



City of Auburn, Maine

Office of Planning & Permitting

www.auburnmaine.gov | 60 Court Street

Auburn, Maine 04210

207.333.6601

To: Auburn Planning Board

From: Megan Norwood, Planning Coordinator

Re: CEP Holdings, LLC is applying for a Site Plan approval to construct four multifamily residential buildings consisting of six units each for a total of 24 residential units and two additional 3,000 square foot single story self-storage buildings, paved drive aisles, sidewalks and parking at 1315 Minot Ave, also City Assessor's Parcel I.D. 205-012. The proposed project should be considered pursuant to Chapter 60, Article XVI Division 2 – Site Plan Review, Division 3 – Special Exception, and Article IV, Division 13 – Minot Ave (General Business II) District.

Date: September 10, 2024



I. PROPOSAL – CEP Holdings, LLC is applying for Site Plan approval to construct four multifamily residential buildings each containing six units for a total of 24 residential units. The proposal also includes two 3,000 square foot single-story self-storage buildings, paved drive aisles, sidewalks and parking. The parcel is located at 1315 Minot Avenue in the General Business II Zoning District. The site is currently vacant with the exception of a gravel pad and parking area near the middle of the southerly property line adjacent to Minot Ave (*see above aerial*).

II. ZONING CONSIDERATIONS – The proposed project is located in the General Business II Zoning District. Multifamily dwellings are permitted in this district provided they are approved by the Planning Board as a Subdivision. The maximum allowed density for Multifamily dwellings is 17-units per acre. 10,000 square feet is required for the first dwelling and 2,000 square feet minimum lot area for each additional dwelling unit. The proposed storage units would fall under the commercial use lot coverage provisions which is no more than 60% of the lot.

All setback requirements for the lot have been met.

GBII does have specific standards for principal buildings under Sec. 60-526(3)(d) - more than one principal building may be erected on a lot, provided that the building meets all yard setback requirements and are separated by a distance equivalent to *the height of the higher building or 30 feet*, whichever is greater.

The building height is proposed to be less than 30-feet and the buildings meet the 30-foot separation requirement.

III. PARKING & ACCESS MANAGEMENT STANDARDS - The project is proposed to be accessed from Minot Avenue via two driveway entrances/exits one in the location of an existing curb opening and gravel driveway and one new proposed curb opening. The proposal includes paved parking for 47 vehicles.

Article V – Off-Street Parking and Loading:

Applicable standards under Section 60-607

#4: Interior driveways and ingress and egress points serving parking areas shall be at least 20 feet in width to allow safe and expeditious movement of vehicles. Ingress and egress points shall be separated wherever possible and so signed. Ingress and egress points for one-way vehicular movement only, may be reduced to not less than 14-feet for angle parking areas or 12-feet for perpendicular parking areas.

Standard Met ✓

#11: Exterior lighting provided in any parking or loading area shall be arranged and shielded so that it is deflected away from adjacent properties used for residential purposes and from any public highway.

The proposed light fixtures are designed to have zero up-light distribution – a lumen plan was included in the initial submittal that shows light projection at various distances.

Standard Met ✓

#12: All uses containing over five parking and/or loading spaces shall either contain such spaces within structures or be subject to the following requirements:

- a. All access drives, parking, loading and service spaces shall be graded and surfaced with a solid paving material that is impermeable to water and so as to be dust free and properly drained. Materials which satisfy these criteria include but are not limited to bituminous pavement, concrete, geotextiles and brick or cobblestone or other paving block provided that it is mortared.
- b. Parking and loading spaces shall be suitably marked by painted lines or other appropriate markings.
- c. A substantial bumper of concrete, masonry, steel or heavy timber or a curb of similar material or an earthen berm shall be placed at the head of each parking or loading stall that abuts a structure, rear or side setback or property line, sidewalk, street right-of-way, or landscaped area to prevent vehicles from rolling into such areas.
- d. Where, in nonresidential districts, parking is planned to occupy a portion of the required front yard area, parking shall not be placed nearer than ten feet from the street right-of-way line. The area between the parking area and the street right-of-way line shall be landscaped.

Standards Met ✓

#15: On lots where one entrance and exit driveway or curb-cut is constructed, the curb-cut shall not exceed 32 feet in width. Where two or more driveways or curb-cuts are constructed, the curb cuts shall not exceed 20 feet in width. For automotive service stations, the curb cut widths may be increased to 32 feet for each driveway or access but shall not exceed two driveways. These widths may be increased up to

a maximum of 44 feet on arterial roads if required by the city engineering department or the state department of transportation.

