

268-A-2

191 Riverside St.

Exit 8 Development

Keenan Auction

Benchmark Group

1998-0012

on Spreadsheet

CITY OF PORTLAND, MAINE
MEMORANDUM

TO: Chair Carroll and Members of the Planning Board
FROM: Richard Knowland, Senior Planner
DATE: March 10, 1998
SUBJECT: Keenan Auction Property at 191 Riverside Street, Site Plan and Subdivision Review

Benchmark Group, Inc. requests workshop review for a commercial development at 191 Riverside Street on the site of the Keenan Auction Company property. The proposed development includes construction of the following new buildings:

<u>Building</u>	<u>Footprint</u>
Automotive Supply	25,149 sq. ft.
Office Supply	23,985 sq. ft.
Restaurant	8,917 sq. ft.

The existing Keenan Auction building will be removed from the site. Land area is 6.89 acres. Zoning is B-4 Business. The site borders Riverside Street, Riverside Court, Campbell Road and the Maine Turnpike. It is also adjacent to Howard Johnson/Verrillo's Restaurant. Background information, site plans and a vicinity aerial are shown on Attachments A, B and C.

Given the complexity of this project, particularly traffic issues, we would anticipate the need for a second workshop prior to scheduling a public hearing. The development is subject to site plan and subdivision review. It may also require review under the site location of development law.

Traffic /Circulation

Access is proposed off Riverside Court. The intersection of Riverside Court and Riverside Street is proposed to be reconfigured as shown on the site plan along with a traffic light. City Traffic, ⁶⁻²³⁻⁹⁸ has requested a full traffic report for this project. This analysis would include the area from the Warren Avenue/Riverside Street intersection to the Riverside Street/Brighton Avenue intersection. The Riverside Street area has experienced considerable growth recently (Home Depot, among others). At the writing of this report, a traffic report has not been submitted, although a draft report is expected to be forwarded for this packet (see Attachment D.) Both the project traffic engineer and Larry Ash will be attending Tuesday's workshop.

As the Board may be aware, an off-track betting facility is proposed at Verrillo's Restaurant (Howard Johnson), which also has access off Riverside Court. Although this development is unlikely to trigger site plan review, the City Council did require a traffic impact study as part of their license review. Mr. Ash is requiring the same traffic analysis for the off-track betting facility as the Keenan property. (See Attachment E.)

A sidewalk will need to be constructed along the entire street frontage of the project (Riverside Street and Riverside Court.) Pedestrian circulation needs within the site should be addressed. Staff would suggest a sidewalk along the southerly property line from Riverside Court to the restaurant. Crosswalks should be added between buildings and logical pedestrian circulation and crossing points.

Parking

248 parking spaces are proposed. Under sec. 14-526(a)(2), the Board determines the appropriate number of parking spaces for the development since the floor area of buildings exceeds 50,00 sq. ft. The applicant needs to provide documentation on the parking demand for this development.

Stormwater

The applicant indicates that an existing detention pond on the property can be modified to accommodate the stormwater needs of the development. Stormwater calculations need to be submitted. Stormwater from the site flows into a 48-inch pipe under the turnpike that is part of the Capisic Brook watershed.

Given the large size of the parking lot, water quality issues need to be addressed. An existing drainage area on the northerly side of the property (near the office supply building) will be filled.

Building Facade

At the writing of this report, exterior facade elevations have not been submitted for the buildings.

Landscaping

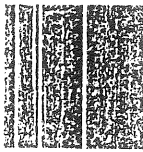
A landscaping plan needs to be submitted addressing landscaping along the perimeter and within the parking lot. The site plan indicates that the restaurant and related parking lot area requires existing vegetation to be cut. Since the building (40 foot setback) and parking lot (5 foot setback) will be close to the turnpike right-of-way an appropriate landscaping treatment needs to be designed.

Lighting

The existing parking lot has a number of floodlights mounted on poles. A lighting plan needs to be submitted, indicating the proposed lighting fixtures, pole height and photometrics.

Attachments:

- A. Background Information
- B. Site Plan
- C. Vicinity Aerial
- D. Draft Traffic Report from Jack Murphy
- E. Memo from City Traffic Engineer



ATTACHMENT A-1

SebagoTechnics

Engineering • Planning for the Future

February 18, 1998
97622

Mr. Alexander Jaegerman
Chief Planner
City of Portland
389 Congress Street
Portland, Maine 04101

Request for Placement on Planning Board Workshop Agenda

Dear Alex:

On behalf of Benchmark Group, Inc., I am pleased to submit the attached Concept Plan for a proposed retail development on Riverside Street in Portland. The site of this proposal is currently occupied by Keenan Auction Company. The total area of the parcel is 6.89 acres. This proposal calls for approximately 49,000 square feet of retail in two separate buildings. In addition, an 8,900 square foot freestanding restaurant will be constructed as shown on the drawings.

The property is zoned B-4 and each of these uses is allowed. A total 248 parking is proposed. Public sewer and water are available to the site and the existing stormwater detention pond will be modified as necessary to accommodate the stormwater management needs of the project. The developer is currently conducting a traffic study of this area and, depending on the conclusions raised in that report, some modifications may be mandated at the project driveways. We have informally discussed this proposal with the City's Traffic Department and will continue that coordination as the more detailed traffic information becomes available.

We appreciate the opportunity present the project at an upcoming Workshop on March 10 and look forward to further discussion with the Planning Board at that time. In the interim, please contact me if you have any questions or require additional information.

Sincerely,

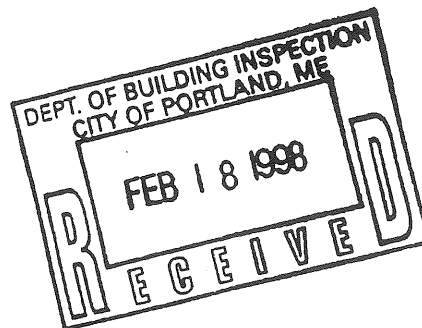
SEBAGO TECHNICS, INC.

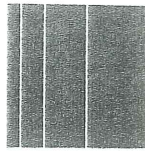
Walter P. Stinson, P.E.
President

WPS:dlf

Enc.

cc: Ronald Bronstein, Benchmark Group





A-2

Sebago Technics
Engineering & Planning for the Future

March 6, 1998
97622

Mr. Richard Knowland
Planning & Urban Development
City of Portland
389 Congress Street
Portland, ME 04101

Riverside Street Property, Benchmark Group

Dear Rick:

Thank you for meeting with Owens and me on Monday to discuss some preliminary site issues dealing with the retail center proposed by Benchmark Group on Riverside Street. It is our understanding that you envision two workshop sessions on this project to discuss the full breadth of the project plan, including landscaping, lighting, buffers, pedestrian access, drainage and wetlands. As we indicated, we feel that the threshold issue on this site is traffic and to date have focused on the traffic and access issues. We are currently working on the above site issues and will submit more detailed plans and narrative to support the site development as presently envisioned.

Enclosed herewith are fifteen (15) copies of a 1996 aerial photo showing the project site in relation to surrounding facilities, including the Exit 8 interchange and the major streets and buildings in the area. The scale on this photo is 1"=200'. I am also enclosing 11" x 17" plans (labeled as B-1 and B-2) of the site layout and the proposed driveway access to the project, and Traffic Engineer Jack Murphy's preliminary traffic study (labeled D-1 through D-11).

We look forward to meeting with the Board at its March 10th workshop session to discuss the project in more detail. In the interim, please contact me if you have additional questions. Thank you for your continuing assistance in this matter.

Sincerely,

SEBAGO TECHNICS, INC.

Walter P. Stinson, P.E.
President

WPS:jc
Enc.

March 1999

Mr. Joseph Gray, Jr.
Director of Planning & Urban Development
City Hall, 4th Floor
389 Congress St
Portland, Me. 04101

**Re. Site Plan for Portland Commons Shopping Center
Keenan Property, Riverside Street**

Dear Mr. Gray:

Once again, we as residents of Campbell Rd., are faced with another proposal from Keenan for development of his property for a shopping center. After attending the workshop meeting on Feb. 9, 1999 and viewing the revised site plans that were presented to the planning board by the developer, we are most concerned about the proposed storm water drainage system and the traffic issues. Also, how this development in our front yard will effect our property values as well as our privacy and daily life styles. We see no indication that the developer is giving any consideration to the residents of Campbell Rd. We will try to address these issues as briefly as possible for your consideration.

STORM WATER

If you would refer to Watershed Map D-3, you will note that no basement drains are shown other than the one at the end of Campbell St. The property at 4 Campbell Rd and 11 Campbell Rd. Have basement drains that drain into this drainage ditch. At the time Mr. Keenan bought and extended the back of the property, the drain at 4 Campbell Rd. was crushed and blocked and nothing was done to correct this situation. On plan "B" the developer is showing a detention pond directly on top of the outlet of the basement drain to the property of 11 Campbell Rd. The drainage ditch also takes care of the storm water from Riverside St down Campbell Rd. to a detention basin at the back of Keenan property. This drainage ditch and basement drains are grandfather under drainage rights. Please refer to General Notes #19C and #20B. on site plan D3, which describe these rights as deeded by the original owner Charles Grant. A copy of this plan is enclosed with highlighted notes. I find it amusing to note that "the existing pond treats the storm water before it leaves the site and enters the CMP turnpike culvert." This detention pond will be only about 30 feet from my driveway. This will be breeding grounds for mosquitoes and other health hazards. Any kind of a detention pond in this corner cannot be allowed. I cannot imagine the DEP would allow such a catch basin so close to a residential area.

TRAFFIC

At the workshop meeting Mr. Caron suggested possible use of Campbell Rd as an exit or entrance to this development. This would be a disaster as Campbell Rd is not capable of handling this amount of traffic. Our homes and lives would be in danger if this were the case. Campbell Rd is a private dead end street with deeded right of way to our properties. It is not built to handle heavy truck traffic that would be generated with this type of a development. Access to and from this development should stay on Riverside St and Riverside Court. The location of another traffic light on Riverside St in front of this development will make little difference as far as entering or exiting Campbell Rd. There will be bumper to bumper traffic all the way from Exit 8 of the Maine Turnpike to Warren Ave and beyond. It is very difficult at times to exit Campbell Rd now and make a left turn. Also coming from Warren Ave towards Me Turnpike and try to make left turn onto Campbell Rd is dangerous.

LANDSCAPING:

Mention is made to the mature trees and forest undergrowth which runs along Campbell Rd. There are mature pine, hemlock, oak and maple trees that act as a natural buffer for the residents of Campbell Rd. They also act as a sound barrier to traffic as well as blocking the bright lights from the parking lot. We find it unnecessary to cut these trees and leave us sitting as though we were in a fish bowl. Yes, they say plant trees in parking area but we have seen what happens with this plan. Plant 4 or 5 foot trees and 75% die within 2 months. What of our rights as residents? We need our privacy also.

The types of businesses that are proposed will be in operation 7 days a week and also nights. Most businesses in this area close by 6 p.m. Will there be any restrictions as far as hours of operation and noise level from this development? What kind of security is there for protection of our property from vandalism with this shopping center on our front doorstep? What happens to the value of our property? We certainly will have a very difficult time trying to sell and get a fair price for our property. Is this really a good plan for the city when this whole area could be developed for a more valuable development? Is this just a short term fix and not look at the long range advantages of a more economically developed plan for the area?

Also we feel there is a definite "Conflict of Interest" issue with this development. Mark Malone, a member of the planning board, is also the owner of Malone Commercial Real Estate and Brokerage firm who is the broker for Keenan and this development. Mr Malone's firm stands to gain a substantial commission on this transaction. We feel that any input Mr Malone makes to the board in respect to this development, would be influential to seeing this plan accepted by the planning board members..

We suggest that the planning board members take a field trip to Campbell Rd and the area being discussed. Our homes are the last of what was a nice residential area. How would you like to be living in the parking lot of a commercial development of this size on a small parcel of land? This parcel will certainly be over developed if all of the proposed site plans are accepted.

Your attention to these issues will be greatly appreciated.

Sincerely;

Donald & Marilyn Quincy
Donald & Marilyn Quincy

Copies to:

Mr. Alexander Jaegerman, Chief Planner

Mr. William Needleman, Planner

Mr. John Carroll, Chair, Planning Board & members

Eleanor V Davis
209 Riverside St
Grace N. Coy
4 Campbell Rd

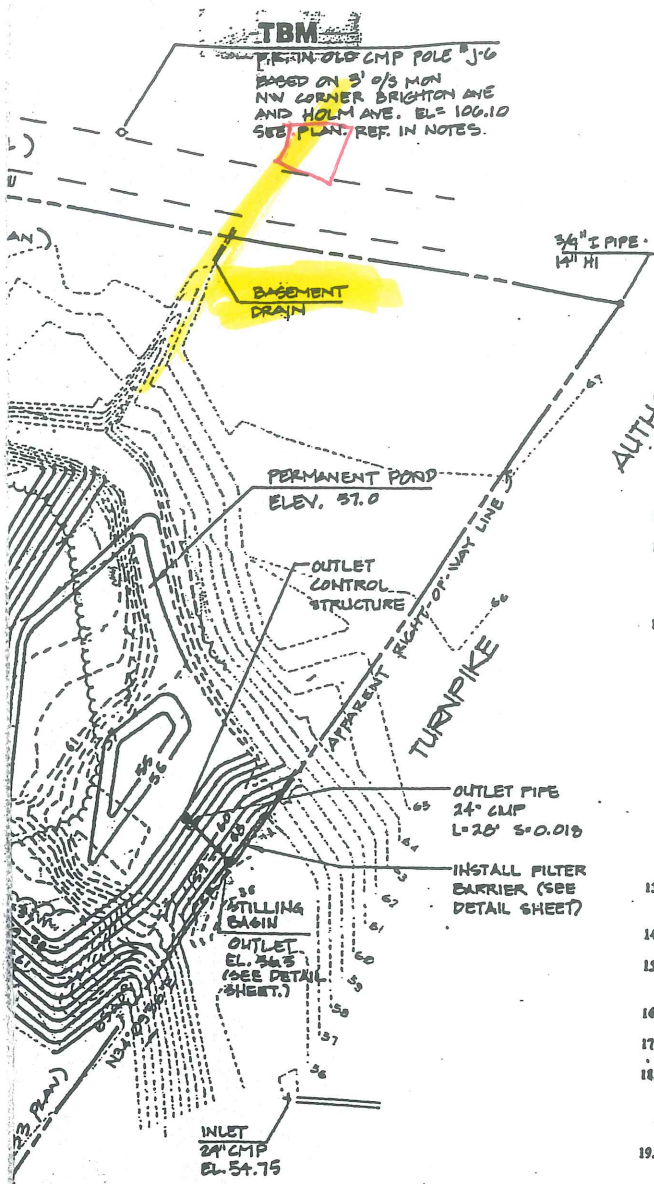
Attachments:

Site plan D3 and D4 Notations

E.D.3

General Notes:

1. Owner: **BROWN REALTY INC.**
183 Foreals Road
Falmouth, ME 04103
2. Applicant: **Keenan Auction Company**
Main Street
Kingsfield, Maine 04947
3. Deed Reference: **Cumberland County Registry of Deeds**
Book 3191, Page 350
4. Assessor's Reference: **Map No. 268 Lot No. A-2**
5. The boundary lines shown hereon are based on a retracement survey of a plan by Robert P. Titcomb Inc. Land Surveyors dated September 8, 1980, made for ANKO Properties, Inc. and an earlier plan by Robert P. Titcomb dated June 1970 made for Chrysler Realty Corp. along with a plan for T&L Associates Inc. by Owen Haskell Inc., dated April 26, 1974. Bearings and distances shown hereon, are the result of an actual field survey locating existing monumentation and utilizing the above described plans.
6. Zoning District: **Business 2 (B-2)**
7. Space and Bulk Requirements:
 - Minimum rear yards: Not required except where the rear line abuts a residence zone, in which case they shall be twenty (20) feet.
 - Minimum side yards: Not required except where the side line abuts a residence zone in which case they must be ten (10) feet in width. If provided, side yards must be not less than three (3) feet in width.
 - Minimum front yards: Not required but every property having frontage on Brighton Avenue, Riverside Street and Warren Avenue shall have a minimum front yard of twenty (20) feet.
 - Maximum height: Five (5) stories but not to exceed sixty-five (65) feet. (Code 1968 Section 602.9.c; Ord. No. 274-77, 5-16-77).
8. Total Lot Area: **6.89 acres**
9. Existing Use: **Auto Dealership/Auto Repair Shop**
10. Intended Use: **Auction Center/Retail Store/Offices**
11. Building Summary:
 - Footprint: **19,285 Sq. Ft.**
 - No. of Stories: **1**
12. Parking Space Requirements:
 - Required:
 - Retail: 7,600 S.F. ÷ 150 S.F./Sp = 50 spaces
 - Office: 4,000 S.F. ÷ 400 S.F./Sp = 10 spaces
 - Auction Center: 7,685 S.F. ÷ 100 S.F./Sp = 77 spaces
 - Total Required: **137 spaces**
 - Proposed:
 - Total Striped: **81 spaces**
 - Total Unstriped: **310 spaces**
 - Total Available: **391 spaces**
13. The site is currently serviced by city sewer and water. Electric and telephone is overhead and underground.
14. Sidewalks and main building entrances shall be handicapped accessible.
15. Existing utility locations are approximate based on utility owners' records. Contractor shall verify horizontal and vertical locations of all utilities prior to construction.
16. Site lighting is mounted on building and pole mounted.
17. All disturbed areas shall be loamed and seeded.
18. Sewer easement location of the City Home Branch Sewer Extension is based on field location of existing manholes and the 1980 plan by Robert P. Titcomb, Inc. This easement is further described in an easement deed from Donald S. White to the City of Portland dated October 21, 1963, and recorded in Book 2783, Page 416.
19. The property is also subject to the following:
 - a. Central Maine Power Co. and New England Tel. & Tel. Co. pole line easement from pole #19.1 Riverside Street easterly to pole #19.2 recorded in Book 3346, Page 322.
 - b. Central Maine Power Co. and New England Tel. & Tel. Co. pole line easement from pole #19.01 Riverside Street easterly to pole #19.03 thence southerly to pole 19.04 recorded in Book 3770, Page 137.
 - c. Drainage rights for basement drain outflows into existing drainage ditches. (See Note 20).
 - d. Lease agreement between Fletcher Brown and Chrysler Realty Corporation dated July 31, 1973, recorded in Book 3623, Page 116 and subsequent assignments.



20. The property is benefited by the following:
 - a. A right-of-way in common with others for the use of a proposed street known as Campbell Road as stated in a deed from Muriel E. Holmes to Oliver W. Holmes dated June 12, 1957, recorded in Book 2344, Page 132.
 - b. Drainage rights described in a deed from Stephen J. Nicol to First Bank of Maine dated September 18, 1992 and recorded in Book 10284, Page 75 as follows: "the right-of-draining land now belonging to Charles F. Grant, and lying northerly and southerly of the above described, across the rear of the above described land, by surface drains emptying into the gully, which starts at the southerly end of the above described property." These rights include property on both sides of Campbell Road formerly owned by Charles Grant.
21. Record deed calls indicate the boundary here is the centerline of the brook known as Caprice Brook, however, field conditions show evidence of possible site work which may have changed the location of the brook. The line shown hereon is a reconstruction of the line shown on the plans referenced in Note 75.

SMH
RM = 05.70

REV:	BY:	DATE:	STATUS:
D	RED	7-11-94	ADD DETENTION BASIN
C	SMF	8-24-93	REVISE PER CITY COMMENTS
B	GD	7-2-93	REVISE PARKING AND ENTRANCE LAYOUT
A	RED	4-28-93	ADDED FILTER BARRIER

To: Members of the Planning Board, Joseph Gary
CC: Louis Verrillo, Michael Verrillo, William Needleman
From: Penny Littell *pl*
Date: April 22, 1999
Re: Riverside Court

I have reviewed the City's records to ascertain the status of Riverside Court. In 1973 a portion of Riverside Court was discontinued by City Council Order. The attached diagram depicts that portion of the street that has been discontinued.

State law provides that interest in a discontinued street shall pass to the abutters to the center of the way. (See attached 23 MRSA section 3026)

Finally, I checked with Portland Public Works Department relative to the plowing of the upper, non-discontinued portion of Riverside Court. Jim Pritchard informed me that when he was plowing (about 7 years ago) he would plow the first 200 or so feet of that street. However, he also acknowledged that it was often the case that by the time the City trucks arrived to plow that street (which they considered a residential street) it had already been plowed.

Today, the non-discontinued portion of Riverside Court is still on the City's list of streets to plow. However, like any other residential street, it is only plowed after the major thoroughfares throughout the City have been cleared.

*37526 23 M.R.S.A. § 3026

MAINE REVISED STATUTES
ANNOTATED
TITLE 23. HIGHWAYS
PART 3. LOCAL HIGHWAY LAW
CHAPTER 304. ACQUISITION OF
PROPERTY FOR HIGHWAY
PURPOSES

Current through End of 1997 Second Sp. Sess.

§ 3026. Discontinuance of town ways

1. General procedures. A municipality may terminate in whole or in part any interests held by it for highway purposes. A municipality may discontinue a town way or public easement after the municipal officers have given best practicable notice to all abutting property owners and the municipal planning board or office and have filed an order of discontinuance with the municipal clerk that specifies the location of the way, the names of abutting property owners and the amount of damages, if any, determined by the municipal officers to be paid to each abutter.

Upon approval of the discontinuance order by the legislative body, and unless otherwise stated in the order, a public easement shall, in the case of town ways, be retained and all remaining interests of the municipality shall pass to the abutting property owners to the center of the way. For purposes of this section, the words "public easement" shall

include, without limitation, an easement for public utility facilities necessary to provide service.

2. Definition of best practicable notice. "Best practicable notice" means, at minimum, the mailing by the United States Postal Service, postage prepaid, first class, of notice to abutting property owners whose addresses appear in the assessment records of the municipality.

CREDIT(S)

1992 Main Volume

1975, c. 711, § 8; 1977, c. 301, § 1; 1981, c. 683, § 1, eff. April 15, 1982.

HISTORICAL NOTES

HISTORICAL AND STATUTORY NOTES

1992 Main Volume

Amendments

1977 Amendment. Laws 1977, c. 301, § 1, added the second sentence of the second paragraph.

1981 Amendment. Laws 1981, c. 683, § 1, repealed and replaced this section.

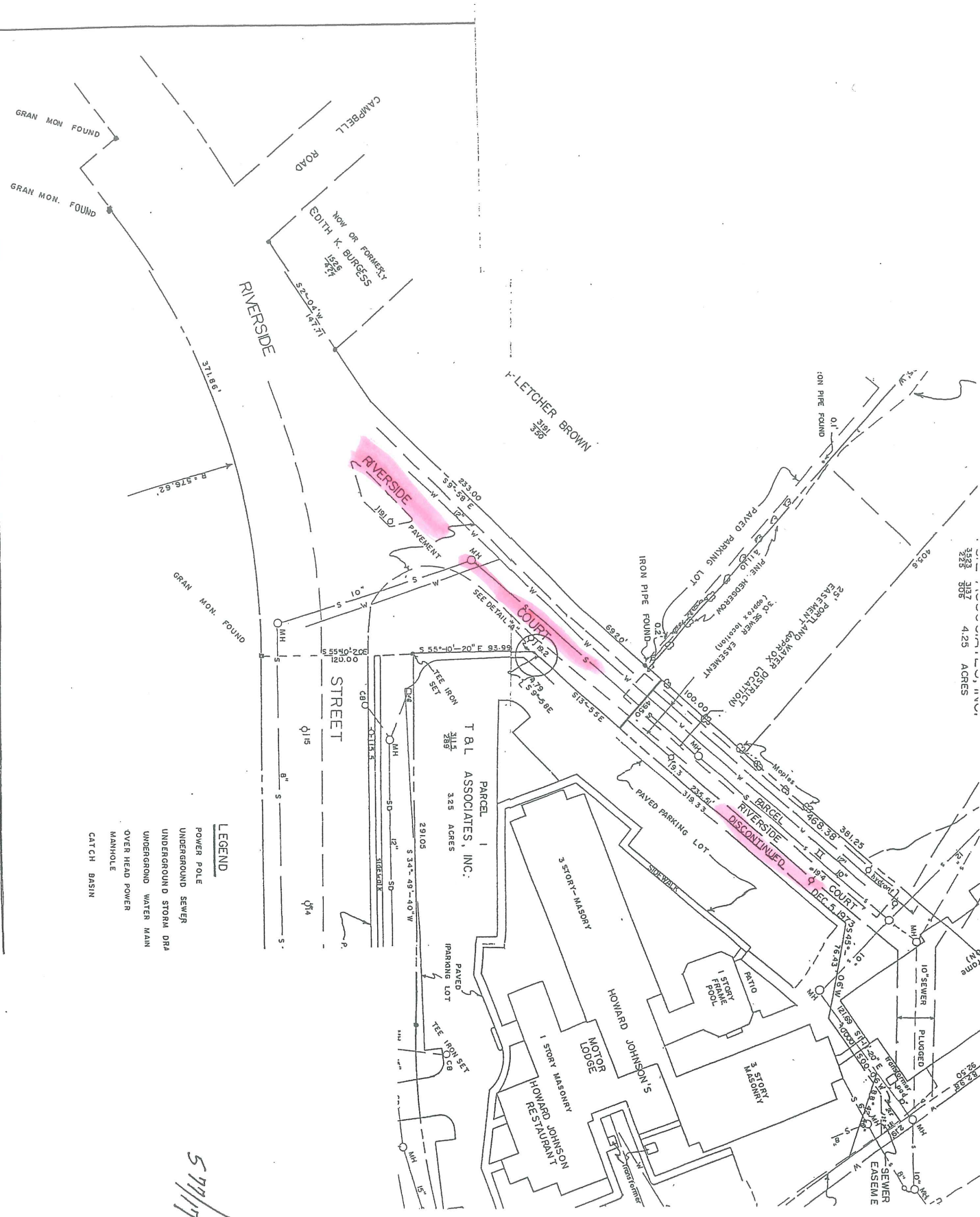
Derivation:

R.S.1954, c 96, § 33; Laws 1965, c. 270, § 1; Laws 1973, c. 456; Laws 1973, c. 625, § 133-A; Laws 1975, c. 711, § 7; former 23 M.R.S.A. § 3004.

REFERENCES

CROSS REFERENCES

577



- LEGEND**
- POWER POLE
 - UNDERGROUND SEWER
 - UNDERGROUND STORM DR
 - UNDERGROUND WATER MAIN
 - OVER HEAD POWER
 - MANHOLE
 - CATCH BASIN

5/9/17

4.25 ACRES

PLANNING REPORT # 21 -99

SITE PLAN REVIEW

191 RIVERSIDE STREET, PORTLAND COMMONS SHOPPING CENTER

THE WATERFORD GROUP

Submitted to:

Portland Planning Board
Portland, Maine

May 25, 1999

**CITY OF PORTLAND, MAINE
DEVELOPMENT REVIEW APPLICATION
PLANNING DEPARTMENT PROCESSING FORM**

19980012

I. D. Number

Benchmark Group

Applicant

4053 Maple Rd, Amherst, NY 14226

Applicant's Mailing Address

Sebago Tech/Walt Stinson

Consultant/Agent

856-0277

856-2206

Applicant or Agent Daytime Telephone, Fax

2/18/98

Application Date

Exit 8 Development

Project Name/Description

191- 193 Riverside St

Address of Proposed Site

268-A-002

Assessor's Reference: Chart-Block-Lot

Proposed Development (check all that apply): New Building Building Addition Change Of Use Residential
 Office Retail Manufacturing Warehouse/Distribution Parking Lot Other (specify) **3 buildings/rest/retail/auto**

287,696 Sq Ft

Proposed Building square Feet or # of Units

Acreage of Site

Zoning

Check Review Required:

- Site Plan (major/minor)
- Flood Hazard
- Zoning Conditional Use (ZBA/PB)
- Subdivision # of lots _____
- Shoreland
- Zoning Variance
- PAD Review
- Historic Preservation
- 14-403 Streets Review
- DEP Local Certification
- Other _____

Fees Paid: Site Plan **\$300.00** Subdivision _____ Engineer Review _____ Date: **2/18/98**

Planning Approval Status:

Reviewer _____

- Approved
- Approved w/Conditions See Attached
- Denied

Approval Date _____ Approval Expiration _____ Extension to _____ Additional Sheets Attached

OK to Issue Building Permit _____ signature _____ date _____

Performance Guarantee Required* Not Required

* No building permit may be issued until a performance guarantee has been submitted as indicated below

- Performance Guarantee Accepted _____ date _____ amount _____ expiration date _____
- Inspection Fee Paid _____ date _____ amount _____
- Building Permit Issued _____ date _____
- Performance Guarantee Reduced _____ date _____ remaining balance _____ signature _____
- Temporary Certificate of Occupancy _____ date Conditions (See Attached)
- Final Inspection _____ date _____ signature _____
- Certificate Of Occupancy _____ date _____
- Performance Guarantee Released _____ date _____ signature _____
- Defect Guarantee Submitted _____ submitted date _____ amount _____ expiration date _____
- Defect Guarantee Released _____ date _____ signature _____



D-1

JOHN L. MURPHY, P.E.

