoining lots may be connected by accessways not exceeding twenty-four (24) feet in width.  
**No new parking spaces are located within 15' of the side, rear, or front property lines.**
- .3 Parking stalls and aisle layout must conform to the following standards.

Parking Angle	Stall Width	Skew Width	Stall Depth	Aisle Width
90°	9'-0"		18'-0"	24'-0" 2-way
60°	8'-6"	10'-6"	18'-0"	16'-0" 1-way

45°	8'-6"	12'-9"	17'-6"	12'-0" 1-way
30°	8'-6"	17'-0"	17'-0"	12'-0" 1 way

N/A

- .4 In lots utilizing diagonal parking, the direction of proper traffic flow must be indicated by signs, pavement markings, or other permanent indications and maintained as necessary.

N/A

- .5 Parking areas must be designed to permit each motor vehicle to proceed to and from the parking space provided for it without requiring the moving of any other motor vehicles.

N/A

- .6 Provisions must be made to restrict the "overhang" of parked vehicles when it might restrict traffic flow on adjacent through roads, restrict pedestrian or bicycle movement on adjacent walkways, or damage landscape materials.

N/A

***There will be no visitors to the site other than occasional CMP employees. There is adequate parking proposed.***

***The Board finds the standards of this section have been met.***

**.6 Pedestrian Circulation**

The site plan must provide for a system of pedestrian ways within the development appropriate to the type and scale of development. This system must connect the major building entrances/ exits with parking areas and with existing sidewalks, if they exist or are planned in the vicinity of the project. The pedestrian network may be located either in the street right-of-way or outside of the right-of-way in open space or recreation areas. The system must be designed to link the project with residential, recreational, and commercial facilities, schools, bus stops, and existing sidewalks in the neighborhood or, when appropriate, to connect the amenities such as parks or open space on or adjacent to the site.

***The substation will be a fenced, restricted access facility. No pedestrian ways are proposed or permitted at this facility.***

***The Board finds the standards of this section have been met.***

**.7 Stormwater Management**

Adequate provisions must be made for the collection and disposal of all stormwater that runs off proposed streets, parking areas, roofs, and other surfaces, through a stormwater drainage system and maintenance plan, which must not have adverse impacts on abutting or downstream properties.

- .1 To the extent possible, the plan must retain stormwater on the site using the natural features of the site.

- .2 Unless the discharge is directly to the ocean or major river segment, stormwater runoff systems must detain or retain water such that the rate of flow from the site after development does not exceed the predevelopment rate.
- .3 The applicant must demonstrate that on - and off-site downstream channel or system capacity is sufficient to carry the flow without adverse effects, including but not limited to, flooding and erosion of shoreland areas, or that he / she will be responsible for whatever improvements are needed to provide the required increase in capacity and / or mitigation.
- .4 All natural drainage ways must be preserved at their natural gradients and must not be filled or converted to a closed system unless approved as part of the site plan review.
- .5 The design of the stormwater drainage system must provide for the disposal of stormwater without damage to streets, adjacent properties, downstream properties, soils, and vegetation.
- .6 The design of the storm drainage systems must be fully cognizant of upstream runoff which must pass over or through the site to be developed and provide for this movement.
- .7 The biological and chemical properties of the receiving waters must not be degraded by the stormwater runoff from the development site. The use of oil and grease traps in manholes, the use of on-site vegetated waterways, and vegetated buffer strips along waterways and drainage swales, and the reduction in use of deicing salts and fertilizers may be required, especially where the development stormwater discharges into a gravel aquifer area or other water supply source, or a great pond.

*The stormwater management plan has been reviewed and approved by the Town Engineer. MDEP has reviewed and approved the proposed plan.*

*The Board finds the standards of this section have been met.*

**.8 Erosion Control**

- .1 All building, site, and roadway designs and layouts must harmonize with existing topography and conserve desirable natural surroundings to the fullest extent possible, such that filling, excavation and earth moving activity must be kept to a minimum. Parking lots on sloped sites must be terraced to avoid undue cut and fill, and / or the need for retaining walls. Natural vegetation must be preserved and protected wherever possible.
- .2 Soil erosion and sedimentation of watercourses and water bodies must be minimized by an active program meeting the requirements of the Maine Erosion and Sediment Control Handbook for Construction: Best Management Practices, dated March 1991, and as amended from time to time.

