

ESSEX REALTY GROUP  
ONE JOHN WISE AVENUE • ESSEX, MA 01929  
(508)768-6983 • FAX (508)768-3563

FAX TRANSMITTAL:

FROM: Peter Van Wyck

TO: Sarah Hopkins

NO. OF PAGES: 2

MESSAGE: Sarah - I hope this  
letter will be the  
start of a successful  
conclusion

DATE: 5 NOV 92

Real Estate  
7 Executive Park Drive  
Merrimack, N.H. 03054  
603 429 1115  
603 429 1755 FAX

**G**UILFORD TRANSPORTATION INDUSTRIES, INC.

October 12, 1992

VIA FACSIMILE TRANSMISSION  
(207) 874-8649

Joseph R. Decourcey, Chairperson  
Planning Board  
City Hall  
389 Congress Street  
Portland, ME 04101

Re: Thompson's Point  
Commercial Subdivision

Dear Mr. Decourcey:

I am writing on behalf of the Portland Terminal Company. Portland Terminal owns the railroad tracks bisecting the Thompson's Point property. Specifically, I am writing with respect to a pending subdivision application submitted by Mr. Peter Van Wyck, owner of Thompson's Point, Inc. It is my understanding that Mr. Van Wyck is seeking subdivision approval for a portion of the Thompson's Point property lying landward of the existing Portland Terminal railroad tracks. Apparently a new railroad grade crossing is not needed to access this property. However, I would like to call the Planning Board's attention to the existing Sewall Street crossing.

Currently, the existing Sewall Street crossing is in a state of disrepair. The state of this disrepair is caused by the tenants and patrons of Thompson's Point use of the crossing. Thompson's Point refuses to pay for the repair and restoration of this crossing. The matter is currently in the hands of our attorney. Legal action is being considered. It is anticipated that the Portland Terminal Company will seek the closing of this crossing. Therefore, I would ask that the Planning Board consider the current state of the Sewall Street crossing in making its determination on the above-referenced subdivision application.

Mr. Joseph R. Decourcey  
October 12, 1992  
Page Two

It is also my understanding that the Portland Fire Department is concerned about a future second means of access to the Thompson's Point property lying on the waterside of the Portland Terminal tracks. Please be advised that Portland Terminal Company does not intend to grant Thompson's Point, Inc. a railroad crossing at any location.

I regret that I will not be able to attend the October 13 Planning Board workshop due to a previous engagement. I should point out to you that the first I have heard of the subdivision application is via the Planning Board mailing list and not via any notification from Thompson's Point, Inc.

If you have any questions or concerns, I would be happy to answer them either in writing or at another Planning Board meeting.

Sincerely,

PORTLAND TERMINAL COMPANY

By:   
Leonard A. Lucas

LAL:img  
cc: Timothy W. Cobb  
Glen Porter, Esquire  
Sarah Hopkins, Senior Planner

CITY OF PORTLAND  
MEMORANDUM

**TO:** Chair DeCoursey and Members of the Portland Planning Board

**FROM:** William Bray, Deputy Director of Parks and Public Works/  
City Traffic Engineer

**DATE:** October 13, 1992

**RE:** Thompson's Point Subdivision

I have reviewed the latest submission regarding the Thompson's Point subdivision. With regards to the waiver requests, Bill Boothby, City Engineer, make the following recommendations.

- \* Pavement Width: We would recommend a minimum pavement width of 32 feet as opposed to 28 feet. 32 feet is the minimum required width from the technical standards.
- \* Hammerhead Turnaround: We are still discussing the use of a hammerhead turnaround with Bruce Bell, Superintendent of Streets.
- \* Sidewalks: The Public Work's Department does not see a need for sidewalks within this subdivision.

**Traffic Study:**

Based on a preliminary review of the traffic study, it appears that a left turn lane may be necessary from Congress onto Sewall.

I have been reviewing variations on this proposal for over 5 years. Because of the substantial increase in traffic this project will generate, I will need more time to study the traffic study and the existing and possible future conditions.

SARA

THIS IS APPROPRIATE FOR LAND USE  
THOMPSONS POINT IN LIGHT OF  
WALLY COMMENT

additional to and consistent with the provisions of this article and shall be necessary and reasonable and shall be in accord with sound engineering practice. The public works authority shall maintain for public inspection current copies of the effective standards.

(b) *Street plan:*

(1) All streets shall be platted along contour elevations which result in minimum grades and greatest visibility whenever practicable, with consideration given for anticipated use of the land.

(2) The proposed street layout shall be coordinated with the street system of the surrounding areas. All streets must provide for the continuation or appropriate projection of streets in surrounding areas and provide means of ingress and egress for surrounding acreage tracts.

(3) Reserve strips or spite strips for unspecified or unacceptable purposes are prohibited.

(4) Street right-of-way widths shall not be less than:

- a. Fifty (50) feet for marginal access street;
- b. Fifty (50) feet for minor street;
- c. Sixty (60) feet for collector street.

Proposed subdivisions along existing, or dedicated, or platted streets where rights-of-way are inadequate shall provide additional land to meet the minimum standards.

(5) Streets shall not occupy more land than needed to provide access nor create unnecessary fragmentation of the subdivision into small blocks. Streets will be designed to discourage outside traffic from traversing the development.

(6) All dead-end streets shall provide for a cul-de-sac or, in the case of a dead-end street which will be extended, a temporary turn-around at the end of the street, subject to the approval of the public works authority.

(7) The minimum roadway width including esplanades and sidewalks shall be:

- a. Fifty (50) foot right-of-way, thirty-two (32) foot pavement, five (5) foot sidewalks and four (4) foot esplanades and curb.
- b. Sixty (60) foot right-of-way, forty (40) foot pavement, five (5) foot sidewalks and five (5) foot esplanades and curb.
- c. Street right-of-way on the islands in Casco Bay shall comply with article III of chapter 25.

(8) Sidewalks and curbs:

a. Sidewalks shall be constructed on each side of each street in accordance with article III of chapter 25. Sidewalks to be used by pedestrians are to be so located as to minimize contacts with normal automotive traffic, with preference given to interior walks away from streets in common open space in block interiors.

b. Curbs shall be constructed on each side of each street. The curbing shall be constructed as provided in article VI of chapter 25.

SARA  
THIS IS APPROPRIATE FOR LAND USE  
THOMPSONS POINT IN LIGHT OF  
WALLYJ COMMENT

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Post-It<sup>®</sup> brand

Fax Transmittal Memo 7572

To: Joseph R. Decourcey  
 Company: Sarah Hopkins  
 Location: Portland Planning Board  
 Fax #: 207-874-8649  
 Comments:

No. of Pages: 2 Today's Date: 10-12 Time:  
 From: L A Lucas  
 Company: Portland Terminal  
 Location: Dept. Charge:  
 Fax #: 603-429-1755 Telephone #:  
 Original Disposition:  Destroy  Return  Call for pickup

Real Estate  
 7 Executive Park Drive  
 Merrimack, N.H. 03054  
 603 429 1115  
 603 429 1755 FAX

QUILL-COR TRANSPORTATION INDUSTRIES, INC.

October 12, 1992

VIA FACSIMILE TRANSMISSION  
 (207) 874-8649

Joseph R. Decourcey, Chairperson  
 Planning Board  
 City Hall  
 389 Congress Street  
 Portland, ME 04101

Re: Thompson's Point  
 Commercial Subdivision

Dear Mr. Decourcey:

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Mr. Joseph R. Decourcey  
October 12, 1992  
Page Two


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If you have any questions or concerns, I would be happy to answer them either in writing or at another Planning Board meeting.

Sincerely,

PORTLAND TERMINAL COMPANY

By:   
Leonard A. Lygas

LAL:img  
cc: Timothy W. Cobb  
Glen Porter, Esquire  
Sarah Hopkins, Senior Planner



Mrs. Sarah Green Hopkins  
Planning Dept.  
Portland City Hall  
389 Congress St.  
Portland, Maine 04101

Re Thompsons P.t. subdivision

Dear Sarah

Bill Bray has requested further data and studies relative to the intersection of Sewall and Congress streets, the purpose for which would indicate whether the proposed car capacity at the above intersection would exceed safe limits for the existing condition of the intersection.

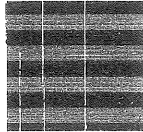
I am in agreement with Bill in that the anticipated additional traffic resulting from the proposed subdivision would necessitate upgrading the intersection. The issues should be the extent of the upgrade, and the means for payment.

I would like to suggest the city make the necessary improvements at the intersection and assess the property owners along Sewall street for these improvements.

Thank you for the opportunity to express these improvements

Sincerely

Peter Van Wyck



## Sebago Technics

Engineering & Planning for the future

November 6, 1992  
92091

Sarah Hopkins, Senior Planner  
City of Portland  
Planning Department  
389 Congress Street  
Portland, Maine 04101

Post-It™ brand fax transmittal memo 7871		# of pages	1	
To	Sarah Hopkins		From	O. McCullough
Co.	City of Portland		Co.	
Dept.		Phone	856-0277	
Fax #	874-8649		Fax #	

### Thompson's Point Subdivision

Dear Sarah:

I have prepared this letter in follow-up to Bill Bray's review letter dated October 20, 1992, regarding the traffic study prepared by Jack Murphy.

Mr. Bray's letter requested additional information to provide for a thorough review of this project. My communications with Jack Murphy and Bill Bray suggest that the intent of this additional information was to confirm the necessity of a left-turn lane at Congress Street. It is my understanding from Jack Murphy, that for all intensive purposes the added information would justify the need for a left-turn lane.

Given the apparent need for a left-turn lane at Congress Street, and in lieu of expanding on Mr. Murphy's traffic study, the applicant would prefer to focus at this time on responsibilities and development details associated with improvements to Congress Street. It is the applicants hope to discuss this issue in detail with Mr. Bray and the Planning Board at the forthcoming workshop meeting.

Upon your review of this letter, please feel free to call if you have any questions.

Sincerely,

Owens A. McCullough, P.E.  
Project Manager

OAM:ff

cc: Peter Van Wyke

CITY OF PORTLAND, MAINE

SITE PLAN REVIEW

Processing Form

Thompson's Point Inc.

10/5/92

Applicant  
Thompson's Point, ME 04102

Sewall St.

Date

Mailing Address  
subdivision review - medical office

Address of Proposed Site

Proposed Use of Site  
4.75 acres / bldgs

Site Identifier(s) from Assessors Maps

Acreage of Site / Ground Floor Coverage

Zoning of Proposed Site

Site Location Review (DEP) Required: ( ) Yes ( ) No

Proposed Number of Floors

Board of Appeals Action Required: ( ) Yes ( ) No

Total Floor Area

Planning Board Action Required: ( ) Yes ( ) No

Other Comments: contact person: Peter VanNyck - 775-3081

Date Dept. Review Due: Site plans have been distributed by Sarah Greene  
subdivision review - four lots

FIRE DEPARTMENT REVIEW

(Date Received)

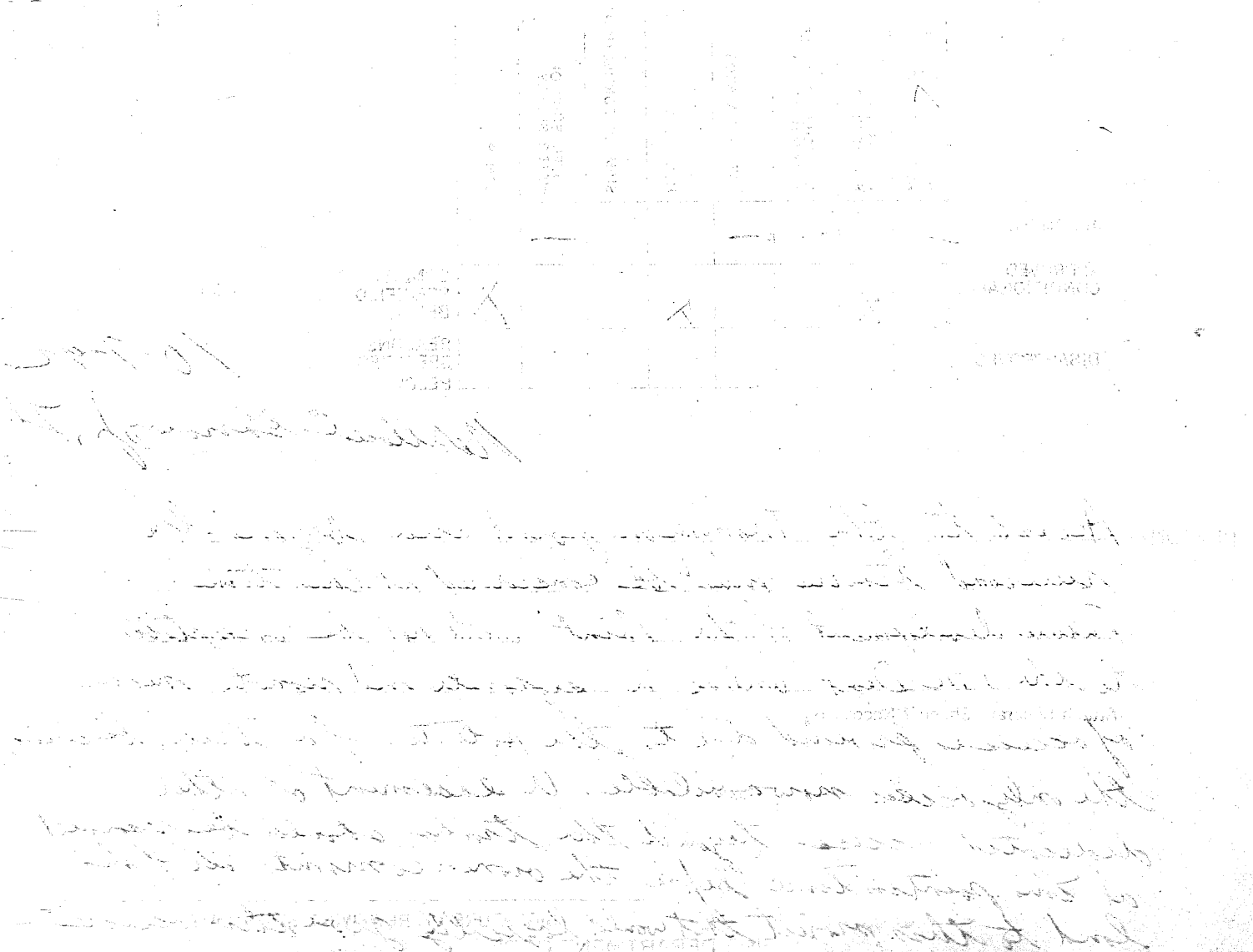
	ACCESS TO SITE	ACCESS TO STRUCTURES	SUFFICIENT VEHICLE TURNING ROOM	SAFETY HAZARDS	HYDRANTS	SIAMASE CONNECTIONS	SUFFICIENCY OF WATER SUPPLY	OTHER	
APPROVED	/		/	/			/		
APPROVED CONDITIONALLY		X			X			X	CONDITIONS SPECIFIED BELOW
DISAPPROVED									REASONS SPECIFIED BELOW

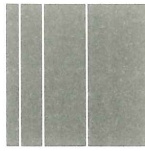
10-7-92  
William C. Harroway Jr. Lt

REASONS: Access to the Thompsons point area beyond the railroad tracks must be considered at this time. Future development of the "Point" will not be acceptable to the Fire Dept unless a separate and remote means of access is provided due to the potential of a train blocking the only access now available. A easement or other dedicated access beyond the tracks should be resolved at this point in time before the owner commits all of his land to this project that would legally give access

SIGNATURE OF REVIEWING STAFF DATE  
FIRE DEPARTMENT COPY

The proposed hydrant is sufficient for the subdivision but another may be required if the distance to the nearest existing hydrant on the Congress Street side of the RR Trunk is more than 1600'. Access to structures will be reviewed by site plan for each lot.





**SebagoTechnics**  
*Engineering & Planning for the Future*

November 6, 1992  
92091

Sarah Hopkins, Senior Planner  
City of Portland  
Planning Department  
389 Congress Street  
Portland, Maine 04101

**Thompson's Point Subdivision**

Dear Sarah:

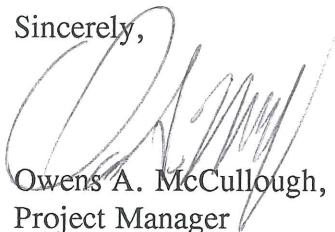
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Upon your review of this letter, please feel free to call if you have any questions.

Sincerely,



Owens A. McCullough, P.E.  
Project Manager

OAM:ff

cc: Peter Van Wyke

**CITY OF PORTLAND  
MEMORANDUM**

**TO:** Chair DeCoursey and Members of the Portland Planning Board

**FROM:** Sarah Hopkins, Senior Planner

**DATE:** November 10, 1992

**RE:** Thompson's Point Subdivision

Mr. Peter Van Wyck of Thompson's Point, Inc. is requesting review by the Planning Board of a 4-lot subdivision to be located off Sewall Street. Zoning of the site is I-2 Industrial. The site is located adjacent to the railroad tracks, to the north of Thompson's Point.

At the last workshop, the following issues were raised by the Planning Board and review staff which we will attempt to resolve prior to the public hearing.

**1. Traffic Impact**

Included as Attachment 3 is a traffic study for the proposal. The study indicates that there is an existing low level of service at the Congress/Sewall Street intersection, that the proposed development will double traffic volume on Sewall Street, and that the only possible improvement of the intersection would be the installation of left turn lanes on Congress Street approaches to the intersection.

