



**TOWN OF BRUNSWICK**

**PLANNING BOARD**

85 UNION STREET  
BRUNSWICK, ME 04011

**PLANNING BOARD**

**AGENDA**

**BRUNSWICK TOWN HALL**

**ROOM 206 – 2<sup>nd</sup> Flr**

**85 UNION STREET**

**WEDNESDAY, MAY 27, 2015, 6:30 P.M.**

1. **Case # 15-017 Medical Office Building:** *Tabled by the Planning Board at their May 12<sup>th</sup> Meeting.* The Board will review and take action on a combined Sketch / Final Major Review application submitted by Smiling Sailboat Holdings, LLC, for the proposed development of a 5,084 sf office building, a 33-space parking lot, and associated site improvements, on a 1.06-acre lot located at 84 Baribeau Drive, in the Residential 4 (Meredith Drive – West McKeen Street) Zoning District, within the Medical Use Overlay Zone. Assessor's Map 22, Lot 31.
2. **Case # 15-020 Brunswick Landing Subdivision Phase 2:** The Board will review and take action on a Sketch Major Review Subdivision application submitted by the Midcoast Regional Redevelopment Authority for the proposed creation of seven (7) new lots, a proposed roadway providing access from Orion Street, and associated stormwater utilities. The project is located off of Orion Street in the BNAS Reuse District, within the Business & Technology Industries Land Use District. Assessor's Map 40, Lots 55 & 81.
3. **Zoning Ordinance Rewrite Committee (ZORC) Update**
4. **Approval of Minutes**
5. **Other Business**
6. **Adjourn**

This agenda is mailed to owners of property within 200 feet of the above referenced development proposals as well as others upon request. It is the practice of the Planning Board to allow public comment on development review applications and all are invited to attend and participate.

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

**DRAFT FINDINGS OF FACT** (*bolded revisions dated 5/26/15*)  
**Major Development Review**  
**Combined Sketch and Final Site Plan**  
**Planning Board Approval: May 27, 2015**

**Project Name:** Medical Office Building  
**Address:** 84 Baribeau Drive  
**Case Number:** 15-017  
**Tax Map:** Map 22, Lot 31  
**Zoning District:** Town Residential 4 (TR4)/**Medical Use Overlay Zone (MUZ)**  
**Applicant:** Smiling Sailboat Holdings, LLC  
80 Pleasant Street  
Brunswick, ME 04011

**Authorized Representative:** Michael Scholl  
80 Pleasant Street  
Brunswick, ME 04011

*Staff reviewed the application and has determined it is complete.*

**PROJECT SUMMARY**

Staff review is based on the following application materials prepared by project engineer Northeast Consulting:

- Major Development Plan Application Packet dated April 15, 2015.
- The following Drawings by Northeast Consulting dated April 15, 2015:
  - Sheet C1.0 entitled Cover Page.
  - Topographic Survey by Mann Associates, Inc, dated April 9, 2015.
  - Sheet C2.0 entitled Existing Conditions Plan.
  - Sheet C3.0 entitled Site & Utility Plan revised May 19, 2015.
  - Sheet C4.0 entitled Grading & Drainage Plan revised May 19, 2015.
  - Sheet C5.0 entitled Landscaping Plan.
  - Sheet C6.0 entitled Erosion, Sedimentation & Pollution Control Plan Initial Phase.
  - Sheet C7.0 entitled Erosion, Sedimentation & Pollution Control Plan Final Phase.
  - Sheet C8.0 entitled General Notes revised May 19, 2015.
  - Sheet C9.0 entitled Detail Sheet revised May 19, 2015.
  - Sheet C10.0 entitled Plan & Profiles.

Update for May 27<sup>th</sup> Meeting

- An email from project engineer Eric Emery dated May 19<sup>th</sup> has been included in your packet. It addresses Jim Seymour's memo dated May 7<sup>th</sup>. Mr. Emery has provided revised materials that address Sebago Technics comments # 3 and 5-10. The applicant does not want to authorize further revisions to the engineering plan

(comments #1, 4) until it is determined whether a customer entrance facing the street is required. Jim Seymour has verbally indicated that the overall design of the stormwater plan is acceptable and supports a conditioned approval. However, given his current workload, he will not be able to complete his review of the revised materials and provide an updated memo until Tuesday, May 26<sup>th</sup>.

- A memorandum from traffic engineer William Eaton, dated May 13<sup>th</sup>, 2015, is included in your packet. Mr. Eaton advises that the proposed level of trip generation for this project would not have any significant negative impact on the Level of Service on roadways in the vicinity of the site.
- **The Town Attorney reviewed and provided the attached opinion regarding the applicability of Cook's Corner Design Standards (CCDS) to the Medical Use Overlay Zone within the R-4 Zoning District. The Cook's Corner Design Standards "Frequently-Asked-Question-type-formatted" Introduction indicates the standards apply to Medical Use Overlay Zone within the I3 and FF3 districts. However, the District standard, Section 212.3.O., states "Any project located within the Medical Use Zone shall conform to the specific requirements of the Cook's Corner Design Standards." Given that there is clear and specific language in the zoning ordinance that the CCDS apply to all MUZ projects and that language is more restrictive than the ambiguous language in the CCDS/FAQ section, the Town Attorney has interpreted the conflict to mean all CCDS standards must apply to all Medical Use Zone projects. The applicant has submitted a waiver request in order to locate the customer entrance to the side of the building, in accordance with Section 205.3.A.2 of the Zoning Ordinance, which has been included in your packet.**

The applicant is proposing construction of a 5,084 sf office building, a 33 space parking lot, and associated site improvements, on a 1.06 acre lot located in the Residential 4 (R4) Zoning District, and within the Medical Use Overlay Zone. The 1.172 acre lot is to be split from the existing 2.52 acre lot. Overall, the impervious area of the site will increase by approximately 18,295 sf. The project site is currently undeveloped and mostly wooded, with a medical office located to the north, and residential properties to the west and south. The application packet, including a project narrative, is attached hereto.

The following waivers have been requested by the applicant:

1. Section 412.2.B.8 Profile, cross-section dimensions, curve radii of existing streets. *No alterations of Baribeau Drive proposed; street opening permit will be obtained for utility connections.*
2. Section 412.2.B.16 Class A High Intensity Soil Survey. *No subsurface disposal systems are proposed, which would necessitate a soils survey. A medium intensity soil survey has been submitted.*
3. Section 412.2.B.17 Location of all existing trees over 10 inches in diameter. *Limits of clearing are shown on the plan; no specimen trees evident on site.*
4. **Cook's Corner Design Standards, Buildings and the Street, Entranceways, stating "All sides of a principal building that directly face an abutting street shall feature at least one customer entrance." Applicant requests waiver as**

*the strict application of the standard will result in physical or economic burdens to applicant's project, but does not sacrifice significant benefits intended by the Design Standards being waived. Staff recommends approval of the waiver conditioned upon a "faux" entranceway or side porch being placed on the building side facing Baribeau Street.*

*Staff recommends approval of waivers 1., 2., and 3. above.*

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

### **411.1 Ordinance Provisions**

The property is located in the Residential 4 (R4) Zoning District, and is within the Medical Use Overlay Zone (MUZ). The proposed development complies with all applicable standards of the R4 Zoning District and the Medical Use Overlay Zone, **with the exception that the building design does not conform to the Cook's Corner Design Standards. A waiver has been requested and is noted above. The Board finds that the provisions of Section 411.1 are satisfied with the approval of the requested waiver.**

### **411.2 Preservation of Natural Features**

There are no existing features on the site that would be considered as having natural, scenic, or historic value to the Town. There are no surface waters, wildlife habitats, steep slopes, or other mapped natural resources on the property. The majority of the 1.172 acre wooded area will need to be cleared for development; however a 50-foot wooded buffer will remain between the developed area and the western property line, in accordance with the Medical Use Overlay Zone requirement. Overall, 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 have been identified on the site. The project is located within the Mare Brook Urban Impaired Watershed; however based on the memo dated May 7, 2015 from the Town's consulting engineer (James Seymour, Sebagotechnics) the project will not adversely affect 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**

The project area is not located within a 100 year flood hazard zone. *The Board finds that the provisions of Section 411.4 are satisfied.*

### **411.5 Stormwater Management**

The site's existing topography is gently sloping, with a hump in the middle portion of the property. Historically runoff drains overland to the west/southwest and east/southeast. The stormwater management plan has been designed to mimic the existing drainage areas as closely as possible. The site has been graded to allow for overland sheet flow from the development into perimeter dry ponds, which will manage peak discharge rates and

volumes of runoff. The ponds are designed to allow for maximum infiltration and detention for all storm events. Overall, the design creates a net decrease in peak stormwater runoff for the 2, 5, 10, and 25 year storm events and for the 100 year storm for the west basin area. The only increase in peak stormwater runoff is in the east basin for the 100 year storm event. The increase is less than .03 cubic feet per second. The stormwater management plan that has been reviewed by the Town's consulting engineer, who determined that the design is suitable for the proposed use and that treatment measures satisfy Maine DEP's Best Management Practices, but indicated that a few additional design details should be submitted prior to acceptance. *The Board finds that the provisions of Section 411.5 are satisfied with the condition that, prior to issuance of the building permit, the Town's consulting engineer shall confirm that issues #1 & 4 in the memorandum from Sebago Technics dated May 7<sup>th</sup> have been adequately addressed, and that the stormwater management plan is complete; further, a condition of approval has been added that, prior to issuance of the building permit, test pit information shall be provided to Sebago Technics to determine whether there will be potential for a seasonal high groundwater issue.*

#### **411.6 Groundwater**

The project is not located within an aquifer protection zone. Stormwater treatment features will be developed to meet minimum separation requirements to groundwater. 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**

An Erosion and Sedimentation Control plan for the site construction and long term operation has been developed following the Maine DEP Best Management Practices. The disturbed areas of the site will be isolated through the use of silt fencing and other measures designed to minimize the transport of sediment from the site. The erosion and sedimentation control plan has been reviewed by the Town's consulting engineer, who determined that it will not cause unreasonable soil erosion or reduction in the land's capacity to hold water so that a dangerous or unhealthy situation results, but indicated that a few additional design details should be submitted prior to acceptance. *The Board finds that the provisions of Section 411.7 are satisfied.*

#### **411.8 Sewage Disposal**

The site will be connected to the existing sewer main leading to the wastewater treatment facility. A letter from the Brunswick Sewer District indicating ability to serve the project has been included in the application materials. *The Board finds that the provisions of Section 411.8 are satisfied.*

#### **411.9 Water Supply**

The proposed office building will be served by a new 1.5 inch service connection. A letter from Brunswick & Topsham Water District indicating ability to serve the project has been included in the application materials. *The Board finds that the provisions of Section 411.9 are satisfied.*

#### **411.10 Aesthetic, Cultural and Natural Values**

This site is not located within the Natural Resource Protection Zone, or Village Review Zone. The site is located within Medical Use Overlay Zone (MUZ), which requires that the proposed building conform to the specific requirements of the Cook's Corner Design Standards. The applicant has submitted architectural elevations, which have been determined to be in accordance with Cook's Corner Design Standards. Overall, 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 Departments of Environmental Protection and Inland Fisheries & Wildlife or by the Town of Brunswick, or rare and irreplaceable natural areas. The landscaping plan has been forwarded to the Town Arborist, for review and approval. *The Board finds that the provisions of Section 411.10 are satisfied with the condition that, prior to issuance of a building permit, the Town Arborist shall approve the final landscaping plan.*

#### **411.11 Community Impact**

The Staff Review Committee reviewed this plan at its April 29<sup>th</sup> meeting, and no adverse impacts to the public school system, parks and recreation resources, public safety, or public works resources were identified, and municipal resources were deemed available to service the project. Impacts in water use, sewage disposal, or solid waste disposal associated with this project were determined to be negligible. *The Board finds that the provisions of Section 411.11 are satisfied.*

#### **411.12 Traffic**

The site is located within Medical Use Overlay Zone (MUZ), which requires that a Traffic Impact Analysis by a recognized traffic expert be conducted to determine that the Level of Service be maintained with 200' of the point of ingress/egress of the office building. The applicant has retained a traffic engineer to evaluate impacts to Levels of Service. A condition has been added that a Traffic Impact Study be submitted that addresses Levels of Service. *The Board finds that the provisions of Section 411.12 are satisfied with the condition that, prior to the commencement of construction, the applicant shall obtain a street opening permit and an entrance permit from the Department of Public Works.*

#### **411.13 Pedestrian and Bicycle Access and Safety**

The site is located within Medical Use Overlay Zone (MUZ), which requires that a Traffic Impact Analysis by a recognized traffic expert be conducted to determine that the use must not result in an increased risk to pedestrian movement with 200' of the point of ingress/egress. The applicant has added bicycle parking in front of the office building. *The Board finds that the provisions of Section 411.13 are satisfied.*

#### **411.14 Development Pattern**

The applicant has provided 50' vegetative buffers between the new building and the west and south property lines. The Town Arborist is reviewing the landscaping plan to ensure that the project preserves the character of the abutting residential properties, and that the plan adequately screens the parking lot. The Arborist has verbally relayed to staff that additional plantings should be added along the existing buffer along the west property

line, and in front of the building. Staff has relayed these comments to the applicant. Overall, the project will have no adverse impacts on Brunswick's historic development pattern. *The Board finds that the provisions of Section 411.14 are satisfied with the condition that, prior to issuance of a building permit, the Town Arborist shall approve the final landscaping plan.*

#### **411.15 Architectural Compatibility**

The proposed architecture of the office building includes brick foundation, durable hardiplank siding (or equivalent), 30 year asphalt shingles, and insulated vinyl windows. The materials will be compatible with both adjacent medical office and residential structures. However, the design lacks a customer entrance facing the street per Cook's Corner Design Standards. As previously stated, a waiver of this requirement has been requested by the applicant. The new construction will be screened from adjacent residential properties to the west and south with vegetative buffers. *The Board finds that the provisions of Section 411.15 are satisfied with the approval of the requested waiver.*

#### **411.16 Municipal Solid Waste Disposal**

The Director of Public Works has set a solid waste impact fee of \$585.77. *The Board finds that the provisions of Section 411.16 are satisfied, with the condition that, prior to issuance of Building Permits, the applicant shall show proof of payment of the solid waste impact fee of \$585.77.*

#### **411.17 Recreation Needs**

Not applicable – a recreation impact fee is not 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 site and buildings will be accessible to the extent required. Accessible parking has been provided. *The Board finds that the provisions of Section 411.18 are satisfied.*

#### **411.19 Financial Capacity and Maintenance**

The applicant has provided a letter from the Wells Fargo confirming adequate financial capacity to complete the project. *The Board finds that the provisions of Section 411.19 are satisfied.*

#### **411.20 Noise and Dust**

During construction, work will be done in accordance with Section 109.4.E. of the Brunswick Zoning Ordinance. Construction dust control will use Best Management Practices as outline in the Maine Erosion and Sedimentation Control BMP Manuel, as published by the MDEP. Upon construction completion, the proposed development is not anticipated to contribute to unreasonable noise or dust. *The Board finds that the provisions of Section 411.20 are satisfied.*

**411.21 Right, Title and Interest**

The applicant has provided a letter of consent (owner affidavit and authorization) from the current owners of Map 22, Lot 31, along with a purchase and sale agreement for the same, giving the applicant 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  
MEDICAL OFFICE BUILDING – BARIBEAU DRIVE  
CASE NUMBER: 15-017**

**Motion 1:** That the Major Development Review combined Sketch and Final Site Plan application is deemed complete.

**Motion 2:** That the Board waives the following requirements:

1. Profile, cross-section dimensions, curve radii of existing streets.
2. Class A High Intensity Soil Survey.
3. Show all trees over 10 inches in diameter.

