



November 27, 2006

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E-Mail: mailbox@gorrillpalmer.com

Mr. Bill Needelman  
City of Portland  
389 Congress Street  
Portland, ME 04101

RE: Longfellow at Ocean Gateway  
Project Update  
Portland, Maine

Dear Bill:

Riverwalk, LLC, is proposing minor modifications to the parking layout and total number of units for the Longfellow at Ocean Gateway project. The changes are shown in the following table:

**Update to Longfellow at Ocean Gateway**

Project as Approved	Proposed Project
116 Residential Units	130 Residential Units*
75 Underground Parking Spaces	105 Underground Parking Spaces
720 Ocean Gateway Spaces	702 Ocean Gateway Spaces

\*Currently anticipating 123 units; 130 utilized for purposes of analysis at request of Applicant.

As shown in the above table, the project will add from eight to fourteen housing units, depending on the efficiencies realized during final internal architectural design. In addition, some of the parking for the residential units will be relocated to the underground garage, and the overall parking capacity will be increased by twelve spaces, from 795 to 807 spaces.

**Trip Generation**

Gorrill-Palmer Consulting Engineers, Inc. updated trip generation for the proposed change to the total residential units utilizing ITE Land Use Code 934, Residential Condominium/Townhouse. As with the traffic impact study, a reduction of ten percent for overall trip generation was utilized to account for journey-to-work patterns (walking, etc.) in downtown Portland as well as shared use with other uses on site. The total change in trip generation is shown on the following table:

**Estimated Net Trip Generation for The Longfellow at Ocean Gateway**

Use	Weekday	Peak Hour Trip Ends		
		AM	PM	Saturday
Previous Proposal	2,047	99	205	265
Current Proposal*	2,114	105	210	269
<b>Change in Trip Generation</b>	<b>+67</b>	<b>+6</b>	<b>+5</b>	<b>+4</b>

\*Based on 130 units.

As the above table shows, total trip generation will increase for the project by no more than six trip ends, or one vehicle every ten minutes. This change therefore, is negligible. If the project

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moves forward with 123 units as opposed to the 130 used for this assessment, the increase will be even less.

### *Trip Assignment*

As the parking has been slightly adjusted to provide more spaces inside the residential component of the project, our office has compiled an updated trip assignment sheet as well as a postdevelopment figure, which are enclosed with this letter. As the figures show, the changes to forecast traffic volumes are small, and are not anticipated to have a significant impact on buildout traffic operations in the study area. The total change in traffic volumes from the original volumes indicate that the Franklin Street Arterial corridor should see little to no change in traffic. Along India Street, only India at Fore shows increases in traffic. However, the total increase, at eleven vehicles, represents a change of less than one percent in the total entering volumes. As this location is to be signalized, it is anticipated that the differences in operation will not be significant.

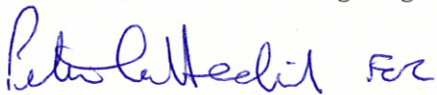
### *Parking*

Our office utilized a rate of 1.75 parking spaces per unit for the project, which translates into a peak demand for the housing of 228 spaces. This represents an increase in the peak parking demand for the housing of 25 spaces from the 116 units established originally. However, during the peak demand for the overall project at 7:00 PM, only 72 percent of peak demand is forecast to be realized for the housing, resulting in a peak increase in demand of eighteen spaces (72 percent of 25). Parking demand for the overall project is now forecast to be 336 spaces. With a proposed total parking supply of 807 spaces, the reserve parking spaces available for other uses will be 471 spaces, or five fewer spaces than the cited in the original parking study. This change in available supply is not anticipated to have a significant impact on the provision of parking for proposed adjacent uses.

Please contact our office with any questions regarding this matter.

