



TOWN OF BRUNSWICK

PLANNING BOARD

28 FEDERAL STREET, BRUNSWICK, ME 04011-1583

TOWN OF BRUNSWICK

PLANNING BOARD

AGENDA

BRUNSWICK STATION

16 STATION AVENUE, BRUNSWICK, ME

ROOM 217

Tuesday, July 31, 2012

7:00 P.M.

(Revised 7/24/12)

- 1. Case Number: 12-020 Medical Office Building:** The Board will review and take action on a **Final Plan** application submitted by Priority Group, LLC to construct a medical office building at 14 Thomas Point Road (**Assessor's Map CC1, Lots 26 & 42**) in the **Cooks Corner (CC) Zoning District**.
- 2. Case Number: 12-014 Crestview Subdivision Amendment:** The Board will review and take action on a **Final Plan** application submitted by John Gordon to create a three lot subdivision at 74 Crestview Lane (**Assessor's Map 27, Lot 27**) in the **Coastal Protection 1 (CP1) Zoning District**.
- 3. Case Number: 12-022 Maine Woolens:** The Board will review and take action on a joint Sketch and Final Plan application submitted by Maine Woolens to construct a 7,886 square foot addition at 15 Paul Street (**Assessor's Map U26, Lot 12**) in the **Mixed use 2 (MU2) Zoning District**.
- 4. Workshop:** At the request of Town Council, the Board will discuss options to amend the zoning ordinance to allow other uses at 28 Federal Street (Town Hall and Recreation Facility), once the buildings are no longer a municipal facility and schedule a public hearing.
5. Other Business
6. Minutes

It is the practice of the Planning Board to allow public comment on development review applications and all are invited to attend and participate.

Please call the Brunswick Department of Planning and Development (725-6660) with questions or comments. Individuals needing auxiliary aids for effective communications please call 725-6659 or TDD 725-5521. This meeting will be televised.

MEMO

To: Planning Board
From: Kris Hultgren, Town Planner
Date: July 27, 2012
Subject: Planning Board Meeting: July 31, 2012

This memo provides information about the agenda in advance of the Board's July 31, 2012 meeting.

Case Number: 12-020 Medical Office Building: The Board will review a final plan application submitted by Priority Group, LLC to construct a medical office building at 14 Thomas Point Road (**Assessor's Map CC1, Lots 26 & 42**) in the **Cooks Corner (CC) Zoning District**.

The Board will review a final plan proposing a 15,000 square foot addition to an existing building at 14 Thomas Point Road with 75 parking spaces. The project is proposed in the Cooks Corner Zoning District and the Cooks Corner Design Standards apply. A copy of the Cooks Corner Design Standards is available through the town's website here:
<http://www.brunswickme.org/departments/planning-development/plans-reports-other-documents/>

The Staff Review Committee reviewed the project on July 23 and a copy of the notes is part of the packet. The town's engineering consultant reviewed the project's stormwater plan and offered suggestions to improve the system. That report, along with a response from the applicant, is part of the packet.

The applicant updated the architecture to the field house building in response to Board comments after the June 26 sketch plan review.

Staff proposes four conditions of approval for the Board's consideration.

Case Number: 12-014, Crestview Subdivision Amendment: The Board will review and take action on a **Final Plan** application submitted by John Gordon to create a three lot subdivision at 74 Crestview Lane (**Assessor's Map 27 Lot 27**) in the **Coastal Protection 1 (CP1) Zoning District**.

The Planning Board will review a final plan application for a three-lot subdivision submitted by John Gordon. Mr. Gordon seeks permission to amend the previously approved Crestview Subdivision (96-063) by dividing a 7.39 acre lot at 74 Crestview Lane into three lots. Crestview is an Open Space Subdivision with 53.52 acres of land permanently protected by conservation easement. The lot under consideration is subject to the density requirements of the Open Space Subdivision Ordinance (Section 308). The lot is also entirely encumbered by the Rural Brunswick Smart Growth Overlay District (RBSG) and subject to additional restrictions (Section 217).

In 1996, the Planning Board approved the Crestview Subdivision for ten lots (at the time it was called Burgess Subdivision). The dimensional standards for the parcels were

reduced because the applicant applied open space ordinance standards and permanently protected an appropriate amount of land in the Coastal Protection 1 Zone (CP1). Based on the amount of land protected, and the density calculation used in CP1, a maximum of 22 units are allowed in the subdivision. There are ten housing units now and the application would add two more units if approved.

The applicant's parcel is subject to RBSG because it is within a wildlife corridor. The ordinance requires Mr. Gordon mitigate disturbed land on each parcel by permanently protecting an amount of land determined by the RBSG table in Section 217.4 of the Zoning Ordinance. The final plan proposes disturbance of about 50% for each parcel. The RBSG requires Mr. Gordon mitigate the disturbed land at a one-to-one ratio meaning he must protect at least as much land as he disturbs. Mr. Gordon shows the disturbed and mitigated land on his final plan and the proposal meets the standards of RBSG.

At the sketch plan meeting on July 10 the Board asked the Town Attorney to comment on two issues: 1) The release of covenants 6 & 7 by Don Burgess in 2011 and 2) The standing of the applicant to subdivide the subject lot. A memo from Town Attorney Pat Scully addressing each issue is part of the packet.

The issue of an appropriate driveway location for lot 1A was also raised at sketch plan review. The Public Works Department will issue a Driveway Entrance Permit once MDOT establishes a speed limit for Crestview Lane. If the permit is not issued by Tuesday staff recommends the Board make receiving the permit and implementing its requirements a condition of approval.

The Staff Review Committee reviewed the project at its July 23 meeting.

Staff proposes three conditions of approval for the Board's consideration.

Case Number: 12-022 Maine Woolens: The Board will review and take action on a joint Sketch and Final Plan application submitted by Maine Woolens to construct a 7,886 square foot addition at 15 Paul Street (**Assessor's Map U26, Lot 12**) in the **Mixed use 2 (MU2) Zoning District**.

The applicant seeks a joint sketch/final approval to expand its existing manufacturing business at 15 Paul St by adding a 7,886 square foot building with accompanying site improvements.

The Staff Review Committee reviewed the project at its July 23 meeting. The Fire Department was unable to attend but Chief Brilliant provided comments and they are part of the packet.

Staff proposes one condition of approval for the Board's consideration.

Workshop: At the request of Town Council, the Board will discuss options to amend the zoning ordinance to allow other uses at 28 Federal Street (Town Hall and Recreation Facility), once the buildings are no longer a municipal facility and schedule a public hearing.

Please see the attached memo by Anna Breinich.

Minutes

There are five sets of minutes to review and they are attached.

Thank you and please contact the Planning & Development Department with questions.
725-6660 x222 khultgren@brunswickme.org



TOWN OF BRUNSWICK, MAINE

INCORPORATED 1739

DEPARTMENT OF PLANNING AND DEVELOPMENT
28 FEDERAL STREET
BRUNSWICK, ME 04011

ANNA M. BREINICH, AICP
DIRECTOR OF PLANNING & DEVELOPMENT

PHONE: 207-725-6660
FAX: 207-725-6663

STAFF REVIEW COMMITTEE

Meeting Notes

7/23/12

Staff Present: John Foster (Public Works), Jeff Hutchinson (Codes Enforcement Office), Jeff Emerson (Fire Department), Cathy Donovan (Assessing), Anna Breinich (Planning Department), Kris Hultgren (Planning Department), Rob Pontau (Sewer Department)

Applicant: John Gordon, Jim Hopkinson, Malcolm McConnell

Public: John Sperzel, Pem Schaeffer, Kerry Champagne,

- 1. Case Number: 12-020 Medical Office Building:** The Committee will review and comment on a **Final Plan** application submitted by Priority Group, LLC to construct a medical office building at 14 Thomas Point Road (**Assessor's Map CC1, Lots 26 & 42**) in the **Cooks Corner (CC) Zoning District**.

The applicant introduced the project and noted significant changes to the architectural detail of the field house by adding a section to the south side of the building. This breaks up the front façade as required in the Cook's Corner Design Standards. The landscaping plan is complete and under review by Peter Baecher the town's arborist. The field house will be used nights and weekends for sporting events or similar uses. A Permit By Rule from DEP was submitted and no problems are expected. Kris Hultgren noted that the town's engineering consultant is reviewing the stormwater plan.

Rob Pantau of the Sewer Department did not view any problems with additional sewer flow. John Foster of Public Works Department confirmed the sidewalk alignment fronting the lot. He asked about turning arrows and striping at the intersection of Thomas Point Road and Bath Road and the applicant said he would work with Public Works to install appropriate striping. Mr. Foster said the lighting plan is ok.

Planning and Assessing did not comment.

Jeff Hutchinson of the Codes Enforcement Office reminded the applicant about signing standards and encouraged him to work with his office on the planned monument sign.

Kris Hultgren of the Planning Office passed along comments by the Bicycle and Pedestrian Advisory Committee (BBPAC). BBPAC asked for 4 inverted U racks for a total of 8 bike parking spaces and asked that at least 4 of the spaces be covered. Mr. Hultgren noted that the site plan accommodates bicycle and pedestrian movements and the requests by BBPAC are not required by ordinance.



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2. Case Number: 12-014 Crestview Subdivision Amendment: The Committee will review and comment on a **Final Plan** application submitted by John Gordon to create a three lot subdivision at 74 Crestview Lane (**Assessor's Map 27, Lot 27**) in the **Coastal Protection 1 (CP1) Zoning District**.

The applicant introduced the project.

John Foster of Public Works Department updated the committee on the status of the Driveway Entrance Permit. He said that once MDOT establishes a speed limit on Crestview Lane a permit can be issued. Mr. Hultgren noted that if this isn't worked out before the planning board reviews the final plan they may condition approval on implementing the requirements of the Driveway Entrance Permit. Mr. Hultgren updated the committee on the sketch plan review by the planning board and said town attorney Pat Scully is composing a memo about the applicant's standing to subdivide the land and the release of covenant document.

John Sperzel, an abutter to the project asked that the proposed disturbed area shown on lot 1A be moved out of the 50 foot rear setback. The applicant agreed to do this. Mr. Sperzel also commented on a preferred location of the driveway entrance for Lot 1A saying he wanted it to be in its originally proposed spot as north on the lot as possible.

No one else commented on the application.

3. Case Number: 12-022 Maine Woolens: The Committee will review and comment on a joint Sketch and Final Plan application submitted by Maine Woolens to construct a 7,886 square foot addition at 15 Paul Street (**Assessor's Map U26, Lot 12**) in the **Mixed use 2 (MU2) Zoning District**.

The applicant introduced the project. He noted the rear setback nonconformity and the applicant's proposal not to increase the nonconformity which is allowed. The operations of Maine Woolens will not change, only expand. Both the existing building and proposed structure will be sprinkled to satisfy fire department.

Anna Breinich of the Planning Office asked that the HVHC units on the top of the new structure be screened and she requested the applicant update their application with specs of the HVHC unit. The applicant noted it was requesting a waiver of a landscaping plan because there isn't much room on the site to landscape. After discussing with staff the applicant will meet with Peter Baecher and may submit a landscaping plan based on his recommendations.

The applicant met with the architect who is making alterations to the building elevations and will submit in time for planning board packets.

The driveway of the lot will be paved after improvements.



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The stormwater will all be channeled to the front of the structure and piped to the town's system on Paul St.

Cliff Kilfoil noted he was in favor of the project.

The final review for each project is scheduled for July 31.

12-020 Medical Offices
at 14 Thomas Point Rd

**FINAL SUBMISSION
MAJOR DEVELOPMENT REVIEW APPLICATION
MEDICAL OFFICE DEVELOPMENT
14 THOMAS POINT ROAD, BRUNSWICK, MAINE
TAX MAP CC1, LOTS 26 & 42**

Prepared For

Priority Group, LLC
2 Main Street
Topsham, Maine 04086

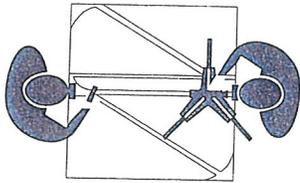
Prepared By

Sitelines P.A.
8 Cumberland Street
Brunswick, Maine 04011

July 10, 2012

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July 10, 2012
Rev. July 26, 2012

2052-7

Kris Hultgren, Town Planner
Town of Brunswick
28 Federal Street
Brunswick, Maine 04011

Re: **Major Development Review Final Application**
MEDICAL OFFICE DEVELOPMENT
14 THOMAS POINT ROAD, BRUNSWICK, MAINE
Tax Map CC1, Lot 26 & 42

Dear Kris,

On behalf of Priority Group, LLC, Sitelines, PA is pleased to submit the enclosed Major Development Review Final Application, drawings, and supporting materials for the development of a medical office building and field house, with associated parking, infrastructure and landscaping to be located along Thomas Point Road. Priority Group, LLC proposes to expand the existing commercial building located on the site and construct an attached field house building to be used for rehabilitation facilities. The proposed building expansion, and attached field house, will be single-story buildings without basements. An application fee of \$1,520 is included with this package.

PROPERTY

Priority Group, LLC owns, or is under contract to purchase, two parcels of land located at 14 Thomas Point Road. A copy of the purchase and sale agreement, along with a copy of the deed, are enclosed with this letter. The two parcels contain 1.79± acres and both parcels have frontage on Thomas Point Road. The proposed site has previously been developed, and is currently occupied by a 1.5-story 5,000 s.f. footprint commercial building and associated infrastructure. The building was originally occupied by a "Radio City" store, and is now partially occupied by a tattoo parlor. The existing improvements result in approximately 17,236 s.f. (0.40 acres) of impervious area. The property is served by public water, public sewer, and underground electric and communication utilities. The property is located in the Cooks Corner Center Zone (CC), in which Professional Office is a Permitted Use.

PROJECT DESCRIPTION

As part of the proposed development, the existing 5,000 s.f. commercial building will be expanded by 5,000 s.f. and an attached 10,798 s.f. footprint field house will be constructed. The building will be occupied by medical offices managed by Coastal Orthopedics. The business hours will be typical of those for professional services, approximately 9:00 a.m. to 6:00 p.m. on weekdays. The field house will be used on weekend hours as scheduled. The field house will provide space for physical therapy and exercise in conjunction with the medical care provided. It is also the intent to

SITELINES, PA

ENGINEERS ■ PLANNERS ■ SURVEYORS ■ LANDSCAPE ARCHITECTS
8 Cumberland Street ■ Brunswick, ME 04011 ■ TEL 207-725-1200 ■ FAX 207-725-1114 ■ www.sitelinespa.com

make the field house available to youth athletic teams outside of regular business hours for practice and tournament play. These new uses will bring more diversity to Cooks Corner and provide more opportunities for professional employment in the Brunswick area.