**Motion 3:** That the Major Development combined Sketch and Final Site Plan application 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, its 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. Prior to issuance of the building permit, the Town's consulting engineer shall confirm that issues #1 & 4 in the memorandum from Sebago Technics dated May 7<sup>th</sup> have been adequately addressed, and confirm that the stormwater management plan is complete.
  - a. *Prior to issuance of the building permit, test pit information shall be provided to Sebago Technics to determine whether there will be potential for a seasonal high groundwater issue.*

3. Prior to the commencement of construction, the applicant shall obtain a street opening permit and an entrance permit from the Department of Public Works.
4. Prior to issuance of a building permit, the Town Arborist shall approve the landscaping plan.
5. Prior to issuance of a building permit, the applicant shall show proof of payment of the solid waste impact fee of \$585.77.

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

## Angela Bradstreet

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**From:** Anna Breinich  
**Sent:** Tuesday, May 26, 2015 2:13 PM  
**To:** Angela Bradstreet  
**Subject:** FW: Medical Use Zone

Anna Breinich, FAICP  
Director of Planning and Development  
Town of Brunswick  
85 Union Street  
Brunswick, ME 04011

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**From:** Langsdorf, Stephen E. F. [<mailto:SLangsdorf@preti.com>]  
**Sent:** Tuesday, May 26, 2015 10:07 AM  
**To:** Anna Breinich; Jeff Hutchinson  
**Cc:** John Eldridge  
**Subject:** Medical Use Zone

Anna and Jeff, thank you for the call this morning. On the call, we fully reviewed the provisions of the zoning ordinance as they apply to the Medical Use Zone and the Cook's Corner Design Standards. The Zoning Ordinance is specific that all uses within the Medical Use Zone must conform with the Cook's Corner Design Standards 212.3.O. The question which has arisen is whether the CCDS apply to those portions of the MUZ that are located outside the CC zoning district. There is an indication that the intent of the ordinance was to apply the medical use standards in that portion of the MUZ that is located in the CC district. The CC standards in the introduction, in FAQ format, state that it applies to the portion of the MUZ which is located in the I-3 and FF-3 districts. The CC standards do not themselves say that they apply to anywhere outside the district. There is no language I can find that limits the scope of the CCDS to the district. Given that there is clear and specific language in the zoning ordinance that the CCDS apply to all MUZ projects and that language is more restrictive than the ambiguous language in the CCDS/FAQ section, I interpret the conflict to mean all CCDS standards must apply to all MUZ projects. I do not think this was the likely intent of the drafters in 2002 but I would have to apply a very strained reading to interpret the way I believe it was intended. I understand that this issue will be clarified in the ZORC process. Please let me know if you have any other questions.

**Stephen E. F. Langsdorf**  
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## Jeremy Doxsee

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**From:** Emery <eric@thenegroup.com>  
**Sent:** Tuesday, May 19, 2015 2:06 PM  
**To:** Jeremy Doxsee  
**Cc:** 'Michael Scholl'  
**Subject:** RE: 84 Baribeau  
**Attachments:** 9-Detail 11x17.pdf; 3-SUP 11x17.pdf; 4-GDECP 11x17.pdf; 8-Detail 11x17.pdf

Jeremy,

I have attached the updated sheets (Site, Grading and Details). I turned these over and they cover most of the details. The biggest issue is the dry ponds/modelling and adding additional details and pretreatment (forebay for sand). I have not been released to complete the detailed work on this, since it seems as though the board is not supportive of the project at this time. That being said – the ponds work for storms 2 thru 50 and have a net reduction of discharge. If the board approves the project, I will finalize the details for item #1 on Sebago's review list, and release a final/for construction set for their final review.

I cut and past the responses to clean this all up. See below:

Thanks, Eric

### **SEBAGO REVIEW MEMO**

I am simply answering the items referenced in the Consultants review letter. The numbering system is the same. Please note, the applicant was required to pay for an independent review of the drainage system ("*But the stormwater management plan and corresponding calculations will need to be referred to consulting engineer*" – John Foster, Staff Review comment, 4/29/15).

1. Acknowledged, we have re-run the drainage design using 2.24 in/hr vs the 6 in/hr that was submitted. The system, as shown on the submittal plans, still works and the net discharge from the site for storms 2 yr thru 25 yr are 0.00 CFS. We have been put on hold for the actual modifications to the drainage system (implementing forebays for the dry ponds and re-running the report for submittal). So in summary, the design works and requires very, very minimal tweaks.
2. Acknowledged, we can perform a test pit once the site is cleared. Based on the parent soils at this site (mapped by SCS) there should be >80 inches to the water table;
3. Weir detail has been added.
4. If the consultant wants plunge pools at the inlet and outlet ends of a driveway culvert, we can add them (none of the others in this area have this plunge pool). Being in the ROW, I presume the Town is on board to maintain these and keep them clog free? There is also a request to keep this culvert 5-5.5' above the existing waterline – based on our coordination with Brunswick & Topsham Water District, the existing waterline is approximately below the white lane line (which is in the paved area of the road). Therefore, the proposed culvert will not ever cross the existing waterline (as shown on the plans).;
5. The Stabilized Construction Entrance is still shown on Sheet C6 – Erosion, Sedimentation & Pollution Control Plan (for plan view) and Sheet C9 – General Notes (for details). Dust control is addressed on Sheet 8 – General Notes: Sediment & Erosion Control Notes #14 & 15. Additional notes related to maintaining clean streets and dust management have been added.
6. This utility crossing is being reviewed with the appropriate utility providers. The digsafes note has been on Sheet C4, General Construction Notes #1.

7. The site lighting circuitry will run from the building to proposed poles underground. While these lines will be under or immediately adjacent to the parking lot, they will have no impact on the drainage system. Anticipated conduit locations have been shown and called out. We do not know the exact location of the permanent power service location, that will be determined in the field by CMP.;
8. Curbing and sidewalk detail has been added.
9. Silt fence is noted to remain on site until permanent vegetation is established. Scouring is not a concern, since the dry ponds only discharge in the 100 year storm event. If any scouring occurs prior to permanent vegetation being established, it will be addressed in the field.;
10. Mulching rates, etc are shown on Sheet C8 – General Notes, under the tables: “Fertilizer & Mulching Requirements”; “Disturbed Area Stabilization (Temp)”; “Disturbed Area Stabilization (Perm)” and lastly “Disturbed Area Stabilization (with mulching only)”. The construction schedule is noted on Sheet C6 – Erosion, Sediment & Pollution Control Initial Phase sheet. Please note, it is ultimately the general contractor/earthwork contractor to establish and maintain their schedule (means and methods).

I feel like the changes left, to address stormwater items, are very minor in nature and that the comments, albeit good, are way over kill for a private facility that has 11,137 SF of parking area. The developer won't be sanding this parking lot like the Town sands a road (for the impervious area, this breaks down to +/-14 CF/yr over all 3 ponds, in my opinion, this is unrealistic for a project of this size). I'm trying to understand the impact that the sand would have on the perc ability of the infiltration pond, that discharges only during a 100 year storm event.

Lastly, this project has the same total impervious that the vet clinic that was recently approved had (understood the zoning is different, but stormwater is the same). The only difference – we are providing stormwater management. The Vet clinic was allowed to not only increase the rates and volumes of runoff, but to not treat or attenuate for either, seems irresponsible and unfair to the developer.



**EATON TRAFFIC ENGINEERING**  
67 Winter Street Suite 1 • Topsham • Maine • 04086  
Tel 207.725.9805 Cell 207.841.4200

May 13, 2015

Eric Emery  
Northeast Consulting  
PO Box 84843  
Chattanooga TN 37411

Re: Proposed Dental Office Building – Baribeau Drive, Brunswick, ME – Trip Generation

Dear Eric:

Per your request I have prepared an estimate of trip generation associated with a proposed dental office building on Baribeau Drive to have a floor area of 5,000 square feet, and projected employment of 11 persons. The table below presents the estimates based upon employees as set forth in data contained in the publication Trip Generation (Institute of Transportation Engineers, 2008):

Time Period	11 Employees
Weekday Average Daily	98
AM Peak Hour ( 7-9 AM)	6
Pm Peak Hour (4-6 PM)	12
AM Peak Hour of Generator	9
PM Peak Hour of Generator	11
Saturday Daily	44
Saturday Peak Hour	10
Sunday Daily	7
Sunday Peak Hour	1

As can be seen above, peak hour trip generation, based upon employees, is maximum for the PM peak hour of the generator (weekday) at 11 vehicle trips (one way trips – this would be 4 trips

entering and 7 trips exiting during this hour). This is well below the threshold of 100 peak hour trips required for an MDOT Traffic Movement Permit and essentially represents a relatively low level of traffic generation. This level of trip generation would not, in my opinion, have any significant negative impact on the Level of Service on roadways in the vicinity of the site.

I trust the above addresses your needs in this matter. Should you have any further questions or require more information, please contact me.

Yours truly,

EATON TRAFFIC ENGINEERING

William C. Eaton, P.E.

Ref: 15003

Mr. Doxsee

We, Smiling Sailboat Holdings, LLC, would like to request a waiver of the design standards from the Cooks Corner Design Standards (CCDS). It appears as though we can seek such a waiver based per 205.3.A.2.a of the current Town zoning ordinance.

*Section 205.3A.2 – Waiver of the Design Standards – The reviewing entity may waive the requirement to conform to some or all of the design standards in the following situations:*

*a) The reviewing entity may waive any of the requirements set forth in the Design Standards if it finds that: a) the strict application of the standard will result in physical or economic burdens to applicant's project, but does not sacrifice significant benefits intended by the Design Standards being waived; or b) the project is part of a common development plan meeting the requirements of Section 413.*

We request a waiver of the requirement as noted on page I-2 "Entranceways – "All sides of a principal building that directly face an abutting street shall feature at least one customer entrance."

We request the waiver for the following reason - the strict application of the standard will result in physical or economic burdens to applicant's project, but does not sacrifice significant benefits intended by the Design Standards being waived.

**Physical Burden -** The Medical Use Overlay Zone has setback requirements well in excess of those in Cooks Corner. This creates a physical burden to the development of this specific site. The combination of the R4 & MUZ-required 50' buffer to south and west property lines, the required 30' setback to the north property line, and the 30' setback from the road combine for 0.58 Acres of the site in setback area. This along with the CCDS that require numerous other considerations such as side and/or back yard parking, all taken together compelled the applicant to orient the building so that the long end of the building faces the interior parking lot (similar to the recently approved Vet Clinic). This confluence of multiple overlapping regulations establishes a physical burden and an exceptional practical difficulty.

**Economic Burden –** We have reviewed the possibility of re-orienting the building. Based on the required setbacks we would need to either locate the parking in front of the building in violation of the guidelines, or locate the parking in the rear and require patients to walk all the way around the building to the front to enter. Multiple patient entrances in the front and rear are not feasible as our building design is created to allow for privacy in the treatment areas of the practice to conform to Federal HIPAA Privacy regulations. These two alternate orientations would cause our design to violate other aspects of the CCDS that we find to be more applicable to this application than the street facing entrance. It would also not allow us to provide the safe, parking spaces we need, with unencumbered access to our entrance. The final way to overcome the issue would be to purchase more land. At this time we have already purchased additional land to ensure we meet the 50' side yard setbacks and the economic burden we would experience in buying more land would

surpass our capacity to complete the project. The proposed use is specialized and specific. We have created a floor plan that meets the clinical needs of our patients and our general business requirements. It is economical to build while making every effort to blend with the surrounding uses. To change the floor plan as it is now conceived would create an insurmountable economic burden and would force us to pursue other economically viable locations.

Given that there is no pedestrian corridor or connectivity in the immediate vicinity, the "intended benefits" of the Design Standards for pedestrians do not appear to apply to our site and use. Based on location, pedestrian traffic to this site is highly unlikely – on street parking does not exist in this area, the immediate businesses are destinations, not waypoints. The benefits espoused in the CCDS related to the section where we are seeking a waiver are not being "sacrificed".

Overall we feel that the steps we have taken below are of greater benefit to the site and meeting all of the below criteria would be in conflict with placing an entry way facing the street. In creating the layout of the site that is the subject of our application we worked to balance the following while meeting the requirements in the CCDS:

1. Balancing the layout of the site between the commercial/medical land uses to the site's North and East with the residential nature of the uses to the South and West while meeting the CC Design Standards.
  - a. The Objectives of "buildings and the street" (I-2) "Parking areas shall provide safe, convenient and efficient access" was of critical importance to us above all else when considering the relationship of our building to the parking lot. The safety of our employees and our patients is of the utmost importance;
  - b. The orientation of our building allowed us to meet the CCDS requirement of locating the parking to the side and rear of the building (page I-6 "Off Street Parking");
  - c. It allowed us to meet the standard for page I-6 "Side Lot Parking" "Parking on the side of the buildings shall not extend closer to the street than the front of the façade". We also located the parking on the north side of the project, such that it is as far as possible from the existing residential use to the south;
  - d. It allowed us to meet the requirement for I-6 "Orientation – Parking lots shall be designed as part of the overall plan for the site and coordinated with building entrances, lighting and landscaping."
  - e. It also allowed us to meet the requirements for I-7 – Snow Storage
  - f. It provided appropriate access to place the screened dumpster behind the building. I-8 "Service Areas" ..."shall be located at the side or rear of the principal building." "Screening" – "Service areas shall be screened to minimize visibility from sensitive viewpoints such as public and private roadways, main entrances, abutting neighborhoods, public open spaces and pathways."
  - g. We felt that it was important to strongly consider III-8 "Site Design" and create a site design where "Signage, lighting, landscaping, street furnishings, and other exterior shall all be planned to complement the façade and emphasize the

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entryway....coordinated with the building plans to avoid functional conflicts, maintain visibility and avoid safety hazards.”

- h. We also felt that the orientation provided additional screening of the most active portion of the building (the patient entrance) relative to the residential use to the South and West.

Overall we are proud of the project as conceived and submitted, and feel the layout provides the highest benefit based on the available building envelope after setbacks are considered, business needs, and the safe and convenient use of patients. We look forward for the opportunity to bring jobs and a valued service to Brunswick as well as to be a good neighbor and trusted local business.

We appreciate your consideration of our waiver request.

