

(2nd PB  
workshop)

Att. A.1



October 22, 2012

City of Portland  
Planning and Urban Development Department  
City Hall, Fourth Floor  
389 Congress Street  
Portland, Maine 04101

Re: Final Site Plan Review Application – Commercial and Middle Street Mixed Use Development

Dear Madams and Sirs,

On behalf of the property owner and applicant J B Brown & Sons, Opechee Construction Corporation is pleased to submit the enclosed application for site plan approval (Level III) for the above-referenced project. The proposal includes a 131 room hotel, 7,000 sf of restaurant, and 14 residences. The proposed development is located at the corner of Commercial and Maple Street, on the site of an existing gravel surface parking lot.

We look forward to working with you again.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Long", with a stylized flourish at the end.

Steve Long, PE  
Project Manager

A.2

# **PROPOSED DEVELOPMENT**



## **COMMERCIAL & MAPLE STREET MIXED USE DEVELOPMENT 321 COMMERCIAL STREET**

### **SITE PLAN/SUBDIVISION APPLICATION**

**OCTOBER 22, 2012**

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The following material has been prepared to address the written statement requirements of the City of Portland Site Plan Review Ordinance identified in Section 14-527(c) and (f) of the Land Use Ordinance and to provide additional information required by the City of Portland Development Review application requirements.

**Applicant/Owner**

J B Brown & Sons  
36 Danforth Street  
Portland, ME 04101  
Phone: (207) 774-5908  
Fax: (207) 774-0898  
Email: [veroneau@jbbrown.com](mailto:veroneau@jbbrown.com)

Evidence of the applicant's right, title, and interest in the property is included in Section 4 of the General Submissions



# **GENERAL SUBMISSIONS**

**1. Application form**

The Site Plan Development Review Application has been completed and is attached. A City of Portland Wastewater Capacity Application is also attached.



<p><b>Engineer</b>  <b>Name:</b> Steve Long, PE  <b>Address:</b> 11 Corporate Drive  <b>City/State:</b> Belmont, NH      <b>Zip Code:</b> 03220</p>	<p><b>Engineer Contact Information</b>  <b>Work #</b> (603) 527-9090  <b>Cell #</b> (603) 455-9483      <b>Fax#</b> (603) 527-9191  <b>e-mail:</b> stevel@opechee.com</p>
<p><b>Surveyor</b> Horizons Engineering, Inc.  <b>Name:</b> Andrew Nadeau, PLS  <b>Address:</b> 34 School Street  <b>City/State:</b> Littleton NH,      <b>Zip Code:</b> 03561</p>	<p><b>Surveyor Contact Information</b>  <b>Work #</b> (603) 444-4111  <b>Cell #</b> n/a      <b>Fax#</b> (603) 444-1343  <b>e-mail:</b> anadeau@horizonsengineering.com</p>
<p><b>Architect</b>  <b>Name:</b> Don Blajda  <b>Address:</b> 11 Corporate Drive  <b>City/State:</b> Belmont, NH      <b>Zip Code:</b> 03220</p>	<p><b>Architect Contact Information</b>  <b>Work #</b> (603) 527-9090  <b>Cell #</b> n/a      <b>Fax#</b> (603) 527-9191  <b>e-mail:</b> donb@opechee.com</p>
<p><b>Attorney</b>  <b>Name:</b> David L. Galgay, Jr., Partner  <b>Address:</b> One Portland Square  <b>City/State:</b> Portland, ME      <b>Zip Code:</b> 04112</p>	<p><b>Attorney Contact Information</b>  <b>Work #</b> (207) 774-4000, X4514  <b>Cell #</b>      <b>Fax#</b>  <b>e-mail:</b></p>



## APPLICATION SUBMISSION

All site plans and written application materials must be uploaded to a website for review. At the time of application, instructions for uploading the plans will be provided to the applicant. One paper set of the plans, written materials and application fee must be submitted to the Planning Division Office to start the review process.

Submissions shall include one (1) paper packet with folded plans containing the following materials:


1. One (1) full size set of plans that must be folded.
2. One (1) copy of all written materials as follows, unless otherwise noted:
  - a. Application form that is completed and signed.
  - b. Cover letter stating the nature of the project.
  - c. All Written Submittals (Sec. 14-525 2. (c), including evidence of right, title and interest.
3. A stamped standard boundary survey prepared by a registered land surveyor at a scale not less than one inch to 50 feet.
4. Plans and maps based upon the boundary survey and containing the information found in the attached sample plan checklist.
5. Copy of the checklist completed for the proposal listing the material contained in the submitted application.
6. One (1) set of plans reduced to 11 x 17.

Refer to the application checklist for a detailed list of submittal requirements.

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14), which includes the Subdivision Ordinance (Section 14-491) and the Site Plan Ordinance (Section 14-521). Portland's Land Use Code is on the City's web site: [www.portlandmaine.gov](http://www.portlandmaine.gov) Copies of the ordinances may be purchased through the Planning Division.

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Planning Authority and Code Enforcement's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

This application is for a Level III Site Plan review. It is not a permit to begin construction. An approved site plan, a Performance Guarantee, Inspection Fee, Building Permit, and associated fees will be required prior to construction. Other Federal, State or local permits may be required prior to construction, which are the responsibility of the applicant to obtain.

Signature of Applicant: 	Date: 10-17-12
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## PROJECT DATA

(The following information is required where applicable, in order complete the application)

<b>Total Site Area</b>	38,770 sq.ft.
<b>Proposed Total Disturbed Area of the Site</b>	56,780 sq.ft. <span style="float: right;">sq. ft.</span>
<b>(If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland)</b>	
<b>IMPERVIOUS SURFACE AREA</b> (inclusive of the disturbed area within the city R.O.W.)	
• Proposed Total Paved Area (incl. brick & pavers)	34,053 sq.ft. <span style="float: right;">sq. ft.</span>
• Existing Total Impervious Area	48,736 sq.ft. <span style="float: right;">sq. ft.</span>
• Proposed Total Impervious Area	51,249 sq.ft. <span style="float: right;">sq. ft.</span>
• Proposed Impervious Net Change	2,513 sq.ft. <span style="float: right;">sq. ft.</span>
<b>BUILDING AREA</b>	
• Proposed Building Footprint	19,324 <span style="float: right;">sq. ft.</span>
• Proposed Building Footprint Net change	+ 19,324 <span style="float: right;">sq. ft.</span>
• Existing Total Building Floor Area	0 <span style="float: right;">sq. ft.</span>
• Proposed Total Building Floor Area	111,180 <span style="float: right;">sq. ft.</span>
• Proposed Building Floor Area Net Change	+ 111,180 <span style="float: right;">sq. ft.</span>
• New Building	YES <span style="float: right;">(yes or no)</span>
<b>ZONING</b>	
• Existing	B-5b
• Proposed, if applicable	NA
<b>LAND USE</b>	
• Existing	Gravel Parking Lot
• Proposed	Restaurant, Hotel, Residential
<b>RESIDENTIAL, IF APPLICABLE</b>	
• Proposed Number of Affordable Housing Units	0
• Proposed Number of Residential Units to be Demolished	0
• Existing Number of Residential Units	0
• Proposed Number of Residential Units	14
• Subdivision, Proposed Number of Lots	NA
<b>PARKING SPACES</b>	
• Existing Number of Parking Spaces	109
• Proposed Number of Parking Spaces	26 (non-HC)
• Number of Handicapped Parking Spaces	2
• Proposed Total Parking Spaces	28
<b>BICYCLE PARKING SPACES</b>	
• Existing Number of Bicycle Parking Spaces	0
• Proposed Number of Bicycle Parking Spaces	20
• Total Bicycle Parking Spaces	20
<b>ESTIMATED COST OF PROJECT</b>	\$17.5 million

Note: these revised - see CO4



Existing and proposed easements or public or private rights of way.

**General Submittal Requirements – Final Plan (Required)**  
**Level III Site Plan**  
**Final Plan Phase Check list (including items listed above in General Requirements for Preliminary Plan, if applicant did not elect to submit for a preliminary plan review)**

Applicant Checklist	Planner Checklist	Number of Copies	Written Submittal Requirement
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Evidence of financial and technical capacity.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Evidence of utilities' capacity to serve the development.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Written summary of fire safety (referencing NFPA fire code and Section 3 of the City of Portland Technical Manual).
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Construction management plan.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Traffic Plan (if development will (1) generate 100 or more PCE or (2) generate 25 or more PCE and is located on an arterial, within 1/2 mile of a high crash location, and/or within ¼ mile of an intersection identified in a previous traffic study as a failing intersection).
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Stormwater management plan.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Written summary of solid waste generation and proposed management of solid waste.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Written assessment of conformity with applicable design standards.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	Manufacturer's verification that HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

Final Plan Phase		Number of Copies	Written Submittal Requirement
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	<b>Final Site Plan Including the following</b>
<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/> Existing and proposed structures on the site with distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone).
<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/> Location of adjacent streets and intersections and approximate location of structures on abutting properties.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/> Proposed site access and circulation.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/> Proposed grading and contours.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/> Location and dimension of existing and proposed paved areas including all parking areas and vehicle, bicycle and pedestrian access ways. Proposed curb lines must be shown.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/> Proposed loading and servicing areas, including applicable turning templates for delivery vehicles
<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/> Proposed snow storage areas or snow removal plan.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/> Proposed trash and recycling facilities.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/> Landscape plan including existing vegetation to be preserved, proposed site landscaping and street trees.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/> Existing and proposed utilities.
<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/> Location and details of proposed infrastructure improvements (e.g. - curb and sidewalk improvements, roadway intersection modifications, utility connections, public transit infrastructure, roadway improvements).
<input type="checkbox"/> n/a	<input type="checkbox"/>		<input checked="" type="checkbox"/> Proposed septic system, if not connecting to municipal sewer. (Portland Waste Water Application included in this application)
<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/> Proposed finish floor elevation (FFE).
<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/> Exterior building elevation(s) (showing all 4 sides). Elevations to be updated prior to Planning Board Meeting
<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/> Proposed stormwater management and erosion controls.

- 
- 
- n/a
- n/a
- 
- n/a
- n/a
- 

<ul style="list-style-type: none"> <li>▪ <i>Exterior lighting plan, including street lighting improvements..</i></li> </ul>
<ul style="list-style-type: none"> <li>▪ <i>Proposed signage. (To be determined)</i></li> </ul>
<ul style="list-style-type: none"> <li>▪ <i>Identification of existing significant natural features located on the site (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features listed in Section 14-526 (b)1. of the Land Use Code). Wetlands must be delineated.</i></li> </ul>
<ul style="list-style-type: none"> <li>▪ <i>Proposed alterations to and protection measures for of existing significant natural features located on the site (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features listed in Section 14-526 (b)1. of the Land Use Code).</i></li> </ul>
<ul style="list-style-type: none"> <li>▪ <i>Total area and limits of proposed land disturbance.</i></li> </ul>
<ul style="list-style-type: none"> <li>▪ <i>Soil type and location of test pits and borings.</i></li> </ul>
<ul style="list-style-type: none"> <li>▪ <i>Details of proposed pier rehabilitation (Shoreland areas only).</i></li> </ul>
<ul style="list-style-type: none"> <li>▪ <i>Existing and proposed easements or public or private rights of way.</i></li> </ul>



A.13

# CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Department of Public Services,  
55 Portland Street,  
Portland, Maine 04101-2991



Mr. Frank J. Brancely,  
Senior Engineering Technician,  
Phone #: (207) 874-8832,  
Fax #: (207) 874-8852,  
E-mail: fjb@portlandmaine.gov

Date: September 13, 2012

### 1. Please, Submit Utility, Site, and Locus Plans.

Site Address: 311 Commercial Street  
*(Regarding addressing, please contact Leslie Kaynor, either at 756-8346, or at LMK@portlandmaine.gov)*

Chart Block Lot Number: 040 E003001

Proposed Use: Hotel, Restaurant, & Residences

Previous Use: Parking Lot

Existing Sanitary Flows: 0 GPD

Existing Process Flows: 0 GPD

Description and location of City sewer, at proposed building sewer lateral connection: \_\_\_\_\_

Site Category	Commercial	<u>X</u>
	Industrial <i>(complete part 4 below)</i>	_____
	Governmental	_____
	Residential	<u>X</u>
	Other <i>(specify)</i>	_____

Clearly, indicate the proposed connection, on the submitted plans.

### 2. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: 20,375 GPD

Peaking Factor/ Peak Times: The Hotel contributes approx. 75% of total flow and will peak between 6am to 8am.

Specify the source of design guidelines: *(i.e. "Handbook of Subsurface Wastewater Disposal in Maine," "Plumbers and Pipe Fitters Calculation Manual," Portland Water District Records, Other (specify))*

Water bills from a similar facility - The Hampton Inn/Sebago Brewing/ Portside Residences

Note: Please submit calculations showing the derivation of your design flows, either on the following page, in the space provided, or attached, as a separate sheet.

### 3. Please, Submit Contact Information.

Owner/Developer Name: J B Brown & Sons Attn: Vincent Veroneau

Owner/Developer Address: 36 Danforth Street, P.O. Box 207, Portland Maine 04112

Phone: 207-774-5908 Fax: 207-774-0898 E-mail: veroneau@jbbrown.com

Engineering Consultant Name: Opechee Construction Corporation Attn: Steve Long, P.E.

Engineering Consultant Address: 11 Corporate Drive, Belmont, NH 03220

Phone: 603-527-9090 Fax: 603-527-9191 E-mail: stevel@opechee.com

City Planner's Name: \_\_\_\_\_ Phone: \_\_\_\_\_

**Note: Consultants and Developers should allow +/- 15 days, for capacity status, prior to Planning Board Review.**

### 4. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated: Not Applicable GPD

Do you currently hold Federal or State discharge permits? Yes \_\_\_\_\_ No \_\_\_\_\_

Is the process wastewater termed categorical under CFR 40? Yes \_\_\_\_\_ No \_\_\_\_\_

OSHA Standard Industrial Code (SIC): \_\_\_\_\_ *(http://www.osha.gov/oshstats/sicser.html)*

Peaking Factor/Peak Process Times: \_\_\_\_\_

**Note: On the submitted plans, please show the locations, where the building's sanitary, and process water sewer laterals, exit the facility, where they enter the city's sewer, the location of any control manholes, wet wells, or other access points, and the locations of any filters, strainers, or grease traps.**

**Notes, Comments, or Calculations:**

**Existing Restaurant - Sebago Brewing**

158 seats  
22 bar stools  
14 employees

**Existing Hotel - Hampton Inn**

34 single beds  
36 single beds w/ pullout sofa  
52 double beds  
Total = 174 beds + 36 pullout sofas  
15 Employees

**Existing Portside Residences**

10 two bedrooms  
2 one bedroom

**Proposed Restaurant**

158 seats  
22 bar stools  
14 employees

**Proposed Hotel**

3 single beds  
50 single beds w/ pullout sofa  
71 double beds  
7 double beds w/ pullout sofa  
Total = 209 beds + 57 pullout sofas  
15 Employees

**Proposed Residences**

7 two bedrooms  
1 one bedroom

Comparing the two projects the residences and restaurants will be approximately the same and a small portion of the overall flow totals. Comparing the hotels considering the number of potential beds (including the pullout couches as a bed) the proposed hotel will have:

$$((209 + 57) - (174 + 36)) / 100 = 27\% \text{ larger wastewater flow.}$$

Please see the attached water bill for the Hampton / Sebago / Portside project. This bill is the total for the entire building. Looking at the 13 month consumption summary we can see that in November 2011 a separate meter was put on the irrigation system. We can also see that the highest wastewater flows occurred in August 2012 with a flow of 69,300 cubic feet of water over a period of 33 days. Being conservative and taking the highest monthly value this converts to a daily flow of:

$$(69,300 \text{ cu.ft} \times 7.48 \text{ gal/cu.ft}) / 33 \text{ days} = 15,708 \text{ GPD}$$

Using a value 27% larger for the proposed building the flow is:

$$15,708 \times 1.27 = 19,950 \text{ GPD}$$

The proposed hotel will also have a 78 seat lounge area with 3 employees

Using  $78 \times 10 \text{ GPD/seat} = 780 \text{ GPD}$

$3 \times 15 \text{ GPD/employee} = 45 \text{ GPD}$

$$\text{Total Proposed Flow} = 19,550 + 780 + 45 = 20,375 \text{ GPD}$$





**Portland  
Water District**

Send Correspondence to:

Address:  
225 Douglass St.  
P.O. Box 3553  
Portland, ME 04104-3553  
Office Hours:  
8:00 a.m. - 4:30 p.m.  
Monday through Friday  
Phone: 207.761.8310  
Web Site and E-Mail:  
www.pwd.org  
customerservice@pwd.org

Customer Name  
Service Address

HRPR: CONDO ASSOCIATION  
207 FORE ST PORTLAND

A.15

Account Number  
203215-02

**Statement Details**

PREVIOUS BALANCE  
Payment - Thank You  
BALANCE FORWARD  
CURRENT CHARGES  
Consumption Charge  
Sales Tax  
Total Current Charges  
TOTAL AMOUNT DUE

MEMBER	CITY OF PORTLAND	TOTAL
WATER CHARGES	WASTEWATER CHARGES	
		\$5,226.32
		\$6,226.32 CR
		\$0.00
\$878.96	\$4,849.78	\$5,728.74
\$43.95	\$0.00	\$43.95
\$922.91	\$4,849.78	\$5,772.69
		<b>\$5,772.69</b>

\* WASTEWATER RATES ARE SET BY THE CITY OF PORTLAND

**Customer Meter Summary:**

METER TYPE: P = Primary S = Submeter R = Reverse Submeter F = Fireline

**YOUR  
13 MONTH CONSUMPTION SUMMARY**  
(Hundred Cubic Feet)

Month	Water	Waste Water	Days
09/12	702	643	28
07/12	617	507	30
06/12	492	452	29
05/12	476	476	32
04/12	424	424	29
03/12	370	370	30
02/12	339	339	33
01/12	415	415	33
12/11	416	416	28
11/11	555	535	31
10/11	702	702	33

Hundred Cubic Feet = 748 Gallons

METER NUMBER	METER TYPE	START DATE	END DATE	START METER READING	END METER READING	REVENUE	
A21107877M	P	09/20/12	08/21/12	10/05/12	5425	4959	466
A21107877B	P	09/20/12	08/21/12	10/05/12	2291	2158	133
A19573082	S	08/20/12	08/21/12	10/05/12	404	403	1

**Notes**

Want free tap water for a year? Read the enclosed insert to learn more.

Refer to back for customer information, online payment options, or to make mailing address changes.  
Remit Total Payments to:

Portland Water District  
PO Box 6800  
Lewiston ME 04243-6800



HRPR CONDO ASSOCIATION  
NIAGRA SQUARE STATION  
PO-BOX 480  
BUFFALO, NY 14201

9758

**BILL DUE UPON RECEIPT**

Account Number: \_\_\_\_\_  
 Meter Number: \_\_\_\_\_  
 Amount Enclosed: \$ \_\_\_\_\_  
 To:  Biller (City of Portland) OR  Biller (Portland Water District)  
 PAY TOTAL AMOUNT DUE BEFORE RECEIPT

Total Amount Due: \$5,772.69



120321502000922910048449780005772692

**2. Application fees**

A list of Application fees to be paid to the City of Portland is attached.



A.17

**APPLICATION FEES:**

Check all reviews that apply. (Payment may be made by Cash or Check payable to the City of Portland.)

<p><b>Level III Development (check applicable reviews)</b></p> <p><input type="checkbox"/> Less than 50,000 sq. ft. (\$500.00)</p> <p><input type="checkbox"/> 50,000 - 100,000 sq. ft. (\$1,000)</p> <p><input checked="" type="checkbox"/> 100,000 - 200,000 sq. ft. (\$2,000)</p> <p><input type="checkbox"/> 200,000 - 300,000 sq. ft. (\$3,000)</p> <p><input type="checkbox"/> over 300,00 sq. ft. (\$5,000)</p> <p><input type="checkbox"/> Parking lots over 11 spaces (\$1,000)</p> <p><input type="checkbox"/> After-the-fact Review (\$1,000.00 plus applicable application fee)</p> <hr/> <p>The City invoices separately for the following:</p> <ul style="list-style-type: none"> <li>- Notices (\$.75 each)</li> <li>- Legal Ad (% of total Ad)</li> <li>- Planning Review (\$40.00 hour)</li> <li>- Legal Review (\$75.00 hour)</li> </ul> <p>Third party review is assessed separately.</p>	<p><b>Fees Paid (office use)</b></p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>	<p><b>Other Reviews (check applicable reviews)</b></p> <p><input checked="" type="checkbox"/> Traffic Movement (\$1,000)</p> <p><input checked="" type="checkbox"/> Stormwater Quality (\$250)</p> <p><input checked="" type="checkbox"/> Subdivisions (\$500 + \$25/lot)</p> <p># of Lots _____ x \$25/lot = _____</p> <p><input type="checkbox"/> Site Location (\$3,000, except for residential projects which shall be \$200/lot)</p> <p># of Lots _____ x \$200/lot = _____</p> <p><input type="checkbox"/> Other _____</p> <p><input type="checkbox"/> Change of Use</p> <p><input type="checkbox"/> Flood Plain</p> <p><input type="checkbox"/> Shoreland</p> <p><input type="checkbox"/> Design Review</p> <p><input type="checkbox"/> Housing Replacement</p> <p><input type="checkbox"/> Historic Preservation</p>	<p><b>Fees Paid (office use)</b></p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
<p><b>Plan Amendments (check applicable reviews)</b></p> <p><input type="checkbox"/> Planning Staff Review (\$250)</p> <p><input type="checkbox"/> Planning Board Review (\$500)</p>	<p><b>Fees Paid (office use)</b></p> <p>_____</p> <p>_____</p>		

### 3. Project Description

J.B. Brown & Sons is proposing a mixed-use development at the corner of Maple Street and Commercial Street. The site is shown on the site plan which is attached to this application. The proposal includes a 131 room hotel, 7,000 sf of restaurant use, and 14 residences. The proposed development is located on the west side of Commercial Street on the site of an existing gravel surface parking lot (#311-331 Commercial Street). The site is bordered by Commercial Street to the east, Maple Street to the south, a commercial building and parking lot to the north and a parking lot to the west. The project site is identified on City of Portland tax maps as Map 40, Block E, Lot 3. The site is surrounded by a mix of business, commercial, and residential uses including; hotels, parking lots, restaurants, office space, apartments, condominiums and other commercial uses.

The following summarizes the proposed building floor space:

- The Restaurant will occupy:  
7,460 sq.ft. on the first floor.
- The 131 room Hotel will occupy  
10,920 sq.ft. on the first floor  
18,365 sq.ft. on the second floor  
18,365 sq.ft. on the third floor  
18,365 sq.ft. on the fourth floor  
18,365 sq.ft. on the fifth
- 14 Residential Units  
944 sq.ft. on the first floor  
18,396 on the sixth floor
- Total gross building area = 111,180 sq.ft.

**X. Construction Management Plan**

A Construction Management Plan has been prepared for the demolition and construction of the proposed mixed use building. This plans include specifications for traffic control in order to provide pedestrians, bicycles, transit providers and motorist's safe passage around the site. The plan is part of the Site Plan set.

B.1

**4. Evidence of right, title and interest**

The record owner of the subject property is the applicant, J B Brown & Sons. Deeds granting the subject property to the applicant are the following: a deed from Joseph A. Symonds, John Marshall Brown and Philip G. Brown, dated May 16, 1904 and recorded in the Cumberland County Registry of Deeds in Book 749, Page 43; a deed from Poultry Processing, Inc., dated May 2, 1978 and recorded in said registry in Book 4208, Page 56, and a deed from Poultry Processing, Inc., dated August 29, 1979 and recorded in said registry in Book 4486, Page 50.

A copy of the deeds are attached

**Martiny Bed**

CORPORATION

FROM

POULTRY PROCESSING, INC.

TO

J. B. BROWN & SONS

Dated ..... 19. 79

State of *Maine*

ss. Registry of Deeds

Received ..... 19.....

at ..... H, ..... M, ..... M, and

recorded in Book ..... Page .....

ATTEST:

Register

FROM THE OFFICE OF

Robert B. Patterson, Jr., Esq.  
Verrill & Dana, Two Canal Plaza  
Portland, Maine 04112

DISCOUNT MARTIN, INC., PORTLAND, ME., OFFICE FURNI-  
TURE AND SUPPLIES, TYPEWRITERS, ADDING MACHINES,  
FILING CABINETS, SALES, ETC.

MARTIN'S FORM NO. 6 - STANDARD REGISTRY FORM

B.2



B.3

56

4208-56  
5:278

9974

No. 100

### Know All Men by these Presents.

That POULTRY PROCESSING, INC., a Maine corporation with a place of business at 329 Commercial Street, Portland, Maine, successor by merger with Pine State Beef Company, the said Pine State Beef Company being a successor by merger with Ash Realty Corp., also known as Ash Realty Co.

in consideration of One Dollar and other good and valuable considerations

paid by J. B. BROWN & SONS, a Maine corporation with a principal place of business at 57 Exchange Street, Portland, Maine

It does hereby acknowledge, ~~do~~ hereby give, grant, bargain, sell and convey, unto the said J. B. Brown & Sons, Its Successors

Make and Assigns forever,

~~the following described property:~~

A certain lot or parcel of land, with the buildings and improvements thereon, situated on the Northeastly side of Maple Street in the City of Portland, County of Cumberland, and State of Maine bounded and described as follows:

Beginning at the Northwestly corner of land conveyed to New England Cold Storage Company by J.W. Bishop Company by deed dated April 25, 1914 and recorded in the Cumberland County Registry of Deeds in Book 930, Page 287, said point of beginning being distant 75.65 feet as measured along the Northeastly sideline of said Maple Street on a bearing of South 24° 00' East from the intersection of said Northeastly sideline of Maple Street and the Southeastly sideline of York Street;

Thence, from said point of beginning, South 24° 00' East along the Northeastly sideline of said Maple Street 43.72 feet;

Thence North 66° 07' 30" East across land being retained by the Grantor and along a brick wall 45.46 feet;

Thence North 23° 47' West across said land being retained by the Grantor and along a brick wall 21.39 feet;

Thence North 66° 07' 30" East across said land being retained by the Grantor 82.78 feet to other land of Grantee;

Thence North 25° 32' 20" West along said other land of Grantee 36.69 feet;

Thence South 62° 30' 30" West along said other land of Grantee 81.83 feet;

Thence South 23° 47' East along said other land of Grantee 8.27 feet;

Thence South 64° 56' 30" West along said other land of Grantee 45.64 feet to the Northeastly sideline of said Maple Street and the point of beginning, containing 4,820 square feet;



Being a portion of the premises conveyed by The Pell Corporation to Ash Realty Co. (also known as Ash Realty Corp.) by deed dated June 1, 1965 and recorded in said Registry of Deeds in Book 2898, Page 523. Ash Realty Corp. merged into Pine State Beef Company, and Pine State Beef Company merged into Poultry Processing, Inc., the Grantor herein. Reference is hereby made to a Certificate by Markham L. Gartley, Secretary of State of Maine, relating to said merger, recorded in said Registry of Deeds in Book 4157, Page 138.

All bearings are magnetic in the year 1978.

Reference is made to a plan entitled "Plan of Land in Portland, Maine for J.B. Brown & Sons" by Owen Haskell, Inc. dated March 27, 1978, to be recorded in said Registry of Deeds, for a further description of this parcel.

**We have and in hold** the aforegranted and bargained premises, with all privileges and appurtenances thereof to the said

J. B. Brown & Sons, Its Successors

Heirs and Assigns, to It <sup>Its</sup> and their use and behoof forever.

And Poultry Processing, Inc. does <sup>Its Successors</sup> ~~grant~~ with the said Grantee / ~~its~~ Heirs and Assigns, that It is lawfully seized in fee of the premises; that they are free of all incumbrances;

that It has ~~some~~ good right to sell and convey the same to the said Grantee to hold as aforesaid; and that It and Its/ <sup>Successors and Assigns</sup> shall and will ~~Warrant and Defend~~ the same to the said Grantee, Its Successors and ~~Heirs and Assigns~~ forever, against the lawful claims and demands of all persons.



8.5

4486-50

23359

8.29.79

8.31.79

50

Known All Men by These Presents.

That POULTRY PROCESSING, INC.,

a Corporation organized and existing under the laws of the State of Maine and located at Portland in the County of Cumberland and State of Maine in consideration of One Dollar (\$1.00) and other valuable considerations

paid by J. B. BROWN & SONS, a Maine corporation with a principal place of business at 57 Exchange Street, in the City of Portland, County of Cumberland and State of Maine

the receipt whereof it does hereby acknowledge, does hereby give, grant, bargain, sell and convey unto the said J. B. BROWN & SONS, its successors

hereto and assigns forever, ~~EXCEPT AS OTHERWISE PROVIDED IN THESE PRESENTS~~

a certain lot or parcel of land, together with the buildings and improvements thereon, situated at the intersection of the easterly side of Maple Street and the westerly side of Commercial Street, in the City of Portland, County of Cumberland and State of Maine, being bounded and described as follows:

Beginning at the intersection of the said easterly side of Maple Street and the westerly side of Commercial Street, and thence proceeding North 45° 38' East along the westerly side of Commercial Street a distance of one hundred forty and sixty-sixths hundredths (140.66) feet to other land of J.B. Brown & Sons; thence proceeding North 25° 32' 20" West along other land of J.B. Brown & Sons a distance of one hundred thirty-one and ninety-seven hundredths (131.97) feet to a corner of land conveyed by Poultry Processing Inc. to J.B. Brown & Sons, by deed dated May 2, 1978, and recorded in the Cumberland County Registry of Deeds in Book 4208, Page 56; thence proceeding South 66° 07' 30" West along other land of J.B. Brown & Sons a distance of eighty-two and seventy-eight hundredths (82.78) feet; thence proceeding South 23° 47' East along other land of J.B. Brown & Sons, a distance of twenty-one and thirty-nine hundredths (21.39) feet; thence proceeding South 66° 07' 30" West along other land of J.B. Brown & Sons a distance of forty-five and forty-sixths hundredths (45.46) feet to the easterly side of Maple Street; thence proceeding South 24° 00' East along the easterly side of Maple Street a distance of one hundred fifty-nine and eight-tenths (159.8) feet to the intersection of the easterly side of Maple Street and the westerly side of Commercial Street, and the point of beginning.

Also hereby conveying all right, title and interest, if any, in and to all party walls, passageways, lanes, streets or alleys situated between Maple Street, York Street, Foundary Lane, and Commercial Street.

Being a portion of the premises conveyed by The Fall Corporation to Ash Realty Co. (also known as Ash Realty Corp.) by deed dated June 1, 1965, and recorded in said Registry of Deeds in Book 2898, Page 523. Ash Realty Corp. merged into Pine State Beef Company, and Pine State



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B. 6

to grant and give the privileges and appurtenances thereof, to the said J. B. BROWN & SONS, its successors

and assigns, to its and their use and behoof forever.

POULTRY PROCESSING, INC.

And the said Grantor/Corporation does hereby covenant with the said Grantee, its/ heirs and assigns, that it is lawfully seized in fee of the premises, that they are free of all incumbrances;

that it has good right to sell and convey the same to the said Grantee to hold as aforesaid; and that it and its successors, shall and will Warrant and Defend the same to the said Grantee, its successors and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, the said POULTRY PROCESSING, INC.

has caused this instrument to be sealed with its corporate seal and signed in its corporate name by GEORGE I LEWIS

, its VICE PRESIDENT

thereunto duly authorized, this 29th day of AUGUST in the year one thousand nine hundred and seventy-nine.

Signed, Sealed and Delivered in presence of

*Herald R. Lavigne*

POULTRY PROCESSING, INC.

By *George I Lewis*  
Its Vice president



State of Maine, Cumberland ss. August 29 1979.

Personally appeared the above named *George I Lewis* vice president of said Grantor Corporation

as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity, and the free act and deed of said corporation.

Before me,

*John A. Fajlonte*  
Justice of the Peace  
Notary Public

AUG 31 1979

REGISTRY OF DEEDS CUMBERLAND COUNTY, MAINE  
Received at 11 N 12th St, and recorded in  
BOOK 4486 PAGE 30 *Leslie S. Libbette* Deputy Register

JOHN A. FAJLONTE  
NOTARY PUBLIC  
11 NORTH 12TH STREET  
CUMBERLAND, MAINE



B7

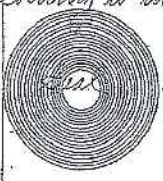
51

Beef Company merged into Poultry Processing, Inc., the Grantor herein. Reference is hereby made to a Certificate by Markham L. Gartley, Secretary of State of Maine, relating to said mergers, recorded in said Registry of Deeds in Book 4157, Page 138.

Reference is made to a plan entitled "Plan of Land in Portland, Maine for J. B. Brown & Sons" by Owen Haskell, Inc., dated March 27, 1978, and recorded in said Registry of Deeds in Plan Book 119, Page 40, for a further description of this parcel.



therein written, was at the time of the taking of such proof or acknowledgment, a Notary Public, within and for said Commonwealth of Massachusetts, duly authorized to take the same, and the proof or acknowledgment of deeds; and that I am well acquainted with the handwriting of said Notary, and verily believe that the signature to the said certificate is genuine, and I certify that the said instrument is executed and acknowledged according to the laws of this State.



In Testimony Whereof, I have hereunto set my hand and affixed the seal of said Court at Springfield this 15th day of April A.D. 1904.

Robert O. Morris Clerk.

Received April 30, 1904, at 11 h. 10 m. A.M., and recorded according to the original  
Street  
Regt. *Keft. Kefton* Register.

Know all Men by these Presents, that we, Joseph E. Symonds, and Philip M. Brown of Portland, in the County of Cumberland and State of Maine, and John Marshall Brown of Saco in said County, Trustees under the last Will and Testament of John D. Brown, late of said Portland, deceased, hereby duly authorized by the provisions of said Will and by a decree of the Supreme Judicial Court of the State of Maine, filed November 24, 1903, in consideration of one dollar and other good and valuable considerations to us, as such Trustees, paid by the J. D. Brown & Sons, a corporation created by and existing under and by virtue of the laws of the State of Maine, the receipt whereof we do, as such Trustees, hereby acknowledge, do hereby, as such Trustees, remise, release, bargain, sell, convey, and forever quit claim unto the said J. D. Brown & Sons, its successors and assigns forever, all our right, title and interest, as such Trustees, in and to any kind all real estate of every name and description, however the same may be bounded, described, acquired or held, situated in Portland, South Portland and Cape Elizabeth, County of Cumberland and State of Maine.