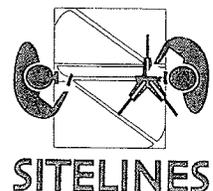
The existing parking lot will be reconstructed and enlarged in order to accommodate the parking demand for the additional buildings. The proposed design represents approximately 60,544 s.f. (1.39 acres) of impervious surface, or an increase of 43,308 s.f. (0.99 acres). The development provides a total of 75 parking spaces, including four (4) ADA compliant spaces. The site will be accessed via an existing driveway curb cut and a proposed curb cut from Thomas Point Road. No additional traffic permitting is anticipated for the project. New domestic water and fire services will be extended from the municipal water system within Thomas Point Road. Three-phase electrical and natural gas service will be extended along Thomas Point Road from Bath Road and will extend underground to serve the proposed development.

As the project disturbs more than one acre of area, but results in less than an acre of new impervious area, a Stormwater Permit-by-Rule (PBR) will be required for the project. A copy of the PBR application will be forwarded under separate cover.

The proposed building addition is designed by ALPHA Architects, and the proposed field house will be designed by the Sheridan Corporation. Total project costs are estimated at \$3.5M. Construction is anticipated to begin in August 2012 and be completed in December 2012.

Based on the specifics of the project, the applicant will request waivers for the following application items:

- Class A Soil Survey. The project is located on soils suitable for the proposed use. The site is served by municipal water and sewer, no wells or subsurface disposal systems will be required, which may necessitate a soils survey.
- Profile, cross-section dimensions, curve radii of existing streets. No changes are proposed to Thomas Point Road.
- Profile of water and sewer service lines. Existing service connections are proposed to meet the anticipated requirements.
- Cooks Corner Sidewalk Standards. A waiver is requested to allow a 5' bituminous sidewalk to be constructed along the parcel frontage as shown. This is in lieu of the 8' wide "quality material" sidewalk per the Cooks Corner Design Standards. The rationale for the waiver is that the sidewalk is being constructed in an area that does not connect to other pedestrian ways and is adjacent to a roadway that is not aligned in the middle of the right-of-way and may be reconstructed. It is proposed to provide appropriate pedestrian access, which may be replaced and/or upgraded when the road is reconstructed and additional sidewalks added to Thomas Point Road. This was discussed with the Planning Board at the Sketch Plan presentation where they indicated their support for the waiver.



PERFORMANCE STANDARDS

To facilitate your review of our proposal, the following standards are summarized in accordance with **CHAPTER 5: DEVELOPMENT REVIEW PLAN STANDARDS** of the Ordinance.

501 PRESERVATION OF NATURAL FEATURES AND NET SITE AREA:

There are no existing features on the site that would be considered of natural, scenic, or historic character to the Town. A Landscape Plan has been created for the proposed development and is enclosed with this letter.

502 FLOOD HAZARD AREA:

The project area is located in Zone C (Areas of Minimal Flooding) of the Flood Insurance Rate Maps (FIRMs) for Cumberland County, Maine. The project area is located on Panel 15 of 35 (Community Panel 230042-0015-B, Effective June 3, 1986). An excerpt of the applicable FIRM is enclosed.

503 STEEP SLOPES AND EMBANKMENTS:

There are no steep slopes or embankments greater than 25% located on the property.

504 STORM WATER MANAGEMENT:

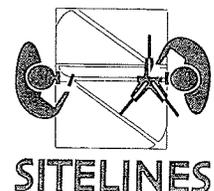
Stormwater runoff from the existing development is directed to a shallow basin located to the rear of the parcel for infiltration. This basin was observed to be empty after recent rainfalls in excess of six (6) inches of precipitation, providing evidence the soils are well suited for infiltration. As part of the proposed development, the existing infiltration basin will be removed and stormwater runoff for the redevelopment will be collected and retained on-site, where it will be directed to a new subsurface infiltration system. No connection will be made to the storm drain system within Thomas Point Road. Our experience with the theater project and a proposed redevelopment of the Atrium Hotel location has demonstrated the soils are favorable for infiltration. A geotechnical study has been scheduled to confirm the capacity of the existing soils for infiltration. The Geotechnical Report will be forwarded when it is complete.

505 GROUNDWATER:

The project will be serviced by public sewer and water. The proposed building addition and field house will be constructed with a shallow foundation including an underdrain to dewater the areas immediately adjacent to the exterior footing. There are no adverse impacts to groundwater anticipated from this development.

506 EROSION AND SEDIMENTATION:

The disturbed areas of the site will be isolated through the use of silt fencing and other measures to minimize the transport of sediment from the site. The project has been designed to incorporate Best Management Practices as outlined in the Maine Erosion and Sediment Control BMPs as published by the Maine Department of Environmental Control, current edition. Specific provisions for permanent and temporary erosion control features have been provided in the construction drawings. The contractor will be bound to meet the performance standards of the BMPs including erosion control, stabilization, maintenance, and inspection requirements.



507 SEWAGE DISPOSAL:

The proposed development will be serviced by an existing sewer service that serves the existing building. The Brunswick Sewer District has indicated their ability to serve the project at the staff review committee meeting for the Sketch Plan submission. A minor amount of medical waste will be generated; however, the tenants are aware of the requirement to limit the disposal of chemicals or prescription medication and to coordinate with the Brunswick Sewer District. Provisions for the disposal are defined in the lease agreement.

508 WATER SYSTEM:

The water service for the proposed building will be provided from an existing 1" domestic service and a new 6" fire service to be extended from the existing 12" water main within Thomas Point Road. A letter from the Brunswick-Topsham Water District, indicating their ability to serve the project, has been enclosed with this letter.

509 COMMUNITY FACILITIES IMPACT ANALYSIS:

The proposed project consists of a medical office development and is located in the area of Brunswick known as Cooks Corner. It is similar in size and scope to surrounding commercial developments and integrates nicely with the abutting residential properties. A Community Facilities Impact Analysis is not anticipated for the proposed development.

510 DEVELOPMENT IMPACT FEES:

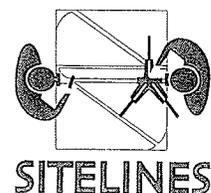
It is not anticipated that a development impact fee will be required for the proposed development. A Traffic Study has been completed by Maine Traffic Resources, which indicates that the development will not result in a negative impact or decline in the level of service on Thomas Point Road or the intersection with Bath Road. A copy of the Traffic Report has been enclosed with this submission.

511 DEVELOPMENT OF NEW STREETS:

There are no new streets proposed for this project.

512 OFF STREET PARKING:

The existing parking lot will be reconstructed and enlarged to accommodate the proposed buildings. The development provides a total of 75 parking spaces, including four (4) ADA compliant spaces. The ordinance stipulates 3 parking spaces per 1,000 s.f. of office space, which results in a requirement of 30 spaces for the 10,798 s.f. medical office building (or 40 spaces for service business). The field house use is less well defined. During typical business hours the field house will be auxiliary space for the medical offices to facilitate the physical therapy plans. As such, few additional parking spaces will be required and more than double the office space requirement will be provided. The field house will also be available for use for youth sports teams for practice. The available parking for those events is anticipated to meet the demand for up to four teams of 15 players each.



513 CURB CUTS:

The project proposes to utilize the existing entrance off Thomas Point Road and provide a new curb cut off Thomas Point Road. The curb cuts are located approximately 225 feet apart, which exceeds the minimum distance of 105 feet between curb cuts, as outlined in the Zoning Ordinance for roads with a speed limit of 25 mph.

514 OFF STREET LOADING:

Off street loading is not applicable to the land use of the proposed project.

515 APPEARANCE ASSESSMENT:

The intent of the project architects, ALPHA Architects and The Sheridan Corporation, was to provide structures with architectural and visual character that seamlessly integrates the existing building and is appropriate for the proposed use and adjacent neighborhood. The façade will include a brick base with Hardi-plank and Hardi-shingle siding. A dark green asphalt shingle or standing seam metal roof will be used on the office building. This will continue the appearance of the Cooks Corner Mall and pad sites such as Starbucks. The building will be a combination of tan and burgundy colors. Peaked roof lines, pediment additions and pilasters at the entrances and the of colored areas will break up the building faces. Since the Sketch Plan submission, a storage area has been added to the end of the field house and a door with peaked pediment and pilasters added to the rear façade. Attractive landscaping and an ornamental metal fence with granite posts will be constructed on the frontage of Thomas Point Road. Floor plans, elevation views and a conceptual rendering are enclosed for review.

Site lighting is proposed throughout the parking lot and has been designed to provide adequate light levels on-site, while limiting the off-site spillage onto the roadway and abutting properties.

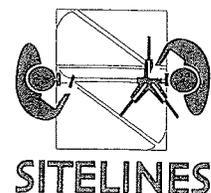
A Landscape Plan, conforming to the Town's Ordinances, has been created for the proposed development, and is enclosed with this letter. The Cooks Corner standard for 10-15% landscape are for the parking area is met with the landscaped islands and ample front buffer.

516 BUILDING CONFIGURATION:

The existing building and proposed building addition are oriented perpendicular to Thomas Point Road, and the proposed field house is oriented facing Thomas Point Road. Architectural floor plans and elevations of the proposed buildings have been developed and are enclosed for your review. The architecture for the buildings will incorporate materials and accents traditional to New England styles.

517 PRESERVATION OF HISTORIC RESOURCES:

There have been no historic resources previously identified on the site. The existing site development does not have historic significance due to its nature, age, and land use.



518 ACCESS FOR PERSONS WITH DISABILITIES:

The project will comply in all aspects with the requirements of the ADA in regard to access. Four (4) ADA compliant spaces, including two (2) van-accessible spaces have been provided for the development.

519 RECREATIONAL REQUIREMENTS FOR RESIDENTIAL DEVELOPMENTS:

As the project is not a residential development, this section is not applicable. At the request of the Pedestrian and Bicycle Committee, an 8-space inverted U bike rack is provided.

520 FISCAL CAPACITY:

Based on similar developments the applicant has been involved in, it is anticipated that the costs of development will be approximately 3.5 million dollars. Priority Group LLC has completed several projects of similar scale in Brunswick and adjacent communities and will partner with a local financial institution for the commitment to this project. In addition, a copy of the Certificate of Good Standing from the Secretary of State has been enclosed with this letter.

521 PERFORMANCE GUARANTEE:

There are no improvements anticipated within the public right-of-way for transportation or utility needs. A performance guarantee is consequently not anticipated unless determined to be required for other needs.

522 HOME OWNERS/PROPERTY OWNERS ASSOCIATION:

There is no home owners/property owners association proposed by this project.

523 PROTECTED CONSERVATION LAND:

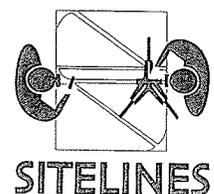
There is no protected conservation land proposed or involved with this project.

524 NOISE AND DUST:

Best Management Practices as outlined in the Maine Erosion and Sediment Control BMP's as published by the Maine Department of Environmental Control, will be utilized to control noise and dust during construction. Noise will be limited through the compliance of the site contractor with the standard hours of construction per Section 524.1. Upon construction completion, there are no anticipated impacts with regard to noise or dust. The proposed use will occur almost exclusively within the building.

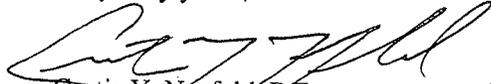
COOKS CORNER DESIGN STANDARDS

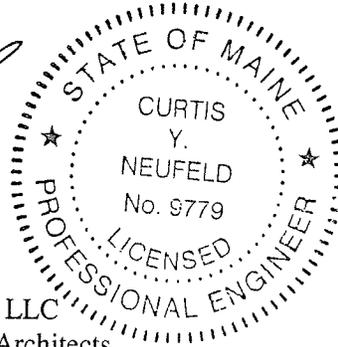
As the project is located within the Cooks Corner Center Zone (CC), it is required to meet a set of design standards specifically created for new developments located within Cooks Corner. The development has incorporated an 5-foot wide bituminous sidewalk and a 4-foot tall decorative fence along the frontage of the property. A waiver is requested from the standards for this walk, which require an 8' wide concrete or paver walk. The parking for the development is located to the side and rear of the building, and a bike rack has been located adjacent to the proposed buildings. Architecture for the development has been designed to comply with the Cooks Corner Design Standards and floor plans and elevation views are enclosed for review.



We look forward to meeting with you and the Planning Board at their July 31, 2012 meeting to review and approve the project. Should you have any questions, please call.

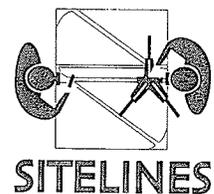
Very truly yours,


Curtis Y. Neufeld, P.E.
Vice President



Enclosures

cc: Jim Howard, Priority Group, LLC
Mark Sengelmann, ALPHA Architects



Proposed Medical Office Development
Major Development Review Final Plan Application
July 10, 2012

Attachment A
Application Form & Checklists

A completed copy of the Major Development Review Final Application Form and Site Plan Checklist is enclosed.

**MAJOR DEVELOPMENT REVIEW
FINAL PLAN APPLICATION**

1. Project Name: Medical Office Development

2. Project Applicant

Name: Priority Group, LLC c/o Jim Howard
Address: 2 Main Street
Topsham, Maine 04086
Phone Number: 207-373-1251

3. Authorized Representative

Name: Sitelines, PA. Attn: Curtis Y. Neufeld, P.E.
Address: 8 Cumberland Street
Brunswick, ME 04011
Phone Number: 207-725-1200 xt. 18

4. List of Design Consultants. Indicate the registration number, address and phone number Of any engineer, surveyor, architect, landscape architect or planner used:

1. Engineer: Curtis Y. Neufeld, P.E. #9779, Sitelines, P.A. 207-725-1200 xt. 18
2. Surveyor: Kevin P. Clark, PLS #2245, Sitelines, P.A. 207-725-1200 xt. 14
3. Architect: Mark Senglemann, ALPHAArchitects, 207-761-9500
The Sheridan Corporation, 207-453-9311

5. Physical location of property being affected: 14 Thomas Point Road

6. Lot Size: 1.79 acres

7. Zoning District: CC

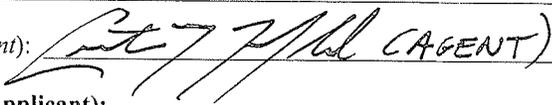
8. Indicate the interest of the applicant in the property and abutting property. For example, is the applicant the owner of the property and abutting property? If not, who owns the property subject to this application? Refer to Cover Letter

9. Assessor's Tax Map CC1 Lot Number 26 & 42 of subject property.

10. Brief Description of proposed: Refer to Cover Letter

11. Describe Specific Physical Improvements to be Done: Refer to Cover Letter

Owner Signature: _____

Applicant Signature (if different):  AGENT

Required Attachments (by Applicant):

- Final Plan Check List
- Final Plan Requirements for Open Space Developments (if applicable)
- Request for Waivers (if applicable)
- Required Copies of Final Plan

Required Attachment (by Planning and Development Department):

- Listing of all owners of property within 200-foot radius of property under review.

