

CBL: 152-B-1

FOLDER NAME: PB Memos

filename: 1-17-06 - Site Plan

PROJECT: Monrills Crossing ~~Contract Renaming~~

ADDRESS: 33 Allen Avenue

**Memorandum**  
Department of Planning and Development  
Planning Division

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**To:** Chair Beal and Members of the Portland Planning Board  
**From:** Sarah Hopkins, Development Review Services Manager  
**Date:** January 10, 2006  
**Re:** January 17 Planning Board Workshop  
**Morrill's Crossing Mixed-Use Development**  
**Traffic Review**

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The Planning Board has requested a special workshop to review traffic and circulation issues related to the proposed mixed-use retail project as proposed by Morrill's Crossing, LLC.

In November, the applicant submitted a Traffic Study, along with a technical appendix. The Traffic Study was updated at that time in response to questions raised by the City's Traffic Engineer as part of the required MDOT Traffic Movement Permit Traffic Scoping Meeting.

During the last workshop, a letter from CME Traffic consultants was presented to the Board that highlighted a number of questions regarding the methodology and findings of the Traffic Study. The Planning Board requested that the City's Traffic Engineer respond to that letter, as well as to the Traffic Study in general.

Given the volume of information submitted and the extent of proposed improvements and construction, the Planning Board requested a special workshop to concentrate on traffic issues only. The applicant will present the traffic study, as well as a simulation of the traffic anticipated. Mr. Errico will be available to present his findings (see Attachments 1 and 2) and to answer questions of the Board.

We have asked Captain Cass of the Portland Fire Department to attend the meeting in order to discuss public safety access issues. (See Attachment 4.)

A representative from METRO will also be available at the workshop to discuss preferences for the siting and access to a bus stop. (See Attachment 5.)



**Please bring copies (handed out 12/6/05) of the Traffic Study and Technical Appendix to the workshop.**

I anticipate working with the Planning Board Chair to draft an agenda of discussion topics for the December 17 workshop so as to cover all the items as thoroughly and efficiently as possible. I will send out an agenda, along with any correspondence received, on Friday, January 13.

### **Next Step**

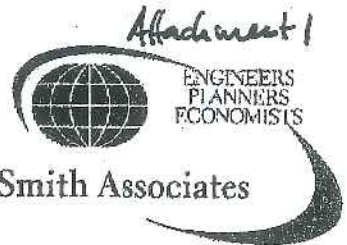
Prior to further discussion on the site plan aspects of the proposal, staff will need direction from the Planning Board on the issue of the size of the Boxing Club. A memo from Marge Schmuckal, Zoning Administrator, is included as Attachment 6.

Given the determination made by Ms. Schmuckal, staff would suggest that there are two options for the Board and Morrill's Crossing LLC to consider:

1. reduce the size of the boxing club to the 14,00sq ft. as originally proposed with the conditional zoning; or
2. return to the City Council for an amendment to the conditional zoning.

### **Attachments**

1. Tom Errico's Review Memo dated 1/9/06
2. CME's letter dated
3. Tom Errico's Response to CME's letter
4. Memo from Captain Cass, PFD
5. Letter from METRO
6. Letter from the Zoning Administrator, dated January 9, 2006



59 Middle Street  
Portland, ME 04101  
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January 9, 2006

Ms. Sarah Hopkins  
Development Review Services Manager  
Department of Planning & Development  
City of Portland  
389 Congress Street  
Portland, Maine 04101

Subject: Peer Traffic Review for Morrill's Crossing/Packard Development Project

Dear Sarah:

The following presents my initial comments relative to the review of traffic information transmitted to us in conjunction with the Packard Development project at Morrill's Corner. Our initial review is based upon a Traffic Impact Study (with attached Technical Appendix and Improvement Plan), Morrill's Crossing, dated November 2005 prepared by Vanasse Hangen Brustlin, Inc. I want to emphasize that my review is not complete, and further comments should be expected. Related to this is the recent receipt of the traffic simulation results, which has not been reviewed. I would also note that I will be responding to comments submitted by Creighton Manning Engineering, LLP. My initial comments are summarized as follows.