*Construction of the project will require a substantial cut and fill operation to develop the site. The impacts of this will be managed and mitigated through implementation of erosion*

*and sediment control measures, proper site and project design and special construction procedures which have been reviewed and approved by the Town Engineer.*

*The Board finds the standards of this section have been met.*

.9 Water Supply Provisions

The development must be provided with a system of water supply that provides each use with an adequate supply of water. If the project is to be served by a public water supply, the applicant must secure and submit a written statement from the supplier that the proposed water supply system conforms with its design and construction standards, will not result in an undue burden on the source of distribution system, and will be installed in a manner adequate to provide needed domestic and fire protection flows.

*Water will be supplied to the site by a new subsurface well to be drilled along the southern substation fence line. This well will provide a potable water supply for the control house building.*

*The Board finds the standards of this section have been met.*

.10 Sewage Disposal Provisions

The development must be provided with a method of disposing of sewage which is in compliance with the State Plumbing Code. If provisions are proposed for on-site waste disposal, all such systems must conform to the Subsurface Wastewater Disposal Rules.

*Due to engineering constraints, a holding tank will be installed for wastewater. This design is allowed under both state and local laws//ordinances.*

*The Board finds the standards of this section have been met.*

.11 Utilities

The development must be provided with electrical, telephone, and telecommunication service adequate to meet the anticipated use of the project. New utility lines and facilities must be screened from view to the extent feasible. If the service in the street or on adjoining lots is underground, the new service must be placed underground.

**CMP will install the required overhead electrical, telephone, and telecommunication service for the operation of the substation.**

**The Board finds the standards of this section have been met.**

.12 Groundwater Protection

The proposed site development and use must not adversely impact either the quality or quantity of groundwater available to abutting properties or to the public water supply systems. Applicants whose projects involve on-site water supply or sewage disposal systems with a capacity of two thousand (2,000) gallons per day or greater must demonstrate that the groundwater at the property line will comply, following development, with the standards for safe drinking water as established by the State of Maine.

*There will be no on-site septic system.*

*There is a concern that the amount and location of blasting could impact surrounding properties' wells. A condition of approval is proposed to address this concern.*

*No hazardous materials will be stored at the proposed substation. There will be no fuel storage, vehicle/equipment parking and maintenance and refueling activity within 100 feet of a protected wetland and within 200' of a private water supply without special exception approval from the MDEP.*

*The plan does call for herbicide applications to control re-sprouting of cut vegetation. The herbicides will not be used within 100 feet of identified wells or drinking water sources. Abutters may enter into a "no-spray" agreement if desired, however CMP then expects the property owner to assume the cost and responsibility of maintaining vegetation to CMP's specifications.*

*The Board finds the standards of this section have been met.*

#### .13 Water Quality Protection

All aspects of the project must be designed so that:

- .1 No person shall locate, store, discharge, or permit the discharge of any treated, untreated, or inadequately treated liquid, gaseous, or solid materials of such nature, quantity, obnoxious, toxicity, or temperature that may run off, seep, percolate, or wash into surface or groundwaters so as to contaminate, pollute, or harm such waters or cause nuisances, such as objectionable shore deposits, floating or submerged debris, oil or scum, color, odor, taste, or unsightliness or be harmful to human, animal, plant, or aquatic life.
- .2 All storage facilities for fuel, chemicals, chemical or industrial wastes, and biodegradable raw materials, must meet the standards of the Maine Department of Environmental Protection and the State Fire Marshall's Office.

*The project involves no storage for fuel, chemicals, chemical or industrial waste of biodegradable raw materials. No discharges of unsuitable materials are contemplated. The erosion control plan contains appropriate procedures to reduce the risk of spills or other threats to stormwater or groundwater.*

*The Board finds the standards of this section have been met.*

#### .14 Capacity of the Applicant

The applicant must demonstrate that he / she has the financial and technical capacity to carry out the project in accordance with this ordinance and the approved plan.

