



AUBURN PLANNING BOARD MEETING

August 12, 2014

Agenda

6:00 P.M. - City Council Chambers (Auburn Hall)

ROLL CALL

MINUTES:

None at this time.

PUBLIC HEARINGS:

1. J and T Holdings, Inc., owner of 34 Court Street (PID# 241-028) is seeking approval of a Minor Subdivision Plan to add 10 residential units; pursuant to Chapter 60- Section 1359, Guidelines for Subdivision, of the City of Auburn Ordinances.
2. Personal Onsite Development is seeking approval of a Special Exception and Site Plan Review for an Adult Day Center at 410 Summer Street (PID# 269-001); pursuant to Chapter 60, Section 229 b-10, Section 1336 Special Exception and Section 1277 Site Plan Review, of the City of Auburn Ordinances.
3. Site Design Associates, agent for Pinstripes LLC, is seeking approval of a Special Exception and Site Plan Review for a new restaurant and retail development in the General Business Zone, located at 166 Center Street (PID# 261-005), pursuant to Chapter 60-499 b-17; Section 1336 Special Exception and Section 1277 Site Plan Review, of the City of Auburn Ordinances.
4. Sebago Technics, agent for the Auburn Housing Development Corporation, is seeking approval of a Special Exception and Site Plan Review for a new development over 5,000 sq. ft. in the Central Business II Zone, located at 62 Spring Street, pursuant to Chapter 60, Section 547 b-4; Section 549 Development Guidelines; Section 1336 Special Exception and Section 1277 Site Plan Review, of the City of Auburn Ordinances.

OLD BUSINESS: Continued discussion of revised Planning Board By-Laws and Procedures.

MISCELLANEOUS: None

ADJOURNMENT

City of Auburn, Maine

"Maine's City of Opportunity"

Office of Planning & Development

PLANNING BOARD STAFF REPORT

To: Auburn Planning Board

From: Douglas M. Greene; AICP, RLA
City Planner

Re: 34 Court Street (PID#241-028) Minor Subdivision Review for Residential
Redevelopment Project

Date: August 12, 2014

- I. PROPOSAL- J and T Holdings, Inc., the owner and applicant of 34 Court Street (PID# 241-028) is seeking approval of a Minor Subdivision Plan to add 10 market rate, residential units; pursuant to Chapter 60- Section 1359, Guidelines for Subdivision, of the City of Auburn Ordinances. The Goff Building, a historic 3 story building in the heart of downtown Auburn currently has a restaurant on the 1st floor, has had office use on the 2nd and 3rd floors for many years and more recently has been vacant.

The new owner of the building is proposing to convert the upper 2 floors to 10 market rate, residential units. This conversion is considered to be a minor subdivision. Additionally, new windows will be installed and the exterior brick work re-pointed.

II. DEPARTMENT REVIEW-

- a. Police- None
- b. Auburn Water and Sewer- The main concern from the Water and Sewer is determining the status of the existing roof drains and sewer hook-up and whether or not they are separated. The developer is meeting with AWSO on this issue and the staff will report to the Planning Board on this at the meeting.
- c. Fire Department- None
- d. Engineering- The Department of Engineering commented that the issues of access and use in area behind the Martin Properties building, 79 Main Street, should be formalized.
- e. Planning Staff- The staff has worked with the developer to provide adequate parking for the new apartments. Attached with the Staff Report is a long term parking agreement with the City of Auburn to use the City Parking Garage.

- III. PLANNING BOARD ACTION- The Planning Board needs to review this application using the Subdivision Guidelines as follows:

Sec. 60-1359. Guidelines (for Subdivision Review)

When reviewing any subdivision for approval, the planning board shall consider the following criteria, and before granting either approval or denial, shall determine that the proposed subdivision:

- (1) Will not result in undue water, air or noise pollution. In making this determination it shall at least consider:
 - a. The elevation of land above sea level and its relation to the floodplains, the nature of soils and sub-soils and their ability to adequately support waste disposal;
 - b. The slope of the land and its effect on effluents;
 - c. The availability of streams for disposal of effluents; and
 - d. The applicable state and local health and water resources regulations, including stormwater management requirements in accordance with section 60-1301(14);
- (2) Has sufficient water available for the reasonably foreseeable needs of the subdivision;
- (3) Will not cause an unreasonable burden on an existing water supply, if one is to be utilized;
- (4) Will not cause unreasonable soil erosion or reduction in the capacity of the land to hold water so that a dangerous or unhealthy condition may result;
- (5) Will not cause unreasonable highway or public road congestion or unsafe conditions with respect to use of the highways or public roads existing or proposed;
- (6) Will provide for adequate sewage waste disposal;
- (7) Will not cause an unreasonable burden on the ability of a municipality to dispose of solid waste and sewage if municipal services are to be utilized;
- (8) Will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites or rare and irreplaceable natural areas;
- (9) Is in conformance with a duly adopted subdivision regulation or ordinance, comprehensive plan, development plan, or land use plan, if any;
- (10) Is funded by a sub-divider has adequate financial and technical capacity to meet the standards of this section;
- (11) Will not adversely affect the character of the surrounding neighborhood and will not tend to depreciate the value of property adjoining the neighboring property under application;
- (12) Has provisions for on-site landscaping that are adequate to screen neighboring properties from unsightly features of the development;

(13) Will not create a fire hazard and has provided adequate access to the site for emergency vehicles;

(14) Will not, alone or in conjunction with existing activities, adversely affect the quality or quantity of groundwater;

(15) Does not have long-term cumulative effects of the proposed subdivision will that unreasonably increase a great pond phosphorus concentration during the construction phase and life of the proposed subdivision.

NOTE: The applicant provided a narrative in the application that addresses these criteria for approval.

IV. STAFF RECOMMENDATION- The Staff recommends **APPROVAL** with the finding that the application meets the subdivision criteria from Section 60-1359.



Douglas M. Greene, A.I.C.P., R.L.A.
City Planner

An Auburn Economic Development Memorandum

To: Justin Flannery, Owner of Goff Block, 34 Court St., Auburn, ME

From: Alan S. Manoian, Economic Development Specialist

Date: 7/30/2014

Re: Goff Block - Proposed Parking Garage Space Fee Structure

Following our July 11th meeting with the owners (Tom & Justin Flannery) of the Goff Block, located at 34 Court Street, and subsequent to our follow-up meeting with City Manager Deschene, we proposed the following proposed Downtown Auburn Municipal Parking Garage escalator-based fee structure for twenty (20) parking spaces for consideration;

Years 1 & 2: \$20/space

Years 3 & 4: \$25/space

Years 5 & 6: \$30/space

Years 7 & 8: \$35/space

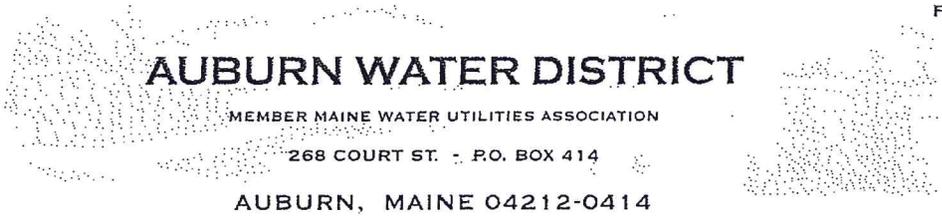
Years 9 & 10: \$40/space

At the conclusion of Year 10 and beginning with Year 11, the Goff Block ownership shall be provided a 5-Year Option to renew the reservation of twenty (20) parking spaces at the monthly rate of \$40/space in the Downtown Auburn Municipal Parking Garage.

At the conclusion of Year 15 and beginning with Year 16, the Goff Block ownership shall be provided a 5-Year Option to renew the reservation of twenty (20) parking spaces at a monthly rate of \$45/space in the Downtown Auburn Municipal Parking Garage.

At the conclusion of Year 20 and beginning with Year 21, the Goff Block ownership shall be provided a with four (4) 5-Year Options to renew the reservation of twenty (20) parking spaces at the (then) current standard monthly rate per parking space for the Downtown Auburn Municipal Parking Garage. These four (4) 5-Year Options for parking space reservation renewal total for an additional 20-years resulting in a total parking space reservation agreement of forty (40) years.

The standard annual market rate escalation per parking space is fixed to the annual CPI (Consumer Price Index).



AUBURN WATER DISTRICT

MEMBER MAINE WATER UTILITIES ASSOCIATION

268 COURT ST. - P.O. BOX 414

AUBURN, MAINE 04212-0414

August 4, 2014

Douglas M. Greene
 Auburn City Planner
 60 Court St.
 Auburn, ME 04210

RE: 34 Court Street – Apartment Development, 2nd & 3rd Floors

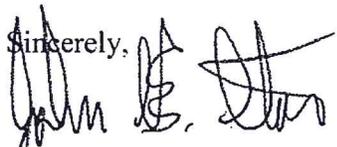
Dear Doug:

We reviewed the Development Review Application for the transition of the 2nd and 3rd floors of 34 Court Street into residential apartments. It appeared that all renovations would be internal to the building, thus not impacting the public water and sewer services that are feeding the existing building. We do not have any concerns with the project.

Our public water infrastructure serving this location should be sufficient to meet the expected capacity demands of the proposed redevelopment of the building. However, we offer the following points for the developer and City to consider as they redevelop the facility. The existing building is served by a 1-inch water meter and 6-inch fire sprinkler line. The developer should confirm that these will be adequate to serve the facility.

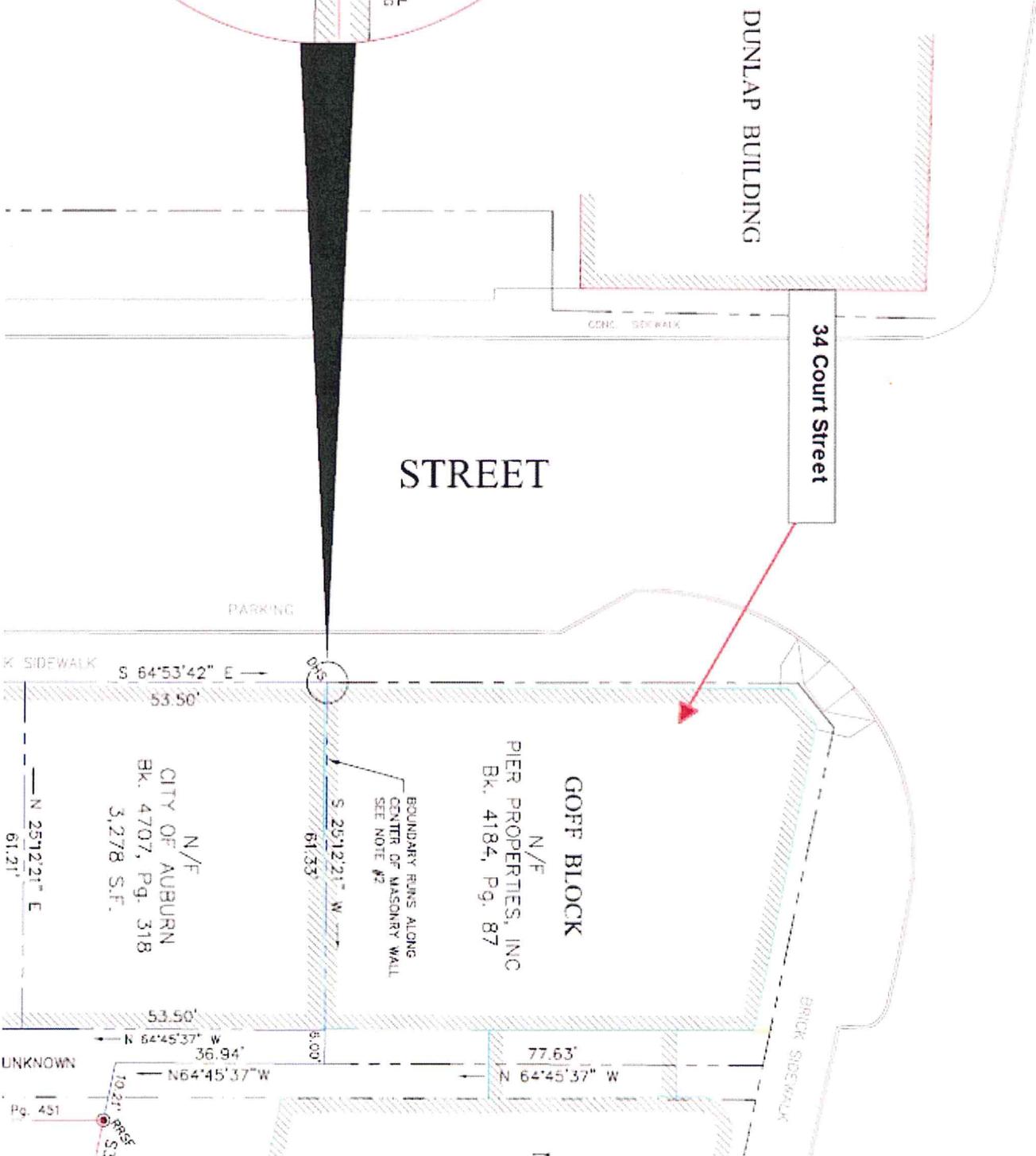
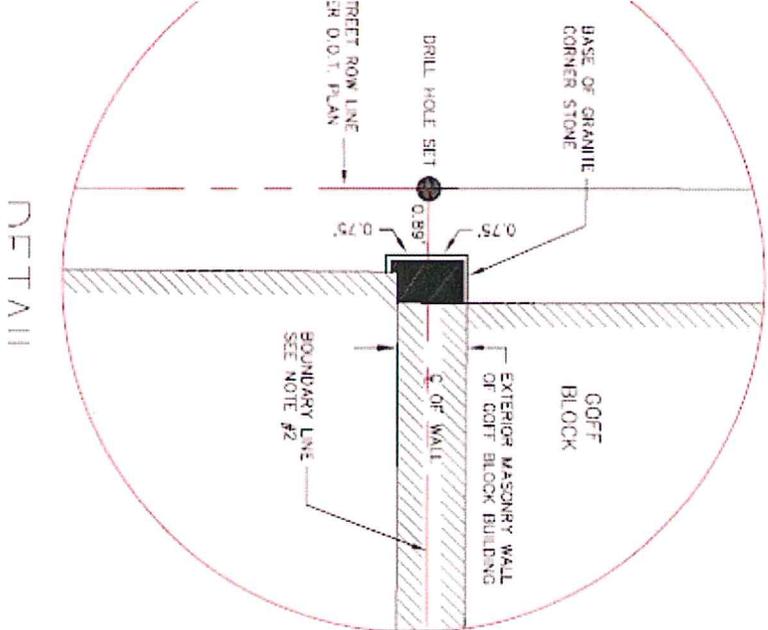
Historically there had been problems with stormwater overwhelming the sanitary sewer service that served 34 Court Street. It appeared stormwater drains on the building's flat roof were tied into the sewer service. During high intensity rainfall the stormwater would overflow the sanitary service. We believe this was addressed during the reconstruction of Main Street several years ago, but we would like to have confirmation that all stormwater contributions have been isolated from the sanitary sewer service. We can provide some assistance during building renovations by conducting dye-testing of the drain lines.

