



DEP INFORMATION SHEET

Appealing a Department Licensing Decision

Dated: March 2012

Contact: (207) 287-2811

SUMMARY

There are two methods available to an aggrieved person seeking to appeal a licensing decision made by the Department of Environmental Protection's ("DEP") Commissioner: (1) in an administrative process before the Board of Environmental Protection ("Board"); or (2) in a judicial process before Maine's Superior Court. An aggrieved person seeking review of a licensing decision over which the Board had original jurisdiction may seek judicial review in Maine's Superior Court.

A judicial appeal of final action by the Commissioner or the Board regarding an application for an expedited wind energy development (35-A M.R.S.A. § 3451(4)) or a general permit for an offshore wind energy demonstration project (38 M.R.S.A. § 480-HH(1)) or a general permit for a tidal energy demonstration project (38 M.R.S.A. § 636-A) must be taken to the Supreme Judicial Court sitting as the Law Court.

This INFORMATION SHEET, in conjunction with a review of the statutory and regulatory provisions referred to herein, can help a person to understand his or her rights and obligations in filing an administrative or judicial appeal.

I. ADMINISTRATIVE APPEALS TO THE BOARD

LEGAL REFERENCES

The laws concerning the DEP's *Organization and Powers*, 38 M.R.S.A. §§ 341-D(4) & 346, the *Maine Administrative Procedure Act*, 5 M.R.S.A. § 11001, and the DEP's *Rules Concerning the Processing of Applications and Other Administrative Matters* ("Chapter 2"), 06-096 CMR 2 (April 1, 2003).

HOW LONG YOU HAVE TO SUBMIT AN APPEAL TO THE BOARD

The Board must receive a written appeal within 30 days of the date on which the Commissioner's decision was filed with the Board. Appeals filed after 30 calendar days of the date on which the Commissioner's decision was filed with the Board will be rejected.

HOW TO SUBMIT AN APPEAL TO THE BOARD

Signed original appeal documents must be sent to: Chair, Board of Environmental Protection, c/o Department of Environmental Protection, 17 State House Station, Augusta, ME 04333-0017; faxes are acceptable for purposes of meeting the deadline when followed by the Board's receipt of mailed original documents within five (5) working days. Receipt on a particular day must be by 5:00 PM at DEP's offices in Augusta; materials received after 5:00 PM are not considered received until the following day. The person appealing a licensing decision must also send the DEP's Commissioner a copy of the appeal documents and if the person appealing is not the applicant in the license proceeding at issue the applicant must also be sent a copy of the appeal documents. All of the information listed in the next section must be submitted at the time the appeal is filed. Only the extraordinary circumstances described at the end of that section will justify evidence not in the DEP's record at the time of decision being added to the record for consideration by the Board as part of an appeal.

WHAT YOUR APPEAL PAPERWORK MUST CONTAIN

Appeal materials must contain the following information at the time submitted:

1. *Aggrieved Status.* The appeal must explain how the person filing the appeal has standing to maintain an appeal. This requires an explanation of how the person filing the appeal may suffer a particularized injury as a result of the Commissioner's decision.
2. *The findings, conclusions or conditions objected to or believed to be in error.* Specific references and facts regarding the appellant's issues with the decision must be provided in the notice of appeal.
3. *The basis of the objections or challenge.* If possible, specific regulations, statutes or other facts should be referenced. This may include citing omissions of relevant requirements, and errors believed to have been made in interpretations, conclusions, and relevant requirements.
4. *The remedy sought.* This can range from reversal of the Commissioner's decision on the license or permit to changes in specific permit conditions.
5. *All the matters to be contested.* The Board will limit its consideration to those arguments specifically raised in the written notice of appeal.
6. *Request for hearing.* The Board will hear presentations on appeals at its regularly scheduled meetings, unless a public hearing on the appeal is requested and granted. A request for public hearing on an appeal must be filed as part of the notice of appeal.
7. *New or additional evidence to be offered.* The Board may allow new or additional evidence, referred to as supplemental evidence, to be considered by the Board in an appeal only when the evidence is relevant and material and that the person seeking to add information to the record can show due diligence in bringing the evidence to the DEP's attention at the earliest possible time in the licensing process or that the evidence itself is newly discovered and could not have been presented earlier in the process. Specific requirements for additional evidence are found in Chapter 2.

OTHER CONSIDERATIONS IN APPEALING A DECISION TO THE BOARD

1. *Be familiar with all relevant material in the DEP record.* A license application file is public information, subject to any applicable statutory exceptions, made easily accessible by DEP. Upon request, the DEP will make the material available during normal working hours, provide space to review the file, and provide opportunity for photocopying materials. There is a charge for copies or copying services.
2. *Be familiar with the regulations and laws under which the application was processed, and the procedural rules governing your appeal.* DEP staff will provide this information on request and answer questions regarding applicable requirements.
3. *The filing of an appeal does not operate as a stay to any decision.* If a license has been granted and it has been appealed the license normally remains in effect pending the processing of the appeal. A license holder may proceed with a project pending the outcome of an appeal but the license holder runs the risk of the decision being reversed or modified as a result of the appeal.

WHAT TO EXPECT ONCE YOU FILE A TIMELY APPEAL WITH THE BOARD

The Board will formally acknowledge receipt of an appeal, including the name of the DEP project manager assigned to the specific appeal. The notice of appeal, any materials accepted by the Board Chair as supplementary evidence, and any materials submitted in response to the appeal will be sent to Board members with a recommendation from DEP staff. Persons filing appeals and interested persons are notified in advance of the date set for Board consideration of an appeal or request for public hearing. With or without holding a public hearing, the Board may affirm, amend, or reverse a Commissioner decision or remand the matter to the Commissioner for further proceedings. The Board will notify the appellant, a license holder, and interested persons of its decision.

II. JUDICIAL APPEALS

Maine law generally allows aggrieved persons to appeal final Commissioner or Board licensing decisions to Maine's Superior Court, see 38 M.R.S.A. § 346(1); 06-096 CMR 2; 5 M.R.S.A. § 11001; & M.R. Civ. P 80C. A party's appeal must be filed with the Superior Court within 30 days of receipt of notice of the Board's or the Commissioner's decision. For any other person, an appeal must be filed within 40 days of the date the decision was rendered. Failure to file a timely appeal will result in the Board's or the Commissioner's decision becoming final.

An appeal to court of a license decision regarding an expedited wind energy development, a general permit for an offshore wind energy demonstration project, or a general permit for a tidal energy demonstration project may only be taken directly to the Maine Supreme Judicial Court. See 38 M.R.S.A. § 346(4).

Maine's Administrative Procedure Act, DEP statutes governing a particular matter, and the Maine Rules of Civil Procedure must be consulted for the substantive and procedural details applicable to judicial appeals.

ADDITIONAL INFORMATION

If you have questions or need additional information on the appeal process, for administrative appeals contact the Board's Executive Analyst at (207) 287-2452 or for judicial appeals contact the court clerk's office in which your appeal will be filed.

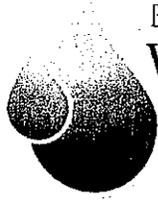
Note: The DEP provides this INFORMATION SHEET for general guidance only; it is not intended for use as a legal reference. Maine law governs an appellant's rights.

Major Project Development Review
Construct 10-Unit T-Hangar
Brunswick Executive Airport, Brunswick, Maine

ATTACHMENT F

Public Utility Ability to Serve Letters

BRUNSWICK & TOPSHAM
WATER DISTRICT



Alan J. Frasier, PE
General Manager

Craig W. Douglas, PE
District Engineer

PO Box 489
Topsham, Maine 04086
Telephone (207) 729-9956
Fax (207) 725-6470

Daniel O. Knowles, CPA
Director of Finance and
Data Management Systems

William G. Alexander, Jr.
Operations Manager

August 8, 2012

Matthew O'Brien, PE
Hoyle, Tanner & Associates, Inc.
150 Dow Street
Manchester, NH 03101
Via email: mobrien@hoyletanner.com

RE: Brunswick Executive Airport, Brunswick

Dear Mr. O'Brien:

This letter is to inform you that the District has the ability to serve the referenced project, and will provide service in accordance with Maine Public Utilities Commission and Brunswick & Topsham Water District Rules and Regulations.

Your previous correspondence states the peak flow for the new service is 20gpm, the District is capable of taking on this additional use. This project is currently service from a private main and proposes to extend service from the private main into the new building. Please be advised we cannot ensure the reliability of the infrastructure beyond the connections made directly to our system. It would be in your best interest to acquire an ability to serve statement from the manager of the private system you are connecting to.

If you have any questions, please call.

Yours truly,

Eric Gagnon
Engineering Technician

Enc.

Cc: Craig Douglas

Brunswick Sewer District

10 PINE TREE ROAD
BRUNSWICK, MAINE 04011
bsd@brunswicksewer.org

TELEPHONE (207) 729-0148

FAX (207) 729-0149

July 23, 2012

Matthew O'Brien
Hoyle, Tanner & Associates, Inc.
150 Dow Street
Manchester, NH 03101

Re: 10 Unit T-Hangar
Brunswick Executive Airport

Subj: Willingness and Capacity to Serve

Dear Matthew:

This is to acknowledge receipt of your request of July 20, 2012 requesting a confirmation of the District's willingness and capacity to serve the above referenced project.

It our understanding the developer proposes to construct a proposed T-Hangar at the Brunswick Executive Airport, as well as additional hangars in the future. The project's average daily flow is anticipated to be 192 gpd. Future Hangar construction will have an average daily flow of 256 gpd, for a total of 448 gpd for the entire development.

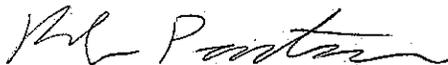
I have reviewed the material provided and conclude that the project as proposed will not adversely affect facilities of the District. I can state for this reason that the necessary willingness and capacity to serve the project exists throughout all affected components of the District's system.

It will be necessary for the project to secure from the District an entrance permit. That permit will be issued on receipt of application by the project and following our review of construction details proposed.

If you have any questions or need additional information, please do not hesitate to contact us.

Sincerely,

BRUNSWICK SEWER DISTRICT



Robert A. Pontau Jr., PE
Assistant General Manager

Major Project Development Review
Construct 10-Unit T-Hangar
Brunswick Executive Airport, Brunswick, Maine

ATTACHMENT G

Appearance Assessment Letter

MRRA



**Midcoast Regional
Redevelopment Authority**

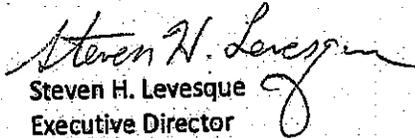
November 6, 2012

Anna Breinich
Department of Planning & Development
Town of Brunswick
28 Federal Street
Brunswick, Maine 04011

Dear Ms. Breinich:

I have reviewed the plans for construction of the 10 Unit T-Hangar in Brunswick Executive Airport. I have found that the design of the proposed t-hangar building is in substantial compliance with the Brunswick Landing & Topsham Commerce Park Design Guidelines.

Sincerely,


Steven H. Levesque
Executive Director

SHL/hp



Brunswick Landing
MAINE'S CENTER FOR INNOVATION



Brunswick
EXECUTIVE AIRPORT

MEMORANDUM

TO: STEVE LEVESQUE
FROM: TOM BRUBAKER, PE, CEM
SUBJECT: T-HANGAR DESIGN GUIDELINE REVIEW
DATE: 10/30/12
CC: MARTY MCMAHON

As delineated in MRRRA's Design Guidelines for Brunswick Landing, we have reviewed the plans and specifications for the proposed project to construct a 10-unit T-Hangar on Brunswick Executive Airport.

From the Design Guidelines Guiding Principles for Brunswick Landing Aviation Related Business:

"2. New and renovated buildings should relate to the scale of existing or nearby buildings, in terms of overall size, massing, materials, and design." - the proposed project does all of these.

"9. Aviation related buildings should present an image that is in keeping with the historical emphasis desired and with the overall vision for redevelopment of this district." - the proposed project does this.

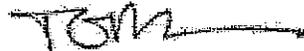
"12. New development should be energy efficient ..." - we are building an unheated building with almost no energy usage.

I think the remaining Guiding Principles either do not apply to this project or are not feasible for this project.

For Built Form, most of these guidelines are intended for new buildings of much greater scale and neither feasible nor applicable to a project of this relatively small scale.

For Materials, this is where we are potentially in conflict with the Design Guidelines. These guidelines would steer us away from metal skinned pre-engineered buildings, but this proposed building's two major elevations consist predominantly of hangar doors. Finishes other than metal skinned siding for this small scale building are not practical or cost effective.

Based on our review of the project, I find the proposed building to be consistent with the Design Guidelines for Aviation Related Business.



T.E. BRUBAKER, PE, CEM

cc: Marty McMahon

Major Project Development Review
Construct 10-Unit T-Hangar
Brunswick Executive Airport, Brunswick, Maine

ATTACHMENT H

FAA Grant Offer



U.S. Department
of Transportation

Federal Aviation
Administration

New England Region

12 New England Executive Park
Burlington, Massachusetts 01803

GRANT AGREEMENT
Part 1 - Offer

Date of Offer: August 28, 2012

Brunswick Executive Airport

Project No.: 3-23-0056-005-2012

DUNS No.: 80-809-6304

TO: Midcoast Regional Redevelopment Authority
(herein called the "Sponsor")

FROM: The United States of America (acting through the Federal Aviation Administration,
herein called the "FAA")

WHEREAS, the Sponsor has submitted to the FAA a Project Application dated August 13, 2012,
for a grant of Federal funds for a project at or associated with the Brunswick Executive
Airport which Project Application, as approved by the FAA, is hereby incorporated herein and
made a part hereof; and

WHEREAS, the FAA has approved a project for the Airport (herein called the "Project")
consisting of the following:

Install Wildlife Fence and Construct 10 Unit T-Hangar,

all as more particularly shown in the project application.

NOW THEREFORE, pursuant to and for the purpose of carrying out the provisions of the Title 49, United States Code, herein called Title 49 U.S. C., and in consideration of (a) the Sponsor's adoption and ratification of the representations and assurances contained in said Project Application and its acceptance of this Offer as hereinafter provided, and (b) the benefits to accrue to the United States and the public from the accomplishment of the Project and compliance with the assurances and conditions as herein provided, **THE FEDERAL AVIATION ADMINISTRATION, FOR AND ON BEHALF OF THE UNITED STATES, HEREBY OFFERS AND AGREES** to pay, as the United States share of the allowable costs incurred in accomplishing the Project, 90 percent of such costs.

The Offer is made on and subject to the following terms and conditions:

Conditions

1. The maximum obligation of the United States payable under this offer shall be \$1,462,110.00. For the purposes of any future grant amendments which may increase the foregoing maximum obligation of the United States under the provisions of Section 47108(b) of the Title 49 U.S.C., the following amounts are being specified for this purpose.

\$00.00	for planning
\$1,462,110.00	for airport development or noise program implementation.

2. The allowable costs of the project shall not include any costs determined by the FAA to be ineligible for consideration as to allowability under Title 49 U.S.C.

3. Payment of the United States share of the allowable project costs will be made pursuant to and in accordance with the provisions of such regulations and procedures as the Secretary shall prescribe. Final determination of the United States share will be based upon the final audit of the total amount of allowable project costs and settlement will be made for any upward or downward adjustments to the Federal share of costs.

4. The sponsor shall carry out and complete the Project without undue delays and in accordance with the terms hereof, and such regulations and procedures as the Secretary shall prescribe, and agrees to comply with the assurances which were made part of the project application.

5. The FAA reserves the right to amend or withdraw this offer at any time prior to its acceptance by the sponsor.

6. This offer shall expire and the United States shall not be obligated to pay any part of the costs of the project unless this offer has been accepted by the sponsor on or before September 7, 2012, or such subsequent date as may be prescribed in writing by the FAA.

