



Town of Old Orchard Beach
Office of the Town Manager

1 Portland Ave, Old Orchard Beach, Maine

Phone: 207.937.5626

Web: www.oobmaine.com or

www.oobmaine.com/town-council

Town Council Workshop Minutes

November 8th, 2023

I, Tim Fleury, Secretary to the Town Council of Old Orchard Beach, Maine, do hereby certify that the foregoing document consisting of 22 pages is a copy of the original minutes from the workshop of the Old Orchard Beach Town Council held on 11/8/2023.

Prepared By:	Tim Fleury
Approved By:	Old Orchard Beach Town Council
Approval Date:	11/21/2023

Respectfully
Submitted,

Tim Fleury
Town Council
Secretary



Town Council Workshop Agenda

Wednesday, November 8th, 2023, 6:00pm
Council Chambers - 1 Portland Avenue

www.oobmaine.com/town-council

**Members of the public wishing to view the meeting from home may tune into Local Access TV (Channel 3 or 1301 - check with your provider) or by clicking the Meeting Videos link on oobmaine.com.)*

There will be a Town Council Workshop on Wednesday, November 8th, 2023, at 6:00 pm to discuss a potential Contract Zone for a 61-unit condominium project on E. Emerson Cummings Boulevard.

Chair: Shawn O'Neill

Chairman O'Neill opened the workshop at 6:00 pm and introduced the engineer and applicant involved.

Kendra Ramsell, engineer from Sebago Technics, introduced the development and gave a background of the project. ATTACH PPT TO MINUTES

Diana Asanza gave an update on the ongoing sewer project to upgrade the downstream capacity.

Town Planner Jeffrey Hinderliter gave his insights on the project.

The Council discussed pedestrian safety crossing E. Emerson Cummings Blvd accessing the schools and sidewalk across from the entrances. Crosswalks with flashing lights were discussed.

The Council discussed the open land benefits for the town and wetlands present in the parcel. Benefits to the school and public in town exist.

Councilor Tousignant addressed the traffic study and traffic issues present in the area and the Smithwheel and Ocean Park Rd. intersection. MT asked about the affordable housing options and how they remain affordable in the future. Kendra Ramsell - deed restricted on future sales. Jason LaBonte explained the calculations of affordable housing based on Maine standards. MT questioned how the deeds will be worded to ensure they stay low-income housing. Chairman O'Neill asked if the affordable housing can be stated as 7 units as opposed to 10% of units.

Chairman O'Neill closed the workshop @ 7:21pm

OOB 61-Unit Condo Development Contract Zone

Brief Project Overview

- (61) single-family condominium units
- Open space with wetland preservation and public access
- 13 additional public parking spaces for visitors
- Two access points off of E.E. Cummings Boulevard
- Private, internal, paved 24-foot-wide road
 - (2) 10-foot-wide travel lanes
 - 4-foot-wide painted sidewalk for pedestrian connectivity
- Utilities: public water, sewer, and underground electric
- Stormwater management for treatment and detention

Permitting

- Local Permitting
 - Received Planning Board recommendation to move forward with Contract Zone
 - Need Town Council Approval for Contract Zone
 - Back to Planning for full Subdivision & Site Plan Review
- State Permitting
 - MDEP SLODA Permit
 - NRPA Tier 3 (Individual Permit)
- Federal Permitting
 - Self Verification Permit for a wetland crossing
 - Potential FEMA LOMR – likely not needed due to new flood maps coming into effect



10/18/2023 11:07 AM JOSHUA HANDEL
 10/18/2023 11:07 AM JOSHUA HANDEL

PROGRESS
PRINT

NOT FOR
CONSTRUCTION

1	DATE	DESCRIPTION
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SEBAGO
 TECHNICS
 1000 W. MAIN ST.
 SUITE 200
 SEASIDE, VT 05676
 TEL: 802.888.1111
 WWW.SEAGOTECHNICS.COM