Thank you for the opportunity to provide comment. Please feel free to contact us if you have any questions or concerns.

Sincerely,


John B. Storer, P.E.
 Superintendent, Auburn Water & Sewerage Districts

NETTALL



N/F

CITY OF AUBURN

Bk. 4707, Pg. 318

3,278 S.F.

N 25°12'21" E

61.21'

UNKNOWN

Pg. 451

City of Auburn, Maine

"Maine's City of Opportunity"

Office of Planning & Development

PLANNING BOARD STAFF REPORT

To: Auburn Planning Board

From: Douglas M. Greene; AICP, RLA
City Planner

Re: 410 Summer St., Personal Onsite Development
Special Exception and Site Plan Review

Date: August 12, 2014

I. PROPOSAL- The applicant, Personal Onsite Development (POD) is applying for a Special Exception and Site Plan Review for an Adult Day Center operation at 410 Summer Street, (PID# 269-001). Personal Onsite Development provides community and work support to adults with intellectual disabilities. POD has 20 employees and provides support to 40 individuals.

POD wishes to occupy a building at 410 Summer Street that was previously used as an office for a professional engineering company (Taylor Engineering). An Adult Day Center is a Special Exception in the Urban Residential (UR) zone and requires Planning Board review and approval. Special Exceptions also require a Site Plan review approval by the Planning Board as well. POD plans on operating the Adult Day Center will little changes to the exterior and can utilize the existing parking and access to Summer Street.

The existing office building has 2 stories with a total of 4,008 s.f. of floor area, which requires 13 parking spaces (1 space per 300 s.f. for office use). The site plan shows 15 total spaces provided with 2 handicapped spaces.

II. DEPARTMENT REVIEW-

- a. Police- None.
- b. Auburn Water and Sewer District- A letter from the AWSO (attached).
- c. Fire Department- The applicant has worked out a fire protection plan with the Auburn Fire Department.
- d. Engineering- No Comments.

- e. Planning and Development- The staff met with the applicant prior to the application submission and worked out potential concerns. The Applicant will need to get approval from the Code Enforcement/Building Inspector for accessibility.

III. PLANNING BOARD ACTION- The Planning Board will need to review the application and take action on a Special Exception and Site Plan Review.

SPECIAL EXCEPTION- A Special Exception is defined in the Zoning Ordinance (Page 14) as follows: “*Special exception means a use that would not be appropriate generally or without restriction throughout the district, but which, if controlled as to number, area, location or relation to the neighborhood, would promote the public health, safety, welfare, order, comfort, convenience, appearance, prosperity, or general welfare. Such a use may be permitted in such district as a special exception, if specific provision for such special exception is made in this zoning chapter and reasonable restrictions imposed by the planning board are complied with.*” For this development application, the application proposes an Adult Day Center in the Urban Residential zone which is a Special Exception.

The zoning ordinance describes the conditions needed for approval of a Special Exception in:

Sec. 60-1336. Conditions-

- (a) *As conditions prerequisite to the granting of any special exceptions, 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.

NOTE: The applicant provided a narrative in the application explaining how the proposal meets the 7 criteria for a Special Exception approval.

SITE PLAN- A Site Plan is required as part of a Special Exception review. The applicant met the requirements of the Site Plan Law in their application. The Planning Board needs to make its decision based on the Site Plan Law, **Sec. 60-1277. Objective-** *“In considering a site plan, the planning board shall make findings that the development has made provisions for:”*

- (1) Protection of 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) Convenience and safety of vehicular and pedestrian movement within the site and in relation to adjacent areas;*
- (3) Adequacy of the methods of disposal for wastes; and*
- (4) Protection of environment features on the site and in adjacent areas.*

IV. STAFF RECOMMENDATION-

Special Exception- The Staff recommends the Planning Board **APPROVE** the Special Exception for Personal Onsite Development at 410 Summer Street as the application meets the requirements of **Special Exception Law, Section 60-1336** based on the findings that:

- The proposal fulfills the requirements of the Urban Residential zone.
- The proposed development will not create traffic, fire or other safety hazards.
- Granting the Special Exception will not be an impediment to the implementation of the 2010 Comprehensive Plan.
- The proposed development will not have a negative effect on the characteristics or values of the neighborhood or surrounding area.
- The proposed development provides adequate area, open and green space, storm water management, parking, landscaping, building separation, water supply and building separation and the provision of maintenance of all of the above.
- The standards imposed are at least as stringent as those elsewhere imposed by the city.
- Essential services are available.

Site Plan Review- The Staff recommends the Planning Board **APPROVE** the Site Plan Review for the proposed development of Personal Onsite Development at 410 Summer Street as the Site Plan meets the requirements of the Site Plan Law **Sec. 60-1277** based on the findings that:

- The development has made provisions to protect adjacent areas against detrimental or offensive uses and will provide adequate surface water drainage

and buffers against unwanted light, sound, dust and vibration and the preservation of light and air.

- The development has made provisions for safe vehicular and pedestrian movement within the site and adjacent areas.
- The development has made provisions for adequate disposal of wastes and the protection of environmental features of the site and adjacent areas.

The APPROVAL is subject to the following conditions:

1. Indicate location of Signage on Site Plan, if planned.
2. Approval by Planning and Development of building accessibility.
3. Prior to the commencement of site work, the developer must contact the Engineering Department regarding the requirement to provide bonding and pay inspection fees to cover those site improvements which have public impacts.



Douglas M. Greene, A.I.C.P., R.L.A.
City Planner

AUBURN WATER DISTRICT

MEMBER MAINE WATER UTILITIES ASSOCIATION

268 COURT ST. - P.O. BOX 414

AUBURN, MAINE 04212-0414

August 4, 2014

Douglas M. Greene
Auburn City Planner
60 Court St.
Auburn, ME 04210

RE: 410 Summer Street – Adult Day Service Facility

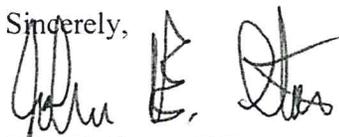
Dear Doug:

We reviewed the Development Review Application for the redevelopment of 410 Summer Street to an Adult Residential Day Service Facility. This location was formerly the Taylor Engineering building. Our public water infrastructure serving this location should be sufficient to meet the expected capacity demands of the proposed redevelopment of the building. Public sewer does not serve this area. A sewer extension for this facility is probably not economically feasible. We looked at an extension in 2009 and the cost was well in excess of \$100,000.

Our records indicate that the existing building is served by a 3/4-inch water service. The water meter size is 5/8-inch, which is typical for a residential home or small retail space. We have no record that the site is served with a fire sprinkler line. If one is required, a new large diameter sprinkler line will have to be installed. The existing water service would likely remain for domestic use. We assume this may already be under consideration as we had an inquiry to provide a price estimate for a new sprinkler connection. A copy of that estimate is attached as an FYI.

Thank you for the opportunity to provide comment. Please feel free to contact us if you have any questions or concerns.

Sincerely,



John B. Storer, P.E.

Superintendent, Auburn Water & Sewerage Districts

Auburn Water & Sewerage Districts

P.O. Box 414
 Auburn, ME 04212-0414
 Phone (207) 784-6469 Fax (207) 784-6460



PROJECT: 410 Summer Street
 old Taylor Engineering building

DATE: July 14, 2014

PREPARED FOR:

Andy Morin, Morin Excavating
 cell: 576-4714

Quotation #:

Prepared by: John B. Storer

DESCRIPTION:

New 6-inch sprinkler line from Summer Street

NOTE:

Material prices subject to change

Updated 2014 Material Prices

Est. Qty.	ID Number	Description	Unit Cost	AMOUNT
60 LF	20260 TPO	6" TPO DUCT CL 52	\$ 20.61	\$ 1,236.84
1 ea	40002-06 RM	12x6 SS TAPPING SLEEVE	\$ 787.02	\$ 787.02
1 ea	39317-1	6" MJ DI RS TAP VALVE OR	\$ 1,091.18	\$ 1,091.18
1 ea	44164-1	6" DI GRIP RING ACCESSORY PACK	\$ 63.93	\$ 63.93
1 ea	45005	GATE BOX COVER	\$ 24.64	\$ 24.64
1 ea	45070	GATE BOX TOP	\$ 92.65	\$ 92.65
1 ea	45125	GATE BOX BOTTOM	\$ 86.41	\$ 86.41
PROJECTED Materials Cost:				\$ 3,382.67
16		AWD Labor	\$ 33.00	\$ 528.00
1		AWD Labor OT	\$ 35.00	\$ 35.00
1		6" Wet Tap	\$ 500.00	\$ 525.00
8		Utility Truck	\$ 9.25	\$ 66.00
PROJECTED Labor & Equipment Cost:				\$ 1,154.00
TOTAL DEPOSIT:				\$ 4,536.67

NOTES:

The estimate does not include any excavation or restoration work.

Estimate is for AWSD personnel to conduct a 6-inch "wet tap" in excavation provided by customer.

Contractor is responsible for installing and laying all water main

Estimate includes sufficient material to run water main up to edge of building, contractor responsible for bends & fittings as necessary

Above is estimate only, actual charge will be based on actual time and materials utilized.

John B. Storer
 7/14/14

City of Auburn, Maine

"Maine's City of Opportunity"

Office of Planning & Development

PLANNING BOARD STAFF REPORT

To: Auburn Planning Board

From: Douglas M. Greene; AICP, RLA
City Planner

Re: 166 Center Street- Aroma Joe's Coffee and Retail Space- Special Exception and Site Plan Review

Date: August 12, 2014

- I. PROPOSAL- Site Design Associates, an agent for Pinstripes LLC, is seeking approval of a Special Exception and Site Plan Review for a new development in the General Business (GB) zone, located at 166 Center Street (PID # 261-005), pursuant to Chapter 60-499 b-17; Chapter 60, Section 1336 Special Exception and Chapter 60, Section 1277 Site Plan Review, of the City of Auburn Ordinances.

The property at 166 Center Street was the former site of a gas station and is a relatively narrow rectangle. The application proposes a 3,800 s.f. building that will include a 15 seat coffee shop with a drive through window and 1,800 s.f of retail space. Drive-through windows are a Special Exception in the General Business zone. Eleven parking spaces (1 handicapped) are provided and two (2) one way entrances and access drives are proposed on Center Street (one in and one out) along with a one way out on to Stanley Street.

TRANSPORTATION- The application states the peak hour traffic for the Aroma Joe's and future retail space will be 190 during the morning and afternoon peak hours. A development proposal that exceeds 100 trips during the peak hour is required to apply for a Maine Department of Transportation Traffic Movement Permit. If the peak hour trip generation is under 200 trips, the City of Auburn is eligible for a Delegated Review. The City had a Delegated Review scoping meeting that included representation from the MDOT and other City Agencies. Issues discussed were: number of cars stacking up at the drive through window, width of access drives, location of parking spaces and the exits from the site onto Center Street and Stanley Street.

At the time of finishing this staff report, the applicant is preparing a separate traffic study of existing Aroma Joe's in the State of Maine for review by the City and MDOT to resolve the issues of how many car spaces need to be reserved for the drive through window. The applicant has also agreed to change the vehicular exit on Center Street to a right turn out only. The staff will report to the Planning Board regarding updated traffic information.

RETAIL SPACE- The proposed 1,800 s.f. retail space has not been committed to a user and the staff is asking that the applicant provide the Department of Planning and Development of a revised Traffic Movement Permit for review prior to issuing a building permit for the retail fit-up.

II. DEPARTMENT REVIEW-

- a. Police- The Police Department made suggestions that the exit onto Center Street either be closed or made right turn only.
- b. Auburn Water and Sewer- A letter from the AWSW stating they had no concerns is attached with this staff report.
- c. Fire Department- No Comments.
- d. Engineering- The Department of Engineering requested elevations datum be corrected when construction drawings are submitted.
- e. Maine Department of Transportation (MDOT)- The City of Auburn has the responsibility of a delegated review but the MDOT expressed concern about the amount of space available for cars in the drive-through lane.
- f. Planning and Development- The staff has been given responsibility for the delegated review of the Traffic Movement Permit.

III. PLANNING BOARD ACTION- The proposed development at 166 Center Street is located in the General Business (GB) zone. By having a drive through window, the application is required to be reviewed as a Special Exception and Site Plan Review.

SPECIAL EXCEPTION- A Special Exception is defined in the Zoning Ordinance (Page 14) as follows: *“Special exception means a use that would not be appropriate generally or without restriction throughout the district, but which, if controlled as to number, area, location or relation to the neighborhood, would promote the public health, safety, welfare, order, comfort, convenience, appearance, prosperity, or general welfare. Such a use may be permitted in such district as a special exception, if specific provision for such special exception is made in this zoning chapter and reasonable restrictions imposed by the planning board are complied with.”*

The zoning ordinance describes the conditions needed for approval in:

Sec. 60-1336. Conditions-

(a) *As conditions prerequisite to the granting of any special exceptions, 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.

