



Supplemental Submittal

April 28th, 2020

for

SITE PLAN APPLICATION

FOR

56 COTTAGE STREET PARKING AREA

SP-2019-03

TAX MAP 104 LOT 327

TOWN OF BAR HARBOR, MAINE

Owner:

Karol A Foss
9 Harbor Lane
Bar Harbor, Maine



Prepared by:

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9. Maps & Plans § 125-66 J.
Revision 4-28-20

The site plan has been revised based on comments from Staff during the April 23rd TRT Meeting. The minor changes in the site plan based on these discussions can be summarized as

- a. Revised water service to feed from existing valve box near south end of site per Water Department preference. The waterline will be a single 1" feed from the existing tap. The procedures for termination of all other water services will be based on site inspection during construction.
- b. A capped, un-connected 2" sanitary pumpline will be set below the new paving to facilitate future service at rear of property. This sanitary line is capped at each end and is simply to minimize disturbance should future plans evolve requiring water and sewer to rear of site.
- c. Storm Pipe system sizes of 12" diameter have been noted on plans. Drainage arrows at intersections are added, rim elevations have been added.



23. Traffic Impact § 125-66 U
Revision 4-28-20

Per discussions with staff during TRT meeting, trip generation data has been provided below.

- A. 10 + Lots or Units or 100+ Trips per Day - attached
- Trip Estimates - Amount & Type – Day & Peak Hours - attached
- Engineering Impact Analysis - waiver requested
(not > 100 vehicle. Trips per day)

The proposed parking lot is to serve workers for existing businesses in the Downtown area. The construction of the lot itself, is not a generator of new vehicle trips. It is a facility whose construction gives dedicated parking spaces to workers who otherwise would be circling the streets and scouting for available spaces, or waiting for spaces to become available.

The ITE manual is based on trips generated *by the public use as patrons* per 1000 square feet of gross leasable floor area. Because the proposed facilities trips are generated by the workers, and not the public as the ITE manual uses, the peak trip generators need to be developed using the specific workers patterns. The lot is 42 spaces. To estimate the peak trips in and out of the site we have estimated trips from the site using 50% restaurant employees and 50% mercantile to approximate the patterning of vehicles in and out of the site.

The workers at restaurants will generally have two shifts per day. Breakfast through lunch as one and dinner through the evening as second. The mercantile groups tend to arrive later and often do not split into two shifts, rather they use longer, single shifts.

ITE Use Code	Establishment Type	Parking Spaces	Trip Generator	Approximate Average Time	Estimated #Arrival Trips	Estimated #Departure Trips
931	Restaurant	21	Arrival	5:30 AM 7:30 AM	16	
			Departure	2:00 PM 4:00 PM		16
			Arrival	2:00 PM 4:00 PM	21	
			Departure	9:00 PM 11:00 PM		21
826	Apparel / Shops	21	Arrival	8:00 AM	12	
				9:30 AM	9	
			Departure	8:00 PM		12
				10:00 PM		9
			Total Daily Trips Estimated		58	58



The arrival of both mercantile and restaurant employees occurs well in advance of the customers they serve. The breakfast workers arrive before the patrons, and shop owners open and close before and after the foot traffic of customers. The peak arrival for customers for both Restaurant and Mercantile land uses is 4-6 pm.

The workers are in place (not driving) when the traffic demand of patrons is highest (4-6pm). Because the workers know of their exact destination, their vehicles are not conflicting with the pattern of the general customers arriving. This reduces the potential for conflict during normal peak driving times by familiarity with their destination and offsite of the timing of their trips.

To gauge the benefit the parking area can provide to local businesses one can inversely calculate the gross leasable floor area that can be served by the project. The Land Use Ordinance Section 125-67 D Parking; requires parking for retail as 2 spaces per 1000 square feet of GLFA. The LUO also requires 4 parking spaces per 1000 square feet of GLFA for a restaurant. As described above, by dedicating 21 spaces to each land use code, the 42 spaces lot is adequate to meet parking requirement for 10,500 square feet of mercantile space and 5,250 square feet of restaurant space simultaneously. The number of business the parking area can support is significant considering many of the businesses are near 1000 square feet each.

