Town of Brunswick, Maine

PLANNING BOARD

85 UNION STREET, BRUNSWICK, ME 04011

PLANNING BOARD AGENDA
BRUNSWICK TOWN HALL
85 UNION STREET
TUESDAY, MAY 26, 2020, 7:00 P.M.

THIS MEETING IS BEING CONDUCTED VIA ELECTRONIC DEVICES WITH PLANNING BOARD MEMBERS PARTICIPATING FROM REMOTE LOCATIONS.

THERE IS NO OPPORTUNITY FOR THE PUBLIC TO VIEW THIS MEETING IN PERSON.

THE PUBLIC CAN VIEW OR LISTEN TO THE MEETING ON TV3 (CHANNEL 3 ON COMCAST) OR VIA LIVE STREAM FROM THE TOWN'S WEBSITE: http://tv3hd.brunswickme.org/CablecastPublicSite/watch/1?channel=1

THE PUBLIC MAY PROVIDE COMMENT VIA EMAIL (mpanfil@brunswickme.org) PRIOR TO THE MEETING OR THEY MAY PROVIDE LIVE COMMENT VIA ZOOM VIDEO CONFERENCING AT: https://us02web.zoom.us/j/89302162590?pwd=UStJWldTNEQzUGpYNGRIQktMWms3dz09

OR VIA TELEPHONE AT: (301) 715 8592; MEETING ID: 893 0216 2590; PASSWORD: 200332

1. **Case #20-018 36 Pleasant Street Redevelopment:** The Planning Board will review and take action on a **Sketch Plan Major Development Review** application submitted by Acorn Engineering on behalf of Eight Green Street, LLC to convert the existing three (3) unit building into a two family home and construct a new six (6) unit condominium building at 36 Pleasant Street. The subject lot (Map U14, Lot 20) is within the **GR6 (Growth Residential 6) Zoning District and the VRO (Village Review Overlay) District.**

2. **Case #20-021 Brunswick Landing Apartments:** The Planning Board will review and take action on a **Sketch Plan Major Development Review** application submitted by Sitelines, PA on behalf of Shipyard Ventures, LLC for the development of nine (9) apartment buildings with a total of 108 dwelling units on Admiral Fitch Avenue. The subject lot (Map 40, Lot 34) is within the **GM7 (Growth Mixed Use 7) Zoning District.**

3. **Case #20-022 Rainy Day Farm Conditional Use Permit:** The Planning Board will hold a **PUBLIC HEARING** and take action on a **Conditional Use Permit** application submitted by Rainy Day Farm, LLC for Office use at 409 Bath Road. The subject lot (Map 46, Lot 15) is within the **RP1 (Rural Protection 1) Zoning District.**

4. **Other Business**

   a. Discussion pertaining to the Planning Board review timeline and distribution of meeting materials.

(Over)

This agenda is mailed to owners of property within 200 feet of proposed development sites and 300 feet for Conditional Use or Special Use Permits. 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.

5. **Approval of Minutes**

6. **Adjourn**

05/13/20

STAFF REVIEW COMMITTEE NOTES

Staff present: Jay Astle, Public Works Director; Matt Panfil, Director of Planning and Development; TC Schofield, Brunswick-Topsham Water District; Ryan Barnes, Town Engineer; Jeff Emerson, Deputy Fire Chief; Rob Pontau, Brunswick Sewer District; Dennis Wilson, Town Arborist; Julie Erdman, Planning Technician/Interim Codes Enforcement Officer; Taylor Burns, Assessor; Non-voting Staff: Jared Woolston, Planner.
Applicants Present: Steve Normand, Eight Green Street, LLC; Peter Heil, Acorn Engineering; Curt Neufeld, Sitelines; Scott Lemieux, Rainy Day Farm
Public Present: Paul Benham, Gretchen Feiss, Cynthia Osgood

1. **Case #20-018 36 Pleasant Street Redevelopment:** The Staff Review Committee will review and make a recommendation to the Planning Board on a **Sketch Plan Major Development Review** application submitted by Acorn Engineering on behalf of Eight Green Street, LLC to convert the existing three (3) unit building into a two family home and construct a new six (6) unit condominium building at 36 Pleasant Street. The subject lot (Map U14, Lot 20) is within the **GR6 (Growth Residential 6) Zoning District and the VRO (Village Review Overlay) District.**

Jared Woolston: These are all recommendations for the Planning Board. We are not taking action on any of these cases today.

Steve Normand: The existing building is a 3-unit apartment. We are going to renovate that building, converting it to two condominium units, retaining the garage and the existing parking area for parking for that building. To the north of the existing structure we are proposing a new, 6-unit, three level condominium, with the lower level being enclosed parking for 12 vehicles, and the next two levels would be 3 units each. We've had numerous discussions with Jeff Emerson of the Fire Department, so the drive you see in the location with access to Union Street has changed somewhat, but that's still in discussion.

Peter Heil: We started reaching out to all of the applicable utility companies to get their ability to serve letters, and we reached out to Ryan Barnes of the engineering department, and understand that with the recent utility improvement project on Union Street pavement, that Union Street is still currently under a moratorium until 2023. Pleasant Street is anticipated to be paved next spring, so there would be an additional moratorium on Pleasant Street for 5 years after pavement's down. Our plans are to connect the utilities within Pleasant Street before pavement happens, at least stub out the utilities past the sidewalk to allow for connection. We did confirm with Ryan that access onto Union Street for the driveway and the curb cut would be allowed, as long as we minimize our impacts and correct it once construction is finished. Both buildings are proposed to be sprinklered. The existing building currently is not, but we'd be running a new fire protection line into both buildings. The existing building is served by public water and sewer. Currently overhead power, but we would be relocating the power underground. We would be running new gas services to both buildings, and the new building would be served via underground power, and new domestic water along with fire service as well. We are in talks with the Fire Chief to re-work the driveway and meet the fire needs. It is our understanding that, based on code, a 20-ft wide driveway is required, but they would be allowed, case by case, to potentially narrow that down to 16 feet wide, so we're currently playing with some turning templates to try to show that a fire truck can easily access the site in the event of an emergency.

Jared Woolston: Is there another plan coming before you get to Planning Board?

Peter Heil: We are in discussions with the Village Review Board. It was already denied at Village Review Board based on the current plan that you are looking at. We are modifying it to try to accommodate their recommendations. I think as far as sketch plan goes, we would be moving forward with this edition before us today, with the understanding that some minor modifications may happen when we move forward to the final design phase, including any additional comments that come out of this meeting.

Jared Woolston: Were the Village Review Board just focused on the building design, or were they also looking at the layout? I thought I heard you say that the layout of the driveway might have to change to meet fire code.

Peter Heil: The Village Review was focused on the building design. The driveway layout may have to change due to fire code. Even though it wasn't their purview to review, they had requested re-design of the driveway, so we're trying to accommodate their initial request, but the primary focus is meeting the fire code.

Steve Normand: The plan is essentially as you see it. What has changed is that the entrance to the new building on the south is now going to be on the north, which the neighbors were quite pleased with when we had our walkthrough yesterday. That presents a lower elevation on the north side, which is more in keeping with the blue house directly to the north. What we've done after conversation with Deputy Chief Emerson was to facilitate a 24-ft wide driveway up to the building so they can pull in fire trucks. What's shown here, the turning radius, make that 16-ft a little tight. We're still in discussion with Jeff. Our main reason for keeping it 16 is there's an existing 24" maple, and then to the south of it the next tree down is a smaller maple. Those are existing street trees. What we'd really like to do is come in dead center in the middle – if we can a 16 – thereby avoiding disturbing the roots, which are obviously more than the diameter of the tree. We're trying to preserve those existing street trees and accommodate the fire trucks, that are necessary.

Ryan Barnes: As far as the driveway, it sounds like you're accommodating fire, but you've slid it considerably closer to Union Street, and you're required to be 125-ft separation from Union Street. I think you've fixed one problem by creating another. By doing that, you're in violation of our driveway entrance permit.

Steve Normand: We can go back to the original location. It's potentially going to impact one or both of those trees, which is your call.

Jared Woolston: Was there any consideration of coming off Pleasant Street instead of Union?

Peter Heil: I think by coming off of Union we're reducing the amount of impervious. We are saving as much open space as possible. If we came along Pleasant Street, the driveway would be longer, harder to access, and the site imperviousness would be more than is necessary to access the site.

Jared Woolston: Because you'd have to weave the driveway between the two buildings to get to the parking area?

Peter Heil: Yes, and then turning into the underground parking – it just makes it tighter – so for emergency vehicles to turn around as well, it would be a tighter drive instead of just a straight shot to the building.

Jared Woolston: I guess I'm not as familiar with the layout as I should be, but if you turn the building 180 and you came in the other way, wouldn't that solve your problem? I suppose the building has a certain look that you want to keep.

Peter Heil: I haven't played with flipping it, but I don't even know that if we flipped it 180 that it would even fit on the site.

Jared Woolston: 180 and then shift it off to the east and bring your entrance in off of the southwest side of the Pleasant Street corner. That's all I was suggesting.

Steve Normand: Are you talking flipping the building end for end?

Jared Woolston: I wonder if the building is so that this is what you really wanted – to look nice off of Union and Pleasant. That's why you had it oriented this way.

Steve Normand: The concept of putting the back of the building, which is now as you're looking at this plan the left side – putting that on Union Street you're presenting that, that's not really in keeping with the whole neighborhood. I just did a quick measurement. If you were to go from the curb at the Pleasant and Union Street intersection, to the center line approximately at those last 2 trees, which my corner is there, is about 121 feet from that point at the curb at the center line of those trees, so the 125 foot – if that's the code – I guess we'd be in violation.

Jared Woolston: Ryan, I understood your comments were about greater separation from the signalized intersection, so I defer to you on orienting the building and the driveway entrance, with attention to this alternative. Is coming in off of Union Street a non-starter for the entrance permit?

Ryan Barnes: I definitely don't want to see us moving any closer than it shows in the application. The other issue with Union Street is those are very high-use, on-street parking spaces that we're going to lose at least 3 or 4 of as a result of this, whereas the ones on Pleasant Street are very low value in comparison, just because they don't get used. As long as you can meet the 125 ft separation - I don't remember exactly how it's written – that's legal; it's just not preferred.

Jared Woolston: When you get your final plans, I guess you'll have to make the case for cutting the trees or whatever, but that's one for Dennis Wilson to weigh in on.

Ryan Barnes: How is solid waste collection, recycling collection going to occur at the two facilities?

Steve Normand: We currently have our own enclosed trash/recycling room in the building. We have not made arrangements with a carrier yet. Go back to the new plan. That room has actually been enclosed. Everything is internal.

Ryan Barnes: Your intent is to have everything internal and a private hauler handle disposal?

Steve Normand: Correct. That's what we're thinking at this point.

Ryan Barnes: To the north of the building, along the adjacent property on Union Street, you have I think 15 feet of separation and a rather large metal roofline that's going to shed water onto that property, and there's a small amount of topography that is redirecting water, but I still think you're going to have issues, or it's going to be hard to say you're not going to have issues with water crossing. I think you need to look at that a little bit more.

Peter Heil: Part of the final submittal will be looking at stormwater management. Given that this is going to change based on the design being submitted, we were thinking about installing a rain garden in the center. I had tried to pick up a small swale, but it's probably not enough, and needs to be a bit bigger than what is shown. We can definitely look at that. With our revised driveway layout, we're going to have to figure out where the rain garden's going to go – eventually to the south of the new driveway entrance. As part of the final design, we'd be looking at the stormwater and making sure water doesn't cheat off of our property, and we're retaining and treating the water on site before it enters into the municipal storm system.

Jared Woolston: How much new impervious?

Steve Normand: I don't know that I made that calculation. We're allowed a 50% coverage and we're roughly at 42% coverage in the final layout of the existing submittal.

Jared Woolston: When you get the final plan we'll have some standards in there for stormwater treatment at 0.25 at a quarter acre, so you want to look at that.

Ryan Barnes: I wanted to get back to a previous comment that they had 125 feet of separation so it would work. They only have one hundred and forty-something feet of frontage, so from curb line on Pleasant Street up, I don't see how you're going to have 125 feet from the edge of your driveway to the edge of the curb line. It's not a center to center measurement because the width of Pleasant Street would make it so you wouldn't have to be that far off it. You have to measure from the curb line on Pleasant Street, not the center line on Pleasant Street.

Steve Normand: I'd have to go back to the survey. I'm not sure yet what you're saying. I will look.

Ryan Barnes: I don't think the real line one is going to get the separation you require.

Steve Normand: It's not. If you're looking at the site plan that's on the screen right now, that's approximately where a revision would have to be. We could make the driveway work from the fire department's standpoint, but you're right. It's not going to make 125 feet. If that's the decision, the building is going to have to turn around and is going to now have to face Union Street, which I'm not sure is going to please the Village Review. It's not your problem.

Jeff Emerson: When we reviewed this, I wasn't aware of the other issues, as far as Ryan Barnes's setback concern. I'm happy to review this again with Ryan and see what we can come up with. This is a very interesting case for the Fire Department requirements, and I think the Fire Department is fairly flexible on this particular case.

Jared Woolston: In cases like this, sometimes it's best to go back to the drawing board and come back to the Staff Review Committee next week. I don't know if that's enough time for you to revise plans and talk to staff and get back to us? I'd really like to get SRC's recommendation to the Planning Board based on the plan you really want them to look at, and not a plan that's going to change. We'd be happy to set up another SRC next Wednesday with a current plan, if you have a chance to talk to staff, and if that's enough time.

Steve Normand: Yes, it may be. We have another site walk with Village Review tomorrow, which I guess we'll probably want to cancel, because everything that we've shown them is out the window. Jared, maybe we should give you a call later and determine whether we're going to reset it for next week or 2 weeks from now. I think we have to sort of gather our wagons and figure out what's going on. The main concern then, that I'm hearing from all the staff members, is just the separation of our drive from Pleasant Street not being 125 feet. Is there anything else that we are in violation of?

Jared Woolston: I think at this point, lets go around the horn and hear from all the staff, and then we'll have that call.

Matt Panfil: VRB on the 29th failed to pass a motion either way – it was a 3-3 tie. What was anticipated is on the 19th they would be entertaining a motion to rescind their vote pending changes that Steve has alluded to. In regards to the street access, at what point – Steve, have you had any conversations with Ryan about this? I know I'd encouraged you to talk to him about it. Ryan, is this a standard that there is no flexibility from, or it is a matter of 4 feet, is that something that can be administrative adjustment – anything to that extent?

Ryan Barnes: If it's close, like you said, 4 feet, that is probably something you could work around, but where they're proposing it with the second location you're talking 70 feet. The whole reason for it is so you don't have traffic queueing into driveways and everything else. So, a little bit, but not significantly.

Matt Panfil: It sounds like maybe that's a conversation that has to be had as to what point or time would it be acceptable, or if, as Jared mentioned, they go back to the drawing board. I think that's an important distinction to understand what they're going to be asked to do.

Steve Normand: We could get a quick sketch to him for some informal comment, like we've been doing for the Fire Department, if that's appropriate.

Jared Woolston: I think there's some different options, Steve. We could try to work on a different schedule. Your suggestion to have a call with staff afterwards probably makes sense. There's a lot to consider that maybe this is the wrong forum to get into all those options.

Steve Normand: I agree, but I'd still like to hear from other staff members. For instance, if we moved the driveway to the location that we're talking here, we're probably going to lose that street tree on the north. What does the Town Arborist have to say about that?

Matt Panfil: From what's within the zoning ordinance, Table 4.2 Dimensional Block Standards – it has appeared to meet those. There's the existing nonconformity of the setback with the existing property – that's not an issue. The VRB did approve renovations to the existing building – no change in footprint or anything like that, or anything that would be of concern. It's actually going from 3 units to 2. At this point, there haven't been any other comments other than VRB is looking for some design changes. As pointed out, some of those recommendations are getting outside of their purview. The VRB's comments regarding certain things beyond the overall design of the structure aren't requisites, but they're allowed to make suggestions. It gets close to what's inside and outside their purview. It sounds like the access issue is the primary thing that needs to be resolved, and what impact that may have on landscaping or impervious surface.

TC Schofield: I don't really have anything, just that sheet 220 – the utility plan – was not updated in this packet to reflect the changes that I had discussed with Peter a couple of weeks ago.

Peter Heil: That's correct. We did make some changes based on TC's initial review comments, but that was after we had submitted for the Sketch Plan application.

TC Schofield: The changes they made were perfect for us, so we're all good.

Jared Woolston: With all the things we're talking about, do you anticipate the water lines moving around on the site at all? Is this pretty much fixed?

Peter Heil: They're shifting very minorly, and I think it was more in relation to the changes to the connection of the existing main, and where the curb shut-offs are going to be.

TC Schofield: Those are really the only changes. Based on the other discussions, if the building moves or the orientation changes, I don't see an issue with the water services moving.

Jay Astle: I'm curious about the general snow removal plan from the driveway, and I recognize that we're not looking at the what the driveway will eventually be like. I'm just curious if the intent would be to, with that much space, to haul it off, or have you thought about where it would get plowed and the configuration of it?

Steve Normand: Short answer, no. With the drive changing, I could see it stored on site to the south of the existing driveway you're looking at, but probably in the area just to the south of that driveway. We've got quite a bit of room in the existing building and Union Street to store a lot of snow.

Jay Astle: I was worried about stacking it too close to the sidewalk, and then I've got melting issues on the sidewalk. Again, I recognize that now the driveway's kind of up in the air, but I would say keep it in mind. If you're going to keep snow on site, the farther away from the sidewalk the better.

Peter Heil: I agree. We'll make sure to include that in any revised plans that we show.

Taylor Burns: I was just looking at the addresses and it looks like wherever the driveway ends up we will have plenty of options for the new building. Once it's approved and I know exactly where the driveway is going to end up, then I can get a number.

Jeff Emerson: I just want to touch base on the driveway. I know there's going to be more work that is done on it, but I want to make sure people understand at least where we stand. There's been a lot of talk in the last few months about Fire Department access, access roads, and so on. This particular project, I feel, meets the intent of the fire code, but it doesn't meet the actual technical fire code as it's written. This project was trying its very best to meet this specific fire code, and in doing so it sounds like they violated another one. I think this is an offsite discussion that should be had, but I think they're pretty close to meeting the intent of the fire code, if they're not there already. They were trying to rectify our issue, and it sounds like created another one. Our issue may not be that significant of an issue.

Jared Woolston: I think what we'll end up doing is having you and Ryan and the applicant kind of go through the different codes and try to figure out how it ought to work from a dimensional perspective, and then the Planning staff can try to figure out how to make that recommendation to the Planning Board for consistency with zoning.

Rob Pontau: From a sewer standpoint it's pretty straightforward. I don't know how much flow a 4" service could handle. I think they'd be better off with a 6. It's really up to the owner and their engineers on what that needs to be.

Peter Heil: We can take it under advisement and go from there. The 4" sewer line is existing. It was recently installed to serve the existing building, so the plans currently show a 4" extension, but we can take a look at that and confirm that the 4" is large enough. We were going to recommend to have a camera confirm the shape. It's PVC and just a couple years old, so we were anticipating it to be useable.

Dennis Wilson: So with the trees on Union Street, was the intent to try to save all three?

Steve Normand: Yes.

Dennis Wilson: That north tree is an ash tree and, whether or not it's the driveway, I'd be okay if you remove that ash tree, because they're no longer recommended to be planted anymore, with the intent of planting one on Union Street farther down. I also have a question along Pleasant Street farther down. You have one existing tree that shows on our inventory, but I'm showing 2 that are on our inventory along Pleasant that are not showing on your sketch. I haven't looked at the plan itself, and it may not be there – it may have been moved – but I'm just saying if it has been removed, just be forewarned that I'll probably be planting one back in there.

Steve Normand: It has not been removed in our watch. The only tree that I'm aware of is the large elm which is just to the east of the existing building. Where is the other one that you're talking about?

Dennis Wilson: It's by the driveway to the left.

Steve Normand: There is a tree there. I'll have to look and see. I don't recall that one. We have not done any work other than raking the leaves at that property at this point.

Dennis Wilson: My point is that that tree is still there on our inventory, but it is not showing on your sketch, so I did not know what your intent was for that. If we had removed it, which I haven't gone out and checked it, and that stump is there, I just wanted to let you know that I do have intent of putting a new tree back there. But it might still be there. I just wanted to let you know.

Steve Normand: Once we get the site plan to settle, and if in fact the driveway has to come off Pleasant Street, you and I probably need to meet and have a nice discussion. Figure out how we can do this. I'm willing to work with you. My goal is to save all the trees. I didn't realize that the ash tree was something that could be omitted. That would actually help in our relocating that driveway the satisfactory distance away from Pleasant Street.

Dennis Wilson: Excellent. That's all I've got.

Jared Woolston: Any other questions?

Peter Heil: I guess just to circle back on your comment about stormwater requirements. Based on the plan we are showing between a quarter and a half acre so understanding code section 4.5.4, we would be required to treat 25% impervious and 20% of the developed areas. We will be handling that as part of the final design.

Jared Woolston: If Ryan doesn't have the capacity to review the stormwater management plan, what I would ask you to do is set up an agreement with Cumberland County Soil & Water Conservation District. The Town has an agreement with them to do all of our third party technical reviews, and they can insure that you're in compliance with our local standard for stormwater management. If Ryan has capacity to review those plans, then he can do it. It costs a little money to do that, so it makes sense to figure out those costs now at Sketch Plan, so you're ready when you get to final plan. That is a barrier to you getting your plans approved.

Public Comment:

Gretchen Feiss, married to Paul Benham: We're the abutting neighbors on the north side. Your redesigns were designed to accommodate the issue of the percieved scale of the structure from Union Street, and I think you've done a nice job of that. Scale was the big issue on the Village Review Board. I did notice that there was at least one Village Review Board member that was present yesterday who seemed to be a little bit – well, I didn't speak to her but she definitely huffed off a little bit, and I'm wondering if that's still going to be an issue. The actual footprint is still the same size. If you were to reduce the scale, would that solve some of the problems? If access from Pleasant Street with the driveway – if you had pedestrian access from Union Street – that's kind of a welcoming thing. If you put the drive access from Pleasant Street, is that possible with your design?

Jared Woolston: What we try to do at these meetings is to try to keep the dialogue between the public and the applicant to a minimum. We've had some cases in the past where it gets more exciting than we like. What I'd prefer is we get these comments on the record, and if Steve wants to respond, he can go ahead.

Paul Benham, neighbor: I have one more question. Ryan Barnes brought up the water/drainage issue coming off the roof towards our property. During the winter, we have a sidewalk that comes up from Union Street along the south of our property, and that gets a lot of meltwater on it as it is. I'm a little concerned that additional water coming over to our property is going to make that problematic, especially in the winter, where you get freezing and thawing.

Cindy Osgood: I was also looking at that watershed issue as you were talking, and I know that you talked a lot about the north side of the building, and the affect that it would have on Gretchen and Paul's home, but I was wondering if that doesn't need to be considered for all sides in the current design, or at least the north and the east side, because water would flow towards Union Street. I have a question for Ryan Barnes, the Town Engineer, and it was really about vehicle flow and pedestrian movement with this new entrance on Union Street. I am very concerned about that. We have a lot of walking traffic downtown now, especially at that light – across Pleasant Street and Union Street. I don't back out of my driveway – I always back into it, I have to pull out forward – because I'm very nervous about pulling out of my driveway and hitting a pedestrian. There happens to be a telephone pole right outside my driveway, and sometimes that blocks my view if I'm backing out. Did we assess the flow of vehicle and pedestrian movement? Does the 125 feet just apply to Pleasant Street, or does it also apply to Dunning Street?

Ryan Barnes: The 125 feet is in relation to a signalized intersection, so it wouldn't apply to Dunning because it's not signalized. The separation on an unsignalized street and a stop sign is 75 feet. There are a lot that have been built before the standard.

Cindy Osgood: The other thing I brought up in my letter to the town was on-street parking and how it makes this street very narrow at times. Do we have consideration from the Fire Department relative to access to – if we have people parking on street and there's a fire, are they going to have easy movement to that building? I think that doesn't relate just to this building, but to all of these homes.

Jared Woolston: This stage of the plan is sketch plan, so it's a rudimentary, kind of a high-level review. We're just looking at dimensional and density standards, but at final plan they do have to look at the vehicle access for circulation, pedestrian movements, stormwater management – all the things you've talked about. Certainly now is the time to start thinking about those things.

2. **Case #20-021 Brunswick Landing Apartments:** The Staff Review Committee will review and make a recommendation to the Planning Board on a **Sketch Plan Major Development Review** application submitted by Sitelines, PA on behalf of Shipyard Ventures, LLC for the development of nine (9) apartment buildings with a total of 108 dwelling units on Admiral Fitch Avenue. The subject lot (Map 40, Lot 34) is within the **GM7 (Growth Mixed Use 7) Zoning District.**

Curt Neufeld: The proposal is for nine (9) buildings with twelve (12) apartments each on the parcel at Captain's Way and would involve the demolition of the two (2) existing buildings on site. It would involve two (2) new entrances off of Admiral Fitch. We've been in contact with the utilities – water, sewer and natural gas – already, and we've done some adjustments to the plan accordingly. We've got 172 parking spaces for 108 units, so we're just a little over, 1.5:1, for the ordinance requirements. We're going full dimensional widths on all the aisles and parking stalls on this side. We did drive a fire truck through to make sure we could get through there. Since we've submitted this, we've been advancing our information for the next phase, and we haven't seen anything particularly objectionable from anyone we've talked to yet. We have done a pre-application meeting with the DEP and intend to submit that permit application today or tomorrow. We will have some wetlands impacts, and we've got that in our PA application also, ready to go. We've had some feedback from the DEP on that, and we'll see what we can do to minimize impacts, particularly in this corner, a little bit more. I think the grading is going to drive that. We have already been developing a good landscape plan. We've been over this with the applicant, and they seem to be pretty happy with that. We've been advancing the grading and stormwater design. We didn't submit that yet because it's a sketch plan review. If you think it's something you do want to get in the packet before it goes to the Planning Board, we can provide more plans. I'll defer to Jared with regard to that. On the full plan set, we've got existing conditions and demo, we've got a site plan, a utility plan, a grading and drainage plan, so there's more information than necessary. If you think it's helpful, let me know and we can submit those things. It should be made clear that the land has been transferred from MRRA to Shipyard Ventures, LLC. Shipyard Ventures, LLC, has a purchase and sale agreement with Lonnie Graiver and Graiver Homes, so we're going to

buy it. Once all the permits are in place, and from the DEP's perspective, Lonnie Graiver Homes is going to be the applicant – because they have all the money. So, if you want financial capacity demonstrated on this project, it will be Graiver Homes doing that, and if you want them to be the applicant, we can make that the case with final approval. We're working out a few other things with the applicant – questions you might already have – in terms of snow storage. We're looking for areas where they can use as temporary stockpiles. We're going to have to remove some of those off site – bucket loaders and anything else where you have a dense development. Since your package was submitted, we have extended sidewalks out to Admiral Fitch Avenue. In terms of drainage connection, most of it is going to be either roof drip edge, BMPs or we're collecting it and taking it to two different subsurface sand filter areas that will provide treatment and attention before it's released and ties into the existing drainage system and Admiral Fitch. This drainage system kind of goes up off the page, it hooks back around underneath the new Landing Drive, and then heads south. It never ties in to the Maine DOT system, so that's what level of review and connection lettering that we will not need on this project.

Matt Panfil: The sidewalk connections was going to be one of my questions.

Jared Woolston: They made an adjustment since they submitted. On the outside edge of both of those parking lots, there's two sidewalk connections.

Matt Panfil: Do you feel there's any connection to the trail? Is there any need for sidewalks further along Admiral Fitch, or would that be technically required or a waiver or anything?

Curt Neufeld: If the client wants them.

Jared Woolston: Which one, because there's the connection on the bike path and there's the sidewalk requirement on the frontage?

Matt Panfil: The frontage. Is there a proposed sidewalk along the entire frontage? I didn't see it.

Jared Woolston: I thought there was a sidewalk there. Maybe I'm not remembering right.

Curt Neufeld: There is a sidewalk on Admiral Fitch now.

Jared Woolston: Okay. So all you're showing is the driveway entrances and tip downs or something?

Curt Neufeld: Yes. We added these and are probably going to move these connections to the inside of this, so that they can push snow into this area and over into this area. We do want to have sidewalk connections for everybody to get to Admiral Fitch, and of course we're maintaining the path that goes through the site. Currently, it's a narrower path and we're going to widen it to an 8-foot walk through here and provide crosswalks, and it will go back to its normal size when it ties in. We're going to have some pretty good landscaping along here to buffer windows and these 4 units through that walk. We're going to make it as much of a thoroughfare so people who are already using it won't have to dog-leg or anything like that and keep it going. There's also an existing gas line that runs in the area, and we want to maintain that as well.

Matt Panfil: I'd be interested in seeing the landscape plan. I just want to make sure that the east corner is addressed. I don't know whether there's been any consideration given to having a building there, moving the subsurface system elsewhere, just to have more complete street frontage, but as long as that's southeast corner is properly landscaped and looks nice, I don't have an issue with it. I'll be interested to see how it turns out with the landscape plan. I do think connecting to the trail is a good idea. There seems to be a good amount of amenities on site. It's not part of the CDP or subject to MRRA design review, correct?

Curt Neufeld: It's part of the CDP and MRRA design review standards.

Matt Panfil: I would encourage a little bit more basic design elements to break up the monotony that can happen when you have many of the same type of buildings. You haven't been in front of MRRA for design review yet?

Curt Neufeld: No, we've sent them pictures.

Matt Panfil: I would just say that, based on those, I would hope this project could have a little bit more, at least diversity in some of the basic elements, whether it is color or something. You have this many units that are exactly the same, it starts to look institutional. I'm sure they'll have some comments. Having some variety in design elements is always helpful.

Curt Neufeld: I got this landscape plan draft on Friday, and I'd like to share it with Dennis to see if there's any species here that would be an issue. This is Peter Beigel's work and he's done a lot with us out here, so I don't imagine that's the case.

Dennis Wilson: That would be great if you could email it over. I can look at it real quick. Right now, just seeing this briefly, I don't see any issues.

Curt Neufeld: So, these elms up front here, the Valley Forge elms, are you happy with those?

Dennis Wilson: Yep. Those are good. The only thing I would probably suggest is the four linden trees by the driveways – you move them off a little bit more because they have a tendency to root farther out.

Curt Neufeld: I would definitely push those out because they would probably get hammered with the snow anyway. I've reached out to both TC and Woody at MRRA and Bob in terms of the utilities.

TC Schofield: He's reached out to us. We reviewed it with Woody some. Met with Curt. They're making a few minor changes. Even though it's on MRRA property and it will be owned by MRRA, MRRA is intending to have any future water infrastructure built to our standards. We've been working with them on that, and it's been good to this point.

Curt Neufeld: It doesn't show here, TC, but we did connect the water line back down.

TC Schofield: This one looked like an interim plan. There were a couple things that had changed based on a couple of my comments, and a couple things that still hadn't. One of the things I had noticed was in the submittal the hydrant was still coming right off of a bend – real minor things like that – but you had added in the fire services. The plan up on the screen looks like the latest one I had reviewed, so it looks good.

Curt Neufeld: FYI – every indication we have is that the 4" will be adequate to sprinkler the buildings. Bill will be reaching out to their fire designer just to confirm that.

Jay Astle: The only thing that jumped out to me, but you already got it, Curt, was the sidewalks out to Admiral Fitch, and you also answered the question about it seems like there was an intent to continue the perimeter trail through this property as opposed to trying to kick everybody out to the sidewalk? Other than that, you talked about snow removal.

Jay Astle for Ryan Barnes: Jay read questions from Ryan Barnes. The proposed driveways should be aligned with the existing driveways across the street so that vehicles sitting in the two way center lane turn lane do not block those trying to turn left into the neighboring parcel. How will stormwater be handled for the site? Will post-development volumes be less than redevelopment volumes? Will the project require a traffic movement permit?

Curt Neufeld: It doesn't reach that level. I'll get a trip generation memo from Diane (Morabito) for that. Apartments are less than one trip in a peak hour – there's 108 of them – so it will be in the 89-90's. On the driveways – there's just no way we can make this layout work and push the driveway over enough to have that happen. I don't think there's a lot of cross trips from here to the veterinary clinic – it's just not the sort of like uses that one goes to the other – but we can talk about it with Ryan if he has more concerns.

Taylor Burns: Are we considering this a roadway or is this going to be an Admiral Fitch address?

Jared Woolston: The entrance through the parking lot? That's a good E-911 question. I don't know.

Curt Neufeld: We could keep Captain's Way, since it exists and we're replacing it.

Jeff Emerson: I think we'd have to go back. I don't necessarily think that this would be considered a roadway. It's more of a parking lot. I know what you're talking about as far as 2 units require a road name, but we have developments in places over town that have one number that share apartment numbers. It's probably more along the lines of what you're looking at, but I wouldn't be 100% certain without looking at the E-911 standards.

Taylor Burns: I looked up other similar projects in Westbrook and Cumberland, and it looks like they just used one address and the building numbers. I just wasn't sure if we were planning on keeping Captain's Way or just getting rid of it.

Jeff Emerson: I don't know. I think a fair amount of that is up to you and the developer. I don't think we'd have a significant problem with either. I think our preference would be to get an Admiral Fitch address and divide it into numbers. I just hesitate to name something that looks like a parking lot. We've had that issue before in town and it doesn't work out very well.

Curt Neufeld: I have no energy on that - if it becomes an Admiral Fitch address.

Jeff Emerson: I don't have anything. I heard Curt's comments a few minutes ago on the capacity to serve the sprinkler systems. We'd be interested in that. Besides that, I don't have any questions.

Curt Neufeld: Jeff, I just noticed something. I'm going to take this hydrant my building line and I'm going to put it in this island. We've got a hydrant up top and there's hydrants across the street, and they're sprinkled, so that should make it pretty good for fire. We're going to probably be adjusting this dumpster and push it over so they can push snow here, and probably rearranging the size and shape of this so we can do more snow storage in this corner.

Jared Woolston: I'll be honest, I didn't follow how the sewer was working for this, so I'll call on Rob. Maybe he's got a better sense of…gravity lines are all sewer district and the pumps are all MRRA?

Rob Pontau: This is all still pretty much all gravity, so it looks like it's going to be all ours. The main lines will be turned over to the district with easements, and then the service lines that feed the buildings will remain private, which is typical. Everything looks pretty good from our standpoint. Curt has been in contact, and I think we've already worked through most everything.

Dennis Wilson: Nothing to add.

Jared Woolston: Curt, my only question was about that Brunswick Landing perimeter trail. If this piece is going to remain privately owned, is there some kind of an easement agreement with MRRA? How does that work through there for public access – or is there no public access?

Curt Neufeld: There will be public access. I think that is a MRRA by-law requirement. Up until just recently it was a land lease to Shipyard Ventures, LLC.; now they own it, so if we have to define it with an easement on the plan or recorded deed or easement deed, we can do that. I'll make a note of that.

Jared Woolston: You've heard from others. Everybody that participated in the planning process that we're doing for updating the Bicycle & Pedestrian Improvement Plan. There was a lot of interest in the perimeter trail, and it's very much going to be appreciated that they're planning for it. It sounds like it is a requirement anyway. My question, when you get to final, is how does the ownership work and how do we maintain that connection?