SITE PLAN- A Site Plan is required as part of a Special Exception review. The applicant met the requirements of the Site Plan Law in their application. The Planning Board needs to make its decision based on the Site Plan Law, **Sec. 60-1277. Objective-** *“In considering a site plan, the planning board shall make findings that the development has made provisions for:”*

(1) Protection of 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) Convenience and safety of vehicular and pedestrian movement within the site and in relation to adjacent areas;

(3) Adequacy of the methods of disposal for wastes; and

(4) Protection of environment features on the site and in adjacent areas.

IV. **STAFF RECOMMENDATION-** The Staff recommends **APPROVAL** of the application at 166 Center Street for a Special Exception and Site Plan Review with the following findings:

Special Exception- The Staff recommends the Planning Board **APPROVE** the Special Exception for a Drive Through Window Restaurant and Retail Space at 166 Center Street as the application meets the requirements of **Special Exception Law, Section 60-1336** based on the findings that:

- The proposal fulfills the requirements of the General Business (GB) zone.
- The proposed development will not create traffic, fire or other safety hazards.
- Granting the Special Exception will not be an impediment to the implementation of the 2010 Comprehensive Plan.
- The proposed development will not have a negative effect on the characteristics or values of the neighborhood or surrounding area.

- The proposed development provides adequate area, open and green space, storm water management, parking, landscaping, building separation, water supply and building separation and the provision of maintenance of all of the above.
- The standards imposed are at least as stringent as those elsewhere imposed by the city.
- Essential services are available.

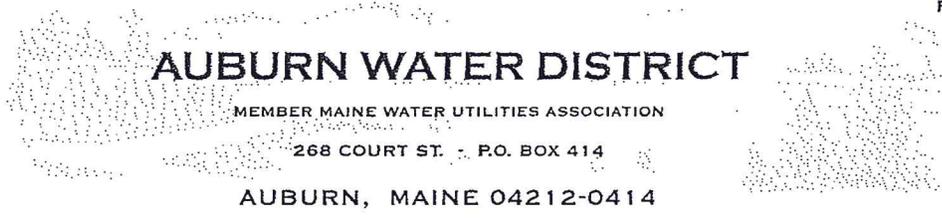
Site Plan Review- The Staff recommends the Planning Board **APPROVE** the Site Plan Review for the proposed development at 166 Center Street as the Site Plan meets the requirements of the Site Plan Law *Sec. 60-1277* based on the findings that:

- The development has made provisions to protect adjacent areas against detrimental or offensive uses and will provide adequate surface water drainage and buffers against unwanted light, sound, dust and vibration and the preservation of light and air.
- The development has made provisions for safe vehicular and pedestrian movement within the site and adjacent areas.
- The development has made provisions for adequate disposal of wastes and the protection of environmental features of the site and adjacent areas.

This recommendation of Approval is made with the following conditions:

1. Approval by Planning and Development of Traffic Movement Permit.
2. Prior to issuance of building permit for the retail space fit up, the developer shall provide the Department of Planning and Development with a revised Traffic Movement Permit application.
3. Prior to the commencement of site work, the developer must contact the Engineering Department regarding the requirement to provide bonding and pay inspection fees to cover those site improvements which have public impacts.


Douglas M. Greene, A.I.C.P., R.L.A.
City Planner



August 4, 2014

Douglas M. Greene
 Auburn City Planner
 60 Court St.
 Auburn, ME 04210

RE: Proposed Retail Development – 166 Center Street

Dear Doug:

We reviewed the Development Review Application for a new facility at 166 Center Street that will consist of 3,800sf retail space. The existing structure on site will be razed and replaced with a new building.

We previously served the old facility with public water and sewer, so services are on site. However, we do not have definitive records of the exact location of the water and sewer services. Our public water infrastructure serving this location should be sufficient to meet the expected capacity demands of the proposed facility.

We do not have any concerns with the proposed project. Our comments are limited to some suggestions for moving forward with the final design and layout of any necessary water and sewer service connections or replacements. To verify the adequacy of the existing private services we could arrange to use our sewer push-camera to inspect the condition of the sewer service. This might also help determine the location of the service. In regards to water, we could check whether the existing service line was copper, or other suitable material. If we could access the interior of the existing building we could likely flush the water service line to ensure it had adequate flow and pressure capacity.

Thank you for the opportunity to provide comment. Please feel free to contact us if you have any questions or concerns.

Sincerely,


John B. Storer, P.E.
 Superintendent
 Auburn Water & Sewerage Districts

Application for MDOT Permit
for the
Proposed Aroma Joe's / Retail Development
Auburn, Maine

Prepared for:

Site Design Associates
Topsham, ME

Prepared by:

Eaton Traffic Engineering
67 Winter Street Ste 1
Topsham, ME 04086
207/ 725-9805

and

Site Design Associates
23 Whitney Way
Topsham, ME 04086
207/ 449-4275

Department of Transportation
Traffic Engineering Division
16 State House Station
Augusta, Maine 04333
Telephone: 207-287-3775

FOR MDOT USE
ID #

1/2000

Total Fees:

Date: Received

PERMIT APPLICATION - TRAFFIC
TRAFFIC MOVEMENT PERMIT, 23 M.R.S.A. § 704 - A

Please type or print:

This application is for:

Traffic 100-200 PCE's
Traffic 200+ PCE's

Name of Applicant: Pinstripes, LLC

Address: 682 Maine Street South Portland, ME 04106 Telephone: 207-450-7030

Name of local contact or agent: Tom Saucier, Site Design Associates

Address: 23 Whitney Way Topsham, ME 04086 Telephone: 207-449-4275

Name and type of development: Restaurant/Retail

Location of development including road, street, or nearest route number:
166 Center Street Auburn

City/Town/Plantation: Auburn, County: Androscoggin, Tax Map #261, Lot #005

Do you want a consolidated review with DEP pursuant to 23 M.R.S.A. § 704-A (7)? Yes No

Was this development started prior to obtaining a traffic permit? No

Is the project located in an area designated as a growth area (as defined in M.R.S.A. title 30 - A, chapter 187)?
Yes No

Is this project located within a compact area of an urban compact municipality? Yes No

Is this development or any portion of the site currently subject to state or municipal enforcement action?
No

Existing DEP or MDOT permit number (if applicable): _____

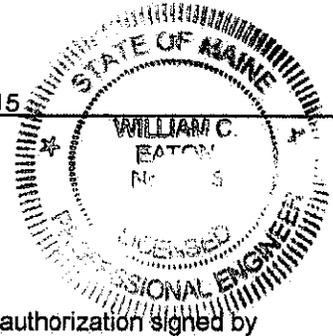
Name(s) of DOT staff person(s) contacted concerning this application: _____

Name(s) of DOT staff person(s) present at the scoping meeting for 200+ applications: _____

CERTIFICATION

The traffic engineer responsible for preparing this application and/or attaching pertinent site and traffic information hereto, by signing below, certifies that the application for traffic approval is complete and accurate to the best of his/her knowledge.

Signature: *William C. Eaton* Re/Cert/Lic No.: 3715
Name (print): William C. Eaton, P.E.
Date: 7/2/14



If the signature below is not the applicant's signature, attach letter of agent authorization signed by applicant.

"I certify under penalty of law that I have personally examined the information submitted in this document and all attachments thereto and that, based on my inquiry of those individuals immediately responsible for obtaining the information, I believe the information is true, accurate, and complete. I authorize the Department to enter the property that is the subject of this application, at reasonable hours, including buildings, structures or conveyances on the property, to determine the accuracy of any information provided herein. I am aware there are significant penalties for submitting false information, including the possibility of fine and imprisonment."

William C. Eaton
Signature of applicant

07/02/14
Date

NOTICE OF INTENT TO FILE

Please take notice that Site Design Associates, 23 Whitney Way, Topsham, Maine, acting as Agent for Pinstripes, LLC, 382 Main Street, South Portland, Maine 04106 is intending to file a Traffic Movement Permit application with the Maine Department of Transportation pursuant to the provisions of 23 M.R.S.A. § 704 - A on or about July 7, 2014.

The application is for a 1,500 square foot Aroma Joe's coffee shop and 1,800 square feet of unspecified retail space, all in one 3,300 square foot building. Estimated peak hour trip generation over and above existing traffic is 190 vehicle trips during the AM peak hour and 190 trips during the PM peak hour. The project, if approved, is expected to be complete in **2014** at the following location:

166 Center Street, Auburn, Maine

A request for a public hearing must be received by the Department, in writing, no later than 20 days after the application is found by the Department to be complete and is accepted for processing. Public comment on the application will be accepted throughout the processing of the application. The application will be filed for public inspection at the Department of Transportation Division office in **Dixfield, Maine** during normal working hours. A copy of the application may also be seen at the municipal offices in **Auburn, Maine**.

Written public comments may be sent to the Department of Transportation, Traffic Engineering Division, 16 State House Station, Augusta, Maine 04333.

Section 1

Site and Traffic Information

1.0 Overview

Site Design Associates and Eaton Traffic Engineering have been retained to prepare plans and permit applications for the proposed 1,500 square foot Aroma Joe's coffee kiosk and 1,800 square feet of retail development to be located at 166 Center Street (just north of Stanley Street on the westerly side) in Auburn, Maine. The development will involve the removal of an existing building and construction of a new 3,300 square foot building. Direct access to the building will be via a one-way drive on Center Street at the northerly portion of the site, and a one-way exit on Center Street at the southerly end.

1.1 Site Description

The project site is on the westerly side of Center Street on the northerly side of Stanley Street. The site is relatively level and is currently occupied by a building which will be razed as part of this project.

1.2 Existing and Proposed Uses

The site is currently contains a vacant building which will be razed and replaced with a 3,300 square foot building to house an Aroma Joe's coffee shop (1,500 sf) and unknown retail (1,800 sf).

1.3 Site and Vicinity Boundaries

Figure 1, following this page, shows the project location and the vicinity of the site.

1.4 Proposed Uses in Vicinity of the Proposed Development

The Applicant is not aware of any other proposed development in the vicinity of the site and has contact the City of Auburn, who confirms that no other pending or approved un-built development is in the vicinity.

1.5 Trip Generation

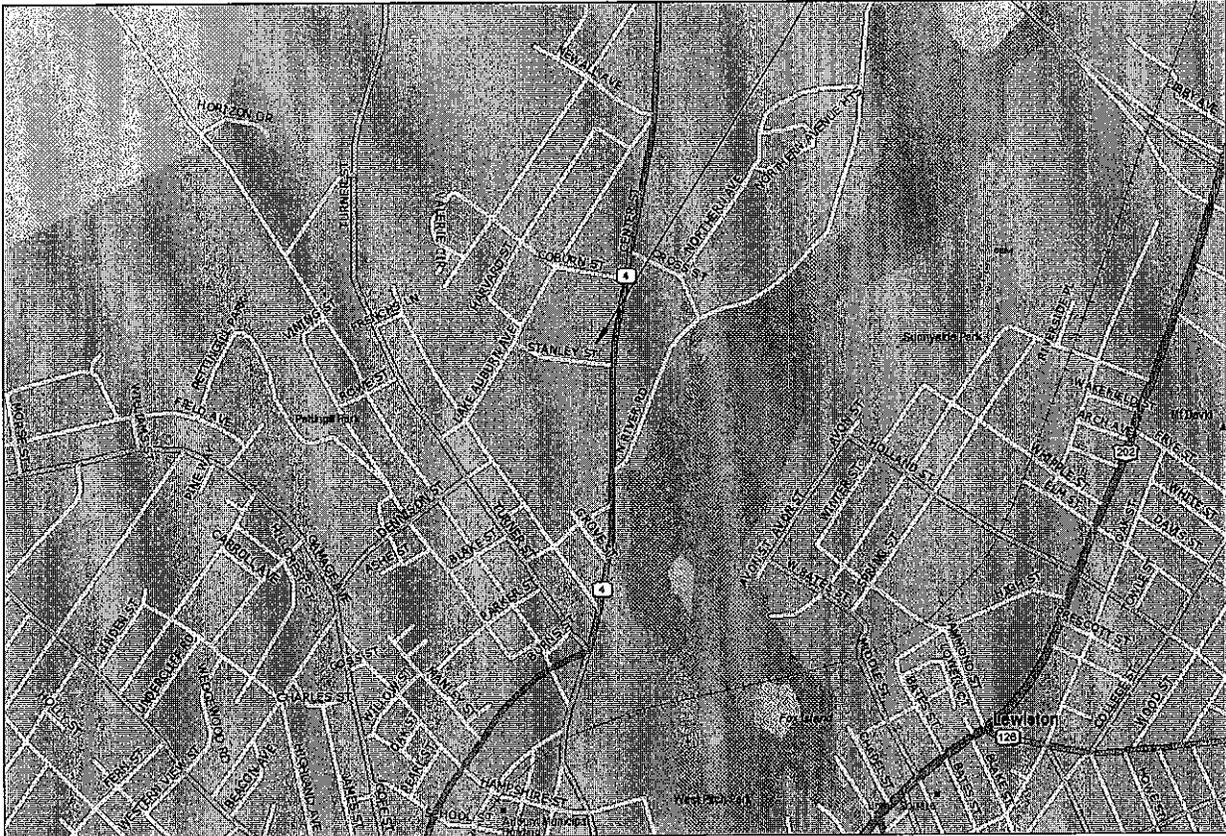
See Attachment by Eaton Traffic Engineering.

1.6 Trip Distribution and Assignment

See Attachment by Eaton Traffic Engineering.



SITE



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MN (15.8" W)



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67 Winter Street Ste. 1 - Topsham, Maine

Figure 1
Site Location

Aroma Joe's and Retail / Center Street, Auburn, Maine

Aroma Joe's / Retail Development –Auburn -Trip Generation

In determining projected peak hour trip generation, it should be noted that there are no Institute of Transportation Engineers data on this type of facility. For a Dunkin' Donut, MDOT typically uses estimates based upon surveys of those facilities, which currently are 330 trips in the AM peak hour and 90 trips in the PM peak hour. Based upon the menu, the proposed Aroma Joe's is more like a Starbucks or similar "trendy" coffee bar. Starbucks operates differently than a Dunkin' Donuts, and application of that rate to the proposed facility would be inappropriate.

