

February 23, 2021
W-P Project No. 20451A

Ryan Keith
Code Enforcement Officer
10 Village Square Road
North Yarmouth, ME 04097

Subject: North Yarmouth Booster Pump Station
Yarmouth Water District Addendum to Site Plan Review

Dear Mr. Keith:

On behalf of the Yarmouth Water District, we are requesting the Planning Board consider the addendum to the application for Site Plan Review of the North Yarmouth Booster Pump Station at the March 9, 2021 Planning Board meeting. Enclosed are 10 copies of the addendum to the Site Plan Review package and two full size (24"x36") sets of the amended Site Plan (with revisions clouded) for the proposed project located on District-owned property at the corner of Route 9 (Memorial Highway) and Sweetser Road in North Yarmouth. We have also emailed an electronic copy of the addendum package to Tracey Cox, Executive Assistant to CEO/Assessor.

The purpose of this addendum is to provide a response to concerns/comments communicated to us at the February 9, 2021 Planning Board meeting as well as to provide clarification on the project design. The most significant changes include a row of Arborvitae to be planted along the inside of the fence line in front of the Pump Station building, change of the fence/gate to vinyl coated green color, and architectural changes to the outside of the building to give it a more residential character.

We trust this information will be adequate for your review, and we look forward to discussing this project with you and the Planning Board at the March 9, 2021 Planning Board meeting. If you need anything further, please contact us.

Sincerely,

WRIGHT-PIERCE



Daniel J. Flaig, PE
Project Manager
daniel.flraig@wright-pierce.com

Enclosures

cc: *Eric Gagnon, Superintendent, Yarmouth Water District*



YARMOUTH WATER DISTRICT

FEBRUARY 2021

Addendum to Application for Site Plan Review

20451A

North Yarmouth Booster Pump Station

North Yarmouth, Maine

YARMOUTH WATER DISTRICT
NORTH YARMOUTH BOOSTER STATION
ADDENDUM TO APPLICATION FOR SITE PLAN REVIEW

TABLE OF CONTENTS

DESCRIPTION

REQUEST FOR HEARING

NARRATIVE CLARIFICATION OF PERFORMANCE & DESIGN STANDARDS

ATTACHMENTS

- A Hydrogeologic Assessment
- B Amended Light Fixture Cutsheet
- C Updated Renderings
- D Amended Site Plan (included under Separate Cover)



**TOWN OF NORTH YARMOUTH
PLANNING BOARD
REQUEST FOR HEARING**

NAME OF APPLICANT: Yarmouth Water District (Eric Gagnon) PHONE #: (207) 846-5821
 EMAIL: egagnon@yarmouthwaterdistrict.org ALT. PHONE#: _____
 FULL ADDRESS: PO Box 419, 181 Sligo Road, Yarmouth, ME 04096
 PROPERTY ADDRESS: Sweetser Road
 MAP: 008 LOT: 29, 30, 31 ZONE: Farm/Forest, GW overlay

AGENT/REPRESENTATIVE (if other): Daniel J. Flaig, PE PHONE #: (207) 798-3776
 EMAIL: daniel.flraig@wright-pierce.com
 FULL ADDRESS: Wright-Pierce, 11 Bowdoin Mill Island, Suite 140, Topsham, ME 04086

The undersigned requests the North Yarmouth Planning Board consider the following application for:

| | |
|---|--|
| <input type="checkbox"/> Pre-application Sketch Plan Review <input type="checkbox"/> Minor Subdivision <input type="checkbox"/> Contract Zoning <input checked="" type="checkbox"/> Other (Specify): <u>Addendum to Site Plan Review</u> | <input type="checkbox"/> Major Subdivision <input checked="" type="checkbox"/> Site Plan Review |
|---|--|

NOTE TO APPLICANT:

1. This form and appropriate materials must be filed at the Code Enforcement Office no later than (fourteen) 14 days prior to the regular meeting of the Board (2nd Tuesday monthly). Applications shall be accompanied by all applications fee and materials required by the applicable ordinance(s), checklists and fee schedule.
2. All applications shall include all materials and copies as specified on the submittal requirements form.
3. All materials in color shall be copied in color.