Sincerely,

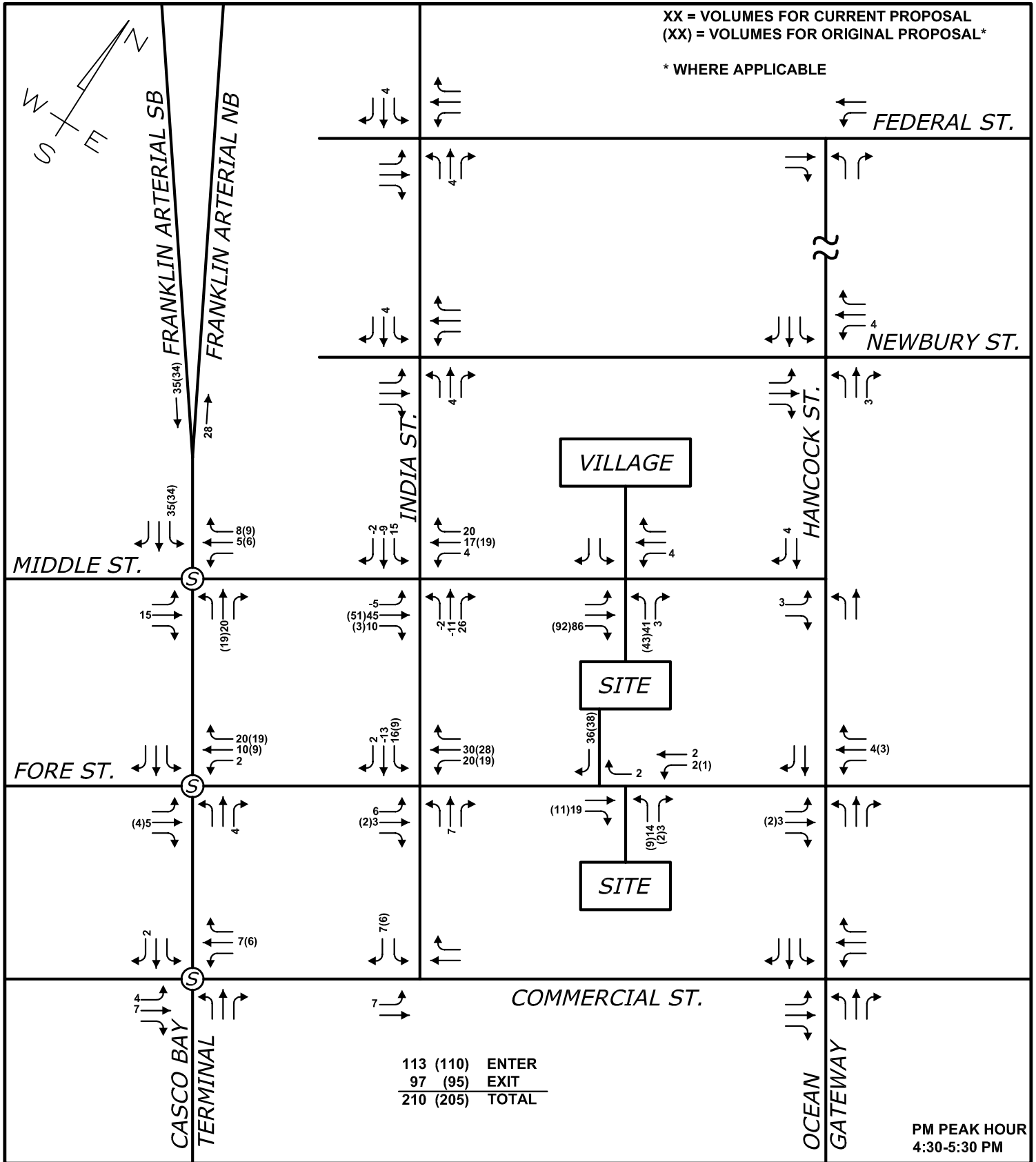
Gorrill-Palmer Consulting Engineers, Inc.