Apparel Store (876)

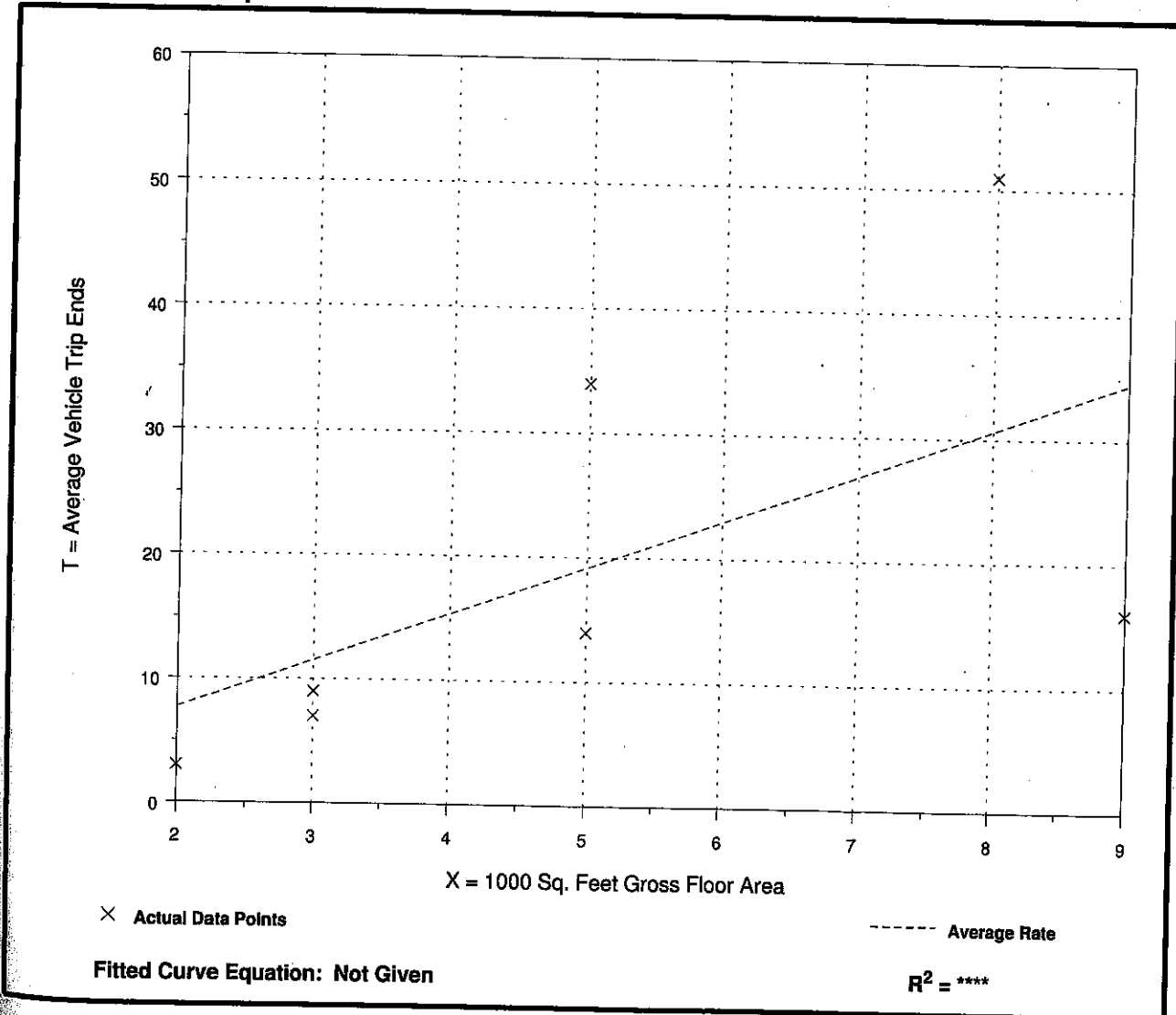
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 7
 Average 1000 Sq. Feet GFA: 5
 Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
3.83	1.50 - 6.80	2.81

Data Plot and Equation



Quality Restaurant (931)

