

February 07, 2014

Project R131.06141.001

Mr. Doug Greene, AICP  
City Planner  
City of Auburn  
60 Court St.  
Auburn, Maine 04210

RE: Proposed Family Dollar Store  
850 Minot Avenue  
Auburn, Maine

Dear Mr. Greene:

Ransom Consulting, Inc. (Ransom), on behalf of our client, Hunt Real Estate Services, is submitting fifteen (15) copies of the enclosed application, development review checklist, abutters list, engineering and architectural plans and supporting documentation as required by the City. The project was designed with reference to applicable Articles within Chapter 60 – Zoning of the City of Auburn Code of Ordinances.

The following discussion addresses the requirements within Section 60-1301(Site Plan Requirements) of the City of Auburn Code of Ordinances as well as the Development Review Checklist.

**Section 60-1301 Scale; required information**

The original plan on reproducible mylar will be provided upon approval of the project at a scale no less than 100 feet to the inch. The site plan is drawn at a scale of 20 feet to the inch. The site plan includes the following information:

1. The name and address of the Owner is identified on Sheet C-101 as well as the ALTA Survey plan (included with the enclosed plans). The developer and applicant is HRES Minot, LLC. This information is provided on the cover sheet, C-100. Additionally, the purchase and sale agreement between the Owner and the developer is included as an attachment to this letter.
2. The name of the proposed development “Family Dollar” and the date of the plan set is noted on all the plans. The scale and meridian arrow are shown on all plans which identify the site. The legend is included on the cover sheet C-100.
3. The names and addresses of all adjacent property owners as they appear on assessor’s records on C-101 and a list is enclosed as an attachment to this letter.

**400 Commercial Street, Suite 404, Portland, Maine 04101, Tel (207) 772-2891, Fax (207) 772-3248**

Pease International Tradeport, 112 Corporate Drive, Portsmouth, New Hampshire 03801, Tel (603) 436-1490  
12 Kent Way, Suite 100, Byfield, Massachusetts 01922, Tel (978) 465-1822  
2127 Hamilton Avenue, Hamilton, New Jersey 08619, Tel (609) 584-0090  
60 Valley Street, Building F, Suite 106, Providence, Rhode Island 02909, Tel (401) 433-2160

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4. The current zoning of the parcel is identified on C-101. The 100 year flood boundary, identified on the City's GIS mapping, does not extend to within 300 feet of the perimeter of the site and is therefore not shown on the enclosed plans.
5. All easements; rights-of-way, existing, planned or proposed; or other reservations adjacent to or intersecting the property are shown on C-101 as well as the ALTA Survey plan.
6. A topographic map of the site is included on C-101 and C-103 as well as the ALTA Survey plan. The following information is included:
  - a. Existing contours are shown at one foot intervals. The contours were determined from an on-site survey certified by a registered land surveyor and were not copied from City of Auburn topographic maps.
  - b. Proposed contours, shown on C-103, are also provided at one foot intervals. Spot grades are also provided, as necessary to further define proposed grading.
7. The location of watercourses, wetlands, marshes, surface water, rock outcroppings, wooded areas, and single trees with a diameter of 10-inches are identified on the topographic map and are included on C-101.
8. There are currently no buildings on the tract. Buildings located within 100 feet of the parcel are included on C-101.
9. The location of water mains, sewer mains, wells, fire hydrants, culverts, drains, and other utilities existing within 200 feet of the property are identified on the topographic map. The pipe sizes, grades, and flow direction are included where appropriate.
10. Existing soil conditions are included in the logs for the soil borings performed on the parcel attached to this letter. The soil boring locations are identified on C-101.
11. The location of the proposed building for the "Family Dollar" retail store is shown on C101.
12. The traffic circulation system including streets, parking lots, driveways and other access facilities, curb lines, and sidewalks are shown on C-101. The discussion regarding the anticipated number of vehicles is identified in a paragraph written by the developer's traffic engineer. The proposed development is expected to generate weekday AM peak of 6 trip ends with a PM peak of 42 trip ends. This anticipated trip generation is below 100 trip ends and therefore would not require a Maine DOT Traffic Movement Permit. The excerpt is included as an attachment to this letter.
13. The locations of proposed and existing public utility lines are included on Sheet C-102.

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14. Based on Maine DEP Chapter 500 Stormwater Management requirements, this project does not require a Stormwater Law Permit but shall require the basic standards of erosion control, maintenance and inspection.
15. Location and design of off-street parking is per Section 60-607. Parking spaces are proposed to be 9-feet by 18-feet. Twenty eight spaces are proposed for the site per Section 60-608. The loading area proposed is approximately 21-feet by 34-feet and exceeds the requirements in Sections 60-607 and 60-609 of the Municipal Code.
16. The proposed parking lot lighting poles are included on C-101. The proposed wall pacs are included on the architectural building elevations provided as an attachment to this letter. Cut sheets of the proposed cutoff fixtures are also included as an attachment.
17. The proposed landscaping and screening is included on Sheet L-100. In addition to the planting locations, a proposed plant species list, details, and planting notes are also included. Although adjacent parcels are also in the GBII Zone, a 6-foot high stockade fence is proposed along the western property line to aid in screening the commercial site from the residential neighbors.
18. The location of the proposed pylon sign is included on C-101. Building signs are included on the attached Architectural Building Elevations. Dimensions and illumination methods are included in the sign cut sheets included as an attachment to this letter.
19. Three dumpsters are proposed for the disposal of solid waste. The dumpsters will be placed on a concrete pad and each will be contained within a fence enclosure.
20. The perimeter boundaries of the site are included on the attached ALTA survey.
21. Sewage disposal is via the municipal sewer system. A letter from Superintendent Storer stating the system capacity is included as an attachment to this letter.
22. A statement regarding the coverage of the lot is included on the Space and Bulk table on C-101. This table also includes the number of parking spaces required by the ordinance. The lot is approximately 38, 046 square feet (sf). The proposed building footprint is 8,320 sf and other proposed impervious surfaces (sidewalks, parking, pads, etc) is approximately 18,631 sf. The remaining area, approximately 11,095 sf, is intended to remain landscaped. For the purposes of determining water and sewer usage requirements, the maximum of 4 employees per shift was assumed.
23. The development will not be phased.
24. A letter of financial capacity has been provided by the developer's lender and is included as an attachment to this letter.