Application Authorization

I hereby make application to the Town of North Yarmouth for the above-referenced property(ies) and the development as described. To the best of my knowledge, the information provided herein is accurate and is in accordance with the Zoning and Subdivision Ordinances of the Town, except where waivers are requested. The Town of North Yarmouth Planning Board and/or town employees are authorized to enter the property(ies) for purposes of reviewing this proposal and for inspecting improvements as a result of an approval of this proposal. I understand that I am responsible for appearing, or having someone appear on my behalf, at all meetings before the Planning Board.

Signature:  Date: 2/23/2021
 Printed Name: Eric Gagnon, Superintendent, Yarmouth Water District

Please identify yourself (check one): Agent*: Property Owner:

YARMOUTH WATER DISTRICT

NORTH YARMOUTH BOOSTER PUMP STATION

ADDENDUM TO APPLICATION FOR SITE PLAN REVIEW

NARRATIVE CLARIFICATION OF PERFORMANCE & DESIGN STANDARDS

The following narrative provides additional clarification regarding ordinance performance and design standards in response to comments and feedback received at the Planning Board public hearing on February 9, 2021. The narrative describes the ordinance language for each section raised in the ordinance by the Planning Board (*bold italics*) followed by a written response to those sections of the ordinance identified at the public hearing.

SECTION 4.4 PROCEDURES

4.4.E.3.e.3

Location and size of any existing sewer and water mains, culverts and drains, on-site sewage disposal systems, wells, underground tanks or installations, and power and telephone lines and poles on the property to be developed, on abutting streets, or land that may serve the development, and an assessment of their adequacy and condition to meet the needs of the proposed use. Appropriate elevations must be provided as necessary to determine the direction of flow.

The extent of what is shown on the Site Plan is the project area related to the proposed Booster Pump Station and site improvements. A topographic survey of the project area was completed, which included marking of any known utilities in the project area. The recently combined property (three original tax map lots include 29, 30, 31) on which the proposed project is located is over 30 acres in size; areas outside of the project area are not shown on the Site Plan.

There are no existing sewer mains, culverts, on-site sewerage disposal systems, or underground tanks or installations on the portion of the property to be developed, abutting streets, or land served by the development. The only existing utilities on the

abutting streets (Route 9/intersection of Route 9 and Sweetser Road) are water main, an existing catch basin and storm drain, and power and telephone lines and poles, which are shown on the Site Layout and Grading Plan and/or Piping Plan, as originally submitted. Additionally, overhead single phase power lines are located on Sweetser Road abutting the project area.

The size, elevation, and/or direction of flow was not included, as the water main and catch basin and storm drain do not specifically pertain to the proposed project, and improvements are included under a separate contract (Contract 1 – Sweetser Road Water Main). The existing catch basin at the intersection of Route 9 and Sweetser Road collects runoff from Route 9 and discharges it through a 12-inch storm drain into an existing plunge pool adjacent to the snowmobile trail as shown on the site plan. There is also an existing monitoring well on the Yarmouth Water District Property, in the vicinity of the project, as shown on the Site Layout and Grading Plan and Piping Plan, as originally submitted. The existing monitoring well will not be impacted by the project and will continue to be used for ongoing long term monitoring of the Hayes Well aquifer.

4.4.E.3.e.6

The location and dimensions of existing driveways, streets, roads, parking and loading areas, walkways, and sidewalks on or immediately adjacent to the site.

The extent of what is shown on the Site Plan is the project area related to the proposed Booster Pump Station and site improvements. The location and dimension of Sweetser Road is shown on the Site Layout and Grading Plan, as originally submitted. There is one driveway located across Sweetser Road from the Booster Pump Station. The location of the driveway is shown. Although the existing driveway is not dimensioned on the Site Layout and Grading Plan, the size, if needed, could be scaled from the drawings. There are no existing parking and loading areas, walkways, or sidewalks on or immediately adjacent to the site.

4.4.E.3.e.8

The location of open drainage courses, rivers, ponds, wetlands, vernal pools, streams, brooks, stonewalls, graveyards, fences, stands of trees, and other important or unique natural areas and site features, including but not limited to, 100-year floodplains, deer wintering areas, significant wildlife habitats, fisheries, scenic areas, habitat for rare and endangered plants and animals, unique natural communities and natural areas, sand and gravel aquifers, and historic and/or archaeological resources, together with a description of such features.