1. The study area for the traffic study was identified at a project level scoping meeting and meets methods established by the Maine Department of Transportation (MaineDOT). Accordingly, I find the study area to be acceptable.
2. From a traffic volume and analysis perspective, intersection turning movement counts are the most relevant. Accordingly, I would ask that the applicant provide a historical perspective on the various intersection turning movement volumes collected over the last several years. I would suggest that this be provided in tabular form with dates of counts, day of week information, peak hour information, and supporting commentary.
3. Turning Movement count reports should be provided for the intersections of Forest Avenue/Read Street/Adelaide Street and Forest Avenue/Bell Street.
4. Some of the intersection turning movement volumes do not balance between intersections. As an example: volumes on inbound Forest Avenue between Warren Avenue and Allen Avenue vary by approximately 115 vehicles. Traffic volumes between intersections should reasonably balance.

Albany NY, Anaheim CA, Atlanta GA, Baltimore MD, Bangkok Thailand, Burlington VT, Charleston SC, Charleston WV, Chicago IL, Cincinnati OH, Cleveland OH, Columbia SC, Columbus OH, Dallas TX, Dubai UAE, Falls Church VA, Greenville SC, Hong Kong, Houston TX, Iselin NJ, Kansas City MO, Knoxville TN, Lansing MI, Lexington KY, London UK, Milwaukee WI, Mumbai India, Myrtle Beach SC, New Haven CT, Orlando FL, Philadelphia PA, Pittsburgh PA, Portland ME, Poughkeepsie NY, Raleigh NC, Richmond VA, Salt Lake City UT, San Francisco CA, Tallahassee FL, Tampa FL, Tempe AZ, Trenton NJ, Washington DC

Employee-Owned Company



5. Some of the turning movement volumes at the Allen's Corner intersection on Figure 7 do not seem to match data from the turning movement count reports. An explanation should be provided.
6. The report notes general pedestrian and bicycle deficiencies. I would ask that the applicant document specific deficiencies.
7. The applicant should provide recent information on train activity at the Allen Avenue crossing. I would like to see crossing information over an extended period of time.
8. Four locations within the study area were identified as having potential safety problems as defined by MaineDOT methods. For the Forest Avenue/Stevens Avenue/Bishop Street and Washington Avenue/Allen Avenue intersections, I would suggest that the applicant obtain crash data from the Portland Police Department during the time period following recent improvements to determine if safety problems have been corrected. For the Forest Avenue/Morrill Street and Forest Avenue/Read Street/Adelaide Street intersections, details of improvement strategies should be fully developed. Additionally, collision diagrams should be provided.
9. The City no longer expects funding through the PACTS BTIP process for the Forest Avenue improvement project, and the study should account for this.
10. The City is in the process of installing a traffic signal at the Allen Avenue/Plymouth Street intersection. The signal should be operational within the next month and therefore all analyses should reflect this condition.
11. Historical Growth assumptions within the study area should be discussed, particularly declining traffic volumes documented in the report. This effort should include both daily and peak hour volumes.
12. I concur with the trip generation methods. However, I would suggest (if available) that the applicant provide information on trip generation activity at a typical Stop N' Shop supermarket for comparison purposes. Additionally, the applicant should confirm that improvements to the existing Bruno's Restaurant will not increase seating capacity and therefore traffic levels.
13. The applicant should provide parking demand information in tabular form for each hour (not just the percent) for review purposes with hourly parking totals. I plan on reviewing parking demand issues after receiving the table summary.
14. At this time the City does not expect BTIP funding to improve the Forest Avenue/Adelaide Street/Read Street intersection. Accordingly, the applicant should identify improvements that mitigate deficiencies.

