

STAFF REVIEW COMMITTEE
Minor Development Review
DRAFT Findings of Fact
Review Date: February 12, 2020

Project Name: The Plaza at Cooks Corner Subdivision:
Mechanics Savings Bank
Project Location: Gurnet Road
Tax Map: Map CC1, Lot 30
Zoning District: GM4
Overlay: None
Case Number: 20-003
Applicant: Priority One, LLC c/o Jim Howard
2 Main Street
Brunswick, ME 04011

Authorized
Representative: Sitelines, PA Attn: Curtis Y. Neufeld, P.E.
8 Cumberland Street
Brunswick, ME 04011

Staff reviewed the application and has determined it is complete.

DRAFT Motion 1: That the Final Site Plan application is deemed complete.

PROJECT SUMMARY

Staff review is based on the Minor Development Review application prepared by Sitelines, PA dated January 22, 2020. The proposed activity is within parcel containing, “The Plaza at Cooks Corner Subdivision” approved by the Planning Board in Case #14-002. The subdivision is shown on a plan entitled “Site Plan” prepared by Stoneybrook Consultants, Inc. and dated February 14, 2014. The subject lot is currently an undeveloped paved pad site with some perimeter lawn areas between internal streets.

The proposed development is on Pad Site #4, so-called as depicted on a plan set prepared by Sitelines, PA dated August 29, 2019 and most recently updated on January 20, 2020. The application includes plans for landscaping, lighting, existing conditions, utilities, grading, drainage and erosion control, site development details, and architectural plans of the layout and elevation profiles of the proposed building.

The previous approval for Pad Site #4 consisted of a 5,000 square foot restaurant and drive-thru or 9,000 square foot retail without drive-thru. The proposed development consists of a new 2,965 square feet financial institution building (bank) and drive-thru.

The applicant proposes waivers for the following Appendix D standard submissions:

1. Class A Soil Survey. *The applicant indicates the available information on soils indicate the subject parcel is suitable for the proposed use. Further, the use will be serviced by public water and sewer; no subsurface wastewater treatment is proposed. Based on the available information, staff advise the proposed waiver is acceptable in*

accordance with Subsection 5.2.9.M.2, specifically, that the application of the standards is not requisite to public health, safety, and general welfare.

2. Profile, cross-section dimensions, curve radii of existing streets. *No changes are proposed to Gurnet Road. Based on the available information, staff advise the proposed waiver is acceptable in accordance with Subsection 5.2.9.M.2, specifically, that the application of the standards is not requisite to public health, safety, and general welfare.*
3. Profile of water and sewer service lines. *Existing service stubs are proposed to be used to meet the anticipated water and sewer service requirements. Based on the available information, staff advise the proposed waiver is acceptable in accordance with Subsection 5.2.9.M.2, specifically, that the application of the standards is not requisite to public health, safety, and general welfare.*

Review Standards from Chapter 4 of the Town of Brunswick Zoning Ordinance

4.1 Applicability of Property Development Standards

The proposed development is located primarily within the Growth Mixed Use 4 (GM4) Zoning District. As proposed, the development complies with all applicable property development standards set forth in Chapter 4 of the Zoning Ordinance. *The Committee finds that the provisions of Section 4.1 are satisfied.*

4.2 Dimensional and Density Standards

Based on the dimensional table on plan sheet C3, entitled Site Plan, and dated Augusta 29, 2019, the proposed development complies with the applicable dimensional standards of the GM4 Zoning District. Density is not applicable to the proposed development. *The Committee finds that the provisions of Section 4.2 are satisfied.*

4.3 Natural and Historic Areas

- 4.3.1 Mapping of Natural and Historic Areas Requirements. The development area has been previously disturbed from pavement. Some street trees and shrubs are located along the Gurnet Road frontage. The remaining parcel is either pavement or lawn area. No features were identified that are important to the natural, scenic, and historic character of the Town or that add to the visual quality of the development.
- 4.3.2 Pollution. The applicant referenced the FEMA flood insurance rate maps in determining the site is outside the 100-year flood plain. No undue air or water pollution is proposed.
- 4.3.3 Protection of Natural Vegetation. The subject parcel only contains lawn areas and some street trees and shrubs along the frontage. Staff note the trees and shrubs are not depicted on the site plan. Staff advise that the trees and shrubs along Gurnet Road should be protected from disturbance to comply with the landscaping standards. Provided the existing landscaping along Gurnet Road is protected, the development maximizes the preservation of natural landscape features, does not occur within or cause harm to land not suitable for development, and will not have an undue adverse effect on the area's scenic or natural beauty.

- 4.3.4 Protection of Significant Plant and Animal Habitat. No significant wildlife habitat was identified on the subject parcel. The proposed development is not within the Wildlife Habitat Overlay, and no other mapped significant plant and animal habitats were identified during review. Therefore, the proposed development will not have an undue adverse effect on important plant and animal habitats identified by the Maine Department of Inland Fisheries and Wildlife or Town of Brunswick, or on rare and irreplaceable natural areas, such as rare and exemplary natural communities and rare plant habitat as identified by the Maine Natural Areas Program.
- 4.3.5 Steep Slopes: The application indicates the development site contains less than 5,000 square feet of contiguous slopes exceeding 25 percent.
- 4.3.6 Erosion and Sedimentation. The proposed development is designed in accordance with the Maine Department of Environmental Protection's Best Management Practices (BMPs) to avoid causing unreasonable soil erosion or a reduction in the land's capacity to hold water so that a dangerous or unhealthy situation results.
- 4.3.7 Groundwater. The application indicates the proposed activity will not extract groundwater for operations. No undue adverse effect to the quantity or quality of groundwater is proposed.
- 4.3.8 Surface waters, Wetlands, and Marine Resources. No direct impacts to surface waters, wetlands, and marine resources are proposed. The project will obtain an updated stormwater management law permit from the Maine DEP to mitigate undue nonpoint source pollution impacts. The proposed development will have no undue adverse effect on wetlands, waterbodies, and their shorelines within the watershed of the development site.
- 4.3.9 Historic and Archeological Resources. No historic or archeological resources were identified within the proposed development area. Therefore, the proposed development will have no undue adverse effect on any historic or archeological resources. *The Committee finds that the provisions of Section 4.3 are approved.*

4.4 Flood Hazard Areas

The proposed development is not located in a Flood Protection Overlay (FPO) District or Flood Hazard Area. *The Committee finds subsection 4.4 is not applicable.*

4.5 Basic Municipal Services

4.5.1. Sewage Disposal. The proposed development will connect to the public sewer system. The applicant provided evidence from the Brunswick Sewer District that the proposed development will not cause an unreasonable burden on municipal services.