Sincerely,

*Michael*

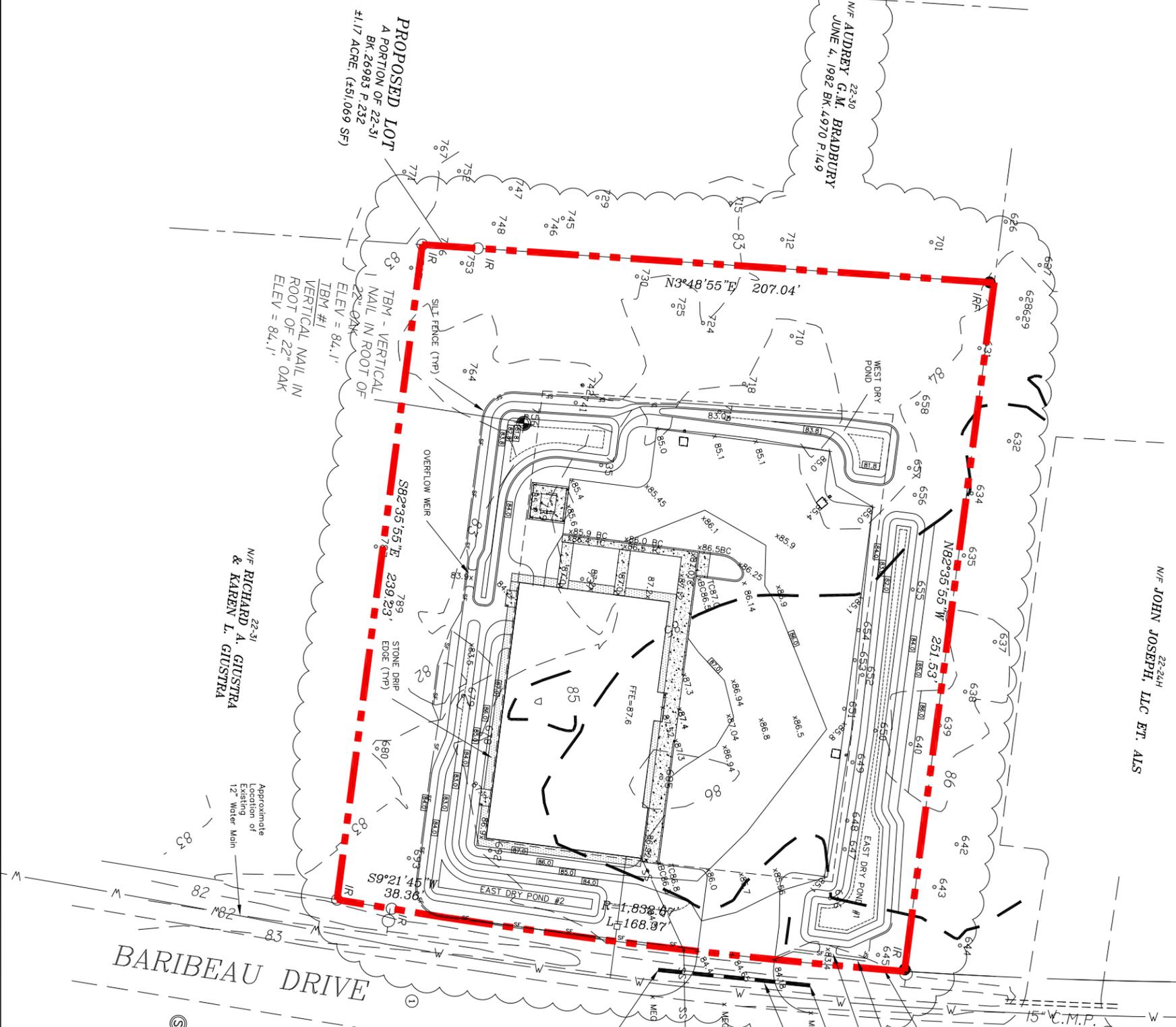
Michael Scholl  
Smiling Sailboat Holdings, LLC



- GENERAL CONSTRUCTION NOTES:**
1. THE CONTRACTOR SHALL CALL 811 TO REQUEST A UTILITY LOCATE A MINIMUM OF 3 DAYS PRIOR TO THE START OF ANY EXCAVATION AS SHOWN ON THIS PLAN. ALL UTILITIES SHALL BE PROTECTED AND NECESSARY PERMITS TO PERFORM THE WORK AS SHOWN AND NOTED HEREON SHALL BE OBTAINED PRIOR TO THE START OF CONSTRUCTION FROM LOCAL, STATE AND FEDERAL AGENCIES.
  2. UNDERGROUND UTILITY LINE LOCATIONS DEPICTED HEREON ARE BASED ON BEST AVAILABLE INFORMATION AND SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND STANDARDS FROM LOCAL, STATE AND FEDERAL AGENCIES.
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- GRADING NOTES:**
1. PREPARATION, REMOVE VEGETATION INCLUDING GRASS, ROOTS AND SURFACE ORGANICS, DEBRIS, UNSATURATED SOIL MATERIALS, OBSTRUCTIONS AND DELETED MATERIALS FROM GROUND SURFACE PRIOR TO PLACEMENT OF FILLS, FILL STRIPS, OR BREAK UP SLOPED SURFACES TO BE GRADDED. ALL EXISTING UTILITIES SHALL BE PROTECTED AND NECESSARY PERMITS TO PERFORM THE WORK AS SHOWN AND NOTED HEREON SHALL BE OBTAINED PRIOR TO THE START OF CONSTRUCTION FROM LOCAL, STATE AND FEDERAL AGENCIES.
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NOTE: THE CONTRACTOR SHALL IMMEDIATELY BRING TO THE ATTENTION OF THE OWNER AND ENGINEER ANY CONDITIONS WHICH MAY HAVE AN ADVERSE IMPACT UPON THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS AS SHOWN AND NOTED WITHIN THESE CONSTRUCTION DOCUMENTS. CONDITIONS OF NEGATIVE IMPACT MAY INCLUDE BUT NOT BE LIMITED TO: UNSATURATED SOILS, OR UNDETECTED BURIED DEBRIS.



N/E RICHARD A. GIUSTRA & KAREN L. GIUSTRA 22-31

N/E JOHN JOSEPH, LLC ET. ALS 22-24H

PROPOSED LOT  
A PORTION OF 22-31  
BK. 26983 P. 232  
#1.17 ACRE. (#51,069 SF)

VERTICAL NAIL IN  
ROOT OF 22" OAK  
ELEV = 84.1'

BM #2  
WESTERLY RIM OF  
SEWER MANHOLE  
ELEV = 84.0'

BARIBEAU DRIVE

- NOTES:**
1. TOTAL DISTURBED AREA IS 1.17 ACRES.
  2. ALL EXISTING UTILITIES SHALL BE PROTECTED AND NECESSARY PERMITS TO PERFORM THE WORK AS SHOWN AND NOTED HEREON SHALL BE OBTAINED PRIOR TO THE START OF CONSTRUCTION FROM LOCAL, STATE AND FEDERAL AGENCIES.
  3. POST CONSTRUCTION WETLANDS = 10.42 ACRES.
  4. CONTRACTOR SHALL VERIFY THE CONSTRUCTION ACTIVITIES TO THESE PLANS.
  5. CONTRACTOR SHALL VERIFY EXISTING GRASSES AND NOTIFY THE OWNER OF ANY DAMAGE TO EXISTING GRASSES.
  6. CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION, MAINTENANCE AND ULTIMATE REMOVAL OF ALL EROSION CONTROL DEVICES AS PART OF THE CONSTRUCTION PROCESS.
  7. ALL SLOPES SHALL HAVE A 2% CROSS SLOPE.
  8. CONTRACTOR SHALL PROTECT ALL VEGETATION SHOWN TO REMAIN.
  9. CONTRACTOR SHALL INSTALL EROSION CONTROL DEVICES PRIOR TO CONSTRUCTION.
  10. CONTRACTOR SHALL PROTECT ALL EXISTING TREES OF 10" DBH/10' TALL OR GREATER (MEASURED AT 4.5' DBH).
  11. CONTRACTOR SHALL PROTECT ALL EXISTING TREES OF 10" DBH/10' TALL OR GREATER (MEASURED AT 4.5' DBH).
  12. CONTRACTOR SHALL PROTECT ALL EXISTING TREES OF 10" DBH/10' TALL OR GREATER (MEASURED AT 4.5' DBH).
  13. ALL AREAS TO REMAIN BARE MUST BE REVEGETATED WITHIN 7 DAYS OF COMPLETION OF CONSTRUCTION.
  14. THIS SITE IS NOT LOCATED WITHIN A 100 YEAR FLOOD ZONE.
  15. PROJECT IS IN ZONE X AND IS LOCATED OUTSIDE OF THE 100 YEAR FLOOD ZONE.
  16. ALL DISTURBED AREAS NOT PAVED, SHALL BE SEED IMMEDIATELY AFTER CONSTRUCTION IS COMPLETED.
  17. SPOT GRASS SEEDS SHALL BE 2.5% IV MAX.

**REVISIONS**

NO.	DATE	DESCRIPTION
1	04/16/2010	ISSUE FOR PERMIT
2	06/18/2010	REVISION COMMENTS

**SHEET NAME:** GRADING & EROSION CONTROL PLAN

**DATE:** 4/16/15

**DRAWN BY:** EE

**CHECKED BY:** LE

**PROJECT NO.:** 15-101

**SHEET NUMBER:** 40

**PROJECT:** PROPOSED MED. OFFICE ±84 BARIBEAU DR BRUNSWICK, MAINE

**CLIENT/DEVELOPER:** SMILING SAILBOAT HOLDINGS, LLC 80 PLEASANT ST BRUNSWICK, MAINE

**CIVIL ENGINEER:** Northeast Consulting P.O. BOX 80843 CHATTANOOGA, TN 37411 P.423.421-2429 ERIC@THEGROUP.COM









# TOWN OF BRUNSWICK, MAINE

INCORPORATED 1739

DEPARTMENT OF PLANNING AND DEVELOPMENT  
85 UNION STREET  
BRUNSWICK, ME 04011

ANNA BREINICH, FAICP  
DIRECTOR OF PLANNING & DEVELOPMENT

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

## MEMORANDUM

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TO: The Planning Board  
FROM: Jeremy Doxsee, Town Planner  
DATE: May 21, 2015  
RE: Sketch Plan Review of Brunswick Landing Subdivision – Phase II

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### PROJECT SUMMARY

Staff reviewed the sketch plan application and has made a determination of completeness.

The Board will review and take action on a Sketch Major Review Subdivision application submitted by the Midcoast Regional Redevelopment Authority for the proposed creation of seven (7) new lots, a proposed roadway providing access from Orion Street, and associated stormwater utilities. The project is located off of Orion Street in the BNAS Reuse District, within the Business & Technology Industries Land Use District. Assessor's Map 40, Lots 55 & 81.

Application materials, including a narrative, have been provided by project engineer Jan Wiegman of Wright-Piece, and are attached. Comments from the May 20<sup>rd</sup> Staff Review Committee meeting are also attached.

### DRAFT MOTIONS

#### SKETCH PLAN REVIEW OF BRUNSWICK LANDING SUBDIVISION – PHASE II FILE # 15-020

**Motion 1.** That the Board deems the Sketch Plan to be complete.

**Motion 2.** That the Board approves the Sketch Plan.



# TOWN OF BRUNSWICK, MAINE

INCORPORATED 1739

DEPARTMENT OF PLANNING & DEVELOPMENT

TOWN HALL - ROOM 216

85 UNION STREET

BRUNSWICK, ME 04011

ANNA BREINICH, FAICP  
DIRECTOR OF PLANNING & DEVELOPMENT

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

May 20, 2015

## STAFF REVIEW COMMITTEE NOTES

### Staff Present:

Jeff Emerson (Fire), Dick Rizzo (Police), Anna Breinich (Planning), Rob Pontau (Sewer District), John Foster (Public Works), Jeremy Doxsee (Planning, Non-Voting Member), Linda Smith (Business Development, Non-Voting Member)

Public Present: None

**Case # 15-020 Brunswick Landing Subdivision Phase 2:** The Committee will review and provide a recommendation to the Planning Board regarding a Sketch Major Review Subdivision application submitted by the Midcoast Regional Redevelopment Authority for the proposed creation of seven (7) new lots, a proposed roadway providing access from Orion Street, and associated stormwater utilities. The project is located off of Orion Street in the BNAS Reuse District, within the Business & Technology Industries Land Use District. Assessor's Map 40, Lots 55 & 81.

### Present for Applicant:

Jan Wiegman (Wright-Pierce), Bob Rocheleau (MRRA)

- Jan provided a project overview. The applicant is proposing porous asphalt for 800± linear foot road.
  - Chief Rizzo noted that the porous asphalt used for upper parking lot of police station doesn't look to be in great shape after last winter. Jan responded that porous asphalt mix used for road would be different than a parking lot, and that a parking lot might be subjected to more wear and tear.

### Staff Comments:

John Foster

- If this road were offered to the Town in the future, the Town would likely not be enthused about accepting a porous asphalt road. Regardless of whether the road is sanded or not, sand will get tracked onto road, causing maintenance issues.
- Noted turnaround easement extending into Lot 49. The Town street ordinance states that no lot shall be accessed from any part of a hammerhead turnaround.
- Reverse curves are shown for the proposed road instead of a tangent distance. The ordinance requests dimension 3 to be 50 feet for a minor public road – but there is no requirement for a private road for a tangent between reverse curves. So as proposed to be a private road they are

okay, but wanted it to be documented they were advised it would not meet town road acceptance standards.

- Can't tell what the pavement radii is near the intersection.
  - Jan: MRRA doesn't own enough land for radii, necessitating perpendicular connection at intersection. John indicated this would be another barrier to possible future acceptance of road by Town.
- A culvert is shown under the road. Where is water being discharged?
  - Jan: to the south, into lands owned by the Navy. Water currently drains in that direction.

Anna Breinich:

- Notes on plan pertaining to Phase I should be removed. Keep a reference to approved Phase I. Phase II will need notes applicable notes.
- Preservation of archeological resources will need to be looked at. Review the programmatic agreement between the Navy and the Maine Historic Preservation Office.
- If any wetlands are impacting the site, they will have to be subtracted from the net site area.
- Minimum lot area is 10,000 sf, but lots are generally much larger. Has thought been given to creating some smaller lots? They could always be combined later.
  - Bob: our experience has been that demand is for larger lots and buildings, which are hard to come by in the town.
- Like proposed use of porous asphalt.
- Was new road part of the master plan? Bob: no. Show/address future connectivity.

Rob Pontau

- In the event MRRA wastewater system is offered to the District in the future, ductile iron for frames and covers is now acceptable.

Jeff Emerson

- No comments.

Dick Rizzo

- No comments.

