

CBL:

152-B-1

FOLDER NAME:

CDC

file name: 10-29-04 memo

PROJECT:

Morrill's Crossing

ADDRESS:

33 Allen Avenue

Hopkins



Memorandum
Department of Planning and Development
Planning Division

To: Councilor Cloutier and Members of the Community Development Committee
From: Sarah Hopkins, Development Review Services Manager
Date: October 29, 2004
Re: Packard Development: Updated Traffic Information/Public Comments
Cc.: Lee Urban, Director of Planning and Development
Alexander Jaegerman, Planning Division Director

Attached for the Community Development Committee's review is the updated traffic study with technical appendices presented by Packard Development. The applicant's traffic engineer will present the updated findings for the committee. The City's traffic engineer, Tom Errico, will report to the committee on his review of the report.

The traffic study includes updated traffic generation numbers, access management options, as well as accident and safety information.

Also attached for the committee's review are all the returned surveys, public meeting transcript and correspondence from neighbors.

At Councilor Cloutier's request, the City staff is listing all the questions asked during the public meeting at Deering High School and providing responses based on the updated information submitted by the applicant. This work will be presented to the Community Development Committee on Wednesday.

Lastly, the Maine Department of Transportation has provided an updated cost estimate for the traffic improvement project at Morrill's Corner. MDOT is anticipating a sizable right-of-way acquisition cost that the City is not in agreement with. A memo from Katherine Earley, Public Works Engineering Manager, is included as Attachment 1.

Attachments

1. Memo from Katherine Earley, Public Works Engineering Manager
2. Public Meeting Transcript
3. Letters from Neighbors and Survey Results
4. Traffic Study with Technical Appendices

CITY OF PORTLAND MAINE

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION
MEMORANDUM

To: *Sarah Hopkins, Development Review Coordinator*
Alex Jaegerman, Director of Planning Division

CC: *Lee Urban, Director of Planning and Development*
Michael Bobinsky, Director of Public Works
Eric Labelle, PE, City Engineer

From: *Kathi Earley, PE, Engineering Manager*

Date: *October 29, 2004*

Subject: *Morrill's Crossing & PACTS 06/07 BTIP proposal*

The proposed traffic system improvements associated with the Packard Development proposal for Morrill's Crossing overlap a project previously submitted by the City of Portland to PACTS for Federal (FHWA) and State (MDOT) funding. Both projects propose adding a second inbound travel lane on Forest Ave. beginning at the intersection with Stevens Ave. and extending to Bell St.

The PACTS proposal contains additional features such as signalizing the intersection of Forest and Bell St., and making a section of Read St. one-way. It was estimated by the City and PACTS this summer to cost just over \$1 million; in late September MDOT gave their opinion of cost as over \$4 million. This extreme hike in total project cost was driven largely by an opinion by MDOT that Federal Right-of-way clear zone and utility clearance regulations would require obtaining additional right-of-way that would have significant impact the at least three established businesses. About \$2 million of the MDOT estimate total of \$4 million is devoted just to this topic. While the City is not convinced that this radical right-of-way cost is necessary in an established urban setting, the PACTS Policy Committee will be making a decision on Nov. 8, 2004 whether or not to include "Morrill's Corner Phase II" project in the upcoming 06/07 BTIP based on this MDOT opinion.

Due to the extremely high cost estimate, it is unlikely that PACTS Policy Committee will support the projects inclusion in the 06/07 BTIP program charged with addressing the Transportation system needs of 15 municipalities in Greater Portland with only \$6 million to spend.

Two potential outcomes could occur if the Packard Development proposal for Morrill's Crossing goes forward and the Morrill's Corner intersection area and second inbound lane on Forest Ave. are required to be funded or built by the Packard project. First, it would significantly reduce the PACTS project proposal cost and improve the likelihood of 06/07 BTIP funding. Second, a non-Federally funded project to improve the intersection and add the second inbound lane MAY not encounter the same \$2 million costs seen by MDOT at this time. However, I must also note that if the projected \$2 million right-of-way cost is real no matter who performs the work, then this significantly increases the Morrill's Crossing project cost.

One very important topic to also note is that MDOT's estimate assumes the retention of existing on-street parking along Forest Avenue. In order to reduce the potential right-of-way impacts Packard Development has investigated the removal of on-street parking, which the City is willing to consider in light of multi-modal roadway use goals. The final decision made regarding on-street parking will have a substantial impact on the topic of right-of-way costs.

In light of the discrepancy in right-of-way cost estimates to date, it would be wise for the City to require an escrow deposit of \$500,000 that could be utilized to address right-of-way issues should they prove to be absolutely necessary. If the proposed improvements can be successfully made without right-of-way impacts, then these funds would be returned to the developer.

We will be continuing to work closely with PACTS and MDOT to understand just what must occur in the right-of-way should the second inbound lane be added; however since the Morrill's Crossing proposal is also moving through City review processes, it was appropriate to highlight our knowledge to date in this memo.

PUBLIC COMMENTS

Rowena Gooding: I live on Tremaine Street – it's a dead end street. I have a hard time getting on to Forest Avenue. I can't even imagine if they are adding on more traffic coming down on Forest Avenue, when going left is so difficult. **Jim Cloutier:** Asks to see the overhead map to see what Ms. Gooding is referring to.