4.5.2. Water Supply and Quality. The applicant will connect to the public water system. The applicant must obtain evidence from the Brunswick-Topsham Water District that the proposed connection will have sufficient water for the reasonably foreseeable needs of the development, and no undue adverse impact on existing water supplies are anticipated.

4.5.3 Solid Waste Disposal. The applicant shall pay the solid waste impact fee as calculated by the Brunswick Public Works Department.

4.5.4. Stormwater Management. The applicant received a Maine DEP an approved Site Law permit that included Stormwater Management Law approval for the pad site development. Staff understands the applicant will verify compliance with the Stormwater Management Law permit for the revised pad site plan or update the stormwater management law plans as required by the Maine DEP for the proposed development. *The Committee finds that the provisions of Section 4.5 are satisfied provided evidence from the Maine DEP is provided to demonstrate compliance with the Stormwater Management Law.*

4.6 Landscaping Requirements

The applicant proposes to the proposed building and parking area with landscaped beds as depicted on Plan Sheet L2. The proposed landscaping meets the distance requirements from underground utilities as depicted on Plan Sheet C3.

Staff advise planting street trees within the esplanade that runs between the access easement west of the proposed bank parking lot (and east of Goodwill). Staff note that the tree requirement at Subsection 4.6.3.A. is applicable to roads and the internal access way may be considered a driveway entrance by the SRC and therefore not required to obtain a waiver.

Staff advise the applicant to landscape the rear of the parcel between the existing shared parking lot with three (3) Silver Linden trees at 2" caliper size between the north parking lot; a row of Emerald Sentinel Junipers at ¾ foot size at the northeast corner of the parcel; and two (2) distinct planting beds along the sidewalk consisting of four (4) Cool Splash Diervilla at #3 size per planting bed and a single Bloodgood Japanese Maple tree at 2" caliper within each of the northwest beds. The advised landscaping was depicted on the March 17, 2014 landscaping plan prepared by Francis A. Cushing. The proposed landscaping will enhance the proposed site improvements and minimize the effect on abutting properties. *The Committee finds the provisions of Section 4.7 are satisfied.*

4.7 Residential Recreation Requirements

The proposed development is not a residential use and the applicant is not required to pay recreation impact fees. *The Committee finds that the provisions of Section 4.6 is not applicable.*

4.8 Circulation and Access

The parking areas are intended to improve access to the site and accommodate a drive-thru lane. Staff note that two (2) way access was anticipated to the abutting parcel to the east but the proposed circulation plan is contained within the subject parcel and obstructed from the abutter with a retaining wall. The applicant received approval from the Maine Department of Transportation (Maine DOT) for more peak hour trips (above 100 trips) than are proposed for the financial institution. Staff advise the applicant to consult with the Maine DOT to confirm the approved Maine DOT traffic movement permit is acceptable for the proposed development or update the permit for Maine DOT in consultation with the Town Engineer. The proposed

development will not cause unreasonable congestion or unsafe conditions on highways or public roads, either existing or proposed, and the traffic associated with the development will maintain the existing Level of Service on any public road within 200 feet of any existing or proposed curb-cut. *The Committee finds that the provisions of Section 4.8 are satisfied provided proof that the Maine DOT traffic movement permit remains approved or the permit is updated to the satisfaction of the Maine DOT and the Town Engineer.*

4.9 Parking and Loading

The parking standard for the proposed financial institution is 1 parking space per 300 square feet or 9.8 parking spaces; and a minimum of two (2) bicycle parking areas for every 10 vehicle parking stalls. The applicant proposes three (12) new parking spaces and a bike rack. The proposed parking lot provides adequate off-street parking and loading/unloading areas for motor vehicles and bicycles. *The Committee finds that the provisions of Section 4.9 are satisfied.*

4.10 Lighting

Exterior lights will be installed along the exterior of the building and within the parking lot. The applicant provided the light specification for review and a lighting photometric plan which demonstrates compliance with subsection 4.10. *The Committee finds that the provisions of Section 4.10 are satisfied.*

4.11 Architectural Compatibility

The applicant provided site plans and renderings of the proposed building. The proposed building is consistent with recent development in the area and meets the Cooks Corner Design Standards. Therefore, the proposed development is compatible with its architectural surroundings in terms of its size, mass, and design. *The Committee finds that the provisions of Section 4.11 are satisfied.*

4.12 Neighborhood Protection Standards

The proposed development is not adjacent to a residential zoning district. Therefore, subsection 4.12 is not applicable. *The Committee finds that the neighborhood protection standards at Section 4.12 are not applicable.*

4.13 Signs

No signs are proposed at this time. Therefore, the sign standards for compatibility in design and scale with surroundings and not unreasonably interfering with the safe operation of adjoining roads, sidewalks, parking areas, or uses are not applicable. *The Committee finds that the provisions of Section 4.13 are not applicable.*

4.14 Performance Standards

The proposed development will operate in accordance with the performance standards listed at Section 4.14. No additional operating hours are proposed. No exceedance in Section 4.14 standards is proposed. The application indicates the development will

comply with the Site Law permit standards applicable to smoke and particulate matter. *The Committee finds that the provisions of Section 4.14 are satisfied.*

4.15 Site Feature Maintenance

All site features constructed or installed as required by this development approval will be maintained in good repair, and replaced if damaged or destroyed. As proposed, no landscaped areas are proposed. In the event that the SRC requires new landscaped areas, all living materials, if they die or are effectively destroyed after installation shall be replaced in accordance with subsection 4.15. *The Committee finds that the provisions of Section 4.15 are satisfied.*