Mr. Bill Bray has requested information of the applicant regarding the accident statistics, build vs. no-build capacities, and an evaluation of whether a left turn lane was necessary. This information was requested based on Mr. Bray's belief that a left turn lane is in fact necessary. (See Attachment 4).

The consultant has not yet supplied the requested information but Mr. Van Wyck has indicated that he believes a left turn lane is necessary but that it is not his responsibility to fund such an improvement. (See Attachment 6).

A memo from Mr. Bray is included as Attachment 5.

**2. Emergency Access**

Included as Attachment 7 is a memo from Lt. Garroway of the Fire Prevention Bureau. The Fire Department is concerned about future access to Thompson's Point, located south of the development parcel, on the other side of the railroad tracks. Sewall Street is the only entrance to Thompson's Point. The Fire Department is concerned that if a train is stopped on the track, blocking Sewall Street, that there will be no means of access for vehicles to the Thompson's Point in the event of an emergency. The Fire Department, based on Section 14-498 of the Subdivision Ordinance, requests that an emergency access easement be reserved across the subdivision parcel for use upon future development of Thompson's Point.

Any future access would entail a railroad crossing of some sort. The railroad tracks totally divide the peninsula of land of Thompson's Point from points north. A crossing would require permission from the owner, Guilford Transportation Industries, or a petition from the City to the Maine Department of Transportation.

### **3. Road Construction Waivers**

The applicant has requested the following waivers for the construction of the interior road and Sewall Street frontage:

- construction of a hammerhead turnaround instead of a cul de sac;
- pavement width of 28 feet instead of 40 feet;
- the omission of curbing and sidewalks on the Sewall Street frontage of the property; and
- the omission of sidewalks within the subdivision.

Bill Boothby, City Engineer, has reviewed the proposal and recommends the following:

- A hammerhead turnaround will be sufficient;
- The applicant should at least construct the minimum street width as required by City standards which is 32 feet. Since the applicant does not propose an industrial subdivision, the 40 ft. width is unnecessary.
- Sidewalks are usually waived in industrial subdivisions but since this subdivision is of a medical/office nature, sidewalks should be constructed to allow pedestrian circulation.
- The Public Works Department and Planning Staff have reviewed the last several developments along Sewall Street including Orthopaedic Associates, Rheumatology Associates, and Dr. Antinou's office. Sidewalks and curbs were required for Sewall Street frontages.

Also, because of the subdivision's proximity to other medical and professional offices, restaurants, and residences, it is likely to create some pedestrian traffic.

Mr. Boothby's memo is included as Attachment 9.

### **4. Additional Submissions**

According to the Subdivision Ordinance and Development Review staff comments, the following items must be submitted prior to the Planning Board's public hearing.

- full-length profile of stormwater system;
- evidence of water availability;

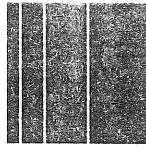
- method of handling solid waste; and
- evidence of financial and technical capacity.

Both Bill Bray and a representative from the Fire Department will be present at the Planning Board workshop.

Attachments:

1. Letter from the applicant
2. Site Plan
3. Traffic Study
4. Letter from Bill Bray to Owens McCullough, dated October 20, 1992.
5. Memo from Bill Bray, Traffic Engineer
6. Letter from Peter Van Wyck
7. Memo from Lt. Wallace Garroway, Fire Prevention
8. Subdivision Ordinance Section
9. Memo from Bill Boothby, City Engineer
10. Letter:
  - a. Guilford Industries
  - b. Rose Sylvester
11. Planning Board Memo: October 13, 1992 (without attachments)





**SebagoTechnics**  
*Engineering & Planning for the Future*

September 30, 1992  
92091

Sarah Greene, Senior Planner  
Portland Planning Department  
City of Portland  
389 Congress Street  
Portland, Maine 04101

**Thompson's Point Subdivision - Preliminary Plan Submission**

Dear Sarah:

On behalf of the applicant, Thompson's Point, Inc., we are submitting six (6) copies of the proposed Thompson's Point subdivision located off Sewall Street. The subdivision will include four (4) lots ranging in size from approximately .98 to 2.8 acres accessed through a proposed roadway intersecting with Sewall Street. Individual lots are expected to be developed as office/commercial sites at future dates. The project site is situated in the Industrial II Zone abutting the Portland Terminal Company, Hooper Street and Sewall Street.

The proposed lots will acquire frontage through the proposed road extension from Sewall Street. Public utilities are readily available from Sewall Street which will be extended to provide service to the individual lots.

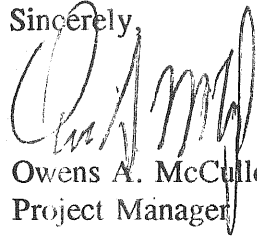
Materials and information enclosed with the submission include the following:

1. Preliminary Subdivision Plan depicting lot layout, topographical information, property metes and bounds, physical features, abutters information and other relevant information.
2. Road plan and profile depicting the proposed road extension and utilities.
3. Supporting detail sheet with construction details and erosion control plan.
4. Boundary survey of the subject parcel as prepared by the HTA Oest Company.
5. Location map (U.S.G.S. quadrangle).

6. Flood plain map.
7. Traffic impact study.

Upon the staff's review of this submittal, please feel free to call with any questions. We look forward to meeting with the Planning Board at the upcoming October 13, 1992 meeting to present the preliminary plan.

Sincerely,



Owens A. McCullough, P.E.  
Project Manager

OAM:ff

Enc.

cc: Peter Van Wyck, Thompson's Point, Inc.



LOCATION MAP

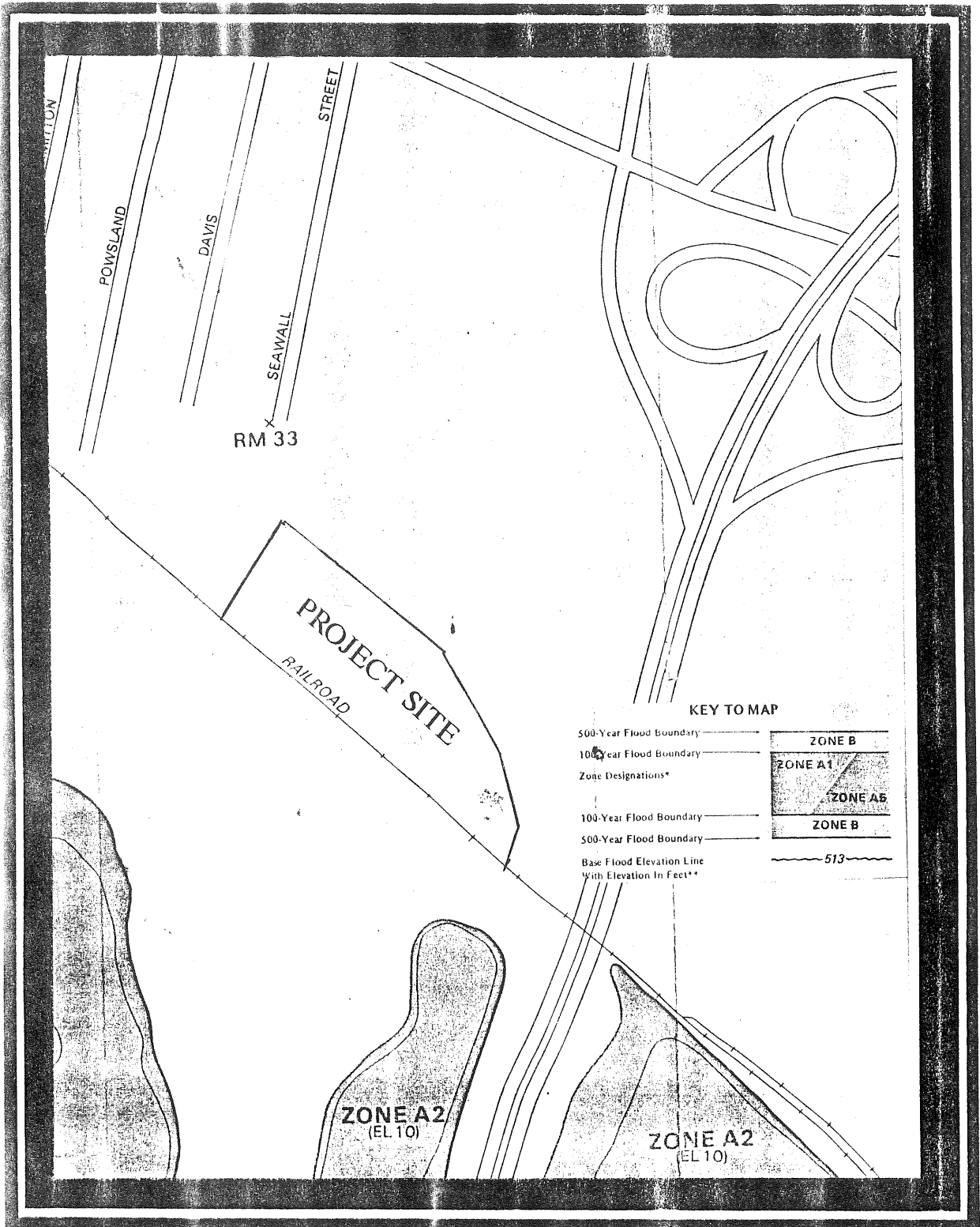
PORTLAND WEST, ME.

NE 4 PORTLAND 15' QUADRANGLE  
 N4337.5—W7015/7.5

1956  
 PHOTOREVISED 1978  
 AMS 6971 III NE—SERIES V811



**Sebago Technics**  
 Engineering & Planning for the Future

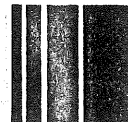
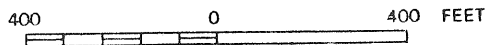


**FIRM**  
**FLOOD INSURANCE RATE MAP**

CITY OF  
 PORTLAND, MAINE  
 CUMBERLAND COUNTY



APPROXIMATE SCALE



**Sebago Technics**  
*Engineering & Planning for the Future*

# JOHN L. MURPHY, P.E.

---

Civil Engineer  
Traffic Engineer

RD1, BOX 393  
WEST BALDWIN, MAINE 04091  
207-625-8222

Thompson's Point  
Medical Office Project  
Traffic Analysis

## General

The developer proposes to construct a total of 60,000 square feet of medical office space on Sewall Street. This traffic report will discuss the impact on the intersection of Congress Street/Sewall Street/Whitney Avenue.

## Existing Conditions

The intersection of Congress Street/Sewall Street/Whitney Avenue has two approach lanes on all approaches except Whitney Avenue which has one lane. The signals operate fully actuated isolated, using pavement loops to detect traffic. The sequence uses a 5 section signal head for westbound Congress Street, providing protective-permissive left turn operation on this approach followed by two way Congress Street flow and two way flow on Whitney Avenue/Sewall Street. The sequence includes a push button actuated exclusive pedestrian phase (stops all vehicular traffic) of 23 seconds. This portion of the sequence does not occur on every cycle, but does occur often when St. Patrick's School on the corner opens and closes.

A school speed zone of 15 miles per hour is posted with overhead flashing signs on Congress Street which is normally 30 miles per hour when school children are not leaving or arriving at school. City buses also stop at the intersection during the day.

A 3 to 6 PM count was taken at the intersection on September 3, 1992 which established a 3:15 - 4:15 peak hour. It was raining during the count and pedestrian activity was non-existent. However, Outer Congress Street construction was stopped due to the weather and thus did not interfere with normal traffic flows. No attempt was made to assess the impact of the recent fire at Thompson's Point on this count.

Observations and capacity analysis of the September 9, 1992 3:15 - 4:15 PM peak hour result in a conclusion that acceptable level of service currently exists at the Congress Street/Sewall Street/Whitney Avenue intersection. The intersection also meets the requirements of the latest edition of the Manual on Uniform Traffic Control Devices in regard to visibility, clarity and placement of signals, markings and signs.

#### Future Impact

The proposed project will roughly double Sewall Street traffic volumes during peak hours. Capacity analysis indicates that acceptable levels of service will still exist. The capacity analysis of the intersection, however, does have some limitations as follows:

1. Assumptions regarding the amount and times of use of the exclusive pedestrian phase can cause failure of the intersection.
2. Arrival of left turn vehicles in the Congress Street middle lanes is very difficult to model and, at times, may cause the intersection to operate at an unacceptable level of service.

It is currently possible for the intersection to operate at poor level of service due to the same two items mentioned above, even without the added development.

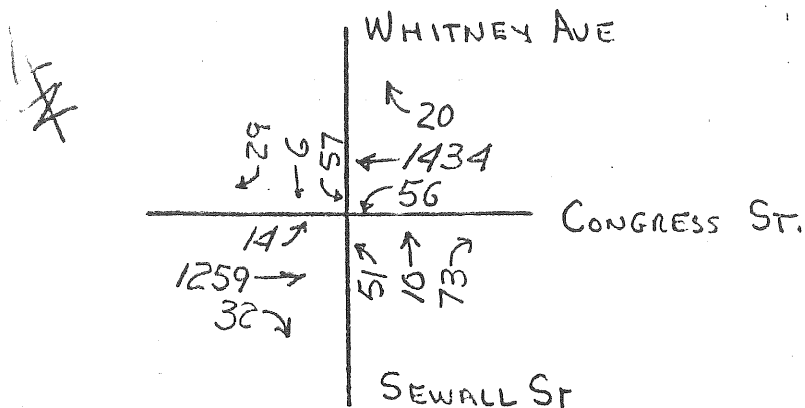
#### Conclusions

1. Depending upon the operation of the exclusive pedestrian phase and possible arrival times of left turn traffic on Congress Street approaches, the intersection of Congress Street/Sewall Street/Whitney Avenue normally operates at acceptable level of service.
2. Increases in traffic due to the proposed project will potentially increase the chance that the westbound Congress Street left turn will force through westbound Congress Street traffic into one lane, resulting in more time of poor level of service than currently exists.
3. Operation of the exclusive pedestrian phase is a choice of the City/State and will not be changed in any way by this project.
4. The only possible improvement at this location would be installation of left turn lanes on Congress Street approaches to the intersection.

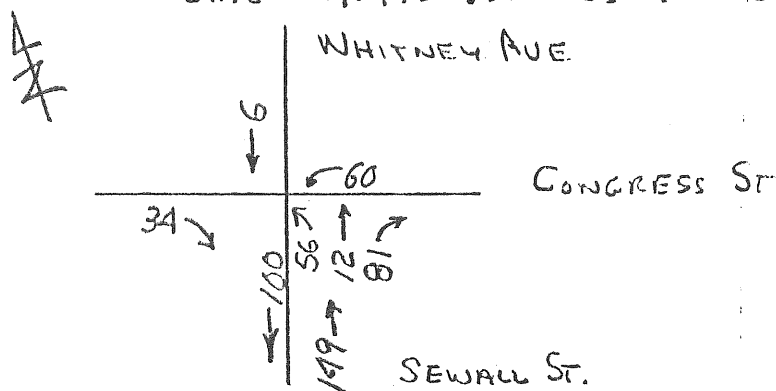
*John d. Murphy*  
9/8/92

# DESIGN HOUR VOLUMES

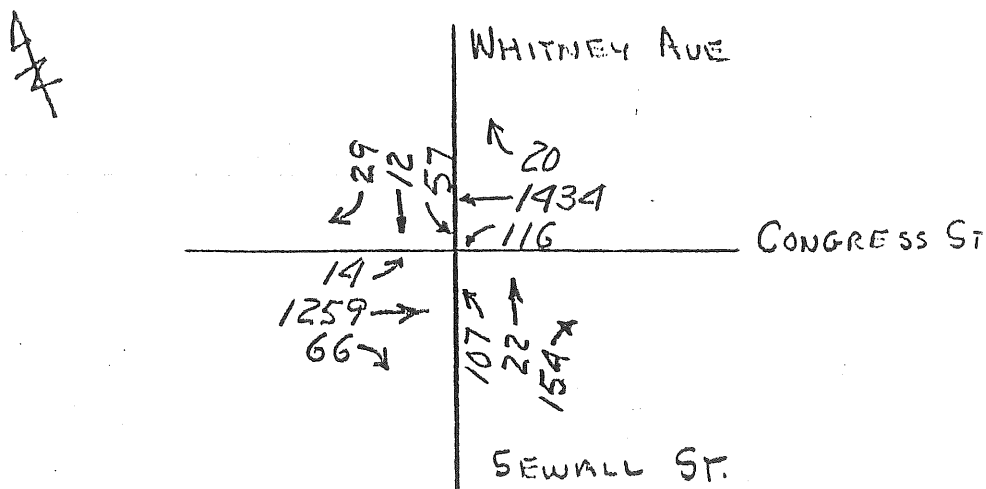
1. PM PEAK HOUR BETWEEN 3PM & 6PM  
9/3/92 (3:15-4:15 PM)



2. TRAFFIC IMPACT 60,000 sqft MEDICAL OFFICE  
 - USING PEAK HOUR OF GENERATOR  
 - USING 9/3/92 VOLUMES FOR DISTRIBUTION



3. ITEMS 1+2 BUILD 60,000  $\square$  MEDICAL OFFICE  
 USE 9/3/92 UNADJUSTED VOLUMES AS BASE



Site Code : 1  
 N-S Street: WHITNEY/SEWALL  
 E-W Street: CONGRESS ST RT 22  
 COMMENT : RAIN

PAGE: 1  
 FILE:

Primary Movements: Vehicles

DATE: 9/03/92

Time Begin	From North				From East				From South				From West				Vehicle Total	HVEC Total
	HVEC	RT	THRU	LT	HVEC	RT	THRU	LT	HVEC	RT	THRU	LT	HVEC	RT	THRU	LT		
3:00 PM	1	7	3	6	5	6	283	18	2	28	0	17	13	15	248	4	635	21
3:15	0	8	4	8	10	2	342	17	0	16	4	9	9	11	307	8	736	19
3:30	2	6	1	21	6	6	330	19	1	19	2	14	4	6	319	0	743	13
3:45	0	7	1	12	11	7	367	12	1	18	2	10	12	10	333	2	781	24
HR TOTAL	3	28	9	47	32	21	1322	66	4	81	8	50	38	42	1207	14	2895	77
4:00 PM	0	8	0	16	6	5	395	8	0	20	2	18	5	5	300	4	781	11
4:15	0	3	2	13	13	4	338	16	0	14	3	10	5	5	304	4	716	18
4:30	0	4	0	17	5	7	372	6	1	28	1	15	5	3	305	5	763	11
4:45	0	5	1	13	6	9	331	5	2	33	6	13	5	4	291	3	714	13
HR TOTAL	0	20	3	59	30	25	1436	35	3	95	12	56	20	17	1200	16	2974	53
5:00 PM	0	5	1	11	2	7	390	9	3	29	4	18	5	4	315	4	797	10
5:15	0	7	0	14	9	8	359	3	1	12	0	15	6	3	319	3	743	16
5:30	0	5	1	9	5	6	280	3	1	20	1	6	8	4	272	3	610	14
5:45	0	5	0	10	5	5	252	1	0	8	0	7	6	3	255	3	549	11
HR TOTAL	0	22	2	44	21	26	1281	16	5	69	5	46	25	14	1161	13	2699	51
DAY TOTAL	3	70	14	150	83	72	4039	117	12	245	25	152	83	73	3568	43	8568	181

PEAK PERIOD ANALYSIS FOR THE PERIOD: 3:00 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES .....					..... PERCENTS .....			
			HVEC	Right	Thru	Left	Total	HVEC	Right	Thru	Left
North	3:15 PM	0.82	2	29	6	57	92	-	32	7	62
East	3:45 PM	0.94	35	23	1472	42	1537	-	1	96	3
South	4:15 PM	0.84	6	104	14	56	174	-	60	8	32
West	3:15 PM	0.95	30	32	1259	14	1305	-	2	96	1

Entire Intersection

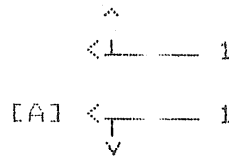
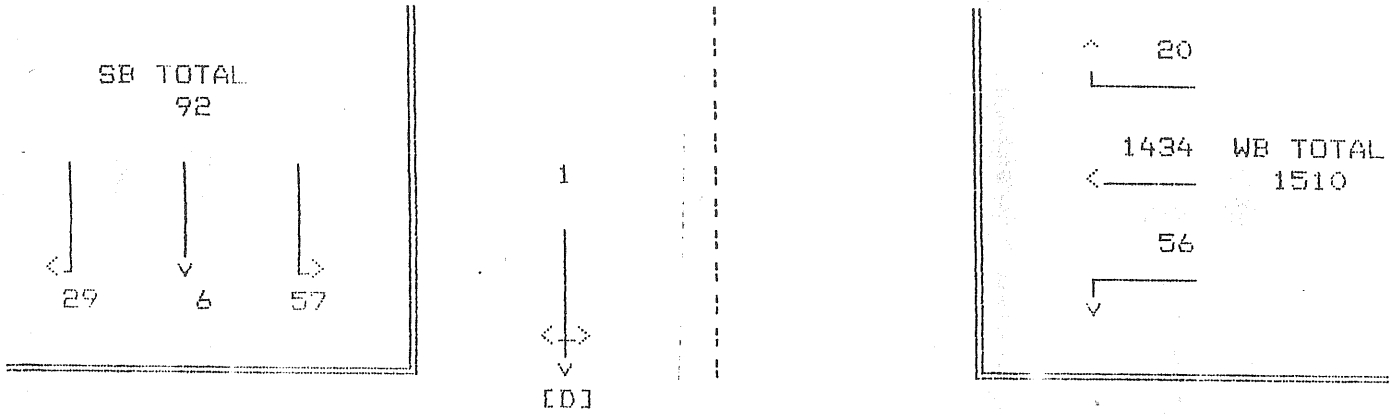
North	3:15 PM	0.82	2	29	6	57	92	-	32	7	62
East		0.93	33	20	1434	56	1510	-	1	95	4
South		0.84	2	73	10	51	134	-	54	7	38
West		0.95	30	32	1259	14	1305	-	2	96	1



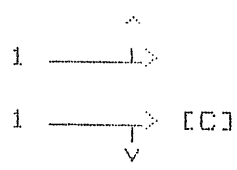
INTERSECTION DIAGRAM

Intersection: WHITNEY/SEWALL and CONGRESS ST  
 Time period: BASE No Build 1992 PM PEAK HOUR 3:15-4:15  
 913192

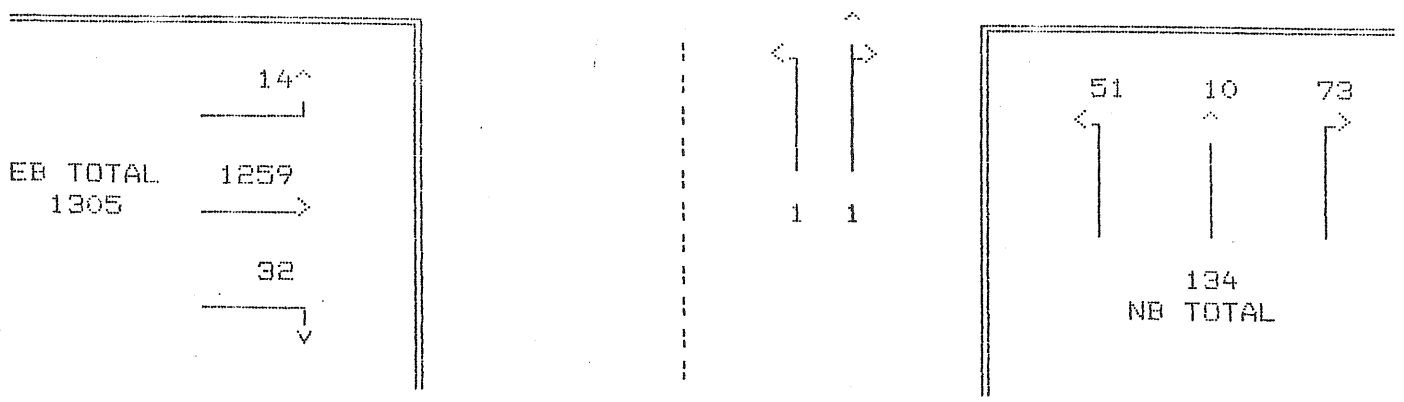
WHITNEY/SEWALL



LOS [B]



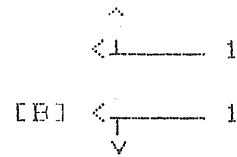
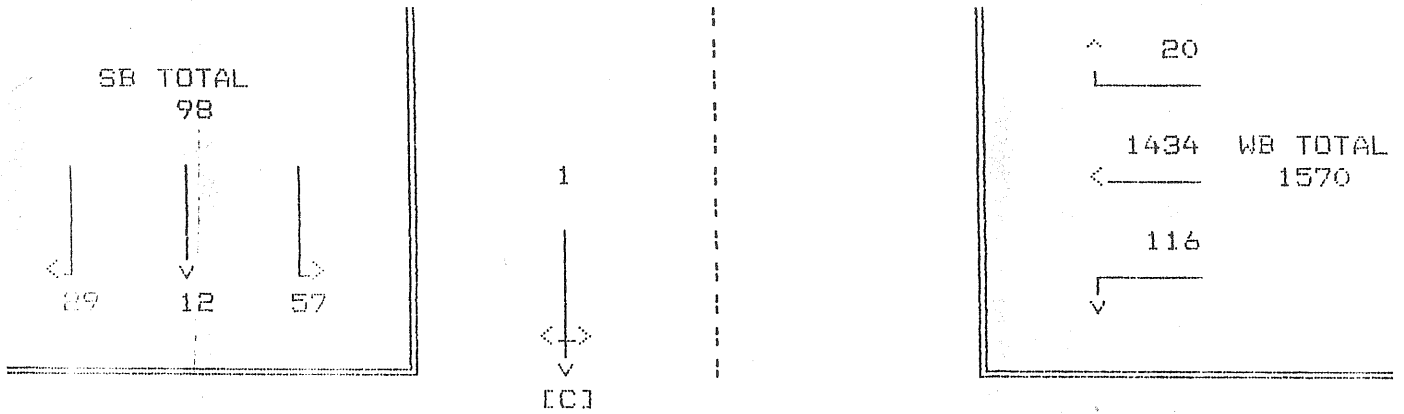
CONGRESS ST



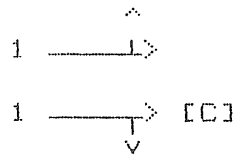
INTERSECTION DIAGRAM

Intersection: WHITNEY/SEWALL and CONGRESS ST  
 Time period: DHU BUILD 60,000 Sqft 1992 BASE.

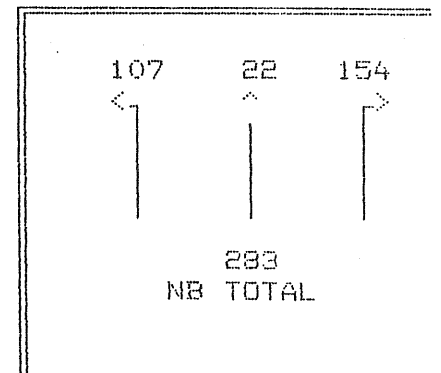
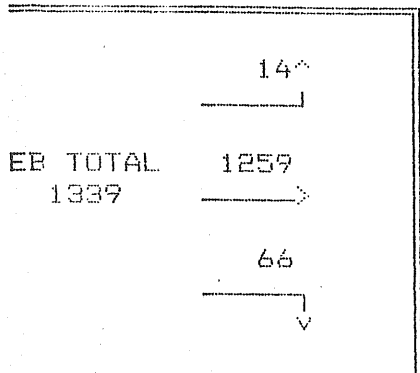
WHITNEY/SEWALL



LOS  
 [B]



CONGRESS ST



Parks &amp; Public Works

George A. Flaherty  
Director

## CITY OF PORTLAND

October 20, 1992

Sebago Technics  
12 Westbrook Common  
PO Box 1339  
Westbrook, Maine 04098-1339

ATTENTION: Mr. Owens A. McCullough, Project Engineer

REGARDING: Thompson's Point Subdivision

Dear Owens:

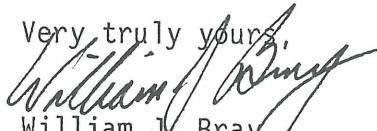
I have reviewed the traffic report prepared by Jack Murphy and request the following added information to permit a thorough review of the project.

- 1) Three year accident statistics for intersection including a plotted collision diagram.
- 2) Projection of Design Hour Volumes for 1992 and build-out year of project.
- 3) Re-calculation of intersection capacity for:
  - a) 1992 DHV (no-build)
  - b) Build-out year (no-build)
  - c) Build-out year (build condition)
- 4) Detailed capacity sheets for conditions "a-c".
- 5) An analysis of whether a separate left-turn lane is warranted on Congress Street for (3) previous conditions.

Assuming that a left-turn lane is warranted, a scaled drawing illustrating a left-turn lane should be submitted.

I must inform you that I cannot complete my review of this project until the above information is received. If you have any further questions, please call me.

Very truly yours,

  
William J. Bray,  
Deputy Director Parks/Public Works

GAF/bjm

cc: Sarah Hopkins, Planning/Urban Development  
Desk File

Attachments

CITY OF PORTLAND  
MEMORANDUM

**TO:** Sarah Hopkins, Senior Planner

**FROM:** William J. Bray, City Traffic Engineer

**DATE:** November 6, 1992

**RE:** Thompson's Point Subdivision

Regrettably, the additional traffic information requested in my October 20th letter to Sebago Technics (see attachment) has not been received. Therefore, I can only approximate the potential impact this project creates on the existing traffic intersection of Congress Street and Sewell Street. The Developer's Traffic Consultant has estimated that the proposed project will effectively double the peak hour traffic volumes on Sewall Street from 229 peak hour trips to a total of 477 vehicles.

I would assume that the intersection operates at a Level of Service C condition with present traffic volumes. I would anticipate Level of Service E or F operation of the intersection with development of the project.

Section 14-497 of the Subdivision Ordinance states in paragraph "a"  
REVIEW CRITERIA.

5) "...will not cause unreasonable highway or public road congestion or unsafe conditions with respect to use of the highway or public roads existing or proposed."

Both the Maine Department of Transportation and the Department of Environmental Protection have determined that intersection mobility conditions below Level of Service "D" are unreasonable and unacceptable.

The Planning Board should review very carefully the traffic impact of this project, specifically as it relates to the potential future levels of congestion that will result at the Sewell/Congress Streets' intersection. Approval of the project must include a process that guarantees funding and construction of the necessary improvements to the intersection simultaneous with development of the subdivision. Increased levels of congestion directly affect the level of safety at an intersection. Because this intersection is adjacent to an elementary school, greater emphasis and concern must be placed on safety both vehicular and pedestrian at the intersection.

Ms. Sarah Green Hopkins  
Planning Dept.  
Portland City Hall  
389 Congress St.  
Portland, Maine 04101

Re Thompsons P.t. subdivision

Dear Sarah

Bill Bray has requested further data and studies relative to the intersection of Sewall and Congress streets, the purpose for which would indicate whether the proposed car capacity at the above intersection would exceed safe limits for the existing condition of the intersection.

I am in agreement with Bill in that the anticipated additional traffic resulting from the proposed subdivision would necessitate upgrading the intersection. The issues should be the extent of the upgrade, and the means for payment.

I would like to suggest the city make the necessary improvements at the intersection and assess the property owners along Sewall Street for these improvements.

Thank you for the opportunity to express these improvements.

Sincerely

Peter Van Wyck

**CITY OF PORTLAND  
MEMORANDUM**

**TO:** Sarah Hopkins, Senior Planner  
**FROM:** Lt. Wallace Garroway, Fire Prevention Bureau  
**DATE:** October 1, 1992  
**RE:** Thompson's Point subdivision

Fire Department concerns regarding the potential future need of two access roads to serve the areas beyond the railroad tracks should be brought to the owner/developers' attention. Mr. Van Wyck has been advised of the Fire Department's concern in the past when other proposals were being discussed.

Development on the "point" beyond the railroad tracks could potentially be cut off by a train blocking the only access road. At this time, Mr. Van Wyck's plans to subdivide the lot on the Congress Street side of the tracks may eliminate any possible future access roadways to serve the "point" unless an easement or other arrangement to preserve the possible need for future development.

additional to and consistent with the provisions of this article and shall be necessary and reasonable and shall be in accord with sound engineering practice. The public works authority shall maintain for public inspection current copies of the effective standards.

(b) *Street plan:*

(1) All streets shall be platted along contour elevations which result in minimum grades and greatest visibility whenever practicable, with consideration given for anticipated use of the land.

(2) The proposed street layout shall be coordinated with the street system of the surrounding areas. All streets must provide for the continuation or appropriate projection of streets in surrounding areas and provide means of ingress and egress for surrounding acreage tracts.

(3) Reserve strips or spite strips for unspecified or unacceptable purposes are prohibited.

(4) Street right-of-way widths shall not be less than:

- a. Fifty (50) feet for marginal access street;
- b. Fifty (50) feet for minor street;
- c. Sixty (60) feet for collector street.

Proposed subdivisions along existing, or dedicated, or platted streets where rights-of-way are inadequate shall provide additional land to meet the minimum standards.

(5) Streets shall not occupy more land than needed to provide access nor create unnecessary fragmentation of the subdivision into small blocks. Streets will be designed to discourage outside traffic from traversing the development.

(6) All dead-end streets shall provide for a cul-de-sac or, in the case of a dead-end street which will be extended, a temporary turn-around at the end of the street, subject to the approval of the public works authority.

(7) The minimum roadway width including esplanades and sidewalks shall be:

- a. Fifty (50) foot right-of-way, thirty-two (32) foot pavement, five (5) foot sidewalks and four (4) foot esplanades and curb.
- b. Sixty (60) foot right-of-way, forty (40) foot pavement, five (5) foot sidewalks and five (5) foot esplanades and curb.
- c. Street right-of-way on the islands in Casco Bay shall comply with article III of chapter 25.

(8) Sidewalks and curbs:

a. Sidewalks shall be constructed on each side of each street in accordance with article III of chapter 25. Sidewalks to be used by pedestrians are to be so located as to minimize contacts with normal automotive traffic, with preference given to interior walks away from streets in common open space in block interiors.

b. Curbs shall be constructed on each side of each street. The curbing shall be constructed as provided in article VI of chapter 25.

CITY OF PORTLAND, MAINE  
MEMORANDUM

**TO:** Sarah Hopkins, Senior Planner  
**FROM:** William Boothby, City Engineer  
**DATE:** November 5, 1992  
**SUBJECT:** Thompson's Point

I have reviewed the Thompson's Point Subdivision Plan and the waiver requests. Based on the technical standards and proposed office/medical use of the subdivision, I recommend the following:

- a hammerhead turnaround, built to City standards will be sufficient to service the subdivision and will provide maneuverability for a snow plow.
- the minimum width acceptable is 32 ft. for a street. This is the minimum street width in the City standards. 28 ft. is not acceptable.
- sidewalks should be provided along one side of the road. Since the use is of a medical/office nature and not industrial, this requirement should not be entirely waived.