7. The sponsor shall take all steps, including litigation if necessary, to recover Federal funds spent fraudulently, wastefully, or in violation of Federal antitrust statutes, or misused in any other manner in any project upon which Federal funds have been expended. For the purposes of this grant agreement, the term "Federal funds" means funds however used or disbursed by the sponsor that were originally paid pursuant to this or any other Federal grant agreement. It shall obtain the approval of the Secretary as to any determination of the amount of the Federal share of such funds. It shall return the recovered Federal share, including funds recovered by settlement, order or judgment, to the Secretary. It shall furnish to the Secretary, upon request, all documents and records pertaining to the determination of the amount of the Federal share or to any settlement, litigation, negotiation, or other efforts taken to recover such funds. All settlements or other final positions of the sponsor, in court or otherwise, involving the recovery of such Federal share shall be approved in advance by the Secretary.

8. The United States shall not be responsible or liable for damage to property or injury to persons which may arise from, or be incident to, compliance with this grant agreement.

9. Buy American Requirement: Unless otherwise approved by the FAA, the sponsor will not acquire or permit any contractor or subcontractor to acquire any steel or manufactured products produced outside the United States to be used for any project for airport development or noise compatibility for which funds are provided under this grant. The Sponsor will include in every contract a provision implementing this special condition.

10. Central Contractor Registration and Universal Identifier Requirements:

A. Requirement for Central Contractor Registration (CCR)

Unless you are exempted from this requirement under 2 CFR 25.110, you as the recipient must maintain the currency of your information in the CCR until you submit the final financial report required under this award or receive the final payment, whichever is later. This requires that you review and update the information at least annually after the initial registration, and more frequently if required by changes in your information or another award term.

B. Requirement for Data Universal Numbering System (DUNS) Numbers

If you are authorized to make subawards under this award, you:

1. Must notify potential subrecipients that no entity (see definition in paragraph C of this award term) may receive a subaward from you unless the entity has provided its DUNS number to you.
2. May not make a subaward to an entity unless the entity has provided its DUNS number to you.

C. Definitions

For purposes of this award term:

1. Central Contractor Registration (CCR means the Federal repository into which an entity must provide information required for the conduct of business as a recipient. Additional information about registration procedures may be found at the CCR Internet site (currently at <http://www.ccr.gov>).

2. Data Universal Numbering System

(DUNS) number means the nine-digit number established and assigned by Dun and Bradstreet, Inc. (D&B) to uniquely identify business entities. A DUNS number may be obtained from D&B by telephone (currently 866-705-5711) or the Internet (currently at <http://fedgov.dnb.com/webform>).

3. Entity, as it is used in this award term, means all of the following, as defined at 2 CFR part 25, subpart C:

- a. A Governmental organization, which is a State, local government, or Indian Tribe;
- b. A foreign public entity;
- c. A domestic or foreign nonprofit organization;
- d. A domestic or foreign for-profit organization; and
- e. A Federal agency, but only as a subrecipient under an award or subaward to a non-Federal entity.

4. Subaward:

a. This term means a legal instrument to provide support for the performance of any portion of the substantive project or program for which you received this award and that you as the recipient award to an eligible subrecipient.

b. The term does not include your procurement of property and services needed to carry out the project or program (for further explanation, see Sec. 210 of the attachment to OMB Circular A-133, 'Audits of States, Local Governments, and Non-Profit Organizations'). A subaward may be provided through any legal agreement, including an agreement that you consider a contract.

5. Subrecipient means an entity that:

- a. Receives a subaward from you under this award; and
- b. Is accountable to you for the use of the Federal funds provided by the subaward.
- c. A subaward may be provided through any legal agreement, including an agreement that you consider a contract.

11. It is mutually understood and agreed that if, during the life of the project, the FAA determines that the maximum grant obligation of the United States exceeds the expected needs of the Sponsor by \$25,000.00 or five percent (5%), whichever is greater, the maximum obligation of the United States can be unilaterally reduced by letter from the FAA advising of the budget change. Conversely, if there is an overrun in the total actual eligible and allowable project costs, FAA may increase the maximum grant obligation of the United States to cover the amount of the overrun not to exceed the statutory percent limitation and will advise the Sponsor by letter of the increase. It is further understood and agreed that if, during the life of the project, the FAA determines that a change in the grant description is advantageous and in the best interests of the United States, the change in grant description will be unilaterally amended by letter from the FAA. Upon issuance of the aforementioned letter, either the grant obligation of the United States is adjusted to the amount specified or the grant description is amended to the description specified.

12. In accordance with Section 47108(b) of the Act, as amended, the maximum obligation of the United States, as stated in Condition No. 1 of this Grant Offer:

- a. may not be increased for a planning project;
- b. may be increased by not more than 15 percent for development projects;
- c. may be increased by not more than 15 percent or by an amount not to exceed 25 percent of the total increase in allowable costs attributable to the acquisition of land or interests in land, whichever is greater, based on current credible appraisals or a court award in a condemnation proceeding.

13. It is mutually understood and agreed that no reimbursement payments will be made on the engineering portion of this grant until FAA has received, reviewed and approved the engineering contract and independent fee estimate.

14. The Sponsor agrees to perform the following:

a. Furnish a construction management program to FAA prior to the start of construction which shall detail the measures and procedures to be used to comply with the quality control provisions of the construction contract, including, but not limited to, all quality control provisions and tests required by the Federal specifications. The program shall include as a minimum:

(1) The name of the person representing the Sponsor who has overall responsibility for contract administration for the project and the authority to take necessary actions to comply with the contract.

(2) Names of testing laboratories and consulting engineer firms with quality control responsibilities on the project, together with a description of the services to be provided.

(3) Procedures for determining that testing laboratories meet the requirements of the American Society of Testing and Materials standards on laboratory evaluation, referenced in the contract specifications (D 3666, C 1077).

(4) Qualifications of engineering supervision and construction inspection personnel.

(5) A listing of all tests required by the contract specifications, including the type and frequency of tests to be taken, the method of sampling, the applicable test standard, and the acceptance criteria or tolerances permitted for each type of test.

(6) Procedures for ensuring that the tests are taken in accordance with the program, that they are documented daily, and that the proper corrective actions, where necessary, are undertaken.

b. Submit at completion of the project, a final test and quality control report documenting the results of all tests performed, highlighting those tests that failed or that did not meet the applicable test standard. The report shall include the pay reductions applied and the reasons for accepting any out-of-tolerance material. An interim test and quality control report shall be submitted, if requested by the FAA.

c. Failure to provide a complete report as described in paragraph b, or failure to perform such tests, shall, absent any compelling justification, result in a reduction in Federal participation for costs incurred in connection with construction of the applicable pavement. Such reduction shall be at the discretion of the FAA and will be based on the type or types of required tests not performed or not documented and will be commensurate with the

proportion of applicable pavement with respect to the total pavement constructed under the grant agreement.

d. The FAA, at its discretion, reserves the right to conduct independent tests and to reduce grant payments accordingly if such independent tests determine that sponsor test results are inaccurate.

The Sponsor's acceptance of this Offer and ratification and adoption of the Project Application incorporated herein shall be evidenced by execution of this instrument by the Sponsor, as hereinafter provided, and this Offer and Acceptance shall comprise a Grant Agreement, as provided by Title 49 U.S.C., constituting the contractual obligations and rights of the United States and the Sponsor with respect to the accomplishment of the Project and compliance with the assurances and conditions as provided herein. Such Grant Agreement shall be effective upon the Sponsor's acceptance of this Offer.

**UNITED STATES OF AMERICA
FEDERAL AVIATION ADMINISTRATION**

B. H. R. M.
Title: Manager, Airports Division,
ACTIVE New England Region

Part II - Acceptance

The Sponsor does hereby ratify and adopt all assurances, statements, representations, warranties, covenants, and agreements contained in the Project Application and incorporated materials referred to in the foregoing Offer and does hereby accept this Offer and by such acceptance agrees to comply with all of the terms and conditions in this Offer and in the Project Application.

Executed this 29th day of August, 2012.

Midcoast Regional Redevelopment Authority

(SEAL)

By Steven W. Lemay
Title: Executive Director

Attest: Heather A. Precopio
Title: HEATHER A. PRECOPIO
Notary Public, Maine
My Commission Expires August 30, 2018

CERTIFICATE OF SPONSOR'S ATTORNEY

I, John S. Kamiński, acting as Attorney for the Sponsor do hereby certify:

That in my opinion the Sponsor is empowered to enter into the foregoing Grant Agreement under the laws of the State of Maine. Further, I have examined the foregoing Grant Agreement and the actions taken by said Sponsor and Sponsor's official representative has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the said State and the Act. In addition, for grants involving projects to be carried out on property not owned by the Sponsor, there are no legal impediments that will prevent full performance by the Sponsor. Further, it is my opinion that the said Grant Agreement constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.

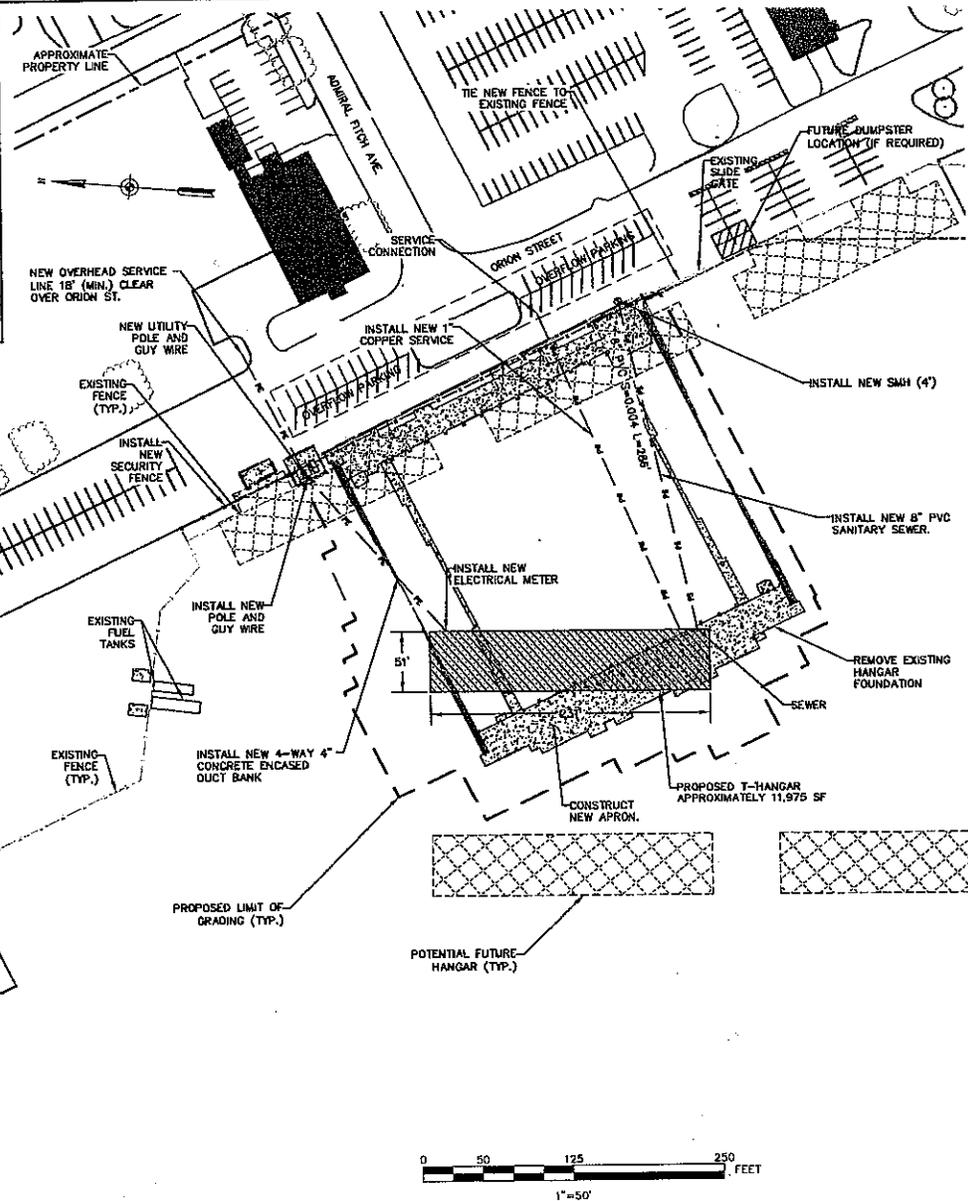
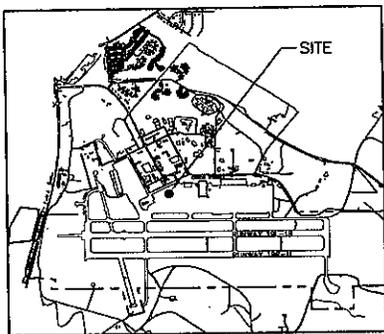
Dated at Portland, Maine this 4th day of September, 2012.

[Signature]
Signature of Sponsor's Attorney

Major Project Development Review
Construct 10-Unit T-Hangar
Brunswick Executive Airport, Brunswick, Maine

ATTACHMENT I

Site Development Plan



LEGEND

— D —	EXISTING STORM DRAIN
— AF —	EXISTING FUEL LINE, ABANDONED
— W —	EXISTING WATERLINE
— WA —	EXISTING WATERLINE, ABANDONED
— ST —	EXISTING STEAM LINE
— E —	EXISTING UNDERGROUND ELECTRIC
— OE —	EXISTING OVERHEAD ELECTRIC
— S —	EXISTING SANITARY SEWER LINE
— G —	EXISTING NATURAL GAS LINE
— P —	EXISTING PIPE PLUG
— 67.5 —	EXISTING CONTOURS
—	EXISTING GROUND WIRE
—	EXISTING FIRE HYDRANT
—	EXISTING FENCE
—	EXISTING CONCRETE PAD
—	EXISTING PROTECTIVE BOLLARD
—	EXISTING BUILDING
—	EXISTING SEWER MANHOLE
—	EXISTING WATER VALVE
—	EXISTING CATCH BASIN
—	EXISTING COMMUNICATIONS MANHOLE
—	EXISTING UTILITY POLE
—	EXISTING SURVEY CONTROL POINT
—	EXISTING ELECTRIC TRANSFORMER
— PC —	PROPOSED UNDERGROUND ELECTRIC CONCRETE ENCASED DUCT
— PG —	PROPOSED NATURAL GAS LINE
— PW —	PROPOSED WATERLINE
— PS —	PROPOSED SEWER
— 67.5 —	PROPOSED CONTOUR
—	PROPOSED SURFACE DRAINAGE
—	PROPOSED LIMIT OF GRADING
—	PROPOSED FENCE
X	FEATURE TO BE REMOVED



GENERAL NOTES:

- THE RECORD OWNER OF THE PARCEL IS THE MIDCOAST REGIONAL REDEVELOPMENT AUTHORITY BY DEED DATED MARCH 28, 2011 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 28807, PAGE 1.
 - THE PROPERTY IS SHOWN AS LOT 2 ON THE TOWN OF BRUNSWICK TAX MAP 40. THE PROPERTY IS LOCATED IN THE BNAS REUSE LAND USE DISTRICTS R-AR AVIATION RELATED.
 - STANDARDS FOR THE BNAS REUSE LAND USE DISTRICTS R-AR AVIATION RELATED USE AT THE TIME THIS PLAN WAS PREPARED ARE AS FOLLOWS:

	REQUIRED	PROPOSED
MINIMUM LOT AREA:	NONE	N/A
MAXIMUM RESIDENTIAL DENSITY:	N/A	N/A
MINIMUM LOT WIDTH:	50'	N/A
MINIMUM BUILDING FRONTAGE (AS A % OF LOT WIDTH):	NONE	N/A
MAXIMUM BUILDING FRONTAGE (AS A % OF LOT WIDTH):	NONE	N/A
MINIMUM FRONT YARD:	0'	44.85'
MAXIMUM REAR YARD:	NONE	626.9'
MINIMUM REAR YARD:	20'	3167.9'
MINIMUM SIDE YARD:	15'	2459.8'
MAXIMUM IMPERVIOUS SURFACE COVERAGE:	80%	70% (NO CHANGE)
MINIMUM BUILDING HEIGHT:	N/A	N/A
MAXIMUM BUILDING HEIGHT:	100'	17.7'
MAXIMUM BUILDING FOOTPRINT PER STRUCTURE:	N/A	11,975 SF
- NOTE: THE LOT IS AN EXISTING LOT THAT IS NOT BEING SUBDIVIDED
- SURVEY COORDINATE SYSTEMS: NAD 83, NAVD 88, MAINE STATE PLANE, WEST ZONE, US FT.
 - THE USES ON PROPERTY ARE AVIATION RELATED IN ACCORDANCE WITH FA REQUIREMENTS.
 - TOTAL AREA OF TAX LOT 2 IS APPROXIMATELY 714.5 ACRES.
 - BOUNDARY INFORMATION AND TOPOGRAPHIC INFORMATION SHOWN IS THE RESULT OF A FIELD SURVEY PERFORMED IN JANUARY 2011, AND FEBRUARY, 2012 BY SITELINES, PA.
 - UTILITY INFORMATION SHOWN HEREIN IS BASED EXISTING DRAWINGS PROVIDED BY THE UNITED STATES DEPARTMENT OF THE NAVY.
 - THE LOCUS PROPERTY AS DEPICTED HEREON DOES NOT FALL WITHIN A SPECIAL HAZARD AREA AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR BRUNSWICK, MAINE, CUMBERLAND COUNTY, COMMUNITY PANEL NUMBER 230042-0015-B HAVING AN EFFECTIVE DATE OF JANUARY 3, 1986.
 - WETLAND DELINEATION WAS PREPARED ON THIS PARCEL, OUTSIDE OF AREA OF CONSTRUCTION.