4.16 Financial and Technical Capacity

The applicant prepared much of the application alone and has hired qualified professionals to design the technical aspects of the proposed activity. The applicant provided proof of financial capacity from Mechanic Savings Bank. *The Committee finds that the applicant has adequate financial and technical capacity to meet subsection 4.16.*

4.17 Administrative Adjustments / Alternative Equivalent Compliance

The applicant proposes to reduce parking lot dimensions with a reduced aisle width and a 90 degree disabled parking stall that is 8-feet wide rather than 9-feet wide to create a dense and efficient parking lot that accommodates access for a drive thru window. Staff advise the parking dimension is consistent with accepted design practices and will be suitable for the proposed parking lot. *The Committee finds that the requested administrative adjustment to parking dimensions pursuant to Section 4.17 is approved.*

**DRAFT MOTIONS
CASE #18-043**

Motion 2: That the requested waivers are approved.

Motion 3: That the Final Plan is approved with the following conditions:

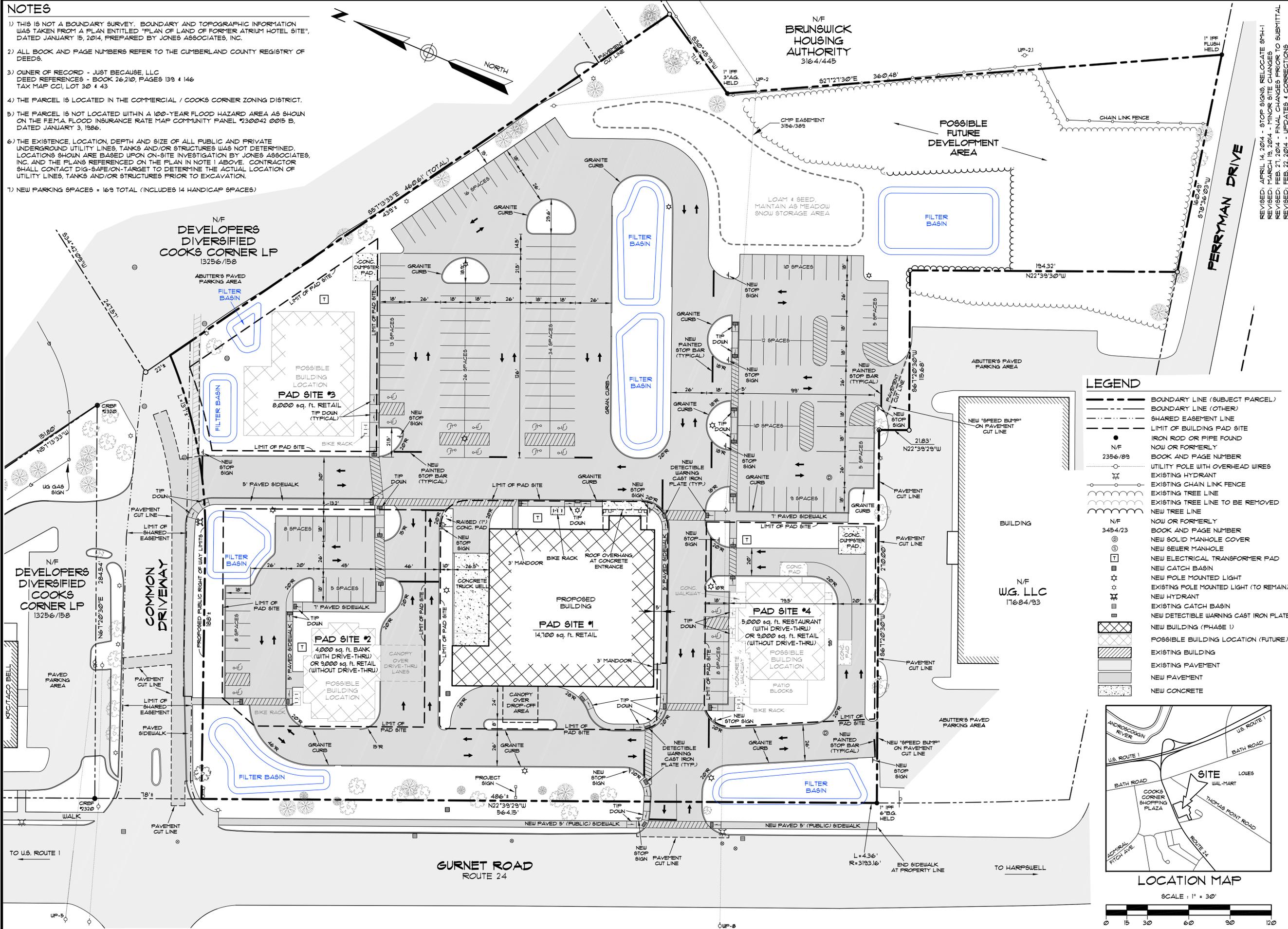
1. That the Committee’s review and approval does hereby refer to these findings of fact, the plans and materials submitted by the applicant and the written and oral comments of the applicant, his representatives, reviewing officials, and members of the public as reflected in the public record. Any changes to the approved plan not called for in these conditions of approval or otherwise approved by the Director of Planning and Development as a minor modification shall require a review and approval in accordance with the Brunswick Zoning Ordinance.

2. Prior to issuance of a building permit, written approval from the Maine DOT to demonstrate the proposed traffic movement is acceptable to the Maine DOT and the Town Engineer and any required changes to the approved plan for traffic movement shall be provided to the Director of Planning and Development.

3. Prior to issuance of a building permit, written approval from the Maine DEP to demonstrate the stormwater management plan is in compliance with the Stormwater Management Law and any required changes to the approved plan for stormwater management shall be provided to the Director of Planning and Development.

