



**CITY OF SACO, ME
PLANNING BOARD
PLANNING BOARD MEETING
PACKET
JULY 2, 2024 - 06:00 PM**



SACO PLANNING BOARD MEETING JULY 2, 2024 - 06:00 PM

1. Call to Order

2. Recognition of Members Present

3. Approval of Minutes

June 17, 2024 Site Walk Notes, June 18, 2024 Minutes & June 25, 2024 Site Walk Notes (two)

Attachment: [June 17, 2024 Draft Site Walk Notes - 352 North Street](#)

Attachment: [June 25, 2024 Draft Site Walk Notes - 969 Portland Road](#)

Attachment: [June 25, 2024 Draft Site Walk Notes - 277 Buxton Road](#)

Attachment: [June 18, 2024 Draft Planning Board Minutes](#)

4. Applications Reviews & Public Hearings

a. Planning Board Public Hearing Guidelines

Attachment: [Planning Board Public Hearing Guidelines](#)

b. 969 Portland Road (Map 63, Lots 9, 10 & 13) (Jenstar of Maine, LLC / Sebago Technics) Sales & Service Facility

Site Plan Review for a proposed 45,000 square ft. sales and service facility for Hale Trailer Brake & Wheel with 17-acre trailer parking lot at in the Portland Road (PR) Zoning District

Please Note: At the request of the applicant, this public hearing has been rescheduled to July 16, 2024.

c. 89 Industrial Park Road (Map 72 Lot 2-3): Conversion to Medical Marijuana Dispensary

Application Completeness Review: Site Plan & Conditional Use Proposals for conversion of existing operations to Medical Marijuana Dispensary as outlined in application materials in the Industrial (I) Zoning District (*Item continued from June 18th meeting*)

i. Application Materials from June 18, 2024 Planning Board Meeting

See this link: <https://play.champds.com/sacome/event/11>

d. 94 Industrial Park Road (Map 72 Lot 12): Conversion to Medical Marijuana Dispensary

Application Completeness Review: Site Plan & Conditional Use Proposals for conversion of existing operations to Medical Marijuana Dispensary as outlined in application materials in the Industrial (I) Zoning District (*Item continued from June 18th meeting*)

i. Application Materials from June 18, 2024 Planning Board Meeting

See this link: <https://play.champds.com/sacome/event/11>

e. 438 Main Street (Map 40 Lot 29): Thornton Academy Athletic Facility Proposal (Thornton Academy / Terradyn Consultants)

Continued Application Review: Site Plan Amendment for proposed 53,280 square ft Athletic Facility in the Medium Density Residential (MDR) Zoning District

i. Planning Department Review Memo

Attachment: [438 Main St Planning Dept Review Memo](#)

ii. Staff & Peer Review Comments

Attachment: [438 Main St City Engineer Review Memo](#)

iii. Applicant Responses

Attachment: [Image of Rendering updated for lighting](#)

Attachment: [Requested Lighting Information](#)

f. Waterfall Drive (Map 63 Lot 6): 90-Unit Multi-Family Proposal (Park North Development / Sebago Technics)

Continued Application Review: Site Plan Review for construction on a newly created lot (#27) of 8 buildings to contain 9 residential housing units in the Park North Contract Zone & Portland Road (PR) Zoning District

i. Planning Department Review Memo

Attachment: [Waterfall Dr Planning Dept Review Memo](#)

ii. Staff & Peer Review Comments

Attachment: [City Engineer Review Memo June 25, 2024](#)

iii. Applicant's Updates and Responses

Attachment: [Revised Plan Set](#)

Attachment: [Applicant's Comment Response](#)

g. 352 North Street (Map 84 Lot 2): Proposed 130-room hotel with associated site improvements (Northeastern Hospitality / Terradyn Consultants)

Public Hearing & Continued Application Review: Site Plan & SLODA Amendment for a proposed 19,300 square ft., 5-story, 130-room hotel with associated site improvements in the Business Industrial (BI) Zoning District

i. Planning Department Review Memo

Attachment: [352 North St Planning Department Review Memo](#)

Attachment: [352 North Street 1994 Subdivision Plan.pdf](#)

ii. Staff & Peer Review Comments

Attachment: [352 North Street Wetland Delineation Peer Review](#)

Attachment: [352 North Street City Engineer Review June 17, 2024](#)

Attachment: [352 North Street Fire Dept Review Comments June 2024.pdf](#)

iii. Additional Information from Applicant

Attachment: [352 North Street Saco Plaza Deed](#)

Attachment: [352 North Street Restrictive Covenants](#)

Attachment: [352 North Street Sidewalk Concept Plan](#)

Attachment: [Traffic Impact Study June 2024](#)

h. Petition for Zoning Text Amendment Request (Cosmic Solutions Zero Gravity Cannabis / Cohen Maine Law)

Public Hearing & Petition Review: Request to Add Adult Use Cannabis Manufacturing to the Industrial (I) Zoning District

i. Petition Request

Attachment: [Petition for Zoning Text Amendment](#)

5. General Correspondence

6. Planning Department Updates & Discussion

7. Planning Board Comments

8. Adjournment

Planning Department

Saco City Hall
300 Main Street
Saco, Maine 04072-1538



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NOTES – SITE WALK

Saco Planning Board

Monday, June 17, 2024

5:00 PM

Meeting Location: Existing Hotel Parking Lot at Ramada
352 North Street, Saco, ME 04072

1. Present for Planning Board: Matt Provencal; Joyce Leary Clark; Jim Molleur; Jeff Brochu; Cari-Lyn Lane
Present for Applicant: Timothy Michaud, Terradyn Consultants (Agent); Sumana Srungavarapu
(Northeastern Hospitality, Applicant); Mo Killay
Also Present: Members of the public; Emily Cole-Prescott, Planning Director
2. Site Walk: Board members met in the parking lot near the existing hotel entrance.

Brief discussion of site overview and existing conditions, including but not limited to, utilities and building location. Peak roof height of existing hotel is about 50' according to Tim Michaud. New hotel height proposed at about 57' with some mechanicals on roof.

Security fencing will be installed during construction. Tim pointed out general location of existing stormwater features.

Board members then walked down the existing pathway connecting the existing hotel and the XL Sports Center. Board members paused at this location to discuss the utilities, need for generator, and noted property line. The Board then walked through the existing XL Sports Center parking lot to the shared access drive to review connectivity questions regarding pedestrian sidewalk/access questions. Existing accessway has recently been re-done by the Turnpike Authority, and currently does not include sidewalks. Brief discussion of easements.

Board members then walked along the existing shared access roadway and toward the existing turnpike project area. Board members observed this location and the existing pavement relative to the proposal.

Board members asked for the previous subdivision plan to be included in the next meeting packet.

The site walk ended at 6:09 PM.

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NOTES – SITE WALK

Saco Planning Board

Tuesday, June 25, 2024

6:15 PM

Meeting Location: 969 Portland Road, Saco, ME 04072

Project Proposal: 969 Portland Road – Site Plan Review for Proposed Hale Trailer

1. Present for Planning Board: Matt Provencal; Joyce Leary Clark; Jim Molleur; and Jeff Brochu
Present for Applicant: Matt Orr, Sebago Technics
Also Present: Conservation Commission Members; and members of the public; Demetria Pellegrino; Emily Cole-Prescott
2. Site Walk: Board members met at the entrance of the site along Portland Road. Front property boundaries, proposed building location, and a few other areas were staked. Matt Orr shared his tablet with GPS location to show where Board members were within the site. The site had a number of storage bins on it and had some developed areas where the drive-in had been previously located. Board members walked toward the tree line and noted that the current tree line is about half way down the proposed parking lot. Board members walked toward the rear of the site to observe the proposed stormwater feature.

Board members asked questions about the following:

- The need for the amount of impervious surface, and asked that additional information be provided on this topic relative to market analysis and anticipated business operations
- Parking held in reserve from the city's parking standards were noted, and it was asked if this could be reviewed as a development option
- A list of potential items stored within the trailers and storage containers
- Organizational schematic showing how trailers will be stored and organized throughout the site

Board members then walked back to the site entrance.

3. The site walk ended at 7:00 PM.

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NOTES – SITE WALK

Saco Planning Board

Tuesday, June 25, 2024

5:00 PM

Meeting Location: 277 Buxton Road, Saco, ME 04072

Project Proposal: Daniel Tucker – Site Plan Review Request for Private Road Application at 277 Buxton Road, Map 107 Lot 28-1 in the Low Density Residential (LDR) Zoning District

1. Present for Planning Board: Matt Provencal; Joyce Leary Clark; Jim Molleur; and Jeff Brochu
Present for Applicant: Daniel Tucker
Also Present: Conservation Commission Members; and Members of the public; Demetria Pellegrino; Emily Cole-Prescott
2. Site Walk: Board members met at the entrance of Ruby Road, an existing private road next to the land which Dan Tucker owns. Dan Tucker's property was not staked, but there were property stakes for the existing private road. Board members walked down Ruby Road to observe general site conditions. Toward the middle of the road, Board members walked toward the left and entered the subject property, walking through tall vegetation. Board members then walked back to Ruby Road and walked toward the end of the road.

Members of the public noted some of their concerns. Staff shared that members of the public can share their concerns by emailing planning@sacomaine.org or by attending the public hearing, once it is scheduled.

Board members asked Dan Tucker to submit the additional information which had been listed as needed for review from the June 4th meeting packet memo. They also asked that staking be done, and that the applicant provide the information about the test pits on the plan set. Lastly, they asked questions about what trees and vegetation would remain to be provided on the plan set.
3. The site walk ended at 5:50 PM. Board members, Conservation Commissioners, and Staff left to attend the second site walk that evening, for 969 Portland Road (Hale Trailer).

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Planning Board Minutes
Tuesday, June 18, 2024 6:00 PM
300 Main Street, Second Floor Auditorium
Saco, Maine 04072

*If you would like to watch the recording for full detail, it is available at this link:
https://www.sacomaine.org/boards_and_committees/planning_board_agenda.php. This meeting was also live-streamed.*

Agenda:

1. Call to Order: Chair Matt Provencal called the meeting to order at 6:07 PM.
2. Recognition of Members Present: Matt Provencal, Chair; Jim Molleur; Rob Biggs; Cari-lyn Lane; Jeff Brochu; Matt Dicianni.

Absent: Joyce Leary Clark, Vice Chair

Also Present: Emily Cole Prescott, Planning Director; Shannon Chisholm, Assistant City Planner; City Council Planning Board Liaison Phil Hatch

Rob Biggs requests permission to speak. Permission is granted by Chair Matt Provencal. Rob Biggs speaks and then resigns from his position as a member of the Planning Board.

3. Approval of Minutes:
 - May 28, 2024: Jim Molleur moves to approve the minutes of the Tuesday, May 28th, 2024 meeting as presented, second by Cari-Lyn Lane, motion carries unanimously, 5-0.
 - June 4, 2024: Jim Molleur moves to approve the minutes of the Tuesday, June 4th, 2024 meeting as presented, second by Cari-Lyn Lane, motion carries unanimously, 5-0.
4. Public Comment (*limited to 15 total minutes*) – No public comment.
5. Application Reviews:

- a) 438 Main Street (Map 40 Lot 29): Thornton Academy Athletic Facility Proposal (Terradyn Consultants) – Public Hearing and Continued Application Review: Site Plan Amendment for a proposed 53,280 square foot Athletic Facility in the Medium Density Residential Zoning District (*video recording mark @7:59*)

Present on behalf of Applicant: William Harke, Labella Associates; Tim Michaud, Terradyn Consultants; Matt Cook, Thornton Academy; and Rene Menard, Thornton Academy

Jeff Brochu moves to open the public hearing for 438 Main Street. Jim Molleur seconds the motion, and it carries unanimously, 5-0. *Public hearing opens at 6:19 PM. (Video recording mark: 11:59)*

Public Comment: Jennifer Day, 41 Rosewood Drive resident of Saco and an employee of Thornton Academy.

No further public comment is provided. Jeff Brochu moves to close the public hearing for 438 Main Street. Jim Molleur seconds the motion, which carries unanimously, 5-0. Public hearing closes at 6:22 PM. *(Video recording mark: 15:01)*

Chair Matt Provencal asks the Board members if they have any questions for the Applicant's Agent. Jeff Brochu asks questions regarding lighting fixtures, traffic, and walkways. Jim Molleur asks a question regarding turning movements on campus. Matt Provencal asks a question regarding the siding of the proposed Athletic Facility. The Board members direct city staff to provide draft findings of fact and draft conditions of approval for review at the July 2nd meeting.

Jim Molleur moves to continue to July 2nd, 2024 Planning Board meeting. Jeff Brochu seconds, and the motion carries unanimously, 5-0.

- b) Waterfall Drive (Map 63 Lot 6): 90-Unit Multi-Family Proposal (Sebago Technics) – Continued Public Hearing & Continued Application Review: Site Plan Review for construction on a newly created lot (#27) of 8 buildings to contain 90 residential housing units in the Park North Contract Zone & Portland Road (PR) District (continued from May 28th, 2024 meeting) *(video recording mark @ 38:31)*

Present for Applicant: Brad Lyon, Sebago Technics; Elliot Chamberlain, Applicant; Shawn Frank, Sebago Technics & Elliott Chamberlain, Park North Development

Chair Matt Provencal requests Diane Morabito, Sewall, discuss Park North Traffic Movement Permit (TMP). Board members ask questions about the Park North TMP to which Diane Morabito and Brad Lyon answer. The Park North Scorecard was shared, which shows how the proposals compare to the approved trips of the TMP. Traffic mitigation, counts, and ITE trip rates were all reviewed.

Questions about long-range planning and traffic were discussed, and Emily recommended hosting a future workshop with the Long-Range Planning Committee on these matters.

Chair Matt Provencal requested an update from Shawn Frank, Sebago Technics, regarding applicant response to staff and peer-review questions and comments. Shawn Frank, Sebago Technics, spoke. Jeff Brochu asks questions regarding grading and wet pond, which Shawn Frank addresses. Elliott Chamberlain also addressed questions about garage structure.

Jeff Brochu moves to reopen the Public Hearing for Waterfall Drive. Jim Molleur seconds, and the motion carries unanimously, 5-0. *(Video recording mark: 1:36:42)*

No public comment is provided.

Jim Molleur motions to continue the public hearing to the next available meeting. Cari-Lyn Lane seconds the motion. After discussion, Jim Molleur withdraws his motion to continue the public hearing and Cari-Lyn Lane withdraws her second.

Jim Molleur moves to close the public hearing. Cari-Lyn seconds. Board members vote 4-1 to close the public hearing, with Matt Provencal, Cari-Lyn Lane, Matt Dicianni, and Jim Molleur voting in the affirmative, and Jeff Brochu voting in the negative. Public hearing closes at 7:53 PM. *(Video recording mark: 1:46:02)*

Jim Molleur moves to continue application review for Waterfall Drive until the July 2nd, 2024 Planning Board meeting. Cari-Lyn Lane seconds. All vote unanimously, 5-0.

Recess begins at 7:56 PM. Recess ends at 8:07 PM. (Video recording mark: 1:50:00 – 2:02:01)

- c) Saco Island East (Map 37 Lot 6) Amendment Request (Gorrill Palmer) – Application Completeness Review: Site Plan Amendment for offsite sidewalk and on-site features as outlined in application materials *(video recording mark: 2:02:04)*

Present on behalf of Applicant: Ted Moore, Applicant

Planning Director Emily Cole Prescott provides an overview of the proposal with background reviewed from project memo available in the meeting packet. Ted Moore, Applicant, is invited to speak and discusses proposed amendments to the site. Jeff Brochu asks question regarding proposed three-car garage and retaining walls onsite. Chair Matt Provencal asks about CMP lease and proposed garage. Setbacks are discussed in relation to the proposed garage. Jeff Brochu asks about proposed mail kiosk; proposed mail kiosk is within CMP easement, which is a permanent easement.

Jim Molleur moves to find the application complete and schedules the public hearing for July 16th, 2024. Cari-Lyn Lane seconds the motion, and it carries unanimously, 5-0.

Site Walk for proposal discussed. Site Walk scheduled for July 1st, 2024 at 5:15 PM. Board members and public can park on site.

- d) 73 Industrial Park Road (Map 71 Lot 1): Light Industrial Warehouse Flex Space (DM Roma Consultants) – Application Completeness Review: Site Plan Proposal for construction of 29,670 square feet light industrial warehouse flex space for 13 separate units with associated site improvements in the Industrial (I) Zoning District *(video recording mark: 2:31:18)*

Present for Applicant: Jayson Haskell, DM Roma Consultants; Peter Lavoie, Applicant

Planning Director Emily Cole Prescott provides overview of the proposal, including abutter concerns related to sewer matters. Jayson Haskell addresses the Board with information about the proposal. Jayson Haskell addresses the Board's questions.

Jeff Brochu moves to find the application complete for 73 Industrial Park Road Site Plan Amendment. Jim Molleur seconds, and the motion carries unanimously, 5-0.

Jim Molleur moves to schedule the public hearing for July 16th, 2024. Jeff Brochu seconds, and the motion carries unanimously, 5-0.

Site Walk for proposal discussed. Site Walk scheduled for July 16th, 2024 at 5:00 PM prior to scheduled Planning Board meeting.

- e) 40 Buxton Road (Map 88 Lot 10): Replacement of storage sheds with one 30'x60' metal building (Haley Ward) – Application Completeness Review: Site Plan Amendment for storage building at Saco Middle School in the West Residential (WR) Zoning District *(video recording mark: 2:55:40)*

Present for Applicant: Drew Olebowski, Haley Ward

Minutes – Saco Planning Board – June 18, 2024

4

Jeff Brochu moved to take up this new agenda item after 9:00 PM. Jim Molleur seconds the motion, and it carries unanimously, 5-0.

Planning Director Emily Cole Prescott provides an overview of the proposal. Drew Olehowski introduces the project.

Matt Dicianni recused himself from application review due to his involvement with the Soccer Team; Soccer Team will receive a storage shed if proposal is approved.

Questions of lighting for the building as well as for the project area were discussed. Jeff Brochu moves to grant the waiver for the standard boundary survey. Cari-Lyn Lane seconds the motion, and it carries unanimously, 4-0.

Waiver request for lighting is discussed further.

Jim Molleur moves to continue the application completeness review and schedule the public hearing for July 16th, 2024. Jeff Brochu seconds the motion, and it carries unanimously, 4-0.

Information regarding lighting was requested. Comments regarding design standards were provided.

Site walk is discussed and is determined to be unnecessary. Matt Dicianni provided comments on the site for consideration by the Board. Photos of the area are also requested.

- f) **89 Industrial Park Road (Map 72 Lot 2-3): Conversion to Medical Marijuana Dispensary** – Application Completeness Review: Site Plan & Conditional Use Proposals for conversion of existing operations to Medical Marijuana Dispensary as outlined in application materials in the Industrial (I) Zoning District

Application moved to July 2nd, 2024 Planning Board Meeting because of the late hour.

- g) **94 Industrial Park Road (Map 72 Lot 12): Conversion to Medical Marijuana Dispensary** – Application Completeness Review: Site Plan & Conditional Use Proposals for conversion of existing operations to Medical Marijuana Dispensary as outlined in application materials in the Industrial (I) Zoning District

Application moved to July 2nd, 2024 Planning Board Meeting because of the late hour.

6. General Correspondence – No comments.
7. Planning Department Updates & Discussion – Planning Department has received a copy of a request for reconsideration to the Maine DOT's decision about Aroma Joe's and the Park North TMP. Staff reviews include but are not limited to: 824 Portland Road, 1020 Portland Road, 19 Mill Brook Road, and Fenderson Road.
8. Planning Board Comments – Jeff Brochu commends Board Members and staff on the Board work.
9. Adjournment: The meeting adjourned at 9:33 PM.

Planning Department

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Saco Planning Board Public Hearing Guidelines and Information for Attendees

These guidelines were adopted by vote of Saco's Planning Board on July 19, 2022
(revised through September 19, 2023)

Welcome to Saco's Planning Board public meeting.

The purpose of this meeting is for the Planning Board to review and make decisions on specific applications related to land use and development in Saco. Other City business requiring input from the board may also be discussed. Please be advised that these meetings are **recorded** in accordance with open meetings and public records laws. You have a right to hear and see these proceedings. Please notify staff or the chair if you cannot see or hear.

Public Hearings

The Planning Board is scheduled to hold public hearings during tonight's meeting. The purpose of these public hearings is for the Planning Board to gather evidence to inform their decisions. Planning board decisions are based on standards and criteria that are contained in Saco's Zoning, Site Plan Review, and Subdivision ordinances which were adopted by Saco's City Council. In each case, it is the applicant's burden to demonstrate compliance with applicable standards and criteria. City staff support the board by making sure the required application review and public notice procedures are followed and by reviewing details of the project that are relevant to their expertise. In many cases the applicant has revised plans in response to staff comments prior to review by the board.

Hearing Procedure/ Outline

1. The chair will introduce each agenda item after **calling the meeting to order**
2. City staff summary
3. Presentation from applicant
4. Chair opens public hearing
5. Public comments heard
6. Board discussion
7. Public hearing closed
8. Board deliberation/ decision*

*the board may choose to continue deliberating a case at a future meeting without reopening the public hearing

Public Comments:

Members of the public are invited to speak during public hearings. Speakers have **5 minutes** to present comments or questions to the board. Speakers will be timed by the chair of the board.

Speakers' comments and questions will be addressed at the planning board's discretion after everyone who intends to speak is heard.

- Speakers must clearly state their **name** and **address or affiliation**. Please speak directly into the microphone. Staff will provide a microphone for individuals who for any reason cannot stand at the podium.
- Individuals may speak a second time only with permission from the chair of the board and for not more than 3 minutes. Speakers may only speak a second time to present new information. Repeat testimony is strongly discouraged.
- Comments are most helpful when they are related to specific characteristics of a proposal or specific standards or criteria that apply to the application.
- Any person determined by the Chair to be disruptive or threatening will be asked to leave the meeting. If they refuse, the Chair will suspend the meeting or pause the proceedings until such time as a Saco Police Officer can remove the offending party.

Meeting Duration

No new business will be taken up by the board after 9:00 PM and the meeting will adjourn at 9:30 PM unless otherwise decided by majority vote of board members present. Any unfinished business will be continued at the next regularly scheduled meeting.

You may request any of the records related to this meeting from City staff. You may also review the records or meeting recordings via the Planning Board's website at: https://www.sacomaine.org/boards_and_committees/planning_board_agenda.php

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**Emily Cole-Prescott****Planning Director**

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TO: Planning Board
CC: Tim Michaud, Terradyn Consultants (Agent)
Rene Menard, Headmaster, Thornton Academy
FROM: Emily Cole-Prescott, Planning Director
DATE: June 26, 2024 (July 2, 2024 Planning Board Meeting)
RE: Site Plan Review/Amendment: 438 Main Street (Map 40 Lot 29): Proposed Athletic Facility with associated site improvements

PLANNING STAFF RECOMMENDATION:

Planning Staff recommend the Board hear from the applicant and continue its review of this application.

OVERVIEW:

Thornton Academy proposes construction of a new two-story athletic facility with associated site improvements at the existing campus. The proposed building footprint is approximately 35,800 square feet, located partially on existing paved area. The proposal is located within the Historic Preservation Overlay District, and the Historic Preservation Commission issued a Certificate of Appropriateness (COA) for this proposal at its March 12, 2024 meeting.

Recap – Review to Date:

- [March 12, 2024](#): The Historic Preservation Commission reviewed this application and approved it.
- [May 28, 2024](#): The Planning Board found the application complete and scheduled its public hearing for the June 18, 2024 meeting.
- [June 18, 2024](#): The Board heard from the applicant, opened its hearing, and heard from one resident. The Board then closed the hearing, and continued application review to this evening.

DEPARTMENTAL REVIEWS:

The following Departmental reviews are available to date:

- **Fire Department:** Deputy Chief Pendleton offers the following – “6/14/2024 The Fire Department notes that the fire sprinkler system connection has been relocated to the front of the proposed building and that the applicant responses indicate a second Knox Box. It is requested that the gate to the new Facilities Building, if intended to be locked, utilizes a Knox device (padlock or Knox Box). A fire alarm system annunciator panel is expected at the main entrance.”
- **Police Department:** Deputy Police Chief Huntress states the following – “The police department will monitor public on street parking around this campus and adjust or restrict parking based on parking observations with the restricted on site parking.”
- **Parks & Recreation Department:** Parks & Rec Director Ryan Sommer states the following: “The landscape plan looks adequate for the area. The amount of trees will help with the size of the facility. As long as the landscape plan is followed I do not have any issues.”
- **Water Resource Recovery Department:** WRRD Compliance Manager Riley Cobb comments as follows: “Capacity to Serve Letter uploaded. Contingent on impact fee agreement for new water meter install in new gym.”
- **Public Works Department:** Most recent review memo is in the meeting packet. The applicant has been asked to address the remaining questions and comments.

PEER REVIEWS:

Peer reviewers are professionals hired by the City of Saco to provide comments and professional reviews about proposals before the Planning Board. The purpose of having peer reviewers is to provide the Planning Board with comments from professionals with the same licensure(s) and/or certification(s) as the professionals hired by the applicant. Peer review invoices are processed and paid by the City of Saco through the Planning Department. The Planning Staff then bills the costs of the peer reviews back to the applicant. Final peer reviews are in the meeting packet.

DISCUSSION:

City Engineer's review: The latest City Engineer review memo includes some questions and comments the applicant is asked to address. See review in meeting packet.

Separate Water Meter: It should also be noted that a separate water meter for this new building is required.

FINDINGS OF FACT

438 Main Street (Map 40 Lot 29)
Site Plan Review/Amendment
SLODA Del. Auth. Amendment
July 2, 2024

1. Applicant and Property Owner: Thornton Academy, 438 Main Street, Saco, ME 04072.
2. The agents/engineers/architects: Tim Michaud, Terradyn Consultants and Labella Associates, William Harkle.
3. Property is identified as Tax Map 40 Lot 29. Right, title, and interest established by deed listing Trustees of Thornton Academy, on file in the application documents and available in the meeting packet.
4. The applicant proposes new athletic facility with associated site improvements per application materials.
5. The Planning Board reviewed the site plan materials on May 28, 2024, finding the application complete. The Board scheduled its public hearing for June 18, 2024, and Staff noticed the public hearing in conformance with ordinance requirements. On June 18th, the Board opened the hearing, heard from one resident of the public, and closed the hearing. The Board continued its review to the July 2nd meeting and requested Planning Staff draft Findings of Fact and Conditions of Approval for its review.
6. The Planning Board has considered the following criteria from Saco's Site Plan Review ordinance, and makes the following findings about the above-referenced site plan review request per Section 179-6.01 of the city's ordinances:
 - a. *Compliance with all applicable standards. The proposed development shall comply with all good neighbor standards, performance standards, the Zoning Ordinance, and if applicable, standards of the Natural Resource Districts.* Based on the application materials, conditional of approval, and comment responses, the proposal is compliant with applicable standards.
 - b. *Other laws. The proposed development satisfies the requirements set forth in this chapter, other local ordinances, and applicable state and federal laws.* Based on the application materials and information presented in the May 28, 2024, June 18, 2024, and July 2, 2024 meeting packets, and with the conditions of approval, the proposed development satisfies the requirements set forth in this chapter, other local ordinances, and applicable state and federal laws.
 - c. *Compatibility with neighboring buildings. The bulk, location, and height of proposed structures are compatible with neighboring properties.* Based on the materials presented, building elevations, and the Historic Preservation Commission's Certificate of Appropriateness approval for the building, the proposal is compatible with neighboring buildings. The Planning Board should confirm review of this approval criteria, and make a full finding on this standard.
 - d. *Natural features. The structures and other improvements are harmonious with the site's natural features, preserve the natural landscape, and minimize grade changes.* This proposal is primarily on existing pavement or impacted area. With the fact that this is on existing pavement, the structures and other improvements are harmonious with the site's natural features, preserve the natural landscape, and minimize grade changes.

- e. *Public safety.* Access to the site and structures is adequate for emergency responders and will not create fire hazards or other safety hazards. The assigned street number shall be prominently displayed on the front of the building or on a sign post. Based on application materials, the reviews from the Fire Department and Police Department, access to the site and structures is adequate for emergency responders and will not create fire hazards or other safety hazards.
- f. *Lighting.* The proposed exterior lighting does not create glare or hazards to motorists, is adequate for safety, and does not damage the value or diminish the usability of adjacent properties. Based on the application materials, lighting plan, and additional lighting information provided by the applicant, the proposed exterior lighting does not create glare or hazards to motorists, is adequate for safety, and does not damage the value or diminish the usability of adjacent properties.
- g. *Landscaping.* Buffers, screens, and on-site landscaping is provided to minimize the impact of parking areas and other features on neighboring property. Landscaping plan has been submitted, and has been peer-reviewed. With this information, and the location of the building on the campus, the proposal meets this approval criteria.
- h. *Off-site impacts.* The proposed development does not have a significant detrimental effect on the use and peaceful enjoyment of abutting property as a result of noise, vibrations, fumes, odors, dust, or other cause. Based on materials presented to date, existing campus uses, and the location of the proposed structure, the proposed development does not have a significant detrimental effect on the use and peaceful enjoyment of abutting property as a result of noise, vibrations, fumes, odor, dust, or other cause.
- i. *Vehicular circulation and pedestrian access.* The provisions for vehicular loading, unloading, parking, and vehicular and pedestrian circulation on the site and onto adjacent public streets do not create hazards and unsafe conditions. Based on the application materials, comment responses, traffic peer review, Fire Department, Police Department, and City Engineer review, the provisions for vehicular loading, unloading, parking, and vehicular and pedestrian circulation on the site and onto adjacent public streets do not create hazards and unsafe conditions.
- j. *Flood hazards.* The design conforms with flood hazard protection requirements. Proposal is not within a flood hazard area.
- k. *Wastewater.* Adequate provision has been made for disposal of wastewater. Capacity to serve letter from Saco Water Resource Recovery Department is on file. A condition of approval is included which requires the applicant to enter into a sewer use agreement before pre-construction meeting is scheduled. With this information and draft condition of approval, adequate provision has been made for disposal of wastewater.
- l. *Solid Waste.* Adequate provisions are made for disposal of solid waste, including provisions for recycling. Based on the nature of the proposal and the submitted application materials, adequate provisions are made for solid waste.
- m. *Stormwater and erosion controls.* Adequate provisions are made to control erosion, sedimentation, and stormwater runoff and shall comply with stormwater and erosion control requirements of the City of Saco Zoning Ordinance. Based on application materials, stormwater design which includes a subsurface sand filter, City Engineer's review memo, and conditions of approval, adequate provisions are made for stormwater and erosion controls.
- n. *Water supply.* The proposed water supply is sufficient for the proposed use, and for fire protection purposes. No degradation of service in the area shall occur as a result of the proposed development. The regular maintenance of private fire hydrants shall be documented. Maine Water Company's ability to serve letter dated February 23, 2024 is on file. The letter includes several conditions to which the applicant is required to comply. Fire Department correspondence is also on file. With this information, the proposal meets this criteria.
- o. *Hazardous materials.* Adequate provisions are made for the transportation, storage and disposal of hazardous substances and materials. No hazardous materials proposed.
- p. *Wildlife, scenery, and unique and critical areas.* The proposed development will not have an adverse impact on significant scenic vistas, significant wildlife habitats, or unique natural areas that could be avoided by reasonable modification of the plan. No adverse impacts have been identified with this proposal.
- q. *Traffic.* The proposed development will not cause safety hazards and will be consistent with generally accepted complete street standards. Based on the application information, traffic peer review, Police Department's review, Parking Management Plan, and conditions of approval, the proposed development satisfies this criteria.
- r. *Water Quality.* Surface water impacts of the proposed development shall be no greater than allowed and permitted under state law. Based on the application information and responses, water quality considerations have been addressed.

- s. *Utilities.* The proposed development does not impose an unreasonable burden on sewers, storm drains, water lines, or other public utilities. Based on the information presented to date, the proposed development does not impose an unreasonable burden on sewers, storm drains, water lines, or other public utilities.
- t. *Audio-visual buffer.* Setbacks and screening provide a robust audio/visual buffer so as to minimize adverse impacts on nearby properties. No concerns have been identified regarding audio-visual buffers.

CONDITIONS OF APPROVAL

438 Main Street (Map 40 Lot 29)
Site Plan Review/Amendment
SLODA Del. Auth. Amendment
July 2, 2024

1. All details shall conform to City of Saco standards, including but not limited to the City of Saco ordinances.
2. No deviations from the approved plans are permitted without prior approval from the Planning Board for major changes, and from the City Planner for minor changes. The determination of major or minor shall be made by the City Planner.
3. Approval of the development plan is conditioned upon compliance by the applicant with any and all oral commitments regarding the project which were specifically made by the applicant to the Board in the course of its deliberations. This approval is governed by the action taken by the Saco Planning Board for the site plan review. The applicant shall adhere to all outstanding comments from City staff, Planning Board, or consultants utilized by the City during review of the project.
4. All work shall be in conformance with the approved plans prepared by LaBella, as follows:
 - a. Sheet C001 – General Notes, Legends, and Drawing Index
 - b. Sheet C101 – Existing Conditions Plan
 - c. Sheet CD101 – Demolition Plan
 - d. Sheet C201 – Site Plan
 - e. Sheet C299 – Lighting Plan
 - f. Sheet C301 – Utility Plan
 - g. Sheet C302 – Sanitary Sewer Plan and Profile
 - h. Sheet C401 – Grading and Erosion Control Plan
 - i. Sheet C501 – Construction Details
 - j. Sheet C501 – Construction Details
 - k. Sheet C503 – Construction Details
 - l. Sheet C504 – Construction Details
 - m. Sheet C505 – Construction Details
 - n. Sheet L100 – Landscaping Plan
 - o. Other materials as presented in the meeting packets and throughout this review process.
5. Prior to any construction activities, the applicant and contractor shall meet with the City Engineer and City Planner to review plans, inspection schedules and erosion control practices.
6. Prior to scheduling a pre-construction meeting:
 - a. The applicant shall respond to all remaining city staff and peer review comments. The applicant shall submit an updated site plan set revised to respond to all remaining staff and peer review comments. The conditions of approval shall also be added to this site plan set. The site plan set shall be submitted to the Planning Department and reviewed to the satisfaction of City Staff before being signed by the Planning Board.
 - b. A Financial Guarantee, acceptable to the City of Saco, shall be established for 150% of the construction, including but not limited to the following: utility installation; landscaping; paving; work within ROW; road construction, drainage, loam & seed; and sediment & erosion control and any items deemed necessary by Staff or Board to complete the project. To establish the amount of the

- Financial Guarantee, the applicant shall provide the City with itemized, per unit cost estimates, and a construction schedule, at least one week before anticipated site work.
- c. The applicant shall establish a construction inspection account equal to 3% of the base cost of the financial guarantee, or an agreed-upon amount by Planning & Public Works staff.
 - d. The applicant shall execute Water Resource Recovery Department Impact Fee Agreement.
 - e. The applicant shall execute Form 1 and return to the Planning Department.
7. All plans and specifications shall be provided on disk in an AutoCAD format. The as-built plan shall be submitted in digital format as a single composite electronic file. The plan may be submitted on a disc, via email, or other format acceptable to the City Planner, and shall be compatible with commonly used CAD and/or GIS software.
 8. The New Athletic Facility shall be equipped with a separate water meter.
 9. Any work within the public right-of-way shall be subject to the terms and conditions of a Street Opening Permit to be issued by Department of Public Works. The developer shall be responsible for applying and obtaining a Street Opening Permit prior to the start of any work within the public right-of-way.
 10. Any installation of underground electrical services, telephone, and cable shall provide Saco's Code Enforcement Office with a complete set of "As Built" drawings showing their location, length, size, and depth.
 11. Stumps generated on site will be ground and either used on site for erosion control or will be hauled off-site. Stumps shall not be buried within areas shown as right-of-way on the final plan.
 12. All underground electrical services, telephone, and cable must be installed under the supervision of a licensed Master Electrician or Journeyman (who works for a Master Electrician). The electrician will certify that any installation was done in compliance with the National Electrical Code (NFPA 70) and Local Ordinances. The electrician is responsible for obtaining applicable permits, scheduling any and all needed inspections, and supplying Saco's Code Enforcement Office with "As Built" drawings.
 13. Addressing for the new units must be approved by the City's addressing officer prior to City issuance of a Building Permit. Contact Saco's Code Enforcement Office or E-911 Addressing Officer for more information.
 14. In the event that human remains or artifacts are discovered during construction, all work in the vicinity of the discovery must stop and the applicant/developer shall notify the Saco Police Department, Planning Department, State Historic Preservation Officers, and affected Tribal Nations.
 15. All required landscaping shall be installed before occupancy, or within six months if occupancy occurs during the winter. Financial security suitable to the City, in the form of a project deposit account, or other financial guarantee, equivalent to 30 percent of the value of the plantings shall be maintained for a period of 18 months after planting. All plantings shall be watered regularly during their first year and be maintained permanently in good growing condition. Shrubs or trees that die shall be replaced within one growing season with new shrubs or trees to ensure continued compliance with applicable landscaping requirements.
 16. This approval incorporates the Parking Management Plan prepared by Thornton Academy, and the applicant is required to execute an agreement to comply with this Plan as part of this approval.
 17. All connections must be made in accordance with specifications of the Technical Design Construction Standards Manual (TDCSM), Chapter 176 and Chapter 186 of the City's Ordinances, and any other applicable City, state, or federal standards, reviewed by the City Engineer and Saco Water Resource Recovery Director.
 18. Prior to the start of construction, provide a copy of an executed, renewable 5-year contract between the owner and a MDEP approved maintenance operator for the inspection and maintenance of the subsurface sand filter system.
 19. The design engineer shall inspect the materials and construction of the subsurface sand filter system to ensure conformance with the requirements contained in Chapter 7.3 of the MDEP's Volume III Stormwater BMP Technical Design Manual. Inspections shall consist of weekly visits to the site to inspect the construction. If necessary, the inspecting engineer shall interpret the construction plan for the contractor. Once the sand filter

system is constructed and stabilized, the inspecting engineer will notify the City within 14 days to state the basin has been completed. Accompanying the engineer's notification shall be a log of the engineer's inspections giving the date of each inspection, the time of each inspection, and the items inspected on each visit, and include any testing data or sieve analysis data of the filter media

20. The applicant shall be required to perform routine inspection and maintenance of the stormwater facilities as outlined in the operations and maintenance manual development specifically for the site. A copy of the annual inspection and maintenance report including inspection log(s) shall be submitted annually (by July 15th of each year) to the City Public Works Department.

Deficiencies found during post construction annual inspection of the stormwater management facilities shall be corrected within 60 days of identification and a record of the corrective action taken shall be provided to the City's Planning and Public Works Departments within the same 60-day period. If it is not possible to correct the deficiency and notify the City within 60 days, the property owner shall coordinate with the City's Planning, Code Enforcement and Public Works Departments to establish an expeditious schedule to correct the deficiency and provide a record of the corrective actions taken.

21. This approval remains valid provided that substantial construction of this approved plan starts within twenty-four months. The applicant may apply for an extension, provided that the request is made before the site plan approval expires.



CITY OF SACO, MAINE

Saco Public Works Department
15 Phillips Spring Road
Saco, Maine 04072

Joseph A. Laverriere, P.E. – City Engineer
Telephone: (207) 284-6641
Email: jlaverriere@sacomaine.org

MEMORANDUM

TO: Emily Cole-Prescott, Planner
DATE: June 27, 2024
RE: **Thornton Academy Field House – Amended Site Plan
Tax Map 40, Lot 29**

The Department of Public Works (DPW) has reviewed the site plan application materials for the above referenced project prepared by Terradyn Consultants, LLC and LaBella Architects, dated March 5, 2024. The following comments have been prepared based upon our review:

1. It is our understanding that the applicant's Parking Management Plan submitted as part of this project is an enforceable element of this approval. We would be supportive of including a condition of approval, if determined necessary by the Planning Department or Planning Board, to ensure the applicant abides by the applicant's commitment to manage their parking needs within the available parking supply on the school campus.
2. Sheet C201 – Site Plan
 - A. As requested previously, a Planning Board signature block should be added to the Site Plan.
 - B. The parking summary note is labeled and appears to represent the existing parking supply on the campus and does not provide a summary of the parking supply after this development. Please clarify and provide updated information for the proposed conditions to demonstrate conformance with the minimum parking requirements for the school campus.
 - C. Confirm size of delivery vehicles accessing the existing loading dock area. Turning movement supplied was for a small box truck. Do larger vehicles, such as trailer trucks, provide deliveries to this service area?
 - D. We continue to recommend a sidewalk connection be provided between the southeast corner of the maintenance building and the existing sidewalk that extends to the dormitory buildings and Main Street corridor. How are pedestrians from the dormitory area expected to access the new field house facility and Hill Stadium entrance?
3. Stormwater
 - A. A 5-year renewable maintenance contract is required to be submitted for the underground sand filter system in accordance with the MDEP requirements for this BMP.