*Civil Engineer
Traffic Engineer*

RR1, BOX 6300
WEST BALDWIN, MAINE 04091-9745
207-625-8222

March 4, 1998

Larry Ash
City of Portland Traffic Engineer
55 Hanover Street
Portland, Maine 04101

Re: Benchmark Group retail development on Keenan site, Riverside Street, Portland.

Dear Larry:

Based upon our meeting of March 2, 1998, I have attached my preliminary analysis data and intersection design for the project site at Riverside Street. I hope this will help better prepare everyone for the March 10, 1998 workshop session with the Portland Planning Board. I used the 1997 Edition of the report Trip Generation published by the Institute of Transportation Engineers (ITE) for calculation of my trip generation data (worksheet attached). Pass-by trips are based upon data collected for the ITE to accompany the 1997 Edition. Trip distribution is based upon the raw count data at both Exit 8 and Warren Avenue intersections with Riverside Street. Study area is based upon current DEP requirements. However, I will expand the study area to the recently reconstructed Riverside Street/Brighton Avenue intersection prior to the next Planning Board meeting.

The base counts were from the recent PACTS study of a Connector Road between Larrabee Road and Warren Avenue in Westbrook compiled at Exit 8 and at Warren Avenue and Riverside Street. These July 1997 counts were supplemented by a July 1997 count at Home Depot provided by Bill Eaton and a January 1998 count done by me.

The counts were balanced to the higher of either Riverside Street/Exit 8 or Riverside Street/Warren Avenue as a no build base. The retail development traffic was added for a build design hour volume. Each signalized intersection was analyzed using the latest revision of highway capacity software. All four signalized intersections operated at level of service D or better with project impact (see printouts). The proposed design for the access to the new project operated at the best level of service B due to added left turn lanes on Riverside Street. Thus this design has spare capacity to accommodate additional traffic, if required. (All driveway trips counted on 1/28/98 were added back to establish the design hour volumes for this new intersection.)

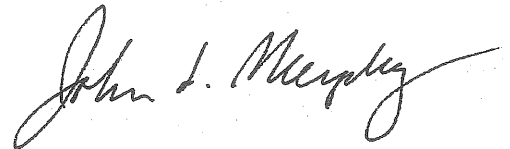
Conclusions

1. The new design for the Riverside Street intersection with the project driveway including signals and left turn lanes on Riverside Street has excess capacity to accommodate existing plus new project traffic plus added future traffic, if necessary.

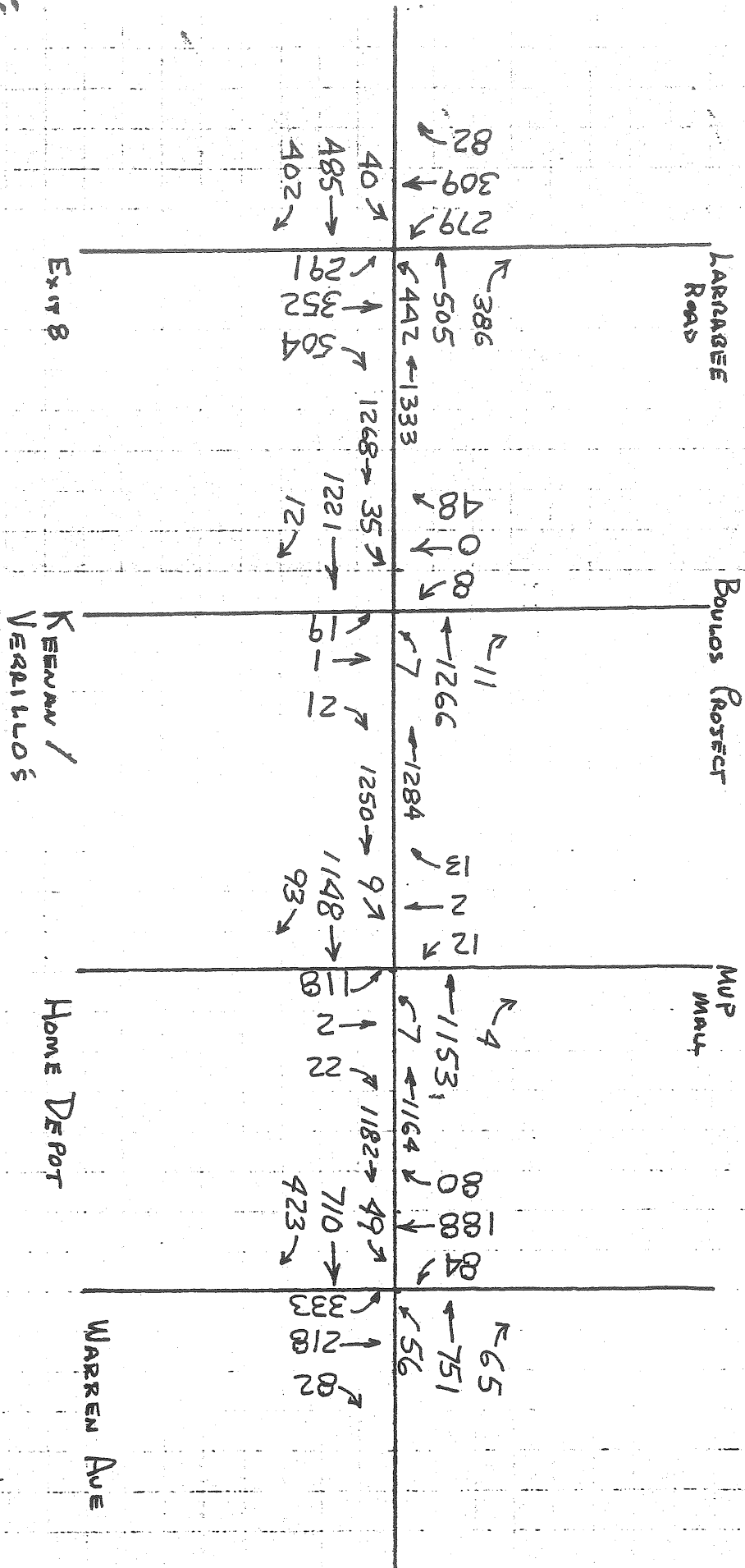
2. The proposed retail development traffic will not cause any existing nearby intersection to operate at level of service lower than D, which is acceptable for design in urban areas.

3. A final traffic impact study and intersection design will be prepared after the 3/10/98 Planning Board workshop.

Sincerely,

A handwritten signature in cursive script that reads "John L. Murphy". The signature is written in black ink and is positioned above the typed name.

John L. Murphy, P.E.



BALANCED NO BUILD BASE
 PM PEAK HOUR
 FIGURE 2

TRIP GENERATION DATA - KEENAN SITE

TRIP GENERATION HANDBOOK 6TH EDITION
 PUBLISHED IN 1997
 BY INSTITUTE OF TRANSPORTATION
 ENGINEERS

① USE 843 AUTO PARTS STORE 25,149 Sq.ft
 EXIT 77
 ENTER 73
 150 43% PASSBY = 64.5

② USE 815 FREE STANDING DISCOUNT STORE 23,985 Sq.ft
 EXIT 40
 ENTER 40
 80 28% PASSBY = 37.2A

③ USE 832 HIGH TURNOVER SIT DOWN RESTAURANT 8917 Sq.ft.
 EXIT 40
 ENTER 59
 99 38% PASSBY = 22.4

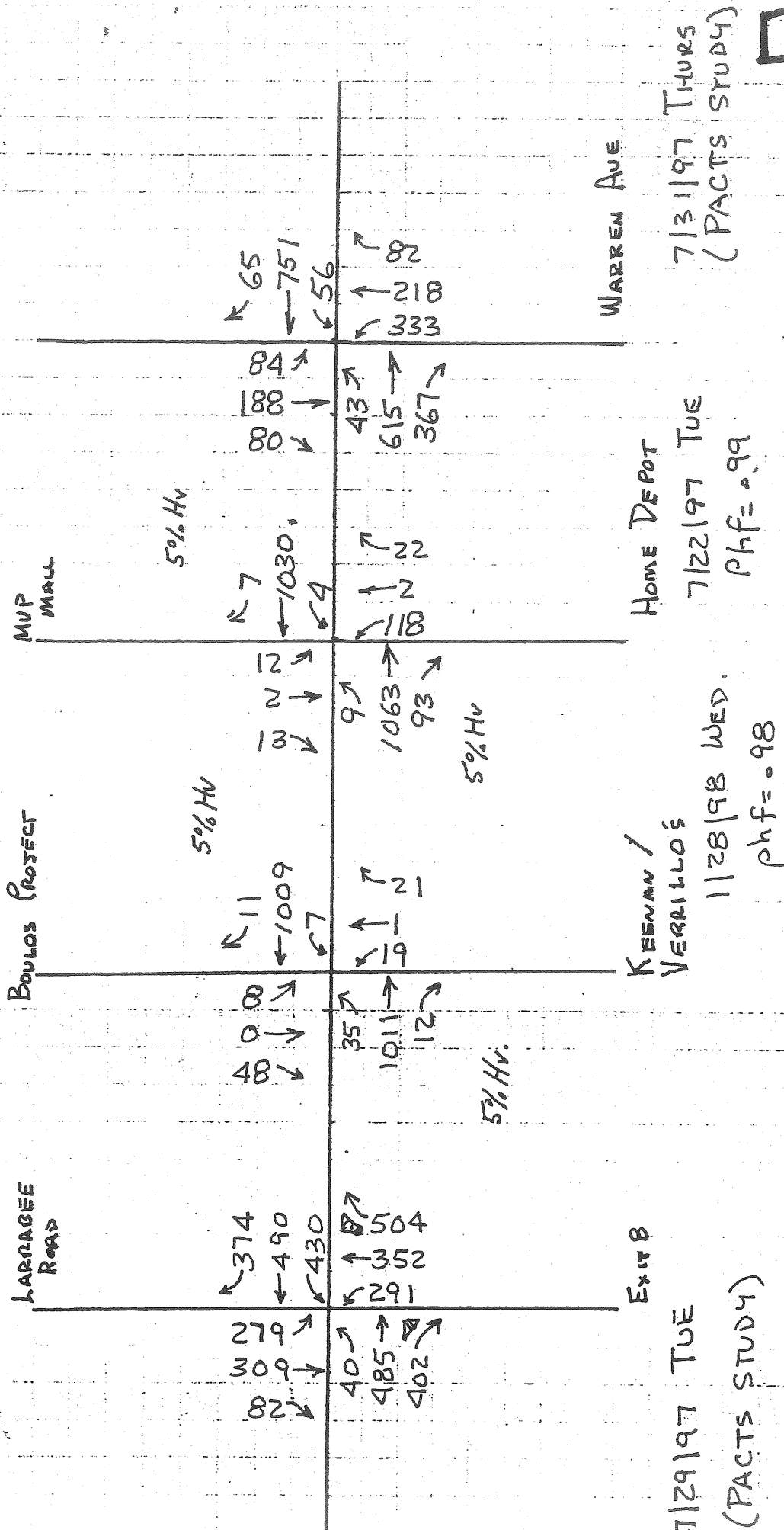
TOTAL TRIPS PM PEAK HOUR

EXIT 157
 ENTER 172
 329

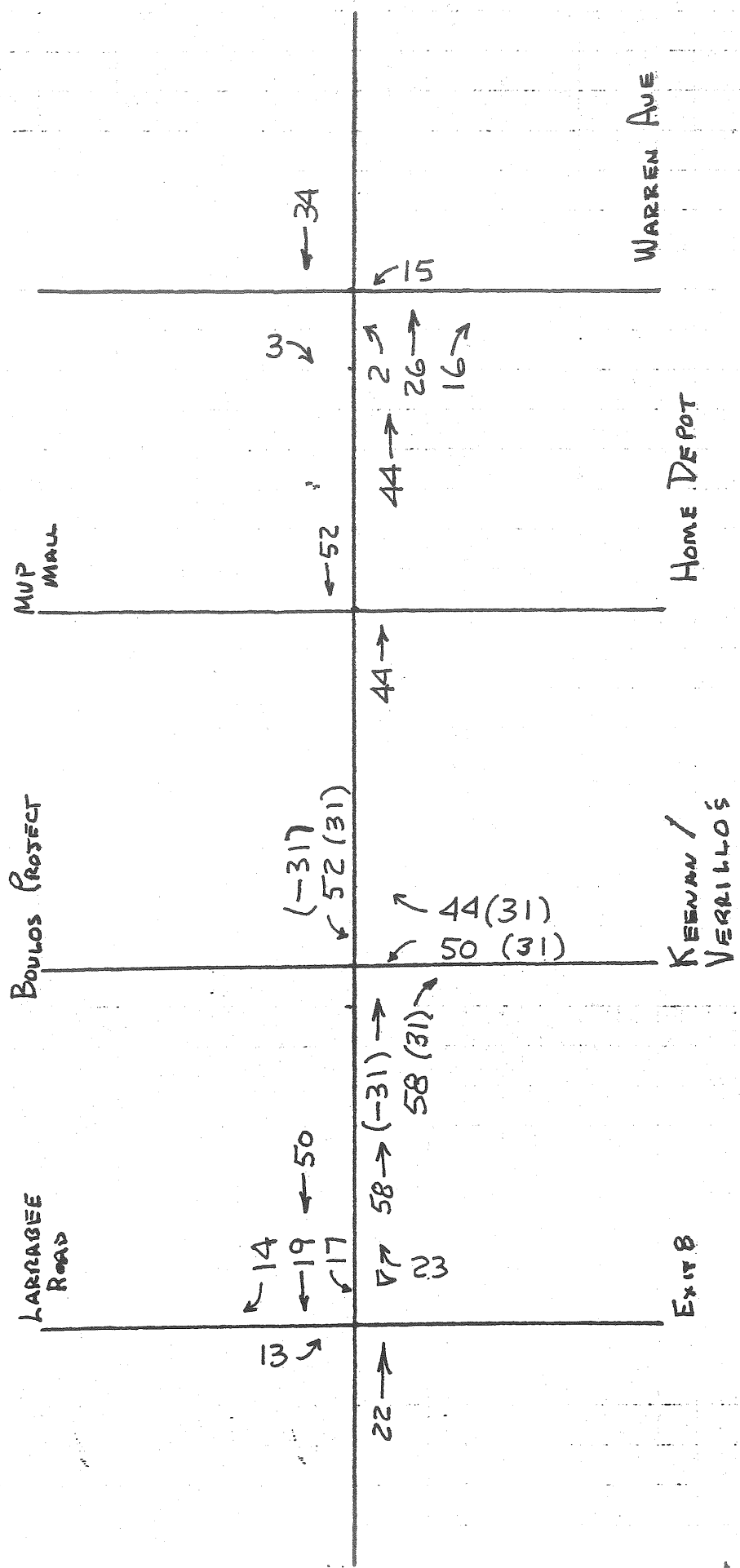
PASSBY ENTER 62
 PASSBY EXIT 62
 124

$124 \div 329 = 38\% \text{ PASSBY}$

62% NEW $\frac{1}{2}$ DIVERTED.

