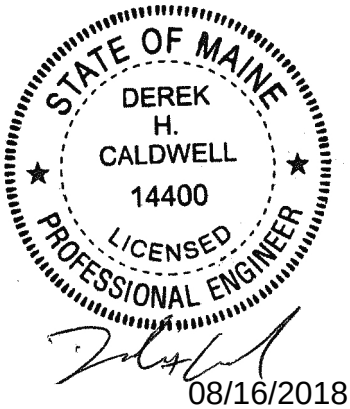
SEBAGO TECHNICS

CIVIL ENGINEERING • SURVEYING • LANDSCAPE ARCHITECTURE

Memorandum



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To: **Jim Seymour, P.E.**

From: **Derek Caldwell, P.E., PTOE**

Date: **August 15th,2018**

Subject: **Traffic Impact Statement**
Patagon Storage
Portland, Maine

We have completed a trip generation analysis for the proposed Patagon Self Storage facility to be located at 150 Riverside Street in Portland. It is our understanding that this development is to include a 3-story 100,000 square foot self-storage facility. Presently, the site has two curb cuts on Riverside Street. This project will reconstruct the northerly entrance and close the southerly entrance. The site was formerly occupied by the Upscale Furniture and Consignment store, which closed in July of 2018. This former use contained an approximately 19,000 square foot building.

Trip generation for both the proposed development as well as the former use was calculated using the *ITE Trip Generation Manual, 10th Edition.* Land Use Code (LUC) 151 – Mini-Warehouse was used for the future self-storage facility and LUC 890 – Furniture Store for the former furniture store. Tables 1 and 2 below summarize the calculated trip generation.

Table 1 - Trip Generation
LUC – 151 – Mini-Warehouse
(100,000 SF)

Time Period	Average Rate/1,000 SF	Total Trips	Entering Trips	Exiting Trips
Weekday	1.51	151	75	76
AM Peak Hour Adjacent Street	0.10	10	6	4
PM Peak Hour Adjacent Street	0.17	17	8	9
AM Peak Hour Generator	0.20	20	10	10
PM Peak Hour Generator	0.20	20	10	10
Saturday	1.95	195	97	98
Saturday Peak Hour*	0.31	31	18	13

** Saturday Peak Hour data is based on one Study Site.*

Table 2 - Trip Generation
LUC – 890 – Furniture Store
(19,000 SF)

Time Period	Average Rate/1,000 SF	Total Trips	Entering Trips	Exiting Trips
Weekday	6.30	120	60	60
AM Peak Hour Adjacent Street	0.26	5	4	1
PM Peak Hour Adjacent Street	0.52	10	5	5
AM Peak Hour Generator	0.52	10	6	4
PM Peak Hour Generator	0.70	13	6	7
Saturday	7.15	136	68	68
Saturday Peak Hour	1.10	21	11	10

Table 3 shows the resultant net trip generation of the new development, found by the difference in values from Tables 1 and 2.

Table 3 - Net Trip Generation

Time Period	Total Trips	Entering Trips	Exiting Trips
Weekday	31	15	16
AM Peak Hour Adjacent Street	5	2	3
PM Peak Hour Adjacent Street	7	3	4
AM Peak Hour Generator	10	4	6
PM Peak Hour Generator	7	4	3
Saturday	59	29	30
Saturday Peak Hour	10	7	3

Based on the expected net trip generation of less than 25 passenger car equivalents during all peak hour periods, it is not anticipated that a scoping meeting or additional traffic analysis will be required by the City of Portland.

75 John Roberts Road – Suite 4A, South Portland, ME 04106-6963 • 207.200.2100 • Fax: 207.856.2206