END

May 21, 2015  
W-P Project No. 12218D

Ms. Anna Breinich  
Director of Planning and Development  
Department of Planning and Development  
85 Union Street  
Brunswick, ME 04011

Subject: Sketch Plan Submission - Subdivision Plan  
Brunswick Landing Subdivision – Phase 2  
Midcoast Regional Redevelopment Authority (MRRA)

Dear Ms. Breinich:

Please find attached, a Sketch Plan application for the Brunswick Landing Subdivision, Phase 2, hereinafter referred to as “Phase 2”. The proposed Phase 2 application addresses the creation of seven lots on a 9.2 acre parcel and a proposed roadway providing access to the lots from Orion Street. The site is located entirely in the BNAS – Business and Technology Industries Land Use District. The proposed lots and roadway are located on land transferred from the Navy (USA) to the applicant and situated on the easterly side of Orion Street, southerly of and separate from the limits of the previously approved Brunswick Landing Subdivision Phase 1.

The Phase 2 subdivision includes land with three existing buildings. Three of the new lots are proposed around each of the existing buildings with the remaining four proposed lots on land that is currently undeveloped. The existing buildings are Building 81 (New England Tent & Awning), 51 (Frosty’s) and 55 (Vacant). All access to the lots will be from the proposed new roadway and as a result there will be cross access easements between the three lots to allow for access across the lots. The roadway will be 660 feet long, 26 feet wide and will be built to private Collector/Commercial roadway standards as shown in A-III.10.4 Standards for Private Streets of the Brunswick Ordinance. The roadway will have a temporary hammerhead turnaround at the end of the road in anticipation that the road may be extended in the future as the adjoining land is transferred from the USA to MRRA.

The project will require that an amendment to the Maine DEP Site Location Permit for the overall Brunswick Landing site be filed to account for the new impervious area of the proposed roadway. The stormwater impacts from the roadway will be mitigated through Best Management Practice utilizing a porous pavement and filter structure under the pavement to treat and infiltrate the stormwater from the roadway. The site is within the Mere Brook Urban Impaired Stream Watershed and appropriate stormwater credits for the roadway development will need to be demonstrated in the application.

The subdivision will also extend the existing water, sewer and electricity utilities within the existing right of way to the end of the proposed roadway. The existing buildings on the site are currently served by water, sewer, natural gas and electricity and these services will remain as currently configured.

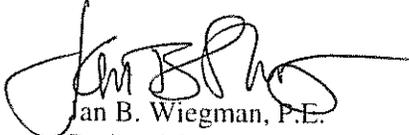
Ms. Anna Breinich  
May 21, 2015  
Page 2 of 2



If you have any questions, please let me know.

Very truly yours,

WRIGHT-PIERCE

  
Jan B. Wiegman, P.E.  
Project Manager

JBW/  
Enclosure

cc: Steve Levesque - MRRA

**MAJOR DEVELOPMENT REVIEW  
SKETCH PLAN APPLICATION  
\*\*\*\*\* SECOND AMENDMENT OF SUBDIVISION \*\*\*\*\***

1. Project Name: Brunswick Landing - Phase II
  
2. Project Applicant  
Name: Midcoast Regional Redevelopment Authority  
Address: 2 Pegasus Street, Suite 1, Unit 200  
Brunswick, ME 04011  
Phone Number: (207) 798-6512
  
3. Authorized Representative  
Name: Wright-Pierce  
Address: 99 Main Street  
Topsham, ME 04086  
Phone Number: (207) 725-8721
  
3. List of Design Consultants. Indicate the registration number, address and phone number Of an engineer, surveyor, architect, landscape architect or planner used:
  1. Wright-Pierce - Jan B. Wiegman, P.E. #5852
  2. Wright-Pierce - Robert Clunie Jr., PLS #1213
  3. \_\_\_\_\_
  
5. Physical location of property being affected: Brunswick Landing
  
6. Lot Size: 9.2 acres
  
7. Zoning District: BNAS Reuse District - Proposed Business & Technology Industries Zone
  
8. Indicate the interest of the applicant in the property and abutting property. For example, is the applicant the owner of the property and abutting property? If not, who owns the property subject to this application? The applicant holds title to the portion of the Phase I area involved in this Second Amendment. The future transfer of abutting land from the USA to the applicant is covered under an existing agreement with the US Navy.
  
9. Assessor's Tax Map 40 Lot Number 81 & 55 of subject property.
  
10. Brief description of proposed use: Proposed amendment to existing Brunswick Landing subdivision by the addition of 7 proposed lots and an associated access road on the easterly side of Orion Street. The proposed lots will be created to extend the applicant's efforts at re-development of the property into private development projects.
  
11. Describe specific physical improvements to be done: Development of the lots as proposed will require the construction of a 650 foot-long access roadway leading easterly from Orion Street. The development of the roadway will include the extension of existing utilities, as required, and the construction of stormwater treatment BMPs.

Owner Signature: 

Applicant Signature (if different): \_\_\_\_\_

**Required Attachments (by Applicant):**

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

**Required Attachment (by Planning and Development Department):**

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

## SKETCH PLAN REQUIREMENTS

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

Item	O	S	NA	W	P	Comments
Indicate Variances Granted			X			
Indicate Special Permits			X			
Indicate Special Exceptions			X			
Date, north point, scale		X				
Land area, existing use of the property, location of proposed development, locations reserved for future development		X				
Tentative rights-of-way locations, lot lines, lot numbers, lot areas		X				
Estimated soil boundary locations from the Soil Conservation Service Medium Intensity Soil Survey noting areas of severe and very severe soil limitations		X				Soil Map entitled "Figure 2-5, Soils of NAS Brunswick, Brunswick, Maine"
Existing natural, topographical, and cultural features including areas of steep slopes, bedrock outcrops, ponds, streams, aquifers, and other water bodies, wetlands, groundwater recharge areas, slumps, flood hazard areas, trees, and other vegetation, excavation sites, stone walls, net site area, historic and archeological sites, structures, or districts, and any other pertinent features.		X				
Tentative locations of proposed structures, owners of existing structures, and neighboring land uses		X				
Special conservation and recreation areas			X			
Location map		X				
Zoning information, including the zoning district(s) in which the property is located and the location of any overlay zones depicted on the plan.		X				
Any conditions imposed by previous development on the site.			X			
Other information Planning Board/Staff Review Committee deems necessary to conduct an informed review.			X			
Letter of consent signed by property owner authorizing the development review application in cases where applicant is not the owner of the property.			X			
Application Fee		X				
For Open Space Developments, sketch plan design review requirements indicated in Section 308.1			X			
Open Space Development: Request for Bonus Density			X			

GENERAL NOTES:

1. THE LAND BEING SUBDIVIDED AS PHASE II HEREON IS COMPRISED OF LANDS DESCRIBED IN DEEDS OF THE UNITED STATES OF AMERICA (USA) TO MIDCOAST REGIONAL REDEVELOPMENT AUTHORITY (MRRA), DATED AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CCRD) AS FOLLOWS:

Table with 2 columns: INSTRUMENT DATE, CCRD BOOK/PAGE. Rows include dates from 2012 to 2014 and corresponding book/page numbers.

THE BRUNSWICK LANDING SUBDIVISION, PHASE II, AS SHOWN HEREON, ENCOMPASSES 9.16± ACRES, INCLUDING 7 LOTS, VARIOUS EASEMENTS AND RIGHTS OF WAY, AND THE PROPOSED ROAD.

- 2. REFERENCE IS MADE TO AN "AGREEMENT GRANTING RECIPROCAL EASEMENTS FOR INGRESS AND EGRESS, GENERAL ACCESS, AND UTILITY SERVICE BETWEEN MRRA AND THE USA (ACTING BY AND THROUGH THE DEPARTMENT OF THE NAVY) REGARDING NAVAL AIR STATION, BRUNSWICK, MAINE", DATED MARCH 28, 2011, RECORDED IN CCRD IN BOOK 28607, PAGE 205.
3. REFERENCE IS MADE TO CERTAIN PERPETUAL RIGHTS AND EASEMENTS, TERMS, RESTRICTIONS, RESERVATIONS, CONDITIONS AND COVENANTS SET FORTH IN THE DEEDS OF USA TO MRRA, LISTED IN NOTE 1, ABOVE.
4. REFERENCE IS MADE TO CERTAIN PERPETUAL RIGHTS AND EASEMENTS, TERMS, RESTRICTIONS, RESERVATIONS, CONDITIONS AND COVENANTS SET FORTH IN DEEDS OF MRRA TO AFFORDABLE MID COAST HOUSING, LLC, (AMH) DATED MAY 3, 2012, RECORDED IN CCRD IN BOOK 29562, PAGE 31, DATED JUNE 20, 2013, RECORDED IN CCRD IN BOOK 30761, PAGE 29, AND DATED DECEMBER 27, 2013, RECORDED IN CCRD IN BOOK 31260, PAGE 127.

REFERENCE IS ALSO MADE TO A "DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS BY AND BETWEEN MRRA AND AMH", DATED MAY 2, 2012, RECORDED IN CCRD IN BOOK 29562, PAGE 124 AND TO A "DECLARATION OF COVENANTS AND RESTRICTIONS" BY AND BETWEEN MRRA AND AMH, DATED DECEMBER 27, 2012, RECORDED IN CCRD IN BOOK 31260, PAGE 136.

- 5. WETLAND AREA "M" SHOWN PARTIALLY LOCATED ON PROPOSED LOT 50 WAS DELINEATED BY MICHAEL THOMPSON OF PENOBSCOT ENVIRONMENTAL CONSULTANTS, INC., AND LOCATED BY WRIGHT-PIERCE IN DECEMBER 2014. THE LOCATIONS AND EXTENTS OF OTHER WETLANDS AND THE LOCATIONS, EXTENTS AND DESIGNATIONS OF THE VERNAL POOLS SHOWN ARE FROM THE "FINAL ENVIRONMENTAL IMPACT STATEMENT FOR THE DISPOSAL AND REUSE OF NAVAL AIR STATION BRUNSWICK, MAINE, VOLUME I: MAIN REPORT", BY THE DEPARTMENT OF THE NAVY, DATED NOVEMBER 2010 (EIS). THE LOCATIONS AND EXTENTS OF THE WETLANDS AND VERNAL POOLS SHOWN ARE TO BE CONSIDERED APPROXIMATE PENDING PROPER FIELD DELINEATION AS REQUIRED IN CONNECTION TO THE PROPOSED DEVELOPMENT OF ANY AFFECTED SUBDIVISION LOT.

THE BOUNDARIES OF THE TOWN OF BRUNSWICK NRPZ OVERLAY ZONE SHOWN ARE TAKEN DIRECTLY FROM THE TOWN OF BRUNSWICK GIS, ARE FOR INFORMATIONAL PURPOSES ONLY, AND NEED TO BE FIELD VERIFIED IN CONNECTION WITH THE PROPOSED DEVELOPMENT OF ANY AFFECTED SUBDIVISION LOT.

CERTAIN PROPOSED DEVELOPMENT ACTIVITIES ON ANY SUBDIVISION LOT MAY REQUIRE TOWN OF BRUNSWICK PLANNING BOARD DEVELOPMENT REVIEW APPROVAL AND/OR AN AMENDMENT TO THE EXISTING MAINE SITE LOCATION OF DEVELOPMENT PERMIT FOR THE FORMER NAVAL AIR STATION BRUNSWICK (NASB). SUCH APPROVAL AND/OR AMENDMENT WILL REQUIRE FULL NATURAL RESOURCE MAPPING IN ACCORDANCE WITH THE APPLICABLE TOWN OF BRUNSWICK AND STATE OF MAINE STANDARDS AND RULES, AND MAY ALSO REQUIRE A PLAN TO MINIMIZE THE NEGATIVE IMPACT THE DEVELOPMENT MAY HAVE ON ANY ASSOCIATED PROTECTED NATURAL RESOURCES.

- 6. THE PROPOSED PHASE II SUBDIVISION IS LOCATED WITHIN THE BUSINESS & TECHNOLOGY INDUSTRIES LAND USE ZONE.
7. THE PROPOSED ROAD SHOWING SERVING THE PHASE II SUBDIVISION LOTS HAS BEEN DESIGNED IN ACCORDANCE WITH THE DIMENSIONAL REQUIREMENTS OF APPENDIX III: BNAS REUSE DISTRICT, A-III.10.4 STANDARDS FOR PRIVATE STREETS, FOR PRIVATE COLLECTOR OR COMMERCIAL STREETS.
8. THE INTERIOR ROAD NETWORK AND COMMON FACILITIES WITHIN THE FORMER NASB AND ANY NECESSARY MAINTENANCE, REPAIR AND/OR RECONSTRUCTION OF THE ROAD NETWORK AND COMMON FACILITIES WILL BE MANAGED IN ACCORDANCE WITH THE "ROAD AND COMMON FACILITIES MAINTENANCE AGREEMENT" (CFMA) TO BE ENTERED INTO BY AND BETWEEN MRRA AND OWNERS OF THE LOTS WITHIN THE SUBDIVISION. REFERENCE IS MADE TO THE CFMA DATED JULY 26, 2013, RECORDED IN CCRD IN BOOK 30884, PAGE 170 AND TO THREE "JOINDERS TO (CFMA)", DATED DECEMBER 27, 2013, FEBRUARY 21, 2014 AND MARCH 6, 2014 RECORDED IN CCRD IN BOOK 31260, PAGE 142, BOOK 31363, PAGE 219 AND BOOK 31437, PAGE 324 RESPECTIVELY.

IF AND WHEN ANY OF THE ROADS WITHIN THE INTERIOR ROAD NETWORK OF THE BRUNSWICK LANDING SUBDIVISION, PHASE I AND PHASE II, ARE OFFERED TO AND ACCEPTED BY THE TOWN OF BRUNSWICK AS TOWN WAYS, THE CFMA WILL BE MODIFIED ACCORDINGLY.

- 9. THE EXISTING UTILITIES DISTRIBUTION SYSTEM AND ASSOCIATED COMPONENTS OF THE FORMER NASB, INCLUDING SANITARY SEWER, STORM DRAINAGE, ELECTRICAL, COMMUNICATIONS, WATER AND NATURAL GAS, ARE NOT SHOWN ON THIS SUBDIVISION PLAN.

IN CONNECTION WITH THE CONSTRUCTION OF THE PROPOSED SUBDIVISION ROADWAY, EXTENSIONS OR MODIFICATIONS TO CERTAIN EXISTING UTILITIES DISTRIBUTION SYSTEMS WILL BE NECESSARY. THE EXTENT OF AND LOCATION OF ANY EXTENSIONS OR MODIFICATIONS OF UTILITIES REQUIRED AS PART OF THE DEVELOPMENT OF ANY SUBDIVISION LOT WILL BE DETERMINED ON A CASE-BY-CASE BASIS.

WHERE APPLICABLE, LOTS WITHIN THE PHASE II SUBDIVISION WILL BE CONVEYED:
• SUBJECT TO UNDEFINED UTILITY EASEMENTS FOR THE LOCATIONS OF THE EXISTING UTILITIES CROSSING SAID LOTS, AND/OR;
• TOGETHER WITH RIGHTS TO CONNECT TO AND USE THE EXISTING UTILITIES INFRASTRUCTURE.