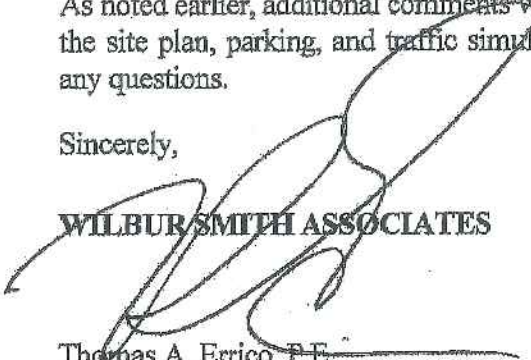
15. In conjunction with the proposed Traffic Demand Management Plan, the City may want to request annual progress reports on the plan for City review and comment.
16. At the Allen Avenue/Site Drive intersection it is recommended that a raised island be provided that physically prevents driveway movements near the intersection.
17. The applicant shall provide information on proposed site layout changes at Paul White Tile as part of the Allen Avenue improvements.
18. The applicant shall provide a graphic that illustrates the turning adequacy of bus movements through the traffic circle near Morrill Street. Additionally, the applicant should implement design treatments that minimize illegal movements to Morrill Street.
19. The improvement plan should provide details on how Forest Avenue will transition from two lanes to one in the inbound direction.
20. The applicant needs to fully explore and provide alternatives for the provision of four travel lanes on Forest Avenue as it relates to the loss of on-street parking.
21. Peak hour factors computed during the conduct of the turning movement counts should be used in the capacity analysis calculations.
22. The capacity analysis calculations take credit for right-turn on red movements at the Forest Avenue/Allen Avenue intersection. Right-turn-on-red movements are prohibited for northbound right turns. The analysis should be revised to reflect this prohibition.
23. The volume-to-capacity ratio for the Forest Avenue/Allen Avenue intersection exceeds 1.0 for the Build with Mitigation Scenario during the Weekday time period. Volume-to-capacity computations should be less than 1.0 at all study intersections.
24. The applicant should provide information on existing storage lane capacities at the study intersections such that a determination on storage lane adequacy can be determined. Additionally, 95<sup>th</sup>% queues should be used for the determination of lane storage adequacy.
25. The applicant should identify a mitigation plan for the Forest Avenue/Riverton School/Newton Street intersection.
26. I am concerned about vehicle queuing at the Morrill's Corner intersections and will rely on the SimTraffic results to determine whether conditions are acceptable. As indicated previously, that review will be conducted in the near future.

Ms. Sarah Hopkins  
Page 4  
January 9, 2006

As noted earlier, additional comments will be provided in the near future particularly related to the site plan, parking, and traffic simulation. Please do not hesitate to call should you have any questions.

Sincerely,

**WILBUR SMITH ASSOCIATES**



Thomas A. Errico, P.E.  
Senior Transportation Engineer



**Partners**

Charles W. Manning, P.E.  
John M. Tozzi, P.E.  
Edward V. Woods, P.E.  
Donald G. Sovey, P.L.S.

**Associates**

Shelly A. Johnston, P.E., PTOE  
Mark A. Sargent, P.E., PTOE  
Jeffrey W. Pangburn, P.E.  
Thomas R. Johnson, P.E., PTOE

December 8, 2005

Chairman Leslie Lowry III  
Members of the Portland Planning Board  
389 Congress Street  
Portland, ME 04101

**RE: Traffic Comments on the Morrill's Crossing Proposed Mixed Use Development - Portland, Maine; CME Project No. 04-147.**

Dear Chair Lowry and Members of the Portland Planning Board:

On behalf of Hannaford Bros. Co., Creighton Manning Engineering, LLP (CME) has completed a review of the revised Traffic Impact and Access Study dated November 2005 for the Morrill's Crossing, a proposed mixed-use retail and residential project in the City of Portland. This review follows our previous reviews and comments on the October 2004 and June 2004 traffic studies. We offer the following comments for consideration:

**A. Study Area:**

1. The study area among the three traffic studies continues to change with each new report. No explanation has been given as to why the analyses of intersections have been deleted for this very large project. The differences include:

From June 2004 to October 2004 TIS, intersections added

- a. Forest Avenue @ Newton St/School Drwy
- b. Allen Avenue @ Northfield Green Drive/Plymouth Street

From June 2004 to October 2004 TIS, intersections deleted

- c. Forest Avenue @ Riverside Street
- d. Walton Avenue @ Ocean St
- e. Forest Ave @ Ocean St.
- f. Forest Ave @ Walton St.