As part of any subsequent site plan approval, we recommend the following conditions be included:

1. Prior to the start of construction, provide a copy of an executed, renewable 5-year contract between the owner and a MDEP approved maintenance operator for the inspection and maintenance of the subsurface sand filter system.

2. The design engineer shall inspect the materials and construction of the subsurface sand filter system to ensure conformance with the requirements contained in Chapter 7.3 of the MDEP's Volume III Stormwater BMP Technical Design Manual. Inspections shall consist of weekly visits to the site to inspect the construction. If necessary, the inspecting engineer shall interpret the construction plan for the contractor. Once the sand filter system is constructed and stabilized, the inspecting engineer will notify the City within 14 days to state the basin has been completed. Accompanying the engineer's notification shall be a log of the engineer's inspections giving the date of each inspection, the time of each inspection, and the items inspected on each visit, and include any testing data or sieve analysis data of the filter media
3. The applicant shall be required to perform routine inspection and maintenance of the stormwater facilities as outlined in the operations and maintenance manual development specifically for the site. A copy of the annual inspection and maintenance report including inspection log(s) shall be submitted annually (by July 15th of each year) to the City Public Works Department.

Deficiencies found during post construction annual inspection of the stormwater management facilities shall be corrected within 60 days of identification and a record of the corrective action taken shall be provided to the City's Planning and Public Works Departments within the same 60-day period. If it is not possible to correct the deficiency and notify the City within 60 days, the property owner shall coordinate with the City's Planning, Code Enforcement and Public Works Departments to establish an expeditious schedule to correct the deficiency and provide a record of the corrective actions taken

We look forward to discussing this project further and would be happy to clarify any of our comments made within this review memo.

The following attachment is not a PDF, so a link to the native file format is being provided instead:

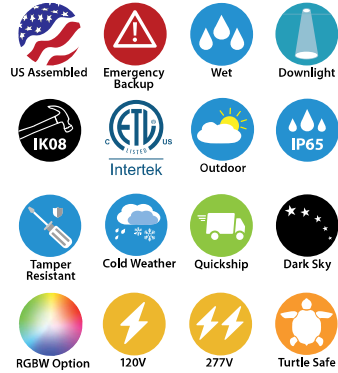
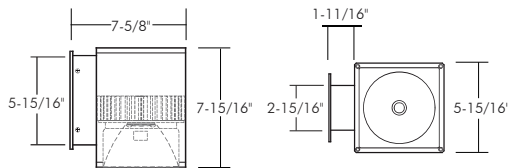
[Image of Rendering updated for lighting \(LINK\)](#)



TYPE PROJECT
CATALOG#

WD1Q360: 6" SQUARE 1-DIRECTION

WALL MOUNT (IP65) 1000LM-2600LM (10W/15W/22W/30W)



- Uniform, Low Glare Illumination
- Singular COB light source
- New Integral Emergency Option
- Unidim dimming option with 2-wire Incandescent, 3-Wire ELV or 0-10V controls
- 13' Mtg. Ht., 22' O.C. Spacing (1000 lumen package)
- 25' Mtg. Ht., 22' O.C. Spacing (1500 lumen package)
- 5-Year Limited Warranty
- Photocell Available
- Available with Type IV/Forward Throw Optics
- Available with 347Vac, 0-10V dimming

ORDERING : WD1Q360B-L15-B20UE-DUN-T27-EMAC-LVR

WD1Q360

Fixture	Finish	Lumen	Optics	Dimming	LED	Emergency Options	Options
Finish		Optics		Dimming³		LED	
White	(RAL 9003) W	Blank	<i>Standard Beams</i>	Non-Dimming (120V)	Blank	4000K (90 CRI)	Blank
Silver	(RAL 7037) S		Wide Flood	ELV and Triac (120V)	-DIN	2700K (90 CRI)	-T27
Bronze	(RAL 8019) BZ		Narrow Spot	0-10V Dimming (120V/277V)	UE-D10	2700K (97 CRI)	-T27-C97²
Black	(RAL 9005) B		Spot	UniDim™ (120V/277V)	UE-DUN	3000K (90 CRI)	-T30
Light Silver	(RAL 7036) LS¹		Flood	0-10V 1% Dimming (120V/277V)	UE-D10P1	3000K (97 CRI)	-T30-C97²
Dark Grey	(RAL 7015) DG¹	<i>CleanBeam™ Option</i>		347V 0-10V Dimming	-347-D10⁸	3500K (90 CRI)	-T35
Metallic Gold	(RAL 1001) MG¹	Blank	10° Pencil Beam	Emergency Options		5000K (90 CRI)	-T50
Metallic Black (RAL 7021)	MB¹		15° Clean Beam	None	Blank	Amber (590nm)	-TAM¹⁰
			35° Clean Beam	Remote	-EMAC	RGB+W Control (24VDC)	-RGBWV24⁷
Lumen		<i>Specialty Beams</i>		BackPack (Side Mount)	-EMB-SD⁶	Options	
1000lm (10W)	Blank	Blank	Wall Wash	BackPack (Face Mount)	-EMB-FC⁶	None	Blank
1500lm (15W)	-L15		Forward Throw (Type IV)	BackPack (Empty)	-EMB-BLANK⁵	Hex-Cell Louver	-LVR
2200lm (22W)	-L20		Type II (30° x 60°)			Daylight Sensor	-SDL
2600lm (30W)	-L26					Integral Junction Box 1-Entry	-JBL, JBR⁹
						Integral Junction Box 2-Entries	-JB2
						Junction Box, Conduit Top Entry	-JBT
						Surge Protector	-SRG
						Cold Weather	-CW^{4,6}

¹ Special Order Finish. Minimum order quantity (MOQ) applies. Orders less than MOQ are subject to a special paint set-up fee for the quantity ordered. Extended lead times may apply. Consult Factory.

² Special Order. Minimum order quantity (MOQ), extended lead time may apply. Consult Factory.

³ Standard driver minimum starting temperature is -10°C / 14°F.

⁴ Cold Weather Start (-CW) Starting Temperature -30°C / -22°F.

⁵ Blank EM enclosure available for non-EM units to provide a seamless design aesthetic when EM enabled products are installed.

⁶ (-EMB) is not compatible with (-CW) option.

⁷ Remote Power Supplies and Control Gear required. Available with Wireless Bluetooth Casambi or DMX 512 control. Consult Factory for Details.

⁸ (-347-D10) not available with 1000lm (10W) Lumen option.

⁹ Must Specify Left or Right, see Page 7 for more details.

¹⁰ (-TAM) 590nm AMBER must be ordered with Blank Lumen, (Blank) Wide Flood Optic and (-LVR) Hex-cell louver.

Energy Efficient Chip-On-Board (COB) Singular LED Light source provides for smooth uniform light output, eliminating the multiple shadow effect seen by multiple LED source products.

Binned with 3-Step MacAdam Ellipses as recommended by Ansi Standard. Available in 2700K, 3000K, 3500K, 4000K, 5000K, RGBW, and 590nm Amber.

Custom RAL Color: Please note that we appreciate custom finishes. Custom finishes are subject to a special paint setup fee for the quantity ordered. Extended lead times may apply. Consult Factory.





WD1Q360: 6" SQUARE 1-DIRECTION

WALL MOUNT (IP65) 1000LM-2600LM (10W/15W/22W/30W)

SPECIFICATION

Application

This WD1 series single direction wall mount luminaire can be used for both interior and outdoor locations. The single reflector design can be used for direct illumination downward or indirect illumination upward for new construction or retrofit installations. Typical locations are in residential, commercial, and architectural facades and retail spaces that contain walls and/or columns.

Housing/Arm

Housing and Arm are constructed of one piece rectilinear high grade aluminum extrusions (Alloy 6061 <.04% Cu). Faceplate (with flush mounted tempered glass lens) and end caps are of a robust die cast aluminum alloy sealing the housing (top and bottom) using silicone gaskets. An aluminum alloy mounting plate with a U-bracket installs onto an electrical junction box and secures into the arm with two (2) flat head countersunk phillips head stainless steel screws.

Mounting:

The 6" high x 4-1/2" wide rectangular mounting plate with U-bracket installs onto a 4" octagonal electrical junction box. For other junction box sizes see installation instructions.

Finish:



A 7-stage electrostatic, polymer process provides an outdoor textured powder coat finish that delivers outstanding durability, superior anti-aging, resistance to corrosion and UV-degradation. Consult factory for Custom Color. (More Information)

Standard Finishes:

White: RAL 9003 (W)
Silver: RAL 7037 (S)
Bronze: RAL 8019 (BZ)
Black: RAL 9005 (B)

Special Order Finishes:

Light Silver: RAL 7036 (LS)
Dark Gray: RAL 7015 (DG)
Metallic Gold: RAL 1001 (MG)
Metallic Black: RAL 7021 (MB)

Certifications and Listings:



ETL / cETL Listed to UL1598 and UL8750 standards.

Suitable wet locations. (IP65)

Assembled in USA.

IK08 rated for impact resistance.



WWW.LITON.COM PRODUCT SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE

Page 2 of 11



WD1Q360: 6" SQUARE 1-DIRECTION

WALL MOUNT (IP65) 1000LM-2600LM (10W/15W/22W/30W)

SPECIFICATION (Continued)

Caution:	LITON recommends use of surge protectors on the power entering LED Housings. Surge damage is not covered by warranty.
Warranty	Covered by a 5-Year Warranty to be free of defects in materials and craftsmanship. Fixture should not be installed in applications with ambient temperature above 50°C/122°F. Doing so will result in reduced lamp life and voided warranty.
Optics	Multifaceted aluminum reflector produces low glare illumination with multiple light control options.
Standard Beam:	Used for maximum light output and visible field angle.
CleanBeam™ :	Used for a direct uniform light output with minimized field angle and to enhance building aesthetics.
LED	COB (Chip on Board) singular LED light source provides for smooth, uniform light output, eliminating the imaging produced by multiple LED source optics.
Lumen Maintenance:	Lumen Maintenance is a minimum 50,000 hours L70 life based on ANSI TM-21 calculations from LM80 standardized test results.
Lumen Options (Nominal):	1000lm (10W) (Blank) 1500lm (15W) (-L15) 2200lm (22W) (-L20) 2600lm (30W) (-L26)
Color Temperature:	Binned with 4-step MacAdam ellipses as per ANSI Standard recommendation.



WD1Q360: 6" SQUARE 1-DIRECTION
WALL MOUNT (IP65) 1000LM-2600LM (10W/15W/22W/30W)

SPECIFICATION (Continued)

RGB+W:

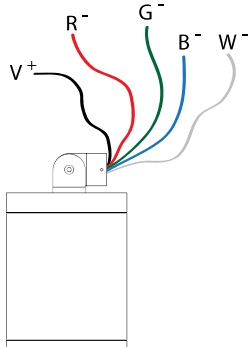


15W RGBW LED Module Illuminates surfaces up to 10 feet away. Used for applications desiring a dynamic color changing effect. RGB+W design allows fine-tuned pastel colors and saturated hues without sacrificing illumination brightness. Can be set for static colors or dynamic shows. Multiple control options available with either CASAMBI Wireless Bluetooth control or DMX 512 remote mounted decoders.

On-site commissioning and programing available.

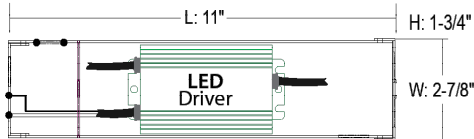
Consult Factory for Layout Assistance and Lead Times.

COLOR	CCT/WAVELENGTH	POWER
Red	640nm	3.1W
Green	520nm	3.1W
Blue	450nm	3.1W
White	2700K	3.1W

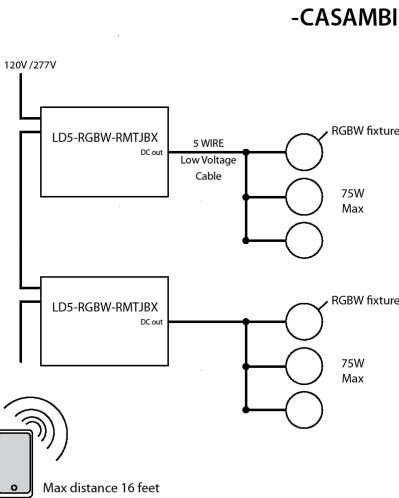
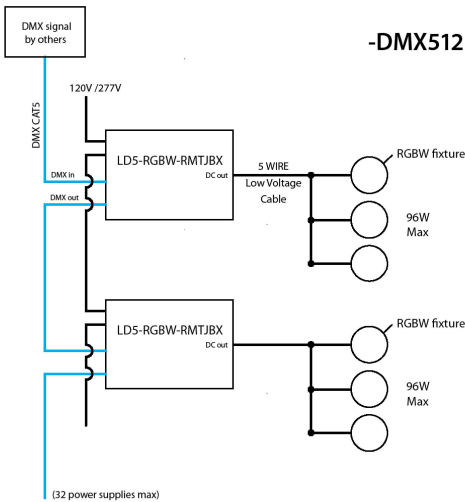


WIRED

Remote Power Supply	Controls		Wattage
LD5-RGBW-RMTJBX	Remote Mounted Decoder	-DMX512	15W -W15
	Wireless Bluetooth Control	-CASAMBI	30W -W30
			60W -W60
			96W -W96



Junction Box Dimensions: 11" x 2-7/8" x 1-3/4" (LxWxH)



NOTE: Power supply must be placed in dry locations only. 100 feet max for 5 wire low voltage cable 18AWG.



WD1Q360 : 6" SQUARE 1-DIRECTION
WALL MOUNT (IP65) 1000LM-2600LM (10W/15W/22W/30W)

SPECIFICATION (Continued)

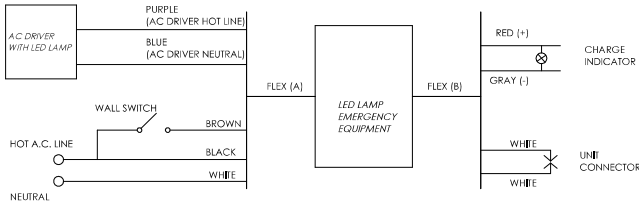
REMOTE LOCATION EMERGENCY INVERTER (-EMAC): 25W and 40W

For installation away from the surface of the building in remote hidden location.

- Hidden Emergency Equipment
- Must be installed in Dry Locations
- Wattage package will determine if 25W or 40W battery gets sent; corresponding wiring diagrams below
- 170 VDC output to AC DRIVER during EM mode

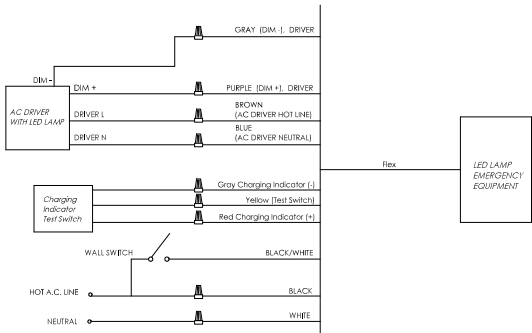
Not rated for outdoor mounting. Damp location rated.

<25W LOAD



Input Voltage:	120-277VAC/60Hz
Output Voltage:	170VDC (120VAC Equivalent)
Wattage:	25W
Switching Time:	<1s
Charging Time:	24h
Operating Time:	90 minutes
Minimum Temperature:	0°C
Maximum Temperature:	50°C
Maximum Lumens:	2200lm
Self-Diagnostic:	No

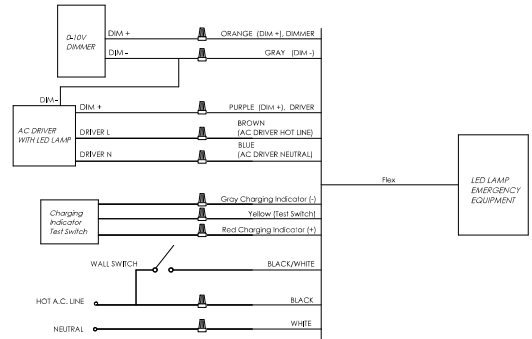
<40W LOAD



Input Voltage:	120-277VAC/60Hz
Output Voltage:	170VDC (120VAC Equivalent)
Wattage:	40W
Switching Time:	<1s
Charging Time:	24h
Operating Time:	90 minutes
Minimum Temperature:	0°C
Maximum Temperature:	50°C
Maximum Lumens:	3500lm
Self-Diagnostic:	Yes

>40W LOAD

- 0-10V dimmable driver required





WD1Q360:6" SQUARE 1-DIRECTION

WALL MOUNT (IP65) 1000LM-2600LM (10W/15W/22W/30W)

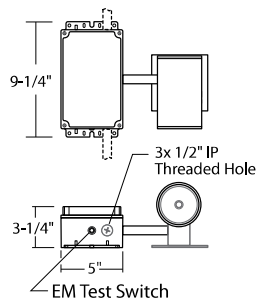
SPECIFICATION (Continued)

BackPack Side Mount (-EMB-SD/FC):

Eliminates need for long runs back to remote emergency battery location. Installs directly on building surface. Ideal for locations wanting same mounting aesthetics for Emergency and Non-Emergency fixtures without the use of remote Emergency power. Can be fed from recessed wall mounted junction box from the back of fixture or surface conduit from side of fixture.



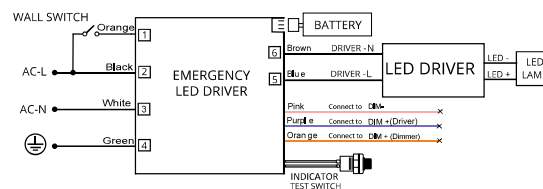
- Wet location rated.
- 120V-347V operation.
- Self diagnostic.
- Integral surge protector for emergency driver only.
- Includes (2) 1/2" NPT knock-outs.
- Optional -EMB-BLANK can be used to maintain a common aesthetic when -EMB-FC are used.



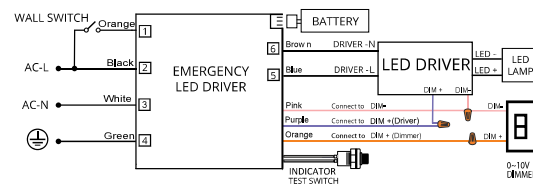
Output Power:	18 Watts (Max)
Input Power:	7 Watts (Max)
Emergency Operation:	≥90 minutes
Operating temp:	0°C/32°F to 50°C/122°F
Input Voltage:	120V-347 VAC
Battery:	Recyclable lithium battery 24 Hour Recharge 7-10 Year Life Expectancy

Charge Time:	24 hours
Max Distance:	25'
Weight:	3-3/4 lbs.
Warranty:	5-year
Surge Protection:	Integral 3,000V
Self-diagnostic testing:	Monthly 30 sec. test, Yearly 90 min. test to verify proper emergency operation per life safety code requirements.

(**<18W**)



(18W-200W)



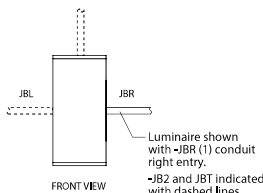


WD1Q360 : 6" SQUARE 1-DIRECTION
WALL MOUNT (IP65) 1000LM-2600LM (10W/15W/22W/30W)

SPECIFICATION (Continued)

Additional Options

Optional J-Box (Direct Conduit Entry):



For use with mounting locations without a recessed junction box.
Allows for direct mounting to building surface. Arm may be configured for up to 3 conduit entries (1/2") total; 2 on the sides, 1 on top.

- Configure as:
- JBL, JBR: (1) conduit entry from left or right looking at fixture
 - JB2 (2) conduit entry on sides
 - JBT (1) conduit entry on top

Hexcell Louver (-LVR):



3 mm /.125" (size of the cells) - matte black finish, 45° glare cutoff, unframed.

Photocell (/SDL):



Allows for energy savings when illumination is not need during between dawn to dusks.
Cuts off power to LED's during day time or in illuminated environments.

Power Consumption .5W
Voltage: 120V, 277V

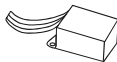
On/Off Levels: On @ 0-2fc / Off @ 2fc or more

Warranty: 2- Year / 5,000 Cycles

Sensor Size: 3/8"

Rating: UL/cUL

Surge Suppressor (/SRG):



Protects driver against surges in line voltage/current (20KV, 1.2/50µS & 10KA, 8/20µS).

Provides a positive indication of end-of-life by opening voltage to the load.

Surge suppressor is a perishable device requiring periodic replacement.

Not a warrantied item.





WD1Q360: 6" SQUARE 1-DIRECTION

WALL MOUNT (IP65) 1000LM-2600LM (10W/15W/22W/30W)

SPECIFICATION (Continued)

Electrical

LED Driver: AC 50/60Hz Electronic Direct Current Class 2 driver integrally mounted.

Power Factor > 0.90. See Dimming Section for voltage and wiring.

-10 °C/14 °F Starting Temp

-30 °C/-22 °F Starting Temp

* For cold weather application add -CW option.

Dimming Options

ELV and TRIAC Driver 120V (-DIN):

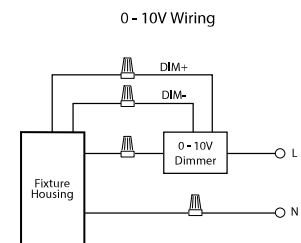
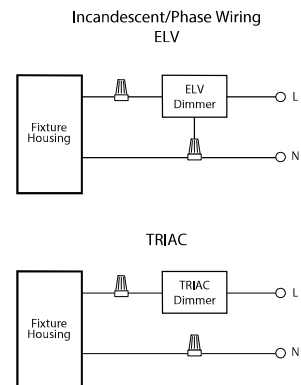
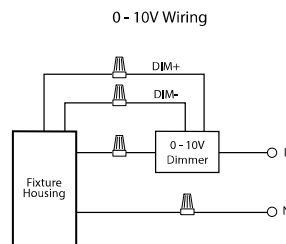
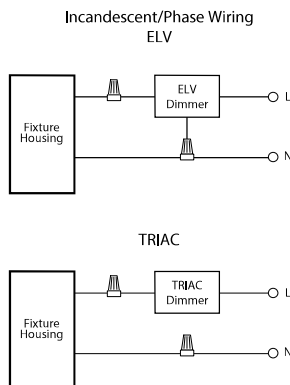
Compatible with electronic low voltage, and 2-Wire incandescent dimmers. Also known as leading edge, Reverse Phase, Forward Phase dimming. Allows smooth dimming down to 5% depending upon the dimmer's limitations.

0-10V Driver 120V/277V (UE-D10):

Compatible with most existing 0-10V systems. Also known as fluorescent or 5-Wire dimming. Allows smooth dimming down to 5% depending upon the dimmer's limitations. Compatible with daylight harvesting controls.

UniDim™ Driver 120V/277V (UE-DUN):

All in one ELV and TRIAC phase dimming (120V only), and 0-10V dimming (120V/277V). Works with most 3-Wire ELV, 2-Wire incandescent and 120V/277V 5-Wire 0-10V fluorescent dimmers.





WD1Q360:6" SQUARE 1-DIRECTION

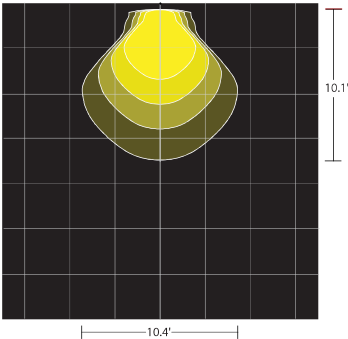
WALL MOUNT (IP65) 1000LM-2600LM (10W/15W/22W/30W)

PHOTOMETRY – WD1Q360B (L26)

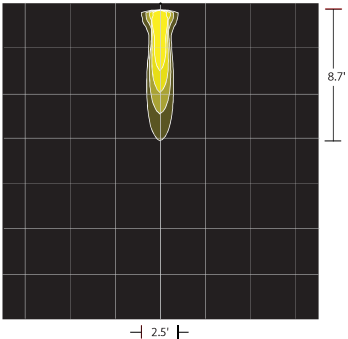
Footcandles On Wall

5.0 fc 2.0 fc 1.0 fc .5 fc

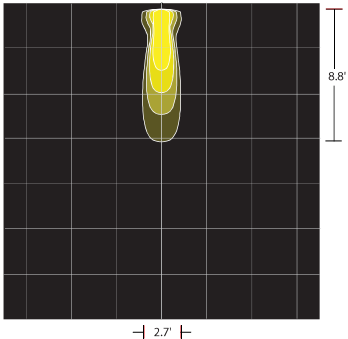
STANDARD BEAM – Wide Flood (Blank)
3 ft Grid



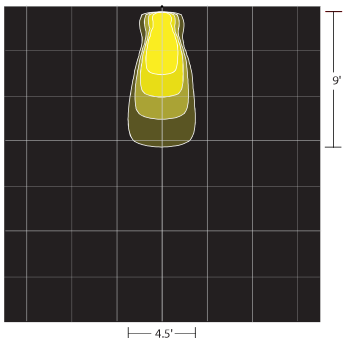
CLEANBEAM™ – (-B02)
3 ft Grid



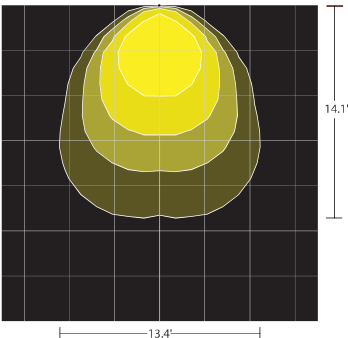
CLEANBEAM™ – (-CB20)
3 ft Grid



CLEANBEAM™ – (-CB35)
3 ft Grid



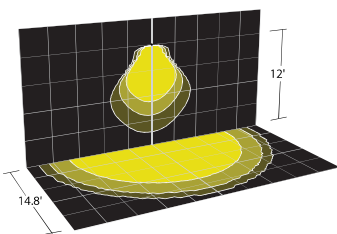
SPECIALTY BEAM – Wall Wash (-BWW)
3 ft Grid



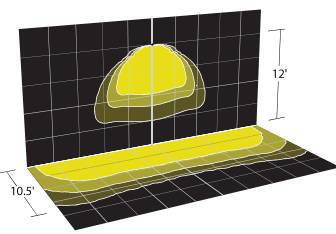
Footcandles On Wall and Ground

5.0 fc 2.0 fc 1.0 fc .5 fc

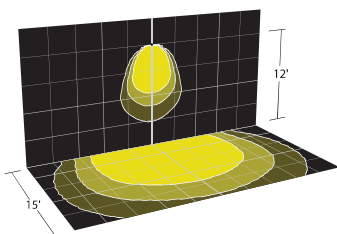
STANDARD BEAM – Wide Flood (Blank)
3 ft Grid



SPECIALTY BEAM – Type II (-BII)
3 ft Grid



SPECIALTY BEAM – Type IV (-BIV)
3 ft Grid



WWW.LITON.COM PRODUCT SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE

Page 9 of 11

2023.02.09 rev2

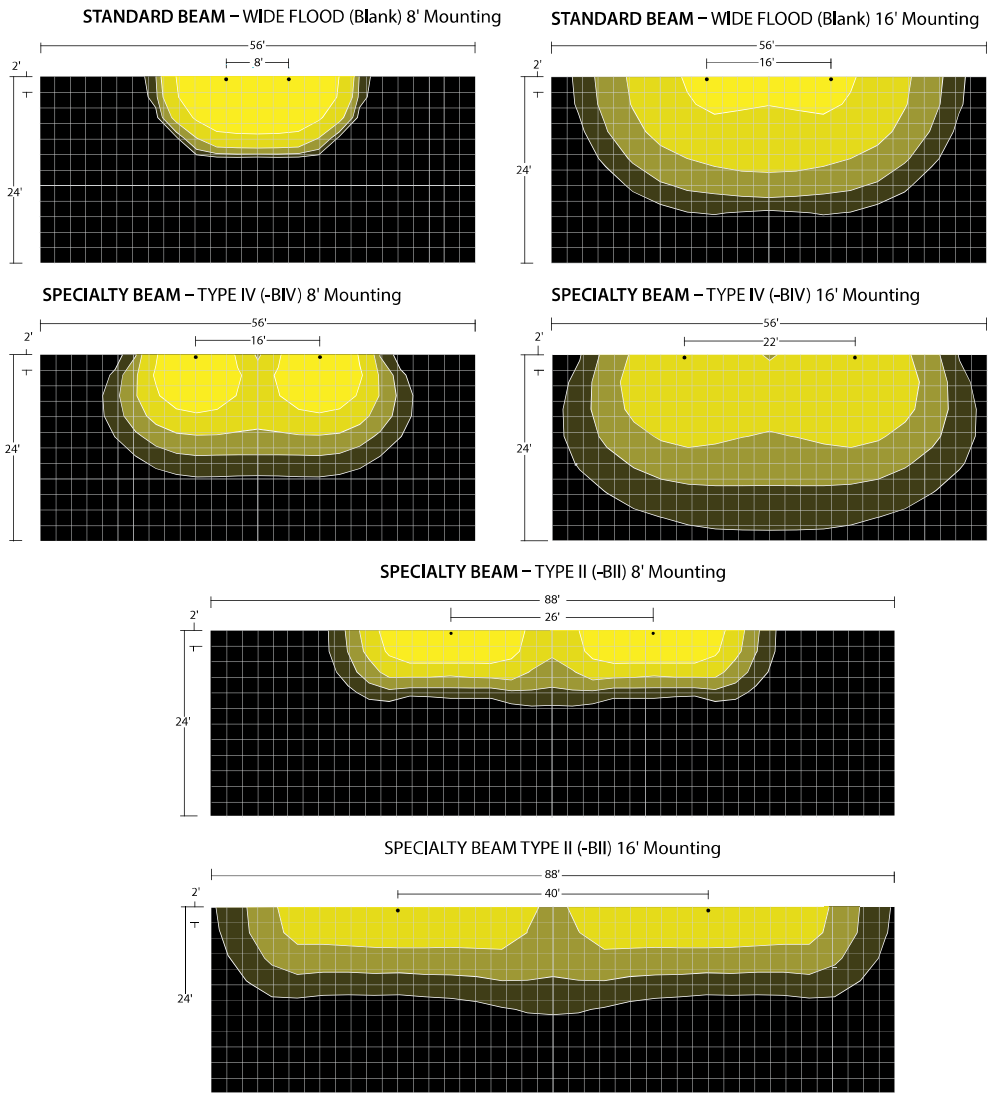


WD1Q360: 6" SQUARE 1-DIRECTION
WALL MOUNT (IP65) 1000LM-2600LM (10W/15W/22W/30W)

PHOTOMETRY – WD1Q360B (L26) (Cont.)

Footcandles On Ground (2 - Fixture Overlap)

5.0 fc 2.0 fc 1.0 fc .5 fc





WD1Q360: 6" SQUARE 1-DIRECTION

WALL MOUNT (IP65) 1000LM-2600LM (10W/15W/22W/30W)

LUMEN OUTPUT / LPW /BUG RATING

LM	W	Beam Spread	-T27 (2700K, 90 CRI)					-T30 (3000K, 90 CRI)					T35 (3500K, 90 CRI)					Blank (4000K, 90 CRI)					-T50 (5000K, 80 CRI)									
			LM	LPW	cd	B	U	G	LM	L/W	cd	B	U	G	LM	LPW	cd	B	U	G	LM	LPW	cd	B	U	G	LM	LPW	cd	B	U	G
1000 lm	14.3	Wide FL	958	67	678	1	0	0	997	70	906	1	0	0	1011	71	716	1	0	0	1013	71	717	1	0	0	1207	84	855	1	0	0
		-B02	224	16	423	1	0	0	233	16	440	1	0	0	236	17	447	1	0	0	237	17	447	1	0	0	282	20	533	1	0	0
		-CB20	265	19	482	1	0	0	276	19	502	1	0	0	280	20	509	1	0	0	281	20	510	1	0	0	334	23	607	1	0	0
		-CB35	403	28	509	1	0	0	420	29	530	1	0	0	425	30	538	1	0	0	426	30	539	1	0	0	508	36	642	1	0	0
		-B10	1134	79	5609	2	0	0	1180	83	5840	2	0	0	1197	84	5921	2	0	0	1199	84	5933	2	0	0	1429	100	7070	2	0	0
		-B20	977	68	4490	2	0	0	1017	71	6633	2	0	0	1031	72	4740	2	0	0	1033	72	4749	2	0	0	1231	86	5659	2	0	0
		-B45	968	68	1891	2	0	0	1008	70	2448	2	0	0	1022	71	1997	2	0	0	1024	72	2001	2	0	0	1220	85	2384	2	0	0
		-BII	951	67	754	1	0	0	990	69	785	1	0	0	1004	70	796	1	0	0	1006	70	798	1	0	0	1199	84	951	1	0	0
		-BWW	906	63	613	1	0	0	943	66	638	1	0	0	956	67	647	1	0	0	958	67	648	1	0	0	1142	80	772	1	0	0
		-BIV	906	63	613	1	0	0	943	66	638	1	0	0	956	67	647	1	0	0	958	67	648	1	0	0	1142	80	772	1	0	0
1500 lm	13.9	Wide FL	1281	90	907	1	0	0	1334	96	709	1	0	0	1352	97	957	1	0	0	1355	97	959	1	0	0	1615	116	1143	1	0	0
		-B02	283	20	619	1	0	0	294	21	644	1	0	0	299	21	653	1	0	0	299	22	654	1	0	0	356	26	780	1	0	0
		-CB20	336	23	610	1	0	0	350	25	635	1	0	0	355	26	644	1	0	0	355	26	645	1	0	0	423	30	769	1	0	0
		-CB35	509	36	643	1	0	0	530	38	670	1	0	0	537	39	679	1	0	0	538	39	680	1	0	0	641	46	811	1	0	0
		-B10	1264	88	6257	2	0	0	1316	95	6514	2	0	0	1335	96	6605	2	0	0	1337	96	6618	2	0	0	1594	115	7886	2	0	0
		-B20	1316	92	6050	2	0	0	1370	99	4534	2	0	0	1389	100	6387	2	0	0	1392	100	6399	2	0	0	1659	119	7626	2	0	0
		-B45	1303	91	2545	2	0	0	1356	98	1990	2	0	0	1375	99	2687	2	0	0	1378	99	2692	2	0	0	1642	118	3208	2	0	0
		-BII	1241	87	984	1	0	0	1292	93	1025	1	0	0	1310	94	1039	1	0	0	1313	94	814	1	0	0	1564	113	1240	1	0	0
		-BWW	1137	80	769	1	0	0	1184	85	801	1	0	0	1201	86	812	1	0	0	1203	87	814	1	0	0	1431	103	968	1	0	0
		-BIV	1137	80	769	1	0	0	1184	85	801	1	0	0	1201	86	812	1	0	0	1203	87	814	1	0	0	1433	103	970	1	0	0
2000 lm	19.5	Wide FL	1745	122	1236	1	0	0	1817	93	830	1	0	0	1843	94	1304	1	0	0	1846	95	1307	1	0	0	2200	113	1557	1	0	0
		-B02	463	32	954	1	0	0	482	25	993	1	0	0	489	25	1007	1	0	0	490	25	1009	1	0	0	584	30	1202	1	0	0
		-CB20	549	38	997	1	0	0	571	29	1038	1	0	0	579	30	1052	1	0	0	581	30	1054	1	0	0	692	35	1257	1	0	0
		-CB35	834	58	1055	1	0	0	869	45	1098	1	0	0	881	45	1113	1	0	0	882	45	1116	1	0	0	1052	54	1329	1	0	0
		-B10	2022	141	9994	2	0	0	2106	108	10405	2	0	0	2135	109	10551	2	0	0	2139	110	10571	2	0	0	2549	131	12597	2	0	0
		-B20	1759	123	7728	2	0	0	1831	94	5913	2	0	0	1857	95	8158	2	0	0	1860	95	8173	2	0	0	2217	114	9740	2	0	0
		-B45	1776	124	3469	2	0	0	1849	95	2775	2	0	0	1874	96	3662	2	0	0	1878	96	3669	2	0	0	2238	115	4372	2	0	0
		-BII	1998	140	1584	1	0	0	2080	107	1649	1	0	0	2109	108	1672	1	0	0	2113	108	1676	1	0	0	2518	129	1997	1	0	0
		-BWW	1870	131	1265	1	0	0	1946	100	1317	1	0	0	1974	101	1335	1	0	0	1977	101	1338	1	0	0	2356	121	1594	1	0	0
		-BIV	1870	131	1265	1	0	0	1946	100	1317	1	0	0	1974	101	1335	1	0	0	1977	101	1338	1	0	0	2356	121	1594	1	0	0
2600 lm	29.3	Wide FL	2246	157	1590	1	0	0	2339	80	1114	1	0	0	2372	81	1679	1	0	0	2376	81	1682	1	0	0	2832	97	2005	1	0	0
		-B02	601	42	1249	1	0	0	626	21	1301	1	0	0	634	22	1319	1	0	0	636	22	1321	1	0	0	757	26	1575	1	0	0
		-CB20	712	50	1294	1	0	0	742	25	1347	1	0	0	752	26	1366	1	0	0	754	26	1368	1	0	0	898	31	1631	1	0	0
		-CB35	1082	76	1368	1	0	0	1126	38	1424	1	0	0	1142	39	1444	1	0	0	1144	39	1447	1	0	0	1364	47	1724	1	0	0
		-B10	2494	174	12307	2	0	0	2597	89	12812	2	0	0	2633	90	12992	2	0	0	2638	90	13016	2	0	0	3144	107	15512	2	0	0
		-B20	2306	161	10153	2	0	0	2401	82	7653	2	0	0	2434	83	10718	2	0	0	2439	83	10738	2	0	0	2907	99	12797	2	0	0
		-B45	2315	162	4522	2	0	0	2410	82	3725	2	0	0	2443	83	4773	2	0	0	2448	84	4782	2	0	0	2917	100	5699	2	0	0
		-BII	2567	179	2035	1	0	0	2672	91	2119	1	0	0	2710	92	2149	1	0	0	2715	93	2153	1	0	0	3235	110	2566	1	0	0
		-BWW	2404	168	1626	1	0	0	2502	85	1693	1	0	0	2537	87	1716	1	0	0	2542	87	1720	1	0	0	3024	103	2046	1	0	0
		-BIV	2404	168	1626	1	0	0	2502	85	1693	1	0	0	2537	87	1716	1	0	0	2542	87	1720	1	0	0	3030	103	2049	1	0	0



Planning Department

Saco City Hall
300 Main Street
Saco, Maine 04072-1538

**Emily Cole-Prescott****Planning Director**

EPrescott@sacomaine.org

Phone: (207) 282-3487

TO: Planning Board
CC: Elliott Chamberlain, Park North Development LLC
Shawn Frank, Sebago Technics
Matt Orr, Sebago Technics
FROM: Emily Cole-Prescott, Planning Director
DATE: June 28, 2024 (July 2, 2024 Planning Board Meeting)
RE: Site Plan Review & Site Location (delegated authority): Waterfall Drive (Map 63 Lot 6) – 90-Unit Multifamily Residential Project with associated site improvements

PLANNING STAFF RECOMMENDATION:

Planning Staff recommend the Board review the updated information, hear from the applicant, and continue its review of the application materials.

Recap – Review to Date:

- [April 2, 2024](#): The Board reviewed this proposal, heard from the applicant, found the application complete, and scheduled its public hearing for this evening.
- [May 7, 2024](#): The application was scheduled for public hearing on May 7th, but because of the late hour of the meeting, was moved to May 28th.
- [May 28, 2024](#): The Board heard from the applicant about updates to the proposal, opened its public hearing and continued the hearing to June 18th.
- [June 18, 2024](#): The Board heard from the applicant, opened the public hearing, and closed the hearing. The Board continued application review to the July 2nd meeting, asking Staff to provide draft findings of fact and conditions for the Board's consideration.

OVERVIEW:

Park North Development LLC proposes construction of a 90-unit multifamily residential project with associated site improvements on a portion of Map 63 Lot 6 in the Portland Road zone and Portland Road contract zone. The contract zone includes the permitted use of "multi-family housing, no units within 600 feet of Rte. One right of way." The applicant plans to retain ownership of this development as a rental property, which will be comprised of 90 dwelling units over eight multi-family buildings. There are 48 one-bed units and 42 two-bed units proposed.