Ms. Gooding: The traffic coming into Portland is heavy, and if someone isn't nice enough to let me out, I can sit there forever. Turning left is hard because of the traffic coming out of Portland. I can't understand how they plan on building a two lane highway, a walkway and bike path. **Jim Cloutier** said would make a note of it and take a closer look at Tremaine Street.

Dennis Gervais: I live in North Deering. I remain skeptical about the project for some of the reasons Councilor Cohen has mentioned. I think that traffic has been understated. I think the developers have painted a pretty positive picture of the traffic situation, both current and during the building of the project. I travel through Morrill's Corner several times a day. I have a student here at Deering High School. This traffic is difficult at best; add a train and visualize that. In addition to that, the recreational facilities have been somewhat understated. I think if they are going to construct an athletic field on a parcel this size, it should be a field turf or artificial turf so that kids, athletes and adults can derive maximum benefit from that field.

Sam Minervino: Owner of Samuel's Bar and Grill. Initially I had some issues with the project and still do. But to be honest, Packard has bent over backwards to address these issues. I'm quite a ways from the project, so what will impact me most are the road improvements. Packard has taken time to meet with me, and not just a few times. They have also called and e-mailed me. They have been more than interested in rectifying any issues that may have come up.

They want to make money, we all do. You have to look at what they want to put back into the community too. I think we have a willing partner here. I grew up in this area and played there, and it was nothing but an industrial dump. I think we're fortunate to have them come in here and turn this into something really nice. I have faith in their sincerity and that they want to be partners, not with just the people they're doing business but with people within the community. I think that the city has an opportunity here at virtually no cost to them, and that we should be thankful that they want to come in here and do this.

Jim Cloutier: We were out there tonight before the meeting and saw a lot of parking on the street, and I think that is going to disappear under their plan. We'd like to hear anything people have to say in relation to this.

Lori Cail: My name is Lori Cail, and I live right next to this site. It looks like there is a lot of support for this project here tonight. I have come to more than a dozen of these meetings, to discuss this project. I have expressed myself before.

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Tonight, I'd like you to consider the looming tax cap question. The City could use the long-term effects of this project. Our City could use the \$350,000 Tax injection where other dollars are shrinking! The City could use the Jobs (construction, paving, building, transportation, bus services, trash collectors, lawn keepers, store clerks and managers, maintenance workers, snow plow handlers, security patrol officers) where so many other jobs have been cut. The city could use the \$1 million in Road and safety improvements where there aren't any funds now or in the near future for this work. The City could use a renovation of this site, so that the city police and fire no longer need to respond to regular episodes of vandalism and arson.

The same folks who oppose this project are the same vocal group who gathered against the Yale - Harvard street site. Those houses are going in and are adding homes to the city's real estate taxes. Those opponents didn't stop that progress. So why do they think they are going to stop this? We are residents and not planners. Packard has done their homework here. Stop and Shop wouldn't tell you where to build a new school or fire station. Let them build it, and watch the customers come. Happy shoppers from different areas spreading out their dollars in Portland, not just at the Maine mall South Portland shops.

Who is taking all the risks here? Packard that's who. Packard will be repairing and upgrading our street. Packard will be cleaning up the hazardous waste site, planting trees and extending our walkways. Packard will be leasing out the spaces (some to local businesses who might wish to take advantage of this nice looking development) Packard will pay the bills, the vendors, the property tax. They will be adding groomed landscaping around my neighborhood to blend the old into the new. Packard will be paving and moving the dirt, snow and trash. Not the city. The transit busses will deliver other city residents to us regularly. Your friends will visit and you will run to the corner for milk or supper or whatever. Maybe eat at Bruno's. Can you imagine eating outside on a landscaped patio in Morrill's Corner? It's a far cry from what is there now. Why not try to be good neighbors. Let's work with Packard and see.

Come November we could be looking at some serious cut backs. You've already scared some residents and employees into voting "NO". The money for this project isn't Portland money, it is Packard's. They will improve our neighborhood with all kinds of benefits. To the folks that oppose this project, you are being very shortsighted. You are inciting the neighbors up and down Allen Ave. and Dorothy St. They are getting all worked up and wasting lots of energy trying to block this project. Your Petitions, letters and attendance at lots of meetings are not necessarily good for my neighborhood, or the city of Portland!

Let's work with this plan, and see. I know this isn't the "vibrant" neighborhood you talk about. I live here. This is an old, tired area with unsightly messes on every corner. This is an eye sore. This is where people park on both sides of the street regardless of what the legal parking is. This is where the police come to break up fights and bust people for drugs.

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I would like to see the city approve the contract zone because I wouldn't want an industrial business next door with gates and no trespassing signs. I wouldn't want a Riverton park developed here either. This project makes sense. It will create something enjoyable for lots of people. The site will go from nothing to something useful.

One last thing. When I received my invitation to this meeting, Mr Cloutier, you said the Planning Board voted against this project with a vote of 3-3. Since when is a tie, a negative vote? Perhaps this was your opinion, but we all have our opinions and this is mine. Thanks for listening.