DOB CONDOMINIUM DEVELOPMENT
LOT 1-2, DOB TAX MAP 217
 SEASIDE, VT
SEACOAST LAND ACQUISITIONS, LLC
 11 BRANT LAKE
 JACOB NEW JACZE

DESIGNED	BAM
DRAWN	KJR
CHECKED	KJR
DATE	10/18/2023
SCALE	1" = 40'
PROJECT	230010

SHEET 1 OF 1



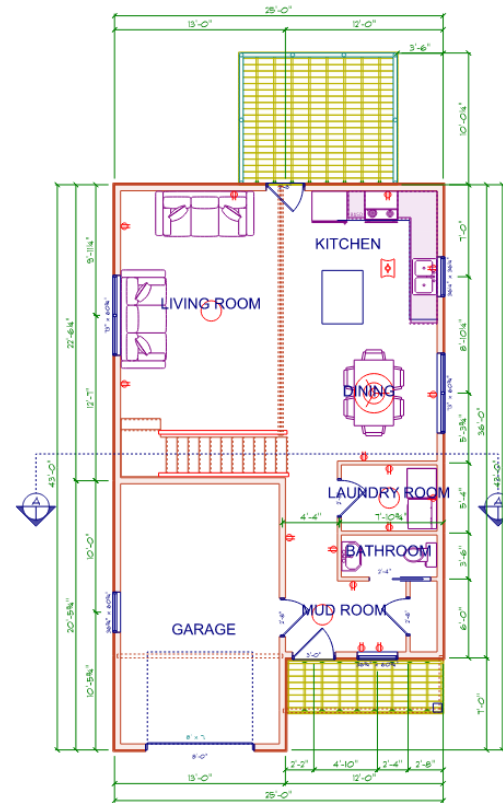
Preliminary Building Plans



Front Elevation



Rear Elevation



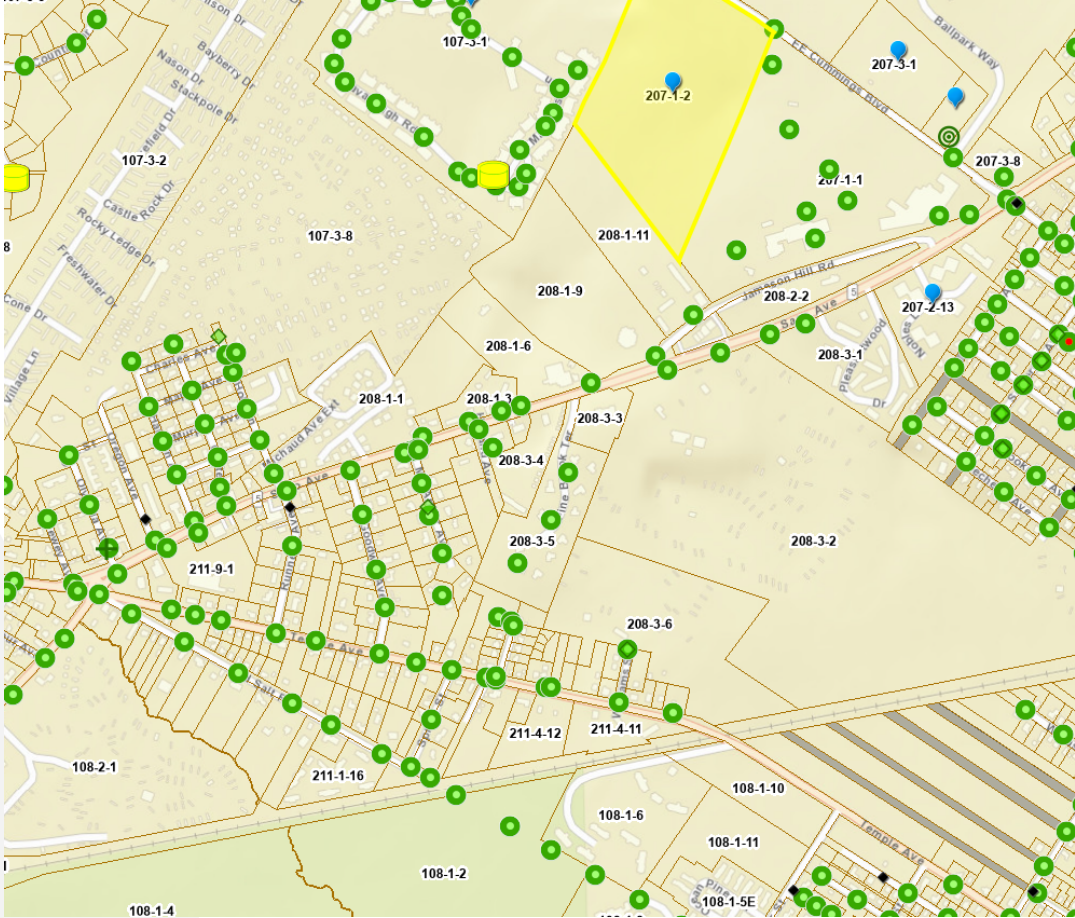
Parcel History