From October 2004 to November 2005 TIS, intersections deleted

- g. Stevens Avenue @ Walton Street

From October 2004 to November 2005 TIS, intersections added

- h. Warren Avenue @ Hicks Street

**B. Site Generated Traffic:**

1. A new trip generation 'credit' is added for each successive traffic study revision to minimize the volume of traffic from the project at the study area intersections. The June 2004 study contains a 'pass-by' credit only; the October 2004 study adds a 'diverted-link' credit; now the November 2005 study adds an 'internal' credit. This gives the impression that the applicant is trying to use any and all means to reduce the volume of site traffic and to limit the impact of this project.

*Engineers, Planners and Surveyors*



2. To illustrate, a 44% pass-by credit was used in June 2004 study. In the October 2004 and November 2005 studies, the pass-by credit drops to 30-35%, but a diverted link credit of 20-30% is added, as is the internal trip credit in the November 2005 study. The result is a substantial reduction in the number of 'new' trips for the Saturday peak hour from 745 vph to 505 vph.

The total value of all credits taken to reduce the traffic impacts is extremely and unrealistically high (60% - 65%) and the true impacts of the project are not analyzed. In other words, the applicant is claiming that 65% of the site traffic is coming from traffic already passing near the project. At the very least, studies of similar land uses in the area need to be conducted for their trip reduction credits to validate the levels used for this project.

In my analysis and review of hundreds of similar projects, I have not taken such a high credit nor seen such a high credit taken by another firm. Further, I have not seen any reviewing agency allowing such a high credit to be taken. The highest total credit in these cases has been 30% to 40%.

### C. Traffic Analysis

1. The traffic analysis is flawed from the beginning and does not accurately portray the true operating characteristics of the study area intersections.

The most significant flaw in the analysis is that for all multilane approaches at each of the intersections along Forest Avenue, the applicant claims through the analysis that vehicles use the lanes available in relatively balanced and equal distributions. This is not how the intersections operate. With lane drops and lane merges through the area the traffic uses the lanes in a highly unbalanced and unequal manner. The result is a dramatic under-reporting of the true intersection delays and queue lengths.

For example, Figure 6 of the November 2005 traffic study indicates that the weekday design hour volume on Allen Avenue traveling southbound and turning left onto Forest Avenue and into to McDonald's is 445 vph (430+15). Downstream from this intersection, the right-most lane becomes a right turn lane onto Bishop Street and Stevens Avenue. The distribution of traffic traveling in the southbound direction on Forest Avenue at Bishop Street is approximately 67% traveling through, and 33% turning right onto Bishop Street or Stevens Avenue. The traffic study assumes that the southbound shared left/through lane on Allen Avenue at Forest Avenue is relatively even (typical default lane utilization factor of 95% is used in the analysis). However, most drivers, wishing to continue south on Forest Avenue and not turn right onto Bishop Street or Stevens Avenue, favor the left-most turn lane on Allen Avenue. Under this condition, the lane utilization factor would be closer to 77%, and, as stated above, results in dramatically longer delays and queuing than reported in the traffic study.

This same analysis flaw is repeated for other areas that have lane drops/merges including the Forest Avenue northbound approaches, the Forest Avenue southbound approaches, and the Stevens Avenue approach to Forest Avenue. With the closely spaced offset intersections, lane drops, and merges, significant detail to the collection of traffic volumes is required in order to replicate the true operating conditions when calibrating and using the traffic analysis software. As opposed to just counting the amount of traffic on the intersection approaches as the study did, *each* lane must be counted individually and tracked through the area to see how vehicles enter and exit these compact and confusing intersections. Also, the actual queue lengths in the field need to be observed and recorded



for the calibration process. There is no indication in the studies that this or any analysis calibration was done.

2. The studies mention transit service stops and pedestrian activity exist in the area, yet they were not included in the data collection or the intersection analysis. As part of the study's recommended TDM measures, increased pedestrian traffic is being encouraged, yet, again, the pedestrians are not included in the analysis.
3. Since the intersection analysis of existing conditions is flawed, it follows that all subsequent analysis for no-build and build conditions are flawed as well. No meaningful results are contained in the study; and, therefore, the traffic impacts of the project have yet to be presented.
4. The proposed mitigation plan includes a fourth leg to the site driveway intersection at Allen Avenue. However, a fourth leg is not included in the analysis. Even if the amount of traffic from the fourth leg may be minimal, it affects the true operations of the intersection and needs to be included.