FINAL PLAN REQUIREMENTS

Key: "O" = omit; "S"=submit; "NA"=not applicable; "W" = waiver P=pending

| Item | O | S | NA | W | P | Comments |
|---|---|---|----|---|---|---|
| Name of Development | | X | | | | |
| Scale, date, north point, area, number of lots (if subdivision) | | X | | | | |
| Boundaries of all lots and tracts with accurate distances and bearings, locations of all permanent monuments property identified as existing or proposed. | | X | | | | |
| Certification by a professional land surveyor that the land has been surveyed and the boundaries established in accordance with the State of Maine Board of Licensure for Professional Surveyors standards for Category 1 (Standard Boundary Survey), conditions 1, 2, or 3. | | X | | | | |
| Existing zoning district and overlay designation. | | X | | | | |
| Names of engineer and surveyor; and professional registration numbers of those who prepared the plan. | | X | | | | |
| Names of current owner(s) of subject parcel and abutting parcels. | | X | | | | |
| Name, location, width of paving and rights-of-way, profile, cross-section dimensions, curve radii of existing and proposed streets; profiles of center-lines of proposed streets, at a horizontal scale of 1" equals 50' and vertical scale of 1 inch equals 5 feet, with all elevations referred to in U.S.G.S. datum. | | | | X | | Waiver Requested (see narrative) |
| A general road plan noting circulation, direction, traffic control devices, street lighting and type of lighting proposed. | | X | | | | |
| Existing and proposed easements associated with the development. | | X | | | | |
| Kind, location, profile and cross-section of all proposed drainage facilities, both within the development and outside of it, and a storm-water management plan which includes the submission requirements listed in the storm-water management checklist available in the Planning Department. | | X | | | | |
| Location of features, natural and artificial, such as water bodies, wetlands, streams, vegetation, railroads, ditches and buildings. | | X | | | | No water bodies, wetlands, streams, or railroads exist on parcel. |

| | | | | | | |
|---|--|---|---|---|--|---|
| Location of existing and proposed utilities; water, sewer, electrical lines, and profiles of underground facilities. Tentative locations of any private wells. | | X | | | | |
| Existing and proposed location, size, profile and cross section of sanitary sewers; description, plan and location of other means of sewage disposal with evidence of soil suitability. | | | | X | | Waiver Requested (see narrative) |
| Topography with counter intervals of not more than 2 feet. | | X | | | | |
| A Class A (high intensity) Soil Survey prepared in accordance with the standards of the Maine Association of Professional Soil Scientists. | | | | X | | Waiver Requested (see narrative) |
| Location of all existing trees over 10 inches in diameter, locations of tree stands, and a plan showing all trees to be removed as a result of the development proposal. | | X | | | | |
| Lighting plan showing details of all proposed lighting and the location of that lighting in relation to the site. | | X | | | | |
| Existing locations and proposed locations, widths and profiles of sidewalks. | | X | | | | Waiver requested for profiles |
| Location map. | | X | | | | |
| Approximate locations and dimensions of proposed parking areas. | | X | | | | |
| Proposed ownership and approximate location and dimensions of open spaces for conservation and recreation. | | | X | | | No open spaces proposed |
| Grading, erosion control, and landscaping plan; proposed finished grades, slopes, swells, and ground cover or other means of stabilization. | | X | | | | |
| Reference to special conditions stipulated by the Planning Board, with conditions either set forth in full or on the plan or identified as specific documents filed with the Board. | | | X | | | No special conditions known |
| A wetlands map drawn by a specialist delineating wetland boundaries in accordance with the methods prescribed by the US Army Corps of Engineers. | | | X | | | No wetlands located on the parcel |
| Dedicated public open spaces, areas protected by conservation easements, and existing and proposed open spaces or recreation areas. | | | X | | | No open spaces or recreation areas proposed |

| | | | | | | |
|--|--|---|---|--|--|-------------------------|
| For Open Space Development, a note indicating the total permitted lot count of the entire land tract based upon the destiny standards in this Ordinance, the number of lots created by the Plan, and the numebr of lots permitted to be subdivided in the future, as well as a table showing setback requirements and impervious surface coverage limits for each lot. | | | X | | | No open spaces proposed |
| Building envelops showing acceptable locations for principal and accessory structures. | | X | | | | |

FINAL PLAN/SUPPORTING DOCUMENTS

Key: "O" = omit; "S"=submit; "NA"=not applicable; "W" = waiver P=pending

| Item | O | S | NA | W | P | Comments |
|---|---|---|----|---|---|------------------|
| Documentation of Ownership or contract. | | X | | | | |
| Drafts of legal documents appropriate to the application, including: deeds, easements, conservation easements, deed restrictions or covenants, home/property owners association declarations and by-laws, and such other agreements or documents as are necessary to show the manner in which conservation land will be owned, maintained, and protected. | | X | | | | |
| Draft performance guarantee or conditional agreement. | | | X | | | None Anticipated |
| Disclosure of any required permits from the Department of Environmental Protection, Marine Resources, US Army Corps of Engineers, Department of Inland Fisheries and Wildlife, or other agencies, as applicable; or, if a permit has already been granted, a copy of that permit. | | X | | | | |
| Any additional studies required by the Planning Baord, which are deemed necessary in accordance with this Ordiancne. | | | X | | | None Anticipated |
| Storm water management program for the propsed project prepared by a professional engineer. | | X | | | | |
| A storm water management checklist prepared by the Cumebrland County Soil and Water Conservation District made avallabel at the Brunswick Department of Planning and Development. | X | | | | | |

| | | | | | |
|--|---|---|---|--|--|
| An erosion and sedimentation control checklist prepared by the Cumberland County Soil and Water Conservation District. | X | | | | |
| A statement from the Brunswick-Topsham Water District of conditions under which water will be provided. | | X | | | |
| A statement from the Brunswick-Topsham Water District of its review and comments on the proposed use if the project involves development within the Aquifer Protection Zone. | | X | | | |
| A Statement from the Fire Chief recommending the number, size, and location of hydrants, available pressure levels, road layout and street and project name, and any other fire protection measures to be taken. | | X | | | |
| A statement from the Superintendent of the Brunswick Sewer District of the conditions under which the Sewer District will provide sewerage disposal service and approval of the sanitary sewers proposed within the development. | | X | | | |
| Where a septic system is to be used, evidence of soil suitability. | | | X | | |
| All applicable materials necessary for the reviewing entity to review the proposal in accordance with the Criteria of Section 411. | | X | | | |
| A plan of all buildings with new construction or expansion of an existing facility, including type, size, and footprint, floor layout, setback, elevation of first floor slab, storage, and loading areas. | | X | | | |
| An elevation view of all sides of each building proposed indicating height, color, bulk, surface treatment, and signage. | | X | | | |
| A circulation plan describing all pedestrian and vehicle traffic flow on surrounding road systems. | | X | | | |
| The size and proposed location of water supply and sewage disposal systems. | | X | | | |
| A site landscaping plan indicating grade change, vegetation to be preserved, new plantings used to stabilize areas of cut and fill, screening, the size, location and purpose and type of vegetation. | | X | | | |

Attachment B
Right, Title, and Interest

A copy of the purchase and sale agreement, along with the current deed, is included with this attachment. Also included is a copy of Priority Group, LLC incorporation certificate.

AGREEMENT FOR THE PURCHASE AND SALE OF REAL ESTATE

THIS AGREEMENT made and entered into this 17th day of May, 2012, by and between Cooks Corner Investments LLC, his successors and assigns, with a mailing address of PO BOX 1196, Sabattus, ME, 04280 (hereinafter "Seller") and Priority Holdings, LLC, a Maine limited liability company, with a mailing address of 2 Main Street, Topsham, ME 04086 (hereinafter "Buyer").

1. PURCHASE AND SALE. Seller agrees to sell and Buyer agrees to buy, on the terms and conditions hereinafter set forth, the land in Brunswick, Maine (the "Premises"), described as follows:

Approximately 0.51 acres with current structures at 14 Thomas Point Road, Brunswick ME, 04011 Map CC1 Lot 26 recorded in the Cumberland County Register of Deeds Book 22025 Page 330 as shown on attached Exhibits A & B.

2. PURCHASE PRICE. Subject to any adjustments and pro-rations hereinafter described, Buyer agrees to pay for the Premises [REDACTED] (the "Purchase Price"). With the execution of this Agreement, Buyer has paid Seller [REDACTED] ([REDACTED]) as deposit, which deposit shall be applied to the Purchase Price at closing. The remaining balance, of approximately [REDACTED], subject to the adjustments described herein, shall be paid to Seller at closing by certified check, bank cashier's check or immediately available funds.

3. CLOSING. The closing shall be within One Hundred Eighty Days (180) from the date that Seller accepts Buyer's offer.

The closing shall take place through the Offices of Moncure & Barnicle, P.A., Topsham, Maine. At the closing, Seller shall execute and deliver to Buyer, against payment of the Purchase Price, a Quitclaim Deed with warranty Covenants conveying good and marketable title.

Seller further agrees to execute and deliver to Buyer at the closing such Affidavits and Certificates as are reasonably necessary for Buyer's

acquisition of the Premises, such as a title insurance "Owner's Affidavit" regarding mechanics liens and persons in possession.

4. RISK OF LOSS, DAMAGE AND INSURANCE. All risk of loss to the Premises prior to the closing shall be borne by Seller, except to the extent modified by the existing landlord/tenant relationship between Seller and Buyer.
5. POSSESSION OF THE PREMISES. The Premises shall be delivered to Buyer at the time of the closing free and clear of all tenancies or occupancies by any person or entity, except the Beltone who currently occupies the Premises.
6. DEFAULT AND REMEDIES. Should either party default under this agreement, the non-defaulting party shall have all of its rights at law or in equity, including the right of specific performance and the non-defaulting party shall be entitled to recover reasonable attorney's fees and costs in connection with said default and the enforcement of this agreement.
7. CONDITIONS PRECEDENT TO BUYER'S OBLIGATION TO CLOSE. Seller can convey good and marketable title to the Premises according to the Maine Title Standards. Should, in the opinion of Buyer's counsel, a defect in title exist, Buyer shall immediately notify Seller and Seller shall use commercially reasonable steps to cure the title. Seller shall have thirty (30) days within which to remedy the defects and agrees to use commercially reasonable steps to do so. If at the end of thirty (30) days Seller is not able to cure the title defects, Buyer may, at its sole option, proceed to close or receive its Earnest Money deposit and the parties' obligations shall cease.
8. ADJUSTMENTS, PRORATIONS AND CLOSING COSTS.
 - (a) Municipal real estate taxes shall be prorated.
 - (b) The Maine Real Estate Transfer Tax shall be paid equally by Seller and Buyer in accordance with 36 M.R.S.A. §4641-A.
9. GENERAL PROVISIONS. This instrument executed may be executed in duplicate originals and is to be construed under the laws of Maine. The use of

the either gender shall include the other and neuter where appropriate; the use of the singular shall include the plural where appropriate. Time is of the essence of this Agreement. This Agreement is binding upon and inures to the benefit of the parties hereto, their respective heirs, successors and assigns, and may be cancelled, modified, or amended only by a writing executed by the parties hereto or their legal representatives. All notices, demands and other communications hereunder shall be in writing and shall be deemed to have been duly given on the date of service if served personally on the party to whom notice is to be given or on the date of mailing. If mailed, all notices are to be sent by first class mail, postage prepaid, certified, return receipt requested, addressed as follows:

TO SELLER: Cooks Corner Investments LLC
PO BOX 1196,
Sabattus, ME 04280

TO BUYER: James Howard
Priority Holdings, LLC
2 Main Street, Suite 200
Topsham, ME 04086

Either party may change his address for purposes of this paragraph by giving the other party notice of the new address in the manner described herein. If any provision of the Agreement is determined to be invalid or unenforceable, it shall not affect the validity and enforcement of the remaining provisions hereof.

IN WITNESS WHEREOF, Seller and Buyer have executed this Agreement as of the date first above written.

WITNESS:



SELLER

Cooks Corner Investments LLC

By:

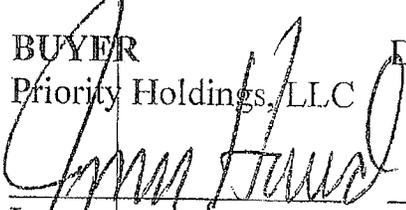

Its: MEMBER

BUYER

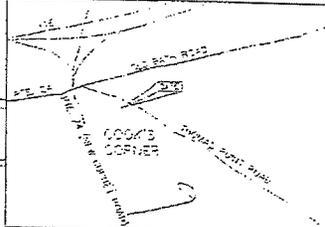
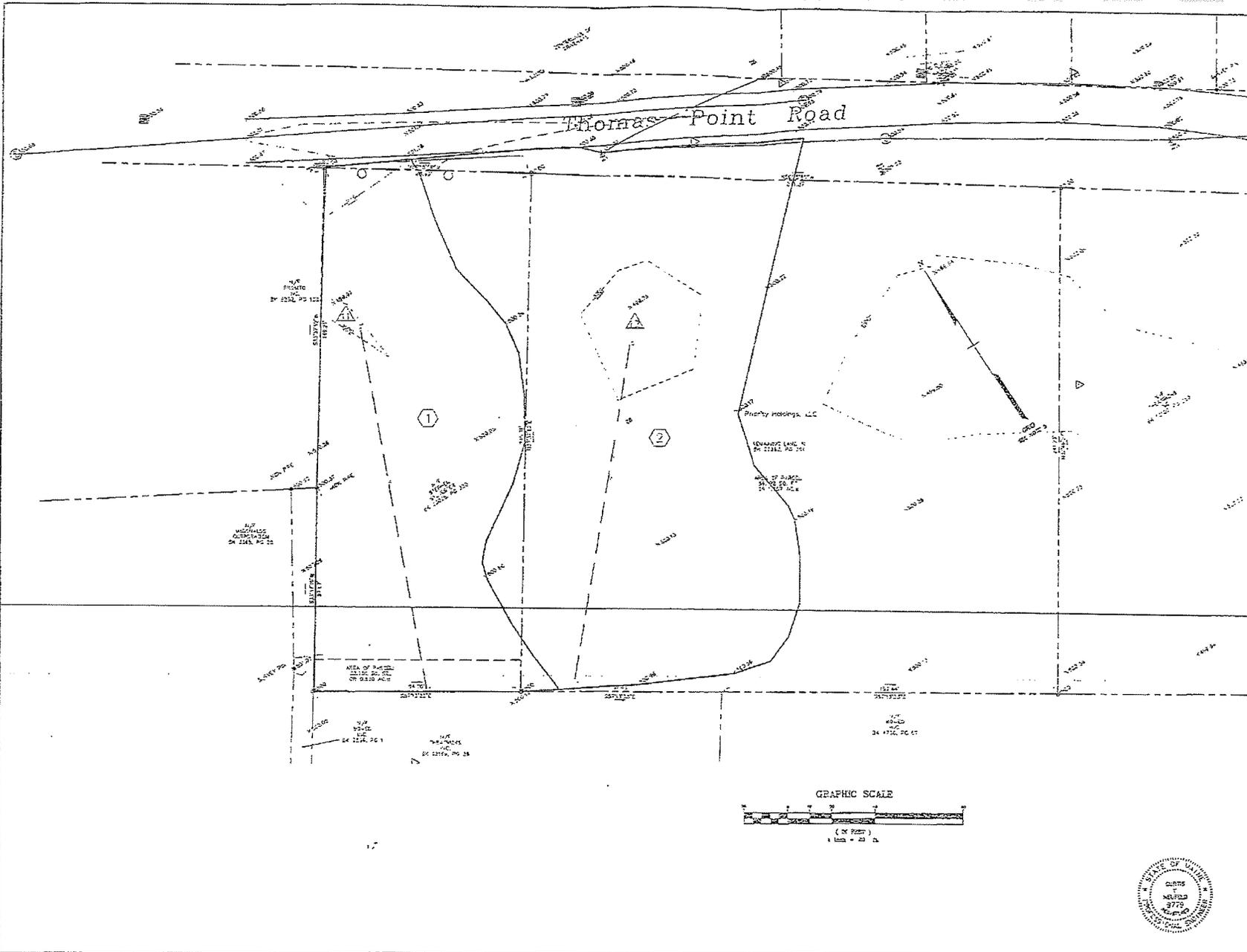
Priority Holdings, LLC