APPROVAL —
TOWN OF BRUNSWICK
PLANNING BOARD

DATE	DATE

ENGINEER'S SEAL

90 Dow Street
Brunswick, ME 04017-1277
Tel: 602-669-5335
Fax: 602-669-4188
Web Page: www.hoyletanner.com

PROJECT DESIGNER
Hoyle, Tanner & Associates, Inc.

BRUNSWICK EXECUTIVE AIRPORT
CONSTRUCT 10-UNIT T-HANGAR

SITE DEVELOPMENT PLAN

DATE: NOVEMBER 2012
SCALE: 1"=50'

BY	
DATE	

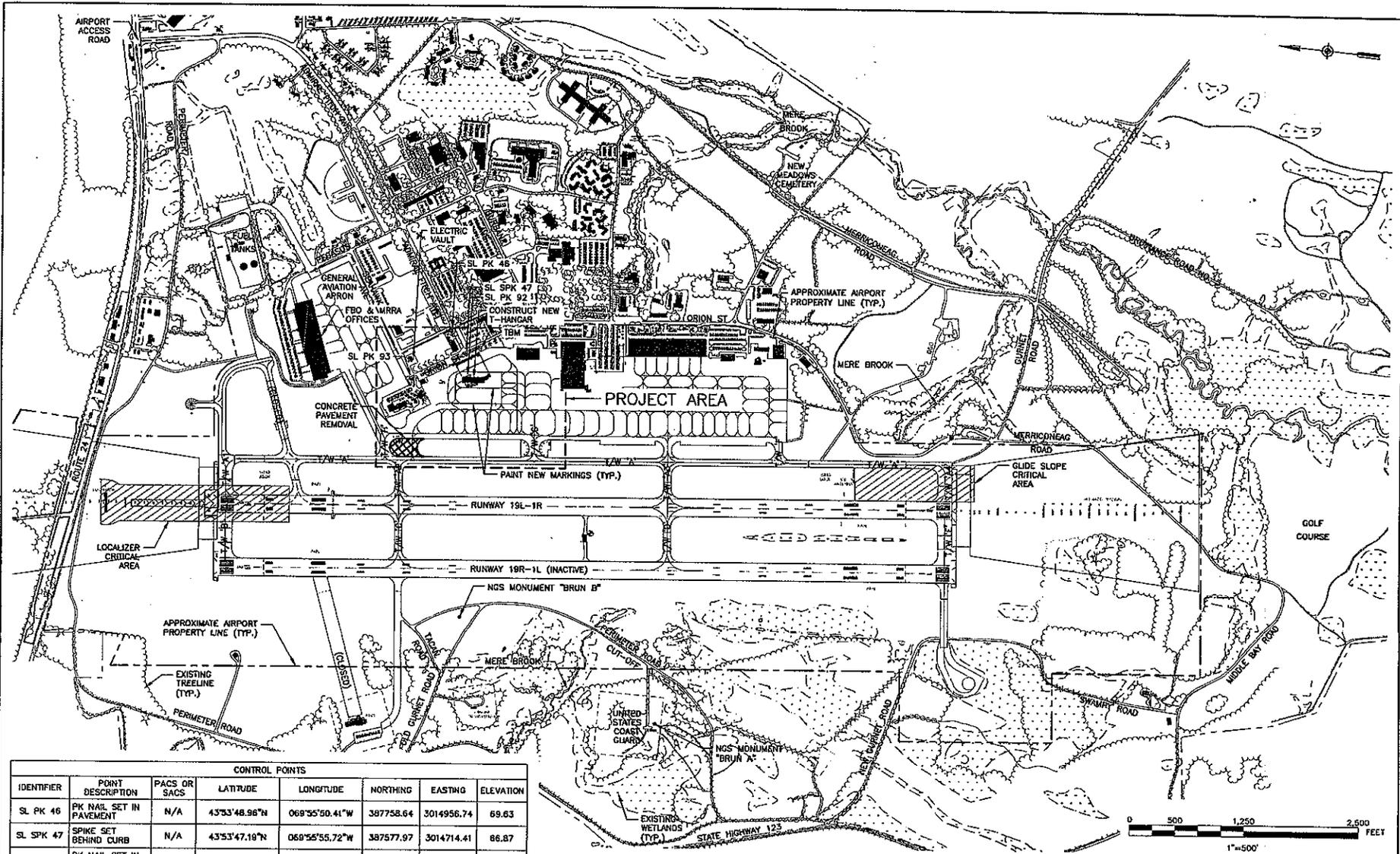
PROJ. No.: 391108
FILE NAME: BQM - SD11
APP. No.: 3-21-2006-05-0019

DRAWING NO.
SD11

SHEET 1 OF 1

Major Project Development Review
Construct 10-Unit T-Hangar
Brunswick Executive Airport, Brunswick, Maine

ATTACHMENT J
Engineering Plans

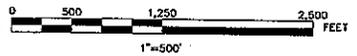


CONTROL POINTS							
IDENTIFIER	POINT DESCRIPTION	PACS OR SACS	LATITUDE	LONGITUDE	NORTHING	EASTING	ELEVATION
SL PK 46	PK NAIL SET IN PAVEMENT	N/A	43°33'48.96"N	069°55'50.41"W	387758.64	3014956.74	69.63
SL SPK 47	SPIKE SET BEHIND CURB	N/A	43°33'47.19"N	069°55'55.72"W	387577.97	3014714.41	86.87
SL PK 92	PK NAIL SET IN PAVEMENT	N/A	43°33'46.59"N	069°55'57.22"W	387517.19	3014458.14	67.57
SL PK 93	PK NAIL SET IN PAVEMENT	N/A	43°33'52.63"N	069°55'58.14"W	388128.41	3014389.29	70.76
SL TBM	FLANGE BOLT ON FIRE HYDRANT	N/A	43°33'45.70"N	069°55'52.77"W	387427.52	3014784.33	68.27

SOURCE: SITESURV SURVEY, DATED FEB. 24, 2012, NAD 83 (2007), NAVD 88. MAINE STATE PLANE, WEST ZONE, US. FT.

NGS MONUMENT DATA							
IDENTIFIER	SURVEY STATION NAME	PACS OR SACS	LATITUDE	LONGITUDE	NORTHING	EASTING	ELEVATION
"BRUN A"	NGS PID-AA8170	N/A	43°33'23.01784"	069°56'46.84517"	385119.99	3010831.25	69.69
"BRUN B"	NGS PID-AA8169	N/A	43°33'45.08115"	069°56'33.42284"	387356.70	3011804.08	68.23

SOURCE: NATIONAL GEODETIC SURVEY, NAD 83 (2007), NAVD 88.



ENGINEER'S SEAL

150 Dow Street
Brunswick, ME 03902-0227
Tel: 402-669-4355
Fax: 402-669-4356
Web Page: www.hoye-tanner.com

PROJECT DESIGNER
Hoye, Tanner & Associates, Inc.

BRUNSWICK EXECUTIVE AIRPORT
CONSTRUCT 10-UNIT T-HANGAR
GENERAL PLAN
AND AIRFIELD SURVEY CONTROL

DATE: JULY 2012
SCALE: 1"=500'

ISSUED FOR CONSTRUCTION
9/10/12

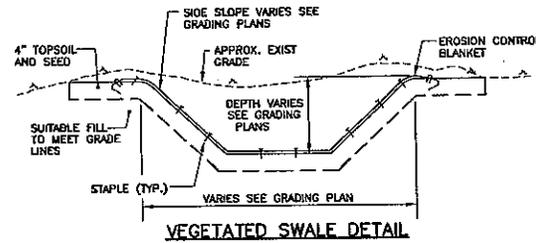
PROJ. NO.: 591106
FILE NAME: BXM-G103
APP No: 3-23-0056-05-2012

DRAWING NO.
G1.3

SHEET 3 OF 35

EROSION CONTROL NOTES

1. ALL EARTHWORK SHALL BE CONTINUED TO THE LIMITS OF WORK AS SHOWN ON CONTRACT DRAWINGS.
2. SILT FENCES OR OTHER SEDIMENT BARRIERS SHALL BE INSTALLED WHERE SHOWN ON THE PLANS, ON THE DOWNHILL SIDE OF STOCKPILES OF TOPSOIL AND OTHER SOIL MATERIALS AND IN OTHER LOCATIONS AS REQUIRED, TO PREVENT SILT AND SEDIMENTATION FROM ENTERING EXISTING DRAINAGE CHANNELS.
3. ALL TURF AREAS SHALL BE PERMANENTLY STABILIZED WITHIN 15 DAYS OF FINAL GRADING OR TEMPORARILY STABILIZED WITHIN 30 DAYS OF INITIAL DISTURBANCE OF SOIL.
4. DUST CONTROL: ALL VEHICLE TRAFFIC AREAS AND EXPOSED SURFACES SHALL BE MOISTENED PERIODICALLY WITH ADEQUATE WATER TO CONTROL DUST.
5. SLOPE STABILITY: ALL SLOPES SHALL BE INSPECTED FREQUENTLY FOR SIGNS OF FAILURE, SLIPPING, AND/OR EROSION. ANY DAMAGE SHALL BE REPAIRED IMMEDIATELY.
6. CONTRACTOR EROSION CONTROL MEASURES ARE NOT LIMITED TO THOSE SHOWN ON THE PLANS. THE CONTRACTOR SHALL PERFORM ANY AND ALL ADDITIONAL MEASURES TO CONTROL EROSION.



- NOTES:**
1. PRIOR TO PLACING EROSION CONTROL BLANKET, PREPARE THE SOIL BY RAKING AREA FREE OF CLODS AND LARGE STONES.
 2. SEED, MULCH AND FERTILIZER SHALL BE DISTRIBUTED AS SPECIFIED OVER THE PREPARED SOIL PRIOR TO PLACING THE EROSION CONTROL BLANKET.
 3. EROSION CONTROL BLANKET SHALL CONSIST OF HAY, JUTE MESH, OR OTHER AND BE APPROVED BY ENGINEER.
 4. ALL SEAMS SHALL BE OVERLAPPED A MINIMUM OF 3" AND SECURE WITH STAPLES SPACED 18"-24" ON CENTER.
 5. TO SECURE BLANKET TO GROUND, STAPLE PER MANUFACTURERS RECOMMENDATIONS.
 6. OVERLAP EROSION CONTROL BLANKET IN DIRECTION OF FLOW ONLY.
 7. WHERE SWALE SIDE SLOPES ARE FLATTER THAN 6:1 OR WHERE GRADE BREAKS ARE SUBSTANTIALLY HIGHER THAN THE SWALE BOTTOM, EROSION CONTROL BLANKET MAY BE TUCKED INTO THE SLOPE APPROXIMATELY 1' ABOVE SWALE BOTTOM. OTHERWISE, WELL-DEFINED CHANNELS SHALL BE PROTECTED TO THE TOP OF SLOPE AS SHOWN.

OVERWINTER CONSTRUCTION AND STABILIZATION

1. THE CONTRACTOR SHALL COMPLY WITH THE OVERWINTER CONSTRUCTION AND STABILIZATION REQUIREMENTS IN THE MAINE EROSION CONTROL AND SEDIMENT CONTROL BMP MANUAL.
2. THE WINTER CONSTRUCTION PERIOD IS FROM NOV 1 TO APR. 15.
3. USE BERMS SEEDED ACCORDING TO TOPSOIL AND SEEDING NOTE 4 FOR SEDIMENT BARRIERS.
4. APPLY TEMPORARY SEED AND MULCH AT TWICE THE NORMAL RATE ACCORDING TO TOPSOIL AND SEEDING NOTES 4 AND 5.
5. MULCH STOCKPILES OF SOIL/SUBSOIL OVER WINTER WITH HAY OR STRAW AT TWICE NORMAL RATE.
6. DO NOT PLACE PERMANENT SEED BETWEEN OCT. 16 AND APR. 1. PROTECT FINE GRADED AREAS WITH MULCH OR TEMPORARY SEED AND MULCH UNTIL FINAL TREATMENT.
7. CONSTRUCT AND STABILIZE STONE-LINED DITCHES AND CHANNELS BY SEPT. 1. INSTALL A SOO OR STONE LINER IF DITCHES AND CHANNELS CANNOT BE STABILIZED BY THESE DATES.
8. DISTURBED SOILS WITH SLOPES LESS THAN 15% MUST BE SEEDED AND MULCHED BY SEPT. 15. IF NOT STABILIZED BY THIS DATE, USE TEMPORARY VEGETATION, SOO, OR MULCH.

TOPSOIL AND SEEDING

1. TOPSOIL:
SUITABLE TOPSOIL STRIPPED FROM THE SITE, FROM THE AIRPORT STOCKPILE OR FROM OFF-SITE SHALL MEET THE REQUIREMENTS OF SPECIFICATION SECTION T-905, TOPSOILING.
2. SEEDING:
USE PERMANENT SEED MIXES AND RATES BETWEEN 5/15 AND 9/30. USE TEMPORARY SEED MIXES FOR PERIODS LESS THAN 12 MONTHS. IF USING TEMPORARY SEED MIXES BETWEEN 10/01 AND 5/15, RE-SEED WITH PERMANENT SEED MIX AFTER 5/15.
3. REGULAR SEED MIX

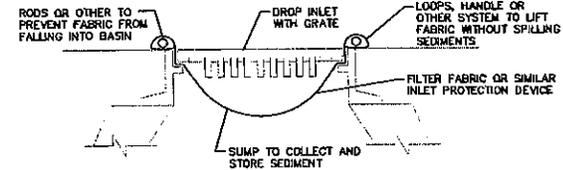
KIND OF SEED	LBS PER ACRE	MINIMUM PURITY %	MINIMUM GERMINATION %
RED FESCUE (BREEPING)	20	85	80
KENTUCKY BLUEGRASS	20	85	80
PERENNIAL RYEGRASS	5	85	80
TOTAL	45 LBS/ACRE		

4. TEMPORARY SEED:

KIND OF SEED	LBS PER ACRE	MINIMUM PURITY %	MINIMUM GERMINATION %
ANNUAL OR PERENNIAL RYEGRASS	40	85	80

5. LIME AND FERTILIZER:
APPLY LIME AND FERTILIZER AT THE RATES SPECIFIED IN SECTION T-901, SEEDING.
6. MULCH:
MULCH AND EROSION CONTROL MATTING SHALL BE AS SPECIFIED IN SECTION P-156 TEMPORARY AIR AND WATER POLLUTION, SOIL EROSION AND SILTATION CONTROL.