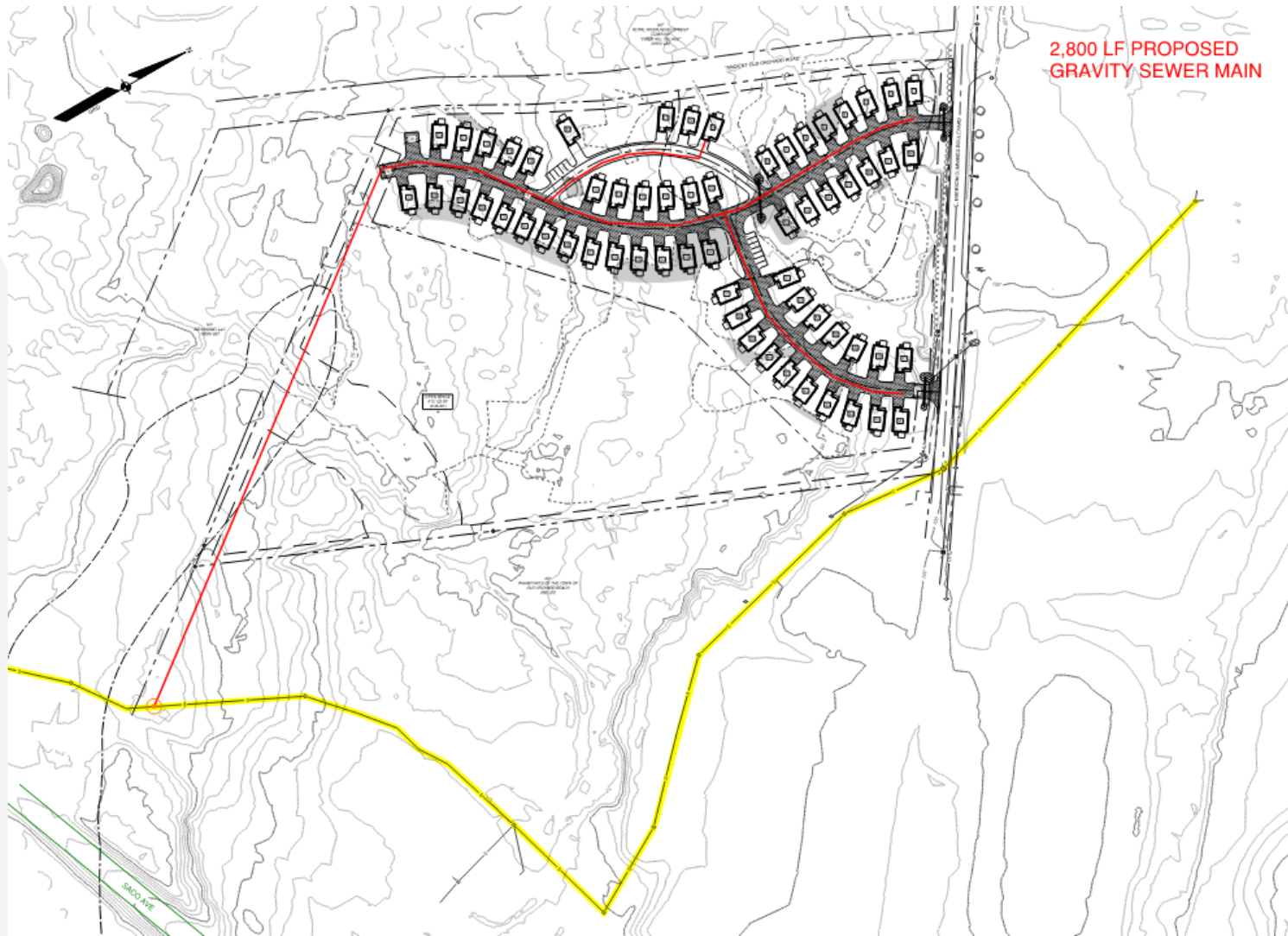
- 19-acre vacant lot across from OOB High School & behind the Middle School
- Planning Board granted preliminary approval for a 39-unit development called Ocean Ridge in 2006
- Never granted final approval due to the added cost of downstream sewer improvements that would be required
- Several other developers have run into the same issue

