



Stoneybrook
Land Use, Inc.

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Sun City Center, FL 33573-6281
(207) 513-6123

March 5, 2021

Ms. Megan Norwood, City Planner II
Planning, Permitting and Code Division
City of Auburn
60 Court Street
Auburn, ME 04210

RE: Auburn Commerce Center
Kittyhawk Avenue

Dear Ms. Norwood:

On behalf of Kittyhawk Property Development LLC (Developer), I am pleased to submit this letter and attachments to secure approvals for a commercial subdivision to be known as Auburn Commerce Center. The parcel is in the General Business District (GB) and is shown on the City GIS system as Parcel ID 108-001. Most of the property is currently owned by the Developer, but we have shown a proposed land swap with their abutter that will allow expansion of Lot 3 into a larger upland area in exchange for some frontage on our proposed public street. Currently, the parcel contains about 63.8 acres by survey. The parcel has frontage on Kittyhawk Avenue and the Maine Turnpike.

We have attached a Subdivision Plan prepared by Jones Associates, Inc. (JAI). JAI also completed field surveys of the existing roadway improvements and developed lidar contours for the undeveloped portions of the property. We have used that survey data and the results of other studies to prepare the attached existing condition plan. SJR Engineering, Inc. (SJR) has prepared the attached design plans with details for the proposed street and stormwater improvements.

There are no improvements currently on the property. The Developer plans to construct a proposed public street to access three new lots and one lot that will be owned by the abutter after the proposed deed exchange. Access to Kittyhawk Avenue is currently restricted to one "Control of Access Break" (COA) by the

Maine Department of Transportation (MDOT). Over the years, these "COAs" have been moved along Kittyhawk Avenue to meet development proposals between the Turnpike and the Washington Street intersection. We have secured approvals from MDOT to move the COA serving this parcel from its current location to align with the existing location of Harriman Drive. Documentation of that change is still pending at MDOT.

The proposed public street will extend from the Harriman Drive intersection into the parcel about 750', ending at a proposed cul-de-sac. This new street will provide access to the three new lots and the Developer's remaining land. Power and communications will be extended overhead along the street. Gas and water mains will also be extended the entire length of the proposed street. Gravity sewer service can only be extended along the street about 200'.

Sewer manholes will be installed on both sides of the street to allow connection for individual sewer pumps for each lot or connection with one public sewer pump station. The Sewer District is not interested in taking over another pump station, so we have planned for either option.

Drainage along the street will be collected in an enclosed stormwater system. Using catch basins and a piping system, stormwater flow will be directed to a discharge point with a level spreader on the Developer's remaining land. As proposed, street construction will disturb 2.0 acres and create 0.99 acres of impervious area. At this level of development, stormwater treatment or controls are not required under the Stormwater Law. If the road is extended in the future to serve several more lots, stormwater treatment and controls may become necessary. The outlet pipe and level spreader locations have been selected to allow future construction of stormwater treatment and control improvements.

With this application, we have submitted a request to the Public Works Director to modify several Street Design requirements of Chapter 46. A copy of our request is attached. To minimize impacts to wetland areas and specific grade issues at this site, we have requested modifications to pavement width, maximum grade, sidewalks with esplanade and side slopes. We have also asked the Public works Director to support modification of the maximum street length.

The street length proposed with this project is about 680' in length as measured from the centerline of Kittyhawk Avenue to the center of the cul-de-sac. Street design standards limit the maximum length of a dead-end street with cul-de-sac to a maximum length of 600' unless the Planning Board finds that a greater length will not create a hazard as based on availability of hydrants, accessibility to firefighting equipment and anticipated use of abutting properties.

We have provided two hydrants, one at station 3+40 and one at the end of the proposed street. We don't believe a street with an extended length of about 80' would create any hazardous conditions for accessibility of fire equipment or hydrant locations. The street length proposed is the minimum we can do to serve the lots proposed to support the anticipated use of this property. There will be no impact on anticipated use of the abutting properties. We are hoping that the Planning Board will agree with this minor modification to the maximum street length requirement.

Lot 1 will include about 4.8 acres and Lot 3 will include about 9.3 acres after the proposed land swap has been completed. The 1.6-acre area being exchanged with the abutter will give the abutter access to this new street which will provide them access to Kittyhawk Avenue, making development of that lot easier.

Lot 2 is shown as a 14.9-acre lot under this current layout. We have shown a possible extension of the public street along the southeasterly side of Lot 2 to provide access for future development on the Developer's remaining land. This layout was specifically selected to allow flexibility for development of Lot 2. As shown on the subdivision plan, Lot 2 could support a commercial building of 75,000 to 100,000 square feet, depending upon parking and truck maneuvering requirements. Under this scenario, the remaining land could support the creation of two or three additional lots for this commercial subdivision. The second development option would add the remaining land to Lot 2 to create a larger lot that could support a much larger development project.

At this point, the three lots are expected to support about 200,000 square feet of new building space. Based upon peak hour trip rates for an Industrial Park use, this project would not require a Traffic Movement Permit (TMP). Actual

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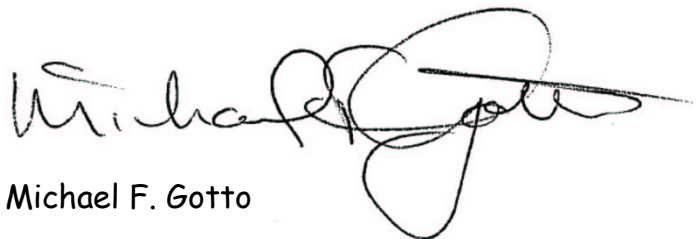
tenant uses are not yet known, so trip generation may vary. We would recommend that trip generation be monitored by the developer as each lot is developed to ensure that peak hour trip generation does not exceed 100 peak hour trips which would require approvals of a TMP.

Wetland areas were mapped by Mark Cenci Geologic, Inc. Construction of the public street will impact 6,902 square feet of wetland area. That construction will also require a stream crossing and stream setback reductions for improvements within 75' of a stream under the Natural Resource Protection Act (NRPA). No new buildings or site improvements are proposed on the lots at this time, but we have submitted a wetland application for additional impacts of 6,971 square feet to allow construction of a driveway to Lot 3 and construction of a building and parking lot improvements on Lot 1. In total, this project will alter 13,873 square feet of wetland areas.

The total estimated cost for the new street is about \$715,000 with construction scheduled to begin in May and to be completed by Fall of this year. We have attached the application forms and several graphics to support our application. I believe this represents a major subdivision and we have included the information necessary to secure approvals for this project. Please do not hesitate to call if you have any questions about the information provided or need additional information.

Respectfully yours,

STONEBROOK LAND USE, INC.

A handwritten signature in black ink, appearing to read "Michael F. Gotto", with a large, stylized flourish at the end.

Michael F. Gotto

cc: Joe Morrison
Mike Hotarek