Barry Mitchell: I live on Woodlawn Avenue. I'm not opposed to a project going in there. I'm just worried about the size of it and two lanes of traffic going north on Allen Avenue and ending on Woodlawn Avenue. It's a problem getting out of Woodlawn Avenue. I don't want to have to go out at the other end of the street and go down through the new project at their light; that would be a great inconvenience for me. I'm concerned about crossing the street. I don't want to have to go all the way down the street through the project; I don't think that's a safety measure. As far as new jobs being created, yes there will be new jobs, but they will be taken away from somebody else. I don't think people will buy more groceries or eat more because there is a new grocery store in town. It will take away jobs from existing grocery stores that are within a ½ mile or 2 miles of this site.

Steve Dimillo: I live at 113 Pleasant Avenue. I like the developer and I like their plan. It's going to increase our tax base that is very important, especially at this time. There will be an increase in jobs and I think it is good for the area. They have met the comprehensive plan, and met all of the criteria. They have gone to meeting after meeting I don't think developers should have to go through this abuse to develop such a derelict piece of property. I am very impressed at what they're showing us. I have friends that are against the project; they should have bought it themselves.

I looked at a 5 – 7% increase in traffic going through Morrill's Corner, if those vehicles per hour are correct, and they could be older, after all it is Morrill's Corner. I don't have to travel through Morrill's Corner, but if you do and you don't like it - move. I urge you to send it to the council.

Brett McMillan: I live at 141 Allen Ave. at the intersection of Plymouth, Allen and the entrance to North Field Green. In general I don't oppose development and would welcome a near-by shopping center in an appropriately zoned area.

I commend our local architects for making the original proposals much more aesthetically attractive. However, the key issue for this project is not aesthetics, it is traffic. Morrill's Corner is the worst intersection in the state. I know from personal experience of a car accident involving my wife, infant son and mother in-law last year at one of those unsignaled intersections that the applicant has not addressed, and the level of service at that intersection.

I ask you to consider the current zoning, and how it protects against substantial traffic density due to its allowable uses, and how the proposed contract zone will undermine this. Look carefully at how truthful and accurately the applicant has been in conducting and presenting their traffic study. The modeling they have presented is inconsistent with reality that can be observed by a lay observer. It is contradicted by photographic evidence that I have submitted earlier to the planning board and would be happy to discuss again tonight. It ignores the railroad, which is one of the most significant issues. At a public hearing, the applicants engineer waved off the issue of the train. I don't believe it was included in the modeling that Mr. Errico used as the basis of his review. I think if you look at that modeling it does not include the train tracks, only the roadways.

A professional review submitted by Creighton Manning was submitted at an earlier meeting. This documents significant errors and misrepresentations by the applicant's study. Given the potential impact and of this development and the misrepresentations of the traffic situation by the applicant, I would ask the city to further investigate the impact, and specifically ask Tom Errico to publicly comment on each of the eleven points in CME'S review and state if he agrees or disagrees with each point. Also, if he would comment on whether they included the train in the modeling he used as basis for his review. In Mr. Errico's opinion will the traffic get better with a one million dollar investment as the applicant has stated. Also the site improvement, how much does one million dollars buy? It sounds like a big figure but that won't even buy 4 houses in those surrounding areas. The analysis of an effective tax benefit of a project like this stated, that in other areas with similar development, actually costs more to the taxpayers than it brings in as an actual tax base.

Jim Cloutier: Mr. Yeagerman, we would like to check if the impact of train traffic at the intersections from east to west – north south of Morrill's Corner was factored into the analysis.

John Leavitt, Carpenter's Union speaking for members who are Portland residents: We support this project, and think the traffic issues have been addressed. The project will create several hundred good paying jobs with benefits. It will clean up the area and create tax revenue. I would like to see the Portland Boxing Club benefit – I believe there are only three or four boxing clubs in the state, if that could be expanded I think it would be a great perk for people in this area. We would appreciate anything the city could do to make this project happen.

Elizabeth Lane: I'm a long time Portland resident and have commuted Forest Avenue all my life three or four times a day. I'm a boxing club member and a significant boxer in the community. If this is going to be a traffic case, we should consider this as improvements that would only help the situation. I've tried to take the bus to the boxing club many times, and have had to walk down Morrill's Street and across the train tracks. I feel that the train has been considered; the train is part of the traffic. When we're backed all the way down to the next corner it's because there is a train going by and there isn't any place to go. This issue has to be reassessed and we need to redo the entire area.

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Chuck Enos: I'm part of Local 1996 and have been a Union carpenter for over 20 years. Over the course of that time I have passed that property many times and it's been derelict for all my union years and if Packard can take care of the traffic situation, I'm sure the area will benefit from 250 good paying union jobs.

Craig Posey 22 Eleanor Street: I'm just wondering if the city was getting its bang for the buck regarding the property that's possibly zoned. I also wonder if we're not creating a permanent train from 9:00 to 6:00 with the traffic light in front of the project. I'm very impressed with the presentation, my only concern is it's possibly too good to be true.