Curt Neufeld: I expect we'll do something like we did for the public sidewalk straight on to the UU Church with an easement deed to the town for public access. That's a short document. I'll work with the applicant and the owners on that. It is certainly the intent that that continues. I think it's an amenity for the apartments as well, so it's a win-win.

Jared Woolston: I don't know if the Town's the right entity to hold it or MRRA is. For a project like this, with so many people that want to be living in it, we'd like to get the Bike & Pedestrian Advisory Committee to weigh in on it. It's been challenging to get committees together lately with videoconferencing, but the next time they're going to meet is June, so if I could get at least the co-chairs to review this and get me some comments, I think that would be helpful for the Planning Board. It seems like you've got all of your plans ready to go to final, as soon as you get through sketch.

Curt Neufeld: We're shooting for June 23rd, I think, so we'd be submitting June 2nd. I don't know how that works – if someone could look at it. We've got the trail, each pair of buildings has a bike rack, and we've got a bunch of benches around here. Just trying to make a pretty, pedestrian-friendly environment.

Jared Woolston: I don't see any red flags, to be honest. This is just usually the type of project we send to them. I'll see if the co-chairs want to set up some sort of special meeting, and then I'll have to look at the manager's office to see when that could be scheduled. Ideally, I'd just get the co-chairs to look at this and comment. I'll ask those questions and I'll follow up with you.

Public comment: None.

Curt Neufeld: I need to circle around with you, Chief (Jeff Emerson) on what Dan Catlin's proposing over at the Tontine Mall. If I sent you a plan, could we set up a different ZOOM meeting in the next few days just to talk that through?

Jeff Emerson: Yeah. Get me as soon as you can and give me this week.

3. **Case #20-022 Rainy Day Farm Conditional Use Permit:** The Staff Review Committee will review and make a recommendation to the Planning Board on a on a **Conditional Use Permit** application submitted by Rainy Day Farm, LLC for Office use at 409 Bath Road. The subject lot (Map 46, Lot 15) is within the **RP1 (Rural Protection 1) Zoning District.**

Jared Woolston: We have your school change of use permit in process. My understanding is that's still in process as we try to figure out who is going to take Jeff Hutchinson's responsibilities. Maybe Matt can weigh in on that. What we're looking at now for a conditional use permit is the office use; you have a financial planning office. That's what the Planning Board should be considering. From the staff perspective we'll still provide them with the information that you've given us – that you intend to have a school at the site as well as an office, for

your financial planning business. Their conditional use permit with you should be based on that use that requires a conditional use permit, that office use.

Scott Lemieux: The idea is just to take a building that is a former day spa with a fair amount of use of people in and out on the hour, and turn it into a couple hundred square feet of professional counseling office, which is my financial planning business. The picture of that is maybe one secretary and a couple of people counseling in an office, quiet and easy. We want to take the remainder of the facility and make it available on a piecemeal and project oriented indoor workshop basis to make it a special needs mentoring school. I think the parameters for the conditional use permit are, can he operate a counseling business in one corner of the building and operate evenings and weekends and by appointment speech pathology and one-on-one mentoring-type activities with myself and with tenants. Parameters I think you're looking for are enough parking – I think this document will show you that parking is in good shape. The additional structures we're building for activities centers include a generous allotment for the impervious surface concerns. I think we've covered that. The property line, Matt identified what appears to be a nonconformity on the original building structure of the property line setbacks, so we've worked that through so that accessory structures, in the version that you received late in the afternoon yesterday, we've moved in, well within what the Town believes the property lines are. I'm open to questions.

Jared Woolston: That new plan that you sent was promptly sent out by Julie to the Staff Review Committee, so everybody has got it.

Matt Panfil: We may have a code enforcement officer sooner than later, or at least have an acting code enforcement officer in the form of Julie with us. I believe we just need to get her sworn in. We'll work with the manager's office on that. I appreciate you being patient with us, Scott. The Zoning Ordinance is not always built to accommodate projects like this, where you have a couple different things going on. I do think it's a good proposal with a lot of helpful services. Unfortunately, it's just a lengthier paperwork process to do some of this stuff. As far as conditional use goes, I do not see any issues with a conditional use permit for the office.

Jay Astle: No comments.

TC Schofield: If there's any water service change needs, that's beyond our service area. That's served by the Bath Water District.

Jared Woolston: Scott, I can get you the contact information for the Bath Water District.

Scott Lemieux: I've talked with them. I have a question for Jeff Emerson. It is not necessary for the conditional use permit, but later down the road there are some question about working with the state relative to the subterranean office subdivision? The office in the basement is called Office 4. My thought is if we structure that so that it's 70 feet from the upstairs egress, that meets the code. I wanted to get your feedback on that. (To Jeff Emerson)

Jeff Emerson: I'll give you two answers. The first one is, that just based really roughly on what you just explained, that looks like it could work. The more important, bigger answer is that my comments that I was going to make when it was my turn is there is two very distinct parallel paths that we take during this review process. One is the site review, which is what we're doing today, and one is the building and the codes review, which takes place at a later time outside of this meeting – and we can really dig into the details. I'm not prepared to do a full building review today, but my guess is that you're probably going to be okay.

Scott Lemieux: My thought there is that after we go to the town and successfully get the conditional use permit, then we go step by step through the building codes process independently.

Jeff Emerson: That's correct. Hopefully it's pretty smooth. You'll be submitting your permit application to the codes office and it gets reviewed by the building inspector. Depending on what you decide to do to the building, for instance if you're going to sprinkle the building, you have to get a sprinkler's permit, both locally and from the state. There are all kinds of these other steps you must take after you start the building process. Right now you're still on the development review side of things – you're still on the plans review side. The quick answer is yeah, that's probably going to work.

Scott Lemieux: Are there other questions?

Taylor Burns: I don't have anything.

Rob Pontau: I do not have anything. I think it's pretty straightforward. I may need to know what the anticipated impact is – it doesn't sound like much – for the sewer, but is it more or less flow, but otherwise, good to go.

Scott Lemieux: I think the flow for the previous use, a day spa with 24/7 hairdressing and washing and showers, tanning and all of that, was probably tenfold what our anticipated flow would be.

Rob Pontau: That's kind of what it sounded like to me, so you'll be all set from the sewer standpoint, and then we'll see if there's a change in use down the road, but I don't expect it.

Dennis Wilson: I'm good. I don't have any questions.

Julie Erdman: I don't really have anything to add at this point. I have gone over it a little bit with Scott already, and I do not really see any issues, but I have not fully dived into it, given my lack of time.

Jared Woolston: The thing that staff looked at as far as nonconforming – the lot dimensions that are on the tax maps that we put out don't look like they're quite what were on the originally approved site plan, because the Planning Board reviewed and approved a site plan for the salon a while back, and there's just some minor discrepancies. What Scott went ahead and did is he took the tax map and our review, based on the best available information that we had, and sort of adjusted the lot lines without a survey. Since this was approved a long time ago and since the town's got our tax maps available, that's what was used to measure setbacks and whatnot. My understanding is, based on all of that information, even the accessory buildings he wants would meet the dimensional requirements. We'll be able to continue working with Scott one on one. Scott, do you have any questions before we send you off to Planning Board?

Scott Lemieux: The only question is are there any outstanding issues with regards to the definition of school?

Jared Woolston: The change of use permit is still in process. My understanding is once Julie's been given code enforcement officer responsibilities, she'll be able to review it. As far as I know there are no issues, we just must have someone who is qualified to act on the permit.

Julie Erdman: I know that Carl had started looking at it a while back, Scott, and I think he had talked to you about possibly needing a fire marshal's permit for that?

Scott Lemieux: I talked to Josh Mailman, the State Fire Marshal representative. He went through the plan superficially and said that he didn't think that, because of the way we're doing this one on one mentoring, it met the definitions requiring school-type review. He did suggest I work carefully with Jeff to make sure that downstairs breakdown in the building permit process was carefully reviewed. I got the idea that he thought it made sense for me to get a thumbs up from the town and then have another conversation with him to decide whether or not he had to do a formal review.

Julie Erdman: I'll talk with Carl and Jeff on that then.

Scott Lemieux: What I think has been helpful for me is the idea that we have a reasonable idea of what the milestones are and in what order, so I think where we are now is looking forward to getting in front of the Planning Board for a conditional use, which will give us the ability to take that phased approach for building permits, 1, 2, 3 and 4. If you look on the front page of my packet, you'll see that I've put things that require a building permit in phases, so that the more complicated process of fire marshal-type stuff is for late in the year or early next year. It's a ways away, so I think we're on the right track. Am I getting the idea that you're going to tell me what date we're likely to go in front of the Planning Board, or are we going to review that again to decide when that might be?

Jared Woolston: The 26th is the Planning Board date and they meet at 7:00 pm, so it's going to be another video conference meeting. You're representing yourself, so we'd let you into the meeting to talk about the project, and the Board will be able to ask you questions. It's a lot like this.

Meeting Adjourned

Debra L. Blum

DLB

Town of Brunswick, Maine

DEPARTMENT OF PLANNING AND DEVELOPMENT

MEMORANDUM

TO: Brunswick Planning Board

FROM: Matt Panfil, AICP CUD, LEED AP BD+C, Director of Planning & Development

DATE: May 26, 2020

SUBJECT: Sketch Plan Major Development Review – 36 Pleasant Street Condominium Building

Staff has reviewed the Sketch Plan application and determined that it is complete.

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

The applicant, Acorn Engineering, Inc. on behalf of Eight Green Street, LLC, requests the review and approval of a Sketch Plan Major Development to construct a new six (6) unit, approximately 20,500 square foot, condominium building with twelve (12) internal parking spaces located at 36 Pleasant Street (Map U14, Lot 20) and within the Growth Residential 6 (GR6) and Village Review Overlay (VRO) Zoning Districts. This proposal requires the applicant receive a Certificate of Appropriateness for New Construction from the Village Review Board (VRB). The VRB is anticipated to remove this item from the table and review it at their next meeting on June 2, 2020.

In addition to the new condominium building, the applicant also intends to renovate the existing three (3) unit structure and reduce the number of dwelling units to two (2). As all the renovation work proposed is limited to the interior and changes to the exterior materials there is no associated construction of new floor area, impervious surface, road construction, etc. this part of the project does not require Planning Board review and it has already received a Certificate of Appropriateness for Alterations to an Existing Structure from the VRB. Therefore, the following review pertains only to the proposed condominium building.

The Town's Staff Review Committee (SRC) reviewed the project on May 13, 2020. The notes for the SRC meeting are included in the packet.

Land Use:
Multifamily dwellings are a permitted use within the GR6 Zoning District.

Location and Access:
The proposed condominium building will be located on the same lot and to the north of the existing structure. Access to the building will be provided by a driveway off Union Street to the east. The dimensional issues pertaining to the driveway's distance from the curb of the signalized intersection at Pleasant Street and Union Street referenced in the SRC notes have since been resolved and the driveway in the proposed site plan is code compliant.

Growth Area Dimensional and Density Standards (Table 4.2.3, Brunswick Zoning Ordinance):

Standard	GR6	Proposed
Minimum Lot Area	N/A (residential uses)	0.92 acres / 39,901 SF
Maximum Density	10 DUs per acre / 9	8 (2 existing, 6 new)
Minimum Lot Width	65’	149.8’
Minimum Front Setback (proposed, east)	15’	79.4’ (proposed)
Minimum Rear Setback (proposed, west)	15’	24.2’
Minimum Side Setback (proposed, north)	15’	16.9’
Minimum Side Setback (existing, south)	15’	5.2’
Maximum Impervious Surface Coverage	50%	38..8%
Maximum Building Height	35’	32’ – 10¾”
Maximum Building Footprint per Structure	7,500 SF	7,486 SF

Parking:
Per Table 4.2.1.A: Minimum Number of Off-Street Vehicle Parking Spaces, multifamily dwelling units with two (2) or more bedrooms require two (2) parking spaces per unit. The proposed six (6) unit building will have twelve (12) internal parking spaces, including one (1) accessible parking space. Therefore, the proposed parking complies with the Zoning Ordinance requirements.

Landscaping:
Although not required for Sketch Plan review, the applicant has included a landscape plan (Sheet L1.1) that depicts their intent to maintain several of the large trees along the northern property line. Per the Town Arborist’s suggestion (see SRC notes), the large caliper ash tree at the northeast corner of the lot will be removed to accommodate the proposed driveway. A new tree, one on the Town’s recommended planting list, is to be located elsewhere as a replacement for the ash tree.

Lighting:
There is no exterior lighting proposed at this time.

Sidewalks:
There are existing sidewalks along both Union Street and Pleasant Street. There is a proposed sidewalk from the northeast corner of the driveway to the new building’s entrance.

Trash/Recycling:
All trash and recycling will be stored internally in a separate dedicated room on the ground level.

DRAFT Motion 2. That the Board approves the Sketch Plan with the following condition:

1. Prior to submission of an application for Final Major Development Review the applicant shall obtain the necessary Certificate of Appropriateness for New Construction from the Town of Brunswick Village Review Board (VRB).

DEVELOPMENT REVIEW APPLICATION

1. Development Review application type (refer to **Appendix D**):

   - [ ] **Minor Development Review**
   - [x] Major Development Review: **Sketch Plan**
   - [ ] Major Development Review: **Final Plan**
   - [ ] Major Development Review: **Streamlined Final Plan**

2. Project Name: 36 Pleasant Street

3. Project Applicant
   Name: Eight Green Street, LLC (c/o Steve Norman, AIA)
   Address: 99 Back Shore Lane
   Orr's Island, ME 04066
   Phone Number: 207-751-6394
   Email: sn@stevenormand.com

4. Project Owner (if different than applicant)
   Name: Same as applicant
   Address:
   Phone Number:
   Email:

5. Authorized Representative
   Name: Acorn Engineering - Peter F. Heil, PE, CPESC
   Address: PO Box 3372 / 65 Hanover Street
   Portland, ME 04101
   Phone Number: 207-775-2655
   Email: pheil@acorn-engineering.com

6. List of Design Consultants. Indicate the registration number, address and phone number, email for any additional project engineers, surveyors, architects, landscape architects or planners:

   1. Acorn Engineering - Peter F. Heil, PE (15318), PO Box 3372, Portland, ME 04101
      phone: 207-775-2655, email: pheil@acorn-engineering.com
   2. Normand Associates Architects - Steve Norman, AIA (1303), 41 Main Street, Topsham, ME 04086
      phone: 207-725-4460, email: sn@stevenormand.com
   3. Northern Survey Engineering - Sean Pierce, PLS (2517), 22 Parkers Way, Brunswick ME 04011
      phone: 207-440-3484, email: spierce@northernsurveyengineering.com

7. Physical location of property: 36 Pleasant Street

8. Lot Size: 0.916 Acres

9. Zoning District: Growth Residential 6 (GR6)

10. Overlay Zoning District(s): Village Review

11. 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?

Applicant is owner of property. The applicant does not have an interest in the abutting properties

12. Assessor's Tax Map U14 Lot Number 20 of subject property.

13. Brief description of proposed use/subdivision:

Residential - 8 unit subdivision

14. Describe specific physical improvements to be done:

Construction of a 6-unit apartment building with associated infrastructure. Existing building to be renovated into a 2-unit apartment building.

Owner Signature:

Applicant Signature (*if different*):

DEVELOPMENT REVIEW APPLICATION REQUIREMENTS

The submission requirements contained in **Appendix D** of the Brunswick Zoning Ordinance (attached in checklist format for each application category) shall apply to all Minor Development, Major Development, and Streamlined Major Development Review unless a waiver is granted. Proposed development applications shall be submitted to the Director of Planning and Development.

For each item listed in Appendix D the applicant shall either submit the requested information or request a waiver from the information requirement pursuant to Subsection 5.2.9.M of the Zoning Ordinance.

REQUIREMENTS FOR SKETCH PLAN APPLICATION SUBMITTAL Please mark box with one of the following: "W" (Waiver); "P" (Pending); "X" (Submitted) or "N/A" (Not applicable)		Sketch Plan
General	Application form and fee	X
	Name of development	X
	Existing zoning district and overlay designations	X
	Location map	X
	Location of features, natural and artificial, such as water bodies, wetlands, streams, important habitats, vegetation, railroads, ditches and buildings	X
	Documentation of Right, Title and Interest	X
	Draft performance guarantee or conditional agreement	X
Survey, Topography, & Existing Conditions	Scale, date, north point, and area	X
	Existing easements associated with the development	X
	Existing locations of sidewalks	X
	Approximate locations of dedicated public open space, areas protected by conservation easements and recreation areas	X
	When applicable, a table indicating the maximum number of lots permitted based upon the applicable dimensional requirements, the number of lots proposed, and the number of lots permitted to be further subdivided.	X
Proposed Development Plan	Number of lots if a subdivision	X

Eight Green Street LLC
MERCIE & STEVE NORMAND
66 Back Shore Lane, Orr's Island, Maine 04066
sn@stevenormand.com mercienormand@yahoo.com
(207) 751-6394 (207) 751-2690

Town of Brunswick, Planning Board

Thank you for this opportunity to meet with you and outline our plans for the redevelopment of the corner of Pleasant and Union Street's. Earlier this Summer we were fortunate to purchase the property, one that we feel fits into our plans for the next phase of our lives. For the past several years we have been looking for a location for a small condominium project, with a location within walking distance of the vibrant Brunswick Downtown area.
As some of you may know we for seventeen years successfully ran what was then known as the Brunswick Bed and Breakfast located on Park Row. Living in the Downtown area was something we especially enjoyed during than time. Being within walking distance of so many activities and services was wonderful. So now as we contemplate this new venture, one that will allow us to again be a part of the area we are very excited.
The purchase of 36 Pleasant street and the proposed redevelopment in the form of eight condominium units, one of which we plan to retain and eventually live in, will get us back to the intown living we miss.
The concept we are proposing fits well within all the Town's guidelines from zoning, lot coverage and height limits. And in our initial conversations with Town officials fits exactly into what the Comprehensive Plan speaks to increasing housing within the immediate Downtown area thereby preserving the existing rural character that helps make Brunswick a great place to live.

"By focusing higher density development in the Growth Area and limiting development in the Rural Area (lower density, open space developments, etc.), future residential and commercial development is accommodated and the character of the Rural Area (open space, farming, etc.) is maintained."

Our proposal in developing these units is not only to provide an opportunity for intown living, but to do it in as an environmentally sustainable manner as possible using Solar, Geothermal Heating and Cooling and to every extent possible, locally sourced materials.
We hope you will see from the information provided that it is our intention to retain the architectural character of the existing building while through the use of new materials, replicating those currently used on the building, preserve it for many years to come. With the new six unit building, it is not our intent to simply construct a building that mimics an old structure but to develop "in context" a compatible structure that honors and enhances the traditions of the area.

Thank you,

Response to VRB's concerns, 04/29/20

During the meeting on April 29th we noted the following concerns voiced by both VRB Board members and neighbors. We have taken specific steps to address these as well as Staff Review Comments from the Fire Department, Public Works as well as the Town Arborist.

1. Building Height: A reduction of 3'- 8" was accomplished by several design modifications:
    a. A lowered headroom in the garage reduced the overall building height by 16"
    b. 4" were taken out of the living units on each floor for a reduction of 8"
    c. A narrower unit (lower roof height) was moved from the back to the front, effectively reducing the height by another 1'- 8"

A total height reduction by making these changes of 3'- 8"

2. The main entry has been moved from the south side of the building to the north. In doing this the transition from the neighboring home to the north is more gradual and more residential in scale.
    a. At the site meetings this change was greeted with enthusiasm by the neighbors.
3. The circular drive has been eliminated and a more residential in scale drive and configuration has been provided.
    a. The 20' width is dictated by the requirements of the fire department.
    b. The removal of the large Ash tree has been OK'd by the Town Arborist based on a "replacement" street tree will be planted at his direction.
4. The grading around the building has been raised about 2' also reducing the apparent height of the new building.
    a. The Union Street roof is a "Hip" sloping back away from Union Street and at it's peak is 8' – 10" higher than the existing building or 3'- 6" higher than the chimneys on the existing building.

Right, Title and Interest

MAINE REAL ESTATE TAX PAID

WARRANTY DEED
Short Forms Deeds Act
33 M.R.S.A. Section 763

Ryan A. Lovell of the City of Boston , County of Suffolk and Commonwealth of Massachusetts, for consideration paid, grants to **Eight Green Street LLC**, a Maine limited liability company with a mailing address of 66 Back Shore Lane, Orr's Island, Harpswell, Maine 02128 with **Warranty Covenants**, the land, buildings and improvements in the Town of Brunswick, County of Cumberland, and State of Maine and being bounded and more particularly described as follows:

Beginning at the corner of Pleasant and Union Streets and running on the westerly line of said Union Street, N 03° E a distance of 9 rods, more or less, to land formerly of Levi C Andrews;

Thence by land formerly of said Andrews, westerly 14 rods and 20 links to land formerly of Mrs. Knight;

Thence southerly by land formerly of said Knight a distance of 11 rods and 6 links, more or less, to Pleasant Street;

Thence by Pleasant Street, , N 89° E a distance of 14 rods and 8 links, more or less, to the point of beginning.

MEANING AND INTENDING to covey, and hereby conveying, the same premises described in a Deed of Distribution from Ryan A. Lovell, in his capacity as the duly appointed and acting Personal Representative of the Estate of William A. Lovell dated January 31, 2012 and recorded in the Cumberland County Registry of Deeds in Book 29342, Page 320.

IN WITNESS WHEREOF, I hereunto set my hand and seal this 1 day of August in the Year of Our Lord Two Thousand Nineteen.

Signed, sealed and delivered in the presence of:

Witness

Ryan A. Lovell

STATE OF MAINE
COUNTY OF CUMBERLAND, SS. August 1, 2019

Then personally appeared the above named **Ryan A. Lovell** and acknowledged the foregoing instrument to be his free and voluntary act and deed.

Before me,

Notary Public/Attorney at Law

Edgar S. Cohen, III

Attorney at Law

Printed Name

Received
Recorded Register of Deeds
Aug 05,2019 10:58:43A
Cumberland County
Nancy A. Lane

Financial Capacity

Kennebec Savings Bank

181 Lower Main Street | Freeport, Maine 04032 | Telephone: (207) 402-1218

April 15, 2020

Eight Green Street LLC
Attn: Steven R. Normand
66 Black Shore Lane
Orr's Island, ME 04066

Re: Condo Project at 36 Pleasant Street, Brunswick

Dear Steve,

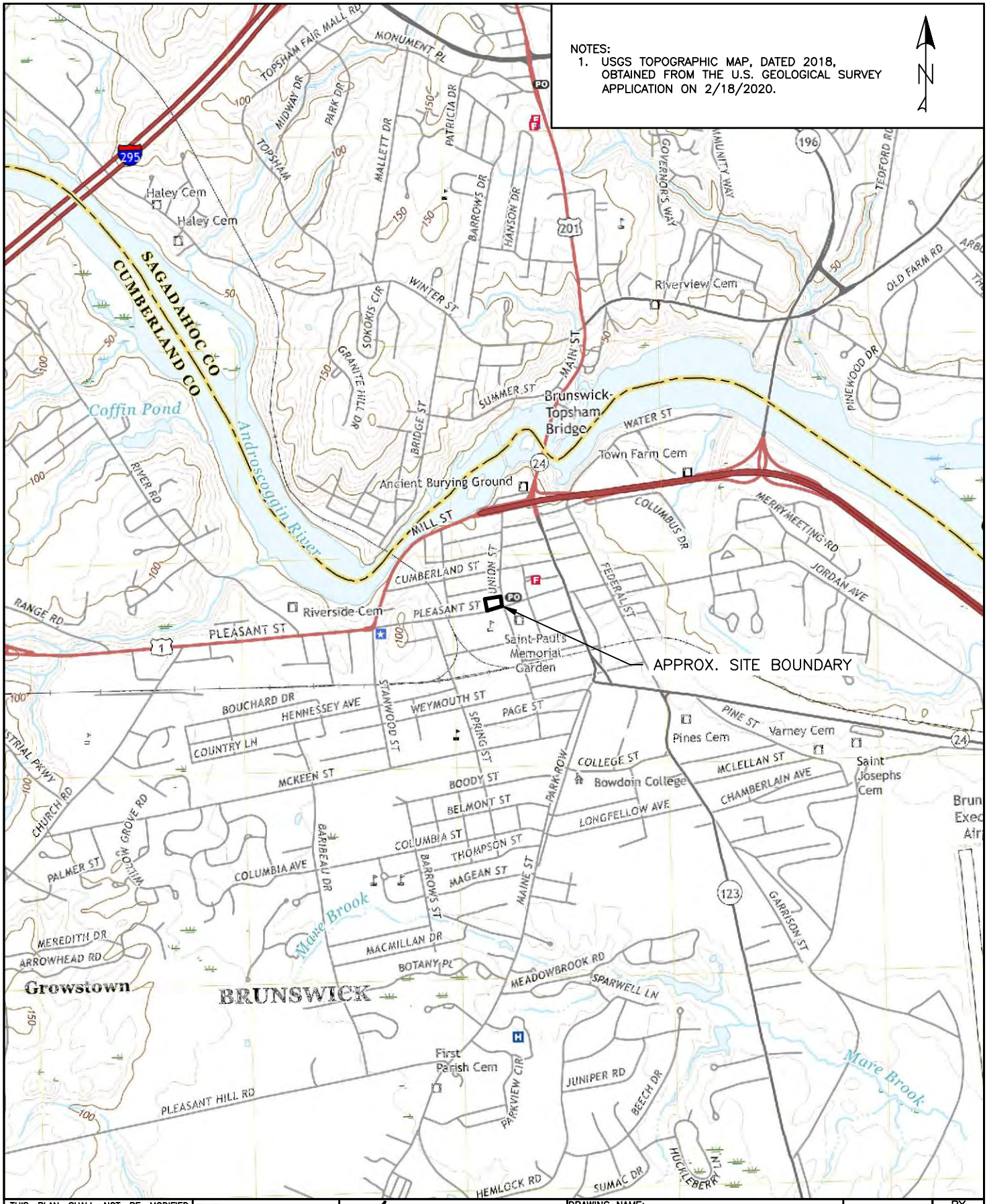
Per your request, this letter is intended to provide assurances that you have the financial wherewithal to complete your anticipated condo project located at 36 Pleasant Street in Brunswick.

Should you have any further need or questions in this regard, please feel free to call me at 207-402-1218.

Sincerely,

David M. Eldridge
Regional VP & Commercial Banking Officer

Vicinity Map



THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.	FILE: 1135_CIVIL JN: 1135 SCALE: 1"=2000' DESIGN BY: ZMS DRAWN BY: ZMS CHECKED BY: PFH	ACORN ENGINEERING, INC ACORN ENGINEERING, INC. P.O. BOX 3372 PORTLAND, MAINE 04104 (207) 775-2655	DRAWING NAME: SITE LOCATION MAP PROJECT NAME: 36 PLEASANT STREET REDEVELOPMENT CLIENT: EIGHT GREEN STREET, LLC	ISSUED FOR: SKETCH APP BY: PFH DATE: 4/15/2020
DRAWING NO. FIGURE 1				

D:\OneDrive - Acorn Engineering, Inc\Acorn Engineering, Inc\Acorn Eng - Documents\JN 1135 - 36 Pleasant\CAD\ACORN\1135_CIVIL.dwg

Sketch Plan Set

36 PLEASANT STREET REDEVELOPMENT

36 PLEASANT STREET
BRUNSWICK, MAINE

LEGEND

EXISTING

REFER TO THE EXISTING CONDITIONS PLAN FOR ADDITIONAL INFORMATION

PROPOSED

UNDERDRAIN
GREEN SPACE
UTILITY PAVEMENT CUTS
STRIPING
SEDIMENTATION BARRIER
EDGE OF EX. PAVEMENT
CURB
SIGN
LAMP OR LIGHT POLE
UTILITY POLE
GUY WIRE
WATER VALVE
WATER SHUT OFF
FIRE HYDRANT
SEWER MANHOLE
CATCH BASIN
GAS GATE VALVE
UNDERGROUND ELECTRIC LINE
UNDERGROUND WATER LINE
MINOR CONTOURS (1 FT)
MAJOR CONTOURS (5 FT)
GAS LINE
STORM DRAIN LINE
SEWER LINE
EXISTING/PROPOSED BUILDING
OVERHEAD UTILITY
PROPERTY LINE
SETBACKS
ABUTTER PROPERTY LINE
RIGHT-OF-WAY LINE
IRON PIPE/ROD FOUND
IRON ROD W/CAP TO BE SET
OVERHANG
WIRE FENCE
STOCKADE FENCE
POST
DECIDUOUS TREE
CONIFEROUS TREE
TREELINE

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A1.2	SECOND FLOOR, CONDOMINIUM UNITS 201, 202, AND 203
A1.3	THIRD FLOOR, CONDOMINIUM UNITS 301, 302, AND 303
A2.1	EAST AND SOUTH ELEVATIONS NEW 6 UNIT BUILDING
A2.2	WEST AND NORTH ELEVATIONS NEW 6 UNIT BUILDING
A2.3	ALL ELEVATIONS EXISTING BUILDING

CALL BEFORE YOU DIG
1-888-DIG-SAFE
1-888-344-7233

UTILITY CONTACTS

SEWER:

BRUNSWICK SEWER DISTRICT (BSD)
10 PINE TREE ROAD
BRUNSWICK, MAINE 04011
CONTACT: THOMAS MASON
(207) 729-0148

WATER:

BRUNSWICK & TOPSHAM WATER DISTRICT
266 RIVER ROAD
TOPSHAM, MAINE 04086
CONTACT: T.C. SCHOFIELD, PE
(207) 729-9956

ELECTRIC:

CENTRAL MAINE POWER COMPANY (CMP)
162 CANCO ROAD
PORTLAND, MAINE 04103
CONTACT:
(207) 750-4000

NATURAL GAS:

MAINE NATURAL GAS
9 INDUSTRIAL PARKWAY
BRUNSWICK, ME 04011
CONTACT:
(207) 729-0420

TELEPHONE:

CONSOLIDATED COMMUNICATIONS
667 HIGH STREET
BATH, MAINE 04530
CONTACT:
(207) 666-6077

CABLE:

SPECTRUM CABLE
364 MAINE MALL ROAD
SOUTH PORTLAND, MAINE, 04106
CONTACT:
(888) 406-7063

PROJECT TEAM

DEVELOPER:

EIGHT GREEN STREET, LLC
99 BACK SHORE LANE
ORR'S ISLAND, ME 04066
CONTACT: STEVE NORMAND, AIA
(207) 751-6394

CIVIL ENGINEER:

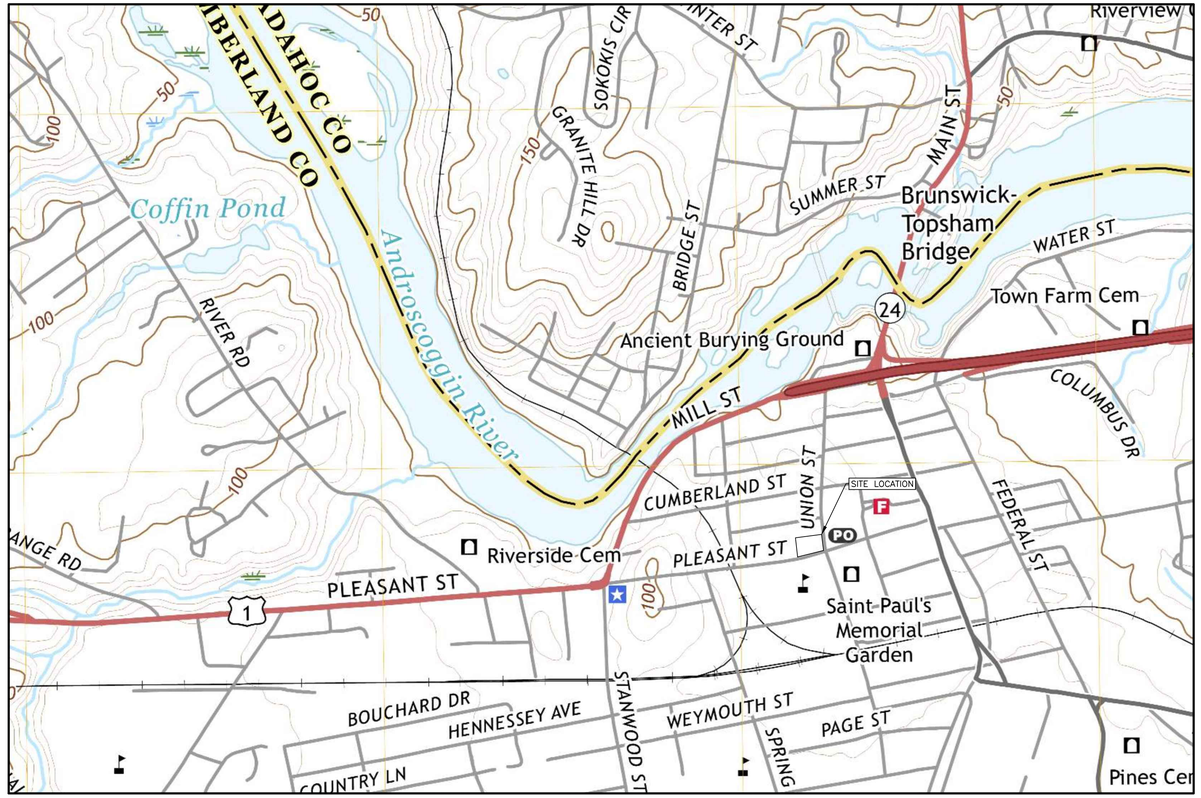
ACORN ENGINEERING, INC.
65 HANOVER STREET
PORTLAND, MAINE 04101
CONTACT: WILL SAVAGE, PE
(207) 775-2655

ARCHITECT:

NORMAND ASSOCIATES ARCHITECTS
41 MAIN STREET
TOPSHAM, ME 04086
CONTACT: STEVE NORMAND, AIA
(207) 751-6394

SURVEYOR:

NORTHERN SURVEY ENGINEERING, LLC
22 PARKERS WAY
BRUNSWICK, ME 04011
CONTACT: SEAN PIERCE P.L.S.
(207) 440-3487



VICINITY MAP
NTS

ABBREVIATIONS

PARTIAL LIST OF ABBREVIATIONS AND THEIR CORRESPONDING MEANING. PLEASE CONTACT THE ENGINEER FOR ANY CLARIFICATION

APPROX.	APPROXIMATE
BC	BOTTOM OF CURB
BMP	BEST MANAGEMENT PRACTICE
BOT.	BOTTOM
CB	CATCH BASIN
CF	CUBIC FOOT
CIP	CAST IN PLACE
CL	CENTERLINE
CM	CONSTRUCTION MANAGER
CMP	CENTRAL MAINE POWER
CONC.	CONCRETE
CPP	CORRUGATED PLASTIC PIPE
CY	CUBIC YARD
DIP	DUCTILE IRON PIPE
DIA.	DIAMETER
DIM.	DIMENSION
EA.	EACH
ELEC.	ELECTRICAL
ELEV.	ELEVATION
EQUIV.	EQUIVALENT
EST.	ESTIMATE
EX.	EXISTING
FFE	FINISH FLOOR ELEVATION
FT.	FEET
GAL.	GALVANIZED
ID	INNER DIAMETER
IN.	INCH
INV.	INVERT
L	LENGTH
MAX.	MAXIMUM
MDOT	MAINE DEPARTMENT OF TRANSPORTATION
M.E.P	MECHANICAL, ELECTRICAL, PLUMBING DESIGNER
MFG.	MANUFACTURED
MH	MANHOLE
MIN.	MINIMUM
O.C.	ON CENTER
OD	OUTSIDE DIAMETER
OHE/T/C	OVERHEAD ELECTRIC/TELEPHONE/CABLE
PC	PRECAST
PE	PROFESSIONAL ENGINEER
PL	PROPERTY LINE
PLS	PROFESSIONAL LAND SURVEYOR
PROP.	PROPOSED
PSI	POUNDS PER SQUARE INCH
PVC	POLYVINYL CHLORIDE
PWD	PORTLAND WATER DISTRICT
R	RADIUS
RD	ROOF DRAIN
RET.	RETAINING
ROW	RIGHT OF WAY
S	SLOPE
SD	STORM DRAIN
SDR	STANDARD DIMENSION RATIO
SF	SQUARE FEET
SMH	SEWER MANHOLE
SPEC.	SPECIFICATION
TC	TOP OF CURB
TW	TOP OF WALL
TYP.	TYPICAL
UD	UNDERDRAIN
UGE	UNDERGROUND ELECTRIC
VIF	VERIFY IN FIELD

PRELIMINARY
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY	DATE
SKETCH REVIEW	PFH	4/17/2020

DRAWING NAME: COVER SHEET & LEGEND

PROJECT NAME/ ADDRESS: 36 PLEASANT STREET REDEVELOPMENT
36 PLEASANT STREET BRUNSWICK, ME 04011

CLIENT/OWNER OF RECORD: EIGHT GREEN STREET LLC
99 BACK SHORE LANE ORR'S ISLAND, MAINE 04066

ACORN ENGINEERING, INC.