WITH THE EXCEPTION OF THE NATURAL GAS SYSTEM, THE EXISTING UTILITIES DISTRIBUTION SYSTEM AND ASSOCIATED COMPONENTS AND ANY NECESSARY MAINTENANCE, REPAIR AND/OR RECONSTRUCTION OF THE UTILITIES WILL BE MANAGED BY MRRA AND SUPPORTED BY USER FEES. THE NATURAL GAS SYSTEM WILL CONTINUE TO BE MANAGED BY MAINE NATURAL GAS.

- 10. ANY CONSTRUCTION/DEVELOPMENT ACTIVITIES PROPOSED ON ANY PHASE II SUBDIVISION LOT MAY BE SUBJECT TO THE CERTAIN PERPETUAL RIGHTS AND EASEMENTS, TERMS, RESTRICTIONS, RESERVATIONS, CONDITIONS AND COVENANTS AS SET FORTH IN DOCUMENTS OF RECORD.

SUBSURFACE CONSTRUCTION ACTIVITIES ON CERTAIN SUBDIVISION LOTS MAY BE REQUIRED TO BE CARRIED OUT IN CONFORMANCE WITH MRRA'S MATERIALS MANAGEMENT PLAN (MMP). CERTAIN PROPOSED DEVELOPMENT ACTIVITIES ON ANY SUBDIVISION LOT MAY REQUIRE TOWN OF BRUNSWICK PLANNING BOARD SITE PLAN REVIEW AND APPROVAL AND/OR AN AMENDMENT TO THE EXISTING MAINE SITE LOCATION OF DEVELOPMENT PERMIT FOR THE FORMER NASB. THE DEVELOPER OF ANY LOT WILL BE RESPONSIBLE FOR PROVIDING STORMWATER QUANTITY AND QUALITY CONTROL AS REQUIRED BY THE MDEP AND THE TOWN OF BRUNSWICK FOR THAT LOT.

- 11. APPROVAL OF THIS PHASE II SUBDIVISION BY THE TOWN PLANNING BOARD DOES NOT CONSTITUTE APPROVAL OF ANY PROPOSED DEVELOPMENT ACTIVITIES ON ANY SUBDIVISION LOT.

CERTAIN PROPOSED DEVELOPMENT ACTIVITIES ON ANY SUBDIVISION LOT MAY REQUIRE TOWN OF BRUNSWICK PLANNING BOARD SITE PLAN REVIEW AND APPROVAL AND/OR AN AMENDMENT TO THE EXISTING MAINE DEP SITE LOCATION OF DEVELOPMENT PERMIT FOR THE FORMER NASB.

- 12. SUBDIVISION LOTS MAY BE SUBJECT TO CERTAIN RESTRICTIONS AND OR CONDITIONS IN CONNECTION WITH OPERATION OF THE BRUNSWICK EXECUTIVE AIRPORT AS SET FORTH IN THE EIS AND MASTER AIRPORT PLAN.
13. AT TIME OF ANY SUBDIVISION LOT TRANSFER, EXISTING MONITORING WELL LOCATIONS (IF ANY) ON THE PARTICULAR LOT WILL BE VERIFIED BY MRRA.
14. THE PROPOSED LOT LINE SHOWN BETWEEN LOT 46 AND LOT 47 RESULTS IN A MINIMUM BUILDING SETBACK OF 14.5'± FOR THE BUILDINGS LOCATED ON EACH LOT.

SURVEY NOTES:

- 1. THE PERIMETER BOUNDARIES OF THE FORMER BRUNSWICK NAVAL AIR STATION PROPERTY ARE BASED ON A PLAN ENTITLED "BOUNDARY SURVEY, NAVAL AIR STATION BRUNSWICK, BRUNSWICK, MAINE, FOR: BRAC PROGRAM MANAGEMENT OFFICE", DATED AUGUST 2008, REVISED THROUGH DECEMBER 8, 2008, BY SEBAGO TECHNICS, INC., (NASB PLAN) AND HAVE NOT BEEN VERIFIED AS PART OF THE PREPARATION OF THIS PHASE II SUBDIVISION PLAN. AS NOTED ON THE NASB PLAN, THE BEARINGS AND NORTH ORIENTATION SHOWN THEREON "ARE BASED UPON THE NORTH AMERICAN DATUM OF 1983 (NAD 83) MAINE WEST ZONE (MWZ). DISTANCES SHOWN ARE ALL GRID DISTANCES, AND A SCALAR OF 1.0002892 SHOULD BE APPLIED TO ALL GRID TO GROUND LENGTH CONVERSIONS."
2. THE DESCRIPTIONS OF LANDS CONVEYED FROM USA TO MRRA REFERENCED IN GENERAL NOTE 1 ARE BASED ON SURVEYS PERFORMED BY TITCOMB ASSOCIATES (TITCOMB SURVEYS) AND ARE BASED ON MWZ AND THE NASB PLAN.
3. THE PROPOSED LOTS AND THE PROPOSED ROAD RIGHT OF WAY SHOWN HAVE BEEN CONFIGURED AND DEFINED BY WRIGHT-PIERCE.
4. EXISTING TOPOGRAPHICAL FEATURES SHOWN HAVE BEEN COMPILED FROM PLANS MADE AVAILABLE BY THE UNITED STATES NAVY, ARE SHOWN FOR VISUAL REFERENCE PURPOSES AND MAY NOT BE CURRENT.
5. NO MONUMENTATION OF LOT BOUNDARIES WAS SET AS PART OF THE DEFINITION OF THIS PHASE II SUBDIVISION. IMMEDIATELY PRIOR TO THE CONVEYANCE OF A SUBDIVISION LOT, THE BOUNDARIES OF THAT LOT WILL BE MONUMENTED IN ACCORDANCE WITH THE APPLICABLE STANDARDS OF PRACTICE AS SET FORTH BY THE MAINE STATE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS.

PLAN REFERENCES:

- 1. "BOUNDARY SURVEY, NAVAL AIR STATION BRUNSWICK, BRUNSWICK, MAINE, FOR: BRAC PROGRAM MANAGEMENT OFFICE", DATED AUGUST 2008, REVISED THROUGH DECEMBER 8, 2008, BY SEBAGO TECHNICS, INC.,
2. VARIOUS SURVEY PLANS OF POST PARCELS LOCATED AT BRUNSWICK NAVAL AIR STATION MADE FOR WRIGHT-PIERCE AND MIDCOAST REGIONAL REDEVELOPMENT AUTHORITY, BY TITCOMB ASSOCIATES.
3. "FINAL SUBDIVISION PLAN, BRUNSWICK LANDING SUBDIVISION - PHASE I, BRUNSWICK LANDING, BRUNSWICK, CUMBERLAND COUNTY, MAINE", DATED JANUARY 7, 2013, REVISED THROUGH MARCH 11, 2013, DRAWINGS 1 THROUGH 7, PREPARED BY WRIGHT-PIERCE, RECORDED IN CCRD IN PLAN BOOK 213, PAGES 79 THROUGH 85.
4. "MINOR MODIFICATION TO SUBDIVISION PLAN, BRUNSWICK LANDING SUBDIVISION - PHASE I, BRUNSWICK LANDING, BRUNSWICK, CUMBERLAND COUNTY, MAINE", DATED MARCH 27, 2013, DRAWING 1, PREPARED BY WRIGHT-PIERCE, RECORDED IN CCRD IN PLAN BOOK 213, PAGE 104.
5. "AMENDMENT OF SUBDIVISION PLAN, BRUNSWICK LANDING SUBDIVISION - PHASE I, BRUNSWICK LANDING, BRUNSWICK, CUMBERLAND COUNTY, MAINE", DATED JUNE 11, 2014, DRAWINGS 1 THROUGH 7, PREPARED BY WRIGHT-PIERCE, RECORDED IN CCRD IN PLAN BOOK 214, PAGES 247 THROUGH 253.

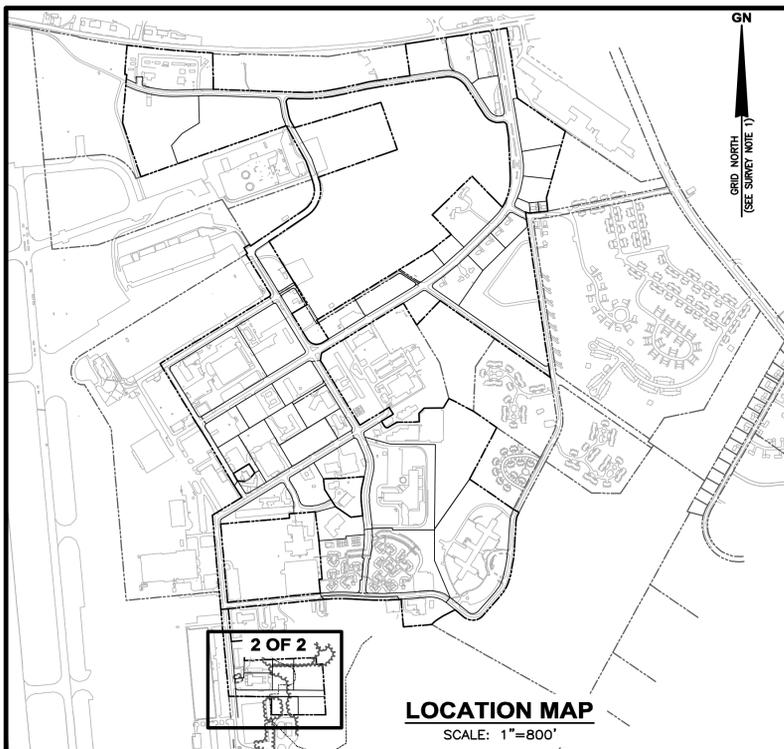
ADDITIONAL NOTES:

- A. THIS SUBDIVISION PLAN DEPICTS THE CURRENTLY PROPOSED BRUNSWICK LANDING SUBDIVISION - PHASE II. REFERENCE IS MADE TO PLAN REFERENCE 5 FOR DETAILS OF THE CURRENTLY APPROVED BRUNSWICK LANDING SUBDIVISION - PHASE I.
B. AS A RESULT OF THE ADDITION OF THE 7 LOTS AND ROADWAY PROPOSED BY THIS PHASE II SUBDIVISION PLAN, THE BRUNSWICK LANDING SUBDIVISION - PHASE I AND PHASE II ENCOMPASSES A TOTAL OF 235.08± ACRES, INCLUDING 57 LOTS, THE PROPOSED ROADWAY, VARIOUS EASEMENTS AND RIGHTS OF WAY. THERE IS NO LOT NUMBER 13.
C. PARCEL BOUNDARIES LABELED "M.R.R.A./U.S.A. (SEE NOTE C)" HEREON, DEFINE THE CURRENT LIMITS OF MRRA OWNERSHIP AS RECEIVED FROM THE UNITED STATES OF AMERICA (USA) BY DEEDS LISTED IN GENERAL NOTE 1 HEREON.

APPROVED BY TOWN OF BRUNSWICK PLANNING BOARD SUBJECT TO THE CONDITIONS OF APPROVAL SET FORTH BELOW

Table for approval signatures with columns for CHAIRPERSON and DATE. Includes a signature block for VP-25 and a date of 5-21-2015.

LEGEND table listing symbols for EXISTING and PROPOSED features. Includes symbols for PROPERTY/ROW LINE, EASEMENT LINE, ZONE BOUNDARY, EDGE OF PAVEMENT, EDGE OF GRAVEL, EDGE OF CONCRETE, CONTOUR, BUILDING, CHAIN LINK FENCE, STOCKADE FENCE, BARB WIRE FENCE, IRON PIPE/REBAR, MONUMENT, DELINEATED WETLANDS, WETLANDS, SHEET MATCHLINE, APPROXIMATE LOCATION OF VERNAL POOL, NOW OR FORMERLY, CUMBERLAND COUNTY REGISTRY OF DEEDS, BOOK/PAGE (CCRD), TAX MAP & LOT #, SQUARE FEET, MIDCOAST REGIONAL REDEVELOPMENT AUTHORITY, UNITED STATES OF AMERICA, RIGHT OF WAY, MONITORING WELL & DESIGNATION LABEL, MORE OR LESS PROPOSED SUBDIVISION LOT NUMBER & AREA, ACRES, CURVE DELTA (CENTRAL) ANGLE, CURVE RADIUS, CURVE LENGTH, CURVE CHORD BEARING, CURVE CHORD LENGTH, COMMON OWNERSHIP, ENVIRONMENTAL PROTECTION OVERLAY, EPO NATURAL RESOURCES PROTECTION ZONE, APPROXIMATE EPO ZONE BOUNDARY, RIGHT OF WAY OF LOT 47, RIGHT OF WAY OF LOT 45, RIGHT OF WAY OF LOT 46, RIGHT OF WAY OF LOT 45 & LOT 46, TEMPORARY TURNAROUND EASEMENT AREA.



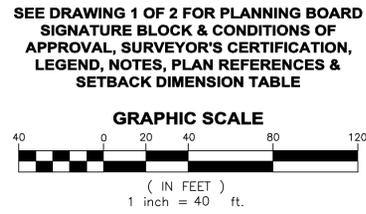
SETBACK DIMENSION TABLE FOR THE LAND USE DISTRICT. Table with 2 columns: STANDARD/LAND USE DISTRICT, R-B&TI. Rows include MINIMUM FRONT YARD (10 FT), MAXIMUM FRONT YARD (NONE), MINIMUM REAR YARD (20 FT), MINIMUM SIDE YARD (15 FT\*).

\* THE PROPOSED LOT LINE SHOWN BETWEEN LOT 46 AND LOT 47 RESULTS IN A MINIMUM BUILDING SETBACK OF 14.5'± FOR THE BUILDINGS LOCATED ON EACH LOT.

