

**Preliminary
Trip Generation and Parking Demands
Portland Gateway Hotel Project – Portland, ME
JN 2969**

Date: September 28, 2015
Subject: Trip Generation and Parking Demand Summary
Portland Gateway Hotel Project
To: Ara Aftandilian
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The following is a preliminary assessment of potential trip generation and parking demands for the proposed land uses in the Portland Gateway Hotel. The calculations are based on the Institute of Transportation Engineers' publication *Trip Generation*, Seventh Edition and the Portland City Ordinances. The assessment includes 16 Condominiums, 150 room Business Hotel, and 4,000 sf that can be retail or restaurant. For the purposes of this assessment, a restaurant has been assumed for the 4,000 sf. The following is a summary of assumptions, trip generations, and parking demands:

Trip Generation:

Assumptions:

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

- 16 Dwelling Units
- All Units Occupied

Business Hotel – LUC 312

- 150 Rooms
- All Rooms Occupied

High Turnover (Sit Down) Restaurant – LUC 932

- 4,000 SF

Trip Generation Summary

	AM Gen	AM Adj St	PM Gen	PM Adj St
Proposed				
Condos (16 units)	7	8	7	8
Hotel (150 rooms)	84	87	86	93
Restaurant (4,000 SF)	54	46	75	44
Proposed Total	145	141	168	145
Trip Generation Reductions				
Urban Reduction (5%)*	7	7	9	7
Shared-Use Reduction (5%)**	7	7	9	7
Reductions Total	14	14	18	14
Net Total	131	127	150	131

*Being in the downtown, there is a higher potential for alternate means of getting to the site (transit, walking, biking, etc.), so in our opinion a reduction can be made.

**Due to the mixed use and the compatibility of the different uses on the site, in our opinion a reduction can be made. For instance, it can be assumed that some people staying in the hotel would eat at the restaurant.

Based on this forecast trip generation, a MaineDOT Traffic Movement Permit will be required since the trip generation is greater than 99 trip ends during a peak hour. The City of Portland has delegated review authority from MaineDOT so they will be able to review the Traffic Movement Permit Application at the City level.

Parking Demand:

Parking Demand Summary

	Parking Variable	Ordinance Requirement	Required Parking per Ordinance	Shared Use Reduction (5%)	Offset Parking Peaks (5%)	Reduced Parking Demand
Proposed Uses						
Condos	16 Units	1 / Unit*	16 spaces	1 spaces	1 spaces	14 spaces
Hotel	150 Rooms	1 / 4 Rooms	38 spaces	2 spaces	2 spaces	34 spaces
Restaurant	2,800 SF	1 / 150 SF**	19 spaces	1 spaces	1 spaces	17 spaces
Proposed Total			73 spaces	4 spaces	4 spaces	65 spaces

*Condos - The City’s standard requirement for residential units is 2 spaces per unit (Sec. 14-332 (a)). Under Sec. 14-332.2 (c): “Site plans over 50,000 square feet and projects in the B-6, B-7, and USM Overlay Zones: Where construction is proposed of new structures having a total floor area in excess of fifty thousand (50,000) square feet, the planning board shall establish the parking requirement for such structures. The parking requirement shall be determined based upon a parking analysis submitted by the applicant and upon the recommendation of the city transportation engineer.” The site is located in Zone B-6 and the proposed building has greater than 50,000 sf total floor area. For this analysis we used 1 parking space per unit.

**Restaurant - This requirement is per sf of “area not used for bulk storage or food preparation”. For this parking estimate, we have assumed 30% of the sf will be used for this purpose, resulting in 2,800 sf for determining parking (4,000 – 1,200 = 2,800).

Bicycle Parking:

Per City Ordinance, non-residential structures are required to provide bicycle accommodations in proportion to the vehicular parking. For residential structures 2 bicycle parking spaces are required for every 5 dwelling units and for non-residential structures 2 bicycle parking spaces are required for every 10 vehicle parking spaces. Based on the ordinance, this project would require 10 (4 residential + 6 non-residential) bicycle parking spaces.

Conclusions:

Based on the “Net Total” trip generation results as summarized previously, this project will generate over 99 trip ends in a peak hour and will therefore require a MaineDOT Traffic Movement Permit. The Traffic Movement Permit Application can be reviewed and the permit issued by the City since they have delegated review authority. Based on the parking evaluation, this project is forecast to require approximately 65 vehicular parking spaces and 10 bicycle parking spaces to meet City ordinance.

It should be noted that this preliminary evaluation has not been reviewed by the City or their peer review engineer so is subject to change.

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