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### **Waivers Requested**

The City Ordinance requires a 35-foot rear yard building setback. A rear yard setback of 30 feet is proposed. The rear of the property abuts City of Auburn property of Swett Avenue, a paper street. The Swett Avenue parcel is an approved access way for the parcel in question as well as the adjoining Tim Horton's Donut property. On the other side of Swett Avenue parcel are two undeveloped lots comprised of mostly wetlands. The City Ordinances allow for an 18-foot deep parking space with a minimum 20-foot access drive aisle. The Ordinance also requires a 10-foot buffer between the front parking lot and the Minot Avenue ROW. While the parking and buffer could be achieved with the 20-foot drive aisle, a 24-foot drive aisle is proposed to better accommodate a safer traffic pattern. A waiver from the 35-foot rear setback is requested.

The location of the pylon sign for the project is shown on the Site Plan, Sheet C-101 in the drawing set. While the location of the sign does not appear to violate any local ordinances, the location does not comply with Title 23 Section 1914 of the Maine Revised Statutes as administered by the Maine Department of Transportation (DOT). The statute requires that the sign is prohibited within 20 feet from the outside edge of the paved portion of any public way with more than 2 travel lanes and a total paved portion in excess of 24 feet in width. Because the majority of the on-premises signs on either side of the public way within 1,000 feet of the project location have on-premises signs located within 20 feet from the outside edge of the paved portion of the public way, the applicant will be seeking a waiver from the Maine DOT per paragraph 4-A of Section 1914.

### **Stormwater**

The proposed site is currently bisected by a 42-inch RCP culvert which drains an area of wetlands south of the site within the City parcel of Swett Avenue to a channel on the opposite side of Minot Avenue. The culvert was installed by the City in 1983 and replaced a 24-inch CMP. The City currently has a construction and maintenance easement for the culvert. The proposed development would require relocation of the culvert and a revision to the City's easement. The location of the new culvert allows for a minimum 20-foot wide maintenance easement centered on the culvert. Maintenance of the culvert piping will be the responsibility of the City. The culvert is proposed to be replaced with a 42-inch diameter HDPE pipe at the location shown on C-103. The new pipe will be relocated around the proposed building through the parking lot between 6-foot diameter catch basins. A new catch basin will be constructed on the existing culvert to minimize the disruption within Minot Avenue. As the catch basins are being constructed for collection of parking lot runoff, those structures will be maintained by the property owner.

The project site is currently heavily vegetated and slopes gently from Minot Avenue southward to the wetland in the City parcel identified as Swett Avenue. Stormwater is collected in this wetland and discharged through the 42-inch RCP which runs across the site to a municipal catch basin in Minot Avenue and eventually discharges to a stream on the opposite side of Minot Avenue. After development and relocation of the 42-inch culvert, it is anticipated that stormwater from the parking area will be captured in catch basins and discharged directly to the 42-inch culvert connected to the municipal system in Minot Avenue. Landscaped areas would continue to discharge to the wetland.

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### **Wetland Impacts**

At the pre-application meeting with the City on January 27, the wetland impacts were discussed for this project as well as the impacts from the adjacent Tim Horton's project. The total impact of the Tim's project was approximately 3,500 sf over three parcels, one of which includes a parcel owned by the City and identified as Swett Avenue, a paper street. This parcel is being used as an access way to the proposed development and utilizes an access easement. As the approximately 1350 sf of wetland impacts for this proposed development occur on the City owned parcel, the impacts from the Tim's project would be cumulative. Approximately 2450 sf of wetland impact from the Tim's development occurred on this common parcel with a total cumulative impact of 3,800 sf; less than the regulatory permitting threshold of 4,300 sf therefore a permit is not required at this time.

### **Driveway Access**

The site will be accessed via a shared driveway on Minot Ave and an approved access way (Swett Avenue) off of Hotel Road. The shared driveway on Minot Ave is already constructed and is being used by Tim Horton's. It is anticipated that there will be minor modifications to the driveway to provide access to the proposed development, but there will not be significant changes to the driveway geometry or functionality. Trucks making deliveries to the site are expected to be WB-67 vehicles and are anticipated to enter the site via the approved access way (Swett Avenue) and leave via the existing shared driveway at Minot Avenue. As discussed in paragraph 12 above, a Maine DOT traffic movement permit is not required for this project.

In addition to supporting documentation, the Development Review Application and Development Review Checklist are enclosed. The 'Required Information' column on the Development Review Checklist has been notated as to the location of the supporting documents.

If you have any questions regarding this submission, please feel free to call us at your earliest convenience.

Sincerely,

RANSOM CONSULTING, INC.



Stephen J. Bradstreet, P.E.  
Senior Project Manager

SJB:jsh  
Attachments