Jeff Bushcomb: I'm a Portland resident. Coming from my previous residence where we had a very similar project like this in Connecticut where Stop & Shop moved in. It was the same type of stagnant industrial area along side urban areas. The effects on my community were all positive and is still striving today after about fifteen years. I support this project and hope that it goes through.

Carol Lynn: I am here to oppose the project. I also feel there is misrepresentation regarding the traffic problems. I am a native of Portland and am well aware of Morrill's Corner. Creating more traffic would certainly distract and deteriorate the quality of lives here in Portland. I don't think there has been enough information from the media, to get people involved in this larger than life project. Though the presentation was excellent, I still could never be convinced. I feel we're being hoodwinked.

Bruce Lewis: I live in North Deering not very far from the proposed project. I grew up in the small coastal town of Boothbay Harbor, and it's not small anymore; we went through similar problems. Change doesn't come easily to me. I am what I suppose they would call a NIMBY; I was for change as long as it wasn't in my neighborhood. In this case I can only give the council one piece of advice, and that is let's make this happen. If Packard needs to be squeezed more to make a better road frontage road or a better road system, let's make them do it. The site as it is now is an ugly revolting site in a very pretty city. I think we are analyzing until we paralyze on this situation. I believe the proposed project is great and brings a lot of benefits to the city and a lot of needs are answered. I think it's a big mistake to take another two years before this happens. Portland needs this project. I understand traffic. It's horrendous at the mall, horrendous on Congress Street. Traffic is happening, it's an issue, and if traffic stops this, it's the city council's fault for not asking Packard to do what needs to be done to make it happen.

Don Sullivan 880 Forest Avenue: It would be a great area to develop and many are in favor of what they are proposing. I would like to voice my concerns about the traffic. The one exit in and the one exit out is their problem and I don't know how they're going to deal with it. They're talking about building two lanes going down Forest Avenue. Going towards the city when you get to the Cumberland Store there's that mandatory left turn and it becomes one lane. A little further down you come down to Walton Street and coming from both directions, they both are mandatory left lanes, and you're down to one lane again. Then from Walton continuing on down toward the track you have a great deal of parking on both sides. When you get to the track, you're getting into that little area

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again where it's going to be one lane again because it's a mandatory right hand turn going down Deering. You've got these bottlenecks that just are just a few miles away from this project that is going to create monstrous problems. I live in Deering Pavilion and we only have one way in and one way out. I can rarely take a left turn out. I have to go down toward the city, go down to the Rite Aid and come back up Ocean Avenue. The folks on Ocean Avenue may think they're getting a break on this but people are going to be using that for alternate traffic. I think they're going to be getting traffic down past the high school that they weren't counting on.

Rich Meladick – Member of Local member Local 1915: I'm a local citizen and am definitely for this project. I think the economic, environmental and recreational impact is a win – win situation. As a parent I would rather have my child playing behind a supermarket in a safe field rather than, as has been pointed out in a derelict industrial vacant lot. There are also 30 letters from citizens in support of this project.

Richard Bellafiore 47 Belfort Street: This is a pretty impressive presentation. I am very much in favor of development of that area. However, I think that the traffic and the congestion is not a simple matter. I'm still hung up on that this shopping center and this major super market will only increase by 92 cars per hour – I wonder how are they going to make a living

I'm also a union member and I'm big on union jobs. I'm also thinking there will be a lot of union trucks coming down those roads to supply this development, and I wonder where do those trucks go. Are we going to have semi trucks rolling down Forest and Allen Avenues? How are they going to access the site to deliver the product? I think the townhouses are beautiful, but I'm also a little perplexed as to how a clerk in a retail store is going to afford to live in one of those town houses so he can walk to work.

This is like a fairytale. Those two lanes of roads are going to move everything aside and we're all going to be able to squeeze into one lane on Forest Avenue going in both directions without it being a problem.

I'm all for development. We have a Shaw's Super market, we are now building another super market on Riverside Street, and now to put another one here – the trucks have to come and go somewhere. I'd like to see my city council do an in depth study and know how much the services are going to cost. Packard is not going to keep and paying and paying.

Brian Brash Local Carpenter's Union Local 1996: I'm a citizen of Portland and I am here to support Packard for creating 250 union jobs in the City of Portland. The City of Portland just re-did this whole corner about a year ago and I think that Mr. Errico and Packard should get together and solve this traffic problem – because that's the only problem I can see with this project. I would really like to see it go through and Packard has my one hundred percent backing.

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Janet Parker Mayfield Street: I've been considering this project for a while and have seen some great improvements since the original meeting I went to. I still do not favor this project. I've never heard anybody say that we need another grocery store. I believe that Stop & Shop is trying to develop some of the other abandoned Ames Stores, but we don't need a shopping center here. I think it is out of scale with the neighborhood. I think the town houses are within scale, an expanded boxing club is within scale, and keeping Bruno's and maybe a few retail shops are fine. A shopping center of that size is out of scale with the surrounding neighborhood. I think it's strategically located at a place where many roads come together. It's a prime location for people coming in and out of the city every day to stop and buy something on their way home from work.

