

Bruce Hyman - Fwd: Marginal Plaza

From: Christian MilNeil <c.neal.milneil@gmail.com>
To: BHYMAN@portlandmaine.gov; JLEVINE@portlandmaine.gov
Date: 1/12/2015 10:01 AM
Subject: Fwd: Marginal Plaza

Hi Bruce and Jeff,

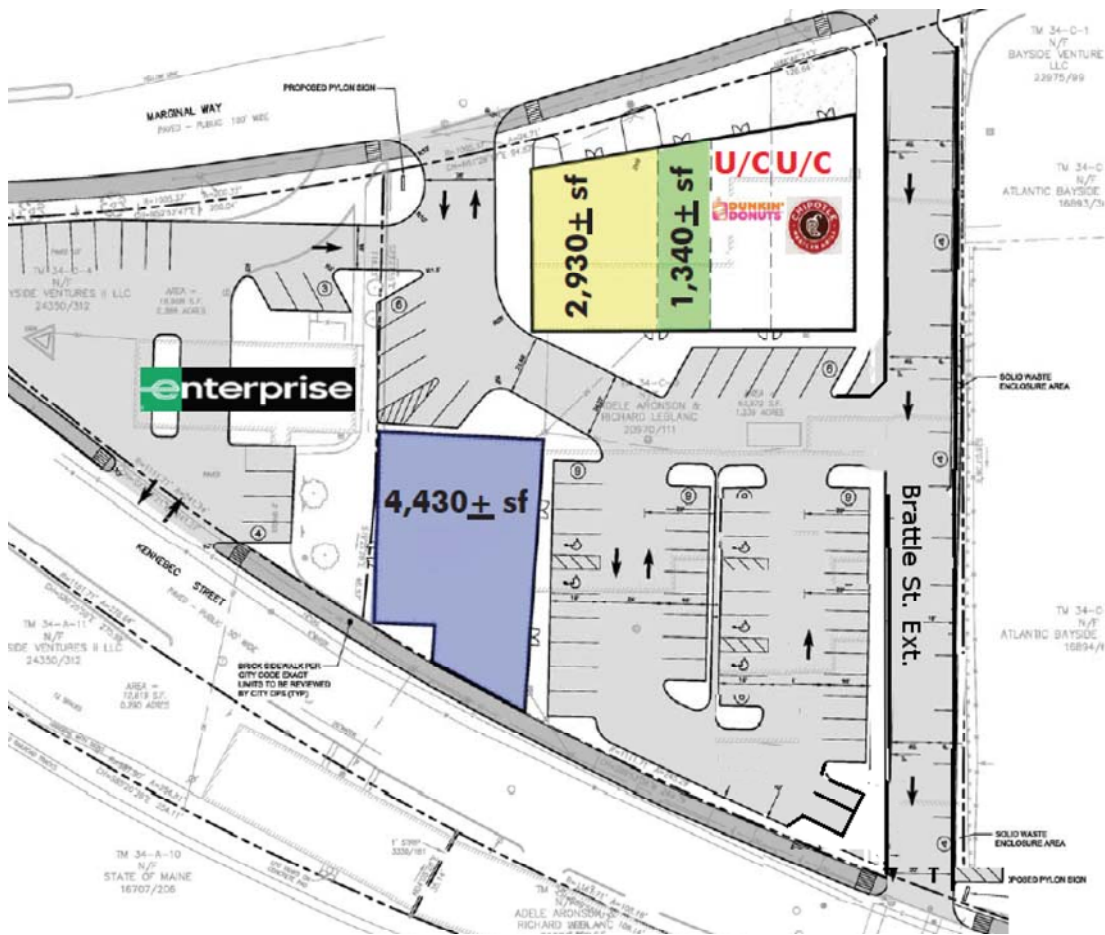
Could you put me on the "interested parties" list re: the Century Plaza proposal?

Also, I'd like to float an idea with you guys – knowing full well that it's probably a long-shot, but it might be attractive to the developers.

My biggest worry with the Century site proposal is how the car traffic for fast-food restaurants mixes with the future Bayside Trail link to Deering Oaks. If they want to re-use the buildings, fine; but if they want to build a new, high-turnover parking lot for lots of cars, then that is a new land use for the site and the city should take steps to mitigate its impacts.

Meanwhile, the Bayside plan and B7 standards both call for good street connectivity (standard B2: "New development shall coordinate with, intersect, and extend existing streets and sidewalks at multiple access points.")

If the city were to take an interest in extending Brattle Street through the site to Marginal Way, in accordance with this standard, it would give us a lot more control over how cars enter and exit the strip mall, and how cars cross the Bayside Trail. In my ideal world, a Brattle Street extension, along the eastern edge of the Century Tire site, would be a narrow one-way southbound street with one side of on-street parking like Hanover or Alder Street, such that any car traffic crossing the trail would have to do so from a complete stop. Here's a sketch of a site plan with the same number of parking spots:



The city *could* take the street right-of-way by eminent domain, as they did with the Chestnut Street extension, but there's a few reasons why the strip mall developers might willingly make it happen. Carving out the edge of their lot for a new city street would let them get just as many parking spaces as they plan to build now - but instead, the City would be paying for the maintenance of 13-14 of those parking spots, and the pavement of the street itself, for a savings of thousands of dollars per year. It would also let them offload a good portion of their future stormwater expenses, and reduce their property tax bill. All that, plus a fair up-front offer for the land sale, might convince them that this would be a good deal.

Still, this too would require a pretty rapid action from city staff and the council. Any interest?

-Christian

<http://christianmilneil.com>

The Vigorous North:

A field guide to the wilderness areas of American cities.

<http://www.vigorousnorth.com>

On Sat, Jan 10, 2015 at 8:20 AM, Kevin Donoghue <kjdonoghue@portlandmaine.gov> wrote:

Somehow I didnt receive your original email. I will discuss the appropriate tactic due future development with Jeff.