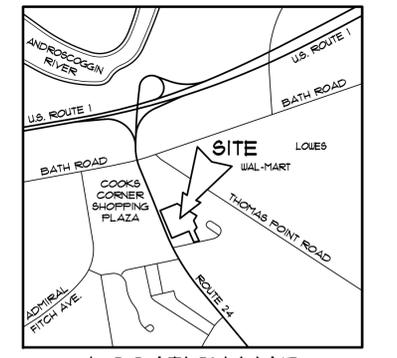
NOTES

- 1) THIS IS NOT A BOUNDARY SURVEY. BOUNDARY AND TOPOGRAPHIC INFORMATION WAS TAKEN FROM A PLAN ENTITLED "PLAN OF LAND OF FORMER ATRIUM HOTEL SITE", DATED JANUARY 15, 2014, PREPARED BY JONES ASSOCIATES, INC.
- 2) ALL BOOK AND PAGE NUMBERS REFER TO THE CUMBERLAND COUNTY REGISTRY OF DEEDS.
- 3) OWNER OF RECORD - JUST BECAUSE, LLC
DEED REFERENCES - BOOK 26210, PAGES 133 & 146
TAX MAP CCI, LOT 30 & 43
- 4) THE PARCEL IS LOCATED IN THE COMMERCIAL / COOKS CORNER ZONING DISTRICT.
- 5) THE PARCEL IS NOT LOCATED WITHIN A 100-YEAR FLOOD HAZARD AREA AS SHOWN ON THE FEMA FLOOD INSURANCE RATE MAP COMMUNITY PANEL #230042 0015 B, DATED JANUARY 3, 1986.
- 6) THE EXISTENCE, LOCATION, DEPTH AND SIZE OF ALL PUBLIC AND PRIVATE UNDERGROUND UTILITY LINES, TANKS AND/OR STRUCTURES WAS NOT DETERMINED. LOCATIONS SHOWN ARE BASED UPON ON-SITE INVESTIGATION BY JONES ASSOCIATES, INC. AND THE PLANS REFERENCED ON THE PLAN ABOVE. CONTRACTOR SHALL CONTACT DIG-SAFE/ON-TARGET TO DETERMINE THE ACTUAL LOCATION OF UTILITY LINES, TANKS AND/OR STRUCTURES PRIOR TO EXCAVATION.
- 7) NEW PARKING SPACES = 163 TOTAL (INCLUDES 14 HANDICAP SPACES)



LEGEND

	BOUNDARY LINE (SUBJECT PARCEL)
	BOUNDARY LINE (OTHER)
	SHARED EASEMENT LINE
	LIMIT OF BUILDING PAD SITE
	IRON ROD OR PIPE FOUND
	NOW OR FORMERLY BOOK AND PAGE NUMBER
	UTILITY POLE WITH OVERHEAD WIRES
	EXISTING HYDRANT
	EXISTING CHAIN LINK FENCE
	EXISTING TREE LINE
	EXISTING TREE LINE TO BE REMOVED
	NEW TREE LINE
	NOW OR FORMERLY BOOK AND PAGE NUMBER
	NOW OR FORMERLY BOOK AND PAGE NUMBER
	NEW SOLID MANHOLE COVER
	NEW SEWER MANHOLE
	NEW ELECTRICAL TRANSFORMER PAD
	NEW CATCH BASIN
	NEW POLE MOUNTED LIGHT
	EXISTING POLE MOUNTED LIGHT (TO REMAIN)
	NEW HYDRANT
	EXISTING CATCH BASIN
	NEW DETECTIBLE WARNING CAST IRON PLATE
	NEW BUILDING (PHASE 1)
	POSSIBLE BUILDING LOCATION (FUTURE)
	EXISTING BUILDING
	EXISTING PAVEMENT
	NEW PAVEMENT
	NEW CONCRETE



REVISED: APRIL 14, 2014 - STOP SIGNS, RELOCATE 8"X11"
 REVISED: MARCH 19, 2014 - MINOR SITE CHANGES
 REVISED: FEB. 27, 2014 - FINAL CHANGES PRIOR TO SUBMITTAL
 REVISED: FEB. 22, 2014 - UPDATES & CORRECTIONS
 REVISED: FEB. 19, 2014 - ADD TIP DOWNS & BIKE RACKS

THE PLAZA AT COOKS CORNER
 21 GURNET ROAD - BRUNSWICK, MAINE

Stonebrook Consultants, Inc.
 456 Duckfield Road - Turner, Maine 04282
 (207) 514-7491 Voice / (207) 514-7492 Fax

JUST BECAUSE, LLC
 P.O. BOX 9340 - AUBURN, ME 04210

SUMMIT
 GEOENGINEERING SERVICES

STATE OF MAINE
 WILLIAM M. PETERLIN
 LICENSED PROFESSIONAL ENGINEER

PROJECT: THE PLAZA AT COOKS CORNER
 SHEET TITLE: SITE PLAN
 SCALE: 1" = 30'
 DATE: FEB. 14, 2014
 DRAWN BY: KRF
 CHECKED BY: WMP

JOB NO. - 14017
 SHEET 2

SECTION 1

SITE AND TRAFFIC INFORMATION

SECTION 1

A. SITE PLAN

The proposed site is located at 22 Gurnet Road (SR 24) in the Town of Brunswick. The site is 9.50 +/- acres in total area. Access to the proposed site is provided with a primary driveway connection to State Route 24 through the Gurnet Road/Regal Cinema/Sears Shopping Center signalized intersection and a second direct access entrance through an existing driveway located approximately 350 feet south of the noted signalized intersection. Two additional indirect access connections are provided onto both Thomas Point Road and Perryman Drive.

SECTION 1

B. EXISTING AND PROPOSED SITE USES

The existing site (9.50 +/- acres in total area) is currently an undeveloped commercial lot located on the easterly side of State Route 24 generally fronting the existing Regal Cinema Movie Theater Complex.