I'd like you to consider the quality of the jobs there. Will some of the people working in the stores be able to afford a town house or apartment that will be going in there? What is the quality of the taxes coming in and how will it be spent? How does that balance against the residential taxes coming in? What kind of assurances do we have if the stores aren't a success, and they go under, how do we know that they won't be abandoned in five years.

On the environmental side, all those cars will be creating a lot of air pollution, plus all those trucks running on diesel. Water pollution - there will be runoff from a parking lot, oil/grease, cigarette butts, etc. I haven't heard anything about storm water. Where is it going? There is usually an on-site type of pool for storm water to be discharged to. How much light is going to be generated and how much will it affect the neighbors?

I live on Mayfield Street and I enter at Bishop Street. The traffic light at that intersection has not been addressed. I can't get home from Stevens Avenue, or from Forest Avenue because there is no turn on to Bishop Street, everybody bypasses the intersection by taking Bishop Street. How do you take a road that has one lane now, four sidewalks and buildings really close to it and make it two lanes with bigger sidewalks without chopping off the front of a building?

Peter Hefler, General Manager of the Metro: We've been involved in this project for over two years and I applaud Packard for coming to the Metro at the start to work out the differences regarding the easiest ways of getting our busses in and out of the complex when completed. VHB, their traffic consultant met with me repeatedly and went along with my suggested re-route of the bus. In the bus business we don't like buses going through parking lots. The way this complex is set out our bus now will come in the entrance way and travel down to the first bus shelter near the planned town houses and continue down to the Stop & Shop. They will drop off the passengers to go right into the market, go down the end and turn around at the cul-de-sac, which Packard increased in size to make that possible, and come out there to continue on it's route.

Someone mentioned in some of the comments about Diesel. I am pleased to announce that the Metro bus fleet in a year to two years will convert to clean, compressed, natural gas helping to clean the air and bring a better quality of life to the Portland area. This is a transit friendly development. We will also be looking to see if makes sense to enhance

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transit service, to bring in our number 2 bus operating on Forest Avenue, since it is such a short distance to the shopping complex.

There are a lot of opportunities to use transit here. The goal is to get people out of single occupancy cars and into the bus and help to reduce that traffic that we're all so concerned about. This is more of a personal comment, than my position; I feel a new mixed complex with a host of amenities along with it being transit friendly, will include walking trails, town houses and apartments, along with a large percentage of green space seems like a win to me. In an era of shrinking tax bases, and now in danger of becoming even more so, if the Poleski initiative passes, it makes sense to me to support this project to make Portland a better place to live.

Joe Bernacci Forest Avenue: I'm on the fence on this one. Traffic and safety are of concern to me. To accept Packard's traffic simulation would be to have the wolves watch the chicken coop. I believe an independent traffic analysis is required before the CDC moves forward and gives any recommendation to the city council. I spoke to the planning board in regards to public safety. That one point of entry and egress is a public safety nightmare waiting to happen. If there is one fender bender at that entry or exit, traffic will be backed up through all the intersections and all the major arteries in Portland.

Jim Andercshat, President of the Bakery Workers Union in Portland: We represent 475 workers of Interstate Brands Corporation known to most as Wonder Bread and J. J. Nissen's Baking Company. Today we found out that our company has filed for bankruptcy. Out of the 475 people that work for us in Biddeford, probably 85 are residents of Portland and about 150 are residents of Greater Portland. We need jobs, and I'm confident and hopeful that under this restructuring we can survive in Biddeford, but there is a black cloud floating over our heads and the residents of Portland that work there. Looking at this project there are good construction jobs, building jobs, and retail jobs. Jobs are not flocking to the State of Maine. If it falls through in Biddeford it would be nice if they had something to fall back on like the Morrill's Corner Project.

David Hanworker: I live at 64 University Street and I oppose the project. I think it's in the wrong place at the wrong time and we don't need it. I'm very familiar with this intersection; I drive through it all the time. I was very happy to hear other people talk about the trains, you can count on them between 6:30 and 9:00 in the morning they're going to roll right through and 4:00 and 6:00 at night the same. There is the safety issue for pedestrians and cyclists. I don't think the people of Portland are naïve and they can smell a skunk when they see it.

John Napolitano Business Manager for The United Association of Plumbers and Pipe Fitters of the State of Maine:

We've got 60 members of the union in the City of Portland. I grew up in Portland and I am a property owner here. I've seen a lot of changes in the city and I'm also familiar with this parcel of land. My brother owns a restaurant on that property. It's an eye sore and Packard Development has come in with a mixed used plan for the property. They have

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had a lot of meetings and have put a lot of work into it. We're in support of this plan and hopefully it will go forward.

The developer plans to spend more than a million dollars on the traffic issue. It's a million dollars that the city doesn't have. Stop & Shop is a union outfit with good union paying jobs and much needed health benefits. The property tax will generate \$300,000, money I'm sure the city could use. It's good for the neighborhood and good for Portland. I have 750 signatures of Portland residents who support this plan.