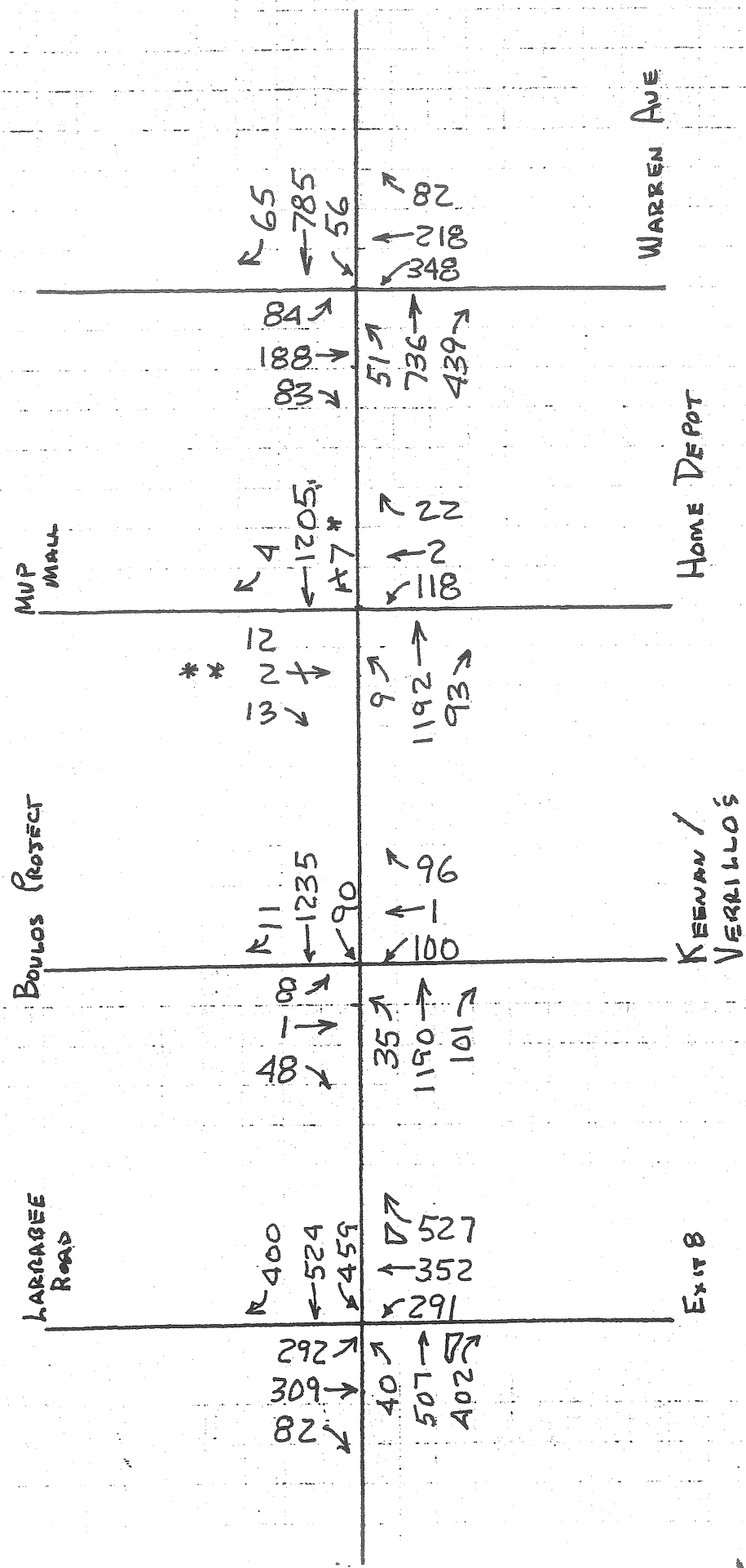


BASE NO BUILD DATA
PM PEAK HOUR
FIGURE 1



TRIP GENERATION & DISTRIBUTION
 PM PEAK HOUR (KEENAN SITE)
 FIGURE 3

XX = NEW TRIPS
 (XX) = PASSBY TRIPS - 38% of TOTAL



* NO LEFT TURN PERMITTED
 ** NO THROUGH MOVE PERMITTED

DESIGN: HOUR VOLUMES
 BUILD PROJECT
 FIGURE 4

D-8

John L. Murphy P. E. Traffic Engineer

Streets: (N-S) RIVERSIDE ST. (E-W) EXIT 8
 Analyst: JLM File Name: EXIT8E.HC9
 Area Type: Other 2-26-98 PM PK.
 Comment: BUILD PROJECT @ KEENAN SITE

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	< 0	1	1	1	1	2	1
Volumes	40	507	402	459	524	400	292	309	82	291	352	527
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	*				EB Left	*		
Thru	*	*			Thru	*		
Right	*	*			Right	*		
Peds					Peds			
SB Left			*		WB Left	*		
Thru		*	*		Thru	*		
Right		*	*		Right	*		
Peds					Peds			
EB Right					NB Right	*		
WB Right			*		SB Right			
Green	3.5A	9.0A	29.0A		Green	19.5A	19.5A	
Yellow/AR	3.5	3.5	3.5		Yellow/AR	3.5	3.5	
Cycle Length: 98 secs Phase combination order: #1 #2 #3 #5 #6								

Intersection Performance Summary

Lane Group:	Adj Sat	v/c	g/C	Approach:				
Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay	LOS
NB L	70	1719	0.599	0.041	38.8	D	31.9	D
T	609	3619	0.921	0.168	39.9	D		
R	573	1538	0.738	0.372	20.7	C		
SB L	517	1719	0.933	0.301	39.0	D	23.3	C
TR	1450	3384	0.705	0.429	15.9	C		
EB L	351	1719	0.875	0.204	39.1	D	37.0	D
T	369	1810	0.880	0.204	39.1	D		
R	314	1538	0.274	0.204	21.4	C		
WB L	351	1719	0.872	0.204	38.8	D	23.0	C
T	739	3619	0.528	0.204	23.1	C		
R	777	1538	0.714	0.505	14.3	B		

Intersection Delay = 27.4 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.905

D-9

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 03-02-1998
 John L. Murphy P. E. Traffic Engineer

Streets: (N-S) RIVERSIDE ST (E-W) SITE
 Analyst: JLM File Name: MARK.HC9
 Area Type: Other 3-2-98 PM
 Comment: BUILD PROJECT

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	1	2	< 0	1	1	< 0	1	1	< 0
Volumes	35	1190	101	90	1235	11	8	1	48	100	1	96
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	*				EB Left	*		
Thru	*	*			Thru	*		
Right	*	*			Right	*		
Peds					Peds			
SB Left			*		WB Left	*		
Thru		*	*		Thru	*		
Right		*	*		Right	*		
Peds					Peds			
EB Right					NB Right			
WB Right					SB Right			
Green		3.0A	40.0A	5.0A	Green	10.0A		
Yellow/AR		4.0	4.0	4.0	Yellow/AR	4.0		
Cycle Length: 74 secs Phase combination order: #1 #2 #3 #5								

Intersection Performance Summary

Lane Group	Adj Sat	v/c	g/C	Approach:				
				Delay	LOS	Delay	LOS	
NB L	97	1787	0.383	0.054	23.1	C	5.7	B
TR	2320	3577	0.615	0.649	5.3	B		
SB L	145	1787	0.656	0.081	28.2	D	5.8	B
TR	2442	3614	0.564	0.676	4.3	A		
EB L	181	1220	0.044	0.149	17.4	C	17.9	C
TR	238	1604	0.218	0.149	18.0	C		
WB L	225	1511	0.467	0.149	19.8	C	19.5	C
TR	238	1602	0.428	0.149	19.3	C		

Intersection Delay = 6.9 sec/veh Intersection LOS = B
 Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.594

John L. Murphy P. E. Traffic Engineer

Streets: (N-S) RIVERSIDE ST (E-W) HOME DEPOT
 Analyst: JLM File Name: HOME.HC9
 Area Type: Other 3-2-98 PM
 Comment: BUILD PROJECT

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 2	< 0	0	2	< 0	0	> 1	< 0	1	1	< 0
Volumes	9	1192	101	1205	4		12	2	13	118	2	22
Lane W (ft)	12.0			12.0			12.0			12.0 12.0		
RTOR Vols	0			0			0			0		
Lost Time	3.00	3.00	3.00	3.00	3.00		3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	*				EB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
SB Left	*				WB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
EB Right					NB Right			
WB Right					SB Right			
Green	45.0A				Green	10.0A	3.0A	
Yellow/AR	4.0				Yellow/AR	4.0	4.0	
Cycle Length: 70 secs Phase combination order: #1 #5 #6								

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/C	Approach:	Delay	LOS	Delay	LOS
Mvmts	Cap	Flow	Ratio	Ratio					
NB	LTR	2102	3198	0.684	0.657	5.5	B	5.5	B
SB	TR	2377	3617	0.562	0.657	4.4	A	4.4	A
EB	LTR	89	1551	0.327	0.057	21.3	C	21.3	C
WB	L	284	1805	0.437	0.157	18.0	C	17.7	C
	TR	257	1638	0.097	0.157	16.3	C		

Intersection Delay = 5.8 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.616

D-11

Streets: (N-S) RIVERSIDE ST (E-W) WARREN AVE
 Analyst: JLM File Name: RIVWAR.HC9
 Area Type: Other 3-2-98 PM
 Comment: BUILD PROJECT

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	0	> 2	< 0	1	1	< 0	1	1	< 0
Volumes	51	736	439	56	785	65	84	188	83	348	218	82
Lane W (ft)	12.0	12.0	12.0	12.0			12.0	12.0	12.0			12.0
RTOR Vols	0			0			0			0		
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	*				EB Left	*		
Thru	*	*			Thru	*		
Right	*	*			Right	*		
Peds					Peds			
SB Left		*	*		WB Left	*		
Thru		*	*		Thru	*		
Right		*	*		Right	*		
Peds					Peds			
EB Right					NB Right	*		
WB Right					SB Right			
Green	4.0A	25.0A	5.0A		Green	23.0A	18.0A	
Yellow/AR	4.0	4.0	4.0		Yellow/AR	4.0	4.0	
Cycle Length: 95 secs Phase combination order: #1 #2 #3 #5 #6								

Intersection Performance Summary

Lane Group:	Adj Sat	v/c	g/C	Approach:				
Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay	LOS
NB L	90	1719	0.597	0.053	35.5	D	24.8	C
T	1295	3619	0.957	0.358	31.0	D		
R	939	1538	0.492	0.611	7.0	B		
SB LTR	1030	2797	0.971	0.368	35.0	D	35.0	D
EB L	344	1719	0.256	0.200	20.8	C	30.8	D
TR	345	1727	0.825	0.200	33.8	D		
WB L	434	1719	0.843	0.253	31.5	D	28.4	D
TR	438	1735	0.718	0.253	24.8	C		

Intersection Delay = 28.7 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.878

**CITY OF PORTLAND, MAINE
DEPARTMENT OF PUBLIC WORKS
OPERATIONS/ENGINEERING - INSPECTIONS
M E M O R A N D U M**

TO: Mayor and Members of the City Council
FROM: Larry Ash, Traffic Engineer
DATE: January 26, 1998
SUBJECT: Scope of Services Report for Proposed Off-Track Betting

To assist the City Council in analyzing and evaluating the effects of traffic generated by the proposed off-track betting facility at the Howard Johnson/Verrillo Restaurant immediately adjacent to Exit 8, Traffic Engineering recommends that a traffic impact study be provided.

A traffic impact study will project, describe and suggest ways of off-setting the traffic effects of the development of new activities. This study should quantify changes in traffic levels and translate these changes into transportation impacts in the vicinity affected by the project. The study should then identify on-site and off-site transportation system improvements needed to accommodate additional traffic associated with the new development.

At a minimum, the study area should include: the intersections of Riverside/Warren, Brighton/Riverside and the entire corridor between these intersections. Further, the traffic study must address all applicable requirements of the Maine Department of Environmental Protection (MDEP).

Accordingly, the following outline would provide the Council and staff with the necessary data and information required for an assessment of this proposed facility.