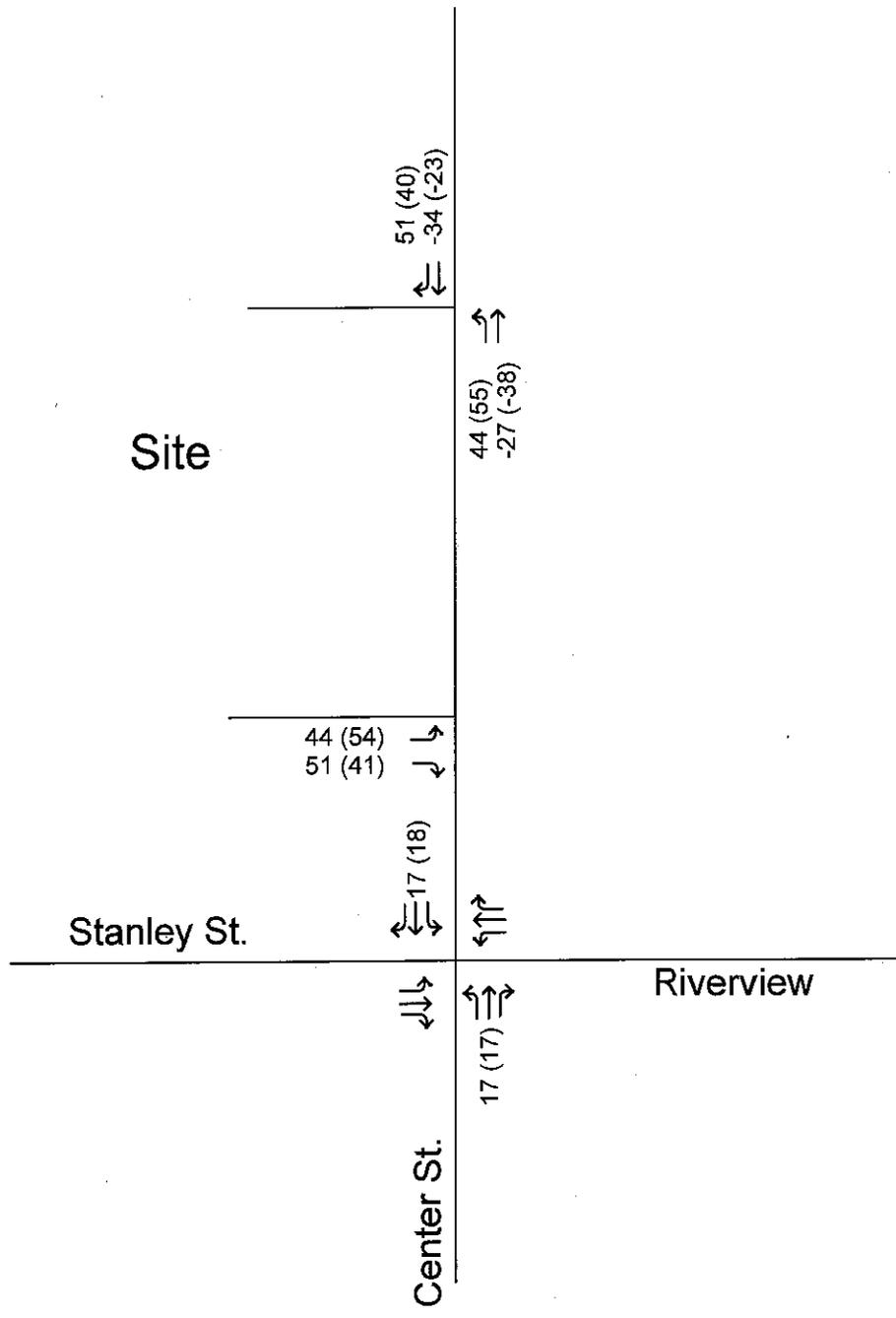
A 2006 trip generation survey done by Casey & Godfrey Engineers for three Starbucks (Brunswick, Saco and Topsham) determined an AM peak hour trip rate of 61.14 trips per 1000 square feet of floor area. In addition, Eaton Traffic Engineering conducted a similar survey at the Topsham facility and included the PM peak hour as well. Unlike Dunkin' Donuts, it was found that the AM peak hour may not be the major peak for the day. The ETE survey counted 120 AM peak hour trips (compared to 118 in the Casey & Godfrey survey) and 114 PM peak hour trips. Additionally, like Dunkin' Donut, it appears that this type of land use generates trips independent of its size – all appear to generate approximately the same number of trips and seem more related to the area type and general traffic volumes in the area. In this case the proposed Aroma Joe's will be located on Route 4 (Center Street) in Auburn, which has very high peak AM and PM volumes throughout the year. Accordingly trip generation for the proposed Aroma Joe's is estimated at 130 vehicle trips during both the AM and PM peak hour. A rate of 120 vehicle trips was used for MDOT reviewed studies in both Wells and Saco, Maine, but more recent information from surveys done at Aroma Joe's facilities in New Hampshire indicates that 130 vehicle trips may be more appropriate. In addition to the Aroma Joe's kiosk (with walk-in service), it is possible to develop up to an additional 1,800 square feet of floor area for a retail land use. It is not known at this time what that land use will be. Using the ITE Trip Generation publication a review of retail land uses evaluating the highest trip generators was conducted. No gasoline sales are proposed thus a convenience market or a fast-food restaurant (no drive-thru) would be the highest trip generators, ranging from 50 to 80 vehicle trips. Because it is not known what use will be located here in the future, it has been decided to prepare a study assuming 190 vehicle trips for both the AM and PM peak hour. This will serve as a trip

“ceiling” for any future proposal on this site. A MDOT Traffic Movement Permit will be required for this development; in this case the City of Auburn has jurisdiction over TMP projects involving 100 – 200 PCE (Passenger Car Equivalents).

Pass-by traffic during the AM peak period (i.e. trips drawn from traffic already passing the site) for Dunkin’ Donut was found to be approximately 70 percent of all traffic in a study by Gorrill Palmer Consulting Engineers (for 6 Dunkin’ Donut locations in Maine). For most fast-food restaurants and convenience markets the pass-by proportion is generally about 50 percent. Assuming the same breakdown of trips for this proposed development, Total, primary and pass-by trips are estimated as follows:

Land Use	Total Trips		Primary Trips		Pass-by Trips	
	Total	In/Out	Total	In/Out	Total	In/Out
Aroma Joe’s	130	65/65	39	19/20	91	46/45
Retail	60	30/30	30	15/15	30	15/15
Total	190	95/95	69	34/35	121	61/60

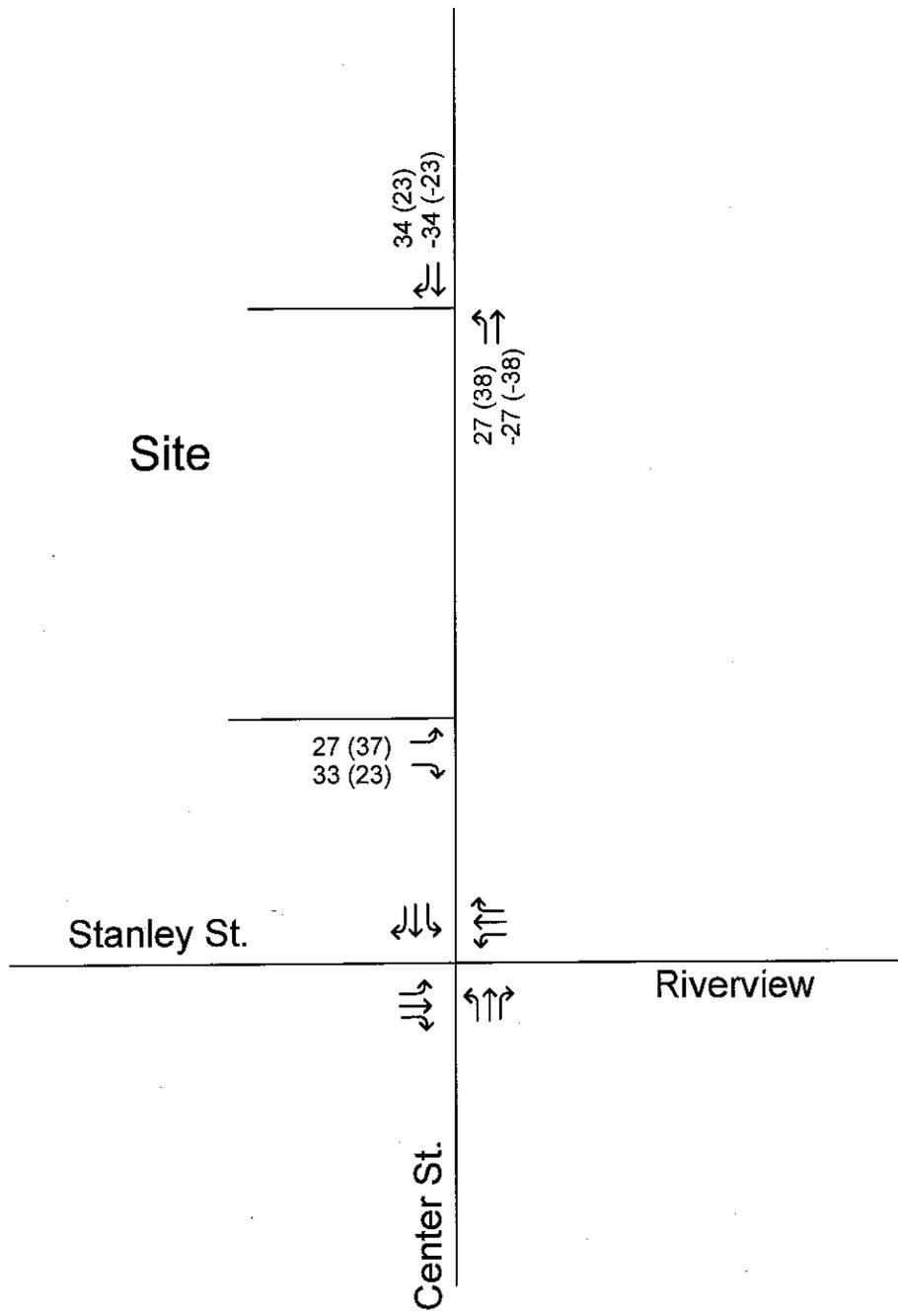
Assignment of pass-by and primary trips was based upon the distribution of traffic on Route 4 observed during the AM and PM peak hour (pass-by) and likely source of new trips (generally divided 50 percent from north and south). Figures 2A and 2B present the assignment of pass-by and primary trips respectively. Figure 2 presents estimated net AM and PM peak hour site generated traffic for the proposed Aroma Joe’s / Retail in Auburn.



Not to Scale

Figure 2
Net AM (PM) Site Generated Trips

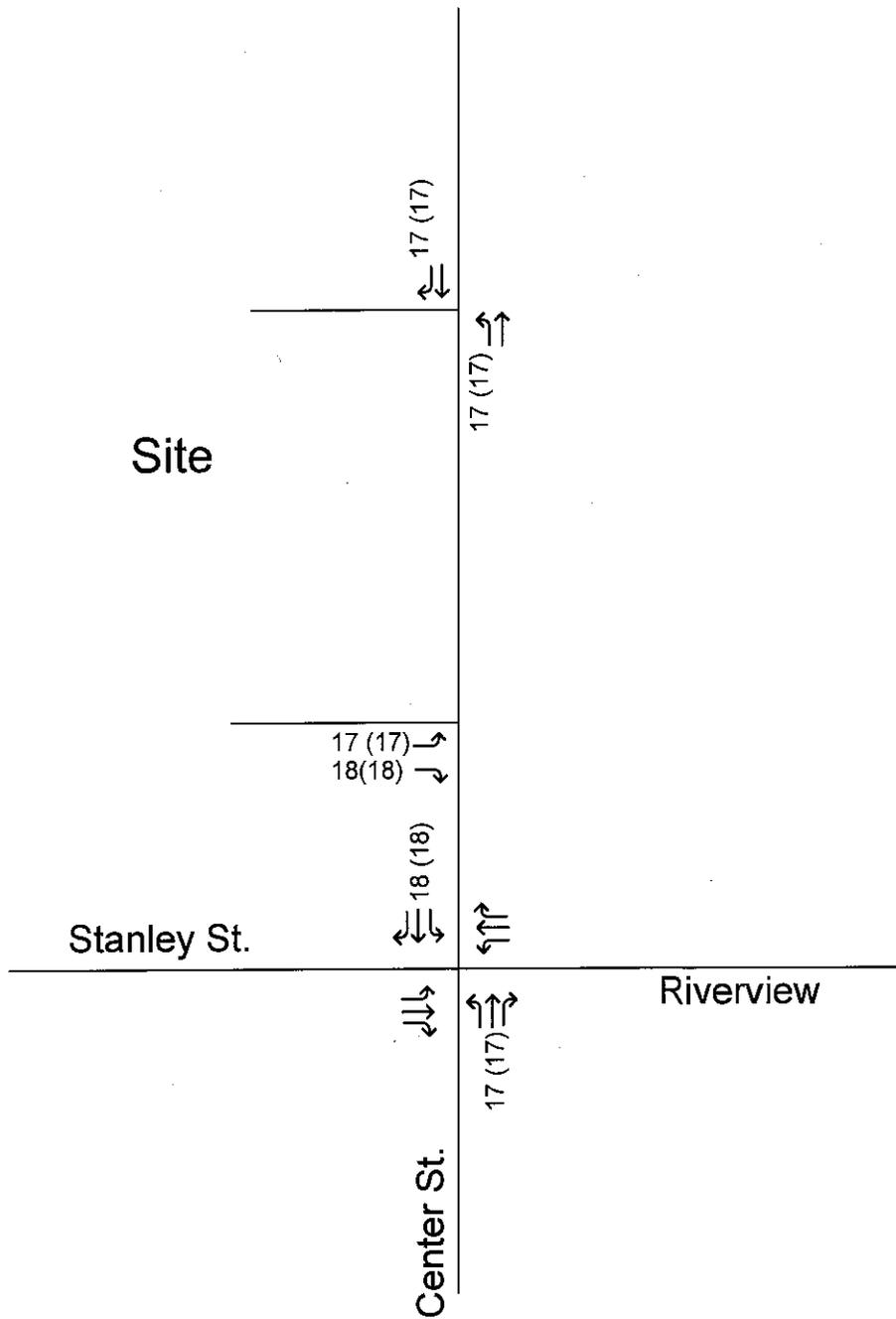
Aroma Joe's and Retail / Center Street, Auburn, Maine



Not to Scale

Figure 2A
Site Generated AM (PM) Pass-by Trips

Aroma Joe's and Retail / Center Street, Auburn, Maine



Not to Scale



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67 Winter Street Ste.1 - Topsham, Maine

Figure 2B
Site Generated AM (PM) Primary Trips

Aroma Joe's and Retail / Center Street, Auburn, Maine

Section 2
Traffic Accidents

2.1 Accident Analysis

See Attachment by Eaton Traffic Engineering.