J. D. Brown & Sons  
Deed

Excepting, however, from this conveyance the lot of land on the Northwesterly corner of Congress and Brown Streets, in said Portland, with the four story block of stores thereon held in trust by us under the fifth Paragraph of said Will.

To have and to hold all the aforesaid together with all the privileges and appurtenances thereto belonging to it, the said J. D. Brown & Sons, its successors and assigns forever.

In witness whereof, we, the said Joseph E. Symonds, Philip M. Brown and John Marshall Brown, as such Trustees, have hereunto set our hands and seals this sixteenth day of May in the year of our Lord one thousand



one hundred and four.  
Signed, Sealed, and Delivered  
in the presence of:

Liza F. Donaldson  
to J. C. S. —  
Charles L. Masaton  
to J. M. O. and C. H. B. —

Joseph C. Symonds Seal  
John Marshall Brown Seal  
Philip H. Brown Seal  
Trustees under the will of John D. Brown

State of Maine  
Cumberland ss.

May 16<sup>th</sup> 1904

Personally appeared the above named Joseph C. Symonds, Philip H. Brown, and John Marshall Brown and acknowledged the above instrument by them signed to be their free act and deed as such Trustees.

Before me, Charles L. Masaton  
Justice of the Peace.

Received May 18, 1904, at 2 h, 25 mi. P. M., and recorded according to the original  
A. Stebbins  
Ray F. Cole Register

Belknaf Know all Men by these Presents, that Almira Belknaf mortgagee-  
owner of a certain mortgage given by Fred S. McDonald to me, said  
McDonald Almira Belknaf dated April 9<sup>th</sup> A. D. 1902, and recorded in the Cumberland  
Registry of Deeds, Book 689, Page 49, do hereby acknowledge that I  
Discharge have received full payment and satisfaction of the same and of the debt  
thereby secured, and in consideration thereof I do hereby cancel and dis-  
charge said mortgage, and release into the said Fred S. McDonald, his  
heirs and assigns forever the premises therein described.

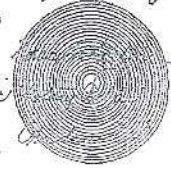
In Witness Whereof, the said Almira Belknaf, has hereunto set  
her hand and seal this — day of April A. D. 1904

Signed, Sealed, and Delivered:  
in Presence of  
Grace F. Horton  
Albert W. Smith

Almira Belknaf Seal

State of Rhode Island  
County of Providence ss. Providence April 30, 1904. Then personally  
appeared the above named Almira Belknaf and acknowledged the foregoing  
instrument to be her free act and deed, before me,

Grace F. Horton  
Notary Public



with all the privileges and appurtenances to the same belonging to him the said John Waterman and his heirs and assigns to his and their only proper use and benefit forever And we the said John Farwell & Elizabeth and our heirs, executors & administrators do hereby covenant, grant and agree, to and with the said Waterman and his heirs and assigns that until the delivery hereof we are the lawful owners of the said premises, and are seized and possessed thereof in our own right in fee simple and have full power and lawful authority to grant and convey the same in manner aforesaid that the said premises are free and clear of all and every incumbrances whatsoever by reason of any act of ours or on our account, and that we and our heirs, executors and administrators, shall & will warrant the same to the said Waterman and his heirs and assigns against the lawful claims and demands of any person or persons whomsoever, claiming by or under us.

In Witness Whereof we have hereunto set our hands and seals, this twenty eighth day of June in the year of our Lord one thousand eight hundred and forty five.

Signed, Sealed & Delivered

in presence of us

John Farwell  
Elizabeth W. Farwell

Interlocutions made before

Saying John Anderson

Cumberland ss) State of Maine June 30<sup>th</sup> 1845

Personally appearing the above named John & Elizabeth acknowledged the foregoing instrument to be their voluntary act and deed. Before me

John Anderson Justice of Peace

Received Dec. 9, 1852 at 10.23 AM. Recorded from the original. By William Ross Regr.

Know all men by these presents, That Elizabeth Dyer, Henry Dyer, Joseph W. Dyer, Augustus A. Dyer, Harold L. Dyer, William W. Dyer, Samuel Dyer, Harriet W. Dyer, Augustus P. Fuller and Elizabeth W. Fuller, wife of said Augustus in her right, as - J. B. Brown - ept. E. Turner and Almira E. Turner wife of said Joseph E. in her right all of Portland in the County of Cumberland & State of Maine & Ezekiel Dyer of Cape

Elizabeth Dyer

Book 238 Pg 578-575



Elizabeth in said County and State in consideration of the sum of two thousand dollars paid by John B. Brown of said Portland, the receipt whereof we do hereby acknowledge do hereby give, grant, bargain, sell and convey unto the said John B. Brown his heirs and assigns forever one half of a piece of land and flats in common and undivided, together with the buildings on the same situated at the west end of Portland aforesaid on Pine Street, being four rods on said Street and continuing the width of four rods to the channel of the river.

Also one half in common and undivided as above of another piece of flats, adjoining the above, beginning at high water mark, the same being four rods wide, and continuing that width to the channel. Meaning hereby to convey all the flats and buildings as above (and as more) which M. P. Sawyer conveyed to the late Samuel Sawyer by deed dated December 20, 1844 recorded in Cumberland Registry, Book 19, Page 18; to which reference is to be had.

To have and to hold the aforesaid and bargained premises, with all the privileges and appurtenances thereof to the said John B. Brown, his heirs and assigns to their use and behoof forever. And we do covenant with the said John B. Brown his heirs and assigns, that we are lawfully seized in fee of the premises, that they are free of all incumbrances; that we have good right to sell and convey the same to the said John B. Brown to hold as aforesaid. And that we and our heirs shall and will warrant and defend the same to the said John B. Brown his heirs and assigns forever, against the lawful claims and demands of all persons.

In Witness whereof the said Elizabeth, Henry Joseph, Augustus A. Chase, E. Milligan, M. Samuel, Harriet M. Augustus P. Elizabeth W., Joseph C. and Abner C. and Ezekiel, together with Betsey P. wife of said Henry, Catherine F. wife of said Joseph W., Harriet wife of said Ezekiel, Mary B. wife of said Augustus A. & Hannah C. wife of said Abel C. in testimony of their relinquishment of their right of Dower in the above described premises, have hereunto set our hands and seals this twenty fifth day of October in the year of our Lord one thousand eight hundred and fifty two.

Signed, Sealed and Delivered in presence of



C. M. Stackpole  
Witness to all except  
Hannah M. Dyer

- Elizabeth Dyer (S)
- Henry Dyer (S)
- Elizabeth P. Dyer (S)
- Joseph M. Dyer (S)
- Catharine H. Dyer (S)
- Augustus A. Dyer by J. M. Dyer his atty (S)
- Mary C. Dyer (S)
- Israel S. Dyer by J. M. Dyer his atty (S)
- Hannah M. Dyer (S)
- Ezekiel Dyer (S)
- Hannah Dyer (S)
- Wm. M. Dyer (S)
- Samuel Dyer (S)
- Hannah W. Dyer (S)
- Aug. P. Fuller (S)
- Elizabeth M. Fuller (S)
- Joseph C. Turner (S)
- Almira A. Turner (S)

Cumberland Co. 3 December 1852 Personally appeared  
the above named Elizabeth Dyer, Henry Dyer, Joseph  
M. Dyer as Principal & as Attorney for Israel S. Dyer  
& Augustus A. Dyer, Ezekiel Dyer, William W. Dyer  
Samuel Dyer, Augustus P. Fuller, Elizabeth M. Fuller,  
Joseph C. Turner, & Almira A. Turner & acknowledged the  
above deed to be their free acts and deeds & the said Joseph  
Attorney for Israel S. & Augustus A. that the same  
is his free act and deed & the free act and deed of the  
said Israel S. & Augustus A.

Before me James T. McCobb Justice of the Peace.  
Received Dec 10, 1852 at 8.30 A.M. & recorded from the original.  
By William Ross Regr.

Know all men by these presents, that I  
Samuel Trepender of Portland in the County of Cumberland  
and State of Maine, Esquire Administrator de bonis  
with the will annexed of George Turner late of Portland  
aforesaid, Gentleman, deceased, in consideration of four  
hundred and eighty dollars to me paid in my said capacity  
of Administrator by John H. Williams of Portland in  
the County & State aforesaid, Esquire, the receipt whereof  
Geo. Turner's Est  
John H. Williams

201  
B.13

KNOW ALL MEN BY THESE PRESENTS, THAT

Thomas C. Knight of Portland County of Cumberland, State of  
Maine  
in consideration of the sum of one thousand Dollars  
paid by J. B. Brown of Portland County State aforesaid

the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell and  
convey unto the said J. B. Brown, his

heirs and assigns forever,

one undivided half of a certain parcel of land and flats  
described as follows, viz. beginning at the bank at high water mark at the  
Westerly corner of a parcel of flats formerly owned by Nathaniel Winslow & conveyed to  
Josiah Fickett, thence running South 51 degrees West, four rods or so far as to make  
the lot four rods wide, thence extending the width of four rods South thirty nine degrees  
East to low water mark, together with all the banks or uplands lying between the above  
described premises & York Street, formerly Fore Street. Also one other parcel of flats  
adjoining the above beginning at the Westing corner of the above granted premises at  
the bank at high water mark, thence running West thirty degrees South four rods;  
thence South thirty nine degrees East the width of four rods to low water mark  
with all the buildings thereon, being the same banks, flats and buildings  
that I purchased of James Deering as per his deed dated July 4, 1847 and  
recorded book 201, Page 145, in Cumberland Registry.

Book  
226  
Pg  
201

To Have and to hold the aforegranted and bargained premises, with all the privileges  
and appurtenances thereof to the said J. B. Brown his  
heirs and assigns, to their use and behoof forever.

And I do covenant with the said J. B. Brown his  
heirs and assigns, that I and my heirs shall and will warrant and defend the same to the said  
J. B. Brown to hold as aforesaid: and that

J. B. Brown  
I and my heirs shall and will warrant and defend the same to the said  
J. B. Brown his heirs and assigns forever, against the lawful  
claims and demands of all persons.

In Witness Whereof, the said Thomas C. Knight and Dorcas R. wife of the  
said Thomas C. Knight in testimony of her relinquishment of her right of dower  
in the above described premises  
have hereunto set our hand, and seal this 20th day of December in  
the year of our Lord one thousand eight hundred and forty nine.

Signed, Sealed and Delivered  
in presence of  
J. W. Williams

Thomas C. Knight - Es  
Dorcas R. Knight - Es

CUMBERLAND, SS. Dec. 10. 1849 Personally appeared

the above named Thomas C. Knight  
and acknowledged the above instrument to be his free act and deed. BEFORE ME,

J. W. Williams Justice of the Peace.

Received Dec. 19. 1849 at 3 o'clock, P. M. and recorded from the  
original. By William P. R. Register.



exhibit to us the said mortgage deed and the notes therein described and there and then in our presence did declare that he entered upon the said lands and tenements for a breach of the conditions of said mortgage and for the purpose of holding the same for and on account of said breach and with a design to foreclose the said mortgage.

Seth B. Drown.  
William Gerry.

Cumberland ss. Poland July 10. 1845. Personally appeared before me the above named Seth B. Drown and William Gerry and made oath to the truth of the above certificate by them signed.

John Maggwire, Justice of the Peace.  
Received July 20. 1845 at 12.30. P.M. and recorded from the original.  
By William Ross Rego

Know all men by these presents that I Peter Skunlow mortgage within named in consideration of one hundred dollars paid by Solomon H. Chandler of New Gloucester in the County of Cumberland the receipt whereof I do hereby acknowledge, do hereby grant, bargain, sell, transfer, and assign, the within described premises, and the notes secured by the within deed. I covenant and agree with said Chandler that the premises within described, are free and clear of all incumbrances except the right of the mortgagor to redeem the same.

P. Skunlow  
to  
S. H. Chandler

In witness whereof I hereunto set my hand and seal this the twelfth day of July in the year eighteen hundred and forty five.

In the presence of  
Huldah Symonds.

Peter Skunlow (L.S)

Cumberland ss. July 12. 1845. Personally appeared the above named, Peter Skunlow and acknowledged the above assignment by him signed to be his free act and deed.

Assignment  
For original, see  
B. 192. P. 29.

Wm. Bradbury, Justice of the Peace

Received July 24. 1845. at 12.30. P.M. and recorded from the original.  
By William Ross Rego.

Know all men by these presents that I Joseph Noble of Boston County of Suffolk, State of Massachusetts, Merchant, in consideration of thirty five hundred dollars to me paid by John B. Brown of Portland, County of Cumberland State of Maine, Merchant, the receipt whereof is hereby acknowledged do by these presents, grant, remise, release, and forever quitclaim unto the said John B. Brown his heirs and assigns all, my right, title, interest, and estate in and to a certain lot of land, wharf, and fields in said Portland bounded as follows, viz, beginning at the northerly corner of a lot of land on this Street now or lately owned by Jas. Sleeper and No. 7. thence running by said street one hundred and forty feet, more or less to land which Meyer and Noble

Book  
184  
P. 29  
399, 400



CUMBERLAND COUNTY REGISTRY OF DEEDS  
BOOK NUMBER 189 CONTAINING 528 PAGES

purchased of Sarah Stillbrick and now owned by said Noble. then turning and running by said Noble's lands and lands of flats occupied by Staples and Bartol. to low water mark. then turning and running westerly ten rods more or less to the flats now or lately owned by said Steering and Sawyer. then turning and running by said Steering and Sawyer's flats and lands to the place of beginning excepting from this conveyance so much of the above described premises as is owned by William Hornblake of said Portland. also a passage way from said street twenty one feet wide as described in a deed from said Noble to Elias Staples and H. V. Bartol. to be used in common & undivided by said Noble & Brown said Staples and Bartol and their assigns. for the passage way to be kept unobstructed and for the purpose of making & keeping in repair drains from the premises of the abutters thereon.

To have and to hold the above released premises to him the said John B. Brown heirs and assigns to his use and behoof forever. so that neither I the said Noble nor my heirs or any person or persons claiming by from or under me or them or in the name right or stead of me or them shall or will by any way or means have claim or demands any right or title to the above released premises onto any part or parcel thereof forever.

In witness whereof I the said Joseph Noble have hereunto set my hand and seal this tenth day of May in the year of our Lord eighteen hundred and forty five.

Signed, sealed & delivered.

In presence of the words Noble  
intending before signing  
George W. Brown  
Frank A. Hall

Joseph Noble (L.S.)

Commonwealth of Massachusetts. Boston July 11. A.D. 1845. Then personally appeared the above named and acknowledged the foregoing instrument to be his free act and deed. Before me

W. Bigelow, Justice of the Peace

Received July 25, 1845. at 2.5 P.M. and recorded from the original  
By William Rob Page

F. Perkins

To

F. Perkins

It now all men by these presents that I Francis Perkins of Northampton in the County of Hampshire and Commonwealth of Massachusetts Mechanic. in consideration of fifty dollars to me in hand paid by Thomas Perkins of Auburn. Cumberland County in the State of Maine. I have the receipt whereof I do hereby acknowledge, have promised, released and forever quitclaimed and do for myself and my heirs by these presents, remise, release and forever quitclaim unto the said Thomas his heirs and assigns forever all my right in and title to certain piece or parcel of undivided lands containing fifteen rods more or less bounded and described as follows. formerly owned by Mrs. Estlin of Portland Maine, & deeds to Erbeck Perkins by the



## **5. Evidence of state and/or federal approvals**

The project site will be fully developed and less than two acres in size. The site will not require an MDEP Site Location of Development.

With respect to the Stormwater Management Law, the project consists of redevelopment of impervious gravel parking lot. This results in an increase in impervious area of 2,513 sq.ft. This is under the 1 acre threshold of the Permit by Rule (PBR) requirements. A Stormwater Permit By Rule application is being submitted for review by the city of Portland

This project qualifies for a Stormwater Permit by Rule (PBR) and is required to comply with the Basic Standards defined in Chapter 500 of the Stormwater Management Law. As such, the applicant will be concurrently filing a Notice of Intent to comply with the Maine Pollutant Discharge Elimination System (MPDES) General Construction Permit by filing a PBR.

Based on the traffic study scoping documentation, this project will generate between 100 and 200 trips and will therefore require a State of Maine Traffic Movement Permit (TMP) issued by the City under its delegated authority. The TMP application and scoping documentation has been submitted to the City Traffic Engineer prior to this site plan application.

We do not anticipate that the project is subject to any other State or Federal approvals, and we are unaware of any pending applications related the project site.

# Attachment C.1

## 6. Compliance with applicable zoning requirements

Space and Bulk criteria for the B-5b Urban Commercial Mixed Use Zone:

<b>Criteria</b>	<b>Required</b>	<b>Provided</b>
Min. Lot Size:	None	38,770 sq.ft.
Min. Street Frontage:	None	414.74 ft.
Max. Front Yard Setback:	10 ft.	1.83 ft. (Maple) 5.63 ft. (Commercial)
Min. Yard Dimensions:	None	NA
Min Lot Width:	None	NA
Max. Lot Coverage:	100%	90%
Max. Building Height:	65 ft.	64'-10"
Maximum Resid. Density:	60 units/acre	14

\* Average Building Grade Calculations are attached.



C.2

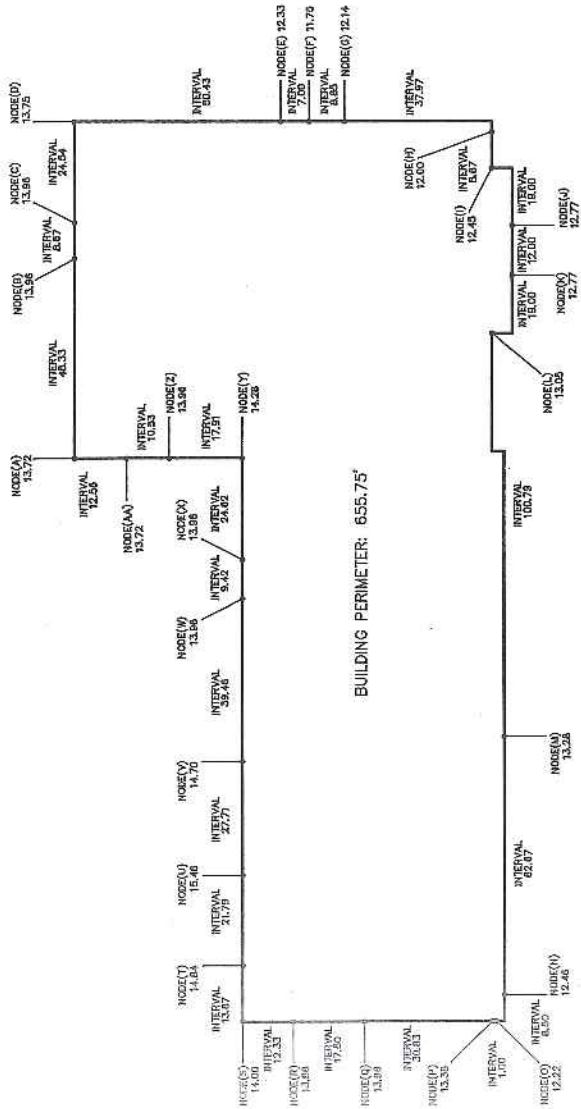
Project: Mixed-Use Redevelopment  
 Applicant: 321 Commercial Street, Portland, Maine  
 Date: 10/11/2012

Average Building Grade Calculation

Node	Spot Elevations	Notes	Average Grade	Interval (feet)
A	13.72	A-B	13.8	48.33
B	13.96	B-C	14.0	8.67
C	13.96	C-D	13.9	24.54
D	13.75	D-E	13.0	50.43
E	12.33	E-F	12.0	7.00
F	11.75	F-G	11.9	8.85
G	12.14	G-H	12.1	37.97
H	12.00	H-I	12.2	8.67
I	13.45	I-J	12.6	19.00
J	12.77	J-K	12.8	12.00
K	12.77	K-L	12.9	19.00
L	13.05	L-M	13.2	100.79
M	13.28	M-N	12.9	62.67
N	12.46	N-O	12.3	8.50
O	12.22	O-P	12.8	14.60
P	13.38	P-Q	13.7	30.85
Q	13.56	Q-R	13.9	17.50
R	13.88	R-S	13.9	12.33
S	14.00	S-T	14.4	13.67
T	14.04	T-U	15.2	21.79
U	15.46	U-V	15.1	27.71
V	14.70	V-W	14.3	39.46
W	13.56	W-X	14.0	9.42
X	13.56	X-Y	14.1	24.62
Y	14.28	Y-Z	14.1	17.91
Z	13.96	Z-AA	13.8	10.53
AA	13.72	A-AA	13.7	12.56

Building Perimeter: 655.75

Weighted Average Grade: 13.5



DATE	REVISION SCHEDULE	BY
	Revision Incorporated	

**COPECHEE**  
 CONSTRUCTION CORPORATION  
 11 COLONNATE DRIVE, BELMONT NH 03220  
 PHONE (603) 251-1091 FAX (603) 251-9111

**AVERAGE BUILDING GRADE CALCULATION**

**MIXED-USE REDEVELOPMENT**  
 PORTLAND, ME

PROJECT: **MIXED-USE REDEVELOPMENT**  
 DATE: 10-22-12  
 SCALE: 1"=50'  
 DRAWN BY: BLS  
 SHEET: 1 OF 1

Attachment D.1

**7. Easements**

A draft of the proposed easements affecting the subject property is attached.



revised since  
First PB workshop

Draft - 10/25/2012

**ACCESS EASEMENT AGREEMENT**

THIS ACCESS EASEMENT AGREEMENT (this "Agreement"), made as of the \_\_\_\_\_ day of \_\_\_\_\_, 201\_, by and between BAXTER PLACE, LLC, a Maine limited liability company with a mailing address at 305 Commercial Street, Portland, Maine 04101 ("Baxter") and J.B. BROWN & SONS, a Maine corporation, with a business address of 36 Danforth Street, Portland, Maine 04101 ("JBBrown");

**WITNESSETH:**

**WHEREAS**, Baxter is the owner of certain real estate located in the City of Portland, Cumberland County, Maine, and more particularly described in Exhibit "A" which is attached hereto and incorporated herein (the "Baxter Place Property"), a portion of which is an approximate thirty (30) foot wide driveway located on the southwesterly side of the Baxter Place Property and abutting the easterly side of the JBB Property (as defined below), which driveway is formerly known as Foundry Lane and more particularly described in Exhibit A-1 attached hereto and incorporated herein (the "Foundry Lane Parcel"); and

**WHEREAS**, JBBrown owns certain real property adjacent to, and westerly of, the Baxter Place Property, which property is more particularly described on Exhibit "B" attached hereto and incorporated herein (the "JBB Property"); and

**WHEREAS**, JBBrown desires to have access for ingress and egress to and from the JBB Property on, over and across the Foundry Lane Parcel in the location depicted as the grid line area and labeled **Area "D"** on Exhibit "C", attached hereto and incorporated herein; and

**WHEREAS**, Baxter desires to have access for ingress and egress to and from the Baxter Place Property on, over and across the portion of the JBB Property depicted on Exhibit C with the "+" symbols and labeled **Area "E"**, and

**WHEREAS**, Baxter has agreed, among other things, to grant to JBBrown an irrevocable, non-exclusive, perpetual easement on, over and across the Baxter Place Property located within the Foundry Lane Parcel for access, ingress and egress to and from the JBB Property, and a temporary construction easement during the construction of the improvements to the JBB Property and to the Foundry Lane Parcel, all on the terms and conditions set forth herein; and

**WHEREAS**, JBBrown has agreed, among other things, to grant to Baxter an irrevocable, non-exclusive, perpetual easement on, over and across the JBB Property located within the said Area "E" for access, ingress and egress to and from the Baxter Property, all on the terms and conditions set forth herein;

**NOW, THEREFORE**, for and in consideration of the foregoing and of the mutual covenants contained herein, and other good and valuable consideration, the receipt, adequacy and sufficiency whereof are hereby acknowledged, the parties hereto, intending to be legally bound, do hereby agree as follows:



1. Access Easement. (a) Baxter hereby grants to JBBrown a non-exclusive, perpetual easement for pedestrian and vehicular ingress, egress and access, including "utilities services" as defined in 33 M.R.S.A. Section 458, for the benefit, use and operation of the JBB Property by tenants, guests, occupants, customers, invitees, contractors, servicemen, successors and assigns thereof, in, over, on, across and through the Baxter Place Property located within the Foundry Lane Parcel as depicted on Exhibit C as Area "B" and Area "D", but expressly excepting and reserving to Baxter the right to the eleven (11) exclusive parking spaces to be situated on the Foundry Lane Parcel and depicted on Exhibit C in the cross-hatched area labeled Area "C" (the "Baxter Place Parking Spaces").

(b) JBBrown hereby grants to Baxter a non-exclusive, perpetual easement for pedestrian and vehicular ingress, egress and access for the benefit, use and operation of the Baxter Property by tenants, guests, occupants, customers, invitees, contractors, servicemen, successors and assigns thereof, in, over, on, across and through the JBB Property located within the said Area "E". Hereinafter Area "B", Area "C", Area "D" and Area "E" are collectively referred to herein as the "Access Easement Area"; and Area "B", Area "D" and Area "E" are collectively referred to herein as the "Access Easement".

(c) Baxter and JBBrown each reserve, for itself, its successors and assigns, the use and enjoyment of the Access Easement for all purposes consistent with the foregoing use described in Paragraphs (a) and (b) above, including without limitation: (i) the right to regulate traffic in, upon, over and across its respective property; and (ii) the right to maintain, repair and replace any such driveways, roadways and any entrances, exits and other paved surfaces, sidewalks, and curbing located upon the Access Easement so long as reasonably equivalent and convenient access is provided. The easements described in this Section 1 and shall be appurtenant to and run for the benefit of the JBB Property and the Baxter Property, respectively.

(d) JBBrown, and its successors and assigns, shall be responsible, at its sole cost and expense, for the repair and maintenance of the Access Easement Area, including snow and ice removal, in a timely manner so as to provide normal access for each land owner's respective employees, tenants, guests, occupants, visitors and invitees.

(e) Notwithstanding Baxter's exclusive reservation to the Baxter Place Parking Spaces as described in paragraph (a) above, JBBrown shall have the right, but not the obligation, to lease at market rates one or more of the available Baxter Place Parking Spaces, as needed, during the overnight hours commencing each evening at 7:00pm and ending the following morning at 7:00am.

(f) Nothing in this Agreement or the Access Easement described in this Section 1 shall be deemed or construed to supersede, modify or diminish the rights set forth in that certain "Order Discontinuing Foundry Lane" attached to the Agreement between City of Portland and J.B. Brown & Sons and Baxter Place Associates dated May 16, 1995 and recorded in the Cumberland County Registry of Deeds in Book 11924, Page 10, that expressly preserved "the retention of a public access easement and an easement for public utility facilities" on the Foundry Lane Parcel.



(g) If either party's use of the Access Easement Area results in damages thereto (except for normal wear and tear) arising from accidents, negligence, or use in a manner not consistent with use by a reasonably prudent operator, such party causing the damage shall be solely responsible for the costs of repairing such damage.

2. Temporary Construction Easement. Baxter does also hereby grant and convey unto JBBrown, its successors and assigns, during the Construction Easement Term (as defined in Section 6 below) for the benefit of the JBB Property, an easement for vehicular and pedestrian ingress, egress and access (including ingress, egress and access for and by construction vehicles), and temporary storage of materials or equipment, over the Baxter Place Property located within or near the Access Easement Area, for the purpose of construction, installation, repair, maintenance and replacement of improvements relating to the JBB Property plus an additional turn-around area for construction vehicles located on the Baxter Place Property depicted as Area "A" and shown on the attached Exhibit "C". The Construction Easement granted herein shall include during the Construction Easement Term the right to enter the JBB Property with persons and equipment for the above stated purposes, and including, without limitation, the right to construct driveways, curb cuts, turn-outs for driveways, pavement aprons, roadside landscaping, sidewalks and pedestrian walkways on the Access Easement Area. The Construction Easement shall also include the right to dig up earth and remove vegetation, trees and stones in, on and under the Foundry Lane Parcel located to such depth as may be deemed by JBBrown as necessary and convenient for the construction of the Access Easement Area and the Baxter Place Parking Spaces (hereinafter, the foregoing shall be called the "Construction Easement"). JBBrown shall, at its sole cost and expense, except for the improvements made thereto, restore the Foundry Lane Parcel to substantially the condition that it was in immediately prior to JBBrown's entry thereon. JBBrown shall (i) conduct such construction work at its sole cost, expense and risk, in a good and workmanlike manner; and (ii) comply with such rules and conditions as may reasonably be imposed and agreed to by the parties hereto in connection with such construction work.

3. Hazardous Materials. Neither JBBrown nor Baxter shall cause or permit any hazardous material to be brought upon, kept or used by it or its agents, employees, contractors, sublessees, tenants or invitees in or about the Access Easement Area, unless such hazardous material is necessary to the business of any such person or entity and such hazardous material is used, kept, stored and disposed of in a manner that complies with all applicable laws regulating any such hazardous material so brought upon or used or kept in or about the Access Easement Area.

4. Interference. The parties shall cause all construction, installation, maintenance and repair work required of either party hereunder to be conducted so as not to unreasonably interfere with any construction or business activities of the other party, its tenants, guests, customers, invitees, contractors, servicemen, on the JBB Property or the Baxter Place Property, respectively. Neither the owner of the JBB Property nor the Baxter Place Property, respectively shall, except for the improvements to the Access Easement Area erect or allow to be erected any structures or improvements on or in the Access Easement Area and shall not plant or allow to be planted or grown any trees or other plantings therein nor perform any work therein which may obstruct, impede or interfere with the use of the Access Easement Area for the purposes stated



herein.

5. Indemnity. JBBrown and Baxter each hereby indemnifies and holds the other harmless from and against any loss, cost, damage or expense, including all claims for death or injury to person or damage to or destruction of property, and including, without limitation, actually incurred reasonable attorneys' fees and court costs, which the other suffers or incurs and which arise out of or in connection with or by reason of the negligence or intentional misconduct of such indemnifying party, its tenants, occupants, customers, invitees, servicemen, agents, representatives, contractors or employees, in the conduct of the construction or maintenance performed, or the use, exercise or enjoyment of the rights and easements provided herein or related to mechanic's, materialmen's or other liens or claims arising out of such work or exercise of rights and easement herein, by such indemnifying party as contemplated under this Agreement. JBBrown and Baxter, each of them and their respective successors and assigns, shall obtain and maintain at all times commercial general liability insurance with respect to its respective property.

6. Duration and Effective Date of Construction Easements. Except as otherwise provided herein, the Construction Easement created by this Agreement shall be irrevocable during the period of the construction of the JBB Property (the "Construction Easement Term") and is effective upon the execution of this Agreement and the Construction Easement shall remain in effect throughout the Construction Easement Term, as the Construction Easement Term may be extended from time to time.

7. Grant of Easements Only. JBBrown and Baxter are not hereby conveying any land or title thereto, but merely are granting the rights, privileges and easements hereinabove set forth.

8. Priority of Easements. The easements granted by this Agreement are and will be superior in priority to any mortgages, security deeds, deeds of trust or liens, the foreclosure of which could terminate such easements.

9. Notices. Any notice, request or other communication required or permitted to be given hereunder must be in writing. All notices shall be either (a) sent by overnight delivery using a nationally recognized overnight courier, in which case notice shall be deemed delivered one Business Day after deposit with such courier, (b) sent by certified or regular U.S. mail, postage prepaid, in which case notice shall be deemed delivered two Business Days after deposit in such mails, (c) sent by facsimile or electronic mail, in which case notice shall be deemed delivered upon the mechanical confirmation of delivery or (d) sent by personal delivery, in which case notice shall be deemed delivered upon receipt or refusal of delivery, or if such receipt or delivery occurs on a day that is not a Business Day, on the next Business Day. All notices shall be addressed to each party at its address as set forth below:



If to JBBrown:

J.B. Brown & Sons  
36 Danforth Street  
Portland, Maine 04112  
Attention: Vincent P. Veroneau  
veroneau@jbbrown.com

If to Baxter:

Baxter Place, LLC  
305 Commercial Street  
Portland, Maine 04101  
Attention: Elizabeth K. Astor  
elizabethastor@aol.com

Any party may designate a change of address by written notice to the other party delivered at least ten (10) days before such change of address is to become effective.

10. Amendment. The provisions of this Agreement may be abrogated, modified, rescinded or amended in whole or in part only with the consent of the parties hereto, their successors and assigns, in a written instrument duly executed, delivered and recorded.

11. Governing Law. This Agreement shall be governed by, interpreted under, and construed and enforced exclusively in accordance with the provisions hereof and the laws of the State of Maine.

12. Binding Effect. The easement rights, obligations and restrictions created hereby shall be rights, obligations and restrictions running with the land and shall be binding upon and inure to the benefit of the owner of the Baxter Place Property and the owner of the JBB Property land, and their respective heirs, successors and assigns.

IN WITNESS WHEREOF, the undersigned have executed and delivered this Agreement under seal as of the day and year first above written.

BAXTER PLACE, LLC

By: \_\_\_\_\_  
Elizabeth K. Astor  
Its

D.7 2nd workshop + Hg

J. B. BROWN & SONS

By: \_\_\_\_\_  
Vincent P. Veroneau  
Its President

STATE OF MAINE  
County of Cumberland \_\_\_\_\_, 201\_

Personally appeared the above-named, Elizabeth K. Astor, the \_\_\_\_\_ of  
Baxter Place, LLC and acknowledged the foregoing instrument to be her free act and deed  
and the free act and deed of said Baxter Place, LLC.

Before me,

\_\_\_\_\_  
Notary Public/Attorney at Law  
\_\_\_\_\_  
Printed Name

STATE OF MAINE  
COUNTY OF CUMBERLAND \_\_\_\_\_, 201\_

Personally appeared the above-name Vincent P. Veroneau, the President of J.B.  
Brown & Sons and acknowledged the foregoing instrument to be his free act and deed  
and the free act and deed of said J.B. Brown & Sons.