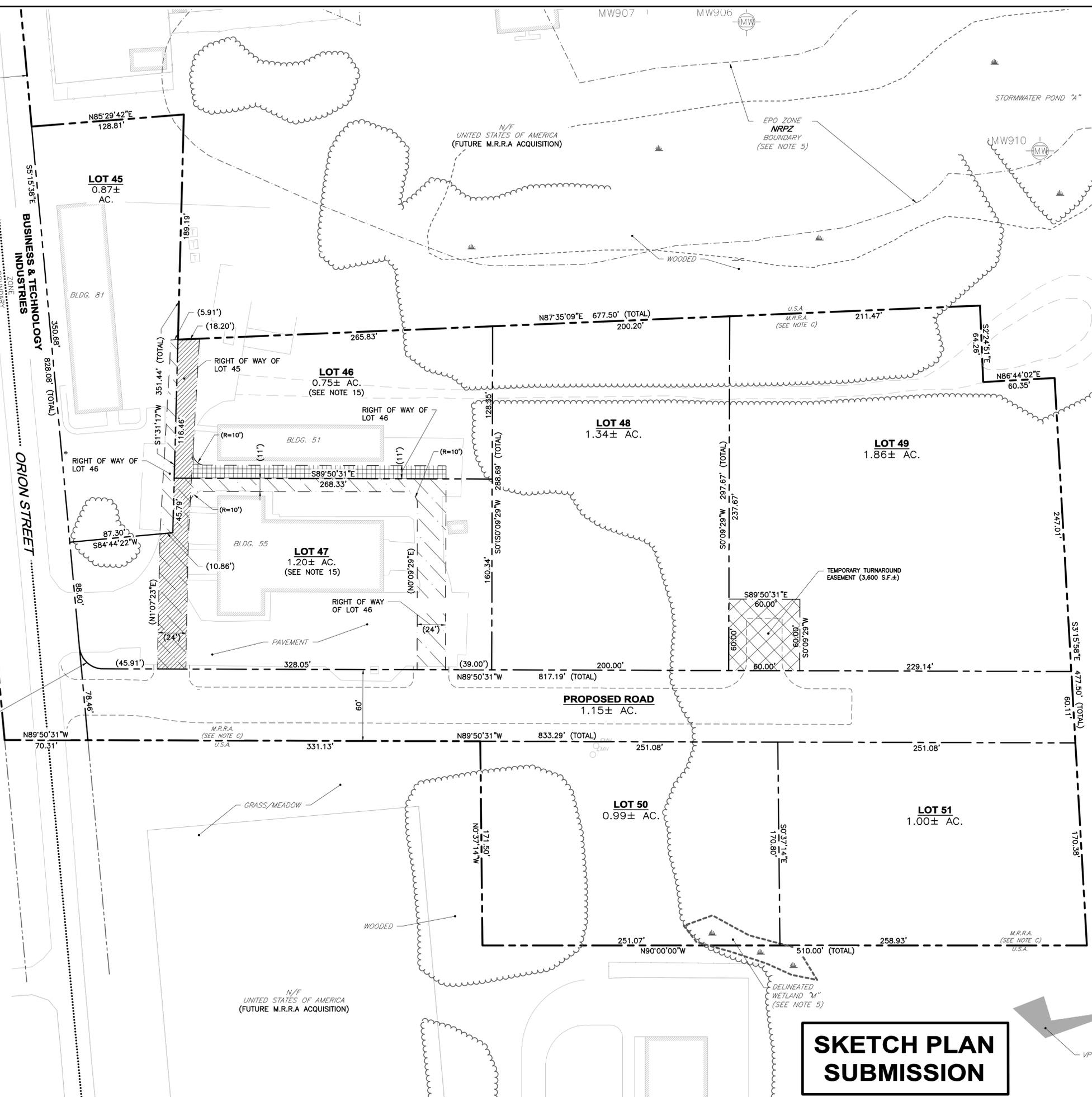
SKETCH PLAN SUBMISSION

CERTIFICATION section with text: AS AN AUTHORIZED AGENT OF WRIGHT-PIERCE IN MY CAPACITY AS LAND SURVEYOR, I HEREBY STATE THAT, SUBJECT TO THE NOTES HEREON, THIS SURVEY (DRAWINGS 1 & 2 OF 2) CONFORMS TO THE MAINE STATE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE. Includes date 5.21.2015 and signature of Robert C. Clunie, Jr.

Vertical sidebar containing project information, stamps, and contact details. Includes: SUBDIVISION PLAN BRUNSWICK LANDING SUBDIVISION - PHASE II BRUNSWICK LANDING BRUNSWICK, CUMBERLAND COUNTY, MAINE; WRIGHT-PIERCE logo; Offices Throughout New England; 888.621.8156 | www.wright-pierce.com; DRAWING 1 OF 2.

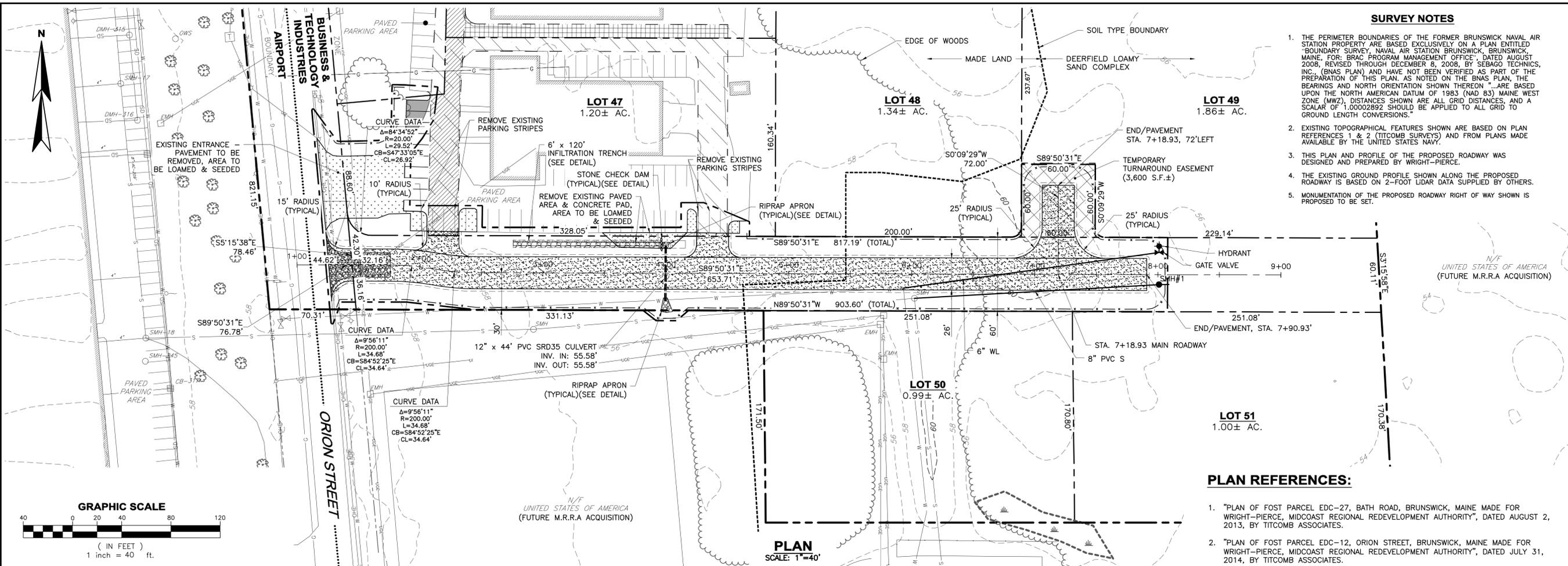


CURVE DATA  
 $\Delta=84^{\circ}34'52''$   
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 $L=29.52'$   
 $CB=S47^{\circ}33'05''E$   
 $CL=26.92'$



**SKETCH PLAN SUBMISSION**

SUBMISSIONS/REVISIONS	
NO.	DATE
1	5-15-15
2	5-21-15
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**SURVEY NOTES**

1. THE PERIMETER BOUNDARIES OF THE FORMER BRUNSWICK NAVAL AIR STATION PROPERTY ARE BASED EXCLUSIVELY ON A PLAN ENTITLED "BOUNDARY SURVEY, NAVAL AIR STATION BRUNSWICK, BRUNSWICK, MAINE, FOR: BRAC PROGRAM MANAGEMENT OFFICE", DATED AUGUST 2008, REVISED THROUGH DECEMBER 8, 2008, BY SEBAGO TECHNICS, INC. (BNAS PLAN) AND HAVE NOT BEEN VERIFIED AS PART OF THE PREPARATION OF THIS PLAN. AS NOTED ON THE BNAS PLAN, THE BEARINGS AND NORTH ORIENTATION SHOWN THEREON "...ARE BASED UPON THE NORTH AMERICAN DATUM OF 1983 (NAD 83) MAINE WEST ZONE (MWZ). DISTANCES SHOWN ARE ALL GRID DISTANCES, AND A SCALAR OF 1.0002892 SHOULD BE APPLIED TO ALL GRID TO GROUND LENGTH CONVERSIONS."
2. EXISTING TOPOGRAPHICAL FEATURES SHOWN ARE BASED ON PLAN REFERENCES 1 & 2 (TITCOMB SURVEYS) AND FROM PLANS MADE AVAILABLE BY THE UNITED STATES NAVY.
3. THIS PLAN AND PROFILE OF THE PROPOSED ROADWAY WAS DESIGNED AND PREPARED BY WRIGHT-PIERCE.
4. THE EXISTING GROUND PROFILE SHOWN ALONG THE PROPOSED ROADWAY IS BASED ON 2-FOOT LIDAR DATA SUPPLIED BY OTHERS.
5. MONUMENTATION OF THE PROPOSED ROADWAY RIGHT OF WAY SHOWN IS PROPOSED TO BE SET.

**PLAN REFERENCES:**

1. "PLAN OF FOST PARCEL EDC-27, BATH ROAD, BRUNSWICK, MAINE MADE FOR WRIGHT-PIERCE, MIDCOAST REGIONAL REDEVELOPMENT AUTHORITY", DATED AUGUST 2, 2013, BY TITCOMB ASSOCIATES.
2. "PLAN OF FOST PARCEL EDC-12, ORION STREET, BRUNSWICK, MAINE MADE FOR WRIGHT-PIERCE, MIDCOAST REGIONAL REDEVELOPMENT AUTHORITY", DATED JULY 31, 2014, BY TITCOMB ASSOCIATES.

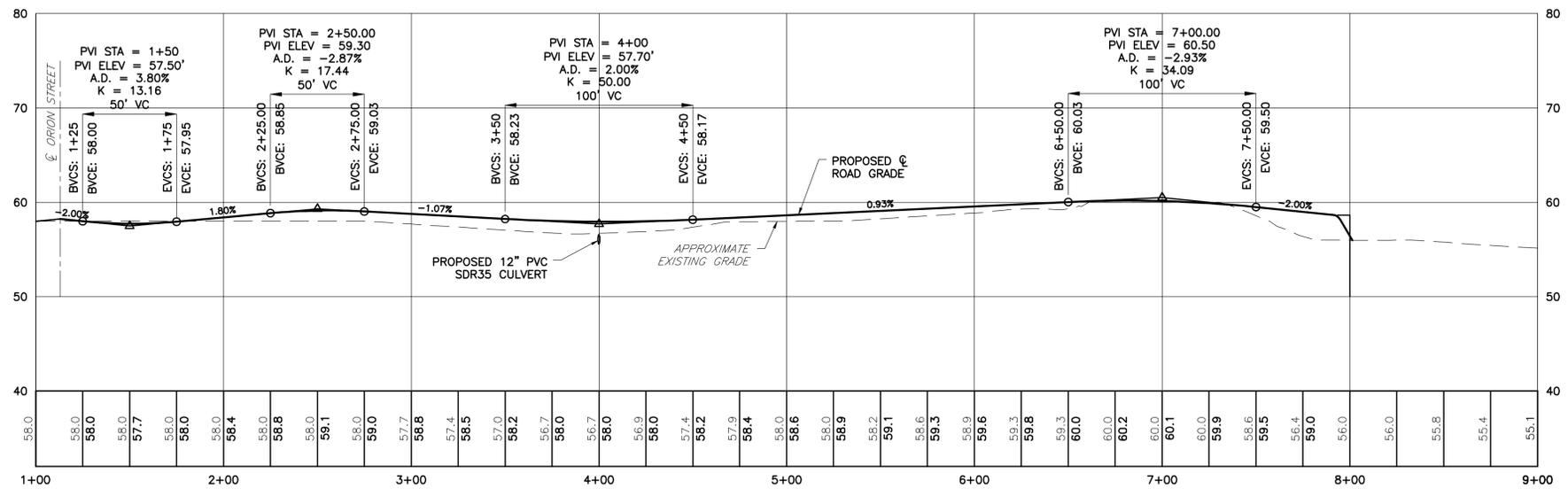
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 CAD COORD: RPB  
 CALC: RPB  
 CHECKED BY: JWB  
 DATE: 5-21-2015  
 APPROVED BY: JWB  
 DATE: 5-21-2015  
 PROJECT NO: 12218D

RELEASED FOR SKETCH PLAN REVIEW  
 REVISIONS  
 NO. DATE DESCRIPTION

1 5-21-15  
 2 5-21-15

DESIGNED BY: JWB  
 CAD COORD: RPB  
 CALC: RPB  
 CHECKED BY: JWB  
 DATE: 5-21-2015  
 APPROVED BY: JWB  
 DATE: 5-21-2015  
 PROJECT NO: 12218D

DESIGNED BY: JWB  
 CAD COORD: RPB  
 CALC: RPB  
 CHECKED BY: JWB  
 DATE: 5-21-2015  
 APPROVED BY: JWB  
 DATE: 5-21-2015  
 PROJECT NO: 12218D



**PROFILE**  
 SCALES:  
 HORZ: 1"=40'  
 VERT: 1"=8'

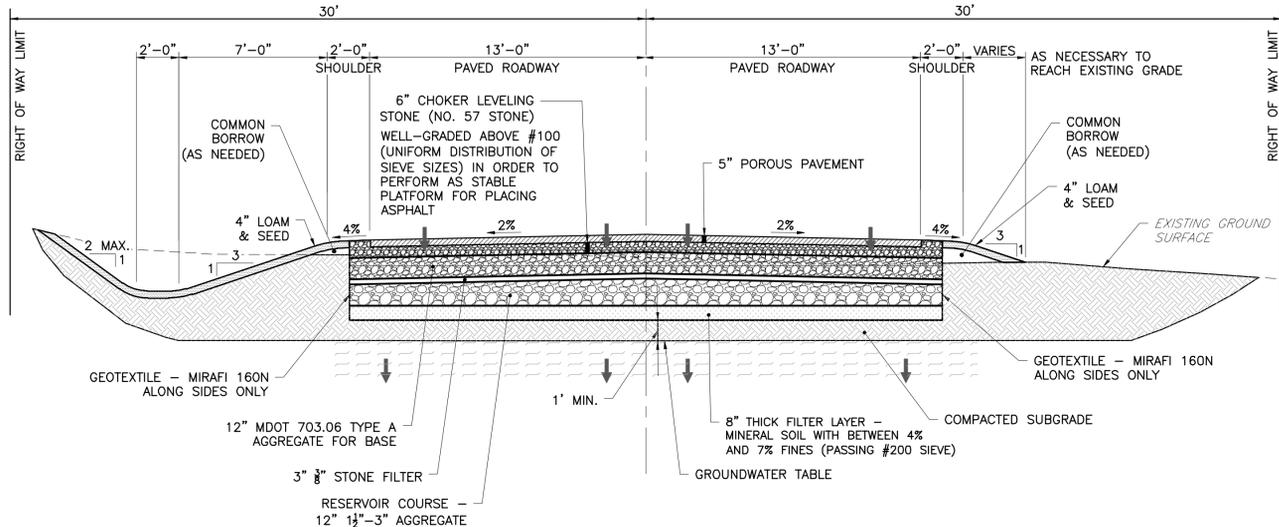
**SKETCH PLAN  
 SUBMISSION**

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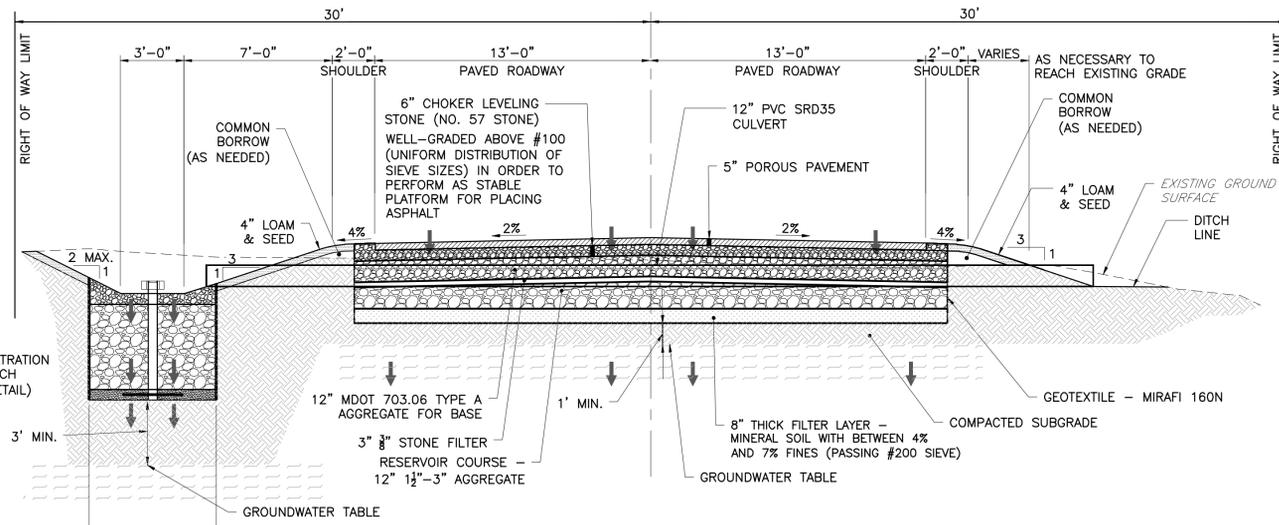
SUBDIVISION PLAN  
 BRUNSWICK LANDING SUBDIVISION - PHASE II  
 BRUNSWICK LANDING  
 BRUNSWICK, CUMBERLAND COUNTY, MAINE