Safety Assessment

2011-13 Accident History in Site Vicinity

Proposed Auburn Aroma Joe's/Retail Development

LOCATION	2011-13 ACCIDENTS	ANNUAL AVERAGE	CRITICAL RATE FACTOR ¹
Center St. @ Stanley St.	4	1.33	<1.00
Center St./Stanley St. to Motel Drive (250'+/- north)	0	0	0

MDOT guidelines for identification of a High Crash Location (HCL - indicating a potential safety deficiency) is that a location must experience both 8 or more accidents in a 3 year period and have a Critical Rate Factor of 1.00 or greater. None of the locations in the vicinity of the site satisfies the criteria.

¹ The Critical Rate Factor is a statistical measure which compares the accident frequency at a location to similar locations throughout the State. A Critical Rate Factor of 1.00 or greater indicates that the location has a higher frequency of accidents than would be expected due to random occurrence, with a 99 percent level of confidence.

Section 3
Entrances and Exits

3.1 Location of Driveways

See Attached Site Plan and Survey

3.2 Plan View

See Attached Site Plan and Survey

Section 4
Title, Right or Interest

4.1 Title, Right or Interest

See Attached document(s)

Section 5
Public or Private Rights of Way

5.1 Public/Private Rights of Way

No new public or private rights of way will be created as a result of this project

Section 6
Schedule

6.1 Schedule

The project will be initiated as soon as all permits are received and expected to be completed in 2014.

Section 7
Post-Development LOS Analysis

Pre-Development AM and PM Peak Hour Traffic

Traffic impact analysis is typically performed for traffic conditions that occur during a weekday peak hour, as this is usually the time of heaviest traffic flow that occurs on a roadway. As part of the process of estimating both weekday AM and PM peak hour traffic volumes in the vicinity of the site, manual turning movement counts was conducted at the intersection of Route 4 @ Stanley Street on Tuesday, June 17, 2014 (AM) and Monday, June 30, 2014 (PM). These volumes were adjusted using MDOT traffic count data to reflect peak seasonal flows. This adjustment amounted to an increase of 2 percent over the June 17th volumes, and no adjustment to the June 30 volumes. Figure 3 (attached) presents the estimated 2014 pre-development peak hour volumes.

Post-Development AM and PM Peak Hour Traffic Volumes

Post-development weekday AM and PM peak hour volumes are the combination of pre-development volumes presented in Figure 3, and site generated traffic presented in Figure 2 (Section 1). Figure 4 (attached) presents projected 2014 weekday AM and PM peak hour post-development traffic volumes.

Operational Assessment Pre/ Post-Development Traffic Volumes

Capacity analysis was performed for the post-development AM and PM peak hour traffic projections for the intersection of Route 4 @ Stanley Street and the site entrance and exit using

the procedures outlined in the Highway Capacity Manual¹. Capacity analysis provides a quantitative assessment of the quality of traffic flow at an intersection, and "rates" this quality in terms of its Level of Service (LOS). LOS ratings range from A to F, and much like a school rank card, A indicates very good conditions, and F indicates extremely congested conditions with long delays.

LOS for unsignalized intersections is based upon average control delay, which takes into account the delay involved in entering a vehicle queue, waiting in a vehicle queue and start-up delay.

The relationship between LOS and average total delay is shown below:

Level of Service Measurement for Unsignalized Intersections

Level of Service	Average Total Delay Per Vehicle
A	≤ 10 Seconds
B	>10 - 15 Seconds
C	>15 - 25 Seconds
D	>25 - 35 Seconds
E	>35 - 50 Seconds
F	> 50 Seconds

Capacity analysis was conducted using the computer program Synchro/SimTraffic, which replicates the procedures contained in the Highway Capacity Manual. Consistent with MDOT procedures, LOS is based upon the average vehicle delay recorded on 5 iterations of the SimTraffic Model. The results of the analysis are as follows (output summaries attached):

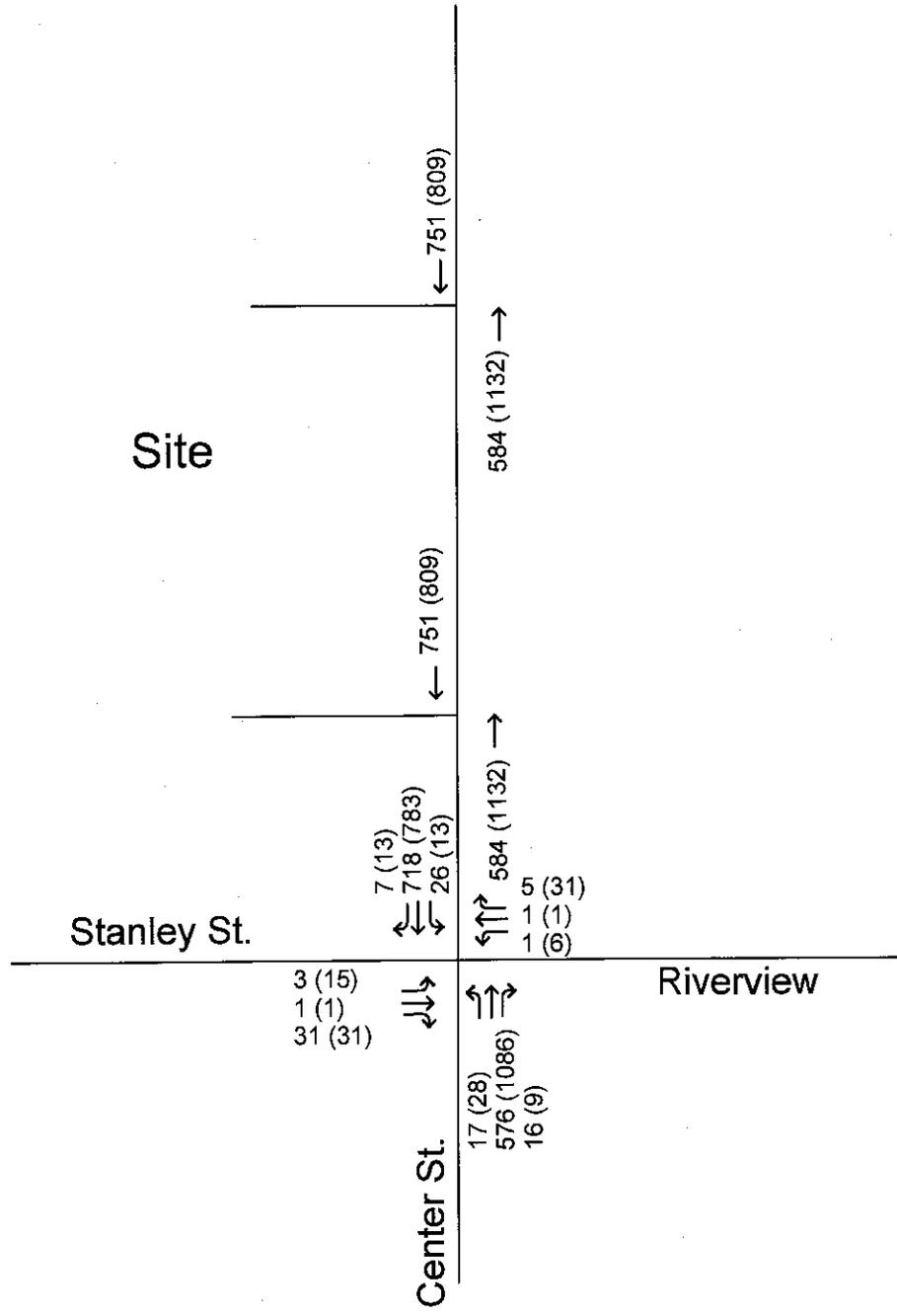
¹, Highway Capacity Manual, HCM2000, Transportation Research Board, 2000

Street - Movement	Pre-Development AM (PM)		Post-Development AM (PM)	
	Delay (sec)	LOS	Delay (sec)	LOS
Center Street @ Stanley Street				
EBL (Stanley)	31.1 (209.5)	D (F)	21.1 (152.6)	C (F)
EBT	5.0 (139.3)	A (F)	8.0 (86.9)	A (F)
EBR	6.5 (144.1)	A (F)	4.7 (125.9)	A (F)
WBL (Riverview)	- (45.7)	- (D)	6.0 (46.7)	C (D)
WBT	32.8 (59.8)	C (E)	23.4 (74.8)	C (E)
WBR	5.5 (40.6)	A (D)	5.1 (40.4)	A (D)
NBL (Center)	5.4 (5.9)	A (A)	4.8 (5.4)	A (A)
NBT	1.8 (4.0)	A (A)	2.0 (4.3)	A (A)
NBR	1.4 (3.3)	A (A)	1.4 (2.1)	A (A)
SBL (Center)	4.9 (11.9)	A (B)	4.8 (9.1)	A (A)
SBT	0.1 (0.1)	A (A)	0.1 (0.1)	A (A)
SBR	0.1 (0.0)	A (A)	0.1 (0.1)	A (A)
ALL	1.2 (307)	A (A)	1.2 (6.4)	A (A)

Street - Movement	Pre-Development AM (PM)		Post-Development AM (PM)	
	Delay (sec)	LOS	Delay (sec)	LOS
Center Street @ Aroma Joe's / Retail Exit				
EBL (Aroma Joe's)	-	-	24.5 (194.1)	C (F)
EBR	-	-	12.5 (144.2)	B (F)
NBL (Center)	-	-	-	-
NBT	-	-	0.2 (0.4)	A (A)
SBT (Center)	-	-	0.7 (0.7)	A (A)
SBR	-	-	-	-
ALL	-	-	0.7 (0.7)	A (A)

Street - Movement	Pre-Development AM (PM)		Post-Development AM (PM)	
	Delay (sec)	LOS	Delay (sec)	LOS
Center Street @ Aroma Joe's / Retail Entrance				
EBL (Aroma Joe's)	-	-	-	-
EBR	-	-	-	-
NBL (Center)	-	-	4.8 (4.9)	A (A)
NBT	-	-	0.3 (0.4)	A (A)
SBT (Center)	-	-	0.7 (0.7)	A (A)
SBR	-	-	0.9 (0.5)	A (A)
ALL	-	-	0.7 (0.7)	A (A)

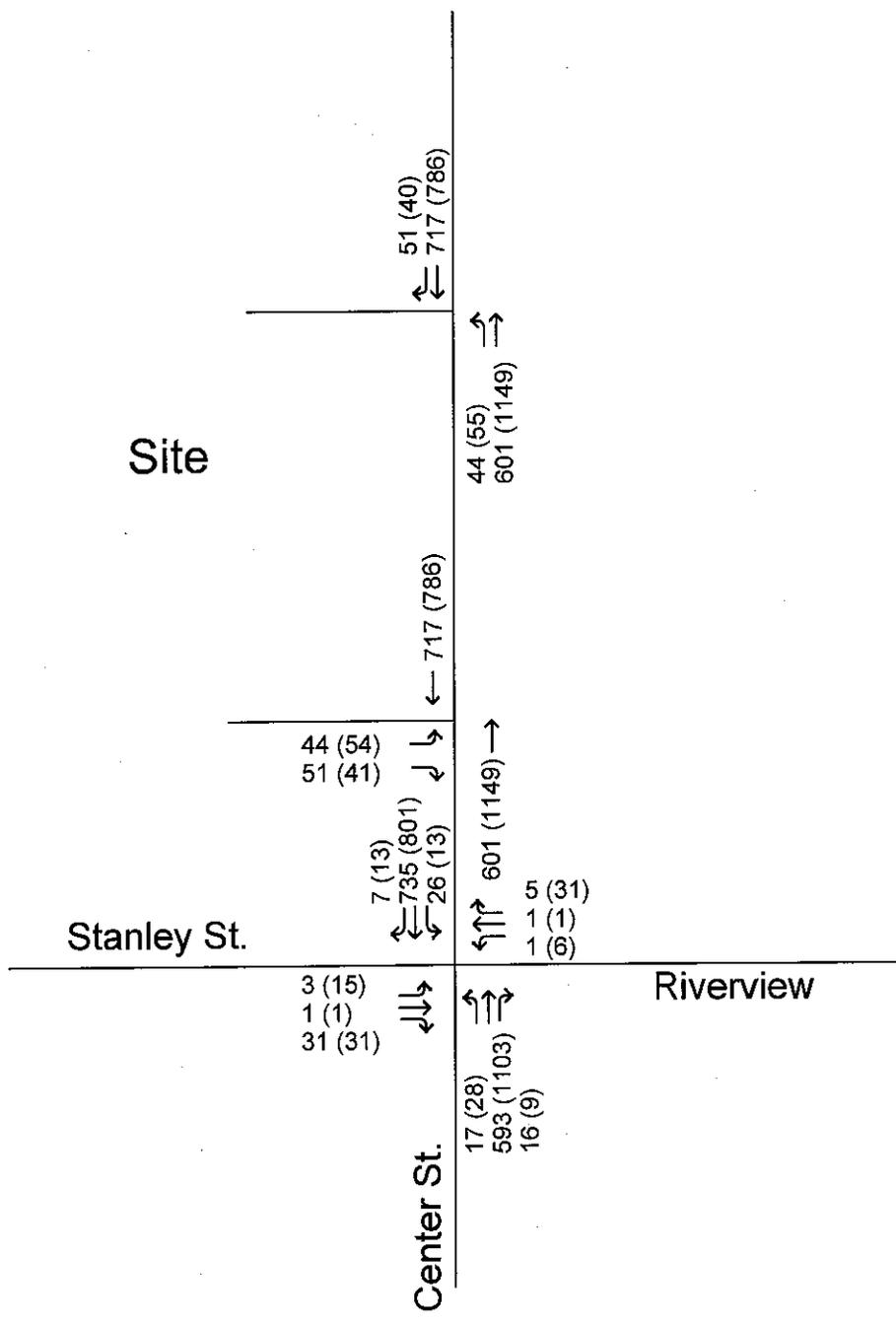
As can be seen in the tables above, the overall Level of Service is good, with minor street movements operating with very high delays during the PM peak hour. The SimTraffic program is a microscopic model which models individual vehicles and records data for each vehicle (including delay) for the one hour modeling period. Unfortunately it does not model a two-way left turn lane, which allows vehicles exiting from Stanley Street, Riverview and the proposed site exit to break the left turn into two movements, turning left into the center and then merging into the through lane. In actuality, left turns from minor streets operate better than the model indicates, but there are still relatively high delays. Typical Highway Capacity Manual analyses procedures are more macroscopic in nature and evaluate the entire one hour of vehicle flow from an overall rather than individual vehicle basis. The Unsignalized Intersection analyses using these procedures (which are generated by the Synchro software) indicate somewhat different levels of service for both Stanley/Riverview and the proposed Aroma Joe's drive (see summary attached). As noted above, MDOT procedures generally use the SimTraffic results; the HCM Unsignalized results are included for completeness.