Joe Bragetti Allen Avenue directly across from Woodlawn Avenue: I've lived there for 40 years and have seen a lot of changes on Morrill's Corner. I'm here to speak in favor of this project that has been a blighted area for many years. I think it's a vast improvement with this project. One minor concern that I have is that I haven't seen anything addressed in terms of signage. Are they going to put a large marquee sign at the entrance with all the perspective tenants in there, or is that going to be scaled down so that it blends in with the community?

Vinny O'Malley 16 Alden Street: I have lived here most of my life and I have a child at Lyman Moore. This is an issue that I don't consider to be us against them.

I'm very concerned about traffic and traffic counting and public safety. What you do here is going to affect the entire city. Traffic is a problem – it's a problem for the all of the city.

One of the base lines here is a job. There were good jobs here at one time – good union jobs. I remember the jobs at First National and A&P warehouses that did have benefits and a good living wage. That's the level of commitment that I'm hearing about here tonight. It sounds as though people are working to make this happen and I hope you will consider supporting this project.

Dan Breton representing Allen Parks, President of the North Deering Neighborhood Association: I am the secretary of the association. We represent the North Deering area – it's essentially Lyman Moore and Lyseth area Schools. We will be impacted by this project. We have 120 members in the association and we are a board of around 17 people. We invited the Packard team to come and make their presentation to us, which was by the way very impressive. There were flyers on our windshields from those who opposed the project and none of these people showed up at the meeting. We were fortunate to have Councilor Cohen available to outline what the issues that were in front of us.

This is a comprehensive plan with mixed uses. There will be input from Portland Trails, pedestrian bike paths, transforming a ghastly site and create a tax revenue. Another thing we discussed at our meeting is that this is not an all or nothing game. If Packard is denied, ABC Chemical can come in, and not necessarily seek the same permitting if they don't buy the city land. Who is the better tenant to have? Packard would be transforming this site into something that we have never seen in the City of Portland. That should be held as a beacon. When the association took a vote it was unanimous in favor of the

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project. The issue of traffic did come up, but to hang the problem of traffic on Morrill's Corner on this particular tenant doesn't seem fair. There is another super market going in one mile down the road, they may own 10-20% of this traffic as far as we know. There is also a Super Wal Mart coming to Westbrook and people will be migrating from all over the place. As a board we are proud to step forward to support this project.

Joe Piconne - Business owner and life long Portland resident:

I'm here in support of this project. It will create a tax base, it will attract good union jobs; something the other super markets do not have. I think it would be good competition in the work place. If somebody is willing to create a tax base this good I think things like the traffic issue can be worked out and this can be made to happen.

Elliot Nathenson a life long resident of the state: Traffic and public safety are my two major concerns. The traffic count by Packard was conservative at best - around 40% understated traffic according to the Creighton Manning Report. When you take the largest intersection volume wise in the state of Maine and add a project of this magnitude it's got to have a significant impact on traffic. By adding additional lanes to come out on your main arteries to go in the opposite direction, you would have to go across multiple lanes.

As far as the apartments, they are insignificant. The jobs other than the super market, are union will be minimum wage. The train is another issue - it makes two to three trips per day and you can sit in traffic for a significant period of time. I do commend Packard for their design and the work that has gone into this project, but I am totally against it due to traffic.

James Trott lives on Murray Street: I am union member, but am here as a resident and taxpayer: This proposal is a far cry from what it was a few years ago. Packard has shown that it wants to be in Portland and has worked with the community on many different levels. I urge the committee to move forward and to work to overcome any obstacles to make this project happen.

Lisa Haines - by day an environmental scientist here in Portland and by night an amateur boxer: Over the past three years I have had the opportunity to travel through Morrill's Corner on my way to the boxing Gym. I have seen a lot of environmental impact to the area as well as an eyesore to the area. When I heard about the development project, I thought what a great opportunity to clean up the area environmentally and aesthetically and create an area of low pack environmental issues. Looking at this from another standpoint, industry can go in here and the railroad system can be utilized. Trucks can be coming in and out and can create another environmental devastation and another aesthetic eyesore. I support this project and hope its moves forward.

John Evans - Business representative from Iron Workers Union local 496:
On behalf of the local members and others who might get to work on this project, we want you to know that we completely support this project.

Freddy Naida: I'm also an amateur boxer of the Portland Boxing Club. I believe there will be a traffic problem no matter what goes in there or who builds. Packard is doing a good job and has presented a beautiful package. They have done a good, but may need a little tweaking. I support this project.

David Small -- Life long resident of Portland and COO of the family business Nelson & Small that has been located on Canco Road for 40 years or so.

People talk about this being a relatively small parcel of land; it is really a very large parcel and a very derelict parcel of land. I wrote a letter to the City Council because I think this is a tremendous project. It is indeed a very different project then it was two years ago; it has come a long way. Packard gets an A for stamina -- they have sat through it and ponied up a lot of money and have come up with a far better final version or at least this last iteration.

There is a limit as to how many times you can ask a commercial developer to go back to the well and do one more thing. There are a lot worse things that could happen on this site that may not require the kind of scrutiny or contract zoning that this project does require. It's been suggested that the junkyards could move into our neighborhood. Though, I don't think that there is any support from the council to allow that to happen; that's the kind of thing that could take on momentum, and that would be a far worse proposal.