Sewer Discussions

- Enter Seacoast Land Acquisitions, LLC
- Analysis performed by Wright Pierce resulted in the following findings:
 - The condo development would add flow to downstream service areas including Saco Ave, Goodwin Ave, Old Salt Road, and the Halfway Pump Station
 - While maintenance is needed due to a sag in the main along Saco Ave, the system DOES have the capacity to accept flows from the project. The Sewer District has provided a capacity letter.
 - Issues noted along the system in these downstream areas, as well as a replacement of the Halfway Pump Station are scheduled to be repaired by the Town.

OOB Sewer Main Map





2,800 LF PROPOSED
GRAVITY SEWER MAIN

Contract Zone Agreement

- Proposed to closely resemble density and dimensional standards of the neighboring residential zone (R4)
- Allows for slight modifications to performance standards
- Is generally in keeping with the comprehensive plan
- Prioritizes safety and emergency response through coordination with Police and Fire Departments
- Makes the project financially viable for the applicant, while benefitting the town/community

Density/Dimensional Req.

- Mimics neighboring residential zone (R4)
- PMU Density = 1 unit/20,000 SF, allowing 19 units
- Proposed Density = 1 unit/5,000 SF, allowing 78 units
- PMU Setbacks = 35 FT front, side, and rear (for 2 story buildings)
- Proposed Setbacks = 15 FT side, 20FT front/rear

Performance Standards

- Slight modification to the roadway standards
- Originally proposing no sidewalks, we have modified the plan to include an internal roadway with a reduced travel width (25 FT) with a 4 FT painted crosswalk
- Private vs. Public road
 - A private roadway is proposed, which does not include its own ROW
 - Each condo will include a plat surrounding it. Land outside of those plats, including the roadway, will be commonly owned by the condo association. This area will be separate of the Open Space

Consistency w/ Comprehensive Plan

- Overall theme of promoting desirable development and providing a benefit to the community
 - Growth in an area with access to public water/sewer
 - 10% (7 units) offered at the affordable housing rate (deed restricted for all future sales)
 - Maximized residential development in close proximity to two schools
 - Open space/trail access for public use
 - Protect, preserve, and enhance wetlands; 7 acres of wetland will be preserved in the Open Space, which is proposed as being conveyed to the Town

Safety/Emergency Services

- Through the planning process, the plan was modified to address initial safety concerns from Police/Fire
- A second loop was added to the northern side to provide access out of the dead-end portion of the development, if something were to block the road
- Majority of development has access via two points on EE Cummings Blvd.
- (4) hydrants will be incorporated (1 at each intersection)
- (5) light poles will be proposed for safety reasons (cut-off style, no-spillover onto abutting properties)