DEPARTMENTAL & PEER REVIEWS:

Department & peer reviews were included in the previous meeting packet. Below is the latest:

- **Public Works Department:** See the City Engineer's latest review memo included in the meeting packet. There are several remaining comments and questions to which the applicant provided a comment response. The applicant's responses are under review, and Planning Staff will provide any subsequent updates at the meeting.
- **Fire Department:** "6/20/2024 The Fire Department notes the updated water main and fire sprinkler system supplies and approves."
- **Water Resource Recovery Department:** The utility plan has been updated and is under review with City Engineering and Water Resource Recovery Department. The WRRD has previously noted the need for a private maintenance agreement for the private pump stations.

DISCUSSION:

The Board can ask any questions relating to Chapters [179](#), [188](#), and [230](#). Images of the proposal were included in the April review memo.

Environmental Permitting Considerations – Applicant is awaiting final permits for DEP NRPA review, which is included as a condition of approval.

Sewer Details: Applicant has been asked to revise some of the sewer utility details and has provided response to city comments. A condition indicates that the applicant will coordinate these final details to the satisfaction of city staff prior to final subdivision review.

As-Built Plans for Existing Park North Infrastructure: City Staff asked the engineer and applicant for as built plans, which we understand are being drafted. The sewer infrastructure details are needed for Waterfall Drive and the roads within the Park North/Cascade Subdivision. City Staff is recommending a condition of approval to submit as-built plans.

CONCLUSION: The Board is asked to review the information and hear from the applicant. The hearing was closed at the last meeting, and Staff was asked to provide draft findings of fact and conditions. Staff has provided the following draft for the Board's consideration:

FINDINGS OF FACT

991 Portland Road / Waterfall Drive
Map 63 Lot 6 (portion)
Site Plan Review/Amendment
SLODA Del. Auth. Amendment
July 2, 2024

1. Applicant and Property Owner: Park North Development, LLC, 1022 Portland Road, Saco, ME 04072.
2. Agent/Engineer: Sebago Technics, Inc., 75 John Roberts Road Suite 4A, South Portland, ME 04106.
3. Property is identified as Tax Map 63 Lot 6. Right, title, and interest established by deed filed on York County Register Book 14436 Page 83.
4. The applicant proposes construction of 90-unit multi-family proposal with associated site improvements. Units to remain in one ownership retained as rentals.
5. The Planning Board reviewed the site plan materials on April 2, 2024 finding the application complete. The Board scheduled its public hearing for May 7, 2024, and Staff noticed the public hearing in conformance with ordinance requirements. Because of the late hour, the application review was moved to the May 28th meeting. On May 28th, the Board heard from the applicant, opened the hearing, and continued the hearing to June 18th. At the June 18th meeting, the Board heard from the applicant, continued its hearing, and closed the hearing. The Board then continued its application review to the July 2nd meeting, asking Staff to provide draft findings of fact and conditions for the Board's consideration.
6. The Planning Board has considered the following criteria from Saco's Site Plan Review ordinance, and makes the following findings about the above-referenced site plan review request per Section 179-6.01 of the city's ordinances:
 - a. *Compliance with all applicable standards. The proposed development shall comply with all good neighbor standards, performance standards, the Zoning Ordinance, and if applicable, standards of the Natural Resource Districts.* Based on the application materials, comment responses, peer reviews, and with the conditions of approval, the proposed development complies with this criteria.
 - b. *Other laws. The proposed development satisfies the requirements set forth in this chapter, other local ordinances, and applicable state and federal laws.* Based on the application materials and information presented on the April 2nd, May 28th, June 18th and July 2, 2024 meeting packets, and with the conditions of approval, the proposed development satisfies the requirements set forth in this chapter, other local ordinances, and applicable state and federal laws.

- c. *Compatibility with neighboring buildings.* The bulk, location, and height of proposed structures are compatible with neighboring properties. Based on the materials presented, building elevations, and other structures already developed within Park North, the proposal is compatible. The Board can ask any additional questions.
- d. *Natural features.* The structures and other improvements are harmonious with the site's natural features, preserve the natural landscape, and minimize grade changes. This proposal is planned for land that has been set aside for development under the Park North Contract Zone. Wetland delineation information was updated and peer reviewed to the satisfaction of the City's wetland delineation peer reviewer. Wetland impacts are anticipated and shown on the plan set. The applicant has filed for a DEP NRPA permit, which is under review. A condition of approval requires that a copy of the NRPA permit be filed with the City.
- e. *Public safety.* Access to the site and structures is adequate for emergency responders and will not create fire hazards or other safety hazards. The assigned street number shall be prominently displayed on the front of the building or on a sign post. Based on application materials, the reviews from the Fire Department and Police Department, access to the site and structures is adequate for emergency responders and will not create fire hazards or other safety hazards.
- f. *Lighting.* The proposed exterior lighting does not create glare or hazards to motorists, is adequate for safety, and does not damage the value or diminish the usability of adjacent properties. Based on the application materials and lighting plan, this standard is met.
- g. *Landscaping.* Buffers, screens, and on-site landscaping is provided to minimize the impact of parking areas and other features on neighboring property. Landscaping plan has been submitted, and has been peer-reviewed. With this information and conditions of approval, this standard has been met.
- h. *Off-site impacts.* The proposed development does not have a significant detrimental effect on the use and peaceful enjoyment of abutting property as a result of noise, vibrations, fumes, odors, dust, or other cause. Based on materials presented to date, existing uses and contract zone, and the location of the proposal, the proposed development does not have a significant detrimental effect on the use and peaceful enjoyment of abutting property as a result of noise, vibrations, fumes, odor, dust, or other cause.
- i. *Vehicular circulation and pedestrian access.* The provisions for vehicular loading, unloading, parking, and vehicular and pedestrian circulation on the site and onto adjacent public streets do not create hazards and unsafe conditions. Based on the application materials, comment responses, traffic peer review, Fire Department, Police Department, and City Engineer review, the provisions for vehicular loading, unloading, parking, and vehicular circulation on the site and onto adjacent public streets do not create hazards and unsafe conditions. One remaining comment remains about sidewalk design from the City's traffic peer reviewer, which should be resolved before final subdivision review.
- j. *Flood hazards.* The design conforms with flood hazard protection requirements. Proposal is not within a flood hazard area.
- k. *Wastewater.* Adequate provision has been made for disposal of wastewater. Impact fee sheet on file. Saco Water Resource Recovery Department has reviewed the proposal and requires some revisions to the utility plan which need to be addressed before final review. As such, a condition of approval requires final coordination of the sewer infrastructure on the utility plan to be presented and confirmed to the satisfaction of Saco WRRD before final subdivision review.
- l. *Solid Waste.* Adequate provisions are made for disposal of solid waste, including provisions for recycling. Dumpster location shown on plan set, and solid waste is to remain private.
- m. *Stormwater and erosion controls.* Adequate provisions are made to control erosion, sedimentation, and stormwater runoff and shall comply with stormwater and erosion control requirements of the City of Saco Zoning Ordinance. Based on application materials, comment responses, City Engineer reviews, and conditions of approval, this standard is met.
- n. *Water supply.* The proposed water supply is sufficient for the proposed use, and for fire protection purposes. No degradation of service in the area shall occur as a result of the proposed development. The regular maintenance of private fire hydrants shall be documented. Maine Water Company's March 27, 2024 Ability to Serve letter is on file, and the applicant shall be required to follow the conditions of service from Maine Water Company. With this information, this standard is met.
- o. *Hazardous materials.* Adequate provisions are made for the transportation, storage and disposal of hazardous substances and materials. No hazardous materials proposed.
- p. *Wildlife, scenery, and unique and critical areas.* The proposed development will not have an adverse impact on significant scenic vistas, significant wildlife habitats, or unique natural areas that could be avoided by reasonable modification of the plan. No

adverse impacts have been identified with this proposal. The applicant has submitted DEP NRPA application which is under review. A condition requires that a copy of the DEP NRPA permit be submitted to the City for final subdivision review.

- q. *Traffic. The proposed development will not cause safety hazards and will be consistent with generally accepted complete street standards.* Based on the application information, traffic peer review, existing traffic movement permit, comment responses, and conditions of approval, this standard is met.
- r. *Water Quality. Surface water impacts of the proposed development shall be no greater than allowed and permitted under state law.* Based on the application information and responses, water quality considerations have been addressed.
- s. *Utilities. The proposed development does not impose an unreasonable burden on sewers, storm drains, water lines, or other public utilities.* Based on the information presented to date, the conditions of approval to confirm final utility design, and the capacity to serve letter from Maine Water, the proposed development does not impose an unreasonable burden on sewers, storm drains, water lines, or other public utilities.
- t. *Audio-visual buffer. Setbacks and screening provide a robust audio/visual buffer so as to minimize adverse impacts on nearby properties.* No concerns have been identified regarding audio-visual buffers.

CONDITIONS OF APPROVAL

991 Portland Road / Waterfall Drive
Map 63 Lot 6 (portion)
Site Plan Review/Amendment
SLODA Del. Auth. Amendment
July 2, 2024

- 1. All details shall conform to City of Saco standards, including but not limited to the City of Saco ordinances.
- 2. No deviations from the approved plans are permitted without prior approval from the Planning Board for major changes, and from the City Planner for minor changes. The determination of major or minor shall be made by the City Planner.
- 3. Approval of the development plan is conditioned upon compliance by the applicant with any and all oral commitments regarding the project which were specifically made by the applicant to the Board in the course of its deliberations. This proposal is to be retained in one ownership as rental units. This approval is governed by the action taken by the Saco Planning Board for the site plan review. The applicant shall adhere to all outstanding comments from City staff, Planning Board, or consultants utilized by the City during review of the project.
- 4. All work shall be in conformance with the approved plans prepared by Sebago Technics as follows:
 - Sheet 1 – Cover
 - Sheet 2 – Notes and Legend
 - Sheet 3 – Existing Conditions Plan
 - Sheet 4 – Site and Subdivision Plan
 - Sheet 5 – Grading Plan
 - Sheet 6 – Utility Plan
 - Sheet 7 – Landscape Plan
 - Sheet 8 – Erosion Control Notes
 - Sheet 9 – Erosion Control Details
 - Sheet 10 – Details 1
 - Sheet 11 – Details 2
 - Sheet 12 – Proposed Conditions Watershed Plan
 - Sheet 1 of 1 – Photometrics Plan
 - Other materials as presented in the meeting packets and throughout this review process, including Architectural Plans

5. Before final subdivision review, the final utility details for sewer connection shall be reviewed and approved to the satisfaction of Public Works and WRRD Staff.
6. Prior to any construction activities, the applicant and contractor shall meet with the City Engineer and City Planner to review plans, inspection schedules and erosion control practices.
7. Prior to scheduling a pre-construction meeting:
 - The applicant shall respond to all remaining city staff and peer review comments. The applicant shall submit an updated site plan set revised to respond to all remaining staff and peer review comments. The conditions of approval shall also be added to this site plan set. The site plan set shall be submitted to the Planning Department and reviewed to the satisfaction of City Staff before being signed by the Planning Board.
 - The pump station submittal shall be provided to the WRRD for review and approval.
 - The applicant shall provide a private sewer facilities maintenance agreement with a qualified third-party maintenance contractor for review and approval by the Saco WRRD if private pump station is proposed and approved in the final sewer design.
 - A Financial Guarantee, acceptable to the City of Saco, shall be established for 150% of the construction, including but not limited to the following: utility installation; landscaping; paving; work within ROW; road construction, drainage, loam & seed; and sediment & erosion control and any items deemed necessary by Staff or Board to complete the project. To establish the amount of the Financial Guarantee, the applicant shall provide the City with itemized, per unit cost estimates, and a construction schedule, at least one week before anticipated site work.
 - The applicant shall establish a construction inspection account equal to 3% of the base cost of the financial guarantee, or an agreed-upon amount by Planning & Public Works staff.
 - The applicant shall provide documentation to the City Planning Department that the Scarborough offsite traffic impact fees have been paid for this development in accordance with the conditions of the Maine DOT TMP.
 - Submit as-built plans of the existing Park North infrastructure to Public Works, Planning & WRRD staff. As-built plans to be reviewed to satisfaction of City Staff.
8. All plans and specifications shall be provided on disk in an AutoCAD format. As built plans are required to be submitted to the City of Saco, and to be reviewed and approved by the Public Works and Planning Departments. The as-built plan shall be submitted in digital format as a single composite electronic file. The plan may be submitted on a disc, via email, or other format acceptable to the City Planner, and shall be compatible with commonly used CAD and/or GIS software.
9. Any work within the public right-of-way shall be subject to the terms and conditions of a Street Opening Permit to be issued by Department of Public Works. The developer shall be responsible for applying and obtaining a Street Opening Permit prior to the start of any work within the public right-of-way.
10. Any installation of underground electrical services, telephone, and cable shall provide Saco's Code Enforcement Office with a complete set of "As Built" drawings showing their location, length, size, and depth.
11. Stumps generated on site will be ground and either used on site for erosion control or will be hauled off-site. Stumps shall not be buried within areas shown as right-of-way on the final plan.
12. All underground electrical services, telephone, and cable must be installed under the supervision of a licensed Master Electrician or Journeyman (who works for a Master Electrician). The electrician will certify that any installation was done in compliance with the National Electrical Code (NFPA 70) and Local Ordinances. The electrician is responsible for obtaining applicable permits, scheduling any and all needed inspections, and supplying Saco's Code Enforcement Office with "As Built" drawings.
13. Addressing for the new units must be approved by the City's addressing officer prior to City issuance of a Building Permit. Contact Saco's Code Enforcement Office or E-911 Addressing Officer for more information.

14. In the event that human remains or artifacts are discovered during construction, all work in the vicinity of the discovery must stop and the applicant/developer shall notify the Saco Police Department, Planning Department, State Historic Preservation Officers, and affected Tribal Nations.
15. All required landscaping shall be installed before occupancy, or within six months if occupancy occurs during the winter. Financial security suitable to the City, in the form of a project deposit account, or other financial guarantee, equivalent to 30 percent of the value of the plantings shall be maintained for a period of 18 months after planting. All plantings shall be watered regularly during their first year and be maintained permanently in good growing condition. Shrubs or trees that die shall be replaced within one growing season with new shrubs or trees to ensure continued compliance with applicable landscaping requirements.
16. All connections must be made in accordance with specifications of the Technical Design Construction Standards Manual (TDCSM), Chapter 176 and Chapter 186 of the City's Ordinances, and any other applicable City, state, or federal standards, reviewed by the City Engineer and Saco Water Resource Recovery Director.
17. If the 2024 traffic counts to be completed by the applicant document that the Waterfall Drive-Portland Road traffic signal warrants are met, then the applicant shall install the traffic signal by October 2025. If the 2024 traffic counts do not warrant the traffic signal, then the applicant shall be required to perform additional traffic counts and signal warrant analysis after occupancy of this development.
18. Applicant must apply for final subdivision review per Chapter 188 ordinance.
19. This approval remains valid provided that substantial construction of this approved plan starts within twenty-four months. The applicant may apply for an extension, provided that the request is made before the site plan approval expires.

**CITY OF SACO, MAINE**

Saco Public Works Department
15 Phillips Spring Road
Saco, Maine 04072

Joseph A. Laverriere, P.E. – City Engineer
Telephone: (207) 284-6641
Email: jlaverriere@sacomaine.org

MEMORANDUM

TO: Emily Cole-Prescott, Planner
DATE: June 25, 2024
RE: **Waterfall Drive (Lot 27) – Multifamily – Site Plan Application**
Tax Map 63, Lot 6 (Portion)

The Department of Public Works (DPW) has reviewed the revised site plan application materials for the above referenced project prepared by Sebago Technics, dated June 11, 2024. The following comments have been prepared based upon our review:

1. As commented previously, the existing conditions plan should be revised to depict all the above and underground utilities (i.e. sewer, water, storm drain, electric\communications, streetlights, etc.). The recently resubmitted plans were revised to reflect some of this information; however, the plans still do not reflect all existing utilities (e.g. sewer stub to this parcel, streetlights, underground electric, storm drain from recent Zigg's development to the wetpond, etc.).
2. The recent submittal narrative from the applicant states that a recent as-built survey for Waterfall Drive has been completed. We would request that the as-built survey be provided to the City as part of this project. In particular, the as-built sewer conditions along Waterfall Drive are needed to confirm the capacity of the existing sewer based upon the level of development that has occurred over the past 15 years.
3. Sheet 6 – Utility Plan
 - A. The extent of existing 8" sewer stub in the common access drive from Waterfall Drive should be shown on the plan.
 - B. Provide design data for the E-One pump stations. Are these intended to be duplex pump stations? Details for the pump stations need to be included in the plan set. Provisions for stand-by power for these pump stations need to be provided. How will maintenance access be provided for these pump stations?
 - C. A note should be added to the plan stating that the onsite pump station is private and shall comply with the requirements of the Saco Water Resource Recovery Department (WRRD). A materials submittal shall be submitted to WRRD for review and approval prior to the start of construction.
 - D. The applicant should consult with the WRRD. The design of the private pump station is required to meet WRRD standards. In addition, WRRD requires a renewable contract with a qualified, third-party agency to perform semi-annual inspection, maintenance and operation of the private pump station. The language for the renewable contract should be submitted to the WRRD for review and approval.

As part of any subsequent site plan approval, we recommend the following conditions be included:

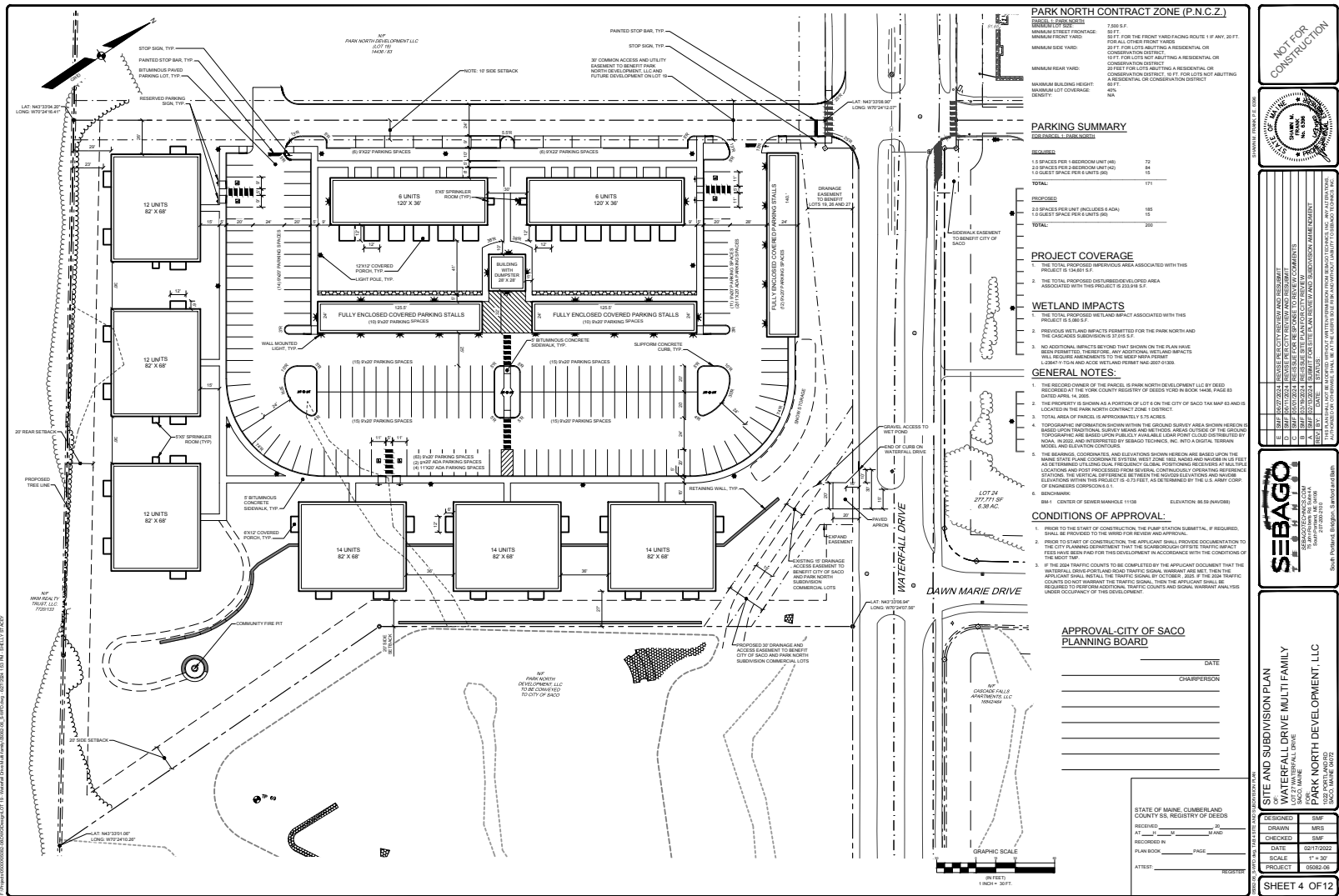
1. Prior to the start of construction, the pump station submittal shall be provided to the WRRD for review and approval.

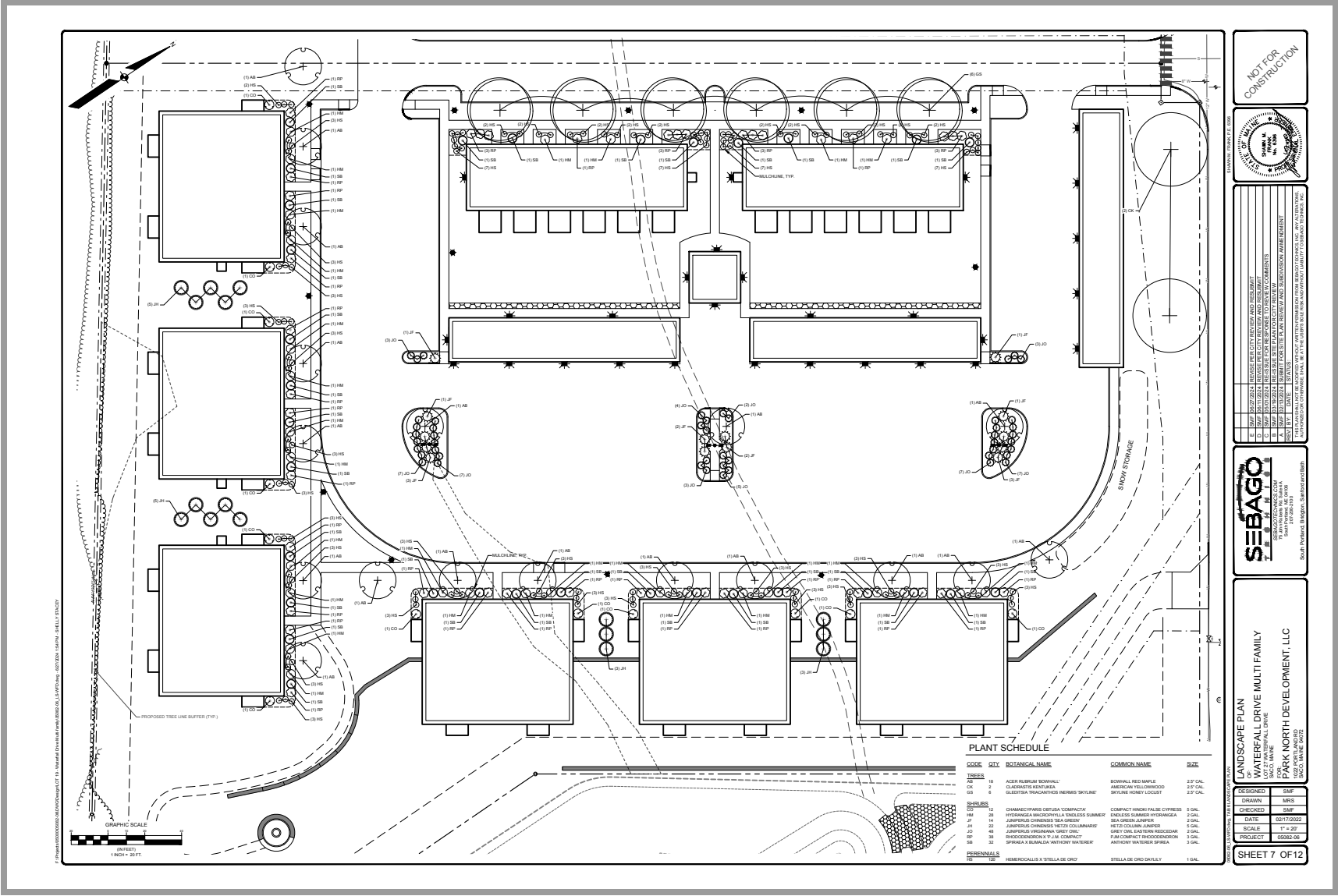
2. Prior to the start of construction, the applicant shall provide documentation to the City Planning Department that the Scarborough offsite traffic impact fees have been paid for this development in accordance with the conditions of the MaineDOT TMP.
3. If the 2024 traffic counts to be completed by the applicant document that the Waterfall Drive – Portland Road traffic signal warrants are met, then the applicant shall install the traffic signal by October 2025. If the 2024 traffic counts do not warrant the traffic signal, then the applicant shall be required to perform additional traffic counts and signal warrant analysis after occupancy of this development.

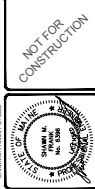
We look forward to discussing this project further and would be happy to clarify any of our comments made within this review memo.

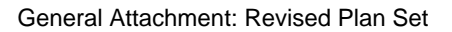
General Attachment: Revised Plan Set (Page 1 of 14)

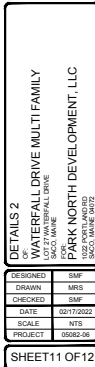
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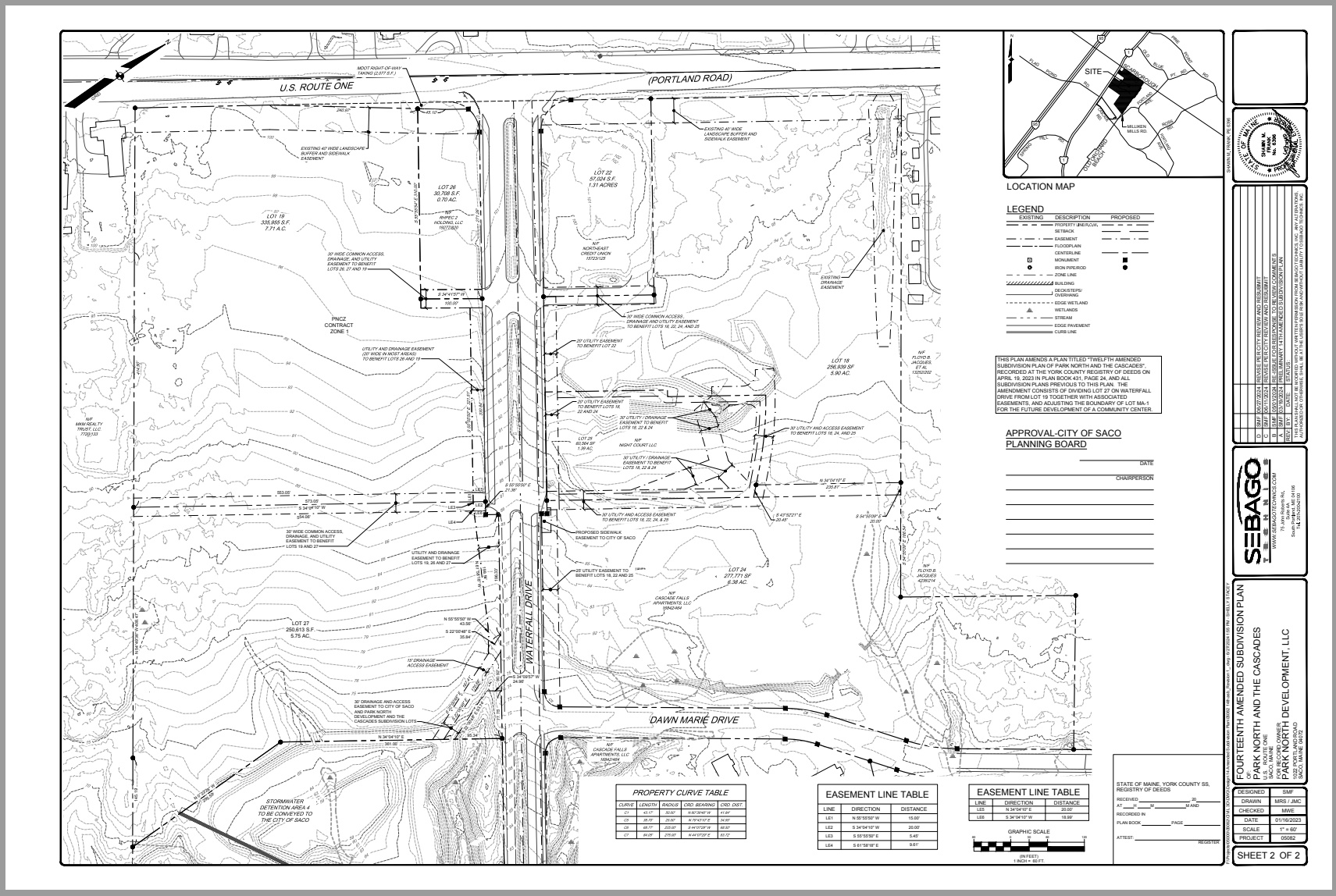














June 27, 2024
05082-06

Emily Cole-Prescott, Planning Director
City of Saco
300 Main Street
Saco, Maine 04072

Comment Response - Site Plan Review & Subdivision Amendment Application
Lot 27 – Waterfall Drive Multifamily Apartments
991 Portland Road, Saco
p/o Tax Map 63/Lot 6
Applicant: Park North Development, LLC

Dear Emily:

This letter, attached exhibits, and the enclosed revised plan set are provided in response to the Department of Public Works (DPW) review of the revised site plan application materials for the Waterfall Drive (Lot 27) – Multifamily-Site Plan memorandum dated June 25, 2024. The following responses in bold type are provided subsequent to the italicized comments as contained in the memorandum:

The Department of Public Works (DPW) has reviewed the revised site plan application materials for the above-referenced project prepared by Sebago Technics, dated June 11, 2024. The following comments have been prepared based upon our review:

- 1. As commented previously, the existing conditions plan should be revised to depict all the above and underground utilities (i.e. sewer, water, storm drain, electric\communications, streetlights, etc.). The recently resubmitted plans were revised to reflect some of this information; however, the plans still do not reflect all existing utilities (e.g. sewer stub to this parcel, streetlights, underground electric, storm drain from recent Ziggi's development to the wetpond, etc.).*

Response: The Existing Conditions Plan and the As-Built Plans for Waterfall Drive are currently being updated based upon the recent drainage and curbing work which has occurred. The plans should be completed in the next few days and will be forwarded to the City Engineer for review and comment.

05062-06
90-Unit Multifamily

Page 2 of 3

June 2024

2. *The recent submittal narrative from the applicant states that a recent as-built survey for Waterfall Drive has been completed. We would request that the as-built survey be provided to the City as part of this project. In particular, the as-built sewer conditions along Waterfall Drive are needed to confirm the capacity of the existing sewer based upon the level of development that has occurred over the past 15 years.*

Response: The Existing Conditions Plan and the As-Built Plans for Waterfall Drive are currently being updated based upon the recent drainage and curbing work which has occurred. The plans should be completed in the next few days and will be forwarded to the City Engineer for review and comment. We will also provide a calculation to the City Engineer and Director of Water Resource Recovery Department (WRRD) regarding the capacity of the constructed 8-inch sewer line at the section with the least slope based upon the as-built survey.

3. *Sheet 6 – Utility Plan*

- A. *The extent of existing 8" sewer stub in the common access drive from Waterfall Drive should be shown on the plan.*

Response: The existing 8-inch sewer stub to the site is now shown.

- B. *Provide design data for the E-One pump stations. Are these intended to be duplex pump stations? Details for the pump stations need to be included in the plan set. Provisions for stand-by power for these pump stations need to be provided. How will maintenance access be provided for these pump stations?*

Response: We are currently coordinating the final details of either the required pumps or revised gravity sewer to service the project and request a condition of approval stating that the final sewer design shall be coordinated with and approved by the the City Engineer and Director of WRRD..

- C. *A note should be added to the plan stating that the onsite pump station is private and shall comply with the requirements of the Saco Water Resource Recovery Department (WRRD). A materials submittal shall be submitted to WRRD for review and approval prior to the start of construction.*

Response: If the pump station design is retained, the requested note will be included.

- D. *The applicant should consult with the WRRD. The design of the private pump station is required to meet WRRD standards. In addition, WRRD requires a renewable contract with a qualified, third-party agency to perform semi-annual inspection, maintenance, and operation of the private pump station. The language for the renewable contract should be submitted to the WRRD for review and approval.*

Response: If the pump station design is retained, we will coordinate all design and the required renewable contract with the Director of WRRD.

05062-06
90-Unit Multifamily

Page 3 of 3

June 2024

As part of any subsequent site plan approval, we recommend the following conditions be included:

1. *Prior to the start of construction, the pump station submittal shall be provided to the WRRD for review and approval.*
2. *Prior to the start of construction, the applicant shall provide documentation to the City Planning Department that the Scarborough offsite traffic impact fees have been paid for this development in accordance with the conditions of the MaineDOT TMP.*
3. *If the 2024 traffic counts to be completed by the applicant document that the Waterfall Drive – Portland Road traffic signal warrants are met, then the applicant shall install the traffic signal by October 2025. If the 2024 traffic counts do not warrant the traffic signal, then the applicant shall be required to perform additional traffic counts and signal warrant analysis after occupancy of this development.*

Response: The requested conditions of approval have been added to the Site Plan.

As noted, we are hopeful that the final sewer design details to be coordinated with the Director of WRRD can be a condition of the approval to allow us to consider options with the City. We have discussed this with the Director and understand that he is comfortable with the requested condition of approval.

We are hopeful that we have adequately addressed the June 25, 2024 review comments such that the enclosed information is sufficient to complete the Site Plan and Amended Subdivision review process. We look forward to presenting the updated information to the Planning Board at their next regularly scheduled meeting. In the interim, please call with any questions or if additional information is needed. Thank you for your time and consideration.

Sincerely,

SEBAGO TECHNICS, INC.



Shawn M. Frank, P.E.
Senior Vice-President of Commercial Development

SMF:skn

Enc.

Cc: E. Chamberlain, Park North Development, LLC

Planning Department

Saco City Hall
300 Main Street
Saco, Maine 04072-1538

**Emily Cole-Prescott****Planning Director**EPrescott@sacomaine.org

Phone: (207) 282-3487

TO: Planning Board
CC: Tim Michaud, Terradyn Consultants (Agent)
Northeastern Hospitality (Applicant)
FROM: Emily Cole-Prescott, Planning Director
DATE: June 27, 2024 (July 2, 2024 Planning Board Meeting)
RE: Site Plan Review: 352 North Street (Map 84 Lot 2): 130-room hotel at existing Ramada Inn location with associated site improvements

PLANNING STAFF RECOMMENDATION:

Planning Staff recommend the Board hear from the applicant and open the public hearing.

OVERVIEW:

Northeastern Hospitality proposes construction of a new 19,300 square foot, 5-story 130-room hotel with associated site improvements at the existing Ramada Inn location. This will result in two hotels on the same property. The proposal is within the Business Industrial (BI) zoning district where "Hotel or Motel" is a permitted use.

Please Note: The applicant has amended the site plan materials several times, from an indoor water park, 139 room hotel with restaurant, to the proposal the Board sees before it today. Therefore, some of the capacity letters may reference the previous proposal. The only item under review with the Board this evening is the 130-room hotel as outlined in the most recent submission materials. Planning Staff recommend that the project engineer revise the application materials to remove reference to the water park.

Recap – Review to Date:

- [June 6, 2023](#): The applicant brought forward a sketch plan proposal for an indoor water park and hotel expansion at this location.
- [June 4, 2024](#): The Planning Board found the application complete, and scheduled its public hearing for July 2, 2024.

DEPARTMENTAL REVIEWS:

The following Departmental reviews are available to date:

- **Fire Department:** Deputy Chief Pendleton notes the following: "6/14/2024 The Fire Department has communicated with the Engineer via e-mail. The ladder truck turning movement is noted as acceptable. Current and future apparatus building access and Knox Box locations were discussed." Additionally, recent email correspondence from the Fire Department and applicant are included in the meeting packet.
- **Police Department:** Deputy Police Chief Huntress notes the following:
 - "1. Will there be a sidewalk from the hotel out to North St.
 - 2. Are they looking to name the drive from North St to the complex? on the sheet set they have it listed as Sumana Drive.
 - 3. Addressing of the properties would need to be reviewed and issues addressed as this would be one property with different buildings and utilizing the same room numbers."
- **Water Resource Recovery Department:** Capacity to serve information on file from WRRD Compliance Manager Riley Cobb. In subsequent conversations with Saco WRRD, the pump stations details are under review

and will need to be revised and updated to comply with city standards. There is a meeting scheduled the second week of July with the applicant's engineer to review the pump station details.

- **Public Works Department:** The City Engineer has provided comments throughout the review process on the various amendments. The City Engineer's most recent review memo is in the meeting packet, and the applicant is asked to provide responses.

PEER REVIEWS:

Peer reviewers are professionals hired by the City of Saco to provide comments and professional reviews about proposals before the Planning Board. The purpose of having peer reviewers is to provide the Planning Board with comments from professionals with the same licensure(s) and/or certification(s) as the professionals hired by the applicant. Peer review invoices are processed and paid by the City of Saco through the Planning Department. The Planning Staff then bills the costs of the peer reviews back to the applicant. Peer reviews are available in the meeting packets as received.

DISCUSSION:

Site Walk: The Board hosted a site walk on June 17th. Draft notes are available in this meeting packet. One item under review from that site walk is the sidewalk connectivity. Since that site walk, the applicant has submitted a sidewalk concept plan for the Board's consideration.

Traffic Considerations: Additional traffic information has been submitted, is under review, and is in the meeting packet.

Pump Station Details: Pump station design details have been submitted but need to be revised to comply with city standards.

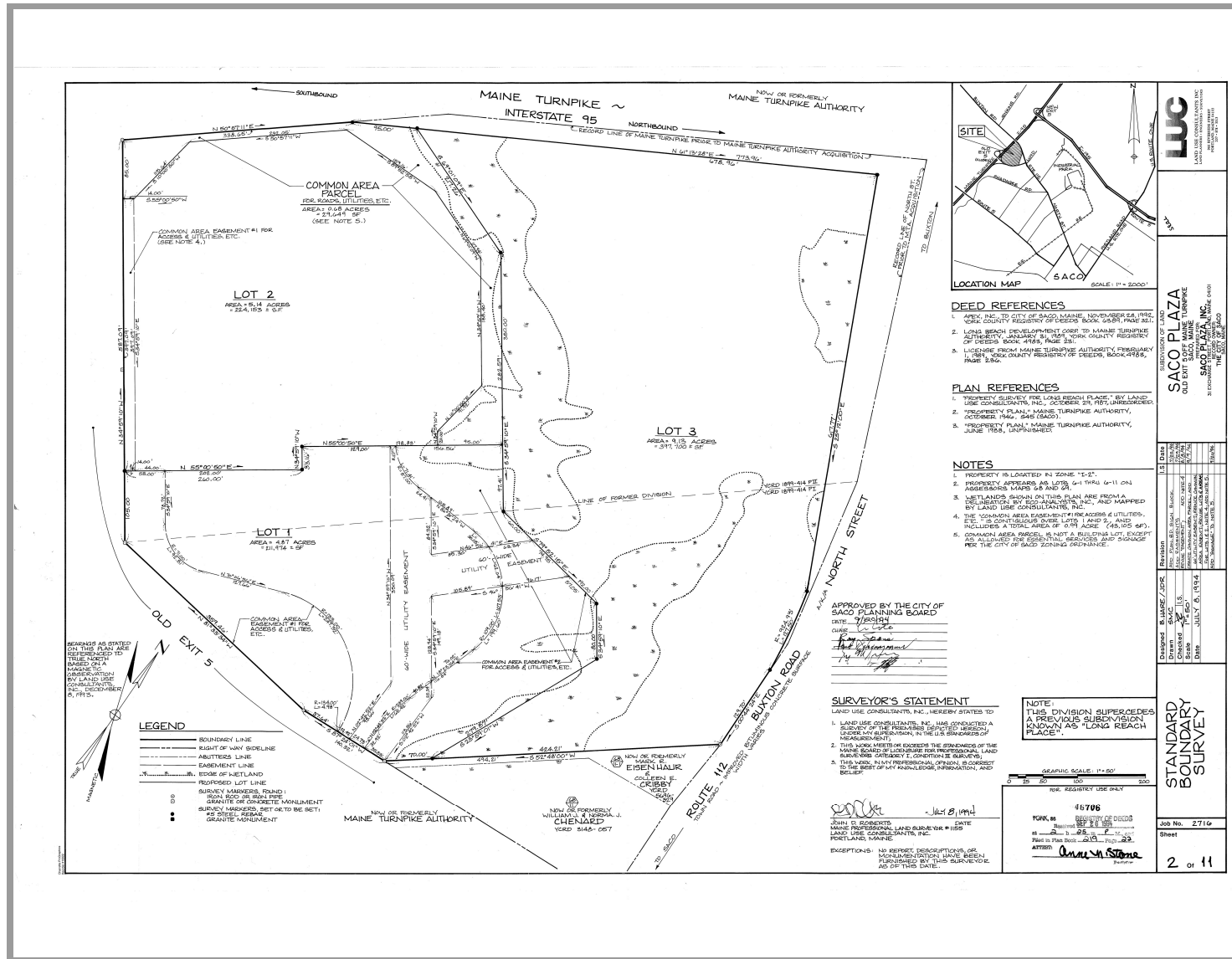
City Engineer Review Memo: The City Engineer's review memo is in the meeting packet and includes critical questions and comments to which the applicant is asked to respond.