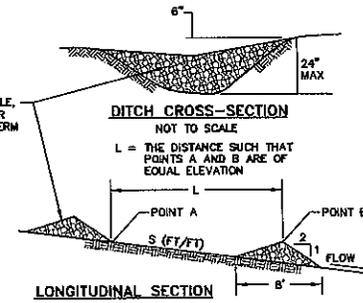
STRAW OR HAY (ANCHORED)	70 - 90 LBS	PROTECTED AREAS
STRAW OR HAY (ANCHORED)	185 - 275 LBS	WINDY AREAS
SHREDDED OR CHOPPED	185 - 275 LBS	MODERATE TO HIGH VELOCITY
EROSION CONTROL BLANKET	AS REQUIRED	AREAS AND SLOPES STEEPER THAN 3:1



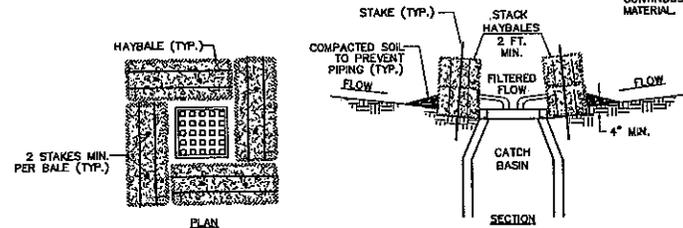
MAINTENANCE:
CONTRACTOR TO CLEAN AFTER EVERY STORM. IF THE BARRIER BECOMES CLOGGED WITH SEDIMENT SO THAT IT NO LONGER ADEQUATELY PASSES FILTERED WATER, THE SEDIMENT SHALL BE REMOVED AND THE BARRIER SHALL BE REPLACED. REMOVED SEDIMENT SHALL BE DEPOSITED IN A SUITABLE AREA AND IN SUCH A MANNER THAT IT WILL NOT ERODE.

THE DEVICE SHALL BE REMOVED WHEN THE DRAINAGE AREA HAS BEEN ADEQUATELY STABILIZED.

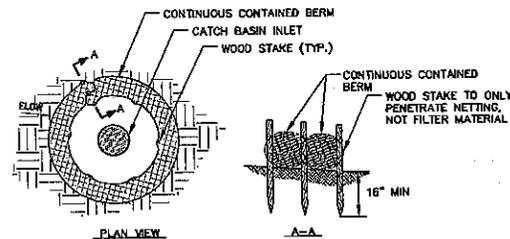
FILTER FABRIC INLET PROTECTION AT CATCH BASIN
NOT TO SCALE



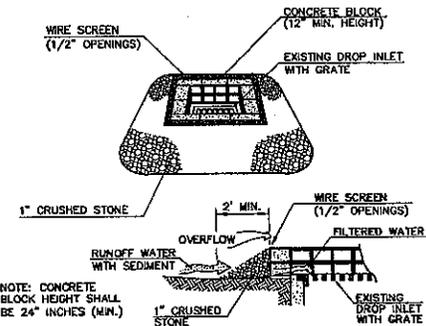
CHECK DAM DETAIL
NOT TO SCALE



HAY BALE INLET PROTECTION AT CATCH BASIN
NOT TO SCALE



CONTINUOUS CONTAINED BERM INLET PROTECTION AT CATCH BASIN
NOT TO SCALE



BLOCK & CRUSHED STONE INLET PROTECTION AT CATCH BASIN
NOT TO SCALE

ENGINEER'S SEAL

50 Draw Sheet
Date: 07/14/2014 08:00:10Z
Tel: 409-469-4333
Fax: 409-469-1458
Web Page: www.hoylejanner.com

PROJECT DESIGNER
Hoyle, Janner & Associates, Inc.

BRUNSWICK EXECUTIVE AIRPORT
CONSTRUCT 10-UNIT T-HANGAR
EROSION CONTROL DETAILS

REVISIONS	DATE	DESCRIPTION

PROJ. NO.: 091106

FILE NAME: BXM-ER201

APP. NO.: 23-0056-05-2012

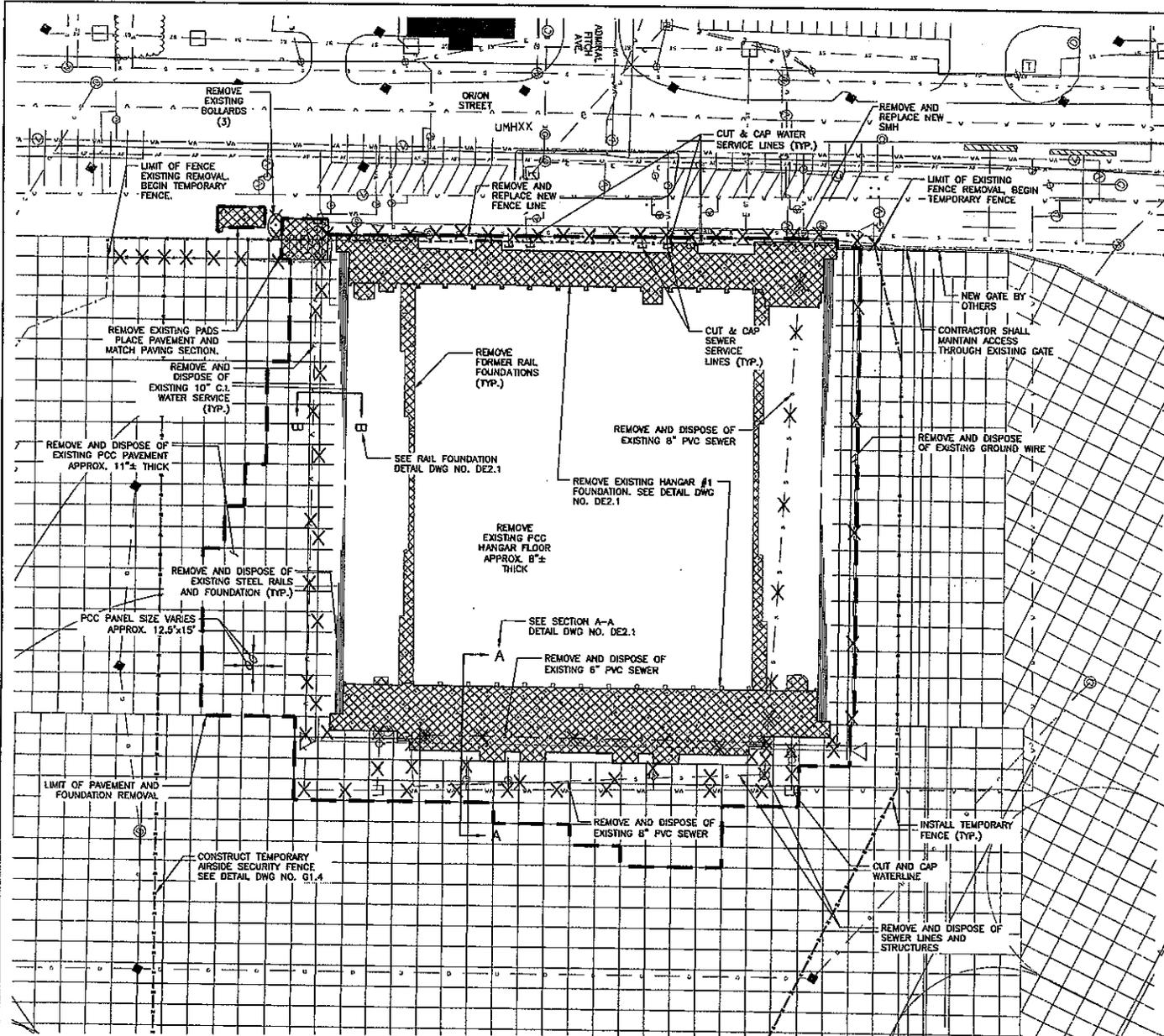
ISSUED FOR CONSTRUCTION

9/10/12

DRAWING NO.

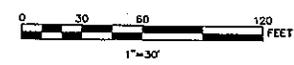
ER2.1

SHEET 7 OF 35



- ### LEGEND
- EXISTING STORM DRAIN
 - EXISTING FUEL LINE, ABANDONED
 - EXISTING WATERLINE
 - EXISTING WATERLINE, ABANDONED
 - EXISTING STEAM LINE
 - EXISTING UNDERGROUND ELECTRIC
 - EXISTING OVERHEAD ELECTRIC
 - EXISTING SANITARY SEWER LINE
 - EXISTING NATURAL GAS LINE
 - EXISTING PIPE PLUG
 - EXISTING CONTOURS
 - EXISTING GROUND WIRE
 - EXISTING FIRE HYDRANT
 - EXISTING FENCE
 - EXISTING CONCRETE PAD
 - EXISTING PROTECTIVE BOLLARD
 - EXISTING BUILDING
 - EXISTING SEWER MANHOLE
 - EXISTING WATER VALVE
 - EXISTING CATCH BASIN
 - EXISTING COMMUNICATIONS MANHOLE
 - EXISTING UTILITY POLE
 - EXISTING SURVEY CONTROL POINT
 - EXISTING ELECTRIC TRANSFORMER
 - PROPOSED UNDERGROUND ELECTRIC CONCRETE ENCASED DUCT
 - PROPOSED NATURAL GAS LINE
 - PROPOSED WATERLINE
 - PROPOSED SEWER
 - 67.5 PROPOSED CONTOUR
 - PROPOSED SURFACE DRAINAGE
 - PROPOSED LIMIT OF GRADING
 - PROPOSED FENCE
 - X FEATURE TO BE REMOVED

NOTES:
 1. EXISTING UTILITIES TO REMAIN UNLESS NOTED OTHERWISE.



ENGINEER'S SEAL

330 Dow Street
 Manchester, NH 03107-0227
 Tel: 603-669-3333
 Fax: 603-669-1868
 Web Page: www.hoyletanner.com

DRAWN BY: J. GUNN
 CHECKED BY: J. GUNN
 DESIGNED BY: J. GUNN

PROJECT DESIGNER
Hoyle, Tanner & Associates, Inc.

BRUNSWICK EXECUTIVE AIRPORT
 CONSTRUCT 10-UNIT T-HANGAR

DEMOLITION PLAN

DATE: JULY 2012
 SCALE: 1"=30'

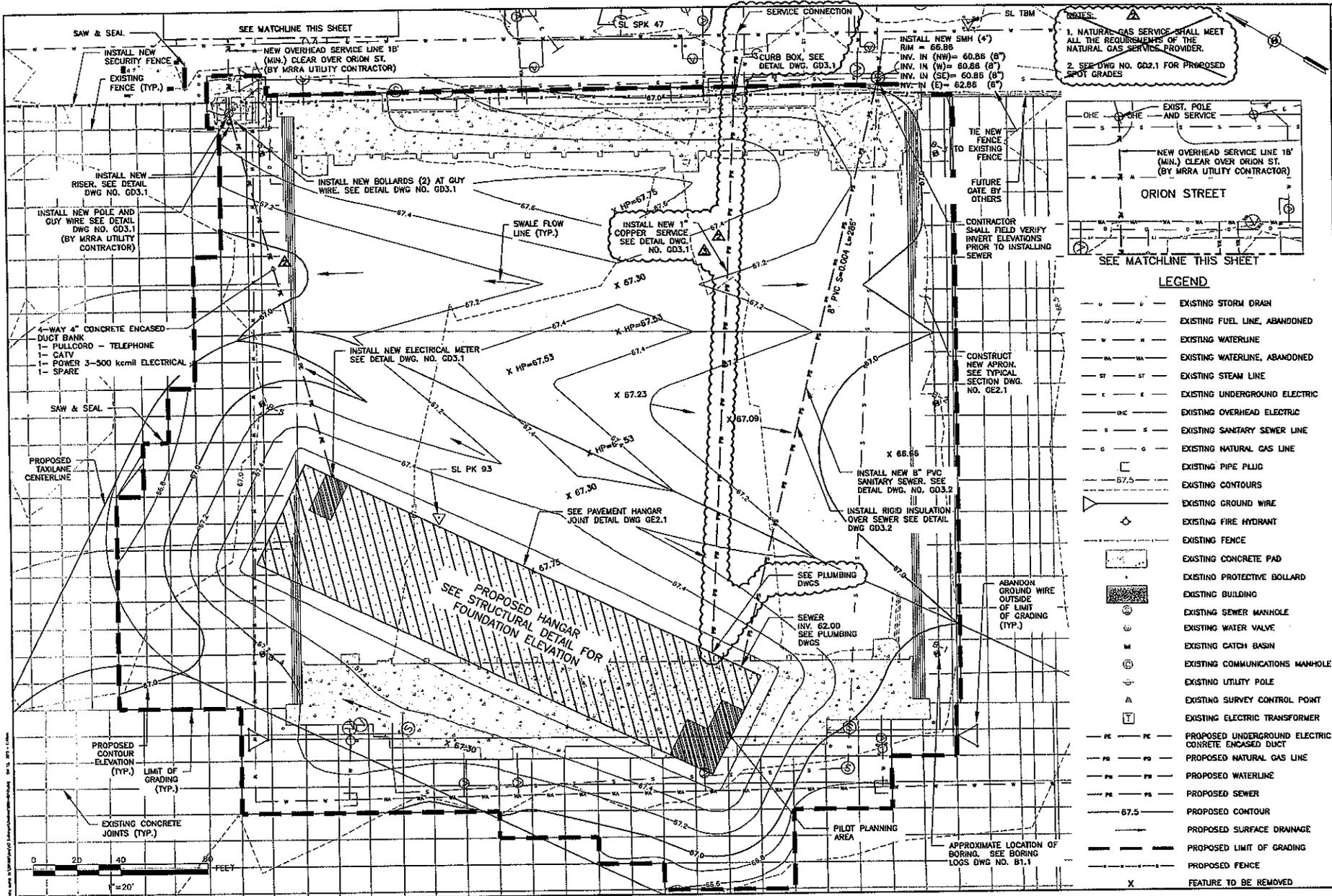
REVISIONS	DESCRIPTION	DATE

9/10/12 ISSUED FOR SUBMITTAL
 9/10/12

PROJ. NO.: 381106
 FILE NAME: BXM-DE101
 MP NO.: 3-23-0056-05-2012

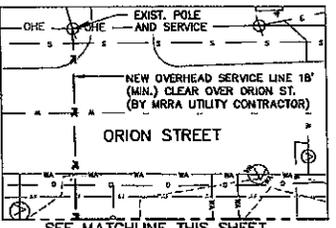
DRAWING NO.
DE1.1

SHEET 8 OF 35



NOTES

1. NATURAL GAS SERVICE SHALL MEET ALL THE REQUIREMENTS OF THE NATURAL GAS SERVICE PROVIDER.
2. SEE DWG NO. GD2.1 FOR PROPOSED SPOT GRADES



LEGEND

	EXISTING STORM DRAIN
	EXISTING FUEL LINE, ABANDONED
	EXISTING WATERLINE
	EXISTING WATERLINE, ABANDONED
	EXISTING STEAM LINE
	EXISTING UNDERGROUND ELECTRIC
	EXISTING OVERHEAD ELECTRIC
	EXISTING SANITARY SEWER LINE
	EXISTING NATURAL GAS LINE
	EXISTING PIPE PLUG
	EXISTING CONTOURS
	EXISTING GROUND WIRE
	EXISTING FIRE HYDRANT
	EXISTING FENCE
	EXISTING CONCRETE PAD
	EXISTING PROTECTIVE BOLLARD
	EXISTING BUILDING
	EXISTING SEWER MANHOLE
	EXISTING WATER VALVE
	EXISTING CATCH BASIN
	EXISTING COMMUNICATIONS MANHOLE
	EXISTING UTILITY POLE
	EXISTING SURVEY CONTROL POINT
	EXISTING ELECTRIC TRANSFORMER
	PROPOSED UNDERGROUND ELECTRIC CONCRETE ENCASED DUCT
	PROPOSED NATURAL GAS LINE
	PROPOSED WATERLINE
	PROPOSED SEWER
	PROPOSED CONTOUR
	PROPOSED SURFACE DRAINAGE
	PROPOSED LIMIT OF GRADING
	PROPOSED FENCE
	FEATURE TO BE REMOVED

ENGINEER'S SEAL

180 Dow Street
Manchester, NH 03107-2277
Tel: 603-669-5555
Fax: 603-669-1165
Web Page: www.hoye-tanner.com

PROJECT DESIGNER
Hoye, Tanner & Associates, Inc.