Not to Scale

Figure 3
2014 AM (PM) Peak Hour Traffic Volumes

Aroma Joe's and Retail / Center Street, Auburn, Maine



Not to Scale

Figure 4
2014 AM (PM) Peak Hour Traffic Volumes - Post-Development
Arma Joe's and Retail / Center Street, Auburn, Maine

1: Stanley & Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NBT	INR	SBL	SBT	SEB
Total Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Delay / Veh (s)	31.1	5.0	6.5		32.8	5.5	5.4	1.8	1.4	4.9	0.1	0.1
Stop Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
St Del/Veh (s)	29.5	3.5	6.4		29.0	5.6	3.7	0.5	0.5	3.8	0.0	0.0

1: Stanley & Performance by movement

Movement	All
Total Delay (hr)	0.5
Delay / Veh (s)	1.2
Stop Delay (hr)	0.2
St Del/Veh (s)	0.5

4: AJ Exit & Performance by movement

Movement	NBT	SBT	All
Total Delay (hr)	0.0	0.0	0.1
Delay / Veh (s)	0.2	0.2	0.2
Stop Delay (hr)	0.0	0.0	0.0
St Del/Veh (s)	0.0	0.0	0.0

6: AJ Entry & Center St. Performance by movement

Movement	NBT	SBT	All
Total Delay (hr)	0.0	0.1	0.1
Delay / Veh (s)	0.3	0.5	0.4
Stop Delay (hr)	0.0	0.0	0.0
St Del/Veh (s)	0.0	0.2	0.1

Total Network Performance

Total Delay (hr)	0.9
Delay / Veh (s)	2.3
Stop Delay (hr)	0.3
St Del/Veh (s)	0.7

Queuing and Blocking Report
Center-Stanley AM Base

7/2/2014

Intersection: 1: Stanley &

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	L	LT	TR
Maximum Queue (ft)	62	28	48	31	10
Average Queue (ft)	24	6	9	5	0
95th Queue (ft)	55	24	34	25	5
Link Distance (ft)	573	406	1229	28	28
Upstream Blk Time (%)				1	0
Queuing Penalty (veh)				3	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: AJ Exit &

Movement	NB	SB
Directions Served	T	T
Maximum Queue (ft)	30	44
Average Queue (ft)	1	2
95th Queue (ft)	12	21
Link Distance (ft)	28	81
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: AJ Entry & Center St.

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 3

1: Stanley & Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Delay / Veh (s)	21.1	8.0	4.7	6.0	23.4	5.1	4.8	2.0	1.4	4.8	0.1	0.0
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
St Del/Veh (s)	19.5	6.5	4.6	5.0	19.2	5.2	2.9	0.5	0.5	3.8	0.0	0.0

1: Stanley & Performance by movement

Movement	All
Total Delay (hr)	0.5
Delay / Veh (s)	1.2
Stop Delay (hr)	0.2
St Del/Veh (s)	0.5

4: AJ Exit & Performance by movement

Movement	EBL	EBR	NBL	SBL	All
Total Delay (hr)	0.3	0.2	0.0	0.1	0.6
Delay / Veh (s)	24.5	12.5	0.2	0.4	1.4
Stop Delay (hr)	0.3	0.2	0.0	0.0	0.5
St Del/Veh (s)	22.9	12.3	0.0	0.1	1.1

6: AJ Entry & Center St. Performance by movement

Movement	NBL	NBT	SBL	SBR	All
Total Delay (hr)	0.1	0.1	0.1	0.0	0.3
Delay / Veh (s)	4.8	0.3	0.7	0.9	0.7
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.1
St Del/Veh (s)	3.4	0.0	0.2	0.3	0.2

Total Network Performance

Total Delay (hr)	1.5
Delay / Veh (s)	3.5
Stop Delay (hr)	0.8
St Del/Veh (s)	1.8

Queuing and Blocking Report
Center St. AM Build

7/2/2014

Intersection: 1: Stanley &

Movement	WB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	LT	TR
Maximum Queue (ft)	50	28	40	19	39	24
Average Queue (ft)	22	6	8	1	14	1
95th Queue (ft)	46	25	32	11	40	10
Link Distance (ft)	573	406	1229	1229	28	28
Upstream Blk Time (%)					3	0
Queuing Penalty (veh)					11	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 4: AJ Exit &

Movement	EB	EB	SB	SB
Directions Served	LR	T	T	TR
Maximum Queue (ft)	104	6	59	12
Average Queue (ft)	46	0	8	1
95th Queue (ft)	82	4	38	9
Link Distance (ft)	404	28	81	81
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: AJ Entry & Center St.

Movement	EB	EB
Directions Served	L	TR
Maximum Queue (ft)	52	4
Average Queue (ft)	20	0
95th Queue (ft)	48	3
Link Distance (ft)	81	776
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 12

1: Stanley & Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.8	0.0	1.1	0.1	0.0	0.4	0.0	1.2	0.0	0.0	0.0	0.0
Delay / Veh (s)	209.5	139.3	144.1	45.7	59.8	40.6	5.9	4.0	3.3	11.9	0.1	0.0
Stop Delay (hr)	0.8	0.0	1.1	0.1	0.0	0.4	0.0	0.4	0.0	0.0	0.0	0.0
St Del/Veh (s)	207.8	136.5	144.0	44.2	57.8	40.6	3.9	1.4	1.2	10.9	0.0	0.0

1: Stanley & Performance by movement

Movement	All
Total Delay (hr)	3.7
Delay / Veh (s)	6.6
Stop Delay (hr)	2.9
St Del/Veh (s)	5.1

4: AJ Exit & Performance by movement

Movement	NBT	SBT	All
Total Delay (hr)	0.1	0.1	0.2
Delay / Veh (s)	0.3	0.3	0.3
Stop Delay (hr)	0.0	0.0	0.1
St Del/Veh (s)	0.1	0.2	0.1

6: AJ Entry & Center St. Performance by movement

Movement	NBT	SBT	All
Total Delay (hr)	0.1	0.1	0.3
Delay / Veh (s)	0.4	0.5	0.5
Stop Delay (hr)	0.0	0.1	0.1
St Del/Veh (s)	0.0	0.2	0.1

Total Network Performance

Total Delay (hr)	4.6
Delay / Veh (s)	8.1
Stop Delay (hr)	3.0
St Del/Veh (s)	5.4

Queuing and Blocking Report
Center-Stanley PM Base

7/2/2014

Intersection: 1: Stanley &

Movement	EB	WB	NB	SB	SB	
Directions Served	LTR	LTR	L	TR	LT	TR
Maximum Queue (ft)	209	89	40	10	39	24
Average Queue (ft)	73	32	14	0	8	1
95th Queue (ft)	212	71	41	8	31	11
Link Distance (ft)	573	406	1229	1229	28	28
Upstream Blk Time (%)					3	0
Queuing Penalty (veh)					12	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 4: AJ Exit &

Movement	NB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	36	74	15
Average Queue (ft)	2	7	0
95th Queue (ft)	19	40	10
Link Distance (ft)	28	81	81
Upstream Blk Time (%)	0	0	0
Queuing Penalty (veh)	0	2	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: AJ Entry & Center St.

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	6	7
Average Queue (ft)	0	0
95th Queue (ft)	4	5
Link Distance (ft)	776	776
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 14

1: Stanley & Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEL	SBT	SEB
Total Delay (hr)	0.6	0.0	1.2	0.1	0.0	0.3	0.0	1.3	0.0	0.0	0.0	0.0
Delay / Veh (s)	152.6	86.9	125.9	46.7	74.8	40.4	5.4	4.3	2.1	9.1	0.1	0.1
Stop Delay (hr)	0.5	0.0	1.2	0.1	0.0	0.3	0.0	0.4	0.0	0.0	0.0	0.0
St Del/Veh (s)	150.9	83.0	125.8	45.2	73.7	40.6	3.6	1.4	0.8	8.2	0.0	0.0

1: Stanley & Performance by movement

Movement	All
Total Delay (hr)	3.6
Delay / Veh (s)	6.4
Stop Delay (hr)	2.7
St Del/Veh (s)	4.8

4: AJ Exit & Performance by movement

Movement	EBL	EBR	NBL	SBT	All
Total Delay (hr)	2.9	1.6	0.1	0.1	4.7
Delay / Veh (s)	194.1	144.2	0.4	0.3	8.3
Stop Delay (hr)	2.9	1.6	0.0	0.0	4.5
St Del/Veh (s)	194.0	145.4	0.1	0.1	8.1

6: AJ Entry & Center St. Performance by movement

Movement	NBL	NBT	SEB	SEB	All
Total Delay (hr)	0.1	0.1	0.1	0.0	0.4
Delay / Veh (s)	4.9	0.4	0.7	0.5	0.7
Stop Delay (hr)	0.1	0.0	0.0	0.0	0.1
St Del/Veh (s)	3.5	0.0	0.2	0.2	0.2

Total Network Performance

Total Delay (hr)	9.1
Delay / Veh (s)	15.2
Stop Delay (hr)	7.4
St Del/Veh (s)	12.4

Queuing and Blocking Report
Center-Stanley PM Build

7/2/2014

Intersection: 1: Stanley &

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	LT
Maximum Queue (ft)	180	98	52	32	35
Average Queue (ft)	66	30	15	2	8
95th Queue (ft)	213	72	43	15	31
Link Distance (ft)	573	406	1229	1229	28
Upstream Blk Time (%)					2
Queuing Penalty (veh)					10
Storage Bay Dist (ft)					0
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: AJ Exit &

Movement	EB	NB	NB	SB	SB
Directions Served	LR	T	T	T	TR
Maximum Queue (ft)	298	10	52	53	35
Average Queue (ft)	140	0	4	6	1
95th Queue (ft)	294	5	25	32	16
Link Distance (ft)	404	28	28	81	81
Upstream Blk Time (%)	0	0	0	0	0
Queuing Penalty (veh)	0	0	0	0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: AJ Entry & Center St.

Movement	NB	SB
Directions Served	L	T
Maximum Queue (ft)	54	6
Average Queue (ft)	21	0
95th Queue (ft)	48	4
Link Distance (ft)	81	776
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 11

HCM Unsignalized Intersection Capacity Analysis

1: Stanley &

7/2/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↑	↑↑			↑↑	
Volume (veh/h)	3	1	31	1	1	5	17	576	9	7	718	26
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	2	52	2	2	8	18	626	10	8	780	28
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1169	1483	404	1126	1492	318	809			636		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1169	1483	404	1126	1492	318	809			636		
tC, single (s)	7.6	6.6	7.0	7.5	6.5	6.9	4.3			4.2		
tC, 2 stage (s)												
tR (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	96	99	91	99	99	99	98			99		
cM capacity (veh/h)	140	119	593	143	121	684	775			923		
All-Approach Lane												
Volume Total	58	12	18	417	218	398	418					
Volume Left	5	2	18	0	0	8	0					
Volume Right	52	8	0	0	10	0	28					
cSH	427	310	775	1700	1700	923	1700					
Volume to Capacity	0.14	0.04	0.02	0.25	0.13	0.01	0.25					
Queue Length 95th (ft)	12	3	2	0	0	1	0					
Control Delay (s)	14.8	17.1	9.8	0.0	0.0	0.3	0.0					
Lane LOS	B	C	A				A					
Approach Delay (s)	14.8	17.1	0.3			0.1						
Approach LOS	B	C										
Intersection Summary												
Average Delay	0.9											
Intersection Capacity Utilization	35.6%			ICU Level of Service				A				
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

4: AJ Exit &

7/2/2014



Movement	EBL	EBR	NBL	NB	SB	SBR
Lane Configurations	↙		↙	↕	↕	↙
Volume (veh/h)	0	0	0	584	751	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	635	816	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1134	408	816			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1134	408	816			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	199	598	820			
Direction Lane						
	EBL	NBL	NB	SB	SBR	
Volume Total	0	0	317	317	544	272
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.19	0.19	0.32	0.16
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A					
Approach Delay (s)	0.0	0.0			0.0	
Approach LOS	A					
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	24.1%			ICU Level of Service		A
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 6: AJ Entry & Center St.

