

September 27, 2019
W-P Project No. T15116

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

Subject: Wild Oats, Brunswick Landing
Building Project, Supplemental Information and response to comments

Dear Mr. Woolston:

We have recently become aware that the creation of a parcel for the Wild Oats project from the larger Lot 17 parcel will require a subdivision amendment. We are now working on preparing the subdivision amendment for the creation of the 1.69 acre parcel from the larger 5.25 acre Lot 17 in the Brunswick Landing Subdivision and will be submitting the application on October 1st.

We also would like to request that the Planning Board, in their deliberation of the site plan, consider granting approval conditioned upon receiving subdivision approval of the lot.

During the staff review of the project the Town Engineer, Ryan Barnes, developed comments on the site plan which we have listed below. We also have developed responses to the comments which follow each comment.

Comment 1: *Notes should be added to the plan set regarding the Navy dig requirements and restrictions.*
Response: The developer has applied for and received a Brunswick landing Construction permission Request form the Navy. A copy of the approved request with the Navy restrictions for the parcel was included with the Site Plan Application and will be made part of the construction documents.

Comment 2: *The locations of the required temporary erosion control measures should be added to the demolition plan.*
Response: We have added a plan sheet C 4.1 showing the temporary erosion control measures to the plan set.

Comment 3: *The proposed sign is shown in the ROW for Admiral Fitch Avenue and should be relocated to be on private property.*
Response: The site plans have been revised to show the sign on the lot.

Comment 4: *Detectable warning fields and a crosswalk should be added across the proposed entrance on Admiral Fitch Avenue.*
Response: Detectable warning fields have been added to the entrance drive sidewalk crossing.



Comment 5: *The radius of the truck loading area driveway seems excessive given the size of the loading area. The radius should be reduced to match what is required to accommodate the turning radius of the design vehicles.*

Response: The radii at the truck receiving area have been designed to accommodate the trucks that will be making deliveries. The radii are large because the access aisle is narrow.

Comment 6: *A sidewalk should be added along the access road to the north of the property from Gersofsky Way to the easterly property boundary to provide pedestrian access to the adjacent uses and parking. The walkway should incorporate crosswalks and detectable warning fields at the crossings.*

Response: The pedestrian flow in the vicinity of the site has been studied for actual pedestrian flow to the building entrance. The conclusions from the study were that a sidewalk on Gersofski Way was not warranted.

Comment 7: *Where will snow be stored during the winter months that won't impact parking or the Grassed Underdrain Soil Filters?*

Response: Snow will be plowed to the ends of the parking lot and will not be plowed into the grassed underdrain soil filters. Snow will be periodically removed and taken off site by snow removal contractors.

Comment 8: *Grading arrows are shown in various locations, actual grading information should be provided to avoid damage to mature street trees.*

Response: The grade arrows have been revised to avoid the trees and are there to ensure design intent. The site is very flat and a subtle ditch would not necessarily show up using contours.

Comment: 9: *What is the purpose of the three-foot wide crushed stone strip between the parking lot and the Grassed Underdrained Soil Filters? This may lead to a maintenance issue during snow removal operations.*

Response: The crushed stone strip between the parking lot and the grassed underdrained soil filter is there to act as a way to intercept sand that may be in the runoff from the parking lot and to capture the sand in the crushed rock before it enters the soil filter. This will add to the life of the soil filter.

Comment 10: *Connections made to existing catch basins and manholes should be cored and booted to ensure watertight connections.*

Response: The connections to the catch basins and manholes will be cored and booted, watertight connections.

Comment 11: *Detectable warning fields adjacent to the roadway should be cast iron plates to protect from damage from snow removal activities.*

Response: The detail has been revised to reflect cast iron detectable warning plates.

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We look forward to reviewing the project with the Planning board. Please let me know if you need additional information.

Sincerely,
WRIGHT-PIERCE

A handwritten signature in blue ink, appearing to read "Jan Wiegman". The signature is fluid and cursive, with a large initial "J" and "W".

Jan Wiegman, PE
Project Manager
Jan.wiegman@wright-pierce.com

*cc: Marshall Shepherd
Thomas Wright*