Before me,

\_\_\_\_\_  
Notary Public/Attorney at Law  
\_\_\_\_\_  
Printed Name



**EXHIBIT A**  
**(Baxter Place Property)**

Certain real property, together with any improvements thereon, situated on Commercial Street in the City of Portland, Cumberland County, Maine and more particularly described as follows:

Beginning at the Southwesterly corner of Center Street with the northwesterly corner of Commercial Street; thence N 20° 26' 35" W, 228.64 feet to a monument on the Westerly side of Center Street; thence N 20° 24' 20" W along the Westerly side of Center Street, 147.47 feet to an iron; thence along property now or formerly owned by J.B. Brown & Sons S 69° 35' 40" W, 69.48 feet to a point; thence S 32° 13' 43.15" W, 47.91 feet to a point; thence S 17° 24' 28.71" W, 5.67 feet to a point; thence S 29° 05' 2.80" E, 43.24 feet to a point; thence S 20° 24' 20" E, 47.12 feet to a point; thence S 27° 55' 50.68" W, 109.19 feet to a point; thence S 20° 38' 42.83" E, 75.29 feet to a point; thence S 41° 56' 25" E, 19.10 feet to an iron; thence S 56° 51' 9.87" W, 30.04 feet to a point; thence S 30° 09' 00" E, 166.23 feet along land now or formerly of J.B. Brown & Sons to the Northwesterly side of Commercial Street; thence N 41° 28' 00" E, 6.17 feet to an angle point; thence N 44° 50' 50" E, 25.40 feet to the building corner; thence N 44° 50' 50" E, 166.87 feet to the point of beginning, containing approximately 1.51 acres.

Being the same premises conveyed to Baxter Place, LLC in a Corrective Short Form Quitclaim Deed dated March 29, 2006 and recorded in the Cumberland County Registry of Deeds in Book 23803, Page 51.

D. 9

**EXHIBIT A-1**  
**(Foundry Lane Parcel)**

A certain lot or parcel of land situated on the westerly side of Commercial Street in the City of Portland, County of Cumberland, and State of Maine and being all of Parcel C as delineated on a plan entitled "Land of Baxter Place Associates and Disposition of Foundry Lane, Portland, Maine" by Herbert P. Gray dated May 16, 1995 (hereinafter the "Plan") recorded in the Cumberland County Registry of Deeds in Plan Book 195 Page 127 and being further bounded and described as follows:

Starting at a point which is at the most southwesterly corner of land owned by J.B. Brown & Sons and delineated on the Plan as Parcel A; thence S 44° 50' 50" W, along Commercial Street, 25.40 feet to a point; thence S 41° 28' 00" W, along Commercial Street, 6.17 feet to a point; thence N 30° 09' 00" W, along property now or formerly of J.B. Brown & Sons, 166.23 feet to a point, thence N 56° 51' 9.87" E, 30.04 feet to a 5/8" rod with cap #509; thence S 30° 17' 30" E, 159.28 feet to the point of beginning.

The above described premises being the southerly portion of the former Foundry Lane having been discontinued by the Portland City Council by Order #197, dated March 20, 1995, and being more particularly described in that certain Agreement between the City of Portland and J. B. Brown & Sons and Baxter Place Associates dated May 16, 1995 and recorded in the Cumberland County Registry of Deeds in Book 11924, Page 10.



**EXHIBIT B**  
**(JBB Property)**

A certain lot or parcel of land situated on the westerly side of Commercial Street in the City of Portland, County of Cumberland, and State of Maine, and being bounded and described as follows:

Beginning at the northeast corner of the property, at a point on the west side of Commercial Street at the southerly intersection with the former Foundry lane, land now or formerly owned by Baxter Place, LLC; thence South  $22^{\circ} 04' 28''$  West along the west side of Commercial Street a distance of 238.08' to a point; thence along a curve to the right having a radius of 11.21' a distance of 21.58' to a point; thence North  $47^{\circ} 39' 05''$  West along the north side of Maple Street a distance of 155.08' to a 5/8-inch iron rod found 6" below grade, having a cap stamped "HP GRAY PLS 387"; thence North  $42^{\circ} 17' 26''$  East along land now or formerly owned by J B Brown & Sons a distance of 73.09' to a 5/8-inch iron rod found 6" below grade, having a cap stamped "HP GRAY PLS 387"; thence North  $8^{\circ} 30' 56''$  East along land now or formerly owned by J B Brown & Sons a distance of 186.34' to a point; thence South  $61^{\circ} 19' 32''$  East along the former Foundry Lane, land now or formerly owned by J B Brown & Sons a distance of 21.40' to a PK spike found in pavement; thence South  $49^{\circ} 32' 32''$  East along the former Foundry Lane, land now or formerly owned by Baxter Place, LLC a distance of 166.23' to the point of beginning.

ALSO a certain lot or parcel of land, situated at the intersection of the southeasterly side of York Street and the easterly side of Maple Street, in the City of Portland, County of Cumberland and State of Maine, and being bounded and described as follows:

Beginning at the intersection of the easterly side of Maple Street and the southeasterly side of York Street, and thence proceeding N  $47^{\circ} 57' 00''$  E along the southeasterly side of York Street, 234.74 feet to the intersection of the southeasterly side of York Street and the former westerly side of Foundry Lane, now of J.B. Brown & Sons; thence proceeding S  $41^{\circ} 56' 00''$  E along said land of J.B. Brown & Sons in said former line of Foundry Lane, 138.50 feet; thence proceeding S  $27^{\circ} 57' 00''$  W, 186.17 feet to a point; thence proceeding S  $61^{\circ} 50' 00''$  W, 73.27 feet to the easterly side of Maple Street; thence proceeding N  $28^{\circ} 10' 00''$  W along the easterly side of Maple Street, 107.39 feet to the intersection of said Maple and York Streets and the point of beginning.

ALSO, a certain lot or parcel of land situated on the southeasterly side of York Street in the City of Portland, County of Cumberland, and State of Maine and being all of **Parcel D** as delineated on a plan entitled "Land of Baxter Place Associates and Disposition of Foundry Lane, Portland, Maine" by Herbert P. Gray dated May 16, 1995 (hereinafter the "Plan") recorded in the

D. 11

Cumberland County Registry of Deeds in Plan Book 195 Page 127 and being further bounded and described as follows:

Starting at a 5/8" rod set with cap #509 on the southeast corner of York Street; thence along the southerly side of J. B. Brown & Sons' property delineated on the Plan as Parcel B S 41-56'-25" E, 175.31 feet to a 5/8" rod with cap #509; thence S 56°-51'-9.87" W, 30.04 feet to a point; thence N 41°-56'-00" W, along property now or formerly of J. B. Brown & Sons, 159.85 feet to a point, thence N 27°-57'-00" E, 31.61 feet along the southeasterly side of York Street to the 5/8" rod set with cap #509 being the point of beginning.

The above described premises being the northerly portion of the former Foundry Lane having been discontinued by the Portland City Council by Order #197, dated March 20, 1995, and being more particularly described in that certain Agreement between the City of Portland and J. B. Brown & Sons and Baxter Place Associates dated May 16, 1995 and recorded in the Cumberland County Registry of Deeds in Book 11924, Page 10.



(to be modified to reflect final Foundry lane layout)

D.12

LOT 40-E-1  
EXHIBIT B

EXHIBIT C

N37°27'43"E  
30.06'

LIMITS OF FORMER FOUNDRY  
LANE DEEDED TO BAXTER  
EXHIBIT A-1

AREA "E": ACCESS AND  
DRIVEWAY EASEMENT TO  
BENEFIT BAXTER

AREA "A": TEMPORARY  
CONSTRUCTION EASEMENT  
TO BENEFIT J B BROWN

LOT 40-E-3  
EXHIBIT B

LOT 40-F-9  
EXHIBIT A

AREA "B": PUBLIC  
PEDESTRIAN EASEMENT

AREA "C": 11 PARKING SPACES

AREA "D": ACCESS AND  
DRIVEWAY EASEMENT TO  
BENEFIT J B BROWN

N49°32'32"W  
166.23'

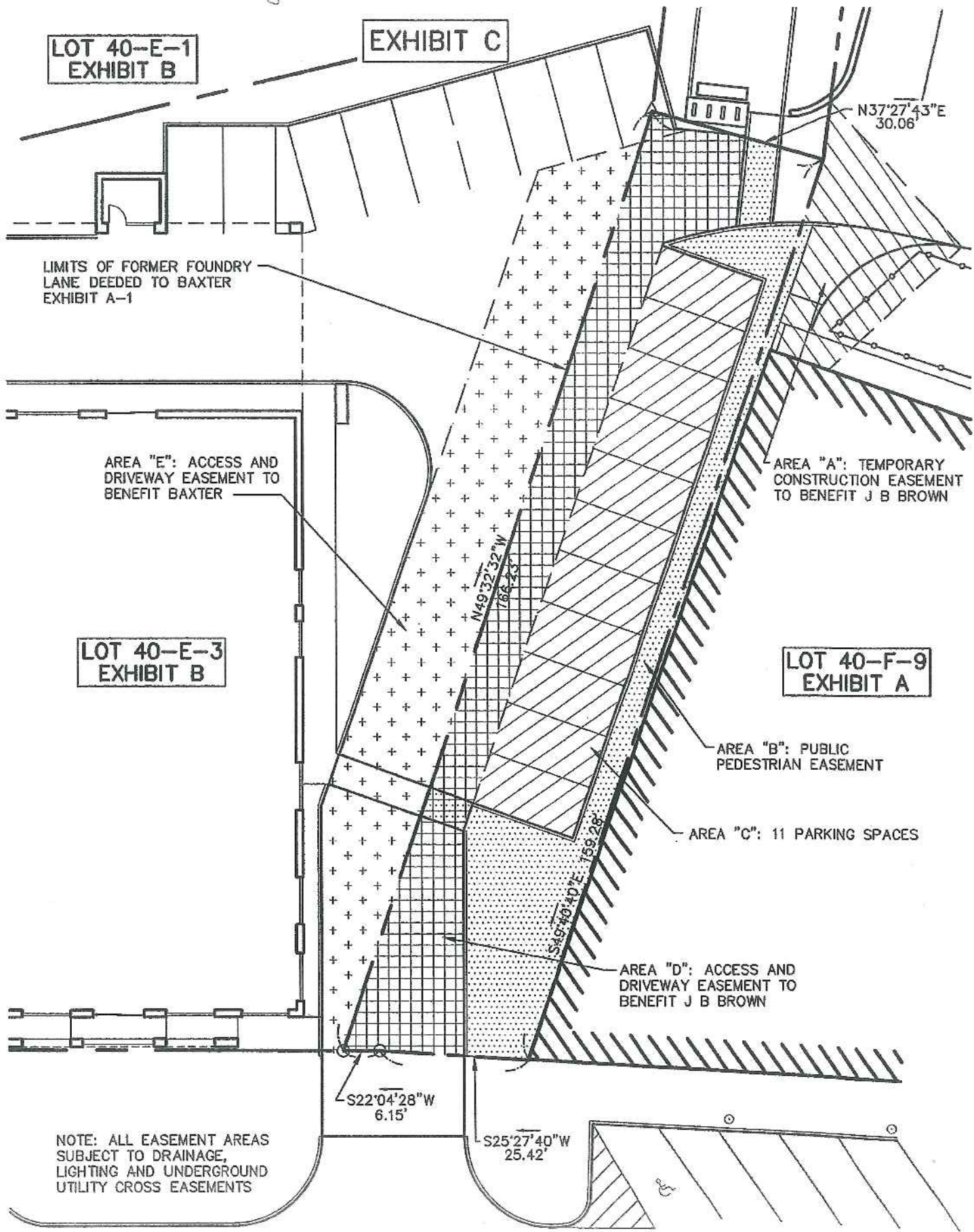
S45°40'42"E 159.28'

S22°04'28"W  
6.15'

S25°27'40"W  
25.42'

NOTE: ALL EASEMENT AREAS  
SUBJECT TO DRAINAGE,  
LIGHTING AND UNDERGROUND  
UTILITY CROSS EASEMENTS

COMMERCIAL STREET





107.13 for Hearing

Attachment E.1  
Hg.

## Waivers Request:

### 1. Location and spacing of driveways:

Standard: Under the City's 'Technical Manual' Section 1.7.2.7 Location and spacing of driveways, requires that along arterial, collector and local streets, minimum acceptable spacing between double or multiple driveways for driveways on adjacent lots or on the same parcel shall meet the criteria below: for roads with a speed limit of 30 mph the minimum separation shall be 125' (including driveways on both sides of the street).

*The waiver is required in order to allow the driveway on Maple Street. This driveway is approximately 80' from the driveway to the existing paved parking lot on Maple Street. It will be almost directly across from a parking area/driveway to the Rufus Deering property and will be approximately 100' from the driveway to the lumber yard across the street. The distances are required for safe traffic movement considering the speed limit of the street the driveway is exiting on. There is no posted speed limit on Maple Street and we are being conservative in assuming a 30 mph limit. In actuality the speeds are typically less than 30 due to the natural traffic calming. There is a short distance of 275' from Commercial Street to York Street/Maple Street intersection with stop signs at either end. There are also parallel parking spaces on both sides of Maple Street. This combination greatly reduces speeds along Maple Street. The sight distance has also been review by the traffic engineer John Adams, P.E., PTOE, who found it satisfactory. Considering the reduced speeds and the satisfactory sight distance for the proposed driveway it should operate safely as proposed. (The city's traffic consultant Tom Errico has stated that he would support the waiver.)*

### 2. Flooding:

Standard: Under the City's 'Technical Manual' Section 5 III 4 E (2) (a) and (b). A project is eligible for a waiver from the flooding standard as follows:

- (a) Discharge to the ocean, a great pond, or a major river segment.
- (b) Insignificant increases in peak flow rates from a project site.

*We would like to request a waiver of the flooding standard based on the fact that:*

- (a) The project ultimately discharges to the tidal Fore River, a tributary to Casco Bay (the Atlantic Ocean).*
- (b) There is a negligible increase in flow to the City storm drain system. The site is located near the base of the watershed and the peak flows from the site would occur prior to the upstream peak.*

### 3. Site Lighting: Uniformity

Standard: Under the City's 'Technical Manual' Section 12.2.2. Uniformity: As measured in foot candles at grade, maximum to minimum illumination levels shall not exceed a ratio of twenty (20) to one (1.)

*The waiver is required for the area designated as Zone 2 on the Photometric Plan. This is the Foundry Lane portion of the site. We are matching the existing walkway located north of the site. The lighting type and location are dictated by the existing layout. The objective is to create a consistent look from Commercial Street to York Street. This layout will create a uniformity ratio of maximum = 6.0 footcandles to minimum = 0.2 footcandles or 30 to 1.*



**4. Site Lighting: Illumination Levels**

Standard: Under the City's 'Technical Manual' Section 12.2.3. Illumination Levels: Minimum, Maximum, and Average illumination levels for areas intended to be lighted, as measured at grade, shall be:

Minimum: 0.2 foot candles  
Maximum: 5.0 foot candles  
Average: 1.25 foot candles

*The waiver is required for the area designated as Zone 1 on the Photometric Plan. This is the on-site parking area located adjacent to Maple Street. We are matching the existing lights located within the historic district. Illumination levels for areas intended to be lighted, as measured at grade, will be:*

<u>Required</u>	<u>Provided</u>
Minimum: 0.2 foot candles	Minimum: 0.4 foot candles
Maximum: 5.0 foot candles	Maximum: 7.2 foot candles (Waiver Required)
Average: 1.25 foot candles	Average: 1.7 foot candles (Waiver Required)

*The waiver is required for the area designated as Zone 2 on the Photometric Plan. This is the Foundry Lane portion of the site. We are matching the existing walkway located north of the site. The lighting type and location are dictated by the existing layout. The objective is to create a consistent look from Commercial Street to York Street. Illumination levels for areas intended to be lighted, as measured at grade, will be:*

<u>Required</u>	<u>Provided</u>
Minimum: 0.2 foot candles	Minimum: 0.2 foot candles
Maximum: 5.0 foot candles	Maximum: 6.0 foot candles (Waiver Required)
Average: 1.25 foot candles	Average: 1.6 foot candles (Waiver Required)

**5. Site Lighting: Light Trespass**

Standard: Under the City's 'Technical Manual' Section 12.2.5. Light Trespass: The maximum illumination level at a property line shall not exceed 0.1 foot candle, as measured at grade, except where abutting industrial, or other non-sensitive uses.

*The waiver is required for the area designated as Zone 2 on the Photometric Plan. This is the Foundry Lane portion of the site. We are matching the existing walkway located north of the site. The lighting type and location are dictated by the existing layout. The objective is to create a consistent look from Commercial Street to York Street. The proposed lighting will provide safe light levels for pedestrians within the alley created by the proposed building and the Baxter building. The maximum illumination level between the two buildings, as measured at grade, will be 3.9 footcandles.*

*There is also light trespass onto the adjacent parking lot. This area should be considered non-sensitive and would therefore not require a waiver.*

#### **6. Critical Physical Factors: Vehicular Sight Distance**

Standard: Under the City's 'Technical Manual' Section 1.20.1. Parking shall be prohibited within twenty (20) feet from the centerline of a crosswalk.

*The waiver is required in order to allow the proposed Commercial Street crosswalk to be constructed as shown on sheet C04. The perpendicular crosswalk will eliminate two (2) existing angled parking spaces on the opposite side of the street. In order to provide a twenty (20) foot offset, another two (2) parking spaces will have to be eliminated.*

#### **7. Parking Lot and Parking Space Design**

Standard: Under the City's 'Technical Manual' Section 1.14. Parking lot layout shall conform to Figures I-28 thru I-32. The figures indicate that a twenty-four (24) foot aisle is required for 90-degree parking.

*The waiver is required in order to allow proposed Commercial Street access drive to be constructed at a twenty (20) foot width as shown on sheet C04. This is the Foundry Lane portion of the site. We are matching the existing walkway located north of the site. The objective is to create a consistent look from Commercial Street to York Street. The width of the drive on this side of the building is required to allow for a twelve (12) foot wide brick sidewalk, with cobble stone accents, (a total of sixteen (16) feet) to be constructed adjacent to the drive and the Baxter Street building. The twenty (20) foot width also allows for a three (3) separation from the proposed building.*





October 17, 2012

City of Portland Planning Board

Re: Proposed Hotel/Apartment and Retail project, 311 Commercial Street

To Whom It May Concern:

The project developer, J.B. Brown & Sons have presented the Bank with preliminary plans and budgets for the proposed mixed-use project consisting of a 130 room hotel, first floor retail space and 14 apartment units. The Bank is familiar with the sponsor and has experience with its development capabilities. The Bank has also reviewed the sponsor's financials and is very comfortable with J.B. Brown's financial condition. As such the Bank has a high degree of interest in providing construction financing for the project.

Based on the developer's financial capacity, development experience, and a preliminary review of the project's cash flow projections, we believe that the project and sponsor have the necessary components to develop and operate the project successfully.

Very truly yours,

A handwritten signature in black ink, appearing to read "Michael P. O'Reilly".

Michael P. O'Reilly  
Vice President, Commercial Banking



## Key Employees

### Mark Woglom

---

**Position:** President

**Responsibilities:** Business Management, Sales, Estimating, Project Management

**Education:** University of New Hampshire  
Bachelor of Science – Business Administration

**Experience:** 1990 – 1996 Opechee Construction Management Corporation  
Vice President

1988 – 1990 Keewaydin Properties  
Development Coordinator

### Gregory Kirsch, Esq.

---

**Position:** Vice President, Secretary and General Counsel  
President of Astoria Properties (Development Affiliate)

**Responsibilities:** Legal Counsel, Real Estate Development

**Education:** University of Virginia  
Jurist Doctor – Master of Business Administration

Harvard College  
Bachelor of Arts

**Experience:** 1990 – 1996 Sulloway & Hollis, PLLC  
Attorney

1994 – 1996 US Court of Appeals  
Law Clerk

1986 – 1991 Burnham Bros, Inc.  
President and CEO

1985 – 1986 Computer Aided Communications  
Vice President and General Manager

1980 – 1982 Marriott Corporation  
Financial Analyst



## **Tim Daigneault**

---

**Position:** Vice President

**Responsibilities:** Project Management, Design Management, Estimating

**Education:** University of New Hampshire  
Bachelor of Arts – Political Science

**Experience:** 1995 – 1997 Trapper Brown Corporation  
Vice President

1993 – 1994 International Resistor Corporation  
Materials Manager

1987 – 1992 Northern Insulation  
President

1986 – 1987 3D Builders  
Owner

1983 – 1986 Sprague Electric Company  
Material Manager/International Service Representative

## **Geoffrey Gray**

---

**Position:** Financial Controller & Treasurer

**Responsibilities:** Finances, Office Oversight

**Education:** Southern New Hampshire University  
Bachelor of Science – Accounting

**Experience:** 1999 – 2004 Robert G. Stinson & Associates, P.C.  
Staff Accountant, Payroll/Bookkeeping Manager

**Jason Blais, P.E.**

---

**Position:** Project Manager

**Responsibilities:** Project Management, Design Management, Site Layout, Approval Management

**Education:** University of New Hampshire  
Bachelor of Science – Civil Engineering

**Experience:** 1983 – 1994 Assoc. Engineering Services  
Civil Engineer/Surveyor

**Steve Long, P.E.**

---

**Position:** Civil Engineer

**Responsibilities:** Design Management, CADD Management, Site Layout, Approval Management

**Education:** University of New Hampshire  
Bachelor of Science – Civil Engineering

**Experience:** 1991 – 1993 Patrowicz Land Development Engineering  
Civil Engineer

1990 – 1991 North East Transmission Surveys, Inc.  
Surveyor

1987 – 1990 A.J. Maillet, Inc.  
Civil Engineer



**Don Blajda, R.A.**

---

**Position:** Project Architect

**Responsibilities:** Architecture, Design Management

**Education:** New Hampshire Technical Institute  
Associate Degree – Architectural Engineering Technology

**Experience:** 1988 – 2000 State of New Hampshire DOT  
Project Manager, Architectural Engineer

1988 Levine Professional Engineering  
CAD Designer

1986 – 1988 White Mountain Design Group  
Designer/Draftsman

**Keith Hemingway, R.A.**

---

**Position:** Project Architect

**Responsibilities:** Architecture, Design Management

**Education:** New Hampshire Technical Institute  
Associate Degree – Architectural Engineering Technology

**Experience:** 1987 – 2010 Self Employed  
Architect

1997 – 2001 Opechee Construction  
Project Architect

1990 – 1992 Lavalley-Brensinger Architects  
Project Architect

1978 – 1987 Frank P Marinace, Architect, PA  
Project Architect

## **2. Traffic Studies**

### **Traffic Study**

Based on the traffic study scoping documentation, this project will generate between 100 and 200 trips and will therefore require a State of Maine Traffic Movement Permit (TMP) issued by the City under its delegated authority. The TMP application and scoping documentation has been submitted to the City Traffic Engineer prior to or simultaneously with this site plan application. It is anticipated that the scoping meeting will be held in October and the completed traffic study submitted in November.

### **Parking Study**

A Parking Study has been prepared for this project and is attached.

### **Transportation Demand Management (TDM) Plan**

A Transportation Demand Management (TDM) Plan has been prepared for this project and is attached.



*Engineering,  
Landscape Architecture  
and Environmental Science*



**REQUEST FOR SCOPING MEETING  
TRAFFIC MOVEMENT PERMIT SUBMISSION**

**Mixed-Use Development  
311-331 Commercial Street  
Portland, Maine**

On behalf of

**J.B. Brown & Sons, Inc.  
P.O. Box 207  
Portland, ME 04112**

**October 11, 2012**

G.1.2

October 11, 2012

Ms. Barbara Barhydt  
Development Review Services Manager  
Development Review Program  
City of Portland  
389 Congress Street  
Portland, ME 04101-3509

**RE: Request for Traffic Movement Permit (TMP) Scoping Meeting  
Proposed Mixed-Use Development  
Commercial Street, Portland, Maine  
MMI #5002-01-2**

Dear Barbara:

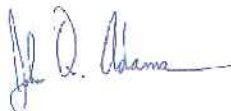
Milone & MacBroom, Inc. is working with J. B. Brown & Sons, Inc. on the redevelopment of a mixed-use development located at the intersection of Maple Street and Commercial Street. The proposed mixed-use development will consist of the following uses: a 131-room hotel, 7,000-square-foot restaurant, and 14 residences. Currently, a gravel surface parking lot use occupies the site, which will be removed.

Copies of the "Notice of Intent to File," which is being submitted to the City of Portland, the Maine Department of Transportation (MDOT), and all of the abutters concurrently with this filing, are included in this application.

Prior to submission of this TMP scoping document, we have had preapplication discussions with city staff and the city's Traffic Engineer. While we believe this package is complete, please do not hesitate to contact me should you have any questions or require additional information. The applicant looks forward to proceeding with the City of Portland's review of the TMP for this project so that construction can be commenced in early 2013. As such, we welcome the opportunity to meet with you in the near future at a formal scoping meeting.

Very truly yours,

**MILONE & MACBROOM, INC.**



John Q. Adams, P.E., PTOE  
Maine Regional Manager

Enclosures

cc: J. B. Brown & Sons, Inc.  
Opechee Construction  
Derek Olson, MDOT Southern Region Traffic Engineer



04271

G.I.3.

Department of Transportation  
Traffic Engineering Division  
16 State House Station  
Augusta, Maine 04333  
Telephone: 207-624-3620

FOR MDOT USE  
ID #

1/2000

Total Fees:  
Date Received:

\*\*\*\*\*

PERMIT APPLICATION - TRAFFIC  
TRAFFIC MOVEMENT PERMIT, 23 M.R.S.A. § 704 - A

Please type or print:

This application is for: Traffic 100-200 PCE's X  
Traffic 200+ PCE's     

Name of Applicant: JB Brown & Sons, Inc.

Address: PO Box 207, Portland, ME 04112 Telephone: (207) 774-5908

Name of local contact or agent: John Q. Adams, P.E., PTOE, Milone & MacBroom, Inc.

Address: 100 Commercial St., Suite 417, Portland, ME 04101 Telephone: (207) 541-9544

Name and type of development: Mixed-Use Development Including; Hotel, Restaurant and Residences

Location of development including road, street, or nearest route number: Corner of Maple Street at 311 Commercial Street

City/Town/Plantation: Portland, County: Cumberland Tax Map # 40, Lot # 3

Do you want a consolidated review with DEP pursuant to 23 M.R.S.A. § 704-A (7)? Yes      No X

Was this development started prior to obtaining a traffic permit? No

Is the project located in an area designated as a growth area (as defined in M.R.S.A. title 30 - A, chapter 187)?  
Yes X No     

Is this project located within a compact area of an urban compact municipality? Yes X No     

Is this development or any portion of the site currently subject to state or municipal enforcement action?  
No

Existing DEP or MDOT permit number (if applicable): N/A

Name(s) of DOT staff person(s) contacted concerning this application: Tom Errico, P.E., City Traffic Review Engineer and Derek Olson, P.E., MDOT Southern Region Traffic Engineer

Name(s) of DOT staff person(s) present at the scoping meeting for 200+ applications:

04271

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1/2000

CERTIFICATION

The traffic engineer responsible for preparing this application and/or attaching pertinent site and traffic information hereto, by signing below, certifies that the application for traffic approval is complete and accurate to the best of his/her knowledge.

Signature: John Q. Adams Re/Cert/Lic No.: 11083

Name (print): John Q. Adams, P.E., PTOE

Date: October 9, 2012



If the signature below is not the applicant's signature, attach letter of agent authorization signed by applicant.

"I certify under penalty of law that I have personally examined the information submitted in this document and all attachments thereto and that, based on my inquiry of those individuals immediately responsible for obtaining the information, I believe the information is true, accurate, and complete. I authorize the Department to enter the property that is the subject of this application, at reasonable hours, including buildings, structures or conveyances on the property, to determine the accuracy of any information provided herein. I am aware there are significant penalties for submitting false information, including the possibility of fine and imprisonment."

JB Brown & Sons, Inc.  
By Vincent Veroneau, President & CEO

Vincent P. Veroneau  
Signature of applicant

.... 10/9/2012  
Date



**NOTICE OF INTENT TO FILE**

Please take notice that

JB Brown & Sons, Inc.  
PO Box 207  
Portland, ME 04112  
(207) 774-5908

is intending to file a Traffic Movement Permit application with the Maine Department of Transportation pursuant to the provisions of 23 M.R.S.A. § 704 - A on or about the:

10/9/12

The application is for:

A mixed-use development on the site of an existing gravel parking lot located at 311 Commercial Street at the corner of Maple Street in Portland. The development will consist of a 131 room hotel, 7,000 sf of restaurant use and 14 residences. The site will be served by a proposed entrance on Maple Street and the existing site entrance on Commercial Street. Both site entrances will be full-access. New trips generated by the proposed development will consist of 109 trip-ends during a typical weekday AM peak hour and 137 trip-ends during a typical weekday PM peak hour. Construction and occupancy are anticipated in 2014.

at the following location:

The proposed project is located on the west side of Commercial Street (#311) at the corner of Maple Street in the City of Portland.

A request for a public hearing must be received by the Department, in writing, no later than 20 days after the application is found by the Department to be complete and is accepted for processing. Public comment on the application will be accepted throughout the processing of the application.

The application will be filed for public inspection at the Department of Transportation Division office (Scarborough) during normal working hours. A copy of the application may also be seen at the municipal offices in Portland, Maine.

Written public comments may be sent to the Department of Transportation, Traffic Engineering Division, 16 State House Station, Augusta, Maine 04333.







G.1.7

CBL	OWNR_NAME1	OWNR_NAME2	OWNR_CITY	OWNR_STATE	MAIL_ADDR1	ZIPCODE
038 E019001	EMSWORTH PROPERTY LLC		CHICAGO	IL	2136 NORTH SEMINARY AVE	60614
038 E020001	7-19 PLEASANT STREET LLC		PORTLAND	ME	PO BOX 7225	4112
038 E021001	7-19 PLEASANT STREET LLC		PORTLAND	ME	PO BOX 7225	4112
038 E023001	7-19 PLEASANT STREET LLC		PORTLAND	ME	PO BOX 7225	4112
038 E024001	STEINBERG HENRY		SOUTH PORTLAND	ME	PO BOX 2187	4116
038 E027001	FIVE SOUTH STREET LLC		PORTLAND	ME	5 SOUTH ST	4101
038 G001001	RREEF AMERICA REIT III CORP Z4		SCOTTSDALE	AZ	PO BOX 4900 DEPT 207	85261
038 G00202A	STEWART J JASON		NEW YORK	NY	332 EAST 84TH ST 1-B	10028
038 G00202B	MARR JEAN		FALMOUTH	ME	64 UNDERWOOD RD	4105
038 G00202C	GREEN DESIGN LLC		CAPE ELIZABETH	ME	20 BIRCH KNOLLS	4107
038 G00202D	MCDEVITT JERRY S		MCMURRAY	PA	110 SHERBORNE DR	15317
038 G00202E	VEILLEUX CASEY J		PORTLAND	ME	269 COMMERCIAL ST # 2E	4101
038 G00202F	SERAICHICK PETER J &	SUSAN SERAICHICK JTS	PHOENIX	AZ	5612 E CALLE CAMELIA	85018
038 G00203A	CLARK FREDERICK A &	MARCIA J CLARK JTS	PORTLAND	ME	269 COMMERCIAL ST # 3A	4101
038 G00203B	RICE LEE P		FREMONT	NH	17 POPLIN DR	3044
038 G00203C	LEWIS LAWRENCE &	JOANNE LEWIS	PORTLAND	ME	199 VAUGHAN ST # 5	4102
038 G00203D	HUDSON WILFRED R		WELLS	ME	P.O.BOX 718	4090
038 G00203E	CONKLIN HENRY C		ISLEBORO	ME	PO BOX 219	4848
038 G00203F	TUCKER HAROLD W III		TOPSHAM	ME	41 MALLET DR	4086
038 G00204A	NOYES TODD W &	TAMMY W NOYES JTS	TOPSHAM	ME	6 E SCHOOLHOUSE CROSSING RD	4086
038 G00204B	EADS TYLER G		PORTLAND	ME	269 COMMERCIAL ST # 4B	4101
038 G00204C	MCDEVITT JOHN J IV		PORTLAND	ME	269 COMMERCIAL ST # 4C	4101
038 G00204D	KIMBLE ELLEN SUE		PORTLAND	ME	269 COMMERCIAL ST # 4D	4101
038 G00204E	LOWRY KATE &	BENJAMIN LOWRY	FALMOUTH	ME	8 BOWDOIN DR	4105
038 G00204F	WONG ROCKET &	LILLIANA M ACUNA JTS	PORTLAND	ME	269 COMMERCIAL ST # 4F	4101
038 G00205A	BERG ERIC O JR TRUSTEE	OF ERIC O BERG REVOCABLE TRUST	WATKINSVILLE	GA	1190 MOUNTAIN LAUREL DR	30677
038 G00205B	TARBOX JEFFERY H		WASHINGTON	DC	400 MASSACHUSETTS AVE NW # 518	20001
038 G00205C	TALBOT CHELSEA E &	ANTHONY G BERLUCCHI JTS	GREENLAND	NH	1 NIBLICK LN	3840
038 G00205D	DONOHUE CHERYL A		BOSTON	MA	9 APPLETON ST # 400	2216
038 G00205E	FLAHERTY CHRISTOPHER F		JACKSONVILLE	FL	1431 RIVERPLACE BLVD # 3103	32207
038 G00205F	MANN CHRISTIANA E		PORTLAND	ME	269 COMMERCIAL ST # 5F	4101
038 G002267	MCNULTY BEVIN A		PORTLAND	ME	86A PLEASANT ST	4101
038 G002271	JKC LLC		PORTLAND	ME	267 WARREN AVE	4103
039 F023001	RENNER RICHARD K		PORTLAND	ME	35 PLEASANT ST	4101
040 A013001	53 DANFORTH STREET LP		PORTLAND	ME	ONE CITY CENTER 4TH FLOOR	4101
040 A027001	ST PIERRE TRACY M &	MARGARET A BROUCEK JTS	PORTLAND	ME	50 MAPLE ST	4101
040 A028001	BROWN J B & SONS		PORTLAND	ME	PO BOX 207	4112
040 B001001	BAKERY LILIMITED LIABILITY CO		PORTLAND	ME	61 PLEASANT ST	4101
040 B002001	BROWN J B & SONS		PORTLAND	ME	PO BOX 207	4112
040 B003001	COSTIN MICHAEL N &	MARY ELIZABETH BROWNE JTS	PORTLAND	ME	98 PLEASANT ST # 2	4101
040 B004001	ORA PROPERTIES LLC		CAPE ELIZABETH	ME	13 HUNTS POINT RD	4107
040 B006001	MCCARTHY EDWARD A &	SYBIL R MCCARTHY JTS	PORTLAND	ME	40 PLEASANT ST	4101

G.1.8.