The Applicant is proposing to develop four building pad sites with the following potential land uses:

Pad Site #1 = 14,700sf retail, possible tenant Goodwill Industries

Pad Site #2 = 4,000sf drive-thru bank or 9,000sf specialty retail w/o drive-thru

Pad Site #3 = 8,000sf specialty retail

Pad Site #4 = 5,000sf fast-food restaurant (Possible Tenant Panera Bread) with drive-thru or 9,000sf specialty retail w/o drive-thru

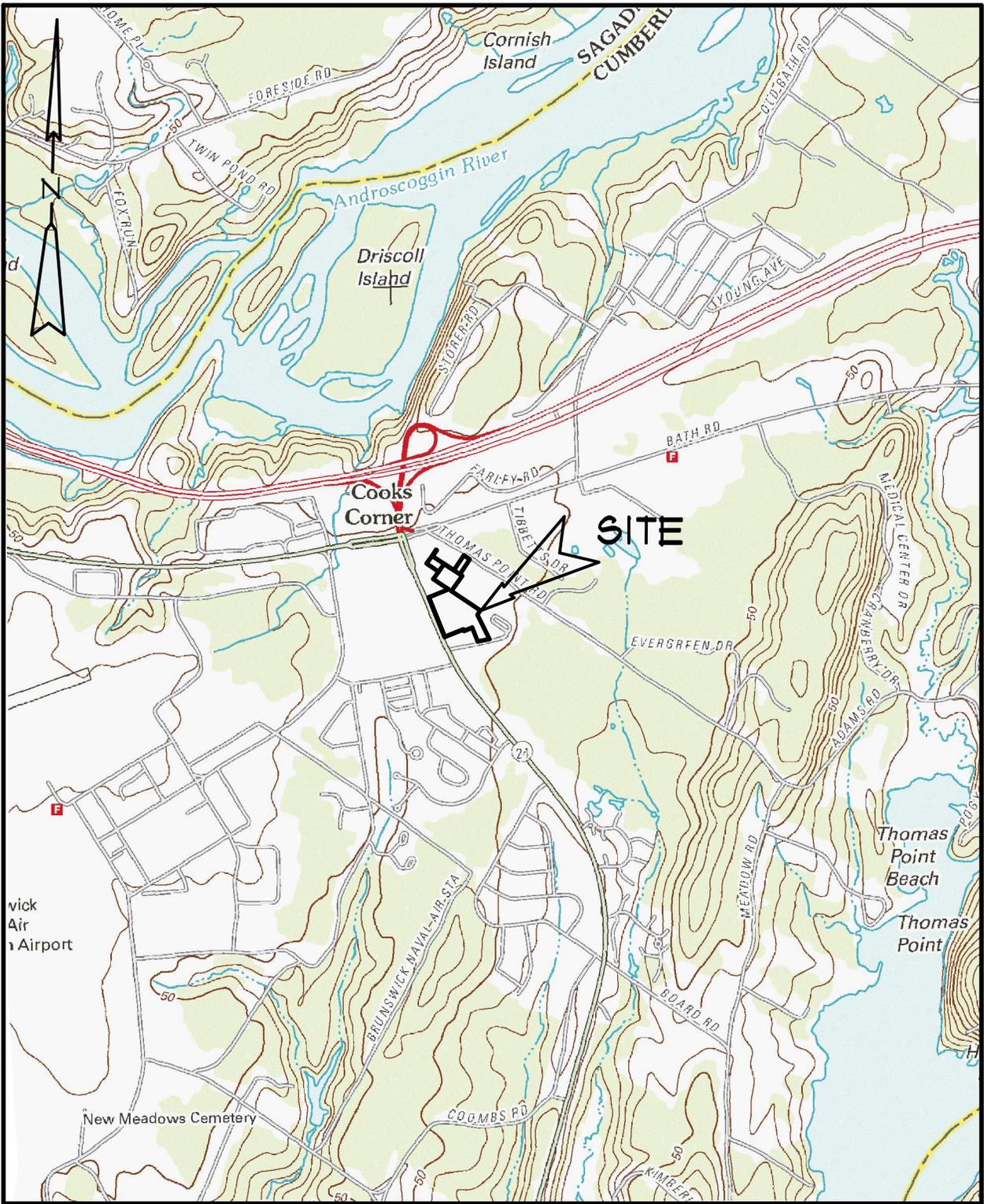
The current site plan for the proposed project provides approximately 170 parking spaces on-site.

Access to the proposed site is provided with a primary driveway connection to State Route 24 through the Gurnet Road/Regal Cinema/Sears Shopping Center signalized intersection and a second direct access entrance through an existing driveway located approximately 350 feet south of the noted signalized intersection. Two additional indirect access connections are provided onto both Thomas Point Road and Perryman Drive.

SECTION 1

C. SITE AND VICINITY BOUNDARIES

The attached regional map depicts the proposed retail center.



USGS LOCATION MAP

THE PLAZA AT COOKS CORNER - BRUNSWICK

OWNER: JUST BECAUSE, LLC

SCALE: 1" = 2,000'

DATE OF GRAPHIC: DECEMBER 12, 2013

SOURCE: MAINE OFFICE OF GIS

ORIGINAL PUBLICATION DATE: 1967

Stoneybrook
Consultants, Inc.

SECTION 1

**D. PROPOSED USES IN THE GENERAL VICINITY
OF THE PROPOSED DEVELOPMENT**

Performance of the required Traffic Impact Study will account for all projects whose trips potentially impact the roadway system adjacent to the proposed site.

SECTION 1

E. TRIP GENERATION

trip generation for the proposed retail center was determined based upon trip tables presented in the eighth edition of the Institute of Transportation Engineers "TRIP GENERATION" handbook and local site specific traffic data. Peak hour trip generation for each of the proposed four building pad sites was estimated based upon the following procedures:

Pad #1 - Proposed 14,700sf retail site; possible tenant - Goodwill Industries: Weekday PM and Saturday peak hour trips were computed based upon local trip data collected by Maine Traffic Resources (MTR) at the Bangor Goodwill Industries facility (MTR Summary Page Follows). The MTR study provides a trip rate of 4.68 trips per 1,000sf of building area for the PM peak hour. A similar trip rate was applied for the Saturday peak hour.