Date Accepted




Its: President

5/17/12



PLAN REFERENCE:

1. "BOUNDARY AND PERFORMANCE PLAN OF LAND OF PHENIX HOLDINGS, LLC - THOMAS POINT ROAD, LENOXBORO, MAINE DATED MARCH 2, 2009 PREPARED BY CHUCK LANE SURVEYOR, INC. 24 BATES ROAD
2. "PLAN OF BOUNDARY BOUNDARY SURVEY PROPERTY OF DEVELOPERS DEVELOPER COOK'S CORNER, 20 BY A. SHERET ROAD (ROUTE 24) & THOMAS POINT ROAD LENOXBORO, MAINE FOR DEVELOPER'S UNDIVIDED COOK'S CORNER, 20 BY GEORGE W. GARDNER, PREPARED BY PAUL HOPKIN 20 BY THE ATLAS OF MAINE, MAINE DATED MARCH 14, 1998

GENERAL NOTES:

1. THE SITE IS OWNED BY STEPHEN BULLISTER, PORTION OF MAP 602 LOT 24, SEE 2004 ZONING PAGE 330
2. AREA OF EXISTING LOT - 2.51 AC.
3. DISTANCE STANDARDS:
 (A) DISTANCE BETWEEN CORNERS OF ADJACENT LOTS SHALL BE MEASURED ALONG THE CENTERLINE OF THE ROAD.
 (B) DISTANCE BETWEEN CORNERS OF ADJACENT LOTS SHALL BE MEASURED ALONG THE CENTERLINE OF THE ROAD.
 (C) DISTANCE BETWEEN CORNERS OF ADJACENT LOTS SHALL BE MEASURED ALONG THE CENTERLINE OF THE ROAD.
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 (E) DISTANCE BETWEEN CORNERS OF ADJACENT LOTS SHALL BE MEASURED ALONG THE CENTERLINE OF THE ROAD.
 (F) DISTANCE BETWEEN CORNERS OF ADJACENT LOTS SHALL BE MEASURED ALONG THE CENTERLINE OF THE ROAD.
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 (J) DISTANCE BETWEEN CORNERS OF ADJACENT LOTS SHALL BE MEASURED ALONG THE CENTERLINE OF THE ROAD.
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 (N) DISTANCE BETWEEN CORNERS OF ADJACENT LOTS SHALL BE MEASURED ALONG THE CENTERLINE OF THE ROAD.
 (O) DISTANCE BETWEEN CORNERS OF ADJACENT LOTS SHALL BE MEASURED ALONG THE CENTERLINE OF THE ROAD.
 (P) DISTANCE BETWEEN CORNERS OF ADJACENT LOTS SHALL BE MEASURED ALONG THE CENTERLINE OF THE ROAD.
 (Q) DISTANCE BETWEEN CORNERS OF ADJACENT LOTS SHALL BE MEASURED ALONG THE CENTERLINE OF THE ROAD.
 (R) DISTANCE BETWEEN CORNERS OF ADJACENT LOTS SHALL BE MEASURED ALONG THE CENTERLINE OF THE ROAD.
 (S) DISTANCE BETWEEN CORNERS OF ADJACENT LOTS SHALL BE MEASURED ALONG THE CENTERLINE OF THE ROAD.
 (T) DISTANCE BETWEEN CORNERS OF ADJACENT LOTS SHALL BE MEASURED ALONG THE CENTERLINE OF THE ROAD.
 (U) DISTANCE BETWEEN CORNERS OF ADJACENT LOTS SHALL BE MEASURED ALONG THE CENTERLINE OF THE ROAD.
 (V) DISTANCE BETWEEN CORNERS OF ADJACENT LOTS SHALL BE MEASURED ALONG THE CENTERLINE OF THE ROAD.
 (W) DISTANCE BETWEEN CORNERS OF ADJACENT LOTS SHALL BE MEASURED ALONG THE CENTERLINE OF THE ROAD.
 (X) DISTANCE BETWEEN CORNERS OF ADJACENT LOTS SHALL BE MEASURED ALONG THE CENTERLINE OF THE ROAD.
 (Y) DISTANCE BETWEEN CORNERS OF ADJACENT LOTS SHALL BE MEASURED ALONG THE CENTERLINE OF THE ROAD.
 (Z) DISTANCE BETWEEN CORNERS OF ADJACENT LOTS SHALL BE MEASURED ALONG THE CENTERLINE OF THE ROAD.

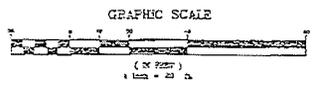
THE MAP REFERENCE:
 MAP 602 LOT 24

BASES OF BOUNDARY:
 BOUNDARIES ARE GROUND (TRIAL) AND ARE BASED ON PLAN IN NOTE (2) ABOVE.

ROAD INFORMATION:
 THOMAS POINT ROAD IS A PUBLIC MAINTAINED ROAD WITH A RIGHT-OF-WAY WIDTH OF A ROAD (20'). LOCATION IS BASED ON PLANS IN NOTE 2 ABOVE.

LEGEND:

- SUBAREA OUTLINE
- ROAD
- BOUNDARY
- PROXIMATE POINT



9-11-05 QUANTITY AND JOB PLAN APPROVAL

PRE-DEVELOPMENT DRAINAGE PLAN

RADIO CITY
 THOMAS POINT ROAD

STEVE SYLVESTER
 LENOXBORO, MAINE

SITELINES P.A.
 ENGINEERS • PLANNERS • SURVEYORS
 LANDSCAPE ARCHITECTS
 3 COWENLAND STREET, BANGOR, ME 04401
 PHONE 207 725-1245 FAX 207 725-1114

| | | |
|-------------------|----------------|--------------------|
| FIELD W.K. DIRLAD | SCALE: 1"=20' | SHEET |
| DRAWN BY: CYN | JOB #: 1049 | DR1 |
| CHKD BY: CWK | DATE: 04-12-05 | |
| DATE: 04-12-05 | | FILE: INBSITE_PLAN |



Warranty Deed

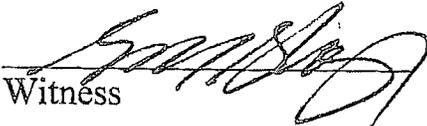
DAVID A. McCRATER, SR. of Lisbon Falls, County of Androscoggin, State of Maine, for consideration paid, grants to PRIORITY HOLDINGS, LLC, a Maine limited liability company with an office in Topsham, County of Sagadahoc, Maine, with *warranty covenants*, the following described property:

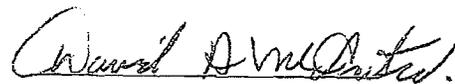
A certain lot or parcel of land situated at Cooks Corner, so called, in Brunswick, in the County of Cumberland, and State of Maine, bounded and described as follows:

Beginning on the westerly side of the Thomas Point Road, so called, at the east corner of land of George Graves and running southeasterly along said road twenty and one-third rods to an iron stake; thence southwesterly fifteen rods to an iron stake and to land now or formerly of Samuel Woodward; thence northwesterly along said Woodward land twenty and one-third rods to an iron stake and to land of George Graves; thence along said Graves land northeasterly fifteen rods to the place of beginning.

Being the same premises conveyed to the grantor herein by Louise McCrater, by deed dated October 29, 1979 and recorded in Book 4520, Page 205, of the Cumberland County Registry of Deeds.

WITNESS my hand and seal this 17th day of February, 2004.


Witness


David A. McCrater, Sr.

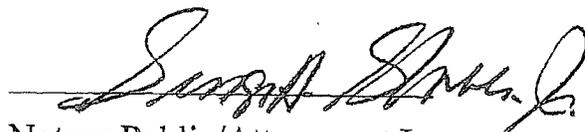
Received
Recorded Register of Deeds
Feb 23, 2004 09:47:32A
Cumberland County
John B. O'Brien

STATE OF MAINE

Cumberland, ss.

February 17, 2004

Then personally appeared before me the above-named DAVID A. McCRATER, SR. and acknowledged the foregoing instrument to be his free act and deed.


Notary Public/Attorney at Law



MAINE REAL ESTATE TAX PAID

State of Maine



Department of the Secretary of State

I, the Secretary of State of Maine, certify that according to the provisions of the Constitution and Laws of the State of Maine, the Department of the Secretary of State is the legal custodian of the Great Seal of the State of Maine which is hereunto affixed and that the paper to which this is attached is a true copy from the records of this Department.

In testimony whereof, I have caused the Great Seal of the State of Maine to be hereunto affixed. Given under my hand at Augusta, Maine, this sixth day of February 2012.



A handwritten signature in black ink, reading 'Charles E. Summers, Jr.', written over a horizontal line.

Charles E. Summers, Jr.
Secretary of State

Additional Addresses

| Legal Name | Title | Name | Charter # | Status |
|---|------------------|-----------------------|------------|---------------|
| PRIORITY GROUP, LLC | Registered Agent | | 19970117DC | GOOD STANDING |
| Home Office Address (of foreign entity) | | Other Mailing Address | | |

Attachment C Abutting Property Owners

A list of abutting property owners is included in this attachment for reference.

ABUTTING PROPERTY OWNERS

MAP-CC1 LOT-26
PRIORITY HOLDINGS LLC
2 MAIN ST
TOPSHAM, ME 04086

MAP-CC1 LOT-42
COOKS CORNER INVESTMENTS LLC
PO BOX 1196
SABATTUS, ME 04280

MAP-CC1 LOT-21
JUST BECAUSE LLC
PO BOX 9340
AUBURN, ME 04210

MAP-CC1 LOT-25
JUST BECAUSE LLC
PO BOX 9340
AUBURN, ME 04210

MAP-CC1 LOT-27
PROMTO INC
70 SCOTT DRIVE
WESTBROOK, ME 04092

MAP-CC1 LOT-29
JUST BECAUSE LLC
PO BOX 9340
AUBURN, ME 04210

MAP-CC1 LOT-30
JUST BECAUSE LLC
PO BOX 9340
AUBURN, ME 04210

MAP-CC2 LOT-29
JOHNSON, LINDA A
206 BATH ROAD
BRUNSWICK, ME 04011

MAP-CC2 LOT-36
JOHNSON, WALTER L & LINDA A JT
206 BATH ROAD
BRUNSWICK, ME 04011

MAP-CC2 LOT-51
JOHNSON, WALTER L
206 BATH ROAD
BRUNSWICK, ME 04011

**Attachment D
Traffic Report**

A copy of the Traffic Report is enclosed.

**TRAFFIC IMPACT STUDY
MEDICAL OFFICE BUILDING
BRUNSWICK, MAINE**

May 30, 2012

Prepared for:

**Priority Group, LLC
2 Main Street
Topsham, Maine 04086**



Prepared by:

**Maine
Traffic
Resources**

25 Vine Street Gardiner, ME 04345

(207) 582-5252 FAX (207) 582-1677

mainetrafficresources.com

Diane W. Morabito
5/30/12

Introduction

The purpose of this report is to assess the traffic impacts of a proposed medical office building on Thomas Point Road in Brunswick, Maine. The site location is shown on the map in Figure 1. Access will be provided by two two-way full movement entrances on Thomas Point Road. There is an existing 5,000 square foot (S.F.) building on site, which was previously occupied by Radio City and office space (approximately 2,500 S.F. each). The proposed development consists of a medical office building to provide physical therapy services. The existing building will be enlarged by 5,000 S.F. to provide for 10,000 S.F. of medical office building use. In addition, an attached 10,000 S.F. field house, with athletic facilities such as a track, will be constructed for use in the physical therapy practice. It is understood that construction will begin as soon as permits are issued with occupancy planned for late 2012. As a result, 2012 was used as the study year for traffic analysis purposes.