- I. Introduction and Summary:
 - A. Purpose of Report and Study Objectives
 - B. Executive Summary
 1. Site location and study area
 2. Development description
 3. Principal findings
 4. Conclusions
 5. Recommendations

II. Proposed Development
Summary of Development

1. Use and intensity
2. Location
3. Site plan
4. Phasing/timing

III. Area Conditions

A. Study Area

1. Area of influence
2. Area of significant traffic impact

B. Study Area Land Use

1. Existing land uses
2. Anticipated future developments

C. Site Accessibility

1. Area roadway system
 - a. existing
 - b. future
2. Traffic volumes and conditions
3. Existing relevant Transportation System Management (TSM) or Transportation Demand Management (TDM) programs
4. Others as applicable

IV. Projected Traffic

A. Site Traffic for full development

1. Trip generation
2. Trip distribution
3. Trip assignment
4. Comparison with facilities for like size and use

B. Through traffic for full development

1. Method of projection
2. Non-site traffic for in-study area
 - a. Method of projection
 - b. Trip generation
 - c. Trip distribution
 - d. Trip assignment
3. Through traffic
4. Estimated volumes

C. Total traffic for full development

V. Traffic Analysis

- A. Site access
- B. Capacity and level of service
- C. Traffic safety
- D. Traffic signals
- E. Site circulation and parking

VI. Improvement Analysis

- A. Improvements to accommodate existing and future traffic
- B. Alternative improvements
- C. Status of Improvements/Projects already funded, programmed or planned
- D. Evaluation

VII. Findings

- A. Site Accessibility
- B. Traffic Impacts
- C. Need for any improvements
- D. Compliance with Applicable Local Codes, State Law

VIII. Recommendations

- A. Site Access/Circulation Plan
- B. Roadway improvements
 - 1. On-site
 - 2. Off-site
 - 3. Phasing, if appropriate
- C. Transportation Management Actions
 - 1. On-site
 - 2. Off-site
- D. Other

IX. Conclusions

cc: Robert B. Ganley, City Manager
Nadeen M. Daniels, Assistant City Manager
William J. Bray, P.E., Director of Public Works
Joseph E. Gray, Director of Planning and Economic Development
Bruce A. Bell, Operations Manager

From: ANTHONY LOMBARDO
To: RWK
Date: 3/3/98 5:27pm
Subject: Benchmark Group, Inc.....Keenan Auction Site on Riverside St.
3/398

Rick,

Since this is only a conceptual plan, I don't really have specific comments. General comment are as follows:

1. This plan will need a thorough "Erosion and Sediment Control Plan"
2. Does the increase in impervious area exceed one (1) acre, if so this application will require "Site Location of Development Review" by DEP.
3. This site discharges runoff that eventually reaches the Capisic Brook. Therefore, the Stormwater Management Plan will require the treatment of runoff as well as detention.

CITY OF PORTLAND, MAINE
MEMORANDUM

TO: Chair Carroll and Members of the Planning Board
FROM: Richard Knowland, Senior Planner
DATE: March 10, 1998
SUBJECT: Keenan Auction Property at 191 Riverside Street, Site Plan and Subdivision Review

Benchmark Group, Inc. requests workshop review for a commercial development at 191 Riverside Street on the site of the Keenan Auction Company property. The proposed development includes construction of the following new buildings:

<u>Building</u>	<u>Footprint</u>
Automotive Supply	25,149 sq. ft.
Office Supply	23,985 sq. ft.
Restaurant	8,917 sq. ft.

The existing Keenan Auction building will be removed from the site. Land area is 6.89 acres. Zoning is B-4 Business. The site borders Riverside Street, Riverside Court, Campbell Road and the Maine Turnpike. It is also adjacent to Howard Johnson/Verrillo's Restaurant. Background information, site plans and a vicinity aerial are shown on Attachments A, B and C.

Given the complexity of this project, particularly traffic issues, we would anticipate the need for a second workshop prior to scheduling a public hearing. The development is subject to site plan and subdivision review. It may also require review under the site location of development law.

Traffic /Circulation

Access is proposed off Riverside Court. The intersection of Riverside Court and Riverside Street is proposed to be reconfigured as shown on the site plan along with a traffic light. City Traffic, has requested a full traffic report for this project. This analysis would include the area from the Warren Avenue/Riverside Street intersection to the Riverside Street/Brighton Avenue intersection. The Riverside Street area has experienced considerable growth recently (Home Depot, among others). At the writing of this report, a traffic report has not been submitted, although a draft report is expected to be forwarded for this packet (see Attachment D.) Both the project traffic engineer and Larry Ash will be attending Tuesday's workshop.

As the Board may be aware, an off-track betting facility is proposed at Verrillo's Restaurant (Howard Johnson), which also has access off Riverside Court. Although this development is unlikely to trigger site plan review, the City Council did require a traffic impact study as part of their license review. Mr. Ash is requiring the same traffic analysis for the off-track betting facility as the Keenan property. (See Attachment E.)

A sidewalk will need to be constructed along the entire street frontage of the project (Riverside Street and Riverside Court.) Pedestrian circulation needs within the site should be addressed. Staff would suggest a sidewalk along the southerly property line from Riverside Court to the restaurant. Crosswalks should be added between buildings and logical pedestrian circulation and crossing points.

Parking

248 parking spaces are proposed. Under sec. 14-526(a)(2), the Board determines the appropriate number of parking spaces for the development since the floor area of buildings exceeds 50,00 sq. ft. The applicant needs to provide documentation on the parking demand for this development.

Stormwater

The applicant indicates that an existing detention pond on the property can be modified to accommodate the stormwater needs of the development. Stormwater calculations need to be submitted. Stormwater from the site flows into a 48-inch pipe under the turnpike that is part of the Capisic Brook watershed.

Given the large size of the parking lot, water quality issues need to be addressed. An existing drainage area on the northerly side of the property (near the office supply building) will be filled.

Building Facade

At the writing of this report, exterior facade elevations have not been submitted for the buildings.

Landscaping

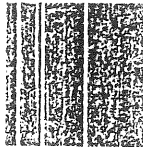
A landscaping plan needs to be submitted addressing landscaping along the perimeter and within the parking lot. The site plan indicates that the restaurant and related parking lot area requires existing vegetation to be cut. Since the building (40 foot setback) and parking lot (5 foot setback) will be close to the turnpike right-of-way an appropriate landscaping treatment needs to be designed.

Lighting

The existing parking lot has a number of floodlights mounted on poles. A lighting plan needs to be submitted, indicating the proposed lighting fixtures, pole height and photometrics.

Attachments:

- A. Background Information
- B. Site Plan
- C. Vicinity Aerial
- D. Draft Traffic Report from Jack Murphy
- E. Memo from City Traffic Engineer



ATTACHMENT A-1

Sebago Technics

Engineering • Planning for the Future

February 18, 1998
97622

Mr. Alexander Jaegerman
Chief Planner
City of Portland
389 Congress Street
Portland, Maine 04101

Request for Placement on Planning Board Workshop Agenda

Dear Alex:

On behalf of Benchmark Group, Inc., I am pleased to submit the attached Concept Plan for a proposed retail development on Riverside Street in Portland. The site of this proposal is currently occupied by Keenan Auction Company. The total area of the parcel is 6.89 acres. This proposal calls for approximately 49,000 square feet of retail in two separate buildings. In addition, an 8,900 square foot freestanding restaurant will be constructed as shown on the drawings.

The property is zoned B-4 and each of these uses is allowed. A total 248 parking is proposed. Public sewer and water are available to the site and the existing stormwater detention pond will be modified as necessary to accommodate the stormwater management needs of the project. The developer is currently conducting a traffic study of this area and, depending on the conclusions raised in that report, some modifications may be mandated at the project driveways. We have informally discussed this proposal with the City's Traffic Department and will continue that coordination as the more detailed traffic information becomes available.

We appreciate the opportunity present the project at an upcoming Workshop on March 10 and look forward to further discussion with the Planning Board at that time. In the interim, please contact me if you have any questions or require additional information.

Sincerely,

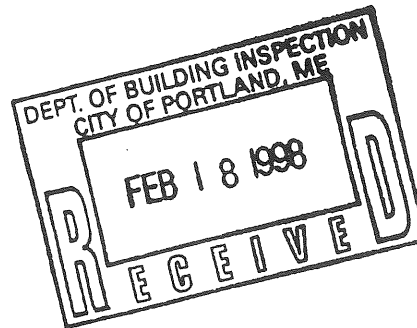
SEBAGO TECHNICS, INC.

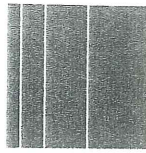
Walter P. Stinson
Walter P. Stinson, P.E.
President

WPS:dlf

Enc.

cc: Ronald Bronstein, Benchmark Group





Sebago Technics
Engineering & Planning for the Future

A-2

March 6, 1998
97622

Mr. Richard Knowland
Planning & Urban Development
City of Portland
389 Congress Street
Portland, ME 04101

Riverside Street Property, Benchmark Group

Dear Rick:

Thank you for meeting with Owens and me on Monday to discuss some preliminary site issues dealing with the retail center proposed by Benchmark Group on Riverside Street. It is our understanding that you envision two workshop sessions on this project to discuss the full breadth of the project plan, including landscaping, lighting, buffers, pedestrian access, drainage and wetlands. As we indicated, we feel that the threshold issue on this site is traffic and to date have focused on the traffic and access issues. We are currently working on the above site issues and will submit more detailed plans and narrative to support the site development as presently envisioned.

Enclosed herewith are fifteen (15) copies of a 1996 aerial photo showing the project site in relation to surrounding facilities, including the Exit 8 interchange and the major streets and buildings in the area. The scale on this photo is 1"=200'. I am also enclosing 11" x 17" plans (labeled as B-1 and B-2) of the site layout and the proposed driveway access to the project, and Traffic Engineer Jack Murphy's preliminary traffic study (labeled D-1 through D-11).

We look forward to meeting with the Board at its March 10th workshop session to discuss the project in more detail. In the interim, please contact me if you have additional questions. Thank you for your continuing assistance in this matter.

Sincerely,

SEBAGO TECHNICS, INC.

Walter P. Stinson, P.E.
President

WPS:jc
Enc.



D-1

JOHN L. MURPHY, P.E.

Civil Engineer
Traffic Engineer

RR1, BOX 6300
WEST BALDWIN, MAINE 04091-9745
207-625-8222

March 4, 1998

Larry Ash
City of Portland Traffic Engineer
55 Hanover Street
Portland, Maine 04101

Re: Benchmark Group retail development on Keenan site, Riverside Street, Portland.

Dear Larry:

Based upon our meeting of March 2, 1998, I have attached my preliminary analysis data and intersection design for the project site at Riverside Street. I hope this will help better prepare everyone for the March 10, 1998 workshop session with the Portland Planning Board. I used the 1997 Edition of the report Trip Generation published by the Institute of Transportation Engineers (ITE) for calculation of my trip generation data (worksheet attached). Pass-by trips are based upon data collected for the ITE to accompany the 1997 Edition. Trip distribution is based upon the raw count data at both Exit 8 and Warren Avenue intersections with Riverside Street. Study area is based upon current DEP requirements. However, I will expand the study area to the recently reconstructed Riverside Street/Brighton Avenue intersection prior to the next Planning Board meeting.

The base counts were from the recent PACTS study of a Connector Road between Larrabee Road and Warren Avenue in Westbrook compiled at Exit 8 and at Warren Avenue and Riverside Street. These July 1997 counts were supplemented by a July 1997 count at Home Depot provided by Bill Eaton and a January 1998 count done by me.

The counts were balanced to the higher of either Riverside Street/Exit 8 or Riverside Street/Warren Avenue as a no build base. The retail development traffic was added for a build design hour volume. Each signalized intersection was analyzed using the latest revision of highway capacity software. All four signalized intersections operated at level of service D or better with project impact (see printouts). The proposed design for the access to the new project operated at the best level of service B due to added left turn lanes on Riverside Street. Thus this design has spare capacity to accommodate additional traffic, if required. (All driveway trips counted on 1/28/98 were added back to establish the design hour volumes for this new intersection.)

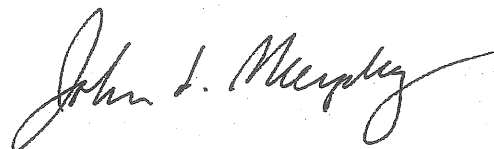
Conclusions

1. The new design for the Riverside Street intersection with the project driveway including signals and left turn lanes on Riverside Street has excess capacity to accommodate existing plus new project traffic plus added future traffic, if necessary.