I urge us not to try and be professionals about traffic design. We've got a fine city council, we've got planning boards with very strong regulations and I think it's up to them to see that it passes muster and that the details are in fact valid.

About 15 years ago I served on the advisory committee for IGPAC that looked at our industrial and commercial zones surrounding particularly the neighborhoods. Canco Road was often used as a model where commercial, business, residential and religious institutions could live and work harmoniously. This is a similar area. I think this is a great project and I certainly hope that you will support it.

Lori Bachelder resident of North Deering for 12 years: I am speaking for myself and for my neighborhood. We fully support the project and think that it is a great opportunity for our community.

Budd Quinn North Deering: I've have been a resident for some 30 years and I'm a volunteer for Portland Trails. I have been authorized by the Board of Trustees of Portland Trails to express our backing for this project. We don't look at this as just a trail for Portland Trails. The improvements that they are going to make to Morrill's Corner for pedestrian traffic will make is the best kind of traffic -- non-polluting. This will become an integral part of our trail without having to break off and go on to the sidewalk within 15-20 miles of trails within the city. We support this.

Todd Bacon City of Portland: I am a city resident and city employee: First thing on Monday mornings we sift through meetings of tax relief and different proposals. Here we sit on a gold mine of \$350,000 per year in tax relief. No doubt if we sit on this project for the next two years the money earned to the city could save my job along with others. We have another super market going in that creates competition for surrounding super markets. That will inevitably bring down food prices that you spend in the area. If you want to look at a project in comparison, why not look at route 295 Forest Avenue. Every bit of traffic that exits that super market at rush hour along with all the traffic on the boulevard ultimately all dumps out on to Forest Avenue. There doesn't seem to be a problem with those two lanes in and outbound.

Phyllis Emery Portland: I fully support the project and the beauty it would bring to the area opposed to the eyesore we have there now.

Rick Ross Deering Center: The train goes right behind my house and I have been dealing with those trains my whole life. We will have heavy traffic at Morrill's Corner no matter what – we deal with it. The changes on Brighton Avenue and the change they made on Riverside Street; the traffic is worse. The city is growing; that's what we want. We need to find other ways to generate tax income instead of getting it from individual house owners like ourselves. I'm for it – let it happen.

Ann Sawyer: I own property on the back end of the project that isn't showing on the screen. The area that is highlighted has always been a potential residential apartment building complex. My concern is not whether the shopping center should be there or not, but that it has only one entrance and one exit – all other shopping centers have multiple exits.

The site is an eyesore and has been since I bought my property. I don't believe mixing residential in a commercial property; I don't think that's an option. If that lot in the back eventually gets developed into an apartment complex, where does the traffic empty into?

Todd: I live at 92 Woodlawn: Describing where he lives on the designed plan, his question is; how the neighborhood folks will go in the one way street and will there be anything other than a sign that says no to people who want to enter. If people want to shoot through there we will have hundreds of headlights pointing at our houses. Questions on the one exit and entrance plus the train. I recommend that the city do its own traffic study and not just rely on Packard's. I must say it looks a lot better and more than two years ago, and it's also a lot bigger. Has anyone thought about making Morrill's Street an exit. **Jim Cloutier** told him that it was owned by Guilford.

Dennis Norton - Southern Maine Labor Council: We represent at least 2000 members in Portland and a number more in the Greater Portland area. I also work for the United Food and Commercial workers Union. I have the privilege to represent workers at Stop & Shop in Massachusetts and New Hampshire where they have recently expanded.

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I also have the privilege of representing the workers at the Hannaford Brother's distribution center over in South Portland. I can tell you these are good jobs. They have good benefits – full dental, health insurance, pensions and scholarships. They are very flexible with their employees. Stop & Shop is a top-notch company and they contribute a lot to the community.

As you know one of the things I deal with is lost jobs. We lost the Super Value Warehouse right here in Portland, and those people have to go somewhere. That's a job they can come into and make similar wages and know what they're doing. I have been on the ground floor of the expansion in New Hampshire, and there is a Shaw's and a Hannaford on either side of Stop & Shop and there is no lack of over time; they're all making good money. The best benefit is that prices do go down – Hannaford and Shaw's had to raise their prices to compete. I urge you to support this project to produce new good paying jobs and help us back to recovery.

Gilbert LaPierre: I represent the laborers local 327 in central and southern Maine. Packard is trying to make a difference in this area, and I can't understand why it has been so difficult for them. All three locals in the state support Packard and this development.

John Charette: I am a resident of North Deering and live about a mile from this area. I drive through the area quite often and the traffic is quite bad right now. I think without the development, it will get worse. We have a developer who is willing to put over a million dollars in order to fix the area. It's money I as a taxpayer won't have to pay later. It's a mixed use development and believe it is good for Portland and very important for the area. I'm in favor of it and hope that the City Council approves it.

Laurie Fowler: I live on Woodlawn and am against this project because it's so large.

Michelle Hedrich: I live in North Deering I'm concerned about free market. If we're going to limit the types of businesses such as super markets, I think that the City Council should make a policy stating just that. They should inform the developer about this before they come forward with these types of plans. Businesses come and go in Portland all of the time. Do we not give them a contract zone or approved sale of a land because the business may not succeed?