Trip Generation

The number of trips which will be generated by the proposed medical office complex, as well as by the previous uses, was estimated using the Institute of Transportation Engineers (ITE) "Trip Generation, 8th Edition" report, the most recent edition. Land use codes (LUCs) 720 – Medical-Dental Office Building was used on the basis of 10,000 S.F. along with LUC 492 – Health/Fitness Club, also on the basis of 10,000 S.F. The results for the proposed development are summarized below:

| <u>Time Period</u> | <u>LUC 492 Trip-Ends</u> | <u>LUC 720 Trip-Ends</u> | <u>Total Trip-Ends</u> |
|-----------------------------|------------------------------|------------------------------|----------------------------|
| Weekday | 330 | 360 | 690 |
| AM Peak Hour – Adjacent St. | 14 | 23 | 37 |
| Entering Site | 6 | 18 | 24 |
| Exiting Site | 8 | 5 | 13 |
| AM Peak Hour – Generator | 14 | 36 | 50 |
| Entering Site | 6 | 24 | 30 |
| Exiting Site | 8 | 12 | 20 |
| PM Peak Hour – Adjacent St. | 35 | 35 | 70 |
| Entering Site | 20 | 10 | 30 |
| Exiting Site | 15 | 25 | 40 |
| PM Peak Hour – Generator | 41 | 45 | 86 |
| Entering Site | 21 | 18 | 39 |
| Exiting Site | 20 | 27 | 47 |

As can be seen in the preceding table, the physical therapy/medical office facility is expected to generate from 37 to 86 one-way trips during peak hours. Trip generation for the previous uses, obtained using LUCs 814 – Specialty Retail and 710 – General Office, each on the basis of 2,500 S.F., is summarized below:

| <u>Time Period</u> | <u>LUC 710 Trip-Ends</u> | <u>LUC 814 Trip-Ends</u> | <u>Total Trip-Ends</u> |
|-----------------------------|------------------------------|------------------------------|----------------------------|
| Weekday | 28 | 112 | 140 |
| AM Peak Hour – Adjacent St. | 4 | 3 | 7 |
| Entering Site | 3 | 2 | 5 |
| Exiting Site | 1 | 1 | 2 |
| AM Peak Hour – Generator | 4 | 17 | 21 |
| Entering Site | 3 | 8 | 11 |
| Exiting Site | 1 | 9 | 10 |
| PM Peak Hour – Adjacent St. | 4 | 7 | 11 |
| Entering Site | 1 | 3 | 4 |
| Exiting Site | 3 | 4 | 7 |
| PM Peak Hour – Generator | 4 | 13 | 17 |
| Entering Site | 1 | 7 | 8 |
| Exiting Site | 3 | 6 | 9 |

As can be seen above, the previous uses in the existing 5,000 S.F. building generated from 7 to 21 one-way trips during peak hour periods. The trip generation for both the proposed development and the previous uses in the existing building, along with the resulting new trips, are summarized below:

| <u>Time Period</u> | <u>Proposed Development</u> | <u>Previous Development</u> | <u>New Trip-Ends</u> |
|-----------------------------|---------------------------------|---------------------------------|--------------------------|
| Weekday | 690 | 112 | 578 |
| AM Peak Hour – Adjacent St. | 37 | 7 | 30 |
| Entering Site | 24 | 5 | 19 |
| Exiting Site | 13 | 2 | 11 |
| AM Peak Hour – Generator | 50 | 21 | 29 |
| Entering Site | 30 | 11 | 19 |
| Exiting Site | 20 | 10 | 10 |
| PM Peak Hour – Adjacent St. | 70 | 11 | 59 |
| Entering Site | 30 | 4 | 26 |
| Exiting Site | 40 | 7 | 33 |
| PM Peak Hour – Generator | 86 | 17 | 69 |
| Entering Site | 39 | 8 | 31 |

The proposed physical therapy facility will result in approximately 30 new one-way trips during the AM peak hour period and approximately 60 new trips during the PM peak hour period. Based upon the trip generation results, the weekday PM peak hour period is the analysis period.

Traffic Volumes

A turning movement count was conducted by Maine Traffic Resources at the intersection of Thomas Point Road and Bath Road during the PM peak hour period on Thursday, May 24, 2012 to determine existing traffic volumes. The PM peak hour occurred from 3:00 to 4:00 PM. The count summary is included in the appendix of this report. The count was factored to 30th highest hour volumes using published MainedOT group mean factors. The results, expected to be representative of peak summer volumes in late July or early August, are shown in Figure 2.

Existing average annual daily traffic (AADT) data for the vicinity of the site was obtained from "Traffic Volume Counts, 2011 Annual Report", published by MaineDOT. This data is summarized below:

| <u>Location</u> | <u>Average Annual Daily Traffic</u> | | |
|---------------------------------------|-------------------------------------|-------------|-------------|
| | <u>2007</u> | <u>2009</u> | <u>2010</u> |
| Bath Road, east of Route 24 | 20,790 | --- | --- |
| Bath Road, east of Old Bath Road | 13,100 | --- | 10,770 |
| Bath Road, east of Thomas Point Road | 22,670 | --- | --- |
| Thomas Point Road, south of Bath Road | 1,390 | --- | 1,610 |

As can be seen above, traffic volumes on Bath Road declined from 2007 through 2010. Given that the new physical therapy building is expected to be occupied in 2012 and given that Bath Road volumes have been declining, no growth rate was necessary to project base volumes. The trip assignments, for the previous uses as well as the proposed physical therapy complex, were based upon the traffic patterns recorded during the turning movement count. These trip assignments are shown in Figure 3. The projected no-build volumes, with the building occupied by the previous grandfathered uses, are shown in Figure 4. The projected build volumes, with the new physical therapy complex fully occupied, are shown in Figure 5.

Capacity Analysis

Traffic operations are evaluated in terms of level of service (LOS). Level of service is a qualitative measure that describes operations by letter designation. The levels range from A - very little delay to F - extreme delays. Level of service "D" is generally considered acceptable in urban locations while LOS "E" is generally considered the

capacity of a facility and the minimum tolerable level. The level of service for unsignalized intersections is based upon average control delay per vehicle for each minor, opposed movement, as defined in the following table excerpted from the 2000 "Highway Capacity Manual":

Unsignalized Intersection Level of Service

| <u>LOS</u> | <u>Delay Range</u> |
|------------|--------------------|
| A | <= 10.0 seconds |
| B | > 10.0 and <= 15.0 |
| C | > 15.0 and <= 25.0 |
| D | > 25.0 and <= 35.0 |
| E | > 35.0 and <= 50.0 |
| F | > 50.0 |

The level of service was calculated for existing 2012 conditions as well as no-build conditions (occupied with the previous uses) and build conditions for the unsignalized intersection of Thomas Point Road and Bath Road using Highway Capacity Plus software (HCS+). The results are summarized as follows:

| <u>Approach/Movement</u> | Thomas Point Road and Bath Road | | |
|--|--|-------------------------|----------------------|
| | 2012 PM Peak Hour Levels of Service | | |
| | <u>Existing</u> 2012 | <u>No-Build</u> 2012 | <u>Build</u> 2012 |
| Westbound Left Turns onto Thomas Point | B (10.6) | B (10.6) | B (10.8) |
| Northbound Lefts out of Thomas Point | D (30.2) | D (28.7) | D (32.2) |
| Northbound Rights out of Thomas Point | B (13.0) | B (12.7) | B (13.2) |
| Northbound Thomas Point Road Overall | C (19.0) | C (18.3) | C (19.8) |

As can be seen above, the primary access intersection of Thomas Point Road and Bath Road currently operates at LOS C overall, with exiting left turns at LOS D and exiting right turns at LOS B. These same levels of service would be expected if the existing building was fully occupied by its previous uses, as shown under the no-build conditions. The same levels of service are expected with the proposed physical therapy complex fully occupied showing that the proposed facility will not significantly impact traffic operations at the intersection.

The capacity analysis was based upon the operations observed at the intersection during the turning movement count. The Thomas Point Road approach, varying in width from approximately 19' to 30', currently operates as separate left and right turn exit lanes instead of a single lane approach. Since the intersection operates in this manner it is recommended that the approach be formally striped as two lanes with lane and arrow pavement markings to assure it always operates in this manner and that exiting lefts don't block exiting rights.

Safety Analysis Accident Review

The Maine Department of Transportation uses two criteria to determine high crash locations (HCLs). The first is the critical rate factor (CRF), which is a measure of the accident rate. A CRF greater than one indicates a location which has a higher than expected accident rate. The expected rate is calculated as a statewide average of similar facilities.

The second criterion, which must also be met, is based upon the number of accidents that occur at a particular location. Eight or more accidents must also occur over the three-year study period for the location to be considered a high crash location. Accident data was obtained from MaineDOT for Bath Road and Thomas Point Road within the study area for the most recent three-year period, 2009 - 2011. This data is summarized by location in the following table:

| <u>Bath Road Location Description</u> | <u># of Acc.</u> | <u>CRF</u> |
|---|------------------|-------------|
| Bath Road between Route 24 and Thomas Point Road | 0 | 0.00 |
| Intersection of Bath Road and Thomas Point Road | 8 | 2.24 |
| Bath Road between Thomas Point Road and Tibbetts Drive | 16 | 1.30 |
| Intersection of Bath Road and Tibbetts Drive | 7 | 0.35 |
| Bath Road between Tibbetts Drive and Old Bath Road | 7 | 0.68 |
| | | |
| <u>Thomas Point Road Location Description</u> | <u># of Acc.</u> | <u>CRF</u> |
| Thomas Point Road between Bath Road and 0.15 mile south | 3 | 1.07 |

As can be seen in the above accident table, there are two high crash locations (highlighted in bold print) within the vicinity of the proposed physical therapy complex. Current collision diagrams were prepared and evaluated for each location to determine if there are any accident patterns or trends evident that may indicate an existing safety deficiency. The evaluations are summarized as follows:

Intersection of Bath Road and Thomas Point Road

There were five accidents at the intersection in 2009 and three in 2011. Three of the accidents were rear-end collisions in the eastbound direction in traffic, which are generally considered uncorrectable. There was one single vehicle accident which occurred as a vehicle lost control turning onto Thomas Point Road. The remaining four accidents were angle collisions between vehicles exiting Thomas Point Road and Bath Road vehicles. Some of these were attributed to failures to see and one was due to snowy road conditions. There is no pattern of correctable accidents apparent from this collision diagram.

Bath Road between Thomas Point Road and Tibbetts Drive

There were eight accidents in 2009, six in 2010 and two in 2011. This Bath Road link was widened in late 2010 from two lanes to four lanes. As a result, two separate collision diagrams were prepared, one for each configuration. The first diagram, for the former two-lane roadway through mid-2010 shows ten accidents. Six of the accidents were rear-end collisions eastbound and one was a rear-end westbound. There were two angle/lane change type accidents. One occurred where the roadway narrowed to one lane and one where it widened to provide a right turn lane. The last accident was a single vehicle motorcycle accident that occurred when the driver lost control after being cut off. There is no pattern of correctable accidents evident from this diagram. Even if a pattern was identified it would likely not be applicable since the roadway has been widened to four lanes.

The second diagram covers the later period mid-2010 through 2011 with four lanes. Only six accidents occurred during this period, four in 2010 and two in 2011. This appears to indicate that the accident potential along this link has been reduced since the widening. Two of the accidents were rear-end collisions westbound, generally considered uncorrectable. One was a lane-change type accident, typical of multi-lane facilities. Three angle collisions occurred as vehicles failed to yield as they took left turns to enter two different drives. There is no pattern of accidents occurring along this link.

Driveway Sight Distance

One of the most important safety factors to consider for a project is sight distance from the access drives. This sight distance is measured ten feet back from the edge of travel way at a driver's eye height of 3.5 feet to an object height of 4.25 feet. Maine Traffic Resources recommends a minimum sight distance of 250 feet for the posted 25 mph speed limit on Thomas Point Road.

Sight distance was measured from the existing drive and proposed new drive on Thomas Point Road. Sight distance to the left from each drive will exceed 350'. Sight distance to the right is currently restricted due to brush growing within the Thomas Point Road right-of-way. Sight distance to the right from each drive will exceed 350' from with brush clearing. This clearing will need to be maintained to assure adequate driveway sight distances into the future.

SUMMARY

To summarize, the proposed physical therapy complex is expected to generate approximately 30 new one-way trips during the AM peak hour period and 60 new trips during the PM peak hour period. The Thomas Point Road approach to Bath Road currently operates as separate left and right turn lanes. The level of service for exiting lefts is D with the exiting right turns operating at LOS B during the PM peak hour analysis period. The Thomas Point Road approach currently operates at LOS C overall. These same levels of service are projected with the physical therapy facility fully occupied, indicating that the facility will not have a significant impact on traffic operations at this intersection. Given that the Thomas Point Road approach currently operates as separate left and right turn exit lanes it is recommended that this approach be formally defined with lane and arrow pavement marking arrows.

In terms of safety, two high crash locations were identified within the vicinity of the site, the intersection of Thomas Point Road and Bath Road, and the Bath Road link between Thomas Point Road and Tibbetts Drive. Collision diagrams were prepared and evaluated for each location. No correctable pattern of accidents was identified in any of the diagrams. The accident potential along the Bath Road link appears to have been reduced since the roadway was widened to four lanes, based upon the accident review. Sight distance from the proposed drives is adequate to the left. Clearing is needed along the Thomas Point Road right-of-way to improve sight distance to the right from each drive. This brush clearing should provide for 300 to 350 feet of sight distance and should be maintained to assure safe sight distances into the future.



Figure 1

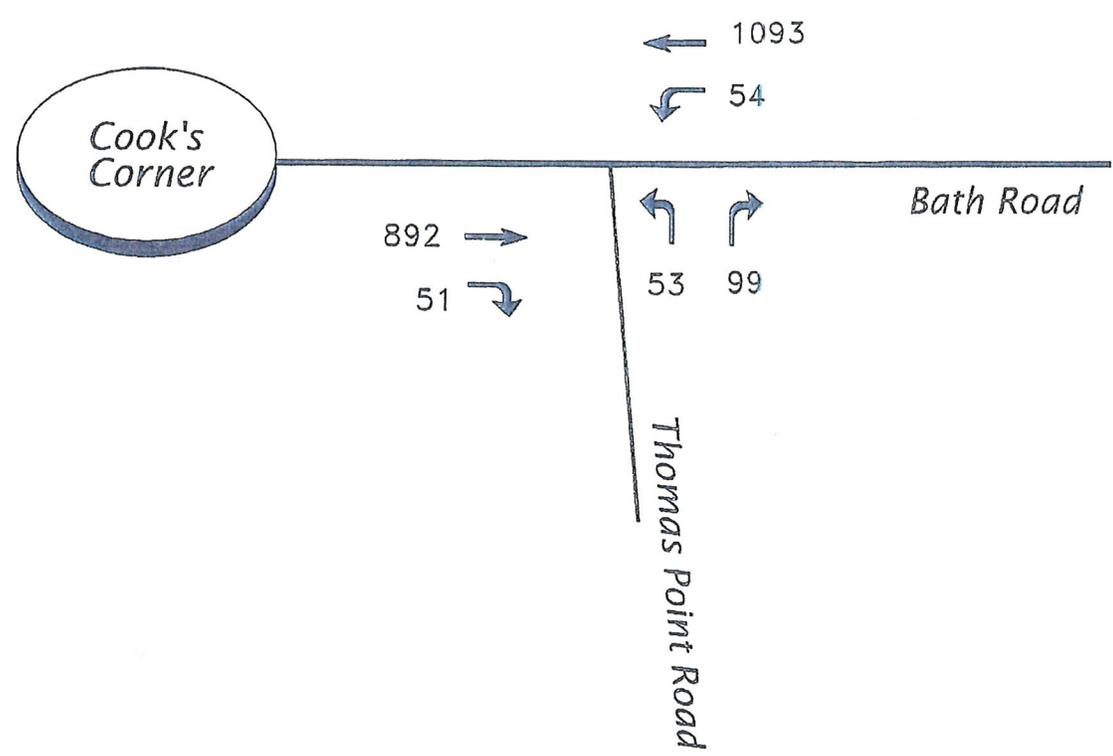
Site Location
Medical Office Building
Brunswick, Maine

**Maine
 Traffic
 Resources**





Not To Scale



P.M. Peak Hour = 3:00 - 4:00

Figure 2

| |
|---------------------------|
| Medical Office Building |
| Existing PM Peak Hour |
| 30th Highest Hour Volumes |