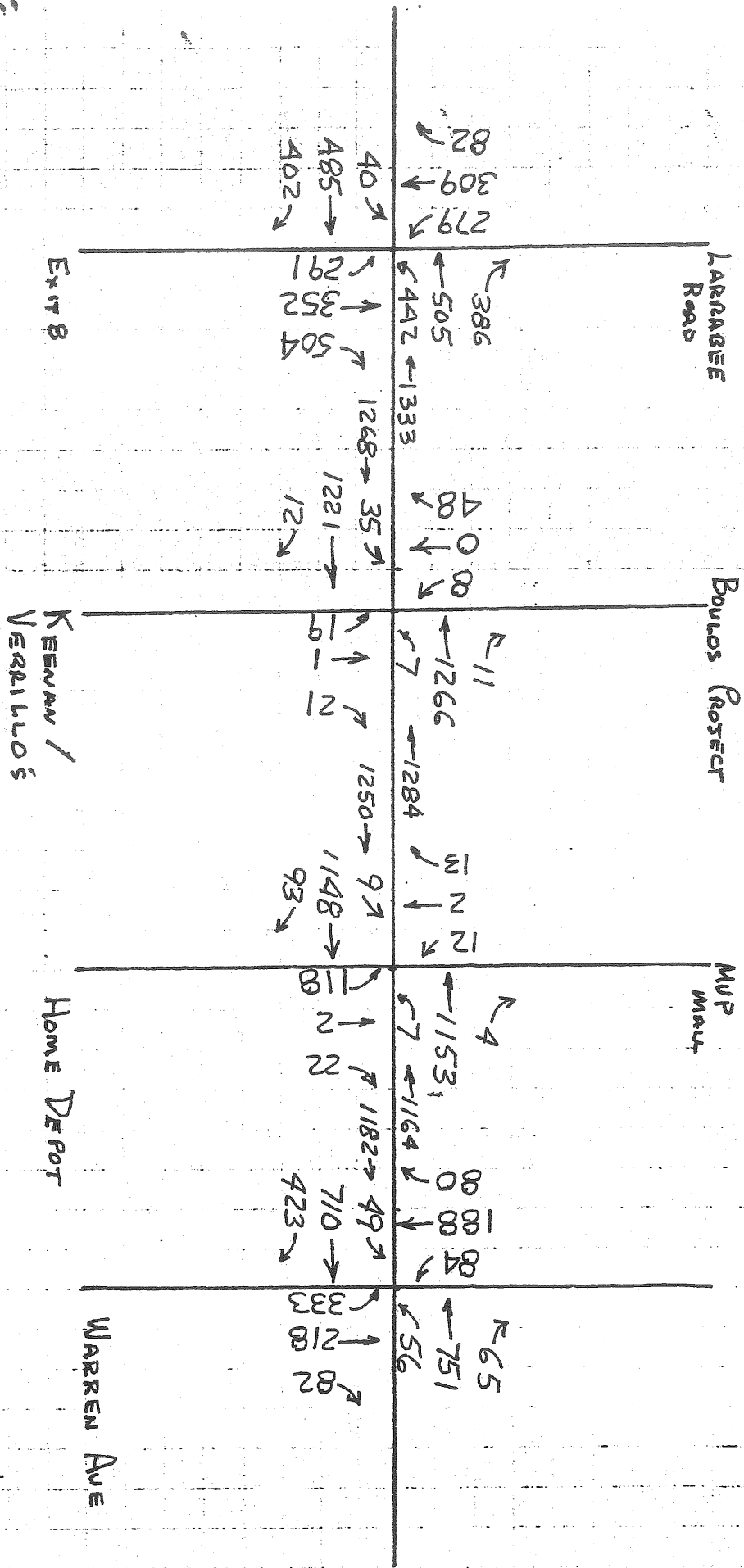
2. The proposed retail development traffic will not cause any existing nearby intersection to operate at level of service lower than D, which is acceptable for design in urban areas.

3. A final traffic impact study and intersection design will be prepared after the 3/10/98 Planning Board workshop.

Sincerely,



John L. Murphy, P.E.



BALANCED NO BUILD BASE

PM PEAK HOUR

FIGURE 2

TRIP GENERATION DATA - KEENAN SITE

TRIP GENERATION HANDBOOK 6TH EDITION
 PUBLISHED IN 1997
 BY INSTITUTE OF TRANSPORTATION
 ENGINEERS

① USE 843 AUTO PARTS STORE 25,149 Sq.ft
 EXIT 77
 ENTER 73
 150 43% PASSBY = 64.5

② USE 815 FREE STANDING DISCOUNT STORE 23,985 Sq.ft
 EXIT 40
 ENTER 40
 80 28% PASSBY = 37.2A

③ USE 832 HIGH TURNOVER SIT DOWN RESTAURANT 8917 Sq.ft.
 EXIT 40
 ENTER 59
 99 38% PASSBY = 22.4

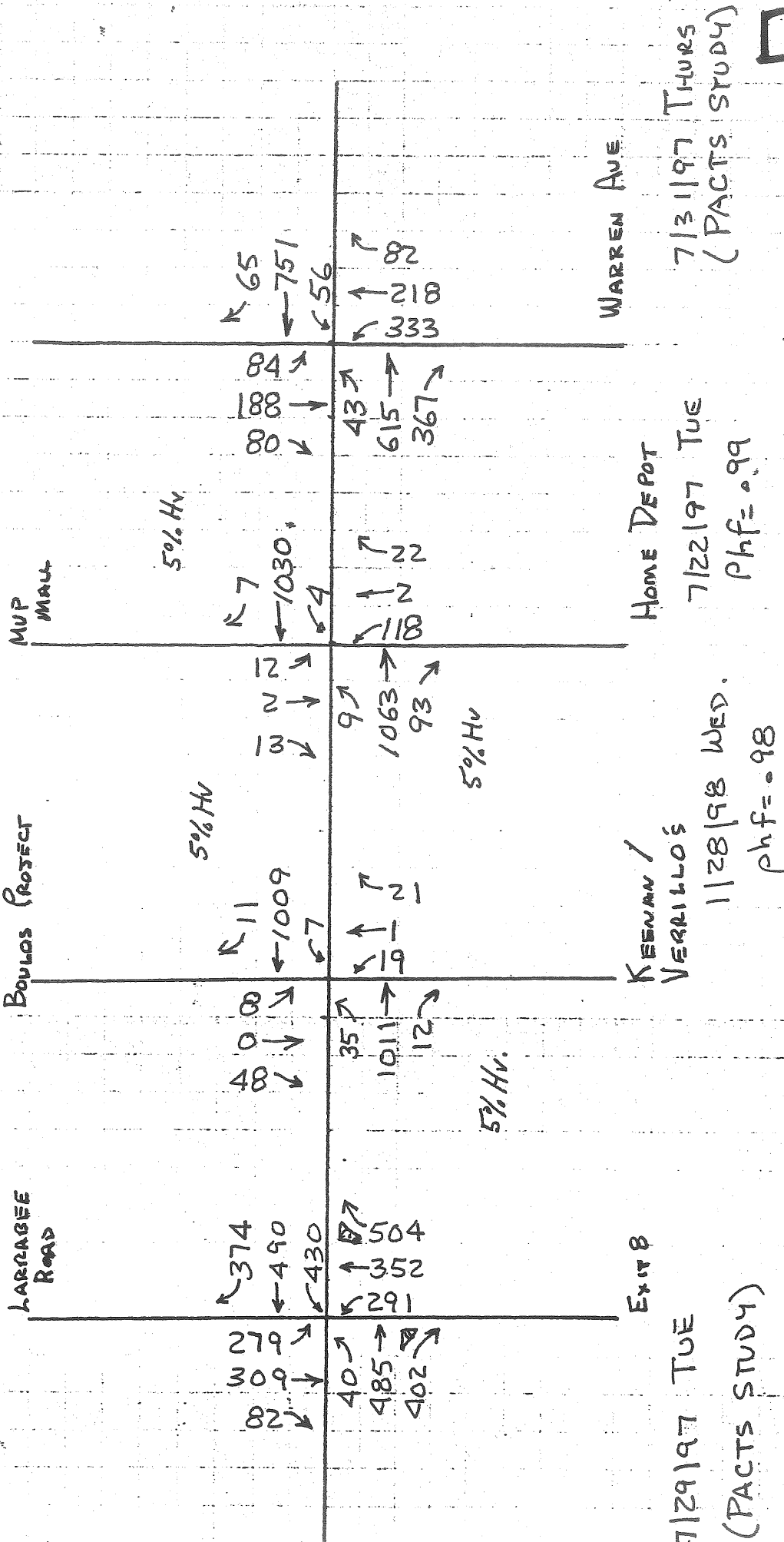
TOTAL TRIPS PM PEAK HOUR

EXIT 157
 ENTER 172
 329

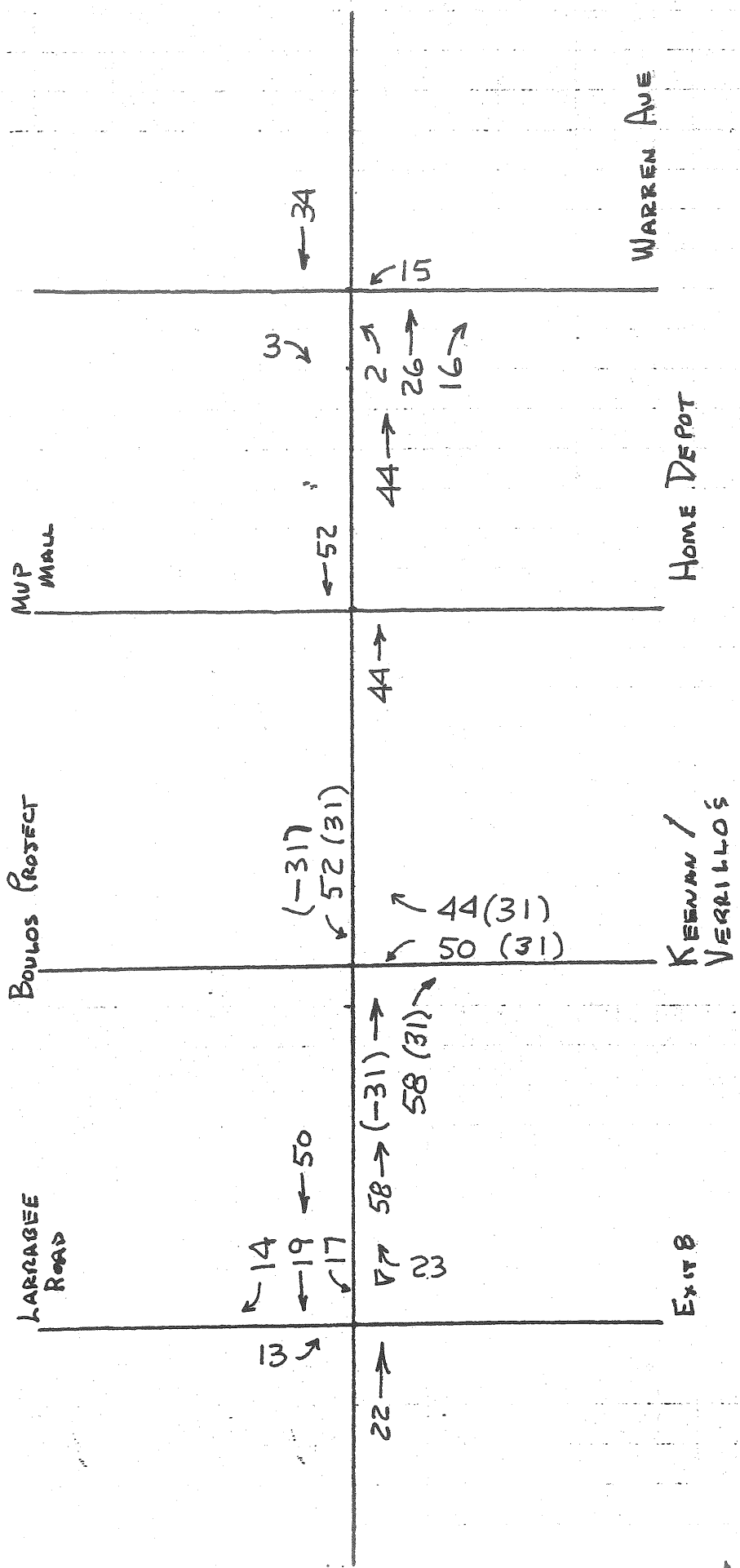
PASSBY ENTER 62
 PASSBY EXIT 62
 124

$124 \div 329 = 38\% \text{ PASSBY}$

62% NEW $\frac{1}{2}$ DIVERTED.

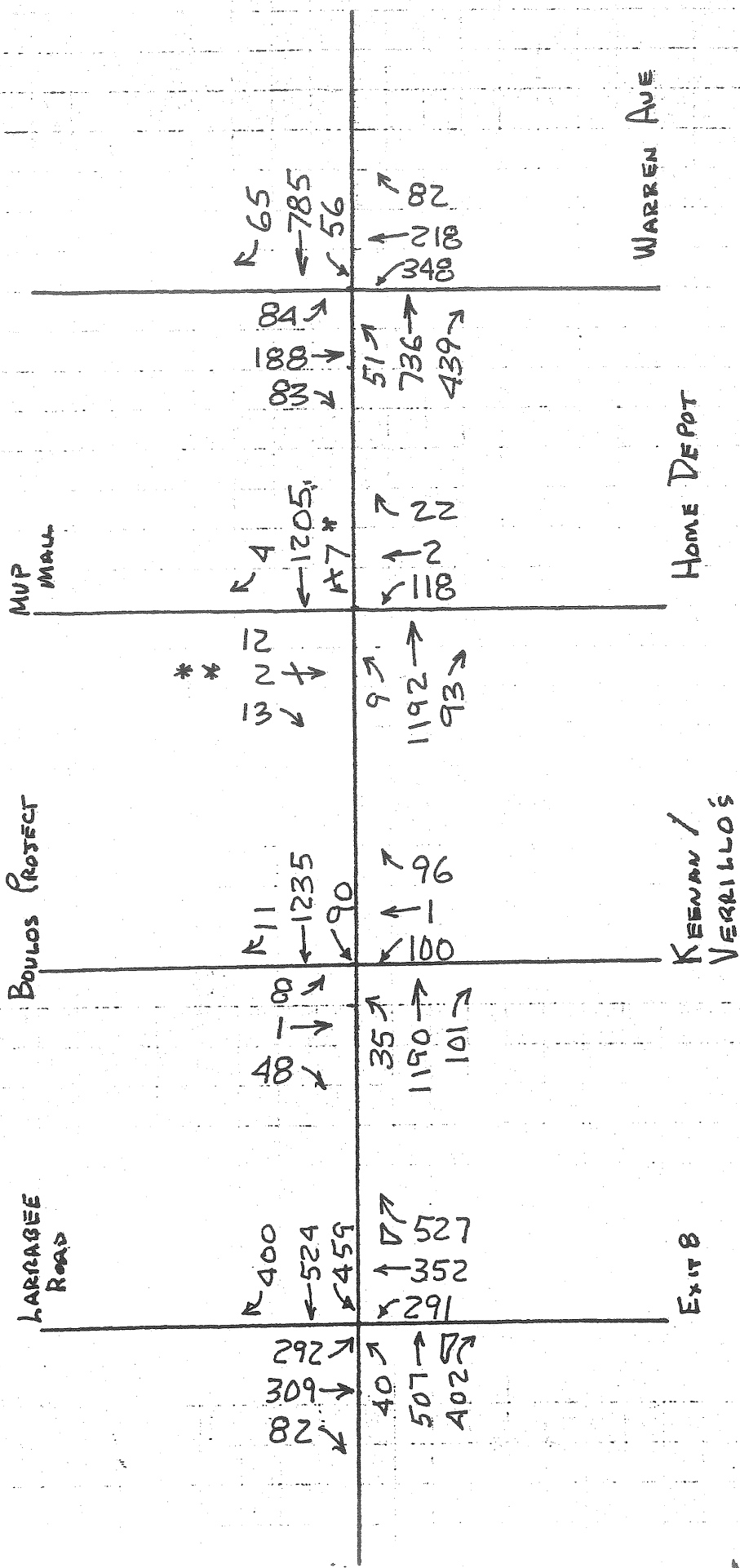


BASE NO BUILD DATA
 PM PEAK HOUR
 FIGURE 1



TRIP GENERATION & DISTRIBUTION
 PM PEAK HOUR (KEENAN SITE)
 FIGURE 3

XX = NEW TRIPS
 (XX) = PASSBY TRIPS - 38% of TOTAL



* No LEFT TURN PERMITTED
 ** No THROUGH MOVE PERMITTED

DESIGN: HOUR VOLUMES
 BUILD PROJECT
 FIGURE 4

D-8

John L. Murphy P. E. Traffic Engineer

Streets: (N-S) RIVERSIDE ST. (E-W) EXIT 8
 Analyst: JLM File Name: EXIT8E.HC9
 Area Type: Other 2-26-98 PM PK.
 Comment: BUILD PROJECT @ KEENAN SITE