CBL	OWNR_NAME1	OWNR_NAME2	OWNR_CITY	OWNR_STATE	MAIL_ADDR1	ZIPCODE
040 B007001	SCHWARTZ DONNA L		PORTLAND	ME	85 CLINTON ST	4103
040 B008001	32 PLEASANT STREET LLC		PORTLAND	ME	32 PLEASANT ST	4101
040 B009001	30 PLEASANT STREET LLC		PORTLAND	ME	32 PLEASANT ST	4112
040 B010001	IRACE JOHN &	ADELINE I IRACE TRUSTEES	FALMOUTH	ME	29 THORNHURST RD	4105
040 B012001	18 PLEASANT ST ASSOC		PORTLAND	ME	18 PLEASANT ST	4101
040 B013001	GIOPPI CARLO JR		SOUTH PORTLAND	ME	2 COTTAGE RD	4106
040 B015001	GIOPPI CARLO JR		SOUTH PORTLAND	ME	2 COTTAGE RD	4106
040 B017001	GIOPPI ARCHIE S &	MATILDA M JTS	PORTLAND	ME	1184 WASHINGTON AVE	4103
040 B018001	BERLINGIERI WILLIAM M &	SUZANN B KOLE JTS	PEAKS ISLAND	ME	146 CENTRAL AVE	4108
040 B020001	TOBEY LINDA W		PORTLAND	ME	37 DANFORTH ST	4101
040 B021001	FOX STEPHEN H		PORTLAND	ME	33 DANFORTH ST	4101
040 B022001	MCCARTHY EDWARD A &	SYBIL R MCCARTHY	PORTLAND	ME	40 PLEASANT ST	4101
040 B023001	WRIGHT-RYAN REAL ESTATE LLC		PORTLAND	ME	10 DANFORTH ST	4101
040 B028001	GIOPPI ARCHIE S &	MATILDA M JTS	PORTLAND	ME	1184 WASHINGTON AVE	4103
040 B032001	TREEHOUSE LLC		PORTLAND	ME	70 CENTER ST 3RD FLOOR	4101
040 B033001	RIVOLI KELLY L &	JAMES A RIVOLI JTS	PORTLAND	ME	56 PLEASANT ST # 1	4101
040 B033002	BARTHELMAN TIMOTHY S		PORTLAND	ME	56 PLEASANT ST # 2	4101
040 B033003	RUNNING SALLY		PORTLAND	ME	56 PLEASANT ST # 3	4101
040 C003001	BROWN J B & SONS		PORTLAND	ME	PO BOX 207	4112
040 C004001	BROWN J B & SONS		PORTLAND	ME	PO BOX 207	4112
040 C005001	BROWN J B & SONS		PORTLAND	ME	PO BOX 207	4112
040 C009001	BROWN J B & SONS		PORTLAND	ME	PO BOX 207	4112
040 C018001	BROWN J B & SONS		PORTLAND	ME	482 CONGRESS ST	4112
040 C022001	HARBORVIEW LLC		PORTLAND	ME	482 CONGRESS ST	4101
040 C022002	HARBORVIEW LLC		PORTLAND	ME	482 CONGRESS ST	4101
040 C025001	BROWN J B & SONS		PORTLAND	ME	36 DANFORTH ST	4101
040 C026001	75 YORK STREET LLC		PORTLAND	ME	15 FRANKLIN ST	4101
040 C030001	ALL IN ENTERPRISES LLC		SCARBOROUGH	ME	5 LINCOLN AVE	4074
040 D001001	BROWN J B & SONS		PORTLAND	ME	482 CONGRESS ST	4101
040 D002001	WRIGHT-RYAN REAL ESTATE LLC		PORTLAND	ME	PO BOX 207	4112
040 E001001	BROWN J B & SONS		PORTLAND	ME	10 DANFORTH ST	4101
040 E003001	BROWN J B & SONS		PORTLAND	ME	PO BOX 207	4112
040 F009001	BAXTER PLACE LLC		PORTLAND	ME	PO BOX 207	4112
040 F011001	BROWN J B & SONS		PORTLAND	ME	305 COMMERCIAL ST	4101
041 A001002	VESSELL SERVICES INC	ATTN: DAVID LEEMAN	PORTLAND	ME	PO BOX 207	4112
041 A015001	WATERFRONT MAINE BT LLC		NEW YORK	NY	PORTLAND FISH PIER	4101
042 A001001	MILLIKEN SMITH BLOCK LLC		PORTLAND	ME	224 12TH AVE	10001
042 A007001	RUFUS DEERING COMPANY		PORTLAND	ME	383 COMMERCIAL ST	4101
042 C001001	GULF OF MAINE PROPERTIES INC		PORTLAND	ME	383 COMMERCIAL ST	4101
042 C003001	GULF OF MAINE RESEARCH	INSTITUTE	PORTLAND	ME	PO BOX 7549	4112
			PORTLAND	ME	350 COMMERCIAL ST	4101



## **Table of Contents**

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- *Traffic Movement Permit Application & Notice of Intent to File*
- *Tax Map & Abutters List*

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Development Entrances and Exits	3
Title Right or Interest	4
Public or Private Rights-of-Way (Including Site and Boundary Plans)	5
Construction Schedule	6

5002-01

**Section 1 Site and Traffic Information**

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**1.1 Site Plan and Development History**

J.B. Brown & Sons is proposing a mixed-use development at the corner of Maple Street and Commercial Street. The site is shown on the site location plan attached at the end of this section. The proposal includes a 131-room hotel, 7,000 sf of restaurant use, and 14 residences. The proposed development is located on the north side of Commercial Street on the site of an existing gravel surface parking lot (#311-331 Commercial Street). The site is bordered by Commercial Street to the south, Maple Street to the west, a commercial building and parking lot to the east, and a parking lot to the north. The project site is identified on City of Portland tax maps as Map 40, Block E, Lot 3. The site is surrounded by a mix of business, commercial, and residential uses including hotels, parking lots, restaurants, office space, apartments, condominiums, and other commercial uses.

Access to the site is currently provided by a full-access entrance on Commercial Street. Under the proposed condition, the site will be served by two full-access site entrances on Commercial Street and Maple Street. The site entrances are shown on the preliminary site plan attached in Section 5. Major access routes to the site will be from Franklin Street to the north and Commercial Street to the east and south.

Commercial Street in the vicinity of the project is a two-lane, bi-directional roadway with a width of approximately 86 feet with on-street parking on both sides traversing from south to north through commercial, industrial, retail, and residential areas of Portland. The posted speed on Commercial Street is 30 mph.

Maple Street in the vicinity of the project is a two-lane, bi-directional roadway with a width of approximately 32 to 34 feet with on-street parking along both sides traversing from south to north through commercial, retail, and residential areas of Portland. We assumed the speed limit on Maple Street to be 30 mph.

**1.2 Existing and Proposed Site Uses**

The existing site currently has a gravel surface parking lot with 109 spaces leased on a monthly basis. The parking lot will be removed. The proposal includes a 131-room hotel, 7,000 sf of restaurant use, and 14 residences. Twenty-eight spaces will be provided on site. Of the 28 spaces, 14 will be reserved for the residences, and 14 will be available for the hotel staff for temporary short-term parking of hotel vehicles for guests that are going "in and out" of the hotel and need their vehicle close at hand. Hotel guest vehicles will be valet parked off site at a 120-space parking lot off York Street located approximately one block south of the site. A full parking study will be submitted to the city as part of the Site Plan Application.



### 1.3 Site and Vicinity Boundaries

A regional map showing the development site and its traffic influence areas as defined in Maine DOT's Chapter 305 of the General Rules of the Department of Transportation (Section 6B) is presented on the proposed site plan (located in Section 5) and location map enclosed at the end of Section 1.

### 1.4 Proposed Uses in the Vicinity of the Site

To our knowledge, the only significant trip generator that has applied for a permit with the City of Portland is a proposed 300-student high school to be located at the intersection of Maple Street at York Street. These trips will be included in the background traffic volumes for analysis purposes.

### 1.5 Trip Generation

Trip generation calculations were completed for the proposed development according to Maine DOT guidelines. The proposed trip generation was calculated using the following Land Use Codes (LUC): 310 Hotel, 932 Restaurant, and 230 Residential Condominiums, utilizing the average rates. The results are shown below.

**TABLE 1**  
**Proposed Trip Generation**

Use	AM Peak Hour	PM Peak Hour
131-Room Hotel	68.1	79.9
7,000 sf Restaurant* <sup>1</sup>	47.4	64.7
14 Residences	6.1	7.3
Subtotal	121.6	151.9
<b>Total w/ 10% TDM*<sup>2</sup> Reductions</b>	<b>109</b>	<b>137</b>

**Notes:**

\*<sup>1</sup>Restaurant Trips reduced by 50% for shared trips with hotel use consistent with Jordan's Phase 1 development trip generation calculations.

\*<sup>2</sup>Traffic Demand Management (TDM) Reductions based on ITE studies published in *ITE Trip Generation Handbook*, 2nd Edition, Appendix B, June 2004. Average Reduction Rate of 10% utilized, based on 8% to 24% reductions reported in Studies of TDM measures including transportation services and economic incentives. In addition, it is expected that the urban setting of this project will tend to reduce vehicular traffic due to the typically moderate to heavy pedestrian traffic observed in this area of Portland.

A full Transportation Demand Management study will be submitted to the city as part of the Site Plan application.

The results of our trip generation calculations indicate that the mixed-use development will generate a total of 109 AM peak-hour trip ends and 137 PM peak-hour trip ends. A more detailed breakdown of expected trip generation is provided at the end of this section in Table 2. Based on these results, the proposed development will require a Traffic Movement Permit (TMP) from the Maine DOT through the City of Portland's delegated

review authority.

### 1.6 Trip Distribution

Milone & MacBroom, Inc. has obtained the ratio of entering and exiting traffic for the proposed development based on ITE information for the following Land Use Codes (LUC): 310 Hotel, 932 Restaurant, and 230 Residential Condominiums. The weekday AM and PM peak-hour distributions are as follows:

<u>Land Use</u>	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
LUC 310 Hotel:	88% Enter, 12% Exit	17% Enter, 83% Exit
LUC 932 Restaurant:	61% Enter, 39% Exit	49% Enter, 51% Exit
LUC 230 Residential Condos:	19% Enter, 81% Exit	64% Enter, 36% Exit
Composite Average:	74% Enter, 36% Exit	33% Enter, 67% Exit

### 1.7 Trip Composition

We also reviewed information available from ITE to determine the typical breakdown of trip composition for the proposed development. Trip composition for Land Use Codes (LUC) 310 Hotel, 932 High Turnover Restaurant, and 230 Residential Condominiums were reviewed. Table 3 summarizes our findings.

**TABLE 3**  
**Weekday Peak-Hour Trip Composition**

<u>Type of Trip</u> <u>Use</u>	<u>Primary/Diverted</u>		<u>Pass-By</u>		<u>Total</u>	
	<u>AM</u>	<u>PM</u>	<u>AM</u>	<u>PM</u>	<u>AM</u>	<u>PM</u>
<b>Proposed LUC 310 Hotel</b>	100%		0%		100%	
	61.3	71.9	0	0	61.3	71.9
<b>Proposed LUC 932 Restaurant</b>	60%		40%		100%	
	25.6	34.9	17.1	23.3	42.7	58.2
<b>Proposed LUC 230 Residential Condominiums</b>	100%		0%		100%	
	5.6	6.6	0	0	5.6	6.6

### 1.8 Trip Assignment

The site-generated trips were distributed based on 2010 Maine DOT AADT counts taken nearby on Commercial Street and York Street. Maine DOT AADT counts on Commercial Street north of High Street indicated 14,870 vehicles and on York Street south of Danforth Street indicated 4,610 vehicles. Based on these AADT counts, we distributed the trips as follows:

- 75% to/from Commercial Street
- 25% to/from York Street

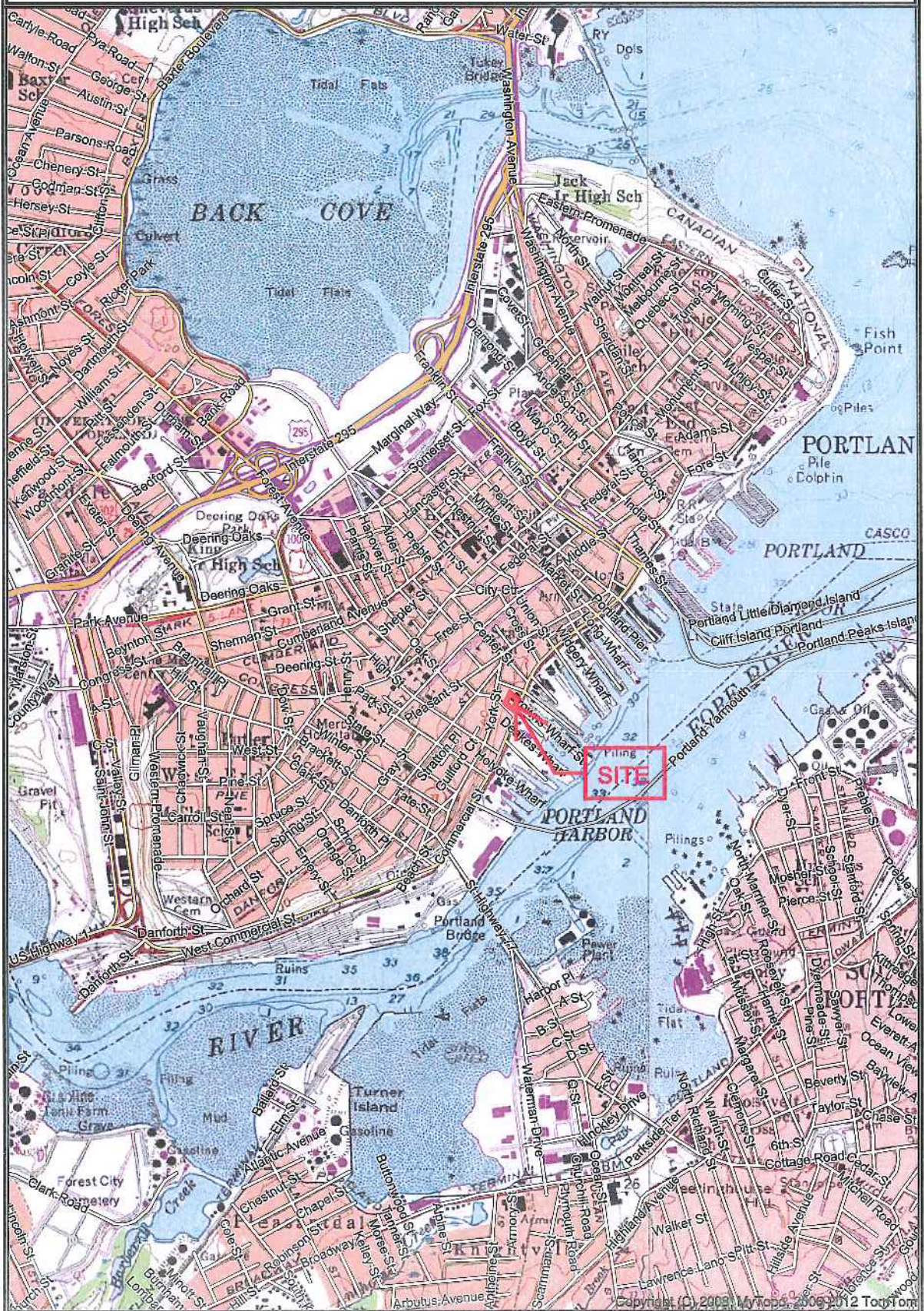


G.1.13

The assignment of site-generated trips is shown on Figure 2 for both the weekday AM and PM peak hours. The assignment of site-generated trips also reflects the hotel guest vehicles being parked off site at the nearby York Street parking lot. In addition, the assignment of site-generated trips reflects a reduction by 50% of restaurant trips due to no on-site parking being provided for this use and the remaining 50% representing vehicles entering and exiting the site to drop off passengers before parking off site. Figure 3 shows the other development trips from the proposed 300-student school at the intersection of York Street and Maple Street.

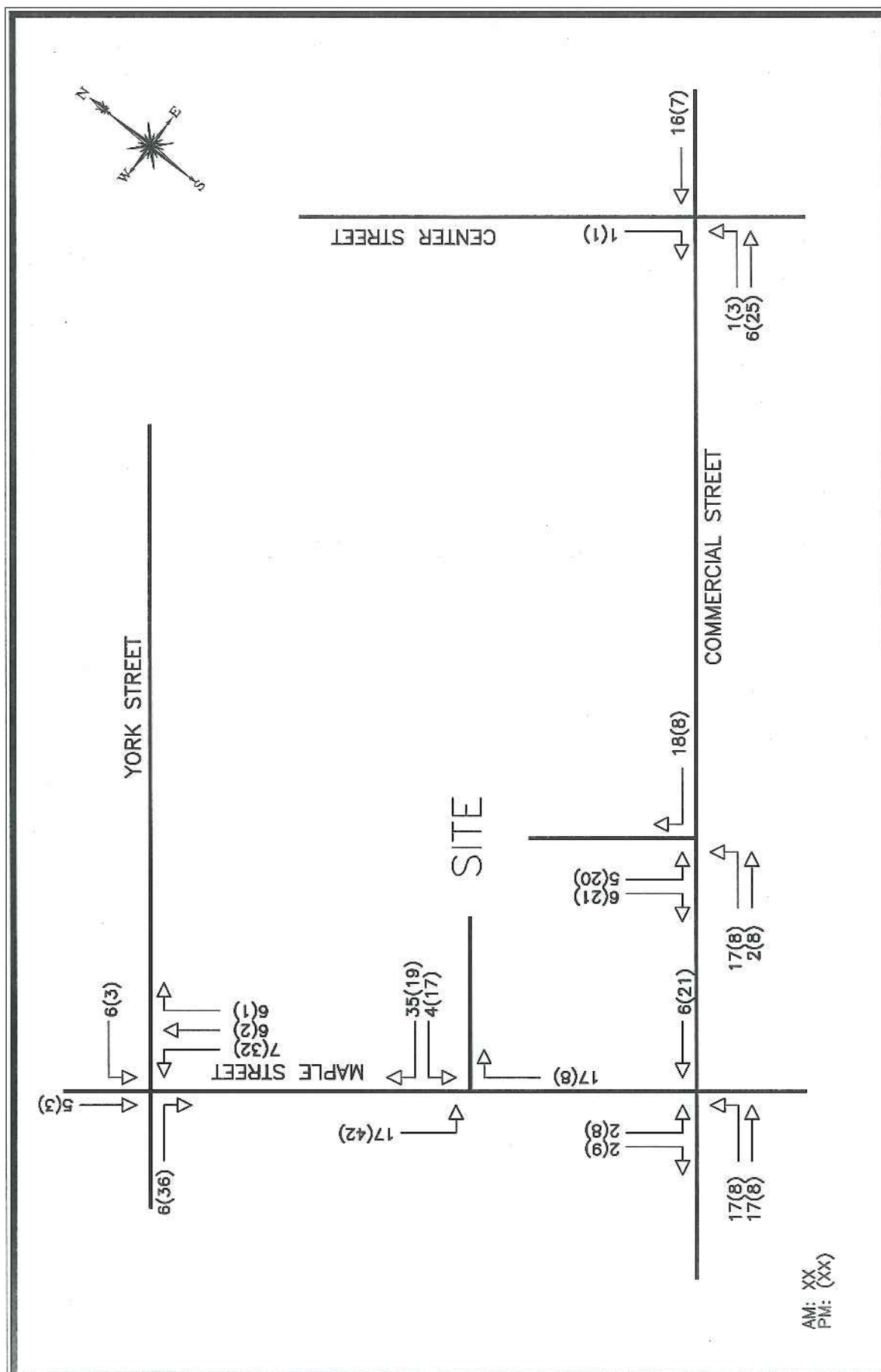


Map Name: PORTLAND WEST    Scale: 1 inch = 2,000 ft.    Horizontal Datum: NAD83  
Print Date: 09/12/12    Map Center: 043° 39' 20.98" N 0





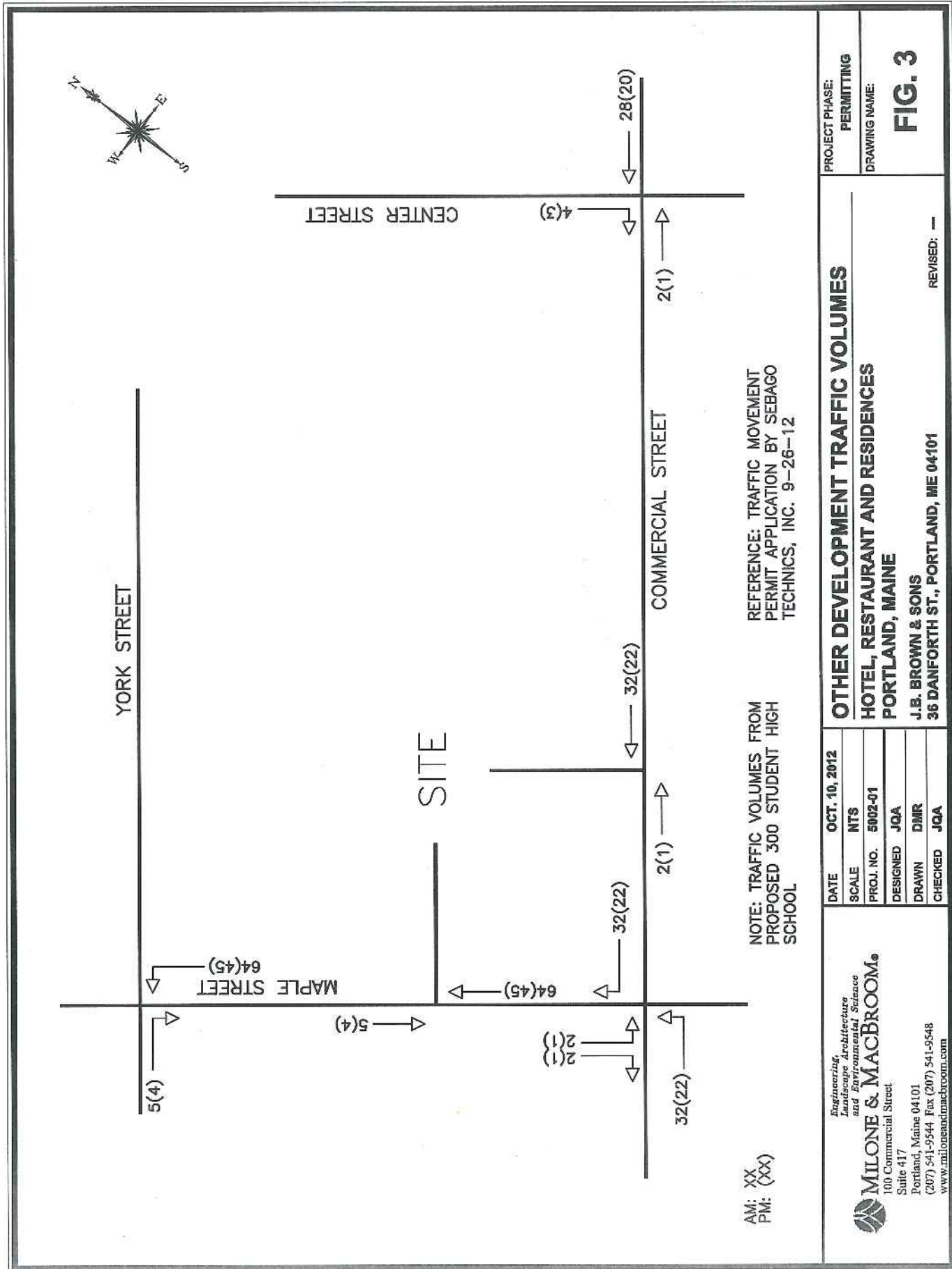
G.I. 15



AM: XX  
PM: (XX)

<p><b>PROJECT PHASE:</b> PERMITTING</p>	
<p><b>DRAWING NAME:</b> <b>FIG. 2</b></p>	
<p><b>SITE GENERATED TRAFFIC VOLUMES</b></p>	
<p><b>HOTEL, RESTAURANT AND RESIDENCES</b></p>	
<p><b>PORTLAND, MAINE</b></p>	
<p><b>J.B. BROWN &amp; SONS</b></p>	
<p><b>36 DANFORTH ST., PORTLAND, ME 04101</b></p>	
<p>REVISED: ---</p>	
<p><b>DATE</b> OCT. 10, 2012</p>	<p><b>SCALE</b> NTS</p>
<p><b>PROJ. NO.</b> 5002-01</p>	<p><b>DESIGNED</b> JQA</p>
<p><b>DRAWN</b> DMR</p>	<p><b>CHECKED</b> JQA</p>
<p><b>MILONE &amp; MACBROOM</b> Engineering, Architecture and Environmental Science 100 Commercial Street Suite 417 Portland, Maine 04101 (207) 541-9544 Fax (207) 541-9548 www.miloneandmacbroom.com</p>	

G.1.16



AM: XX  
PM: (XX)

NOTE: TRAFFIC VOLUMES FROM PROPOSED 300 STUDENT HIGH SCHOOL

REFERENCE: TRAFFIC MOVEMENT PERMIT APPLICATION BY SEBAGO TECHNICS, INC. 9-26-12

**MILONE & MACBROOM**  
 Engineering, Landscape Architecture and Environmental Science  
 100 Commercial Street  
 Suite 417  
 Portland, Maine 04101  
 (207) 541-9544 Fax (207) 541-9548  
 www.miloneandmacbroom.com

DATE	OCT. 10, 2012
SCALE	NTS
PROJ. NO.	5002-01
DESIGNED	JQA
DRAWN	DMR
CHECKED	JQA

**OTHER DEVELOPMENT TRAFFIC VOLUMES**  
**HOTEL, RESTAURANT AND RESIDENCES**  
**PORTLAND, MAINE**  
**J.B. BROWN & SONS**  
**36 DANFORTH ST., PORTLAND, ME 04101**  
 REVISED: —

PROJECT PHASE: PERMITTING  
 DRAWING NAME: FIG. 3



**TABLE 2**  
**Mixed-Use Development 311-331 Commercial St**  
**Maple St/Commercial St, Portland**

**Trip Generation**

LUC 932 High Turnover Restaurant*				With Reduction Factors		
Time Period	Size (sf)	Rate (trips/1000sf)	Trip-Ends	Enter	Exit	
Weekday AM Peak Hour Roadway 7-9 AM	7,000	11.52	40.3	22.1	14.2	
Weekday PM Peak Hour Roadway 4-6 PM	7,000	11.15	39.0	17.2	16.9	
Weekday AM Peak Hour Generator	7,000	13.53	47.4	26.0	16.6	
Weekday PM Peak Hour Generator	7,000	18.49	64.7	28.5	29.7	
LUC 310 Hotel						
Time Period	Rooms	Rate (trips/room)	Trip-Ends	Enter	Exit	
Weekday AM Peak Hour Roadway 7-9 AM	131	0.56	73.4	58.1	7.9	
Weekday PM Peak Hour Roadway 4-6 PM	131	0.59	77.3	11.8	57.7	
Weekday AM Peak Hour Generator	131	0.52	68.1	54.0	7.4	
Weekday PM Peak Hour Generator	131	0.61	79.9	12.2	59.7	
LUC 230 Residential Townhouse/Condo						
Time Period	Units	Rate (trips/Unit)	Trip-Ends	Enter	Exit	
Weekday AM Peak Hour Roadway 7-9 AM	14	0.44	6.16	0.9	4.6	
Weekday PM Peak Hour Roadway 4-6 PM	14	0.52	7.28	4.4	2.2	
Weekday AM Peak Hour Generator	14	0.44	6.16	1.1	4.5	
Weekday PM Peak Hour Generator	14	0.52	7.28	4.2	2.4	
Total Trip-Ends		Subtotal	TOTAL with TDM**	Enter	Exit	Composite Enter/Exit %
Weekday AM Peak Hour Roadway 7-9 AM		119.8	108	81.2	26.7	75%
Weekday PM Peak Hour Roadway 4-6 PM		123.6	111	33.4	76.8	30%
Weekday AM Peak Hour Generator		121.6	109	81.0	28.5	74%
Weekday PM Peak Hour Generator		151.9	137	45.0	91.8	33%

**Notes**

\*Restaurant Trips Reduced by 50% to account for use by hotel guests, consistent with recently approved Jordan's Phase 1 Development Application,  
 \*\*Overall 10% Reduction taken for TDM measures, based on urban project setting, and 8% to 24% reductions reported in Studies of TDM measures including:  
 transportation services & economic incentives.

G.I. 17

5002-01

## Section 2 Accident Data

Traffic accident data from Maine DOT was reviewed in the vicinity of the development on Maple Street, Commercial Street, Center Street, High Street, and York Street for the latest available three-year period (2009-2011). Consistent with MDOT policies for developments that generate 100 to 200 new peak-hour trips, we have focused our review area on the site entrance and significant adjacent intersections only.

Our review of the data indicates that there is one high crash location (HCL) in the vicinity of the proposed development. The intersection of High Street and Commercial Street is considered an HCL with a total of eight accidents in the last three years and a Critical Rate Factor of 1.50. An intersection or section of roadway is considered to be a high crash location if it has a minimum of eight crashes in a three-year period and a Critical Rate Factor of 1.0 or greater.

The intersection experienced a total of eight accidents, of which seven were rear-end/sideswipe type, and one was an intersection movement. Significant accident patterns included four rear-end accidents on the High Street approach and two rear-end accidents on the Commercial Street northbound approach.

The following intersections and sections of roadway were reviewed and are listed with the number of accidents and HCL status. Back-up accident data provided by the Maine DOT is provided herein.