Review Standards: This application is being reviewed per Chapter 179 ([Site Plan Review](#)) including Site Location (delegated authority) and Chapter 230 ([Zoning](#)) standards. The Board can ask any questions relative to these review standards.

OPEN THE PUBLIC HEARING:

The Board has scheduled the public hearing for this evening, and Planning Staff has noticed the hearing in conformance with ordinance requirements. The Board is asked to hold its public hearing, and a motion is: ***"I move to open the public hearing."*** Currently, Staff recommends continuing the public hearing to the next meeting, and a suggested motion is: ***"I move to continue the public hearing to the July 16, 2024 meeting."***

CONCLUSION: The Board is asked to review the materials and open its public hearing.





18 June 2024

Emily Cole-Prescott
City Planner
City of Saco
300 Main Street
Saco, ME 04072

Re: City of Saco, Wetland Delineation Review Services
Tax Map 84, Lots 2 & 2-1
Tax Map 68, Lot 62
352 North Street
Saco, ME

Dear Emily:

This letter transmits the findings of a Wetland Delineation Review completed on the above referenced site.

Haley Ward, Inc. has received the following information associated with the subject parcel and proposed project:

1. "Site Plan Review Application" (additional information) for "Town Place Suites", Northeastern Hospitality Group, LLC (Owner), 352 North Street, Saco, Maine, prepared by Terradyn Consultants LLC, May 28, 2024.
2. "Floor Plans, Fairfield #62944 / Towneplace Suites #62945 by Marriot prepared by Wiemann Lamphere Architects dated May 21, 2024.
3. "Town Place Suites Plan Set", for Northeastern Group Holdings, LLC, prepared by Terradyn Consultants LLC, dated September 11, 2023 and revised through May 28, 2024.
4. "Boundary & Topographic Survey", Northeastern Group Holdings, LLC, 352 North Street, Saco, Maine, prepared by Owen Haskell, Inc. dated November 5, 2020.

We have previously reviewed this property on October 12, 2023 and issued a report dated October 13, 2023. Within that report, we had 4 comments related to the wetland delineation on the site. Following review of the "re-submitted" materials referenced above, we have no further concerns regarding the wetland delineation as depicted on the submitted plans. However, it is worth noting that there is a pond (referred to as

City of Saco | 06.18.24 | 10602.012 | Page 1



200 Griffin Rd., Unit 14, Portsmouth, NH 03801
T: 603.430.9282 | [HALEYWARD.COM](https://www.haleyward.com)



Wetland Area B) in my previous report, located adjacent to the access/egress roads located in the southernmost portion of the site. Sheet C-0.1 Demolition Plan depicts a "Clearing and Grubbing Limit of Work". It is unclear if the clearing limit is within the pond area as the pond is not depicted. This limit should be either be adjusted or the pond should be depicted on the plan to ensure that vegetation and grubbing does not occur within the pond limits.

Do not hesitate to contact me if you have any questions in regard to this review.

Sincerely,

Steve Riker, Certified Wetland Scientist (NH)
Project Scientist/Project Manager
sriker@haleyward.com



CITY OF SACO, MAINE

Saco Public Works Department
15 Phillips Spring Road
Saco, Maine 04072

Joseph A. Laverriere, P.E. – City Engineer
Telephone: (207) 284-6641
Email: jlaverriere@sacomaine.org

MEMORANDUM

TO: Emily Cole-Prescott, Planner
DATE: June 17, 2024
RE: **352 North Street – Ramada Inn**
Tax Map 68, Lot 62 and Tax Map 84, Lots 2 and 2-0-1

The Department of Public Works (DPW) has reviewed the revised site plan application materials for the above referenced project prepared by Terradyn Consultants, dated May 3, 2024. The following comments have been prepared based upon our review:

General

1. The applicant should consult with the Saco Fire Department on the requirements and locations for knox box; annunciator panel; and external sprinkler riser connection.
2. Final hydrant locations throughout the site shall be determined by the Saco Fire Department. The applicant should also consult with SFD on the private hydrant maintenance agreement requirements.
3. The applicant should consult with the Saco Fire Department on the requirements for emergency vehicle access within the site and need to accommodate provisions to turn and maneuver emergency equipment within the site.
4. The final design of the water distribution system shall be reviewed and approved by the Maine Water Company prior to site plan approval.
5. Any utility work that is required needs to be completed in advance of the North Street reconstruction planned as part of the MTA Exit 35/36 project. A 5-year moratorium will be in place once the MTA work is completed. The proposed site plans do not depict any work within North Street; therefore, no disturbance of North Street is proposed nor authorized as part of this site plan review process.

Application Narratives

1. SLODA Section 12 – Stormwater
 - The Zoning Ordinance requires stormwater management for projects disturbing more than one acre of land are subject §230-1202 (Stormwater runoff management), §230-1203 (Stormwater quantity and quality control), and §230-1204 (Post-construction stormwater management plan). The provisions of §230-1205 (Drainage plan) are applicable to smaller projects that disturb less than one-acre of land, but more than 10,000 s.f. of new or redeveloped impervious area.

The stormwater treatment analysis prepared for the project meets the 95% and 80% treatment thresholds of Chapter 500; therefore, the requirements of §230-1203 have been met.

- The discussion on the urban impaired streams standards for Goosefare Brook should include the mitigation credit analysis contained in Chapter 501 of the State Stormwater Law.
- The stormwater operations and maintenance plan needs to be revised to include:
 - 1) Prohibit snow storage within the stormwater BMP systems.
 - 2) Include language about the 5-year Maine DEP re-certification requirement that applies to this license.

2. Section 14 – Basic Standards

- Erosion and sedimentation control requirements need to be revised as follows:
 - 1) Inspections during construction should be performed at least once a week and before and after each significant rainfall event (typically a storm that produces more than 0.5 inch of rainfall in a 24-hour period).
 - 2) Requirements for street sweeping need to be included.
 - 3) Maintenance and corrective action timelines need to be modified to specify that any identified corrective action must commence by the end of the next workday and completed within seven calendar days or before the next storm event, whichever comes first.
 - 4) Provide sample inspection form.

Plans

1. Sheet C-0.1 Demolition Plan

- The scope of work of this plan should be expanded to include demolition of existing site features, utilities, etc.
- The extent of existing utilities should be expanded to show complete sewer system (gravity and force main location).

2. Sheets C-1.0, C-2.0 and C-2.1 Site Plans

- The parking calculation (note 9) should be revised to delete reference to water park.
- How will the new wastewater pump station be accessed for maintenance vehicles and equipment?
- A note should be added to the plan set indicating that the owner shall be required to inspect the stormwater management system on an annual basis, perform required annual maintenance, and submit an annual report to DPW by July 15th of each calendar year. In addition, the applicant is required to execute Form 1 within §XII of the Zoning Ordinance prior to the start of construction and Form 2 as part of the future annual reporting effort.
- Please identify emergency egress doors on the existing and proposed building structures. The applicant should review with the Code Enforcement Office for emergency egress walkways, etc.

3. Sheets C-3.0 thru C-3.4 Grading, Drainage and Details

- The second construction inspection note on Sheet C-3.2 should be revised to delete any reference to future City acceptance of the stormwater BMP.

4. Sheets C-4.0 and C-4.1 Utility Plans

- Roof top mechanical equipment is proposed for the new building. The architectural plans should depict the mechanical equipment and any needs for screening.
- Since the existing sewerage pump station, controls and force main are to remain operational until the new sewerage pump station is constructed, it would be helpful to depict the location of the existing facilities in comparison to the new facilities. In addition, details for reconnection or tie-in from the old to the new system need to be provided.
- Details for the wastewater pump station need to be included in the plans.
- Is the existing force main from this site to the MTA gravity line being replaced in its entirety?
- Does the existing XL Sports facility connect to this site via force main or gravity?
- Details for the grease trap need to be included in the plans. The sizing of the new grease trap will need to be submitted to the WRRD for review and approval.

We look forward to discussing this project further and would be happy to clarify any of our comments made within this review memo.

Emily C. Prescott

From: Timothy Michaud <tim@terradyconsultants.com>
Sent: Thursday, June 27, 2024 3:04 PM
To: David Pendleton
Cc: Emily C. Prescott; Joseph A. Laverriere
Subject: RE: Ramada Inn Town Place Suites Project

Follow Up Flag: Flag for follow up
Flag Status: Flagged

[CAUTION: THIS EMAIL ORIGINATED FROM OUTSIDE THE CITY OF SACO DOMAIN]

Hi David:

We are providing additional information to the Department for the proposed Ramada Inn Town Place Suites Project.

The project before the City currently is for the addition of the Town Place Suites hotel and site improvements for full buildout of the project that will not include the waterpark building at this time.

- We have instructed the architect that an additional Knox Box will be required at the front and rear of the proposed hotel.
- All curbing is proposed to be cape cod style and mountable by apparatus.
- Distance between the two proposed fire hydrants on the perimeter road closest to the Turnpike is 700 feet.

The next phase of the project will be for the addition of the waterpark. We shared your concerns for the waterpark building with the architects. The water park architects have provided us with information that

"We are working on a plan specifically to share with the Fire Department where we can talk through these issues. We are not showing that "return" on the IWP south of the Ramada. So, that's a definite improvement. The rest we can walk him through and address his concerns directly. We'll share with you ahead of time to get your input"

We hope this provides clarification for the entire project and assists you with your review for the Town Place Suites Project.

Tim Michaud
Terradyn Consultants, LLC
41 Campus Drive, Suite 301
New Gloucester, ME 04260
Ph. 207-926-5111
Cell 207-939-5970

From: David Pendleton <david.pendleton@sacomaine.org>
Sent: Wednesday, June 12, 2024 5:40 PM

To: Timothy Michaud <tim@terradynconsultants.com>
Cc: David Pendleton <david.pendleton@sacomaine.org>; Emily C. Prescott <EPrescott@sacomaine.org>; Joseph A. Laverriere <JLaverriere@sacomaine.org>
Subject: FW: Ramada Inn Town Place Suites Project

Hello Tim,

Thanks for the details and the opportunity to weigh in. Please see comments/responses below in red. It may be easier to look at things together in person and I am happy to do so.

From: Timothy Michaud <tim@terradynconsultants.com>
Sent: Monday, June 10, 2024 2:26 PM
To: David Pendleton <david.pendleton@sacomaine.org>
Cc: Joseph A. Laverriere <JLaverriere@sacomaine.org>; Emily C. Prescott <EPrescott@sacomaine.org>
Subject: Ramada Inn Town Place Suites Project

[CAUTION: THIS EMAIL ORIGINATED FROM OUTSIDE THE CITY OF SACO DOMAIN]

Hi David:

Terradyn has submitted its Site Plan Review Application submission package to Planning for the 130 room Town Place Suites development project located at 352 North Street in Saco. The site is currently home to the Ramada Inn & Conference Center.

Attached please find the project overall site plan, utility drawings, fire truck turning figure, and fire truck template information for your use. Existing utilities for water, sewer, electrical and gas lines will be reconfigured/relocated within the site to serve existing and proposed infrastructure. A 20-foot-wide paved fire lane will be provided around the westerly perimeter of the site and is intended to be two-way for fire/delivery/maintenance personnel only.

As part of the City review, DPW has requested that we be in receipt of comments from the Saco Fire Department for the following:

- The applicant should consult with the Saco Fire Department on the requirements for emergency vehicle access within the site and need to accommodate provisions to turn and maneuver emergency equipment within the site.

Identifying that the service road is two-way is appreciated by the Fire Department. The track of the ladder truck is tight in some spaces but unless Joe injects with concerns, you likely are there. I feel that we are losing much of the current access we have to the Ramada regarding getting the ladder truck near the building to be able to reach the roof, for example, at each end of hotel. This may be premature but I thought I saw in another drawing, limited access to the left rear corner of the existing hotel with construction of the water park. We hope to maintain and possibly increase any access which will be present with the water park in addition to the access from the small parking lot to the southwest of the existing Ramada and to either side of the front canopy. Previous drawings showed the small parking lot to be deeper. Is there any chance of increasing the depth? The proposed new hotel has decent access from two and possibly three sides. Is the curb at the southeast end of the proposed hotel mountable by apparatus?

- The applicant should consult with the Saco Fire Department on the requirements and locations for knox box, annunciator panel, and external sprinkler riser connection.

We have for several years been asking for more than one Knox Box on larger buildings to provide more option for addressing an incident as quickly as possible. A Knox Box at the front and rear of the proposed hotel should be included.

- Final hydrant locations throughout the site shall be determined by the Saco Fire Department. Are all onsite fire hydrants privately owned and maintained?

What is the distance between the two proposed fire hydrants on the perimeter road closest to the Turnpike? We have typically looked for less than 1,000 feet of spacing.

Thank you for your assistance/review with this project.

Tim Michaud
Terradyn Consultants, LLC
41 Campus Drive, Suite 301
New Gloucester, ME 04260
Ph. 207-926-5111
Cell 207-939-5970

BK 7309 PG 186

01271

MUNICIPAL QUITCLAIM DEED WITH COVENANT

KNOW ALL BY THESE PRESENTS, that the City of Saco, Maine, as Grantor, for consideration paid, grants to Saco Plaza, Inc., as Grantee, of Portland, Cumberland County, Maine, with a mailing address of 31 Exchange Street, Portland, Maine, with Quitclaim Covenant, the land and improvements thereon in the City of Saco, York County, Maine, described more particularly in Exhibit A attached hereto and incorporated herein by reference (the "Property").

MAINE REAL ESTATE TRANSFER TAX PAID

paper copy at time of recording

The conveyance of the Property is subject to the following covenants and restrictions:

1. Contract for Sale of Land for Development between the Grantee and Grantor dated September 1, 1994, and recorded on September 2, 1994, in the York County Registry of Deeds in Book 7177, Page 235, as amended by Addendum dated October 31, 1994, by Second Amendment dated October 31, 1994, and by letter agreement dated October 31, 1994, all attached as Exhibit B.
2. Agreement between Grantor and the Maine Turnpike Authority dated October 31, 1994, and recorded in the York County Registry of Deeds in Book 7245, Page 93.
3. Restrictive Covenant in favor of Marriott Family Restaurants, Inc. dated October 31, 1994, and recorded in the York County Registry of Deeds in Book 7245, Page 86.
4. Terms and conditions of the City of Saco Planning Board's approvals dated August 1, 1994, as amended September 22, 1994.

40

BK7309 PG187

Witness my hand and seal this 9th day of January, 1995

CITY OF SACO

By: Lawrence S. Mitchell
Lawrence S. Mitchell
Its City Administrator

STATE OF MAINE
CUMBERLAND, ss.

January 9, 1995

Personally appeared the above-named Lawrence S. Mitchell, City Administrator of the City of Saco and acknowledged the foregoing to be his free act and deed in his said capacity and the free act and deed of said City of Saco.

Before me,

Thomas A. Metcalfe
Notary Public/Attorney-at-Law
Thomas A. Metcalfe

COR-50617-1.wp

BK7309 PG188

EXHIBIT A
"Saco Plaza"

Certain lots or parcels of land located in the City of Saco, County of York and State of Maine, more particularly bounded and described as follows:

Lots #1 and #2 and the "Common Area Parcel" abutting said lots as shown on a plan entitled "Subdivision of Land, Saco Plaza, Old Exit 5 off Maine Turnpike, Saco, Maine" approved by the City of Saco Planning Board on September 20, 1994 prepared by Land Use Consultants, Inc, dated July 8, 1994 as revised through September 20, 1994 and recorded in the York County Registry of Deeds in Plan Book 219, Page 22 (the "Plat"), excepting and reserving, however, Lot #3 as shown on the Plat.

Said lots or parcels of land may be more particularly bounded and described as follows:

BEGINNING at an iron rod found at the most northwesterly corner of land now or formerly of Mark R. Eisenhaur and Colleen E. Cribby (see Book 5696, Page 329), which point of beginning is located South 52° 48' West a distance of 494.21 feet from an iron pin located on the sideline of North Street [also known as Route 112 or the Buxton Road] and being the most northerly corner of Eisenhaur and Cribby as aforesaid (said point of beginning also being on the sideline of land now or formerly of the Maine Turnpike Authority);

THENCE: running North 87° 24' 01" West a distance of one hundred forty and thirty-two hundredths (140.32) feet by said land of the Maine Turnpike Authority to an iron rod;

THENCE: running North 81° 33' 34" West a distance of three hundred fifty-nine and forty-six hundredths (359.46) feet along said land of the Maine Turnpike Authority to a monument set;

THENCE: running North 34° 59' 10" West a distance of five hundred eighty-seven and nine hundredths (587.09) feet along said land of the Maine Turnpike Authority to an iron rod;

BK7309 PG189

THENCE: running North 50° 57' 11" East a distance of three hundred thirty-eight and sixty-five hundredths (338.65) feet along said land of the Maine Turnpike Authority to a monument;

THENCE: running North 61° 13' 28" East a distance of ninety five and zero hundredths (95.00) feet along said land of the Maine Turnpike Authority to a point, being the most northwesterly corner of Lot #3 as shown on the Plat;

THENCE: running South 69° 01' 09" East along said Lot #3 a distance of two hundred seventeen and twenty-six hundredths (217.26) feet to a point;

THENCE: running South 34° 59' 10" East along said Lot #3 a distance of three hundred eighty and zero hundredths (380.00) feet to a point;

THENCE: running South 79° 52' 15" East a distance of one hundred ninety-two and zero hundredths (192.00) feet along said Lot #3 to a point;

THENCE: running South 34° 59' 10" East a distance of eighty and zero hundredths (80.00) feet to a point;

THENCE: running South 230 59' 01" West along said Lot #3 a distance of two hundred seventy-nine and eighty-seven hundredths (279.87) feet to an iron bar and said land now or formerly of Eisenhaur and Cribby;

THENCE: running South 52° 48' 00" West a distance of seventy and zero hundredths (70.00) feet along said land now or formerly of Eisenhaur and Cribby to the point of beginning,

Being a portion of the premises conveyed by Apex, Inc, to the City of Saco, Maine by deed dated December 28, 1992 and recorded in the York County Registry of Deeds at Book 3689, Page 321.

Together with and subject to the terms and conditions of an agreement between the Maine Turnpike Authority and Long Beach

BK7309 PG190

Development Group dated February 1, 1989 and recorded in the York County Registry of Deeds at Book 4983, Page 236, .

With respect to the land of the Maine Turnpike Authority, references made to a plan entitled Maine Turnpike Authority, Section 1 Kittery to Portland Supplemental Sheet No. 6 as recorded in the York County Registry of Deeds at Plan Book 13, Page 62,

SUBJECT to the easements for flowage, drainage and grating to the extent applicable as set forth in a deed from Long Beach Development Group to the Maine Turnpike Authority dated January 31, 1989 and recorded at Book 4983, Page 231 and agreement dated February 1, 1989 and recorded at Book 4983, Page 236, to the extent applicable.

SUBJECT to a certain Agreement (re: Former Exit 5) entered into among the Maine Turnpike Authority and the City of Saco dated October 31, 1994 as recorded in the York County Registry of Deeds in Book 7245, Page 93 (the "Turnpike Agreement") and to a certain Restrictive Covenant entered into between the City and Marriott Family Restaurants, Inc. and Saco Plaza, Inc. dated October 31, 1994 and recorded in said Registry of Deeds in Book 7245, Page 86, each of which the parties each agree to faithfully observe and perform as covenants running with the land.

TOGETHER WITH a perpetual easement for surface water drainage running over the existing water courses located on Lot #3 as shown on a plan entitled "Existing Conditions," Sheet 3, Plan of Subdivision of Land, Saco Plaza, Old Exit 5 off Maine Turnpike, Saco, Maine prepared for Saco Plaza, Inc, dated July 8, 1994 prepared by Land Use Consultants, Inc.

SUBJECT TO a perpetual easement for the benefit of Lot #3 as shown on the Plat for the installation, maintenance, repair and replacement of underground utility lines, wires, pipes, and conduits in common with Lot #1 and Lot #2 as shown on the Plat under and across a portion of Lot #1 which is sixty (60) feet in width running from Lot #3 to land of the Maine Turnpike Authority known as "former Exit 5" which sixty (60) foot wide strip is depicted on the Plat, and together with the right to connect into utility lines to be installed on Lot #1, subject to the following perpetual restrictions and covenants:

BK7309 PG191

(i) The City of Saco, its successors and assigns (the "City") shall promptly pay for and shall arrange to be billed directly by the utility companies for utility services used and consumed on Lot #3, so that no lien may be filed against Lots #1 and/or #2; or if no such direct billing is in effect or available, then the owner of Lot #3 shall install submeters, and the owner of Lot #1 is hereby granted a lien on Lot #3 to enforce the prompt payment of its proportionate share of amounts due plus all costs and expenses of enforcement including reasonable attorneys fees, which lien may be enforced in the same manner as a mortgage on real estate,

provided however that in order to avoid a potential lien on Lot #3 if no such direct billing is in effect or available, then all persons with an interest in Lot #3 may by a recorded instrument permanently release the foregoing utility easement with respect to any one or more of any utilities not subject to direct billing but such release shall not affect the status of any existing lien then in effect or the continuation of the lien for any utilities not included in the release;

(ii) The City shall give at least 30 days prior written notice to the owner of Lot #1 of any proposed work on the Utility easement area, together with copies of plans and specifications depicting the proposed work as prepared and sealed by a licensed professional engineer;

(iii) The surface of the earth shall be promptly restored to its pre-existing condition (including repaving and resodding lawn areas) following any work on Lot #1, which work shall be carried out so as to minimize any disruption to activities on Lot #1 and Lot #2;

(iv) For any such utility facilities in joint use, each lot as shown on the Plat shall promptly contribute to the expenses of maintenance, repair and replacement of such utility facilities in proportion to their volume of use (to the extent a utility is only used by one lot, then that lot shall be solely responsible for the expenses thereof); and

(v) To the fullest extent practical, the City shall connect into utility lines previously installed in Lot #1

BK7309 PG192

at the time of the City's exercise of its rights hereunder; in the event that the capacities of the utility lines previously installed in Lot #1 are then or subsequently become inadequate to serve all of Lots #1, #2, and #3, then Lot #3 shall promptly either restrict its use of such lines or shall install lines with increased capacity.

(vi) the owner of Lot #1 and/or Lot #2 shall have the right at its expense to relocate the utility lines and the utility easement corridor located on Lot #1, provided that any disruption of utility services to Lot #3 shall be minimized.

The owner of Lot #1 and Lot #2 reserves all other rights with respect to said sixty (60) foot wide strip not materially disruptive of the rights of the owner of Lot #3, including without limitation the right to alter grades, to install pavement, light poles, signs, lawns and landscaping and to install other utility lines in said strip. The parties intend that Lots #1 and #2 shall have the maximum use and enjoyment of said sixty (60) foot wide strip not inconsistent with the City's rights to connect into the utility lines on Lot #1, and further subject to the terms of the Turnpike Agreement.

To the extent such utility lines subsequently cross said property of the Maine Turnpike Authority, this easement is subject to the Turnpike Agreement and to the provisions of P.L.1994, c. 612, which the owner of Lot #3 agrees to faithfully observe and perform. Any rights of the owner of Lot #3 to use the former Exit 5 for utility purposes must be obtained directly from the Maine Turnpike Authority under the Turnpike Agreement or otherwise; prior to any connection into the utility lines on Lot #1, the owner of Lot #3 shall obtain the written certification of the Maine Turnpike Authority that the proposed use of such utility lines located on the land of the Maine Turnpike Authority does not constitute a breach of the foregoing statute and the Turnpike Agreement.

Nothing contained herein shall be deemed to establish any right of ingress and egress from the land of the Maine Turnpike to Lot #3 across Lot #1 and/or Lot #2, whether by motor vehicle or on foot or otherwise.

BK7309 PG193

EXHIBIT B-1

**ADDENDUM TO CONTRACT FOR SALE
OF LAND FOR DEVELOPMENT**

This Addendum is made and entered into as of the 31st day of October, 1994, by and between the City of Saco, Maine, a municipal corporation having its principal office at Saco, Maine (the "City"), and Saco Plaza Inc., a Maine corporation with a principal place of business in Portland, Maine (the "Developer").

WITNESSETH:

WHEREAS, pursuant to that certain Contract for Sale of Land for Development dated September 1, 1994 between the parties (the "Contract"), the City agreed to sell, and the Developer agreed to purchase and develop as a discount State Liquor Store and Hotel Complex, a certain parcel of land comprised of approximately ten (10) acres located off North Street in the City of Saco adjacent to the limited access toll road known as the Maine Turnpike (the "Property"); and

WHEREAS, the Developer is unwilling to construct the Liquor Store on a portion of the Property without assurance of monthly payments in an amount to cover its capital costs for a period of one (1) year from completion of the structure; and

WHEREAS, although the State of Maine, Department of Administrative and Financial Services, Bureau of General Services (the "Department") and the Developer expect to execute a lease agreement for the Liquor Store in the form attached hereto as Exhibit A and incorporated herein by reference (the "Proposed Lease"), the Department is concerned that it may be precluded from taking occupancy of the Liquor Store upon its completion and therefore is unwilling to guarantee twelve (12) months of rent for the Liquor Store at this time; and

36

BK7309 PG194

WHEREAS, in order to induce the Developer to construct the Liquor Store building, the Department has committed to pay the Developer certain monthly payments in lieu of rent for a period of six (6) consecutive months commencing thirty (30) days after the State of Maine, Bureau of General Services (the "Bureau") certifies that the Liquor Store building is ready for occupancy (the "Department's Monthly Payments"), provided that the Department is precluded from taking occupancy of the Liquor Store on the date of such certification, all as set out in that certain commitment letter from the Department to the Developer dated September 27, 1994 (the "Commitment Letter"), a copy of which is attached hereto as Exhibit B and incorporated herein by reference; and

WHEREAS, in order to provide further inducement to the Developer to construct the Liquor Store building, the City has agreed to pay six (6) monthly payments to the Developer commencing thirty (30) days after the due date of the last payment of the Department's Monthly Payments, on the terms and conditions set out herein; and

WHEREAS, the Developer and the City have agreed that a portion of the purchase price of the Property shall be escrowed and used by the City to fund any payments made by the City to the Developer pursuant to this Addendum, and that the purchase price of the Property as set forth in the Contract shall be adjusted accordingly as herein provided.

NOW, THEREFORE, in consideration of the mutual covenants herein contained, the sufficiency of which the parties hereby acknowledge, the parties agree as follows:

1. Obligations of the City if Department Fails to Occupy Liquor Store.

a. Monthly Payments. In the event that the Department is prohibited by a court order, state law, legislative action or any other reason from taking occupancy of the Liquor Store building at the time the Bureau certifies that the Liquor Store building is "ready

BK7309 PG195

for occupancy," and a replacement tenant for the Liquor Store building is not located by the Developer prior to the payment of all six of the Department's Monthly Payments, then the City shall pay to the Developer equal monthly payments commencing thirty (30) days after the due date of the Department's final Monthly Payment and continuing every thirty (30) days thereafter for a period of five (5) consecutive months. The Department's Monthly Payments for the first six (6) months after the Liquor Store is certified for occupancy by the Bureau shall be paid by, and are the sole obligation of, the Department. The City's monthly payments hereunder for the seventh through the twelfth months, inclusive, after the Liquor Store is certified for occupancy by the Bureau shall be paid by, and are the sole obligation of, the City. In the event less than twelve (12) monthly payments are required to be made to the Developer pursuant to the Commitment Letter and this Addendum, the Department's and the City's liability for payments shall not be prorated or otherwise allocated between the Department and the City, it being the intent of the parties that the City's obligation to pay the final six (6) payments as provided for herein, shall not commence until one month following the due date of the last of the Department's six (6) installments under the Commitment Letter. In the event the Developer for any reason reduces the Department's Monthly Payments under the Commitment Letter in amount, scope, nature, or timing, the City's monthly payments hereunder shall automatically be deemed to be proportionately reduced in the same manner.

b. **Calculation of Monthly Payments.** The amount of the monthly payments to be paid by the City to the Developer hereunder shall be equal to the capital cost, repair/reserve fee and required insurance components of Initial Term Base Rent as set out and defined in subparagraphs 7(A)(i), (ii) and (iii) of the Proposed Lease; provided, however,

BK 7309 PG 96

that under no circumstances shall that amount exceed \$15,000 per month. In any event, it is specifically agreed that:

(1) the amount of each monthly payment hereunder is intended to be, and shall be, equal to the amount of each of the Department's Monthly Payments, if any, made pursuant to the Commitment Letter; and

(2) Neither the components of Initial Term Base Rent set out in subparagraph 7(A)(iv) of the Proposed Lease, the components of Additional Rent set out in subparagraph 33(A) of the Proposed Lease, nor any other payment to be made to the landlord under the Proposed Lease of any nature whatsoever shall be included in the calculation of monthly payments payable to the Developer pursuant to this Agreement.

c. Termination of Payment Obligation. In the event that the Developer rents or leases the Liquor Store building, or any portion thereof, to, or otherwise allows use or occupancy of the Liquor Store building by, any party prior to receipt by the Developer of all of the Department's Monthly Payments or the six monthly payments by the City contemplated hereunder, all payment obligations of the City to the Developer pursuant to this Addendum shall cease as of the date a substitute tenant is located, with payment for any partial month to be prorated.

2. Escrow. Immediately after the closing of the Contract, the City shall deposit a portion of the purchase price of the Property equal to six (6) months of payments for the Liquor Store building as calculated in subsection 1(b) of this Agreement, in a separate, segregated account of the City which shall be utilized, pledged and denominated solely as a source of funds for payment of any monthly payment obligations that may be required of the City pursuant to this Agreement and for no other purpose. In no event shall such sums be

BK7309 PG197

commingled with the City's General Fund; provided, however, that from time to time sums may be withdrawn from the segregated account and commingled with the General Fund so long as amounts remaining in the segregated account are sufficient to cover the City's outstanding potential obligations to the Developer pursuant to this Agreement.

3. Adjustment of Purchase Price of Property. The purchase price of the Property as set out in the Contract shall automatically be deemed to be reduced by the amount of any and all monthly payments paid by the City to the Developer pursuant to this Agreement.

4. Entire Agreement; Release. The Developer hereby releases the City from any and all obligations to make any payments whatsoever pursuant to that certain letter agreement dated August 26, 1994 between the Department and the City. The parties agree that this Addendum constitutes the entire agreement between them with regard to the subject matter thereof, and no prior oral statements or representations or prior written matter not contained in this Addendum with regard to any monthly payments from the City to the Developer for the Liquor Store shall have any force or effect.

5. Governing Law. This Addendum shall be governed in all respects by the laws of the State of Maine.

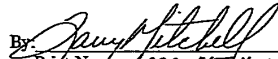
6. Amendment. This Addendum may be amended or modified only in writing executed by duly authorized representatives of the parties.

7. Priority of Terms. In the event of any conflict between this Addendum and the Contract, this Addendum shall control.

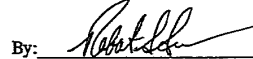
8K7309 PG198

IN WITNESS WHEREOF, the parties have executed and delivered this Agreement
as of the date first above written.

CITY OF SACO

By: 
Print Name: LARRY MITCHELL
Its: CITY ADMINISTRATOR

SACO PLAZA INC.

By: 
Print Name: ROBERT S. SMITH
Its: VICE PRESIDENT

COR-45781-1.wp

BK7309 PG199

Exhibit B-2

SECOND AMENDMENT TO CONTRACT FOR SALE
OF LAND FOR DEVELOPMENT

This Second Amendment is made and entered into as of the 31st day of October, 1994, by and between the City of Saco, Maine, a municipal corporation having its principal office at Saco, Maine (the "City"), and Saco Plaza Inc., a Maine corporation with a principal place of business in Portland, Maine (the "Developer").

WITNESSETH:

WHEREAS, pursuant to that certain Contract for Sale of Land for Development dated September 1, 1994 between the parties as amended by Addendum of even date (the "Contract"), the City agreed to sell, and the Developer agreed to purchase and develop as a discount State Liquor Store and Hotel Complex, a certain parcel of land comprised of approximately ten (10) acres located off North Street in the City of Saco, adjacent to the limited access toll road known as the Maine Turnpike (the "Property"); and

WHEREAS, the City and Developer wish to amend Exhibit D to the Contract in order to accommodate the requests of the Maine Turnpike Authority and Marriott Family Restaurants.

WHEREAS, the Maine Turnpike Authority has requested assurances that the Developer will not permit a third party to take occupancy of the Property so long as the Maine Department of Administrative and Financial Services (the "Department") and the City are performing their obligations and paying the rent in accordance with the foregoing Addendum forming a part of the Contract and the Department's letter to Developer dated September 27, 1994 committing to enter into the lease of a state liquor store building to be constructed by Developer on a portion of the Project for occupancy by the State of Maine Liquor Commission (the "Agreements").

NOW, THEREFORE, in consideration of the mutual covenants herein contained, the sufficiency of which the parties hereby acknowledge, the parties agree as follows:

BK 7309 PG 200

1. The original Exhibit D to the Contract is hereby amended and replaced in its entirety by the Restrictive Covenant entered into with Marriott Family Restaurants, Inc. dated as of October 31, 1994, as recorded in the York County Registry of Deeds in Book 7245, Page 86.

2. Unless the Department certifies to the Developer that the State of Maine Liquor Commission is precluded from taking occupancy of the Property for the purpose of operating the state liquor store, the Developer shall not permit a third party tenant to occupy said liquor store building for a period of 12 months from completion of the liquor store provided that the Developer is continuing to receive the 12 months of rental payments due from the Department and then from City as set forth in the Agreements. This restriction shall not preclude the Developer from entering into lease agreements with third parties during said 12 month period, nor shall it preclude the adaptation of the liquor Store building for other tenant

IN WITNESS WHEREOF, the parties have executed and delivered this Agreement as of the date first above written.

CITY OF SACO

Witness

by: /s/
(Larry Mitchell), its Administrator

SACO PLAZA INC.

Witness

by: [Signature]
(Robert S. Smith), its Treasurer

State of Maine
Cumberland, ss

_____, 199__

The personally appeared before me the above named Larry Mitchell- in his said capacity and acknowledged the foregoing to be his free act and deed and the free act and deed of the City of Saco.

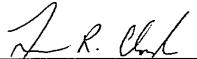
Name: _____
Notary Public

BK 7309 PG 201

State of Maine
Cumberland, ss

January 9, 1995

The personally appeared before me the above named Robert S. Smith- in his said capacity and acknowledged the foregoing to be his free act and deed and the free act and deed of Saco Plaza, Inc..


Name: Lawrence R. Clough

Attorney at Law

ExitLAMDCTA.DOC
01/09/95 11:35 AM

BK7309 PG202

Exhibit B-3

SACO PLAZA, INC.
31 Exchange Street
Portland, Maine 04101

780-0040

October 31, 1994

Larry Mitchell, City Administrator
CITY OF SACO
11 Cutts Avenue
Saco, Maine 04072

Re: Former Exit 5 Project
Contract for Sale of Land for Development

Dear Larry:

The Maine Turnpike has requested that the State of Maine and the City demonstrate their commitment to support the proposed liquor store project by affirming that the funds to hold the proposed liquor store available for 12 months, such that a public purpose is served through the Turnpike's Authority's cooperation in re-opening the former Exit 5 to the site in accordance with separate agreements entered into among the parties.

You have prepared an Addendum to the Contract for Sale of Land for Development dated September 1, 1994. This letter serves as a further amendment to the Contract in order to provide the Maine Turnpike Authority with assurances that we as developer will not permit a third party to take occupancy of the liquor store or otherwise create rights inconsistent with the rights of the State of Maine under its letter dated September 29, 1994, so long as the State of Maine and the City are performing their obligations and paying the rent in accordance with the Addendum and the State's letter to us as developer dated September 27, 1994 committing to enter into the liquor store lease.

To be specific, unless the state certifies to the developer that the Maine Liquor Commission is precluded from taking occupancy of the property for the purpose of operating the state liquor store, the developer shall not permit a third party tenant to occupy the liquor store building for a period of 12 months from completion of the liquor store, thereby assuring that the property will remain

34

BK7309 PG203


Larry Mitchell, City of Saco
October 31, 1994
Page 2

available for permitting the State to take occupancy in accordance with its September 27, 1994 letter. However, the developer's obligation to hold the liquor store building vacant is contingent upon our continuing receipt of the 12 successive monthly rental payments due from the State and the City as required under the Addendum and the agreement with the State.

This restriction shall not preclude the developer from entering into backup lease agreements with third parties during said 12 month period for occupancy commencing after the 12 month period, subject to the priority rights of the State under its period commitment to lease dated September 29, 1994, but the developer shall not be required to mitigate its damages by making commitments with any replacement tenant for said 12 month period unless and until it receives the notice from the State as specified.

This Agreement is entered into at the request of and for the benefit of the Maine Turnpike Authority, and may not be amended without its consent.

Sincerely yours,

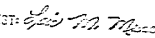

Robert S. Smith,
SACO PLAZA, INC.

Seen and Agreed:


Administrator, City of Saco

Exit S. LTRACD.DOC
10/31/94 3:42 PM

RECEIVED YORK S.S.
95 JAN 11 PM 1:54

TEST: 
- REGISTER OF DEEDS

BK 7245 PG 123

Schedule D

Saco Plaza - Exit 5
Saco, Maine
Restrictive Covenant

In consideration of the consent from MARRIOTT FAMILY RESTAURANTS, INC, (successor by acquisition and merger to Howard Johnson Company), a Delaware corporation ("Marriott"), the lessee from the MAINE TURNPIKE AUTHORITY (the "Authority") of certain concession areas under a lease dated March 20, 1985 as amended May 1, 1990 (collectively the "Lease") to the grant by the Authority to the CITY OF SACO (the "City") of a license and other rights for the benefit of certain land abutting the Maine Turnpike now of the City of Saco located off North Street in the City of Saco, Maine described in the attached Exhibit A (the "Premises") in accordance with an Agreement recorded or to be recorded in the York County, Maine Registry of Deeds to which this Restrictive Covenant is attached as Schedule D. As set forth hereinafter, this Restrictive Covenant shall amend a certain "Contract for Sale of Land for Development" entered into between the CITY OF SACO, MAINE, a municipal corporation and SACO PLAZA, INC., a Maine corporation dated September 1, 1994 and recorded in the York County Registry of Deeds on September 2, 1994 as document #42798.

The City HEREBY COVENANTS on behalf of itself and its successors and assigns that so long as the Lease remains in effect and the Premises have the benefit of direct access to the Maine Turnpike without need to pass through a toll barrier which otherwise restricts the public's access to the Turnpike, then the Premises shall not be operated in whole or part as:

- (i) a fast-food restaurant (as hereinafter defined); or as
- (ii) a nationally franchised restaurant (as hereinafter defined), a "coffee shop," a cafeteria style restaurant, or a "family style" restaurant (as hereinafter defined)

Notwithstanding any other provision of this restrictive covenant, the following activities on the Premises shall not be restricted: (a) the operation of full-service restaurant(s) with sit-down waitress service (which may include a self-service salad bar or a Sunday brunch or "special occasion" buffet-style service) with seating at separate tables (non-counter service), with an Average Check (as defined below) of \$6.00 or more for lunch and \$12.00 or more for dinner; or (b) the operation of a hotel, convention and/or banquet facility for meetings, weddings, group events and the like, including without limitation, all types of food and beverage service for such private meetings and groups; or (c) food and beverage room service provided to hotel/motel rooms on the Premises; or (d) food service provided only to registered overnight guests at a hotel/motel facility operated on the Premises, or (e) any nationally franchised restaurant listed on the attached Schedule D(1); or (f) any other nationally franchised restaurant if approved in writing by Marriott, its successors or assigns, which consent shall not be unreasonably withheld or delayed.