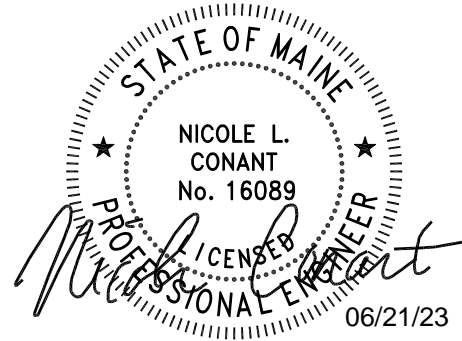
THANKS!

Any questions?

Memorandum

230010

To: Kendra Ramsell, EI, Sebago Technics
From: Nikki Conant, P.E., Sebago Technics
Griffin Steinman, EI, Sebago Technics
Date: June 21, 2023



Subject: Traffic Impact Assessment, Condominium Development, Old Orchard Beach

Introduction

The purpose of this memorandum is to provide a Traffic Impact Assessment (TIA) for a proposed residential development located off E Emerson Cummings Boulevard in Old Orchard Beach, Maine. The development is proposed to consist of 60 condominiums. Access to the site is proposed via two (2) full movement drives to E Emerson Cummings Boulevard. This memorandum details the calculated trip generation for the development, provides a crash data review for roadways in the vicinity of the site, and evaluates sight distance for the proposed site accesses.

Trip Generation

Trip generation was completed utilizing the 11th edition of the Institute of Transportation Engineers (ITE), *Trip Generation Manual*. Land use code (LUC) 210 – Single-Family Detached Housing was utilized based on 60 dwelling units. ITE defines LUC 210 as a “single-family detached home on an individual lot.” Although the condominium development will not provide individual lots, trip generation is expected to operate in a similar manner to LUC 210. As such, estimated trip generation for the proposed development is outlined in Table 1.

**Table 1 – ITE Trip Generation
Land Use Code 210 – Single-Family Detached Housing
60 Dwelling Units**

<i>Time Period</i>	<i>Fitted Curve Equation</i>	<i>Trips</i>	<i>Entering</i>	<i>Exiting</i>
Weekday	$\text{Ln}(T) = 0.92 \text{Ln}(X) + 2.68$	632	316 (50%)	316 (50%)
AM Peak Hour – Adjacent Street (7 – 9 AM)	$\text{Ln}(T) = 0.91 \text{Ln}(X) + 0.12$	47	12 (25%)	35 (75%)
AM Peak Hour – Generator	$T = 0.71(X) + 7.23$	50	13 (26%)	37 (74%)
PM Peak Hour – Adjacent Street (4 – 6 PM)	$\text{Ln}(T) = 0.94 \text{Ln}(X) + 0.27$	61	39 (63%)	22 (37%)
PM Peak Hour – Generator	$\text{Ln}(T) = 0.93 \text{Ln}(X) + 0.36$	65	41 (64%)	24 (36%)
Saturday	$\text{Ln}(T) = 0.97 \text{Ln}(X) + 2.40$	586	293 (50%)	293 (50%)
Saturday Peak Hour	$T = 0.86(X) + 9.72$	61	33 (54%)	28 (46%)

As demonstrated in Table 1, the development is estimated to generate a total of 50 trips, 65 trips, and 61 trips during the AM, PM, and Saturday peak hours of the generator, respectively. Given this level of trip generation, a Traffic Movement Permit (TMP) is not required from the Maine Department of Transportation (MaineDOT) as project trip generation does not exceed the 100-trip threshold during a peak hour period.

Crash Data

The MaineDOT Public Map Viewer was utilized to determine if there are any high crash locations (HCL) within the immediate vicinity of the site. An intersection or section of roadway is deemed an HCL if two criteria are met: a Critical Rate Factor (CRF) greater than 1.0 and a minimum of eight (8) crashes in a three-year period.