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	< 0	1	1	1	1	2	1
Volumes	40	507	402	459	524	400	292	309	82	291	352	527
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	*				EB Left	*		
Thru	*	*			Thru	*		
Right	*	*			Right	*		
Peds					Peds			
SB Left			*		WB Left	*		
Thru		*	*		Thru	*		
Right		*	*		Right	*		
Peds					Peds			
EB Right					NB Right	*		
WB Right			*		SB Right			
Green		3.5A	9.0A	29.0A	Green	19.5A	19.5A	
Yellow/AR		3.5	3.5	3.5	Yellow/AR	3.5	3.5	
Cycle Length: 98 secs Phase combination order: #1 #2 #3 #5 #6								

Intersection Performance Summary

Lane Group:	Adj Sat	v/c	g/C	Approach:			
Mvmts	Cap	Flow	Ratio	Delay	LOS	Delay	LOS
NB L	70	1719	0.599	38.8	D	31.9	D
T	609	3619	0.921	39.9	D		
R	573	1538	0.738	20.7	C		
SB L	517	1719	0.933	39.0	D	23.3	C
TR	1450	3384	0.705	15.9	C		
EB L	351	1719	0.875	39.1	D	37.0	D
T	369	1810	0.880	39.1	D		
R	314	1538	0.274	21.4	C		
WB L	351	1719	0.872	38.8	D	23.0	C
T	739	3619	0.528	23.1	C		
R	777	1538	0.714	14.3	B		

Intersection Delay = 27.4 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.905

D-9

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 03-02-1998
 John L. Murphy P. E. Traffic Engineer

Streets: (N-S) RIVERSIDE ST (E-W) SITE
 Analyst: JLM File Name: MARK.HC9
 Area Type: Other 3-2-98 PM
 Comment: BUILD PROJECT

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	1	2	< 0	1	1	< 0	1	1	< 0
Volumes	35	1190	101	90	1235	11	8	1	48	100	1	96
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	*				EB Left	*		
Thru	*	*			Thru	*		
Right	*	*			Right	*		
Peds					Peds			
SB Left			*		WB Left	*		
Thru		*	*		Thru	*		
Right		*	*		Right	*		
Peds					Peds			
EB Right					NB Right			
WB Right					SB Right			
Green		3.0A	40.0A	5.0A	Green	10.0A		
Yellow/AR		4.0	4.0	4.0	Yellow/AR	4.0		

Cycle Length: 74 secs Phase combination order: #1 #2 #3 #5

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/C	Approach:				
Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay	LOS	
NB	L	97	1787	0.383	0.054	23.1	C	5.7	B
	TR	2320	3577	0.615	0.649	5.3	B		
SB	L	145	1787	0.656	0.081	28.2	D	5.8	B
	TR	2442	3614	0.564	0.676	4.3	A		
EB	L	181	1220	0.044	0.149	17.4	C	17.9	C
	TR	238	1604	0.218	0.149	18.0	C		
WB	L	225	1511	0.467	0.149	19.8	C	19.5	C
	TR	238	1602	0.428	0.149	19.3	C		

Intersection Delay = 6.9 sec/veh Intersection LOS = B
 Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.594

D-10

John L. Murphy P. E. Traffic Engineer

Streets: (N-S) RIVERSIDE ST (E-W) HOME DEPOT
 Analyst: JLM File Name: HOME.HC9
 Area Type: Other 3-2-98 PM
 Comment: BUILD PROJECT

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 2	< 0	0	2	< 0	0	> 1	< 0	1	1	< 0
Volumes	9	1192	101	1205	4		12	2	13	118	2	22
Lane W (ft)	12.0			12.0			12.0			12.0 12.0		
RTOR Vols	0			0			0			0		
Lost Time	3.00	3.00	3.00	3.00	3.00		3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	*				EB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
SB Left	*				WB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
EB Right					NB Right			
WB Right					SB Right			
Green	45.0A				Green	10.0A	3.0A	
Yellow/AR	4.0				Yellow/AR	4.0	4.0	
Cycle Length: 70 secs Phase combination order: #1 #5 #6								

Intersection Performance Summary

Lane Group:	Adj Sat	v/c	g/C	Approach:				
Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay	LOS
NB LTR	2102	3198	0.684	0.657	5.5	B	5.5	B
SB TR	2377	3617	0.562	0.657	4.4	A	4.4	A
EB LTR	89	1551	0.327	0.057	21.3	C	21.3	C
WB L	284	1805	0.437	0.157	18.0	C	17.7	C
TR	257	1638	0.097	0.157	16.3	C		

Intersection Delay = 5.8 sec/veh Intersection LOS = B
 Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.616

D-11

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 03-02-1998
 John L. Murphy P. E. Traffic Engineer

Streets: (N-S) RIVERSIDE ST (E-W) WARREN AVE
 Analyst: JLM File Name: RIVWAR.HC9
 Area Type: Other 3-2-98 PM
 Comment: BUILD PROJECT

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	0	> 2	< 0	1	1	< 0	1	1	< 0
Volumes	51	736	439	56	785	65	84	188	83	348	218	82
Lane W (ft)	12.0	12.0	12.0	12.0			12.0	12.0	12.0			12.0
RTOR Vols	0			0			0			0		
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	*				EB Left	*		
Thru	*	*			Thru	*		
Right	*	*			Right	*		
Peds					Peds			
SB Left		*	*		WB Left	*		
Thru		*	*		Thru	*		
Right		*	*		Right	*		
Peds					Peds			
EB Right					NB Right	*		
WB Right					SB Right			
Green	4.0A	25.0A	5.0A		Green	23.0A	18.0A	
Yellow/AR	4.0	4.0	4.0		Yellow/AR	4.0	4.0	
Cycle Length: 95 secs Phase combination order: #1 #2 #3 #5 #6								

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/C	Approach:				
Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay	LOS	
NB	L	90	1719	0.597	0.053	35.5	D	24.8	C
	T	1295	3619	0.957	0.358	31.0	D		
	R	939	1538	0.492	0.611	7.0	B		
SB	LTR	1030	2797	0.971	0.368	35.0	D	35.0	D
EB	L	344	1719	0.256	0.200	20.8	C	30.8	D
	TR	345	1727	0.825	0.200	33.8	D		
WB	L	434	1719	0.843	0.253	31.5	D	28.4	D
	TR	438	1735	0.718	0.253	24.8	C		

Intersection Delay = 28.7 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.878

**CITY OF PORTLAND, MAINE
DEPARTMENT OF PUBLIC WORKS
OPERATIONS/ENGINEERING - INSPECTIONS
M E M O R A N D U M**

TO: Mayor and Members of the City Council
FROM: Larry Ash, Traffic Engineer
DATE: January 26, 1998
SUBJECT: Scope of Services Report for Proposed Off-Track Betting

To assist the City Council in analyzing and evaluating the effects of traffic generated by the proposed off-track betting facility at the Howard Johnson/Verrillo Restaurant immediately adjacent to Exit 8, Traffic Engineering recommends that a traffic impact study be provided.

A traffic impact study will project, describe and suggest ways of off-setting the traffic effects of the development of new activities. This study should quantify changes in traffic levels and translate these changes into transportation impacts in the vicinity affected by the project. The study should then identify on-site and off-site transportation system improvements needed to accommodate additional traffic associated with the new development.

At a minimum, the study area should include: the intersections of Riverside/Warren, Brighton/Riverside and the entire corridor between these intersections. Further, the traffic study must address all applicable requirements of the Maine Department of Environmental Protection (MDEP).

Accordingly, the following outline would provide the Council and staff with the necessary data and information required for an assessment of this proposed facility.

- I. Introduction and Summary:
 - A. Purpose of Report and Study Objectives
 - B. Executive Summary
 1. Site location and study area
 2. Development description
 3. Principal findings
 4. Conclusions
 5. Recommendations

II. Proposed Development
Summary of Development

1. Use and intensity
2. Location
3. Site plan
4. Phasing/timing

III. Area Conditions

A. Study Area

1. Area of influence
2. Area of significant traffic impact

B. Study Area Land Use

1. Existing land uses
2. Anticipated future developments

C. Site Accessibility

1. Area roadway system
 - a. existing
 - b. future
2. Traffic volumes and conditions
3. Existing relevant Transportation System Management (TSM) or Transportation Demand Management (TDM) programs
4. Others as applicable

IV. Projected Traffic

A. Site Traffic for full development

1. Trip generation
2. Trip distribution
3. Trip assignment
4. Comparison with facilities for like size and use

B. Through traffic for full development

1. Method of projection
2. Non-site traffic for in-study area
 - a. Method of projection
 - b. Trip generation
 - c. Trip distribution
 - d. Trip assignment
3. Through traffic
4. Estimated volumes

C. Total traffic for full development

V. Traffic Analysis

- A. Site access
- B. Capacity and level of service
- C. Traffic safety
- D. Traffic signals
- E. Site circulation and parking

VI. Improvement Analysis

- A. Improvements to accommodate existing and future traffic
- B. Alternative improvements
- C. Status of Improvements/Projects already funded, programmed or planned
- D. Evaluation

VII. Findings

- A. Site Accessibility
- B. Traffic Impacts
- C. Need for any improvements
- D. Compliance with Applicable Local Codes, State Law

VIII. Recommendations

- A. Site Access/Circulation Plan
- B. Roadway improvements
 - 1. On-site
 - 2. Off-site
 - 3. Phasing, if appropriate
- C. Transportation Management Actions
 - 1. On-site
 - 2. Off-site
- D. Other

IX. Conclusions

cc: Robert B. Ganley, City Manager
Nadeen M. Daniels, Assistant City Manager
William J. Bray, P.E., Director of Public Works
Joseph E. Gray, Director of Planning and Economic Development
Bruce A. Bell, Operations Manager

From: ANTHONY LOMBARDO
To: RWK
Date: 3/3/98 5:27pm
Subject: Benchmark Group, Inc.....Keenan Auction Site on Riverside St.
3/398

Rick,

Since this is only a conceptual plan, I don't really have specific comments. General comment are as follows:

1. This plan will need a thorough "Erosion and Sediment Control Plan"
2. Does the increase in impervious area exceed one (1) acre, if so this application will require "Site Location of Development Review" by DEP.
3. This site discharges runoff that eventually reaches the Capisic Brook. Therefore, the Stormwater Management Plan will require the treatment of runoff as well as detention.

3-10-98 RUVGND10005
WKURP

Mark Melon excuses himself

Jaimie # of curbside ~ incorporate Tireworkshop into
drawing scheme

coordination of traffic lights ~ look at other site

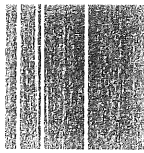
Larry need a detailed comprehensive traffic report
need to justify a traffic light

Cyrus OTB

KC want a subd. plan ~ how will parking lot will
work with lot lines

flexibility has to built into the plan
ownership

* Cyrus history of development previous approval
┌ drainage issue ~
└ copy of last approval



ATTACHMENT A-1

Sebago Technics

Engineering & Planning for the Future

February 18, 1998
97622

Mr. Alexander Jaegerman
Chief Planner
City of Portland
389 Congress Street
Portland, Maine 04101

Request for Placement on Planning Board Workshop Agenda

Dear Alex:

On behalf of Benchmark Group, Inc., I am pleased to submit the attached Concept Plan for a proposed retail development on Riverside Street in Portland. The site of this proposal is currently occupied by Keenan Auction Company. The total area of the parcel is 6.89 acres. This proposal calls for approximately 49,000 square feet of retail in two separate buildings. In addition, an 8,900 square foot freestanding restaurant will be constructed as shown on the drawings.

The property is zoned B-4 and each of these uses is allowed. A total 248 parking is proposed. Public sewer and water are available to the site and the existing stormwater detention pond will be modified as necessary to accommodate the stormwater management needs of the project. The developer is currently conducting a traffic study of this area and, depending on the conclusions raised in that report, some modifications may be mandated at the project driveways. We have informally discussed this proposal with the City's Traffic Department and will continue that coordination as the more detailed traffic information becomes available.

We appreciate the opportunity present the project at an upcoming Workshop on March 10 and look forward to further discussion with the Planning Board at that time. In the interim, please contact me if you have any questions or require additional information.

Sincerely,

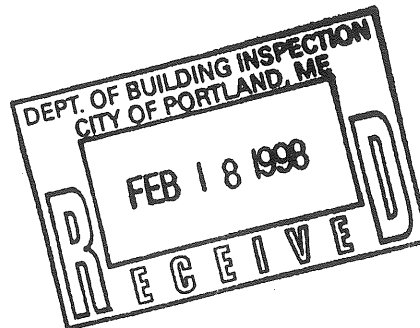
SEBAGO TECHNICS, INC.

Walter P. Stinson, P.E.
President

WPS:dlf

Enc.

cc: Ronald Bronstein, Benchmark Group



From: ANTHONY LOMBARDO
To: RWK
Date: 3/3/98 5:27pm
Subject: Benchmark Group, Inc.....Keenan Auction Site on Riverside St.
3/398

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**CITY OF PORTLAND, MAINE
DEPARTMENT OF PUBLIC WORKS
OPERATIONS/ENGINEERING - INSPECTIONS
M E M O R A N D U M**

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FROM: Larry Ash, Traffic Engineer
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At a minimum, the study area should include: the intersections of Riverside/Warren, Brighton/Riverside and the entire corridor between these intersections. Further, the traffic study must address all applicable requirements of the Maine Department of Environmental Protection (MDEP).