Pad #2 - 4,000sf bank with 3 drive-thru lanes: Trip generation was based upon trip tables in the eighth edition of the Institute of Transportation Engineers "TRIP GENERATION" handbook for Land-Use category #912. Trip generation was based upon the average of two variables; 1) building area in 1,000sf increments and, 2) number of drive-thru lanes. Trip rates used in the analysis are as follows:

Weekday PM Peak Hour
25.82 trips/1,000sf
27.41 trips per lane
Saturday Peak Hour
26.53 trips/1,000sf
29.88 trips per lane

Pad #3 - 8,000sf retail: Trip generation was based upon trip tables in the eighth edition of the Institute of Transportation Engineers "TRIP GENERATION" handbook for Land-Use category #814 - Specialty Retail. Specific trip rates used in the analysis are as follows:

Weekday PM Peak Hour
2.71 trips/1,000sf
Saturday Peak Hour (weekday peak hour trip rate of generator was utilized)
5.02 trips/1,000sf

Pad #4 - 5,000sf fast-food restaurant with drive-thru service (Possible Tenant Panera Bread): Trip generation was determined for Pad #4 based upon traffic data collected at two existing Panera Bread sites in South Carolina. The location and duration of the traffic surveys were previously reviewed and approved by MaineDOT. A summary of the data is attached. Based upon the South Carolina data, the following trip rates were used in estimating total trips on Pad Site #4:

Weekday PM Peak Hour
9.2 trips/1,000sf
Saturday Peak Hour (weekday peak hour trip rate of generator was utilized)
34.2 trips/1,000sf

Table 1 below provides a summary of peak hour trip generation for the proposed **Just Because, LLC** retail center:

Table 1
“Just Because, LLC” Retail Center
Trip Generation

<u>Pad Site Number</u>	<u>Proposed Use</u>	<u>PM Street Peak Hour Trips</u>	<u>Saturday Peak Hour Trips</u>
Pad #1	14,700 retail; possible Goodwill Industries	69	69
Pad #2	4,000sf bank with 3 drive-thru lanes	93	98
Pad #3	8,000sf specialty retail	22	40
Pad #4	5,000sf restaurant with drive-thru; possible Panera Bread	46	171
Total Trips		230	378

SECTION 1

F. TRIP COMPOSITION

ip composition of the proposed retail center varies for each of the proposed four pad sites. The percentage of pass-by and primary trips applied were as follows:

Pad #1, proposed 14,700sf retail site; possible tenant - Goodwill Industries:

Pass-by Trips = 35%, which reflects "average" percentage for shopping center

Primary Trips = 65%

Pad #2 – 4,000sf bank with 3 drive-thru lanes:

Pass-by Trips = 55%

Primary Trips = 45%

Pad #3 – 8,000sf retail:

Pass-by Trips = 35%, which reflects "average" percentage for shopping center

Primary Trips = 65%

Pad #4 – 5,000sf fast-food restaurant with drive-thru service (Possible Tenant Panera Bread):

Pass-by Trips = 60%, ITE trip rate for fast-food restaurant

Primary Trips = 40%

In addition, a captured trip rate of 15% was applied, although the ITE Trip Generation handbook would suggest the appropriateness of a greater percentage.

Table 2 below summarizes the trip composition values for each pad site and provides a total for the full retail center development:

Table 2
"Just Because, LLC" Retail Center
Trip Composition

<u>Pad Site Number</u>	<u>Trip Type</u>	<u>PM Street Peak Hour Trips</u>	<u>Saturday Peak Hour Trips</u>
Pad #1	Total Trips	69	69
	Captured Trip	10	10
	Pass-By Trip	20	20
	Primary Trip	39	39
Pad #2	Total Trips	93	98
	Captured Trip	14	15
	Pass-By Trip	44	50
	Primary Trip	35	33
Pad #3	Total Trips	22	40
	Captured Trip	3	6
	Pass-By Trip	8	12
	Primary Trip	11	22
Pad #4	Total Trips	46	171
	Captured Trip	7	26
	Pass-By Trip	22	86
	Primary Trip	17	59
Total Trips		230	378
	Captured Trip	34	57
	Pass-By Trip	94	168
	Primary Trip	102	153

SECTION 1

G. TRIP DISTRIBUTION

Vehicle trips generated by each of the proposed development uses were assigned to/from the proposed site based upon the following trip distribution patterns:

Pad #1 - Proposed 14,700sf retail site; possible tenant - Goodwill Industries:

Entering Trips = 53% (based upon MTR report)

Exiting Trips = 47%

Pad #2 - 4,000sf bank with 3 drive-thru lanes:

Pass-by Trips = 50% (based upon average of ITE data)

Primary Trips = 50%

Pad #3 - 8,000sf retail:

Pass-by Trips = 50%, (based upon average of ITE data)

Primary Trips = 50%

Pad #4 - 5,000sf fast-food restaurant with drive-thru service (Possible Tenant Panera Bread):

Pass-by Trips = 50%, (based upon average of ITE data)

Primary Trips = 50%

Table 3 summarizes the directional distribution of vehicle trips for each peak time period for the four proposed pad sites:

Table 3
“Just Because, LLC” Retail Center
Trip Generation

<u>Pad Site Number</u>	<u>Proposed Use</u>	<u>PM Street Peak Hour</u>			<u>Saturday Peak Hour</u>		
		<u>Total Trips</u> ⁽¹⁾	<u>Enter</u>	<u>Exit</u>	<u>Total Trips</u> ⁽¹⁾	<u>Enter</u>	<u>Exit</u>
Pad #1	14,700 retail; possible Goodwill Industries	59	29	30	59	29	30
Pad #2	4,000sf bank with 3 drive thru lanes	79	39	40	83	42	41
Pad #3	8,000sf specialty retail	19	10	9	34	17	17
Pad #4	5,000sf restaurant with drive-thru; possible Panera Bread	39	20	19	145	73	72
Total Trips		196	98	98	321	161	160

Notes:

⁽¹⁾ The total trip column includes only the pass-by and primary trip values; captured trips, as depicted in Table 2, are subtracted from the total volume of trips.