Within the bounds of the project footprint, none of the natural resources or unique natural areas and site features listed in Section 4.4.E.3.e.8 are present, other than existing trees and sand and gravel aquifer. Existing trees are shown on the Existing Conditions Plan and the Site Layout and Grading Plan, as originally submitted. Although not shown on the Site Plan, the entire site is located with a sand and gravel aquifer (which is inherent to the project). Refer to Section 10.3 Brook, Pond, Vernal Pool, and Wetland Buffers, Section 10.25 Protection of Significant Wildlife Habitat, and Attachment F Agency Review Letters, as originally submitted, for additional information indicating unique natural areas and site features were not identified within the project area.

4.4.E.3.f.5

A proposed landscaping and buffering plan. The landscaping plan submitted with each application shall identify major existing and proposed trees, shrubs, bushes, plant material, ground cover and natural features such as boulders and rock outcroppings. It shall show present or proposed locations and planting details. The applicant shall include in the plan proposed methods to protect existing trees and growth during and after construction. These may include fences, berms, curbing, tree walls and similar devices.

A separate proposed landscaping and buffering plan was not provided; however, the existing tree line and proposed ground cover were indicated on the Site Layout and Grading Plan, as originally submitted. This plan has been amended to also show the proposed Arborvitae to be planted inside the front fence line. The expected height of the

initial plantings is 4 to 6 feet in height, and they will be allowed to grow and form a hedge in front of the fence over time. Project specifications will include requirements to care for the plantings with watering until established. The intent would be to complete the plantings this fall during construction or the spring of 2022 to ensure proper establishment and survival. The proposed clearing limits will provide ample workspace for construction. A temporary plastic construction fence barrier or silt fence is proposed at the limit of clearing to provide a visual warning for protection of remaining trees during construction.

4.4.E.3.g.4

A groundwater impact analysis prepared by groundwater hydrologist for projects involving on-site water supply or sewage disposal facilities with a capacity of 2,000 gallons or more per day.

This section is not applicable as it applies to additional information the Planning Board may require for a major development. Although the Land Use Ordinance does not define major development, given the minimal size of developed area (less than 20,000 square foot), this project should not be considered major development. This facility does not have sewage disposal or require an on-site water supply of more than 2,000 gallons per day.

SECTION 4.5 GROUNDWATER PROTECTION OVERLAY DISTRICT: ADDITIONAL SUBMISSION REQUIREMENTS

4.5.B.2.g

A hydrogeologic assessment of the proposed use or activity's impact on groundwater.

The Yarmouth Water District retained Drumlin Environmental to prepare a hydrogeologic assessment of the proposed use or activity's impact on groundwater. Refer to the letter from Drumlin Environmental included in Attachment A.

SECTION 8.4 DESIGN AND CONSTRUCTION STANDARDS FOR ROADS AND DRIVEWAYS

8.4.J.5.c

Shared Driveways/Roads: Shared driveways/roads shall be encouraged for adjacent sites, in order to minimize the number of driveways along public roads. The CEO may allow for a reduction in the minimum frontage requirement by 10 percent when the applicant agrees to provide a common driveway/right-of-way for multiple lots and/or uses.

Although there is an existing driveway serving the Hayes Well on the proposed property to be developed (formerly Lot 30), it is not practical to share that driveway with the proposed Booster Pump Station (proposed on former Lot 29). These proposed and existing driveways are currently more than 400 feet apart and on formerly separated lots, which have only recently been consolidated as part of this application process. Refer to Section 10.2.A for design considerations regarding siting of the Booster Pump Station and reasons for not clustering these two developments. Additionally, having two access points meets Section 10.28.D.3.a of the Land Use Ordinance for Commercial and Other Non-Residential Lots in the Farm and Forest District (limited to two access points per lot, or one access point every 200 feet, whichever is less).