#### D. Safety

1. There are at least four merge/weave areas that have not been evaluated for their safety impacts. Lane reductions and lane drops within extreme short distances will lead to increased crash exposure for rear-end and sideswipe accidents for the area that already has numerous safety problems. Lane drops create uneven queuing as drivers favor the lane that continues through the downstream intersection towards their destinations versus the lane that ends in a merge or becomes a dedicated turn lane.

In addition to the lane drop/merge areas noted in the Intersection Analysis section, the applicant is proposing to add another lane drop/merge area on the Allen Avenue approach to the site driveway. As reported in the traffic study, the queue length expected on the Allen Avenue northbound through movement at the site driveway is 295-369 feet during the PM/Saturday peak hours. The railroad tracks are only about 200 feet away meaning that traffic will queue across the tracks creating a dangerous condition. With only about 600 feet separating the site driveway and Forest Avenue, the long queue lengths do not allow traffic enough room to safely merge out of the lane drop area.

2. The study states and presents crash data that the intersection of Forest Avenue at Stevens/Bishop Street is a *high crash location*. The study further states that many of the crashes are rear-end and angle-type in nature, and then routinely dismisses them as being typical of a congested area. Without the benefit of reviewing a Collision Diagram, which is not included in the study appendices as stated in the text, it is my professional opinion through field observations that many of the crashes at this location are due to the lane drop from Allen Avenue to Stevens/Bishop Street. The high volume of traffic from the proposed project will make this *high crash location* significantly worse.
3. Numerous other intersections and links have been identified in the traffic study as being high crash locations. The recommended improvement at the Morrill Street/Forest Avenue intersection is to restrict turning movements to right in/right out during peak hours. Drivers wishing to make left turns could use Adelaide Street to access Morrill Street. Adelaide Street/Read Street/Forest Avenue is already a high crash location. This improvement will require an analysis of the condition and a discussion of impacts to the local businesses that use Morrill Street.

No improvements are discussed at Adelaide Street/Read Street/Forest Avenue intersection which has a high crash rate.



4. The queuing for the northbound through and right turn movement on Forest Avenue at Allen Avenue is expected to be 325-350 feet during the PM peak hour under the proposed Build with mitigation condition as stated in the study. The northbound right turn lane has a storage length of approximately 80 feet before blocking the right most through lane on Forest Avenue. The distance from the stop bar to the Bishop Street/Steven Avenue intersection is 300 feet. Therefore, the right turn queue is expected to extend into the through lane. With the additional queuing expected for the through lanes, vehicles will extend south on Forest Avenue, blocking the Bishop Avenue/Stevens Avenue intersection.
5. The northbound approach of Forest Avenue to Stevens Avenue is currently two lanes wide, and is going to four lanes wide in the improvement concept. As noted earlier, Morrill Street is a high crash location. The expected queue on Forest Avenue is 325 feet. Therefore the back of queue will be right at Morrill Street. Drivers exiting Morrill Street will have difficulty turning left onto Forest Avenue and seeing approaching southbound drivers potentially increasing the frequency/severity of accidents.
6. It is noted that discussions of the queue lengths above are based on the results presented in the traffic study; however, as noted earlier, the analysis and results are flawed as the base conditions have not been accurately analyzed. Therefore, the results above can be considered to be much worse.

#### E. Parking

1. The traffic study states that 666 parking spaces are planned for the project and the evaluation of the adequacy of the number of parking spaces takes into account full use of the 666 spaces. However, the core parking field, central to the supermarket, retail, office, and restaurant land uses has only about 490 spaces. Drivers will not even consider parking in the apartments or the boxing areas or the recreation field due to the segregation of these lots to their destinations.