BRUNSWICK EXECUTIVE AIRPORT
CONSTRUCT 1D—UNIT T—HANGAR

SITE PLAN
HANGAR SITE

DATE: 4-17-2012
SCALE: 1"=20'

NO.	DATE	REVISIONS	DESCRIPTION
1	10/24/12	A	ADD BATHROOM BACK INTO PROJECT
2	1/10/12	B	DELETE HVAC PILOT AREA
3	1/10/12	C	ISSUED FOR CONSTRUCTION

PROJ. No: 391106
Dwg. Name: BRM-03101
Rev. No: 3-2-0006-03-2012

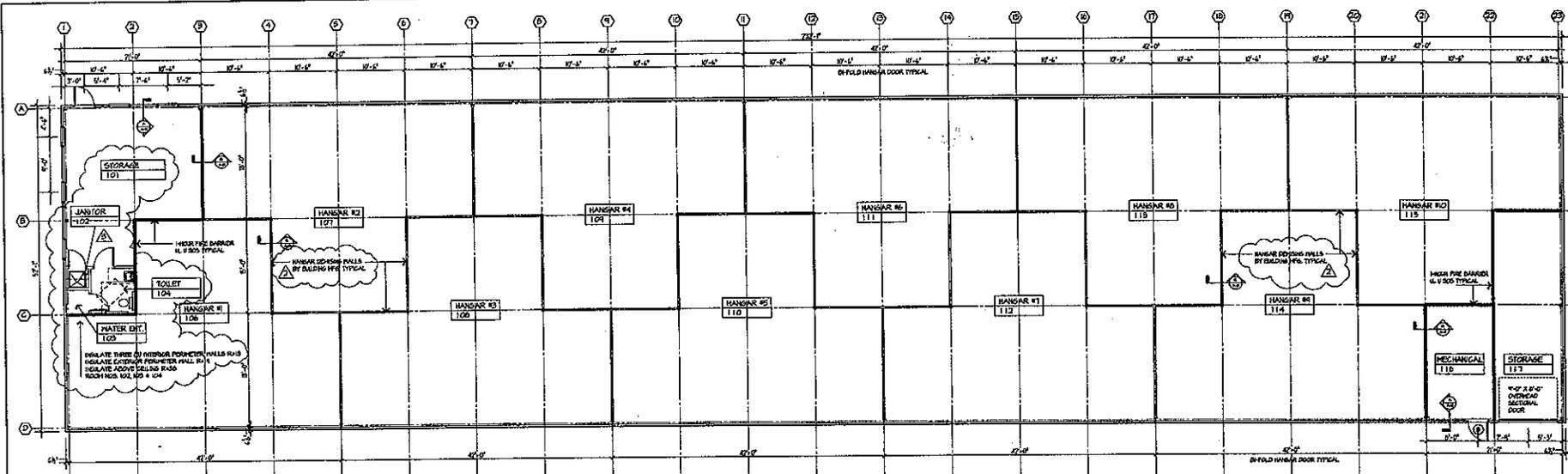
DRAWING NO.
GD1.1

SHEET 12 OF 35

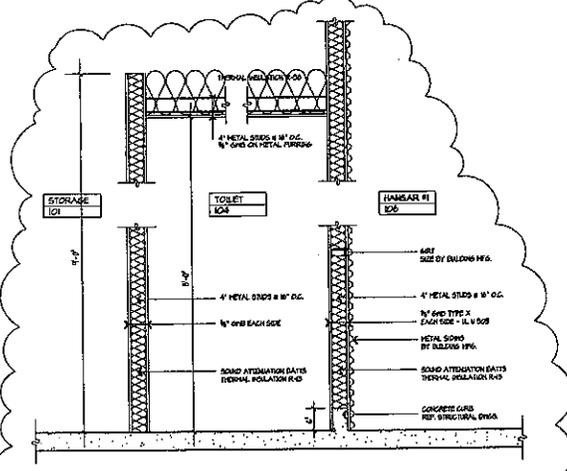
**Major Project Development Review
Construct 10-Unit T-Hangar
Brunswick Executive Airport, Brunswick, Maine**

ATTACHMENT K

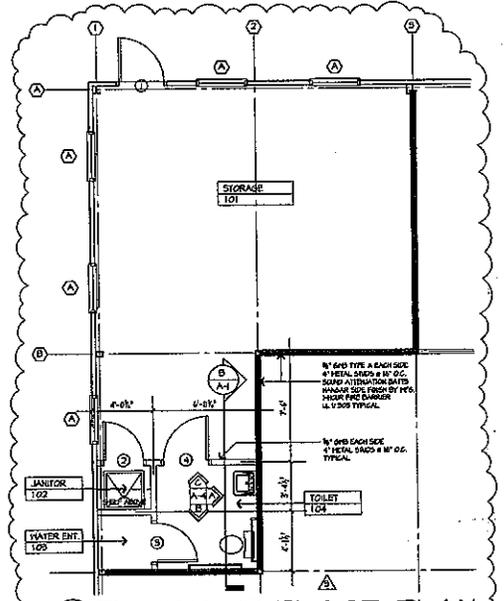
Building Plans



A FLOOR PLAN
 A-1 1/8" = 1'-0"



B WALL SECTION
 A-1 N.T.S.



C ENLARGED FLOOR PLAN
 A-1 1/4" = 1'-0"



CODE ANALYSIS

OCCUPANCY: GROUP S-1 (IBC)
 GROUP III (NFPA 409)
 CONSTRUCTION TYPE: II (IBC)
 II (200) (NFPA 220)
 CONFIGURATION:
 PROPOSED: 12,000 SF 1 STORY 16 FEET HT.
 PERMITTED (IBC): 17,500 SF 2 STORIES 25 FEET HT.
 PERMITTED (NFPA CLUSTERS): 24,000 TOTAL FIRE AREA
 OCCUPANT LOAD (IBC): 1 PER 500 SF = 24 TOTAL



ARCHITECT'S SEAL
 PURITANA ARCHITECTS
 11111 W. HUNTERS LANE
 JARVIS, VA 24155
 PROJECT NUMBER: 2018-001
 SHEET NO. 19 OF 35

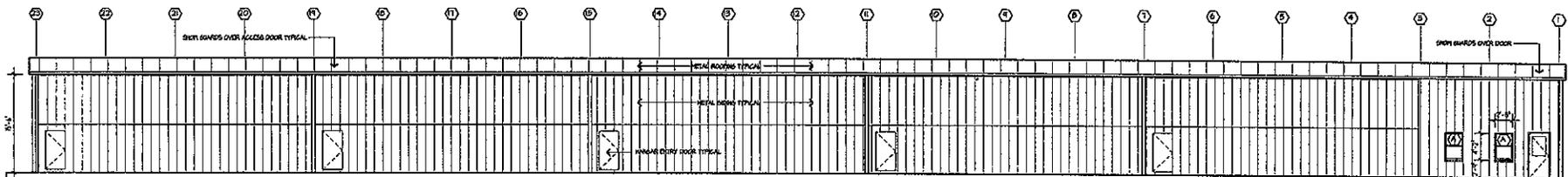
PROJECT OWNER:
 HOPE JAMES ASSOCIATES, LLC
 11111 W. HUNTERS LANE
 JARVIS, VA 24155

REVISIONS:

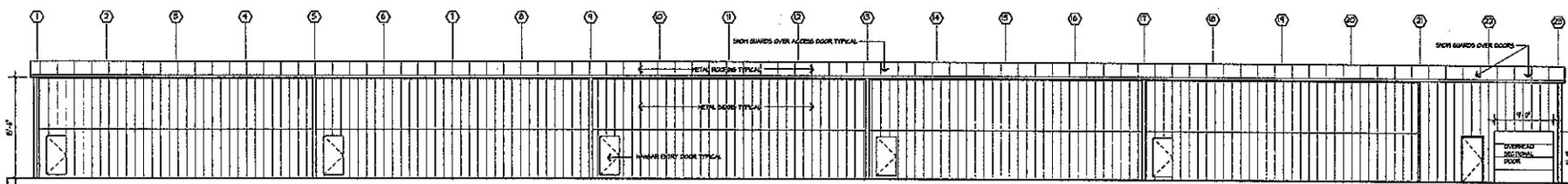
NO.	DATE	BY	DESCRIPTION
1			ISSUE FOR PERMITS
2			ISSUE FOR CONSTRUCTION

REVISIONS:
 REVISIONS: 1. ISSUE FOR PERMITS
 2. ISSUE FOR CONSTRUCTION

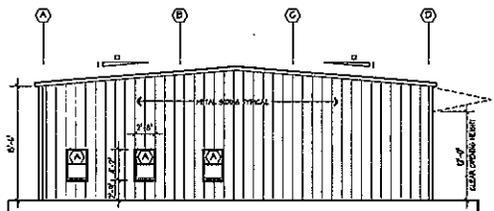
PROJECT INFORMATION:
 PROJECT NAME: FLOOR PLAN & CODE ANALYSIS
 ENLARGED FLOOR PLAN
 REFLECTED CEILING PLAN
 SHEET NO. 19 OF 35
 DATE: JUNE 2018
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NO. 2018-001
 FILE NAME: F19-REV2
 HP No. 1-21-0056-01-011
DRAWING NO. A-1
 SHEET 19 OF 35



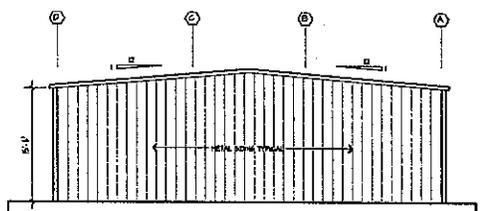
EAST ELEVATION



WEST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION

A EXTERIOR ELEVATIONS
 A-2 1/8" = 1'-0"



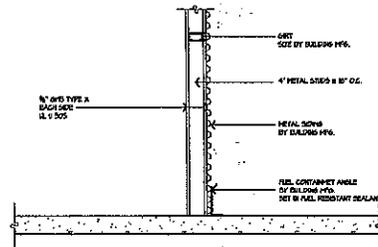
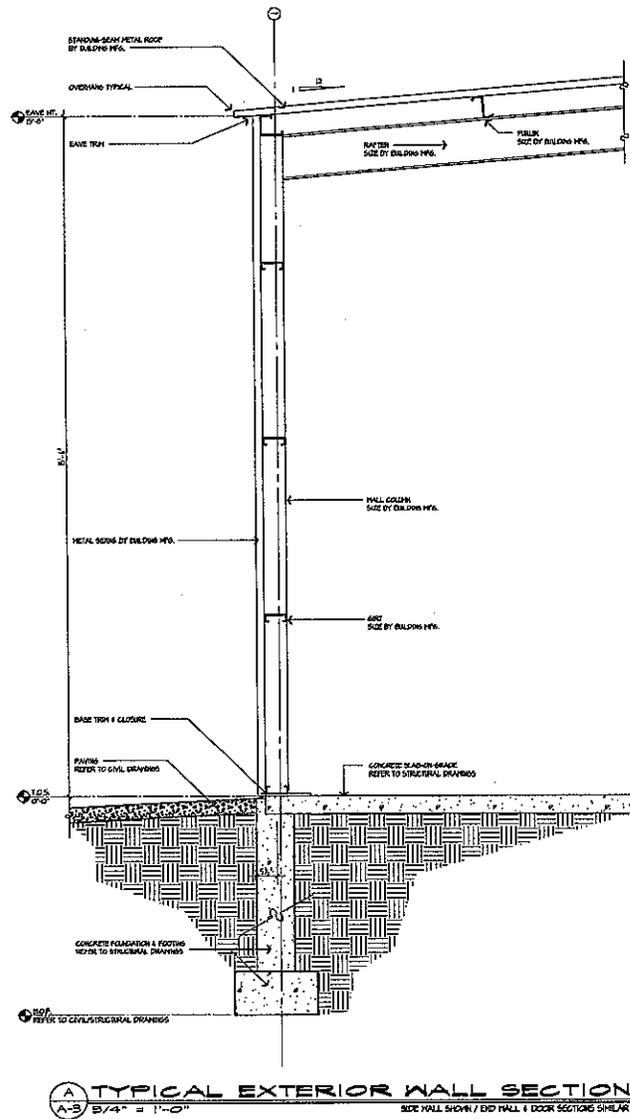
D. J. T. A. ARCHITECT
 ARCHITECT
 1000 W. BELT ROAD, SUITE 100
 GREENBELT, MARYLAND 20818
 PHONE: 301-271-1111
 FAX: 301-271-1112
 WWW: www.djta.com

HOYE JAMES ASSOCIATES, INC.
 PROJECT ARCHITECT
 1000 W. BELT ROAD, SUITE 100
 GREENBELT, MARYLAND 20818
 PHONE: 301-271-1111
 FAX: 301-271-1112
 WWW: www.hja.com

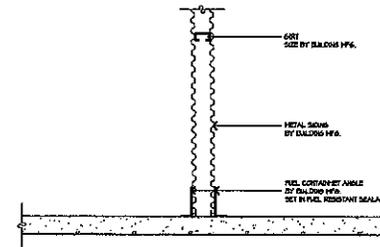
CONTRACT NO. 341108
 SHEET NO. 20 OF 35
 DATE: AUG 2013
 SCALE: AS NOTED

NO.	DATE	BY	CHKD.	DESCRIPTION
1				ISSUED FOR PERMITS
2				ISSUED FOR CONSTRUCTION
3				ISSUED FOR RECORD

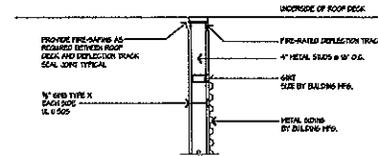
CONTRACT NO. 341108
 FILE NAME: EC
 SHEET NO. 20 OF 35
 DRAWING NO.
A-2
 SHEET 20 OF 35



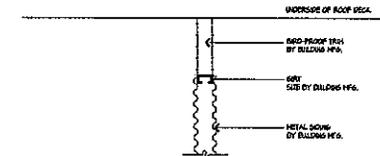
(B) ALT. WALL SECTION
 (A-B) N.T.S. TYPICAL FIRE-RATED MASONRY WALL



(C) ALT. WALL SECTION
 (A-B) N.T.S. TYPICAL DEMISING WALL



(B) WALL SECTION
 (A-B) N.T.S. TYPICAL FIRE-RATED MASONRY WALL



(C) WALL SECTION
 (A-B) N.T.S. TYPICAL DEMISING WALL

ENTIRE DRAWING REVISED



ARCHITECT'S SEAL
 CURTIS AIA ARCHITECT
 1000 W. BELT ROAD
 SUITE 100
 BETHESDA, MD 20814
 ARCHITECT REG. NO. 1000

PROJECT PROGRAM
 HOYLE TAMER ASSOCIATES, INC.
 1000 W. BELT ROAD
 SUITE 100
 BETHESDA, MD 20814
 PROJECT NO. 201106

BRANSON EXECUTIVE AIRPORT
 CONSTRUCT TEN UNIT T-HANDER
 TYPICAL WALL SECTIONS
 DATE: JUNE 2012
 SCALE: AS NOTED

REVISIONS	NO.	DATE	BY

PROJ. NO. 201106
 FILE NAME: 103-REV1
 SHEET NO. 3-23-0006-01-2011

DRAWING NO.
A-3
 SHEET 21 OF 35

Staff Present: Jeff Hutchinson (Codes Enforcement), Cathy Donovan (Assessing), Anna Breinich (Planning), Rob Pontau (Sewer), Jeff Emerson (Fire)

Applicants Present: Steve Levesque (MRRRA), Tom Brubaker (MRRRA), Nils Gonzalez (Hoyle, Tanner & Associates, Inc.)