SECTION 10.2 GENERAL LAYOUT OF DEVELOPMENT

10.2.A. Utilization of the Site

Utilization of the Site: The plan for the development must reflect the natural capabilities of the site to support the development. Buildings, lots and support facilities must be clustered in those portions of the site that have the most suitable conditions for development. Environmentally sensitive areas, including but not limited to, wetlands, steep slopes, 100-year floodplains, significant wildlife habitats and corridors, scenic areas, unique natural areas, and significant groundwater aquifers must be maintained and preserved to the maximum extent practical. Natural drainage areas must also be preserved to the maximum extent practical. 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 land disturbance.

The Booster Pump Station building is located on a portion of the site with suitable conditions for development and is not located in an environmental sensitive area. The property was formally Lot 29, and has since been combined with the lot that included the abandoned railroad bed lot (Lot 31) and the Hayes Well lot (Lot 30) after discussing options with the Town at Sketch Plan Review. The location of the Booster Pump Station on the property was selected on gently sloping ground to minimize excavation and filling, facilitate natural drainage paths, and to maximize building setback and natural buffering to neighboring residential properties on Sweetser Road and Route 9. In addition, the development site does not impede on an existing snowmobile trail that traverses the property beginning at the corner of Sweetser Road and Route 9 and parallel to Route 9.

The Booster Pump Station building and driveway were situated to maximize offset for existing residential driveways and maintain adequate site distances. The building setback, driveway offset, and hammerhead driveway configuration were implemented to lessen visibility of the development from Sweetser Road and meet all setback standards in the ordinance.

Other considerations for project siting were to balance the distance from Route 9 for extension of 3-phase underground power from Route 9, minimize distance to the new Sweetser Road water main, while considering buffer preservation, topography, and impacts to natural resources, and avoidance of wetland/low lying areas to the northeast of the old abandoned railroad bed and toward Hayes Well. Additionally, the Booster Pump Station was not clustered with the existing Hayes Well Station to allow future improvements at the Hayes well facility for water supply development, including a replacement well where hydrogeologic conditions are favorable for well development. It is also important to minimize future development of the Hayes Well lot (formerly Lot 30) to maximize wellhead protection near the existing well and for future source development on the property.

The area on the property chosen for the project is located on the corner portion of the property near Route 9, which would not be considered for well development in the future. The portion of the property that includes the original Hayes Well lot (formerly Lot 30) is delineated by the state as a deer wintering area.

10.2.B.6 Interconnected Development

Interconnected Development: Where possible, developments shall be designed to facilitate future interconnected street, pedestrian (sidewalks and trails), bicycle, and open space networks pursuant to Articles VIII & X.

This Section is not applicable as there are no future interconnected streets, pedestrian, bicycle, and open networks proposed or planned.

SECTION 10.4 BUILDING DESIGN STANDARDS

10.4.B.1

New structures and additions to or expansions of existing structures shall be designed and constructed so that they are visually integrated with existing buildings and features, both on the site and on adjacent properties, with respect to size, scale, building materials and setbacks from streets.

10.4.B.2

No less than 20 percent of the front façade of any building shall be window area.

These sections were reviewed, and after taking public hearing comments into strong consideration, while balancing the operational needs of the facility and reducing long term building maintenance needs, building design revisions have been incorporated, as shown on the updated renderings in Attachment C and the amended Building Elevations included in the amended Site Plan. These changes include specifying brick that will align with the general character of nearby brick faced home on Route 9 and modifying the building to give it a more residential appearance to counter the typical utility building appearance. The majority of the changes were made to the south and east elevations (the sides of the building that face the road and driveway), including:

- added fascia trim detailing,
- added a gable end decorative vent with color to match doors, roof, and trim,
- added a precast concrete sill on the front and rear gable ends to add character,
- added transom windows above the doors,
- changed the light fixtures type and location (see Attachment B for a cutsheet of the updated fixtures),
- moved the bronze placard with the building name to the east side of the building,
- added windows with concrete sills to the east side of the building, and
- added a ventilation louver above the door on the side of the building to integrate with the door (east elevation).

Although windows were added to the building, a waiver will still be requested as the front façade will still be less than 20 percent window area. The windows were added to balance security concerns with visual appearance. The window locations are elevated and are fixed to impede unauthorized access. The position of the windows in combination with the fencing addresses the YWD’s security concerns for a facility at this location.