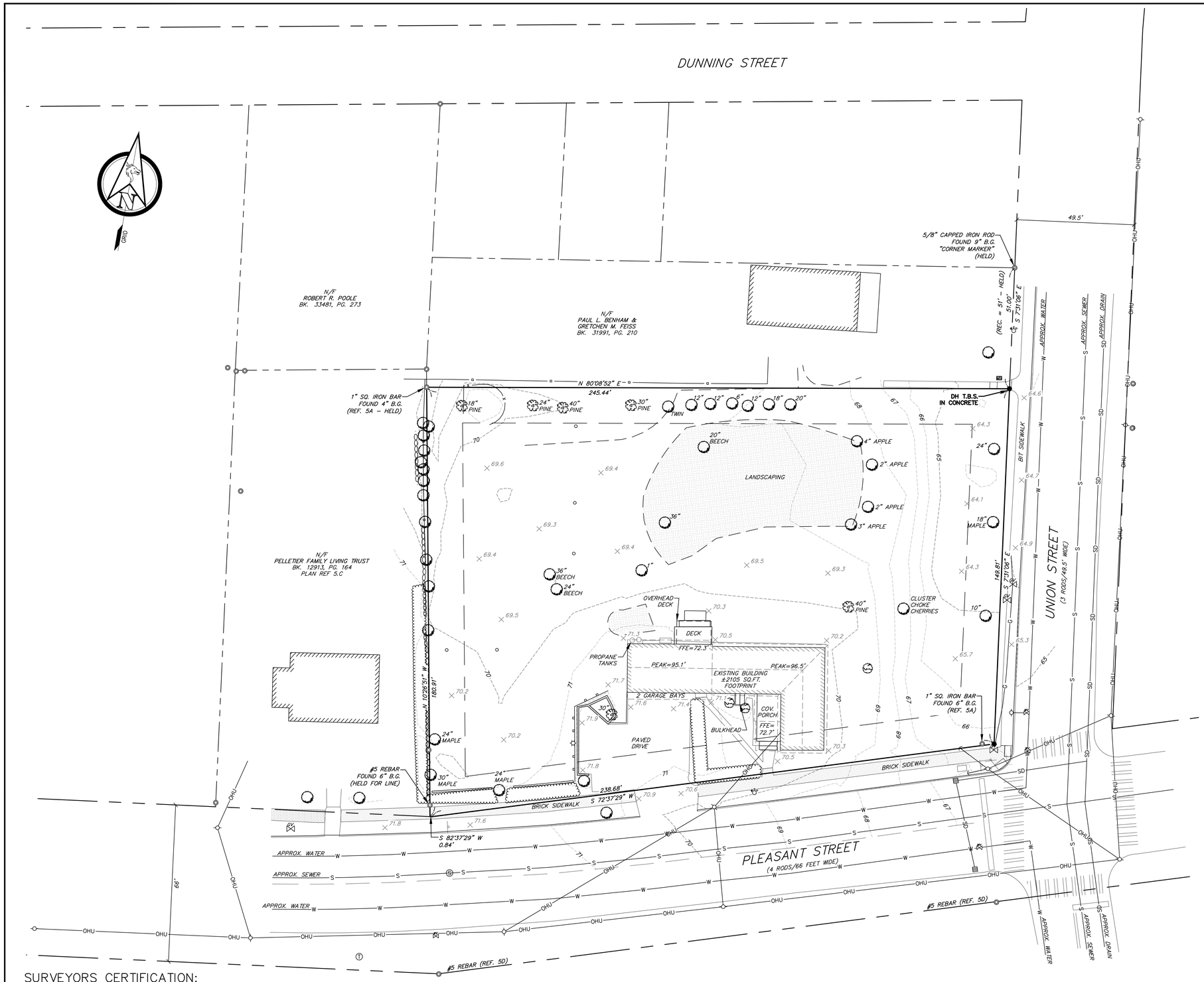
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION OF ACORN ENGINEERING, INC. ANY REVISIONS MADE TO THIS PLAN BY OTHERS, OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

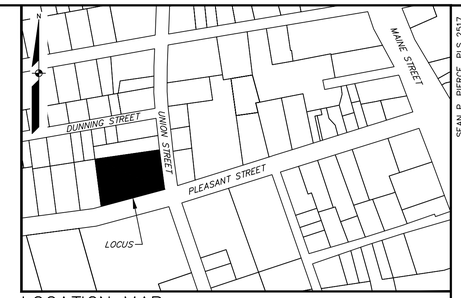
ACORN ENGINEERING, INC.
65 HANOVER STREET, PORTLAND, MAINE 04101
PO BOX 7227 (207) 775-2655

FILE:	1135_CIVIL
JN:	1135
SCALE:	AS NOTED
DESIGNED BY:	PFH
DRAWN BY:	FRT
CHECKED BY:	WHS

4-1-2020

DRAWING NO.
C-01





LOCATION MAP

N.T.S.

GENERAL NOTES:

1. THE RECORD OWNER OF THE PARCEL IS EIGHT GREEN STREET, LLC. BY DEED DATED AUGUST 5, 2019 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 35860, PAGE 172, AND IS SHOWN AS LOT 20 ON THE TOWN OF BRUNSWICK TAX MAP U14.
2. THE PROPERTY IS LOCATED IN THE GR6 DISTRICT.

   LAND USE REGULATIONS ARE AS FOLLOWS:

MINIMUM FRONT YARD:	15 FT.
MINIMUM SIDE YARD:	15 FT.
MINIMUM REAR YARD:	15 FT.
MAXIMUM BUILDING HEIGHT:	35 FT.

   * SEE ORDINANCE FOR MORE PARTICULAR INFORMATION.
3. TOTAL AREA OF PARCEL IS APPROXIMATELY 0.916 ACRES.
4. BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON AN ON-THE-GROUND FIELD SURVEY COMPLETED BY NORTHERN SURVEY ENGINEERING, LLC IN JULY, 2019.
5. PLAN REFERENCES:
   A. "PLAN OF PROPERTY OF HORACE A. LOVELL" BY EDWARD F. POOLER, C.E. DATED MAY 1945 AND RECORDED IN PLAN BOOK 31, PAGE 36.
   B. "STANDARD BOUNDARY SURVEY...FOR ST. JOSEPH'S CONVENT AND HOSPITAL" BY OWEN HASKELL, INC. DATED JULY 1, 1993, UNRECORDED.
   C. "STANDARD BOUNDARY SURVEY FOR JEANNINE C. AND GERARD N. PELLETIER" BY DIRIGO LAND SERVICES, INC. DATED MAY 10, 1996 AND RECORDED IN PLAN BOOK 196, PAGE 364.
   D. "STANDARD BOUNDARY SURVEY FOR ROMAN CATHOLIC BISHOP OF PORTLAND" BY ROBERT M. SPIVEY, P.L.S. DATED JULY 1995 AND RECORDED IN PLAN BOOK 199, PAGE 342.
   E. "STANDARD BOUNDARY SURVEY...FOR TOWN OF BRUNSWICK" BY ROBERT M. SPIVEY, P.L.S. DATED MAY 1999 AND RECORDED IN PLAN BOOK 195, PAGE440.
7. PLEASANT STREET IS 4 RODS WIDE (66'). SEE BRUNSWICK TOWN RECORDS VOL. 11, PAGE 77.
8. UNION STREET IS 3 RODS WIDE (49.5'). SEE BRUNSWICK TOWN ROAD BOOK PAGE 137.
9. BEARINGS SHOWN HEREON ARE IN REFERENCE TO GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802-NAD83. ELEVATIONS DEPICTED HEREON ARE IN REFERENCE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88), BASED GPS OBSERVATIONS.
10. UTILITY INFORMATION DEPICTED HEREON IS COMPILED USING PHYSICAL SURFACE EVIDENCE LOCATED IN THE FIELD AND AVAILABLE AT THE TIME OF THIS SURVEY, AND MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. CONTRACTORS AND/OR DESIGNERS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION AND/OR EXCAVATION.

LEGEND

- PROPERTY LINE
- ABUTTER LINE
- RIGHT-OF-WAY LINE
- SETBACK
- IRON PIPE/ROD FOUND
- IRON ROD W/CAP TO BE SET
- BUILDING
- DECK/STEPS
- OVERHANG
- EDGE PAVEMENT/CONCRETE
- PAVEMENT PAINT
- CURB LINE
- TREELINE
- 120 118 CONTOURS
- ×120.00 SPOT GRADE
- X WIRE FENCE
- STOCKADE FENCE
- RETAINING WALL
- DECIDUOUS TREE
- CONIFEROUS TREE
- POST
- SIGN
- G GAS
- GAS GATE VALVE
- W WATER
- WATER GATE VALVE
- WATER SHUT OFF
- HYDRANT
- S SANITARY SEWER
- SANITARY MANHOLE
- SD STORM DRAIN
- CATCH BASIN
- OHU OVERHEAD UTILITY
- UTILITY POLE
- GUY WIRE

SURVEYORS CERTIFICATION:

THIS SURVEY WAS PERFORMED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, IT WAS DONE IN ACCORDANCE WITH CHAPTER 90, PART 1 (PROFESSIONAL STANDARDS OF PRACTICE) AND PART 2 (TECHNICAL STANDARDS OF PRACTICE) OF THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS.

SEAN P. PIERCE, MAINE PLS 2517 — DATE: 09/16/19

GRAPHIC SCALE

(IN FEET)
1 INCH = 20 FT.

SEAN P. PIERCE, PLS 2517

STATE OF MAINE — SEAN P. PIERCE — 2517 — PROFESSIONAL LAND SURVEYOR

REV:	BY:	DATE:	STATUS:
			THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION ANY ALTERATIONS, APPROVED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK.

NORTHERN SURVEY ENGINEERING
22 PARKERS WAY, BRUNSWICK, MAINE 04011
www.northernsurveyengineering.com

BOUNDARY & EXISTING CONDITIONS SURVEY
OF:
LAND OF EIGHT GREEN STREET, LLC.
36 PLEASANT STREET
BRUNSWICK, ME 04011
FOR:
NORMAND ASSOC. ARCHITECTS
41 MAIN STREET
TOPSHAM, ME 04086

DRAWN	CHECKED
DPO	SPP
PROJECT NO.	DATE
19120	09/16/19
SHEET SIZE	SCALE
24" X 36"	1" = 20'

SHEET 1 OF 1

GENERAL NOTES:

1. EXISTING CONDITIONS AND PROPERTY BOUNDARY INFORMATION BASED ON PLAN ENTITLED "BOUNDARY & EXISTING CONDITIONS SURVEY" PREPARED BY NORTHERN SURVEY ENGINEERING, DATED 9/16/19.
2. PROPOSED BUILDING INFORMATION BASED ON ARCHITECTURAL DESIGN AUTOCAD .DWG FILE, PROVIDED BY NORMAN ASSOCIATES ARCHITECTS ON 4/7/20.
3. ALL BRICK SIDEWALK AND VERTICAL GRANITE CURB TO BE REPLACED SHALL BE REBUILT TO CITY OF BRUNSWICK STANDARD.
4. ALL PAVEMENT STRIPING AND MARKINGS SHALL COMPLY TO CITY OF BRUNSWICK STANDARDS.
5. ANY ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
6. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
7. ALL RAMPS TO CONFORM TO ADA GUIDELINES. SLOPE SHALL NOT EXCEED 1 INCH PER FOOT.
8. ALL SITE SIGNAGE TO COMPLY WITH MUTCD STANDARDS. CONTRACTOR TO COORDINATE AND INSTALL.
9. FOLLOWING COMPLETION OF CONSTRUCTION, THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SITE LIGHTING, TRASH REMOVAL AND SNOW REMOVAL.

SPACE AND BULK STANDARDS

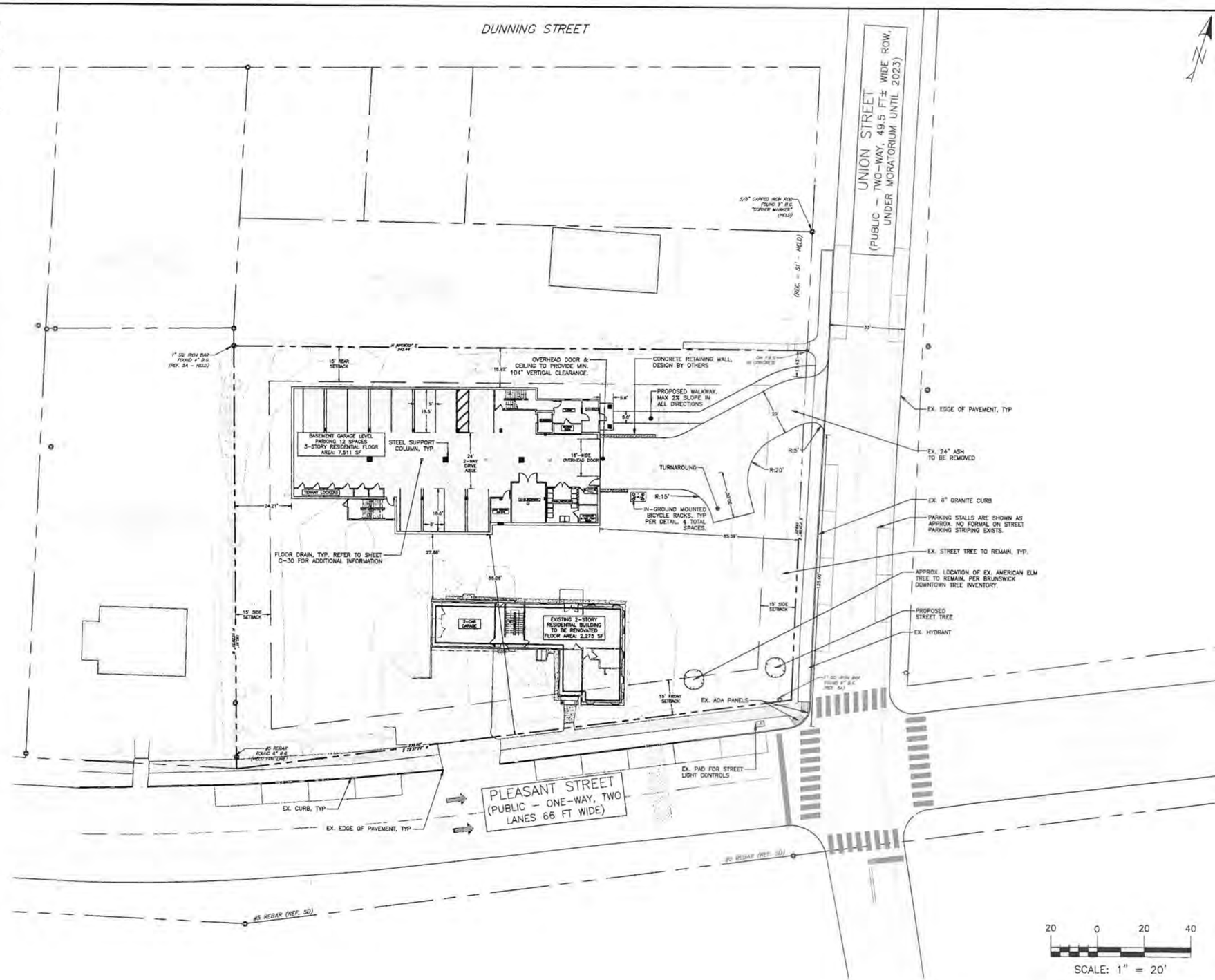
ZONES: GROWTH RESIDENTIAL–6 (GR6); VILLAGE REVIEW OVERLAY	REQUIRED	EXISTING	PROPOSED
MAX. DWELLING UNIT DENSITY	10 UNITS	3 UNITS	8 UNITS
MIN. LOT WIDTH	65 FT	237.8 FT	237.8 FT
MIN. BUILDING FRONTAGE (% OF LOT WIDTH)	N/A	N/A	N/A
MAX. BUILDING FRONTAGE (% OF LOT WIDTH)	N/A	N/A	N/A
MIN. FRONT SETBACK	15 FT	5.2 FT	79.4 FT (PR.); 5.2 FT (EX.)
BUILD–TO–ZONE	N/A	N/A	N/A
MIN. REAR SETBACK	15 FT	93.9 FT	16.92 FT
MIN. SIDE SETBACK	15 FT	70.6 FT	24.21 FT
MAX. IMPERVIOUS SURFACE COVERAGE (% OF LOT AREA)	50%	12.1%	38.8%
MIN. BUILDING HEIGHT	N/A	N/A	N/A
MAX. BUILDING HEIGHT	35 FT	23.8 FT±	< 35 FT
MAX. BUILDING FOOTPRINT PER STRUCTURE (1,000 SF)	7.5	2.3	7.3 (PR.) 2.3 (EX.)
DRIVEWAY SETBACK*	10 FT		
PARKING SPACES**	TBD (2 PER DWELLING UNIT)	4	15

*PER SECTION 4.2.5. B(4)(F)(i)

**PER TABLE 4.9.1.A: MINIMUM NUMBER OF OFF–STREET VEHICLE PARKING SPACES. DWELLING, MULTI–FAMILY REQUIRES 2 SPACES/DWELLING UNIT FOR 2 OR MORE BEDROOMS. 1 BEDROOM OR STUDIOS REQUIRE 1 SPACE/UNIT.

PARKING SPACES SUMMARY

	EXISTING	PROPOSED
STANDARD (9'X18.5')	5 (2 INTERIOR; 3 EXTERIOR)	16 (13 INTERIOR; 3 EXTERIOR)
ADA (10'X18.5')	0	1
TOTAL SPACES	5	17



PRELIMINARY
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY	DATE
VILLAGE REVIEW	PFH	04/29/20
SKETCH REVIEW	PFH	04/29/20

DRAWING NAME: SITE PLAN

PROJECT NAME/ ADDRESS: 36 PLEASANT STREET REDEVELOPMENT

CLIENT/OWNER OF RECORD: EIGHT GREEN STREET LLC
99 BACK SHORE LANE ORR'S ISLAND, MAINE 04066

ACORN ENGINEERING, INC.

THE PLAN SHALL NOT BE REDRAWN WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR UNAUTHORIZED, TO THE PLAN SHALL BE MADE ONLY WITH THE WRITTEN PERMISSION OF ACORN ENGINEERING, INC. AND SHALL BE MADE WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

ACORN ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04101
(207) 775-2655

FILE:	1135_CIVIL
JN:	1135
SCALE:	AS NOTED
DESIGNED BY:	PFH
DRAWN BY:	FRT
CHECKED BY:	WHS

4-1-2020

DRAWING NO.
C-10

ISSUED FOR	BY	DATE
VILLAGE REVIEW	PFH	4/13/2020
SKETCH REVIEW	PFH	4/13/2020

DRAWING NAME: SITE PLAN

PROJECT NAME/ ADDRESS: 36 PLEASANT STREET REDEVELOPMENT

CLIENT/OWNER OF RECORD: EIGHT GREEN STREET LLC
99 BACK SHORE LANE ORR'S ISLAND, MAINE 04066

ACORN ENGINEERING, INC.

ACORN ENGINEERING, INC.
PO BOX 4010, PORTLAND, MAINE 04101
(207) 775-2655

THIS PLAN SHALL NOT BE REPRODUCED WITHOUT WRITTEN PERMISSION OF ACORN ENGINEERING, INC. ANY REPRODUCTION OR OTHER USE WITHOUT WRITTEN CONSENT IS STRICTLY PROHIBITED AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

FILE:	1135_CIVIL
JN:	1135
SCALE:	AS NOTED
DESIGNED BY:	PFH
DRAWN BY:	FRT
CHECKED BY:	WHS

4-1-2020

DRAWING NO.
C-11

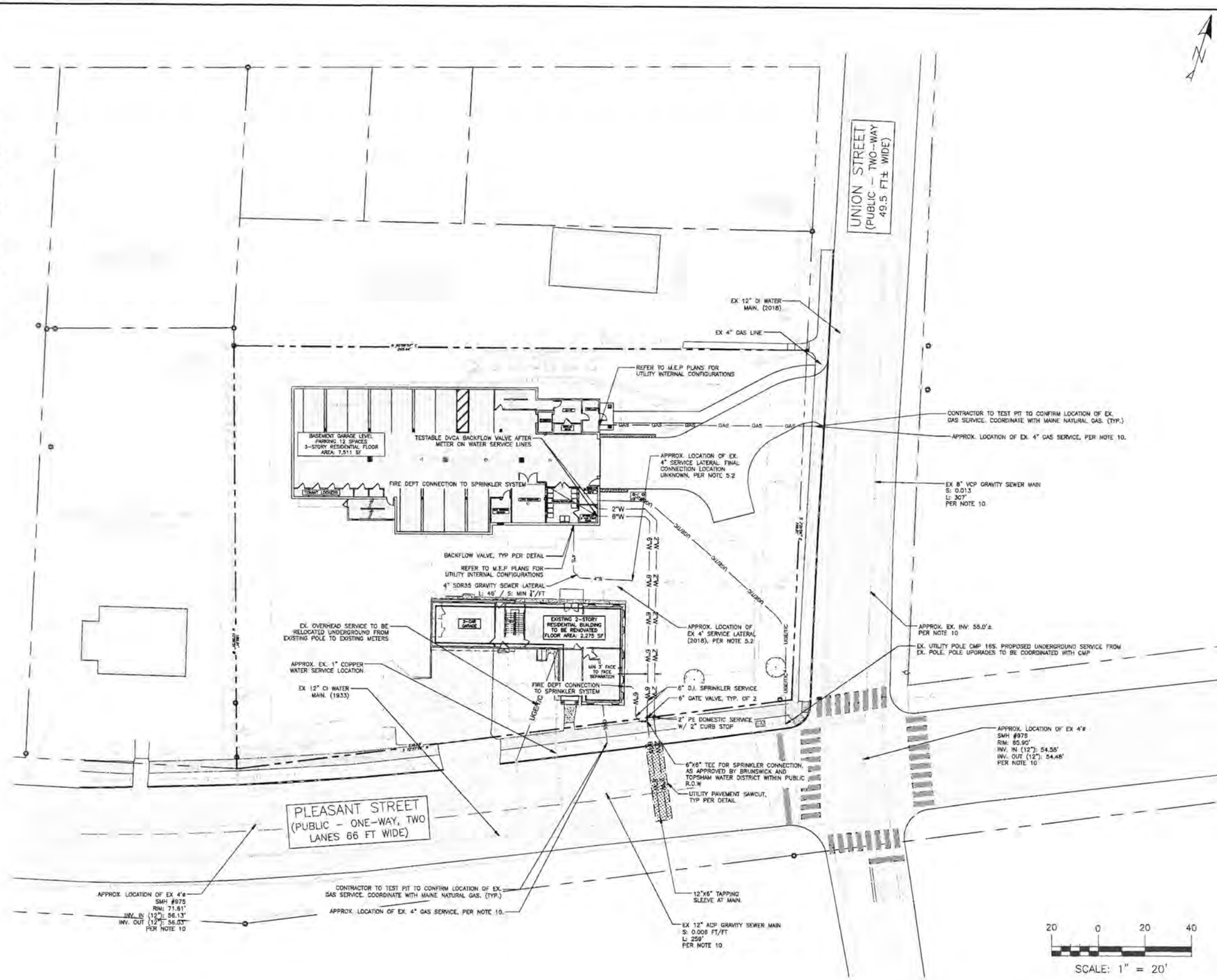
GENERAL NOTES:

1. LOCATION OF PROPOSED CONNECTIONS ARE APPROXIMATE; CONTRACTOR TO CONTACT ENGINEER IF FIELD INFORMATION VARIES FROM INFORMATION ON PLANS.
2. CONTRACTOR IS TO BE CAUTIONED THAT CERTAIN LOCATIONS AND/OR ELEVATIONS OF EXISTING UTILITIES HAVE BEEN PROVIDED THROUGH UTILITY COORDINATION OR OTHER OBSERVATIONS. INFORMATION IS NOT TO BE RELIED UPON AS EXACT OR COMPLETE. CONTRACTOR TO FIELD VERIFY AND COORDINATE WITH UTILITY COMPANY AND DIG SAFE NO LESS THAN 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF ALL UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS INDICATED IN THE CONTRACT DOCUMENTS. CONTRACTOR TO NOTIFY ENGINEER OF ANY DIFFERENTIATIONS FROM EXISTING CONDITIONS, INCLUDING UTILITY INFORMATION, PRIOR TO ANY CHANGES.
3. FOR ALL UTILITIES, ACORN ENGINEERING DESIGN LIMITS END AT EXTERIOR WALL OF BUILDING. METERING OF UTILITIES TO BE COMPLETED BY M.E.P. UNLESS SPECIFIED OTHERWISE.
4. CONTRACTOR TO COORDINATE WITH ARCHITECT ON FINAL UTILITY CONNECTIONS WITHIN THE BUILDING.
5. SEWER UTILITIES: CONTRACTOR TO COORDINATE WITH ARCHITECT FOR FINAL SERVICE CONNECTION. SEWER UTILITIES TO BE CONSTRUCTED IN ACCORDANCE WITH BRUNSWICK SEWER DISTRICT STANDARDS. VALVE FOR BACKFLOW PREVENTION SHALL BE INSTALLED WITHIN THE THE PROPERTY LINES FOR EACH CITY SEWER CONNECTION. CONTACT ENGINEER IF INVERT FIELD CONDITIONS VARY FROM DESIGN.
   - 5.1. APPROXIMATE LOCATION OF SEWER INFRASTRUCTURE OBTAINED FROM BRUNSWICK SEWER DISTRICT DATA FOR CONTRACTORS AND SEWER DISTRICT MAP VIEWER GIS APPLICATIONS.
   - 5.2. APPROXIMATE LOCATION OF EXISTING 36 PLEASANT STREET SEWER SERVICE OBTAINED FROM BRUNSWICK SEWER DISTRICT SERVICE LOCATION CARD PERMIT #201811050655.
6. WATER UTILITIES: FINAL PIPE SIZING PROVIDED BY M.E.P. ENGINEER AND FIRE PROTECTION DESIGNER. INTERNAL METERING, BACKFLOW PREVENTION, AND PRESSURE REDUCERS TO BE COMPLETED BY M.E.P. ENGINEER. DOMESTIC WATER PIPE SIZES WILL DETERMINE THE FINAL WATER METERING OPTIONS. METER MAY BE SMALLER THAN PROPOSED WATER MAIN. WATER METERING, PRESSURE REDUCER AND BACKFLOW PREVENTION TO BE IN ACCORDANCE WITH THE BRUNSWICK WATER DISTRICT STANDARDS. CONTRACTOR TO FOLLOW METERING GUIDELINES OF THE BRUNSWICK AND TOPSHAM WATER DISTRICT AND CITY OF BRUNSWICK.
   - 6.1. ALL WATER UTILITY MATERIALS TO BE PURCHASED THROUGH THE BRUNSWICK AND TOPSHAM WATER DISTRICT.
   - 6.2. BRUNSWICK AND TOPSHAM WATER DISTRICT SHALL INSPECT THE INSTALLATION OF THE DISTRICT-OWNED PORTION OF THE SERVICES AND SHALL BE NOTIFIED NO LESS THAN 72 HOURS PRIOR TO ANY WATER UTILITY WORK.
7. GAS UTILITIES: PROJECT GAS LOAD, GAS UTILITY DESIGN, AND FINAL GAS SERVICE LOCATION AND METERS TO BE DEFINED BY M.E.P. AND IN ACCORDANCE WITH UNITIL.
8. ELECTRIC UTILITIES: ELECTRIC DESIGN TO BE FINALIZED BY M.E.P. ENGINEER. ELECTRICAL LOAD TO BE DETERMINED BY M.E.P. ENGINEER. METER LOCATION AND TRANSFORMER SIZE, IF NECESSARY DEFINED BY M.E.P., M.E.P. TO FINALIZE SERVICE CONNECTION TO BUILDING. ALL ELECTRIC CONSTRUCTION SHALL CONFORM TO CMP GUIDEBOOK OF STANDARD REQUIREMENTS, MOST RECENT EDITION. DESIGN SUBJECT TO FINAL APPROVAL FROM CMP.
9. CABLE AND TELEPHONE PULLBOXES AND PEDESTAL LOCATIONS TO BE DETERMINED BY CHARTER/SPECTRUM COMMUNICATIONS AND CONSOLIDATED COMMUNICATIONS PRIOR TO CONSTRUCTION. CONTRACTOR TO COORDINATE INSTALLATION OF UNDERGROUND UTILITIES WITH ALL UTILITY COMPANIES INVOLVED.
10. UTILITY AND DRAINAGE INFORMATION OBTAINED FROM PLAN TITLED, "UNION STREET UTILITY IMPROVEMENTS BRUNSWICK, MAINE" CREATED BY SITELINES, PA OF BRUNSWICK, MAINE DATED 1/18/14 & TOWN OF BRUNSWICK GIS INFORMATION.

MINIMUM HORIZONTAL UTILITY SEPARATION

UTILITY	UGE/T/C	WATER	SEWER	GAS	STORMWATER
UGE/T/C	–	6'	5'	4'	6'
WATER	6'	–	5'*	6'	3'
SEWER	5'	5'*	–	5'	10'
GAS	4'	6'	5'	–	3'
STORMWATER	6'	3'	10'	3'	–

*PERMISSIBLE ONLY IF SEWER IS LAID MIN. 18" BELOW WATER SERVICE; OTHERWISE, 10' OF HORIZONTAL SEPARATION MUST BE MAINTAINED.



PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR	BY	DATE
SKETCH REVIEW	PFH	4/13/2020
ABILITY TO SERVE	PFH	4/22/2020

DRAWING NAME: UTILITY PLAN

PROJECT NAME/ADDRESS: 36 PLEASANT STREET REDEVELOPMENT

CLIENT/OWNER OF RECORD: EIGHT GREEN STREET LLC
99 BACK SHORE LANE ORR'S ISLAND, MAINE 04066

ACORN ENGINEERING, INC.

THIS PLAN SHALL NOT BE REDRAWN WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, ALTHOUGH MADE BY OTHERS, WILL NOT RELIEVE ACORN ENGINEERING, INC. OF ANY AND ALL RESPONSIBILITY.

ACORN ENGINEERING, INC.
PO BOX 3373, PORTLAND MAINE 04101
(207) 775-2653

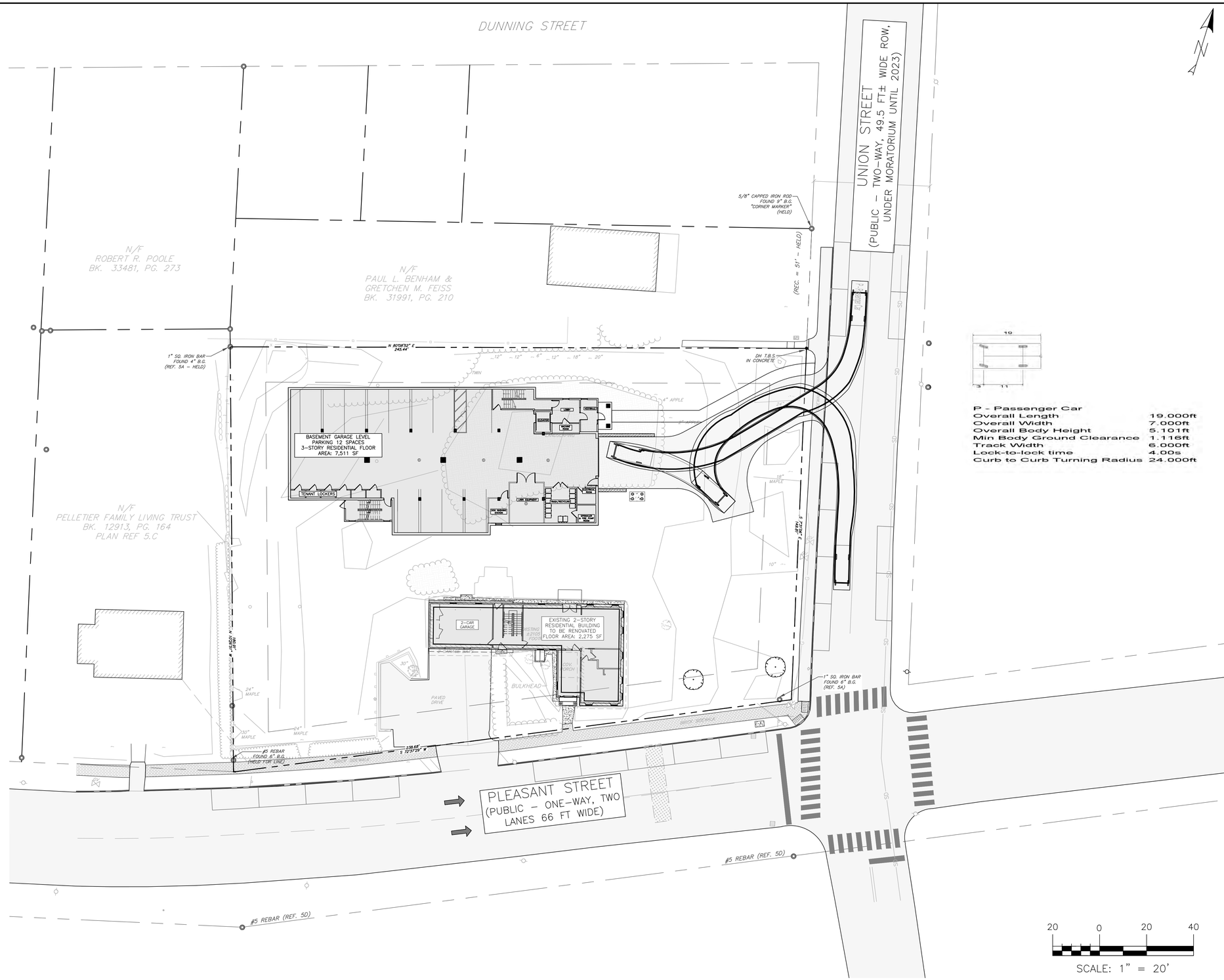
FILE:	1135_CIVIL
JN:	1135
SCALE:	AS NOTED
DESIGNED BY:	PFH
DRAWN BY:	FRT
CHECKED BY:	WHS

4-1-2020

DRAWING NO.
C-20

SPACE AND BULK STANDARDS			
ZONES: GROWTH RESIDENTIAL–6 (GR6); VILLAGE REVIEW OVERLAY	REQUIRED	EXISTING	PROPOSED
MAX. DWELLING UNIT DENSITY	10 UNITS	3 UNITS	8 UNITS
MIN. LOT WIDTH	65 FT	237.8 FT	237.8 FT
MIN. BUILDING FRONTAGE (% OF LOT WIDTH)	N/A	N/A	N/A
MAX. BUILDING FRONTAGE (% OF LOT WIDTH)	N/A	N/A	N/A
MIN. FRONT SETBACK	15 FT	5.2 FT	79.4 FT (PR.); 5.2 FT (EX.)
BUILD–TO–ZONE	N/A	N/A	N/A
MIN. REAR SETBACK	15 FT	93.9 FT	16.92 FT
MIN. SIDE SETBACK	15 FT	70.6 FT	24.21 FT
MAX. IMPERVIOUS SURFACE COVERAGE (% OF LOT AREA)	50%	12.1%	38.8%
MIN. BUILDING HEIGHT	N/A	N/A	N/A
MAX. BUILDING HEIGHT	35 FT	25.8 FT±	< 35 FT
MAX. BUILDING FOOTPRINT PER STRUCTURE (1,000 SF)	7.5	2.3	7.3 (PR.) 2.3 (EX.)
DRIVEWAY SETBACK*	10 FT		
PARKING SPACES**	TBD (2 PER DWELLING UNIT)	4	15
*PER SECTION 4.2.5. B(4)(F)(I)			
**PER TABLE 4.9.1.A: MINIMUM NUMBER OF OFF–STREET VEHICLE PARKING SPACES. DWELLING, MULTI–FAMILY REQUIRES 2 SPACES/DWELLING UNIT FOR 2 OR MORE BEDROOMS. 1 BEDROOM OR STUDIOS REQUIRE 1 SPACE/UNIT.			