Case Number: 12-039 10-Unit T- Hanger (Brunswick Landing): The Committee will review and comment on a joint **Sketch and Final Plan** application submitted by Midcoast Regional Redevelopment Authority (MRRRA) to construct a 10-unit nested T-hanger at Brunswick Executive Airport. (**Assessor's Map 40, Lot 0**) in the **BNAS Reuse (BRU) Zoning District, Subdistrict Aviation Related (AR)**.

Project overview by Steve Levesque, MRRRA Executive Director, applicant:

- Project funded under FAA Military Airports Program
- Building will provide 10 individually leased hangers within one structure, to house private aircraft and vehicles.
- Building will be constructed on the airfield, inside a secured area, at former location of BNAS Hanger 1.
- Parking will be provided outside the secured area and within individual T-hangers. Gates will be electronically accessible.
- No landscaping or parking area is permitted within the secured area.

Staff Comments:

Sewer District:

- Rob Pontau – Noted sewer lines will be constructed, owned and maintained by MRRRA. No I and I issues on site. As only one common bathroom will be installed in the hanger/no internal flow drains, no other review needed by sewer district.

Assessing:

- Cathy Donovan - Requested clarification regarding previously submitted plan for street addressing purposes with all future hangers shown versus what is being submitted for site plan approval (one 10-Unit T-Hanger). Steve Levesque stated others are potential at this time.

Fire:

- Jeff Emerson – Requested confirmation that building will be unheated except for bathroom. Stated need for further review and approval if heated in future (Tom B. noted infrastructure will be in place to heat in the future, if necessary). Requested no portable heating units be permitted onsite.

Codes Enforcement:

- Jeff Hutchinson–Confirmed available internal vehicle parking even with aircraft inside hanger and overflow parking is available nearby. Also confirmed that due to FAA regulations, vegetated landscaping would not be allowed on the site. Noted need for site location map on site plan.

Planning:

- Anna Breinich – Requested documentation of fiscal capacity to complete the project and compliance with Brunswick Landing Design Guidelines. Steve Levesque to provide letters for each. No lighting is proposed for facility. Requested required information be provided on site plan (approval block, legend, general notes, and building dimensions). Anna provided another example of a site plan to MRRA staff for their use.

Anna stated that Planning Board review is tentatively scheduled for Tuesday, November 27th at 7:00pm. She noted that the changes discussed/additional documentation requested should be provided and the plans resubmitted by Friday, November 16th for distribution to Planning Board.

**Draft Findings of Fact
10-Unit T-Hanger (Brunswick Landing)
Major Site Plan Combined Sketch and Final Review
Review Date: November 27, 2012**

Project Name: 10-Unit T-Hanger (Brunswick Landing)

Case Number: 12-039

Tax Map: Map 40, Lot 0

Applicant: Midcoast Regional Redevelopment Authority
2 Pegasus Street, Unit #1, Suite 200
Brunswick, Maine 04011

Authorized Representative: Hoyle, Tanner & Associates, Inc.
150 Dow Street
Manchester, NH 03101

Motion #1 – That the major development review application is deemed complete.

PROJECT SUMMARY

The Midcoast Regional Redevelopment Authority is proposed to construct a 10-unit T-hanger at the Brunswick Executive Airport to meet the needs of the civilian aviation public. T-hangers are an arrangement of hanger bays in the shape of a “T”. The shape allows bays to be placed back to back thus affording a more economical use of space. The new ~52’ X 232’, 11,975 square foot hanger will be built in the former location of BNAS Hanger 1. The structure is sited to allow for the construction of additional T-hangers in the future as the market improves.

Aircraft access the bays from both sides of the structure. As the structure is being built on the airfield, FAA regulations prohibit exterior vehicular parking and landscaping around the building. Parking will be provided beyond the secured area of the airfield. No new impervious coverage is proposed.

The development is located in the BNAS Reuse (BRU) Zoning District, Subdistrict Aviation Related (R-AR) and within the town’s Growth Area. It will be serviced by the town’s water and sewer system available to Brunswick Landing and maintained by MRRA. The project meets Zoning Ordinance use, space and bulk standards.

The applicant requests a joint Sketch Plan and Final Plan approval by the Planning Board.

The following waivers have been requested by the applicant:

1. Section 412.2.B.8 – Name, location and width of paving for proposed roads
2. Section 412.2.B.14 – Location of proposed cross section of sanitary sewers
3. Section 412.2.B.16 – Class A Soil Survey
4. Section 412.2.B.23 – Landscaping Plan

Staff recommends approval of the requested waivers.

Review Standards from Section 411 of the Town of Brunswick Zoning Ordinance

411.1 Ordinance Provisions

The property is located in the BNAS Reuse (BRU) Zoning District, Subdistrict Aviation-Related (R-AR). A hanger is an allowed use within this district. All dimensional and lot configuration requirements are met. The proposed development complies with all applicable standards of said zoning district and subdistrict. *The Board finds that the provisions of Section 411.1 are satisfied.*

411.2 Preservation of Natural Features

There are no natural features nor steep slopes on the site as it is part of an existing airfield. It is not within a flood hazard area and no part of the land is within a Natural Resource Protection Zone. The development does not occur within or cause harm to any land which is not suitable for development. *The Board finds that the provisions of Section 411.2 are satisfied.*

411.3 Surface Waters, Wetlands and Marine Resources

No water bodies, streams, wetlands or vernal pools are identified on the site. The development will not adversely affect the Mare Brook watershed or the water quality of Casco Bay or its estuaries. *The Board finds that the provisions of Section 411.3 are satisfied.*

411.4 Flood Hazard Areas

Based on the Flood Insurance Rate Map, community panel # 230042 0015 B, effective date, 1/3/1986, the project site is located within Zone C, described as areas of minimal flooding and outside the regulatory 100-year flood zone. The development activity does not occur within a FEMA flood hazard area and therefore minimizes any risk of flooding. *The Board finds that the provisions of Section 411.4 are satisfied.*

411.5 Stormwater Management

The project is located within the Mare Brook watershed, which is classified as an Urban Impaired Stream. Per Maine DEP Order #L-20116-NL-A-N, the proposed project is eligible for the exception to the Urban Impaired Stream standard in Chapter 500(4)(D)(3) because it involves redevelopment of existing impervious area. The new use of the existing impervious area is not likely to increase stormwater impacts in the proposed project's stormwater runoff beyond the levels already present. The project satisfies the recommended stormwater quality standards described in the Storm Water Management for Maine: Best Management Practices, published by the State of Maine Department of

Environmental Protection, as amended. *The Board finds that the provisions of Section 411.5 are satisfied.*

411.6 Groundwater

The project will be served by the town's municipal water system. No activities are proposed or anticipated that will extract groundwater for commercial purposes. The Board finds that the development will not, alone or in conjunction with existing activities; adversely affect the quality or quantity of groundwater. *The Board finds that the provisions of Section 411.6 are satisfied.*

411.7 Erosion and Sedimentation Control

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 DEP, current edition. This includes silt fencing and other measures to minimize transport of sediment from the site. Specific provisions for permanent and temporary erosion control features have been provided on the Final Plan. The proposed development will not cause unreasonable soil erosion or reduction in the land's capacity to hold water so that a dangerous or unhealthy situation results. *The Board finds that the provisions of Section 411.7 are satisfied.*

411.8 Sewage Disposal

The project will be served by the town's sewer system with private line construction and maintenance by MRRA. A letter from the Brunswick Sewer District confirming capacity to serve the project was submitted. *The Board finds that the provisions of Section 411.8 are satisfied.*

411.9 Water Supply

The project will be served by the town's municipal water system with private line construction and maintenance by MRRA. A letter from the Brunswick-Topsham Water District confirming capacity to serve the project was submitted. *The Board finds that the provisions of Section 411.9 are satisfied.*

411.10 Aesthetic, Cultural and Natural Values

The proposed project will not have any undue adverse effect on the scenic or natural beauty of the area, historic sites, or significant wildlife habitat identified by the Maine Department of Environmental Protection and Inland Fisheries & Wildlife or by the Town of Brunswick, or rare and irreplaceable natural areas or any public rights for physical or visual access to the shoreline. *The Board finds that the provisions of Section 411.10 are satisfied.*

411.11 Community Impact

The 10-unit T-hanger is anticipated to have no impact on community services. The Brunswick Sewer District and Brunswick-Topsham Water District have confirmed their capacity to serve the project. No solid waste impact fee is required as waste is privately contracted by MRRA. The town's emergency services are able to adequately serve the location and no impact on school enrollment is anticipated as a result of the project.

Overall, municipal resources are available to service the project. *The Board finds that the provisions of Section 411.11 are satisfied.*

411.12 Traffic

The development is located on the Brunswick Executive Airport airfield. Minimal traffic impact is anticipated as a result of the development. The parking for the development is located within the hanger with overflow parking available directly adjacent to the secured area, per FAA requirements. The proposed development will not cause unreasonable highway or public road congestion or unsafe conditions with respect to the use of the highways or public roads existing and the traffic associated with the development shall maintain level of service within 200 feet of any existing curb cut. *The Board finds that the provisions of Section 411.12 are satisfied.*

411.13 Pedestrian and Bicycle Access and Safety

Bicycle riding are permitted on existing streets within Brunswick Landing. No motorized or non-motorized vehicles are permitted by FAA on the airfield. The Board finds that the development will accommodate bicyclists and addresses pedestrian access, safety and circulation within the site. *The Board finds that the provisions of Section 411.13 are satisfied.*

411.14 Development Patterns

The use of the property will be a hanger and is located on the Brunswick Executive Airport airfield in the former location of Hanger 1, within the town's Growth Area. The surrounding properties are aviation-related uses. The project will utilize public water and sewer service. The development is consistent with the surrounding properties on the Airport property and consistent with the previous and current use of the facility. As proposed, the development is respectful of Brunswick's historic development pattern and will have no adverse impact on adjacent residential areas. *The Board finds that the provisions of Section 411.14 are satisfied.*

411.15 Architectural Compatibility

The development was reviewed and the architecture approved by MRRA per letter dated November 6, 2012. The design of the hanger is in keeping with the existing architecture of other hangers on site and is compatible with its surroundings in terms of size, scale, mass and design. *The Board finds that the provisions of Section 411.15 are satisfied.*

411.16 Municipal Solid Waste Disposal

The project will be served privately by MRRA. As a result, the Director of Public Works is not requiring a solid waste impact fee. The development will not cause an unreasonable burden on the municipality's ability to dispose of solid waste. *The Board finds that the provisions of Section 411.16 are satisfied.*

411.17 Recreation Needs

The development will not cause an unreasonable burden on the municipality's ability to provide recreational services. No recreation impact fee is required for this nonresidential use. *The Board finds that the provisions of Section 411.17 are not applicable.*

411.18 Access for Persons with Disabilities

The development shall comply with the Americans with Disabilities Act as applicable, which will be reviewed as part of the building permit application. *The Board finds that the provisions of Section 411.18 are satisfied.*

411.19 Financial Capacity and Maintenance

The project will be funded in part (90%) by an FAA grant awarded through its military airports program, 5% by the State of Maine and 5% by MRRA. MRRA has adequate financial and technical capacity to complete the project, and that once it is completed, the project is expected to have adequate resources to maintain itself. *The Board finds that the provisions of Section 411.19 are satisfied.*

411.20 Noise and Dust

Best Management Practices as outlined in the Maine Erosion and Sediment Control BMP's published by the Maine Department of Environmental Control, will be utilized to control 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 (airport noise is exempt under federal law) and dust. *The Board finds that the provisions of Section 411.20 are satisfied.*

411.21 Right, Title and Interest

MRRA owns the subject properties giving them sufficient right, title and interest to develop the land. *The Board finds that the provisions of Section 411.21 are satisfied.*

411.22 Payment of Application Fees

The applicant has paid all applicable development review application fees. *The Board finds that the provisions of Section 411.22 are satisfied.*

**DRAFT MOTIONS
10-UNIT T-HANGER (BRUNSWICK LANDING)
MAJOR SITE PLAN COMBINED SKETCH AND FINAL REVIEW
CASE NUMBER: 12-039**

Motion 2: That the Board waives the following requirements:

1. Section 412.2.B.8 – Name, location and width of paving for proposed roads
2. Section 412.2.B.14 – Location of proposed cross section of sanitary sewers
3. Section 412.2.B.16 – Class A Soil Survey
4. Section 412.2.B.23 – Landscaping Plan

Motion 3: That the Sketch and Final Plan is approved with the following conditions:

1. That the Board's review and approval does hereby refer to these findings of fact, the plans and materials submitted by the applicant and the written and oral comments of the applicant, his representatives, reviewing officials, and members of the public as reflected in the public record. Any changes to the approved plan not called for in these conditions of approval or otherwise approved by the Director of Planning and Development as a minor modification shall require a review and approval in accordance with the Brunswick Zoning Ordinance.

* Please note that site plan approvals by the Planning Board shall expire at the end of two years after the date of Final Plan approval unless all construction has been completed by that date (Section 407.4.B of the Brunswick Zoning Ordinance).

**BRUNSWICK PLANNING BOARD
SEPTEMBER 11, 2012**

MEMBERS PRESENT: Chairman Charlie Frizzle, Dann Lewis, Dana Totman, Richard Visser and Steve Walker

STAFF PRESENT: Anna Breinich

A meeting of the Brunswick Planning Board was held on Tuesday September 11, 2012 at the Municipal Meeting Facility at Brunswick Station, 16 Station Ave. Chairman Charlie Frizzle called the meeting to order at 7:00 P.M.

Public Hearing: The Planning Board will hold a public hearing to consider the rezoning of the west side of Federal Street between Mason and Center Streets, from Town Residential 2 to Town Center 1.

Anna Breinich began by reviewing aerial photographs of Federal Street from 1959 when the municipal building was constructed. She stated that it was zoned similar to Town Center and was called C1, Commercial 1 Zoning District. The C1 District was similar to Town Center 1 (TC1) in uses, impervious surface and dimensional requirements. She stated that the area was zoned C1 from 1969-1986. In 1986 a Comprehensive Plan rezoning was put in place and it became Town Residential 2 (TR2) and took about 5-7 properties and made them non-conforming; they have remained this way. Anna stated that 28 & 30 Federal Street are permitted uses because they are municipal facilities, however the functional use of a recreational facility and office space are not permitted uses within Town Residential 2 Zoning District (TR2). Anna reviewed the Planning Board suggestions from the July 31, 2012 meeting and stated that one suggestion was to rezone the west half of Federal Street and revert it back to the TC1 area; then all the uses would be compatible. The second option was to amend the existing Municipal Facilities Section 306.17, in the Zoning Ordinance which would allow the continued functioning use of Municipal Facilities as a legally established non-conforming use; this was not an option favored by the Town Attorney or the Board.