People that are very concerned about the traffic and comment on what if this big box is just left empty - if it's empty there won't be any traffic; the argument doesn't make sense. If Poleski passes, high school transportation will be cut and we will need upgraded bike paths and pedestrian walkways so our children can get to the high schools. The city won't have the money to make these improvements. I would like Packard to pay for that at this time.

Joanne Kennedy: I live at the corner of Morrill's Street and Woodlawn Avenue and have for 40 years. I am definitely against this project. I first heard about this in 2002 after hearing that two of my neighbors were approached by Packard to sell their homes – they didn't want the homes they wanted the land. The homes are located on the corner of

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Morrill Street and Princeton Street. I started going to the meetings after that and have been to every one. I learned about the comprehensive plan and that this is the most important issue here; it is what the council goes by. (Joanne quotes from the comprehensive plan.) This is very precise and the intent is very clear, and this is not here for this development. The basic concerns I have, is the size, traffic, the one entrance and noise from the trucks, refrigeration and air conditioning on top of the building. We will hear that every day and night.

There are inadequate parking spaces. In December 2003 they had 803 parking places – in April 2004 it went down to 625, plus they added 24 town houses. Where is the off site parking going to be located for all the facilities? (Quotes again from comprehensive plan where it sites encroachment.) Packard promised traffic improvement – this hasn't happened. I applaud the marketing and the union participation. There will be three bids on this project, and there is no guarantee it will go to Maine.

Nancy Pose – lives on Eleanor Street: The traffic now goes clears out pretty well. After 7:15 a.m. a peak time of day, you can't take a left off Goodrich to get down Allen Avenue. In order to get out sometimes I wait for two lights and if I don't get in then I squeeze myself in and use McDonald's to reverse my direction. Another concern is the height of the grocery store. If there is partying out back now, this building will be a perfect shield for them out back in the field. Because of this there should be increased security.

Lee Dicemero: I am a resident of Portland and I support this project and hope it goes through.

Nancy Getchell: I am a Portland resident and I support the project and think it's something the City of Portland needs desperately.

Ms. Keenan: The only beneficiary of this project will be the applicant, the rest of us will be harmed; more traffic, more accidents, higher taxes and less green space. It's the wrong size and place. Packard could have chosen an appropriately zoned piece of land away from the neighborhood. They took a risk; that's their job. They have the right to ask for our land and a rezoning, you have no obligation to give it to them, and it's your job to act responsibly to the residents and constituents of this community, not to facilitate harm to come to it. Packard can look out for their best interests, and we elected you to look out for ours.

This is not about Packard, Stop & Shop or union jobs. This is about preserving the integrity and vision of our community. Elsewhere this project might be suitable and in Portland's best interest, but not here. They could have included Stop & Shop and union jobs in their project at Pine Tree but chose not to – the same holds true of the old Bradlee's location. Neither needed additional lanes or buying up the neighborhood; the neighborhoods are gone. They lost the first round through planning after six months review. They had a second chance to reduce the size and the impact and come up with a

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more suitable plan; they made the plan bigger. I have 250 signatures that oppose the project – 75 are immediate abutters.

The Portland Press Herald did an article on Packard coming to Maine, and the attached poll asked if Portland needs more retail – 61% said no. Three things: Packard's Biddeford site showed a negative tax impact. Secondly, the parking on site doesn't even meet the needs of the retail, and lastly the traffic count over time on Allen Avenue from 2001 – 2004 goes down 400 cars per hour and 5,000 a day; that's not possible. We need an independent traffic review.

Frank Dixon – owns property know as One Morrill's Corner: I have been a businessman on the avenue for thirty-six years and I own other properties on Forest Avenue by the other grocery store that's going in, and I also own property on Bishop Street.

Packard has done all their homework and has done a great job and I hope you get in there. The traffic at Morrill's Corner is the busiest intersection in the state of Maine. I chose to buy the property there and chose to have my business there, and I have done quite well. The traffic improvements at Morrill's Corner have already made a tremendous difference. We're going to have traffic forever and that's not going to change – we have to live with it.

Ellie Mann – lives on Woodlawn Avenue: Mr. Erico was asked directly at the Planning Board public hearing if the traffic would get better with the million dollars worth of improvements – and the answer was that he found that hard to believe. Asked by the planning board chairman would it stay the same, the answer was maybe not – it could get worse. My point is, if Packard qualifies for a traffic permit meeting the minimum DOT standards, those standards could be worse than what we have now. Adequate in this case meaning worse if this development is built. There will be no buffer between the shopping center at phase one of the project, I imagine this to be considerably disruptive. I question the 40% of green space and the walking trails. We will lose wooded areas and granted it's an eyesore, but in place of that there will be air pollution, noise pollution and light pollution.

Jim Cloutier: We can go through the questions and write them up and get them back to the public and maybe put them on the city web site. We would need to see what kinds of studies would be called for in order to go forward with the permitting process. I don't see a reason to engage the other expert who we got the letter from through Attorney McGehee. I will defer to the engineers to deal with this.