Based on Figure 15 and 16 of the November 2005 study, the peak mid-day parking demand (peak season) of these land uses will be approximately 600-675 spaces, and 510-550 during the non-peak season. This is significantly higher than the 490 spaces to be provided in the core area. Drivers will not even consider parking in the apartments or the boxing areas or the recreation field due to the segregation of these lots to their destinations and having to walk a long way to the stores. Additionally, parking should exceed demand by approximately 10-15% to allow for drivers to quickly and conveniently find empty spaces, and to provide areas for snow storage. For these reasons, the amount of parking proposed for the project is not adequate.

#### F. Improvements

1. The study notes that pedestrians are likely to cross Forest Avenue for access to the site. Given that Forest Avenue is 5 to 6 lanes wide, an exclusive pedestrian phase for safe crossing is required at all intersections. All vehicular traffic movements are stopped during an exclusive pedestrian phase. At these intersections, the vehicular traffic movements will be stopped in excess of 30 seconds. This will cause extreme queues and delays throughout the network. The study did not analyze this condition and it needs to be analyzed.
2. There are no design details of the additional signal coordination with the railroad crossing nor is it known if the railroad preemption equipment/hardware can actually be installed to function properly. During a railroad preemption signal phase, the railroad gates must be lowered well in advance of any train movement. This, coupled with actual train movement across Allen Avenue, will result in extreme traffic delays that will be compounded by the high volumes from the proposed development. These delays will eventually cause Forest Avenue to bottle-neck so that the whole system shuts



down. Even if the design details can be worked out, the safety and delay consequences of adding a signal at the site driveway and coordinating with the railroad crossing far outweigh any benefits.

3. The applicant presents a mitigation plan to widen Forest Avenue to provide a four-lane roadway section from Allen Avenue to Bell Street. However, the study makes no mention of the impacts of the displaced on-street parking. Further, the widening pushes the roadway edge much closer to the building faces thus limiting the available sidewalk space. There is no mention if this concept can meet the minimum Americans with Disability Act standards for accessibility. There is no mention of fixed objects or doorways that may prevent the ADA standards being met. The viability of this concept needs to be carefully evaluated at this time.

**G. Impacts**

1. There are seven unsignalized intersections that will operate at unacceptable Level of Service F after development of the proposed project. The City of Portland and MDOT have adopted a standard of Level of Service D as the minimum acceptable operating condition for intersections. The traffic generated by the project will exacerbate the congestion and delay at these intersections; however, the study does not propose mitigation to address the project's impact.

**H. Comparison of Volumes**

1. The existing traffic volumes from the site are considered minimal given the limited use of the existing buildings on-site. Under the current *Low Impact Industrial* zoning several different land uses are allowed including warehouses, assembly, and research and development. Residential and retail trades are prohibited. The following table summarizes the trip generation of the existing, allowable uses under *Low Impact Industrial* zoning, and the proposed Morrill's Crossing development.

Table 1 – Trip Generation Comparison

	PM Peak Hour (vph)	Weekday (vpd)	Saturday Peak Hour (vph)	Saturday (vpd)
Existing <sup>1</sup>	85	---	5	---
<i>Low Impact Industrial</i> Light Industrial <sup>2</sup>	190	1,110	20	300
or Research and Development <sup>2</sup>	310	1,600	50	385
Proposed <sup>3</sup>				
Supermarket/Retail/Office	1,065	10,005	1,265	18,070
Residential	25	170	10	50
Soccer Field	15	185	20	280
	20	70	30	120
Total	1,125	10,430	1,325	18,520

1 – Based in ITE Land Use Code 110 – Light Industrial, 20 acres.  
 2 – Based in ITE Land Use Code 760 – Research and Development, 20 acres.  
 3 – Information provided in *Morrill's Crossing, Traffic Impact and Access Study*, prepared by VHB, November 2005.  
 vph: vehicles per hour; vpd: vehicles per day

As can be seen from the table, tremendous volume increases would occur with the proposed development as compared to existing conditions or allowed uses on the site.



Chairman Leslie Lowry III  
December 8, 2005  
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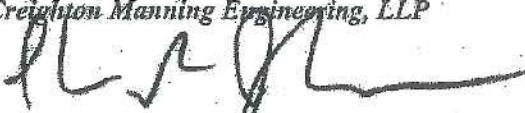
**I. Summary**

Our review shows that potential traffic impacts of the project have not been accurately presented in the Study. We have requested that the Applicant provide to us the Synchro files for a complete and thorough review of the study. The files have not been sent to us. We request that the Public Hearing be continued so that the files can be sent us for our review.