I further recommend that the applicant should install granite curbing and a sidewalk along the Sewall Street frontage of the property. I have reviewed past plans on Sewall Street that have gone through both administrative and "major" review with planning staff, and in the majority of plans, the applicant has been required to install curbing and sidewalks. Examples of such recent projects are Orthopaedic Associates (33 Sewall Street), Rheumatology Associates (51 Sewall Street), and Dr. Antoniou (15 Sewall Street).



Real Estate  
7 Executive Park Drive  
Merrimack, N.H. 03054  
603 429 1115  
603 429 1755 FAX

ATTACHMENT 10a

**G**UILFORD TRANSPORTATION INDUSTRIES, INC.

October 12, 1992

VIA FACSIMILE TRANSMISSION  
(207) 874-8649

Joseph R. Decourcey, Chairperson  
Planning Board  
City Hall  
389 Congress Street  
Portland, ME 04101

Re: Thompson's Point  
Commercial Subdivision

Dear Mr. Decourcey:

I am writing on behalf of the Portland Terminal Company. Portland Terminal owns the railroad tracks bisecting the Thompson's Point property. Specifically, I am writing with respect to a pending subdivision application submitted by Mr. Peter Van Wyck, owner of Thompson's Point, Inc. It is my understanding that Mr. Van Wyck is seeking subdivision approval for a portion of the Thompson's Point property lying landward of the existing Portland Terminal railroad tracks. Apparently a new railroad grade crossing is not needed to access this property. However, I would like to call the Planning Board's attention to the existing Sewall Street crossing.

Currently, the existing Sewall Street crossing is in a state of disrepair. The state of this disrepair is caused by the tenants and patrons of Thompson's Point use of the crossing. Thompson's Point refuses to pay for the repair and restoration of this crossing. The matter is currently in the hands of our attorney. Legal action is being considered. It is anticipated that the Portland Terminal Company will seek the closing of this crossing. Therefore, I would ask that the Planning Board consider the current state of the Sewall Street crossing in making its determination on the above-referenced subdivision application.

Mr. Joseph R. Decourcey  
October 12, 1992  
Page Two

It is also my understanding that the Portland Fire Department is concerned about a future second means of access to the Thompson's Point property lying on the waterside of the Portland Terminal tracks. Please be advised that Portland Terminal Company does not intend to grant Thompson's Point, Inc. a railroad crossing at any location.

I regret that I will not be able to attend the October 13 Planning Board workshop due to a previous engagement. I should point out to you that the first I have heard of the subdivision application is via the Planning Board mailing list and not via any notification from Thompson's Point, Inc.

If you have any questions or concerns, I would be happy to answer them either in writing or at another Planning Board meeting.

Sincerely,

PORTLAND TERMINAL COMPANY

By:   
Leonard A. Lucas

LAL:img  
cc: Timothy W. Cobb  
Glen Porter, Esquire  
Sarah Hopkins, Senior Planner

18 Davis St. ATTACHMENT 106  
Portland, ME 04102  
Oct 12, 1992

Joseph E. Gray, Jr.  
City Hall, Room 211  
389 Congress St.  
Portland, ME 04101

RECEIVED

OCT 14 1992

PORTLAND POLICE OFFICE

Dear Mr. Gray:

In regard to the plan of Peter Van Wyck going before the Planning Board on the 13th, may I say I am appased to his building a four lot combind sub-division on the 6.2 acres he owns on Sewall St. This section of land was originally wetlands which were filled some years ago.

Mr. Van Wyck owns a building on Thompson's Point which was gutted by fire last month. Would it not be better to rebuild this?

As you must be aware, the traffic is horrendous on Sewall St. now since all tenants & patients of the professional buildings are generating excessive traffic.

Why should the neighbors be subjected to more problems?

---

Joseph C. Gray

2.

I know you will not receive  
this letter in time for your Workshop  
but I did not receive the notification  
of this meeting until last Saturday.

Very truly yours

Frederic M. Sylvester

(Mrs. John B. Sylvester)

CITY OF PORTLAND  
MEMORANDUM

**TO:** Chair DeCoursey and Members of the Portland Planning Board

**FROM:** Sarah Hopkins, Senior Planner

**DATE:** October 13, 1992

**RE:** Thompson's Point 4-lot subdivision

Peter Van Wyck of Thompson's Point, Inc. is requesting review by the Planning Board of a 4-lot subdivision to be located off Sewall Street. Zoning of the site is I-2 Industrial.

The applicant will access the four lots from a proposed roadway off of Sewall Street to be built to City standards. The applicant has requested the following waivers for the construction of the road.

- 1) construction of a hammerhead turnaround instead of a cul de sac;
- 2) a 28 ft. paved width instead of a 40 ft. paved width; and
- 3) the omission of sidewalks.

Bill Boothby, City Engineer, is currently reviewing the plans and requests for waivers. Comments from Mr. Boothby will be available prior to the Planning Board public hearing.

The lots will range in size from .98 to 2.8 acres. The applicant anticipates the individual lots to be developed for office/commercial use. Because of this intended use, the applicant has requested the waiver of paved width. The industrial zones require a roadway standard which allows for the circulation of tractor trailers. Since the applicant does not anticipate traffic of such an industrial nature, he has requested the waiver. Additionally, Mr. Van Wyck has offered to place a deed restriction on the lots, requiring uses of an office/commercial nature. Natalie Burns, Associate Corporation Counsel, has pointed out that such a deed restriction cannot be enforced by the City.

Utilities will be connected from Sewall Street. Such utilities include water, sewer, telephone, and electric. The utility connections will be made through an existing wedge shaped piece of land between Sewall Street and the old Sewall Street right-of-way to the west.

Train tracks bound the site to the south and bisect the Thompson's Point parcel. During the review of this subdivision, the Fire Department has raised concern as to access to the lower portion of Thompson's Point. If a train is stopped at the Sewall Street rail crossing, emergency vehicles will not be able to access the entire southerly portion of the peninsula.

Lt. Garroway has suggested that the applicant, who owns the entire parcel on either sides of the tracks, reserve a right-of-way from the proposed subdivision road to cross the railroad tracks in another location. A memo from Lt. Garroway is included as Attachment 5.

The site under review was recently filled and flattened. Since wetlands exist in the southeast corner of the site, a permit from the DEP was attained. A culvert was installed as part of this past project that outlets water to a drainage area in the southern corner of the site. The City of Portland is currently holding a performance guarantee for unfinished erosion mitigation.

A 20 ft. drainage easement is also indicated on the plan, extending from the pavement of the hammerhead turnaround.

Upon review of the proposal, Melodie Esterberg, Development Review Coordinator, has requested that the applicant submit a full-length profile of the storm drainage system and indicate the installation and details for a stormwater treatment device.

Enclosed as Attachment 4 is a traffic study for the proposal. A copy of the study was forwarded to Bill Bray and his comments will be available at the workshop. When we last discussed the project, Mr. Bray was concerned about the increase in traffic on Sewall Street, especially in terms of its affect on the Congress/Sewall intersection. Mr. Bray has indicated that improvements to this intersection may be necessary.

Attachments:

1. Letter from the Applicant
2. Site Plan
3. City Standard Industrial/Commercial Street Profile
4. Traffic Study

End wk in August.

Status of Hooper, - abandoned - any rights to the land.

" Sewell.

4 lot subdivision

traffic study needed.

Thompson's Pt. 11/10/92

### Emergency Plans -

IC - marginal possible that a fire & train will coincide

ctf. - train doesn't affect sub.

- no reason for trains to stop, short trains  
to Westbrook.

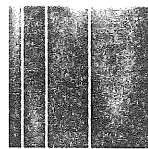
### Traffic Impact

~~perhaps~~

City has to take a role

look at extra piece of land. (across street)





**SebagoTechnics**  
*Engineering & Planning for the Future*

September 30, 1992  
92091

Sarah Greene, Senior Planner  
Portland Planning Department  
City of Portland  
389 Congress Street  
Portland, Maine 04101

**Thompson's Point Subdivision - Preliminary Plan Submission**

Dear Sarah:

On behalf of the applicant, Thompson's Point, Inc., we are submitting six (6) copies of the proposed Thompson's Point subdivision located off Sewall Street. The subdivision will include four (4) lots ranging in size from approximately .98 to 2.8 acres accessed through a proposed roadway intersecting with Sewall Street. Individual lots are expected to be developed as office/commercial sites at future dates. The project site is situated in the Industrial II Zone abutting the Portland Terminal Company, Hooper Street and Sewall Street.

The proposed lots will acquire frontage through the proposed road extension from Sewall Street. Public utilities are readily available from Sewall Street which will be extended to provide service to the individual lots.

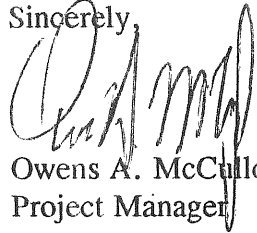
Materials and information enclosed with the submission include the following:

1. Preliminary Subdivision Plan depicting lot layout, topographical information, property metes and bounds, physical features, abutters information and other relevant information.
2. Road plan and profile depicting the proposed road extension and utilities.
3. Supporting detail sheet with construction details and erosion control plan.
4. Boundary survey of the subject parcel as prepared by the HTA Oest Company.
5. Location map (U.S.G.S. quadrangle).

6. Flood plain map.
7. Traffic impact study.

Upon the staff's review of this submittal, please feel free to call with any questions. We look forward to meeting with the Planning Board at the upcoming October 13, 1992 meeting to present the preliminary plan.

Sincerely,



Owens A. McCullough, P.E.  
Project Manager

OAM:ff  
Enc.

cc: Peter Van Wyck, Thompson's Point, Inc.

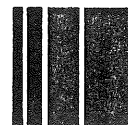


LOCATION MAP

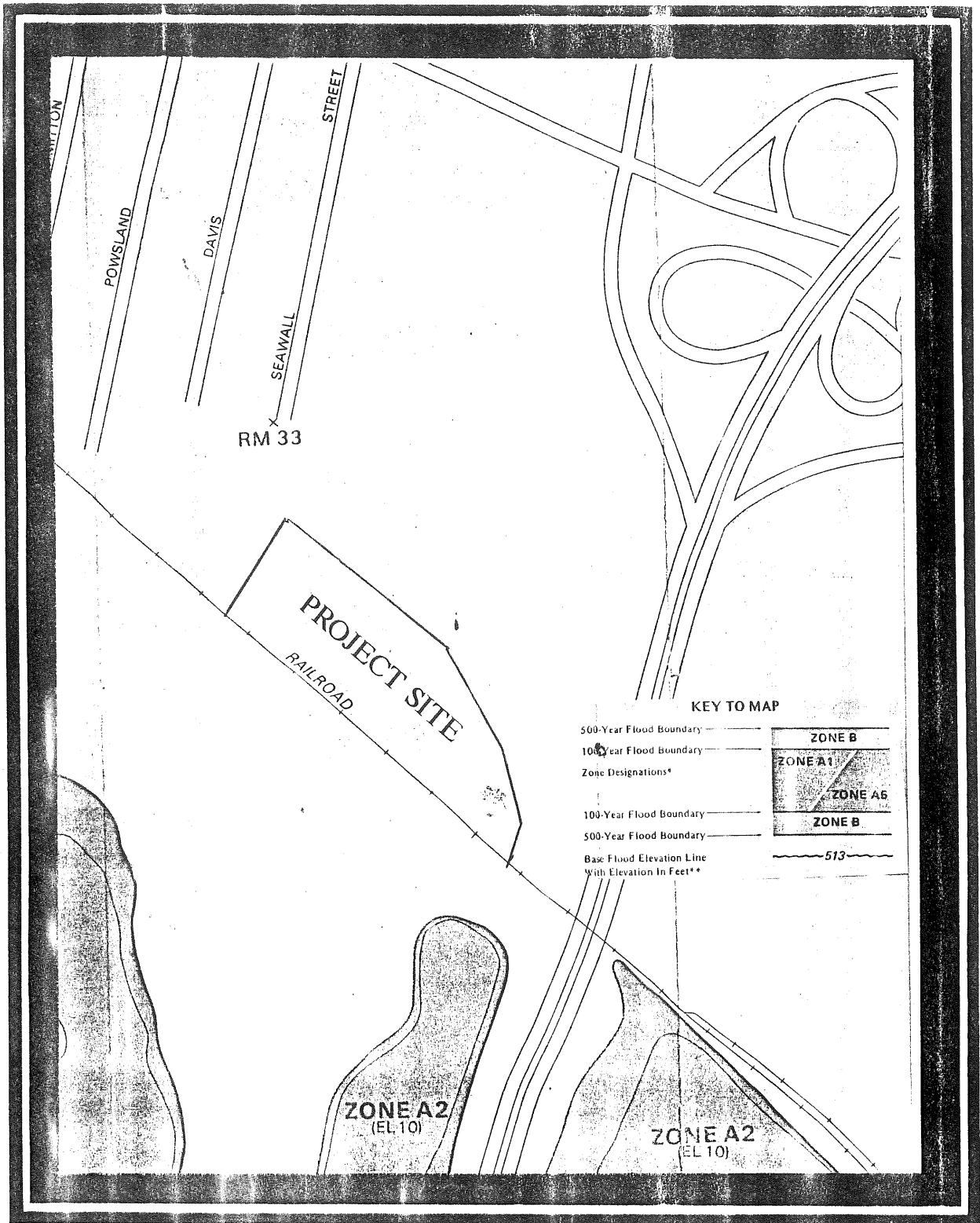
PORTLAND WEST, ME.

NE/4 PORTLAND 15' QUADRANGLE...  
N4337.5—W7015/7.5

1956  
PHOTOREVISED 1978  
AMS 6971 III NE—SERIES V811



Sebago Technics  
Engineering & Planning for the Future



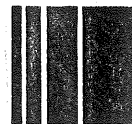
**FIRM**  
FLOOD INSURANCE RATE MAP



APPROXIMATE SCALE



CITY OF  
PORTLAND, MAINE  
CUMBERLAND COUNTY



**Sebago Technics**  
Engineering & Planning for the Future

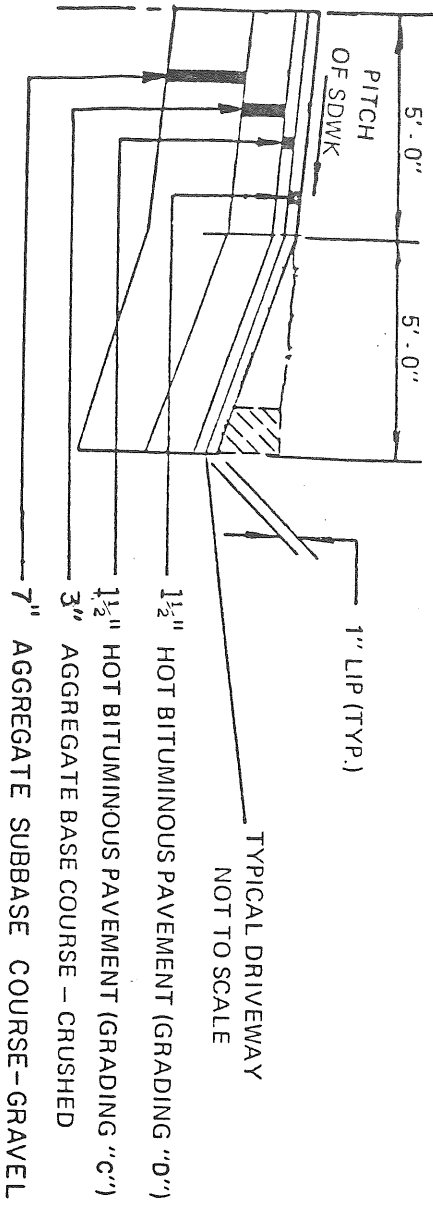
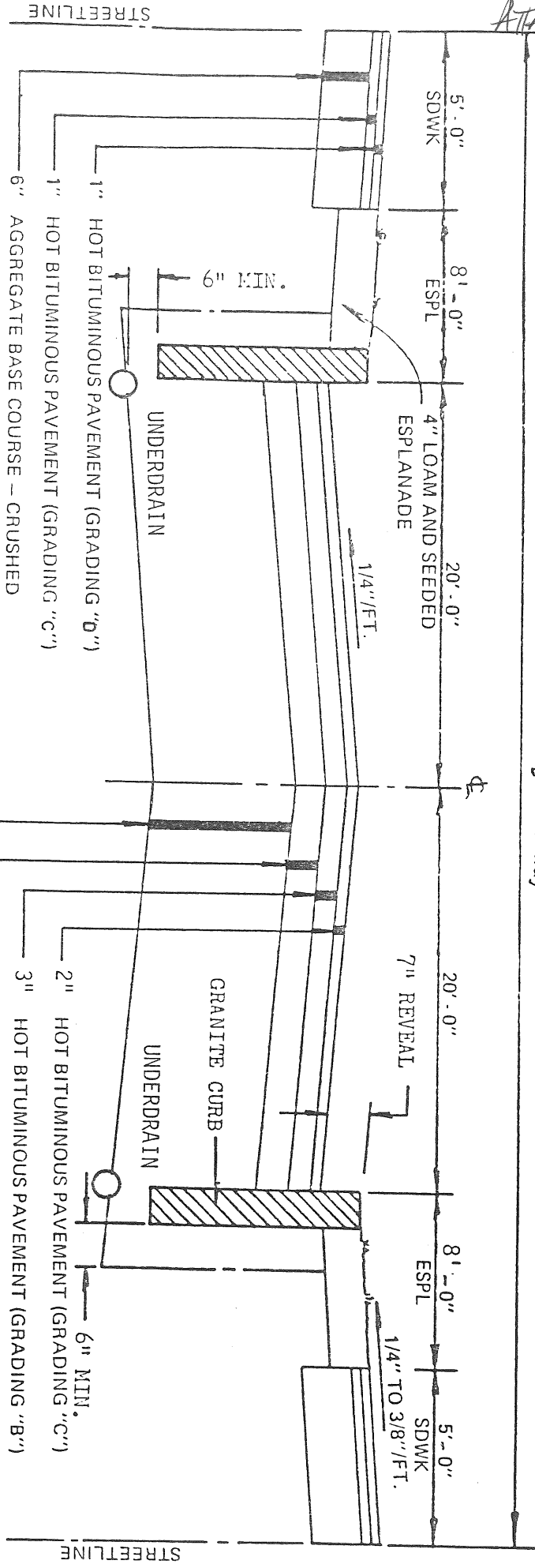
ATTACHMENT 3

COMMERCIAL / INDUSTRIAL ROAD SECTION

NOT TO SCALE

FIG. I-5

66' Right of Way



**JOHN L. MURPHY, P.E.**

Civil Engineer  
Traffic Engineer

RD1, BOX 393  
WEST BALDWIN, MAINE 04091  
207-625-8222

Thompson's Point  
Medical Office Project  
Traffic Analysis

General

The developer proposes to construct a total of 60,000 square feet of medical office space on Sewall Street. This traffic report will discuss the impact on the intersection of Congress Street/Sewall Street/Whitney Avenue.