  
Thomas L. Gorrill, P.E., PTOE  
President

Enclosure

Copy: Drew Swenson  
Dave Senus, Woodard and Curran  
Tom Errico, Wilbur Smith

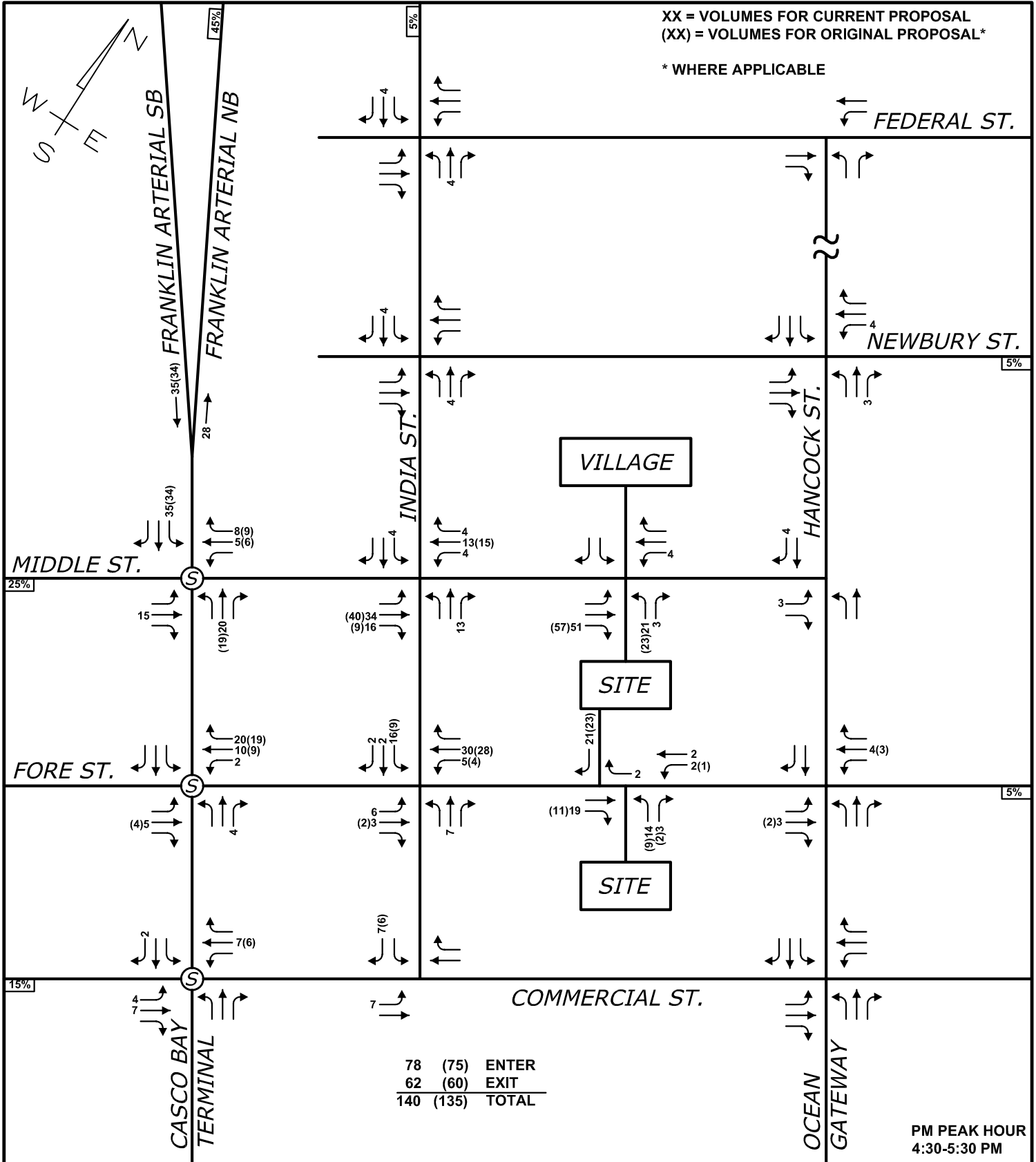
# Trip Assignment



## THE LONGFELLOW AT OCEAN GATEWAY, PORTLAND, MAINE

# Primary Trip Assignment

Figure No. **8A**



## THE LONGFELLOW AT OCEAN GATEWAY, PORTLAND, MAINE

**GP** Gorrill-Palmer Consulting Engineers, Inc.

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15 Shaker Road  
Gray, ME 04039