Maine Traffic Resources



Not To Scale

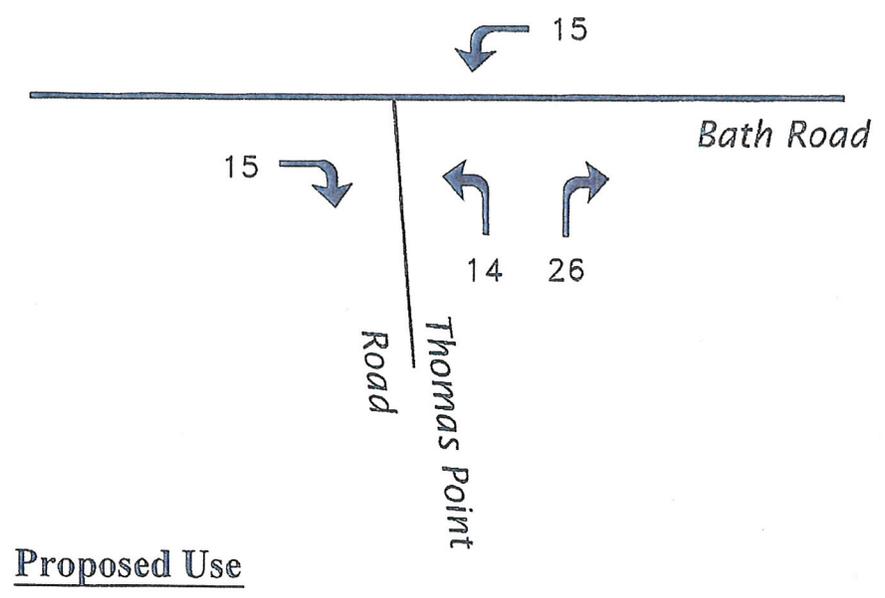
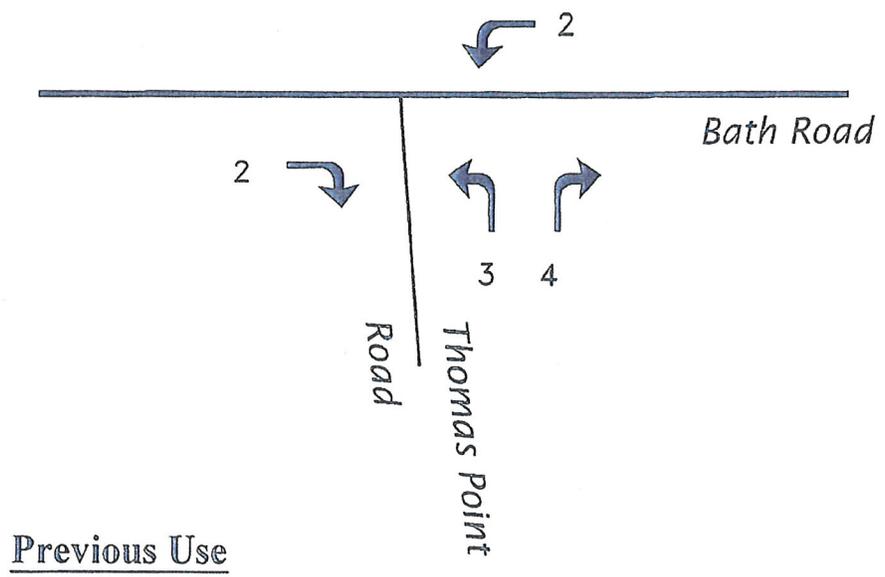


Figure 3

| |
|-------------------------|
| Medical Office Building |
| PM Peak Hour |
| Trip Assignments |

| | |
|-------------------------|-----------|
| Maine Traffic Resources | 1500-1500 |
| | 0-1000 |
| | 1000-1500 |
| | 1500-2000 |



Not To Scale

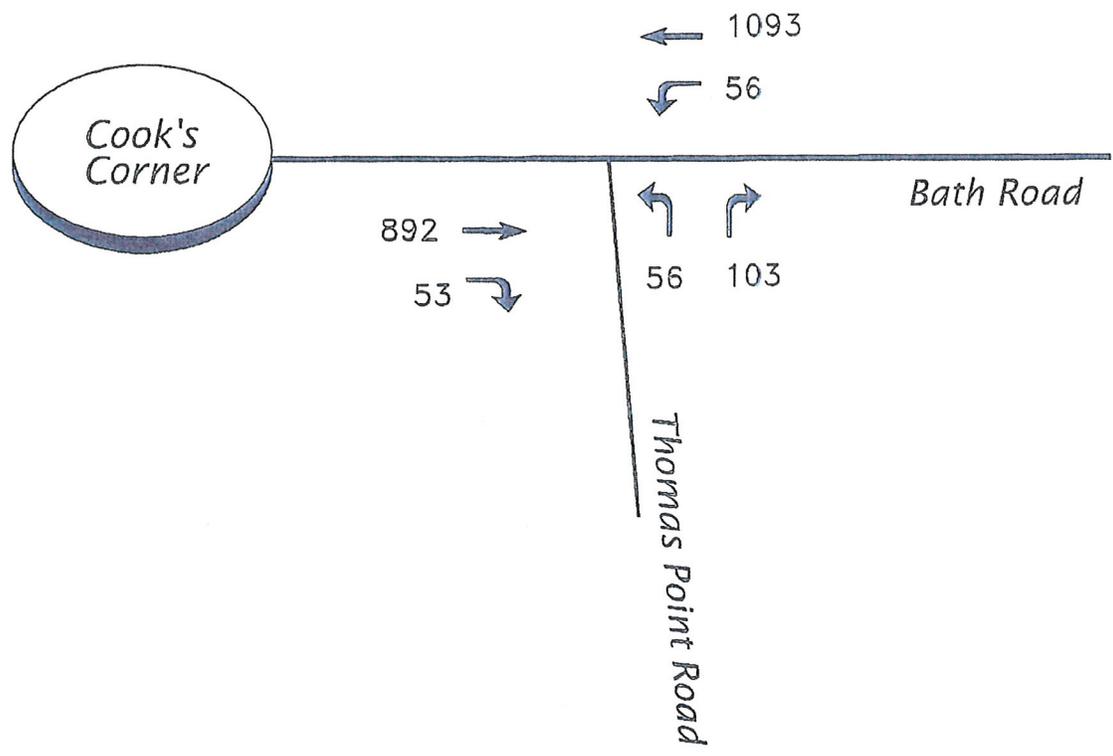


Figure 4

Medical Office Building
2012 PM Peak Hour Volumes
No Build Condition

Maine Traffic Resources
27 Village Street
Lewiston, ME
04245
Tel: (207) 542-2000
Fax: (207) 542-5077



Not To Scale

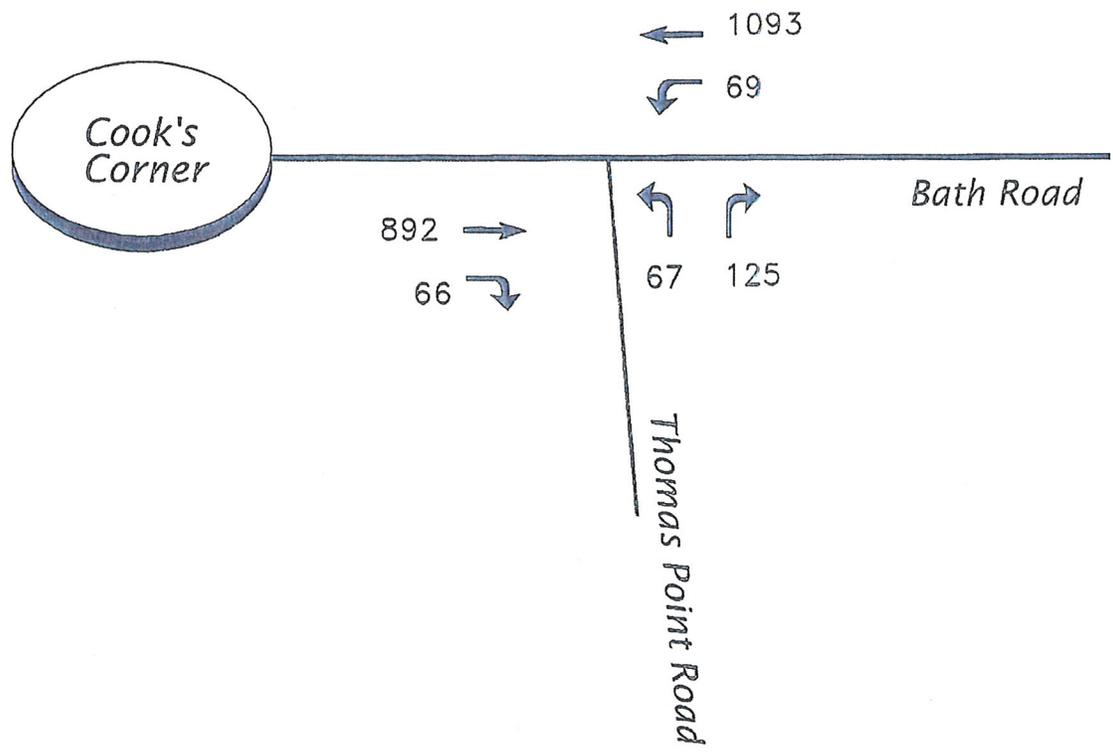


Figure 5

| |
|---------------------------|
| Medical Office Building |
| 2012 PM Peak Hour Volumes |
| Build Condition |

Maine Traffic Resources

Leifing Street
October 2012
2012
2012/2013
Oct 2012

APPENDIX

Turning Movement Count

Capacity Analyses

Accident Data

Maine Traffic Resources
 25 Vine Street
 Gardiner, ME 04345
 mainetrafficresources.com

Bath Road at Thomas Point Road
 Brunswick
 MRD
 Clear

File Name : BrunswickBathThomasPM
 Site Code : 11111111
 Start Date : 5/24/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Light Trucks - Heavy Trucks

| Start Time | From North | | | | | Bath Road From East | | | | | Thomas Point Road From South | | | | | Bath Road From West | | | | | Int. Total |
|-------------|------------|-------|------|-------|------------|---------------------|-------|------|-------|------------|------------------------------|-------|------|-------|------------|---------------------|-------|------|-------|------------|------------|
| | Rig ht | Thr u | Left | Ped s | App. Total | Rig ht | Thr u | Left | Ped s | App. Total | Rig ht | Thr u | Left | Ped s | App. Total | Rig ht | Thr u | Left | Ped s | App. Total | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 | | |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 333 | 10 | 0 | 343 | 25 | 0 | 12 | 0 | 37 | 7 | 197 | 0 | 0 | 204 | 584 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 12 | 0 | 229 | 23 | 0 | 17 | 0 | 40 | 17 | 224 | 0 | 0 | 241 | 510 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 269 | 13 | 0 | 282 | 23 | 0 | 12 | 0 | 35 | 9 | 237 | 0 | 0 | 246 | 563 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 249 | 18 | 0 | 267 | 26 | 0 | 11 | 0 | 37 | 17 | 214 | 0 | 0 | 231 | 535 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1068 | 53 | 0 | 1121 | 97 | 0 | 52 | 0 | 149 | 50 | 872 | 0 | 0 | 922 | 2192 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 275 | 20 | 0 | 295 | 19 | 0 | 12 | 0 | 31 | 8 | 195 | 0 | 0 | 203 | 529 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 227 | 15 | 0 | 242 | 17 | 0 | 14 | 0 | 31 | 9 | 202 | 0 | 0 | 211 | 484 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 262 | 10 | 0 | 272 | 19 | 0 | 18 | 0 | 37 | 17 | 210 | 0 | 0 | 227 | 536 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 236 | 19 | 0 | 255 | 24 | 0 | 19 | 0 | 43 | 9 | 190 | 0 | 0 | 199 | 497 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1000 | 64 | 0 | 1064 | 79 | 0 | 63 | 0 | 142 | 43 | 797 | 0 | 0 | 840 | 2046 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 233 | 16 | 0 | 249 | 15 | 0 | 20 | 0 | 35 | 8 | 178 | 0 | 0 | 186 | 470 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 191 | 16 | 0 | 207 | 24 | 0 | 9 | 0 | 33 | 9 | 213 | 0 | 0 | 222 | 462 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 20 | 0 | 202 | 21 | 0 | 17 | 0 | 38 | 9 | 207 | 0 | 0 | 216 | 456 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 190 | 10 | 0 | 200 | 15 | 0 | 18 | 0 | 33 | 4 | 181 | 0 | 0 | 185 | 418 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 796 | 62 | 0 | 858 | 75 | 0 | 64 | 0 | 139 | 30 | 779 | 0 | 0 | 809 | 1806 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 2864 | 179 | 0 | 3043 | 251 | 0 | 179 | 0 | 430 | 123 | 2448 | 0 | 0 | 2571 | 6044 |
| Approch % | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 94.1 | 5.9 | 0.0 | | 58.4 | 0.0 | 41.6 | 0.0 | | 4.8 | 95.2 | 0.0 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 47.4 | 3.0 | 0.0 | 50.3 | 4.2 | 0.0 | 3.0 | 0.0 | 7.1 | 2.0 | 40.5 | 0.0 | 0.0 | 42.5 | |

| Start Time | From North | | | | | Bath Road From East | | | | | Thomas Point Road From South | | | | | Bath Road From West | | | | | Int. Total |
|---|------------|-------|------|-------|------------|---------------------|-------|------|-------|------------|------------------------------|-------|------|-------|------------|---------------------|-------|------|-------|------------|------------|
| | Rig ht | Thr u | Left | Ped s | App. Total | Rig ht | Thr u | Left | Ped s | App. Total | Rig ht | Thr u | Left | Ped s | App. Total | Rig ht | Thr u | Left | Ped s | App. Total | |
| Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 1068 | 53 | 0 | 1121 | 97 | 0 | 52 | 0 | 149 | 50 | 872 | 0 | 0 | 922 | 2192 |
| Percent | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 95.3 | 4.7 | 0.0 | | 65.1 | 0.0 | 34.9 | 0.0 | | 5.4 | 94.6 | 0.0 | 0.0 | | |
| 03:00 Volume | 0 | 0 | 0 | 0 | 0 | 0 | 333 | 10 | 0 | 343 | 25 | 0 | 12 | 0 | 37 | 7 | 197 | 0 | 0 | 204 | 584 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | |
| High Int. | | | | | | | | | | | | | | | | | | | | | |
| 2:45:00 PM | | | | | | 03:00 PM | | | | | 03:15 PM | | | | | 03:30 PM | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 333 | 10 | 0 | 343 | 23 | 0 | 17 | 0 | 40 | 9 | 237 | 0 | 0 | 246 | |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | |
| Factor | 0.817 | | | | | | | | | | 0.931 | | | | | 0.937 | | | | | |