Existing Conditions

The intersection of Congress Street/Sewall Street/Whitney Avenue has two approach lanes on all approaches except Whitney Avenue which has one lane. The signals operate fully actuated isolated, using pavement loops to detect traffic. The sequence uses a 5 section signal head for westbound Congress Street, providing protective-permissive left turn operation on this approach followed by two way Congress Street flow and two way flow on Whitney Avenue/Sewall Street. The sequence includes a push button actuated exclusive pedestrian phase (stops all vehicular traffic) of 23 seconds. This portion of the sequence does not occur on every cycle, but does occur often when St. Patrick's School on the corner opens and closes.

A school speed zone of 15 miles per hour is posted with overhead flashing signs on Congress Street which is normally 30 miles per hour when school children are not leaving or arriving at school. City buses also stop at the intersection during the day.

A 3 to 4 PM count was taken at the intersection on September 3, 1992 which established a 3:15 - 4:15 peak hour. It was raining during the count and pedestrian activity was non-existent. However, Outer Congress Street construction was stopped due to the weather and thus did not interfere with normal traffic flows. No attempt was made to assess the impact of the recent fire at Thompson's Point on this count.

Observations and capacity analysis of the September 3, 1992 3:15 - 4:15 PM peak hour result in a conclusion that acceptable level of service currently exists at the Congress Street/Sewall Street/Whitney Avenue intersection. The intersection also meets the requirements of the latest edition of the Manual on Uniform Traffic Control Devices in regard to visibility, clarity and placement of signals, markings and signs.

### Future Impact

The proposed project will roughly double Sewall Street traffic volumes during peak hours. Capacity analysis indicates that acceptable levels of service will still exist. The capacity analysis of the intersection, however, does have some limitations as follows:

1. Assumptions regarding the amount and times of use of the exclusive pedestrian phase can cause failure of the intersection.
2. Arrival of left turn vehicles in the Congress Street middle lanes is very difficult to model and, at times, may cause the intersection to operate at an unacceptable level of service.

It is currently possible for the intersection to operate at poor level of service due to the same two items mentioned above, even without the added development.

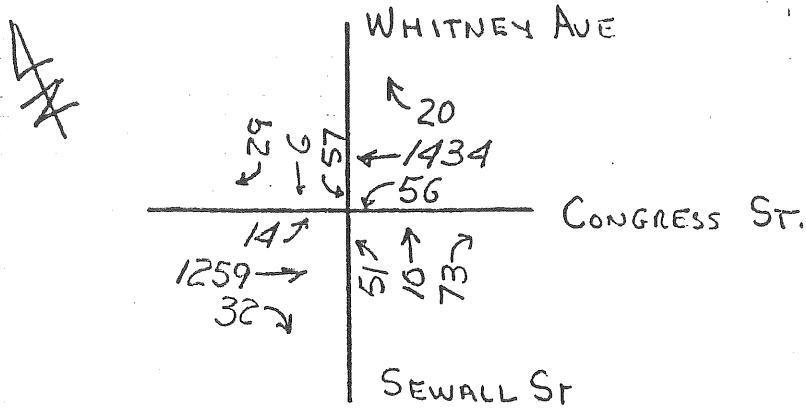
### Conclusions

1. Depending upon the operation of the exclusive pedestrian phase and possible arrival times of left turn traffic on Congress Street approaches, the intersection of Congress Street/Sewall Street/Whitney Avenue normally operates at acceptable level of service.
2. Increases in traffic due to the proposed project will potentially increase the chance that the westbound Congress Street left turn will force through westbound Congress Street traffic into one lane, resulting in more time of poor level of service than currently exists.
3. Operation of the exclusive pedestrian phase is a choice of the City/State and will not be changed in any way by this project.
4. The only possible improvement at this location would be installation of left turn lanes on Congress Street approaches to the intersection.

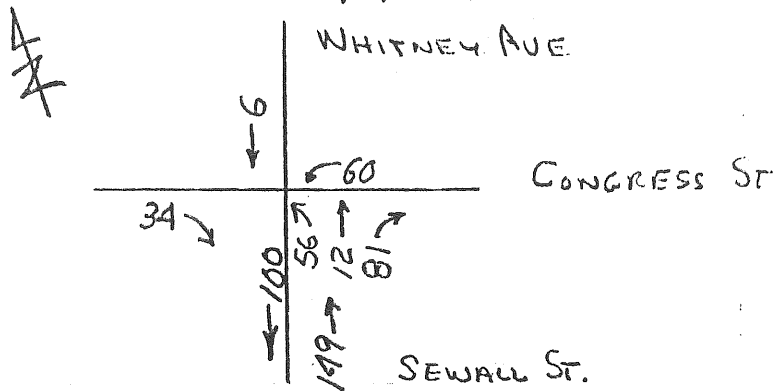
*John D. Murphy*  
9/8/92

DESIGN HOUR VOLUMES

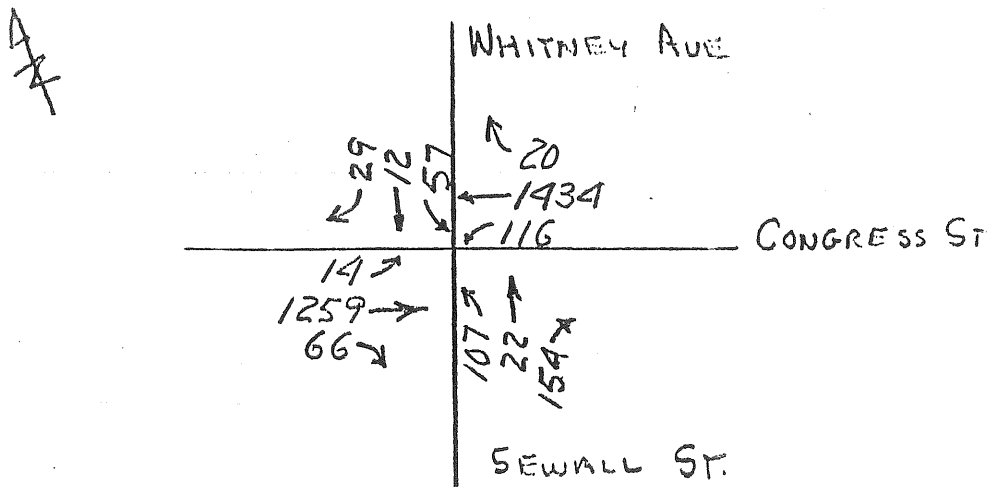
1. PM PEAK HOUR BETWEEN 3PM & 6PM  
9/3/92 (3:15-4:15 PM)



2. TRAFFIC IMPACT 60,000 sqft MEDICAL OFFICE  
 - USING PEAK HOUR OF GENERATOR  
 - USING 9/3/92 VOLUMES FOR DISTRIBUTION



3. ITEMS 1+2 BUILD 60,000 <sup>sq</sup> MEDICAL OFFICE  
 USE 9/3/92 UNADJUSTED VOLUMES AS BASE





PORTLAND, MAINE 1992

Site Code : 1  
 N-S Street: WHITNEY/SEWALL  
 E-W Street: CONGRESS ST RT 22  
 COMMENT : RAIN

PAGE: 1  
 FILE:

Primary Movements: Vehicles

DATE: 9/03/92

Time Begin	From North				From East				From South				From West				Vehicle Total	HVEC Total
	HVEC	RT	THRU	LT	HVEC	RT	THRU	LT	HVEC	RT	THRU	LT	HVEC	RT	THRU	LT		
3:00 PM	1	7	3	6	5	6	283	18	2	28	0	17	13	15	248	4	635	21
3:15	0	8	4	8	10	2	342	17	0	16	4	9	9	11	307	8	736	19
3:30	2	6	1	21	6	6	330	19	1	19	2	14	4	6	319	0	743	13
3:45	0	7	1	12	11	7	367	12	1	18	2	10	12	10	333	2	781	24
HR TOTAL	3	28	9	47	32	21	1322	66	4	81	8	50	38	42	1207	14	2895	77
4:00 PM	0	8	0	16	6	5	395	8	0	20	2	18	5	5	300	4	781	11
4:15	0	3	2	13	13	4	338	16	0	14	3	10	5	5	304	4	716	18
4:30	0	4	0	17	5	7	372	6	1	28	1	15	5	3	305	5	763	11
4:45	0	5	1	13	6	9	331	5	2	33	6	13	5	4	291	3	714	13
HR TOTAL	0	20	3	59	30	25	1436	35	3	95	12	56	20	17	1200	16	2974	53
5:00 PM	0	5	1	11	2	7	390	9	3	29	4	18	5	4	315	4	797	10
5:15	0	7	0	14	9	8	359	3	1	12	0	15	6	3	319	3	743	16
5:30	0	5	1	9	5	6	280	3	1	20	1	6	8	4	272	3	610	14
5:45	0	5	0	10	5	5	252	1	0	8	0	7	6	3	255	3	549	11
HR TOTAL	0	22	2	44	21	26	1281	16	5	69	5	46	25	14	1161	13	2699	51

DAY TOTAL	3	70	14	150	83	72	4039	117	12	245	25	152	83	73	3568	43	8568	181
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PEAK PERIOD ANALYSIS FOR THE PERIOD: 3:00 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES .....					..... PERCENTS .....			
			HVEC	Right	Thru	Left	Total	HVEC	Right	Thru	Left
North	3:15 PM	0.82	2	29	6	57	92	-	32	7	62
East	3:45 PM	0.94	35	23	1472	42	1537	-	1	96	3
South	4:15 PM	0.84	6	104	14	56	174	-	60	8	32
West	3:15 PM	0.95	30	32	1259	14	1305	-	2	96	1

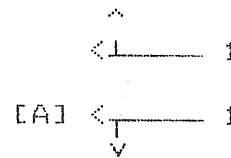
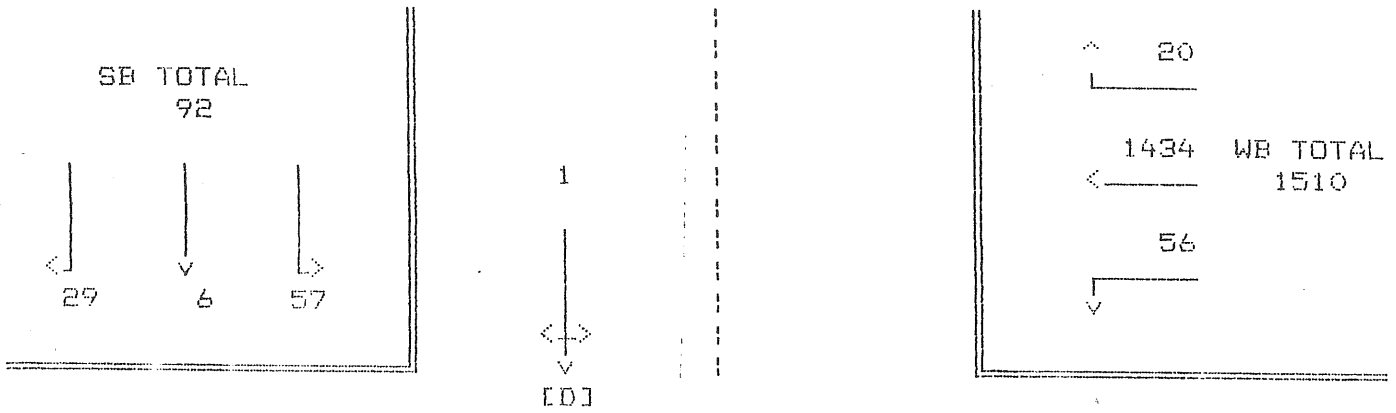
Entire Intersection

North	3:15 PM	0.82	2	29	6	57	92	-	32	7	62
East		0.93	33	20	1434	56	1510	-	1	95	4
South		0.84	2	73	10	51	134	-	54	7	38
West		0.95	30	32	1259	14	1305	-	2	96	1

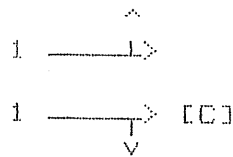
INTERSECTION DIAGRAM

Intersection: WHITNEY/SEWALL and CONGRESS ST  
 Time period: BASE No Build 1992 PM PEAK HOUR 3:15-4:15  
 913192

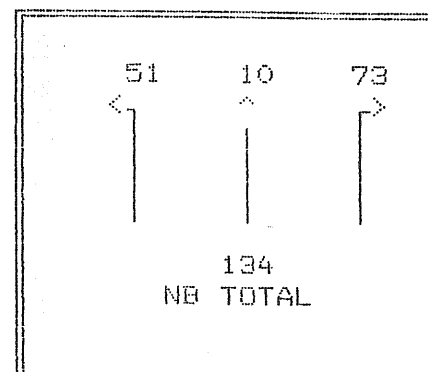
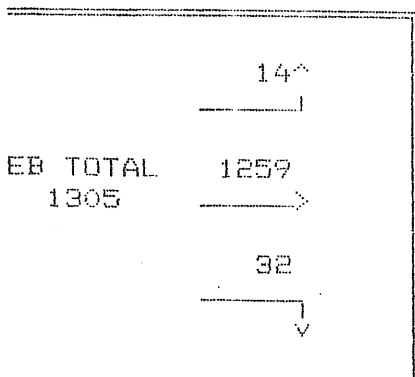
WHITNEY/SEWALL



LOS  
 [B]



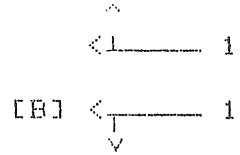
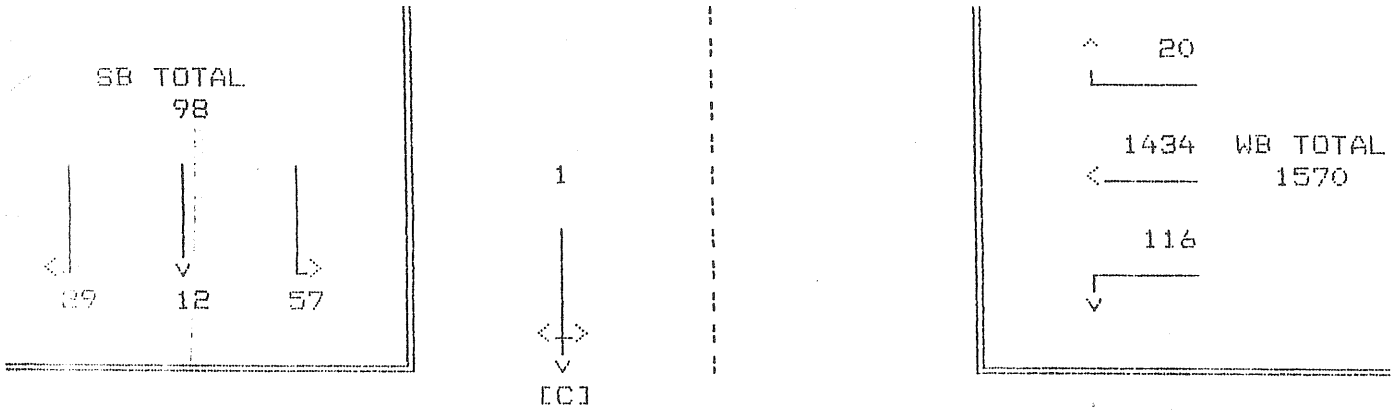
CONGRESS ST



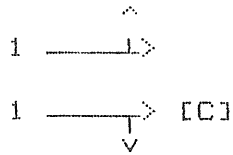
INTERSECTION DIAGRAM

Intersection: WHITNEY/SEWALL and CONGRESS ST  
 Time period: DHU BUILD 60,000 Sqft 1992 BASE.