SECTION 1

H. TRIP ASSIGNMENT

Vehicle trips generated by the proposed retail center were assigned to the roadway system based upon existing travel patterns and the Consultants knowledge of the area. The actual percentage values applied in the assignment of the trips are listed as follows for each peak time period separately:

Primary Trips (both Weekday and Saturday Peak Time Periods)

Route 1 By-Pass through Cook's Corner	= 20%
Bath Road west, through Cook's Corner	= 25%
Bath Road east, through Cook's Corner	= 10%
Gurnet Road south of proposed site	= 20%
Thomas Point Road, onto Bath Road	= 15%
Thomas Point Road into neighborhood	= 5%
Sears Shopping Plaza	= 5%

Pass-By Trips (Trips were assigned separately for each peak time period based upon count data collected at Gurnet Road/Regal Cinema/Sears Plaza intersection during February 2014)

Weekday PM Peak Hour

Route 24 SB Thru	= 30%
Route 24 SB Right	= 6%
Sears Plaza Left	= 12%
Sears Plaza Right	= 4%
Route 24 NB Left	= 5%
Route 24 Thru	= 43%

Saturday Peak Hour

Route 24 SB Thru	= 32%
Route 24 SB Right	= 6%
Sears Plaza Left	= 9%
Sears Plaza Right	= 6%
Route 24 NB Left	= 6%
Route 24 Thru	= 41%

Figure 1 and 2 are line diagrams that presents the assignment of the site generated trips during the Weekday PM and Saturday peak hours.