PARKING SPACES SUMMARY		
	EXISTING	PROPOSED
STANDARD (9'X18.5')	5 (2 INTERIOR; 3 EXTERIOR)	16 (13 INTERIOR; 3 EXTERIOR)
ADA (10'X'18.5')	0	1
TOTAL SPACES	5	17



PRELIMINARY
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY	DATE
VILLAGE REVIEW	PFH	4/14/2020
SKETCH REVIEW	PFH	4/17/2020

DRAWING NAME: SITE PLAN

PROJECT NAME/ ADDRESS: 36 PLEASANT STREET REDEVELOPMENT

CLIENT/OWNER OF RECORD: EIGHT GREEN STREET LLC
99 BACK SHORE LANE ORR'S ISLAND, MAINE 04066

ACORN ENGINEERING, INC.

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ACORN ENGINEERING, INC.
PO BOX 3777 PORTLAND, MAINE 04101
(207) 775–2655

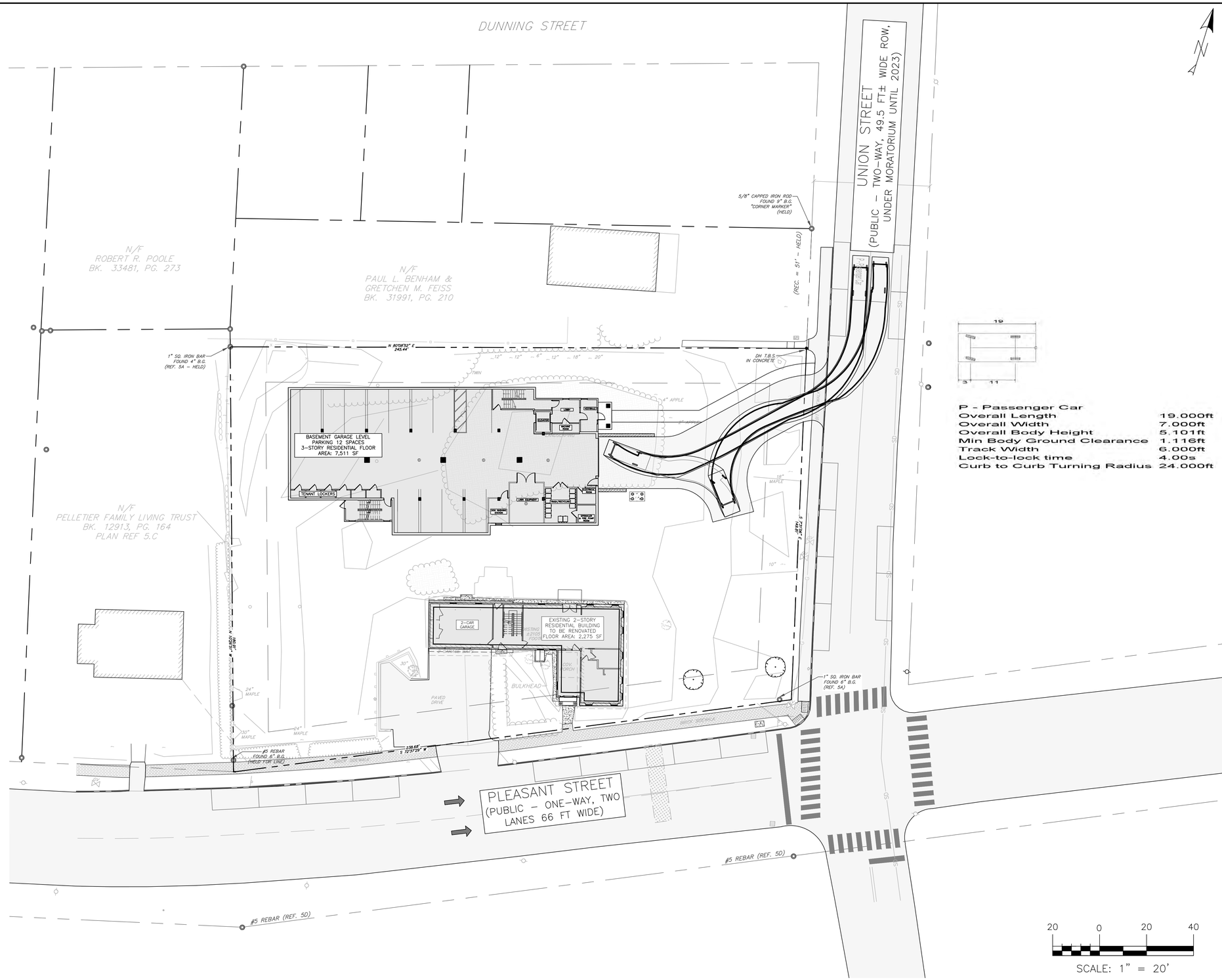
FILE:	1135_CIVIL
JN:	1135
SCALE:	AS NOTED
DESIGNED BY:	PFH
DRAWN BY:	FRT
CHECKED BY:	WHS

4-1-2020

DRAWING NO.
C-10

SPACE AND BULK STANDARDS			
ZONES: GROWTH RESIDENTIAL–6 (GR6); VILLAGE REVIEW OVERLAY	REQUIRED	EXISTING	PROPOSED
MAX. DWELLING UNIT DENSITY	10 UNITS	3 UNITS	8 UNITS
MIN. LOT WIDTH	65 FT	237.8 FT	237.8 FT
MIN. BUILDING FRONTAGE (% OF LOT WIDTH)	N/A	N/A	N/A
MAX. BUILDING FRONTAGE (% OF LOT WIDTH)	N/A	N/A	N/A
MIN. FRONT SETBACK	15 FT	5.2 FT	79.4 FT (PR.); 5.2 FT (EX.)
BUILD–TO–ZONE	N/A	N/A	N/A
MIN. REAR SETBACK	15 FT	93.9 FT	16.92 FT
MIN. SIDE SETBACK	15 FT	70.6 FT	24.21 FT
MAX. IMPERVIOUS SURFACE COVERAGE (% OF LOT AREA)	50%	12.1%	38.8%
MIN. BUILDING HEIGHT	N/A	N/A	N/A
MAX. BUILDING HEIGHT	35 FT	25.8 FT±	< 35 FT
MAX. BUILDING FOOTPRINT PER STRUCTURE (1,000 SF)	7.5	2.3	7.3 (PR.) 2.3 (EX.)
DRIVEWAY SETBACK*	10 FT		
PARKING SPACES**	TBD (2 PER DWELLING UNIT)	4	15
*PER SECTION 4.2.5. B(4)(F)(I)			
**PER TABLE 4.9.1.A: MINIMUM NUMBER OF OFF–STREET VEHICLE PARKING SPACES. DWELLING, MULTI–FAMILY REQUIRES 2 SPACES/DWELLING UNIT FOR 2 OR MORE BEDROOMS. 1 BEDROOM OR STUDIOS REQUIRE 1 SPACE/UNIT.			

PARKING SPACES SUMMARY		
	EXISTING	PROPOSED
STANDARD (9'X18.5')	5 (2 INTERIOR; 3 EXTERIOR)	16 (13 INTERIOR; 3 EXTERIOR)
ADA (10'X'18.5')	0	1
TOTAL SPACES	5	17



P - Passenger Car	
Overall Length	19.000ft
Overall Width	7.000ft
Overall Body Height	5.101ft
Min Body Ground Clearance	1.116ft
Track Width	6.000ft
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	24.000ft

PRELIMINARY
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY	DATE
VILLAGE REVIEW	PFH	4/14/2020
SKETCH REVIEW	PFH	4/17/2020

DRAWING NAME: SITE PLAN

PROJECT NAME/ ADDRESS: 36 PLEASANT STREET REDEVELOPMENT

CLIENT/OWNER OF RECORD: EIGHT GREEN STREET LLC
99 BACK SHORE LANE ORR'S ISLAND, MAINE 04066

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(207) 775–2655

FILE:	1135_CIVIL
JN:	1135
SCALE:	AS NOTED
DESIGNED BY:	PFH
DRAWN BY:	FRT
CHECKED BY:	WHS

4-1-2020

DRAWING NO.
C-10

SPACE AND BULK STANDARDS			
ZONES: GROWTH RESIDENTIAL–6 (GR6); VILLAGE REVIEW OVERLAY	REQUIRED	EXISTING	PROPOSED
MAX. DWELLING UNIT DENSITY	10 UNITS	3 UNITS	8 UNITS
MIN. LOT WIDTH	65 FT	237.8 FT	237.8 FT
MIN. BUILDING FRONTAGE (% OF LOT WIDTH)	N/A	N/A	N/A
MAX. BUILDING FRONTAGE (% OF LOT WIDTH)	N/A	N/A	N/A
MIN. FRONT SETBACK	15 FT	5.2 FT	79.4 FT (PR.); 5.2 FT (EX.)
BUILD–TO–ZONE	N/A	N/A	N/A
MIN. REAR SETBACK	15 FT	93.9 FT	16.92 FT
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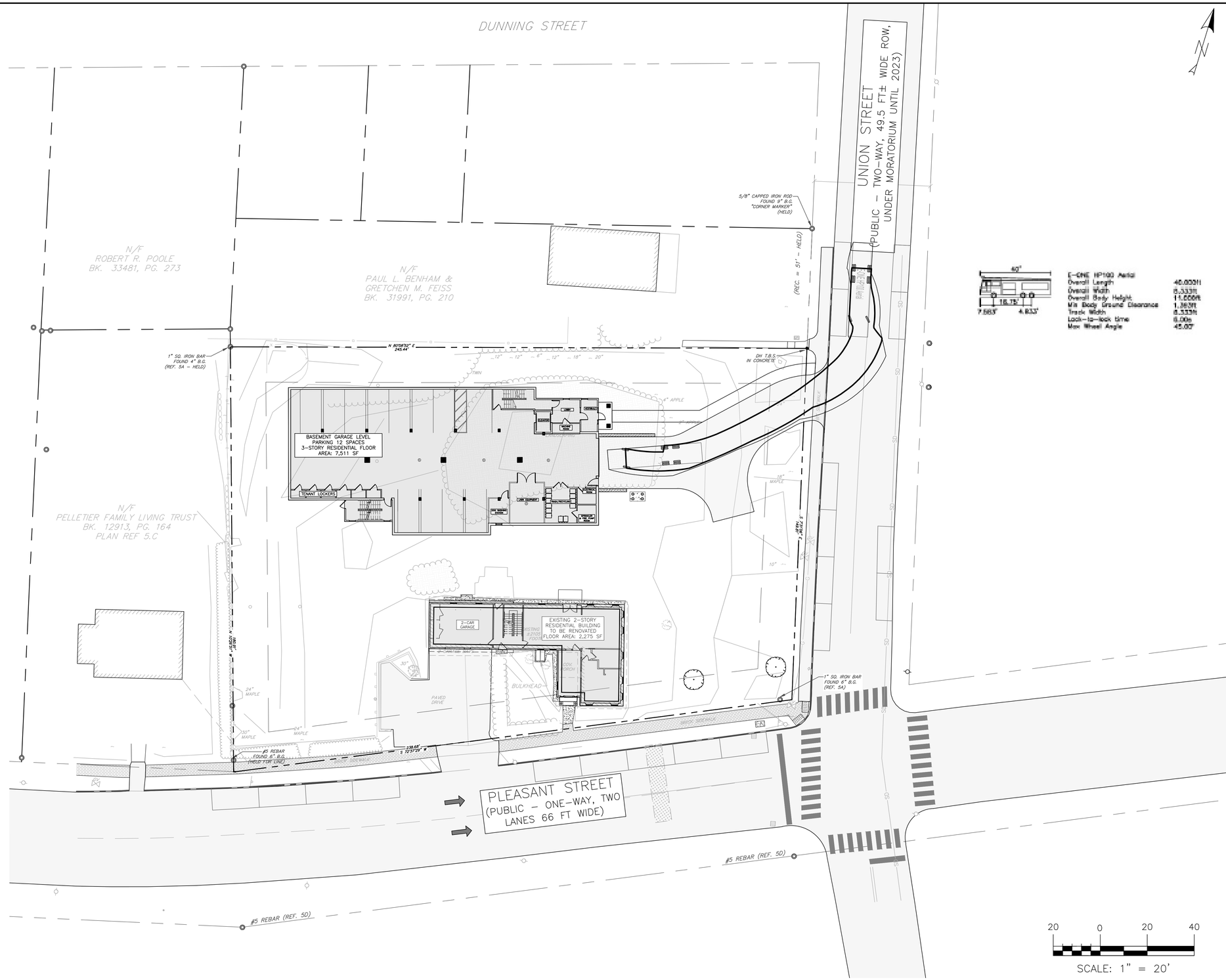
MAX. BUILDING HEIGHT	35 FT	25.8 FT±	< 35 FT
MAX. BUILDING FOOTPRINT PER STRUCTURE (1,000 SF)	7.5	2.3	7.3 (PR.) 2.3 (EX.)
DRIVEWAY SETBACK*	10 FT		
PARKING SPACES**	TBD (2 PER DWELLING UNIT)	4	15
*PER SECTION 4.2.5. B(4)(F)(I)			
**PER TABLE 4.9.1.A: MINIMUM NUMBER OF OFF–STREET VEHICLE PARKING SPACES. DWELLING, MULTI–FAMILY REQUIRES 2 SPACES/DWELLING UNIT FOR 2 OR MORE BEDROOMS. 1 BEDROOM OR STUDIOS REQUIRE 1 SPACE/UNIT.			

PARKING SPACES SUMMARY		
	EXISTING	PROPOSED
STANDARD (9'X18.5')	5 (2 INTERIOR; 3 EXTERIOR)	16 (13 INTERIOR; 3 EXTERIOR)
ADA (10'X18.5')	0	1
TOTAL SPACES	5	17



E–ONE HP100 Aerial	
Overall Length	40.0031ft
Overall Width	8.3331ft
Overall Body Height	11.0008ft
Min Body Ground Clearance	1.3691ft
Track Width	8.333ft
Lock–to–lock time	6.00s
Max Wheel Angle	45.00°

PRELIMINARY
NOT ISSUED FOR CONSTRUCTION

ISSUED FOR	BY	DATE
VILLAGE REVIEW	PFH	4/14/2020
SKETCH REVIEW	PFH	4/17/2020

DRAWING NAME: SITE PLAN

PROJECT NAME/ ADDRESS: 36 PLEASANT STREET REDEVELOPMENT

CLIENT/OWNER OF RECORD: EIGHT GREEN STREET LLC
99 BACK SHORE LANE ORR'S ISLAND, MAINE 04066

ACORN ENGINEERING, INC.

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PO BOX 372 PORTLAND, MAINE 04101
(207) 775–2655

FILE:	1135_CIVIL
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DESIGNED BY:	PFH
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4-1-2020

DRAWING NO.
C-10

OWNERSHIP OF INSTRUMENTS OF SERVICE
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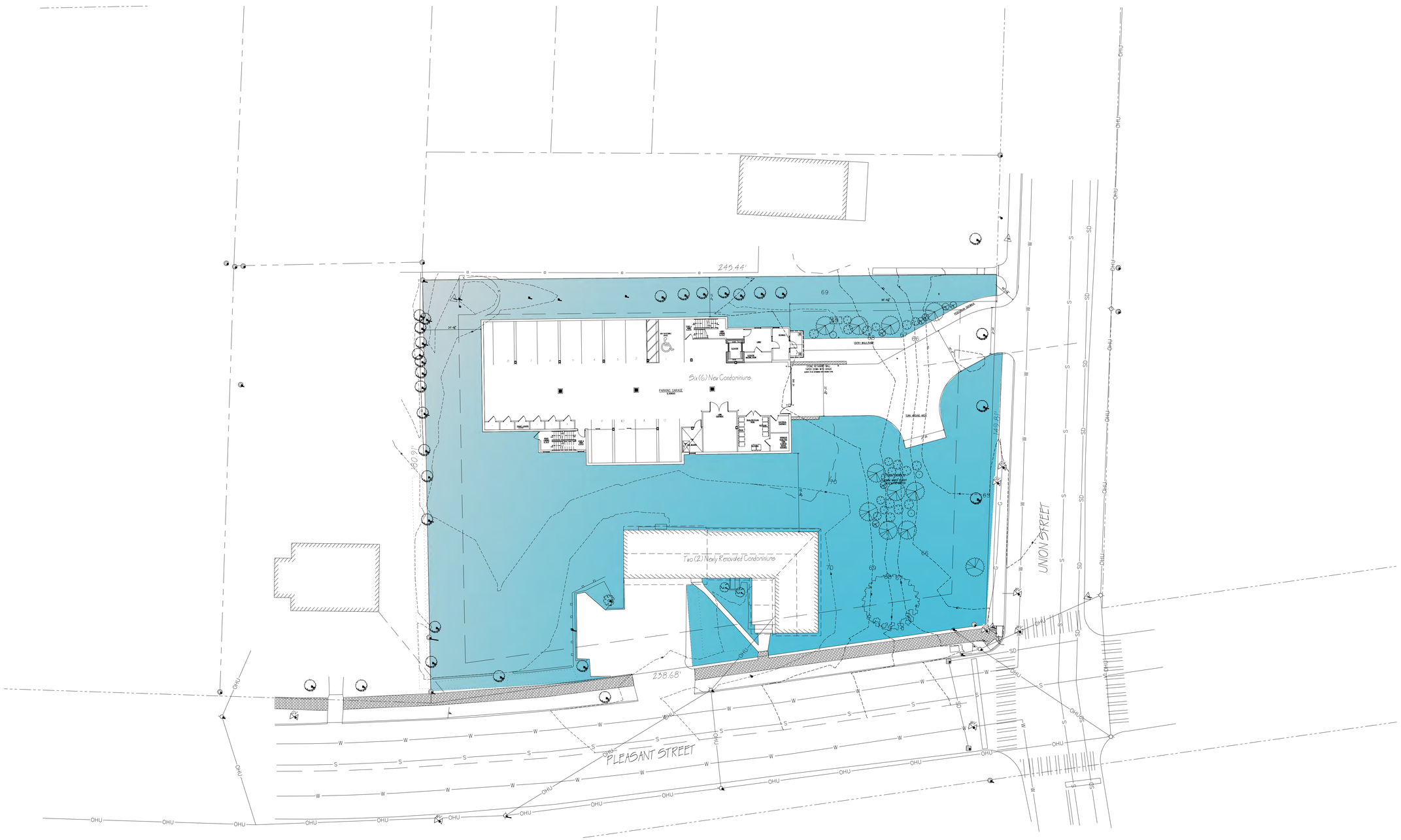

1 SITE PLAN

SCALE: 1" = 20'-0"

Architectural Concept Development
Steve Normand
(207) 751-6394
sn@stevenormand.com

Stamp

Title
Site Plan
Scale 1" = 20'-0"
Date: May 21, 2020

Project
PLEASANT @ UNION STREETS
CONDOMINIUM DEVELOPMENT
36 PLEASANT STREET
BRUNSWICK, MAINE

Project North

Revisions

Sheet Number
L1.1

OWNERSHIP OF INSTRUMENTS OF SERVICE
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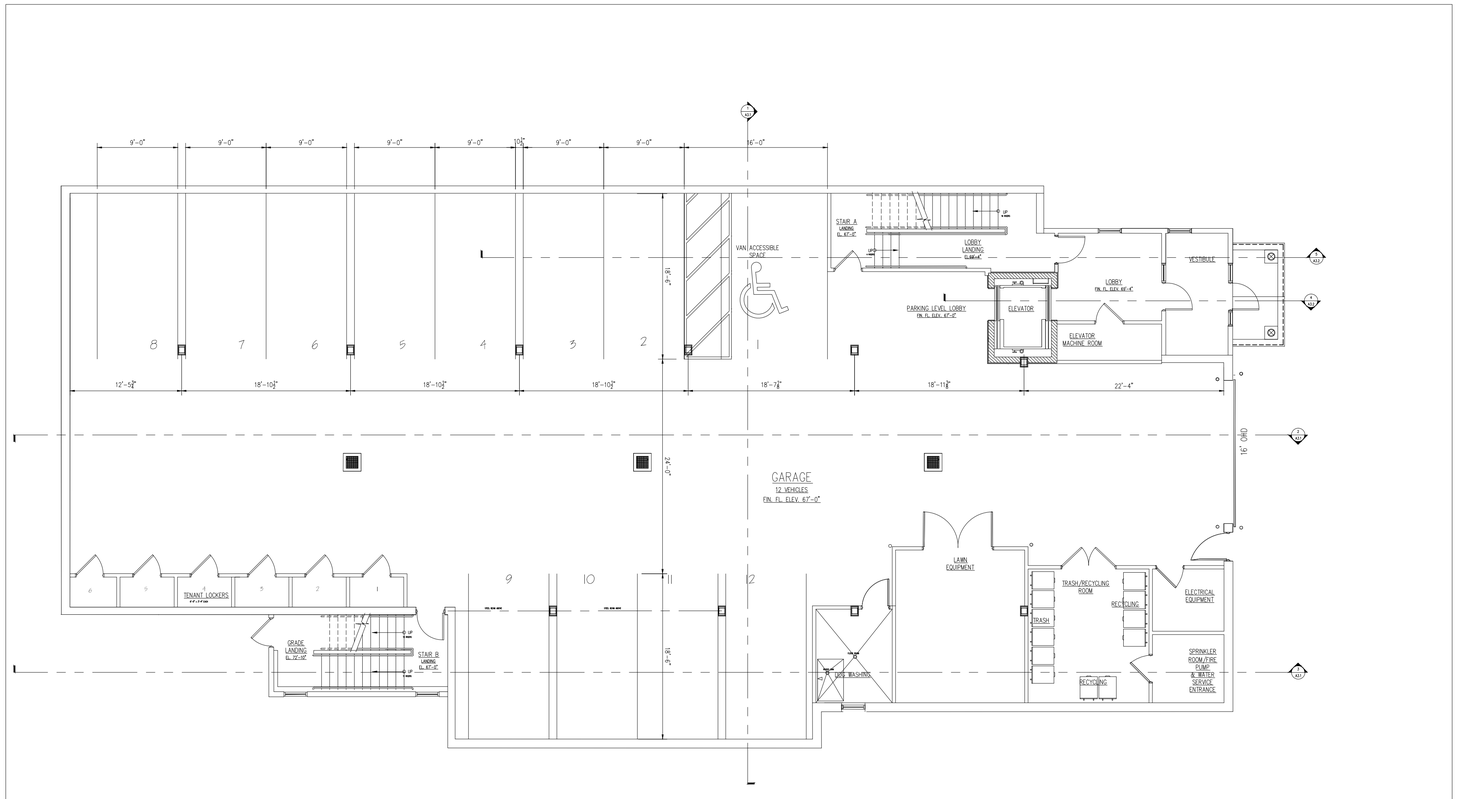

1 FIRST FLOOR, PARKING LEVEL PLAN

SCALE: 1/8" = 1'-0"

Architectural
Concept
Development
Steve Normand
(207) 751-6394
sn@stevenormand.com

Stamp

Title
First Floor, Parking Level Plan
Scale as Noted
Date: May 21, 2020

Project
PLEASANT @ UNION STREETS
CONDOMINIUM DEVELOPMENT
36 PLEASANT STREET
BRUNSWICK, MAINE

Project North

Revisions

Sheet Number
A1.1

OWNERSHIP OF INSTRUMENTS OF SERVICE
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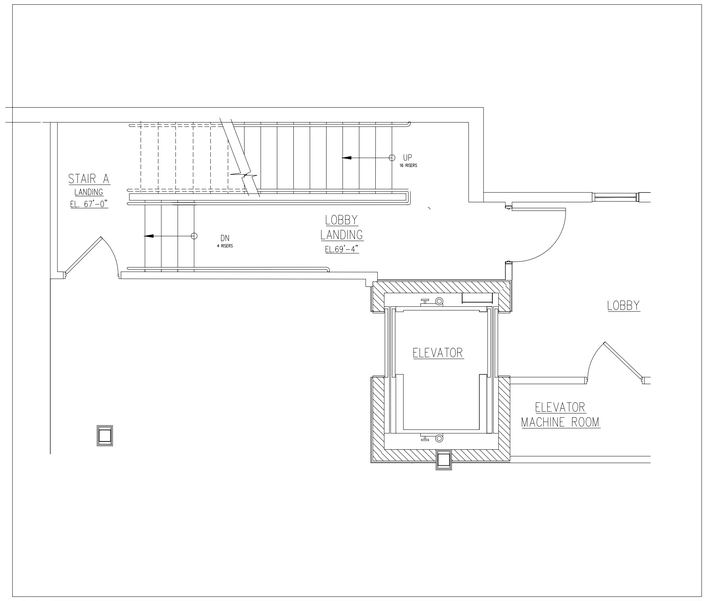
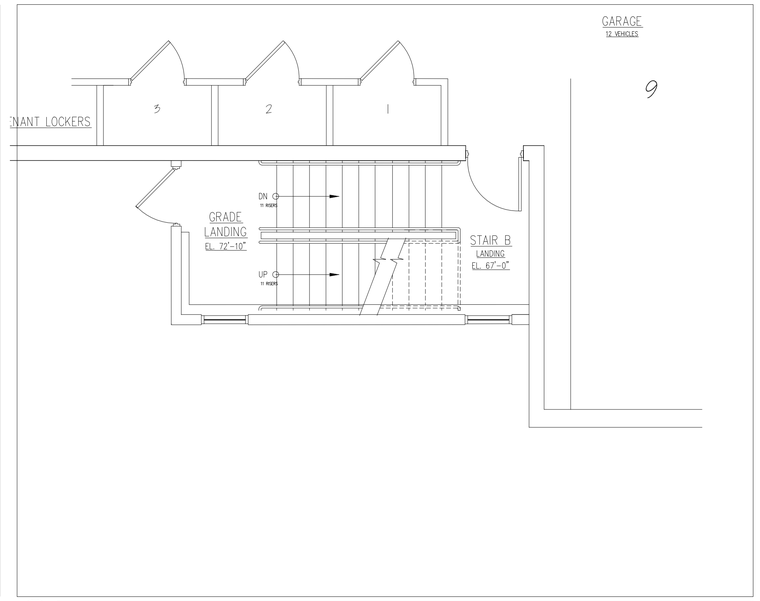
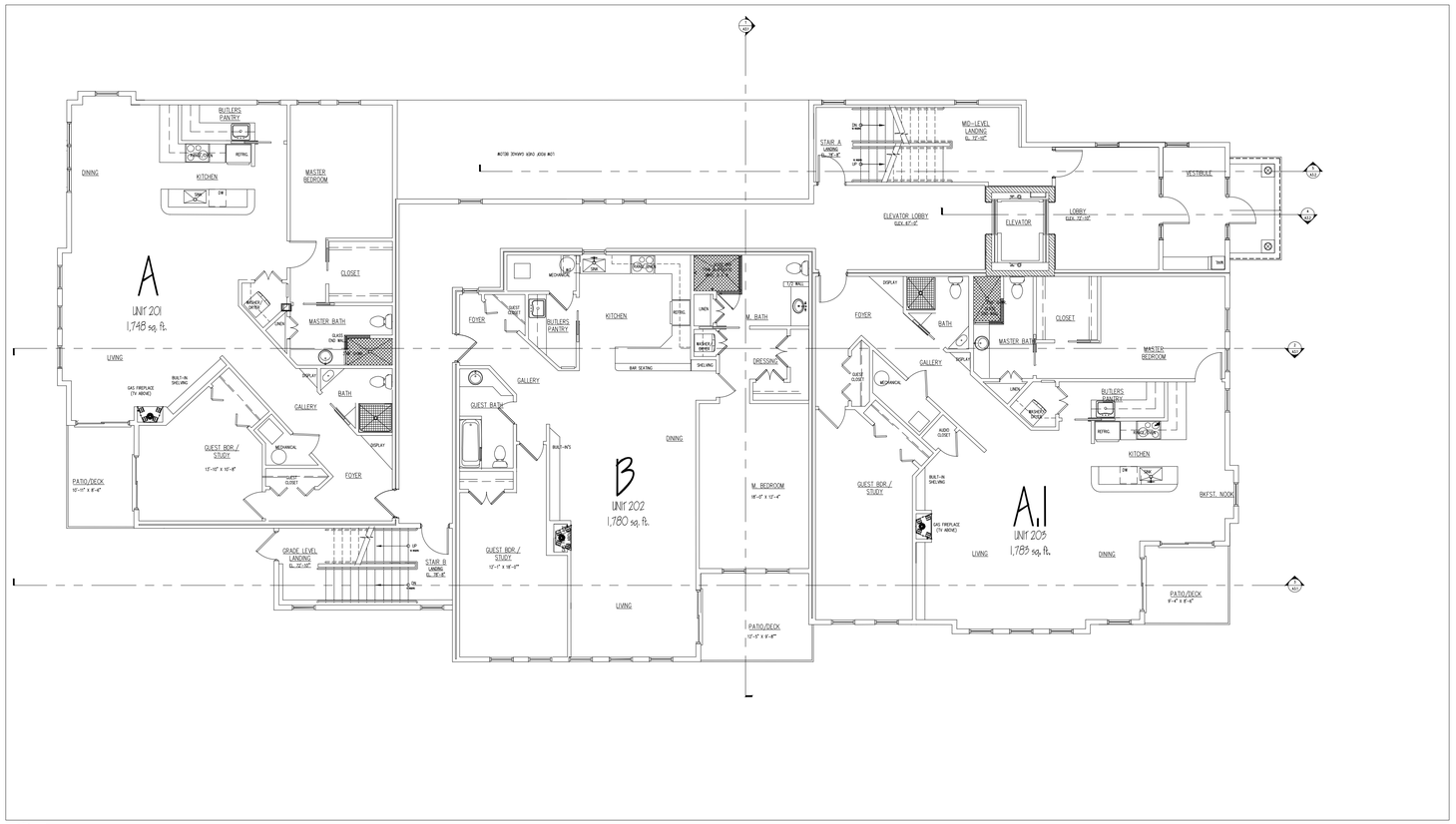


2a STAIR A LOWER LEVEL TO SECOND FLOOR SCALE: 1/4" = 1'-0"



2b STAIR B LOWER LEVEL TO SECOND FLOOR SCALE: 1/4" = 1'-0"



2 SECOND FLOOR PLAN, UNITS 201, 202, AND 203 SCALE: 1/8" = 1'-0"

Architectural Concept Development
Steve Normand
(207) 751-6394
sn@stevenormand.com