ROAD PLAN & PROFILE

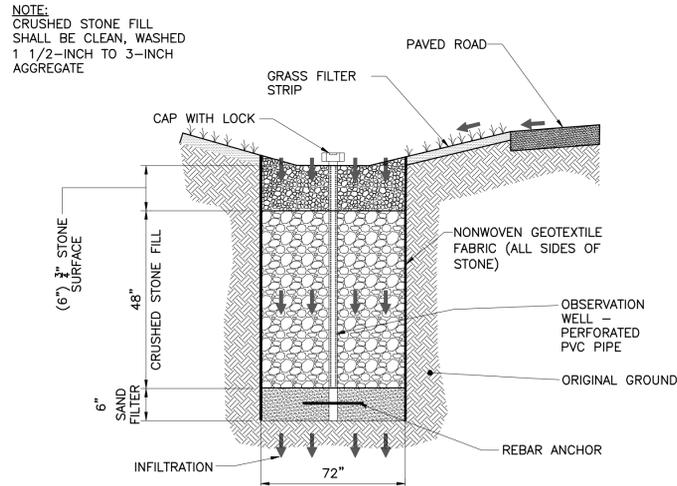
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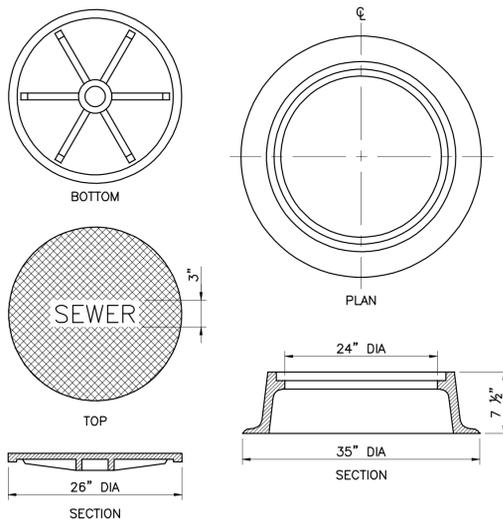
**TYPICAL SECTION  
SUBDIVISION ROAD - POROUS PAVEMENT**  
SCALE: 1" = 4' H & V



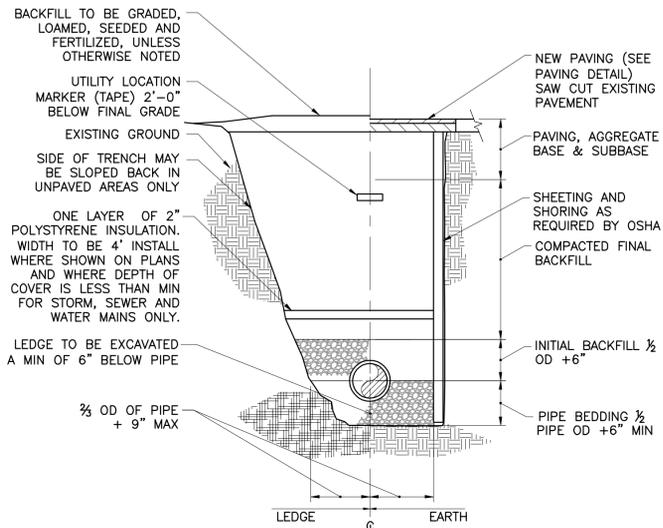
**TYPICAL SECTION  
SUBDIVISION ROAD - POROUS PAVEMENT WITH INFILTRATION TRENCH**  
SCALE: 1" = 4' H & V



**INFILTRATION TRENCH BMP DETAIL**  
SCALE: NTS

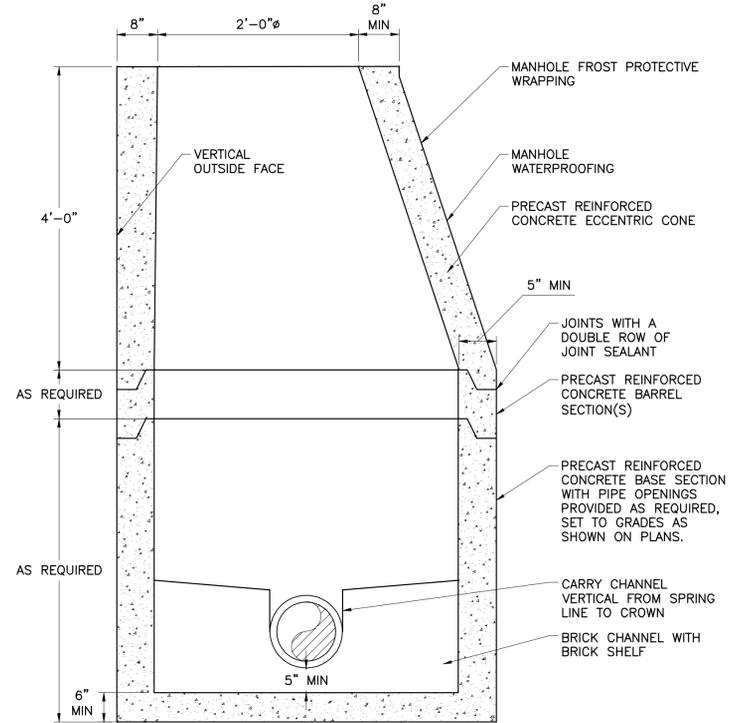


**SEWER MANHOLE  
STANDARD COVER AND FRAME**  
SCALE: NTS



- NOTES:**
1. ALL EXCAVATION MUST MEET OSHA STANDARDS.
  2. INSTALL 3 FOOT LONG IMPERVIOUS MATERIAL DAM IN BEDDING/INITIAL BACKFILL MATERIAL EVERY 100' AND WHERE SHOWN ON PLANS TO PREVENT TRENCH GROUNDWATER FROM BEING CHANNLED ALONG BEDDING/INITIAL BACKFILL.
  3. SEE SPECIFICATIONS FOR BEDDING AND BACKFILL REQUIREMENTS.

**PIPE TRENCH**  
SCALE: "NTS"



- NOTES:**
1. MANHOLE CHANNELS REQUIRING A CHANGE IN DIRECTION ARE TO BE BUILT ON A SMOOTH CURVE OF THE LONGEST POSSIBLE RADIUS. IF SIDE PIPES ENTER CHANNEL, SHAPE TO RECEIVE ADDED SIDE FLOW.
  2. USE A FLAT SLAB TOP MANHOLE WHEN THE HEIGHT DIFFERENCE BETWEEN THE HIGHEST INVERT AND RIM IS LESS THAN 6'-0" AND WHEN MANHOLE DIAMETER IS GREATER THAN 4'-0".

**TYPICAL 4-FT MANHOLE**  
SCALE: "NTS"

**SKETCH PLAN  
SUBMISSION**

NO.	DATE	REVISIONS/REVIEWS
1	5-5-15	RELEASED FOR SKETCH PLAN REVIEW
2	5-21-15	REVISED PER STAFF REVIEW COMMENTS
3	5-21-15	
4		
5		

DESIGNED BY:	JBW
CAD COORD.:	RFB
CHECKED BY:	JBW
DATE:	5-21-2015
APPROVED BY:	JBW
DATE:	5-21-2015
PROJECT NO.:	12218D



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**SUBDIVISION PLAN  
BRUNSWICK LANDING SUBDIVISION - PHASE II  
BRUNSWICK LANDING  
BRUNSWICK, CUMBERLAND COUNTY, MAINE**

**EROSION AND SEDIMENTATION CONTROL NOTES**

THIS PLAN HAS BEEN DEVELOPED AS A STRATEGY TO CONTROL SOIL EROSION AND SEDIMENTATION DURING AND AFTER CONSTRUCTION. THIS PLAN IS BASED ON THE STANDARDS AND SPECIFICATIONS FOR EROSION PREVENTION IN DEVELOPING AREAS AS CONTAINED IN THE "MAINE EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES", MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION DATED MARCH 2003.

THE PROPOSED LOCATIONS OF SILTATION AND EROSION CONTROL STRUCTURES ARE SHOWN ON THE SITE PLAN.

ALL SEDIMENT AND EROSION CONTROL MEASURES SHALL BE DONE IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES", MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, DATED MARCH 2003.

1. THOSE AREAS UNDERGOING ACTUAL CONSTRUCTION WILL BE MAINTAINED IN AN UNTREATED OR UNVEGETATED CONDITION FOR THE MINIMUM TIME REQUIRED. IN GENERAL, AREAS TO BE VEGETATED SHALL BE PERMANENTLY STABILIZED WITHIN 15 DAYS OF FINAL GRADING AND TEMPORARILY STABILIZED WITHIN 30 DAYS OF INITIAL DISTURBANCE OF THE SOIL.

2. SEDIMENT BARRIERS (SILT FENCE, STONE CHECK DAMS, ETC.) SHALL BE INSTALLED PRIOR TO ANY SOIL DISTURBANCE OF UPGRADIENT DRAINAGE AREAS.

3. INSTALL SILT FENCE AT TOE OF SLOPES TO FILTER SILT FROM RUNOFF. SEE SILT FENCE DETAIL FOR PROPER INSTALLATION. SILT FENCE WILL REMAIN IN PLACE PER NOTE #5.

4. ALL EROSION CONTROL STRUCTURES WILL BE INSPECTED, REPLACED AND/OR REPAIRED EVERY 7 DAYS AND IMMEDIATELY FOLLOWING ANY SIGNIFICANT RAINFALL OR SNOW MELT OR WHEN NO LONGER SERVICEABLE DUE TO SEDIMENT ACCUMULATION OR DECOMPOSITION. SEDIMENT DEPOSITS MUST BE REMOVED WHEN THEY REACH APPROXIMATELY ONE HALF THE HEIGHT OF THE BARRIER. SEDIMENT CONTROL DEVICES SHALL REMAIN IN PLACE AND BE MAINTAINED BY THE CONTRACTOR UNTIL AREAS UPSLOPE ARE PERMANENTLY STABILIZED.

NO SLOPES, EITHER PERMANENT OR TEMPORARY, SHALL BE STEEPER THAN TWO HORIZONTAL TO ONE VERTICAL (2 TO 1) UNLESS STABILIZED WITH RIPRAP OR OTHER STRUCTURAL MEANS.

6. IF FINAL SEEDING AND SODDING IS NOT EXPECTED PRIOR TO THE ANTICIPATED DATE OF THE FIRST KILLING FROST, USE TEMPORARY ANNUAL RYEGRASS SEEDING AND MULCHING ON ROUGH GRADED SUBSOIL TO PROTECT THE SITE AND DELAY PERMANENT LOAMING, FINE GRADING, AND SEEDING OR SODDING UNTIL SPRING.

7. WHEN FEASIBLE, TEMPORARY SEEDING OF DISTURBED AREAS THAT HAVE NOT BEEN FINISH GRADED SHALL BE COMPLETED 30 DAYS PRIOR TO THE FIRST KILLING FROST.

8. DURING THE CONSTRUCTION PHASE, INTERCEPTED SEDIMENT WILL BE RETURNED TO THE SITE AND REGRADED ONTO OPEN AREAS. POST SEEDING SEDIMENT, IF ANY, WILL BE DISPOSED OF IN AN ACCEPTABLE MANNER.

9. REVEGETATION MEASURES WILL COMMENCE UPON COMPLETION OF CONSTRUCTION EXCEPT AS NOTED ABOVE. ALL DISTURBED AREAS NOT OTHERWISE STABILIZED WILL BE GRADED, SMOOTHED, AND REVEGETATED.

10. ALL TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED ONCE THE SITE IS STABILIZED.

11. STABILIZATION SCHEDULE BEFORE WINTER:

**SEPTEMBER 15** ALL DISTURBED AREAS MUST BE SEEDED AND MULCHED. ALL SLOPES MUST BE STABILIZED, SEEDED AND MULCHED. SLOPES 3:1 OR GREATER TO BE STABILIZED WITH EROSION CONTROL MATTING AND SEEDED. ALL DISTURBED AREAS TO BE PROTECTED WITH AN ANNUAL GRASS MUST BE SEEDED AT A SEEDING RATE OF 3 POUNDS PER 1,000 SQUARE FEET AND MULCHED.

**OCTOBER 1** ALL GRASS-LINED DITCHES AND CHANNELS MUST BE STABILIZED WITH MULCH OR EROSION CONTROL BLANKET.

**NOVEMBER 15** ALL STONE-LINED DITCHES AND CHANNELS MUST BE CONSTRUCTED AND STABILIZED. SLOPES THAT ARE COVERED WITH RIPRAP MUST BE CONSTRUCTED BY THAT DATE.

**DECEMBER 1** ALL DISTURBED AREAS WHERE THE GROWTH OF VEGETATION FAILS TO BE AT LEAST THREE INCHES TALL OR AT LEAST 75% OF THE DISTURBED SOIL IS COVERED BY VEGETATION, MUST BE PROTECTED FOR OVER-WINTER.