*The estimated cost of the MPRP is estimated to be \$1.4 billion; the cost of the Raven Farm Substation is estimated at \$24 million. CMP will be financially responsible for the project. CMP is a subsidiary of Energy East Corporation and has access to equity capital through a large energy company, Iberdrola; a 2008 Annual Report is available upon request.*

***Technical expertise was provided by TRC Engineers, Owen Haskell, LLS, Terrence DeWan, RLA, Power Engineers, Inc., Burns and McDonnell, and CMP.***

***The Board finds the standards of this section have been met.***

.15 Historic and Archaeological Resources

If any portion of the site has been identified as containing historic or archaeological resources, the development must include appropriate measures for protecting these resources, including but not limited to, modification of the proposed design of the site, timing of construction, and limiting the extent of excavation.

***A review of the Maine Natural Heritage Program data revealed “no know rare or unusual features on the property.”***

***The Board finds the standards of this section have been met.***

.16 Floodplain Management

If any portion of the site is located within a special flood hazard area as identified by the Federal Emergency Management Agency, all use, and development of that portion of the site must be consistent with the Town's Floodplain management provisions.

***The site is not located within the 100 year floodway of any river or stream.***

***The Board finds the standards of this section have been met.***

.17 Exterior Lighting

The proposed development must have adequate exterior lighting to provide for its safe use during nighttime hours, if such use is contemplated. All exterior lighting must be designed and shielded to avoid undue glare, adverse impact on neighboring properties and rights - of way, and the unnecessary lighting of the night sky.

***The substation is designed with three levels of lighting, but only one level is used as a matter of routine operations. That is the Level 1, exterior control house lights that consists of a small (70 watt) entry light to be located over each of the two control house doors that will operated on a dusk-to-dawn mode. Other outdoor lights will be used on an as-needed basis for security and for maintenance purposes only. A full photometric plan for the three levels of lighting has been submitted. The Town Engineer has reviewed the lighting plan and found it to be in conformance with the ordinance.***

***The Board finds the standards of this section have been met.***

.18 Buffering of Adjacent Uses

The development must provide for the buffering of adjacent uses where there is a transition from one type of use to another use and for the screening of mechanical equipment and

service and storage areas. The buffer may be provided by distance, landscaping, fencing, changes in grade, and / or a combination of these or other techniques.

*The applicant has hired a landscape architect to design a landscape, grading and buffering plan that attempts to buffer the structures on the site from abutting properties and from Greely Road. The Town engaged a peer review landscape architect to review the plan and several substantial modifications were made to the original plan.*

*The Board finds the standards of this section have been met.*

.19 Noise

The development must control noise levels such that it will not create a nuisance for neighboring properties.

*Construction noise will occur, but this noise is temporary. A condition of approval has been proposed to limit hours of construction work to between 7:00 a.m. and 7:00 p.m., Mondays through Fridays. The application provides detailed noise mitigation information relating to rock crushing.*

*The Board finds the standards of this section have been met.*

.20 Storage of Materials

- .1 Exposed nonresidential storage areas, exposed machinery, and areas used for the storage or collection of discarded automobiles, auto parts, metals or other articles of salvage or refuse must have sufficient setbacks and screening (such as a stockade fence or a dense evergreen hedge) to provide a visual buffer sufficient to minimize their impact on abutting residential uses and users of public streets. *Any equipment or materials stored at the substation will be kept within the secured fenced-in substation yard.*
- .2 All dumpsters or similar large collection receptacles for trash or other wastes must be located on level surfaces which are paved or graveled. Where the dumpster or receptacle is located in a yard which abuts a residential or institutional use or a public street, it must be screened by fencing or landscaping. *The will not be a dumpster on site.*
- .3 Where a potential safety hazard to children is likely to arise, physical screening sufficient to deter small children from entering the premises must be provided and maintained in good condition. *No access to the fenced area will be allowed.*

*The Board finds the standards of this section have been met.*

.21 Landscaping

Landscaping must be provided as part of site design. The landscape plan for the entire site must use landscape materials to integrate the various elements on site, preserve and enhance the particular identity of the site, and create a pleasing site character. The landscaping should define street edges, break up parking areas, soften the appearance of the development, and protect abutting properties.