E Emerson Cummings Boulevard in the immediate vicinity of the proposed site driveways was reviewed for the three-year study period from 2020 to 2022. Based on the crash information E Emerson Cummings Boulevard between Dirigo Drive and Saco Avenue, is not designated as a high crash location. As such, no recommendations for improvements are currently provided in conjunction with this project.

Sight Distance Analysis

Sight distance was reviewed in the field on May 31, 2023 for the proposed site driveways. Measurements were conducted from a point 10 feet behind the edge of the travel way, considering a height of eye of 3.5 feet and a height of object of 4.25 feet. The analysis was completed in accordance with the standards set forth in the Old Orchard Beach *Code of Ordinances: Section 74-309 – Subdivision Design Standards*, also shown in Table 2.

Table 2 – Old Orchard Beach Sight Distance Requirements

<i>Posted Speed (MPH)</i>	<i>Minimum Sight Distance (feet)</i>
30	300'
35	350'
40	400'
45	450'
50	500'
55	550'

E Emerson Cummings Boulevard does not provide a posted speed limit designation in the MaineDOT Public Map Viewer. Signage in the field indicated a speed limit of 30 MPH, corresponding to a required sight distance of 300 feet. Table 3 summarizes the measured results for the proposed driveways for the site.

Table 3 – Sight Distance Results

<i>Driveway</i>	<i>Sight Distance Left (feet)</i>	<i>Sight Distance Right (feet)</i>
West	100' (Image 1)	225' (Image 2)
East	170' (Image 3)	600'+ (Image 4)



Image 1: W. Drive Looking Left



Image 2: W. Drive Looking Right



Image 3: E. Drive Looking Left

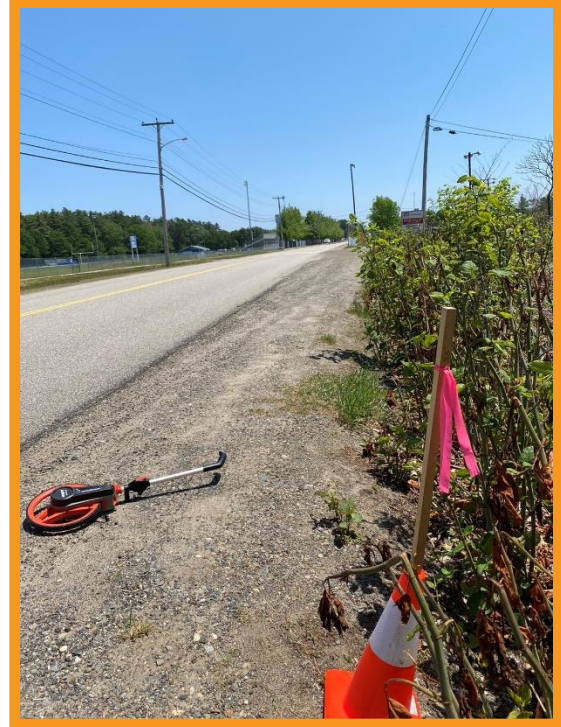


Image 4: E. Drive Looking Right

As such, sight distance for both driveways are obstructed by vegetation abutting the roadway. Clearing and vegetation removal is recommended to increase sightlines to the required minimum.

Conclusion

Sebago Technics, Inc. has completed the traffic impact assessment for the residential development in Old Orchard Beach, Maine and provides the following conclusions:

- The proposed development consists of 60 condominiums and is calculated to generate a total of 50 trips, 65 trips, and 61 trips during the AM, PM, and Saturday peak hours of the generator, respectively. As such, a TMP is not required by the MaineDOT.
- E Emerson Cummings Boulevard between Dirigo Drive and Saco Avenue in vicinity of the site drives is not currently designated as a high crash location. As such, no recommendations for improvements are provided.
- Sight distance from the proposed accesses do not meet the required minimum for a 30 MPH roadway. Clearing and vegetation removal are recommended to obtain the required sightlines.