The building scale and building materials is consistent with adjacent neighboring properties. The setbacks and buffering proposed for this project exceed current road setbacks and front buffering of the immediate adjacent properties on Route 9 and Sweetser Road. The area of clearing has been minimized to the extent possible and is typical of clearing limits for a typical single-family house for comparison (less than 0.4 acres). The land use proposed (public utility building) is allowed in the Farm and Forest District with a Site Plan Review permit.

10.4.B.4

Parking is permitted only to the sides or to the rear of buildings. No such parking shall be permitted in the area between the street on which the building fronts and a line parallel to the street intersecting the front of the building at its greatest distance from the street line, and paving shall not cover more than 25 percent of such area. The use of shared parking, shared driveways and the cross-connection of parking lots is

strongly encouraged. This paragraph shall not require the relocation of parking spaces existing on the effective date of this Ordinance (June 14, 2005).

No parking is proposed at the site. There is a turn-around area located in front of the building; however this is not a dedicated parking area. The purpose of this area is to allow vehicles, delivery trucks, and emergency vehicles a location to be able to safely turn around and exit the site without backing out on to a public road per Section 10.28.D.9 Access Management and Safety Standards, Driveway Turn-Around Area.

SECTION 10.13 LANDSCAPING, BUFFERS AND SCREENING

10.13.A Purpose

Purpose: The purpose of landscaping, buffers and screening is to define, soften and/or screen the appearance of off-street parking areas or other uses from the public right-of-way and abutting properties, to enhance the physical design of the building(s) and site, and to minimize the encroachment of the proposed use on neighboring land uses.

See response below related to the applicable standard.

10.13.B.2.b

Buffering must be designed to provide a year-round visual screen in order to minimize adverse impacts. It may consist of fencing, evergreens, berms, rocks, boulders, mounds, or a combination thereof.

The Site Layout and Grading Plan has been amended to include a row of Arborvitae planted inside the front fence line to further screen the building from the road. The fencing and gate has been changed to vinyl coated forest green as shown on the amended Site Layout and Grading Plan and amended Details.

SECTION 10.8 LIGHTING

This Section was not raised as a concern; however, changes to the exterior lighting have been proposed to make the lighting more pleasing to the eye. A cutsheet of the proposed fixtures is included in Attachment B. This is an LED downward facing fixture with a “slim” design.

SECTION 10.15 NOISE

This Section was not raised as a concern; however, further information is being provided to describe how sound levels of the standby generator will be reduced. The generator will be located inside the building; however, sound can be immitted from the building (through the intake louver) when the generator is running. It is necessary to bring in air from outside through the intake louver to cool the generator when operating. Noise can also be immitted through the generator exhaust pipe, which exits through the rear of the building. The result of the sound model analysis and review included in the original submittal will be used to specify the proper generator exhaust muffler to be located inside the building and noise reduction intake air and exhaust duct louvers to meet the noise ordinance standard cited in the original application, which can be verified post construction. The generator is used only in the event of utility power failure and a short duration weekly “exercising” event that is scheduled to occur during workday hours. The duration of generator exercising is typically about 15 minutes.

SECTION 10.31 PEDESTRIAN WAYS AND BICYCLE ACCESS, CIRCULATION AND FACILITIES

10.31.A Applicability and Purpose

Applicability and Purpose: The provisions of this section are applicable to all subdivisions and developments. The purpose of these requirements is to provide networks of well-designed, connected pedestrian ways (sidewalks, path, trails) and bicycle ways that link the project with residential, recreational, and commercial facilities, schools, bus stops, and existing sidewalks in the neighborhoods or, when appropriate, to connect with amenities such as parks or open space on or adjacent to the site. Bicycles will be expected to share the road with automobiles in subdivisions and developments where traffic speeds are low. However, separate bicycle lanes are needed along Routes 115, 231, 9 and North Road. Other facilities, such as bicycle parking facilities, school bus stops, and park benches are also envisioned.