*The applicant has hired a landscape architect to design a landscape, grading and buffering plan that attempts to buffer the structures on the site from abutting properties and from Greely Road. The Town engaged a peer review landscape architect to review the plan and several substantial modifications were made to the original plan.*

*The Board finds the standards of this section have been met.*

#### .22 Building and Parking Placement

- .1 The site design should avoid creating a building surrounded by a parking lot. Parking should be to the side and preferably in the back. In rural, uncongested areas buildings should be set well back from the road so as to conform with the rural character of the area. If the parking is in front, a generous, landscaped buffer between road and parking lot is to be provided. Unused areas should be kept natural, as field, forest, wetland, etc.
- .2 Where two or more buildings are proposed, the buildings should be grouped and linked with sidewalks; tree planting should be used to provide shade and break up the scale of the site. Parking areas should be separated from the building by a minimum of five (5) to ten (10) feet. Plantings should be provided along the building edge, particularly where building facades consist of long or unbroken walls.

*There is minimal need for parking, and the area where the infrequent parking of vehicles will occur does not appear to be visible from Greely Road or from abutting properties.*

*The Board finds the standards of this section have been met.*

#### .23 Fire Protection

The site design must comply with the Fire Protection Ordinance. The Fire Chief shall issue the applicant a "Certificate of Compliance once the applicant has met the design requirements of the Town's Fire Protection Ordinance.

*There were several meetings between the applicant and the Fire Chief regarding this project. An emergency response plan has been developed and approved by the Fire Chief.*

*The Board finds the standards of this section have been met.*

#### .24 Aquifer Protection (if applicable)

If the site is located within the Town Aquifer Protection Area a positive finding by the board that the proposed plan will not adversely affect the aquifer, is required.

*The parcel is not located in the Aquifer Protection Area.*

*The Board finds the standards of this section have been met.*

.25 Route 100 Design Standards (if applicable)

All development in the Village Center Commercial, Village Office Commercial I and II, and the MUZ Districts shall be consistent with the Town of Cumberland Route 100 Design Standards; in making determination of consistency, the Planning Board may utilize peer review analysis provided by qualified design professionals.

N/A

.26 Route 1 Design Guidelines (if applicable)

All development in the Office Commercial North and Office Commercial South districts is encouraged to be consistent with the Route 1 Design Guidelines.

N/A

### **Limitation of Approval**

Construction of the improvements covered by any site plan approval must be substantially commenced within twelve (12) months of the date upon which the approval was granted. If construction has not been substantially commenced and substantially completed within the specified period, the approval shall be null and void. The applicant may request an extension of the approval deadline prior to expiration of the period. Such request must be in writing and must be made to the Planning Board. The Planning Board may grant up to two (2), six (6) month extensions to the periods if the approved plan conforms to the ordinances in effect at the time the extension is granted and any and all federal and state approvals and permits are current.

### **STANDARD CONDITION OF APPROVAL:**

This approval is dependent upon and limited to the proposals and plans contained in the application and supporting documents submitted and affirmed to by the applicant. Any variation from the plans, proposals and supporting documents, except de minimus changes as so determined by the Town Planner which do not affect approval standards, is subject to review and approval of the Planning Board prior to implementation.

### **CONDITIONS OF APPROVAL**

1. That the hours of work be limited to 7:00 a.m. to 7:00 p.m., Monday through Friday except State Holidays.
2. That an estimate of values be provided by the applicant and reviewed and approved by the Town Engineer and Town Manager prior to the pre-construction meeting.
3. That a performance guarantee be provided to the Town prior to the preconstruction conference.
4. That a pre-construction meeting with Town Staff be held prior to the start of construction
5. That a building permit be issued prior to the start of construction
6. That all vegetation clearing limits be flagged prior to the start of construction
7. That all twenty-one wells depicted on the final plan undergo pre and post construction water quantity and quality testing. In addition interim well testing following the completion of construction as requested by a homeowner.

8. All foundations of the twenty-one house will have a pre-blast survey of the structural integrity of the buildings.
9. That a blasting permit be obtained from the Code Enforcement Officer prior to the start of construction.
10. That the applicant complies with conditions 1, 2, 3, and 5 of the Fire Chief.
11. That all fees be paid prior to the issuance of a building permit.
12. That the applicant submits as-built plans to the Town upon the completion of construction.
13. The applicant will be held to all statements in its January 6, 2011 submission and all statements made at the January 26, 2011 public hearing.
14. That no parking be allowed on Greely Road excepting vehicles utilized for construction of the permanent road.
15. That the applicant complies with the recommendations of the Peer Review Landscape Architect as stated in her letter dated January 10, 2011.