### Intersections

<u>Node</u>	<u>Description</u>	<u># Accidents</u>	<u>CRF</u>	<u>HCL</u>
18529	High St at York St	10	0.82	No
18980	York St at Maple St	0	0.00	No
18964	Middle St at Pleasant St	3	0.22	No
16788	Commercial St at Center St	8	0.44	No
16785	Commercial St at Maple St	2	0.39	No
16784	Commercial St at High St	8	1.50	Yes
18968	Commercial St at Foundry Ln	0	0.00	No
18967	York St at Foundry Ln	0	0.00	No
19130	Danforth St at York St	1	0.11	No

### Roadway Sections

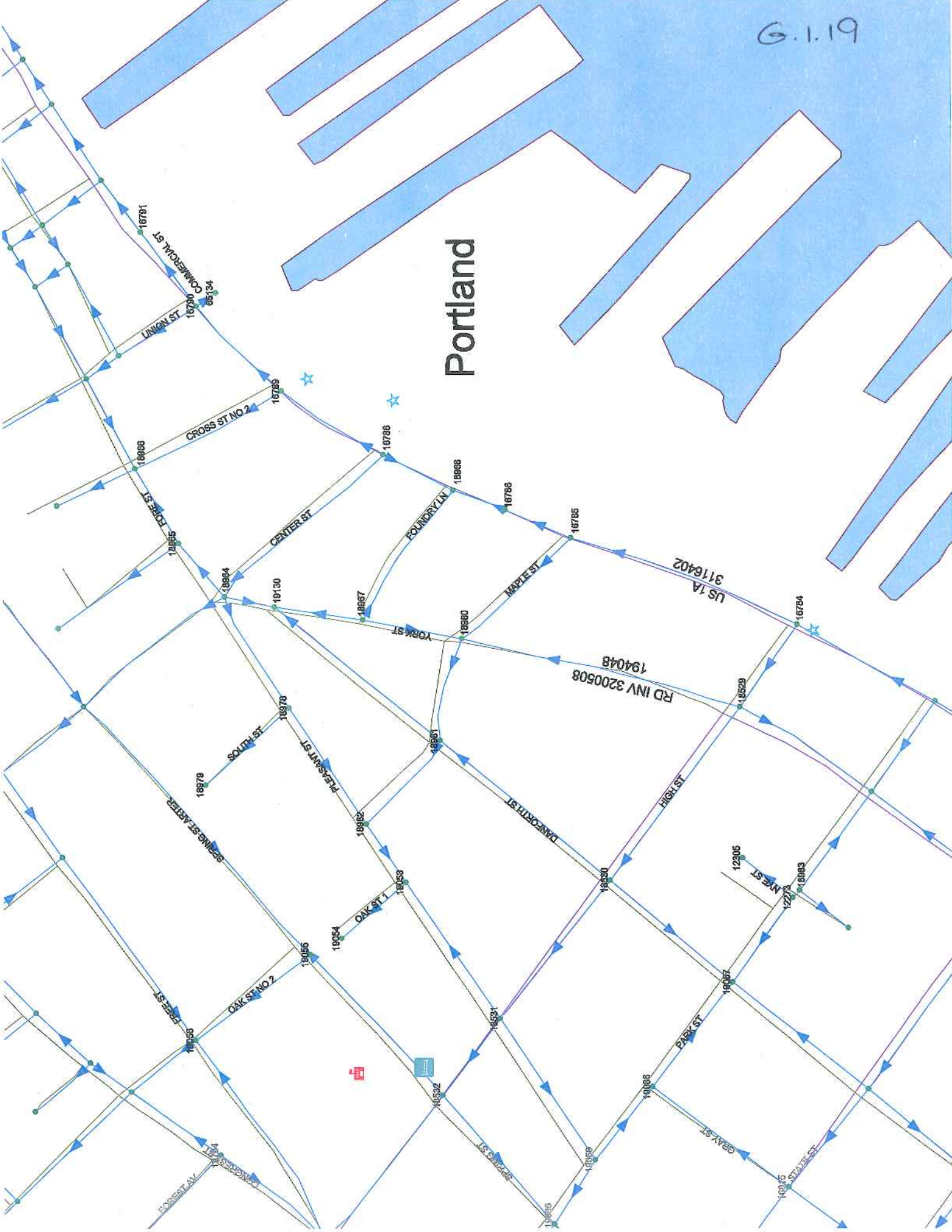
<u>Nodes</u>	<u>Description</u>	<u># Accidents</u>	<u>CRF</u>	<u>HCL</u>
16784 - 16785	Commercial St, High St to Maple St	6	0.80	No
16785 - 16786	Commercial St, Maple St to Int	3	1.11	No
16788 - 18968	Commercial St, Center St to Foundry Ln	1	0.30	No
16786 - 18968	Commercial St, Int to Foundry Ln	1	0.38	No
18529 - 18980	York St, High St to Maple St	2	0.33	No
18964 - 19130	York St, Danforth St to Center	1	1.19	No
18967 - 18980	York St, Maple St to Foundry Ln	0	0.00	No
18967 - 19130	York St, Foundry Ln to Danforth St	0	0.00	No

*Crash Reports  
not incl. in  
PB packet -  
available on  
request.*



G.1.19

# Portland



# Crash Summary Report

## Report Selections and Input Parameters

REPORT SELECTIONS

- Crash Summary I - Single Node
- Section Detail
- Crash Summary II
- 1320 Included
- 1320 & Driver Report Included

REPORT DESCRIPTION

1A\_High

REPORT PARAMETERS

Year 2009, Start Month 1 through Year 2011 End Month: 12

Route: 0001A

Start Node: 16784

End Node: 16784

Start Offset: 0

End Offset: 0

Exclude First Node

Exclude Last Node

G.1.20



Maine Department Of Transportation - Traffic Engineering, Crash Records Section

**Crash Summary I**

**Nodes**

Node	Route - MP	Node Description	U/R	Total Crashes	K	A	B	C	PD	Injury Ent-Veh	Percent Annual M	Crash Rate	Critical Rate	CRF
16784	0001A - 11.15	Int of COMMERCIAL ST HIGH ST	2	8	0	0	1	2	5	5.816	37.5	0.46	0.30	1.50
												Statewide Crash Rate: 0.12		
<b>Study Years: 3.00</b>				<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>5.816</b>	<b>37.5</b>	<b>0.46</b>	<b>0.31</b>	<b>1.50</b>
<b>NODE TOTALS:</b>				<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>5.816</b>	<b>37.5</b>	<b>0.46</b>	<b>0.31</b>	<b>1.50</b>

G.1.21

# Crash Summary Report

## Report Selections and Input Parameters

REPORT SELECTIONS

- Crash Summary I - Single Node

Section Detail

Crash Summary II

1320 Included

1320 & Driver Report Included

REPORT DESCRIPTION

1A\_Maple

REPORT PARAMETERS

Year 2009, Start Month 1 through Year 2011 End Month: 12

Route: 0001A

Start Node: 16785

End Node: 16785

Start Offset: 0

End Offset: 0

Exclude First Node

Exclude Last Node

G.1.22



Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	K	A	B	C	PD	Injury Ent-Veh	Percent Annual M	Crash Rate	Critical Rate	CRF
16785	0001A - 11.27	Int of COMMERCIAL ST MAPLE ST	2	2	0	0	0	1	1	50.0	5.507	0.12	0.31	0.00
													Statewide Crash Rate: 0.12	
Study Years: 3.00			NODE TOTALS:		2	0	0	0	1	50.0	5.507	0.12	0.31	0.39

G. 1.23

Maine Department Of Transportation - Traffic Engineering, Crash Records Section  
**Crash Summary Report**

Report Selections and Input Parameters

REPORT SELECTIONS

Crash Summary I -  
 Single Node

Section Detail

Crash Summary II

1320 Included

1320 & Driver Report Included

REPORT DESCRIPTION

1A\_Center

REPORT PARAMETERS

Year 2009, Start Month 1 through Year 2011 End Month: 12

Route: 0001A

Start Node: 16788

End Node: 16788

Start Offset: 0

End Offset: 0

Exclude First Node

Exclude Last Node

G.1.24



# Crash Summary I

## Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	K	A	B	C	PD	Injury Ent-Veh	Percent Annual M	Crash Rate	Critical Rate	CRF	
16788	0001A - 11.37	Int of CENTER ST, COMMERCIAL ST	9	8	0	0	1	1	6	25.0	5.645	0.47	1.08	0.00	
													Statewide Crash Rate: 0.62		
Study Years: 3.00			NODE TOTALS:		8	0	0	1	1	6	25.0	5.645	0.47	1.08	0.44

G.1.25

Maine Department Of Transportation - Traffic Engineering, Crash Records Section  
**Crash Summary Report**

Report Selections and Input Parameters

REPORT SELECTIONS

Crash Summary I     Section Detail     Crash Summary II     1320 Included     1320 & Driver Report Included

REPORT DESCRIPTION

1A, Center to Maple

REPORT PARAMETERS

Year 2009, Start Month 1 through Year 2011 End Month: 12

Route: 0001A

Start Node: 16785

End Node: 16788

Start Offset: 0

End Offset: 0

Exclude First Node

Exclude Last Node

C.1.26



### Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	K	A	B	C	PD	Injury Crashes	Percent Annual M Injury Ent-Veh	Crash Rate	Critical Rate	CRF	
16786	0001A - 11.30	Non Int COMMERCIAL ST	2	0	0	0	0	0	0	0	0.0	5.382	0.00	0.31	0.00
													Statewide Crash Rate: 0.12		
18968	0001A - 11.33	Int of COMMERCIAL ST FOUNDRY LN	2	0	0	0	0	0	0	0	0.0	5.466	0.00	0.31	0.00
													Statewide Crash Rate: 0.12		
Study Years: 3:00				<b>NODE TOTALS:</b>	0	0	0	0	0	0	0.0	10.848	0.00	0.26	0.00

G.1.27

# Crash Summary I

## Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	Injury Crashes A	Injury Crashes B	Injury Crashes C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
16785	16786	3130488	0 - 0.03	0001A - 11.27	0.03	2	0	0	1	0	2	0.00163	614.36	551.60	1.11
		Int of COMMERCIAL ST MAPLE ST		US 1A										Statewide Crash Rate: 171.39	
16788	18968	3119256	0 - 0.04	0001A - 11.29	0.04	2	0	0	0	1	0.0	0.00216	154.31	513.16	0.00
		Int of CENTER ST, COMMERCIAL ST		US 1A										Statewide Crash Rate: 171.39	
16786	18968	3118839	0 - 0.03	0001A - 11.30	0.03	2	0	0	0	1	0.0	0.00160	208.12	553.84	0.00
		Non Int COMMERCIAL ST		US 1A										Statewide Crash Rate: 171.39	
Study Years:		3.00		Section Totals:	0.10	5	0	0	1	0	4	0.00539	309.24	405.68	0.76
Grand Totals:					0.10	5	0	0	1	0	4	0.00539	309.24	566.26	0.55

G.1.28



Maine Department Of Transportation - Traffic Engineering, Crash Records Section  
**Crash Summary Report**

Report Selections and Input Parameters

REPORT SELECTIONS

Crash Summary I -  
Single Node

Section Detail

Crash Summary II

1320 Included

1320 & Driver Report Included

REPORT DESCRIPTION

York\_High

REPORT PARAMETERS

Year 2009, Start Month 1 through Year 2011 End Month: 12

Route: 0077W

Start Node: 18529

End Node: 18529

Start Offset: 0

End Offset: 0

Exclude First Node

Exclude Last Node

G.1.29

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

**Crash Summary I**

**Nodes**

Node	Route - MP	Node Description	U/R	Total Crashes	K	A	B	C	PD	Injury	Percent Annual M Ent-Veh	Crash Rate	Critical Rate	CRF								
18529	0077W - 1.39	Int of HIGH ST YORK ST	9	10	0	0	0	3	6	33.3	3.377	0.99	1.21	0.00								
Study Years: 3.00													0.99	1.21	0.82							
<b>NODE TOTALS:</b>													10	0	0	3	6	30.0	3.377	0.99	1.21	0.82

Statewide Crash Rate: 0.62

G.1.30

# Crash Summary Report

## Report Selections and Input Parameters

### REPORT SELECTIONS

Crash Summary I -  
Single Node

Section Detail

Crash Summary II

1320 Included

1320 & Driver Report Included

### REPORT DESCRIPTION

York\_Center

### REPORT PARAMETERS

Year 2009, Start Month 1 through Year 2011 End Month: 12

Route: 0560122

Start Node: 18964

End Node: 18964

Start Offset: 0

End Offset: 0

Exclude First Node

Exclude Last Node

G. 1.31



Maine Department Of Transportation - Traffic Engineering, Crash Records Section  
**Crash Summary I**

Nodes														
Node	Route - MP	Node Description	U/R	Total Crashes	K	A	B	C	PD	Injury Ent-Veh	Percent Annual M	Crash Rate	Critical Rate	CRF
18964	0560122 - 0.10	Int of CENTER ST, FORE ST, PLEASANT ST, YORK ST	9	3	0	0	0	1	2	33.3	3.777	0.26	1.18	0.00
Study Years: 3.00 <span style="float: right;">Statewide Crash Rate: 0.62</span>														
<b>NODE TOTALS:</b>				3	0	0	0	1	2	33.3	3.777	0.26	1.18	0.22

G.1.32

Maine Department Of Transportation - Traffic Engineering, Crash Records Section  
**Crash Summary Report**

Report Selections and Input Parameters

REPORT SELECTIONS

- Crash Summary I - Single Node  
 Section Detail  
 Crash Summary II  
 1320 Included  
 1320 & Driver Report Included

REPORT DESCRIPTION

York\_Maple

REPORT PARAMETERS

Year: 2009, Start Month: 1 through Year: 2011 End Month: 12

Route: 0560475

Start Node: 18980

End Node: 18980

Start Offset: 0

End Offset: 0

Exclude First Node

Exclude Last Node

G.I. 33

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes														
Node	Route - MP	Node Description	U/R	Total Crashes	K	A	B	C	PD	Injury Crashes	Percent Annual M Injury	Crash Rate	Critical Rate	CRF
18980	0560475 - 0.07	0508400 POR,MAPLE,YORK ST.	2	0	0	0	0	0	0	0	0.0	1.849	0.43	0.00
												Statewide Crash Rate: 0.13		
Study Years: 3.00			NODE TOTALS: 0 0 0 0 0 0 0 0 0 0 0.0 1.849 0.43 0.00											

G.1.34



# Crash Summary Report

## Report Selections and Input Parameters

### REPORT SELECTIONS

Crash Summary I       Section Detail       Crash Summary II       1320 Included       1320 & Driver Report Included

### REPORT DESCRIPTION

York, Center to Maple

### REPORT PARAMETERS

Year 2009, Start Month 1 through Year 2011 End Month: 12

Route: 3200508

Start Node: 18964

End Node: 18980

Start Offset: 0

End Offset: 0

Exclude First Node

Exclude Last Node

G.I.35

### Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	K	A	B	C	PD	Injury	Percent Annual M	Crash Rate	Critical Rate	CRF	
19130	3200508 - 0.02	Int of DANFORTH ST YORK ST	9	1	0	0	0	0	1	0.0	2.346	0.14	1.31	0.00	
18967	3200508 - 0.06	0509387 POR, YORK, FOUNDRY LA.	2	0	0	0	0	0	0	0.0	0.930	0.00	0.51	0.00	
Study Years: 3.00															
NODE TOTALS:				1	0	0	0	0	1	0.0	3.276	0.10	1.00	0.10	0.00

G.1.36

G:1.37

### Crash Summary I

#### Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	Section U/R	Total Crashes	Injury Crashes	Percent Injury	Annual HIMVM	Crash Rate	Critical Rate	CRF		
							K	A	B	C	PD				
18964	19130	3106830	0 - 0.02	3200508 - 0	0.02	2	1	0	0	0	1	0.00046	721.13	607.04	1.19
		Int of CENTER ST, FORE ST, PLEASANT ST, YORK ST		RD INV 3200508									Statewide Crash Rate: 142.33		
18967	18980	194650	0 - 0.04	3200508 - 0.02	0.04	2	0	0	0	0	0	0.00067	0.00	1142.01	0.00
		0509387 FOR, YORK, FOUNDRY LA.		RD INV 3200508									Statewide Crash Rate: 336.13		
18967	19130	194651	0 - 0.04	3200508 - 0.02	0.04	2	0	0	0	0	0	0.00067	0.00	1142.01	0.00
		0509387 FOR, YORK, FOUNDRY LA.		RD INV 3200508									Statewide Crash Rate: 336.13		
Study Years:		3.00	Section Totals:		0.10	1	0	0	0	0	1	0.0	185.56	787.18	0.24
Grand Totals:			Grand Totals:		0.10	2	0	0	0	2	0.0	0.00180	371.12	971.48	0.38



# Crash Summary Report

## Report Selections and Input Parameters

REPORT SELECTIONS

- Crash Summary I - Single Element

1320 & Driver Report Included

1320 Included

Crash Summary II

Section Detail

REPORT DESCRIPTION

York, High to Maple

REPORT PARAMETERS

Year 2009, Start Month 1 through Year 2011 End Month: 12

Route: 3200508

Start Node: 18980

End Node: 18529

Start Offset: 0

End Offset: 0

Exclude First Node

Exclude Last Node

G. 1. 38

# Crash Summary I

## Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	Injury Crashes A B C	PD	Percent Injury	Annual HIMVM	Crash Rate	Critical Rate	CRF
18529	18980	194048	0 - 0.14	3200508 - 0.10 RD INV 3200508	0.14	2	0 0 0	2	0	0.00243	274.26	820.61	0.00
Study Years: 3.00      Section Totals: 0.14      2      0 0 0      2      0      100.0      0.00243      274.26      820.61      0.33													

Statewide Crash Rate: 336.13

G. I. 39

# Crash Summary Report

## Report Selections and Input Parameters

REPORT SELECTIONS

Crash Summary I - Single Element

Section Detail

Crash Summary II

1320 Included

1320 & Driver Report Included

REPORT DESCRIPTION

1A, High to Maple

REPORT PARAMETERS

Year 2009, Start Month 1 through Year 2011 End Month: 12

Route: 0001A

Start Node: 16784

End Node: 16785

Start Offset: 0

End Offset: 0

Exclude First Node

Exclude Last Node

G.1.40



# Crash Summary I

## Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	Section U/R	Total Crashes	Injury Crashes A B C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
16784	16785	3116402	0 - 0.12	0001A - 11.15 US 1A	0.12	2	6	0 0 0	1 5	16.7	0.00645	309.87	387.92	0.00
Int of COMMERCIAL ST HIGH ST Statewide Crash Rate: 171.39														
Study Years: 3.00 Section Totals: 0.12 6 0 0 0 1 5 5 16.7 0.00645 309.87 387.92 0.80														

G.1.41

5002-01

### Section 3 Development Entrances and Exits

Sight distance was measured in each direction from the proposed site entrance on Maple Street and Commercial Street. The posted speed limit on the streets is 30 mph. Based on a 30 mph posted speed limit, the City of Portland requires a minimum of 250 feet of sight distance. We have included a table below that summarizes the sight distance requirements from the MDOT/City of Portland.

The site will utilize Foundry Lane as its site entrance on Commercial Street. Sight distances were measured in the field looking both left (north) and right (south) from this entrance. We measured the sight distance and found it to be a minimum of 500 feet looking to the left (north) and a minimum of 800 feet looking to the right (south). There is a traffic signal located approximately 200 feet to the north on Commercial Street at the intersection with Center Street. The sight distance may require the adjustment of one on-street parking space on the north side of the Commercial Street entrance to provide an unobstructed view. This will be coordinated and confirmed with the City Traffic Engineer to minimize impacts to available on-street parking.

We also measured sight distance from the proposed Maple Street entrance, which is located approximately 180 feet north of Commercial Street. Our measurements indicated that the sight distance looking left extended 200 feet to the intersections of Commercial Street to the east and extended 190 feet to the right to York Street to the west. The sight distance may require the adjustment of one on-street parking space on either side of the Maple Street entrance to provide an unobstructed view. This will be coordinated and confirmed with the City Traffic Engineer to minimize impacts to available on-street parking.

Therefore, it is our opinion that the proposed site entrances will provide satisfactory sight distances. The sight distances are shown on the reduced site plan titled, "Preliminary Site Plan," Sheet C01, 1 of 1, by Opechee Construction Corp, dated 10/8/12, at the end of this section.

**TABLE 5**  
**City of Portland/MDOT Sight Distance Guidelines for Driveways**

Posted Speed (mph)	MDOT Required Sight Distance (feet)
25	200
30	250
35	305
40	360
45	425
50	495
55	570

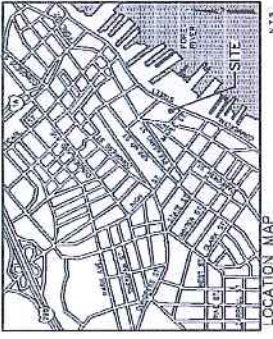


DATE: 03/20/12	SCALE: 1/8" = 1'-0"	SHEET: 1 OF 1
PROJECT: MIXED-USE REDEVELOPMENT		
PRELIMINARY SITE PLAN		



PRELIMINARY SITE PLAN

MIXED-USE REDEVELOPMENT



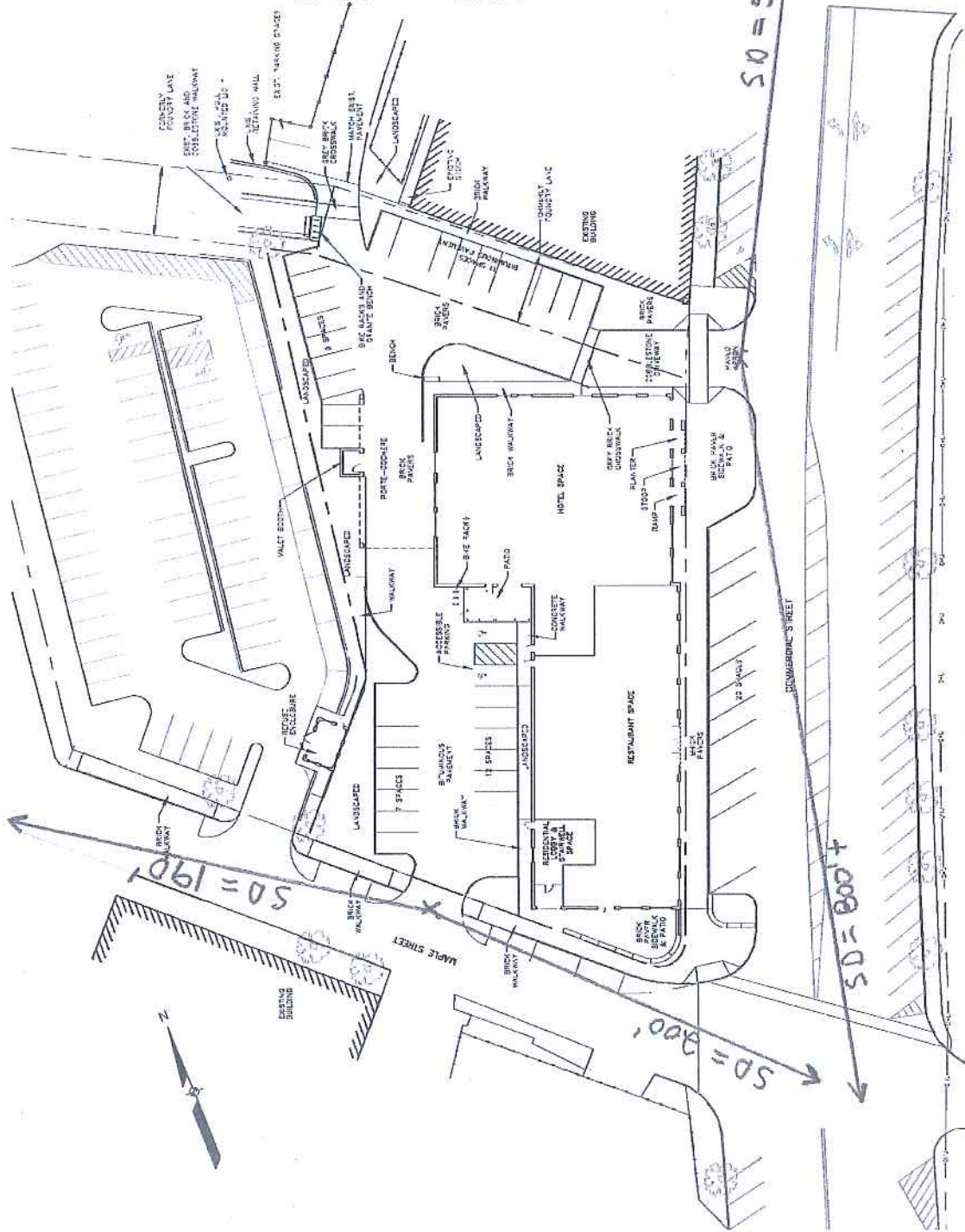
**GENERAL NOTES:**  
 1. ALL PROPOSED WORK SHALL BE IN ACCORDANCE WITH THE CITY OF PORTLAND ZONING ORDINANCE AND THE PORTLAND PLANNING COMMISSION PUBLIC DEVELOPMENT DEPARTMENT.  
 2. ALL PROPOSED WORK SHALL BE IN ACCORDANCE WITH THE PORTLAND PLANNING COMMISSION PUBLIC DEVELOPMENT DEPARTMENT.  
 3. ALL PROPOSED WORK SHALL BE IN ACCORDANCE WITH THE PORTLAND PLANNING COMMISSION PUBLIC DEVELOPMENT DEPARTMENT.

**ZONING SUMMARY:**

1. THE PROPOSED PROJECT IS ZONED U-1 (URBAN COMMERCIAL) AND THE EXISTING PROJECT IS ZONED U-1 (URBAN COMMERCIAL).
2. THE PROPOSED PROJECT IS ZONED U-1 (URBAN COMMERCIAL) AND THE EXISTING PROJECT IS ZONED U-1 (URBAN COMMERCIAL).
3. THE PROPOSED PROJECT IS ZONED U-1 (URBAN COMMERCIAL) AND THE EXISTING PROJECT IS ZONED U-1 (URBAN COMMERCIAL).
4. THE PROPOSED PROJECT IS ZONED U-1 (URBAN COMMERCIAL) AND THE EXISTING PROJECT IS ZONED U-1 (URBAN COMMERCIAL).
5. THE PROPOSED PROJECT IS ZONED U-1 (URBAN COMMERCIAL) AND THE EXISTING PROJECT IS ZONED U-1 (URBAN COMMERCIAL).



\*For Sight Distance Only



POSTED SPEED = 30 mph  
 REQUIRED S.D. = 250 FT.



G.1.44

5002-01

**Section 4 Title Right or Interest**

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Please see the following document.

- Deeds to Parcel

*see Attachment B  
to PB Packet.*

G.1.45

5002-01

**Section 5 Public or Private Rights-of-Way**

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Please see the following plans.

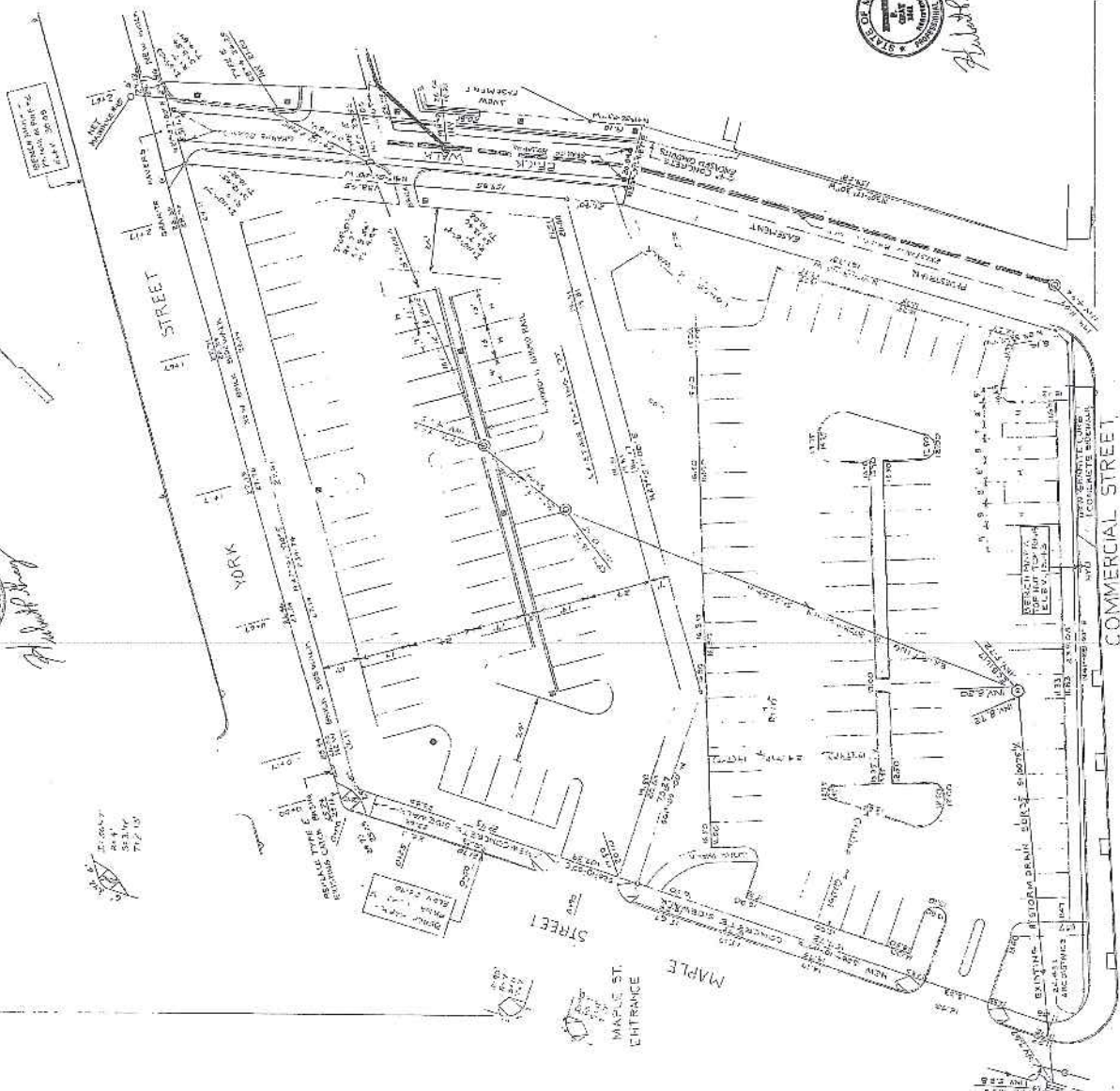
- "Alignment & Grading" 311-331 Commercial Street, Portland Maine, J. B. Brown & Sons, Dwg 4 of 4, Prepared by Herbert P. Gray, Revised 4/29/98, Scale 1"=20'
- "Preliminary Site Plan" Mixed Use Development, Portland, Maine, Sheet C01, 1 of 1, Prepared By: Opechee Construction Corp., Dated 10/8/12, Scale 1"=20'

**CERTIFICATION**  
 I HEREBY CERTIFY THAT I AM A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF NEW YORK AND THAT I AM THE DESIGNER OF THE ABOVE DESCRIBED WORK.  
 HERBERT P. GRAY P.E. 125487  
 100 WASHINGTON STREET, PORTLAND, MAINE  
 TEL: 603-881-7671

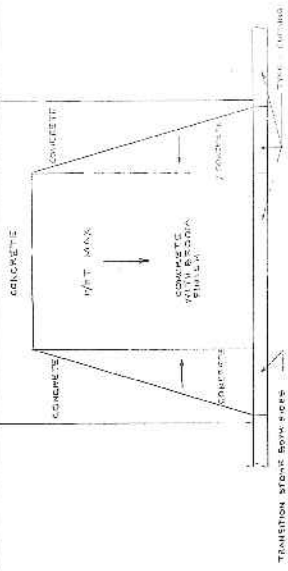


*Herbert P. Gray*

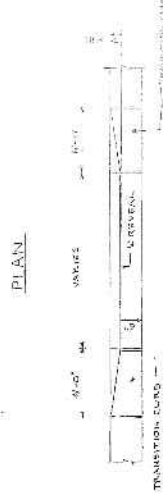
**OWNER:**  
 HERBERT P. GRAY  
 100 WASHINGTON STREET  
 PORTLAND, MAINE 04101  
 PLOCCOPE - LOT 3



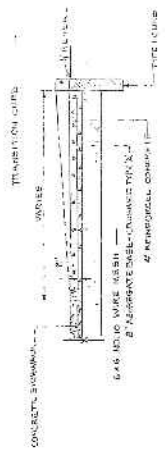
*Herbert P. Gray*



**PLAN**



**ELEVATION**



**SECTION**

**SIDEWALK RAMP DETAIL**  
 NEW TO BE

**NOTES:**  
 1. EXISTING STRUCTURE TO REMAIN.  
 2. NEW PIPE INTO EXISTING STRUCTURE TO BE INSTALLED.  
 3. SEE PLAN FOR LOCATION OF NEW PIPE.  
 4. SEE PLAN FOR LOCATION OF EXISTING STRUCTURE.

**G.1 46**

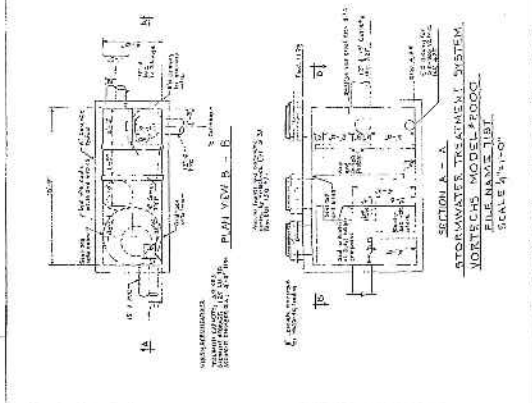
**NEW PIPE INTO EXISTING STRUCTURE**

**ALIGNMENT & GRADING**

**PARKING LOT**  
 31-33 COMMERCIAL STREET  
 PORTLAND, MAINE  
 J.B. BROWN & SONS

**HERBERT P. GRAY**  
 100 WASHINGTON STREET, PORTLAND, MAINE  
 SCALE: 1" = 10'  
 DATE: 4/24/78  
 DRAWN BY: J.B.B.  
 CHECKED BY: J.B.B.

PNS: 10  
 4 OF 4



**SECTION - A**  
 WASTEWATER TREATMENT SYSTEM  
 MORTCHES MODEL-FR000  
 PLANSHEET 101  
 SCALE 1/4" = 1'-0"





G.1.48

5002-01

**Section 6 Schedule**

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Construction is scheduled to commence in 2013 with completion in 2014.

5002-01-2-o1012-app (sections 2-6).doc

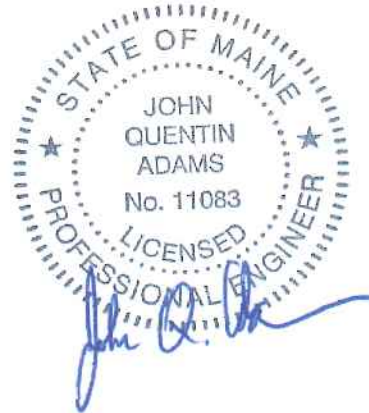
**PARKING STUDY MEMORANDUM**

TO: Ms. Barbara Barhydt - Development Review Services Manager  
Development Review Program, City of Portland

FROM: John Q. Adams, P.E., PTOE  
Senior Transportation Engineer  
Milone & MacBroom, Inc.

DATE: October 22, 2012

RE: Parking Study  
Applicant - J. B. Brown & Sons  
Proposed Hotel, Restaurant, and Residences  
Commercial Street, Portland, Maine  
MMI #5002-01-5



**Introduction**

- 1. Project Description:** The applicant is proposing a mixed-use development comprised of a 131-room limited service hotel, 14 residences, and a casual restaurant of approximately 7,000 square feet (sf). In total, the development will occupy approximately 111,180 sf of space. The plan calls for 28 on-site parking spaces, with another 82 spaces provided off site at a nearby surface parking lot on York Street. The York Street parking lot is located 300 feet south of the York Street at Maple Street intersection and is owned by J. B. Brown & Sons. On-street parking will be impacted slightly by this development.
- 2. Zoning Ratios:** Section 14-332 of the City of Portland Zoning Ordinance requires that, *"In all zones where off-street parking is required, the following minimum off-street parking requirements shall be provided ..."*

**TABLE 1**  
**Parking Ratios Per Section 14-332**

Use	Size	Required Ratio	Total Required
Hotel Rooms	131 rooms	0.25 spaces per room	33
Condominiums (on peninsula)	14 units	one space per room	14
Restaurant	4,300 sf	one space per 150 sf (excludes kitchen/storage)	29
<b>Totals</b>			<b>76</b>



3. **Parking Standards:** Section 14-332 of the City of Portland Zoning Ordinance provides an exception to the standard ratios as follows: "... the parking requirement for any new structure in excess of fifty thousand (50,000) square feet shall be as established by the Planning Board." The proposed development is approximately 111,180 sf and, as such, is subject to this exception. Further, Section 14-526 of the City of Portland Site Plan Review Regulations specifies that "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, which shall be reviewed by the city traffic engineer, and upon the recommendation of the city traffic engineer..."
4. **Recommended Parking Demand:** While the quantity of parking spaces applicable to the project is sufficient to meet the standard parking ratios established for projects less than 50,000 sf, the applicant is proposing to utilize the proposed parking in a method that will best accommodate the anticipated demand for the mixed uses within the development. The following summarizes the means by which parking will be accommodated for each use:
- **Residences:** *We recommend that each residence in the development be provided one dedicated parking space within the proposed surface parking lot, for a total of 14 dedicated spaces.* It should be noted that as part of the Transportation Demand Management (TDM) Plan, parking spaces can potentially be unbundled from the residences, which could reduce demand should the occupant opt not to have a dedicated parking space.
  - **Hotel:** Experience from data provided by Hilton Worldwide indicates that urban hotel properties generate approximately two customer vehicles per three occupied rooms (0.65 vehicles per occupied room). This is attributable to the fact that some guests arrive by taxi, hotel courtesy van, or other means of public transportation. Further, some guests (such as families or business groups) will arrive in a single vehicle but occupy more than one room. During full occupancy, a 0.65 vehicles/room ratio would be expected to generate approximately 86 guest vehicles. This is higher and more conservative when compared to the zoning ordinance, which defined the parking requirement to be 33 parking spaces. All of the guest vehicles would be parked by valet personnel. Fourteen spaces have been provided on site for temporary and short-term parking of guest vehicles. Another 72 spaces will be provided at the York Street valet parking lot. In the few instances where full occupancy might generate an atypical parking ratio in excess of .65 vehicles per room, the few extra employee and/or customer vehicles can easily be accommodated at J. B. Brown & Sons' nearby York Street surface parking lot. *Based on the parking analysis for the proposed hotel use, we recommend that a total of 86 parking spaces be provided on site and off site at the York Street valet parking lot.*
  - **Restaurant:** It is anticipated that most of the restaurant customers will already be shopping, working, or touring the Old Port neighborhoods and, as such, will not generate significant parking demand. However, to be consistent with the previous Jordan's Meats site development project, which also included a hotel, restaurant, and residences, we will provide the restaurant with up to 10 dedicated spaces in the York Street parking lot for restaurant employees. This arrangement will offset parking demand if necessary for area on-street, surface, and garage parking. Similar to the hotel, peak demand for the restaurant will occur during times that are off peak for most of the area businesses, providing good utilization of the several public parking spaces/garages within a couple of blocks of the proposed development. Many of the restaurant employees will walk or

take the bus to this location, and others will use the available public parking opportunities. During peak hours, the restaurant would employ approximately 14 people. ***Based on the parking analysis for the proposed restaurant, we recommend that 10 spaces be provided. This is consistent with the city's requirements for the recent Jordan's Meats site mixed-use redevelopment, which also had a 7,000 sf restaurant.***

## 5. Bicycle Parking Spaces

- **Required number of bicycle parking spaces:**

Standard: Under the city's Land Use Ordinance Section 14-526 (a) 4. b. (ii), the reviewing authority may reduce the required number of bicycle parking spaces if it determined based on evidence submitted by the applicant that the proposed development is expected to generate a reduced demand for bicycle parking.

