

EXHIBIT 9

TRAFFIC ANALYSIS

Maine Traffic Resources has prepared a Traffic Impact Analysis for the proposed project which dovetails with the Traffic Impact Analysis completed for the Master Development Plan. A copy is attached.

The project is expected to generate 8 one way trips in the A.M peak hour and 7 trips in the P.M. peak hour. There are no significant off-site impacts expected from this minor level of trip generation.

The MDP approval Condition A.1 recommended that traffic monitoring studies be conducted prior to the site plan applications for the first two phases following the Lot 3 Motherhouse development including assessment of parking on Lot 2 the Maine Girls Academy. However with the Motherhouse project still in construction with occupancy not expected until 2018, these studies cannot be completed for the Building-1 application.



25 Vine Street Gardiner, ME 04345
 (207) 582-5252 FAX (207) 582-1677
 mainetrafficresources.com

SUMMARY MEMORANDUM

TO: Mr. Matthew D. Teare
 Director of Development
 Sea Coast Management Company
 20 Blueberry Lane
 Falmouth, ME 04105

DATE: May 2, 2017

RE: Trip Generation Analysis for Building 1 of 605 Stevens Avenue Senior Housing Development in Portland, Maine

Introduction

The purpose of this memorandum is to summarize trip generation analysis for local City of Portland Planning Board approval for Building 1 of the proposed senior housing development at 605 Stevens Avenue. A traffic impact study (TIS) for the overall Master Development Plan was prepared by Maine Traffic Resources, dated March 15, 2016. The first phase of the overall master plan was renovation and conversion of the Motherhouse to provide for 88 dwelling units. This component of the overall project previously gained site plan approval from the City of Portland in 2015. It is understood that construction is expected to begin on the Motherhouse shortly. The first new building, Building 1, will contain 21 age restricted dwelling units.

Trip Generation Analysis

The number of trips to be generated by the proposed Building 1 was estimated using the most recent Institute of Transportation Engineers (ITE) "Trip Generation, 9th Edition" report, as was done in the original Traffic Impact Study for the Master Development Plan. Land use codes (LUC) 251 "Senior Adult Housing - Detached" and 252 "Senior Adult Housing - Attached" were used on the basis of 21 dwelling units. To be conservative, the higher of the two rates was used for each time period. The results are summarized below:

<u>Time Period</u>	ITE Trip Generation (One-Way Trip-Ends) <u>Senior Housing Trips</u>
Weekday	78
AM Peak Hour - Adjacent Street	5
Entering	2
Exiting	3

<u>Time Period</u>	<u>Senior Housing Trips</u>
AM Peak Hour – Generator	8
Entering	4
Exiting	4
PM Peak Hour – Adjacent Street	6
Entering	4
Exiting	2
PM Peak Hour – Generator	7
Entering	4
Exiting	3

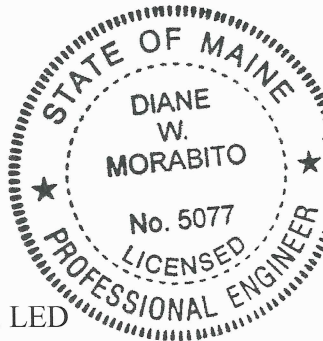
As can be seen above, Building 1 is expected to generate just eight (8) one-way trips during their AM peak hour and seven (7) trips during their PM peak hour. This minimal level of traffic should have no significant impact off-site beyond the drive intersections. These trips will be further reduced by entering and exiting assignments to the Stevens Avenue and Walton Street drive intersections according to the patterns in the Traffic Impact Study. Additionally, the off-site impacts of all trips for the Master Development Plan were previously analyzed in the original Traffic Impact Study.

Monitoring Requirements

One of the conditions of the Master Development Plan approval for the entire project involves traffic monitoring. The approval states that traffic monitoring studies shall be conducted after the Motherhouse and first and second buildings are completed. The purpose of this monitoring will be to confirm that the ITE trip generation rates used in the original study were appropriate. Given that the currently proposed building is the first building this monitoring is not yet required.

Additionally, monitoring studies are also to be required to confirm parking supply, circulation both on site and at The Maine Girls’ Academy and arrival and departure patterns. Given that construction has not yet begun on the Motherhouse, it is too soon to conduct any of this required monitoring.

Please do not hesitate to contact me if you or the City of Portland have any questions regarding the trip generation analysis for Building 1.



Sincerely,

Diane W. Morabito

Diane W. Morabito, P.E. PTOE
President

cc: Rick Licht, LED