Stamp

Title
Second Floor, Condominium Units 201, 202, and 203
Date: May 6, 2020

Project
PLEASANT @ UNION STREETS
CONDOMINIUM DEVELOPMENT
36 PLEASANT STREET
BRUNSWICK, MAINE

Project North

Revisions

Sheet Number
A1.2

OWNERSHIP OF INSTRUMENTS OF SERVICE
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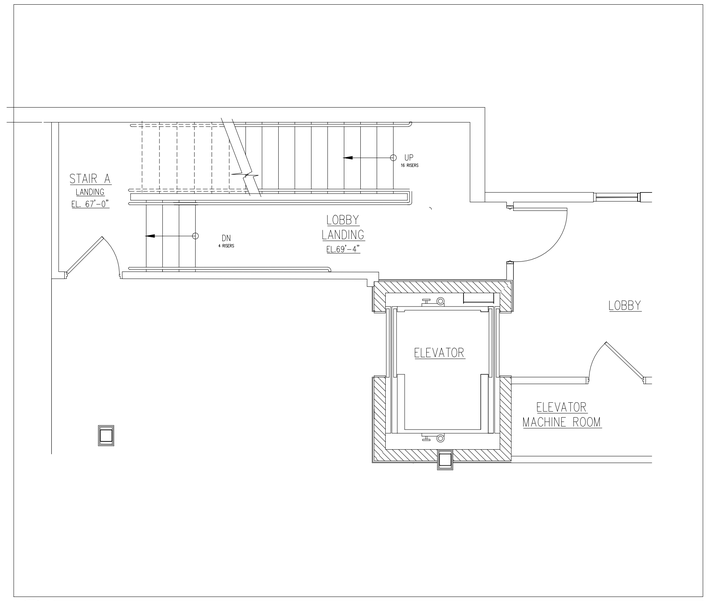
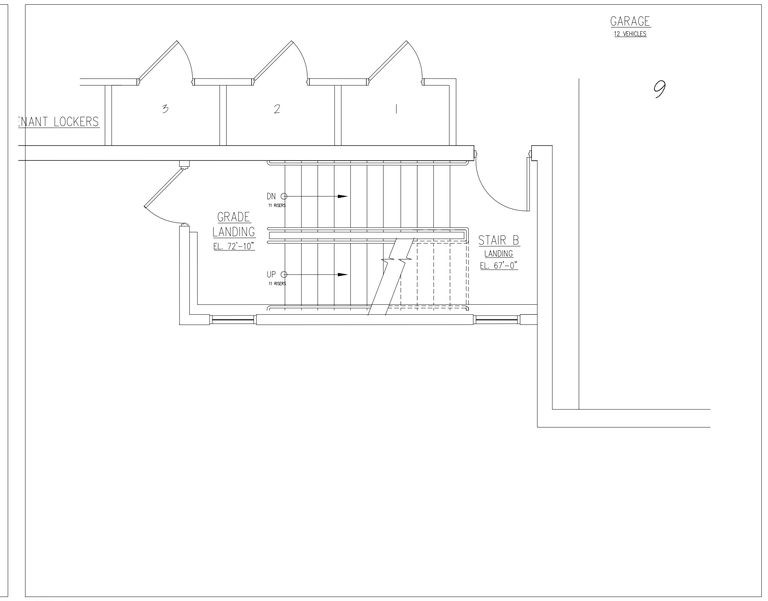
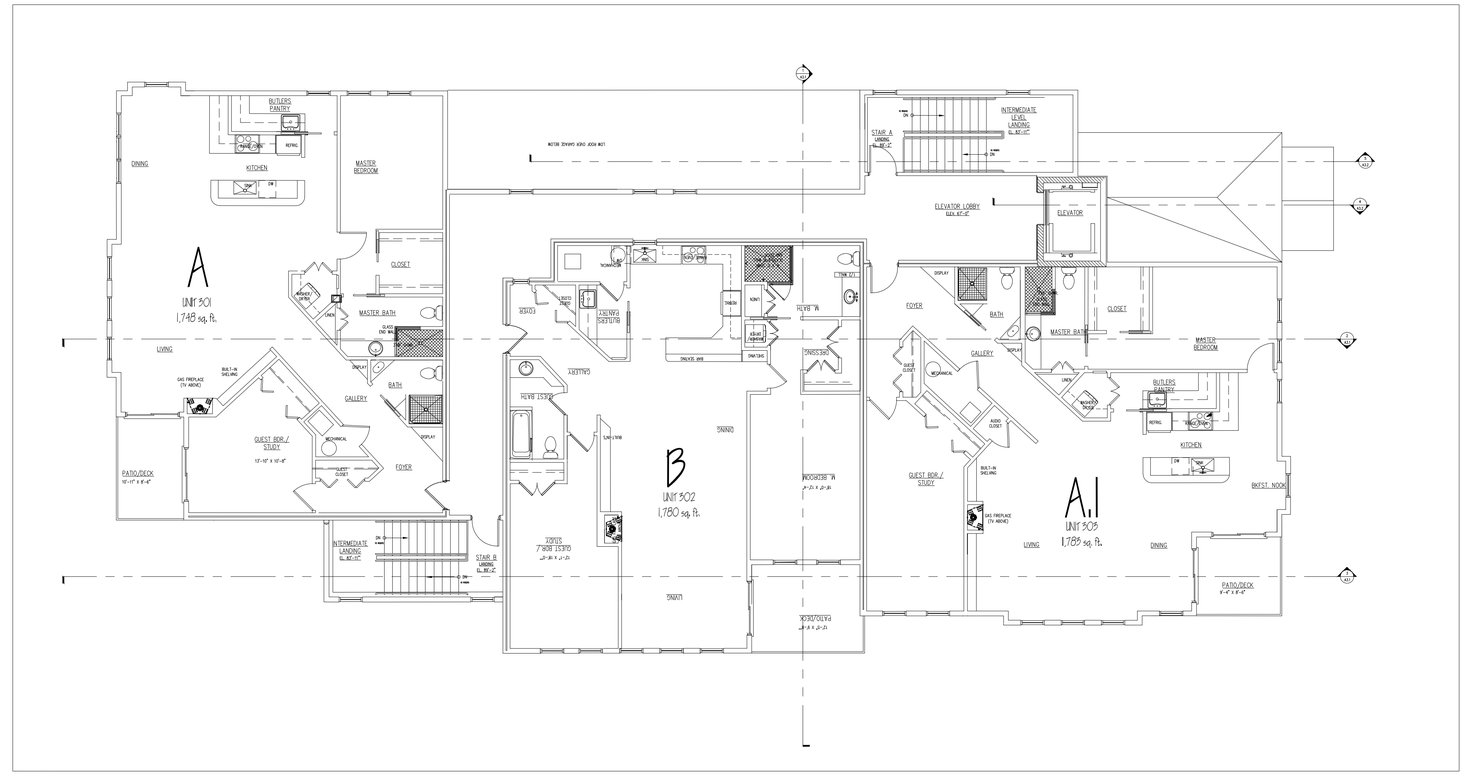


3a STAIR A LOWER LEVEL TO SECOND FLOOR SCALE: 1/ 4" = 1'-0"



3b STAIR B LOWER DERIVED FROM THE GARAGE FLOOR SCALE: 1/ 8" SCALE: 1/ 8" = 1'-0"



3 THIRD FLOOR PLAN, UNITS 301, 302, AND 303 SCALE: 1/ 8" = 1'-0"

Architectural Concept Development
Steve Normand
(207) 751-6394
sn@stevenormand.com

Stamp

Title
Second Floor, Condominium Units 301, 302, and 303
Date: May 21, 2020

Project
PLEASANT @ UNION STREETS
CONDOMINIUM DEVELOPMENT
36 PLEASANT STREET
BRUNSWICK, MAINE

Project North

Revisions

Sheet Number
A1.3

OWNERSHIP OF INSTRUMENTS OF SERVICE
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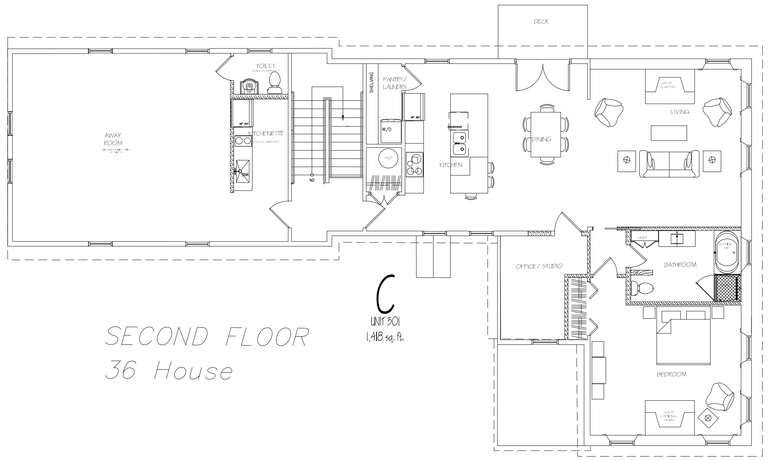
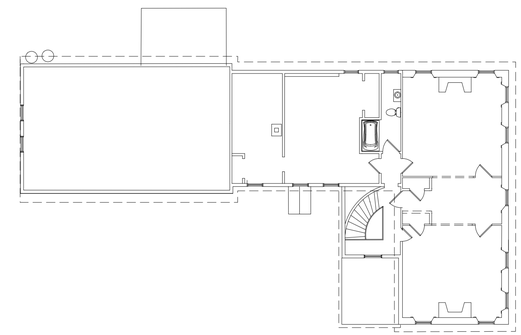
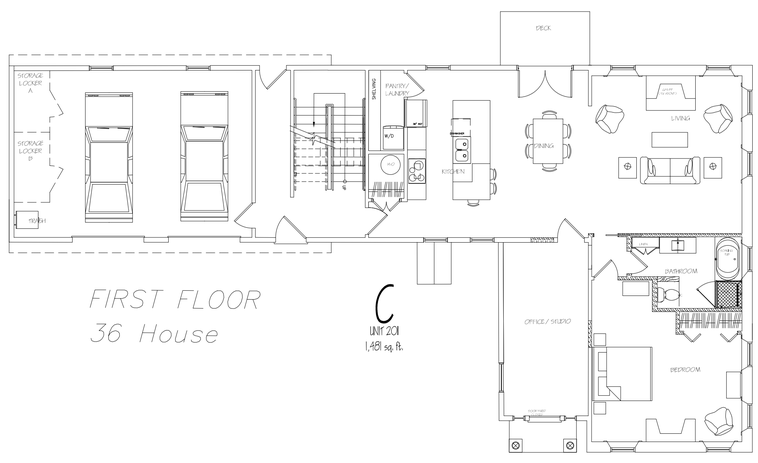


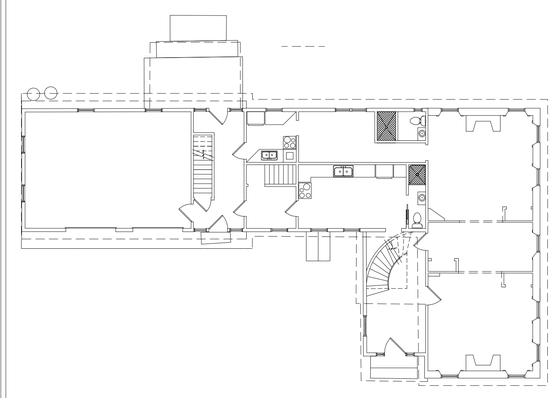
3 SECOND FLOOR PLAN EXISTING BUILDING SCALE: 1/8" = 1'-0"



4 SECOND FLOOR EXISTING SCALE: N.T.S.



1 FIRST FLOOR PLAN EXISTING BUILDING SCALE: 1/8" = 1'-0"



2 FIRST FLOOR EXISTING SCALE: N.T.S.

Architectural Concept Development
Steve Normand
(207) 751-6394
sn@stevenormand.com

Stamp

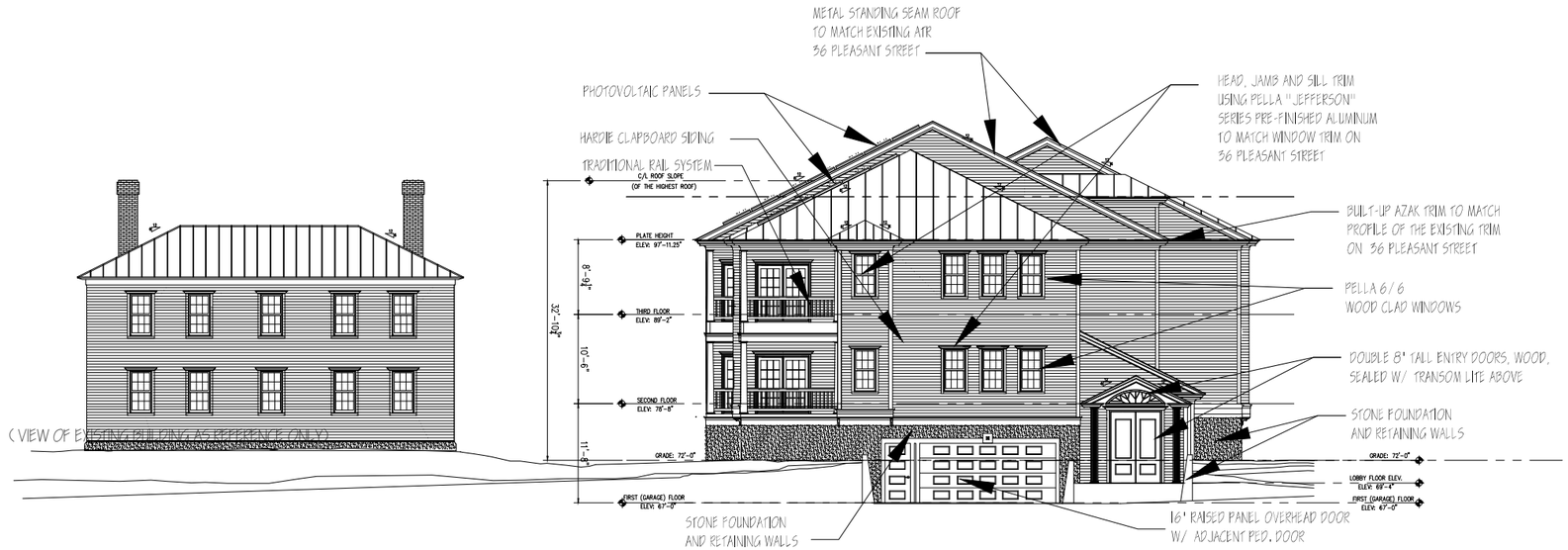
Title
1st & 2nd Floor Plans Exist Building
Condominium Units 201, and 301
Scale as Noted
Date: AMay 21, 2020

Project
PLEASANT @ UNION STREETS
CONDOMINIUM DEVELOPMENT
36 PLEASANT STREET
BRUNSWICK, MAINE

Project North

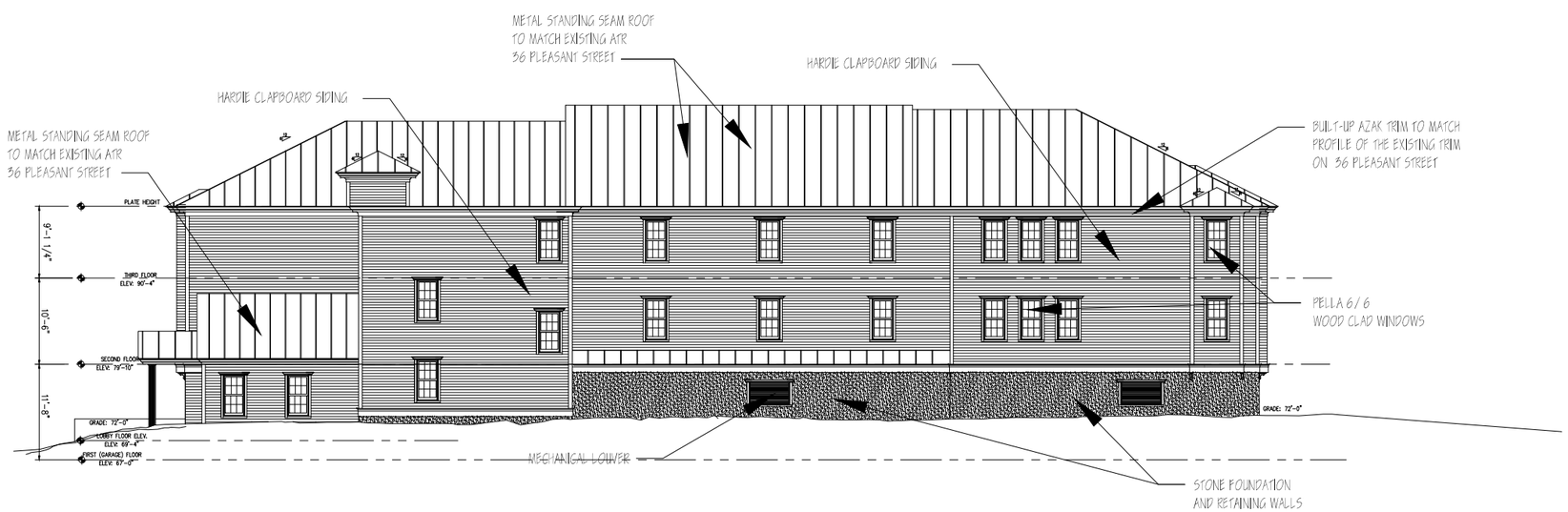
Revisions

Sheet Number
A1.1E



1 UNION STREET, EAST ELEVATION NEW 6 UNIT BUILDING

SCALE: 1/8" = 1'-0"



2 NORTH ELEVATION NEW 6 UNIT BUILDING

SCALE: 1/8" = 1'-0"

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Architectural
Concept
Development
Steve Normand
(207) 751-6394
sn@stevenormand.com

Stamp

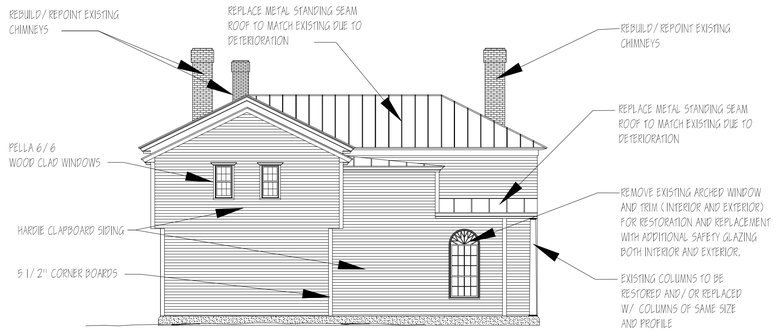
Title
East and South Elevations
New 6 Unit Building
Scale as Noted
Date: May 21, 2020

Project
PLEASANT @ UNION STREETS
CONDOMINIUM DEVELOPMENT
36 PLEASANT STREET
BRUNSWICK, MAINE

Project North

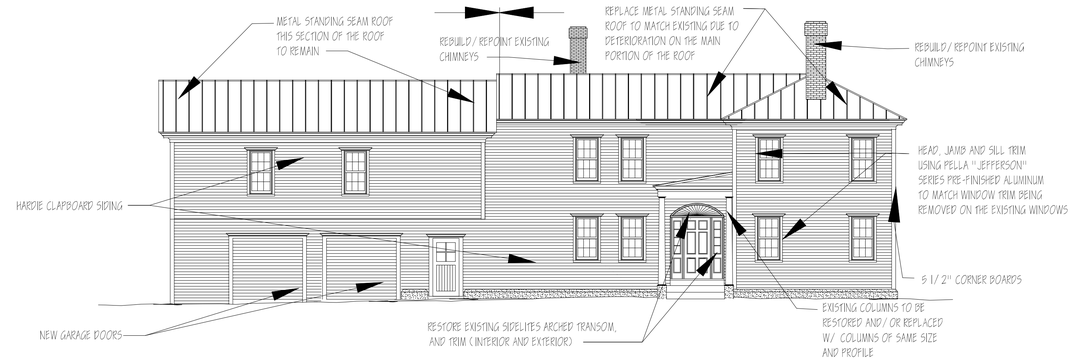
Revisions

Sheet Number
A2.1



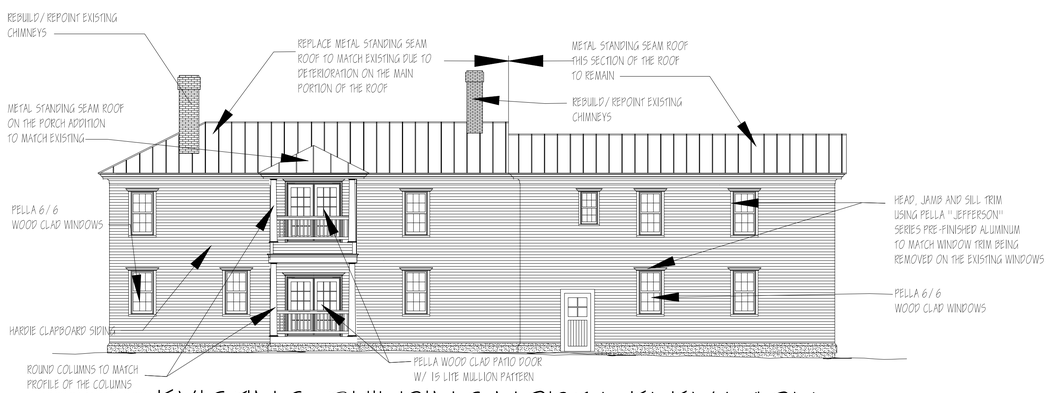
EXISTING BUILDING WEST ELEVATION

5 WEST ELEVATION EXISTING 2 UNIT BUILDING SCALE: 3 / 32" = 1'-0"



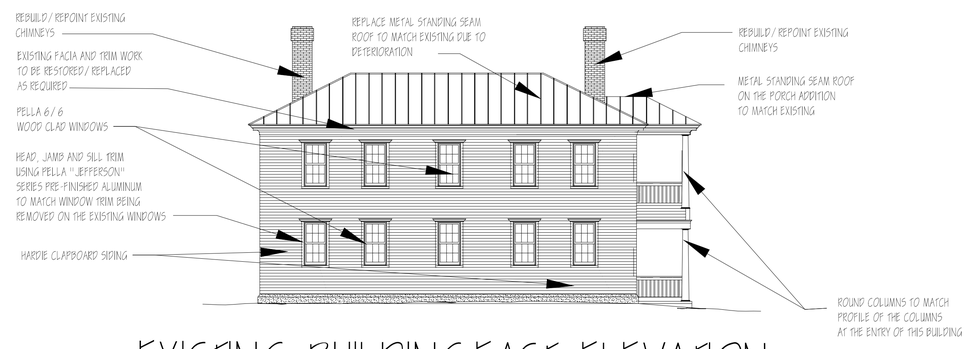
EXISTING BUILDING SOUTH ELEVATION

6 SOUTH ELEVATION EXISTING 2 UNIT BUILDING SCALE: 3 / 32" = 1'-0"



EXISTING BUILDING NORTH ELEVATION

7 NORTH ELEVATION EXISTING 2 UNIT BUILDING SCALE: 3 / 32" = 1'-0"



EXISTING BUILDING EAST ELEVATION

8 EAST ELEVATION EXISTING 2 UNIT BUILDING SCALE: 3 / 32" = 1'-0"

OWNERSHIP OF INSTRUMENTS OF SERVICE
All reports, plans, specifications, computer files, field data, notes and other documents and instruments prepared by the Consultant as instruments of service shall remain the property of the Consultant. The Consultant shall retain all common law, statutory and other reserved rights, including, without limitation the copyright thereto.

Normand Associates Architects
66 Back Shore Lane
Orr's Island, Maine 04066
Phone (207) 751-6394
Email sn@stevenormand.com

Stamp

Title
All Elevations
Existing Building
Scale as Noted
Date: April 15, 2020

Project
PLEASANT @ UNION STREETS
CONDOMINIUM DEVELOPMENT
36 PLEASANT STREET
BRUNSWICK, MAINE

Project North

Revisions

Sheet Number
A2.3

Town of Brunswick, Maine

DEPARTMENT OF PLANNING AND DEVELOPMENT

MEMORANDUM

TO: Brunswick Planning Board

FROM: Jared Woolston, AICP, Town Planner

DATE: May 26, 2020

SUBJECT: Sketch Plan Major Development Review – Brunswick Landing Apartments

Staff has reviewed the Sketch Plan application and determined that it is complete.

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

Shipyard Ventures, LLC requests the review and approval of a Sketch Plan Major Development to construct a new nine (9) new apartment buildings with (108) units on Admiral Fitch Avenue (Map 40, Lot 34) and within the Growth Mixed Use 7 (GM7) Zoning District. The subject lot is Lot 8 of the Brunswick Landing Subdivision and is part of the Brunswick Landing Subdivision's Common Development Plan, as amended. The CDP dimensional requirements are provided in Table 1 below. Staff note a retaining wall is depicted along the rear property boundary. The dimensions of the retaining wall will need to be reviewed at the time of final plan to ensure compliance with dimensional standards either as an accessory structure and applicable setbacks or within CDP standards if the new retaining wall is too large to qualify as an accessory structure.

The Town's Staff Review Committee (SRC) reviewed the project on May 13, 2020. The notes for the SRC meeting are included in the packet.

Table 1

Proposed Amendment - Dimensional Standards

Standard	CDP
Maximum Lot Area	None
Maximum Residential Density	24 units per acre
Minimum Lot Width	None
Minimum Building Frontage	None
Maximum Building Frontage	None
Minimum Front Yard[1]	15 Feet
Maximum Front Yard[2]	50 Feet
Minimum Rear Yard	0 Feet
Minimum Side Yard	0 Feet
Maximum Impervious Coverage	100%
Minimum Building Height	1 Story
Maximum Building Height	4 stories or 50 Feet
Maximum Building Footprint per Structure[3]	20,000 Square Feet
Maximum Building Footprint per Structure[4]	50,000 Square Feet

[1] Setback must include landscaping and shall not include parking.
[2] Applies to Admiral Fitch Avenue and Pegasus Street only.
[3] Applies to lots fronting Bath Road, Admiral Fitch Avenue and Pegasus Street.
[4] Applies to back lots not fronting Bath Road, Admiral Fitch Avenue and Pegasus Street.

Land Use:
Multifamily dwellings are a permitted use within the GM7 Zoning District.

Location and Access:
Access to the proposed apartments will be provided with two (2) driveway entrances from Admiral Fitch Avenue. Pedestrian access will be maintained through the parcel within the former Maine Eastern Railroad corridor that was converted to a sidewalk.

Parking:
Per Table 4.2.1.A: Minimum Number of Off-Street Vehicle Parking Spaces, multifamily dwelling units with two (2) or more bedrooms require two (2) parking spaces per unit. Staff note a minor

discrepancy between the note on the sketch plan in the center of the parking lot states "170" parking spaces" are in the parking lot and the dimensional table indicates "172" parking spaces. Based on the information provided, the proposed development requires 162 parking spaces. Therefore, the proposed parking complies with the Zoning Ordinance requirements.

Landscaping:
The Town Arborist's provided advise for the landscaping plans during SRC. Landscaping plans will be reviewed at the time of final plan review.

Lighting:
The pole mounted lights depicted in the parking areas will be reviewed for compliance with height limits for the final plan submission.

Bicycle and Pedestrian connections:
The applicant will connect both proposed driveways to existing sidewalks on Admiral Fitch Avenue and provide pedestrian connections to the pedestrian sidewalks that currently bisect the center of the subject lot. Staff note that the Brunswick Bicycle and Pedestrian Advisory Committee (BBPAC) generally review large scale projects where pedestrian needs are anticipated. Staff advised providing the ownership agreement for the rail trail connection at the time of final plan review. Staff are currently working with the BBPAC to update the 2004 Bicycle and Pedestrian Improvement in June and would need to call a special meeting to have a review prior to the applicant's anticipated submission next month. Nevertheless, staff advise the Planning Board to consider if a special meeting of the BBPAC is warranted so that such a meeting can be scheduled if needed.

Solid waste:
The location of solid waste disposal for residents is depicted on the sketch plan.

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

APPROVED FINDINGS OF FACT
Major Development Review
Final Common Development Plan
Meeting Date: July 22, 2014

Project Name:	Common Development Plan at Brunswick Landing
Address:	NA
Case Number:	14-021
Tax Map:	Assessor's Map 40, Lots 1, 10, 16, 32, 34, 37, 48, 50, 52, 52, 72, 76, 84, &103.
Zoning:	Located in the BNAS Reuse District in the CMU Land Use District
Applicant:	**Priority Real Estate Group** 2 Main Street Topsham, ME 04086 **Midcoast Regional Redevelopment Authority** 2 Pegasus Drive #1-200 Brunswick, Maine 04011
Authorized Representative:	Kevin Clark, PLS President, Sitelines, PA 8 Cumberland Street Brunswick, ME 04011

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

PROJECT SUMMARY

Staff review is based on the following application materials:

- Common Development Plan application packet dated July 7, 2014.
- Sheet 1 (black & white) by Sitelines, PA entitled "Master Plan", revised 7-17-14.
- Sheet 1 (color) by Sitelines, PA entitled "Master Plan", revised 7-17-14.

In accordance with §413 of the Zoning Ordinance, the applicant has submitted a Common Development Plan (CDP) application for 14 lots with frontage on Bath Road, Admiral Fitch Avenue, and Pegasus Street at Brunswick Landing. A project narrative, which provides a description of the proposed development, the architecture, landscaping, signage, lighting, and pedestrian and bicycle facilities, is included with this packet.

The Staff Review Committee reviewed the combined sketch/final plan submission on July 10th; the meeting notes have been included in the packet. The applicants conducted a site walk with the Planning Board on July 8th. In addition, the applicants requested a

workshop with the Planning Board and presented the CDP at the July 1st Planning Board meeting. The applicant met with staff on 2 occasions prior to the July 10th Staff Review Committee meeting to work through submission requirements; in addition, the applicant met with the Co-Chairs of the Bicycle and Pedestrian Advisory Committee, in order to review potential impacts to bike and pedestrian amenities.

Staff did receive an email from Councilor Walker, encouraging staff to make necessary consultations to ensure that archeological sites proximate to the Brunswick Landing would not be adversely impacted by development within the CDP. Staff reviewed the Programmatic Agreement between the United States Navy and the Maine Historic Preservation Office, including a map of historic resources on the former Base, provided by the Navy and held by MRRA, which show that documented historic resources are not within the CDP boundary.

The following waivers have been requested by the applicant:

1. Section 413.3 (a) – Waiver is requested to the maximum scale of 1"=50'. *Scale is not appropriate to show the entire area of the Common Development Plan.*
2. Section 413.3 (a) – Waiver is requested to show building locations on all lots. *Uses have not been identified for all lots.*
3. Section 413.3 (D) – Waiver is requested to showing locations for all signs. *Not all parcels have development concepts at this time. Applicant is requesting that sign locations be addressed at the time of individual project review.*
4. Section 413.3 (E.2 & 4) – Waiver is requested to show site plan of lighting treatment and the mounting height of fixtures. *Not all parcels have development concepts at this time. Applicant is requesting that lighting plans be addressed at the time of individual project review.*
5. Section 413.3 (F) – Waiver is requested for a master landscaping plan. *Applicant is requesting that landscape plans be addressed at the time individual project review. Applicant has included an overall landscape narrative and example of sketches for treatment of parcels that will ensure a coordinated landscaping theme for the CDP.*
6. Appendix III.9.1 – Waiver is requested to the 8-foot maximum height for the Brunswick Landing entrance sign. *The replacement sign is proposed as 9 feet tall, which is the height of the existing sign.*
7. Appendix III.10.2 – Waiver is requested for the requirement of on-street parking on Admiral Fitch Avenue. *Admiral Fitch Avenue is intended to be the gateway to Brunswick Landing, with landscaping, wayfinding signage, sidewalks, and crosswalks. On-street parking in this location could interfere with these amenities and is not consistent with the Brunswick Landing Community Design Guidelines administered by an advisory committee of MRRA.*

Review Standards from Section 413 of the Town of Brunswick Zoning Ordinance

413.1 Criteria for Designation as a Common Development Plan

In reviewing a proposal for a project to be designated as a common development plan, the Planning Board shall find that all of the following criteria will be met:

A. All buildings and structures shall be part of, and consistent with, a common pattern of development. In the case of a single building on an individual lot, the proposed building shall be consistent with the pattern of development on surrounding lots. The relationship of the buildings to public and private streets and to parking areas shall result in a unified pattern.

Proposed buildings will be oriented to existing roads, with setbacks not less than 15' and not to exceed 50', and with parking located to the side and/or rear or buildings. ***The Board finds that the provisions of Section 413.1.A are satisfied.***

B. The development shall incorporate private or public amenities that enhance the development's pedestrian friendly environment.

Internally, the site will provide pedestrian connections between buildings, parking areas, and outdoor focal points – such as the existing static airplane on Lot 7A, new gazebos, landscaped areas, and benches. Each site shall provide a cross walk or direct connection to existing and new sidewalks. Bicycle racks will be provided at each building and a bicycle rest/repair station will be provided as part of the proposed development of Lot 6. As indicated, exterior benches and bicycle racks shall be of consistent materials and colors. There is a 4 foot-wide sidewalk on the west side of Admiral Fitch Avenue that runs to Pegasus Street. A 4 foot-wide sidewalk begins on the east side of Admiral Fitch Avenue, after Forrestal Drive, and continues to Pegasus Street. Both sidewalks will be preserved. New sidewalks shall be provided on Pegasus Street consistent in width and materials of existing sidewalks. ***The Board finds that the provisions of Section 413.1.B are satisfied with the provision of new sidewalks being provided along Pegasus Street consistent in width and materials of existing sidewalks.***

C. There shall be common vehicular and pedestrian circulation systems that create a pedestrian friendly environment for the entire development and that integrate the individual buildings into an overall pattern.

Each site shall provide a cross walk or direct connection to existing and new sidewalks. An existing bicycling/walking path exists on the former rail bed lying west of Admiral Fitch Drive. This path will be preserved by easement for continued use. Depending on individual site developments for Lots 8, 9, 10, 11, 12 and 14, re-location of the path may be necessary. There is a 4 foot-wide sidewalk on the west side of Admiral Fitch Avenue that runs to Pegasus Street. A 4 foot-wide sidewalk begins on the east side of Admiral Fitch Avenue, after Forrestal Drive, and continues to Pegasus Street. ***The Board finds that the provisions of Section 413.1.C are satisfied, with the provision of an easement to preserve the existing bicycling/walking path, the intent being that relocation of the path will only occur if no other site development alternative is available***

D. There shall be an overall design theme or treatment of site improvements including lighting, signs, paving, site furniture, and landscaping.

Landscaping

As illustrated in the application, a repeatable streetscape theme will be located between all buildings and streets. This will include grasses and shrubs for varying color, a hard element of wrought iron fencing along the Bath Road frontage and along Pegasus Street if appropriate, maintenance of existing street trees and replacements as needed along Admiral Fitch Avenue and Pegasus Street, a landscaped center island /esplanade along the multilane portions of Admiral Fitch Avenue, low flowering trees, as well as sod and irrigation.

The landscaping will focus on four main areas: The first is the space between the buildings and streets. A landscape pattern/theme coordinated between the various parcels will provide four season interest. Where decorative wrought iron fencing is provided, low herbaceous planting and shrubs will be planted in front with flowering ornamental trees located behind the fence to provide a greater sense of depth.

The second focus area will be the building foundation planting and entrances, which will have a more detailed and refined landscape consisting of a variety of plants providing color and year round interest.

The third focus area is the parking lot where low maintenance shade trees and flowering ornamental trees will be used to break up the visual expanse of pavement and provide shade in the summer months.

The fourth focus area is the general landscape, which is comprised of lawn areas, stormwater areas, and street entrances. Low maintenance planting will be used to provide small park areas for employees and visitors to relax and gather. These plantings will visually enhance street entrances and assist in stormwater management.

Lighting

Site lighting will be via pole and building mounted cut-off luminaires with LED fixtures. Bronze pole heights will be appropriately scaled, and fixtures will be consistent throughout the CDP.

Signs

Ground lighted monument signs will be provided along the frontage of individual development lots with the exception of those fronting Bath Road (lot 5). The base of these monument signs will be of natural stone or natural stone veneer with non-modular ashlar layout. The signs will have granite posts and will be painted wood and/or composite material, having a maximum height of 8 feet and a maximum width of 6 feet. Business identification signs for Lot 5 shall be compatible in design and type to those located within the CDP, monument in type and may be back-lit. The specific size shall be determined during development review.

A new "Brunswick Landing" monument sign will replace the existing 9' tall by 10' wide sign in the center esplanade at the Bath Road entrance. This proposed sign will be ground-lighted and will have a maximum height of 9' and a maximum width of 14'. The base and posts (columns) of this monument sign will be of natural stone or natural stone veneer with non-modular ashlar layout and will be painted wood and/or composite material. ***The Board finds that the provisions of Section 413.1.D are satisfied with the provision that the size and materials for business identification signs on Lot 5 shall be determined at the time of development review.***

E. If the project is located in the CC District, the development will conform to the Cook's Corner Design Standards relating to common development plans. ***NA - the Board finds that the provisions of Section 413.1.E are satisfied.***

Additional Review Criteria for CDP located within BNAS Reuse District:

A-III.7 Dimensional and Density Table for the Land Use Districts (Footnote [1] – Removing all dimensional and density standards for CDP)

If the Common Development Plan is located within the BNAS Reuse District, the dimensional and density standards will be approved by the Planning Board and applied specific to the CDP area. ***The Board approves the dimensional and density standards as submitted and finds that the provisions of Section A-III.7 are satisfied. Such standards shall be placed on the common development plan.***

APPROVED MOTIONS
COMMON DEVELOPMENT PLAN AT BRUNSWICK LANDING
CASE NUMBER: 14-021

Motion 1: That the combined Sketch/Final Major Development Review Common Development Plan application is deemed complete.