Said Average Check dollar amounts shall be adjusted each May 1st based on the increases in the May 1, 1994 Consumer Price Index for Urban Wage Earners and Clerical

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Workers, All Items, Boston, MA Metropolitan Area, Base 1967=100, issued by the Bureau of Labor Statistics of the U.S. Department of Labor, or any successor index.

Nothing herein shall preclude the sale of alcoholic and nonalcoholic beverages, or of prepackaged snacks, candy or food not prepared on the Premises.

For the purposes of this restrictive covenant, the following definitions apply:

"average check" shall mean the average total charge for food and beverages served in the restaurant, per adult person. Calculation of the Average Check shall not include (i) service to minor children, (ii) "cover charges" for entertainment or the like, or (iii) service primarily consisting of beverages, even though incidental amounts of snacks are provided,

"family style" restaurant shall mean a restaurant which does not serve alcoholic beverages with its meals.

"fast-food" shall mean a restaurant which serves food products that are prepared on site and primarily ordered and sold over the counter either (i) in a "takeout" or "to go" format or (ii) ready for customers to carry to their own seating area on site when delivered to the customer [such as a "MacDonald-s," "Burger King," "TCBY yogurt shop," "Sbarro's Italian Eatery," "Popeyes Famous Fried Chicken," "Kentucky Fried Chicken" (all as presently operated) or other restaurant providing a similar style of service and food product].

"nationally franchised" shall mean a restaurant which is part of a chain sharing a common advertising theme and a common identity, and which, at the time of the opening of a restaurant on the Premises, has ten (10) or more locations anywhere in the United States. The subsequent expansion of a restaurant chain so as to qualify as a "nationally franchised" chain within the meaning of the foregoing sentence shall not preclude the continued operation of a previously established restaurant on the Premises.

The foregoing restrictive covenants shall run with the Premises, shall bind the City and its successors and assigns, and may be directly enforced in law and/or equity by Marriott or any successor tenant under its Lease during the term of the Lease, including any extensions thereof as currently provided in the present Lease, provided however, that if prior to the expiration of the Lease term, the former Exit 5 is permanently reopened for through traffic to North Street such that access from the Turnpike over the former Exit 5 to the Premises and North Street may be gained without need to pay a toll in order to exit the Turnpike, then the foregoing restrictive covenants shall permanently expire.

The failure by Marriott or any successor tenant to enforce any covenant, condition or restriction contained herein in any certain instance or any particular occasion herein shall not

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be deemed a waiver of such right on any future breach of the same covenant, condition or restriction.

The Authority shall have no obligation to enforce the foregoing restrictive covenant nor any liability for damages for any breach of the restrictive covenant.

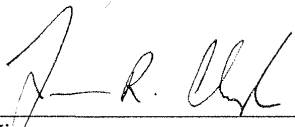
Every future deed, lease, covenant or assignment shall include the text of this restrictive covenant in its terms.

In the event that the terms of a future deed, lease or assignment obligates the grantee, lessee and/or assignee as the case may be (the "Recipient") to assume and directly perform and observe the terms of this restrictive covenant, then such Recipient shall be directly bound to Marriott and Marriott may directly enforce the restrictive covenants and recover damages for breach of covenant from the Recipient. By virtue of such assumption, the grantor, lessor or assignee (the "Transferor") shall not have personal liability for damages arising out any breach of this restrictive covenant by the Recipient, its successor and assigns, but this provision shall not release Transferor from any liability arising out of the Transferor's own breach of this covenant, It if further agreed that the city of Saco shall have no obligation to enforce this restrictive covenant in the event that it transfers its interest in the Premises.

In the event that a court action is instituted to enforce this restrictive covenant, then the party prevailing in such action shall be entitled as a part of the judgment to recover reasonable attorneys' fees and costs of suit.

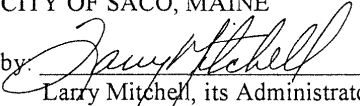
Saco Plaza, Inc. hereby joins with the City in this Agreement to agree with the City that the terms of this Restrictive Covenant shall be substituted for Exhibit D to the Contract for Sale of Land for Development.

Witness our hands and seals on October 31, 1994.



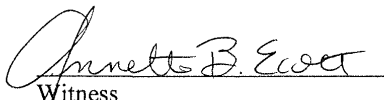
Witness

CITY OF SACO, MAINE

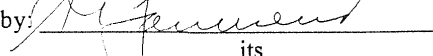
by: 

Larry Mitchell, its Administrator

MARRIOTT FAMILY RESTAURANTS, INC,
(successor by acquisition and merger to Howard
Johnson Company), a Delaware corporation



Witness

by: 
_____, its _____

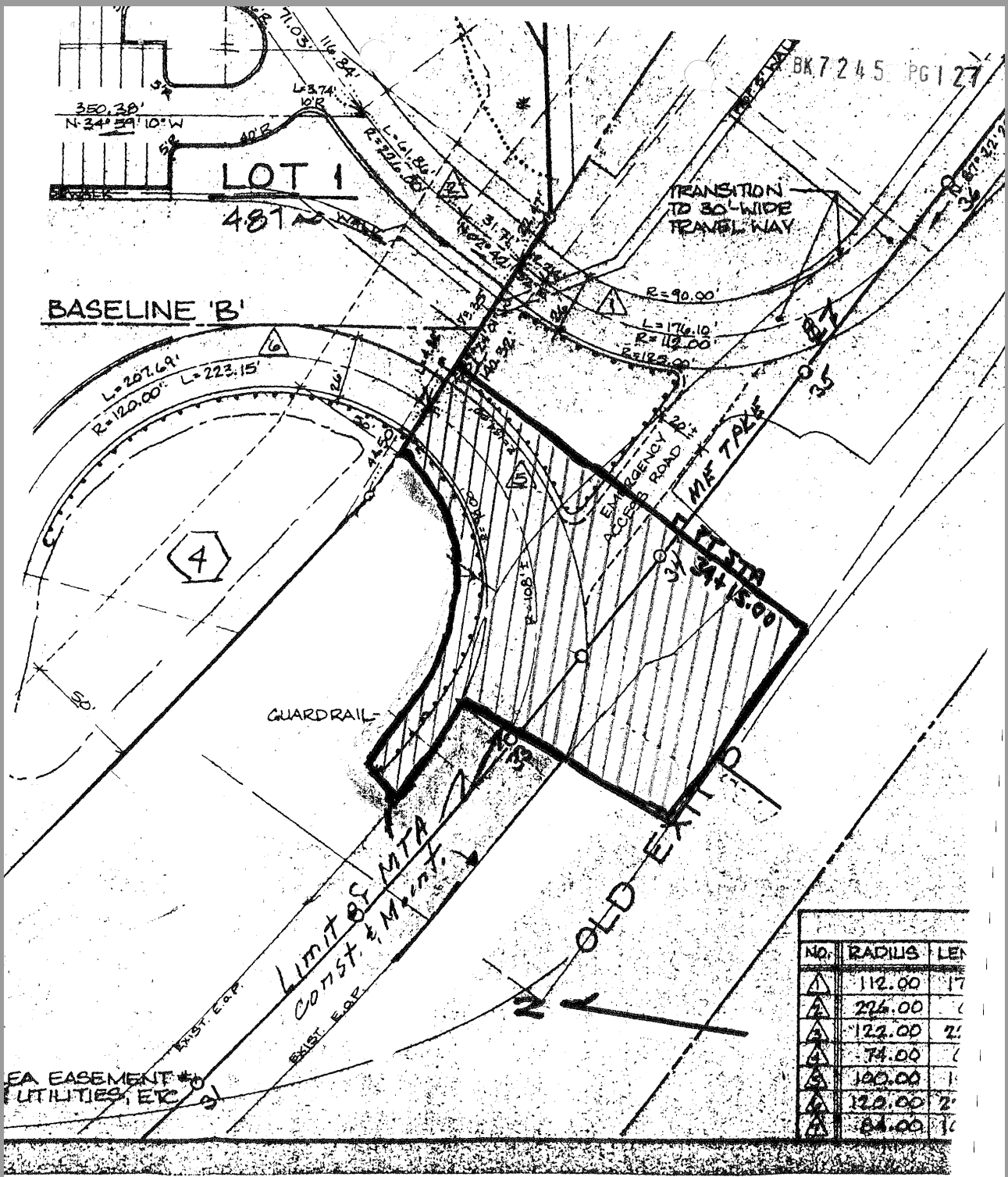
BK 7245 PG 126

SCHEDULE D(I)PERMITTED RESTAURANT FRANCHISES

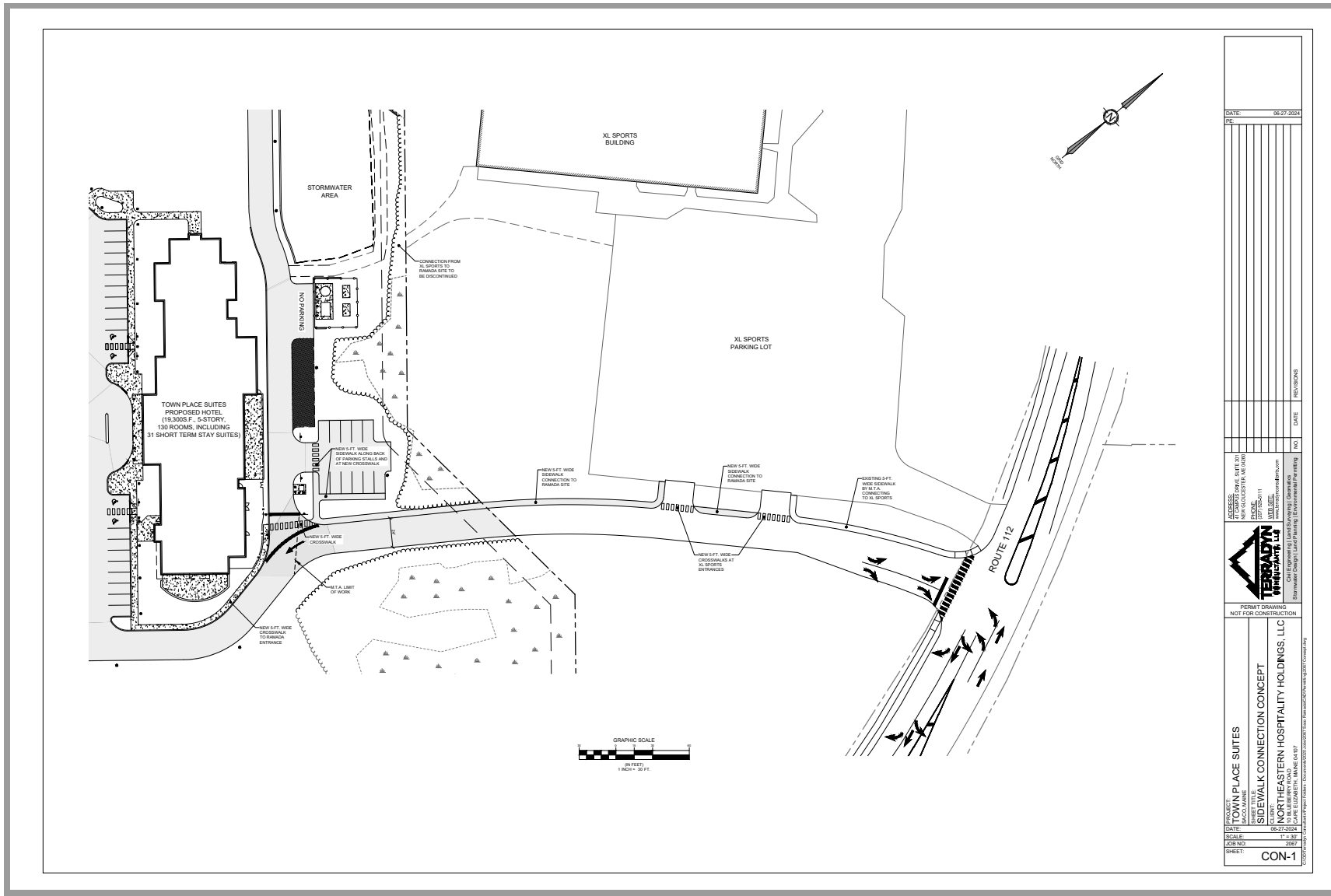
An operator or franchisee of the following:

TGI Fridays	Bennigan's	Winchester & Co,
99 Restaurants	Ground Round	Clancy's
Victoria Station	Brewmaster's	Outback Steakhouse
Houlihan's	Tony Roma's	Ruby Tuesday's
J.C. Hillary's	Chili's	Legal Seafoods
Pizzeria Uno	Crickets	Steak & Ale
Ken's Steakhouse	Atlantic Fish Co.	Bugaboo Creek
Callahan's	L & N Seafood Grill	Silver Spoon
Applebee's	Capital Grill	California Pizza Kitchen

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Schedule E





TRAFFIC IMPACT STUDY

FOR PROPOSED

MARRIOTT HOTEL 352 NORTH STREET, SACO, MAINE

Prepared For: **Northeastern Hospitality Holdings, LLC**

Prepared By: **Barton & Loguidice, LLC**

April, 2024
Revised June, 2024

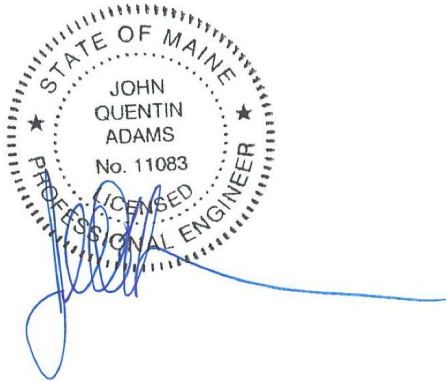
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Page ii
Traffic Impact Study – Marriott Hotel, 352 North Street

TABLE OF CONTENTS

Traffic Impact Study
Marriott Hotel
352 North Street, Saco, Maine

1	Introduction.....	1
2	Existing Conditions.....	1
3.	Background Traffic.....	3
4	Proposed Conditions.....	4
5	Analyses.....	6
6	Conclusions and Recommendations.....	12
	Appendix.....	13



John Q. Adams
June 12, 2024



Page 1

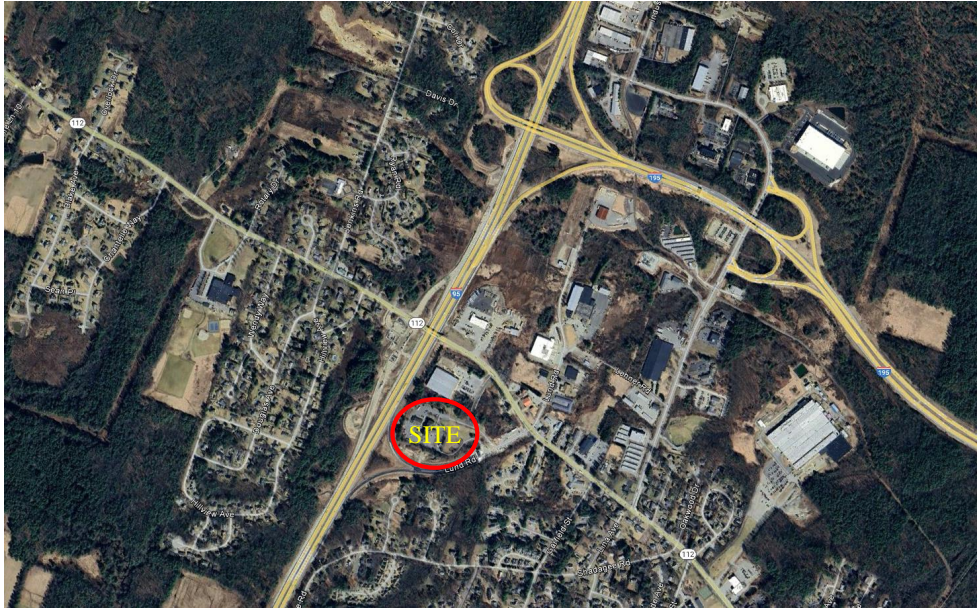
Traffic Impact Study – Marriott Hotel, 352 North Street

1 INTRODUCTION

Northeastern Hospitality Holdings, LLC, is proposing the development of a 5-story 130 room hotel on the parcel addressed 352 North Street in the City of Saco (refer to Image 1A for the location of the proposed development). The 130-room hotel will be comprised of 108 standard hotel rooms and 22 all-suite hotel rooms, which will cater to extended-stay guests. In addition, the hotel will also provide a 5,000sf restaurant. The site totals 10.70 acres, is located on the eastern side of North Street (Route 112), and is accessed via a full-access driveway shared with XL Sports World, located approximately 700 feet north of Lund Road. On the parcel is an existing 89 room Ramada Inn that was built about the year 2000. The existing hotel will remain with the development of the project.

The purpose of this traffic impact study is to examine existing traffic conditions in the general vicinity of the proposed project, estimate the total number of site trips generated by the project, and make a determination as to whether the existing transportation system can safely accommodate the added traffic generated by the project.

Image 1A Proposed Development Site



2 EXISTING CONDITIONS

2.1 Existing Development Site

The existing site is located on the 10.70-acre property addressed 352 North Street in the City of Saco. The parcel is occupied by an existing 89-room Ramada Inn, which was built about the year 2000.



Page 2

Traffic Impact Study – Marriott Hotel, 352 North Street

2.2 Adjoining Land Uses

Located on the adjoining lot to the northeast of the parcel and accessed from Route 112 is XL Sports World, a sports complex. To the east of the property is a Park & Ride lot, accessed via Lund Road. Located between the sports complex and the Park & Ride lot are two residential dwellings which are accessed from Route 112. On the parcels located to the south of the proposed development are a number of residential subdivisions, which are accessed by Route 112, Garfield Street, and Shadagee Road.

2.3 Planned Roadway Improvements

The Maine Turnpike Authority (MTA) is currently under construction on an interchange reconfiguration project that redesigns the northbound on and off ramps at the site of the old Exit 5 ramps, which used to provide the Ramada Inn with direct access from I-95. Access to and from the northbound ramps will be provided via the intersection of Route 112 and Lund Road. On the western side of I-95, southbound on and off ramps are currently under construction, creating a four-leg intersection with Route 112. Both MTA project intersections will be signalized with the construction of the ramps as depicted within the plan prepared for the MTA titled *“Interchange Improvements Saco (Exits 35 & 36) Volume 1 of 3”*.

The MTA interchange project is planned to be open in 2025. To estimate the traffic conditions upon opening, Stantec has prepared a 2025 post-development traffic model to assess future traffic conditions. Within the traffic models, the AM peak hour and PM peak hours are analyzed for the reconfigured ramps, I-95, I-195, and Route 112 at the future signalized intersections of I-95 northbound ramps/Lund Road, and I-95 southbound on and off ramps.

The MTA improvement project will construct a 55 foot dedicated left-turn lane on North Street at the site driveway.

2.4 Study Intersection

For the performance of this traffic impact study, we have identified 3 study intersections, which include the site driveway and the two adjacent major intersections:

1. North Street at Site Driveway (unsignalized)
2. North Street at Exit 35 NB Ramp Access Road and Lund Road (signalized and unbuilt)
3. North Street at Exit 35 SB On and SB Off Ramps (signalized and unbuilt)

2.5 Existing Traffic Conditions

The traffic model prepared for the interchange reconfiguration project took into account numerous factors and changed traffic patterns within the vicinity of the site. To account for the change in traffic patterns; within this study, we will analyze the impacts of the site generated traffic on the local roadway system by using the 2025 post-development traffic model prepared for the Exit 35 interchange reconfiguration project. The traffic model prepared by Stantec has been attached in *Section A of the appendix*.

While the 2025 post-development traffic model prepared for the Exit 35 interchange reconfiguration project includes forecast traffic volumes at the major existing and planned intersections within the vicinity of the site, they do not include background traffic volumes for the existing site driveway. To account for the existing trips generated by the Ramada Inn and XL World Sports, we have conducted turning movement counts at the shared driveway entrance's intersection with North Street.



The turning movement counts were collected during the first week of April 2024. All traffic entering the site driveway's intersection with North Street was recorded in 15-minute intervals between 7:00 and 9:00 AM, and again between 2:00 and 6:00 PM. From a summary of the traffic data, the peak hour time period was established for the morning and evening peak commuter time periods. The turning movement count summaries, attached in *Section A of the appendix*, show that the morning peak hour begins at 7:30 AM, and the evening peak hour begins at 4:15 PM.

While the entering and exiting directional volumes recorded at the site entrance represent existing conditions prior to the completion and opening of the Exit 35 interchange, to be conservative in our study, we have kept the entering and exiting directional distributions as recorded in the field. These volumes show that as of today, the majority of trips enter from North Street south of the site, and exit to North Street, south of the site.

3 BACKGROUND TRAFFIC

3.1 Seasonal Adjustments

The traffic volumes presented in the model prepared for the 2025 post-development Exit 35 interchange project represent design hour traffic conditions. Accordingly, no seasonal adjustments will be made to the traffic model.

3.2 Future Traffic Growth

This traffic study has been prepared based upon a projected build-out year of 2025. The traffic model prepared for the Exit 35 interchange project represents 2025 conditions. Accordingly, no annual adjustments will be applied to the traffic model.

3.3 Other Development Traffic

Traffic generated by projects that have been approved by the Local Planning Board and/or the Maine Department of Transportation, yet are not opened, must be included in the estimate of pre-development traffic. The City of Saco Planning Department has been contacted to identify any and all other development projects whose peak hour trips may potentially impact the study area. The City has confirmed that there are no other development projects whose site generated trips may impact our study area.

In the peer review comments on the initial submission of the TIS, it was noted that a proposed Nouria convenience store, within the vicinity of the site, had filed Sections 1 – 6 of a MaineDOT Traffic Movement Permit and was awaiting the scheduling of a scoping meeting. The City Planner was contacted, and was requested to identify if our project or the Nouria project was submitted first. At this time, we have not received confirmation, so in this study, we are assuming that our study was submitted first and that we do not need to include the Nouria trips within our analysis.

3.4 2025 Pre-Development Traffic Volumes

2025 Pre-Development traffic volume estimates have been prepared for the traffic study by combining the recorded entering and exiting traffic volumes recorded at the site driveway with the traffic volumes presented in Stantec's 2025 post-development traffic model. **Figure 1**, attached in *Section A of the appendix*, presents the 2025 pre-development traffic volumes.



Page 4

Traffic Impact Study – Marriott Hotel, 352 North Street

4 PROPOSED CONDITIONS

4.1 Development

Northeastern Hospitality Holdings, LLC, is proposing the development of a 5-story 130 room hotel. The 130-room hotel will be comprised of 108 standard hotel rooms and 22 all-suite hotel rooms, which will cater to extended-stay guests. The applicant has identified a lack of extended-stay hotel options between Portland and New Hampshire, and they will be designing 22 rooms within the hotel to serve guests who are seeking an extended-stay option. These all-suite hotel rooms will be larger than the typical hotel room and will provide accommodations not found in the typical rooms.

4.2 Site Access

The existing site is provided access via a 36 foot wide driveway entrance located on the eastern side of North Street. The driveway provides both a 11 foot wide dedicated left-turn and right-turn lane onto North Street. The dedicated right-turn lane on the site driveway approach provides 70 feet of vehicle storage. On North Street, with the development of the MTA Exit 35 project, a 55 foot long left-turn lane will be provided on North Street at the site entrance. The proposed development will continue to utilize the existing driveway.

4.3 Site Trip Generation

Daily and peak hour site trip generation estimates have been prepared for the proposed development based upon the trip generation tables presented within the 11th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. The ITE Manual provides numerous land use codes (LUC) and the average volume of site generated trips produced by each category.

Trip generation calculations for the 22 all-suite extended stay rooms were prepared using LUC #311 – All Suites Hotel, defined by ITE as “a place of lodging that provides sleeping accommodations, a small restaurant and lounge, and small amounts of meeting space. Each suite includes a sitting room and separate bedroom. An in-room kitchen is often provided”. The trip generation calculations for LUC #311 are provided below in Table 4A.

Trip generation calculations for the 108 hotel rooms were prepared using LUC #310 – Hotel, defined by ITE as “a place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities.” The trip generation calculations for LUC #310 are shown below in Table 4B:



Page 5

Traffic Impact Study – Marriott Hotel, 352 North Street

Table 4A ITE Trip Generation Calculations						
Land Use	All Suites Hotel - LUC 311					
Time Period	Occupied Rooms	Trip Generation Rate Trips/Occ. Room	Trips Generated	Distribution Entering / Exiting	Enter	Exit
Weekday	22	6.24	137	50% / 50%	69	68
AM Weekday Peak Hour (Street)	22	0.48	11	67% / 33%	7	4
PM Weekday Peak Hour (Street)	22	0.52	11	43% / 57%	5	6
AM Weekday Peak Hour (Generator)	22	0.52	11	67% / 33%	7	4
PM Weekday Peak Hour (Generator)	22	0.55	12	42% / 58%	5	7
Saturday Peak Hour*	22	0.60	13	45% / 55%	6	7

* ITE does not provide trip generation rates for weekend time periods. Assumed Ratio between PM (Gen.) and Sat. is similar to ratio between PM (Gen.) and Sat. for LUC 310. Assumed trip distribution is similar to LUC 310.

Table 4B ITE Trip Generation Calculations						
Land Use	Hotel - LUC 310					
Time Period	Occupied Rooms	Trip Generation Rate Trips/Occ. Room	Trips Generated	Distribution Entering / Exiting	Enter	Exit
Weekday	108	12.23	1321	50% / 50%	661	660
AM Weekday Peak Hour (Street)	108	0.62	67	56% / 44%	38	29
PM Weekday Peak Hour (Street)	108	0.73	79	49% / 51%	39	40
AM Weekday Peak Hour (Generator)	108	0.65	70	54% / 46%	38	32
PM Weekday Peak Hour (Generator)	108	0.73	79	57% / 43%	45	34
Saturday Peak Hour	108	0.79	85	45% / 55%	38	47

Table 4C, below, summarizes the total trips generated by the proposed hotel:

Table 4C ITE Trip Generation Summary			
Time Period	Total Trips	Enter	Exit
Weekday	1458	730	728
AM Weekday Peak Hour (Street)	78	45	33
PM Weekday Peak Hour (Street)	90	44	46
AM Weekday Peak Hour (Generator)	81	45	36
PM Weekday Peak Hour (Generator)	91	50	41
Saturday Peak Hour	98	44	54

Table 4C shows that the proposed hotel is expected to generate a total of 78 trips during the AM peak hour of the adjacent (street), and 90 trips during the PM peak hour of the adjacent street. During the peak hours of the (generator), the proposed development is expected to generate 81 trips in the AM peak hour and 91 trips during the PM peak hour. The proposed project is expected to generate a maximum of 98 trips during the Saturday peak hour.



Page 6

Traffic Impact Study – Marriott Hotel, 352 North Street

In the peer review of the initial submission of the TIS, we were requested to verify our trip generation methodology and results with the MaineDOT Region 1 Traffic Engineer to confirm that the project does not require a MaineDOT Traffic Movement Permit. The Region 1 Traffic Engineer was contacted, and has confirmed that the proposed development does not require a Traffic Movement Permit.

4.5 Trip Assignment

Traffic generated by the proposed development during the AM and PM peak hours of the adjacent (street) has been assigned to and from the site based on the forecast traffic patterns, shown at the intersections of North Street at I-95 SB On/Off ramps and North Street at I-95 NB On/Off ramps, in Stantec's 2025 post-development Exit 35 traffic model.

The site trip assignment percentages are illustrated in **Figure 2**, attached in *Section A of the appendix*. Following Figure 2, **Figure 3** provides the site trip assignment at the three study intersections. The AM peak hour site trips were assigned to and from the site, and the PM peak hour site trips were assigned from and to the site following the percentages shown in Figure 2.

4.6 2025 Post-Development Volumes

The 2025 post-development traffic volumes are provided in **Figure 4**, attached in *Section A of the appendix*, which has been prepared by combining the 2025 pre-development traffic volumes shown in Figure 1 with the site trip assignment shown in Figure 3.

5 ANALYSES

5.1 Intersection Sight Distance

Intersection sight distances were recorded at the existing site driveway's intersection with North Street in accordance with the criteria established within the MaineDOT's *Highway Driveway and Entrance Rules* publication, which require the following minimum sight distances for non-mobility roadways based upon the posted speed limit:

MaineDOT Sight Distance Standards	
Posted Speed Limit	Minimum Sight Distance
25 mph	200 feet
30 mph	250 feet
35 mph	305 feet
40 mph	360 feet
45 mph	425 feet
50 mph	495 feet

The section of North Street fronting the site driveway is posted at 35 mph, requiring an unobstructed sight distance of 305 feet. In accordance with *Highway Driveway and Entrance Rules*, sight distance measurements were recorded using the following procedures: "Sight distance is measured to and from the point on the centerline of the proposed access that is located 10 feet from the edge of traveled way. The height of the hypothetical person's view is considered to be 3½ feet above the pavement and the height of the object being viewed is considered to be 4¼ feet above the pavement."



Page 7

Traffic Impact Study – Marriott Hotel, 352 North Street

The field measurements recorded from the proposed site entrance looking directionally onto North Street indicate that existing sight distances are in excess of the minimum standard based on the 35 mph posted speed limit. Looking left, we recorded a sight distance in excess of 500 feet, and looking right, we recorded a similar measurement in excess of 500 feet.

5.2 Crash Analysis

Crash data for the latest three-year time period (2021-2023) was provided by MaineDOT's Accident Records Section for the segment of Route 112 between the intersections at Garfield Road and Loudon Road, for a distance of approximately 2.47 miles. MaineDOT's crash report has been attached in *Section B of the appendix*. A summary of the report is provided below in Table 5A:

Table 5A 2021 to 2023 Crash Summary Route 112 Between Loudon Road and Garfield Road			
#	Location	Total Crashes	Critical Rate Factor
1	Route 112 @ Garfield Street	4	0.66
2	Route 112 @ Lund Road	5	0.94
3	Route 112 (North Street) @ Route 112 (Buxton Road)	2	0.39
4	Route 112 @ Hillview Avenue Extension	3	0.58
5	Route 112 @ Jenkins Road	9	1.78
6	Route 112 @ Hillview Avenue	1	0.23
7	Route 112 @ Wendy Way	1	0.23
8	Route 112 @ Chantelle Way	2	0.46
9	Route 112 btw. Garfield Street and Lund Road	13	1.39
10	Route 112 btw. Lund Road and Route 112 (Buxton Road)	4	0.29
11	Route 112 btw. Route 112 (North Street) and Hillview Avenue Extension	4	0.45
12	Route 112 btw. Hillview Avenue and Wendy Way	2	0.38
13	Route 112 btw. Rotary Drive and Chantelle Way	9	1.01
14	Route 112 btw. Chantelle Way and Blake Avenue	4	0.53
15	Route 112 btw. Blake Avenue and Jacks Way	2	0.28
16	Route 112 btw. Jacks Way and Non-Int. South of Foss Road	1	0.11
17	Route 112 btw. Non-Int. South of Foss Road and Foss Road	1	0.21
18	Route 112 btw. Marry Avenue and Tall Pines Drive	3	0.23

MaineDOT considers any roadway intersection or segment a high crash location if both of the following criteria are met:

- **8 or more crashes, in the most recent three-year period**
- **A critical rate factor (CRF) greater than or equal to 1.00**

As the data presented in Table 5A shows, three (3) locations within the study area meet both of MaineDOT's high crash location (HCL) criteria.

Location #5: The intersection of Route 112 and Jenkins Road meets MaineDOT's HCL criteria with a total of 9 crashes and a CRF of 1.78.



Page 8

Traffic Impact Study – Marriott Hotel, 352 North Street

Location #9: The 0.17-mile segment of Route 112 between Garfield Road and Lund Road experienced 11 crashes in the most recent 3-year time period and a CRF of 1.39, thus meeting both of MaineDOT's HCL criteria.

Location #13: The 0.21-mile segment of Route 112, located between Rotary Drive and Chantelle Way, meets both of MaineDOT's HCL criteria with 19 crashes and a CRF of 1.01.

MaineDOT's Safety office has prepared detailed collision diagrams for the three high crash locations. The collision diagrams illustrate the location of each crash, the cause of each crash, and the type of crash. The collision diagrams are attached in *Section B of the appendix*. A summary of MaineDOT's collision diagrams is provided below:

Location #3 – Route 112 (Buxton Road) at Jenkins Road: Out of the 9 reported crashes, 3 were "intersection movement" crashes, 3 were "rear-end" crashes, and 3 were "run-off-road" crashes. Two (2) of the "intersection movement" crashes were caused by motorists on the Jenkins Road approach failing to yield for vehicles on Route 112, and 1 was caused by a motorist on Jenkins Road running the stop sign. The 3 "rear-end" crashes were caused by the rear vehicle following the leading car too close. The 3 "run-off-road" crashes involved motorists on the Jenkins Road approach running straight through the intersection. Two (2) were caused by motorists running the stop sign, and 1 was caused by excessive speed. At the high crash location, 1 crash was reported as a type 'A' crash, 3 were type 'C', and the remaining 5 crashes were property damage only.

Mitigation Measures: A construction project is underway at the intersection of Jenkins Road and Route 112. The project signalizes the intersection and realigns Hillview Avenue to intersect with Route 112, opposite Jenkins Road. Given the recent intersection upgrades, we are not proposing additional HCL mitigation measures.

Location #9 – Route 112 between Lund Road and Garfield Street: Out of the 13 identified crashes, the predominant crash pattern consists of 6 "intersection movement" crashes, involving motorists entering and exiting driveways on the eastern side of the roadway. Four (4) of the "intersection movement" crashes involved vehicles entering Route 112 from driveways on the east side of the road and failing to yield for vehicles traveling north on Route 112. Out of the 2 remaining "intersection movement" crashes, one involved a motorist "operating under the influence" who entered Route 112 from a driveway on the eastern side of the road and failed to yield for a vehicle traveling south on Route 112. The final "intersection movement" was an angle crash involving a motorist entering a driveway on the eastern side of Route 112 and a motorist traveling northbound. Of the 7 remaining crashes, 3 were "rear-end" type crashes with 2 caused by "following too close" and one caused by an "improper pass". Of the two final crashes, one was a "side-swipe" crash caused by a vehicle failing to stay in its lane, and one involved a construction vehicle backing up and hitting a pedestrian. On the high crash location segment, 2 crashes, including the pedestrian crash, were type 'B' crashes, while the remaining 10 were property damage only.

Mitigation Measures: The crashes seen on this segment of Route 112 are generally the result of drivers trying to enter Route 112 from a driveway with an insufficient gap and/or motorists operating their vehicles carelessly. It is anticipated that the traffic signal planned by the MTA at the intersection of Lund Road will help slow down traffic and create frequent gaps for vehicles to turn out of the driveways located between Lund Road and Garfield Road. At this time, we are not proposing any additional HCL mitigation measures.



Location #13 – Route 112 between Rotary Drive and Chantelle Way: Of the 9 reported crashes, 4 were “rear-end” crashes, 3 were “run-off-road” crashes, 1 was a “deer” crash, and 1 was a “vehicle fire”. Two (2) of the “rear-end” crashes were caused by motorists following the leading vehicle too close, and the remaining was caused by excessive speed. One (1) of 3 “run-off-road” crashes was caused by an internal distraction, another was caused by the driver falling asleep, and the remaining was caused by a motorist traveling southbound swerving to avoid a vehicle also traveling southbound. On the HCL corridor, 1 was a Type ‘B’ crash, 1 was a Type ‘C’ crash, and the remaining 7 were property damage only.

Mitigation Measures: The crashes experienced on this segment of Route 112 within the latest three-year period are generally the result of motorists operating their vehicles carelessly and/or experiencing unpreventable circumstances. Given the nature of the 7 crashes, we are not proposing any mitigation measures at this time.

5.3 Capacity Analysis

A capacity analysis of the 2025 pre-development and post-development traffic conditions has been performed for the unsignalized site driveway’s intersection with North Street and the two signalized Exit 35 interchange intersections with North Street, based on the design plans prepared for the MTA.

Within the capacity analysis, we will review the level of service (LOS) for each movement at the study intersections. LOS is a measurement of the delay experienced by stopped vehicles at an intersection. LOS rankings are similar to the academic grading system, where an “A” is very good with little delay, and an “F” represents very poor conditions. The following chart presents the relationship between delay and LOS for unsignalized and signalized intersections.

Level of Service Criteria for Signalized Intersections		Level of Service Criteria for Unsignalized Intersections	
Level of Service	Total Control Delay (sec/veh)	Level of Service	Total Control Delay (sec/veh)
A	Up to 10.0	A	Up to 10.0
B	10.1 to 20.0	B	10.1 to 15.0
C	20.1 to 35.0	C	15.1 to 25.0
D	35.1 to 55.0	D	25.1 to 35.0
E	55.1 to 80.0	E	35.1 to 50.0
F	Greater Than 80.0	F	Greater Than 50.0

The capacity analysis was performed using Synchro 12 inputs, and SimTraffic 12 reporting outputs. The results are based upon 7 SimTraffic runs, averaging 5 runs with the lowest and highest run removed. The SimTraffic reports and the MTA signal plans for the two signalized study intersections are included in *Section C of the appendix*.

The peak hour factors (PHF) and heavy vehicle percentages (PHV) used at the two signalized intersections with I-95 are based on the traffic data in the *Technical Appendix of the Preliminary Design Report* prepared for the MTA and dated January 2021. On the Exit 35 ramps that are presently under construction, we have assumed a PHF of 0.92 in the AM and PM peak hours, 3% heavy vehicles in the AM, and 4% heavy vehicles in the PM, similar to the PHV recorded the I-195 WB ramps.

Table 5A, below, summarizes the results of the analysis completed for the AM and PM peak hour 2025 pre- and post-development conditions:



Table 5A Level of Service Summary								
Intersection/Approach	2025 Pre-Development				2025 Post-Development			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS
1. North Street at Exit 35 SB On and Off (Signalized)								
North St - SET	12.3	B	13.3	B	11.7	B	12.0	B
North St - SER	4.2	A	3.0	A	3.8	A	2.7	A
North St - NWL	17.0	B	19.8	B	16.7	B	16.1	B
North St - NWT	5.8	A	20.3	C	6.3	A	17.3	B
Exit 35 SB Off - SWL	24.8	C	16.1	B	23.9	C	14.9	B
Exit 35 SB Off - SWR	2.7	A	8.4	A	3.2	A	8.5	A
Overall	9.3	A	14.2	B	9.2	A	12.6	B
2. North Street at Exit 35 NB Ramps and Lund Road (Signalized)								
Exit 35 NB Ramps - EBL	67.3	E	25.3	C	30.6	C	27.7	C
Exit 35 NB Ramps - EBT	-	n/a	27.7	C	-	n/a	29.9	C
Exit 35 NB Ramps - EBR	23.4	C	16.3	B	23.9	C	17.9	B
Lund Rd - WBL	48.7	D	42.6	D	49.3	D	44.3	D
Lund Rd - WBT	-	n/a	41.1	D	-	n/a	47.5	D
Lund Rd - WBR	8.1	A	17.5	B	12.8	B	22.8	C
North St - NBL	33.8	C	15.1	B	36.0	D	16.9	B
North St - NBT	12.0	B	15.1	B	13.9	B	16.3	B
North St - NBR	8.5	A	8.7	A	10.8	B	9.9	A
North St - SBL	-	n/a	31.3	C	-	n/a	39.3	D
North St - SBT	23.8	C	21.5	C	24.2	C	25.3	C
North St - SBR	5.2	A	2.3	A	5.7	A	2.3	A
Overall	20.0	B	18.2	B	21.1	C	20.4	C
3. North Street at Site Driveway (Unsignalized)								
Site Driveway - EBL	36.5	E	18.1	C	42.0	E	22.9	C
Site Driveway - EBR	11.5	B	5.0	A	14.8	B	5.5	A
North St - NBL	12.3	B	6.8	A	14.0	B	7.1	A
North St - NBT	2.4	A	3.2	A	3.0	A	3.6	A
North St - SBT	3.9	A	3.1	A	4.2	A	3.2	A
North St - SBR	3.7	A	2.3	A	3.0	A	2.0	A
Overall	3.6	A	3.5	A	4.5	A	4.2	A

The capacity analysis performed for the pre- and post-development conditions at the three study intersections shows that minimal increases in delay is expected with the development of the proposed hotel project. Overall, all movements at the study intersections, excluding the eastbound left-turn movement on the I-95 NB Ramp approach and the Site Driveway eastbound left-turn approach at North Street (both LOS 'E'), will operate at a LOS 'D' or better. The study intersections will function with an



overall LOS 'C' or better, and the post-development conditions will be similar to the pre-development conditions.

