



**Civil  
Site Planning  
Environmental  
Engineering**

133 Court Street  
Portsmouth, NH  
03801-4413

February 13, 2023

Mr. DeCarlo Brown  
Land Use Planner  
Town of York  
186 York Street  
York, Maine 03909

**Re: Traffic Assessment  
Preliminary/Final Submission  
Southern Maine Lobster Company  
Tax Map 134, Lot 103  
1021 U.S. Route 1  
Altus Project No. 5395**

Dear Mr. Brown,

Pursuant to Article 15-A of the York Zoning Ordinance, we have undertaken a basic study of the potential traffic impacts resultant of the proposed 2,088sf building addition to the existing 2,256 sf Southern Maine Lobster Company at 1021 U.S Route 1. The enlarged facility will feature no new retail space, no changes to the existing parking areas or driveways, no new retail space and no new employees. We have also included potential traffic contributed by the previously approved food truck. The following assessment is based on *Trip Generation*, 11th edition, prepared by the Institute of Transportation Engineers (ITE) and data taken from Eaton Traffic Engineering's January 20, 2015 Traffic Assessment prepared as part of the site's prior approval.

As shown below, the site can be expected to generate the following traffic volumes during a typical weekday:

ITE Land Use Code: 860 (Wholesale Market)

Weekday Morning (Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9am)

Trip ends per 1,000sf GFA: 0.55

$(4,344\text{sf} / 1,000) 0.55 = 2.39$  (3) trips (67% entering [2], 33% exiting [1])

+ 1 outbound truck trip (per owner) = 2 trips (assumes trucks are the vehicle equivalent of two cars)

Total: **5 trips** (2 entering, 3 exiting)

Weekday Evening (Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6pm)

Trip ends per 1,000sf GFA: 1.76

$(4,344\text{sf} / 1,000) 1.76 = 7.65$  **(8) trips** (53% entering [4], 47% exiting [4])

ITE Land Use Code: 926 (Food Cart Pod)

Weekday Morning (Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9am)  
**0 trips** (food truck anticipated to be closed in the morning)

Weekday Evening (Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6pm)  
Trip ends per cart or truck: 6.16  
1 food truck \* 6.16 = 6.16 **(6) trips** (distribution assumed to be 50% entering [3], 50% exiting [3])

School Bus Depot (based on January 20, 2015 Traffic Assessment by Eaton Traffic Engineering)

Weekday Morning (Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9am)  
26 cars + 24 buses = **74 trips** (assumes buses are the vehicle equivalent of two cars)  
(Distribution assumed to be 35% entering [26 cars], 65% exiting [48 vehicle equivalents])

Weekday Evening (Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6pm)  
**0 trips** (school bus service assumed to end prior to the peak hour of the adjacent street)

Landscape Business (based on January 20, 2015 Traffic Assessment by Eaton Traffic Engineering)

Weekday Morning: **6 trips** (distribution assumed to be 50% entering [3], 50% exiting [3])  
Weekday Evening: **6 trips** (distribution assumed to be 50% entering [3], 50% exiting [3])

Totals for All Uses –

Weekday Morning: **85 trips** (31 entering, 54 exiting)  
Weekday Evening: **20 trips** (10 entering, 10 exiting)

Per the above analysis, we have calculated that the expanded lobster pound, adjacent seasonal food truck and the other two businesses on the site will generate approximately eighty-five vehicle equivalent trips in Route 1's busiest hour on a typical weekday morning. Furthermore, the proposed site plan amendment includes no additional retail space, no new employees and no additional truck trips, meaning that the current conditions will remain unchanged. Based on this information, we conclude that this project will have a minimal impact on traffic in the vicinity of the site and that no DOT permit is required.

Please call me if you have any questions or need any additional information.

Sincerely,

**ALTUS ENGINEERING, INC.**



Erik B. Saari  
Vice President

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