7/2/2014



Movement	EBL	EBR	NBL	NBT	SEU	SEB
Lane Configurations			↶	↷	↷	
Volume (veh/h)	0	0	0	584	751	0
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	635	816	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1134	408	816			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1134	408	816			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tP (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	199	598	820			
Approach Lane #						
Volume Total	0	317	317	544	272	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.19	0.19	0.32	0.16	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS						
Approach Delay (s)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			24.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1: Stanley &

7/2/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations		↕			↕		↙	↕			↕
Volume (veh/h)	3	1	31	1	1	5	17	593	16	26	735
Sign Control		Stop			Stop			Free			Free
Grade		0%			0%			0%			0%
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	2	52	2	2	8	18	645	17	28	799
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)											
Median type											
Median storage veh											
Upstream signal (ft)											
pX, platoon unblocked											
vC, conflicting volume	1228	1558	403	1199	1553	331	807			662	
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	1228	1558	403	1199	1553	331	807			662	
tC, single (s)	7.6	6.6	7.0	7.5	6.5	6.9	4.3			4.2	
tC, 2 stage (s)											
f (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2	
p0 queue free %	96	98	91	99	98	99	98			97	
cM capacity (veh/h)	125	104	594	124	108	671	776			903	
Approach Summary											
Volume Total	58	12	18	430	232	428	407				
Volume Left	5	2	18	0	0	28	0				
Volume Right	52	8	0	0	17	0	8				
cSH	408	283	776	1700	1700	903	1700				
Volume to Capacity	0.14	0.04	0.02	0.25	0.14	0.03	0.24				
Queue Length 95th (ft)	12	3	2	0	0	2	0				
Control Delay (s)	15.3	18.3	9.7	0.0	0.0	1.0	0.0				
Lane LOS	C	C	A			A					
Approach Delay (s)	15.3	18.3	0.3			0.5					
Approach LOS	C	C									
Intersection Summary											
Average Delay	1.1										
Intersection Capacity Utilization	49.5%										
ICU Level of Service	A										
Analysis Period (min)	15										

HCM Unsignalized Intersection Capacity Analysis

4: AJ Exit &

7/2/2014



Movement	EBL	EBR	NBL	NBT	SEB	SEB
Lane Configurations	↙		↙	↕	↕	↙
Volume (veh/h)	44	51	0	601	786	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	48	55	0	653	854	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None	None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1181	427	854			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1181	427	854			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tE (s)	3.5	3.3	2.2			
p0 queue free %	74	90	100			
cM capacity (veh/h)	186	581	794			
Direction Lane #	EBL	EBR	NBL	NBT	SEB	SEB
Volume Total	103	0	327	327	570	285
Volume Left	48	0	0	0	0	0
Volume Right	55	0	0	0	0	0
cSH	293	1700	1700	1700	1700	1700
Volume to Capacity	0.35	0.00	0.19	0.19	0.34	0.17
Queue Length 95th (ft)	38	0	0	0	0	0
Control Delay (s)	23.8	0.0	0.0	0.0	0.0	0.0
Lane LOS	C					
Approach Delay (s)	23.8	0.0			0.0	
Approach LOS	C					
Intersection Summary						
Average Delay	1.5					
Intersection Capacity Utilization	34.0%			ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

6: AJ Entry & Center St.

7/2/2014

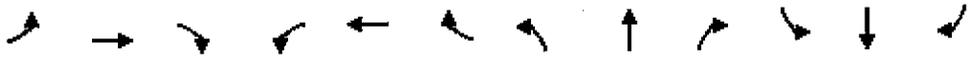


Movement	EBL	EBR	NBL	NBT	SBT	SEB
Lane Configurations			↵	↑↑	↑↵	
Volume (veh/h)	0	0	44	601	717	51
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	48	653	779	55
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1229	417	835			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1229	417	835			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	94			
cM capacity (veh/h)	163	590	807			
Direction/Lane #						
	NB1	NB2	NB3	SB1	SB2	
Volume Total	48	327	327	520	315	
Volume Left	48	0	0	0	0	
Volume Right	0	0	0	0	55	
cSH	807	1700	1700	1700	1700	
Volume to Capacity	0.06	0.19	0.19	0.31	0.19	
Queue Length 95th (ft)	5	0	0	0	0	
Control Delay (s)	9.7	0.0	0.0	0.0	0.0	
Lane LOS	A					
Approach Delay (s)	0.7			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			31.4%		ICU Level of Service A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1: Stanley &

7/2/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕			↕	
Volume (veh/h)	15	1	31	6	1	31	28	1086	9	13	783	13
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.77	0.77	0.77	0.70	0.70	0.70	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	19	1	40	9	1	44	30	1180	10	14	851	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1582	2138	433	1741	2140	595	865			1190		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1582	2138	433	1741	2140	595	865			1190		
tC, single (s)	7.6	6.6	7.0	7.5	6.5	6.9	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	68	97	93	83	97	90	96			98		
cM capacity (veh/h)	60	44	566	49	46	452	761			571		
Direction Lane												
Volume Total	61	54	30	787	403	440	440					
Volume Left	19	9	30	0	0	14	0					
Volume Right	40	44	0	0	10	0	14					
cSH	144	179	761	1700	1700	571	1700					
Volume to Capacity	0.42	0.30	0.04	0.46	0.24	0.02	0.26					
Queue Length 95th (ft)	47	30	3	0	0	2	0					
Control Delay (s)	47.4	33.7	9.9	0.0	0.0	0.7	0.0					
Lane LOS	E	D	A			A						
Approach Delay (s)	47.4	33.7	0.2			0.4						
Approach LOS	E	D										
Intersection Summary												
Average Delay	2.4											
Intersection Capacity Utilization	43.1%											
ICU Level of Service	A											
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

4: AJ Exit &

7/2/2014



Movement	EB	WB	NB	SB	EB	WB
Lane Configurations	↔		↔	↔	↔	
Volume (veh/h)	0	0	0	1132	809	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rates (vph)	0	0	0	1230	879	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1495	440	879			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1495	440	879			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tP (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	116	571	777			
Operational						
Volume Total	0	0	615	615	586	293
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.36	0.36	0.34	0.17
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A					
Approach Delay (s)	0.0	0.0			0.0	
Approach LOS	A					
Performance Summary						
Average Delay	0.0					
Intersection Capacity Utilization	34.6%			ICU Level of Service		A
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 6: AJ Entry & Center St.

7/2/2014



Movement	EBL	EBR	NB	NBT	SB	SBR
Lane Configurations			↵	↑↑	↑↑	
Volume (veh/h)	0	0	0	1132	809	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	1230	879	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1495	440	879			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1495	440	879			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	116	571	777			
Detailed Capacity						
Volume Total	0	615	615	586	293	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.36	0.36	0.34	0.17	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS						
Approach Delay (s)	0.0			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			34.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1: Stanley &

7/2/2014



Movement	NBL	EBT	EBR	WBL	WBT	WBR	SBL	NBT	NBR	SBR	EBL	SEB
Lane Configurations		↕			↕			↕	↕			↕
Volume (veh/h)	15	1	31	6	1	31	28	1103	9	13	801	13
Sign Control		Stop			Stop			Free				Free
Grade		0%			0%			0%				0%
Peak Hour Factor	0.77	0.77	0.77	0.70	0.70	0.70	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	19	1	40	9	1	44	30	1199	10	14	871	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None				None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1611	2176	442	1769	2178	604	885				1209	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1611	2176	442	1769	2178	604	885				1209	
IC, single (s)	7.6	6.6	7.0	7.5	6.5	6.9	4.2				4.2	
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	66	97	93	82	97	90	96				97	
CM capacity (veh/h)	57	42	557	47	44	446	748				562	
Volume												
Volume Total	61	54	30	799	409	449	449					
Volume Left	19	9	30	0	0	14	0					
Volume Right	40	44	0	0	10	0	14					
cSH	137	172	748	1700	1700	562	1700					
Volume to Capacity	0.46	0.32	0.04	0.47	0.24	0.03	0.26					
Queue Length 95th (ft)	50	32	3	0	0	2	0					
Control Delay (s)	50.9	35.4	10.0	0.0	0.0	0.7	0.0					
Lane LOS	F	E	B			A						
Approach Delay (s)	50.9	35.4	0.2			0.4						
Approach LOS	F	E										
ICU (Capacity/Utilization)												
Average Delay				2.5								
Intersection Capacity Utilization			43.6%									
ICU Level of Service											A	
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis
 4: AJ Exit &

7/2/2014



Movement	EB	NB	NBL	NB	SB	WB
Lane Configurations	↘		↙	↑↑	↑↑	
Volume (veh/h)	54	41	0	1149	786	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	59	45	0	1249	854	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1479	427	854			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1479	427	854			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
fI (s)	3.5	3.3	2.2			
p0 queue free %	51	92	100			
cM capacity (veh/h)	119	581	794			
Direction: EB						
Volume Total	103	0	624	624	570	285
Volume Left	59	0	0	0	0	0
Volume Right	45	0	0	0	0	0
cSH	181	1700	1700	1700	1700	1700
Volume to Capacity	0.57	0.00	0.37	0.37	0.34	0.17
Queue Length 95th (ft)	76	0	0	0	0	0
Control Delay (s)	48.5	0.0	0.0	0.0	0.0	0.0
Lane LOS	E					
Approach Delay (s)	48.5	0.0			0.0	
Approach LOS	E					
Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization			43.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: AJ Entry & Center St.

7/2/2014



Movement	EBL	EBR	NBL	NBT	SEB	SEB
Lane Configurations			↵	↕	↕	↵
Volume (veh/h)	0	0	55	1149	786	40
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	60	1249	854	43
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1620	449	898			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1620	449	898			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	92			
cM capacity (veh/h)	88	563	765			
Directional Data						
	NBL	NBT	SEB	SEB		
Volume Total	60	624	624	570	328	
Volume Left	60	0	0	0	0	
Volume Right	0	0	0	0	43	
cSH	765	1700	1700	1700	1700	
Volume to Capacity	0.08	0.37	0.37	0.34	0.19	
Queue Length 95th (ft)	6	0	0	0	0	
Control Delay (s)	10.1	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	0.5			0.0		
Approach LOS						
Analysis Summary						
Average Delay			0.3			
Intersection Capacity Utilization			35.1%	ICU Level of Service		A
Analysis Period (min)			15			

Waiver Requests for 166 Center Street.

1. Parking in Front Yard- Section 60-607.(12).d

Staff accepts applicant's justification of reduced impervious area and the need for parking. The waiver meets the objectives of Site Plan Law- Section 60-1277.

2. Distance from Drives to Intersection- Section 60-607.(14)

Staff Accepts applicant's justification due to the size of the lot and building envelope . The waiver meets the objectives of Site Plan Law- Section 60-1277.

3. Corner Lot Access- Section 60-803

Applicant has improved the existing entrances on Center Street by making them one way in and one way out with right turn only. By improving the situation the waiver meets the objectives of Site Plan Law- Section 60-1277.

4. Existing Soil Conditions and Suitability Test- Section 60-1301.(10) Site Plan Required Information-

Staff agrees this is not necessary. Applicant has provided documentation of the removal of fuel storage tanks from the old gas station.

City of Auburn, Maine

"Maine's City of Opportunity"

Office of Planning & Development

PLANNING BOARD STAFF REPORT

To: Auburn Planning Board

From: Douglas M. Greene; AICP, RLA
City Planner

Re: 62 Spring Street- Special Exception and Site Plan Review

Date: August 12, 2014

- I. PROPOSAL- Sebago Technics, an agent for the Auburn Housing Development Corporation, is seeking approval of a Special Exception and Site Plan Review for a new development over 5,000 sq. ft. in the Central Business II Zone, located at 62 Spring Street, pursuant to Chapter 60, Section 547 b-4; Chapter 60, Section 549 Development Guidelines; Chapter 60, Section 1336 Special Exception and Chapter 60, Section 1277 Site Plan Review, of the City of Auburn Ordinances.

This project is located on the former Dillingham and Sons Funeral Home site and is a 4 story, mixed use building with approximately 2,400 s.f. of 1st floor retail space and a resident lobby, and 39 apartments on the other 3 floors. The property has street frontage on Pleasant and Spring Streets and features vehicular access to both streets. The 39 parking spaces provided on-site will be a combination of surface parking and behind the 1st floor retail space under the building.

ZONING- This property, and the surrounding Spring Street area was recently re-zoned from General Business (GB) to Central Business II (CBII). As a result, more urban type development is now permitted, allowing zero front yard setbacks (0 feet) and greater building coverage (80%).

PARKING- Based on Section 60-608 the required parking for this mixed use development is as follows:

Commercial Parking Req.- 2,400 s.f. / 1 space per 300 s.f. = 8 spaces

Residential/Multi-family- 39 units / 1 ½ spaces per unit = 58 spaces

66 spaces total

Section 60-607, Parking- General Provisions and Design Standards, states in # 18-
(18) Required off-street parking in the Auburn Downtown Action Plan for Tomorrow (ADAPT) area for lots which cannot provide their own parking because of location, lot size or existing development may be substituted by parking facilities which, in the public's interest may be provided for by the municipality or private parking resources. No such public or private off-street parking shall be considered as a substitute unless located within 1,000 feet of the principal building or use as measured along lines of public access.

The City has multiple parking lots and structures within 1000 feet of the project; therefore the development meets the required parking.

DEVELOPMENT GUIDELINES (Section 60-549)- Development proposals in the Central Business District must follow Development Guidelines to the greatest extent possible to ensure quality projects in the downtown area. These requirements will be reviewed in section III- Planning Board Action.

II. DEPARTMENT REVIEW-

- a. Police- No Comments
- b. Auburn Water and Sewer- No issues identified, letter from AWSD is attached with the staff report.
- c. Fire Department- No Comments.
- d. Engineering- No Comments.
- e. Planning and Development- PROJECTIONS- The proposed building features window projections starting on the 2nd floor. The window projection extends some 18” out into the Public Right of Way. The staff examined this situation and supports the projections with the following reasons:
 - The projections are a desired architectural feature.
 - The projection complies with International Building Code, Chapter 32, as follows:

3202.3 Encroachments 8 feet or more above grade.

Encroachments 8 feet (2438 mm) or more above grade shall comply with Sections 3202.3.1 through 3202.3.4.

