



September 23, 2015

Mr. Thomas Errico, P.E.
T.Y. Lin
Building A, Suite One
12 Northbrook Drive
Falmouth, ME 04105

**Subject: 1039 Riverside Street, LLC
Proposed Expansion Traffic Impact**

Dear Tom:

1039 Riverside Street, LLC, owners of the Second Tee Condominium Business Park have proposed minor modifications to Units 9 and 11 (refer to attached copy of the latest site plan for the project). The total square footage represented for all structures both existing and proposed, as depicted on the enclosed site plan, is approximately 213,318 SF. The total square foot area of buildings occupying the present site is 163,803 SF and the remaining 49,515 SF is proposed for development. As noted in the following table, existing site Buildings 12 and 13 were constructed pre-1997 and were formerly occupied by Douglass Brothers a manufacturer of metal pipe, etc. The total building area of these structures, as noted in the table, is 57,920 SF. The following text presents an estimate of “new” site trips generated by the proposed site development project and an estimate of total site trips, both existing and proposed, that are subject to review under the MaineDOT's Traffic Movement Permit process.

SITE DEVELOPMENT

The following table references by number, each of the existing or proposed structures depicted on the plan, the building size in SF and the development status of the building:

Building Number	Square Foot Area	Development Status	Special Remarks
1	7,500 sf	Proposed	None
2	7,500 sf	Proposed	None
3	7,500 sf	Existing	Constructed post-1997
4	10,000 sf (Exp. 2185 sf)	Existing	Constructed post-1997
5	25,137 sf (Exp. 4,618 sf)	Existing	Constructed post-1997
7	30,000 sf	Existing	Constructed post-1997
8	9,800 sf	Existing	Constructed post-1997
9	10,925 sf	Proposed	None
10	4,800 sf	Existing	Constructed post-1997
11	12,625 sf	Proposed	None

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Building Number	Square Foot Area	Development Status	Special Remarks
12	53,120 sf	Existing	Constructed pre-1997 (Douglass Brothers)
13	4,800 sf	Existing	Constructed pre-1997 (Douglass Brothers)
14	14,028 sf	Existing	Constructed post-1997
15	8,780 sf	Proposed	None

TOTAL Existing/Approved Building Area Pre-1997	= 57,920 sf
TOTAL Existing/Approved Building Area Post-1997	= 101,265 sf
TOTAL Proposed Building Area	= 47,330 sf
TOTAL SITE BUILDING AREA	= 213,318 sf

EXISTING SITE – TRIP GENERATION

As previously reported¹, existing site entrance traffic data was gathered on August 8, 2005 during both the AM and PM peak commuter hours for the purpose of determining an appropriate trip rate for the proposed site expansion. At the time of the traffic counts, the constructed building area was 122,857 SF (Units 5, 7, 8, 12 & 13). All vehicular traffic entering/exiting the site driveway (Walsh Drive) was recorded in 15-minute intervals between the hours of 7:00 to 9:00 AM and again between 3:00 to 6:00 PM. A separate peak hour of traffic was selected for each time period to form a summary of the data. The morning peak hour occurred between 7:30 and 8:30 AM when a total of 73 vehicles were recorded (46 entering and 27 exiting). The afternoon peak hour was determined to fall between 4:30 and 5:30 PM when a total of 75 vehicles were recorded (27 entering and 48 exiting). Accordingly, the vehicle trip rate per SF of building area constructed at the time of the counts is estimated at 0.59 trips (73/122,857/1000 = 0.59) during the AM peak hour and 0.61 trips (75/122,857/1000 = 0.61) in the PM peak hour. We believe these trip generation values remain valid based on the relatively unchanged building use and occupancy in the park.

PROPOSED SITE EXPANSION PROJECT – TRIP GENERATION

Subsequent to 2005, Units 3, 4, 10, and 14 were constructed thus adding 36,328 SF of building space to the project. Of the remaining approved units, 1039 Riverside Street, LLC is proposing to expand the existing Second Tee Condominium Business Park site by an additional 49,515 SF of building area with the construction of the five previously approved buildings including Units 9 and 11. The proposed building space will be marketed as general office/warehouse space, which is consistent with the present site use. Using the trip generation rates from the 2005 counts the proposed site can therefore be expected to generate a total of 51 (85,843/1000 x 0.59 = 51 trips) additional site trips during the AM peak hour and 52 trips (85,843/1000 x 0.61 = 52 trips) in the PM peak hour.

¹ See October 10, 2005 letter from William Bray, PE to Tom Errico

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TOTAL SITE – TRIP GENERATION

The Second Tee Condominium Business Park, with full occupation of the proposed development expansion project, can be expected to generate a total of 124 site trips in the morning peak hour and 127 trips during the evening peak hour.

TRIP GENERATION – FORMER DOUGLASS BROTHERS SITE

Existing site Buildings 12 and 13, which were constructed pre-1997, were formerly occupied by Douglass Brothers site was estimated based upon trip generation rates presented in the seventh edition of the Institute of Transportation Engineer's (ITE) "TRIP GENERATION" publication. The ITE manual provides the following peak hour trip rates for Land Use Code #140 – Manufacturing:

- **AM Peak Hour = 0.73**
- **PM Peak Hour = 0.74**

Based upon these trip rates the previous Douglass Brothers site generated a total of **42** trips in the morning peak hour and **43** trips in the evening peak hour.

TOTAL "NET" SITE TRIPS – SUBJECT TO MDOT TRAFFIC PERMIT REQUIREMENTS

The January 2000 MDOT Chapter 305 Rules and Regulations pertaining to Traffic Movement Permits states in Section 4E that all site trips generated after July 1, 1997 are subject to review and determination as to the total number of site trips generated by the site. The regulations further state that any development whose peak hour trip generation exceeds 100 passenger car equivalent trips is required to file for and obtain a MaineDOT issued Traffic Movement Permit. Based upon MDOT's regulations, the Second Tee Condominium Business Park site will generate a total of 82 ($124 - 42 = 82$ trips) peak hour trips in the AM peak hour and 84 trips ($127 - 43 = 84$ trips) during the PM peak hour that are subject to review under MaineDOT's Chapter 305.

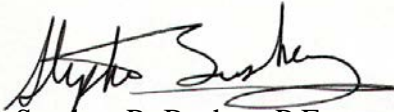
It would be most helpful if you would review the findings presented above and provide your direction as to what level of further traffic review, if any, is required for the proposed expansion project. We believe the trip generation estimates remain valid despite the time gap from the original counts. The site use has remained largely unchanged as most of the original tenants are in their buildings. The modest increase in the Units 9 and 11 footprint areas is not expected to substantially impact site traffic volumes. We also note that the development site benefits from multiple driveways. Units 3 & 4 share their own driveway off Riverside site. Walch Drive generally serves Units 12, 5, 10, 13, 7 & 8, while Unit 14 primarily uses the development's most northerly driveway off Riverside Street. For these reasons, the development's traffic is well distributed on/off Riverside Street. On this basis, we foresee no reason to procure further traffic count data at this time. We look forward to your consideration and acceptance of these findings and conclusions.

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You can reach me at 207-775-1121 with questions and/or additional information needs. Your prompt response would be appreciated.

Sincerely,

FAY, SPOFFORD & THORNDIKE

A handwritten signature in black ink, appearing to read "Stephen R. Bushey", is written over a light yellow rectangular background.

Stephen R. Bushey, P.E.
Associate

SRB/cmd

c: Jean Fraser