

INTERMODAL STAGING YARD
122 ANDERSON ST.
PORTLAND, ME 04101

This site is located in an I-lb industrial zone which specifically enumerates “Intermodal use” as allowed.

Transportation Standards:

The proposed use will not create or aggravate any significant hazard to safety nor lower the level of service to any street.

1. The traffic pattern required for this operation is straightforward and with ample stop signs, lighting and traffic signals. Attached is a route map that shows the routing. The exit driveway of the site has signage and a design that does not allow left turn exits. This prevents vehicles from passing residential areas. All the trucks in this area move at a slow pace. This is not a highway but rather a delivery area driven at delivery speed. The hazard should be no greater than it is now, which is low.
2. Site lines in and out of the facility are very good, in excess of 250' in either direction.
3. “Way finding” will be done by use of Nova Stars web site, GPS, and a direction map as attached. Signage at the entrance will state that it is the Nova Star intermodal staging yard and an entrance sign is in place.
4. The vehicles will start being released at 8:15 in a metered time frame to prevent a surge of vehicles. All vehicles will have departed by 9:00 P.M., a full hour before the implementation of the stricter 50 decimal requirement.

Access and Circulation:

This is a large site which allows for comfortable maneuvering of vehicles. As seen on the attached plan, the vehicles will drive into the gated area and circle to get into one of two types of cueing lanes.

1. The property has two curb cuts, both of which accommodate two way vehicle movements. This particular intermodal use will rarely have two way truck movements, but it can handle them in any event. The vehicles will be showing up during the afternoon hours. When the ferry is ready for them, (usually around 8:15 in the evening) the crew will release a vehicle every two minutes. They will be going out with no trucks coming in at that time.
2. The operating hours of the businesses and the community center on this site are conducive to their operation.
 - A. Tandem Coffee is open from early morning to mid-afternoon. Their customers mostly use the smaller two-way drive shared with the community center.
 - B. The community center has varying operating times which mostly start in the mid-afternoon. The Community Center operates on the other side of the property using a different driveway and is separated by a "jersey barrier" to provide vehicle movement safety.
 - C. Bunker brewery brews beer all day but not in the evening with the exception of occasional "tastings" which occur in the late afternoon and early evening. The parking lot shared with Tandem Coffee accommodates their parking needs.
3. With regard to the vehicle circulation and noise levels, all vehicles with refrigeration equipment for cooling will line up in a row at the furthest point from any residential zone, (Approximately 300'+) as shown on this plan. The next row will be for regular freight vehicles. Not only will these not have refrigeration compressors but their trailers and box van shapes will deflect any noise away from the residential zone.
4. The truck movements on the site will be slow and smooth. Rarely would they be backing up. It seems highly unlikely that any vibrations will be caused and certainly not felt over 200 to 300 feet away across one and two city streets.

5. The Intermodal yard is surrounded by a security chain link fence and is lit by lights which face away from the residential area toward the back of other commercial buildings.
6. Fire safety and security, if any, will be easy to address as the access gate will be open at all times.