Motion 2: That the Board waives the following requirements:

1. Section 413.3 (a) – Waiver requested to the maximum scale of 1"=50'
2. Waiver to show buildings on all lots.
3. Section 413.3 (D) – Waiver requested to showing location for all signs.
4. Section 413.3 (E.2 & 4) – Waiver requested to show site plan of lighting treatment and the mounting height of fixtures.
5. Section 413.3 (F) – Waiver requested for a master landscaping plan.
6. Appendix III.9.1 – Waiver is requested to the 8-foot maximum height for the Brunswick Landing entrance sign.
7. Appendix III.10.2 – Waiver requested for the requirement of on-street parking on Admiral Fitch Avenue.

Motion 3: That the Major Development Review Final Common Development 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, 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. That an easement be preserved for the existing bicycling/walking path; the intent being that relocation of the path will only occur if no other site development alternative is available for Lots 8, 9, 10, 11, 12 and 14.
3. That new sidewalks shall be provided along Pegasus Street consistent in width and materials of existing sidewalks.
4. That the dimensional and density standards as approved shall be placed on the common development plan.
5. That the size and materials for business identification signs on Lot 5 shall be determined at the time of development review.
6. Footnotes #1-6 in the Dimensional and Density Table for the Common Development Plan shall be removed, to the satisfaction of the Director of Planning & Development.

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

April 21, 2020

3593-7

Jared Woolston, Planner
Town of Brunswick
85 Union Street
Brunswick, Maine 04011

RE: **Major Development Review Sketch Application**
Apartments at Brunswick Landing
Admiral Fitch Avenue, Brunswick, Maine
Tax Map 40, Lot 34

Dear Jared:

On behalf of Shipyard Ventures, LLC, Sitelines PA is pleased to submit the enclosed Sketch Plan Application, drawings, and supporting materials for the development of a nine (9) building apartment complex with associated parking, infrastructure, and landscaping to be located on Admiral Fitch Avenue in Brunswick. The development will be called the Apartments at Brunswick Landing. This letter is intended to summarize the project in order to facilitate the review process.

PROPERTY

Shipyard Ventures, LLC, has a ground lease for land located on Admiral Fitch Avenue identified on Tax Map 40 as Lot 34. The lease is in the processes of being converted to a deed for Shipyard Ventures, LLC. The parcel contains 5.68 acres and has frontage on Admiral Fitch Avenue. The site is currently developed as two (2) residential houses with a shared driveway. The existing development results in approximately 0.55± acres. The property is located in the Growth Mixed-Use 7 (GM7) Zoning District, in which multifamily is permitted at 24 units per acre. The property is also part of the Common Development Plan for Brunswick Landing.

PROJECT DESCRIPTION

The proposed project consists of construction of nine (9) three-story apartment buildings, a club house, associated parking, infrastructure, and landscaping. Each apartment building will contain twelve (12) dwelling units, for a total of 108 units. A total of 172 parking spaces will be provided for the buildings. The site will be accessed via two (2) curb-cuts on Admiral Fitch Avenue. The project will comply with the Common Development Plan (CDP) Standards previously approved for the lots along Admiral Fitch Avenue. The proposed project will result in a total of approximately 2.77 acres of impervious area, or an increase of 2.22± acres from existing conditions.

As the project results in more than an acre, but less than three acres, of new impervious area, a Stormwater Management Law permit from the Maine Department of Environmental Protection

(MDEP) will be required. The project drains into the closed drainage system on Admiral Fitch Avenue that discharges to Mere Brook, which is classified as an urban impaired stream.

Wetlands have been delineated, and it is anticipated that approximately 14,000 s.f. (0.32 acres) of wetlands will be impacted as a result of the project. We anticipate that a Tier 1 NRPA Wetlands Alteration permit will be required from MDEP.

Water, sewer, electric, and natural gas utilities are available to the parcel and preliminary contact has been made with the respective utility providers. Water and sewer services will be provided from the existing mains located within Admiral Fitch Avenue. A gas main currently traverses the property and a gas service will be extended from this main. Underground electric service will be extended to the property from the overhead electric service located along Admiral Fitch Avenue.

No dedicated public open space, areas protected by conservation easements, or recreation areas is proposed.

We anticipate treating the stormwater runoff from the buildings with roofline dripedge filters and treating the stormwater runoff from the parking lot and sidewalks with Filterra curb-inlet systems. Due to the low capacity of the existing storm drain system within Admiral Fitch Avenue, we anticipate detaining the stormwater on-site a separate detention system for the larger storm events.

SUMMARY

We trust that this information satisfactorily addresses the requirements for Sketch Plan Review. We look forward to presenting the project to the Planning Board at their May 12, 2020 meeting to obtain their feedback prior to final design. Should you have any questions, please call or contact me at cneufeld@sitelinespa.com.

Very truly yours,

Curtis Y. Neufeld, P.E.
Vice President

STATE OF MAINE
CURTIS Y. NEUFELD
No. 9779
LICENSED
PROFESSIONAL ENGINEER

Enclosures

Application Form
Photos
Concept Plan

cc: Andrew Preston, Shipyard Ventures, LLC
Steve Levesque, MRRA

SITELINES
Civil Engineers • Land Surveyors

DEVELOPMENT REVIEW APPLICATION

1. Development Review application type (refer to **Appendix D**):

	Minor Development Review
✔	Major Development Review: **Sketch Plan**
	Major Development Review: **Final Plan**
	Major Development Review: **Streamlined Final Plan**

2. Project Name: Apartments at Brunswick Landing

3. Project Applicant
   - Name: Shipyard Ventures, LLC (attn: Andrew Preston)
   - Address: 74 Neptune Drive
     Brunswick, Maine 04011
   - Phone Number: 207-725-9132
   - Email: crhoades@heliossvcs.com

4. Project Owner (if different than applicant)
   - Name: Same as Application
   - Address: _____
   - Phone Number: _____
   - Email: _____

5. Authorized Representative
   - Name: Sitelines, PA, (attn: Curtis Neufeld, PE)
   - Address: 119 Purinton Road, Suite A
     Brunswick, Maine 04011
   - Phone Number: (207)-725-1200 ext. 18
   - Email: cneufeld@sitelinespa.com

6. List of Design Consultants. Indicate the registration number, address and phone number, email for any additional project engineers, surveyors, architects, landscape architects or planners:
   1. Engineering & Surveying: Sitelines, PA
   2. Architecture & Construction: Graiver Homes, Inc.
   3. _____

7. Physical location of property: Admiral Fitch Avenue

8. Lot Size: 5.68 Acres

9. Zoning District: Growth Mixed-Use 7 (GM7) & Brunswick Landing CDP

10. Overlay Zoning District(s): _____

11. 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?
Purchase and Sale Agreement

12. Assessor's Tax Map 40 Lot Number 34 of subject property.

13. Brief description of proposed use/subdivision: Refer to Cover Letter

14. Describe specific physical improvements to be done: Refer to Cover Letter

Owner Signature:

_____

Applicant Signature (*if different*):

(AGENT)

DEVELOPMENT REVIEW APPLICATION REQUIREMENTS

The submission requirements contained in **Appendix D** of the Brunswick Zoning Ordinance (attached in checklist format for each application category) shall apply to all Minor Development, Major Development, and Streamlined Major Development Review unless a waiver is granted. Proposed development applications shall be submitted to the Director of Planning and Development.

For each item listed in Appendix D the applicant shall either submit the requested information or request a waiver from the information requirement pursuant to Subsection 5.2.9.M of the Zoning Ordinance.

REQUIREMENTS FOR SKETCH PLAN APPLICATION SUBMITTAL		Sketch Plan
General	Application form and fee	X
	Name of development	X
	Existing zoning district and overlay designations	X
	Location map	X
	Location of features, natural and artificial, such as water bodies, wetlands, streams, important habitats, vegetation, railroads, ditches and buildings	X
	Documentation of Right, Title and Interest	X
	Draft performance guarantee or conditional agreement	N/A
Survey, Topography, & Existing Conditions	Scale, date, north point, and area	X
	Existing easements associated with the development	X
	Existing locations of sidewalks	X
	Approximate locations of dedicated public open space, areas protected by conservation easements and recreation areas	N/A
	When applicable, a table indicating the maximum number of lots permitted based upon the applicable dimensional requirements, the number of lots proposed, and the number of lots permitted to be further subdivided.	N/A
	Building envelopes showing acceptable locations for principal and accessory structures, setbacks and impervious coverage	X
Proposed Development Plan	Number of lots if a subdivision	N/A

SITELINES
Civil Engineers • Land Surveyors

April 9, 2020

3593-2

Mr. Andrew Preston
Shipyard Ventures, LLC
74 Neptune Drive
Brunswick, Maine 04011
<via email>

Re: Designation of Agent Authorization
Apartments at Brunswick Landing
Tax Map 40, Lot 34

Dear Andrew:

As required by various approval agencies, please indicate by signing below that Sitelines, PA is authorized to act as agent for Shipyard Ventures, LLC, for the specific purpose of preparation and submission of local and state permitting applications on your behalf for the Apartment Development located on Tax Map 40, Lot 34 on Admiral Fitch Avenue in Brunswick, Maine.

Sincerely,

Curtis Y. Neufeld, P.E.
Vice President

The undersigned hereby gives Sitelines, PA the authority to act as agent for Shipyard Ventures, LLC for the specific purpose of preparation and submission of local and state permitting applications for the project specifically identified above.

Andrew Preston 4/17/20

Andrew Preston Date

State of Maine

Department of the Secretary of State

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

In testimony whereof, I have caused the Great Seal of the State of Maine to be hereunto affixed. Given under my hand at Augusta, Maine, this ninth day of April 2020.

Matthew Dunlap
Secretary of State

Additional Addresses

Legal Name	Title	Name	Charter #	Status
SHIPYARD VENTURES, LLC	Registered Agent		20173652DC	GOOD STANDING
Home Office Address (of foreign entity)	**Other Mailing Address**			

ASSIGNMENT AND ASSUMPTION AGREEMENT
(Leasehold Interest – Brunswick Ground Lease- Captain's Way)

This Assignment and Assumption Agreement is made this 30th day of June, 2017 by and between **Affordable Mid Coast Housing, LLC**, a Maine Limited Liability Company with a mailing address at P.O. Box 9340, Auburn, Maine 04210 ("AMH") and **Shipyard Ventures, LLC**, a Maine limited liability company with a mailing address of PO Box 959, Portland, Maine 04104 ("SV"), and is joined in by **Midcoast Regional Redevelopment Authority**, a body corporate and politic and a public instrumentality of the State of Maine, with a mailing address at 15 Terminal Road, Suite 200, Brunswick, Maine 04011 ("MRRA"), solely for the purpose of evidencing MRRA's consent to such assignment, assumption and conveyance and to provide assurances as set forth in Section 9 hereof..

WITNESSETH:

Whereas, AMH entered into a Second Amended, Restated and Bifurcated Brunswick Real Estate Ground Lease and Conveyance of Facilities with the United States of America, Department of the Navy, dated October 29, 2010 (the "Ground Lease") for certain real property consisting of a portion of the former Brunswick Naval Air Station located in Brunswick, Maine (the "Ground Lease Property"); and

Whereas, the Ground Lease is evidenced by a Memorandum of Second Amended, Restated and Bifurcated Brunswick Real Estate Ground Lease and Conveyance of Facilities by and between The United States of America, Department of the Navy, Naval Facilities Command Atlantic and AMH dated October 29, 2010 recorded in the Cumberland County Registry of Deeds at Book 28222, Page 303, (the "Memorandum of Ground Lease"); and

Whereas, the Ground Lease was amended pursuant to Amendment, Assignment, and Assumption of Second Amended, Restated and Bifurcated Brunswick Real Estate Ground Lease and Conveyance of Facilities dated May 3, 2012 recorded in the Cumberland County Registry of Deeds at Book 29562, Page 49, (the "First Amendment"), as corrected pursuant to Corrective Amendment, Assignment, and Assumption of Second Amended, Restated and Bifurcated Brunswick Real Estate Ground Lease and Conveyance of Facilities dated February 17, 2015 and recorded in the Cumberland County Registry of Deeds at Book 32805, Page 1 (the "Corrective Amendment"), and

Whereas, AMH transferred its rights as Lessee under the Ground Lease as to a portion of the Ground Lease Property to MRRA pursuant to a Partial Assignment and Assumption of Second Amended, Restated and Bifurcated Brunswick Real Estate Ground Lease and Conveyance of Facilities dated February 17, 2015 and recorded in the Cumberland County Registry of Deeds at Book 32805, Page 44;

Whereas, pursuant to the terms of a certain Purchase and Sale Agreement between MRRA and AMH dated February 17, 2015 (the "Purchase Agreement"), a copy of which is attached hereto as Exhibit A, MRRA transferred its rights as Lessee under the Ground Lease only with respect to the portion of the Station Quarters Land which is Subdivision Lot 8 on the Brunswick Landing Subdivision – Phase I, Brunswick Landing, Brunswick, Cumberland County,

Maine, dated January 7, 2013, revised through March 11, 2013 and recorded in the Cumberland County Registry of Deeds at Plan Book 213, Page 79 through 85, as amended pursuant to Minor Modification to Subdivision, Brunswick Landing Subdivision – Phase I dated March 27, 2013 and recorded in the said Registry of Deeds at Plan Book 213, Page 104, and further amended pursuant to Amendment of Subdivision Plan, Brunswick Landing Subdivision – Phase 1, Brunswick Landing, Brunswick, Cumberland County, Maine, dated June 11, 2014 and recorded on July 15, 2014 in the Cumberland County Registry of Deeds at Plan Book 214, Page 247 through 253, and which is more particularly described on Exhibit B attached hereto (the "Premises"), pursuant to a Partial Assignment and Assumption of Second Amended, Restated and Bifurcated Brunswick Real Estate Ground Lease and Conveyance of Facilities dated February 17, 2015 and recorded in the Cumberland County Registry of Deeds at Book 32085, Page 50 (the "MRRA Assignment");

Whereas, pursuant to the Purchase Agreement, MRRA agreed to transfer to AMH the fee title to the Premises, which is presently owned by the United States of America, promptly upon the transfer of the Premises to MRRA pursuant to the Ground Lease;

Whereas, Section 28.5 of the Ground Lease provides that there shall be no merger of the Ground Lease with the fee by reason of the fact that the same person or entity may acquire or hold, directly or indirectly, the leasehold interest and the fee interest;

Whereas, AMH is the Sub-Landlord/Lessor in two residential leases with subtenants residing in the two housing units located on the Premises, a copy of the rent roll being attached hereto as Exhibit C (the "Residential Leases");

Whereas, AMH and Chris Rhoades entered into a certain Contract For Sale Of Commercial Real Estate dated October 21, 2016, as the same has been amended and assigned to SV (the "Contract"), whereby AMH has agreed to sell and SV has agreed to purchase AMH's interest in the Premises;

Whereas, AMH intends to assign its rights and obligations under the Ground Lease, as amended, with respect to the Premises; the MRRA Assignment; those provisions of the Purchase Agreement that survived closing as contemplated therein, including AMH's right to immediate conveyance of the fee title in the Premises, and the Residential Leases; and

Whereas, SV has agreed to assume all of AMH's rights and obligations with respect to the Ground Lease as amended, with respect to the Premises; the MRRA Assignment; the Purchase Agreement; and the Residential Leases; and

Whereas, MRRA joins herein solely to acknowledge, and to the extent required under the Ground Lease, consent to the assignment of the Ground Lease and of AMH's rights under the Purchase Agreement pursuant to the Contract, and the parties are desirous of memorializing such assignment.

Now, therefore, in consideration of the mutual premises and conditions contained herein and for other good and valuable consideration, the receipt and sufficiency which is hereby acknowledged, the parties hereby agree as follows:

1. AMH hereby assigns, transfers, sells, and conveys to SV all of AMH's interest in and to the Ground Lease, as amended, with respect to the Premises; the MRRA Assignment; the Purchase Agreement; and the Residential Leases, together with all security deposits relating to the Residential Leases. SV hereby assumes and agrees to perform all of the responsibilities, obligations, and duties of the Lessee under the Ground Lease, as amended, with respect to the Premises; the MRRA Assignment; the Purchase Agreement; and the Residential Leases, together with all security deposits relating to the Residential Leases, running from and after the Effective Date as defined below.

2. SV acknowledges and agrees that, from and after the Effective Date, it shall be required to comply with and perform the obligations of Lessee under the Ground Lease, as amended, with respect to the Premises; the MRRA Assignment; and the Purchase Agreement, and shall be entitled to all rights and benefits with respect thereto.

3. SV acknowledges and agrees that, from and after the Effective Date, it shall be required to comply with and perform the obligations of Lessor under the Residential Leases with respect to the Premises, and shall be entitled to all rights and benefits with respect thereto

4. MRRA hereby acknowledges the assignment by AMH to SV of all its rights and responsibilities and interests in and with respect to the Ground Lease, as amended, with respect to the Premises; the MRRA Assignment; AMH shall be relieved of any and all obligations with respect to the Purchase Agreement; and MRRA hereby affirms, ratifies, and consents to the foregoing assignments, and agrees to recognize the assignment of the same; and acknowledges that SV shall be entitled to receive fee title to the Premises from MRRA in accordance with the terms of the Purchase Agreement to the same extent as AMH would be so entitled.

5. This Assignment and Assumption Agreement shall inure to the benefit of the parties hereto, their heirs, successors, and assigns.

6. The parties hereto shall execute, jointly or separately, any and all documents necessary and appropriate to accomplish the implementation of this Agreement.

7. This Agreement shall be construed in accordance with and shall be governed by the laws of the State of Maine, notwithstanding the fact that one or more of the parties may become a resident or citizen of another estate or establish a principal place of business in another state.

8. The parties agree that the effective date of the assignments contained herein is June 30, 2017 (the "Effective Date").

9. MRRA hereby confirms the following with respect to the Ground Lease:

a. Complete Agreement. MRRA has taken no action to modify, change, alter or amend the Ground Lease in any respect except as set forth herein.

b. No Defaults. As of the date of this Assignment and Assumption, all payments or other charges that are due by AMH to MRRA under the portion of the Ground Lease assigned pursuant to the MRRA Assignment have been paid, and, to the best of MRRA's knowledge, there otherwise exists no breach or default, nor state of facts which, with notice, the passage of time, or both, would result in a breach or default on the part of either AMH or MRRA with respect thereto. To the best of MRRA's knowledge, no claim, controversy, dispute, quarrel or disagreement exists between AMH and MRRA regarding the portion of the Ground Lease assigned pursuant to the MRRA Assignment or the Premises.

This Agreement contains the entire understanding of the parties. It may not be changed orally, but only by an agreement in writing signed by the parties hereto.

In Witness Whereof, the undersigned have hereunto set their hands on the day and year first above written.

Witness:

Affordable Mid Coast Housing, LLC

By: George P. Schott
George P. Schott, Its Member

Shipyard Ventures, LLC
By: Presidium Brunswick Manager, LLC, Manager

By:_____
Cross Moceri, Managing Member

Midcoast Regional Redevelopment Authority

By:_____
Steven H. Levesque, Executive Director

b. No Defaults. As of the date of this Assignment and Assumption, all payments or other charges that are due by AMH to MRRA under the portion of the Ground Lease assigned pursuant to the MRRA Assignment have been paid, and, to the best of MRRA's knowledge, there otherwise exists no breach or default, nor state of facts which, with notice, the passage of time, or both, would result in a breach or default on the part of either AMH or MRRA with respect thereto. To the best of MRRA's knowledge, no claim, controversy, dispute, quarrel or disagreement exists between AMH and MRRA regarding the portion of the Ground Lease assigned pursuant to the MRRA Assignment or the Premises.

This Agreement contains the entire understanding of the parties. It may not be changed orally, but only by an agreement in writing signed by the parties hereto.

In Witness Whereof, the undersigned have hereunto set their hands on the day and year first above written.

Witness:

Affordable Mid Coast Housing, LLC

_____

By:_____
George P. Schott, Its Member

Shipyard Ventures, LLC
By: Presidium Brunswick Manager, LLC, Manager

By:_____
Cross Moceri, Managing Member

Midcoast Regional Redevelopment Authority

By:_____
Steven H. Levesque, Executive Director

STATE OF MAINE
CUMBERLAND, SS.

June 30, 2017

Then personally appeared the above-named **George P. Schott** in his capacity as Member of **Affordable Mid Coast Housing, LLC**, and acknowledged the foregoing instrument to be his free act and deed in said capacity and the free act and deed of said Company.

Before me,

_____
~~Notary Public/~~Attorney-At-Law
Print Name: Shawn K. Bell
My Commission Expires: N/A

STATE OF ~~MAINE~~ Texas
~~CUMBERLAND~~ Dallas, SS.

June 29, 2017

Then personally appeared the above-named **Cross Moceri** in his capacity as Member of Presidium Brunswick Manager, LLC, Manager of **Shipyard Ventures, LLC**, and acknowledged the foregoing instrument to be his free act and deed in said capacity and the free act and deed of said Company.

Before me,

Mayra E. Perez
Notary Public, State of Texas
Commission # 128803856
Expires: 11/18/2019

_____
Notary Public/Attorney-At-Law
Print Name: Mayra E. Perez
My Commission Expires: 11/18/2019

STATE OF MAINE
CUMBERLAND, SS.

June 27, 2017

Then personally appeared the above-named **Steven H. Levesque** in his capacity as Executive Director of **Midcoast Regional Redevelopment Authority**, and acknowledged the foregoing instrument to be his free act and deed in said capacity and the free act and deed of said entity.

Before me,

Kathy Paradis

Notary Public/Attorney-At-Law
Print Name:_____
My Commission Expires:_____

KATHY PARADIS
NOTARY PUBLIC
STATE OF MAINE
My Commission Expires June 19, 2020

EXHIBIT A

Copy of Purchase Contract

Redacted from Recorded Copy

EXHIBIT B

Legal Description of the Premises

A certain lot or parcel of land, together with the buildings and improvements thereon, located on the northwesterly sideline of Admiral Fitch Avenue in the Town of Brunswick, County of Cumberland, State of Maine, bounded and described as follows:

Beginning on the northwesterly sideline of said Admiral Fitch Avenue at the easterly most corner of Lot 9 as shown on a plan entitled "Amendment of Subdivision Plan, Brunswick Landing Subdivision – Phase I" dated June 11, 2014 and recorded at said registry in Plan Book 214, Page 249;

Thence N 44°20'49" W along the northeasterly line of said Lot 9 and land now or formerly of Midcoast Regional Redevelopment Authority, a distance of 425.00 feet to a point;

Thence N 45°39'11" E along said land of Midcoast Regional Redevelopment Authority, a distance of 521.83 feet to a point;

Thence S 44°20'49" E along said land of Midcoast Regional Redevelopment Authority, a distance of 408.89 feet to a point on the northwesterly line of said Admiral Fitch Avenue;

Thence southwesterly along the northwesterly sideline of said Admiral Fitch Avenue, being a 520.00 radius non-tangent curve that is concave to the northwest, a distance of 129.78 feet to a point of tangency;

Thence S 45°39'11" W along the northwesterly sideline of said Admiral Fitch Avenue, a distance of 393.39 feet to the point of beginning.

The above described parcel contains 221,092 square feet or 5.08 acres.

Bearings are referenced to Grid North, Maine State Plane Coordinate System, West Zone (NAD83). Reference is made to an ALTA/NSPS Land Title Survey of Land of Multi-Unit Residential Properties – Brunswick Landing, Brunswick, Maine prepared by Sitelines, PA dated June 8, 2017.

Together with a right of access to and the use of the streets, roads, easements and electric, telephone, gas, water and sewer and other utility facilities, and infrastructure now or in the future appurtenant to, serving or benefitting the leasehold premises, as said appurtenant rights are set forth in Section 3(c) in the Memorandum of Second Amended, Restated and Bifurcated Brunswick Real Estate Ground Lease and Conveyance of Facilities between Affordable Mid Coast Housing, LLC (Lessee) and The United States of America, Department of the Navy (Lessor) dated as of October 29, 2010 and recorded in the Cumberland County Registry of Deeds in Book 28222, Page 303.

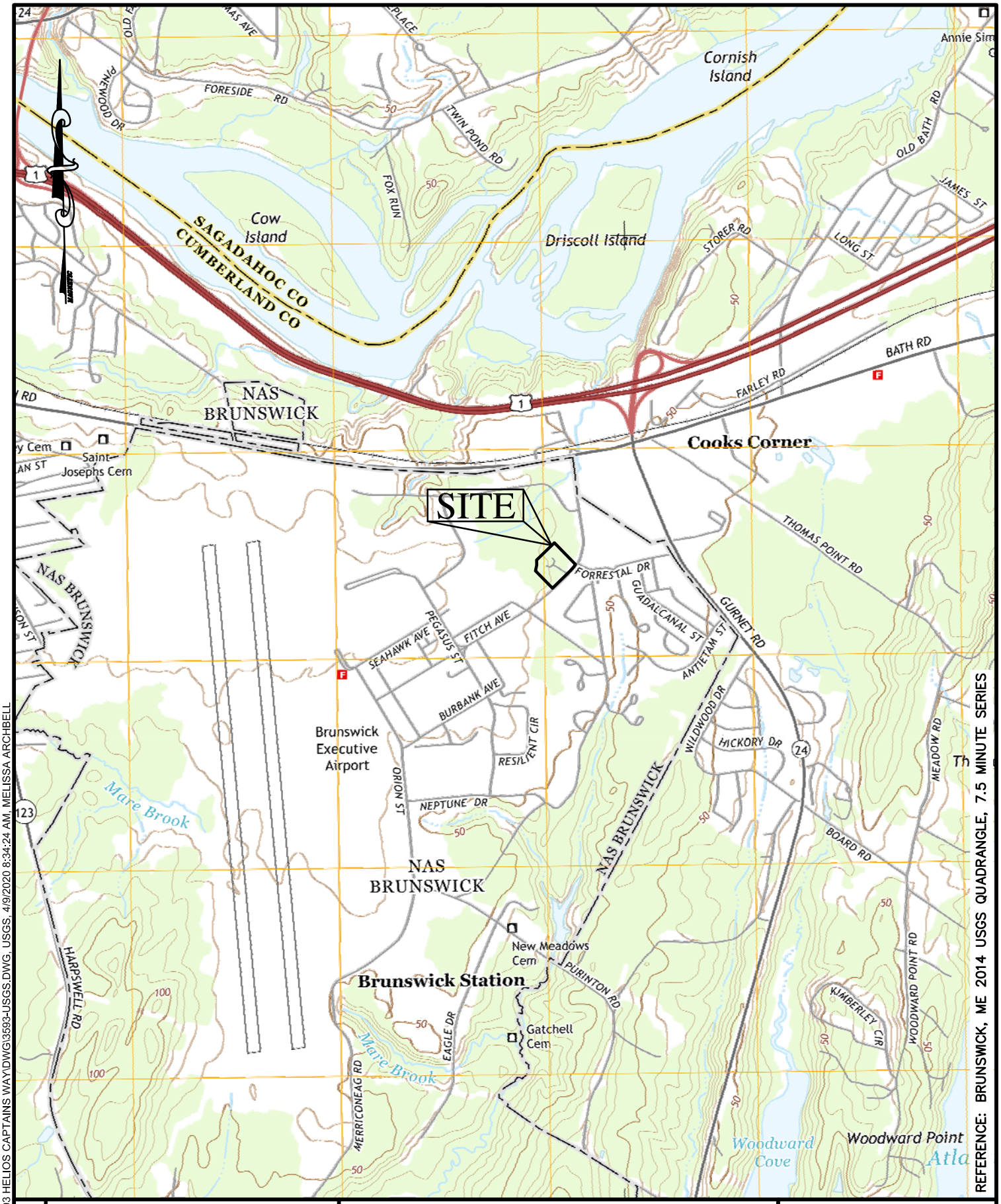
(Informational Note Only: Reference to Town of Brunswick Tax Map 40, Lots 034-001 and 034-002)

EXHIBIT C

Rent Roll

Redacted from Recorded Copy

Received
Recorded Register of Deeds
Jun 30,2017 03:38:17P
Cumberland County
Nancy A. Lane



REFERENCE: BRUNSWICK, ME 2014 USGS QUADRANGLE, 7.5 MINUTE SERIES

X:\LAND PROJECTS\3593 HELIOS CAPTAINS WAY\DWG\3593-USGS.DWG, USGS, 4/9/2020 8:34:24 AM, MELISSA ARCHBELL

SHEET: 1 OF 1

SITELINES

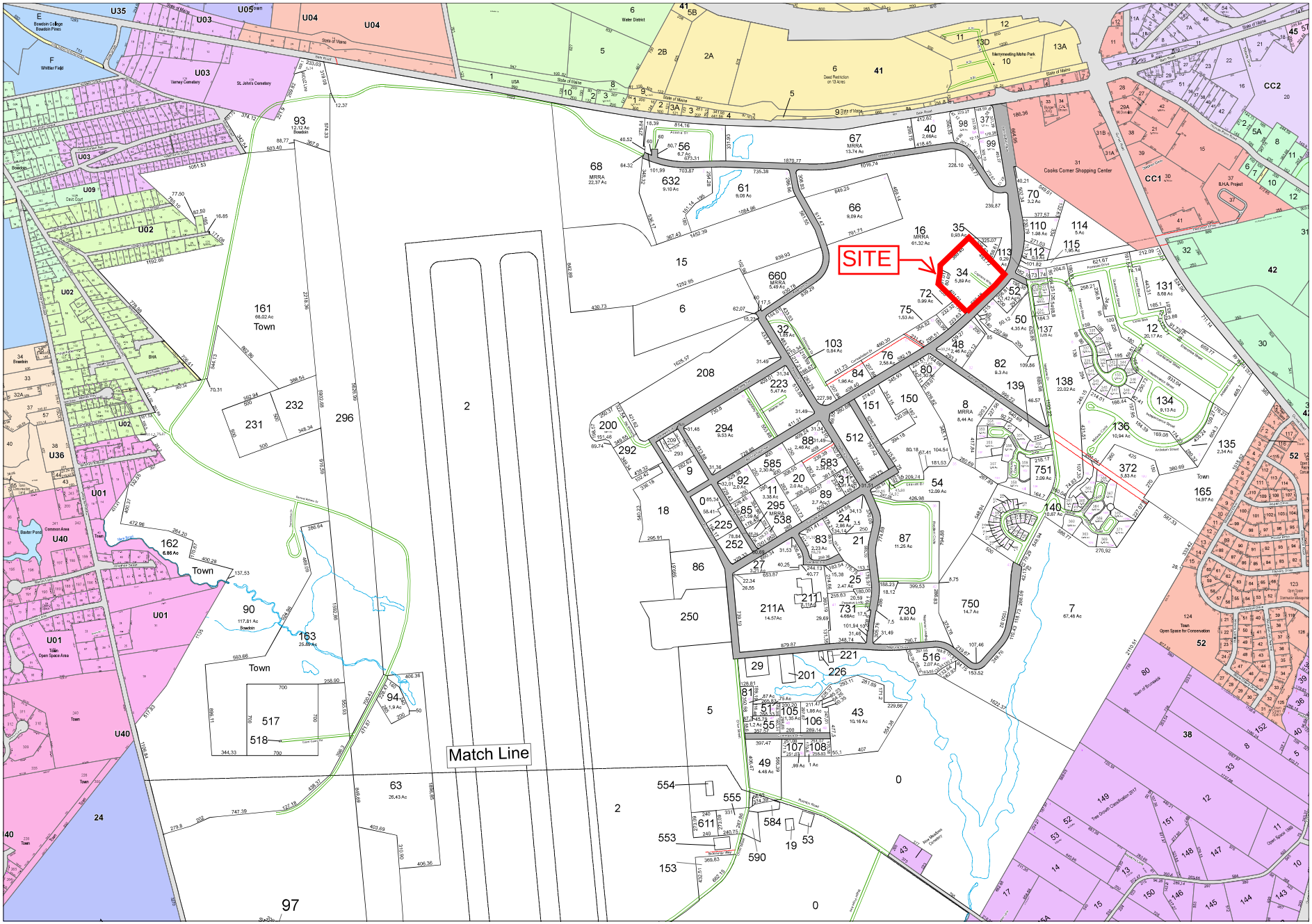
119 PURINTON ROAD, SUITE A
BRUNSWICK, ME 04011
207.725.1200

CIVIL ENGINEERS ▪ LAND SURVEYORS

USGS MAP

APARTMENTS AT BRUNSWICK LANDING
SHIPYARD VENTURES, LLC
ADMIRAL FITCH AVE, BRUNSWICK, MAINE

DATE:	04–08–20
SCALE:	1" = 2000'
JOB:	3593
FILE:	3593–USGS


SITE
Match Line
Town of
BRUNSWICK
Maine
TOWN OF BRUNSWICK, MAINE
INCORPORATED 1739
Legend
Lines_Other
Other Road
Hydrography Line
ROW Property Access
Town Boundary
Other Lot Boundary
Parcels_Lines
Public Road
Private Road
ROW
Water
Disclaimer:
The information is provided as a reasonably accurate point of reference, but is not guaranteed and is not to be used for conveyances.
The Town of Brunswick shall not be held responsible for the accuracy or misuse of this data.
Copyright Town of Brunswick.
N
1 inch = 400 feet
Revised To: April 1, 2019
Maps Prepared by:
Town of Brunswick
Revised and Reprinted By:
CAI Technologies
Precision Mapping. Geospatial Solutions
MAP
40-1

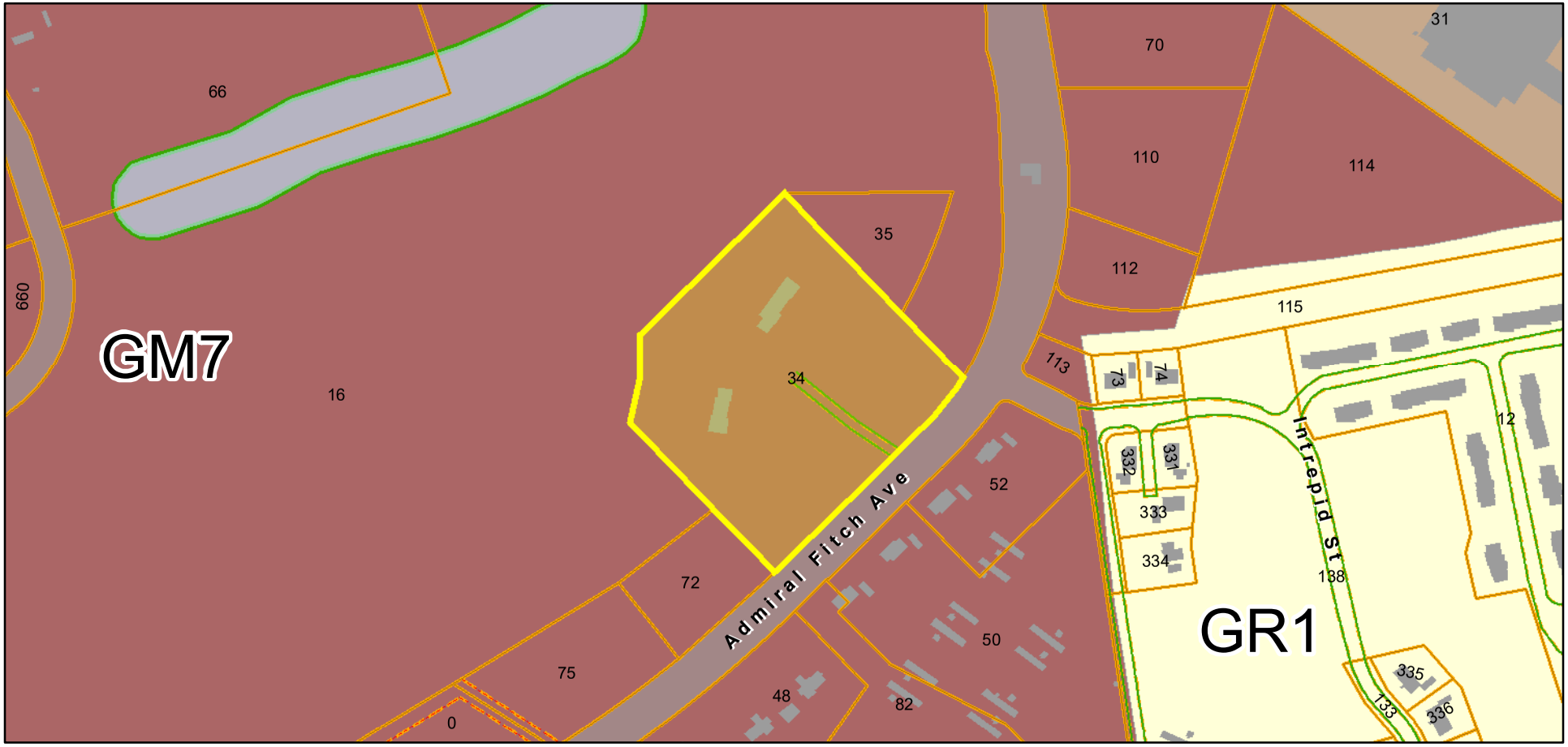
Zoning Map

Apartments at Brunswick Landing, Admiral Fitch, Brunswick, ME

1 inch = 300 Feet

0 300 600 900

April 9, 2020



SPO-SP (Stream Protection Subdistrict)	Growth Residential 1, GR1
SPO (Shoreland Protection Overlay)	
Growth Mixed-Use 4, GM4	
Growth Mixed-Use 7, GM7	

Data shown on this map is provided for planning and informational purposes only. The municipality and CAI Technologies are not responsible for any use for other purposes or misuse or misrepresentation of this map.