3202.3.2 Windows, balconies, architectural features and mechanical equipment.

Where the vertical clearance above grade to projecting windows, balconies, architectural features or mechanical equipment is more than 8 feet (2438 mm), 1 inch (25 mm) of encroachment is permitted for each additional 1 inch (25 mm) of clearance above 8 feet (2438 mm), but the maximum encroachment shall be 4 feet (1219 mm).

- III. PLANNING BOARD ACTION- The Planning Board will need to review the application for 62 Spring Street, consider and take action on a Special Exception, Site Plan Review and Development Guidelines.

SPECIAL EXCEPTION- A Special Exception is defined in the Zoning Ordinance (Page 14) as follows: *“Special exception means a use that would not be appropriate generally or without restriction throughout the district, but which, if controlled as to number, area, location or relation to the neighborhood, would promote the public health, safety, welfare, order, comfort, convenience, appearance, prosperity, or general welfare.*

Such a use may be permitted in such district as a special exception, if specific provision for such special exception is made in this zoning chapter and reasonable restrictions imposed by the planning board are complied with.” For this development application, the proposed new building is over 5,000 square feet in size and therefore is a Special Exception in the CBII zone.

The zoning ordinance describes the conditions needed for approval of a Special Exception. The applicant provided a narrative in the application on page 2.

Sec. 60-1336. Conditions- *As conditions prerequisite to the granting of any special exceptions, 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.*

In Summary, the applicant has adequately addressed the seven Special Exception criteria.

SITE PLAN- A Site Plan is required as part of a Special Exception review. The applicant met the requirements of the Site Plan Law in their application. The Planning Board needs to make its decision based on the Site Plan Law, **Sec. 60-1277.**

Objective-

“In considering a site plan, the planning board shall make findings that the development has made provisions for:”

- (1) Protection of 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) Convenience and safety of vehicular and pedestrian movement within the site and in relation to adjacent areas;*

- (3) *Adequacy of the methods of disposal for wastes; and*
- (4) *Protection of environment features on the site and in adjacent areas.*

In Summary, the applicant has adequately met the provisions of Site Plan Objectives.

C. DEVELOPMENT GUIDELINES- Section 60-549

- (a) ***Purpose.*** The purpose of this section is to guide the planning board in the review of new construction and expansion of existing buildings in order to ensure that these developments: The applicant's application (page 3) provides a narrative on meeting the purposes of the Development Guidelines.

- (1) *Promote and protect the public health, safety, general welfare and amenities through the use of unique and appropriate architectural design;*
- (2) *Provide public parking in excess of the required amount;*
- (3) *Increase light and air, including view protection and enhancement by providing landscaped roof decks, plazas, public observation decks, low coverage on floors above USGS elevation 200 and appropriate siting of building;*
- (4) *Improve pedestrian amenities by means of open arcades, internal arcades, multiple building entrances, access to the riverfront and open space amenities;*
- (5) *Provide child care space for children of occupants of commercial buildings located primarily within the CBD districts;*
- (6) *Promote cultural or entertainment activities through the provision of space for such endeavors that are centrally located; and*
- (7) *Promote the special character of the districts by the use of building materials and design that are consistent with the other developments adjacent to or within the area.*

In Summary, the applicant has adequately met the purpose of the Design Guidelines.

- (b) ***Desired public amenities.*** The following amenities have been determined to be appropriate to satisfy the objectives of site plan review of developments in the central business district:
- 1) *Building setback of upper floors.* Does not apply.
 - (2) *Roof top mechanical equipment.* Not visible on elevation drawings.
 - (3) *Off-street parking.* Parking spaces provided in excess of the required amount, designed for general public use. This amenity is desired to help reduce the parking pressure in the downtown. Additional on-street parking is available adjacent to the site and within 1,000 feet.
 - (4) *Plaza.* The applicant has provided a courtyard area that provides an attractive amenity that may also be used with the redevelopment of the adjacent Fire House.
 - (5) *Observation deck.* Does not apply.

(6) *Landscaped roof deck.* Does not apply.

(7) *Low coverage at upper floors.* Developers are encouraged to reduce coverage on upper floors of buildings in order to reduce the overall bulk of development, increase light and air and to ensure view protection and enhancement.

(8) *Siting of buildings.* Does not apply.

(9) *Arcade.* The development proposes an courtyard/plaza along with a wide sidewalk for the for Spring Street frontage. This will be particularly important for the retail space on the first floor.

(10) *Multiple building entrances.* The development provides multiple building entrances.

(11) *Day care.* Not applicable.

(12) *Internal arcade.* The development proposes a Resident Lobby that will provide multiple functions including. Residence office, seating area, connectivity to the internal parking and a room for recycling and trash.

(13) *Cultural and entertainment activity.* The Courtyard area will provide space for cultural and entertainment activity.

In Summary, the applicant has adequately provided the Desired Public Amenities section of the Design Guidelines.

(c) **Administration.** In processing development that requires site plan review, the planning board:

(1) May require the developer to provide traffic and parking impact studies, drainage impact studies, absorption rate and market analysis studies. (*Staff Comment: Not needed.*)

(2) Shall require architectural renderings of the building elevations and cross-section of the building height. (*Staff Comment: Applicant has provided adequate renderings of the project.*)

(3) May further require architectural renderings with the hills to the west and to landmarks in the city and Lewiston, a study of shade and shadow on adjacent properties, streets and open space, a visual impact assessment, and an analysis of how the development furthers the goals and objectives of the comprehensive plan and, if applicable, the riverfront beautification program. (*Staff Comment: Not needed.*)

(4) May also require massing models and either artistic or photographic simulation of the building from at least three individual vantage points. (*Staff comment: Not needed.*)

(5) May request that the development be modified to satisfy the goals and objectives found in section 60-549 .

In Summary, the applicant has adequately met the intent of the Administration section of the Design Guidelines.

IV. STAFF RECOMMENDATION- The Staff recommends **APPROVAL** for 62 Spring Street based on the findings that the application has met all the requirements of the Special Exception, Site Plan Review and Design Guidelines sections of the City of Auburn's Zoning Ordinance.

CONDITIONS: The approval is subject to the following condition:

1. Prior to the commencement of site work, the developer must contact the Engineering Department regarding the requirement to provide bonding and pay inspection fees to cover those site improvements which have public impacts.



Douglas M. Greene, A.I.C.P., R.L.A.
City Planner

AUBURN WATER DISTRICT

MEMBER MAINE WATER UTILITIES ASSOCIATION

268 COURT ST. - P.O. BOX 414

AUBURN, MAINE 04212-0414

August 4, 2014

Douglas M. Greene
Auburn City Planner
60 Court St.
Auburn, ME 04210

RE: 62 Spring Street – 4-Story Retail Space & Apartments

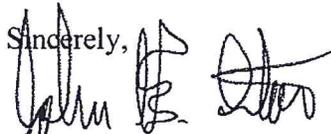
Dear Doug:

We reviewed the Development Review Application for the construction of a mixed use (retail and residential) facility at 62 Spring Street. Our public water infrastructure serving this location should be sufficient to meet the expected capacity demands of the proposed redevelopment of the building.

We have no concerns with the project as proposed, but offer the following comments for the developer to consider. The site was previously the Dillingham Funeral Home. Our records indicate the old facility was served by a 1-inch water service installed back in 1955. We have no record that there is any type of fire sprinkler line on site. The developer should consider the installation of a new water service, as well as a fire sprinkler line (if required).

Our sewer records indicate there were two services that served the funeral home. One was labeled as a "6" Fiber" pipe, and the other was labeled as "6" Old Cement". These date back to 1956. The developer could elect to re-use one of these services. If so, we would need to work cooperatively to make sure the other line was properly capped and abandoned. We would be happy to meet with you or the developer to review potential options for new water and sewer services.

Thank you for the opportunity to provide comment. Please feel free to contact us if you have any questions or concerns.

Sincerely,


John B. Storer, P.E.
Superintendent, Auburn Water & Sewerage Districts

Zoning Ordinance Excerpt from Central Business District:

Sec. 60-549. Development guidelines.

- (a) *Purpose.* The purpose of this section is to guide the planning board in the review of new construction and expansion of existing buildings in order to ensure that these developments:
- (1) Promote and protect the public health, safety, general welfare and amenities through the use of unique and appropriate architectural design;
 - (2) Provide public parking in excess of the required amount;
 - (3) Increase light and air, including view protection and enhancement by providing landscaped roof decks, plazas, public observation decks, low coverage on floors above USGS elevation 200 and appropriate siting of building;
 - (4) Improve pedestrian amenities by means of open arcades, internal arcades, multiple building entrances, access to the riverfront and open space amenities;
 - (5) Provide child care space for children of occupants of commercial buildings located primarily within the CBD districts;
 - (6) Promote cultural or entertainment activities through the provision of space for such endeavors that are centrally located; and
 - (7) Promote the special character of the districts by the use of building materials and design that are consistent with the other developments adjacent to or within the area.
- (b) *Desired public amenities.* The following amenities have been determined to be appropriate to satisfy the objectives of site plan review of developments in the central business district:
- (1) *Building setback of upper floors.* The sides of a building which front on a street shall be setback a minimum of 25 percent of the required lot setback starting at the first floor above 50 feet from the grade of the adjacent street. The setback area shall be unobstructed to the sky and shall extend along the entire length of the building. Where the building is not located parallel to any lot lines, the setbacks shall be measured as appropriate to the specific siting of the building in relation to the lot and streets. A building which maintains at least a 25-foot front yard setback may substitute a distinct architectural horizontal delineation similar to a cornice line at the same height required for the upper floor building setback.
 - (2) *Roof top mechanical equipment.* Equipment should be enclosed or screened so as not to be visible.
 - (3) *Off-street parking.* Parking spaces provided in excess of the required amount, designed for general public use. This amenity is desired to help reduce the parking pressure in the downtown.
 - (4) *Plaza.* A plaza is an area open from the ground to the sky, partially landscaped and/or treated with brick or other decorative material that is directly and conveniently accessible to the general public at all times from a street, permanent and public open space or parking area with a minimum sidewalk width of six feet. The plaza area shall have a minimum entrance width of ten feet and shall be at least 30 feet in its horizontal dimensions. Up to two-thirds of the surface of the plaza area may be occupied by plantings, pools, works of art or similar features and the balance shall be suitable for walking, sitting or similar pursuits.
 - (5) *Observation deck.* The observation deck or similar public space shall be located at or above 100 feet and shall be of sufficient size to accommodate at least 30 people at one time. Such space shall be advertised at ground level and shall be open during normal working hours to the general public without the necessity of their doing business in the building.

- (6) *Landscaped roof deck.* A roof deck located on a building or part of a building at least 60 feet in height that is not less than 300 square feet in area, open to the sky, accessible and landscaped with grass, trees, bushes or other similar natural vegetation.
 - (7) *Low coverage at upper floors.* Developers are encouraged to reduce coverage on upper floors of buildings in order to reduce the overall bulk of development, increase light and air and to ensure view protection and enhancement.
 - (8) *Siting of buildings.* On large lots where the possibility of multiple locations exists, buildings are desired to be sited so as to provide the greatest view protection of existing city and Lewiston landmarks, the Androscoggin River, the Great Falls and the western hills. Landmarks in the city which shall be protected include those identified in the study prepared by Terrien Architects (4/89). Landmarks in Lewiston include St. Peter and Paul's Cathedral, Davis Mountain, Lewiston City Hall, churches in the Kennedy Park area and the Continental Mill area. In siting a building the long axis shall be oriented in an east-west direction.
 - (9) *Arcade.* An arcade is a continuous area open to a plaza, street, sidewalk or walkway connected to a street or public open space, which is open and unobstructed (except for columns and piers) to a height of not less than 12 feet, is not less than ten feet in clear width for pedestrian movement, extends for the full length of, or at least 25 feet along, the lot line or plaza boundary, whichever is the lesser distance.
 - (10) *Multiple building entrances.* More than one major entrance not associated with an arcade or plaza, to the subject building, open generally to occupants of the building for both entrance and exit and readily identifiable to them is encouraged. All such major entrances shall be accessible from streets or plazas with a minimum width of six feet and shall be located at least 50 feet apart along the building front.
 - (11) *Day care.* Developers are encouraged to make available ground floor space or space accessible to an outdoor play area for not less than 25 children to a child care operator.
 - (12) *Internal arcade.*
 - a. Internal arcades shall connect:
 1. Two public streets;
 2. A public street to a plaza fronting on another street;
 3. A street and/or plaza fronting on a street to an internal plaza between buildings; or
 4. A street or plaza to a public open space or parking garage.
 - b. The arcade shall not be less than:
 1. Ten feet in width if completely separated from sales areas and elevator lobbies;
 2. Ten feet in width plus six feet for each side containing a sales area or elevator entrance opening directly to the arcade.
 - (13) *Cultural and entertainment activity.* Developers are encouraged to make space available to cultural and/or entertainment activities.
- (c) *Administration.* In processing development that requires site plan review, the planning board:
- (1) May require the developer to provide traffic and parking impact studies, drainage impact studies, absorption rate and market analysis studies.
 - (2) Shall require architectural renderings of the building elevations and cross-section of the building height.
 - (3) May further require architectural renderings with the hills to the west and to landmarks in the city and Lewiston, a study of shade and shadow on adjacent properties, streets and open space, a visual impact assessment, and an analysis of how the development furthers the goals and objectives of the comprehensive plan and, if applicable, the riverfront beautification program.

- (4) May also require massing models and either artistic or photographic simulation of the building from at least three individual vantage points.
- (5) May request that the development be modified to satisfy the goals and objectives found in section 60-549

In addition to the criteria, the board shall apply all applicable criteria for site plan review, divisions 1 and 2 of article XVI of this chapter.