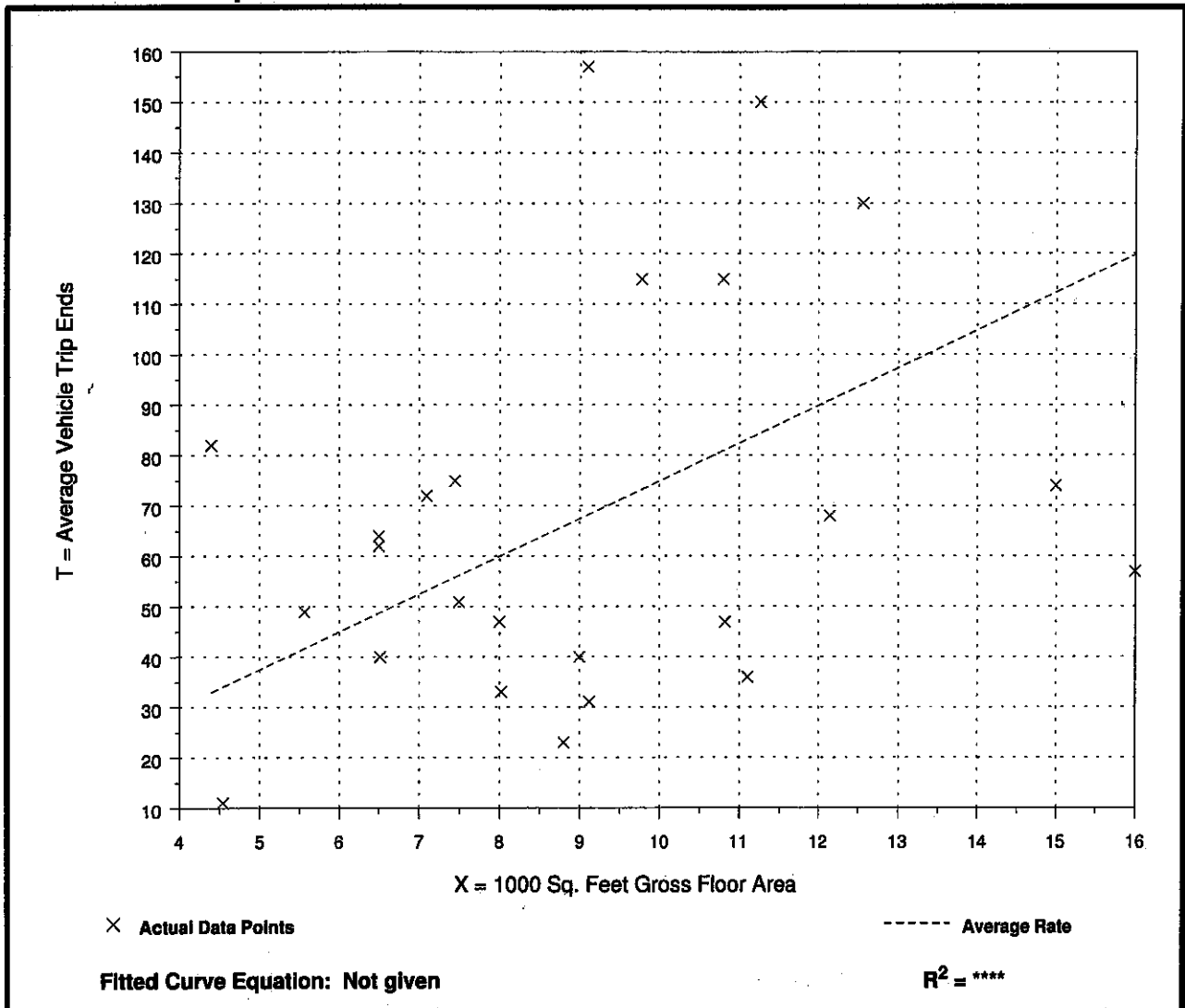
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 24
 Average 1000 Sq. Feet GFA: 9
 Directional Distribution: 67% entering, 33% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
7.49	2.42 - 18.64	4.89

Data Plot and Equation





25. Business Operations § 125-66 W. Revision 4-28-20

The Business operations have been expanded on below.

A. Operating Statement

The parking area is designed to provide local business employees guaranteed and reserved in Town parking. Local Businesses and merchants can retain blocks of spaces by contributing to 3 local non profit agencies. By a donation to either 1) Friends of Acadia, 2) Bar Harbor Historical Society 3) Criterion Theater the interested businesses will be able to negotiate the location and number of spaces to be reserved with the parking lot owners.

B. Operation Hours Projections, Number of Employees, Proposed Shifts

The lot hours follow the business patterns of local business. We anticipate that the lot will be generally empty by 10:30. Some merchants have individuals responsible for closing. Their spaces would be used until then. The site will be maintained and managed by the owner privately for grounds. The owner will contract privately for towing services, if needed. The lot will be posted with signs indicating who to contact for assistance, but also stating not to contact Public Works unless of an emergency.

C. Operator Information

Karol Foss is the owner and operator. She maintains a home in Bar Harbor and was a founding member of the Criterion Theater Board. Karol is a strong supporter of the Bar Harbor Historical Society and Friends of Acadia.