Traffic and Civil Engineering Services

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Design: JJB

Draft: DMB

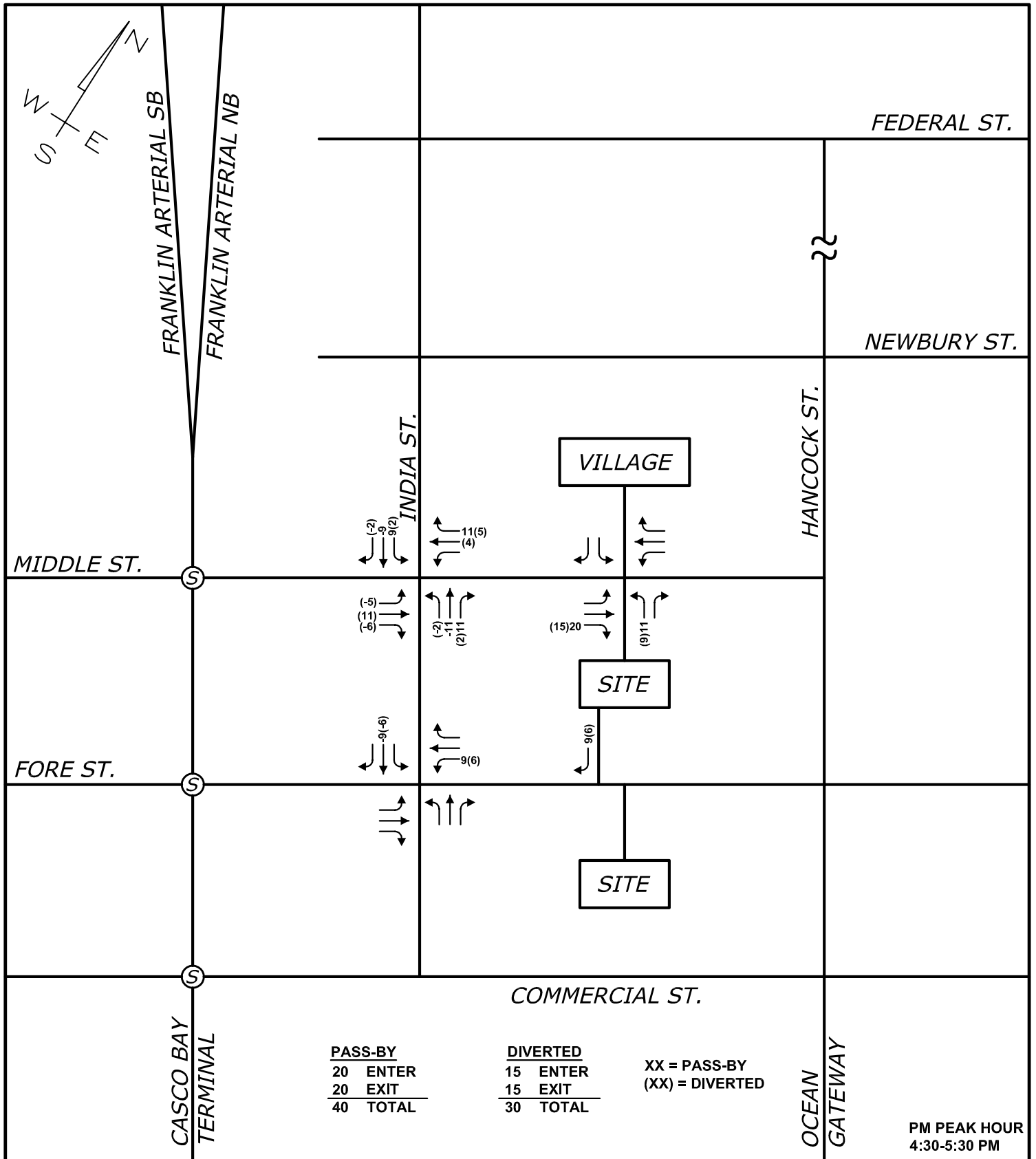
Checked: JLW

Date: NOVEMBER 2006

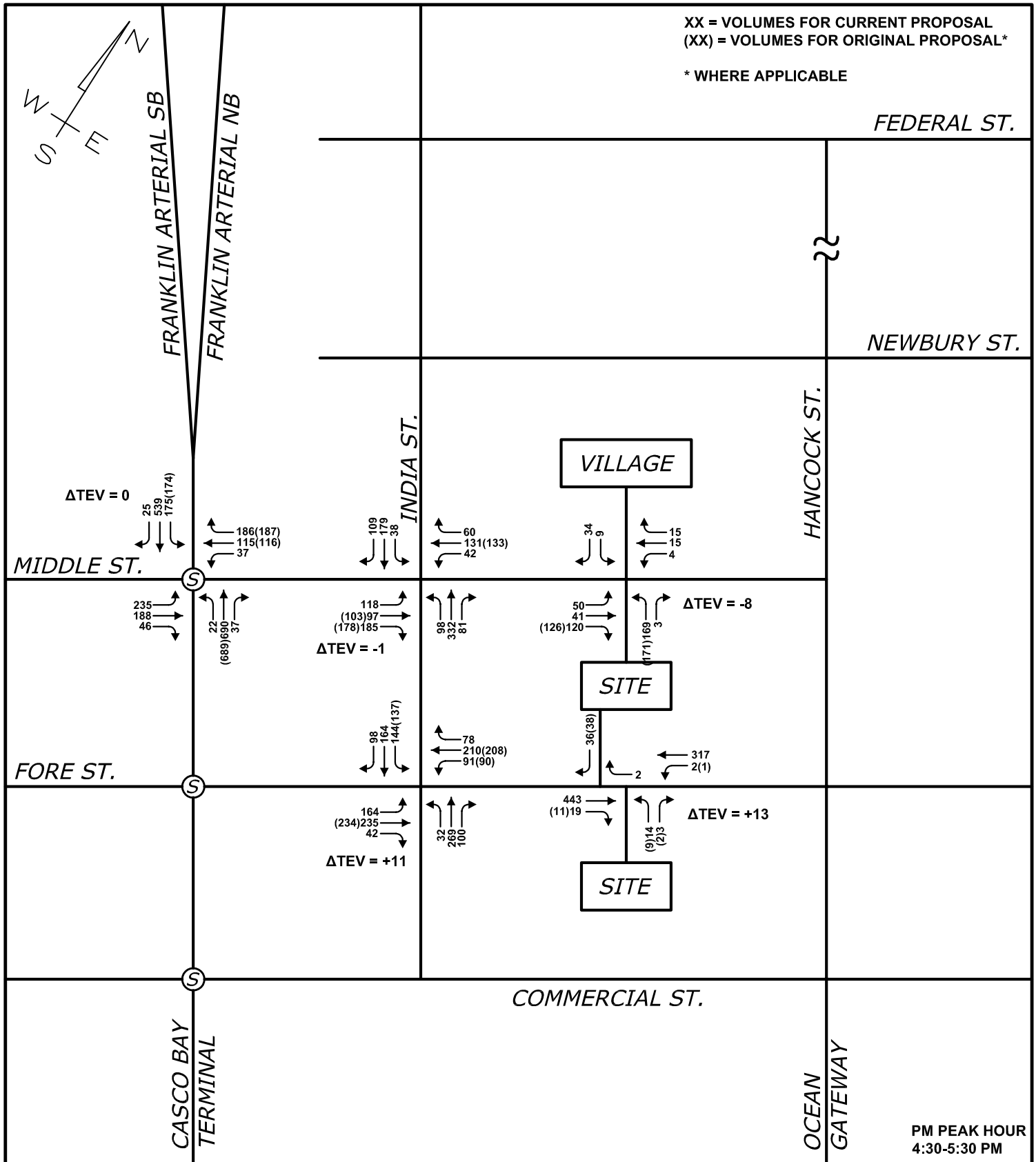
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# Secondary Trip Assignment