Section 10.31 is not applicable as it is not necessary to provide a network of well-designed, connected pedestrian and bicycle ways to link the Booster Pump Station with residential, recreational, and other facilities. Additionally, it is not necessary to connect

the proposed Booster Pump Station with amenities such as parks or open space on or adjacent to the site. If the concern is related to existing recreational uses associated with the Oak Hill/Sweetser Road intersection (i.e. the Veteran's Memorial Park, Sam Ristich Trail System, and the Old Railroad Bed Trail as well as the snowmobile trail and nearby Town Forest), the site does not interfere with these existing trails nor impede access to the Town Forest. Formally, the Yarmouth Water District property was three separate map and lots, which included the former railroad right-of-way; however, it was the Town's preference that these three lots be considered as one lot. Subsequently, the Yarmouth Water District combined the three lots into one deed and is in the process of consolidating these lots into one map and lot. The site improvements appear to overlap the tax map lot lines of the existing railroad right-of-way, which has been owned by the Yarmouth Water District since 1986; however, the site improvements will not disturb the actual railroad bed feature as shown on the updated Existing Conditions Plan in the amended Site Plan. Although the Town maintains an Old Railroad Bed Trail on the other side of Route 9, extending the Old Railroad Bed Trail across Route 9 to the Yarmouth Water District property does not appear practical, as it would cross a highly traveled State road, and the existing railroad right-of-way appears to end at the Yarmouth Water District Property.

10.31.B.2 Farm and Forest District and Residential Shoreland District, Resource Protection District

The Planning Board may require sidewalks, including paths and trails in major subdivisions with 10 or more lots or residential units, if the Planning Board makes a written finding that includes an explanation of the need. In determining the need for sidewalks, paths or trails, the Planning Board shall consider the location and density of the development and the need to connect with existing or future adjacent pedestrian ways, including sidewalks, trail systems and public land, and the need to provide safe walkways within the development.

This standard is not applicable as the development is not a major subdivision.

Attachment A
Hydrogeologic Assessment





Drumlin Environmental, LLC

Hydrogeologic and Engineering Consultants

February 18, 2021

Daniel Flaig
Wright-Pierce
11 Bowdoin Mill Island
Topsham, Maine 04086

Subject: Booster Station Compliance with North Yarmouth Groundwater Protection District

Dear Mr. Flaig:

The Town of North Yarmouth Land Use Ordinances include the Groundwater Protection Overlay District intended to preserve and protect the quantity and quality of groundwater available for the citizens of North Yarmouth and the Yarmouth Water District (YWD). The planned Booster Station building located near the intersection of Route 9 and Sweetser Road is located within this District on land owned by YWD. The existing YWD Hayes Well is located on the same property approximately 600 feet east of the planned booster station.

As you requested, I have reviewed the design plans for the Booster Station prepared by Wright-Pierce and the Best Management Practices (BMPs) required for activities in the North Yarmouth Groundwater Protection Overlay District (Ordinance Section 9.2), to ensure that the proposed layout and design are protective of groundwater quality and comply with the BMPs. Based on the Wright-Pierce design plans, the BMPs that are applicable to the project, and compliance with the BMPs, are summarized below.

- H1, H2. Chemical Storage and Use. The station will have a backup generator fueled from two propane storage tanks. Liquid petroleum fuel will not be stored or used on-site.

The Booster Station has been sized to allow a contingent hypochlorite feed, if it is needed in the future. YWD anticipates that the chlorine residual will meet the requirements without the need for any addition at the booster station. However, if in the future this is needed, it could be added to the station. Any chemical storage would be in sealed containers in a separate area within the building. The storage area would be surrounded by an adequately sized secondary containment berm to contain this material in the event of an accidental spill. The piping from the chemical storage area to the injection point would be readily visible in the building, so the integrity could be verified regularly.

No other chemical storage or use would occur in the building or on the site.

- H4, Road Maintenance, Parking Areas and Stormwater. The Booster Station has been designed to minimize the cleared area, driveway and parking areas so runoff from these features will be minimal and directed to vegetated areas and filter strips. No road salt or other chemicals will be used on the site.
- H5. Other Wastewater Disposal. The Booster Station has been designed with a floor drain to allow water to be drained from the floor if there is water spilled during maintenance activities. The floor drain is isolated from the contingent chemical storage area and any water going to the floor drain would be clean groundwater. The Booster Station will also have a drain from the Chlorine Analyzer that will be piped to a shallow dry pit. This analyzer continuously monitors the drinking water pumped through the Booster Station to YWD's North Yarmouth customers to ensure that the required chlorine residual is maintained in the water. Water flowing through the analyzer and to the dry pit will be clean drinking water.