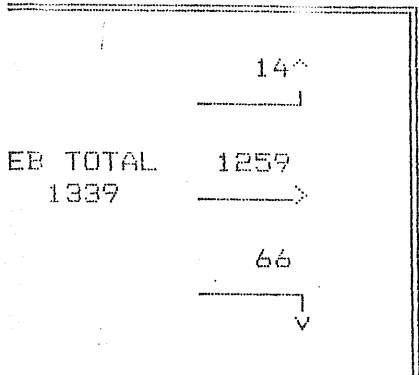
WHITNEY/SEWALL



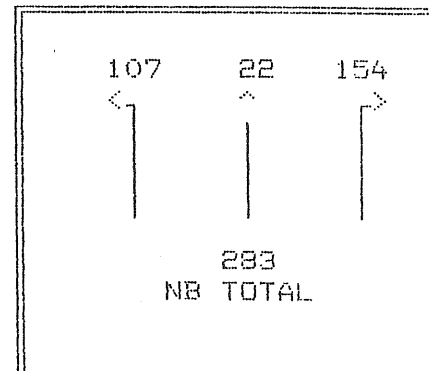
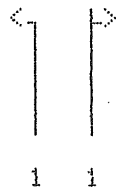
LOS  
 [B]

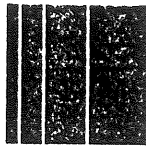


CONGRESS ST



[C][C]





**SebagoTechnics**  
*Engineering & Planning for the Future*

September 30, 1992  
92091

Sarah Greene, Senior Planner  
Portland Planning Department  
City of Portland  
389 Congress Street  
Portland, Maine 04101

**Thompson's Point Subdivision - Preliminary Plan Submission**

Dear Sarah:

On behalf of the applicant, Thompson's Point, Inc., we are submitting six (6) copies of the proposed Thompson's Point subdivision located off Sewall Street. The subdivision will include four (4) lots ranging in size from approximately .98 to 2.8 acres accessed through a proposed roadway intersecting with Sewall Street. Individual lots are expected to be developed as office/commercial sites at future dates. The project site is situated in the Industrial II Zone abutting the Portland Terminal Company, Hooper Street and Sewall Street.

The proposed lots will acquire frontage through the proposed road extension from Sewall Street. Public utilities are readily available from Sewall Street which will be extended to provide service to the individual lots.

Materials and information enclosed with the submission include the following:

1. Preliminary Subdivision Plan depicting lot layout, topographical information, property metes and bounds, physical features, abutters information and other relevant information.
2. Road plan and profile depicting the proposed road extension and utilities.
3. Supporting detail sheet with construction details and erosion control plan.
4. Boundary survey of the subject parcel as prepared by the HTA Oest Company.
5. Location map (U.S.G.S. quadrangle).

Ms. Greene

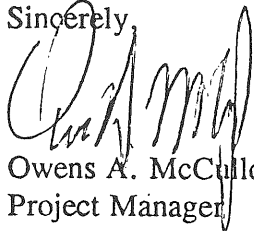
-2-

September 30, 1992

6. Flood plain map.
7. Traffic impact study.

Upon the staff's review of this submittal, please feel free to call with any questions. We look forward to meeting with the Planning Board at the upcoming October 13, 1992 meeting to present the preliminary plan.

Sincerely,



Owens A. McCullough, P.E.  
Project Manager

OAM:ff

Enc.

cc: Peter Van Wyck, Thompson's Point, Inc.

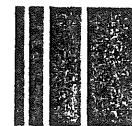


LOCATION MAP

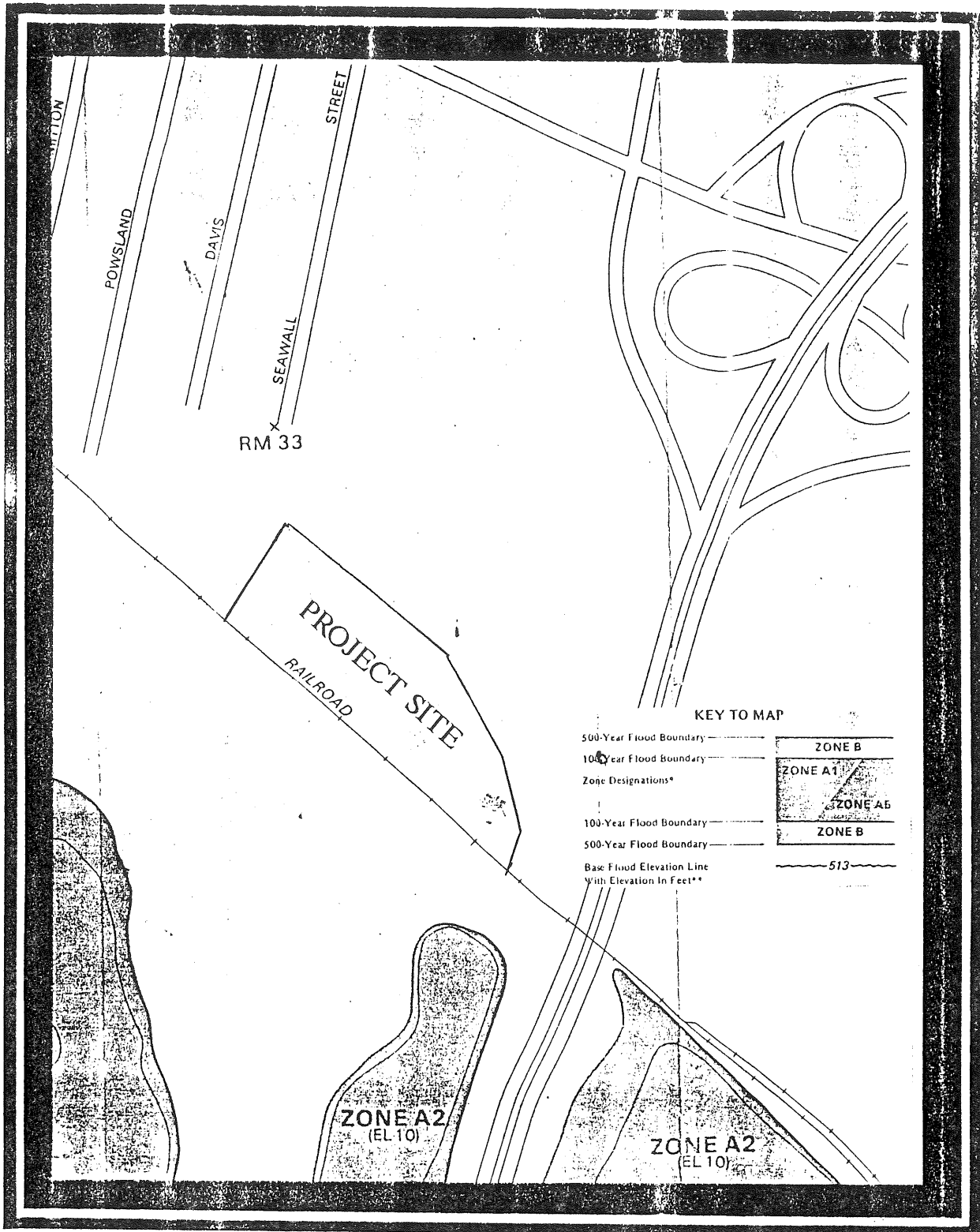
PORTLAND WEST, ME.

NE 4 PORTLAND 15' QUADRANGLE  
 N4337.5—W7015/7.5

1956  
 PHOTOREVISED 1978  
 AMS 6971 III NE—SERIES V811



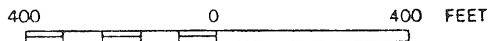
**Sebago Technics**  
 Engineering & Planning for the Future



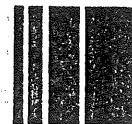
**FIRM**  
FLOOD INSURANCE RATE MAP



APPROXIMATE SCALE



CITY OF  
PORTLAND, MAINE  
CUMBERLAND COUNTY



**Sebago Technics**  
Engineering & Planning for the Future

# JOHN L. MURPHY, P.E.

---

Civil Engineer  
Traffic Engineer

RD1, BOX 393  
WEST BALDWIN, MAINE 04091  
207-625-8222

Thompson's Point  
Medical Office Project  
Traffic Analysis

## General

The developer proposes to construct a total of 60,000 square feet of medical office space on Sewall Street. This traffic report will discuss the impact on the intersection of Congress Street/Sewall Street/Whitney Avenue.

## Existing Conditions

The intersection of Congress Street/Sewall Street/Whitney Avenue has two approach lanes on all approaches except Whitney Avenue which has one lane. The signals operate fully actuated isolated, using pavement loops to detect traffic. The sequence uses a 5 section signal head for westbound Congress Street, providing protective-permissive left turn operation on this approach followed by two way Congress Street flow and two way flow on Whitney Avenue/Sewall Street. The sequence includes a push button actuated exclusive pedestrian phase (stops all vehicular traffic) of 23 seconds. This portion of the sequence does not occur on every cycle, but does occur often when St. Patrick's School on the corner opens and closes.

A school speed zone of 15 miles per hour is posted with overhead flashing signs on Congress Street which is normally 30 miles per hour when school children are not leaving or arriving at school. City buses also stop at the intersection during the day.

A 3 to 6 PM count was taken at the intersection on September 3, 1997 which established a 3:15 - 4:15 peak hour. It was raining during the count and pedestrian activity was non-existent. However, Outer Congress Street construction was stopped due to the weather and thus did not interfere with normal traffic flows. No attempt was made to assess the impact of the recent fire at Thompson's Point on this count.



Observations and capacity analysis of the September 3, 1992 3:15 - 4:15 PM peak hour result in a conclusion that acceptable level of service currently exists at the Congress Street/Sewall Street/Whitney Avenue intersection. The intersection also meets the requirements of the latest edition of the Manual on Uniform Traffic Control Devices in regard to visibility, clarity and placement of signals, markings and signs.

### Future Impact

The proposed project will roughly double Sewall Street traffic volumes during peak hours. Capacity analysis indicates that acceptable levels of service will still exist. The capacity analysis of the intersection, however, does have some limitations as follows:

1. Assumptions regarding the amount and times of use of the exclusive pedestrian phase can cause failure of the intersection.
2. Arrival of left turn vehicles in the Congress Street middle lanes is very difficult to model and, at times, may cause the intersection to operate at an unacceptable level of service.

It is currently possible for the intersection to operate at poor level of service due to the same two items mentioned above, even without the added development.

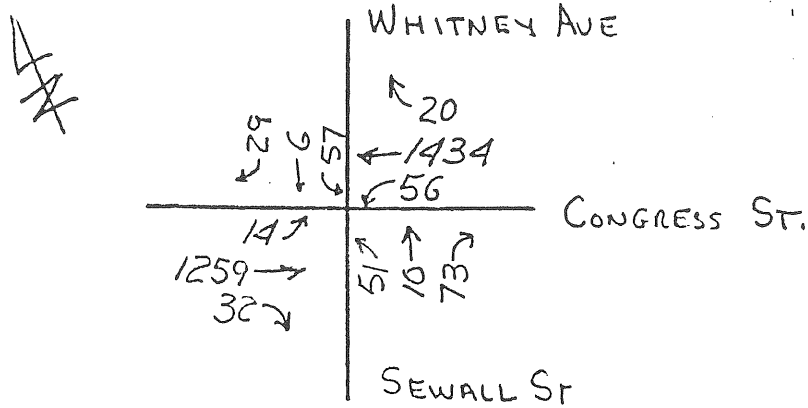
### Conclusions

1. Depending upon the operation of the exclusive pedestrian phase and possible arrival times of left turn traffic on Congress Street approaches, the intersection of Congress Street/Sewall Street/Whitney Avenue normally operates at acceptable level of service.
2. Increases in traffic due to the proposed project will potentially increase the chance that the westbound Congress Street left turn will force through westbound Congress Street traffic into one lane, resulting in more time of poor level of service than currently exists.
3. Operation of the exclusive pedestrian phase is a choice of the City/State and will not be changed in any way by this project.
4. The only possible improvement at this location would be installation of left turn lanes on Congress Street approaches to the intersection.

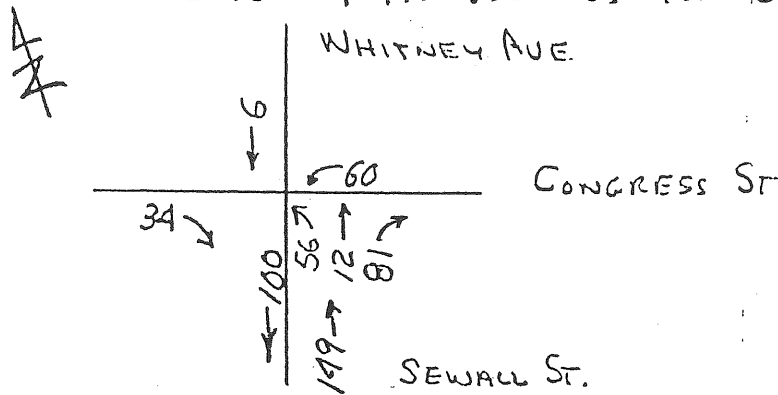
*John D. Murphy*  
9/8/92

DESIGN HOUR VOLUMES

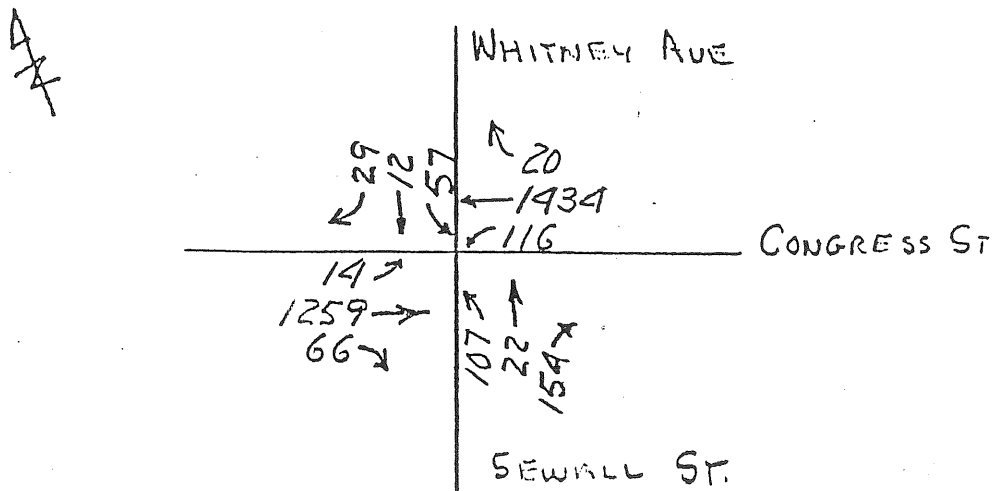
1. PM PEAK HOUR BETWEEN 3PM & 6PM  
9/3/92 (3:15-4:15 PM)



2. TRAFFIC IMPACT 60,000 sqft MEDICAL OFFICE  
 - USING PEAK HOUR OF GENERATOR  
 - USING 9/3/92 VOLUMES FOR DISTRIBUTION



3. ITEMS 1+2 BUILD 60,000 sqft MEDICAL OFFICE  
 USE 9/3/92 UNADJUSTED VOLUMES AS BASE



Site Code : 1  
 N-S Street: WHITNEY/SEWALL  
 E-W Street: CONGRESS ST RT 22  
 COMMENT : RAIN

Primary Movements: Vehicles

DATE: 9/03/92

Time Begin	From North				From East				From South				From West				Vehicle Total	HVEC Total
	HVEC	RT	THRU	LT	HVEC	RT	THRU	LT	HVEC	RT	THRU	LT	HVEC	RT	THRU	LT		
3:00 PM	1	7	3	6	5	6	283	18	2	28	0	17	13	15	248	4	635	21
3:15	0	8	4	8	10	2	342	17	0	16	4	9	9	11	307	8	736	19
3:30	2	6	1	21	6	6	330	19	1	19	2	14	4	6	319	0	743	13
3:45	0	7	1	12	11	7	367	12	1	18	2	10	12	10	333	2	781	24
HR TOTAL	3	28	9	47	32	21	1322	66	4	81	8	50	38	42	1207	14	2895	77
4:00 PM	0	8	0	16	6	5	395	8	0	20	2	18	5	5	300	4	781	11
4:15	0	3	2	13	13	4	338	16	0	14	3	10	5	5	304	4	716	18
4:30	0	4	0	17	5	7	372	6	1	28	1	15	5	3	305	5	763	11
4:45	0	5	1	13	6	9	331	5	2	33	6	13	5	4	291	3	714	13
HR TOTAL	0	20	3	59	30	25	1436	35	3	95	12	56	20	17	1200	16	2974	53
5:00 PM	0	5	1	11	2	7	390	9	3	29	4	18	5	4	315	4	797	10
5:15	0	7	0	14	9	8	359	3	1	12	0	15	6	3	319	3	743	16
5:30	0	5	1	9	5	6	280	3	1	20	1	6	8	4	272	3	610	14
5:45	0	5	0	10	5	5	252	1	0	8	0	7	6	3	255	3	549	11
HR TOTAL	0	22	2	44	21	26	1281	16	5	69	5	46	25	14	1161	13	2699	51
DAY TOTAL	3	70	14	150	83	72	4039	117	12	245	25	152	83	73	3568	43	8568	181

PEAK PERIOD ANALYSIS FOR THE PERIOD: 3:00 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES					PERCENTS			
			HVEC	Right	Thru	Left	Total	HVEC	Right	Thru	Left
North	3:15 PM	0.82	2	29	6	57	92	-	32	7	62
East	3:45 PM	0.94	35	23	1472	42	1537	-	1	96	3
South	4:15 PM	0.84	6	104	14	56	174	-	60	8	32
West	3:15 PM	0.95	30	32	1259	14	1305	-	2	96	1