5.4 Queue Analysis

In addition to outputting the vehicle delay, SimTraffic also provides vehicle queue reports, which show the expected average queue and 95th percentile queue. The queue reports for the pre- and post-development conditions are summarized below in Table 5B:

Table 5B Queuing Summary					
Intersection/Approach	Storage Length (ft)	2025 Pre-Development		2025 Post-Development	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
		Veh. Queue (ft)	Veh. Queue (ft)	Veh. Queue (ft)	Veh. Queue (ft)
1. North Street at Exit 35 SB On and Off (Signalized)					
North St - SET	-	189	100	177	94
North St - SER	300	142	58	103	52
North St - NWL	220	82	138	92	125
North St - NWT	-	76	254	88	224
North St - SWLT	-	87	64	83	67
Exit 35 SB Off - SWR	350	83	216	92	228
2. North Street at Exit 35 NB Ramps and Lund Road (Signalized)					
Exit 35 NB Ramps - EBLT	-	10	147	28	183
Exit 35 NB Ramps - EBR	300	212	167	188	192
Lund Rd - WBLTR	-	75	89	85	96
North St - NBL	300	275	102	280	105
North St - NBTR	-	276	277	353	301
North St - SBLT	-	440	243	426	304
North St - SBR	580	124	38	113	42
3. North Street at Site Driveway (Unsignalized)					
Site Driveway - EBL	-	12	31	28	50
Site Driveway - EBR	70	37	53	55	59
North St - NBL	55	42	46	62	60
North St - NBT	-	-	-	4	-
North St - SBTR	-	-	3	9	3

The queuing analysis indicates that the MTA planned left-turn lane on the northbound North Street approach at the site driveway will be exceeded by approximately 7 feet during the AM peak hour and 5 feet during the PM peak hour of the post-development condition. Overall, this left-turn lane should be adequate going forward in the post-development condition.



6 SUMMARY

6.1 Trip Generation

The proposed site trip generation includes 78 trips in the AM peak hour of the adjacent (street), 90 trips in the PM peak hour of the adjacent (street), and 1,458 trips during the typical weekday. The site is expected to produce a maximum of 98 trips during the Saturday peak hour. Overall, the proposed development will remain below the 100-trip threshold required to trigger a MaineDOT Traffic Movement Permit.

6.2 Intersection Sight Distance

Sight distance measurements were field recorded looking both left and right directionally onto North Street from the existing site entrance. The field measurements indicate that existing sightlines, looking both left and right, exceed MaineDOT's requirements for a posted speed limit of 35 mph.

6.3 Crash Analysis

Crash data for the latest three-year time period (2021-2023) was provided by MaineDOT's Accident Records Section for the segment of Route 112 between the intersections at Garfield Road and Loudon Road, for a distance of approximately 2.47 miles. A review of the crash data showed that there were three high crash locations within the study area. When taking into consideration the crash patterns at each of the high crash locations and the Maine Turnpike Authority's roadway improvements within the vicinity of the site, we were not proposing any mitigation measures at the three high crash locations at this time. Further information is provided within *Section 5.2 Crash Analysis*.

6.4 Capacity Analysis

A capacity analysis was conducted for the pre-development and post-development traffic conditions during the AM and PM peak hours at the signalized intersection of North Street at I-95 SB Off/SB On Ramps, the unsignalized intersection of North Street and the existing site driveway, and the signalized intersection of North Street at I-95 NB Ramps and Lund Road. The capacity analysis performed for the pre- and post-development conditions at the three study intersections shows that minimal increases in the delay are expected with the development of the proposed hotel project. Overall, all movements at the study intersections, excluding the eastbound left-turn movement on the I-95 NB Ramp approach and the Site Driveway eastbound left-turn approach at North Street (both LOS 'E'), will operate at a LOS 'D' or better. The study intersections will function at an overall LOS 'C' or better, and the post-development conditions will be similar to the pre-development conditions.

6.5 Queue Analysis

The queuing analysis conducted for the three study intersections indicates that the MTA planned left-turn lane on the northbound North Street approach at the site driveway will be exceeded by approximately 7 feet during the AM peak hour and 5 feet during the PM peak hour of the post-development condition. Overall, this left-turn lane should be satisfactory going forward in the post-development condition.



Page **13**

Traffic Impact Study – Marriott Hotel, 352 North Street

APPENDIX

A. TRAFFIC MODEL, TRAFFIC FIGURES & TRAFFIC COUNTS

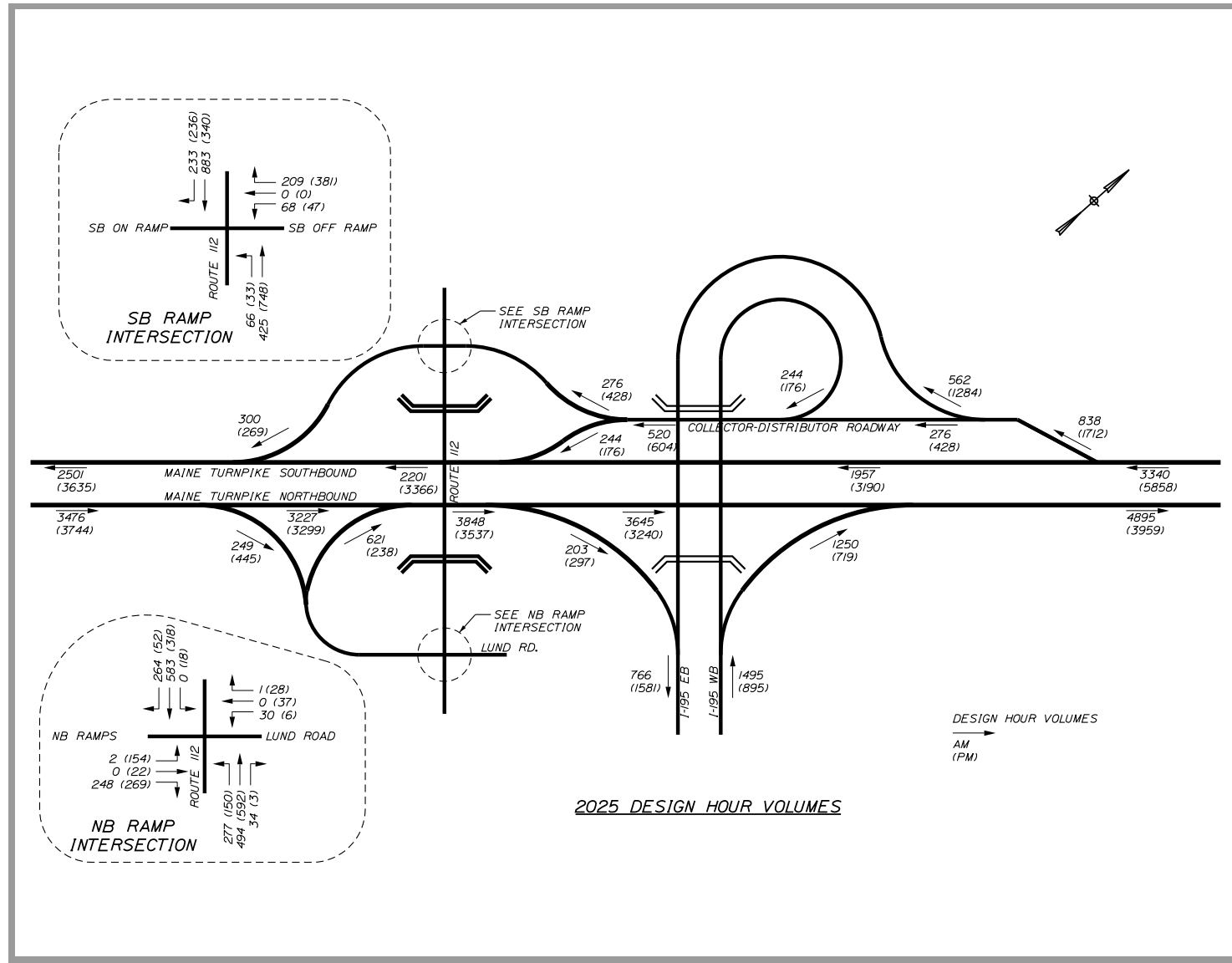
B. MAINEDOT CRASH REPORT & COLLISION DIAGRAMS

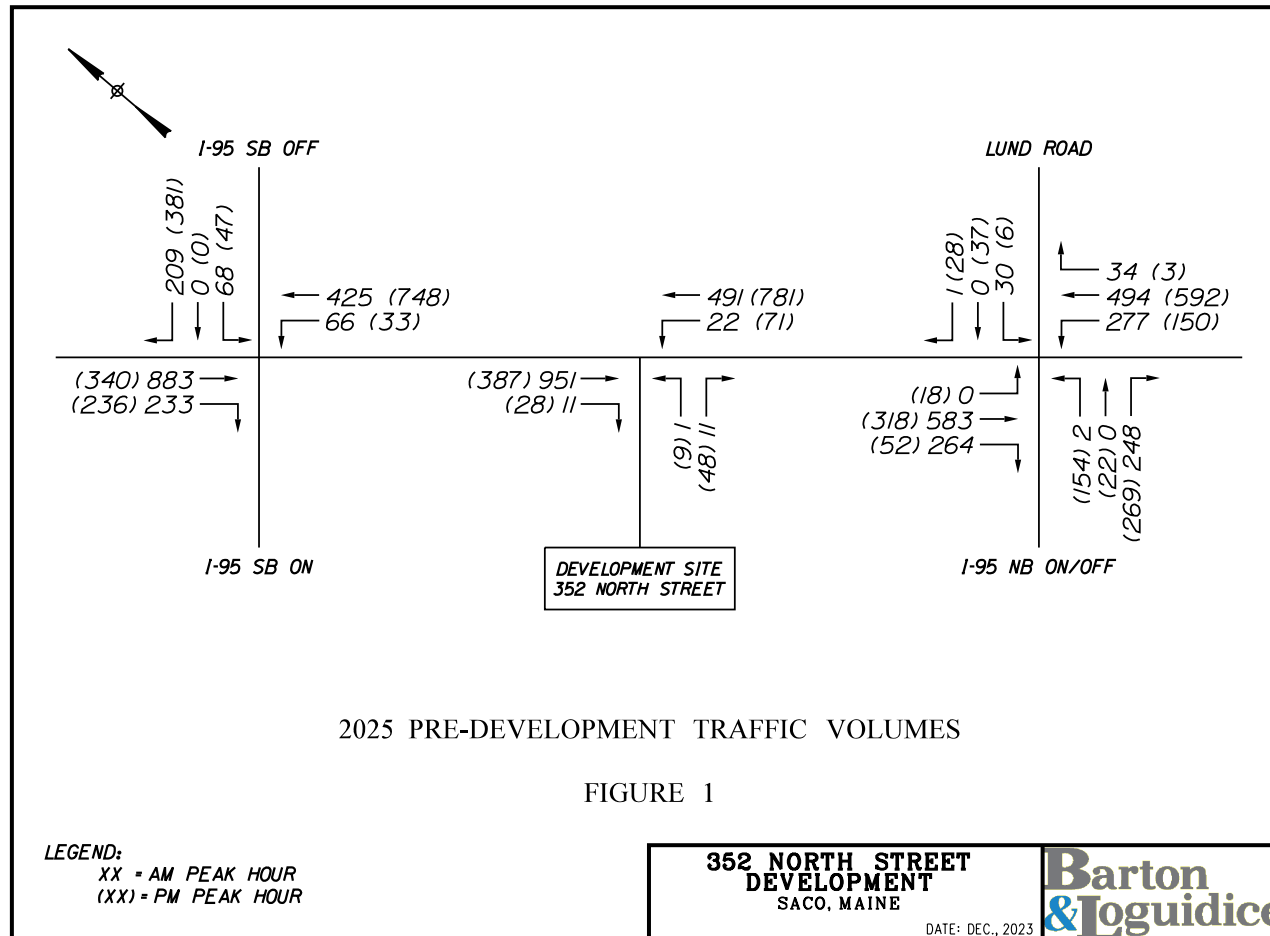
C. SIMTRAFFIC CAPACITY ANALYSIS REPORTS

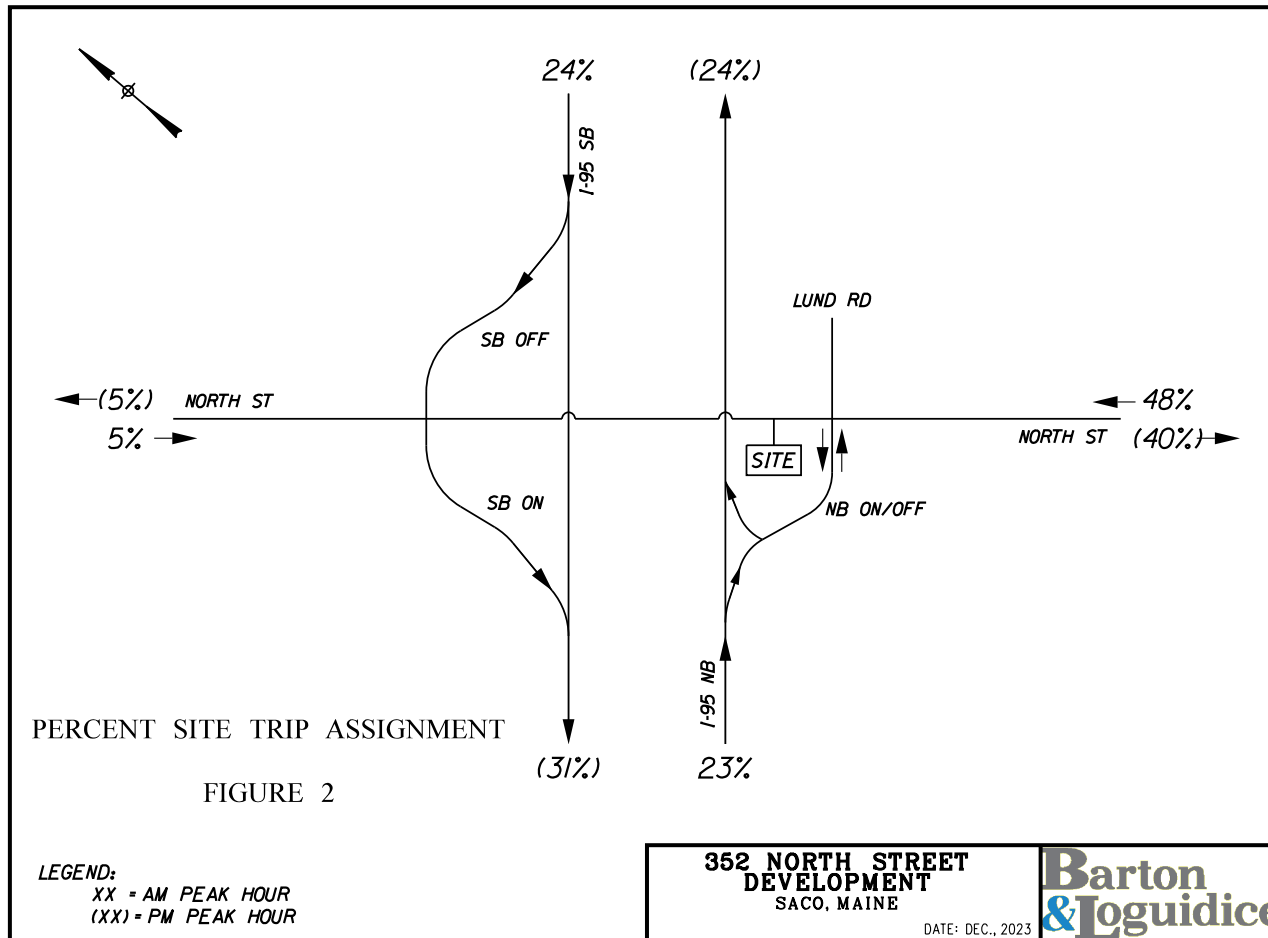


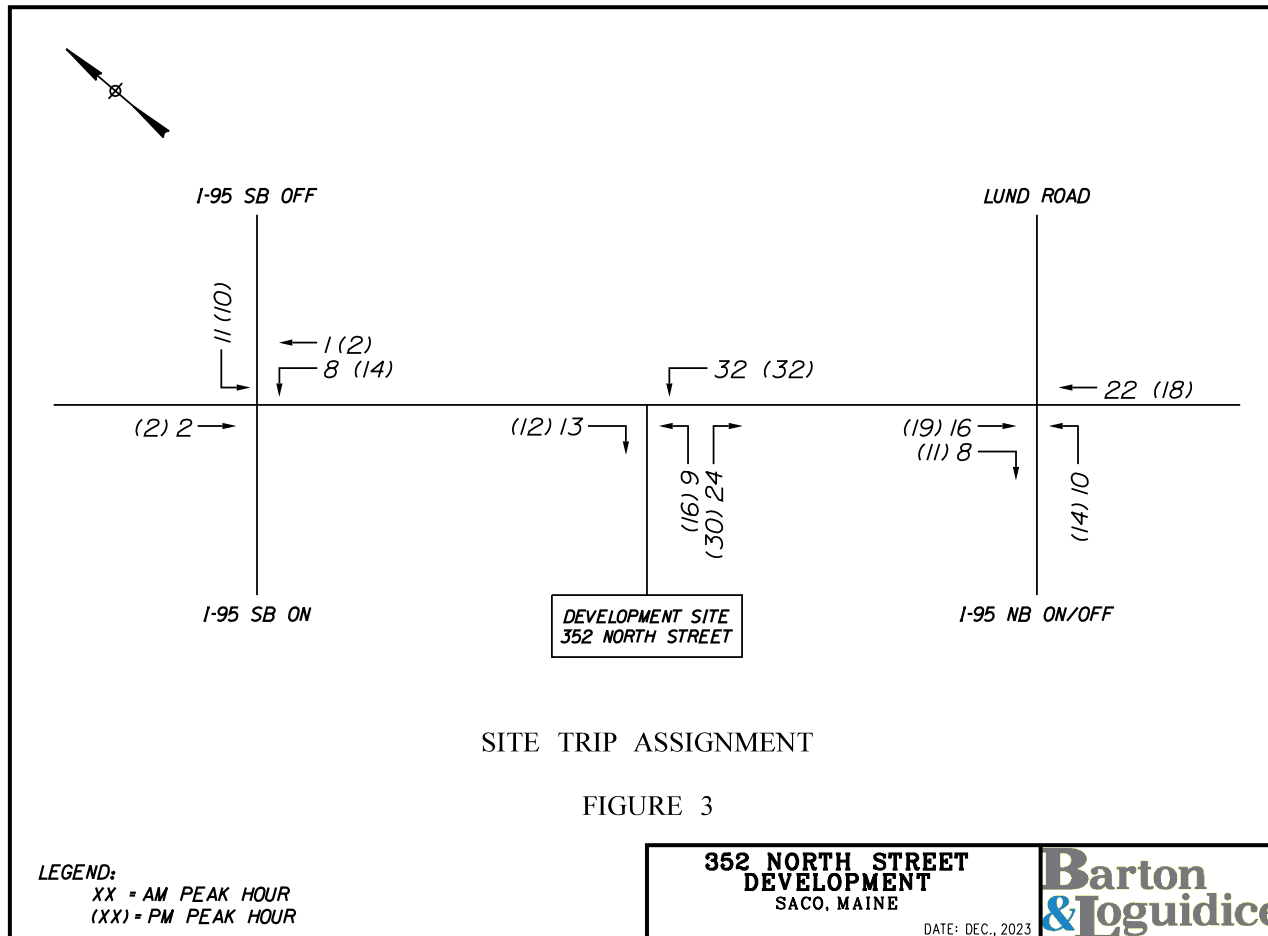
APPENDIX A

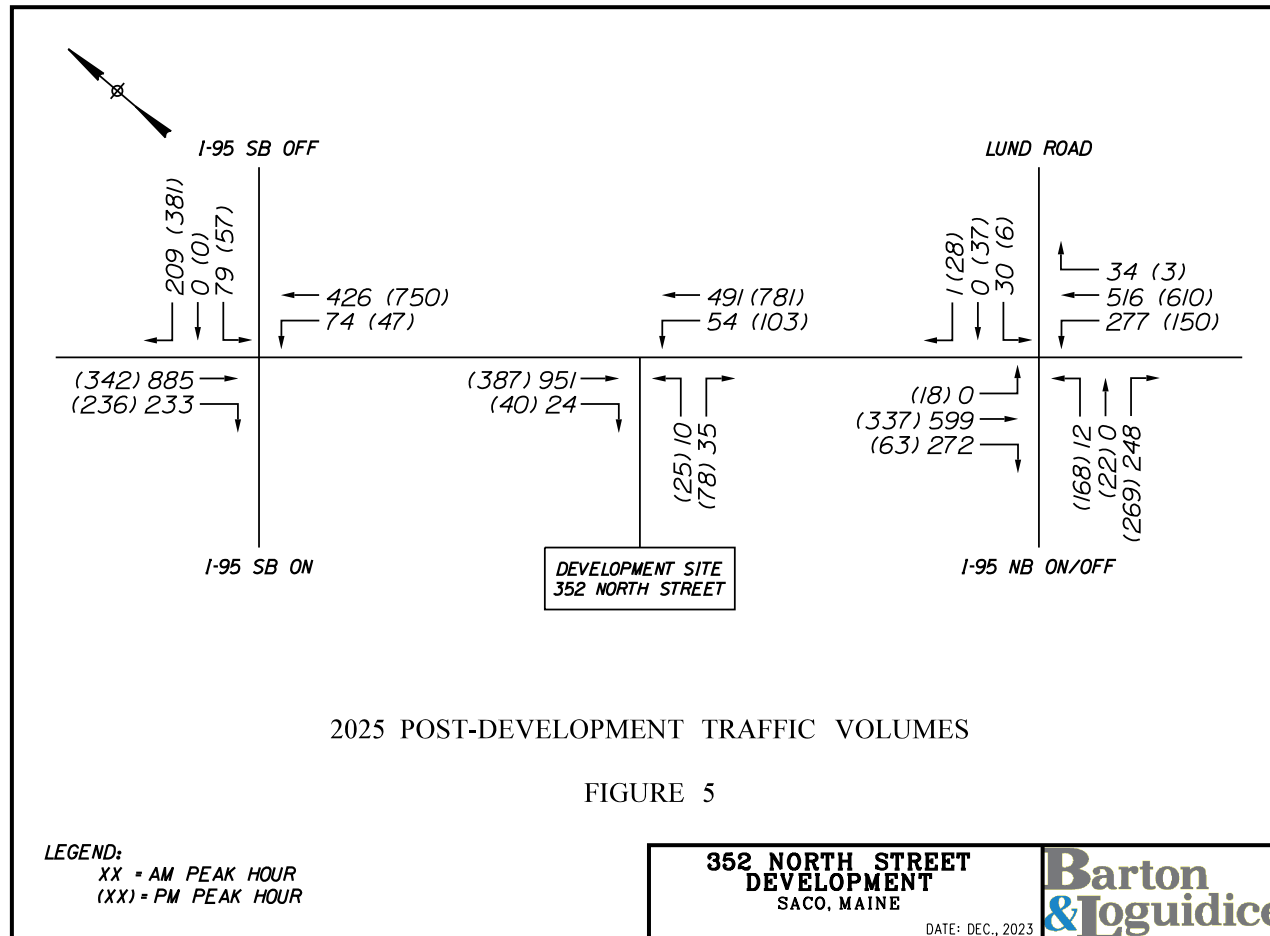
TRAFFIC MODEL, TRAFFIC FIGURES & TRAFFIC COUNTS











Traffic Solutions

17 Mountview Drive
Gorham, ME 04038

Saco North St & XL Sport
April 02, 2024 AM
40 degrees sun
Miovision/ K Tillson

File Name : Saco North St & XL Sport 04-02-2024 AM
Site Code : 00402241
Start Date : 4/2/2024
Page No : 1

Groups Printed- Passenger Car - Truck - Semi - Bus

Start Time	North St From North				North St From South				XL Sport From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
07:00 AM	0	194	0	194	56	0	0	56	0	1	0	1	251
07:15 AM	0	233	0	233	73	1	0	74	1	0	0	1	308
07:30 AM	5	275	0	280	90	7	0	97	1	0	1	2	379
07:45 AM	2	217	0	219	109	7	0	116	5	1	1	7	342
Total	7	919	0	926	328	15	0	343	7	2	2	11	1280
08:00 AM	2	184	0	186	116	6	0	122	4	0	0	4	312
08:15 AM	2	200	0	202	120	2	0	122	1	0	0	1	325
08:30 AM	1	179	0	180	132	4	0	136	3	1	0	4	320
08:45 AM	4	148	0	152	94	7	0	101	2	0	0	2	255
Total	9	711	0	720	462	19	0	481	10	1	0	11	1212

Traffic Solutions

17 Mountview Drive
Gorham, ME 04038

File Name : Saco North St & XL Sport 04-02-2024 AM

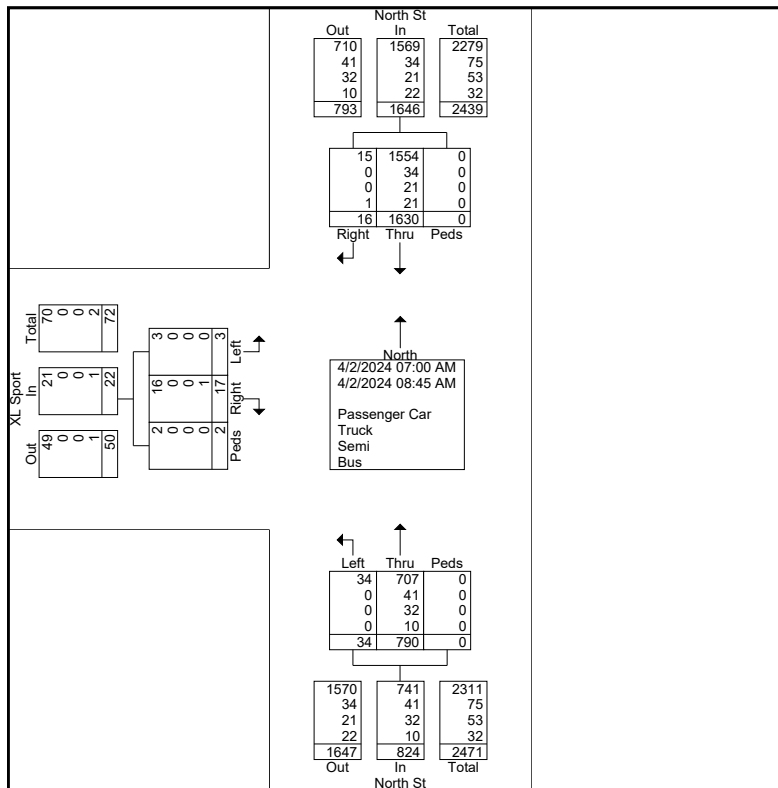
Site Code : 00402241

Start Date : 4/2/2024

Page No : 2

Groups Printed- Passenger Car - Truck - Semi - Bus

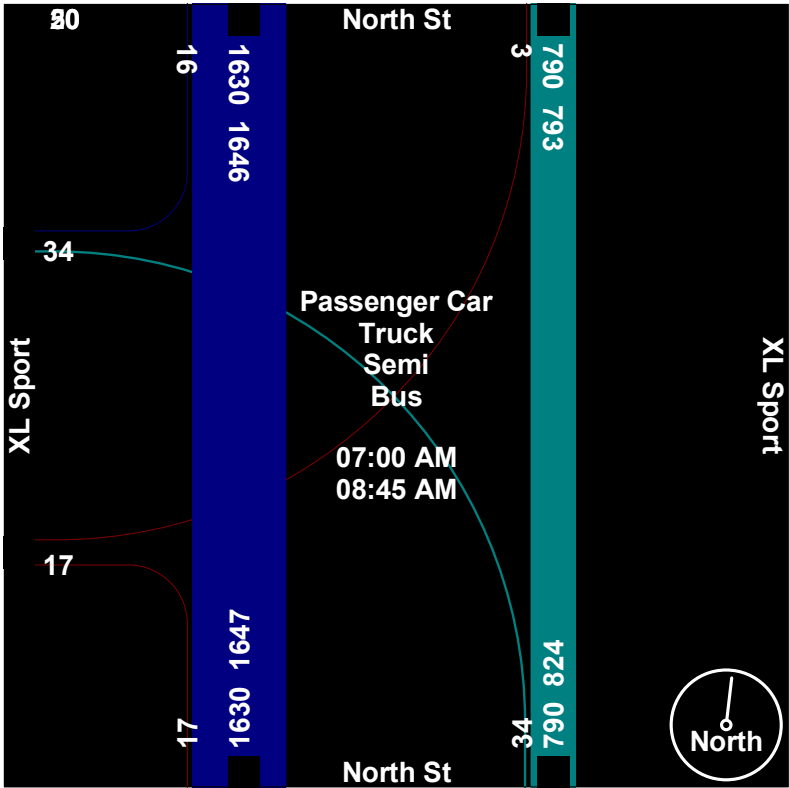
	North St From North				North St From South				XL Sport From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Grand Total	16	1630	0	1646	790	34	0	824	17	3	2	22	2492
Apprch %	1	99	0		95.9	4.1	0		77.3	13.6	9.1		
Total %	0.6	65.4	0	66.1	31.7	1.4	0	33.1	0.7	0.1	0.1	0.9	
Passenger Car	15	1554	0	1569	707	34	0	741	16	3	2	21	2331
% Passenger Car	93.8	95.3	0	95.3	89.5	100	0	89.9	94.1	100	100	95.5	93.5
Truck	0	34	0	34	41	0	0	41	0	0	0	0	75
% Truck	0	2.1	0	2.1	5.2	0	0	5	0	0	0	0	3
Semi	0	21	0	21	32	0	0	32	0	0	0	0	53
% Semi	0	1.3	0	1.3	4.1	0	0	3.9	0	0	0	0	2.1
Bus	1	21	0	22	10	0	0	10	1	0	0	1	33
% Bus	6.2	1.3	0	1.3	1.3	0	0	1.2	5.9	0	0	4.5	1.3



Traffic Solutions

17 Mountview Drive
Gorham, ME 04038

File Name : Saco North St & XL Sport 04-02-2024 AM
Site Code : 00402241
Start Date : 4/2/2024
Page No : 3



Traffic Solutions

17 Mountview Drive
Gorham, ME 04038

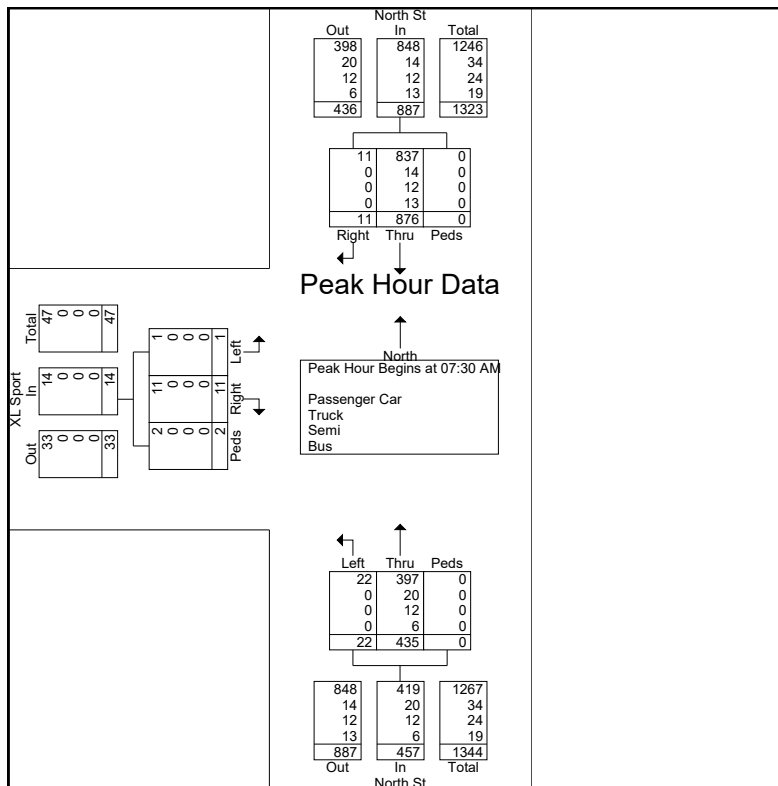
File Name : Saco North St & XL Sport 04-02-2024 AM

Site Code : 00402241

Start Date : 4/2/2024

Page No : 4

	North St From North				North St From South				XL Sport From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	5	275	0	280	90	7	0	97	1	0	1	2	379
07:45 AM	2	217	0	219	109	7	0	116	5	1	1	7	342
08:00 AM	2	184	0	186	116	6	0	122	4	0	0	4	312
08:15 AM	2	200	0	202	120	2	0	122	1	0	0	1	325
Total Volume	11	876	0	887	435	22	0	457	11	1	2	14	1358
% App. Total	1.2	98.8	0		95.2	4.8	0		78.6	7.1	14.3		
PHF	.550	.796	.000	.792	.906	.786	.000	.936	.550	.250	.500	.500	.896
Passenger Car	11	837	0	848	397	22	0	419	11	1	2	14	1281
% Passenger Car	100	95.5	0	95.6	91.3	100	0	91.7	100	100	100	100	94.3
Truck	0	14	0	14	20	0	0	20	0	0	0	0	34
% Truck	0	1.6	0	1.6	4.6	0	0	4.4	0	0	0	0	2.5
Semi	0	12	0	12	12	0	0	12	0	0	0	0	24
% Semi	0	1.4	0	1.4	2.8	0	0	2.6	0	0	0	0	1.8
Bus	0	13	0	13	6	0	0	6	0	0	0	0	19
% Bus	0	1.5	0	1.5	1.4	0	0	1.3	0	0	0	0	1.4



Traffic Solutions

17 Mountview Drive
Gorham, ME 04038

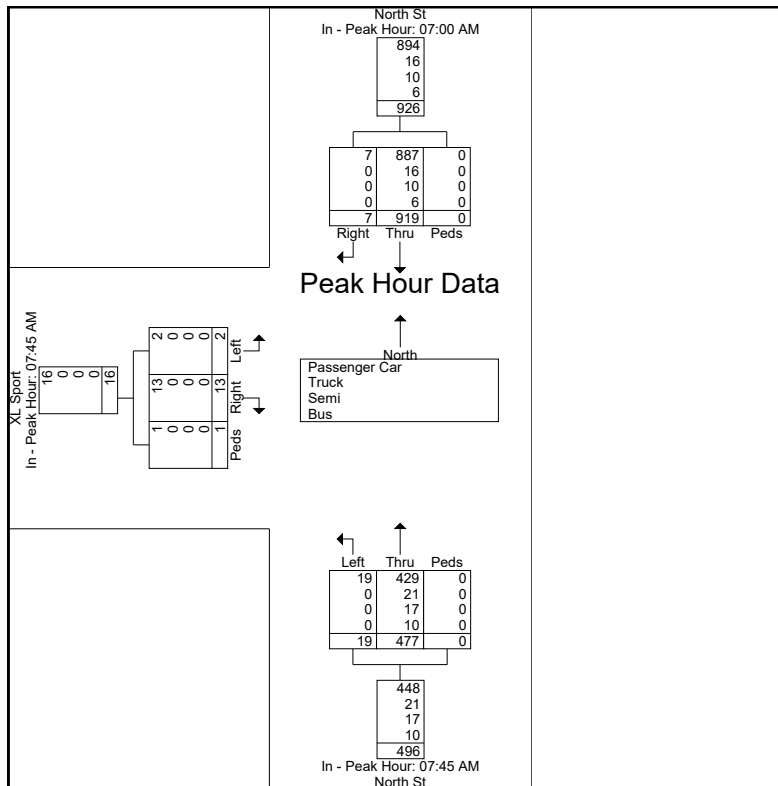
File Name : Saco North St & XL Sport 04-02-2024 AM

Site Code : 00402241

Start Date : 4/2/2024

Page No : 5

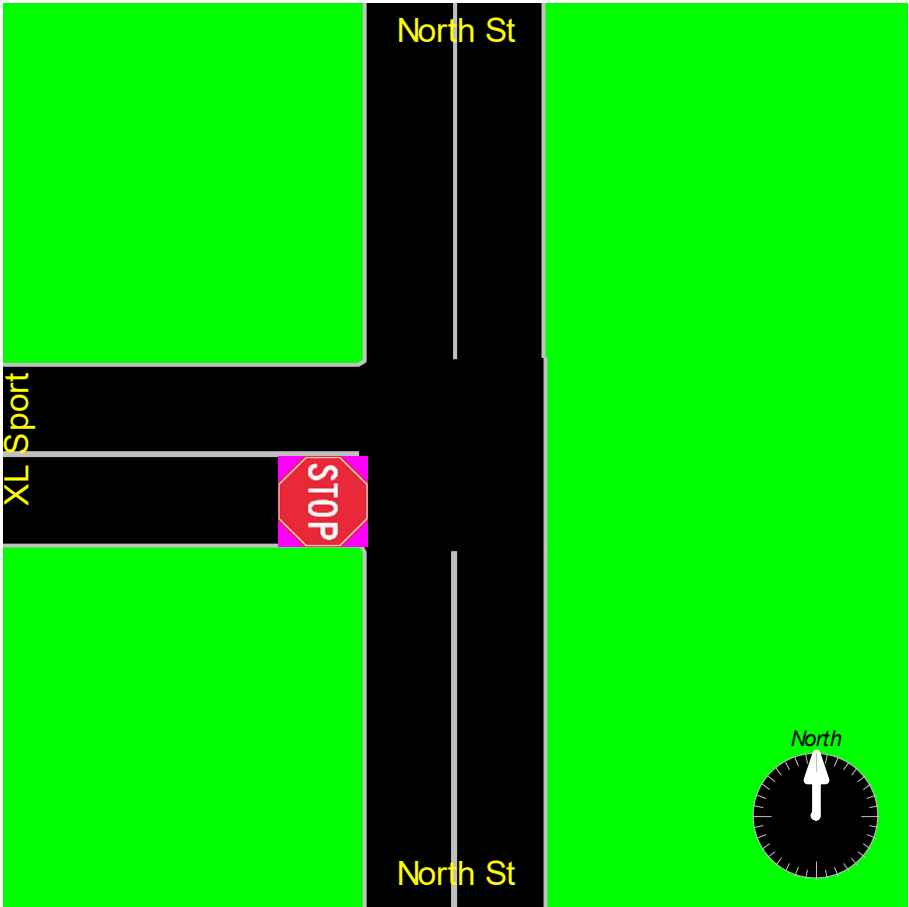
	North St From North				North St From South				XL Sport From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:00 AM				07:45 AM				07:45 AM				
+0 mins.	0	194	0	194	109	7	0	116	5	1	1	7	7
+15 mins.	0	233	0	233	116	6	0	122	4	0	0	4	4
+30 mins.	5	275	0	280	120	2	0	122	1	0	0	1	1
+45 mins.	2	217	0	219	132	4	0	136	3	1	0	4	4
Total Volume	7	919	0	926	477	19	0	496	13	2	1	16	16
% App. Total	0.8	99.2	0		96.2	3.8	0		81.2	12.5	6.2		
PHF	.350	.835	.000	.827	.903	.679	.000	.912	.650	.500	.250	.571	
Passenger Car	7	887	0	894	429	19	0	448	13	2	1	16	16
% Passenger Car	100	96.5	0	96.5	89.9	100	0	90.3	100	100	100	100	100
Truck	0	16	0	16	21	0	0	21	0	0	0	0	0
% Truck	0	1.7	0	1.7	4.4	0	0	4.2	0	0	0	0	0
Semi	0	10	0	10	17	0	0	17	0	0	0	0	0
% Semi	0	1.1	0	1.1	3.6	0	0	3.4	0	0	0	0	0
Bus	0	6	0	6	10	0	0	10	0	0	0	0	0
% Bus	0	0.7	0	0.6	2.1	0	0	2	0	0	0	0	0



Traffic Solutions

17 Mountview Drive
Gorham, ME 04038

File Name : Saco North St & XL Sport 04-02-2024 AM
Site Code : 00402241
Start Date : 4/2/2024
Page No : 6



Traffic Solutions

17 Mountview Drive
Gorham, ME 04038

Saco North St, XL Sport
April 02, 2024 PM
40 degrees sun
Miovision/ K Tillson

File Name : Saco North St & XL Sport 04-02-2024 PM
Site Code : 00402242
Start Date : 4/2/2024
Page No : 1