**EROSION CONTROL - WINTER CONSTRUCTION**

WINTER CONSTRUCTION PERIOD DEFINED: NOVEMBER 1 THROUGH APRIL 15

WINTER EXCAVATION AND EARTHWORK SHALL BE DONE SUCH THAT NO MORE THAN 1 ACRE OF THE SITE IS WITHOUT STABILIZATION AT ANY ONE TIME.

1. EXPOSED AREA SHOULD BE LIMITED SUCH THAT THE AREA CAN BE MULCHED IN ONE DAY PRIOR TO ANY SNOW EVENT.

2. CONTINUATION OF EARTHWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED SUCH THAT NO LARGER AREA OF THE SITE IS WITHOUT EROSION CONTROL PROTECTION AS LISTED IN ITEM 2 ABOVE.

4. AN AREA SHALL BE CONSIDERED TO HAVE BEEN STABILIZED WHEN EXPOSED SURFACES HAVE BEEN EITHER MULCHED WITH STRAW AT A RATE OF 100 LB. PER 1,000 SQUARE FEET (WITH OR WITHOUT SEEDING) OR DORMANT SEEDED, MULCHED AND ADEQUATELY ANCHORED BY AN APPROVED ANCHORING TECHNIQUE. IN ALL CASES, MULCH SHALL BE APPLIED SUCH THAT SOIL SURFACE IS NOT VISIBLE THROUGH THE MULCH.

6. BETWEEN THE DATES OF OCTOBER 15 AND APRIL 15, LOAM OR SEED WILL NOT BE REQUIRED. DURING PERIODS OF ABOVE-FREEZING TEMPERATURES, THE SLOPES SHALL BE FINE GRADED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEEDED AND MULCHED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF THE DATE IS AFTER NOVEMBER 15 AND IF THE EXPOSED AREA HAS BEEN LOAMED, FINAL GRADED AND IS SMOOTH, THEN THE AREA MUST BE STABILIZED WITH MULCH. IF CONSTRUCTION CONTINUES DURING FREEZING WEATHER, ALL EXPOSED AREAS SHALL BE GRADED BEFORE FREEZING AND THE SURFACE TEMPORARILY PROTECTED FROM EROSION BY THE APPLICATION OF MULCH. SLOPES SHALL NOT BE LEFT EXPOSED OVER THE WINTER OR ANY OTHER EXTENDED TIME OF WORK SUSPENSION UNLESS TREATED IN THE ABOVE MANNER. UNTIL SUCH TIME AS WEATHER CONDITIONS ALLOW DITCHES TO BE FINISHED WITH THE PERMANENT SURFACE TREATMENT, EROSION SHALL BE CONTROLLED BY THE INSTALLATION OF BALES OF HAY OR STONE CHECK DAMS IN ACCORDANCE WITH THE STANDARD DETAILS.

7. THE APPLICATION OF MULCH TO FINE GRADED AREAS WILL BE STABILIZED AS FOLLOWS:

A) BETWEEN THE DATES OF NOVEMBER 1ST AND APRIL 15TH ALL MULCH SHALL BE ANCHORED BY EITHER PEG LINE, MULCH NETTING, ASPHALT EMULSION, CHEMICAL TACK OR WOOD CELLULOSE FIBER.

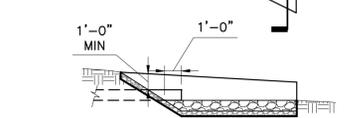
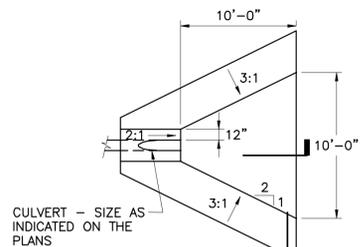
B) MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL DRAINAGE WAYS WITH A SLOPE GREATER THAN 3% FOR SLOPES EXPOSED TO DIRECT WINDS AND FOR ALL OTHER SLOPES GREATER THAN 8%.

C) MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL AREAS WITH SLOPES GREATER THAN 15%. AFTER OCTOBER 1ST, THE SAME APPLIES FOR ALL SLOPES GREATER THAN 8%.

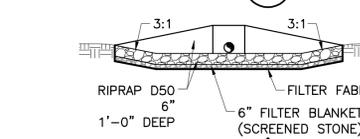
8. AFTER NOVEMBER 1ST THE CONTRACTOR SHALL APPLY MULCH AND ANCHORING ON ALL BARE EARTH AT THE END OF EACH WORKING DAY.

9. DURING WINTER CONSTRUCTION PERIODS ALL SNOW SHALL BE REMOVED FROM AREAS OF MULCHING PRIOR TO PLACEMENT.

**SKETCH PLAN SUBMISSION**



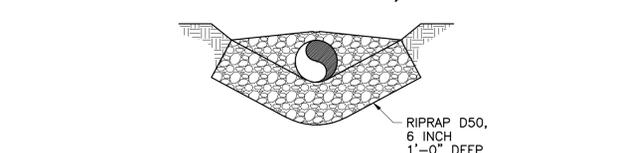
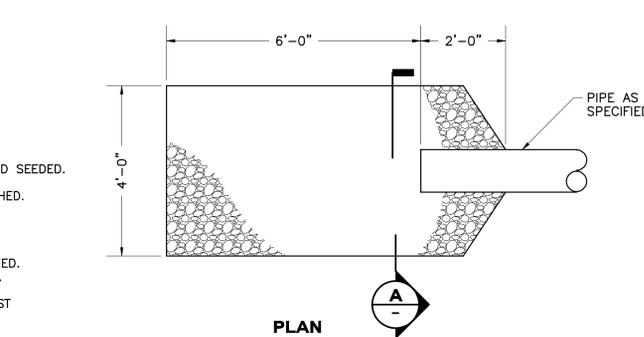
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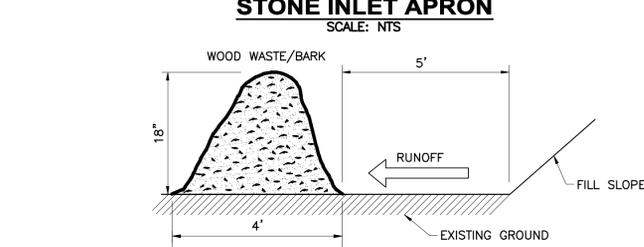
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**RIPRAP APRON AT ALL CULVERT OUTLETS**

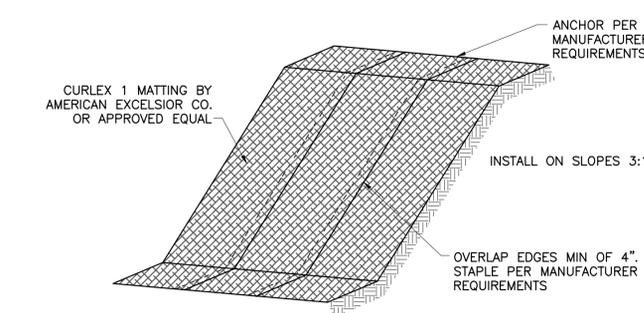
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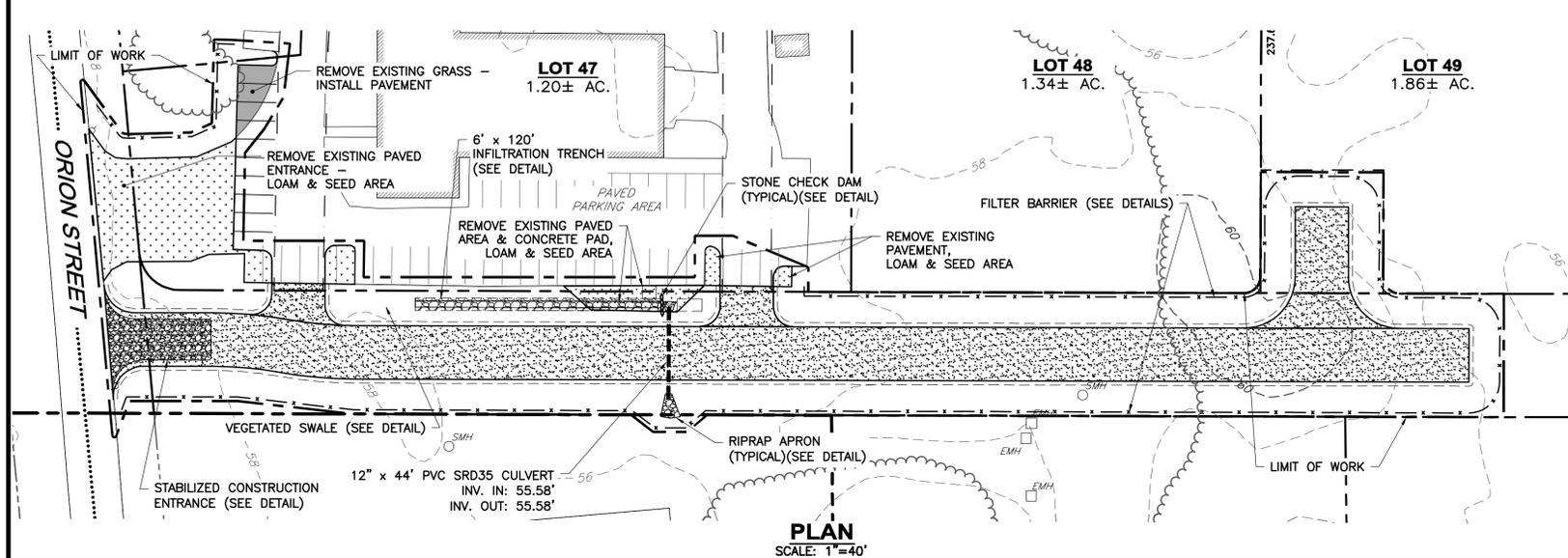
**SECTION A**  
**STONE INLET APRON**  
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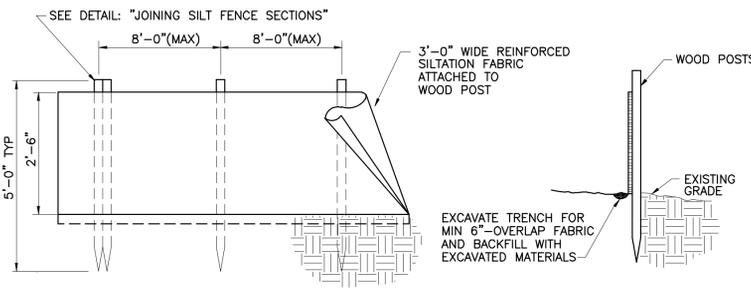
**EROSION CONTROL MIX BERM**  
SCALE: NTS



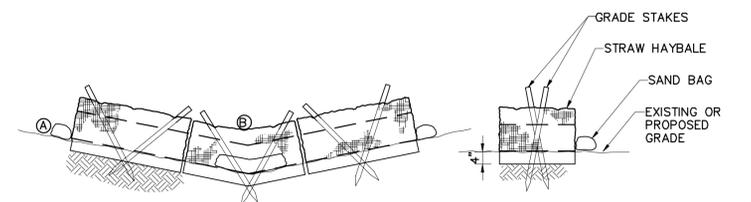
**EROSION CONTROL MATTING - SLOPES**  
SCALE: NTS



**PLAN**  
SCALE: 1"=40'

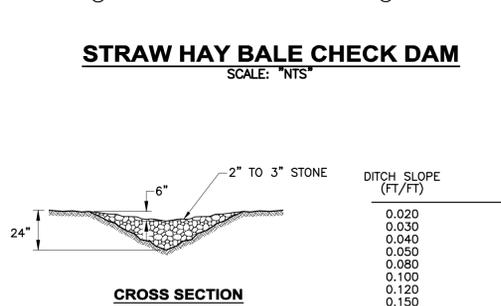


**SILT FENCE INSTALLATION DETAIL**  
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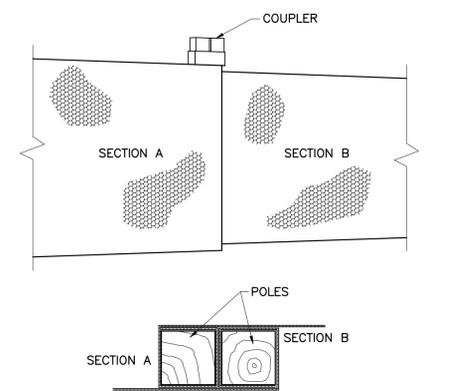


**STRAW HAY BALE CHECK DAM**  
SCALE: NTS

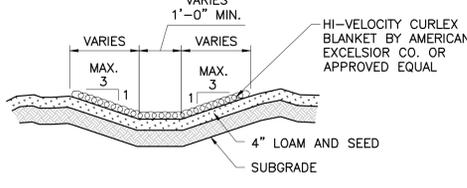
EROSION CHECK TO BE STRAW HAYBALES SECURED TO THE GROUND WITH TWO 4' LONG GRADE STAKES FOR EACH BALE. SAND BAG AS REQUIRED, PLACE SUFFICIENT BALES TO ESTABLISH ELEVATIONS AT (A) AT LEAST 6 INCHES ABOVE OVERFLOW AT (B)



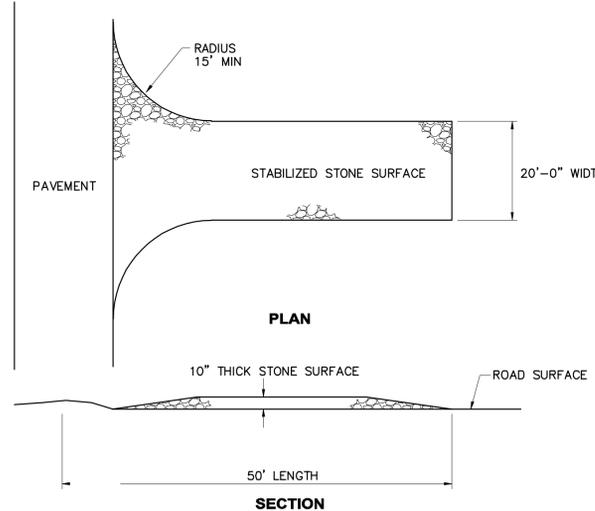
**CROSS SECTION**  
**PROFILE**  
**STONE CHECK DAM DETAIL**  
SCALE: NTS



**JOINING SILT FENCE SECTIONS**  
SCALE: NTS



**VEGETATED SWALE DETAIL**  
SCALE: NTS



**STABILIZED CONSTRUCTION ENTRANCE**  
SCALE: NTS

(TEMPORARY, TO BE REMOVED PRIOR TO FINAL SITE PAVING)

Table with columns for DATE, APP'D, SUBMISSIONS/REVISIONS, and RELEASED FOR SKETCH PLAN REVIEW.

Table with columns for DESIGNED BY, DRAWN BY, CHECKED BY, CALCULATED BY, DATE, APPROVED BY, DATE, PROJECT NO.



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**SUBDIVISION PLAN**  
BRUNSWICK LANDING SUBDIVISION - PHASE II  
BRUNSWICK LANDING  
BRUNSWICK, CUMBERLAND COUNTY, MAINE  
EROSION & SEDIMENTATION CONTROL PLAN & DETAILS