- The proposal originally included two 24-foot curb-cuts. However, it was revised on 9/3/24 to create a one-way loop with each curb-cut measuring 20-feet to meet the ordinance requirements.

Standard Met ✓

Applicable standards under Section 60-608

Parking requirements – Multifamily; two-family: 1 per dwelling unit

Standard Met ✓

Article X – Access Management Standards:

Applicable standards under Section 60-799

Sight distance measurements based on the posted speed limit of the road.

Standard Met ✓

Applicable standards under Section 60-800

Curb cut and driveway spacing based on the posted speed limit of the road.

Standard Met ✓

Applicable standards under Sec. 60-801

The number of driveways per lot is governed by the type of traffic generator proposed. No low-volume traffic generator...shall have more than one two-way access onto a single roadway.

- In this instance, the Applicant has proposed two one-way accesses onto Minot Avenue. This is the preferred method of circulation as determined by the Transportation Director, Engineering & other applicable departments.

Standard Met ✓

WETLANDS/STORMWATER -

The stormwater impacts associated with this development are minimal. The project is proposed to create less than 1-acre impervious area and stormwater is proposed to be treated and discharged primarily to the wetland in the rear of the site. The project is designed to avoid wetland impacts.

OTHER PERTINENT ITEMS -

The Developer is proposing an in-lieu fee to go towards the future construction of a sidewalk in this vicinity.

IV. DEPARTMENT REVIEW-

- Police - ✓**
- Auburn Water and Sewer –** The Applicant has worked with Auburn Water & Sewer and proposes to connect to the existing public sewer & lines.
- Fire Department/Code Enforcement – ✓**
- Engineering – ✓**
- Public Services- ✓**

f. **Airport** – ✓

V. PLANNING BOARD ACTION- The proposed project requires review and findings for approval of Sections 60-1277, 60- 1336 and 60-771:

A. Site Plan Review, Section 60-1277:

1. Does the site plan protect adjacent areas against detrimental or offensive uses on the site by provision of adequate surface water drainage, buffers against artificial and reflected light, sight, sound, dust and vibration; and preservation of light and air?
2. Is the convenience and safety of vehicular and pedestrian movement within the site and in relation to adjacent areas adequately addressed?
3. Are the proposed methods of disposal for wastes adequately addressed?
4. Does the site plan provide adequate protection of environment features on the site and adjacent areas?

B. Special Exception, Section 60-1336. - The board shall require evidence of the following:

1. That the special exception sought fulfills the specific requirements, if any, set forth in the zoning ordinance relative to such exception.
2. That the special exception sought will neither create nor aggravate a traffic hazard, a fire hazard or any other safety hazard.
3. That the special exception sought will not block or hamper the master development plan pattern of highway circulation or of planned major public or semipublic land acquisition.
4. That the exception sought will not alter the essential characteristics of the neighborhood and will not tend to depreciate the value of property adjoining and neighboring the property under application.
5. That reasonable provisions have been made for adequate land space, lot width, lot area, stormwater management in accordance with section 60-1301 (14), green space, driveway layout, road access, off-street parking, landscaping, building separation, sewage disposal, water supply, fire safety, and where applicable, a plan or contract for perpetual maintenance of all the common green space and clustered off-street parking areas to ensure all such areas will be maintained in a satisfactory manner.
6. That the standards imposed are, in all cases, at least as stringent as those elsewhere imposed by the city building code and by the provisions of this chapter.
7. That essential city services which will be required for the project are presently available or can be made available without disrupting the city's master development plan.

VI. STAFF RECOMMENDATIONS -

Staff recommends the Planning Board find that the Site Plan for the proposed development, meets the requirements of Sec. 60-1277, and further that the application meets the requirements of Special Exception Law, Sec. 60-1336, and APPROVE the project application. Staff recommends the following conditions:

- a. *No development activity until any bonding or inspection fees is determined by the Auburn Engineering Department.*
- b. *A \$70,000 in-lieu fee for future sidewalks shall be paid by the first Certificate of Occupancy.*

I make a motion that the proposal meets the requirements of Sections 60-1277, 60- 1336 and 60-771 and approve the Site Plan to construct four multifamily residential buildings consisting of six units each for a total of 24 residential units and two additional 3,000 square foot single story self-storage buildings, paved drive aisles, sidewalks and parking at 1315 Minot Ave, also City Assessor's Parcel I.D. 205-012. The proposed project should be considered pursuant to Chapter 60, Article XVI Division 2 – Site Plan

Review, Division 3 – Special Exception, and Article IV, Division 13 – Minot Ave (General Business II) District.

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