Chairman Charlie Frizzle opened the public hearing.

Jane Millett, resident of 10 Franklin Street, stated that she has concerns with the lack of transparency and confusion with the new buildings' issues going on. She stated that she has copies of the appraisals and it seems as though the Town of Brunswick is making these changes so that it will have more value for this building. She stated that she does not know if they would be making these changes if it were a private citizen coming before them requesting these changes.

Chairman Charlie Frizzle closed the public hearing.

Charlie Frizzle, in response to Jane Millett's question, stated that the Town's plan to move the Municipal Office to the McLellan Building was a consideration and maximizing the building for Brunswick Development Corporation to take possession when they surrender the property for the

police station. Consideration for how much value to the Town was part of these discussions. Charlie stated the he is not sure that this request is something they would consider for a private citizen but is something they have been asked to do by the Town Council. Charlie stated that what was very important to the Board was that this change was clean and simple; approach one restores all the non-conforming properties on the north end of Federal Street to a conforming status including the Recreation and Town Hall buildings. Dana Totman stated that he does hear Jane's point, but he thinks if there was a critically located site in the town, private or publically owned, that the board had an opportunity to zone in a way that would be in the best interest to the town, then the Board most likely would consider zoning changes. Dana stated that in the interest of keeping in line with Smart Growth and assuring utilization of precious sites in the town appropriately and fully, then the Board should give consideration to rezoning this site. He stated that he paused when Jane pointed this out but realized that this is a site where the zoning change would be of value and interest to the town as a whole not just to facilitate a financial transaction.

Chairman Charlie Frizzle reopened the public hearing.

Marji Greenhut, 10 Noble Street, stated that when Town Hall and the Police Station are emptied, the space is prime, close to downtown and would be a wonderful for low income, affordable, senior housing downtown; this location would give senior citizens the opportunity to walk downtown and be a part of the community instead of shoved to the outskirts. She stated that it is important to incorporate senior citizens into the community and noted that their needs for cars would diminish. She stated that the rooms in Town Hall appear as though they could easily convert into apartments. She hopes that the Planner and all involved would consider the need for centrally located affordable, low income, senior housing where people can get to the wonderful parts of downtown.

Anna Breinich replied to Marji's suggestion by stating that within TC1 apartments are permitted as a dwelling unit with three or more units and would not preclude this type of use if there was someone who wanted to develop this as senior housing.

Jane Millett asked if Anna Breinich could explain what Retail 1 & 2 as well as Service 1 & 2 was; her interest is that she lives in the neighborhood and asks that they be mindful of what goes into this lot. Anna replied that this would still be within the Village Review Zone and would have to follow the VRB Design Standards. Anything that will be built there will need to be compatible as what is in place and if the building remains, the outward appearance can remain the same. Anna stated that Retail Class 1 and Retail Class 2 refers to size of the building; TC1 does allow 100% of the site to be developed, it is the most intensive district, but there are a number of buildings that are in character with the overall downtown area. Anything that happens would, in all likelihood, probably come back to the Planning Board.

Chairman Charlie Frizzle closed the public hearing.

Dana Totman noted that Convenience Store is a permitted use in the TC1 Zone as well as Retail Class 1 and Retail Class 2; Dana asked if someone were to demolish the building with intent to construct a convenience store, what would be the authority to turn such an application down.

Anna Breinich replied that if it meets the requirements of the ordinance then the board would need to approve it but when it comes to Design Standards, whatever is built there would have to be met. Charlie Frizzle noted that dwelling units would most likely come under the purview of the Village Review Board and traffic impact would fall under the Planning Board. Anna added that all of Federal Street is still under the National Register Designated Historic District, and that even though federal, state, or local government does not get involved, it is still a consideration that would be in play with VRB and could be taken to the Maine Historic Preservation Board. Dana asked what the thinking to include the Recreation Building lot was. Anna replied that the two would go at the same time and based on what was occurring at 28 and 30 Federal Street for almost 20-30 years. Charlie replied to leave out the recreation building would leave it within the TR2 Zoning District where it would be non-conforming and stated that it would be wiser to include it in the TC1 Zoning District to allow for a wider variety of possible uses. Dana replied that he understands altering the zone up to 28 Federal Street, but feels that that adding the Recreational Building opens up potential issues. Charlie replied that an applicant would still need to come to the Board for any other use besides recreational; Anna added that the recreation use is not permitted in TR2.

MOTION BY RICHARD VISSER THAT THE BOARD RECOMMEND TO TOWN COUNCIL TO CONSIDER THE REZONING OF THE WEST SIDE OF FEDERAL STREET BETWEEN MASON AND CENTER STREETS, FROM TOWN RESIDENTIAL 2 TO TOWN CENTER 1 THEREBY REFLECTING THE MAJORITY OF EXISTING NON-CONFORMING USE'S ESTABLISHED BY RIGHT BETWEEN 1969 AND 1986, PRIMARILY NON-RESIDENTIAL USE COMPATIBLE WITH RESIDENTIAL USES. SECONDED BY DANN LEWIS, APPROVED UNANIMOUSLY.

Other

- Moving Downtown forum has been moved to 9/20/12 at Brunswick Junior High School from 5:00-7:30
- 9/18/12 Recreation Trails Open Space Management Plan public forum for abutting owners and general public.

Minutes

No minutes were reviewed at this meeting.

Adjourned

This meeting was adjourned at 7:34 P.M.

Attest



Tonya D. Jenusaitis
Recording Secretary

**BRUNSWICK PLANNING BOARD
SEPTEMBER 25, 2012**

MEMBERS PRESENT: Chairman Charlie Frizzle, Vice Chair Margaret Wilson, Dann Lewis, Jeff Peters, Dana Totman, Richard Visser and Steve Walker

STAFF PRESENT: Anna Breinich

A meeting of the Brunswick Planning Board was held on Tuesday September 25, 2012 at the Municipal Meeting Facility at Brunswick Station, 16 Station Ave. Chairman Charlie Frizzle called the meeting to order at 7:00 P.M.

Case Number: : 12-030 Brunswick Police Station: The Board will review and take action on a **Final Plan** application submitted by the Town of Brunswick to construct a police station at 1 & 3 Stanwood Street and 81 & 85 Pleasant St (**Assessor's Map U15, Lots 74,75,76,77**) in the **Town Residential 1 Zoning District.**

Anna Breinich stated that this is a Final Plan for a police station to be constructed at the corners or Stanwood and Pleasant Streets. She stated that the Board had a joint workshop with the Village Review Board and since that time, the Village Review Board has issued a Certificate of Appropriateness for the design.

Brett Donahm, of Donham and Sweeney Architects, stated that the plan is essentially the same since their last meeting. Brett presented views of what the police station is proposed to look like from Stanwood and Pleasant Street and reviewed the proposed site plan and cross section. Brett stated that the stimulus for the design was based on the other prominent buildings on Pleasant Street such as the Post Office and the Curtis Memorial Library. Brett stated that they are in full compliance with the zoning requirements and have submitted a stormwater management plan. Brett stated that they have porous paving and that the building does not have any gutters but noted that there is crushed stone going around the building to assist in drainage; there are catch basins and a hydro system for runoff before it enters the sewer system which has sufficient capacity to handle the building. Brett stated that they have submitted an erosion control plan with the application. Brett reviewed the site lighting and stated that it has been designed to not have any off-site casting and to shed all the light down. Brett pointed out that there was a condition that they provide an alternate photometric plan; the Town Engineer has since reviewed and given the approval of the alternate plan. The traffic study has determined that there is no adverse impact and that parking needs are spread out during the course of the day. The landscaping has conditions attached by the Town Arborist, Peter Baecher; the applicant is willing to work with Peter to address these conditions such as adding pruning of existing trees and protection of the trees before work is initiated on the site.

Charlie Frizzle asked if a decision had been made on whether or not the communications tower had to be part of the building or if it could stand alone as this was brought up in the Staff Review discussions. Brett Donham stated that it will be attached to the building as required by the zoning ordinance.

Richard Visser asked for clarification on the request made by the Town Engineer. Brett Donham explained that a photometric plan is how the foot candles fall on the site; the new submittal was approved.

Margaret Wilson asked if the traffic study was included in the packet. Charlie Frizzle replied that it was not but that he was comfortable since it is apparent that the Town Engineer has reviewed it and commented on it. Margaret asked if the traffic study was based on the new slip lane being added on Stanwood Street and Brett Donham replied that it was based on this change. Margaret asked if there was reference to the current letter grade on Stanwood Street and Pleasant Street and also if either letter grade will change once the building is completed. Anna Breinich replied that the level of service prior to the additional lane overall at this intersection is a Level F and remains at a Level F post development. Anna Breinich read a portion of the traffic study to the Board suggesting that traffic going into the police station enter and exits so that they are turning right.

Dana Totman asked if the Soil Survey was not applicable as noted on the application or is a waiver being requested. Anna Breinich replied that she believed it is a waiver being requested. Brett Donham replied that the reason they are asking for a waiver is because they will not have sewage disposal on site and will be using the Town's sewage system and because they have very good sand drainage. Brett replied that non applicability was an assumption on his part.

Jeff Peters asked if the police station was being designed for roughly double the size of the current police force. Brett replied that it was not; the projection was made for the potential needs over 25 years. He stated that a few of the offices have room for a second desk and there is room in the locker room for additional lockers. He stated that the design was based on his study and in working with the police department. Jeff asked if the traffic study took into consideration the projected impacts; Brett replied that the study was based on his projections with 15 to 20 officers. He stated that in the parking count which includes personal cars and cruisers was based on future expansions. Jeff clarified by stated that his concerns were not just parking but traffic going into and out of the department. Anna Breinich replied that the study was based on need to 2030.

Steve Walker asked if the issue with the abutter's driveway/right-of-way had been resolved. Brett Donham replied that it has been resolved by leaving the easement in place.

Chairman Charlie Frizzle opened the meeting to public comment. No public comments made; Chairman Charlie Frizzle closed the public comment.

Dana Totman agreed with Margaret Wilson's earlier concern that there was no traffic study included in the packet. Jeff Peters stated that given the volume of the packet and the importance of the site, he is disappointed that the traffic study was not included. Curt Neufeld replied that the application was submitted to Kris Hultgren who noted that the traffic study was missing; Curt added that copies of the traffic study were made but did not make it into the packet. Margaret stated that she does not want to hold this application up as this has been a long community process and the Town Engineer, John Foster, has reviewed the study. She stated that she is willing to move forward but reluctantly; Charlie Frizzle agreed. Town Manager, Gary Brown,

replied that he wants the Planning Board to be fully comfortable with their decision with no unanswered questions. Manager Brown asked staff if the only missing piece is the traffic study, when could this come back to the Board and would the architect need to be present? Manager Brown stated the Town Engineer could be present as well as Curt Neufeld to answer any questions. Anna Breinich stated that they could review the traffic study and come back on October 2, 2012 to make a motion on the Final Plan.

A decision was made amongst the Board to review the traffic study portion and table the motion for the Final Plan at their meeting of October 2, 2012.

**MOTION BY DANN LEWIS TO DEEM THE APPLICATION COMPLETE.
SECONDED BY STEVE WALKER, APPROVED UNANIMOUSLY.**

MOTION BY RICHARD VISSER TO APPROVE THE FOLLOWING WAIVERS:

1. Section 412.2.B.8 – Name, location and width of paving for proposed roads
2. Section 412.2.B.14 – Location of proposed cross section of sanitary sewers
3. Section 412.2.B.16 – Class A Soil Survey

SECONDED BY MARGARET WILSON, APPROVED UNANIMOUSLY.

Case Number 12-031 Brunswick Landing Subdivision: The Board will review and take action on a **Sketch Plan** application submitted by the Midcoast Regional Redevelopment Authority to create 43 lots at Brunswick Landing (**Assessor’s Map 40, Lot 2**) in the **BNAS Reuse Zoning District**.

Anna Breinich stated that this is a Sketch Plan for 43 lots. The proposed subdivision is coming about now for future redevelopment leasing or sales of any structures with land attached to it or vacant lots. Anna stated that there may be changes to the Final Plan after it is approved, but will be part of the site plan reviews and to keep in mind that this is only the Sketch Plan. Anna stated that at the Final Plan, Midcoast Regional Redevelopment Authority (MRRA) will be requesting a waiver to the Town’s ordinance standard for Meets and Bounds Survey for each individual lot. Anna has checked with the Town Attorney, Pat Scully, who has stated that this is not a state requirement; this can be done via GPS coordinates and at such time that it goes through the actual development this will be when each individual survey will be conducted. Charlie Frizzle clarified by saying that “for purpose of approving this Sketch Plan and the Final Subdivision Plan,” Mr. Scully has stated that the Board can rely on the GPS mapping coordinates. Charlie added that when individual lots within this subdivision come before the Board, or any other entity for review and approval, that will be when formal on the ground surveys will be conducted. Dana Totman, in reading Pat Scully’s letter to the Board, stated that he believes that the Board should make a motion to waive the normal meets and bounds to allow the GPS lot lines to be accepted; Anna Breinich and Charlie state that this does not need to be done for the Sketch Plan but can wait until the Final Plan. Margaret Wilson stated that Mr. Scully’s language is not that it would meet the requirements but that it could require it, it is not absolute. Anna replied that the Board could require it as a condition.

Steve Levesque, Executive Director of Midcoast Regional Redevelopment Authority, stated that in reference to the meets and bounds, it will be difficult to sell property without the meets and

bounds. He stated that they are fully prepared to meet the requirements. Steve stated that about five years ago they went through a robust planning process to develop the Master Reuse Plan for the base property. He stated that what they want to do is now implement that reuse plan and need to put lot lines around this property. Steve reviewed a map of the transfer property; one large parcel which is conveyed in pieces from the Navy. Steve handed out copies of the deed transfer for the Economic Development Conveyance (EDC) and stated that roughly 75% of the EDC piece has been conveyed. Steve stated that they have tried to memorialize what lots would have looked like had they been plotted using the existing buildings as guides.

Jan Wiegman, Engineer with Wright Pierce, stated the phase 1 subdivision consists of roughly 400 acres which have been broken down into zones for Professional Office, Community Mixed Use, Business Technologies and Industries and Recreation. Jan reviewed the proposed zoning map for the Master Reuse Plan and stated that they have made some adjustments to more closely reflect what the actual uses may be (please refer to Case Number 12-023). Jan stated that the proposed Phase 1 consisting of 43 lots utilizes roughly five miles of existing roadways, and have taken into consideration existing wetlands. Jan stated that they have included an Executive Summary, Traffic Study and noted that they are following Alternative 1. He stated that the summary lists improvement based on the anticipated traffic with this redevelopment plan with the first date being 2016. He stated that they recognize improvements that are needed such as a new roadway to line up opposite Merrymeeting Plaza on Bath road. He stated that the roadway does not follow the Master Reuse Plan exactly but it did follow existing roadways and tried to be practical in approach. He stated that another improvement in the future will need to be a connection to Route 1 which has not been accommodate yet, but will be as the lots develop. Jan stated that lots in Phase 1 will be sewerred and that roughly 17% of the land will be set aside for Open Space and recreation and will be developed as such. Jan stated that they have included a Vernal Pool Study and noted that there are no significant vernal pools located on the property. Jan stated that this plan does not propose any new streets but is using existing streets and are not creating new development but the potential for new development in the future. MRRRA has had discussions with the Sewer District and the Water District who have stated that they have existing capacity leftover from the base closing and until that capacity is used up they still have a fair amount; there is existing electricity, Natural Gas which can be utilized. Jan stated that the base has some detention basins for stormwater and that the direction that they are heading in is smaller watersheds for treatment and will be developed as the lots are developed.