Based on my review, the Booster Station design is protective of groundwater quality at the Hayes Well and meets the BMP requirements of the North Yarmouth Groundwater Protection Overlay District.

Respectfully,
Drumlin Environmental, LLC

A handwritten signature in black ink, appearing to read "M. D. Reynolds".

Matthew D. Reynolds, P.E., L.G.

Cc: Eric Gagnon, YWD

Attachment B
Amended Light Fixture Cutsheet



Slim LED AC/Emergency Outdoor Light

FEATURES

- Durable die-cast housing in Dark Bronze, Black or White powder-coat finish
- Wall Mount with Universal KO and ½" NPT single conduit entry
- Includes 8 high power LEDs with operation in AC normally On and emergency mode
- Long life Nickel Cadmium Battery
- Includes Self-Test/Self-Diagnostic for worry-free operation and status
- Available in 3000K or 4000K color temperature
- Temperature Range: Standard: 0°C to 50°C
- Heater Option: -25°C to 50°C
- UL924 Wet Location Listed



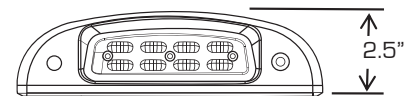
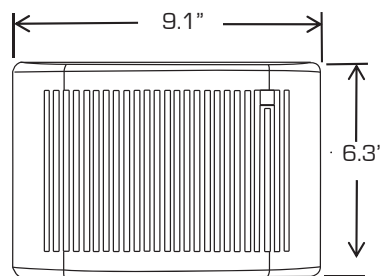
EMERGENCY LIGHTING

ORDERING INFORMATION

| Catalog Number | Description |
|---------------------|---|
| CUSO DB | Outdoor AC/EM, 3000K, Photo-sensor and PIR Motion Detect, Self-Diag., Dark Bronze |
| CUSO DB-H | Outdoor AC/EM, 3000K, Photo-sensor and PIR Motion Detect, Self-Diag., Dark Bronze, Heater |
| CUSO BK | Outdoor AC/EM, 3000K, Photo-sensor and PIR Motion Detect, Self-Diag., Black |
| CUSO BK-H | Outdoor AC/EM, 3000K, Photo-sensor and PIR Motion Detect, Self-Diag., Black, Heater |
| CUSO WH | Outdoor AC/EM, 3000K, Photo-sensor and PIR Motion Detect, Self-Diag., White |
| CUSO WH-H | Outdoor AC/EM, 3000K, Photo-sensor and PIR Motion Detect, Self-Diag., White, Heater |
| CUSO4DB-ND | Outdoor AC/EM, 4000K, Photo-sensor, Self-Diag., Dark Bronze |
| CUSO4DB-H-ND | Outdoor AC/EM, 4000K, Photo-sensor, Self-Diag., Dark Bronze, Heater |
| CUSO4BK-ND | Outdoor AC/EM, 4000K, Photo-sensor, Self-Diag., Black |
| CUSO4BK-H-ND | Outdoor AC/EM, 4000K, Photo-sensor, Self-Diag., Black, Heater |
| CUSO4WH-ND | Outdoor AC/EM, 4000K, Photo-sensor, Self-Diag., White |
| CUSO4WH-H-ND | Outdoor AC/EM, 4000K, Photo-sensor, Self-Diag., White, Heater |

ELECTRONICS

- 120-277VAC, 60Hz input
- Battery re-charge within 24 hours
- Passive Infra-Red Sensor
- AC-On and Push-to-Test Switch



Single Carton Weight: 4 lbs.
Master Carton Quantity: 6 each

Attachment C
Updated Renderings







**Attachment D
Amended Site Plan
(included under separate cover)**





11 Bowdoin Mill Island, Suite 140
Topsham, ME 04086
207.725.8721 | www.wright-pierce.com