Groups Printed- Passenger Car - Truck - Semi - Bus - Bicycle

Start Time	Norrth St From North				Norrth St From South				XL Sport From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
02:00 PM	2	105	0	107	122	5	0	127	6	1	0	7	241
02:15 PM	0	104	0	104	143	5	0	148	1	1	1	3	255
02:30 PM	1	107	0	108	157	3	0	160	4	2	0	6	274
02:45 PM	2	103	0	105	177	2	0	179	2	1	0	3	287
Total	5	419	0	424	599	15	0	614	13	5	1	19	1057
03:00 PM	2	118	0	120	201	9	0	210	6	1	0	7	337
03:15 PM	1	175	0	176	148	6	0	154	3	1	7	11	341
03:30 PM	3	129	0	132	210	7	0	217	4	1	4	9	358
03:45 PM	0	137	0	137	173	9	0	182	7	1	0	8	327
Total	6	559	0	565	732	31	0	763	20	4	11	35	1363
04:00 PM	7	104	0	111	206	11	0	217	1	1	1	3	331
04:15 PM	16	128	0	144	235	32	0	267	18	1	1	20	431
04:30 PM	10	166	0	176	230	18	0	248	16	6	0	22	446
04:45 PM	1	137	0	138	244	15	0	259	6	2	0	8	405
Total	34	535	0	569	915	76	0	991	41	10	2	53	1613
05:00 PM	1	103	0	104	223	6	0	229	8	0	0	8	341
05:15 PM	6	115	0	121	206	18	0	224	7	1	2	10	355
05:30 PM	12	127	0	139	204	38	0	242	31	6	0	37	418
05:45 PM	4	92	0	96	150	11	0	161	33	19	1	53	310
Total	23	437	0	460	783	73	0	856	79	26	3	108	1424

Traffic Solutions

17 Mountview Drive
Gorham, ME 04038

File Name : Saco North St & XL Sport 04-02-2024 PM

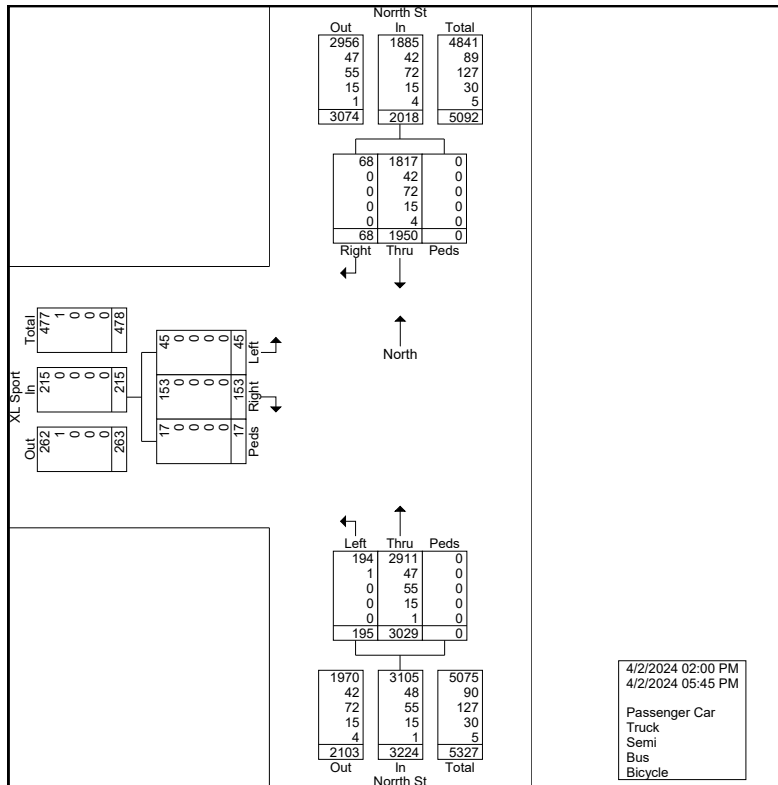
Site Code : 00402242

Start Date : 4/2/2024

Page No : 2

Groups Printed- Passenger Car - Truck - Semi - Bus - Bicycle

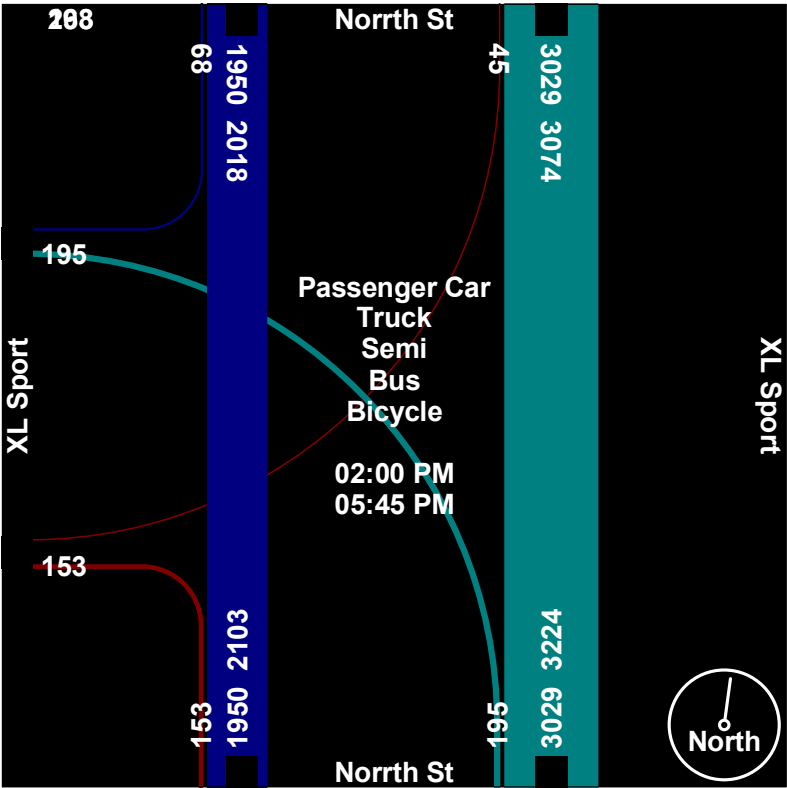
	North St From North				North St From South				XL Sport From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Grand Total	68	1950	0	2018	3029	195	0	3224	153	45	17	215	5457
Apprch %	3.4	96.6	0		94	6	0		71.2	20.9	7.9		
Total %	1.2	35.7	0	37	55.5	3.6	0	59.1	2.8	0.8	0.3	3.9	
Passenger Car	68	1817	0	1885	2911	194	0	3105	153	45	17	215	5205
% Passenger Car	100	93.2	0	93.4	96.1	99.5	0	96.3	100	100	100	100	95.4
Truck	0	42	0	42	47	1	0	48	0	0	0	0	90
% Truck	0	2.2	0	2.1	1.6	0.5	0	1.5	0	0	0	0	1.6
Semi	0	72	0	72	55	0	0	55	0	0	0	0	127
% Semi	0	3.7	0	3.6	1.8	0	0	1.7	0	0	0	0	2.3
Bus	0	15	0	15	15	0	0	15	0	0	0	0	30
% Bus	0	0.8	0	0.7	0.5	0	0	0.5	0	0	0	0	0.5
Bicycle	0	4	0	4	1	0	0	1	0	0	0	0	5
% Bicycle	0	0.2	0	0.2	0	0	0	0	0	0	0	0	0.1



Traffic Solutions

17 Mountview Drive
Gorham, ME 04038

File Name : Saco North St & XL Sport 04-02-2024 PM
Site Code : 00402242
Start Date : 4/2/2024
Page No : 3



Traffic Solutions

17 Mountview Drive
Gorham, ME 04038

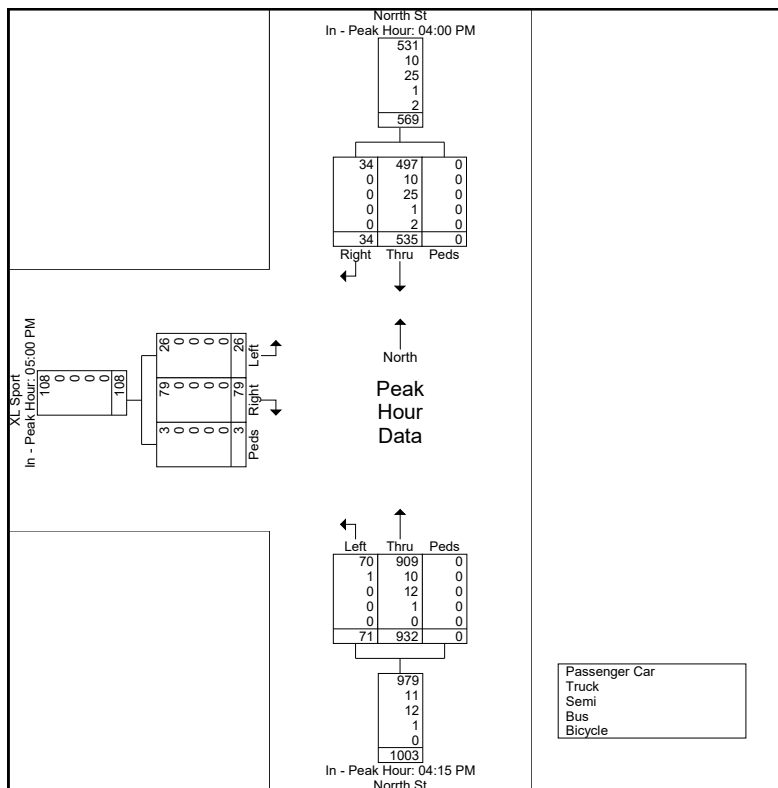
File Name : Saco North St & XL Sport 04-02-2024 PM

Site Code : 00402242

Start Date : 4/2/2024

Page No : 5

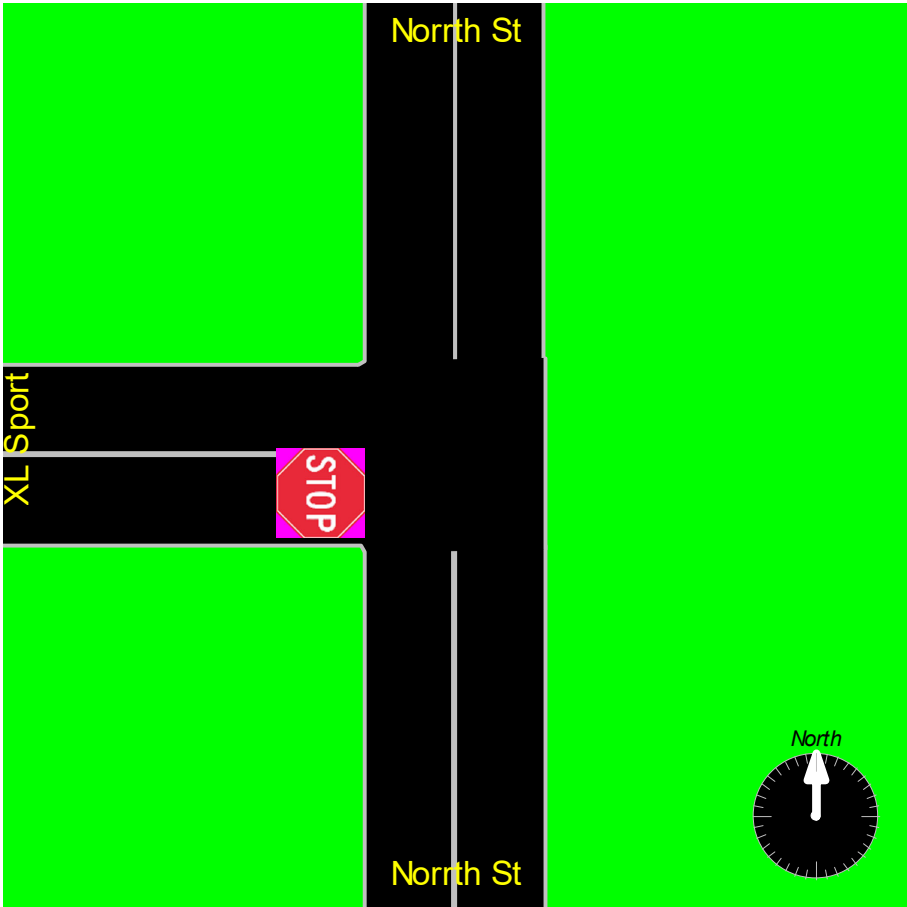
	Norrth St From North				Norrth St From South				XL Sport From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:00 PM				04:15 PM				05:00 PM				
+0 mins.	7	104	0	111	235	32	0	267	8	0	0	8	
+15 mins.	16	128	0	144	230	18	0	248	7	1	2	10	
+30 mins.	10	166	0	176	244	15	0	259	31	6	0	37	
+45 mins.	1	137	0	138	223	6	0	229	33	19	1	53	
Total Volume	34	535	0	569	932	71	0	1003	79	26	3	108	
% App. Total	6	94	0		92.9	7.1	0		73.1	24.1	2.8		
PHF	.531	.806	.000	.808	.955	.555	.000	.939	.598	.342	.375	.509	
Passenger Car	34	497	0	531	909	70	0	979	79	26	3	108	
% Passenger Car	100	92.9	0	93.3	97.5	98.6	0	97.6	100	100	100	100	
Truck	0	10	0	10	10	1	0	11	0	0	0	0	
% Truck	0	1.9	0	1.8	1.1	1.4	0	1.1	0	0	0	0	
Semi	0	25	0	25	12	0	0	12	0	0	0	0	
% Semi	0	4.7	0	4.4	1.3	0	0	1.2	0	0	0	0	
Bus	0	1	0	1	1	0	0	1	0	0	0	0	
% Bus	0	0.2	0	0.2	0.1	0	0	0.1	0	0	0	0	
Bicycle	0	2	0	2	0	0	0	0	0	0	0	0	
% Bicycle	0	0.4	0	0.4	0	0	0	0	0	0	0	0	



Traffic Solutions

17 Mountview Drive
Gorham, ME 04038

File Name : Saco North St & XL Sport 04-02-2024 PM
Site Code : 00402242
Start Date : 4/2/2024
Page No : 6



APPENDIX B

MAINEDOT CRASH REPORT & COLLISION DIAGRAMS



Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS☒ Crash Summary I ☐ Section Detail ☒ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 SummaryREPORT DESCRIPTIONSaco
North St_Buxton Rd (Rte 112) from Garfield St (54830) to Loudon Rd (54833)REPORT PARAMETERS

Year 2021, Start Month 1 through Year 2023 End Month: 12

Route: **0112X**Start Node: **54830**Start Offset: **0**☐ Exclude First NodeEnd Node: **54833**End Offset: **0**☐ Exclude Last Node

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary I

Nodes															
Node	Route - MP		Node Description	U/R	Total Crashes	Injury	Crashes	Percent Annual M			Crash Rate	Critical Rate	CRF		
					K	A	B	C	PD	Injury	Ent-Veh				
54830	0112X - 1.27	Int of GARFIELD ST NORTH ST	2	4	0	0	1	1	2	50.0	6.223	0.21	0.32	0.00	
											Statewide Crash Rate:	0.13			
58341	0112X - 1.44	Int of LUND RD NORTH ST	2	5	0	0	0	0	5	0.0	5.328	0.31	0.33	0.00	
											Statewide Crash Rate:	0.13			
58989	0112X - 1.73	Int of BUXTON RD NORTH ST	2	2	0	0	0	0	2	0.0	5.098	0.13	0.33	0.00	
											Statewide Crash Rate:	0.13			
57102	0112X - 1.90	Int of BUXTON RD HILLVIEW AV EXT	2	3	0	0	0	2	1	66.7	5.144	0.19	0.33	0.00	
											Statewide Crash Rate:	0.13			
54831	0112X - 1.98	Int of BUXTON RD JENKINS RD	2	9	0	1	0	3	5	44.4	5.017	0.60	0.34	1.78	
											Statewide Crash Rate:	0.13			
54544	0112X - 1.99	Int of BUXTON RD HILLVIEW AV	2	1	0	0	0	0	1	0.0	4.113	0.08	0.35	0.00	
											Statewide Crash Rate:	0.13			
54543	0112X - 2.09	Int of BUXTON RD WENDY WY	2	1	0	0	1	0	0	100.0	4.383	0.08	0.35	0.00	
											Statewide Crash Rate:	0.13			
61524	0112X - 2.17	Int of BUXTON RD ROTARY DR	2	0	0	0	0	0	0	0.0	4.237	0.00	0.35	0.00	
											Statewide Crash Rate:	0.13			
64860	0112X - 2.38	Int of BUXTON RD CHANTELE WY	2	2	0	0	0	0	2	0.0	4.086	0.16	0.35	0.00	
											Statewide Crash Rate:	0.13			
64857	0112X - 2.55	Int of BLAKE AV BUXTON RD	2	0	0	0	0	0	0	0.0	4.024	0.00	0.36	0.00	
											Statewide Crash Rate:	0.13			
54894	0112X - 2.71	Non Int BUXTON RD	2	0	0	0	0	0	0	0.0	3.979	0.00	0.36	0.00	
											Statewide Crash Rate:	0.13			
57721	0112X - 2.94	Non Int BUXTON RD	2	0	0	0	0	0	0	0.0	3.849	0.00	0.36	0.00	
											Statewide Crash Rate:	0.13			
54832	0112X - 3.04	Int of BUXTON RD, FOSS RD	2	0	0	0	0	0	0	0.0	3.727	0.00	0.36	0.00	
											Statewide Crash Rate:	0.13			
58180	0112X - 3.10	Int of BUXTON RD PAUL AV	2	0	0	0	0	0	0	0.0	3.698	0.00	0.36	0.00	
											Statewide Crash Rate:	0.13			
57596	0112X - 3.23	Int of BUXTON RD, MARY AV	2	0	0	0	0	0	0	0.0	3.660	0.00	0.36	0.00	
											Statewide Crash Rate:	0.13			
57598	0112X - 3.61	Int of BUXTON RD TALL PINES DR	2	0	0	0	0	0	0	0.0	3.756	0.00	0.36	0.00	
											Statewide Crash Rate:	0.13			
66429	0112X - 3.65	Non Int BUXTON RD	2	0	0	0	0	0	0	0.0	3.841	0.00	0.36	0.00	
											Statewide Crash Rate:	0.13			
66428	0112X - 3.72	Non Int BUXTON RD	2	0	0	0	0	0	0	0.0	3.720	0.00	0.36	0.00	
											Statewide Crash Rate:	0.13			
54833	0112X - 3.75	Int of BUXTON RD LOUDEN RD	2	2	0	0	0	0	2	0.0	4.124	0.16	0.35	0.00	
											Statewide Crash Rate:	0.13			
Study Years: 3.00			NODE TOTALS:		29	0	1	2	6	20	31.0	82.007	0.12	0.19	0.63

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary I

Sections																	
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	Injury Crashes				Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF	
54830	58341	3937870	0 - 0.17	0112X - 1.27 Int of GARFIELD ST NORTH ST ST RTE 112	0.17	2	13	0	0	3	0	10	23.1	0.00916	473.08	341.00	1.39
58341	58989	3114588	0 - 0.29	0112X - 1.44 Int of LUND RD NORTH ST ST RTE 112	0.29	2	4	0	0	1	1	2	50.0	0.01479	90.18	305.86	0.00
57102	58989	3114463	0 - 0.17	0112X - 1.73 Int of BUXTON RD HILLVIEW AV EXT ST RTE 112	0.17	2	4	0	0	1	0	3	25.0	0.00867	153.84	345.50	0.00
54831	57102	3113818	0 - 0.08	0112X - 1.90 Int of BUXTON RD JENKINS RD ST RTE 112	0.08	2	0	0	0	0	0	0	0.0	0.00400	0.00	419.02	0.00
54544	54831	3129044	0 - 0.01	0112X - 1.98 Int of BUXTON RD HILLVIEW AV ST RTE 112	0.01	2	0	0	0	0	0	0	0.0	0.00037	0.00	693.77	0.00
54543	54544	3138956	0 - 0.10	0112X - 1.99 Int of BUXTON RD WENDY WY ST RTE 112	0.10	2	2	0	0	1	0	1	50.0	0.00431	154.75	411.02	0.00
61524	54543	3944195	0 - 0.08	0112X - 2.09 Int of BUXTON RD ROTARY DR ST RTE 112	0.08	2	0	0	0	0	0	0	0.0	0.00349	0.00	433.82	0.00
61524	64860	3116363	0 - 0.21	0112X - 2.17 Int of BUXTON RD ROTARY DR ST RTE 112	0.21	2	9	0	0	1	1	7	22.2	0.00857	350.21	346.46	1.01
64860	64857	3116364	0 - 0.17	0112X - 2.38 Int of BUXTON RD CHANTELE WY ST RTE 112	0.17	2	4	0	0	0	1	3	25.0	0.00684	194.94	365.89	0.00
64857	54894	3116362	0 - 0.16	0112X - 2.55 Int of BLAKE AV BUXTON RD ST RTE 112	0.16	2	2	0	1	0	0	1	50.0	0.00638	104.54	372.27	0.00
54894	57721	3132390	0 - 0.23	0112X - 2.71 Non Int BUXTON RD ST RTE 112	0.23	2	1	0	0	0	1	0	100.0	0.00913	36.49	341.22	0.00
54832	57721	3119685	0 - 0.10	0112X - 2.94 Int of BUXTON RD, FOSS RD ST RTE 112	0.10	2	1	0	0	1	0	0	100.0	0.00373	89.44	426.63	0.00
54832	58180	3118945	0 - 0.06	0112X - 3.04 Int of BUXTON RD, FOSS RD ST RTE 112	0.06	2	0	0	0	0	0	0	0.0	0.00222	0.00	488.00	0.00
57596	58180	3130777	0 - 0.13	0112X - 3.10 Int of BUXTON RD, MARY AV ST RTE 112	0.13	2	0	0	0	0	0	0	0.0	0.00475	0.00	400.82	0.00
57596	57598	3114512	0 - 0.38	0112X - 3.23 Int of BUXTON RD, MARY AV ST RTE 112	0.38	2	3	0	0	0	1	2	33.3	0.01382	72.34	310.39	0.00
66429	57598	3123246	0 - 0.04	0112X - 3.61 Non Int BUXTON RD ST RTE 112	0.04	2	0	0	0	0	0	0	0.0	0.00151	0.00	537.65	0.00
66428	66429	3140112	0 - 0.07	0112X - 3.65 Non Int BUXTON RD ST RTE 112	0.07	2	0	0	0	0	0	0	0.0	0.00128	0.00	559.86	0.00
54833	66428	3123410	0 - 0.03	0112X - 3.72 Int of BUXTON RD LOUDEN RD ST RTE 112	0.03	2	0	0	0	0	0	0	0.0	0.00113	0.00	576.13	0.00
Study Years: 3.00				Section Totals:	2.48		43	0	1	8	5	29	32.6	0.10415	137.62	218.62	0.63
				Grand Totals:	2.48		72	0	2	10	11	49	31.9	0.10415	230.44	336.97	0.68

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary

Section Details														
Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	Injury Crashes				Crash Report	Crash Date	Crash Mile Point	Injury Degree
							A	B	C	PD				
54830	58341	3937870	0 - 0.17	0112X - 1.27	13	0	0	3	0	10	2021-5818	03/01/2021	1.30	PD
											2021-24260	09/12/2021	1.31	B
											2022-6092	02/23/2022	1.34	PD
											2022-3752	02/01/2022	1.38	B
											2021-36900	12/19/2021	1.40	PD
											2023-17015	03/20/2023	1.42	B
											2022-22660	08/09/2022	1.42	PD
											2023-30871	10/21/2023	1.42	PD
											2022-24925	08/31/2022	1.42	PD
											2021-4210	02/12/2021	1.43	PD
											2023-33587	11/08/2023	1.43	PD
											2021-16648	07/03/2021	1.43	PD
											2023-13504	05/07/2023	1.43	PD
											58341	58989	3114588	0 - 0.29
2021-27630	10/13/2021	1.59	PD											
2022-3830	02/04/2022	1.60	B											
2023-36544	12/05/2023	1.72	C											
57102	58989	3114463	0 - 0.17	0112X - 1.73	4	0	0	1	0	3	2022-31740	10/30/2022	1.76	PD
											2023-16928	06/07/2023	1.77	PD
											2021-32809	11/22/2021	1.81	B
											2023-21906	07/25/2023	1.86	PD
54831	57102	3113818	0 - 0.08	0112X - 1.90	0	0	0	0	0	0				
54544	54831	3129044	0 - 0.01	0112X - 1.98	0	0	0	0	0	0				
54543	54544	3138956	0 - 0.10	0112X - 1.99	2	0	0	1	0	1	2021-4427	02/19/2021	2	PD
											2022-14267	05/21/2022	2.04	B
61524	54543	3944195	0 - 0.08	0112X - 2.09	0	0	0	0	0	0				

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary

Section Details														
Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	Injury Crashes				Crash Report	Crash Date	Crash Mile Point	Injury Degree
							A	B	C	PD				
61524	64860	3116363	0 - 0.21	0112X - 2.17	9	0	0	1	1	7	2023-30573	10/16/2023	2.23	PD
											2023-30640	10/16/2023	2.24	PD
											2021-14118	06/09/2021	2.25	C
											2022-14607	05/27/2022	2.25	PD
											2023-26203	09/09/2023	2.28	PD
											2022-31737	10/30/2022	2.29	PD
											2021-8245	04/01/2021	2.30	B
											2021-25913	09/16/2021	2.31	PD
64860	64857	3116364	0 - 0.17	0112X - 2.38	4	0	0	0	1	3	2021-4403	02/19/2021	2.37	PD
											2022-32601	11/08/2022	2.40	PD
											2022-21564	08/01/2022	2.48	PD
											2023-31032	10/26/2023	2.50	C
64857	54894	3116362	0 - 0.16	0112X - 2.55	2	0	1	0	0	1	2021-38162	12/25/2021	2.50	PD
											2022-19628	07/10/2022	2.70	A
											2021-24264	09/12/2021	2.70	PD
											2023-14971	05/26/2023	2.85	C
54832	57721	3119685	0 - 0.10	0112X - 2.94	1	0	0	1	0	0	2021-24011	09/08/2021	3.01	B
54832	58180	3118945	0 - 0.06	0112X - 3.04	0	0	0	0	0	0				
57596	58180	3130777	0 - 0.13	0112X - 3.10	0	0	0	0	0	0				
57596	57598	3114512	0 - 0.38	0112X - 3.23	3	0	0	0	1	2	2021-25001	09/16/2021	3.27	PD
											2022-13858	05/19/2022	3.29	C
											2022-28356	10/04/2022	3.50	PD
66429	57598	3123246	0 - 0.04	0112X - 3.61	0	0	0	0	0	0				
66428	66429	3140112	0 - 0.07	0112X - 3.65	0	0	0	0	0	0				
54833	66428	3123410	0 - 0.03	0112X - 3.72	0	0	0	0	0	0				
Totals:					43	0	1	8	5	29				

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary II - Characteristics

Crashes by Day and Hour																																			
Day Of Week	AM											Hour of Day											PM											Un	Tot
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11											
SUNDAY	0	0	0	0	0	0	1	0	0	1	0	0	2	0	0	0	0	0	1	2	0	0	0	1	0	8									
MONDAY	0	0	0	0	1	0	0	3	3	0	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	11									
TUESDAY	0	0	0	0	0	2	0	2	1	2	0	0	1	0	0	0	1	2	2	0	0	1	1	0	0	15									
WEDNESDAY	0	0	0	0	0	0	0	0	2	1	1	3	0	0	2	0	0	1	1	0	0	0	0	0	0	11									
THURSDAY	0	0	0	0	1	1	0	0	1	0	1	0	1	1	0	0	3	1	1	0	0	0	0	0	0	11									
FRIDAY	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	6									
SATURDAY	0	0	1	0	0	0	0	0	0	0	1	1	0	1	3	0	0	2	1	0	0	0	0	0	0	10									
Totals	1	0	1	0	2	3	1	6	8	4	3	4	4	3	5	0	6	8	8	2	0	1	1	1	0	72									

Vehicle Counts by Type			
Unit Type	Total	Unit Type	Total
1-Passenger Car	55	23-Bicyclist	3
2-(Sport) Utility Vehicle	32	24-Witness	16
3-Passenger Van	1	25-Other	0
4-Cargo Van (10K lbs or Less)	0	26-Construction	0
5-Pickup	22	27-Farm Vehicle	0
6-Motor Home	0	28-Horse and Buggy	0
7-School Bus	0		
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	1		
12-Moped	0		
13-Low Speed Vehicle	0		
14-Autocycle	1		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	0		
17-Medium/Heavy Trucks (More than 10,000 lbs)	10		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	1		

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash								Crashes by Apparent Physical Condition And Driver							
Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total	Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	24	33	1	0	0	0	58	Apparently Normal	67	53	1	0	0	0	121
Ran Off Roadway	3	0	0	0	0	0	3	Physically Impaired	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	13	5	0	0	0	0	18	Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ran Red Light	0	0	0	0	0	0	0	Ill (Sick)	0	0	0	0	0	0	0
Ran Stop Sign	3	0	0	0	0	0	3	Asleep or Fatigued	1	0	0	0	0	0	1
Disregarded Other Traffic Sign	0	0	0	0	0	0	0	Under the Influence of Medications/Drugs/Alcohol	3	0	0	0	0	0	3
Disregarded Other Road Markings	0	0	0	0	0	0	0	Other	1	0	0	0	0	0	1
Exceeded Posted Speed Limit	0	0	0	0	0	0	0	Total	72	53	1	0	0	0	126
Drove Too Fast For Conditions	6	1	0	0	0	0	7	Driver Age by Unit Type							
Improper Turn	1	1	0	0	0	0	2	Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total	
Improper Backing	1	0	0	0	0	0	1	09-Under	0	0	0	0	0	0	0
Improper Passing	1	1	0	0	0	0	2	10-14	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0	15-19	12	0	0	0	0	0	12
Followed Too Closely	11	7	0	0	0	0	18	20-24	17	0	0	0	0	0	17
Failed to Keep in Proper Lane	2	1	0	0	0	0	3	25-29	15	0	0	0	0	0	15
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	3	0	0	0	0	0	3	30-39	25	0	0	0	0	0	25
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0	40-49	21	0	0	0	0	0	21
Over-Correcting/Over-Steering	1	0	0	0	0	0	1	50-59	13	0	0	0	0	0	13
Other Contributing Action	3	0	0	0	0	0	3	60-69	10	0	0	0	0	0	10
Unknown	0	0	0	0	0	0	0	70-79	7	0	0	0	0	0	7
Total	72	49	1	0	0	0	122	80-Over	2	0	0	0	0	0	2
								Unknown	0	3	0	1	0	0	4
								Total	122	3	0	1	0	0	126

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary II - Characteristics

Most Harmful Event		Most Harmful Event	
Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	1	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	122
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	2		
10-Pedalcycle	2		
11-Railway Vehicle - Train, Engine	0		
12-Animal	5		
13-Motor Vehicle in Transport	101		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	1		
25-Ditch	1		
26-Embankment	0		
27-Guardrail Face	1		
28-Guardrail End	1		
29-Concrete Traffic Barrier	1		
30-Other Traffic Barrier	0		
31-Tree (Standing)	2		
32-Utility Pole / Light Support	2		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	1		
37-Other Post, Pole, or Support	1		

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	2	2
B	10	12
C	11	16
PD	49	0
Total	72	30

Road Character	
Road Grade	Total
1-Level	65
2-On Grade	2
3-Top of Hill	3
4-Bottom of Hill	2
5-Other	0
Total	72

Light	
Light Condition	Total
1-Daylight	54
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	12
5-Dark - Not Lighted	6
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	72

Traffic Control Devices	
Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	0
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	1
5-Stop Signs - Other	19
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	1
9-School Bus Stop Arm	0
10-School Zone Sign	2
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	49
14-Other	0
Total	72

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary II - Characteristics**Crashes by Year and Month**

Month	2021	2022	2023	Total
JANUARY	1	0	0	1
FEBRUARY	3	4	1	8
MARCH	1	1	1	3
APRIL	1	0	1	2
MAY	0	7	2	9
JUNE	3	1	1	5
JULY	2	2	1	5
AUGUST	1	3	1	5
SEPTEMBER	5	1	1	7
OCTOBER	3	3	5	11
NOVEMBER	3	2	3	8
DECEMBER	3	2	3	8
Total	26	26	20	72

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary II - Characteristics**Crashes by Crash Type and Type of Location**

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	10	0	10	0	0	7	2	0	0	0	0	0	0	0	29
Head-on - Sideswipe	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Intersection Movement	0	0	11	0	0	7	0	0	0	0	0	0	0	0	18
Pedestrians	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	7	1	3	0	0	0	0	0	0	0	0	0	0	0	11
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Other	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	1	27	0	0	15	3	0	0	0	0	0	0	0	72

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary II - Characteristics**Crashes by Weather, Light Condition and Road Surface**

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	8	1	0	0	0	0	0	0	0	0	0	9
Dark - Not Lighted	6	0	0	0	0	0	0	0	0	0	0	6
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	41	0	0	0	0	0	0	0	0	0	2	43
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	3	0	0	0	0	0	0	0	0	0	2	5
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary II - Characteristics**Crashes by Weather, Light Condition and Road Surface**

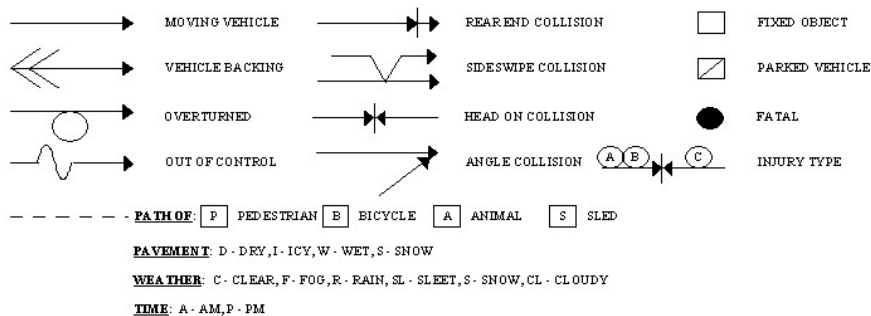
Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	3	3
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary II - Characteristics**Crashes by Weather, Light Condition and Road Surface**

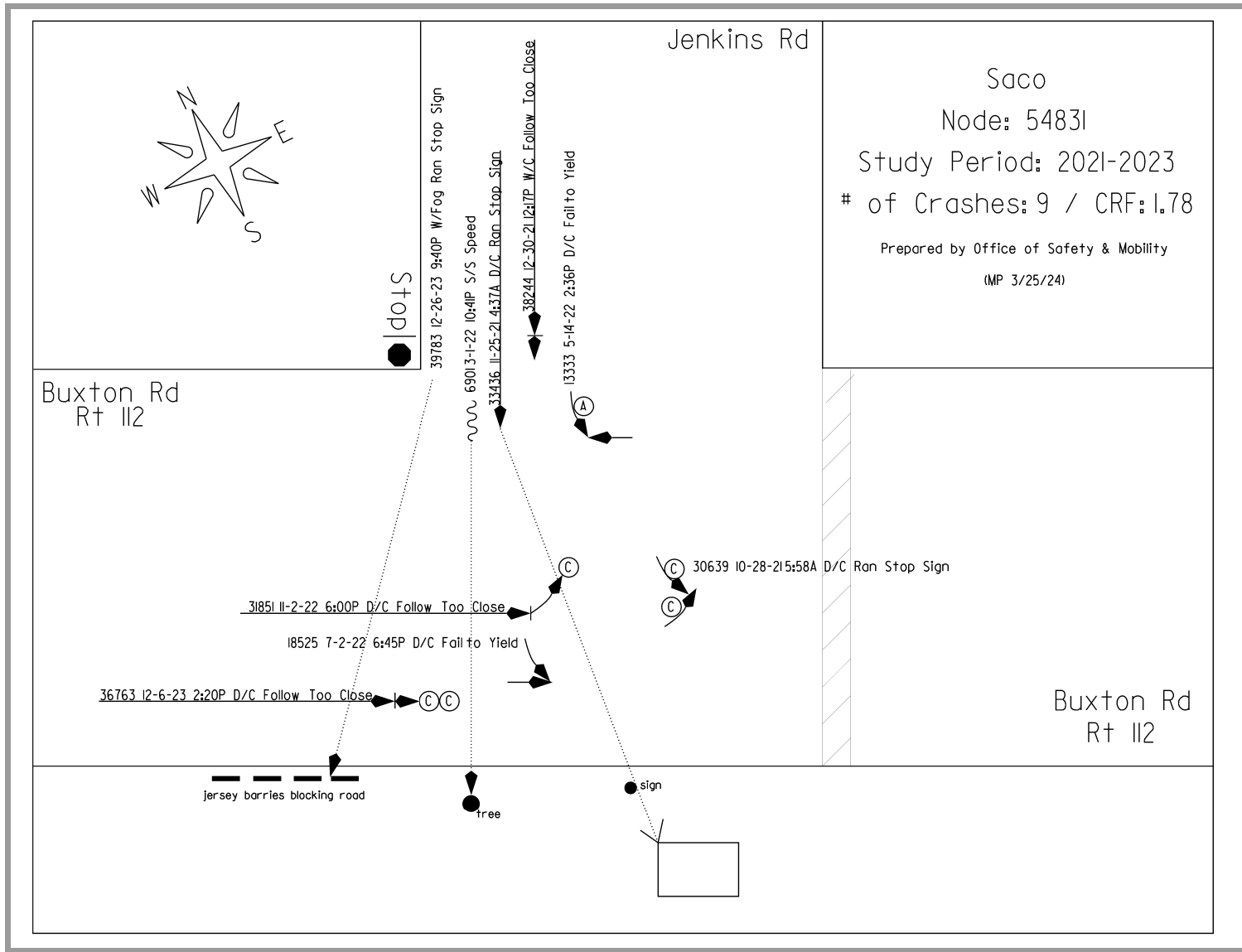
Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	1	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	1	0	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	2	0	0	0	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	58	1	0	0	0	0	2	3	0	0	8	72

H. C. L. CRASH COLLISION DIAGRAM DATA PACKAGE

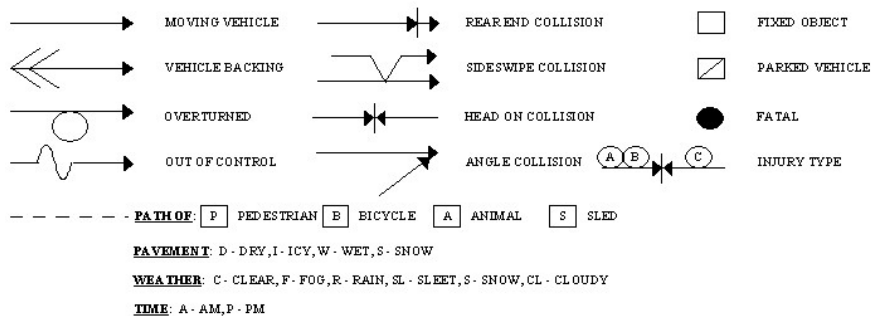
COUNTY: **YORK**TOWN: **SACO**LOW NODE: **54831** HIGH NODE: **0000**REGION: **1**U/R: **URBAN**DESCRIPTION: **Int Buxton Rd & Jenkins Rd**RTE # / RD #: **0112X**DATE DRAWN: **3/25/2024** DRAWN BY: **Michelle**STUDY FROM: **1/1/2021**STUDY TO: **12/31/2023**CRASH RATE: **0.6**CRF: **1.78**% INJURY: **44.4**TOTAL CRASHES: **9**LEGEND