Thank you for your consideration in these matters.

Sincerely,

*Creighton Manning Engineering, LLP*



Thomas R. Johnson, P.E., PTOE  
Associate, Senior Traffic Engineer  
Maine P.E. License No. 10778

c: Engineering - Hannaford Bros. Co.  
Peggy McGehee - Perkins, Thompson, Hinckley & Keddy



January 10, 2006

Ms. Sarah Hopkins  
Development Review Services Manager  
Department of Planning & Development  
City of Portland  
389 Congress Street  
Portland, Maine 04101

Subject: Peer Traffic Review for Morrill's Crossing/Packard Development Project

Dear Sarah:

As a follow-up to my January 9, 2006 letter to you, the following outlines my responses to comments submitted by Creighton Manning Engineering, LLP (CME) dated December 8, 2005. My responses reflect the order of comments in the CME letter.

#### A. Study Area

1. The study area for the traffic study was identified at a project level scoping meeting and meets methods established by the Maine Department of Transportation (MaineDOT). Accordingly, I find the study area to be acceptable.

#### B. Site Generated Traffic

1. The VHB traffic study attempts to estimate traffic generation levels by accounting for various trip types that are considered to be accepted engineering methods. Pass-By Trips, Diverted Trips, and Internal Capture Trips were accounted for in the analysis and resulted in a more accurate estimate of traffic conditions in the study area. I find the trip generation estimate to be acceptable.
2. The Pass-By Trip percentages used in the November 2005 Traffic Impact Study are based upon suggested percentages by the Institute of Transportation Engineers and seem reasonable.

#### C. Traffic Analysis

1. Unequal lane distribution within the Morrill's Corner area is a concern, which is why I have asked the applicant to prepare a traffic simulation model. I would note that under the Build with Mitigation Scenario, the volume distribution issue is not relevant for inbound Forest Avenue due to the provision of two inbound travel lanes through the Steven Avenue intersection. The unequal distribution on Allen Avenue to inbound



Forest Avenue will continue to be an issue and the analysis will need to reflect this condition.

2. It is my understanding that pedestrian volumes were recorded at the study intersections and included if counted.
3. I have asked the applicant to create an existing conditions traffic simulation model that is calibrated to existing characteristics. The model will serve as the base model for evaluating future conditions.
4. I concur with this comment. The applicant should revise their analysis to account for traffic from Paul White Tile.

#### D. Safety

1. The applicant is being required to evaluate locations in the study area that meet MaineDOT criteria for potential unsafe conditions. Queuing is a concern and I will rely on the simulation model results to assist in determining whether conditions will be acceptable.
2. The applicant will be providing collision diagrams for this location. Additionally, I have asked the applicant to obtain additional crash data for the Portland Police Department for post MaineDOT improvement conditions.
3. I concur with this comment.
4. As stated previously, queuing is a key concern and the applicant will need to clearly document that it will not be problematic.
5. Conditions at Morrill's Street will need to be evaluated and a mitigation plan developed as appropriate.
6. As stated previously, a comprehensive traffic simulation model is being requested and the results of the model will be a key factor in determining whether acceptable queue conditions will be provided.

#### E. Parking

1. I have no comment at this time.

#### F. Improvements

1. The use of an exclusive pedestrian phase at this location is not practical and therefore I find the analysis of concurrent pedestrian operations to be reasonable.

Ms. Sarah Hopkins

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January 10, 2006

2. I have asked for additional information from the applicant on train crossings on Allen Avenue.
3. I concur with this comment.

G. Impacts

1. I concur that mitigation strategies should be identified at locations that operate at poor levels of service.

H. Comparison of Volumes

1. I have no comment.

Please do not hesitate to call should you have any questions.

Sincerely,

  
**WILBUR SMITH ASSOCIATES**

Thomas A. Errico, P.E.