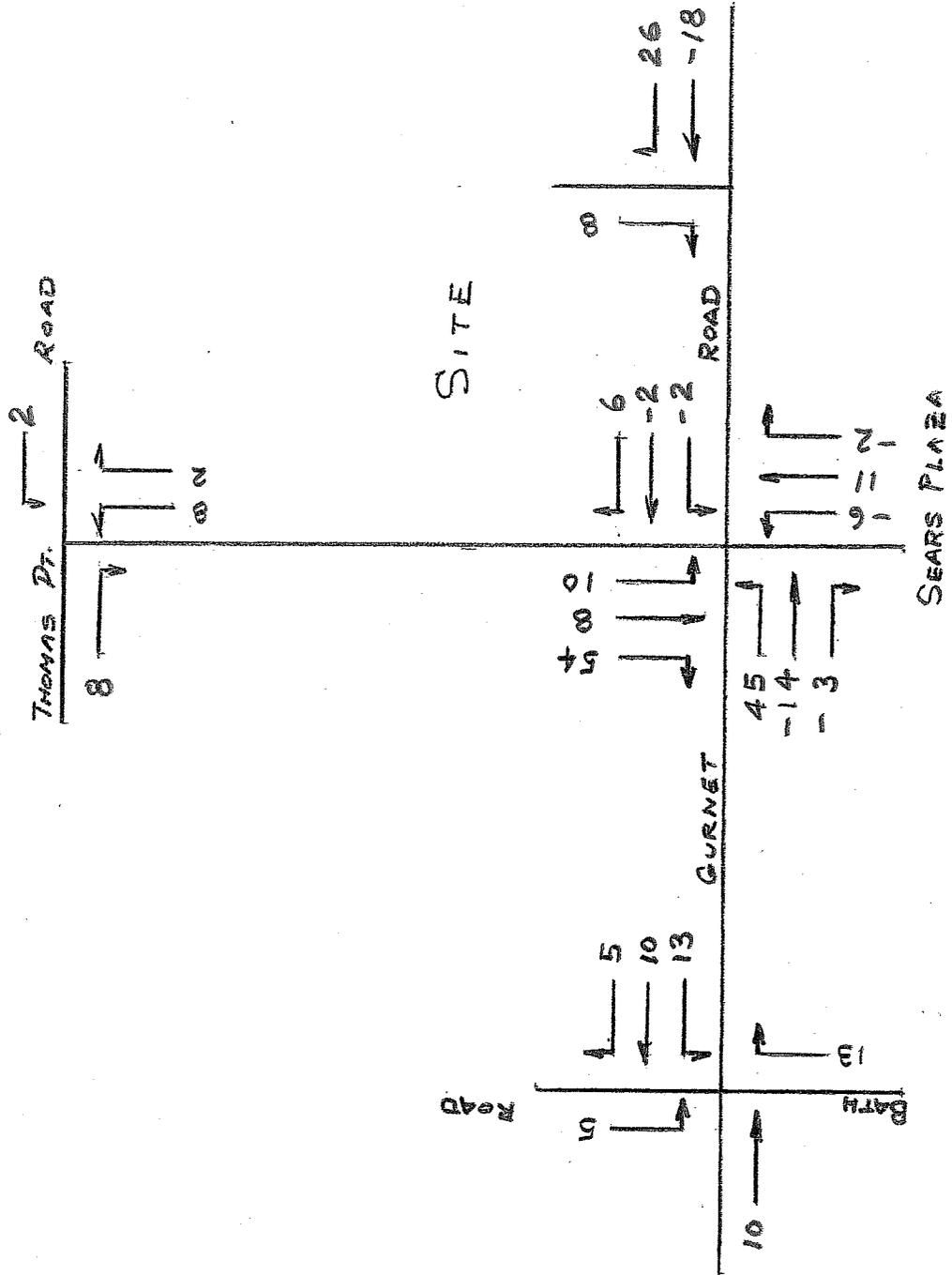


Figure 1: Site Traffic Assignment – PM Peak Hour

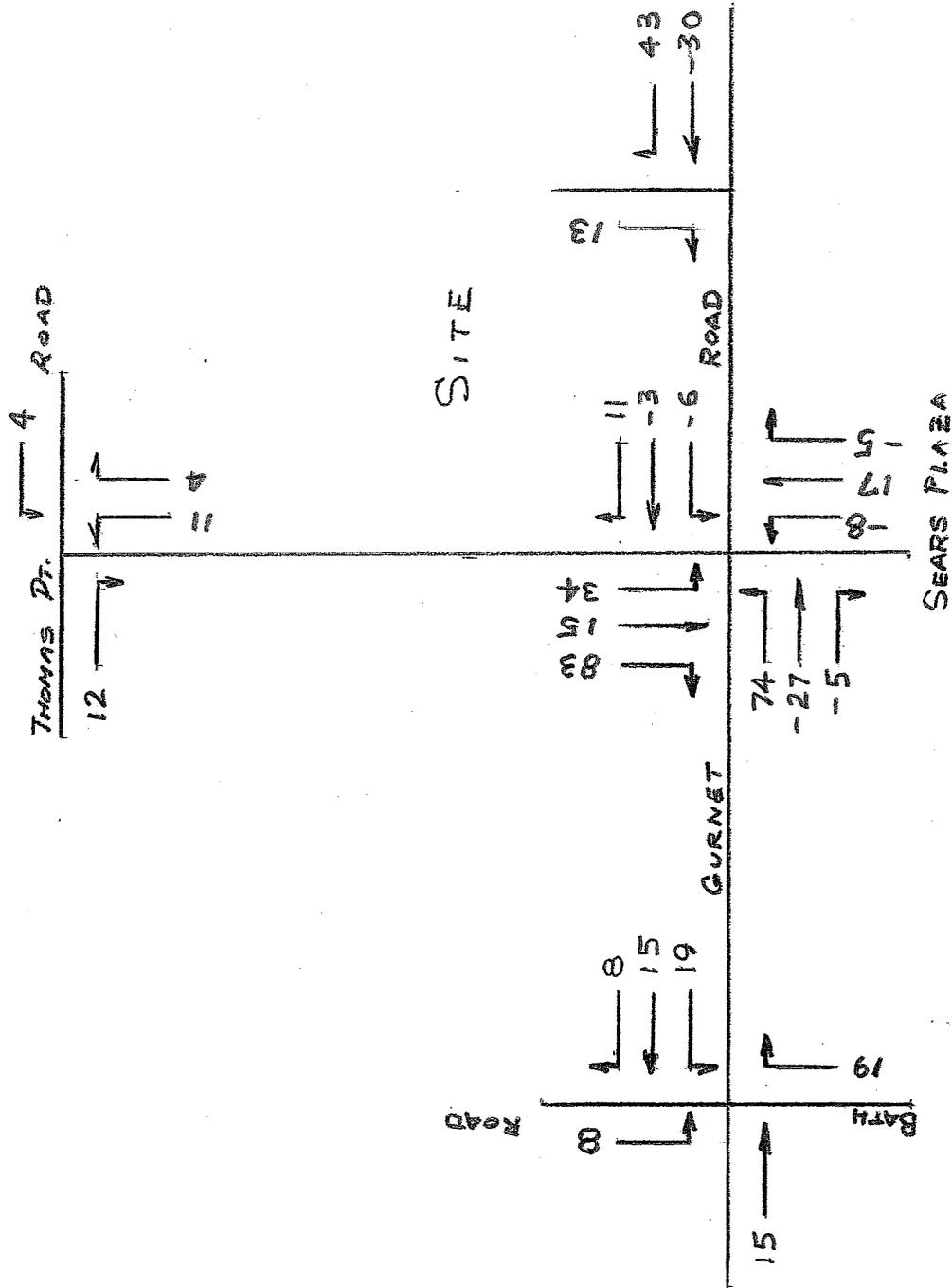


Figure 2: Site Traffic Assignment – Saturday Peak Hour

Julie Erdman

From: Jared Woolston
Sent: Tuesday, February 11, 2020 4:23 PM
To: Julie Erdman
Subject: FW: Cook's Corner Plaza MDOT Permit
Attachments: Final-Plan-Application-Traffic.pdf

This too please

Jared Woolston, AICP
Town Planner
Town of Brunswick
85 Union Street
Brunswick, ME 04011

(207) 725-6660, ext. 4022 (v)
(207) 725-6663 (f)
jwoolston@brunswickme.org
www.brunswickme.org

From: Curtis Neufeld <cneufeld@sitelinespa.com>
Sent: Tuesday, February 11, 2020 4:17 PM
To: Ryan Barnes <rbarnes@brunswickme.org>; Jared Woolston <jwoolston@brunswickme.org>
Subject: FW: Cook's Corner Plaza MDOT Permit

Table 1
“Just Because, LLC” Retail Center
Trip Generation

<u>Pad Site Number</u>	<u>Proposed Use</u>	<u>PM Street Peak Hour Trips</u>	<u>P</u>
Pad #1 Goodwill	14,700 retail; possible Goodwill Industries	69	
Pad #2 Office/Rest	4,000sf bank with 3 drive-thru lanes	93 72	
Pad #3	8,000sf specialty retail	22 0	
Pad #4 2950 sf Bank	5,000sf restaurant with drive-thru; possible Panera Bread	46 159	
Total Trips		230	
	Current		300

-----Original Message-----

From: Curtis Neufeld

Sent: Tuesday, February 11, 2020 10:12 AM

To: Jared Woolston (jwoolston@Brunswickme.org) <jwoolston@Brunswickme.org>; Ryan Barnes (rbarnes@brunswickme.org) <rbarnes@brunswickme.org>

Subject: Cook's Corner Plaza MDOT Permit

Hi Jared,

Attached is the traffic section from the original application and the MaineDOT TMP. The uses proposed are shown, as are the assumed trip assignments. To date the uses constructed are lower traffic generators than permitted. Also, this application is for the third of four sites, so there is no way the originally approved trip would be exceeded.

According to Diane Morabito, if the use is comparable and the off-site mitigation required by the TMP has been completed, then MaineDOT would consider it compliant. As we discussed, I can vouch for some, but not all of the off-site mitigation. MaineDOT has also started looking at updating traffic estimates for permits that are more than 5 years old. This one is from 2014, so it is.

I will defer to staff and the committee; however, it is our opinion the proposed bank with one (1) drive through would result in fewer trips than approved by the Town of Brunswick and MaineDOT.

To the extent that staff is unable to make that finding, we suggest a condition of approval something like:

"Prior to obtaining a building permit, the Applicant will receive confirmation in writing from MaineDOT that the project is in compliance with the TMP. If a modification or update to the TMP is requested by MaineDOT, a copy of the submission and its approval will be submitted to the Town Planner and Engineer and approved."

Same thing for DEP. Change the pronouns and make it condition compliance.