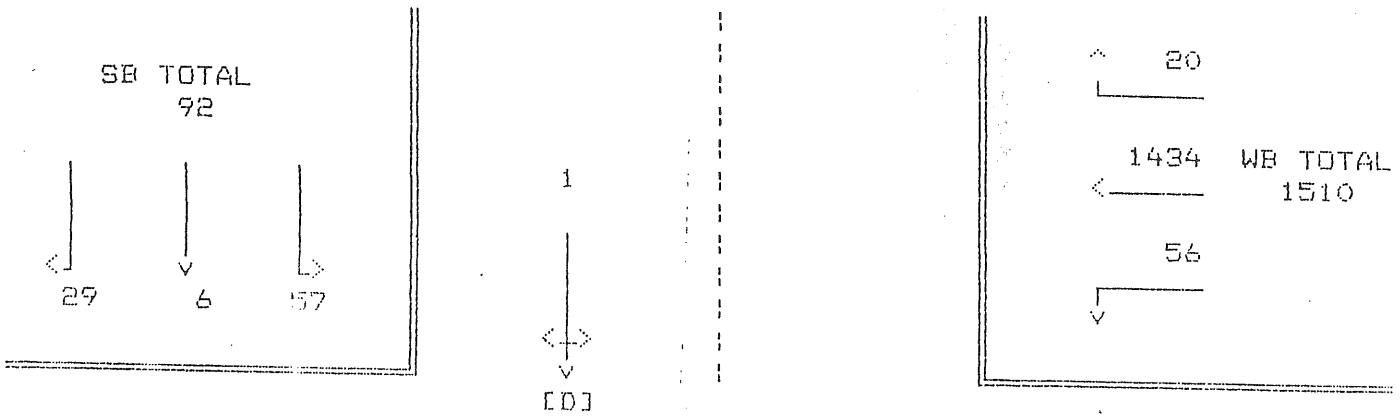
Entire Intersection

North	3:15 PM	0.82	2	29	6	57	92	-	32	7	62
East		0.93	33	20	1434	56	1510	-	1	95	4
South		0.84	2	73	10	51	134	-	54	7	38
West		0.95	30	32	1259	14	1305	-	2	96	1

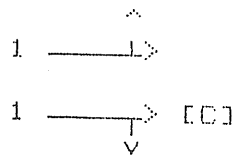
INTERSECTION DIAGRAM

Intersection: WHITNEY/SEWALL and CONGRESS ST  
 Time period: BASE No BUILD 1992 PM PEAK HOUR 3:15-4:15  
 913192

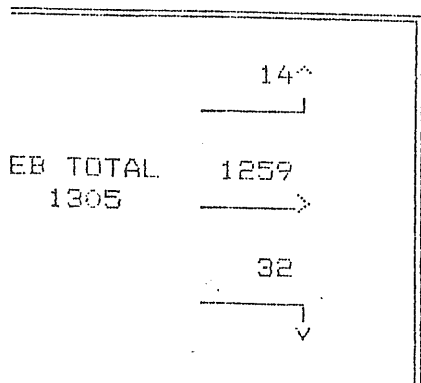
WHITNEY/SEWALL



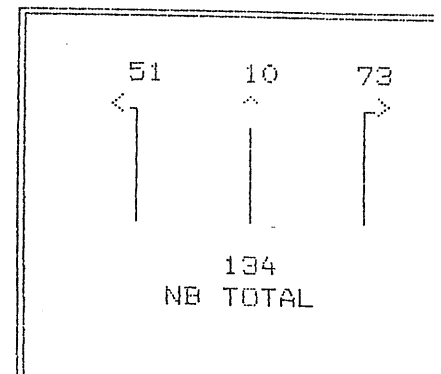
LOS  
 [B]



CONGRESS ST

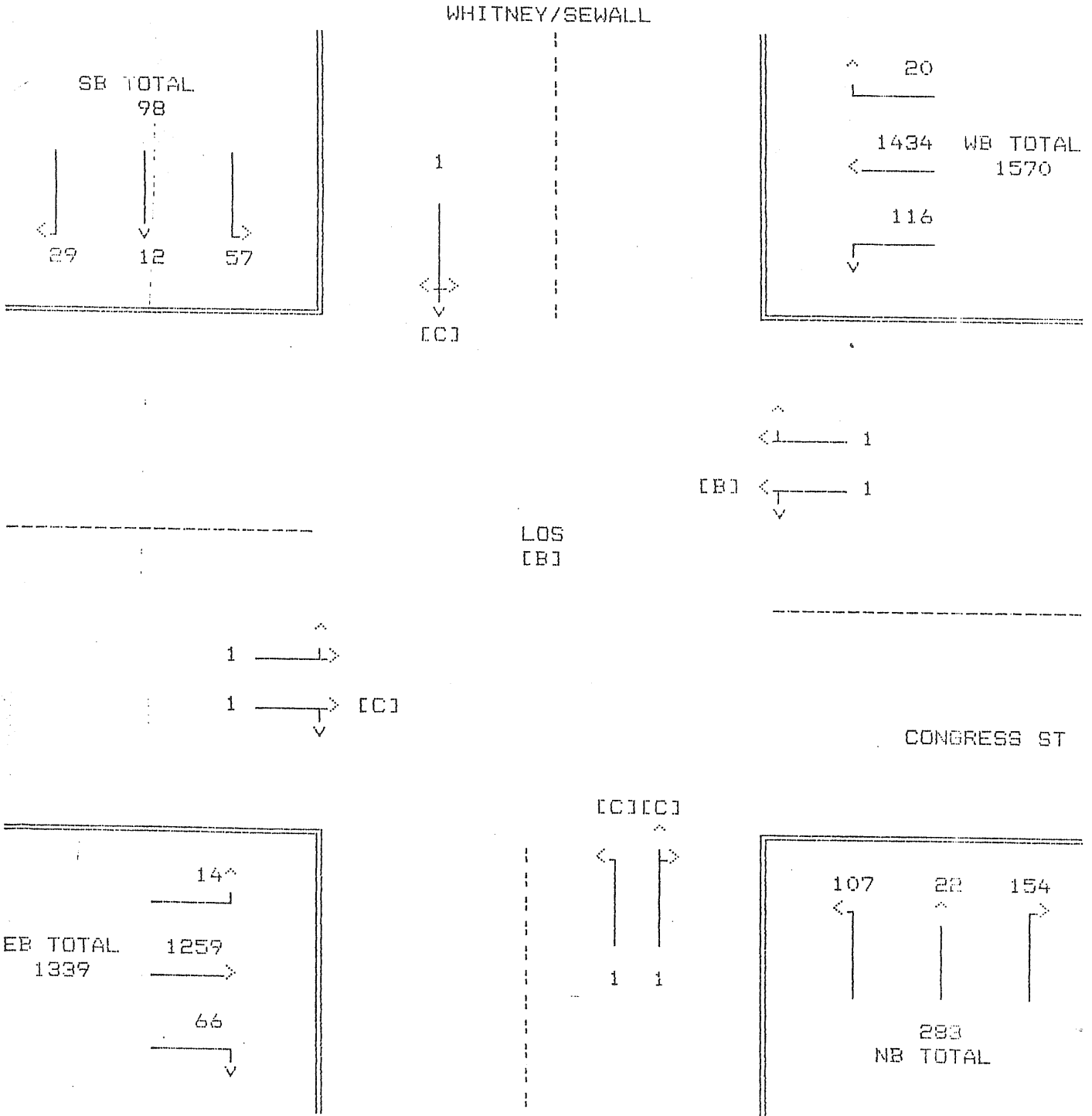


[D][C]



INTERSECTION DIAGRAM

Intersection: WHITNEY/SEWALL and CONGRESS ST  
 Time period: DMU BUILD 60,000 Sqft 1992 BASE.



**SEBAGO TECHNICS, INC.**

12 Westbrook Common  
 P.O. Box 1339  
 WESTBROOK, ME 04098-1339

**LETTER OF TRANSMITTAL**

Phone (207) 856-0277 Fax (207) 856-2206

TO SARAH GREENE  
CITY OF PORTLAND  
PLANNING DEPT.

DATE	7/8/12	JOB NO.	92286
ATTENTION	SARAH		
RE:	THOMPSON PT.		
	SUBDIVISION/SITE PLAN		

> WE ARE SENDING YOU  Attached  Under separate cover via \_\_\_\_\_ the following items:

- Shop drawings     Prints     Plans     Samples     Specifications  
 Copy of letter     Change order     \_\_\_\_\_

COPIES	DATE	NO.	DESCRIPTION
1	3/30/12	1	CONCEPT PLAN

THESE ARE TRANSMITTED as checked below:

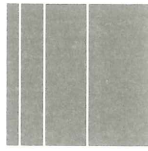
- For approval     Approved as submitted     Resubmit \_\_\_\_\_ copies for approval  
 For your use     Approved as noted     Submit \_\_\_\_\_ copies for distribution  
 As requested     Returned for corrections     Return \_\_\_\_\_ corrected prints  
 For review and comment     \_\_\_\_\_  
 FOR BIDS DUE \_\_\_\_\_ 19 \_\_\_\_\_  PRINTS RETURNED AFTER LOAN TO US

REMARKS \_\_\_\_\_

SARAH - PLEASE CALL WALT OR ME IF  
you have any questions

COPY TO \_\_\_\_\_

SIGNED: Thompson



**Sebago Technics**  
*Engineering & Planning for the Future*

July 28, 1992  
92288

Sarah Greene, Senior Planner  
City of Portland  
389 Congress Street  
Portland, ME 04101

**Sketch Plan Submission; Thompson's Point Subdivision, Sewall Street**

Dear Sarah:

On behalf of Peter Van Wyck, I am pleased to submit six copies of the conceptual subdivision plan for a proposed four lot subdivision off Sewall Street at Thompson's Point.

The proposed subdivision, located in the Industrial 2 Zone, will entail four lots situated on a 6.62 acre parcel, each fronting on Sewall Street. Lots will range in size from .93 acres to 2.82 acres, with frontage of 60 feet to 100± feet. The lot layout, as shown on the attached plan, will have two lots near Sewall Street and two "flag lots" in the rear of the parcel. A common access and utility easement will service all lots via a common drive to the rear lots.

The parcel is shown on Tax Map 77, Lot 1; Map 189, Lots G1-20, H1-11; and Map 190, Lots C1-7, 15, 16, F8-13, and includes a portion of Jose Street, a paper street.

Public sewer and water service, as well as overhead electric and telephone, are available on Sewall Street.

We understand that Sewall Street is not in compliance with the City of Portland street standards and will need to be upgraded as part of this proposed subdivision.

Ms. Greene

-2-

July 28, 1992

We wish to be placed on the next scheduled Planning Board workshop meeting to discuss this project on an informal basis. In the meantime, if you or the staff have any questions or concerns, please contact me.

Sincerely,

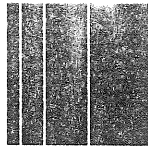


Stephen G. Doe, R.L.A.  
Landscape Architect

SGD:jc  
Encs.

cc: Peter Van Wyck





**SebagoTechnics**  
*Engineering & Planning for the Future*

September 30, 1992  
92091

Sarah Greene, Senior Planner  
Portland Planning Department  
City of Portland  
389 Congress Street  
Portland, Maine 04101

**Thompson's Point Subdivision - Preliminary Plan Submission**

Dear Sarah:

On behalf of the applicant, Thompson's Point, Inc., we are submitting six (6) copies of the proposed Thompson's Point subdivision located off Sewall Street. The subdivision will include four (4) lots ranging in size from approximately .98 to 2.8 acres accessed through a proposed roadway intersecting with Sewall Street. Individual lots are expected to be developed as office/commercial sites at future dates. The project site is situated in the Industrial II Zone abutting the Portland Terminal Company, Hooper Street and Sewall Street.

The proposed lots will acquire frontage through the proposed road extension from Sewall Street. Public utilities are readily available from Sewall Street which will be extended to provide service to the individual lots.

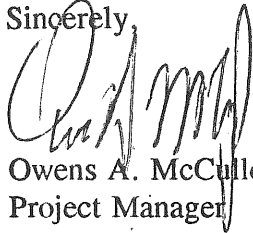
Materials and information enclosed with the submission include the following:

1. Preliminary Subdivision Plan depicting lot layout, topographical information, property metes and bounds, physical features, abutters information and other relevant information.
2. Road plan and profile depicting the proposed road extension and utilities.
3. Supporting detail sheet with construction details and erosion control plan.
4. Boundary survey of the subject parcel as prepared by the HTA Oest Company.
5. Location map (U.S.G.S. quadrangle).

6. Flood plain map.
7. Traffic impact study.

Upon the staff's review of this submittal, please feel free to call with any questions. We look forward to meeting with the Planning Board at the upcoming October 13, 1992 meeting to present the preliminary plan.

Sincerely,

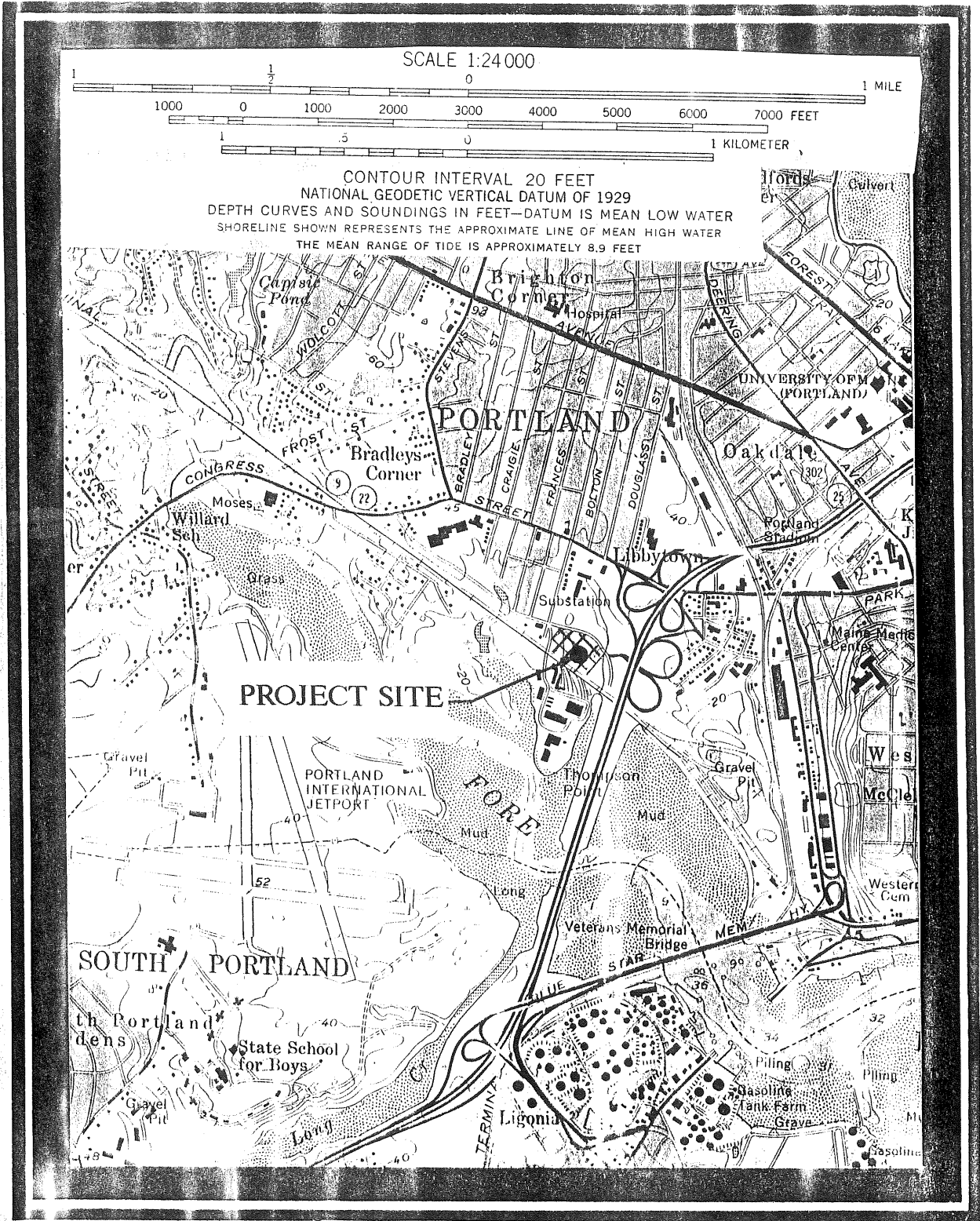


Owens A. McCullough, P.E.  
Project Manager

OAM:ff

Enc.

cc: Peter Van Wyck, Thompson's Point, Inc.