Senior Transportation Engineer



**From:** Gregory Cass  
**To:** Sarah Hopkins  
**Date:** 12/29/2005 4:52:30 PM  
**Subject:** Packard

Sarah  
the following items will need to be addressed with the development at morrils corner.

1, There needs to be a second means of access and egress to the property, namely to the apartments out back. as one accident at the main entrance will cause needless delay in accessing the property,

2, The design team needs to address the issue of emergency evacuation from the property. As the railroad and other hazardous material operations in the area have the potential for a catastrophic event.

Greg



# METRO

Attachment 5

December 23, 2005

Voted one of  
"The 10 Most Improved  
Transit Systems" in  
North America  
- METRO Magazine,  
April 2001

Ms. Sarah Hopkins  
Development Review Manager  
Planning & Development Department  
Portland City Hall  
389 Congress Street  
Portland, ME 04101

Dear Ms. Hopkins,

The Greater Portland Transit District is intending to provide service to the proposed Stop & Shop on Allen Avenue. We have met the people from VHB and it is their intent to provide us with a cul-de-sac to turn around in. We are actually very pleased with the cul-de-sac because it means we won't get bogged down in the large parking lot and we will be able to get in and out quickly.

At this time we are planning on having someone attend the January 17 planning board meeting to support this letter.

Sincerely,

Peter J. Cavanaugh  
Director of Operations

PJC/pjp

M: Office 97 Files/City of Portland/Planning and Development

**GREATER PORTLAND TRANSIT DISTRICT**

114 Valley Street • Portland, Maine 04102 • TEL (207)774-0351 • FAX (207)774-6241

METRO@gpmetrobus.com



Attachment 6



# PORTLAND MAINE

*Strengthening a Remarkable City, Building a Community for Life* • [www.portlandmaine.gov](http://www.portlandmaine.gov)

Deputy City Manager  
Marge Schmuckal, Zoning Administrator

To: Planning Board Chair and Members

From: Marge Schmuckal, Zoning Administrator

Subject: 33 Allen Avenue – Packard Development, LLC – 435-C-10-12, 22, and 26 ET. AL. – Conditional Contract C-36

Date: January 9, 2006

This memo is to further document my zoning determination concerning the approved conditional rezoning contract as it relates to the proposed redevelopment of the Boxing Club at 33 Allen Avenue.

For zoning purposes, the proposed changes to the boxing club would not violate the dimensional language of the approved conditional/contract zone for the property being developed at Morrills Corner. The new boxing club structure would meet the 35 foot maximum height requirement and setbacks. The office use for the upper floor would meet the conditional contract requirements allowing not more than 25,000 square feet of office space within the entire project. Therefore the zoning issues such as use, height, square footage, and setbacks are being met per the conditional contract.

There is another issue for determination concerning compliance with the approved conditional contract zone. Numbered paragraph #3 states:

“The Property shall be developed substantially in accordance with the Site Plan Shown on Exhibit B (including the layout of the buildings, pedestrian and vehicular circulation plan, open space, drainage, and landscaping) and the architectural renderings shown on Exhibit D, provided, however, that each Phase, whether classified as a major or minor development, shall be subject to site plan review by the Planning Board, and if applicable, subdivision review by the Planning Board. Any site plan review applications shall fully comply with the Site Plan attached as Exhibit B, and the architectural renderings shown on Exhibit D, and the application requirements contained in article V (site plan) of the Land Use Code. The Planning Board may permit minor deviations for the City Plan, as long as the deviations are consistent with the purposes of the Agreement. The structure labeled “Existing Boxing/Proposed Expansion” in the northeasterly corner of Exhibit B shall be built with architecture similar to and compatible with that in Exhibit D for the other structures associated with this project.”

Exhibit B shows the existing Boxing Club to be 4,000 square feet with a 10,000 square foot expansion allowed. It is my understanding that now a substantial enlargement for a total of 42,000 square feet is being proposed for the boxing club which is a deviation from the allowance in the conditional contract. This substantial enlargement would be an issue for the Planning Board as outlined in the text. This matter could also be resolved by a change to the conditional contract by the Planning Board or City Council in order to allow this increase in expansion.