Figure No. **8B**



## THE LONGFELLOW AT OCEAN GATEWAY, PORTLAND, MAINE



## THE LONGFELLOW AT OCEAN GATEWAY, PORTLAND, MAINE

JN: 934  
 Project Description: The Longfellow  
 Project Location: Portland, Maine  
 Date: November 27, 2006

Gorrill-Palmer Consulting Engineers, Inc.  
 P.O. Box 1237  
 15 Shaker Road  
 Gray, Maine 04039

**Residential Condominium/Townhouse  
 Land Use Code (LUC) 230**

Dwelling Units: 130

**Average Rate**

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split * IN OUT	Directional Distribution IN OUT	R <sup>2</sup>
Weekday	T = 5.86 (X)	54	762	50% 50%	381 381	N/A
Peak Hour of Adjacent Street Traffic 7-9 AM	T = 0.44 (X)	59	57	15% 85%	9 48	N/A
Peak Hour of Adjacent Street Traffic 4-6 PM	T = 0.52 (X)	62	68	65% 35%	44 24	N/A
AM Peak Hour of Generator	T = 0.44 (X)	52	57	20% 80%	11 46	N/A
PM Peak Hour of Generator	T = 0.52 (X)	50	68	65% 35%	44 24	N/A
Saturday	T = 5.67 (X)	30	737	50% 50%	369 368	N/A
Saturday Peak Hour of Gen.	T = 0.47 (X)	27	61	55% 45%	34 27	N/A

\* Percentages rounded to nearest 5%

**Fitted Curve Equation**

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split * IN OUT	Directional Distribution IN OUT	R <sup>2</sup>
Weekday	$\ln(T) = 0.85 \ln(X) + 2.55$	54	802	50% 50%	401 401	0.83
Peak Hour of Adjacent Street Traffic 7-9 AM	$\ln(T) = 0.80 \ln(X) + 0.26$	59	64	15% 85%	10 54	0.76
Peak Hour of Adjacent Street Traffic 4-6 PM	$\ln(T) = 0.82 \ln(X) + 0.32$	62	75	65% 35%	49 26	0.80
AM Peak Hour of Generator	$\ln(T) = 0.82 \ln(X) + 0.17$	52	64	20% 80%	13 51	0.80
PM Peak Hour of Generator	T = 0.34 (X) + 38.31	50	83	65% 35%	54 29	0.83
Saturday	T = 3.62 (X) + 427.93	30	899	50% 50%	450 449	0.84
Saturday Peak Hour of Gen.	T = 0.29 (X) + 42.63	27	80	55% 45%	44 36	0.84

\* Percentages rounded to nearest 5%