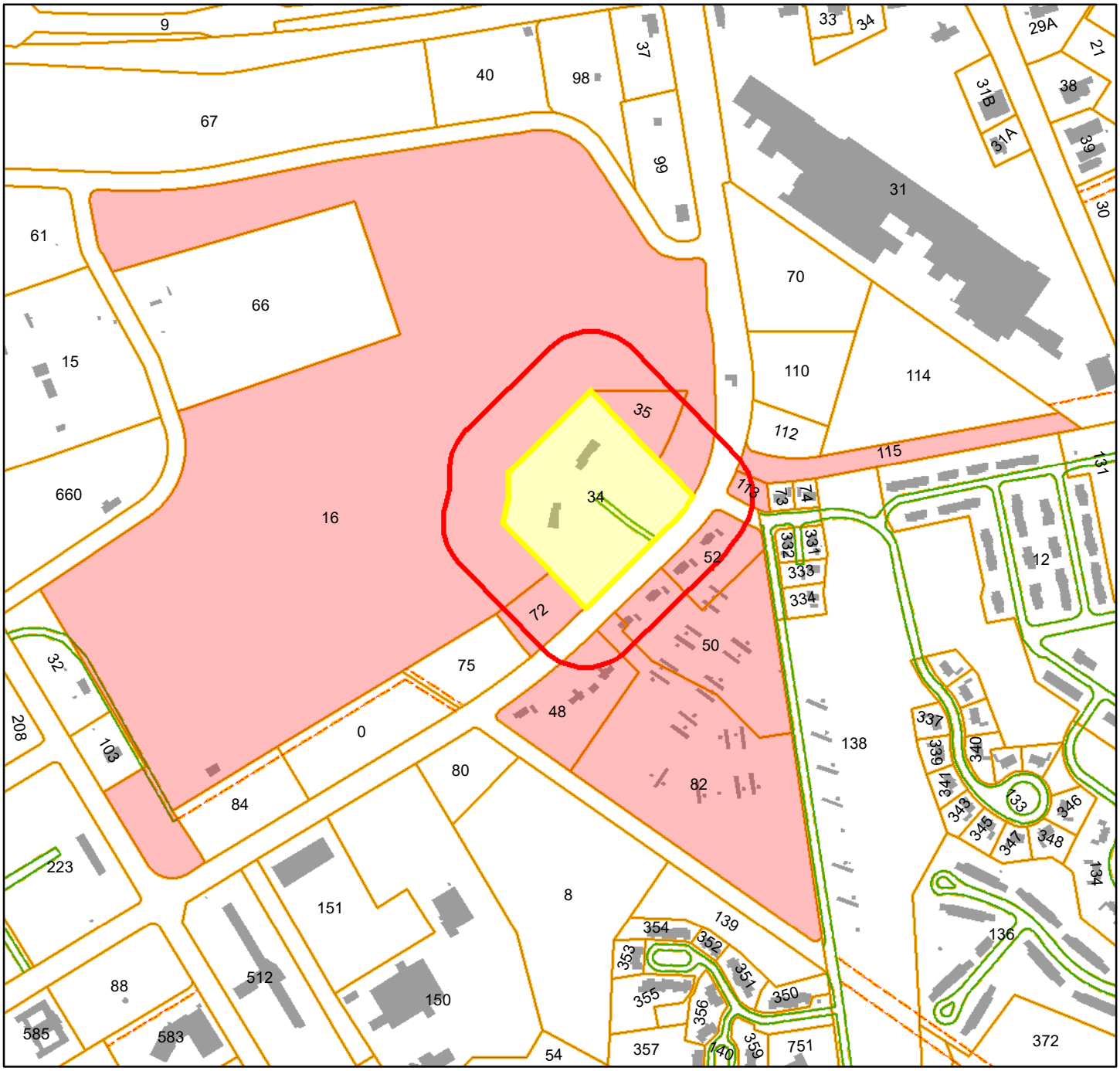
Abutter Map

Apartments at Brunswick Landing, Admiral Fitch, Brunswick, ME

1 inch = 500 Feet

0 500 1000 1500

April 9, 2020



Other Road
ROW Property Access
ROW Property Access
Parcels_Lines
Parcels_Lines
Buildings
Other Road

Data shown on this map is provided for planning and informational purposes only. The municipality and CAI Technologies are not responsible for any use for other purposes or misuse or misrepresentation of this map.

200 foot Abutters List Report

Brunswick, ME
April 09, 2020

Subject Properties:

Parcel Number:	40-34	Mailing Address:	SHIPYARD VENTURES LLC
CAMA Number:	40-34-1		PO BOX 959
Property Address:	10 CAPTAINS WAY		PORTLAND, ME 04104

Parcel Number:	40-34	Mailing Address:	SHIPYARD VENTURES LLC
CAMA Number:	40-34-2		PO BOX 959
Property Address:	9 CAPTAINS WAY		PORTLAND, ME 04104

Abutters:

Parcel Number:	40-113	Mailing Address:	PRIORITY ONE CAPITAL PARTNERS LLC
CAMA Number:	40-113		
Property Address:	0 ADMIRAL FITCH AVE		2 MAIN ST TOPSHAM, ME 04086
Parcel Number:	40-115	Mailing Address:	TOWN OF BRUNSWICK
CAMA Number:	40-115		85 UNION ST
Property Address:	0 ADMIRAL FITCH AVE		BRUNSWICK, ME 04011
Parcel Number:	40-16	Mailing Address:	MIDCOAST REG REDEVELOPMENT AUTHORITY
CAMA Number:	40-16		15 TERMINAL RD SUITE 200
Property Address:	0 ALLAGASH DR		BRUNSWICK, ME 04011
Parcel Number:	40-35	Mailing Address:	MIDCOAST REG REDEVELOPMENT AUTHORITY
CAMA Number:	40-35		15 TERMINAL RD SUITE 200
Property Address:	0 CAPTAINS WAY		BRUNSWICK, ME 04011
Parcel Number:	40-48	Mailing Address:	PRIORITY HOUSING LLC
CAMA Number:	40-48		2 MAIN ST
Property Address:	93 ADMIRAL FITCH AVE		TOPSHAM, ME 04086
Parcel Number:	40-50	Mailing Address:	PINE TREE LAND HOLDING CO LLC
CAMA Number:	40-50		71 THIRD AVE
Property Address:	0 ADMIRAL FITCH AVE		BURLINGTON, MA 01803
Parcel Number:	40-52	Mailing Address:	PRIORITY REAL ESTATE GROUP LLC
CAMA Number:	40-52		2 MAIN ST
Property Address:	73 ADMIRAL FITCH AVE		TOPSHAM, ME 04086
Parcel Number:	40-72	Mailing Address:	MIDCOAST REG REDEVELOPMENT AUTHORITY
CAMA Number:	40-72		15 TERMINAL RD SUITE 200
Property Address:	0 ADMIRAL FITCH AVE		BRUNSWICK, ME 04011
Parcel Number:	40-82	Mailing Address:	NORTHBRIDGE AVITA BRUNSWICK II LLC
CAMA Number:	40-82		71 THIRD AVE
Property Address:	89 ADMIRAL FITCH AVE		BURLINGTON, MA 01803

ATLANTIC Environmental LLC
135 River Road • Woolwich, ME 04579
tim@atlanticenviromaine.com 207-837-2199
www.atlanticenviromaine.com

September 18, 2018

Mr. Kevin Clark, President
Sitelines PA
8 Cumberland Street
Brunswick, ME 04011

Re: Project Number #3593 - Wetland Delineation, Brunswick Landing, Captain's Way, Brunswick, Maine.

Dear Mr. Clark,

At your request, a wetland delineation was performed on a parcel of land located in Brunswick Landing and located off Captain's Way in the Town of Brunswick, Maine. The wetland delineation was done in accordance with the U.S. Army Corps of Engineers, Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Regions (Version 2.0). The wetland delineation was performed on September 12, 2018 and all wetlands were flagged with pink, numbered flagging. AE flagged three distinct wetland areas identified as Wetland One (W1), Wetland Two (W2), and Wetland Three (W3).

Site Description

The project area is located off Captain's Way in Brunswick Landing located in the Town of Brunswick, Maine. The site is developed with two residential structures and associated development that includes driveways and lawn area. The on-site topography is a relatively flat area that contains wooded uplands and forested wetlands.

Description of Wetlands

The canopy layer in W1 and W2 is dominated by Red Maple (*Acer rubrum*) and Black Ash (*Fraxinus nigra*). The shrub layer is dominated by the same species in addition to Broad-leaf Cattails (*Typha latifolia).* The herbaceous layer includes Jewelweed (*Impatiens capensis*), Sensitive Fern (*Onoclea sensibilis*), Interrupted Fern (*Osmunda claytoniana),* Northern Bedstraw (*Galium boreale*), and Sedges (*Carex spp.*).

The canopy and shrub layer in W3 is dominated by Red Maple (*Acer rubrum*). The herbaceous layer includes Sensitive Fern (*Onoclea sensibilis*), Interrupted Fern (*Osmunda*

claytoniana), Northern Bedstraw (*Galium boreale*), Highbush Blueberry (*Vaccinium corymbosum*), Field Horsetail (*Equisetum arvense*), and Sedges (*Carex spp.*).

According to the U.S. Department of Agriculture, *Soil Survey of Cumberland County and Part of Oxford County, Maine*, there are several soil types mapped within the project area. They include Walpole fine sandy loam (Wa), a poorly drained, hydric soil type and Windsor loamy sandy (WmB), an excessively drained soil type. Soils within the wetland were identified as hydric within the upper ten (10) inches of the soil profile with a value or three (3) or less and a chroma of two (2) or less with distinct mottling. The primary hydrology indicators include water stained leaves (B9) and saturation (A3).

The adjacent uplands in all three wetlands are dominated by White pine (*Pinus strobus*), White Birch (*Betula papyrifera*), and Northern Red Oak (*Quercus rubra*). The soils in the upland were identified with a value higher than three (3) and a chroma higher than two (2). There were no indicators of hydrology identified.

STATE AND FEDERAL REGULATORY REVIEW -

All wetlands are regulated by Maine Department of Environmental Protection (DEP) under the Natural Resources Protection Act (NRPA) and by the U.S. Army Corps of Engineers (Corps) under the Programmatic General Permit (PGP). The DEP also defines specific types of wetlands as Wetlands of Special Significance (WOSS) if they meet the specific criteria of Section 4 of Chapter 310 of the NRPA. Based on AE's assessment of the wetlands, the wetlands do not meet the definition of a WOSS. Before any disturbance onsite, AE suggests that the U.S. Army Corps of Engineers and the Maine Department of Environmental Protection should review any proposed impacts to these wetlands and/or the associated buffers.

TOWN OF BRUNSWICK -

The Town of Brunswick regulates Freshwater Wetlands as, "a freshwater swamp, marsh, bog, or similar area other than a forested wetland which is:

A. Of ten or more contiguous acres; or of less than ten contiguous acres and adjacent to a surface water body, excluding any river or stream, such that in a natural state, the combined surface area is in excess of ten acres; and

B. Inundated or saturated by surface or ground water at a frequency and for a duration sufficient to support, and that under normal circumstances does support, a prevalence of wetland vegetation typically adapted for life in saturated soils. Freshwater wetlands may contain small stream channels or inclusions of land that do not conform to the criteria of this definition.

All three wetlands are forested wetlands less the 10 acres in size and therefore do not meet the Town's definition as a freshwater wetlands; however, AE suggests you contact the Town of Brunswick Planning Department prior to any soil disturbance onsite.

Thank you for the opportunity to work with you on this project. Should you have any additional questions, please do not hesitate to contact me at 207-837-2199 or via email at tim@atlanticenviromaine.com.

Sincerely,
Atlantic Environmental LLC.

Timothy A. Forrester, Owner
PWS #1933

Photograph One. Partial view of W1 and W2. Photographer: Lisa Vickers Atlantic Environmental, LLC. Date: September 12, 2018.

Soil Map—Cumberland County and Part of Oxford County, Maine

Map Scale: 1:1,950 if printed on A landscape (11" x 8.5") sheet.

Meters: 0 25 50 100 150

Feet: 0 50 100 200 300

N

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 19N WGS84

MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features

- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features

- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Cumberland County and Part of Oxford County, Maine
Survey Area Data: Version 16, Sep 16, 2019

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 7, 2019—Jul 2, 2019

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
DeA	Deerfield loamy fine sand, 0 to 3 percent slopes	1.3	19.4%
DeB	Deerfield loamy fine sand, 3 to 8 percent slopes	1.3	18.5%
HlB	Hinckley loamy sand, 3 to 8 percent slopes	3.6	53.8%
WmB	Windsor loamy sand, 0 to 8 percent slopes	0.6	8.3%
Totals for Area of Interest		**6.7**	**100.0%**

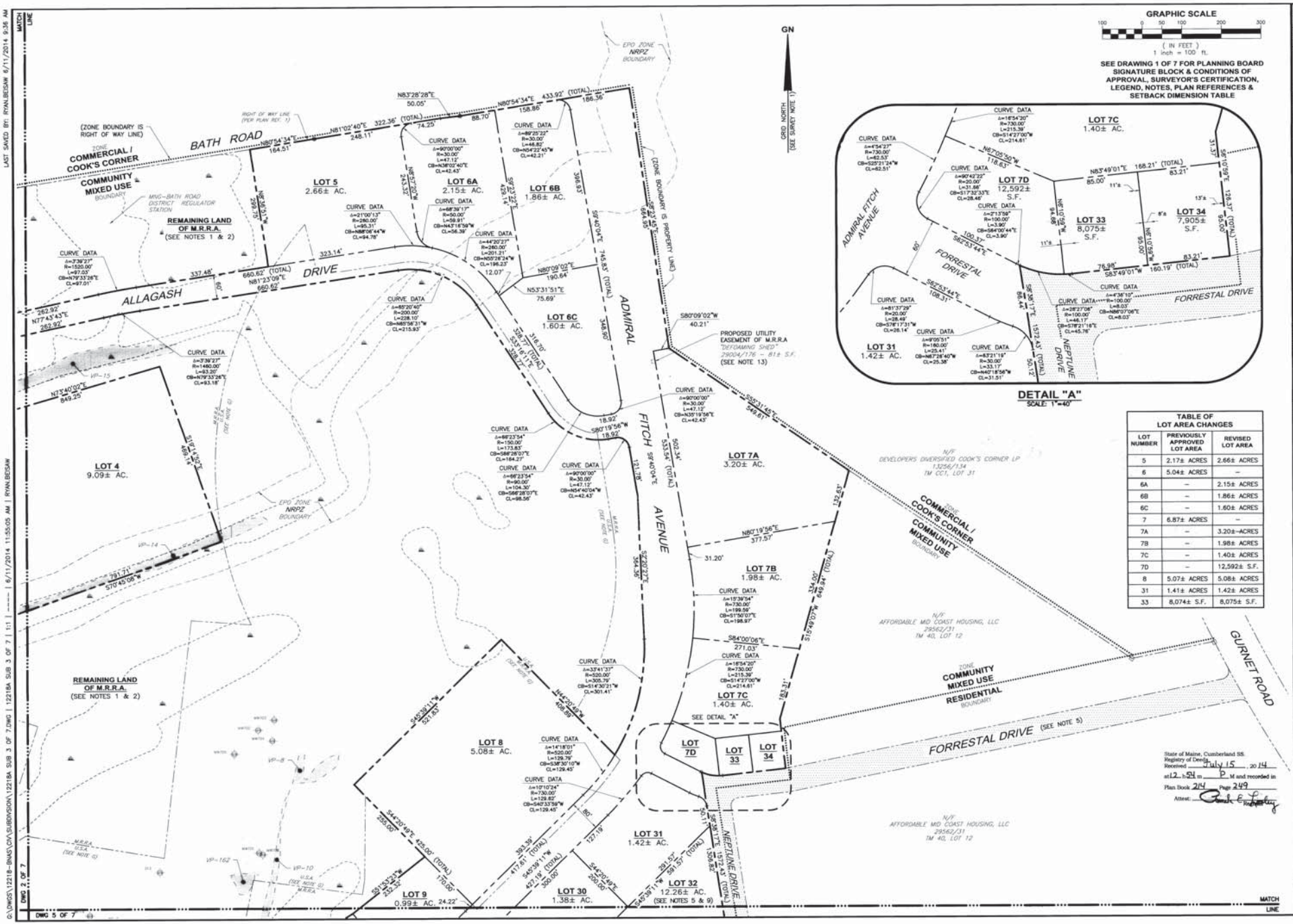


TABLE OF LOT AREA CHANGES		
LOT NUMBER	PREVIOUSLY APPROVED LOT AREA	REVISED LOT AREA
5	2.17± ACRES	2.66± ACRES
6	5.04± ACRES	–
6A	–	2.15± ACRES
6B	–	1.86± ACRES
6C	–	1.60± ACRES
7	6.87± ACRES	–
7A	–	3.20±-ACRES
7B	–	1.98± ACRES
7C	–	1.40± ACRES
7D	–	12,592± S.F.
8	5.07± ACRES	5.08± ACRES
31	1.41± ACRES	1.42± ACRES
33	8,074± S.F.	8,075± S.F.

NO.	TRANSMITTAL/REVISIONS	DATE
1	FOR SIGNATURE & RECORDING	JBW 6/11/14
2		
3		
4		
5		
6		

DESIGNED BY JBW/RCC
DWG COORD. RPB
DWG. BY RPB
CHK. BY BCC
DATE 6/11/14
SURVEYED BY JBW
APPROVED BY JBW
DATE 6/11/14
PROJECT NO. 12218C

STATE OF MAINE JAMES B. WEISMAN No. 2164 PROFESSIONAL LAND SURVEYOR 6/11/14

STATE OF MAINE BRIAN C. COLLINS No. 6313 PROFESSIONAL ENGINEER 6/11/14

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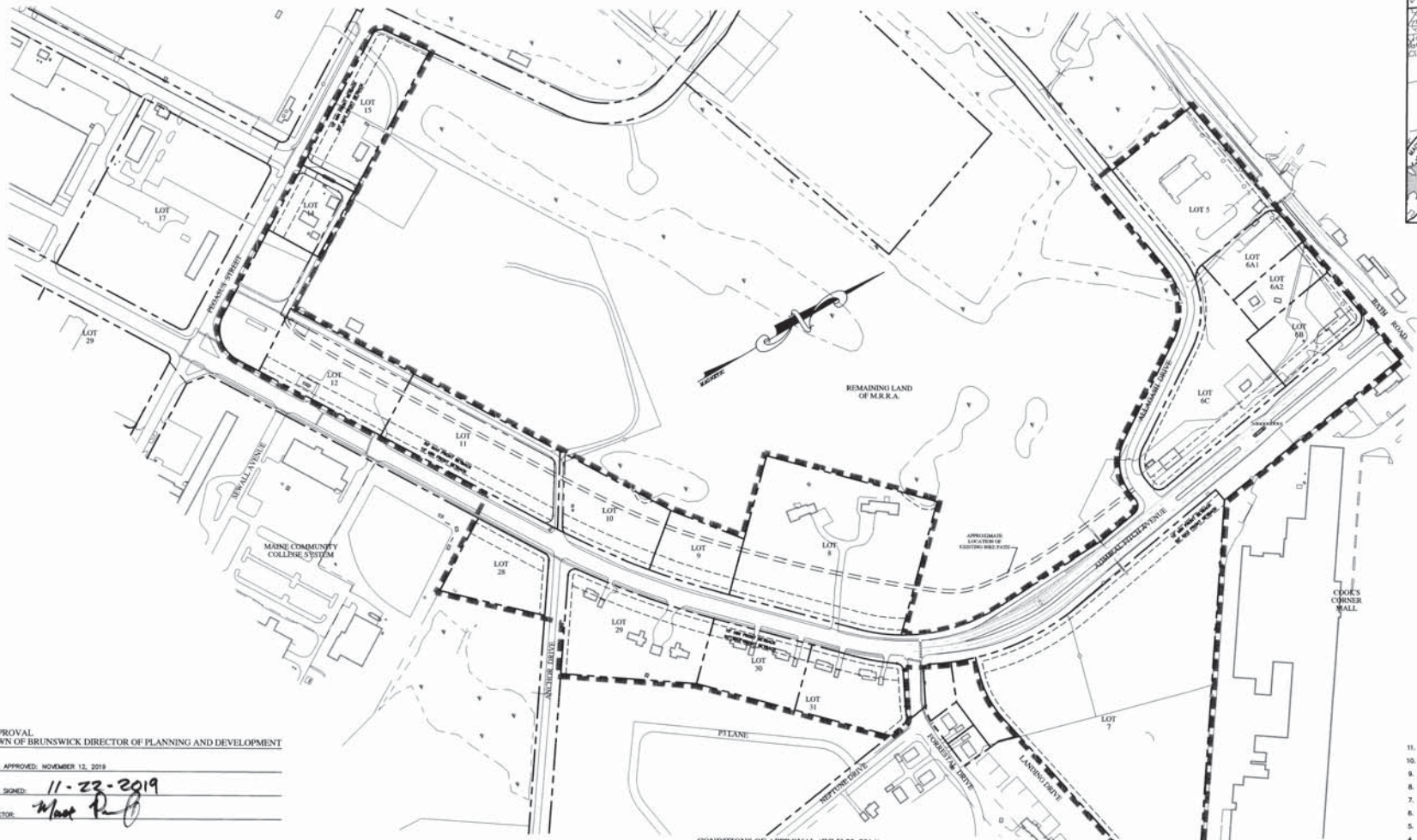
Engineering a Better Environment
Offices Throughout New England
888.621.8156 | www.wright-pierce.com

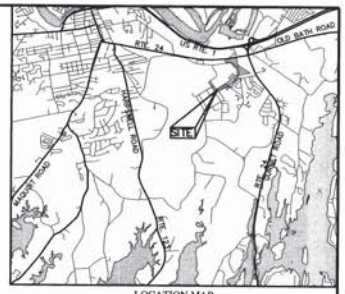
AMENDMENT OF SUBDIVISION PLAN
BRUNSWICK LANDING SUBDIVISION – PHASE I
BRUNSWICK LANDING
BRUNSWICK, CUMBERLAND COUNTY, MAINE

MIDCOAST REGIONAL REDEVELOPMENT AUTHORITY
2 PEGASUS STREET, SUITE 1, UNIT 200 – BRUNSWICK, MAINE 04011
SUBDIVISION PLAN – SHEET 2

DRAWING
3 OF 7

LAST SAVED BY: RYAN.BEDSAW 6/11/2014 9:36 AM
G:\DWGS\12218-BNAS\CIV\SUBDIVISION\12218A SUB 3 OF 7.DWG | 12218A SUB 3 OF 7 | 1:1 | ---- | 6/11/2014 11:55:05 AM | RYAN.BEDSAW
DWG 2 OF 7
DWG 5 OF 7
MATCH LINE





LOCATION MAP
NOT TO SCALE

GENERAL NOTES:

1. OFF STREET BIKE PATH WILL BE PRESERVED, HOWEVER LOCATION/ALIGNMENT MAY BE SUBJECT TO CHANGE, DEPENDING ON INDIVIDUAL SITE DEVELOPMENT PLAN.
2. DUE TO EXISTENCE OF A FORMER SKEET SHOOTING RANGE, A PORTION OF LOT 5 AND ALL OF LOT 8 HAVE NOT BEEN OFFICIALLY CONVEYED TO MRRA. MRRA HAS SIGNED A PURCHASE AND SALE AGREEMENT GIVING THEM RIGHT, TITLE, AND INTEREST SUFFICIENT TO PURSUE THE CDP APPROVAL BUT THE NAVY WILL HAVE TO FULLY CONVEY LOTS 5 & 8 BEFORE THEY CAN RECEIVE SITE PLAN APPROVAL.
3. ON-STREET PARKING WILL BE ALLOWED ON PEGASUS STREET, WITHIN THE LIMITATIONS OF EXISTING RIGHT OF WAY.

PLAN HISTORY:

1. ORIGINAL PLAN, DATED 04-21-14, NOT RECORDED.
2. AMENDMENT, RECORDED IN PLAN BOOK 219 PAGE 287 ON 07-16-19
3. AMENDMENT, RECORDED IN PLAN BOOK 219 PAGE 420 ON 10-04-19

CUMBERLAND COUNTY REGISTRY OF DEEDS:

RECEIVED Dec. 31, 2019
AT 9 HRS 30 MIN A M, AND
FILED IN PLAN BOOK 219 PAGE 534
ATTESTED: _____ REGISTER

APPROVAL
TOWN OF BRUNSWICK DIRECTOR OF PLANNING AND DEVELOPMENT

DATE APPROVED: NOVEMBER 12, 2019

DATE SIGNED: 11-22-2019

DIRECTOR: _____

THIS PLAN IS COMPILED FROM MULTIPLE SOURCES OF INFORMATION AND IS INTENDED FOR PLANNING PURPOSES ONLY. IT IS NOT INTENDED FOR TECHNICAL REVIEW, CONVEYANCE OF PROPERTY, OR CONSTRUCTION OF IMPROVEMENTS SHOWN.

GRAPHIC SCALE

100 0 75 150 300 600

(IN FEET)
1 inch = 150 ft.

Standard	R-CMU	GM7	CDP
Maximum Lot Area	None	None	None
Maximum Residential Density	24 units per acre	24 units per acre	24 units per acre
Minimum Lot Width	None	None	None
Minimum Building Frontage	80%	None	None
Maximum Building Frontage	100%	None	None
Minimum Front Yard	0 Feet	0 Feet	15 Feet[1]
Maximum Front Yard	5 Feet	None	50 Feet[1]
Minimum Rear Yard	0 Feet	0 Feet	0 Feet
Minimum Side Yard	0 Feet	0 Feet	0 Feet
Maximum Impervious Coverage	100%	100%	100%
Minimum Building Height	2 Stories or 24 Feet	24 Feet	1 Story
Maximum Building Height	4 Stories or 50 Feet	50 Feet	4 Stories or 50 Feet
Maximum Building Footprint per Structure[2]	20,000 Square Feet	None	20,000 Square Feet

[1]Setback must include landscaping and shall not include parking.
[2]Applies to Admiral Fitch Avenue and Pegasus Street only.

CONDITIONS OF APPROVAL (JULY 22, 2014):

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. THAT AN EASEMENT BE PRESERVED FOR THE EXISTING BICYCLING/WALKING PATH, THE INTENT BEING THAT RELOCATION OF THE PATH WILL ONLY OCCUR IF NO OTHER SITE DEVELOPMENT ALTERNATIVE IS AVAILABLE FOR LOTS 8, 9, 10, 11, 12 AND 14.
3. THAT NEW SIDEWALKS SHALL BE PROVIDED ALONG PEGASUS STREET CONSISTENT IN WIDTH AND MATERIALS OF EXISTING SIDEWALKS.
4. THAT THE DIMENSIONAL AND DENSITY STANDARDS AS APPROVED SHALL BE PLACED ON THE COMMON DEVELOPMENT PLAN.
5. THAT THE SIZE AND MATERIALS FOR BUSINESS IDENTIFICATION SIGNS ON LOT 5 SHALL BE DETERMINED AT THE TIME OF DEVELOPMENT REVIEW.
6. THAT FOOTNOTES 1-6 IN THE DIMENSIONAL AND DENSITY TABLE FOR THE COMMON DEVELOPMENT PLAN SHALL BE REMOVED TO THE SATISFACTION OF THE DIRECTOR OF PLANNING AND DEVELOPMENT. (COMPLETE)

CONDITIONS OF APPROVAL (APRIL 23, 2019 & JULY 9, 2019):

1. THAT THE BOARD'S REVIEW AND APPROVAL DOES HEREBY REFER TO THE PLANS AND MATERIALS SUBMITTED BY THE APPLICANT AND THE WRITTEN AND ORAL COMMENTS OF THE APPLICANT'S REPRESENTATIVES, REVIEWING OFFICIALS AND MEMBERS OF THE PUBLIC AS REFLECTED IN THE PUBLIC RECORD AND THAT 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 REVIEW AND APPROVAL IN ACCORDANCE WITH THE BRUNSWICK ZONING ORDINANCE.

STATE OF MAINE
KEVIN P. CLARK #2245
REGISTERED LAND SURVEYOR
11-22-19

11.	10-24-19	REVISED LOT LINE BETWEEN LOT 6A1 & LOT 6C	MCA
10.	07-09-19	SUBDIVIDED LOT 6A INTO TWO PARCELS: LOTS 6A1 & 6A2	MCA
9.	07-08-19	ADD CONDITIONS OF APPROVAL	MCA
8.	04-04-19	REVISED LOT 7 LOT LINES	MCA
7.	06-15-18	REVISED LOT 6 LOT LINES -- PREVIOUSLY AMENDED ADD CDP STANDARDS & CONDITIONS OF APPROVAL	MCA
6.	11-07-14	ADD APPROVAL SIGNATURE BLOCK	RPL
5.	11-05-14	REVISED LOT 6 LOT LINES	KPC
4.	07-17-14	REVISED LOT 31 LAYOUT REVISED SETBACKS AND ADD NOTES	RPL
3.	07-15-14	UPDATED CONCEPT DESIGN	RPL
2.	07-03-14	UPDATED CONCEPT DESIGN	RPL
1.	05-27-14	SUBMITTED TO THE TOWN OF BRUNSWICK	RPL

MASTER PLAN

COMMON DEVELOPMENT PLAN
ADMIRAL FITCH AVENUE, BRUNSWICK LANDING

MIDCOAST REGIONAL REDEVELOPMENT AUTHORITY (OWNER)
15 TERMINAL ROAD, SUITE 200, BRUNSWICK, MAINE 04011

SITELINES
119 PURINTON ROAD, SUITE A
BRUNSWICK, MAINE 04011
207.725.1200
CIVIL ENGINEERS • PLANNERS • LAND SURVEYORS

FIELD WK:	SCALE: 1" = 150'	SHEET: 1
DRN BY: RPL	JOB #: 2504	
CHD BY: KPC	MAP/LOT:	
DATE: 4-21-14	FILE: 2504-02-SITE	

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K:\LAND PROJECTS\2504 CD MASTER PLANNING\DWG\2504-02-SITE.DWG, CDP BW, 11/21/2019 11:28 AM, MELISSA ARCHIBELL

Photograph 1: Similar Apartment, Cumberland, Maine

Photograph 2: Similar Apartments, Cumberland, Maine

Photographs taken by Sitelines, PA; April 19, 2020

Photograph 3 Similar Apartment, Cumberland, Maine

SIGN LEGEND:

STOP — R1-1 (24"x24") — 1

RESERVED PARKING (VAN ACCESSIBLE) — R7-8 (12"x18") R7-8A (12"x6") — 2

RESERVED PARKING — R7-8 (12"x18") — 3

CURBING LEGEND:

VERTICAL SLIPFORM CONCRETE CURB: VSFC

VERTICAL GRANITE CURB: VGC

TD — TIP DOWN

TS — TRANSITION STONE

LAYOUT NOTES:

1. ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB OR FOUNDATION.
2. BOUNDARY INFORMATION ON LAYOUT PLAN IS FOR REFERENCE ONLY, REFER TO CERTIFIED BOUNDARY PLANS FOR BOUNDARY INFORMATION.
3. ALL HANDICAP ACCESSIBLE PARKING SPACES, RAMPS AND SIDEWALKS SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA).
4. ALL SITE SIGNAGE AND PAVEMENT MARKINGS SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. (MUTCD)
5. BUILDING FOUNDATION SHOWN IS NOT FOR FOUNDATION LAYOUT. COORDINATE SITE WORK WITH ARCHITECTURAL DRAWINGS INCLUDING BUILDING FEATURES AND FOUNDATION PLAN.
6. REFER TO SHEET C6 FOR GRADING AND DRAINAGE INFORMATION.
7. REFER TO SHEET L1 FOR LANDSCAPE INFORMATION.
8. REFER TO SHEET L2 FOR LIGHTING INFORMATION.