Monday, March 25, 2024

MDOT - TRAFFIC ENGINEERING - CRASH RECORDS

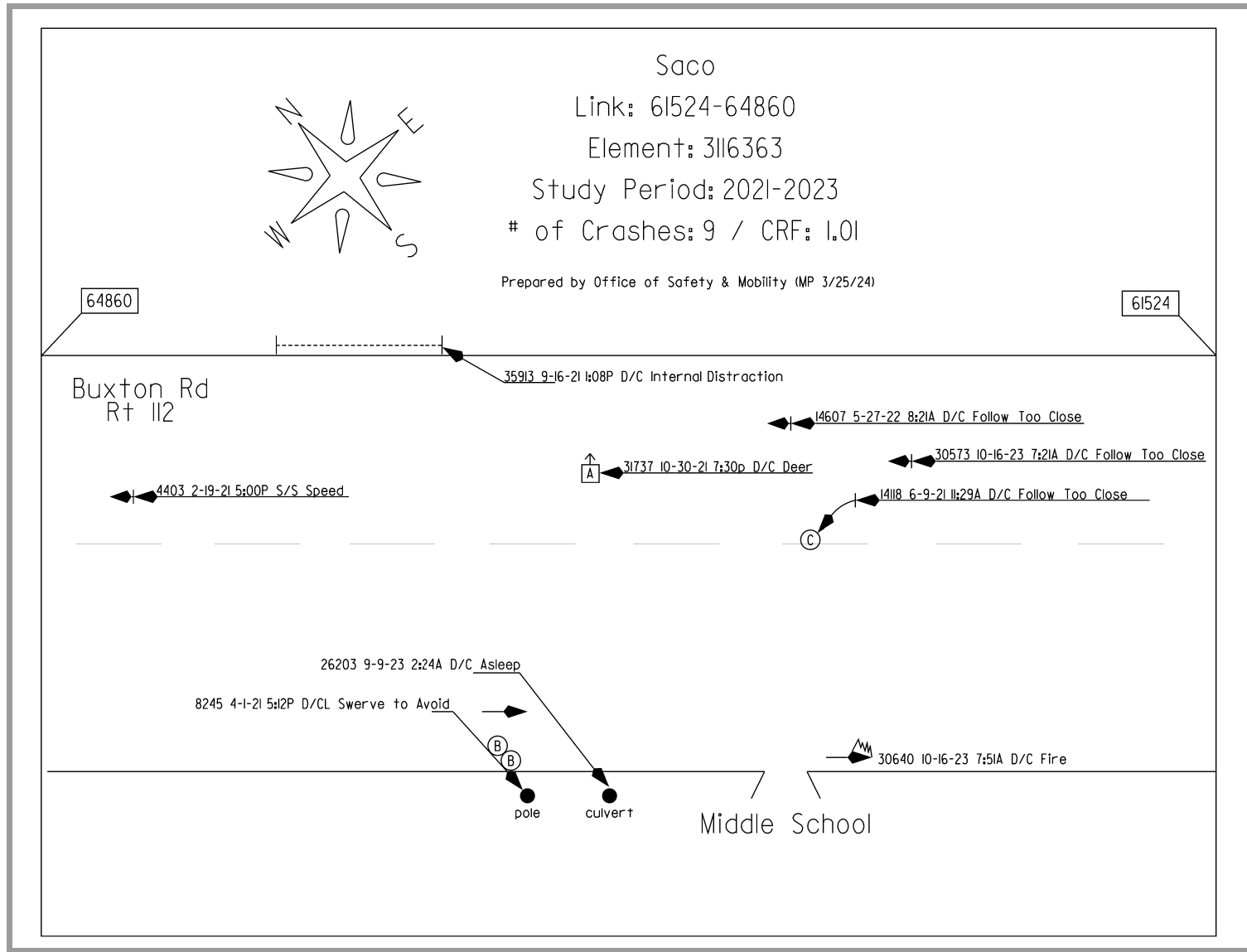


H. C. L. CRASH COLLISION DIAGRAM DATA PACKAGE

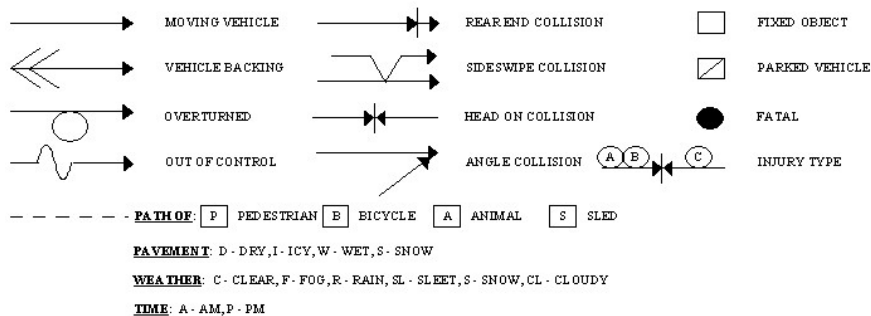
COUNTY: **YORK**TOWN: **SACO**LOW NODE: **61524** HIGH NODE: **64860** REGION: **1** U/R: **URBAN**DESCRIPTION: **Buxton Rd from Rotary Dr to Chantelle Way**RTE # / RD #: **0112X** DATE DRAWN: **3/25/2024** DRAWN BY: **Michelle**STUDY FROM: **1/1/2021** STUDY TO: **12/31/2023**CRASH RATE: **350.21** CRF: **1.01** % INJURY: **22.2** TOTAL CRASHES: **9**LEGEND

Monday, March 25, 2024

MDOT - TRAFFIC ENGINEERING - CRASH RECORDS

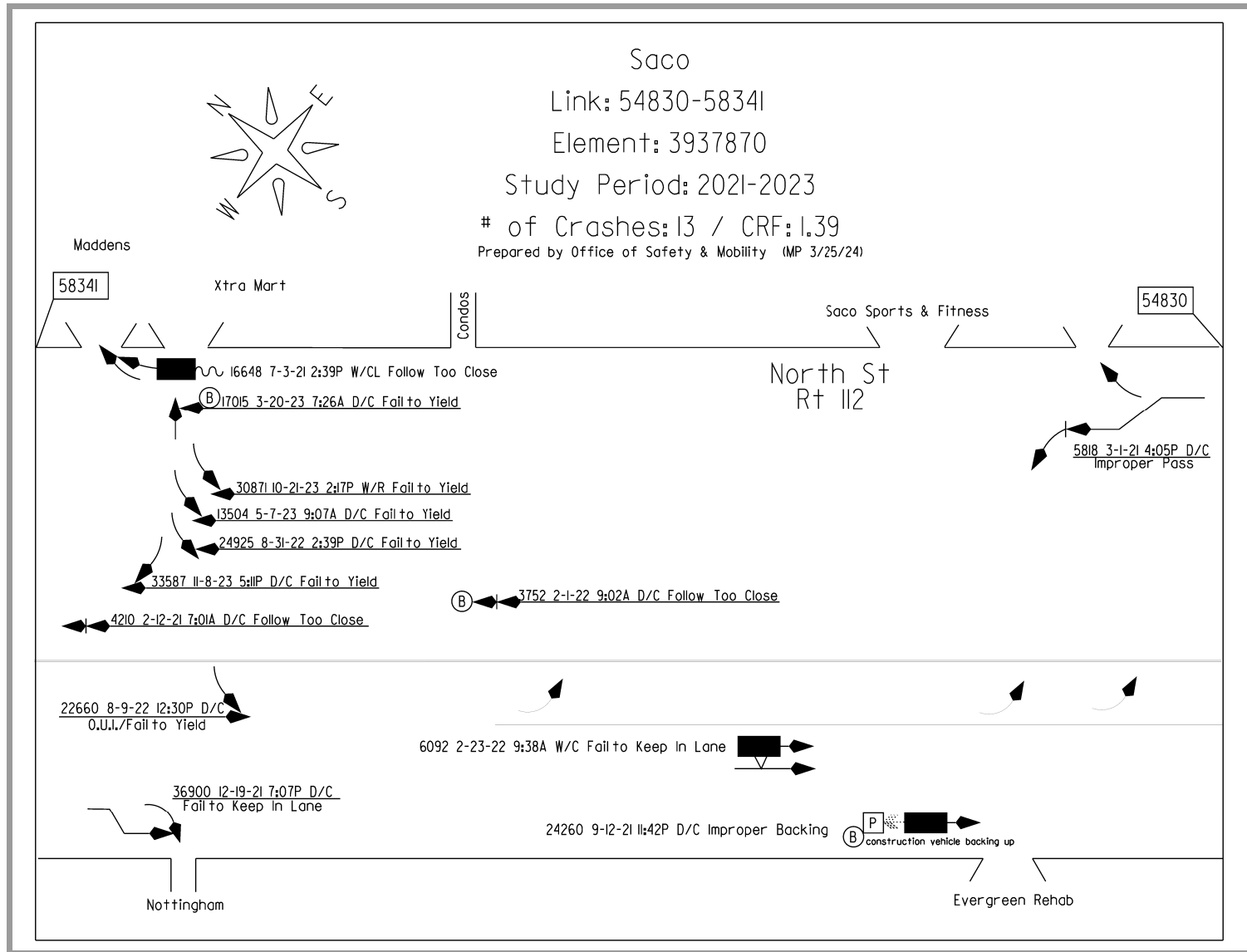


H. C. L. CRASH COLLISION DIAGRAM DATA PACKAGE

COUNTY: **YORK**TOWN: **SACO**LOW NODE: **54830** HIGH NODE: **58341** REGION: **1** U/R: **URBAN**DESCRIPTION: **North St from Garfield St to Lund Rd**RTE # / RD #: **0112X** DATE DRAWN: **3/25/2024** DRAWN BY: **Michelle**STUDY FROM: **1/1/2021** STUDY TO: **12/31/2023**CRASH RATE: **473.08** CRF: **1.39** % INJURY: **23.1** TOTAL CRASHES: **13**LEGEND

Monday, March 25, 2024

MDOT - TRAFFIC ENGINEERING - CRASH RECORDS



APPENDIX C

SIMTRAFFIC CAPACITY ANALYSIS REPORTS

SimTraffic Simulation Summary
Baseline

AM Peak Hour Pre-Development
05/24/2024

Summary of All Intervals

Run Number	2	3	5	6	7	Avg
Start Time	6:55	6:55	6:55	6:55	6:55	6:55
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2596	2585	2583	2550	2632	2589
Vehs Exited	2594	2536	2581	2554	2638	2582
Starting Vehs	58	53	59	59	69	57
Ending Vehs	60	102	61	55	63	66
Travel Distance (mi)	1213	1218	1199	1192	1237	1212
Travel Time (hr)	61.6	61.7	61.7	60.6	62.1	61.5
Total Delay (hr)	21.8	22.1	22.3	21.4	21.5	21.8
Total Stops	1958	1969	1950	1967	2018	1972
Fuel Used (gal)	45.3	45.8	45.2	44.7	46.5	45.5

Interval #0 Information Seeding

Start Time	6:55
End Time	7:00
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00					
End Time	8:00					
Total Time (min)	60					
Volumes adjusted by Growth Factors.						
Run Number	2	3	5	6	7	Avg
Vehs Entered	2596	2585	2583	2550	2632	2589
Vehs Exited	2594	2536	2581	2554	2638	2582
Starting Vehs	58	53	59	59	69	57
Ending Vehs	60	102	61	55	63	66
Travel Distance (mi)	1213	1218	1199	1192	1237	1212
Travel Time (hr)	61.6	61.7	61.7	60.6	62.1	61.5
Total Delay (hr)	21.8	22.1	22.3	21.4	21.5	21.8
Total Stops	1958	1969	1950	1967	2018	1972
Fuel Used (gal)	45.3	45.8	45.2	44.7	46.5	45.5

Scenario 1

SimTraffic Report
Page 1

SimTraffic Performance Report

AM Peak Hour Pre-Development

Baseline

05/24/2024

3: Exit 35 SB On/Exit 35 SB Off & North St Performance by movement

Movement	SET	SER	NWL	NWT	SWL	SWR	All
Denied Del/Veh (s)	2.0	3.3	0.2	0.1	0.7	3.7	1.8
Total Del/Veh (s)	12.3	4.2	17.0	5.8	24.8	2.7	9.3

6: North St & Exit 35 NB On & Off/Lund Rd Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	1.8	3.8	0.1	0.1	3.2	1.2	1.4	0.0	0.0	1.2
Total Del/Veh (s)	67.3	23.4	48.7	8.1	33.8	12.0	8.5	23.8	5.2	20.0

9: North St & Site Driveway Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.4	4.2	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	36.5	11.5	12.3	2.4	3.9	3.7	3.6

Total Network Performance

Denied Del/Veh (s)	2.3
Total Del/Veh (s)	27.4

Queuing and Blocking Report Baseline

AM Peak Hour Pre-Development
05/24/2024

Intersection: 3: Exit 35 SB On/Exit 35 SB Off & North St

Movement	SE	SE	NW	NW	SW	SW
Directions Served	T	R	L	T	LT	R
Maximum Queue (ft)	470	308	114	207	100	114
Average Queue (ft)	189	23	40	76	44	27
95th Queue (ft)	357	142	82	179	87	83
Link Distance (ft)	732			848	482	
Upstream Blk Time (%)	0					
Queuing Penalty (veh)	0					
Storage Bay Dist (ft)		300	225			350
Storage Blk Time (%)	2			0		
Queuing Penalty (veh)	4			0		

Intersection: 6: North St & Exit 35 NB On & Off/Lund Rd

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LTR	L	TR	LT	R
Maximum Queue (ft)	16	275	89	338	350	476	184
Average Queue (ft)	1	117	31	156	145	268	57
95th Queue (ft)	10	212	75	275	276	440	124
Link Distance (ft)	802		447		1007	701	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		300		300			580
Storage Blk Time (%)		0		1	1	0	
Queuing Penalty (veh)		0		4	2	0	

Intersection: 9: North St & Site Driveway

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	23	35	56
Average Queue (ft)	1	12	13
95th Queue (ft)	12	37	42
Link Distance (ft)	506		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		70	55
Storage Blk Time (%)		0	1
Queuing Penalty (veh)		0	3

Network Summary

Network wide Queuing Penalty: 13

Scenario 1

SimTraffic Report
Page 3

Actuated Signals, Observed Splits
Baseline

AM Peak Hour Pre-Development
05/24/2024

Intersection: 3: Exit 35 SB On/Exit 35 SB Off & North St

Phase	2	4	5	6
Movement(s) Served	NWTL	SWTL	NWL	SET
Maximum Green (s)	70.0	10.0	14.0	50.0
Minimum Green (s)	10.0	8.0	5.0	10.0
Recall	Min	None	None	Min
Avg. Green (s)	-2.3	9.4	6.9	-6.5
g/C Ratio	NA	NA	NA	NA
Cycles Skipped (%)	5	15	65	0
Cycles @ Minimum (%)	0	27	5	0
Cycles Maxed Out (%)	7	45	0	43
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): -7.6

Number of Complete Cycles : 55

Average All-Red Dwell (s): 0.1

Cycles with All-Red Dwell (%): 9

Intersection: 6: North St & Exit 35 NB On & Off/Lund Rd

Phase	2	3	4	5	6
Movement(s) Served	NBTL	WBTL	EBTL	NBL	SBTL
Maximum Green (s)	82.0	10.0	20.0	15.0	60.0
Minimum Green (s)	10.0	5.0	8.0	8.0	10.0
Recall	Min	None	None	None	Min
Avg. Green (s)	-11.4	7.9	17.3	13.8	4.9
g/C Ratio	NA	NA	NA	NA	NA
Cycles Skipped (%)	3	49	3	0	0
Cycles @ Minimum (%)	0	0	3	6	0
Cycles Maxed Out (%)	11	11	50	67	14
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): -12.7

Number of Complete Cycles : 35

Scenario 1

SimTraffic Report
Page 4

SimTraffic Simulation Summary
Baseline

PM Peak Hour Pre-Development
05/24/2024

Summary of All Intervals

Run Number	1	2	4	6	7	Avg
Start Time	3:55	3:55	3:55	3:55	3:55	3:55
End Time	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2426	2463	2379	2460	2463	2438
Vehs Exited	2421	2485	2383	2448	2455	2438
Starting Vehs	52	66	48	48	64	53
Ending Vehs	57	44	44	60	72	53
Travel Distance (mi)	1065	1087	1046	1074	1092	1073
Travel Time (hr)	56.7	58.5	56.5	56.7	58.8	57.4
Total Delay (hr)	20.8	21.9	21.3	20.6	22.1	21.4
Total Stops	2133	2140	2135	2139	2158	2141
Fuel Used (gal)	41.6	42.5	40.8	42.0	42.9	42.0

Interval #0 Information Seeding

Start Time	3:55
End Time	4:00
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:00					
End Time	5:00					
Total Time (min)	60					
Volumes adjusted by Growth Factors.						
Run Number	1	2	4	6	7	Avg
Vehs Entered	2426	2463	2379	2460	2463	2438
Vehs Exited	2421	2485	2383	2448	2455	2438
Starting Vehs	52	66	48	48	64	53
Ending Vehs	57	44	44	60	72	53
Travel Distance (mi)	1065	1087	1046	1074	1092	1073
Travel Time (hr)	56.7	58.5	56.5	56.7	58.8	57.4
Total Delay (hr)	20.8	21.9	21.3	20.6	22.1	21.4
Total Stops	2133	2140	2135	2139	2158	2141
Fuel Used (gal)	41.6	42.5	40.8	42.0	42.9	42.0

Scenario 1

SimTraffic Report
Page 1

SimTraffic Performance Report
Baseline

PM Peak Hour Pre-Development
05/24/2024

3: Exit 35 SB On/Exit 35 SB Off & North St Performance by movement

Movement	SET	SER	NWL	NWT	SWL	SWR	All
Denied Del/Veh (s)	0.9	3.3	0.2	0.1	1.1	3.5	1.4
Total Del/Veh (s)	13.3	3.0	19.8	20.3	16.1	8.4	14.2

6: North St & Exit 35 NB On & Off/Lund Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.9	1.0	3.5	0.1	0.2	0.2	3.0	0.9	0.6	0.0	0.0	0.0
Total Del/Veh (s)	25.3	27.7	16.3	42.6	41.1	17.5	15.1	15.1	8.7	31.3	21.5	2.3

6: North St & Exit 35 NB On & Off/Lund Rd Performance by movement

Movement	All
Denied Del/Veh (s)	1.2
Total Del/Veh (s)	18.2

9: North St & Site Driveway Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.3	4.1	0.5	0.1	0.1	0.1	0.3
Total Del/Veh (s)	18.1	5.0	6.8	3.2	3.1	2.3	3.5

Total Network Performance

Denied Del/Veh (s)	2.0
Total Del/Veh (s)	28.9

Scenario 1

SimTraffic Report
Page 2

Queuing and Blocking Report Baseline

PM Peak Hour Pre-Development
05/24/2024

Intersection: 3: Exit 35 SB On/Exit 35 SB Off & North St

Movement	SE	SE	NW	NW	SW	SW
Directions Served	T	R	L	T	LT	R
Maximum Queue (ft)	246	106	189	507	78	266
Average Queue (ft)	100	11	35	254	26	120
95th Queue (ft)	189	58	138	441	64	216
Link Distance (ft)	732			848	482	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		300	225			350
Storage Blk Time (%)	0			12		
Queuing Penalty (veh)	0			4		

Intersection: 6: North St & Exit 35 NB On & Off/Lund Rd

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LTR	L	TR	LT	R
Maximum Queue (ft)	164	214	110	113	307	293	46
Average Queue (ft)	86	93	47	56	164	142	13
95th Queue (ft)	147	167	89	102	277	243	38
Link Distance (ft)	802		447		1007	701	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		300		300			580
Storage Blk Time (%)					0		
Queuing Penalty (veh)					0		

Intersection: 9: North St & Site Driveway

Movement	EB	EB	NB	SB
Directions Served	L	R	L	TR
Maximum Queue (ft)	34	56	56	4
Average Queue (ft)	9	26	18	0
95th Queue (ft)	31	53	46	3
Link Distance (ft)	506			848
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		70	55	
Storage Blk Time (%)		0	0	
Queuing Penalty (veh)		0	2	

Network Summary

Network wide Queuing Penalty: 6

Scenario 1

SimTraffic Report
Page 3

Actuated Signals, Observed Splits
Baseline

PM Peak Hour Pre-Development
05/24/2024

Intersection: 3: Exit 35 SB On/Exit 35 SB Off & North St

Phase	2	4	5	6
Movement(s) Served	NWTL	SWTL	NWL	SET
Maximum Green (s)	41.0	35.0	10.0	25.0
Minimum Green (s)	10.0	8.0	5.0	10.0
Recall	Min	None	None	Min
Avg. Green (s)	9.8	-3.9	6.5	6.7
g/C Ratio	NA	NA	NA	NA
Cycles Skipped (%)	0	2	75	0
Cycles @ Minimum (%)	0	8	0	0
Cycles Maxed Out (%)	47	17	0	77
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): -8.0

Number of Complete Cycles : 52

Average All-Red Dwell (s): 0.1

Cycles with All-Red Dwell (%): 2

Intersection: 6: North St & Exit 35 NB On & Off/Lund Rd

Phase	2	3	4	5	6
Movement(s) Served	NBTL	WBTL	EBTL	NBL	SBTL
Maximum Green (s)	62.0	5.0	25.0	10.0	45.0
Minimum Green (s)	10.0	5.0	8.0	8.0	10.0
Recall	Min	None	None	None	Min
Avg. Green (s)	11.5	5.2	-10.7	9.6	-2.3
g/C Ratio	NA	NA	NA	NA	NA
Cycles Skipped (%)	0	48	0	15	0
Cycles @ Minimum (%)	0	52	4	17	4
Cycles Maxed Out (%)	4	52	20	52	9
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): -8.6

Number of Complete Cycles : 46

Scenario 1

SimTraffic Report
Page 4

SimTraffic Simulation Summary
Baseline

AM Peak Hour Post-Development
05/24/2024

Summary of All Intervals

Run Number	2	3	4	5	7	Avg
Start Time	6:55	6:55	6:55	6:55	6:55	6:55
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2604	2679	2674	2622	2723	2659
Vehs Exited	2603	2667	2681	2603	2724	2657
Starting Vehs	62	63	63	50	59	61
Ending Vehs	63	75	56	69	58	65
Travel Distance (mi)	1215	1247	1239	1223	1263	1237
Travel Time (hr)	62.3	63.4	64.4	63.6	66.3	64.0
Total Delay (hr)	22.4	22.6	23.7	23.2	24.7	23.3
Total Stops	2025	2006	2038	2105	2132	2061
Fuel Used (gal)	46.1	47.2	47.1	46.8	48.5	47.1

Interval #0 Information Seeding

Start Time	6:55
End Time	7:00
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00					
End Time	8:00					
Total Time (min)	60					
Volumes adjusted by Growth Factors.						
Run Number	2	3	4	5	7	Avg
Vehs Entered	2604	2679	2674	2622	2723	2659
Vehs Exited	2603	2667	2681	2603	2724	2657
Starting Vehs	62	63	63	50	59	61
Ending Vehs	63	75	56	69	58	65
Travel Distance (mi)	1215	1247	1239	1223	1263	1237
Travel Time (hr)	62.3	63.4	64.4	63.6	66.3	64.0
Total Delay (hr)	22.4	22.6	23.7	23.2	24.7	23.3
Total Stops	2025	2006	2038	2105	2132	2061
Fuel Used (gal)	46.1	47.2	47.1	46.8	48.5	47.1

Scenario 1

SimTraffic Report
Page 1

SimTraffic Performance Report

AM Peak Hour Post-Development

Baseline

05/24/2024

3: Exit 35 SB On/Exit 35 SB Off & North St Performance by movement

Movement	SET	SER	NWL	NWT	SWL	SWR	All
Denied Del/Veh (s)	1.8	3.2	0.3	0.1	0.7	3.7	1.7
Total Del/Veh (s)	11.7	3.8	16.7	6.3	23.9	3.2	9.2

6: North St & Exit 35 NB On & Off/Lund Rd Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.5	3.8	0.1	0.1	3.2	1.3	1.4	0.0	0.0	1.2
Total Del/Veh (s)	30.6	23.9	49.3	12.8	36.0	13.9	10.8	24.2	5.7	21.1

9: North St & Site Driveway Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	4.1	0.4	0.1	0.0	0.0	0.1
Total Del/Veh (s)	42.0	14.8	14.0	3.0	4.2	3.0	4.5

Total Network Performance

Denied Del/Veh (s)	2.3
Total Del/Veh (s)	28.6

Queuing and Blocking Report Baseline

AM Peak Hour Post-Development
05/24/2024

Intersection: 3: Exit 35 SB On/Exit 35 SB Off & North St

Movement	SE	SE	NW	NW	SW	SW
Directions Served	T	R	L	T	LT	R
Maximum Queue (ft)	403	208	110	221	96	128
Average Queue (ft)	177	16	45	88	43	28
95th Queue (ft)	309	103	92	184	83	92
Link Distance (ft)	732			848	482	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		300	225			350
Storage Blk Time (%)	1			0		
Queuing Penalty (veh)	2			0		

Intersection: 6: North St & Exit 35 NB On & Off/Lund Rd

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LTR	L	TR	LT	R
Maximum Queue (ft)	40	220	106	356	476	477	144
Average Queue (ft)	7	112	36	162	166	274	60
95th Queue (ft)	28	188	85	280	353	426	113
Link Distance (ft)	802		447		1007	701	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		300		300			580
Storage Blk Time (%)				1	2	0	
Queuing Penalty (veh)				3	4	0	

Intersection: 9: North St & Site Driveway

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	42	68	71	54	13
Average Queue (ft)	6	25	28	4	1
95th Queue (ft)	28	55	62	39	9
Link Distance (ft)	506			701	848
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		70	55		
Storage Blk Time (%)	0	1	3	0	
Queuing Penalty (veh)	0	0	16	0	

Network Summary

Network wide Queuing Penalty: 25

Scenario 1

SimTraffic Report
Page 3

Actuated Signals, Observed Splits
Baseline

AM Peak Hour Post-Development
05/24/2024

Intersection: 3: Exit 35 SB On/Exit 35 SB Off & North St

Phase	2	4	5	6
Movement(s) Served	NWTL	SWTL	NWL	SET
Maximum Green (s)	70.0	10.0	14.0	50.0
Minimum Green (s)	10.0	8.0	5.0	10.0
Recall	Min	None	None	Min
Avg. Green (s)	-3.3	9.2	7.5	-7.2
g/C Ratio	NA	NA	NA	NA
Cycles Skipped (%)	4	9	67	0
Cycles @ Minimum (%)	0	33	4	0
Cycles Maxed Out (%)	6	44	0	44
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): -7.5

Number of Complete Cycles : 54

Average All-Red Dwell (s): 0.1

Cycles with All-Red Dwell (%): 6

Intersection: 6: North St & Exit 35 NB On & Off/Lund Rd

Phase	2	3	4	5	6
Movement(s) Served	NBTL	WBTL	EBTL	NBL	SBTL
Maximum Green (s)	82.0	10.0	20.0	15.0	60.0
Minimum Green (s)	10.0	5.0	8.0	8.0	10.0
Recall	Min	None	None	None	Min
Avg. Green (s)	-11.6	7.8	17.4	14.1	5.3
g/C Ratio	NA	NA	NA	NA	NA
Cycles Skipped (%)	0	44	0	0	0
Cycles @ Minimum (%)	0	0	0	0	0
Cycles Maxed Out (%)	15	12	53	71	14
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): -12.3

Number of Complete Cycles : 34

Scenario 1

SimTraffic Report
Page 4

SimTraffic Simulation Summary
Baseline

PM Peak Hour Post-Development
05/24/2024

Summary of All Intervals

Run Number	1	3	5	6	7	Avg
Start Time	3:55	3:55	3:55	3:55	3:55	3:55
End Time	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2555	2480	2552	2553	2500	2529
Vehs Exited	2558	2477	2544	2528	2511	2523
Starting Vehs	57	66	55	45	64	57
Ending Vehs	54	69	63	70	53	61
Travel Distance (mi)	1124	1082	1129	1116	1090	1108
Travel Time (hr)	60.9	58.8	63.4	59.5	57.2	60.0
Total Delay (hr)	22.8	22.2	25.4	22.0	20.2	22.5
Total Stops	2281	2212	2388	2200	2136	2244
Fuel Used (gal)	44.3	42.8	44.7	43.9	42.4	43.6

Interval #0 Information Seeding

Start Time	3:55
End Time	4:00
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:00					
End Time	5:00					
Total Time (min)	60					
Volumes adjusted by Growth Factors.						
Run Number	1	3	5	6	7	Avg
Vehs Entered	2555	2480	2552	2553	2500	2529
Vehs Exited	2558	2477	2544	2528	2511	2523
Starting Vehs	57	66	55	45	64	57
Ending Vehs	54	69	63	70	53	61
Travel Distance (mi)	1124	1082	1129	1116	1090	1108
Travel Time (hr)	60.9	58.8	63.4	59.5	57.2	60.0
Total Delay (hr)	22.8	22.2	25.4	22.0	20.2	22.5
Total Stops	2281	2212	2388	2200	2136	2244
Fuel Used (gal)	44.3	42.8	44.7	43.9	42.4	43.6

Scenario 1

SimTraffic Report
Page 1

SimTraffic Performance Report
Baseline

PM Peak Hour Post-Development
05/24/2024

3: Exit 35 SB On/Exit 35 SB Off & North St Performance by movement

Movement	SET	SER	NWL	NWT	SWL	SWR	All
Denied Del/Veh (s)	0.9	3.2	0.2	0.1	1.0	3.6	1.4
Total Del/Veh (s)	12.0	2.7	16.1	17.3	14.9	8.5	12.6

6: North St & Exit 35 NB On & Off/Lund Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.9	1.0	3.4	0.1	0.1	0.1	3.1	0.9	0.9	0.0	0.0	0.0
Total Del/Veh (s)	27.7	29.9	17.9	44.3	47.5	22.8	16.9	16.3	9.9	39.3	25.3	2.3

6: North St & Exit 35 NB On & Off/Lund Rd Performance by movement

Movement	All
Denied Del/Veh (s)	1.2
Total Del/Veh (s)	20.4

9: North St & Site Driveway Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.3	4.0	0.4	0.1	0.0	0.1	0.4
Total Del/Veh (s)	22.9	5.5	7.1	3.6	3.2	2.0	4.2

Total Network Performance

Denied Del/Veh (s)	2.0
Total Del/Veh (s)	29.4

Scenario 1

SimTraffic Report
Page 2

Queuing and Blocking Report Baseline

PM Peak Hour Post-Development
05/24/2024

Intersection: 3: Exit 35 SB On/Exit 35 SB Off & North St

Movement	SE	SE	NW	NW	SW	SW
Directions Served	T	R	L	T	LT	R
Maximum Queue (ft)	204	84	233	473	81	278
Average Queue (ft)	94	11	33	224	30	123
95th Queue (ft)	164	52	125	401	67	228
Link Distance (ft)	732			848	482	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		300	225			350
Storage Blk Time (%)				8		
Queuing Penalty (veh)				4		

Intersection: 6: North St & Exit 35 NB On & Off/Lund Rd

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LTR	L	TR	LT	R
Maximum Queue (ft)	220	239	122	134	348	378	57
Average Queue (ft)	104	110	51	57	182	162	15
95th Queue (ft)	183	192	96	105	301	304	42
Link Distance (ft)	802		447		1007	701	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		300		300			580
Storage Blk Time (%)		0			1	0	
Queuing Penalty (veh)		0			1	0	

Intersection: 9: North St & Site Driveway

Movement	EB	EB	NB	SB
Directions Served	L	R	L	TR
Maximum Queue (ft)	62	81	70	4
Average Queue (ft)	21	35	28	0
95th Queue (ft)	50	59	60	3
Link Distance (ft)	506			848
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		70	55	
Storage Blk Time (%)	1	0	1	
Queuing Penalty (veh)	0	0	8	

Network Summary

Network wide Queuing Penalty: 14

Scenario 1

SimTraffic Report
Page 3

Actuated Signals, Observed Splits
Baseline

PM Peak Hour Post-Development
05/24/2024

Intersection: 3: Exit 35 SB On/Exit 35 SB Off & North St

Phase	2	4	5	6
Movement(s) Served	NWTL	SWTL	NWL	SET
Maximum Green (s)	41.0	35.0	10.0	25.0
Minimum Green (s)	10.0	8.0	5.0	10.0
Recall	Min	None	None	Min
Avg. Green (s)	10.2	-5.0	6.3	6.7
g/C Ratio	NA	NA	NA	NA
Cycles Skipped (%)	0	4	71	0
Cycles @ Minimum (%)	2	15	0	2
Cycles Maxed Out (%)	38	15	0	75
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): -7.1

Number of Complete Cycles : 55

Average All-Red Dwell (s): 0.1

Cycles with All-Red Dwell (%): 4

Intersection: 6: North St & Exit 35 NB On & Off/Lund Rd

Phase	2	3	4	5	6
Movement(s) Served	NBTL	WBTL	EBTL	NBL	SBTL
Maximum Green (s)	62.0	5.0	25.0	10.0	45.0
Minimum Green (s)	10.0	5.0	8.0	8.0	10.0
Recall	Min	None	None	None	Min
Avg. Green (s)	11.4	5.1	-10.4	9.3	-1.4
g/C Ratio	NA	NA	NA	NA	NA
Cycles Skipped (%)	0	37	0	19	0
Cycles @ Minimum (%)	0	63	2	26	0
Cycles Maxed Out (%)	7	63	30	44	14
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): -10.0

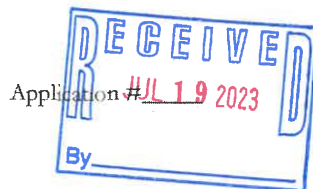
Number of Complete Cycles : 43

Scenario 1

SimTraffic Report
Page 4



Zone Ordinance Amendment Application
Saco Planning Board Review



Street Address of Proposed Project: 74 Industrial Park Rd Tax Map & Lot: 71-8
 Registry of Deeds Book & Page Number: 18915-109 Zoning District: 1-1
 Applicant: Cosmic Solutions LLC d/b/a Zero Gravity Cannabis
 Applicant's Address: 74 Industrial Park Rd
 Applicant's Email & Phone #: pat@zerogravitycannabis.com
 Architect/Engineer's Name: N/A
 Architect/Engineer's Email & Phone #: N/A
 Architect/Engineer's Address: N/A
 Property Owner: PBTAS Inc
 Property Owner's Email & Phone #: pat@zerogravitycannabis.com
 Property Owner's Address: 74 Industrial Park Rd
 Area of Parcel: N/A Proposed Developed Area: N/A Proposed Height: N/A
 Sq. Ft. of Each Proposed Structure: N/A Proposed # of Parking Spaces: N/A
 Amendment to Previously Approved Plan: ☐ Yes ☒ No

Description of Proposal: We request that Saco allow adult use Cannabis manufacturing in the 1-1 zone. Currently manufacturing is allowed for the Medical Cannabis program

Signature & Application Requirements: Applications are due at least three weeks in advance of Planning Board meetings, but the Department encourages applicants to plan for five weeks before a Planning Board meeting. Staff will schedule your application for a Planning Board meeting once all reviews are complete and comments have been sufficiently addressed.


ID 3VF8c6Nv9Lr8tpqWFI6651S

Signature of Owner/Applicant

7-17-23
Date

Zoning Amendment Petition Requirements		
<i>Attention: Only fill out the section for the change that you are requesting. The three options are a text change, a map change, or a contract rezoning.</i>		
<i>Proposed Text Change</i>		
Submission Fulfilled or Waiver Requested	For Follow Up	Requirement
	✓	Submit a written petition to the City Clerk that includes the proposed change and the reason for the change.
	✓	Clearly identify and describe the section of text you want to change and then describe the change you are requesting.
		Pay the cost of advertising and postage to notify the general public, abutters, and neighborhood property owners of the proposed change.
	✓	Include any additional information you feel will help the Planning Board evaluate your petition. Please include how the change relates to Saco's Comprehensive Plan.
<i>Proposed Map Change</i>		
		Submit a written petition to the City Clerk that includes the proposed change and the reason for the change.
		Include a description of the parcels of land involved.
		Include a scaled drawing of the parcel of land showing all boundary dimensions and the total area.
		Include the proposed zoning classification(s) you want applied to the parcel(s) of land.
		Pay the cost of advertising and postage to notify the general public, abutters, and neighborhood property owners of the proposed change.
		Include any additional information you feel will help the Planning Board evaluate your petition. Please include how the change relates to Saco's Comprehensive Plan.
		Pay the project fee to the City of Saco.
<i>Contract Rezoning</i>		

		A request for a contract rezoning shall include a written petition to the Planning Board requesting a rezoning, including the following:
		Evidence of right, title, or interest in the property
		A plot plan showing the boundaries of the parcel and its dimensions, as well as the existing and proposed buildings and structures.
		A plan showing the location of existing streets and driveways within two hundred (200) feet of the property.
		A detailed statement of the proposed use of the property and the precise zoning change requested
		A statement explaining how it is consistent with the Comprehensive Plan, and permitted and existing uses within the original zone.
		A description of the property's unusual nature or unique location.
		A statement setting forth the conditions or restrictions that the applicant proposes.
The Planning Board may propose additional conditions or restrictions for Contract Rezoning.		

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Michele L. Hughes, MMC
Saco City Clerk
300 Main St.
Saco, Maine 04072

June 30, 2023

RE: Zoning Amendment Petition
Add Adult Use Marijuana Manufacturing to the I-1 Zone, Pursuant to Title 28-B, Cannabis
Legalization Act.

Dear Clerk Hughes:

Please accept this Zoning Amendment Petition which seeks to allow marijuana manufacturing for Maine's Adult Use (recreational) Cannabis program in Saco's I-1 Zone.

As it stands today, Saco's medical marijuana caregiver and medical marijuana dispensary licensees are permitted to engage in manufacturing activities so long as they are properly licensed by the state and by Saco. Licensees, like my client, Cosmic Solutions LLC, who operates an extraction lab at 74 Industrial Park Road, under a state and local dispensary license, can only manufacture products for Maine's Medical Use of Cannabis Program. The equipment and processes for manufacturing products for Maine's Adult Use Cannabis Program are identical. If allowed, using my client as an example, Cosmic Solutions would be able to manufacture and wholesale products for both the medical marijuana program and the adult use (recreational) program using the exact same equipment and standard operating procedures. The State will license a manufacturing facility as being "co-located" for medical and adult use so long as the licensee obtains a dispensary license and an adult use manufacturing license. As always, local authorization by the municipality will be required.

At this time, Saco has not opted in for any license categories under Title 28-B, Maine's Cannabis Legalization Act (Adult Use). This Petition for a Zoning Amendment, if approved, would require Saco to opt-in for one adult use category – manufacturing. Opting-in for manufacturing **does not require** Saco to also opt-in for other adult use license categories such as retail stores, cultivation, or testing labs.

The Zoning Amendment would impact Saco Ordinances as follows:

Chapter 168, Article 1

§ 168-2 Findings

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Proposed Addition: "The State of Maine Legislature, pursuant to 28-B M.R.S. § 401 and § 402 (1) (A) has authorized each Maine community to decide whether it will permit and/or regulate adult use cannabis retail stores, cultivation facilities, manufacturing facilities, and testing labs. This statute was enacted in 2019, and the City has not previously taken any action pursuant to 28-B M.R.S. § 401 and § 402 (1) (A). It intends this article to be its application of the rights and privileges afforded the City by that state law."

§ 168- (A) Retail stores, marijuana testing facilities and marijuana manufacturing facilities

Proposed Additions and Changes:

- A. Testing and Manufacturing Facilities: "The City expressly prohibits the establishment, operation, and maintenance of stand-alone marijuana testing facilities and marijuana manufacturing facilities in any place within the City, except that any properly licensed medical marijuana manufacturing facilities operating in the I-1 zone pursuant to a state caregiver or dispensary license, may co-locate adult use manufacturing. This subsection, and the prohibition herein, is intended to apply to both recreational and medical marijuana."

§ 168-4 Types, Location and conditions for dispensaries

Proposed Additions and Changes:

- B. Other limitations and conditions. Any properly licensed and properly zoned medical marijuana registered dispensary and, where applicable, co-located adult use manufacturing, must comply with the following additional conditions and limitations:
- (1) A registered dispensary may only dispense properly packaged, inspected, and authorized medical marijuana, and, where authorized, a co-located adult use manufacturing facility may only dispense properly packaged, inspected, and authorized adult use marijuana.

§ 230-2103 Terms Defined

Proposed Addition:

Marijuana Manufacturing: "Manufacturing" or "manufacture" means the production, blending, infusing, compounding or other preparation of cannabis and cannabis products, including, but not limited to, cannabis extraction or preparation by means of chemical synthesis. "Manufacturing" or "manufacture" does not include cultivation or testing.

§ 230-307 Table of Permitted and Conditional Uses

Proposed Addition: Update the Table of Permitted and Conditional Uses to include "Co-located Adult Use Marijuana Manufacturing" in the I-1 Zone as a use associated with a registered dispensary.

If the Zoning Amendment is approved, there would be no public-facing change, nor community or environmental impacts, from allowing existing medical manufacturing operations to also manufacture products for

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the adult use program. Saco would, and should, require licensees to obtain an additional local license authorizing them to engage in manufacturing for adult use. Please note that Saco opting-in for adult use manufacturing would make the City eligible to apply through the Office of Cannabis Policy Municipal Reimbursement Portal for up to \$20,000.00 in funds to cover costs associated with opting-in such as attorney's fees to research, draft, and revise cannabis ordinances, staff and contractor time related to drafting and adopting ordinance changes, and other related expenses. Please see: <https://www.maine.gov/dafs/ocp/faq#MuniFAQs>

We appreciate the City's consideration of the proposed Zoning Amendment. Please do not hesitate to reach out for additional information or clarification.

Sincerely,

A handwritten signature in black ink, appearing to read "Jill G. Cohen".

Jill G. Cohen, Esq.

cc: Patrick Robinson, Cosmic Solutions LLC
PBTAJ Inc.