The required number of bicycle parking spaces is based on the required parking spaces. The parking requirements for this project are to be determined by the Planning Board because the project is greater than 50,000 sf. This determination is based on a parking analysis. Therefore, our required bicycle parking based on the parking analysis will be:

Bicycle Parking Required:

Residential = 2 bikes/5 dwelling units =  $14/5 \times 2 = 6$  spaces  
 Nonresidential = 2 bikes/10 parking spaces required  
 = 86 hotel spaces + 10 restaurant spaces  
 =  $96/2 \times 10 = 20$  spaces

***The required number of bicycle parking spaces is 26. The greatest number of parking spaces is generated by the hotel, which will require the fewest bicycle parking spaces. Virtually no hotel guests will arrive by bicycle. Furthermore, very few will bring a bike to ride around the city. We are providing 20 bicycle parking spaces, which should be adequate for the residents, restaurant patrons, and employees of the restaurant and hotel. Fourteen of the bicycle spaces will be provided outdoors on site, and six will be provided indoors in a dedicated storage room for use by the residents. This will require the approval of a waiver by the Planning Board.***

## 6. Impacts to On-Street Parking

The project will impact on-street parking on Commercial Street and Maple Street as follows:

Commercial Street: Will be provided with 16 angled parking spaces. In addition, new sidewalks with curb-line extensions (bumpouts) will be constructed, which will have added benefits of better defining on-street parking, providing a refuge area from exiting traffic on Commercial Street, and providing pedestrians with a larger walking area and an area of refuge when they attempt to cross Commercial Street. The net impact on Commercial Street will be the addition of four spaces.

Maple Street: Will be provided with four parallel on-street spaces along the site's Maple Street frontage. Currently, there are seven spaces along this same area, which is a reduction of three spaces. The construction of the site's Maple Street entrance necessitates this reduction.



Overall: The net number of parking spaces along these sections of Commercial Street and Maple Street will be increased by one space.

## 7. Summary

- The proposed development will be provided with a total of 110 parking spaces, with 28 on-site parking spaces and 82 spaces at the identified York Street valet parking lot, which is owned by J. B. Brown & Sons.
- A breakdown of off-street parking provided by use includes:
  1. Hotel – 86 spaces (14 on site and 72 off site at the York Street parking facility)
  2. Residences – 14 spaces on site
  3. Restaurant – 10 spaces at the York Street parking facility (consistent with city approval of recent similar Jordan's Meats site redevelopment project)
- Typical full occupancy hotel demand ( $\pm 86$  cars) will be serviced as follows: Fourteen spaces will be reserved on site for hotel guests with 72 spaces provided at the nearby York Street surface parking facility. The hotel guests parking on site will typically be temporary while loading and unloading or short term in duration. The remaining 72 parking spaces will be serviced by valet service only to an existing York Street surface parking lot. The York Street surface lot has a maximum capacity of 120 spaces and will dedicate a sufficient number of spaces for use by hotel guests. This lot is owned by J. B. Brown & Sons. Therefore, the off-site parking of hotel vehicles will not create a significant flow of guest pedestrian traffic between the hotel and the York Street parking lot.
- Both the restaurant and hotel peak parking demands occur during "off-peak" parking times for public parking spaces, leading to efficient utilization of existing public parking facilities.
- The 110 total parking spaces provided are more than the 76 spaces suggested by the city ordinance (for developments under 50,000 sf).
- The necessity for restaurant customers to park in other Old Port or Eastern Waterfront locations will encourage pedestrian activity in the area consistent with the existing conditions in this area and the master planning goals for the Old Port and Eastern Waterfront and enhancing the viability of future retail uses in the neighborhood.
- Overall, the proposed development will result in a net increase of one parking space along the impacted sections of Commercial Street and Maple Street. There will be four spaces added along Commercial Street and three spaces removed along Maple Street.

cc: Tom Errico, City Traffic Engineer  
J. B. Brown & Sons, Inc.  
Opechee Construction Corp., Inc.

5002-01-5-o2212-memo.doc



**TRANSPORTATION DEMAND MANAGEMENT PLAN**

TO: Ms. Barbara Barhydt - Development Review Services Manager  
Development Review Program, City of Portland

FROM: John Q. Adams, P.E., PTOE  
Senior Transportation Engineer  
Milone & MacBroom, Inc.

DATE: October 22, 2012

RE: Transportation Demand Management Plan  
Applicant - J. B. Brown & Sons  
Proposed Hotel, Restaurant, and Residences  
Commercial Street, Portland, Maine  
MMI #5002-01-6



**Project Description**

The applicant is proposing a mixed-use development comprised of a 131-room limited service hotel, 14 residences, and a casual restaurant of approximately 7,000 sf. In total the development will occupy approximately 111,180 sf of space. The plan calls for 28 on-site parking spaces, with another 82 spaces provided off-site at a nearby surface parking lot on York Street. The York Street parking lot is located 300 ft south of the York Street at Maple St intersection and is owned by J.B. Brown & Sons.

The ownership structure is a significant consideration in this TDM Plan. It is the intent of J.B Brown & Sons, Inc. (JB) to maintain significant ownership of the development upon completion. This will allow JB to commence and maintain the goals of this TDM plan over the long term.

Project Location Relative to Transportation Context

At its location on the Portland peninsula and along the waterfront with Casco Bay, the Project is currently served by a transportation network comprised of local streets, an “arterial” street (Commercial St.), bus routes, pedestrian sidewalks, bikeways and the Casco Bay island ferry system. Moreover, the Project’s location is an area with a high density of residents and commuters ensures that the Project will be positioned to take advantage of the bicycle and pedestrian initiatives that are currently being developed as part of the city’s Comprehensive Plan and improvements in the mass transit (METRO) system. Additionally, this project is located on the western edge of the City’s Pedestrian Activities District. The goals of this district are to improve walkability and increase pedestrian oriented development and retail uses.

From the perspective of automobile transportation, the Project’s location is well suited for an on-peninsula project. Access to the site includes Franklin Street to the east, Commercial Street to the south, Route 77 to the south connecting to South Portland via the Casco Bay Bridge, and on a more regional basis by I-295 north of the project. Drivers to and from the site will have choices on how to access the site. Drivers can utilize I-295 and the Franklin Street interchange north and east of the site and can also access I-295 from the west at Congress Street and the Fore River Parkway interchanges. The Project will provide a mix of dedicated on-site parking and off-site parking by valet services, totaling 110 spaces (28 on-site and 82 off-site). A detailed Parking Study for the Project has also been submitted concurrently with this TDM plan. The Project developers believe that the mix of parking provided an

appropriate number of parking spaces for the hotel and residences while also acknowledging that many retail and restaurant uses are not supplied with any off-site parking. However, we have proposed to supply the restaurant use with 10 spaces for employees off-site at the proposed York Street valet parking lot.

The central peninsula location will promote walking and bicycling to work (both from and to the Project) as well as to restaurants, shopping, recreation and cultural amenities. The area is served by excellent sidewalks with illumination, ADA curb ramps, and crossing signals on Commercial Street at the intersections at Center Street and Union Street, and illumination and ADA curb ramps at other intersections.

The project location will have access to several modes of mass transit services including; the METRO Bus lines, South Portland bus service, Concord Coach Bus services and the Amtrak Downeaster.

#### METRO Bus Lines

The project location will allow easy access to the Metro 8 line which runs nearby on Danforth Street. It also provides access to the Metro Pulse, 1, 2, 3, 4, and 5 lines via Congress Street which is approximately a ¼ mile walk. These also provide access to the Portland Transportation Center on Thompsons Point, which then gains access to all 8 of the Greater Portland Transit District bus lines. Once at the Portland Transportation Center there are connections to the Downeaster rail service and to the Concord Coach intercity bus service

#### South Portland Bus Service

The South Portland bus Service (SPBS) currently has three routes which travel to Portland and loops around York Street, Union Street, Congress Street and High Street. These routes have transfers to the Metro routes on Congress Street and Elm Street and provide convenient route runs for potential users adjacent to the site on York Street.

#### Concord Coach (CC)

This intercity bus service provides non-stop service southerly to South Station in Boston and northerly to Augusta and Bangor Maine. CC also provides service to the Maine mid-coast regions also. This service allows access to connections from South Station in Boston via CC or other bus lines and rail services such as the Downeaster and the MBTA. To the north in Bangor, the CC provides connection services to Cyr Bus lines which provide service to points north in Aroostook County.

#### Amtrak Downeaster

This passenger rail service provides service from Freeport to the north southerly through Portland and to points south including North Station in Boston. Currently this service provides five round-trips per day.

#### Casco Bay Ferry Lines

This project would be an excellent work location for residents of Peaks Island and the other islands, with the ferry terminal less than ½ mile (on sidewalks) from the site along Commercial Street.

#### **Purpose of the TDM Plan**

The City of Portland requires the creation of a TDM plan for all projects in excess of 50,000 sf, or with 100 or more employees or students. This proposed mixed-use development is comprised of a hotel, restaurant and residences that will total 111,180 sf., which meets the criteria. The TDM plan will serve



a series of important needs. The Federal Transit Administration (FTA) defines Transit Oriented Developments (TOD) as mixed-use development within walking distance of public transportation. TOD's are key elements in creating and enhancing sustainable and livable communities and neighborhoods. There is a strong relationship between transit and economic development. TOD's tend to increase usage and ridership of transit services while reducing reliance on automobiles which decreases congestion and in some cases can improve air quality.

With these purposes in mind, J.B. Brown & Sons offers the following TDM plan objectives:

- Maximize the use of existing transit services in the area of the project
- Encourage public and private partnerships that will help to provide a reliable and safe transportation network that enhances quality of life and contributes to economic development.
- Reduce impacts of congestion especially during the peak hour hours on the adjacent roadway network.
- Make reductions to the amount of on-site parking.
- Reduce the use of single occupancy vehicles (SOV's)

**Set Trip Generation and Parking Demand Reduction Targets**

The Technical Manual requires applicants to develop a reduction target that begins with parking and trip generation projections based on either Institute of Traffic Engineers (ITE) projections or project-specific projections.

Detailed traffic and parking analyses have been prepared by licensed professional engineers and submitted to the City Planning Department as part of the Project's application for site plan approval. The trip generation estimates were based on ITE rates and the parking demand estimates were based on a mix of the City's ordinances, available industry data, and on the recently approved and in use redeveloped Jordan's Meat site. These are summarized below:

**Trip Generation Summary** (ITE *Trip Generation*, 8<sup>th</sup> Ed., see applicant's traffic study for details)

	Size	Trips	Enter	Exit
Hotel Weekday AM Peak Hr	131 room	61.3	53.9	7.4
Hotel Weekday PM Peak Hr	131 room	71.9	12.2	59.7
Restaurant Weekday AM Peak Hr	7,000 sf	42.6	26.0	16.6
Restaurant Weekday PM Peak Hr	7,000 sf	58.2	28.5	29.7
Residences: Weekday AM Peak Hr	14 units	5.5	1.1	4.4
Residences: Weekday PM Peak Hr	14 units	6.6	4.2	2.4
<b>TOTAL: Weekday AM Peak</b>		<b>109</b>	<b>81</b>	<b>29</b>
<b>TOTAL: Weekday PM Peak</b>		<b>137</b>	<b>45</b>	<b>91.8</b>

**Parking Generation Summary** (see applicant's parking study for details)

	Size	Rate/Ratio	Cars Parked
Hotel	131 rooms	0.65	86
Restaurant	7,000 sf	10 for the restaurant	10
Residences	14 units	1/unit	14
<b>TOTAL</b>			<b>110</b>



*Target Trip and Parking Reduction Percentages.* As the Technical Manual and the guidance at [www.tdm2go.com](http://www.tdm2go.com) recognizes, it is necessary to survey the specific employers, employees, residents and users to establish meaningful, achievable trip and parking reduction targets. Based on consultation and review of the existing literature, an appropriate and objective basis for trip reduction targets at this stage of development is set forth in *ITE Trip Generation Handbook*, 2d Ed., Appendix B “Effects of Transportation Demand Management (TDM) and Transit on Trip Generation.” A detailed analysis of the data and methodologies presented in that ITE article is beyond the scope of this plan, but the applicant and its consultants believe that the studies cited in the article generally support a 10% reduction in trips and parking. The applicant believes that through the implementation of a dynamic and robust TDM the 10% goals will be achieved.

### **TDM Coordinator**

JB will be either hiring a part-time TDM coordinator or appoint a hotel employee the duties of the part-time TDM coordinator. The TDM coordinator will work with tenants to encourage and enhance the following services and items by residents, employees, and guests of the proposed uses.

- Promote and increase the use of alternatives to single occupancy vehicle travel with other available services including; Metro bus lines, Concord Coach lines, South Portland bus lines, other available bus lines, Amtrak Downeaster, U Car Share, airport shuttles
- Promote rideshare services and opportunities
- Encourage and increase bicycling and walking.
- Monitoring the amount of site parking utilized in conjunction with parking management staff.
- Continually strive to enhance and update the TDM plan. This TDM plan is not a static document, it is and should be a dynamic document that is continually monitored and improved.

The TDM Coordinator will also work with each of the users (hotel, restaurant and residences) to customize and apply the goals of the TDM plan to their individual uses.

### **Customized Parking and Trip Reduction Strategies**

The Technical Manual recognizes that “every TDM plan must be customized to reflect the specific mix of use proposed for the development” and that “the administration of the TDM plan and the role of the TDM coordinator must adequately respond to the scale of the development, the uses in the development, and management of the facility. The TDM Plan for the project also recognizes the importance of customized, employer-specific TDM measures and appropriately will rely on input from the employers of the hotel and restaurant to customize and define strategies.

***Specific Actions, Items and Elements that will be employed to promote the goals and objectives of the TDM plan will include and not be limited to:***

#### *Educational TDM Information Bulletin Board*

A bulletin board will be installed in the hotel lobby with information and location of:

- Various mass transit and alternatives transportations services available.
- Tourist attractions within walking distance and those conveniently accessible by mass transit in the area.

In addition, a shelf would be installed adjacent to the bulletin board with info, pamphlets and maps available for guest to take for free. The applicant would also work with the restaurant operator to also have available in their lobby similar information. Periodically, pamphlets could be sent to the residents

promoting local mass transit and alternative transportation modes.

Resident, Employee & Customer Surveys

A key to an effective and dynamic TDM plan will be to solicit feedback from the sites users. The initial survey will be used to shape the first year TDM plan. Annual surveys will be conducted thereafter to continually monitor and customize the TDM to better match the site and its users. JB will coordinate with the individual tenants to perform surveys. The surveys will be tailored to each of the users of this development including;

1. Residents
2. Employees
3. Customers.

The survey will ask questions to discern such items as:

- What modes of travel are being utilized (cars, motorcycles, bus, walking etc.)
- Satisfaction with chosen modes of travel
- Potential for users to consider and employ alternates to single occupancy vehicles for travel.
- What are their concerns or deterrents to using mass-transit and alternative modes of travel.
- What types of changes/incentives could be employed by the TDM Coordinator to increase the use of mass-transit and alternative modes of travel. Examples could include subsidizing a portion or all of mass transit fares by employers, or offering parking to ridesharing employees.

The surveys would be made effectively available to each user.

Residents: A Periodic survey could be sent to each resident. Incentives to complete and return the survey could be offered such as transit vouchers or gift certificates to the restaurant use.

Employees: Information could be included on the bulletin board or sent along with paychecks. Incentives to complete the surveys could be offered such as mass transit vouchers or incentives to car pool or rideshare.

Customers: Surveys could be included with hotel or restaurant bill with incentives to complete the surveys such as; offering discounts on bills or cost associated with parking.

New Employee/Resident TDM Information Packets.

The Project developers will provide each new resident with a packet of educational information about TDM and the Project's TDM programs and commuting information. The agreements with the hotel and restaurant operators will require every employer to provide a TDM Information Packet to each new employee. This will be the responsibility of JB.

Carpools & Vanpools

The TDM Coordinator will contact Go Maine Commuter Services and coordinate with employers at the hotel and restaurant to find co-workers and other employees with similar addresses and schedules to promote the use of this service. The TDM Coordinator will work with the employers to encourage use of the vanpools and carpools by creating acceptable incentive programs.

Create Carpool Plan

The employers of the hotel and restaurant will create a plan and provide parking either on-site or at the York Street valet parking lot for employees who car pool with a least one other employee.

Ridesharing

The TDM Coordinator will encourage residents, employees and customers to use the services available.



Promotional strategies may include; email blasts, social media updates, reservation confirmations, info included with bills and checkouts.

U Car Share

U Car share is a service that is available in the City of Portland. This service provides vehicles on an hourly and daily basis. Information on this service will be provided to residents, employees and hotel guests. The information can be put on the bulletin board, included in initial information packets and sent out through social media.

Public Transit

Offer free public transit passes to hotel guests. Employers of the hotel and restaurant would be encouraged to provide subsidies for use of transit by their employees. This will be the responsibility of the hotel and restaurant employers.

Shuttle Service

The hotel would provide shuttle service to the Portland Jetport, Amtrak and Metro station on Thompsons Point. Arrangements could also be made for special events such that hotel guest are shuttled to and from the hotel and event. This will be the responsibility of the hotel.

Install Bike Racks

Bike racks have been proposed for the site by JB. The current program will include space for 14 bicycles on-site plus an additional 6 spaces will be provided to the residents in a storage room. The installation of the bicycle racks will be the responsibility of the applicant JB Brown & Sons.

Unbundle Parking from Residences

The TDM Coordinator will work with JB to provide incentives (cost differentials) for including or not including a dedicated on-site parking space with the residential unit. This will be the responsibility of JB.

Build Wider Sidewalk with Pedestrian Amenities

Wider sidewalks 6 ft in width will be utilized in the site plan design. This will encourage pedestrian use of Commercial Street and Maple Street. In addition curb extensions will be added with ramps and truncated domes which will better define on-street parking and provide refuge areas for pedestrian waiting to cross streets. This will also shorten walk distances and provide better sight distances between vehicles and pedestrians. This will be the responsibility of the applicant JB Brown & Sons.

Reimburse Employee Cycling Expenses

The hotel and restaurant employers will provide a reimbursement and incentive for employees to ride to work. The amount of reimbursement will be determined by the TDM Coordinator working with the employer.

Scooter/Motorcycle Parking

Although dedicated parking spaces are not specifically defined on the site plan, the valet parking staff will be able to accommodate this mode of travel either on-site or at the York Street parking lot. This will be the responsibility of the hotel valet staff.

Promote Walkability

The TDM Coordinator will work with residents and the hotel guest to promote the many nearby tourists



attractions and trail networks that are accessible and walkable from the site. This will be the responsibility of JB.

### **Monitoring Information and Updating TDM Plan**

*Development and Start-Up Phase.* Within 3 months after the project reaches 85% occupancy, JB Brown & Sons will through the appointed TDM Coordinator prepare and submit to the Planning Department a status report containing the following information:

- Status of implementation of development and start-up phase measures of this TDM Plan
- Status of occupancy for the hotel, restaurant and residential units.
- Identity and description of all occupants (number of occupants for residences; identity and description of operations, including number of employees, for each employer)
- Proposed enhancements or changes to post-development TDM measures based, if any
- Status and summary of TDM surveys and TDM plan design for each employer in the Project, listing measures as implemented or proposed in near future and noting any coordinated approaches
- Baseline measurements of actual parking and SOV trips (against which future monitoring data can be compared).
- Identity of any consultant or firm retained to assist with TDM monitoring and implementation

*Post-Development Phase.* One year after the Project reaches 85% occupancy, the TDM Coordinator working with on-site employer representatives and residents will conduct the following monitoring activities, with a report to the City's Planning Division TDM Manager approximately 8 weeks after the monitoring studies are conducted.

- Status of occupancy for the hotel, restaurant and residential units.
- Identity and description of all occupants (number of occupants for residences; identity and description of operations, including number of employees, for each employer)
- Employees and residents at the Project will be surveyed regarding their commuting/transportation modes, frequency, timing, parking (vehicle and/or bicycle), and available and desired transportation options. A report of these survey results will be presented in a format to be developed in consultation with the City's TDM Manager.
- Employers will be surveyed regarding their TDM programs and summaries will be reported.
- Detailed measurements of parking and SOV reductions against targets
- Any proposed enhancements or changes to implemented TDM measures, or proposed additional TDM measures, as considered effective to achieve targets
- Identity of any consultant or firm retained to assist with TDM monitoring and implementation

After the first post-development monitoring and reporting cycle is completed, the TDM Coordinating Committee will consult with the City TDM Manager with respect to proposed improvements to the Project's TDM programs and/or modifications to the monitoring and reporting actions.

cc: Tom Errico, City Traffic Engineer  
J. B. Brown & Sons, Inc.  
Opechee Construction Corp., Inc.

TMP

Attachment G.4.1

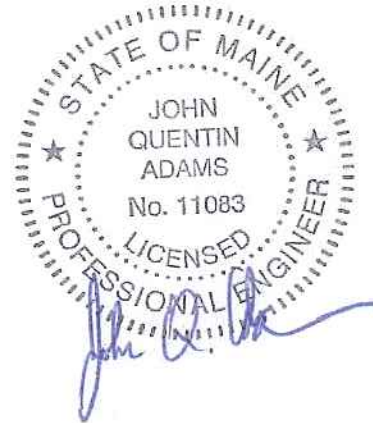
**TRAFFIC ANALYSIS MEMORANDUM**

TO: Ms. Jean Fraser  
Planner  
City of Portland

FROM: John Q. Adams, P.E., PTOE  
Senior Transportation Engineer  
Milone & MacBroom, Inc.

DATE: November 30, 2012

RE: Response to Traffic Movement Permit  
(TMP) Scoping Meeting  
JB Brown & Sons  
Proposed Hotel, Restaurant, and  
Residences  
321 Commercial Street, Portland, Maine  
MMI #5002-01-3



---

**Introduction**

The purpose of this memo is to respond to the requests for additional information and traffic analysis that were determined at the Traffic Movement Permit Scoping Meeting held at the City of Portland's Department of Planning on November 7, 2012. The following items were requested:

1. Traffic operations and queuing analysis should be performed during both the weekday AM and PM peak hours for the intersections of:
  - Maple Street at Commercial Street
  - Proposed site entrance on Commercial Street
  - Proposed site entrance on Maple Street
2. Other development trips to be included in the traffic analysis should include the proposed school located at the intersection of Maple Street and York Street and the Canal Plaza Hotel development located at the intersection of Union Street and York Street.
3. The intersection of High Street at Commercial Street was identified as a high crash location with eight crashes and a critical rate factor of 1.50. Of the eight crashes, four were rear-ends on the High Street approach. An accident diagram of the intersection and an analysis of contributing factors to the rear-end accident pattern were requested.



### Proposed Development

The requested response to the scoping meeting was for the proposed mixed-use development, including a 131-room hotel, 7,000-square-foot (sf) restaurant, and 14 residences. The development is located at the corner of Commercial Street and Maple Street in Portland. Figure 1 at the end of this memorandum shows the project site and area extents. The site will be served by a full-access site entrance on Commercial Street located approximately 300 feet north of Maple Street and a full-access site entrance located 250 feet west of Commercial Street.

During the weekday AM and PM peak hours, the proposed development is expected to generate the following trip ends:

- Weekday AM Peak Hour (of Site) – 109 trip ends
- Weekday AM Peak Hour (of Roadway 7-9 AM) – 108 trip ends
- Weekday PM Peak Hour (of Site) – 137 trip ends
- Weekday PM Peak Hour (of Roadway 4-6 PM) – 111 trip ends

### Traffic Operations and Queuing Analysis

Traffic operations analysis was performed for the requested study intersections, including Maple Street at Commercial Street, site entrance at Commercial Street, and the site entrance at Maple Street.

### Assignment of Site-Generated Trips

In performing the analysis, we first distributed the site-generated trip ends to the area roadway networks as follows:

- Generally 75% of trip ends entering and exiting the site utilized Commercial Street, and 25% utilized York Street.
- For trips utilizing Commercial Street, 2/3 generally entered/exited from the south and 1/3 to/from the north.
- We also assumed that the hotel trips that utilize the York Street valet parking areas would utilize the Maple Street site entrance via a right turn out of the site and a left turn into the site. These movements have been adjusted (increased) to reflect these activities.

The site-generated trip ends are shown in Figure 2 located at the end of this memorandum. The "Other Development Trips" for developments in the permitting process but not yet approved or built are shown in Figure 3. The other development trips include the proposed school at the intersection of Maple Street and Commercial Street and the One Canal Plaza Hotel development at the corner of Union Street and Fore Street.



### Traffic Counts and Adjustments

We performed traffic counts at the intersection of Maple Street and Commercial Street on Wednesday, November 14, 2012. Traffic count data sheets are included in the appendix. These traffic volumes are shown in Figure 4. These traffic counts were adjusted both seasonally and annually to account for the 2014 build year. The seasonal adjustment was based on Commercial Street being classified as a Type 1 urban commuter/roadway. The seasonal adjustment to the sixth highest week resulted in a 10% increase. Based on a flattening and decreasing trend in Maine Department of Transportation (DOT) annual average daily traffic counts in the area, the annual adjustment applied was 0.5% per year for a 1% increase total. The adjusted traffic volumes are shown in Figure 5. The other development trips shown in Figure 3 were combined with adjusted traffic volumes shown in Figure 5 to compile the 2014 background traffic volumes shown in Figure 6.

The background traffic volumes in Figure 6 were combined with the site-generated trips shown in Figure 2 to arrive at the 2014 Post Development Traffic Volumes shown in Figure 7.

### Weekday AM and PM Peak-Hour Traffic Operations Analysis

We have performed traffic operations analysis at the study intersections, including Maple Street at Commercial Street, site entrance at Commercial Street, and the site entrance at Maple Street. The analysis was completed for unsignalized intersections utilizing *SimTraffic* traffic modeling software with data inputs utilizing *Synchro* 7.

Commercial Street was modeled as having enough width for through vehicles to bypass left-turning vehicles at Maple Street and at the site entrance on Commercial Street. This was based on both field observations of traffic operations and on roadway widths in each direction on Commercial Street at Maple Street (approximate widths of 30 feet northbound half section, 24 feet southbound half section) and at the site entrance on Commercial Street (approximate widths of 24 to 30 feet northbound half section).

Tables 1, 2, and 3 summarize the results of the traffic operations analysis under the 2014 weekday AM and PM peak hours for the background and postdevelopment conditions.

*Synchro* traffic data input sheets along with *SimTraffic* analysis outputs are enclosed in the appendix.

**TABLE 1**  
**Maple Street at Commercial Street**  
**Traffic Operations Analysis**  
*SimTraffic*

	2014 AM Peak Hour		2014 PM Peak Hour	
	Background	Postdevelopment	Background	Postdevelopment
	LOS/Delay/95 <sup>th</sup> Q	LOS/Delay/95 <sup>th</sup> Q	LOS/Delay/95 <sup>th</sup> Q	LOS/Delay/95 <sup>th</sup> Q
<b>Overall</b>	A / 3.6 s	A / 3.9 s	A / 4.1 s	A / 3.6 s
<b>Commercial NB</b>	A / 4.4 s / 49 ft	A / 4.8 s / 50 ft	A / 3.2 s / 62 ft	A / 3.0 s / 59 ft
<b>Commercial SB</b>	A / 0.9 s / 6 ft	A / 0.6 s / 6 ft	A / 2.7 s / 8 ft	A / 1.2 s / 8 ft
<b>Maple Street EB</b>	A / 6.1 s / 48 ft	A / 7.2 s / 52 ft	C / 24.6 s / 92 ft	C / 23.0 s / 108 ft
<b>Browns Wharf WB</b>	B / 14.6 s / 32 ft	D / 25.2 s / 36 ft	D / 32.8 s / 37 ft	E / 37.7 s / 48 ft

Notes: LOS = Level of Service  
 Q = queue  
 s = seconds  
 ft = feet  
 NB = northbound, SB = southbound, EB = eastbound, WB = westbound

**TABLE 2**  
**Site Entrance at Maple Street**  
**Traffic Operations Analysis**  
*SimTraffic*

	2014 AM Peak Hour		2014 PM Peak Hour	
	Background	Postdevelopment	Background	Postdevelopment
	LOS/Delay/95 <sup>th</sup> Q	LOS/Delay/95 <sup>th</sup> Q	LOS/Delay/95 <sup>th</sup> Q	LOS/Delay/95 <sup>th</sup> Q
<b>Overall</b>	-	A / 1.0 s	-	A / 1.0 s
<b>Maple St EB</b>	-	A / 0.5 s / 23 ft	-	A / 0.4 s / 21 ft
<b>Maple St WB</b>	-	A / 0.4 s / -	-	A / 0.6 s / -
<b>Site SB</b>	-	A / 2.7 s / 51 ft	-	A / 2.8 s / 5 ft

Notes: LOS = Level of Service  
 Q = queue  
 s = seconds  
 ft = feet  
 NB = northbound, SB = southbound, EB = eastbound, WB = westbound

G.4.5

**TABLE 3**  
**Site Entrance at Commercial Street**  
**Traffic Operations Analysis**  
*SimTraffic*

	2014 AM Peak Hour		2014 PM Peak Hour	
	Background	Postdevelopment	Background	Postdevelopment
	LOS/Delay/95 <sup>th</sup> Q	LOS/Delay/95 <sup>th</sup> Q	LOS/Delay/95 <sup>th</sup> Q	LOS/Delay/95 <sup>th</sup> Q
<b>Overall</b>	-	A / 0.9 s	-	A / 1.6 s
<b>Commercial NB</b>	-	A / 0.9 s / 26 ft	-	A / 0.5 s / 25 ft
<b>Commercial SB</b>	-	A / 0.6 s / -	-	A / 1.5 s / 3 ft
<b>Site EB</b>	-	A / 5.6 s / 33 ft	-	C / 18.7 s / 65 ft

Notes: LOS = Level of Service  
 Q = queue  
 s = seconds  
 ft = feet  
 NB = northbound, SB = southbound, EB = eastbound, WB = westbound

The results of the *SimTraffic* analysis indicate that all of the intersections will function satisfactorily under the weekday AM and PM peak-hour postdevelopment conditions. At the intersection of Maple Street at Commercial Street, the Browns Wharf approach will experience some delay but will operate at Levels of Service (LOS) D and E in the AM and PM peak hours, respectively.

**Accident Analysis – High Street at Commercial Street**

Accident data from the Maine DOT was reviewed for the latest three-year period (2009 – 2011). We have prepared an accident diagram for the eight accidents recorded at the intersection. The diagram is located in the appendix to this memorandum. A review of the accident reports indicates that there is an accident pattern on the High Street approach to the intersection. We have reviewed the accident reports for the rear-end accident pattern on the High Street approach to the intersection and concluded the following:

**Rear-end Accidents on High Street**

- Two of the accidents occurred at night and two in daylight.
- Weather did not appear to be a factor as the accident reports indicated that they all occurred in clear and dry conditions.
- All were due to "driver following too closely."

The one factor common to all of the accidents was the steep grade of the High Street approach. The grade based on initial measurements from Google Earth maps is approximately -7%. This is likely a contributing factor in this rear-end accident pattern.



### Conclusions

We have performed the requested analysis and offer the following conclusions:

- The proposed development will include a 131-room hotel, 7,000-sf restaurant, and 14 residences.
- Traffic operations have been analyzed for the weekday AM and PM peak hours at the following requested study intersections:
  - Maple Street at Commercial Street
  - Proposed site entrance on Commercial Street
  - Proposed site entrance on Maple Street
- Traffic operations from a LOS and delay standpoint will function satisfactory at the study intersections.
- There was no excessive queuing noted in the analysis.
- There is an accident pattern on the High Street approach to Commercial Street, including four rear-end type accidents over a three-year period (2009 – 2011). The excessive grade on the High Street approach (-7%) appears to be a contributing factor.