2.55 = 1.023

95.3

41.6

BR - 20 SPAN I -
 THOMAS PT RD - SPAN I -

| TWO-WAY STOP CONTROL SUMMARY | | | | | | | | |
|---|-------------|-----------|------------|---------------------------------------|-----------------------------|------------|----|----|
| General Information | | | | Site Information | | | | |
| Analyst | DWM | | | Intersection | Bath Rd and Thomas Point Rd | | | |
| Agency/Co. | MTR | | | Jurisdiction | Brunswick | | | |
| Date Performed | 5/26/2012 | | | Analysis Year | 2012 Existing | | | |
| Analysis Time Period | PM Peak | | | | | | | |
| Project Description | | | | | | | | |
| East/West Street: Bath Road | | | | North/South Street: Thomas Point Road | | | | |
| Intersection Orientation: East-West | | | | Study Period (hrs): 0.25 | | | | |
| Vehicle Volumes and Adjustments | | | | | | | | |
| Major Street | Eastbound | | | Westbound | | | | |
| Movement | 1 | 2 | 3 | 4 | 5 | 6 | | |
| | L | T | R | L | T | R | | |
| Volume (veh/h) | | 892 | 51 | 54 | 1093 | | | |
| Peak-Hour Factor, PHF | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | | |
| Hourly Flow Rate, HFR (veh/h) | 0 | 938 | 53 | 56 | 1150 | 0 | | |
| Percent Heavy Vehicles | 0 | -- | -- | 0 | -- | -- | | |
| Median Type | Raised curb | | | | | | | |
| RT Channelized | | | 0 | | | 0 | | |
| Lanes | 0 | 2 | 0 | 0 | 2 | 0 | | |
| Configuration | | T | TR | LT | T | | | |
| Upstream Signal | | 1 | | | 1 | | | |
| Minor Street | Northbound | | | Southbound | | | | |
| Movement | 7 | 8 | 9 | 10 | 11 | 12 | | |
| | L | T | R | L | T | R | | |
| Volume (veh/h) | 53 | | 99 | | | | | |
| Peak-Hour Factor, PHF | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | | |
| Hourly Flow Rate, HFR (veh/h) | 55 | 0 | 104 | 0 | 0 | 0 | | |
| Percent Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Percent Grade (%) | | 0 | | | 0 | | | |
| Flared Approach | | N | | | N | | | |
| Storage | | 0 | | | 0 | | | |
| RT Channelized | | | 0 | | | 0 | | |
| Lanes | 1 | 0 | 1 | 0 | 0 | 0 | | |
| Configuration | L | | R | | | | | |
| Delay, Queue Length, and Level of Service | | | | | | | | |
| Approach | Eastbound | Westbound | Northbound | | | Southbound | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Configuration | | LT | L | | R | | | |
| v (veh/h) | | 56 | 55 | | 104 | | | |
| C (m) (veh/h) | | 696 | 197 | | 553 | | | |
| v/c | | 0.08 | 0.28 | | 0.19 | | | |
| 95% queue length | | 0.26 | 1.09 | | 0.69 | | | |
| Control Delay (s/veh) | | 10.6 | 30.2 | | 13.0 | | | |
| LOS | | B | D | | B | | | |
| Approach Delay (s/veh) | -- | -- | 19.0 | | | | | |
| Approach LOS | -- | -- | C | | | | | |

| TWO-WAY STOP CONTROL SUMMARY | | | | | | | | |
|---|-------------|-----------|------------|---------------------------------------|-----------------------------|------------|----|----|
| General Information | | | | Site Information | | | | |
| Analyst | DWM | | | Intersection | Bath Rd and Thomas Point Rd | | | |
| Agency/Co. | MTR | | | Jurisdiction | Brunswick | | | |
| Date Performed | 5/26/2012 | | | Analysis Year | 2012 No-Build | | | |
| Analysis Time Period | PM Peak | | | | | | | |
| Project Description | | | | | | | | |
| East/West Street: Bath Road | | | | North/South Street: Thomas Point Road | | | | |
| Intersection Orientation: East-West | | | | Study Period (hrs): 0.25 | | | | |
| Vehicle Volumes and Adjustments | | | | | | | | |
| Major Street | Eastbound | | | Westbound | | | | |
| Movement | 1 | 2 | 3 | 4 | 5 | 6 | | |
| | L | T | R | L | T | R | | |
| Volume (veh/h) | | 892 | 53 | 56 | 1093 | | | |
| Peak-Hour Factor, PHF | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | | |
| Hourly Flow Rate, HFR (veh/h) | 0 | 938 | 55 | 58 | 1150 | 0 | | |
| Percent Heavy Vehicles | 0 | -- | -- | 0 | -- | -- | | |
| Median Type | Raised curb | | | | | | | |
| RT Channelized | | | 0 | | | 0 | | |
| Lanes | 0 | 2 | 0 | 0 | 2 | 0 | | |
| Configuration | | T | TR | LT | T | | | |
| Upstream Signal | | 0 | | | 0 | | | |
| Minor Street | Northbound | | | Southbound | | | | |
| Movement | 7 | 8 | 9 | 10 | 11 | 12 | | |
| | L | T | R | L | T | R | | |
| Volume (veh/h) | 56 | | 103 | | | | | |
| Peak-Hour Factor, PHF | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | | |
| Hourly Flow Rate, HFR (veh/h) | 58 | 0 | 108 | 0 | 0 | 0 | | |
| Percent Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Percent Grade (%) | | 0 | | | 0 | | | |
| Flared Approach | | N | | | N | | | |
| Storage | | 0 | | | 0 | | | |
| RT Channelized | | | 0 | | | 0 | | |
| Lanes | 1 | 0 | 1 | 0 | 0 | 0 | | |
| Configuration | L | | R | | | | | |
| Delay, Queue Length, and Level of Service | | | | | | | | |
| Approach | Eastbound | Westbound | Northbound | | | Southbound | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Configuration | | LT | L | | R | | | |
| v (veh/h) | | 58 | 58 | | 108 | | | |
| C (m) (veh/h) | | 704 | 209 | | 578 | | | |
| v/c | | 0.08 | 0.28 | | 0.19 | | | |
| 95% queue length | | 0.27 | 1.09 | | 0.68 | | | |
| Control Delay (s/veh) | | 10.6 | 28.7 | | 12.7 | | | |
| LOS | | B | D | | B | | | |
| Approach Delay (s/veh) | -- | -- | 18.3 | | | | | |
| Approach LOS | -- | -- | C | | | | | |

| TWO-WAY STOP CONTROL SUMMARY | | | | | | | | |
|---|-------------|-----------|------------|---------------------------------------|-----------------------------|------------|----|----|
| General Information | | | | Site Information | | | | |
| Analyst | DWM | | | Intersection | Bath Rd and Thomas Point Rd | | | |
| Agency/Co. | MTR | | | Jurisdiction | Brunswick | | | |
| Date Performed | 5/26/2012 | | | Analysis Year | 2012 Build Medical Office | | | |
| Analysis Time Period | PM Peak | | | | | | | |
| Project Description | | | | | | | | |
| East/West Street: Bath Road | | | | North/South Street: Thomas Point Road | | | | |
| Intersection Orientation: East-West | | | | Study Period (hrs): 0.25 | | | | |
| Vehicle Volumes and Adjustments | | | | | | | | |
| Major Street | Eastbound | | | Westbound | | | | |
| Movement | 1 | 2 | 3 | 4 | 5 | 6 | | |
| | L | T | R | L | T | R | | |
| Volume (veh/h) | | 892 | 66 | 69 | 1093 | | | |
| Peak-Hour Factor, PHF | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | | |
| Hourly Flow Rate, HFR (veh/h) | 0 | 938 | 69 | 72 | 1150 | 0 | | |
| Percent Heavy Vehicles | 0 | -- | -- | 0 | -- | -- | | |
| Median Type | Raised curb | | | | | | | |
| RT Channelized | | | 0 | | | 0 | | |
| Lanes | 0 | 2 | 0 | 0 | 2 | 0 | | |
| Configuration | | T | TR | LT | T | | | |
| Upstream Signal | | 0 | | | 0 | | | |
| Minor Street | Northbound | | | Southbound | | | | |
| Movement | 7 | 8 | 9 | 10 | 11 | 12 | | |
| | L | T | R | L | T | R | | |
| Volume (veh/h) | 67 | | 125 | | | | | |
| Peak-Hour Factor, PHF | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | | |
| Hourly Flow Rate, HFR (veh/h) | 70 | 0 | 131 | 0 | 0 | 0 | | |
| Percent Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Percent Grade (%) | | 0 | | | 0 | | | |
| Flared Approach | | N | | | N | | | |
| Storage | | 0 | | | 0 | | | |
| RT Channelized | | | 0 | | | 0 | | |
| Lanes | 1 | 0 | 1 | 0 | 0 | 0 | | |
| Configuration | L | | R | | | | | |
| Delay, Queue Length, and Level of Service | | | | | | | | |
| Approach | Eastbound | Westbound | Northbound | | | Southbound | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Configuration | | LT | L | | R | | | |
| v (veh/h) | | 72 | 70 | | 131 | | | |
| C (m) (veh/h) | | 696 | 201 | | 572 | | | |
| v/c | | 0.10 | 0.35 | | 0.23 | | | |
| 95% queue length | | 0.34 | 1.47 | | 0.88 | | | |
| Control Delay (s/veh) | | 10.8 | 32.2 | | 13.2 | | | |
| LOS | | B | D | | B | | | |
| Approach Delay (s/veh) | -- | -- | 19.8 | | | | | |
| Approach LOS | -- | -- | C | | | | | |

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

- Crash Summary I Section Detail Crash Summary II 1320 Included 1320 & Driver Report Included

REPORT DESCRIPTION

Bath Rd area

REPORT PARAMETERS

Year 2009, Start Month 1 through Year 2011 End Month: 12

Route: 0510143

Start Node: 13638

Start Offset: 0

Exclude First Node

End Node: 17212

End Offset: 0

Exclude Last Node

Route: 0510144

Start Node: 13913

Start Offset: 0

Exclude First Node

End Node: 13637

End Offset: 0

Exclude Last Node

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

| Node | Route - MP | Node Description | Nodes | | | | | | | | | | CRF | | |
|-------------------|----------------|---------------------------------|---------------------|---------------|----------------|---|---|---|-------------------------|------------------|------------|---------------|------|------|------|
| | | | U/R | Total Crashes | Injury Crashes | | | | Percent Annual M Injury | Annual M Ent-Veh | Crash Rate | Critical Rate | | | |
| 10343 | 0510143 - 2.15 | Int of BATH RD, TIBBETTS DR | 9 | 7 | 0 | 0 | 1 | 1 | 5 | 28.6 | 6.531 | 0.36 | 1.04 | 0.00 | |
| 13637 | 0510143 - 2.37 | Int of BATH RD, THOMAS POINT RD | 2 | 8 | 0 | 0 | 2 | 1 | 5 | 37.5 | 3.695 | 0.72 | 0.32 | 2.24 | |
| Study Years: 3.00 | | | NODE TOTALS: | | 15 | 0 | 0 | 3 | 2 | 10 | 33.3 | 10.226 | 0.49 | 0.72 | 0.68 |

Statewide Crash Rate: 0.61
 Statewide Crash Rate: 0.11
 0.35 ✓

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

| Start Node | End Node | Element | Offset Begin - End | Route - MP | Sections | | | | | | | | | | Annual HMVM | Crash Rate | Critical Rate | CRF |
|--|----------|---------|--------------------|--|------------------------|---------------|------|----------------|---|----|---|----------------|------|---------|---|------------|---------------|------|
| | | | | | Section U/R Length | Total Crashes | K | Injury Crashes | | | | Percent Injury | | | | | | |
| | | | | | | | A | B | C | PD | | | | | | | | |
| 10343 | 13638 | 183851 | 0 - 0.21 | 0510143 - 1.94 <small>RD INV 05 10143</small> | 0.21 | 2 | 7 | 0 | 1 | 0 | 2 | 4 | 42.9 | 0.01180 | 197.67 | 289.87 | 0.00 | |
| <small>Int of BATH RD, TIBBETTS DR</small> | | | | | | | | | | | | | | | <small>Statewide Crash Rate: 141.28</small> | | 0.64 | |
| 10343 | 13637 | 183850 | 0 - 0.22 | 0510143 - 2.15 <small>RD INV 05 10143</small> | 0.22 | 2 | 16 | 0 | 0 | 1 | 2 | 13 | 18.8 | 0.01498 | 356.11 | 274.60 | 1.30 | |
| <small>Int of BATH RD, TIBBETTS DR</small> | | | | | | | | | | | | | | | <small>Statewide Crash Rate: 141.28</small> | | | |
| 13637 | 17212 | 3065103 | 0 - 0.06 | 0510143 - 2.31 <small>RD INV 05 10143</small> | 0.06 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0.00365 | 0.00 | 388.09 | 0.00 | |
| <small>Int of BATH RD, THOMAS POINT RD</small> | | | | | | | | | | | | | | | <small>Statewide Crash Rate: 141.28</small> | | | |
| 13637 | 13913 | 188484 | 0 - 0.15 | 0510144 - 0.97 <small>RD INV 05 10144</small> | 0.15 | 2 | 3 | 0 | 0 | 0 | 1 | 2 | 33.3 | 0.00087 | 1144.41 | 1069.62 | 1.07 | |
| <small>Int of BATH RD, THOMAS POINT RD</small> | | | | | | | | | | | | | | | <small>Statewide Crash Rate: 336.89</small> | | | |
| Study Years: 3.00 | | | | | Section Totals: | | 0.64 | 26 | 0 | 1 | 1 | 5 | 19 | 26.9 | 0.03131 | 276.81 | 243.23 | 1.14 |
| | | | | | Grand Totals: | | 0.64 | 41 | 0 | 1 | 4 | 7 | 29 | 29.3 | 0.03131 | 436.50 | 361.91 | 1.21 |