Jeff Peters asked if all the land was turning into a subdivision or if it was only pieces; Steve Levesque replied there are additional properties that they do not have control over yet that will be added as an amendment to this subdivision. Anna Breinich referred Jeff to Section 6 in the application and the proposed subdivision map.

Steve Walker noted that the consultant for the Vernal Pool Study had pool 158 on Lot 43 as significant and asked that this be clarified for the Final Application. Steve asked if the Rare Community Overlay Zone was a new designation; Steve Levesque replied that it is not a formal zone it is self-implied at this time. Steve Walker asked that other resources be listed for the Final Application such as stream channels that may be NRPZ.

Chairman Charlie Frizzle opened to public comment; no comment made, the comment period was closed.

Margaret Wilson asked if there were areas of the plan that were troublesome or had conflicting considerations. Steve Levesque replied that they had the Reuse Plan and noted that for the most part, it was a built infrastructure. Steve stated that there is one area that is a large parking lot, Lot 32 that will most likely be shared by the surrounding lots for shared parking.

Charlie Frizzle asked, in reference to the Section titled Waivers Requested of the Applicant, that Survey was included; Anna Breinich stated that Survey shouldn't be included and not needed until the Final Plan. Charlie asked if the applicant is asking that the Sketch Plan Application Fee be waived; Anna replied that they are asking that this be waived and is include in their application cover letter. Steve Levesque replied that the fee for the Sketch and Final Plan are roughly \$10,000 and noted that they have already paid the fee. Jeff Peters asked what the criteria were for waiving a fee; Anna replied that there are no criteria and that she believes that the Board has never been requested to waive a fee. Anna noted that when a Town application is submitted for the Board to review, the Town pays all application fees. Dana Totman asked how much the application fee was for the proposed Police Station; Anna replied that she could get that information but noted that the fee for Stowe Elementary was roughly \$35,000. Charlie reiterated that the Town pays the fees required and that it is no more wealthy then MRRA. Anna replied that the fee for the Police Station Site Plan was \$2,120. Dana stated that he was trying to connect the fee to the level of work. Charlie replied that Stowe Elementary was one lot versus an entire subdivision. Dann Lewis replied that this plan is to lease or market the property which he believes is their primary source of income and sees this as a problem of cash flow and the fee can be obtained as they go forward and are able to lease and sell properties. Anna replied that she cannot recall that they have ever waived a survey request and noted that they are allowing this survey to be done at a later date; the survey will be costly and they do recognize this and want to move forward.

MOTION BY DANN LEWIS TO WAIVE THE SKETCH PLAN FEE FOR THE TIME. SECONDED BY DANA TOTMAN, APPROVED BY DANN LEWIS AND DANA TOTMAN, UNAPPROVED BY JEFF PETERS, RICHARD VISSER, MARGARET WILSON, CHARLIE FRIZZLE AND STEVE WALKER. MOTION FAILS 2-5

MOTION BY MARGARET WILSON THAT THE SKETCH PLAN BE DEEMED COMPLETE. SECONDED BY DANN LEWIS, APPROVED UNANIMOUSLY.

Jeff Peters asked if the Board needed to make a motion to approve surveying; Charlie Frizzle replied that they will make this motion at the Final Plan.

MOTION BY DANN LEWIS TO APPROVE THE SKETCH PLAN. SECONDED BY RICHARD VISSER, APPROVED UNANIMOUSLY.

Case Number 12-023 Workshop - Midcoast Regional Redevelopment Authority Subdistrict Amendments: The Board will hold a workshop to review and comment on proposed subdistrict zoning amendments at Brunswick Landing (**Assessor's Map 40, Lot 2**) in the **BNAS Reuse Zoning District**.

Anna Breinich stated that the Midcoast Regional Redevelopment Authority would like to request several amendments to the Brunswick Naval Air Station (BNAS) as what it is known in Appendix 3 of the Brunswick Zoning Ordinance as the BRU District. She stated that MRRA has been working with staff in the development of the proposed amendments. Anna reviewed the zoning map amendments and proposed changes as outlined in her Memo to the Board dated September 24, 2012. Dave Markovich stated that there are five amendments being requested:

1. Rezone a portion of the R-R (Residential) subdistrict to R-CMU (Community Mixed Use) subdistrict (see attached map), approximately 27 acres.
2. Provide for interim uses in the R-PO (Professional-Office) subdistrict.
3. Allow for a new use in the R-CMU subdistrict, Light Industrial Business, and provide definition for said use.
4. Allow for a new use in all subdistricts excluding R-R, Special Event Use, and provide definition for said use.
5. Amend definitions of "Industry Classifications I and II" in a portion of the R-AR (Aviation-Related) subdistrict.

Dave reviewed the history and reasons why MRRA is requesting these zone changes and the addition of the definition for *Light Industrial Business and Special Event Facility*. Dave stated that they believe that these changes make good economic sense and will have minimal impact because of the way the property is currently zoned.

Jeff Peters asked why MRRA needs the Special Use definition added; Anna Breinich replied that part of the reason is because of the Zoning Ordinance and the capability of using a building for a continued Special Events Use longer than two weeks. She stated it is becoming a Use not just an event.

Anna Breinich noted a change in the definition of Special Event Use.

*"Special Event Use: A temporary outdoor or indoor activity that extends beyond the normal uses and standards allowed by the zoning ordinance, sponsored by a for-profit, non-profit or government entity, lasting 14 consecutive calendar days or less for each event held. Activities include, but are **not** limited to, auto, boat and air shows, trade shows, fairs, exhibitions, or other assembly-type event for 200 or more people.*

Other

Minutes

MOTION BY MARGARET WILSON TO APPROVE THE MINUTES OF JUNE 26, 2012. SECONDED BY DANN LEWIS, APPROVED UNANIMOUSLY AMONG THOSE PRESENT.

MOTION BY MARGARET WILSON TO APPROVE THE MINUTES OF JULY 10, 2012. SECONDED BY RICHARD VISSER APPROVED UNANIMOUS AMONG THOSE PRESENT.

MOTION BY RICHARD VISSER TO APPROVE THE MINUTES OF JULY 24, 2012. SECONDED BY MARGARET WILSON APPROVED UNANIMOUSLY.

Adjourned

This meeting was adjourned at 8:39 P.M.

Attest

Tonya D. Jenusaitis
Recording Secretary

BRUNSWICK PLANNING BOARD
OCTOBER 2, 2012

MEMBERS PRESENT: Chairman Charlie Frizzle, Vice Chair Margaret Wilson, Jeff Peters, Dana Totman, Richard Visser and Steve Walker

STAFF PRESENT: Anna Breinich

A meeting of the Brunswick Planning Board was held on Tuesday October 2, 2012 at the Municipal Meeting Facility at Brunswick Station, 16 Station Ave. Chairman Charlie Frizzle called the meeting to order at 7:00 P.M.

Case Number: : 12-030 Brunswick Police Station: The Board will continue its review from the September 25, 2012 meeting and take action on a **Final Plan** application submitted by the Town of Brunswick to construct a police station at 1 & 3 Stanwood Street and 81 & 85 Pleasant St (**Assessor's Map U15, Lots 74,75,76,77**) in the **Town Residential 1 Zoning District**.

Anna Breinich reminded the Board that they had tabled the Final Plan review pending review of the traffic study which has since been provided. Anna stated that since the last meeting, staff has also received an email from Matt Pillips which addresses the tree protection plan and this has also been provided for review; this was previously listed as a condition of approval. Charlie Frizzle noted that one of the determinants in the traffic study classified as "F" is the delay times and noted that although the intersection itself will remain an "F"; the delay time due to the new lane is being reduced significantly. Margaret Wilson noted that she was happy to see that this intersection does not have a high number of accidents and noted that the slip lane being added on Stanwood is going to be straight ahead and right turning. Jeff Peters asked if the number of estimated trips just included the employees and the number of people going to the station or does it include the cruisers in and out during the day. Curt Neufeld, from Sitelines, stated that he understood that it was the peak hours generated by the cruisers and employee shift changes. Jeff noted that the report recommends that access to the property always be from taking a right hand turn and asked if the report address how the traffic will be impacted in the neighborhood and not just at the corner. Curt replied that this studies focus is probably more on the intersection. Dana Totman stated that he watched part of the Town Council meeting of 10/1/12 and there was discussion about the Baribeau Drive/McKeen Street intersection and the school bus accident; he stated that the concern is the domino effect this traffic will have and worth noting. Town Manager, Gary Brown, stated that there was no discussion with the Town Engineer and Town Council as to whether or not they think that McKeen Street warrants any improvements at this time. Manager Brown suggested that in terms of the patrol vehicles being out on patrol, you will never see all cruisers coming from the same direction as they will be returning from one of the Town's four quadrants. Margret stated that she felt and still feels that the speed limit on McKeen should be 25mph from Harriet Beach Stowe Elementary to Baribeau Drive. Manager Brown replied that the speed limit is decided by the State; Margaret suggested that they request this change. Richard Visser agreed with Margaret about keeping the speed limit less beginning at Baribeau Drive. Anna reminded the Board that in the past this lot has been retail which tends to generate more traffic than the police station will and noted that the traffic report gives no credit to the existing turning movements.

Charlie Frizzle suggested that the tree protection condition remain as it provides assurance that the trees will be protected before construction commences. Charlie stated that the photometric condition can be removed as the plan has been reviewed by the Town Engineer.

MOTION BY STEVE WALKER THAT THE SKETCH AND FINAL PLAN BE APPROVED WITH THE FOLLOWING CONDITIONS:

1. That the Board's review and approval does hereby refer to these findings of fact, the plans and materials submitted by the applicant and the written and oral comments of the applicant, his representatives, reviewing officials, and members of the public as reflected in the public record. Any changes to the approved plan not called for in these conditions of approval or otherwise approved by the Director of Planning and Development as a minor modification shall require a review and approval in accordance with the Brunswick Zoning Ordinance.
2. That tree protection measures as detailed on sheet L1 be implemented before site work commences, necessary pruning of existing trees and new plantings be performed in consultation with the Town Arborist.

SECONDED BY RICHARD VISSER.

Dana Totman stated that he had read that there were some soil challenges the police station was currently facing; Charlie Frizzle replied that they have found more organics in the soil than what was anticipated which makes it less stable in terms of the foundation. Charlie stated that they have decided to use a solid slab foundation instead of a perimeter foundation. Dana Totman pointed out that the board was not requiring a soil study in terms of drainage and sewage, but asked if the town had what they needed to make their decisions. Charlie replied that they do now in respects to the building.

MOTION APPROVED UNANIMOUSLY.

Other

- Charlie Frizzle stated that the Town Council has asked that the Planning Board review and make recommendation to demolition permits within the Village Review Zone. He stated that the request is towards the demolition aspect only. A workshop will be scheduled with the Village Review Board (VRB) to get their comments as to what the Town Council has charged the Planning Board to do. Jeff Peters asked what exactly it is that they are being charged to do; Charlie replied that they are to look at the ordinance that guides the VRB; the manner in which they conduct their business and the guidelines they are given via the ordinance. Charlie stated that there have been complaints that the process is too long and too cumbersome so the Board will want to look at the process and also the guidance which guides the VRB. Dana Totman stated that it feels as though they are heading towards a governance towards the ordinance with this issue. Margaret Wilson stated that this doesn't fit into the process in bits and pieces but it is something we have been asked to do. Margaret stated that part of the Comprehensive Plan asks that the Board review the VRB boundary; Anna replied that all of the overlays need to be

reviewed and the VRB overlay is part of Section 216.10 in the Ordinance. Dana stated that he understands the boundary aspect but just not the process. Charlie asked that the Board members review this section of the ordinance in preparation for the joint workshop. Margaret replied that she needs to know what some of the problems are; Curt Neufeld replied that in an application he had submitted, there was debate on some of the criteria as some is difficult to meet or too subjective. Curt suggested that either an applicant or representative be invited to a workshop so that they can voice what they perceive to be some of the issues. Manager Brown stated that the Board will be provided with the dates of some of the VRB meetings so that they can view the interaction between the VRB and the applicants and how they are both struggling. Jeff Peters stated that it would be helpful if they received bullet points from council as to exactly what it is that the Board is to be looking at. Charlie replied that it is limited to the process of demolition only. Dana replied that if they can assist to tighten up the standard then great but noted that some issues may still drag on. (Please also refer to the Town Council meeting of 10/1/12)

Minutes

MOTION BY MARGARET WILSON TO APPROVE THE MINUTES OF JULY 31, 2012. SECONDED BY STEVE WALKER, APPROVED UNANIMOUSLY.

Adjourned

This meeting was adjourned at 7:36 P.M.

Attest

Tonya D. Jenusaitis
Recording Secretary

**BRUNSWICK PLANNING BOARD
OCTOBER 9, 2012**

MEMBERS PRESENT: Chairman Charlie Frizzle, Vice Chair Margaret Wilson (arrived at 7:02), Dann Lewis, Jeff Peters (arrived at 7:02), Richard Visser and Steve Walker

STAFF PRESENT: Anna Breinich

A meeting of the Brunswick Planning Board was held on Tuesday October 9, 2012 at the Municipal Meeting Facility at Brunswick Station, 16 Station Ave. Chairman Charlie Frizzle called the meeting to order at 7:00 P.M.

Public Hearing: The Planning Board will hold a public hearing to consider proposed subdistrict zoning amendments affecting the subdistrict zoning map and permitted uses at Brunswick Landing (**Assessor's Map 40, Lot 2**) in the **BNAS Reuse Zoning District**.

Anna Breinich began by reviewing her Memo to the Board dated 9/26/12 and stated that at the Planning Board meeting of 9/25/12, the Midcoast Regional Redevelopment Authority zoning amendments were reviewed and changes were made. Anna reviewed the map and text changes as noted in her Memo.

- Rezone a portion of the R-R (Residential) subdistrict to R-CMU (Community Mixed Use) subdistrict, approximately 27 acres.
- Rezone a portion of the R-CMU subdistrict to R-B&TI (Business and Technology Industries) subdistrict, approximately 5 acres.
- Amend Appendix III, Section A-III.6, Use Table for the Land Use Districts to include new Note 4 and indicate applicable uses in R-PO.
- Amend Appendix III, Section A-III.6, Use Table for the Land Use Districts to add two new uses, Light Industry Use and Special Event Use, as proposed.
- Amend Appendix III to add new Section A-III.11 Definitions for Light Industry Use and Special Event Use.

Dave Markovchick, from Midcoast Regional Redevelopment Authority (MRRA), stated that he agreed with Anna's Memo as it states what they are requesting clearly. Richard Visser asked for an example of Interim Use: Dave replied that it would be small assembly, warehousing and cold storage (does not require heating).

Chairman Charlie Frizzle opened the meeting to public hearing; hearing none, the public hearing was closed.

MOTION BY DANN LEWIS TO FORWARD THE RECOMMENDED ZONING CHANGES TO TOWN COUNCIL FOR CONSIDERATION. SECONDED BY MARGARET WILSON, APPROVED UNANIMOUSLY.

Other

- Anna Breinich stated that there will be a joint workshop between the Planning Board and the Village Review Board on 10/16/12 at 6:00 P.M.
- Meeting on 10/23/12 with Bowdoin College and a change of use application for Longfellow.

Minutes

No minutes reviewed.

Adjourned

This meeting was adjourned at 7:10 P.M.

Attest

Tonya D. Jenusaitis
Recording Secretary