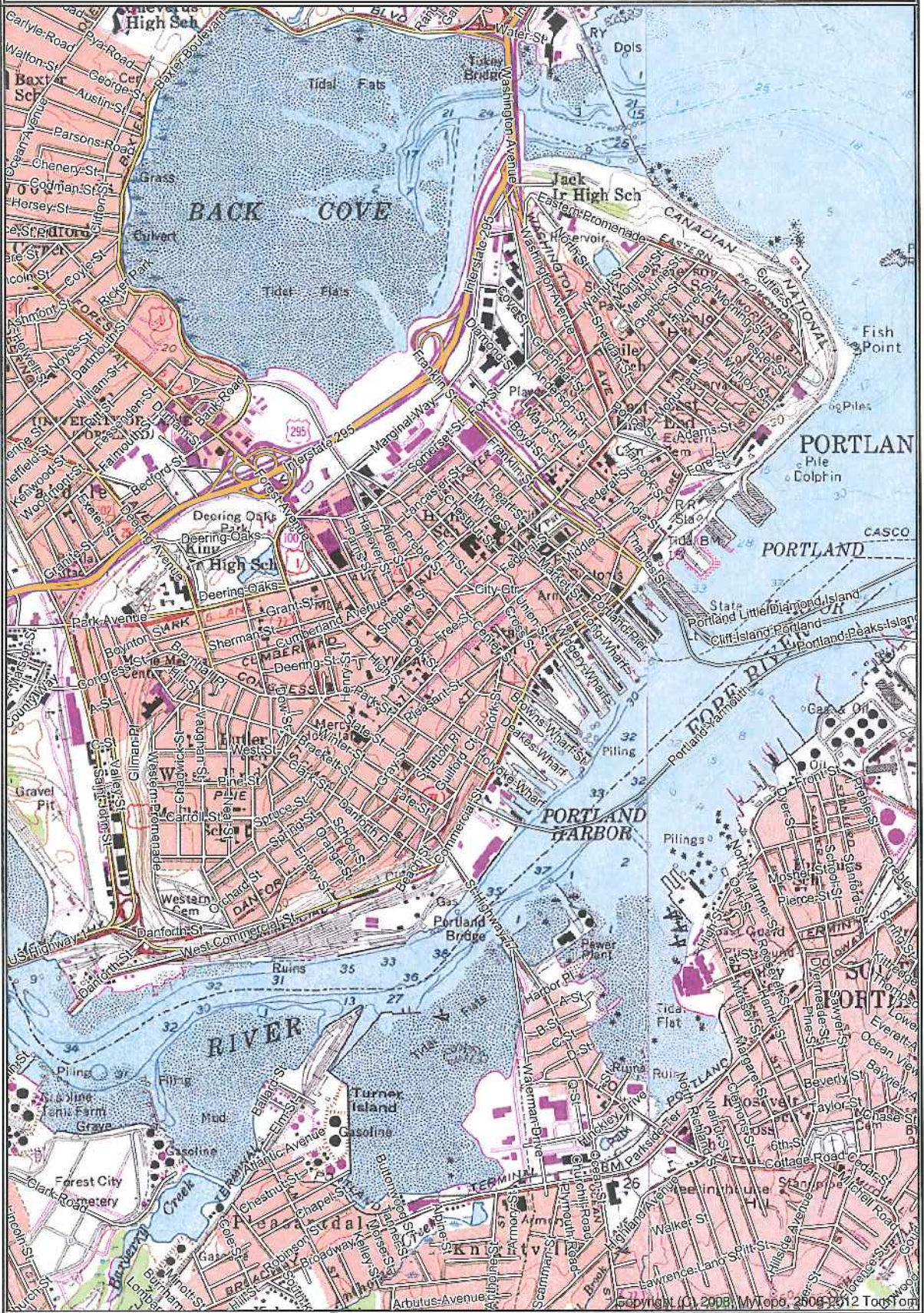
Overall, it is our opinion that we do not expect the proposed development to have a significant impact on existing traffic operations at the study intersections. We trust that the above analysis has addressed the concerns of the City of Portland. Please let us know if you need any further information.

cc: Tom Errico, City Traffic Engineer  
Opechee Construction Corp., LLC  
Derek Olson, Region Traffic Engineer, MDOT Scarborough



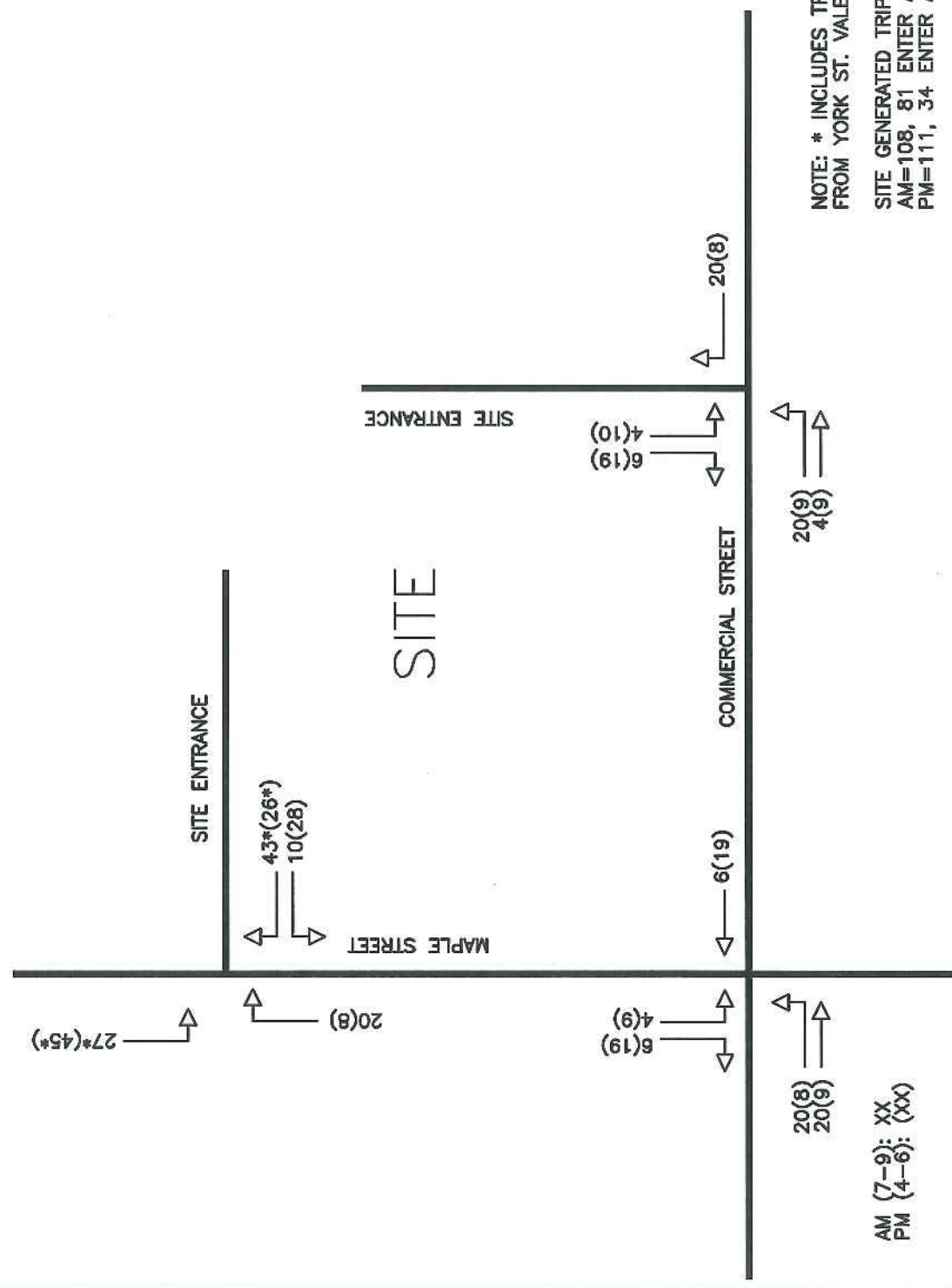
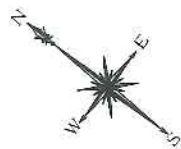
G.4.7.

Map Name: PORTLAND WEST      Scale: 1 inch = 2,000 ft.      Horizontal Datum: NAD83  
Print Date: 09/12/12      Map Center: 043° 39' 20.98" N 0





G. 4. 8



NOTE: \* INCLUDES TRIPS TO AND FROM YORK ST. VALET PARKING LOT

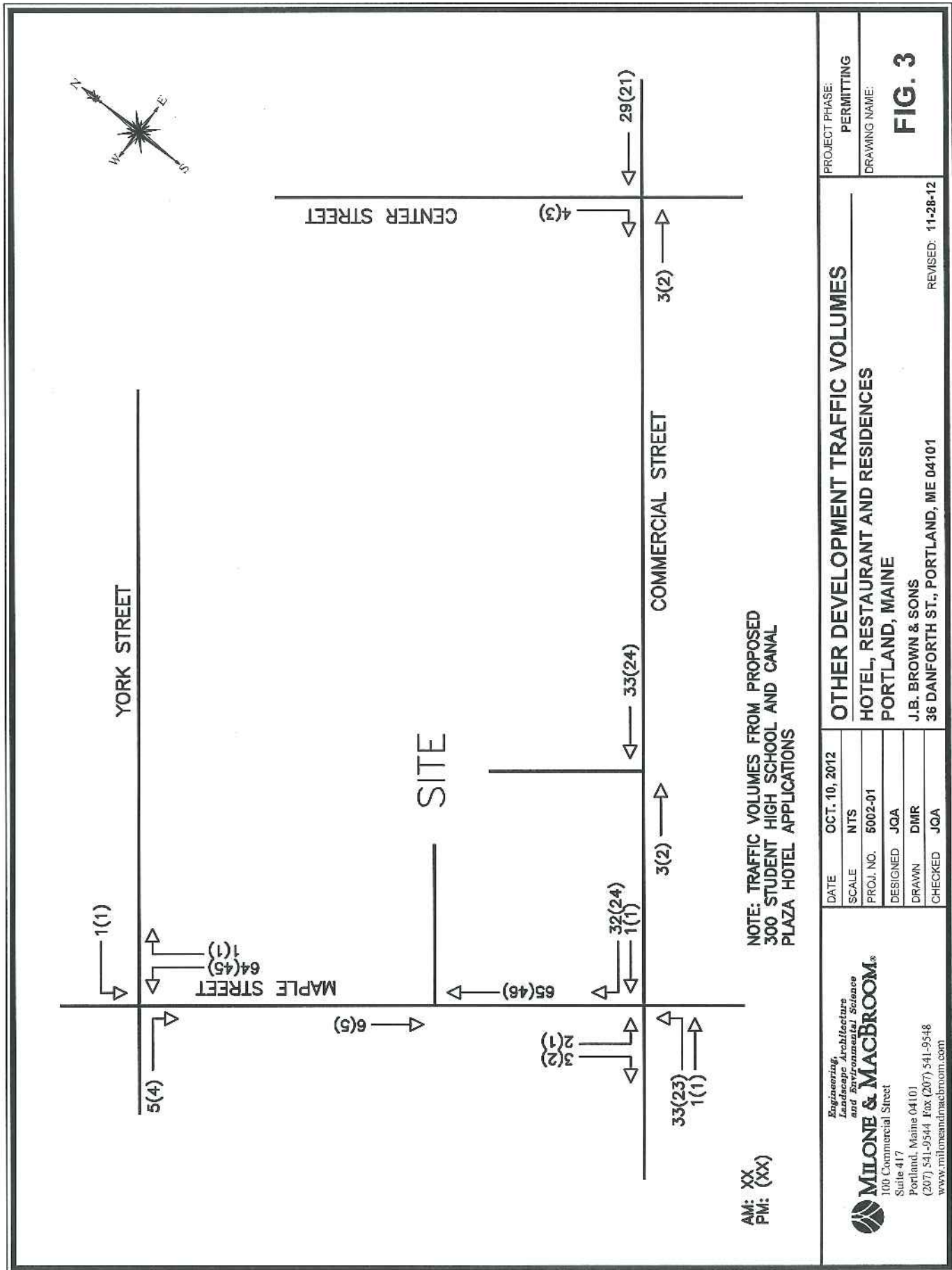
SITE GENERATED TRIPS:  
 AM=108, 81 ENTER AND 27 EXIT  
 PM=111, 34 ENTER AND 77 EXIT

AM (7-9): XX  
 PM (4-6): (XX)

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				<p>REVISED: 11-28-12</p>



6.4.9.



PROJECT PHASE:  
**PERMITTING**

DRAWING NAME:  
**FIG. 3**

**OTHER DEVELOPMENT TRAFFIC VOLUMES**

**HOTEL, RESTAURANT AND RESIDENCES**  
**PORTLAND, MAINE**  
**J.B. BROWN & SONS**  
**36 DANFORTH ST., PORTLAND, ME 04101**

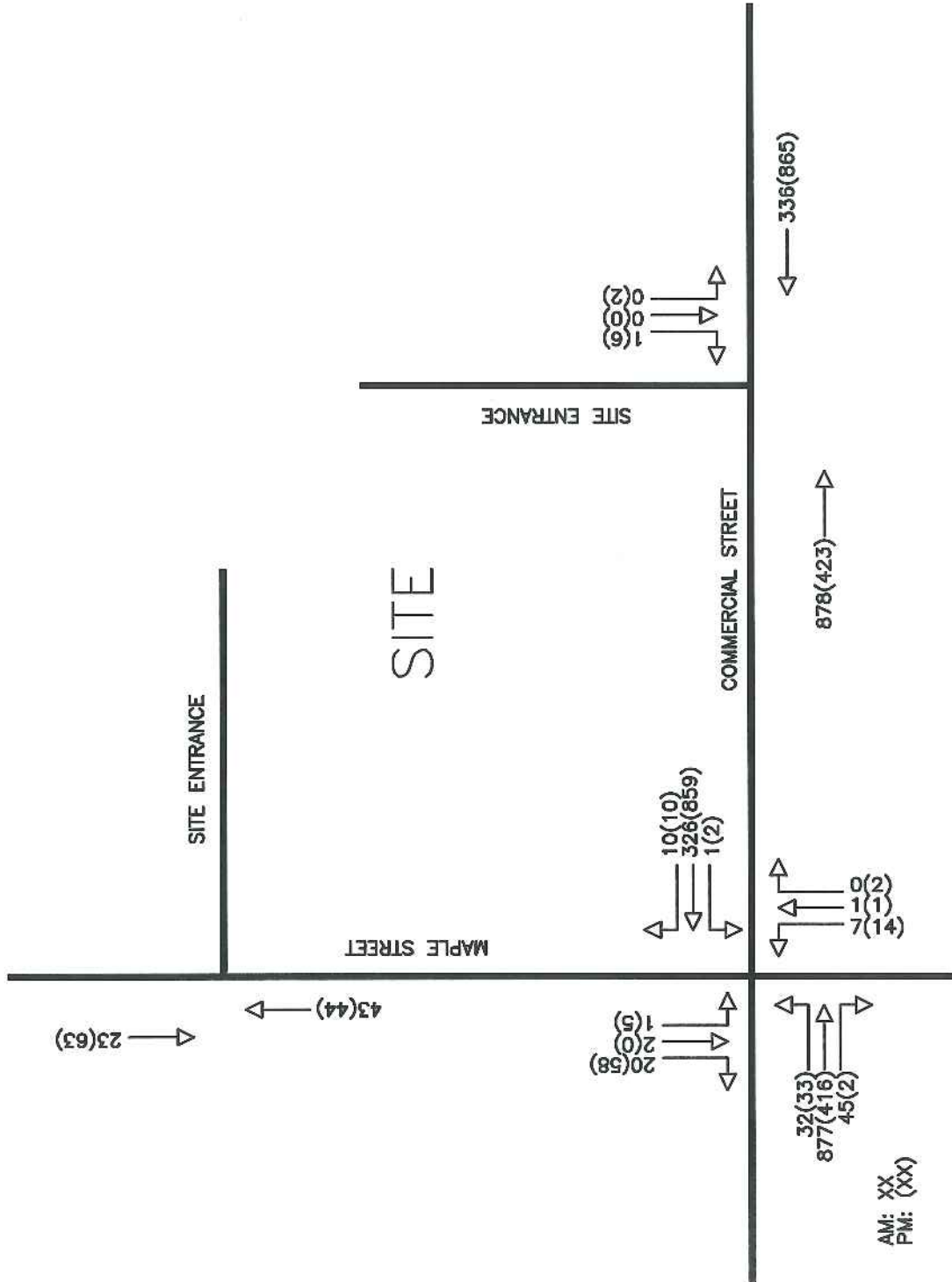
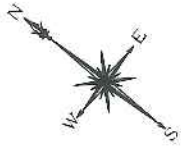
DATE: OCT. 10, 2012  
SCALE: NTS  
PROJ. NO.: 5002-01  
DESIGNED: JQA  
DRAWN: DMR  
CHECKED: JQA

REVISED: 11-28-12

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G.4.10

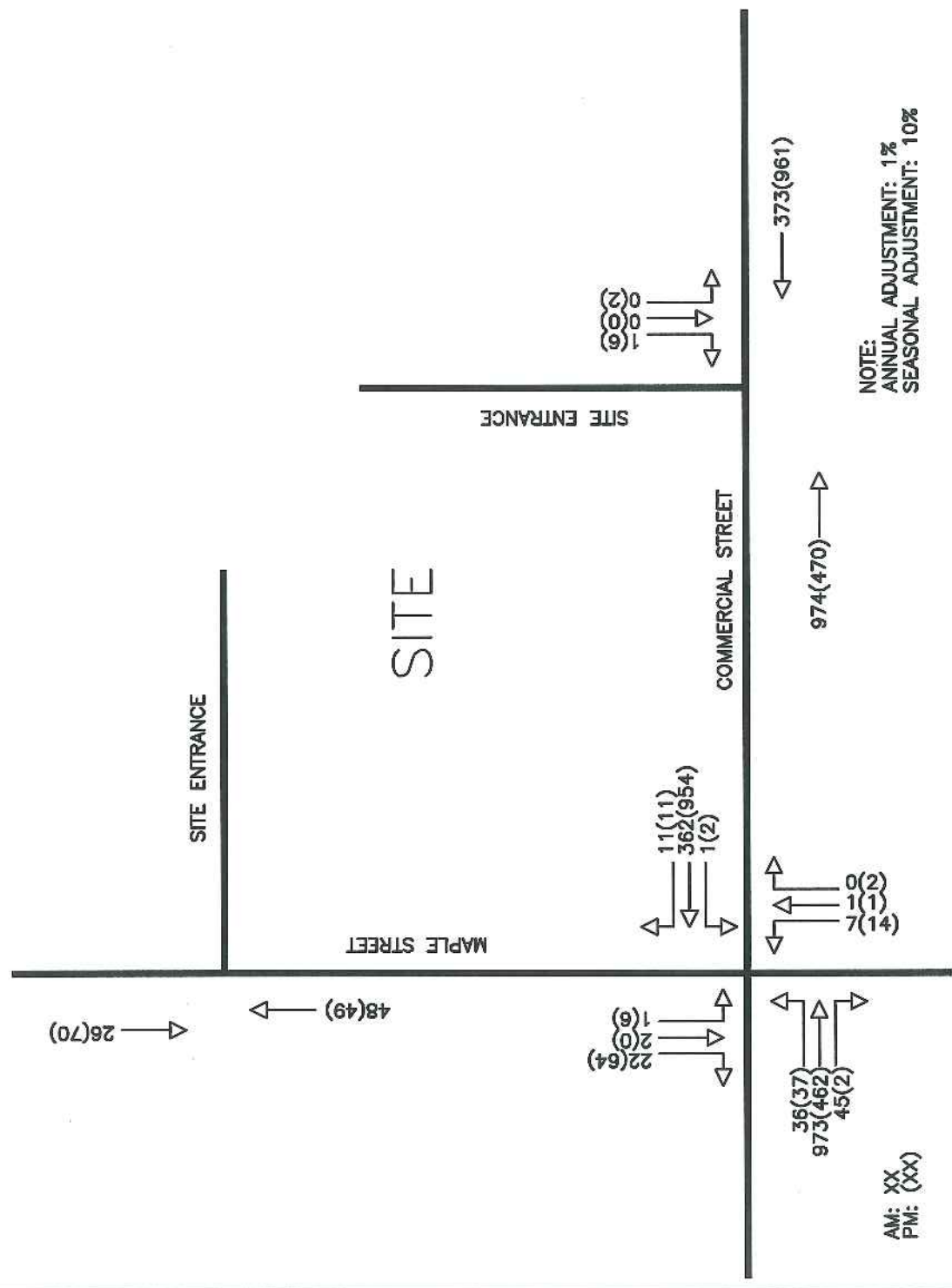


AM: XX  
PM: (XX)

<p><b>PROJECT PHASE:</b> PERMITTING</p>	
<p><b>DRAWING NAME:</b> <b>FIG. 4</b></p>	
<p><b>RAW 2012 TRAFFIC VOLUMES</b></p>	
<p><b>HOTEL, RESTAURANT AND RESIDENCES</b></p>	
<p><b>PORTLAND, MAINE</b></p>	
<p><b>J.B. BROWN &amp; SONS</b></p>	
<p><b>36 DANFORTH ST., PORTLAND, ME 04101</b></p>	
<p>REVISED: --</p>	
<p><b>DATE:</b> NOV. 28, 2012</p>	<p><b>SCALE:</b> NTS</p>
<p><b>PROJ. NO.:</b> 5002-01</p>	<p><b>DESIGNED:</b> JQA</p>
<p><b>DRAWN:</b> DMIR</p>	<p><b>CHECKED:</b> JQA</p>


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G.4.11



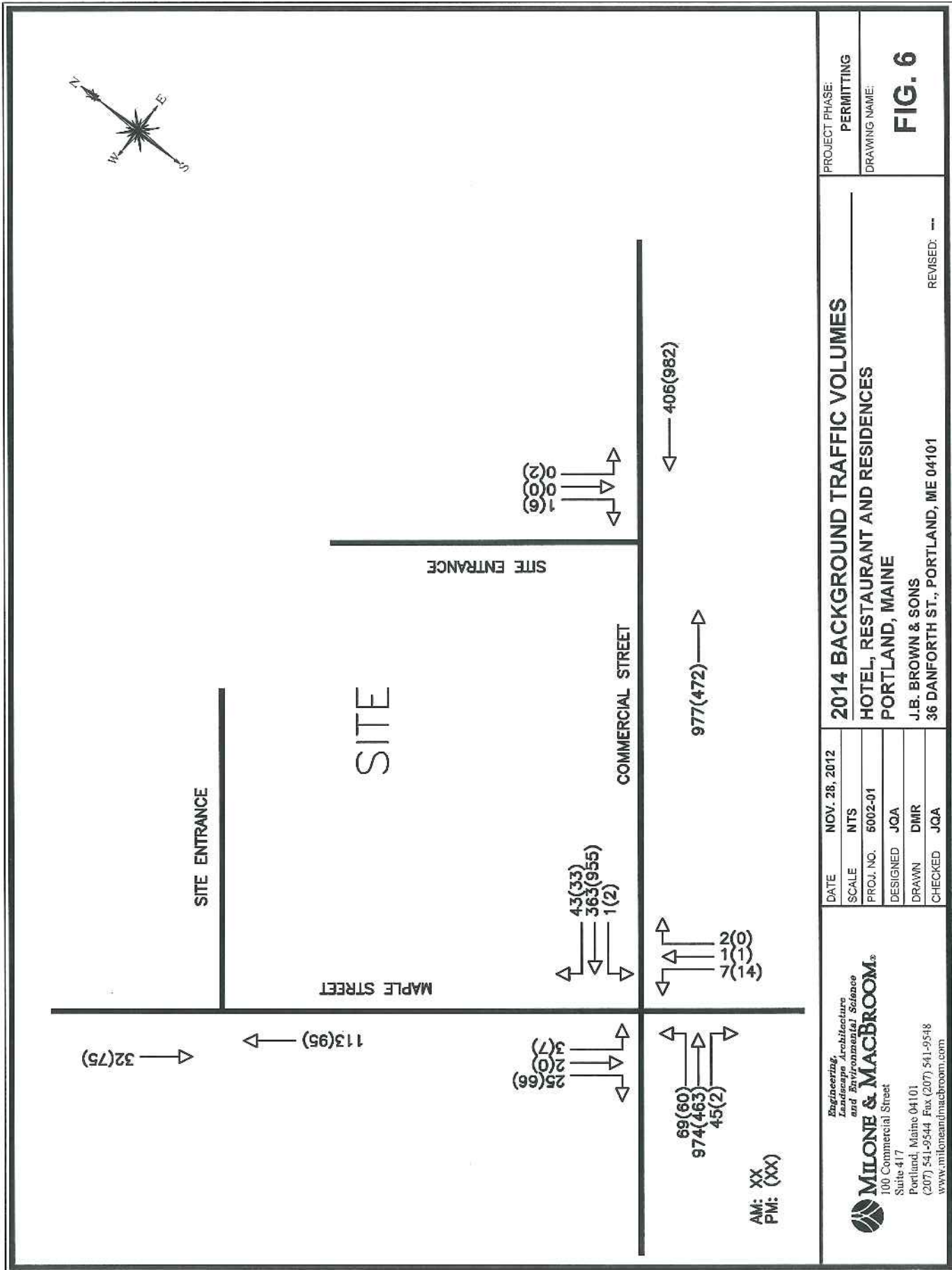
NOTE:  
ANNUAL ADJUSTMENT: 1%  
SEASONAL ADJUSTMENT: 10%

AM: XX  
PM: (XX)

<p>PROJECT PHASE: <b>PERMITTING</b></p>	
<p>DRAWING NAME: <b>FIG. 5</b></p>	
<p><b>ADJUSTED 2014 TRAFFIC VOLUMES</b> <b>HOTEL, RESTAURANT AND RESIDENCES</b> <b>PORTLAND, MAINE</b> J.B. BROWN &amp; SONS 36 DANFORTH ST., PORTLAND, ME 04101 REVISED: ---</p>	
DATE	NOV. 28, 2012
SCALE	NTS
PROJ. NO.	5002-01
DESIGNED	JQA
DRAWN	DMIR
CHECKED	JQA
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G.A.12



PROJECT PHASE:  
**PERMITTING**

DRAWING NAME:  
**FIG. 6**

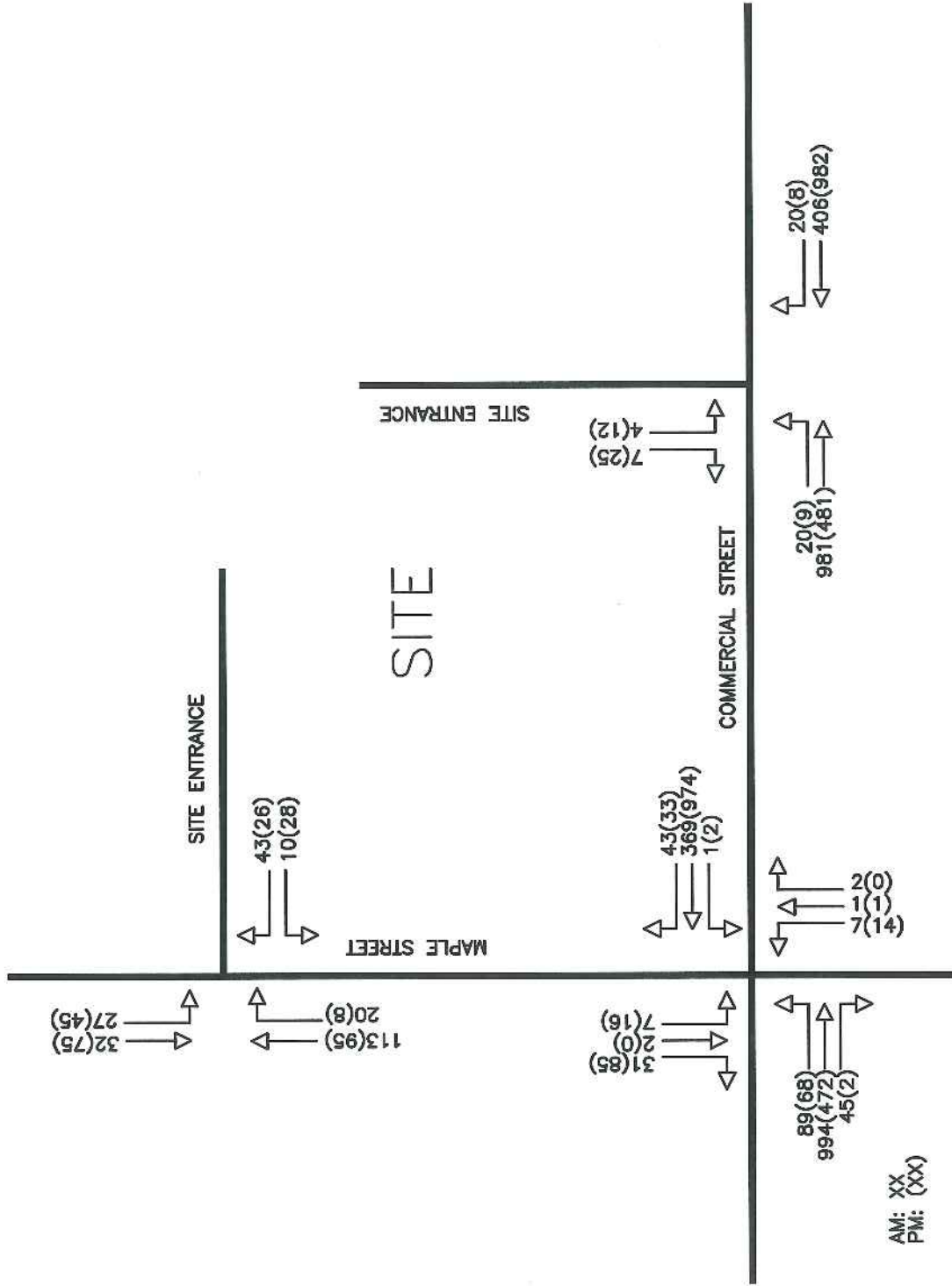
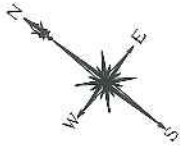
**2014 BACKGROUND TRAFFIC VOLUMES**  
**HOTEL, RESTAURANT AND RESIDENCES**  
**PORTLAND, MAINE**  
**J.B. BROWN & SONS**  
**36 DANFORTH ST., PORTLAND, ME 04101**

REVISED: ---

DATE: NOV. 28, 2012  
 SCALE: NTS  
 PROJ. NO.: 6002-01  
 DESIGNED: JQA  
 DRAWN: DMIR  
 CHECKED: JQA

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G.4.13



AM: XX  
PM: (XX)

<p><b>2014 POST-DEVELOPMENT TRAFFIC VOLUMES</b></p> <p>HOTEL, RESTAURANT AND RESIDENCES PORTLAND, MAINE</p> <p>J.B. BROWN &amp; SONS 36 DANFORTH ST., PORTLAND, ME 04101</p> <p>REVISED: ---</p>		<p>PROJECT PHASE: <b>PERMITTING</b></p> <p>DRAWING NAME: <b>FIG. 7</b></p>
DATE	NOV. 28, 2012	
SCALE	NTS	
PROJ. NO.	5002-01	
DESIGNED	JOA	
DRAWN	DMR	
CHECKED	JOA	


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## Appendix

- **Traffic Count Data Sheets – Maple Street at Commercial Street**
- ***Synchro SimTraffic* Outputs**
- **Accident Diagram – High Street at Commercial Street**



G. 4. 15

DATE LOCATION: 11/14/2012 COMMERCIAL STREET AT MAPLE STREET, PORTLAND, ME  
 -WEEKDAY AM PEAK HOURS-

TIME	MOVEMENTS															TOTALS					
	MAPLE ST EASTBOUND					COMMERCIAL ST NORTHBOUND					BROWNS WARF WESTBOUND					COMMERCIAL ST SOUTHBOUND					15 Minute Totals
	1	2	3	Peds	15 Minute Totals	4	5	6	Peds	15 Minute Totals	7	8	9	Peds	15 Minute Totals	10	11	12	Peds	15 Minute Totals	15 Minute Totals
700 - 715	0	1	4	7	5	1	92	4	0	97	1	0	0	5	1	1	57	0	1	58	161
715 - 730	1	1	1	4	3	5	146	6	0	157	2	2	0	5	4	0	81	3	0	84	248
730 - 745	1	0	6	6	7	7	195	7	0	209	1	0	0	4	1	0	96	1	0	97	314
745 - 800	0	0	4	7	4	5	243	10	3	258	1	0	0	4	1	0	79	3	0	82	345
800 - 815	0	0	3	2	3	13	222	11	1	246	1	1	0	5	2	1	76	3	1	80	331
815 - 830	0	1	8	3	9	6	216	12	0	234	0	0	0	5	0	0	85	0	0	85	328
830 - 845	1	1	5	1	7	8	196	12	0	216	5	0	0	4	5	0	86	4	1	90	318
845 - 900	3	0	9	6	12	1	187	7	0	195	1	0	1	2	2	2	85	3	0	90	299
PHF	0.64					0.92					0.40					0.94					
PEAK HOUR % Heavy	1.0%	1.0%	1.0%	1.0%		1.0%	2.0%	1.0%			1.0%	1.0%	1.0%	1.0%		1.0%	5.0%	1.0%			
PEAK HOUR TOTALS	1	2	20	13	23	32	877	45	4	954	7	1	0	18	8	1	326	10	2	337	1322

DATE LOCATION: 11/14/2012 COMMERCIAL STREET AT MAPLE STREET, PORTLAND, ME  
 ~WEEKDAY PM PEAK HOURS~

TIME	MOVEMENTS															TOTALS 15 Minute Totals									
	MAPLE ST EASTBOUND					COMMERCIAL ST NORTHBOUND					BROWNS WARP WESTBOUND						COMMERCIAL ST SOUTHBOUND								
	1	2	3	Peds	15 Minute Totals	4	5	6	Peds	15 Minute Totals	7	8	9	Peds	15 Minute Totals		10	11	12	Peds	15 Minute Totals				
430 - 445 PM	0	0	17	1	17	2	102	1	2	105	5	0	0	2	5	0	193	1	1	194	0	0	0	0	0
445 - 500 PM	2	0	17	3	19	8	97	1	3	106	7	0	0	3	7	0	186	2	1	188	0	0	0	0	0
500 - 515 PM	3	0	16	1	19	9	118	0	1	127	3	0	0	2	3	0	236	2	3	238	0	0	0	0	0
515 - 530 PM	0	0	12	2	12	7	103	1	1	111	1	0	2	2	3	2	233	2	2	237	0	0	0	0	0
530 - 545 PM	0	0	13	4	13	9	98	0	1	107	3	1	0	1	4	0	204	4	0	208	0	0	0	0	0
545 - 600 PM	3	0	20	2	23	3	97	1	0	101	3	0	0	1	3	2	161	4	1	167	0	0	0	0	0
PHF	0.83					0.89					0.61					0.91									
PEAK HOUR % Heavy	1.0%	0.0%	1.0%			1.0%	4.0%	1.0%			2.0%	1.0%	1.0%			1.0%	2.0%	1.0%							
PEAK HOUR TOTALS	5	0	58	10	63	33	416	2	6	451	14	1	2	8	17	2	859	10	6	871	0	0	0	0	0