0.64

US-1 SB

US-1 NB

US-1 SB TO COOKS COR

COOKS COR TO US-1 NB
FARLEY RD RD INV.0510146

OLD BATH RD

BATH RD

13638

RD INV.05 10143

13637

17212

AST



13913

RD INV 05 10144

Brunswick

THOMAS POINT RD

ST RTE 24

PERRYMAN DR

FORRESTAL DR

HORNET ST

RD INV 0508022

INTREPID ST

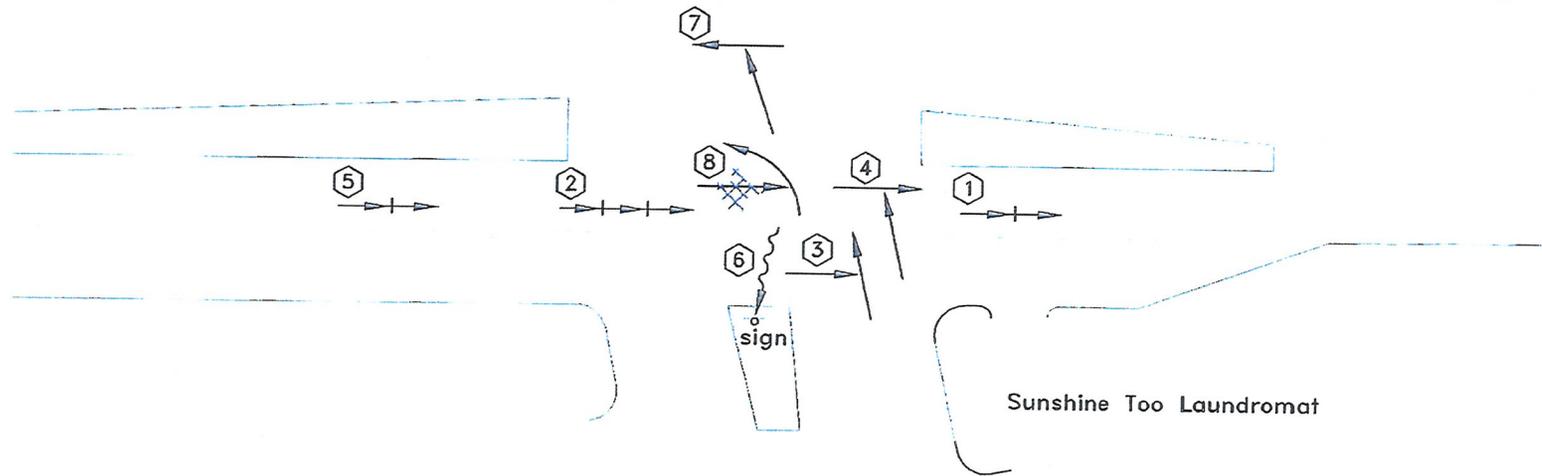
GUADALCANA

INF

ENTERPRISE DR
RD INV 05023

EVERGREEN DR
SANDY RIDGE RD

BATH ROAD



Cumberland Farms/Papa John's Pizza/ATT Wireless

THOMAS POINT ROAD

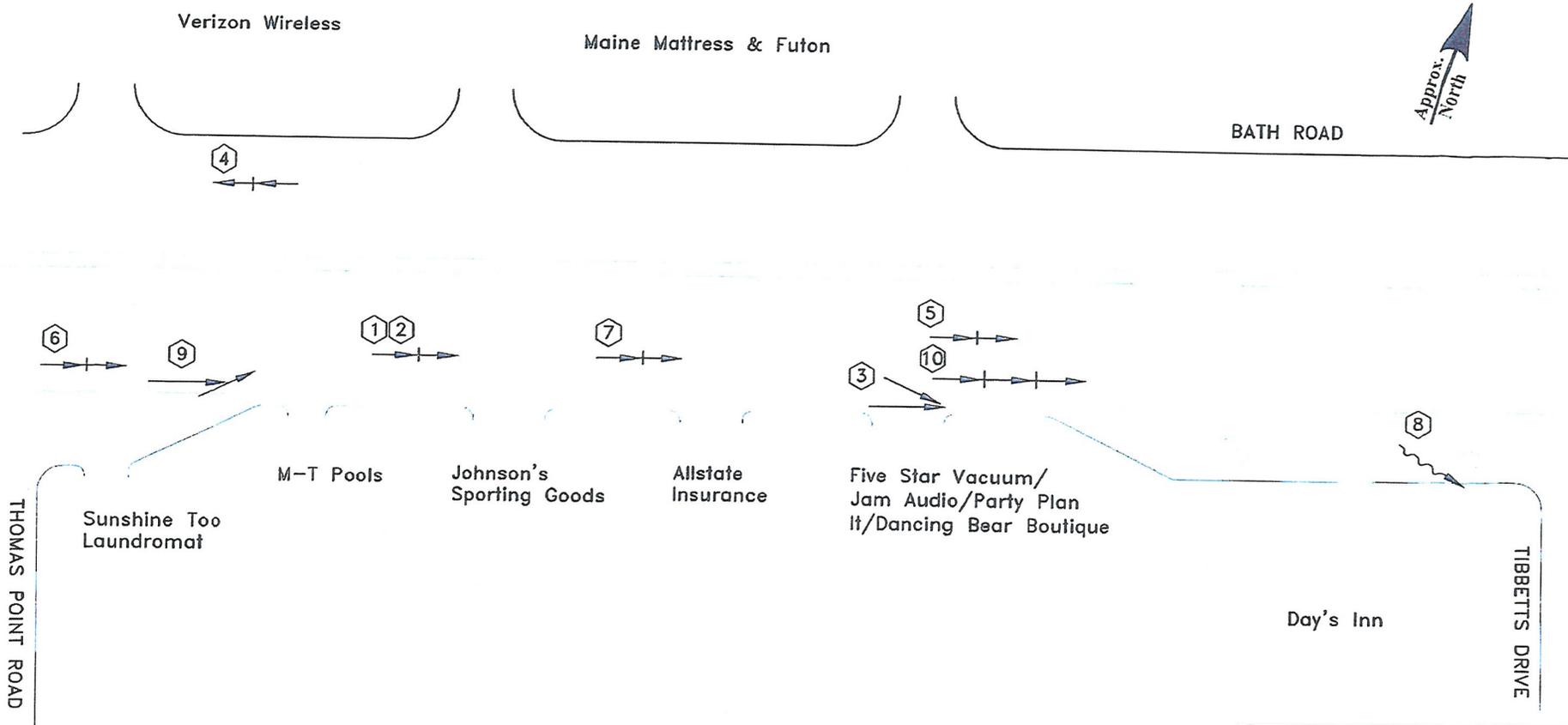
LEGEND:

- Moving Vehicle
- Vehicle Backing
- Overturned Vehicle
- Out of Control Vehicle
- Rear End Collision
- Sideswipe Collision
- Head On Collision
- Angle Collision
- Icy Patch In Roadway

| # | DATE | TIME | CONTRIBUTING FACTORS | REPORT # |
|---|----------|-------|---|--------------|
| 1 | 03/03/09 | 17:15 | FOLLOWING TOO CLOSELY/REAR-END IN TRAFFIC | 09-147-AC |
| 2 | 05/11/09 | 15:45 | DRIVER INATTENTION/REAR-END IN TRAFFIC | 09-271-AC |
| 3 | 06/18/09 | 22:55 | FAILURE TO YIELD RIGHT OF WAY | 09-350-AC |
| 4 | 07/23/09 | 09:40 | FAILURE TO YIELD RIGHT OF WAY | 09-408-AC |
| 5 | 08/21/09 | 12:21 | FOLLOWING TOO CLOSELY/REAR-END IN TRAFFIC | 09-457-AC |
| 6 | 11/28/11 | 15:50 | RAN OFF ROADWAY/STRUCK SIGN | 11155-692-AC |
| 7 | 12/13/11 | 16:13 | FAILURE TO YIELD RIGHT OF WAY | 11155-719-AC |
| 8 | 12/17/11 | 08:50 | FAILURE TO YIELD RIGHT OF WAY/SNOW | 11155-730-AC |

Brunswick, Maine
Collision Diagram - 2009-2011
MDOT Node #13637

Maine Traffic Resources
 25 Vine Street
 Gardiner, ME
 04845
 Tel: (207) 582-5752
 Fax: (207) 582-1677



| # | DATE | TIME | CONTRIBUTING FACTORS | REPORT # |
|----|----------|-------|--|-----------|
| 1 | 02/13/09 | 15:11 | FOLLOWING TOO CLOSELY/REAR-END | 09-102-AC |
| 2 | 03/05/09 | 15:30 | FOLLOWING TOO CLOSELY/REAR-END | 09-155-AC |
| 3 | 07/03/09 | 14:10 | FAILURE TO KEEP IN PROPER LANE/IMPROPER PASSING | 09-373-AC |
| 4 | 07/03/09 | 14:30 | FOLLOWING TOO CLOSELY/REAR-END | 09-374-AC |
| 5 | 07/16/09 | 09:57 | FOLLOWING TOO CLOSELY/REAR-END | 09-397-AC |
| 6 | 07/31/09 | 13:55 | DRIVER INATTENTION/REAR-END | 09-426-AC |
| 7 | 09/18/09 | 14:35 | FOLLOWING TOO CLOSELY/REAR-END | 09-512-AC |
| 8 | 10/31/09 | 13:12 | MOTORCYCLE CUT-OFF/LOST CONTROL | 09-579-AC |
| 9 | 04/16/10 | 13:10 | FAILURE TO YIELD RIGHT OF WAY/IMPROPER LANE CHANGE | 10-177-AC |
| 10 | 05/13/10 | 12:25 | FOLLOWING TOO CLOSELY/REAR-END | 10-225-AC |

LEGEND:

- Moving Vehicle
- Vehicle Backing
- Overturned Vehicle
- Out of Control Vehicle
- Rear End Collision
- Sideswipe Collision
- Head On Collision
- Angle Collision

Brunswick, Maine
Collision Diagram - 2009-2010
MDOT Link #10343-13637

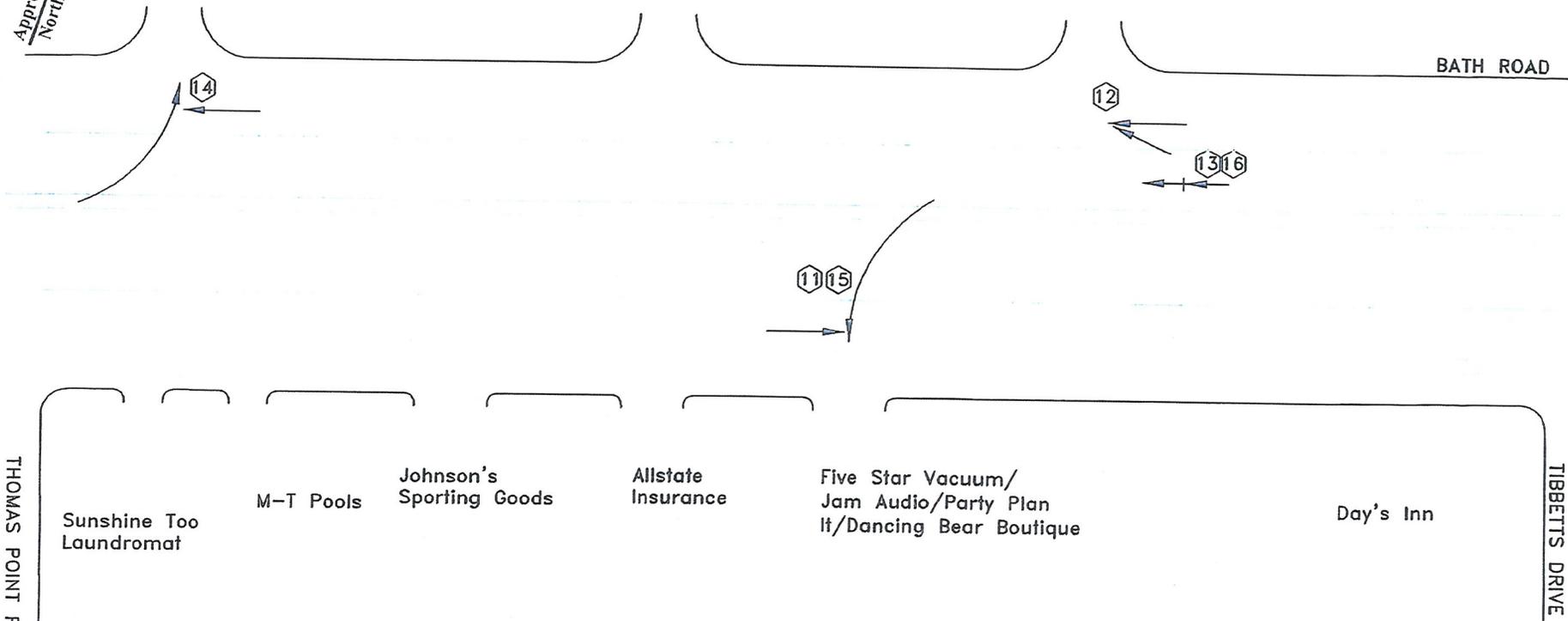
Maine Traffic Resources
 25 Vine Street
 Gardiner, ME
 04345
 Tel: 207-584-7251
 Fax: 207-584-7277



Verizon Wireless

Maine Mattress & Futon

BATH ROAD



THOMAS POINT ROAD

TIBBETTS DRIVE

Sunshine Too Laundromat

M-T Pools

Johnson's Sporting Goods

Allstate Insurance

Five Star Vacuum/
Jam Audio/Party Plan
It/Dancing Bear Boutique

Day's Inn

| # | DATE | TIME | CONTRIBUTING FACTORS | REPORT # |
|----|----------|-------|---|--------------|
| 11 | 08/12/10 | 14:15 | FAILURE TO YIELD RIGHT OF WAY | 10-408-AC |
| 12 | 11/18/10 | 21:11 | IMPROPER LANE CHANGE | 10155-576-AC |
| 13 | 11/27/10 | 13:25 | FOLLOWING TOO CLOSELY/REAR-END | 10155-592-AC |
| 14 | 12/11/10 | 14:00 | FAILURE TO YIELD RIGHT OF WAY | 10155-621-AC |
| 15 | 03/10/11 | 11:52 | FAILURE TO YIELD RIGHT OF WAY | 11155-169-AC |
| 16 | 10/14/11 | 12:50 | DRIVER INATTENTION/FOLLOWING TOO CLOSELY/REAR-END | 11155-606-AC |

LEGEND:

-  Moving Vehicle
-  Vehicle Backing
-  Overturned Vehicle
-  Out of Control Vehicle
-  Rear End Collision
-  Sideswipe Collision
-  Head On Collision
-  Angle Collision

Brunswick, Maine
Collision Diagram - 2010-2011
MDOT Link #10343-13637

Maine Traffic Resources
 20 Vine Street
 Gardiner, ME
 04845
 Tel: (207) 552-5502
 Fax: (207) 552-5577



| | | | |
|---------------|---|--------------------------------------|--------------------|
| SHEET: 1 OF 1 |  SITELINES ENGINEERS PLANNERS 8 CUMBERLAND ST. BRUNSWICK, ME 04011 (207) 725-1200 FAX 725-1114 | OFF SITE TRAFFIC IMPROVEMENTS | DATE: 07-27-12 |
| | | PROJECT: MEDICAL OFFICE BUILDING | SCALE: 1" = 20' |
| | | THOMAS POINT ROAD, BRUNSWICK, MAINE | JOB: 2052 |
| | | PREPARED FOR: PRIORITY GROUP LLC | FILE: 2052-TRAFFIC |