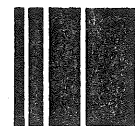


LOCATION MAP

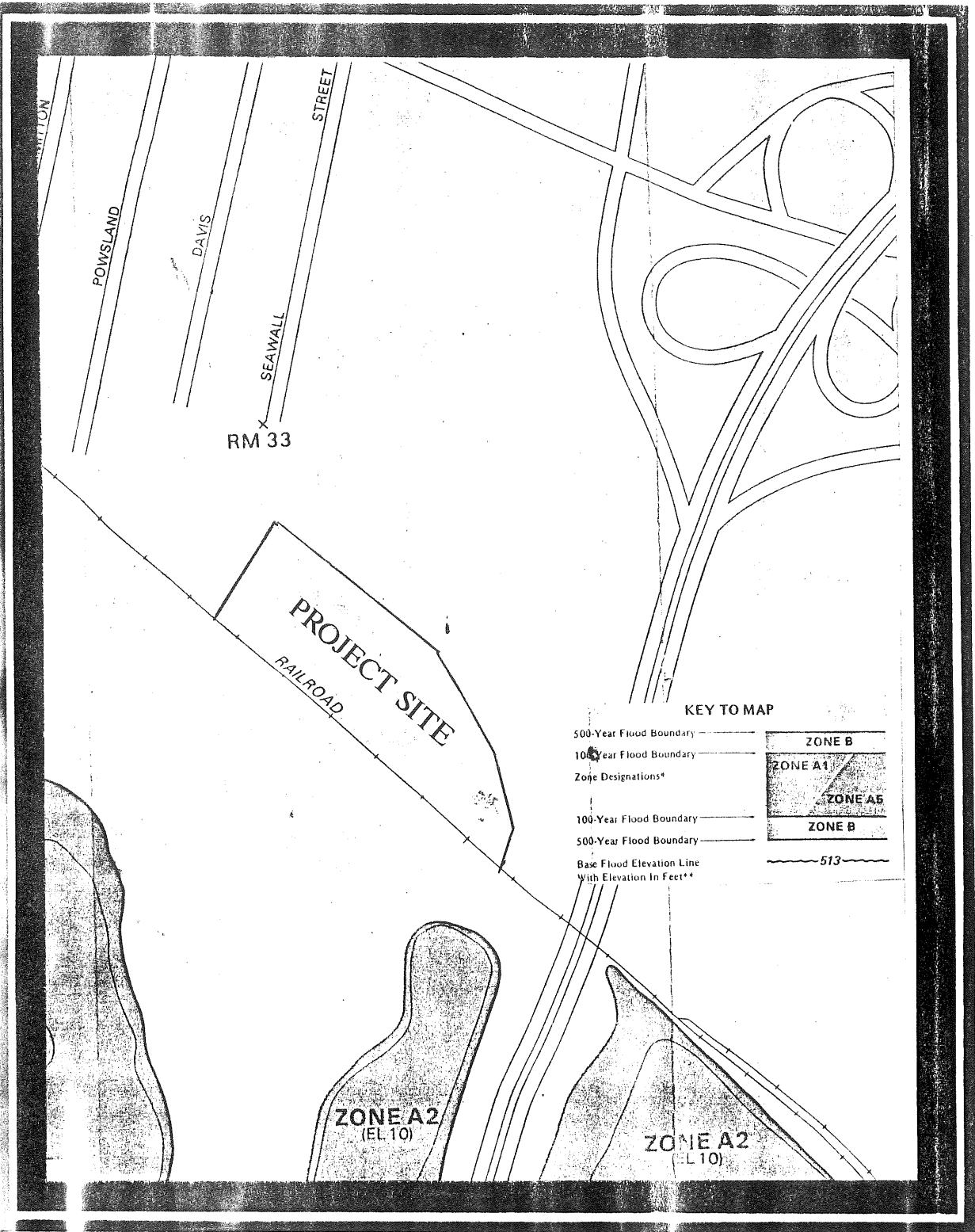
PORTLAND WEST, ME.

NE/4 PORTLAND 15' QUADRANGLE.  
 N4337.5—W7015/7.5

1956  
 PHOTOREVISED 1978  
 AMS 6971 III NE—SERIES V811



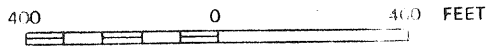
**Sebago Technics**  
 Engineering & Planning for the Future



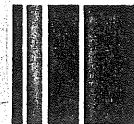
**FIR A**  
FLOOD INSURANCE RATE MAP



APPROXIMATE SCALE



CITY OF  
PORTLAND, MAINE  
CUMBERLAND COUNTY



**Sebago Technics**  
Engineering & Planning for the Future

# JOHN L. MURPHY, P.E.

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Civil Engineer  
Traffic Engineer

RD1, BOX 393  
WEST BALDWIN, MAINE 04091  
207-625-8222

Thompson's Point  
Medical Office Project  
Traffic Analysis

## General

The developer proposes to construct a total of 60,000 square feet of medical office space on Sewall Street. This traffic report will discuss the impact on the intersection of Congress Street/Sewall Street/Whitney Avenue.

## Existing Conditions

The intersection of Congress Street/Sewall Street/Whitney Avenue has two approach lanes on all approaches except Whitney Avenue which has one lane. The signals operate fully actuated isolated, using pavement loops to detect traffic. The sequence uses a 5 section signal head for westbound Congress Street, providing protective-permissive left turn operation on this approach followed by two way Congress Street flow and two way flow on Whitney Avenue/Sewall Street. The sequence includes a push button actuated exclusive pedestrian phase (stops all vehicular traffic) of 23 seconds. This portion of the sequence does not occur on every cycle, but does occur often when St. Patrick's School on the corner opens and closes.

A school speed zone of 15 miles per hour is posted with overhead flashing signs on Congress Street which is normally 30 miles per hour when school children are not leaving or arriving at school. City buses also stop at the intersection during the day.

A 3 to 6 PM count was taken at the intersection on September 3, 1992 which established a 3:15 - 4:15 peak hour. It was raining during the count and pedestrian activity was non-existent. However, Outer Congress Street construction was stopped due to the weather and thus did not interfere with normal traffic flows. No attempt was made to assess the impact of the recent fire at Thompson's Point on this count.

Observations and capacity analysis of the September 3, 1992 3:15 - 4:15 PM peak hour result in a conclusion that acceptable level of service currently exists at the Congress Street/Sewall Street/Whitney Avenue intersection. The intersection also meets the requirements of the latest edition of the Manual on Uniform Traffic Control Devices in regard to visibility, clarity and placement of signals, markings and signs.

### Future Impact

The proposed project will roughly double Sewall Street traffic volumes during peak hours. Capacity analysis indicates that acceptable levels of service will still exist. The capacity analysis of the intersection, however, does have some limitations as follows:

1. Assumptions regarding the amount and times of use of the exclusive pedestrian phase can cause failure of the intersection.
2. Arrival of left turn vehicles in the Congress Street middle lanes is very difficult to model and, at times, may cause the intersection to operate at an unacceptable level of service.

It is currently possible for the intersection to operate at poor level of service due to the same two items mentioned above, even without the added development.

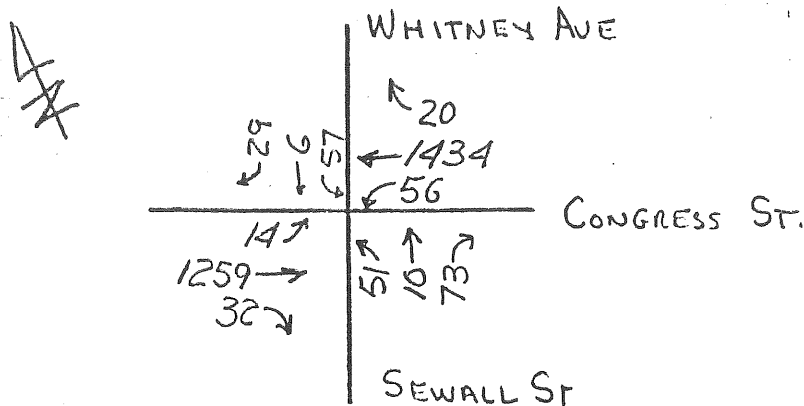
### Conclusions

1. Depending upon the operation of the exclusive pedestrian phase and possible arrival times of left turn traffic on Congress Street approaches, the intersection of Congress Street/Sewall Street/Whitney Avenue normally operates at acceptable level of service.
2. Increases in traffic due to the proposed project will potentially increase the chance that the westbound Congress Street left turn will force through westbound Congress Street traffic into one lane, resulting in more time of poor level of service than currently exists.
3. Operation of the exclusive pedestrian phase is a choice of the City/State and will not be changed in any way by this project.
4. The only possible improvement at this location would be installation of left turn lanes on Congress Street approaches to the intersection.

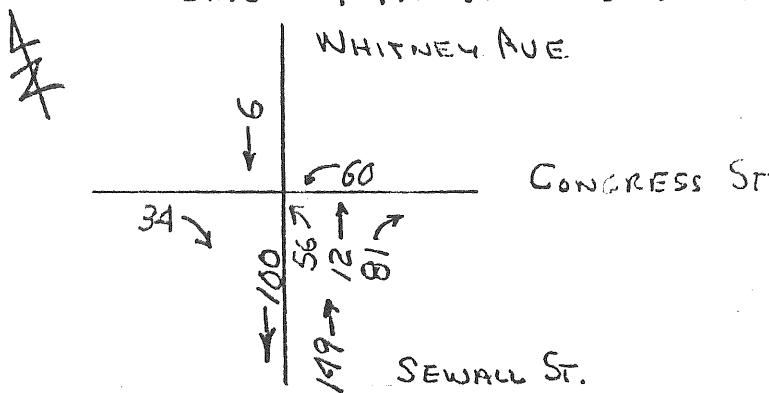
*John D. Murphy*  
9/8/92

DESIGN HOUR VOLUMES

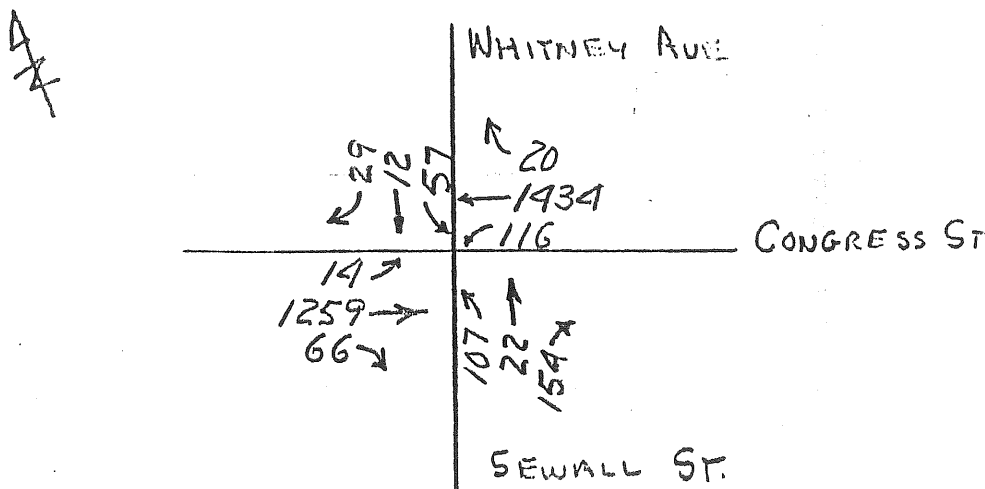
1. PM PEAK HOUR BETWEEN 3PM & 6PM  
9/3/92 (3:15-4:15 PM)



2. TRAFFIC IMPACT 60,000 sqft MEDICAL OFFICE  
 - USING PEAK HOUR OF GENERATOR  
 - USING 9/3/92 VOLUMES FOR DISTRIBUTION



3. ITEMS 1+2 BUILD 60,000 sq MEDICAL OFFICE  
 USE 9/3/92 UNADJUSTED VOLUMES AS BASE



Site Code : 1  
 N-S Street: WHITNEY/SEWALL  
 E-W Street: CONGRESS ST RT 22  
 COMMENT : RAIN

Primary Movements: Vehicles

DATE: 9/03/92

Time Begin	From North				From East				From South				From West				Vehicle Total	HVEC Total
	HVEC	RT	THRU	LT	HVEC	RT	THRU	LT	HVEC	RT	THRU	LT	HVEC	RT	THRU	LT		
3:00 PM	1	7	3	6	5	6	283	18	2	28	0	17	13	15	248	4	635	21
3:15	0	8	4	8	10	2	342	17	0	16	4	9	9	11	307	8	736	19
3:30	2	6	1	21	6	6	330	19	1	19	2	14	4	6	319	0	743	13
3:45	0	7	1	12	11	7	367	12	1	18	2	10	12	10	333	2	781	24
HR TOTAL	3	28	9	47	32	21	1322	66	4	81	8	50	38	42	1207	14	2895	77
4:00 PM	0	8	0	16	6	5	395	8	0	20	2	18	5	5	300	4	781	11
4:15	0	3	2	13	13	4	338	16	0	14	3	10	5	5	304	4	716	18
4:30	0	4	0	17	5	7	372	6	1	28	1	15	5	3	305	5	763	11
4:45	0	5	1	13	6	9	331	5	2	33	6	13	5	4	291	3	714	13
HR TOTAL	0	20	3	59	30	25	1436	35	3	95	12	56	20	17	1200	16	2974	53
5:00 PM	0	5	1	11	2	7	390	9	3	29	4	18	5	4	315	4	797	10
5:15	0	7	0	14	9	8	357	3	1	12	0	15	6	3	319	3	743	16
5:30	0	5	1	9	5	6	280	3	1	20	1	6	8	4	272	3	610	14
5:45	0	5	0	10	5	5	252	1	0	8	0	7	6	3	255	3	549	11
HR TOTAL	0	22	2	44	21	26	1281	16	5	69	5	46	25	14	1161	13	2699	51

DAY TOTAL	3	70	14	150	83	72	4039	117	12	245	25	152	83	73	3568	43	8568	181
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PEAK PERIOD ANALYSIS FOR THE PERIOD: 3:00 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES .....					..... PERCENTS .....			
			HVEC	Right	Thru	Left	Total	HVEC	Right	Thru	Left
North	3:15 PM	0.82	2	29	6	57	92	-	32	7	62
East	3:45 PM	0.94	35	23	1472	42	1537	-	1	96	3
South	4:15 PM	0.84	6	104	14	56	174	-	60	8	32
West	3:15 PM	0.95	30	32	1259	14	1305	-	2	96	1

Entire Intersection

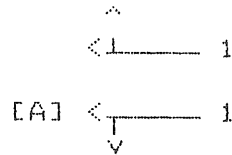
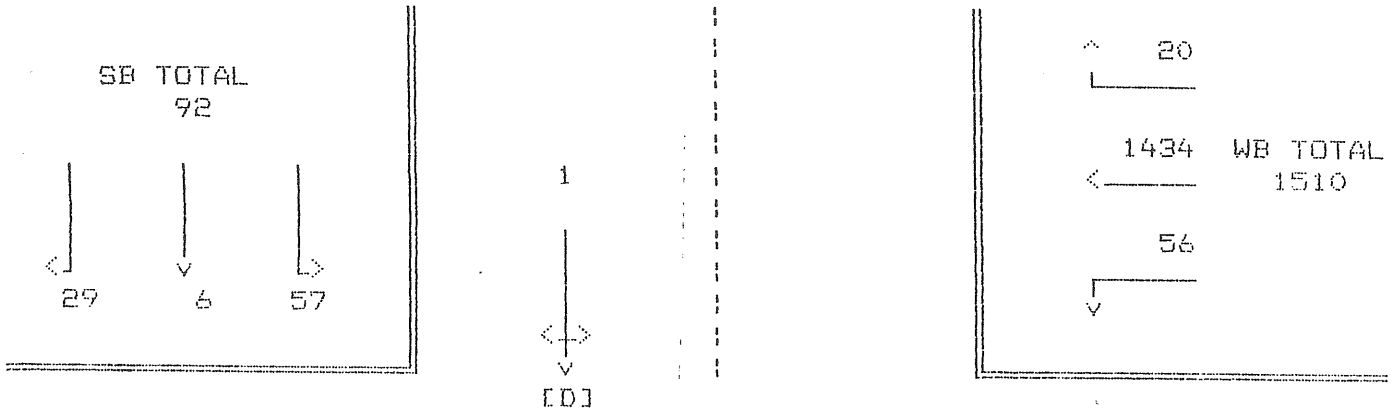
North	3:15 PM	0.82	2	29	6	57	92	-	32	7	62
East		0.93	33	20	1434	56	1510	-	1	95	4
South		0.84	2	73	10	51	134	-	54	7	38
West		0.95	30	32	1259	14	1305	-	2	96	1



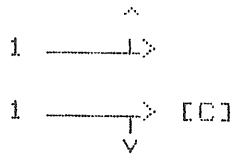
INTERSECTION DIAGRAM

Intersection: WHITNEY/SEWALL and CONGRESS ST  
 Time period: BASE No BUILD 1992 PM PEAK HOUR 3:15-4:15  
 913192

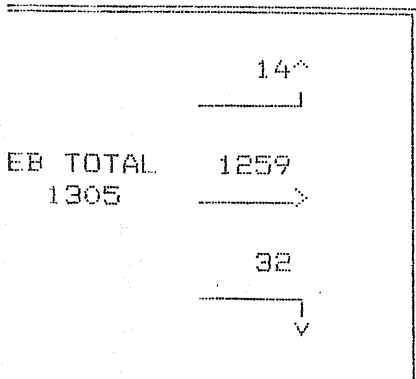
WHITNEY/SEWALL



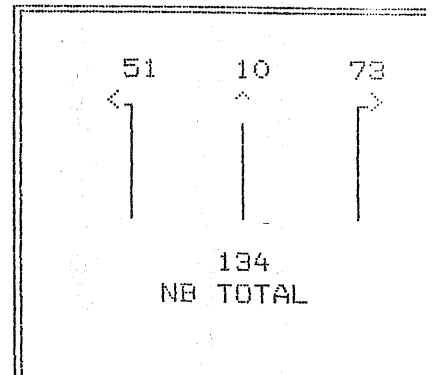
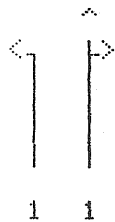
LDS  
 [B]



CONGRESS ST



[D][C]



INTERSECTION DIAGRAM

Intersection: WHITNEY/SEWALL and CONGRESS ST  
 Time period: DHU BUILD 60,000 Sqft 1992 BASE.