**PEAK HOUR FACTOR:**

$$PHF = \frac{\text{(Addition of the 4 - 15 minute Intervals)}}{\text{(Highest 15 minute Interval) X (4)}}$$



G. 4. 17

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	7:40	7:40	7:40	7:40	7:40	7:40
End Time	8:45	8:45	8:45	8:45	8:45	8:45
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	1517	1614	1501	1476	1494	1522
Vehs Exited	1523	1612	1506	1483	1485	1522
Starting Vehs	15	14	17	14	9	13
Ending Vehs	9	16	12	7	18	12
Denied Entry Before	0	1	1	1	0	1
Denied Entry After	0	0	0	0	0	0
Travel Distance (mi)	339	363	335	331	335	341
Travel Time (hr)	13.8	14.8	13.3	13.3	13.2	13.7
Total Delay (hr)	2.1	2.3	1.7	1.9	1.6	1.9
Total Stops	67	60	79	59	63	66
Fuel Used (gal)	11.5	12.2	11.2	11.1	11.0	11.4

Interval #0 Information Seeding

Start Time	7:40
End Time	7:45
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:45
End Time	8:45
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	1517	1614	1501	1476	1494	1522
Vehs Exited	1523	1612	1506	1483	1485	1522
Starting Vehs	15	14	17	14	9	13
Ending Vehs	9	16	12	7	18	12
Denied Entry Before	0	1	1	1	0	1
Denied Entry After	0	0	0	0	0	0
Travel Distance (mi)	339	363	335	331	335	341
Travel Time (hr)	13.8	14.8	13.3	13.3	13.2	13.7
Total Delay (hr)	2.1	2.3	1.7	1.9	1.6	1.9
Total Stops	67	60	79	59	63	66
Fuel Used (gal)	11.5	12.2	11.2	11.1	11.0	11.4



6.4.18

JB Brown - Hotel, Restaurant & Residences  
Commercial at Maple

2014 Background AM Peak Hour  
11/28/2012

3: Maple & Commercial Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	16.8	16.2	4.3	20.1	12.2	7.1	9.8	4.1	3.4		0.9	0.7

3: Maple & Commercial Performance by movement

Movement	All
Delay / Veh (s)	3.6

Total Network Performance

Delay / Veh (s)	4.5
-----------------	-----

G.4.19

Intersection: 3: Maple & Commercial

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	L	L	TR
Maximum Queue (ft)	54	35	56	12	8
Average Queue (ft)	19	9	20	0	0
95th Queue (ft)	48	32	49	6	4
Link Distance (ft)	177	152			580
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100	100	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 0

G. 4. 20

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:40	4:40	4:40	4:40	4:40	4:40
End Time	5:45	5:45	5:45	5:45	5:45	5:45
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	1576	1690	1628	1597	1566	1611
Vehs Exited	1573	1687	1637	1601	1563	1612
Starting Vehs	11	14	18	12	14	13
Ending Vehs	14	17	9	8	17	12
Denied Entry Before	0	1	0	0	0	0
Denied Entry After	0	0	0	0	0	0
Travel Distance (mi)	354	379	367	358	352	362
Travel Time (hr)	14.1	16.1	15.1	14.3	14.1	14.8
Total Delay (hr)	1.9	3.0	2.5	2.0	2.0	2.3
Total Stops	142	154	125	152	122	139
Fuel Used (gal)	11.7	12.9	12.5	11.9	11.7	12.1

Interval #0 Information Seeding

Start Time	4:40
End Time	4:45
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:45
End Time	5:45
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	1576	1690	1628	1597	1566	1611
Vehs Exited	1573	1687	1637	1601	1563	1612
Starting Vehs	11	14	18	12	14	13
Ending Vehs	14	17	9	8	17	12
Denied Entry Before	0	1	0	0	0	0
Denied Entry After	0	0	0	0	0	0
Travel Distance (mi)	354	379	367	358	352	362
Travel Time (hr)	14.1	16.1	15.1	14.3	14.1	14.8
Total Delay (hr)	1.9	3.0	2.5	2.0	2.0	2.3
Total Stops	142	154	125	152	122	139
Fuel Used (gal)	11.7	12.9	12.5	11.9	11.7	12.1



G. 4. 21

JB Brown - Hotel, Restaurant & Residences  
Baseline

2014 Background PM Peak Hour  
11/28/2012

3: Maple & Commercial Performance by movement

Movement	EBL	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	41.5	22.4	33.5	29.1	16.4	1.4	1.8	7.8	2.7	2.1	4.1

Total Network Performance

Delay / Veh (s)	5.0
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G.4.22

JB Brown - Hotel, Restaurant & Residences  
Baseline

2014 Background PM Peak Hour  
11/28/2012

Intersection: 3: Maple & Commercial

Movement	EB	WB	NB	SB	SB
Directions Served	LR	LTR	L	L	TR
Maximum Queue (ft)	132	39	82	12	15
Average Queue (ft)	44	12	32	1	1
95th Queue (ft)	92	37	62	8	9
Link Distance (ft)	177	152			580
Upstream Blk Time (%)	0				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)			100	100	
Storage Blk Time (%)			0		
Queuing Penalty (veh)			0		

Network Summary

Network wide Queuing Penalty: 0

G.4.23

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	7:40	7:40	7:40	7:40	7:40	7:40
End Time	8:45	8:45	8:45	8:45	8:45	8:45
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvl	1	1	1	1	1	1
Vehs Entered	1714	1804	1684	1717	1649	1712
Vehs Exited	1715	1802	1690	1716	1653	1714
Starting Vehs	12	14	16	16	18	16
Ending Vehs	11	16	10	17	14	12
Denied Entry Before	2	2	1	2	0	1
Denied Entry After	0	1	2	0	1	1
Travel Distance (mi)	371	388	359	367	354	368
Travel Time (hr)	15.5	16.4	15.2	15.2	14.3	15.3
Total Delay (hr)	2.5	2.7	2.5	2.3	1.8	2.4
Total Stops	178	163	179	154	166	166
Fuel Used (gal)	12.8	13.6	12.6	12.7	12.0	12.7

Interval #0 Information Seeding

Start Time	7:40
End Time	7:45
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:45
End Time	8:45
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	1714	1804	1684	1717	1649	1712
Vehs Exited	1715	1802	1690	1716	1653	1714
Starting Vehs	12	14	16	16	18	16
Ending Vehs	11	16	10	17	14	12
Denied Entry Before	2	2	1	2	0	1
Denied Entry After	0	1	2	0	1	1
Travel Distance (mi)	371	388	359	367	354	368
Travel Time (hr)	15.5	16.4	15.2	15.2	14.3	15.3
Total Delay (hr)	2.5	2.7	2.5	2.3	1.8	2.4
Total Stops	178	163	179	154	166	166
Fuel Used (gal)	12.8	13.6	12.6	12.7	12.0	12.7



G.4.24

3: Maple & Commercial Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	18.6	10.4	5.5	28.5	15.3	9.7	4.4	4.1	3.6	0.7	0.3	3.9

6: Maple & Site Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Delay / Veh (s)	0.8	0.2	0.4	0.4	3.6	2.5	1.0

8: Commercial & Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Delay / Veh (s)	10.3	4.2	3.6	0.9	0.6	0.5	0.9

Total Network Performance

Delay / Veh (s)	5.0
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**Intersection: 3: Maple & Commercial**

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	L	L	TR
Maximum Queue (ft)	58	43	61	12	4
Average Queue (ft)	24	11	22	0	0
95th Queue (ft)	52	36	50	6	5
Link Distance (ft)	206	152			258
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100	100	
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Intersection: 6: Maple & Site**

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	40	54
Average Queue (ft)	4	28
95th Queue (ft)	23	51
Link Distance (ft)	91	92
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 8: Commercial &**

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	34	36
Average Queue (ft)	10	6
95th Queue (ft)	33	26
Link Distance (ft)	68	
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		50
Storage Blk Time (%)		0
Queuing Penalty (veh)		1

**Network Summary**

Network wide Queuing Penalty: 1

G. 4. 26

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:40	4:40	4:40	4:40	4:40	4:40
End Time	5:45	5:45	5:45	5:45	5:45	5:45
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	1794	1763	1727	1773	1672	1745
Vehs Exited	1790	1772	1723	1775	1672	1747
Starting Vehs	13	20	13	17	10	13
Ending Vehs	17	11	17	15	10	14
Denied Entry Before	1	1	0	0	0	0
Denied Entry After	0	0	1	0	2	1
Travel Distance (mi)	389	382	374	382	361	378
Travel Time (hr)	16.7	16.7	15.6	16.4	15.3	16.1
Total Delay (hr)	3.0	3.2	2.4	2.9	2.5	2.8
Total Stops	269	288	285	290	267	279
Fuel Used (gal)	13.7	13.4	13.0	13.4	12.6	13.2

Interval #0 Information Seeding

Start Time	4:40
End Time	4:45
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:45
End Time	5:45
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	1794	1763	1727	1773	1672	1745
Vehs Exited	1790	1772	1723	1775	1672	1747
Starting Vehs	13	20	13	17	10	13
Ending Vehs	17	11	17	15	10	14
Denied Entry Before	1	1	0	0	0	0
Denied Entry After	0	0	1	0	2	1
Travel Distance (mi)	389	382	374	382	361	378
Travel Time (hr)	16.7	16.7	15.6	16.4	15.3	16.1
Total Delay (hr)	3.0	3.2	2.4	2.9	2.5	2.8
Total Stops	269	288	285	290	267	279
Fuel Used (gal)	13.7	13.4	13.0	13.4	12.6	13.2



3: Maple & Commercial Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	34.4	1.0	22.1	36.4	58.5	15.2	1.4	1.5	5.8	1.2	0.6	3.6

6: Maple & Site Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Delay / Veh (s)	0.7	0.2	0.6	0.4	3.4	2.2	1.0

8: Site & Commercial Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Delay / Veh (s)	23.1	14.3	7.0	0.3	1.5	1.2	1.6

Total Network Performance

Delay / Veh (s)	5.8											
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G.4.28

JB Brown - Hotel, Restaurant & Residences  
 Queuing and Blocking Report

2014 Post Development PM Peak Hour  
 11/28/2012

Intersection: 3: Maple & Commercial

Movement	EB	WB	NB	SB	SB
Directions Served	LR	LTR	L	L	TR
Maximum Queue (ft)	132	53	78	18	9
Average Queue (ft)	57	18	29	1	0
95th Queue (ft)	108	48	59	8	4
Link Distance (ft)	206	152			258
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100	100	
Storage Blk Time (%)			0		
Queuing Penalty (veh)			0		

Intersection: 6: Maple & Site

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	35	64
Average Queue (ft)	4	29
95th Queue (ft)	21	52
Link Distance (ft)	91	92
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Site & Commercial

Movement	EB	NB	SB
Directions Served	LR	L	TR
Maximum Queue (ft)	81	31	4
Average Queue (ft)	29	6	0
95th Queue (ft)	65	25	3
Link Distance (ft)	68		266
Upstream Blk Time (%)	2		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)		50	
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Network Summary

Network wide Queuing Penalty: 0

G.4.29

JB Brown - Hotel, Restaurant & Residences  
3: Maple & Commercial

Synchro Inputs 2014 AM Background  
11/30/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	3	2	25	7	1	2	69	974	45	1	363	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	12	12	10	12	12
Grade (%)		-5%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.888			0.973			0.993			0.984	
Flt Protected		0.995			0.965		0.950			0.950		
Satd. Flow (prot)	0	1687	0	0	1749	0	1652	1850	0	1652	1786	0
Flt Permitted		0.995			0.965		0.950			0.950		
Satd. Flow (perm)	0	1687	0	0	1749	0	1652	1850	0	1652	1786	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		210			185			627			608	
Travel Time (s)		4.8			4.2			14.3			13.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.64	0.64	0.64	0.40	0.40	0.40	0.92	0.92	0.92	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	3	39	18	3	5	75	1059	49	1	386	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	47	0	0	25	0	75	1108	0	1	432	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	67.3%
Analysis Period (min)	15
	ICU Level of Service C



JB Brown - Hotel, Restaurant, Residences  
3: Maple & Commercial

Synchro Inputs 2014 PM Background  
11/30/2012

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	7	0	66	14	1	0	60	463	2	2	955	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	12	12	10	12	12
Grade (%)		-5%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.877						0.999			0.995	
Flt Protected		0.995			0.956		0.950			0.950		
Satd. Flow (prot)	0	1666	0	0	1781	0	1652	1825	0	1652	1853	0
Flt Permitted		0.995			0.956		0.950			0.950		
Satd. Flow (perm)	0	1666	0	0	1781	0	1652	1825	0	1652	1853	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		210			185			627			608	
Travel Time (s)		4.8			4.2			14.3			13.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.61	0.61	0.61	0.84	0.84	0.84	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	0	80	23	2	0	71	551	2	2	1061	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	88	0	0	25	0	71	553	0	2	1098	0
Sign Control		Stop			Stop			Free			Free	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	63.7%						ICU Level of Service B					
Analysis Period (min)	15											

G.4.31

JB Brown - Hotel, Restaurant & Residences  
3: Maple & Commercial

Synchro Inputs 2014 AM PostDevelopment  
11/30/2012

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	2	31	7	1	2	89	994	45	1	369	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	12	12	10	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.895			0.973			0.993			0.984	
Flt Protected		0.991			0.965		0.950		0.950		0.950	
Satd. Flow (prot)	0	1652	0	0	1749	0	1652	1850	0	1652	1786	0
Flt Permitted		0.991			0.965		0.950		0.950		0.950	
Satd. Flow (perm)	0	1652	0	0	1749	0	1652	1850	0	1652	1786	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		273			185			627			308	
Travel Time (s)		6.2			4.2			14.3			7.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.64	0.64	0.64	0.40	0.40	0.40	0.92	0.92	0.92	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	11	3	48	18	3	5	97	1080	49	1	393	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	62	0	0	25	0	97	1129	0	1	439	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	71.7%
Analysis Period (min)	15
	ICU Level of Service C





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Volume (vph)	27	32	113	20	10	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		-5%	5%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.980		0.891	
Flt Protected		0.978			0.991	
Satd. Flow (prot)	0	1867	1780	0	1645	0
Flt Permitted		0.978			0.991	
Satd. Flow (perm)	0	1867	1780	0	1645	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		113	273		120	
Travel Time (s)		2.6	6.2		2.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	29	35	123	22	11	47
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	64	145	0	58	0
Sign Control		Free	Free		Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	23.8%
Analysis Period (min)	15
	ICU Level of Service A





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	4	7	20	981	406	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	50			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25	25	25			25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.910				0.994	
Flt Protected	0.984		0.950			
Satd. Flow (prot)	1668	0	1652	1863	1801	0
Flt Permitted	0.984		0.950			
Satd. Flow (perm)	1668	0	1652	1863	1801	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	101			308	300	
Travel Time (s)	2.3			7.0	6.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	5%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	4	8	22	1066	441	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	22	1066	463	0
Sign Control	Stop			Free	Free	

**Intersection Summary**

Area Type: Other  
 Control Type: Unsignalized  
 Intersection Capacity Utilization 61.6% ICU Level of Service B  
 Analysis Period (min) 15

G.4.34

JB Brown - Hotel, Restaurant & Residences  
3: Maple & Commercial

Synchro Inputs 2014 PM Post Development  
11/30/2012

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	0	85	14	1	0	68	472	2	2	974	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	12	12	10	12	12
Grade (%)		-5%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr <sub>t</sub>		0.886						0.999			0.995	
Fl <sub>t</sub> Protected		0.992			0.956		0.950			0.950		
Satd. Flow (prot)	0	1678	0	0	1781	0	1652	1825	0	1652	1853	0
Fl <sub>t</sub> Permitted		0.992			0.956		0.950			0.950		
Satd. Flow (perm)	0	1678	0	0	1781	0	1652	1825	0	1652	1853	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		273			185			627			308	
Travel Time (s)		6.2			4.2			14.3			7.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.61	0.61	0.61	0.84	0.84	0.84	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	19	0	102	23	2	0	81	562	2	2	1082	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	121	0	0	25	0	81	564	0	2	1119	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	69.0%
ICU Level of Service	C
Analysis Period (min)	15



JB Brown - Hotel, Restaurant & Residences  
6: Maple & Site

Synchro Inputs 2014 PM Post Development  
11/30/2012



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		1	
Volume (vph)	45	75	95	8	28	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		-5%	5%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.989		0.935	
Flt Protected		0.982			0.975	
Satd. Flow (prot)	0	1875	1796	0	1698	0
Flt Permitted		0.982			0.975	
Satd. Flow (perm)	0	1875	1796	0	1698	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		113	273		120	
Travel Time (s)		2.6	6.2		2.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	49	82	103	9	30	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	131	112	0	58	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	23.1%
Analysis Period (min)	15
	ICU Level of Service A

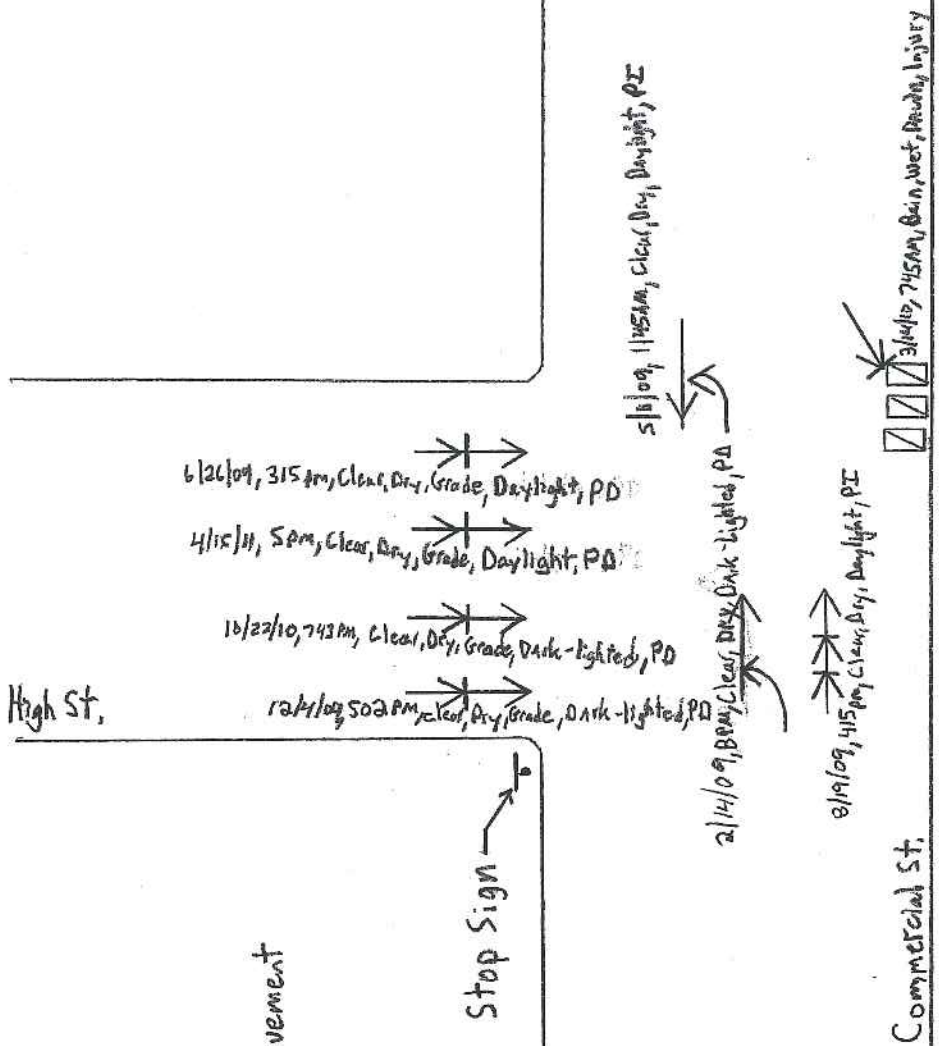
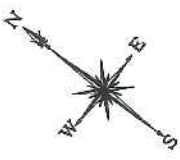




Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	21	25	9	481	982	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	50			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25	25	25			25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.927				0.999	
Flt Protected	0.978		0.950			
Satd. Flow (prot)	1689	0	1652	1827	1861	0
Flt Permitted	0.978		0.950			
Satd. Flow (perm)	1689	0	1652	1827	1861	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	101			308	300	
Travel Time (s)	2.3			7.0	6.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	23	27	10	523	1067	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	0	10	523	1076	0
Sign Control	Stop			Free	Free	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	62.2%
Analysis Period (min)	15
	ICU Level of Service B



Accidents  
 5- Rear-Ends  
 2- Side swipes  
 1- Intersection Movement

PD = Property Damage  
 PI = Possible Injury

BASED ON MDT ACCIDENT DATA (2009-2011)

<p><b>ACCIDENT DIAGRAM</b>                  HIGH STREET AT COMMERCIAL STREET                  PORTLAND, MAINE                  J.B. BROWN &amp; SONS                  36 DANFORTH ST., PORTLAND, ME 04101</p>		<p>PROJECT PHASE:                  PERMITTING</p> <p>DRAWING NAME:  <b>FIG. 8</b></p>
<p>DATE: NOV. 28, 2012</p> <p>SCALE: NTS</p> <p>PROJ. NO.: 5002-01</p> <p>DESIGNED: --</p> <p>DRAWN: JQA</p> <p>CHECKED: --</p>	<p>REVISED: --</p>	

**MILONE & MACBROOM**  
 Engineers, Architecture  
 and Environmental Science  
 100 Commercial Street  
 Suite 417  
 Portland, Maine 04101  
 (207) 541-9544 Fax (207) 541-9548  
 www.miloneandmacbroom.com



Attachment G.5.1  
for Hearing

TMP

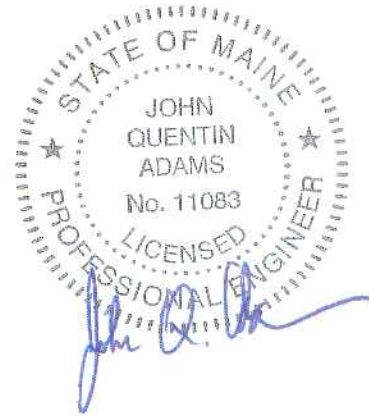
## Response to Traffic Comment

TO: Ms. Jean Fraser, Planner  
Development Review Program, City of Portland

FROM: John Q. Adams, P.E., PTOE  
Senior Transportation Engineer  
Milone & MacBroom, Inc.

DATE: December 28, 2012

RE: Additional Response to Traffic Comments  
Queue Observations  
Applicant - J. B. Brown & Sons  
Proposed Hotel, Restaurant, and Residences  
321 Commercial Street, Portland, Maine  
MMI #5002-01-4



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### Purpose

The purpose of this memo is to address an additional traffic comment received for the proposed JB Brown & Sons Level III Site Plan/Subdivision application for the Mixed-Use development at 321 Commercial Street.

The following comment was received:

- 1. Comment received from City Traffic Review Engineer, Tom Errico related to the potential for the proposed Commercial Street full-access entrance to be blocked by queuing from the adjacent signalized intersection of Commercial Street at Center Street.**

*Comment:* The applicant should review and analyze the potential for the proposed Commercial Street entrance to be blocked by queuing from the adjacent signalized intersection of Commercial Street at Center Street.

*Response:* The applicant has reviewed and analyzed the potential for the Commercial Street entrance to be blocked by queuing from the adjacent signalized intersection. The proposed Commercial Street entrance is an existing Street (Foundry Lane) that is being utilized as a full-access entrance for the proposed mixed-use development. The entrance is located approximately 150 ft west of the intersection of Commercial Street at Center Street. To determine the potential for blocking by queues from the adjacent signalized intersection, staff from Milone & MacBroom (MMI) made field observations during the weekday AM and PM peak hours. These peak hours were identified when traffic counts were taken as part of the Traffic Movement Permit application. The traffic counts identified the AM peak hour as 7:45-8:45 AM and the PM peak hour as 4:45-5:45 PM. The Queue observations were completed on December 19<sup>th</sup> and 20<sup>th</sup>.

In general, we found that the queue from the thru lane on Commercial Street occasionally blocked the entrance during our observations. The queue in the left-turn lane on Commercial Street did not block the entrance. Our observations indicated that a queue of approximately 7 to 8 cars would block the entrance. Our field observations are summarized in Table 1 attached at the end of this memo. The table



summarizes; the time, number of signal cycles completed, number of vehicles in each queue, if the entrance was blocked, the duration in seconds the entrance was blocked and the reason for the blockage. In general there were three (3) conditions that could potentially cause the queues on Commercial Street to block the proposed Commercial Street entrance. These included:

- Sidestreet phase with enough demand to cause blockage
- The pedestrian phase was activated at the intersection
- The queue from upstream traffic signal at Union Street backed-up to Center St

In summary during the AM peak hour observations there were:

- 51 traffic signal cycles completed.
- The site entrance was blocked during 12 of the 51 cycles
- The site entrance was blocked only 23.5 % of the cycles.
- Out of the observation hour the site entrance was blocked a total of 4.7 minutes
- Of the 12 times the site entrance was blocked it was blocked an average of 24 seconds
- The average length of the Queue during blocking was 15 vehicles
- The average queue was 6.4 vehicles overall during the observation hour

In summary during the PM peak hour observations there were:

- 39 traffic signal cycles completed.
- The site entrance was blocked during 14 of the 39 cycles
- The site entrance was blocked 35.9 % of the cycles.
- Out of the observation hour the site entrance was blocked a total of 6.5 minutes
- Of the 14 times the site entrance was blocked it was blocked an average of 28 seconds
- The average length of the Queue during blocking was 12 vehicles
- The average queue was 6.9 vehicles overall during the observation hour

The results indicate that the site entrance was blocked during approximately ¼ of the signal cycles during the AM peak hour and approximately 1/3 of the cycles during the PM peak hour. Overall during the AM and PM observation hours the average queue was less than the 7 to 8 vehicles necessary to block the entrance. During the AM and PM peak hours of observation the site entrance was blocked 4.7 minutes and 6.5 minutes, respectively.

Based on the results of our Queue analysis it is our opinion that the site entrance will function adequately during the AM and PM peak hours. During other portions of the day the queuing will generally be less than the queues observed during the peak hours. In addition, the majority of the vehicles (approx. 2/3) exiting the site on Commercial Street will be turning right. If there are times when left-turning vehicles experience excessive delays due to queuing there are several other options available to exit the site. These options include:

- Turning right out of the Commercial Street site entrance and then turning right onto Maple Street and then right onto York Street which will give them access to Commercial Street or Franklin Arterial
- Vehicles exiting the site can also utilize the Maple Street site entrance to access Commercial Street where the queues on Commercial Street will have less impact to vehicles turning left

Att G.S.3  
Hj

Additional Response to Traffic Comment  
December 28, 2012  
Page 3

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- Vehicles can use the Maple Street site entrance to turn right onto Maple Street and then right onto York Street which will give them access to Commercial Street or Franklin Arterial

We trust we have addressed your comments and concerns. Please contact us should you have any questions or needs for additional information.

cc: Tom Errico, City Traffic Engineer  
J. B. Brown & Sons, Inc.  
Opechee Construction Corp., Inc.

TABLE 1

Queue Observations  
 Commercial Street at Center Street, Portland, Maine  
 MMI# 5002-01

Red Light Start Time	Vehicle Queue	Exit Blocked	Traffic Flow Resumes (sec)	Comments - Cause
7:45	15	Yes	22	Sidestreet Phase
7:46	1	No		
7:47	1	No		
7:48	2	No		
7:49	8	No		
7:51	1	No		
7:52	3	No		
7:53	4	No		
7:54	6	No		
7:56	10	Yes	11	Sidestreet Phase
7:57	6	No		
7:58	2	No		
7:59	6	No		
8:00	3	No		
8:01	18	Yes	32	Sidestreet Phase
8:03	2	No		
8:04	10	Yes	12	Upstream Signal
8:05	22	Yes	29	Sidestreet Phase
8:07	14	Yes	14	Sidestreet Phase
8:08	6	No		
8:09	11	Yes	15	Upstream Signal
8:10	10	Yes	18	Sidestreet Phase
8:12	3	No		
8:13	1	No		
8:14	4	No		
8:14	3	No		
8:15	5	No		
8:17	14	Yes	20	Sidestreet Phase
8:18	8	No		
8:20	4	No		
8:21	18	Yes	48	Sidestreet Phase
8:22	7	No		
8:24	14	Yes	25	Upstream Signal
8:25	24	Yes	38	Sidestreet Phase
8:27	9	No		
8:28	4	No		
8:29	3	No		
8:30	7	No		
8:32	2	No		
8:33	3	No		
8:34	2	No		
8:34	2	No		
8:36	2	No		
8:37	1	No		
8:38	4	No		
8:39	1	No		
8:40	7	No		
8:41	7	No		
8:42	2	No		
8:43	3	No		
8:45	2	No		

Red Light Start Time	Vehicle Queue	Exit Blocked	Traffic Flow Resumes (sec)	Comments - Cause
4:51	5	No		
4:53	11	Yes	20	Sidestreet Phase
4:55	4	No		
4:57	3	No		
4:59	3	No		
5:00	3	No		
5:02	3	No		
5:04	7	Yes	17	Sidestreet Phase
5:07	6	No		
5:08	17	Yes	38	Sidestreet Phase
5:10	11	Yes	27	Sidestreet Phase
5:12	7	No		
5:15	7	No		
5:16	20	Yes	51	Pedestrian Phase
5:18	8	Yes	18	Sidestreet Phase
5:20	12	Yes	33	Pedestrian Phase
5:21	15	Yes	32	Upstream Signal
5:24	10	Yes	21	Sidestreet Phase
5:26	6	No		
5:27	1	No		
5:29	2	No		
5:30	2	No		
5:31	7	No		
5:32	10	Yes	18	Truck from Side Street
5:33	3	No		
5:34	4	No		
5:36	17	Yes	50	Pedestrian Phase
5:38	10	Yes	43	Pedestrian Phase
5:39	3	No		
5:41	9	Yes	10	Sidestreet Phase
5:42	9	Yes	11	Sidestreet Phase
5:43	4	No		
5:45	5	No		
5:46	4	No		
5:47	6	No		
5:49	2	No		
5:50	4	No		
5:51	5	No		
5:52	5	No		

Notes:

1. AM Observations conducted on 12-19-2012
2. PM Observations conducted on 12-20-2012
3. Queue of 7-8 cars generally prohibited left turns out of proposed site entrance



Add info  
to Att. 3  
Transportation  
Demand Management Plan  
(TDM)

Attachment Co. 1  
for Hearing  
TDM add

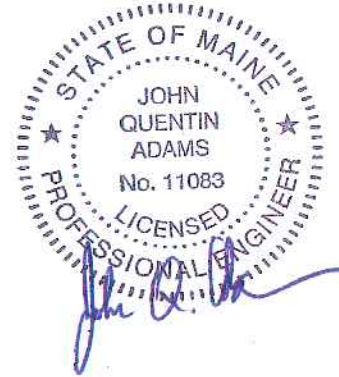
## Response to Traffic Comment

TO: Ms. Jean Fraser, Planner  
Development Review Program, City of Portland

FROM: John Q. Adams, P.E., PTOE  
Senior Transportation Engineer  
Milone & MacBroom, Inc.

DATE: January 9, 2013

RE: Response to TDM Comment  
Applicant - J. B. Brown & Sons  
Proposed Hotel, Restaurant, and Residences  
321 Commercial Street, Portland, Maine  
MMI #5002-01-4



This memo serves as a response to the comment received from Tom Errico in regards to the TDM plan. Tom's comment follows:

**Comment:** The TDM Plan offers many strategies for meeting the projects target traffic reduction goal, although many are noted to be the responsibility of the hotel in terms of implementation. I would suggest that the applicant identify the strategies that they are committed to be implemented when the project is completed, so that a fair assessment trip reductions strategies can take place.

**Response:** Listed below are the TDM actions and strategies that the applicant is committed to implementing.

### TDM Implementation List

1. The TDM coordinator will be an appointed position that will have authority to ensure the TDM is implemented and will be held accountable by hotel unit owner.
2. Surveys will be completed to help further customize the initial TDM plan. The surveys will be given to residents, employees and customers. The survey will include items such as:
  - What modes of travel are currently being utilized
  - Satisfaction with chosen modes of travel
  - What are the concerns or deterrents to using alternatives to single occupancy vehicles
  - What types of incentives would increase the use of alternative modes of travelSubsequent surveys will be given periodically to tailor the TDM as time goes on.
3. An information bulletin board will be provided on-site with information on available employee and customer discount incentives, available mass transit in the area, rideshare and carpool opportunities, and tourist attractions within walking and biking distance and accessible utilizing mass transit. An information packet will also be given to new residents.
4. Pedestrian Infrastructure improvements will be implemented which will enhance and encourage the pedestrian experience; these will include:

Att. 6.2

Hg

- new crosswalks and ramps at the intersection of Maples St at Commercial Street
  - wider sidewalks and larger refuge areas along the developments Commercial St frontage
  - the addition of granite benches along a portion of Maple St
  - continuation of the 12 ft brick walkway along the site's northerly boundary which will connect York St with Commercial St
  - Extension of the Maple Street sidewalk connecting to York Street
  - The addition of aesthetic street lighting along the sites street frontage
5. Encourage Bicycle usage by providing enough bike racks for 26 bikes, no waiver will be requested. In addition employees of the hotel and restaurant will be given access to shower facilities.
  6. The hotel will provide shuttle services to area mass transit (bus and rail stations) and the Portland Jetport. Arrangements will also be made for shuttle service for special events.
  7. Hotel guests will be given an info packet at check-in with info on local mass transit, trails and tourist attractions in the areas that are within walking/biking distance.
  8. Employers will provide parking for employees who rideshare and carpool. Employers will also subsidize a portion of ridesharing costs and provide emergency transportation home when necessary.
  9. Employers will subsidize a portion of mass transit fees for employees. The actual amount of the subsidy will be determined at the time of implementation based on market conditions.
  10. There will be an option to financially unbundle parking spaces from the leased residences.
  11. Valet staff will be educated to encourage use of alternative modes of travel for hotel guest. The valet staff would be an effective tool as they will generally have contact with hotel guests arriving by car.

We trust we have addressed your comments and concerns. Please contact us should you have any questions or needs for additional information.

cc: Tom Errico, City Traffic Engineer  
J. B. Brown & Sons, Inc.  
Opechee Construction Corp., Inc.