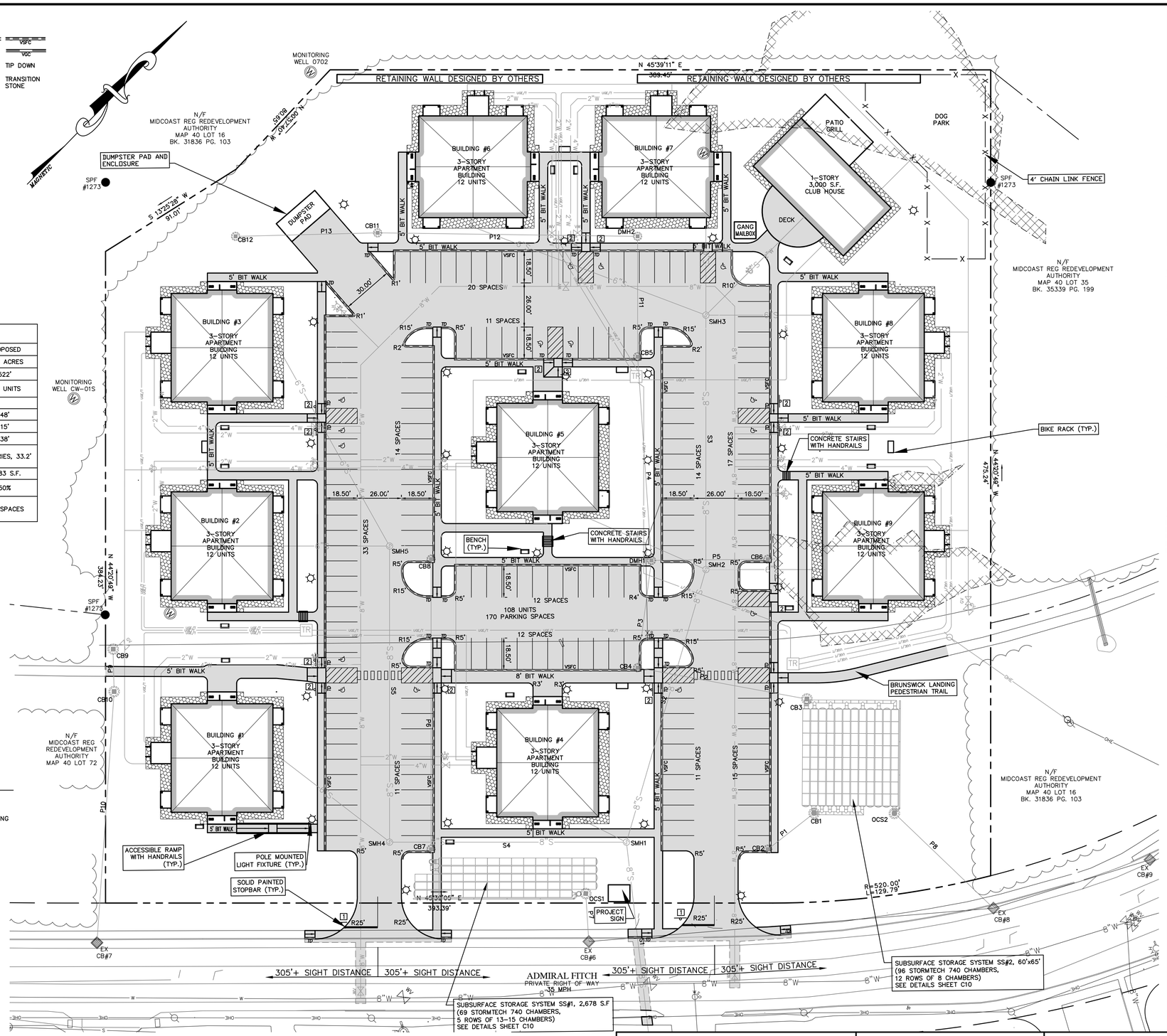
GROWTH-MIXED USE 7 ZONING DISTRICT (GM7)			
ZONING STANDARD	REQUIRED (GM7)	REQUIRED (CDP)	PROPOSED
MIN. LOT SIZE:	N/A	N/A	5.69 ACRES
MIN. LOT WIDTH:	N/A	N/A	522'
MAX. RESIDENTIAL DENSITY	24 UNITS PER ACRE	24 UNITS PER ACRE = 136.6 UNITS	108 UNITS
YARD DEPTH:			
FRONT:	0'	15'*	48'
REAR:	0'	0'	15'
SIDE:	0'	0'	38'
MIN. HEIGHT	24'	1 STORY	4 STORIES, 33.2'
MAX. HEIGHT:	40'	4 STORIES OR 50'	
MAX. FOOTPRINT:	NONE	20,000 S.F.	4,483 S.F.
MAX. IMPERVIOUS SURFACE COVERAGE	100%	100%	50%
PARKING	(1 BED) 1 PER D.U. = 54 (2 BED) 2 PER D.U. = 108 TOTAL = 162	–	172 SPACES

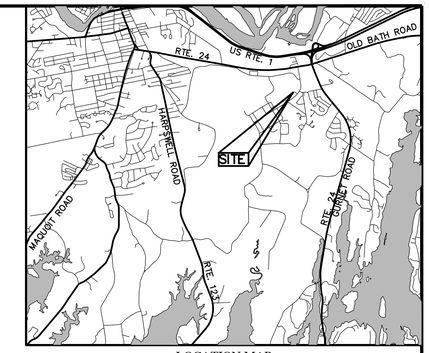
APPROVAL
TOWN OF BRUNSWICK PLANNING BOARD

DATE APPROVED:

DATE SIGNED:

CHAIRMAN:





LOCATION MAP
NOT TO SCALE

GENERAL NOTES:

1. TITLE REFERENCE FOR SURVEYED PARCEL:

   BK 34127, PG 297

2. AREA INFORMATION:

   LOT AREA: 5.69 ACRES

3. TAX MAP REFERENCE:

   TAX MAP 40, LOT 34

4. BASIS OF BEARINGS:

   BEARINGS ARE REFERENCED TO MAGNETIC.

5. FLOOD ZONE INFORMATION:

   PARCEL IS LOCATED WITHIN ZONE C (AREAS OF MINIMAL FLOODING) OF THE FLOOD INSURANCE RATE MAPS FOR CUMBERLAND COUNTY, MAINE. THE PROJECT IS LOCATED ON PANEL 15 OF 35 (COMMUNITY PANEL 230042 0015 B, EFF. DATE JANUARY 3, 1986)

6. IMPERVIOUS AREA:

   EXISTING IMPERVIOUS AREA: 24,711 S.F. (0.57 AC)
   PROPOSED IMPERVIOUS AREA: 123,193 S.F. (2.83 AC)
   NET CHANGE IN IMPERVIOUS AREA: +98,482 S.F. (2.26 AC)

UTILITY NOTES:

1. INFORMATION REGARDING THE LOCATION OF EXISTING UNDERGROUND UTILITIES IS A COMPILATION OF THAT FOUND IN THE FIELD AND THAT SHOWN ON A PREVIOUS PLANS, AND SHALL NOT BE CONSIDERED AN AS-BUILT PLAN. CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFYING UTILITY LOCATIONS PRIOR TO COMMENCING WORK. NOTIFY ENGINEER OF ANY DISCREPANCY BETWEEN UTILITIES AS SHOWN AND AS FOUND. CONTRACTOR SHALL NOTIFY DIG-SAFE (1-888-344-7233) PRIOR TO EXCAVATION.

LEGEND

■	MONUMENT FOUND
●	IRON MARKER FOUND
○	5/8" REBAR TOPPED WITH AN ALUMINUM CAP READING "BRUCE W. MARTINSON – PLS 2137" TO BE SET
	BOUNDARY LINE OF SURVEYED PARCEL
	BOUNDARY LINE OF ABUTTERS (APPROX.)
	ROAD RIGHT OF WAY LINE (APPROX.)
	COMPUTATIONAL TIE LINE
	STONE WALL (APPROX.)
	EDGE OF TRAVELED WAY
OHE	UTILITY LINE
CMP 13	UTILITY POLE WITH NUMBER
IPF	IRON PIPE FOUND
IRF	IRON ROD FOUND
DH	DRILL HOLE
△ 4	ARBITRARY TRAVERSE POINT WITH NUMBER
12, 1001	ARBITRARY COMPUTATIONAL POINT NUMBER
BK 10674, PG 197	DEED BOOK & PAGE IN COUNTY REGISTRY OF DEEDS
PB 195, PG 130	PLAN BOOK & PAGE IN COUNTY REGISTRY OF DEEDS
R/W	RIGHT OF WAY
N/F	NOW OR FORMERLY HELD BY
AC.	ACRES
±	MORE OR LESS
Ⓢ	SEWER MANHOLE
☼	LIGHT POLE
▦	CATCH BASIN
	WATER SHUT OFF
	HYDRANT
	SIGN
	WATER VALVE
BM	ELEVATION TEMPORARY BENCH MARK
	TEST PIT

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X:\LAND PROJECTS\3593 CAPTAINS WAY\DWGS\3593-SITE.DWG, C3 SITE, 4/21/2020 2:06 PM, MELISSA ARCHIBELL

2.	05-15-20	SUBMITTED TO MDEP FOR APPROVAL — MCA
1.	04-21-20	SUBMITTED FOR SKETCH PLAN REVIEW — CYN

TITLE:
SITE LAYOUT PLAN

PROJECT:
APARTMENTS AT BRUNSWICK LANDING
CAPTAINS WAY, BRUNSWICK, MAINE 04011

PREPARED FOR:
APARTMENTS AT BRUNSWICK LANDING, LLC
40 FARM GATE ROAD, FALMOUTH, ME 04105

PROGRESS PRINT
THIS PLAN IS ISSUED FOR REVIEW AND INFORMATION PURPOSES ONLY. THIS PLAN IS SUBJECT TO CHANGE AND IS NOT FOR PRICING OR CONSTRUCTION. PRICING BASED ON THIS PLAN IS NOT BINDING UNLESS SIGNED BY BOTH CONTRACTOR AND OWNER.

CALL DIG SAFE UTILITY LOCATION
1-888-344-7233
STATE LAW REQUIRES ADVANCE NOTICE OF AT LEAST 3 BUSINESS DAYS BEFORE YOU DIG, GRADE OR EXCAVATE FOR THE MARKING OF UNDERGROUND UTILITIES

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

ISSUED FOR:
PERMITTING REVIEW

STATE OF MAINE — CURTIS Y. NEUFELD 9779 LICENSED PROFESSIONAL ENGINEER
05-15-20

SITELINES
119 PURINTON ROAD, SUITE A
BRUNSWICK, MAINE 04011
207.725.1200
CIVIL ENGINEERS ▪ PLANNERS ▪ LAND SURVEYORS

FIELD WK: MC/CR	SCALE: 1"=30'	SHEET: C3
DRN BY: RPL	JOB #: 3593	
CH'D BY: CYN	MAP/LOT: 40 / 34	
DATE: 04-11-2020	FILE: 3593-SITE	

DRAFT FINDINGS OF FACT
Major Development Review
Final Conditional Use Permit
Meeting Date: October 3, 2017

Project Name:	Rainy Day Farm - Conditional Use Permit
Address:	409 Bath Road
Case Number:	20-022
Tax Map:	Assessor's Map 46, Lot 15
Zoning:	RP1
Applicant:	Scott Lemieux

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

DRAFT Motion 1:
That the Conditional Use Permit application is deemed complete.

PROJECT SUMMARY

Staff review is based on the application revised most recently on May 5, 2020. In accordance with Section 5.2.2. of the Zoning Ordinance, the applicant has submitted a Conditional Use Permit application for office use in RP1. A project narrative and a site plan is included with the packet.

The SRC reviewed the Conditional Use Permit application on May 13, 2020. The SRC meeting notes have been included in the packet.

The following waivers from Table D.1 – Summary of Application Requirements have been requested by the applicant:

1. Professional Survey – *The applicant provided a site plan that is based on field measurements, a previously approved site plan, and lot boundaries depicted on the Brunswick Assessor's tax map records. The proposed site plan indicates all anticipated new development will be outside the required lot line setbacks. Building permits and a minor modification to the approved site plan must be provided to the Director of Planning and Development for any new development areas. Based on the information provided, the requested waiver is acceptable.*

Review Standards from the Town of Brunswick Zoning Ordinance

5.2.2.B. Criteria for Conditional Use Permit

The following Criteria shall be applied, by the Planning Board when considering an application for a Conditional Use Permit. The burden of proof of compliance with these standards rests with the applicant.

(1) The proposed structure and site design comply with all standards of this Ordinance applicable to the zoning district and any overlay district within which the property is located. *The existing structure and site design will substantively remain the same. A minor modification to the previously approved site plan for new accessory structures will be provided to the Director of Planning and Development under separate cover. The interim Code Enforcement Officer (CEO) provided email correspondence dated May 22, 2020 that advises the parking lot for the proposed uses is acceptable.* ***The Board finds that the provisions of Section 5.2.2.B.1. are satisfied.***

(2) The proposed use will not create significantly more vehicular traffic by patrons, residents, or suppliers than the uses and structure currently within 300 feet of the proposed use or structure that generates the most vehicular traffic. *The site of the proposed use was formerly a day spa (service business use). The applicant recently received approval from service business to a change of use for school use and to use a portion of the building for a single dwelling (apartment) use. The proposed office use is in addition to the school use and dwelling. The proposed office use will have few walk-in patrons and limited staff that will perform some overlapping administrative tasks for the school and the office. Based on the available information, the proposed use is not anticipated to generate significantly more vehicular traffic within 300 feet of the subject parcel.* ***The Board finds that the provisions of Section 5.2.2.B.2. are satisfied.***

(3) The proposed use will not operate or require deliveries earlier in the morning, or later at night, than the uses and structures currently within 300 feet of the proposed use or structure that operate earliest in the morning and latest at night. *The proposed use does not require deliveries which may be disruptive outside of normal business hours.* ***The Board finds that the provisions of Section 5.2.2.B.3. are satisfied.***

(4) The proposed use shall not create any more adverse impacts on any current use or structure within 300 feet of the lot on which the proposed use or structure would be located. *The proposed use accommodates few off-site patrons and only serves its employees during normal business hours. No adverse impacts on structures within 300 feet of the subject lot are anticipated.* ***The Board finds that the provisions of Section 5.2.2.B.4. are satisfied.***

(5) The application shall further the planning goals of the adopted Town of Brunswick 2008 Comprehensive Plan, as amended, including but not limited to the planning goals for the Planning Area (Appendix A - Planning Areas) in which the property is located. *The subject parcel is within the Coastal Protection Area. The proposed reuse of an existing developed area for a low-intensity business is appropriate within the Coastal Protection Area.* ***The Board finds that the provisions of Section 5.2.2.B.5. are satisfied.***

DRAFT MOTIONS
CONDITIONAL USE PERMIT – RAINY DAY FARM, LLC OFFICE USE
CASE NUMBER: 20-022

Motion 1: Completeness (above 'Project Summary')
Motion 2: That the Board waives the requirement for a professional survey
Motion 3: That the Conditional Use Permit 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.

** Please note that A Conditional Use Permit shall expire two (2) years after it is approved by the Planning Board if no Certificate of Occupancy is granted for the use in accordance with Subsection 5.2.9.Q(5) (Conditional Use Permit Approval Expiration).*

From: Julie Erdman
To: Jared Woolston
Subject: Rainy Day Farm
Date: Friday, May 22, 2020 12:56:45 PM

Jared,

I have approved the Change of Use Permit applications submitted by Scott Lemieux for a special needs school and an apartment. The property meets the parking requirements in the ordinance for these uses as well as the proposed office use.

Thank you,

Julie Erdman
Planning Technician
Interim Codes Enforcement Officer
Planning & Development
Town of Brunswick
85 Union Street
Brunswick, ME 04011
Phone: (207)725-6660 x4025
Fax: (207)725-6663

238 Harpswell Neck Rd.
Harpswell, ME 04079
April 20, 2020

Mr. Jared Woolston
Town of Brunswick
Department of Planning and Development
85 Union Street
Brunswick, ME 04011

Re: 409 Bath Rd. Change of Use to School and
Conditional Use Permit for financial counseling

Dear Jared:

Conditional Use Permit Criteria:

1. The proposed structure and site design comply with all standards of this Ordinance applicable to the zoning district and any overlay district within which the property is located.

   The property is in RP-1 – Rainy Day LLC proposes a specialty school with activity stations to fall within permitted use. The primary use will be one-on-one mentoring of students with a care provider. We may also have weekly small group activities that will serve young adults, seniors, and the disabled. All office use is planned between 9 am and 5 pm. Workshop use will typically be 6 pm to 8 pm. We are applying for a Conditional use permit to allow service businesses associated with mentoring and modeling educational experiences with young adults and operation of a financial planning practice and service provider offices. The residential basement apartment will be segregated from the three basement offices by a fire wall and separate entrance.

   Impervious Surface – The estimated current total is 8,554 sf of the 10,890 sf of the town-required impervious limit. We propose a total of no greater than 10,128 sf of additional impervious surface. See Table x.

   Grading plan – minor grading is expected as shown on the contour diagram to accommodate the northeast driveway.

   Current 15-space parking provides for the financial planning practice (4 spaces), offices at 2 per tenant office (8 spaces), apartment (2 spaces). The site sketch also displays an oversized parking space for handicapped access. The driveway extending to the barn (accessory structure) provides additional incidental parking.

2. The proposed use will not create significantly more vehicular traffic by patrons, residents, or suppliers than the uses and structure currently within 300 feet of the proposed use or structure that generates the most vehicular traffic;

The former use of a day spa provided for up to six stylists and their associated hour and half-hour multiple service appointments from 8:00 AM to 10:00 PM Tuesday-Saturday. The proposed everyday use is estimated to cause 75% less vehicular traffic and operate occasionally in evenings. Organizations such as the Maine Parent Federation hold trainings to pair experienced parents with other parents who need support navigating special education and vocational rehabilitation. Evening activities, parental support group meetings, and trainings may occur at outdoor activity stations (barn, gazebo, dog training yard, and therapeutic garden) but are low-noise and low-intensity. Special events for community organizations are anticipated on a less than quarterly basis.

3. The proposed use will not operate or require deliveries earlier in the morning, or later at night, than the uses and structures currently within 300 feet of the proposed use or structure that operate earliest in the morning and latest at night.

   Services include coaching and counseling. There will be no significant product shipment or delivery. We operate during normal business hours.

4. The proposed use shall not create any more adverse impacts on any current use or structure within 300 feet of the lot on which the proposed use or structure would be located.

   We anticipate no noise or other impacts beyond the boundaries of the property.

5. The application shall further the planning goals of the adopted Town of Brunswick 2008 Comprehensive Plan, as amended, including but not limited to the planning goals for the Planning Area (see Brunswick Zoning Ordinance Appendix A - Planning Areas) in which the property is located.

   We propose site development which will include landscaping and plantings to provide for improved ecological value (butterfly garden, fruit trees, and upland rice).

CONDITIONAL USE PERMIT APPLICATION

1. Project Name:_____Rainy Day Farm_____
2. Project Applicant
   Name: _____Scott Lemieux_____
   Address: _____409 Bath Rd._____
   _____Brunswick, ME 04011_____
   Phone Number:_____(207) 729-0734_____
   Email: _____scott.l.lemieux@ampf.com_____
4. Project Owner (if different than applicant)
   Name: _____Rainy Day LLC, Scott Lemieux_____
   Address: _____238 Harpswell Neck Rd._____
   _____Harpswell, ME 04079_____
   Phone Number:_____(207) 373-1075_____
   Email: _____sjlemu@gmail.com_____
5. Authorized Representative
   Name: _____
   Address: _____
   _____
   Phone Number:_____
   Email: _____
6. List of Design Consultants. Indicate the registration number, address and phone number, email for any additional project engineers, surveyors, architects, landscape architects or planners:
   1. _____TBD_____
   2. _____
   3. _____
7. Physical Location of Property: ___409 Bath Rd., Brunswick, ME 04011_____
8. Lot Size: ____.69 ac_____
9. Zoning District: _____RP-1_____
10. Overlay Zoning District(s): _____
11. 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?
_____Applicant (Rainy Day, LLC)_____
_____
_____
_____
_____
12. Assessor's Tax Map ____B46_____ Lot Number _____15_____ of subject property.
13. Brief description of proposed use: ____Counseling, coaching, hub of family support services, and training. Residential apartment, solo advisor financial planning practice._____
_____
_____

14. Describe specific physical improvements to be done: __See conceptual plan. _Landscaping and grading plan to provide for demonstration gardens, gazebo and driveway access to barn. Fruit tree and butterfly garden plantings. Basement bedroom egress, basement office egress. 2-hour fireproof basement ceiling, subdivide basement offices, entrance airlock, addition of doors and catwalk to office spaces.

Owner Signature:

__Scott L Lemieux, 4/20/20, 15:15:00 (electronic signature)_____

Applicant Signature (if different):

_____

RAINY DAY FARM:
- Self-Advocacy/ Special Ed Transition Planning
- IEP Goal Setting
- Intergenerational Mentoring
- Financial Planning Workshops & Non-profit Events
- Therapy Dog Training/ Pet First Aid Training
- Leased offices to service providers such as counselors, speech pathogoists

CONSTRUCTION SPECIFICATIONS

FW 2 HR FIREWALL
EXIT EMERGENCY EXIT LIGHTING
FA THERMALINK HEAT ACTIVATED FIRE ALARM
L LOCKED TENANT DOOR

WALLS 2X4 16"O.C. STANDARD
2 HR CEILING THROUGHOUT BASEMENT

15 PARKING SPACES IS 2X THE REQ'D

IMPERVIOUS SURFACE TABLE	
NAME	AREA
Existing Structure, Front Entry & Side Covered Entry	1799.5 sq ft.
Existing Parking Lot	5530.2 sq ft.
Existing Misc. Boundry Area	1270.3 sq ft.
EXISTING IMPERVIOUS SURFACE SUBTOTAL	8554.1 sq ft.
Proposed 14'x14' Gazebo	196.0 sq ft.
Proposed 13'x16' Rear Deck & Stairs	242.2 sq ft.
Proposed 12'x20' Barn	280.0 sq ft.
Proposed 13'x16' Patio	210.3 sq ft.
2'x8' Rockwall @ Entrance	33.8 sq ft.
5'x10' Gazebo Landing	50.0 sq ft.
Proposed 10' Wide Access Driveway	380.4 sq ft.
3'x60' Foot Path	174.2 sq ft.
TOTAL ADDITIONAL IMPERVIOUS SURFACE SUBTOTAL	1574.1 sq ft.
PROPOSED SITE TOTAL	10128 sq ft.
CODE LIMIT	10890 sq ft.

PROJECT PHASES	
Phase	
I	INTERIOR:
(April-July 2020)	Kitchen Walls/Floor
	East Conference Room
	Entrance Air Lock
	North Office Modifications
	EXTRERIOR:
	Garden
	Dog Run
	Rear Deck @ Offie 1
	Gazebo (14'x14')
	Butterfly Garden
	Stonewall @ Accessway Entrance
II	Residential Apartment
(July-October 2020)	Basement Office Buildout
III	Tenant Occupancy
(January 2021)	Main Level & Basement Office Use
IV	Barn (12'x20')
(Spring 2021)	Patio (13'x16')
	Gazebo Landing (5'x10')
	Fence surrounding Gazebo
	Footpath

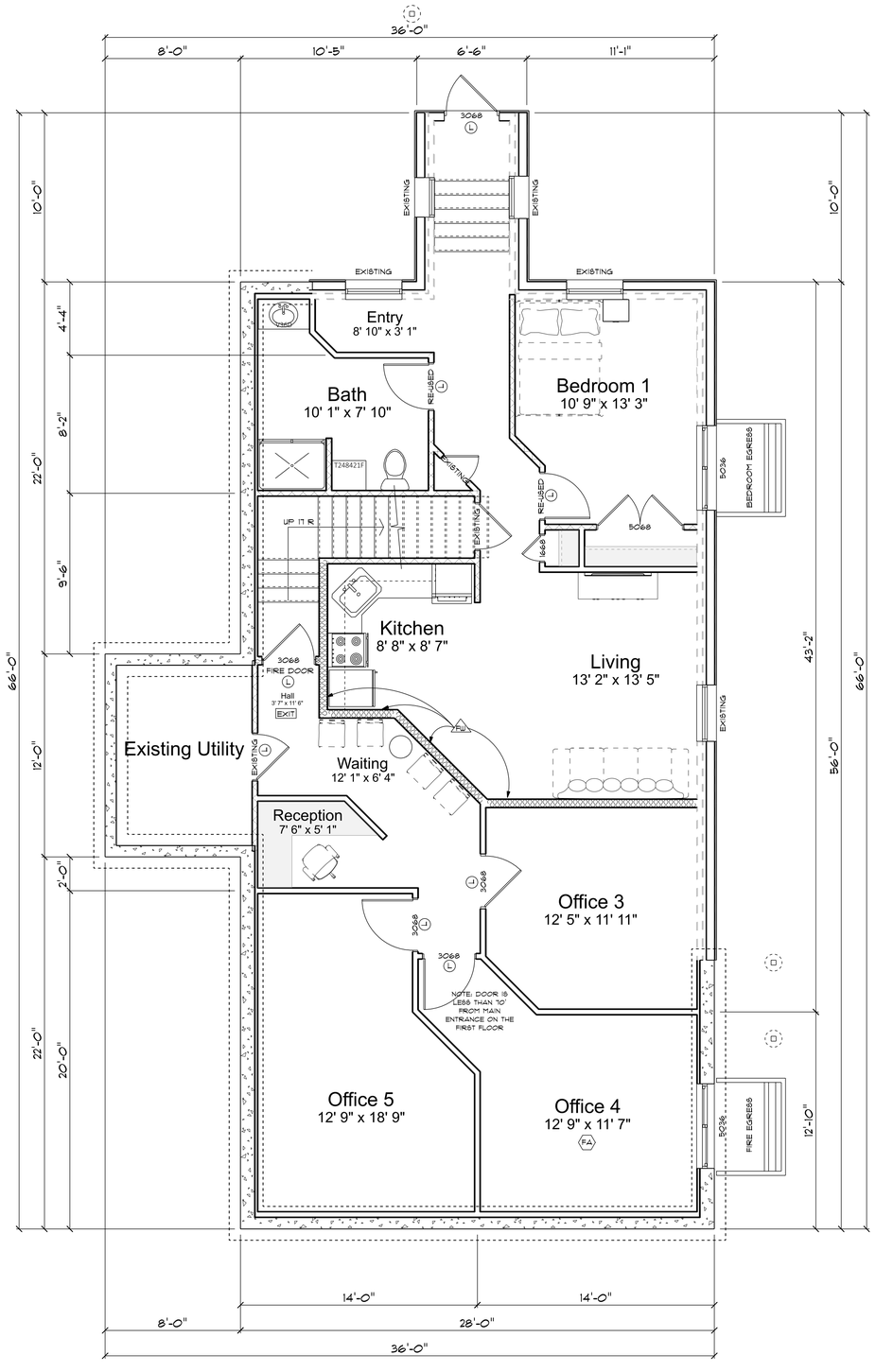
CONCEPTUAL PLANS;
NOT FOR CONSTRUCTION

RAINY DAY FARM, LLC
409 Bath Rd, Brunswick ME

Prelim:	March 25th, 2020
Rev 1:	April 2nd, 2020
Rev 2:	April 8th, 2020
Rev 3:	April 12, 2020
Rev 4:	April 14, 2020
Rev 5:	April 17th, 2020
Final:	May 5th, 2020

Scale:
As Noted

Sheet:
1



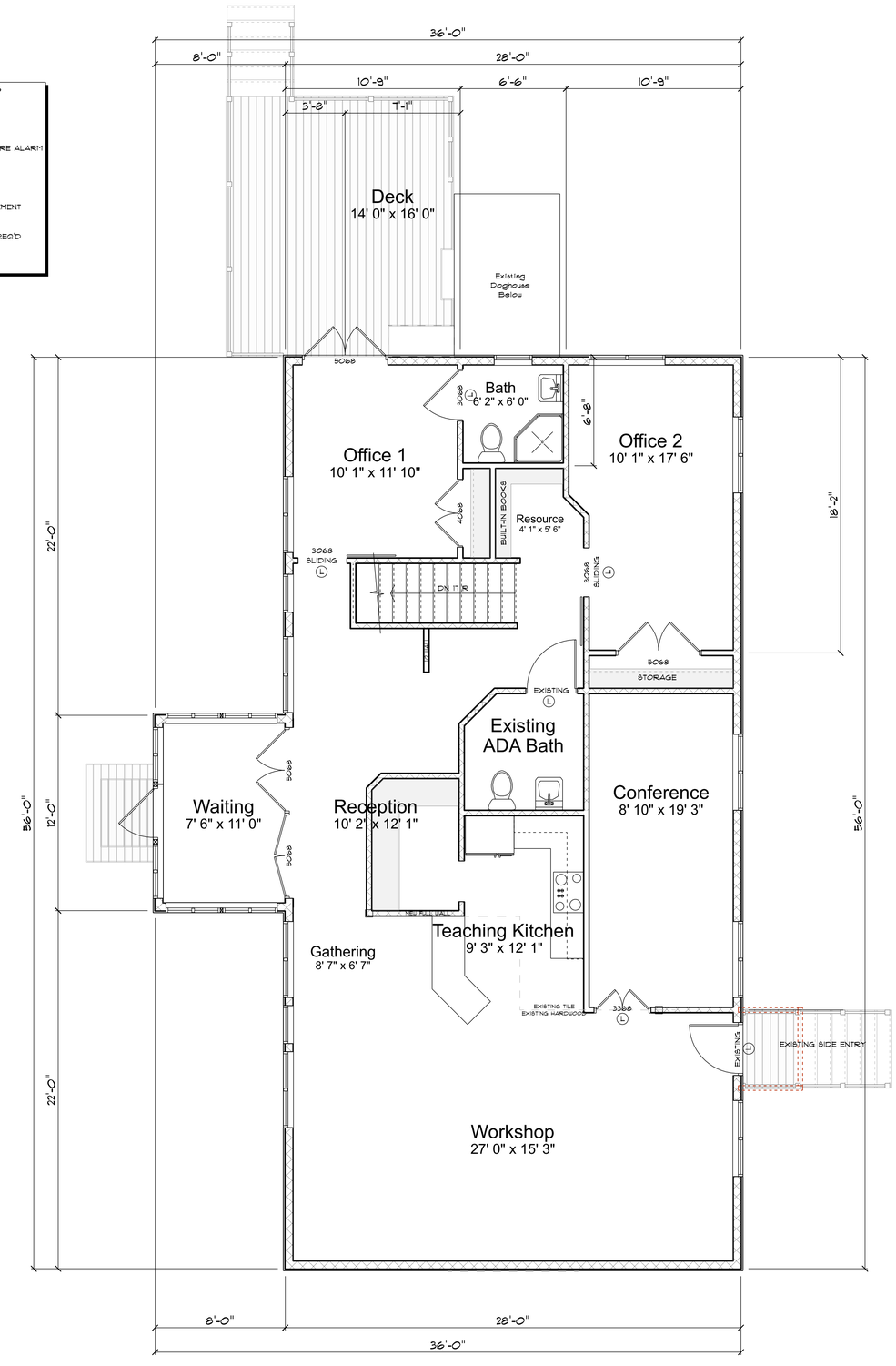
BASEMENT
SCALE: 1/4" = 1'-0"
(2 HOUR CEILINGS THROUGHOUT)

CONSTRUCTION SPECIFICATIONS

- 2 HR FIREWALL
- EXIT EMERGENCY EXIT LIGHTING
- FA THERMALINK HEAT ACTIVATED FIRE ALARM
- L LOCKED TENANT DOOR

WALLS 2X4 16"O.C. STANDARD
2 HR CEILING THROUGHOUT BASEMENT

15 PARKING SPACES IS 2X THE REQ'D



MAIN FLOOR
SCALE: 1/4" = 1'-0"

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Scale:
As Noted

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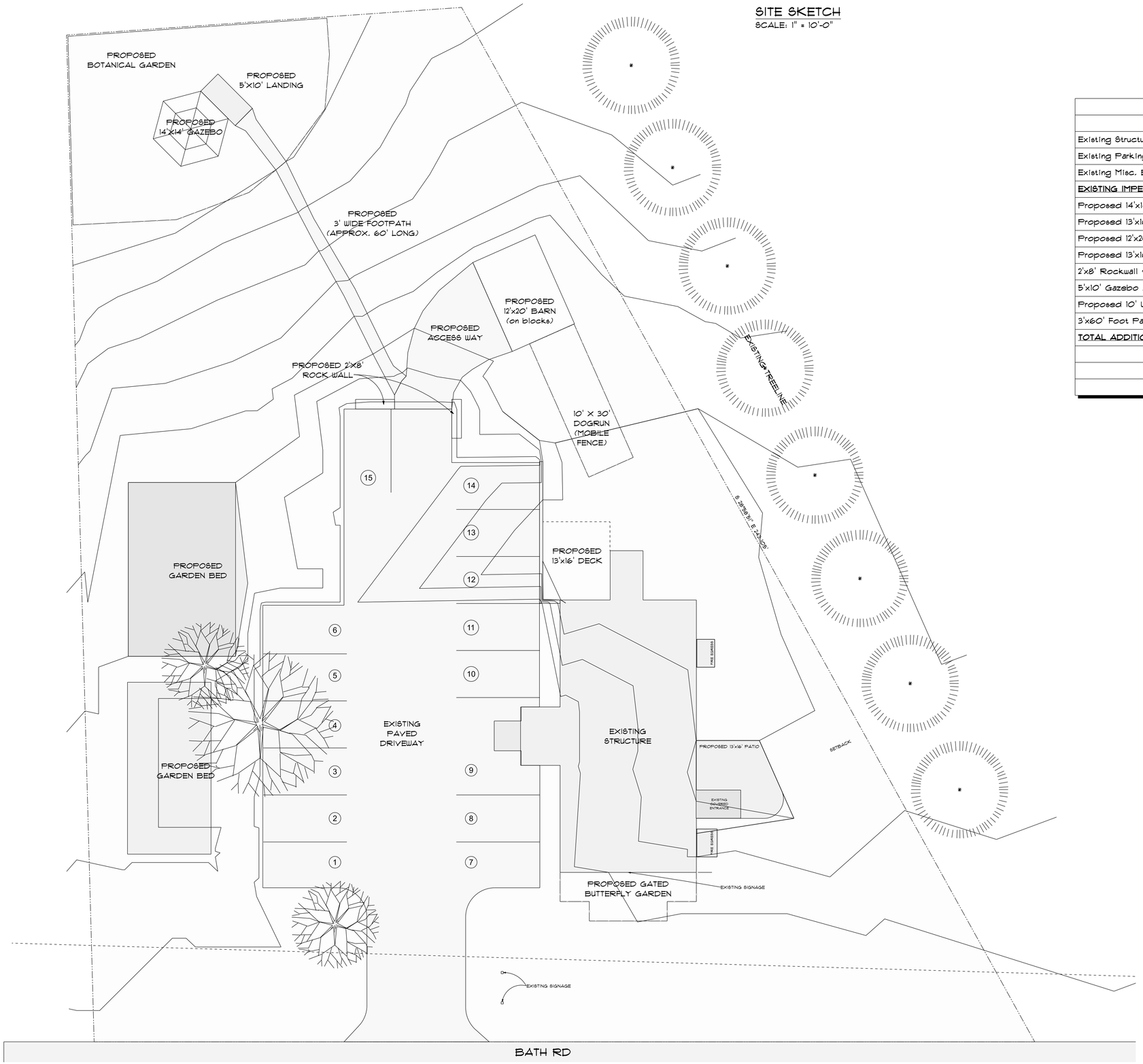
2

SITE SKETCH

SCALE: 1" = 10'-0"



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