Accordingly, the following outline would provide the Council and staff with the necessary data and information required for an assessment of this proposed facility.

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IX. Conclusions

cc: Robert B. Ganley, City Manager
Nadeen M. Daniels, Assistant City Manager
William J. Bray, P.E., Director of Public Works
Joseph E. Gray, Director of Planning and Economic Development
Bruce A. Bell, Operations Manager

Engineer Review and Site Inspection Fee Invoice Worksheet

Address: Barkman Group -- Keener Auditor Site, Riverside St.

Engineering Review

3/3/98

To be filled out by Development Review Coordinator and Public Works at time of application.

Planning

Public Works

of Hours Estimated: (Private Improvements)

of Hours Estimated: (Public Improvements)

Field Work _____

Field Work 2

Memos/Corresp. _____

Memos/Corresp. 2

Review/Analysis _____

Review/Analysis 4

Meetings/phone calls _____

Meetings/phone calls 1

Total Hours _____ at _____ per hour

Total Hours 9 at 35.⁰⁰ per hour

Review Fee (Private): \$ _____

Review Fee (Public): \$ 315.⁰⁰

Development Review Coordinator signature

Anthony W. Lombardi
Public Works Engineer signature

Site Inspection

To be filled out by DRC and Public Works at time of Performance Guarantee approval.

Planning

Public Works

Accept 1.7% of Private Improvements P.G.
\$ _____ (dollar amount)

Accept 1.7% of Public Improvements P.G.
\$ _____ (dollar amount)

of Hours Estimated:

of Hours Estimated:

Field Work _____

Field Work 6

Memos/Corresp. _____

Memos/Corresp. 1

Review/Analysis _____

Review/Analysis _____

Meetings/phone calls _____

Meetings/phone calls 1

Total Hours _____ at _____ per hour

Total Hours 8 at 35.⁰⁰ per hour

Alternate Inspection Fee (Private): \$ _____

Alternate Inspection Fee (Public): \$ 280.⁰⁰

Development Review Coordinator signature

Anthony W. Lombardi
Public Works Engineer signature

Addendum To Contract For Sale Of Real Estate

This addendum is made an integral part to the Contract For Sale Of Real Estate for property located at, 191 Riverside Street, Portland, Maine between Richard J. Keenan or Assigns (Known as Seller) and Benchmark Development Corporation, Inc. (known as Purchaser) for the contract dated July 22, 1997.

The following terms and conditions are noted:

COPY

1) **Timing and Performance:**

Due Diligence: The Purchaser shall have 60 days to conduct its "due diligence" on the property for an intended retail development. Purchaser's due diligence may include, but, not be limited to: title review, survey, environmental, geo-technical, traffic, existing zoning review and obtaining a Letter(s) of Intent from a prospective tenant(s). Seller agrees to turn over all existing reports, plans and studies, it has in its possession, to the Purchaser within five (5) business days of the effective date of this Contract.

If the Purchaser is not satisfied with its findings during the due-diligence period it may terminate this Contract and receive a full refund of its deposit with no further obligation due from either party. If the Purchaser is satisfied with its finding it may close on the property or extend this Contract according to the terms outlined below.

Malone Commercial Brokers shall hold _____ in a non-interest bearing account and act as escrow agent until the expiration of the initial sixty-day due diligence period. Thereafter, if a closing date does not take place upon the expiration of sixty days, and the contract is extended as provided herein, _____ payment shall be paid to Seller, and all subsequent payments on extensions of the time for closing, shall be paid by the Purchaser directly to the Seller, which amounts shall be credited against the total purchase price payable at closing.

Extension Periods: At the conclusion of the initial 60 day period the Purchaser may extend this Contract as follows: **A)** At the conclusion of the sixty day "due diligence" period the Purchaser shall have the right to extend this Contract for one (1) sixty (60) day period by allowing the initial escrow deposit funds of _____ and providing an additional non-refundable payment to the Seller of _____. **B)** At the conclusion of the sixty day extension the Purchaser shall have the right to further extend this Contract for four (4), thirty (30) day periods by making _____ payments to the Seller on or before the commencement of each 30 day extension, and **C)** At the conclusion of the four, thirty day extensions, the Purchaser shall have the right to extend this Contract for two (2), final thirty day periods by making additional _____ to the Seller on or before the commencement of each 30 day extension.

If the Purchaser fails to make any of the required extension payments, as outlined above, this Contract shall terminate, with no further obligation due

from either party. Should the Purchaser close on the property, all deposit payments made will be credited toward the purchase price, at the time of closing.

COPY

2) **Salvage Rights:**

Purchaser agrees to provide the Seller with salvage rights. The Seller's salvage rights to include the reclamation of: the front sign, exterior chain link fence, Office Partitions, Office Furniture, Trade Fixtures, Projection Screen, Warehouse Shelving, Air Compressors, Security System, telephone System, Wall Board Displays, Oil Tank, Carpets, Ceiling Tile and Grid, Interior Doors and Frames, Exterior Doors and Frames, Exterior Casement Windows, Lighting Fixtures, Railings Air Conditioning Units, Duct Work, and Shower & Bath Fixtures.

3) **Broker:**

The sole Broker in this transaction is Malone Commercial Brokers, Inc.(MCB). MCB represents the Seller, as a Seller's Agent.

It is acknowledged by both parties that MCB has previously been retained by the Purchaser, in other transactions, and at the commencement of the negotiation phase of this transaction. It is further acknowledged that the Purchaser hereby agrees to release MCB from any fiduciary responsibilities it may have for this transaction, in order that MCB may adequately represent only the Seller's interests for the sale of this property.

4) **Information Exchange:**

If the Purchaser does not close on the property according to the terms of this Contract, It agrees to provide the Seller with copies of any due diligence information and materials it may generate from any tests, reports or studies it may have conducted on the property. Purchaser also agrees to provide the names and telephone numbers of any prospective users who expressed any serious interest in the property.

5) **Seller's Holdover:**

The Seller shall have the right to occupy the building and that portion of the Property identified as the hatched portion on Exhibit "A" hereto (the "Occupied Property") for a period of sixty (60) days from the date of closing.

Seller's holdover occupancy shall be subject to the following terms and conditions:

- A. Seller's holdover occupancy hereunder is not intended and shall not constitute a tenancy.
- B- Seller shall pay all fuel and utility charges and the cost of maintaining personal property insurance, shall pay for any damage to the Occupied Property that may occur during said Occupancy Period caused by the negligence or willful act of Seller and not covered by Purchaser's insurance,

and shall indemnify Purchaser against any and all loss, cost or damage arising out of Seller's occupancy caused by the negligence or willful act of Seller and not covered by Purchaser's insurance. Immediately prior to the delivery of the Occupied Property by Seller to Purchaser, Seller, at is own expense, shall have final utility readings performed and shall pay the final bills therefore.

COPY

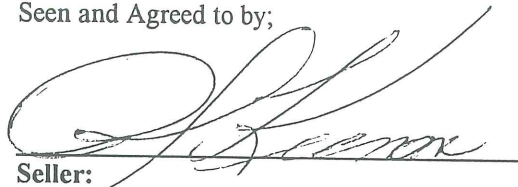
6) Like-Kind Exchange:

At Seller's election, Purchaser shall cooperate with Seller in effecting a so-called Section 1031 Like-Kind Exchange provided that: (i) all costs and liabilities associated with such exchange shall be borne by Seller; (ii) such cooperation shall not require Purchaser to take title to any real estate which is not the subject of this Agreement; (iii) such exchange shall not affect Seller's obligation to deliver title in accordance with the terms hereof, and (iv) Seller shall indemnify Purchaser from and against any and all liability arising out of such cooperation. The provisions of this paragraph shall survive the closing hereunder.

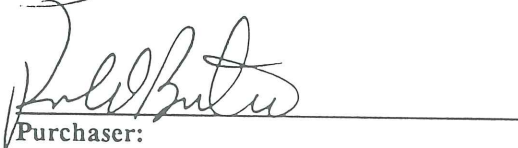
7) Riverside Street Improvements

In the event that Purchaser exercises the option hereunder, Purchaser agrees that at the closing, Purchaser shall assume the Landlord's obligations to the City of Portland to undertake improvements to Riverside Street as specifically set forth in a letter from the Planning Board of the City of Portland to Keenan Auction Company dated June 21, 1993, a letter from the Planning and Urban Development Office of the City of Portland to Sebago Technics dated April 12, 1994, a letter from the Acting Development Review Coordinator of the City of Portland dated August 29, 1994, a letter from Curtis, Thaxter to Planning Department of the City of Portland dated June 6, 1995 and Performance Guaranty Letter of Credit dated June 6, 1995 and as further described in a site plan submitted to the City of Portland (all of which are attached hereto as Exhibit B, provided that Purchaser may seek to have such road improvement obligations modified in accordance with Purchaser's intended development of the Property.

Seen and Agreed to by;


Seller:

7/28/97
Date


Purchaser:

7/23/97
Date

City of Portland, Maine Planning Department

City Hall
389 Congress Street, 4th Floor
Portland, Maine 04101
Fax Number: 756-8258

FAX TRANSMISSION COVER SHEET

TO: OWENS MCGOUGH

COMPANY: SERAGO TECHNICAL

FAX #: 856-2206

FROM: R. Knowlton

OF PAGES: 2

DATE: 3-4-98

RE: COMMENTS FROM TOMY LOMBARDI ON THE
KOGAN PROPERTY, ALSO MAKE SURE YOUR PLAN
SHOWS A FIRE HYDRANT, YOU MAY NEED ONE

If you do not receive all of the pages, please call 874-8721 or 874-8719.

Engineer Review and Site Inspection Fee Invoice Worksheet

Address: BANKMOR CORP -- Keenan Auction Site, Riverside St.

Engineering Review

3/3/98

To be filled out by Development Review Coordinator and Public Works at time of application.

Planning

Public Works

Post-It* Fax Note 7671	Date <u>3/3/98</u>	# of pages <u>1</u>
To <u>Rick K.</u>	From <u>Tom L.</u>	
Co./Dept <u>Planning</u>	Co. <u>Engineering</u>	
Phone # <u>8705</u>	Phone # <u>8848</u>	
Fax # <u>756-8258</u>	Fax # <u>814-8652</u>	

of Hours Estimated: (Public Improvements)

Field Work 2

Memos/Corresp. 2

Review/Analysis 4

Meetings/phone calls 1

Total Hours 9 at 35.⁰⁰ per hour

Review Fee (Public): \$ 315.⁰⁰

William W. Lumbard
Public Works Engineer signature

Review/Analysis _____

Meetings/phone calls _____

Total Hours _____ at _____ per hour

Review Fee (Private): \$ _____

Development Review Coordinator signature

Site Inspection

To be filled out by DRC and Public Works at time of Performance Guarantee approval.

Planning

Public Works

Accept 1.7% of Private Improvements P.G.
\$ _____ (dollar amount)

Accept 1.7% of Public Improvements P.G.
\$ _____ (dollar amount)

of Hours Estimated:

of Hours Estimated:

Field Work _____

Field Work 6

Memos/Corresp. _____

Memos/Corresp. 1

Review/Analysis _____

Review/Analysis _____

Meetings/phone calls _____

Meetings/phone calls 1

Total Hours _____ at _____ per hour

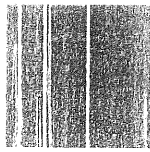
Total Hours 8 at 35.⁰⁰ per hour

Alternate Inspection Fee (Private): \$ _____

Alternate Inspection Fee (Public): \$ 280.⁰⁰

Development Review Coordinator signature

William W. Lumbard
Public Works Engineer signature



SebagoTechnics
Engineering • Planning for the Future

*Trapped
DPW*

February 18, 1998
97622

Mr. Alexander Jaegerman
Chief Planner
City of Portland
389 Congress Street
Portland, Maine 04101

Request for Placement on Planning Board Workshop Agenda

Dear Alex:

On behalf of Benchmark Group, Inc., I am pleased to submit the attached Concept Plan for a proposed retail development on Riverside Street in Portland. The site of this proposal is currently occupied by Keenan Auction Company. The total area of the parcel is 6.89 acres. This proposal calls for approximately 49,000 square feet of retail in two separate buildings. In addition, an 8,900 square foot freestanding restaurant will be constructed as shown on the drawings.

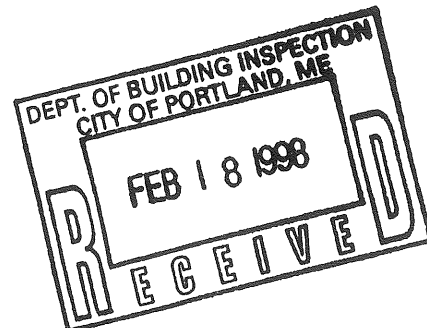
The property is zoned B-4 and each of these uses is allowed. A total 248 parking is proposed. Public sewer and water are available to the site and the existing stormwater detention pond will be modified as necessary to accommodate the stormwater management needs of the project. The developer is currently conducting a traffic study of this area and, depending on the conclusions raised in that report, some modifications may be mandated at the project driveways. We have informally discussed this proposal with the City's Traffic Department and will continue that coordination as the more detailed traffic information becomes available.

We appreciate the opportunity present the project at an upcoming Workshop on March 10 and look forward to further discussion with the Planning Board at that time. In the interim, please contact me if you have any questions or require additional information.

Sincerely,

SEBAGO TECHNICS, INC.

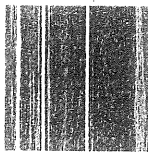
Walter P. Stinson
Walter P. Stinson, P.E.
President



WPS:dlf

Enc.

cc: Ronald Bronstein, Benchmark Group



SebagoTechnics
Engineering & Planning for the Future

*J. Farling
 Parks/Rec*

February 18, 1998
 97622

Mr. Alexander Jaegerman
 Chief Planner
 City of Portland
 389 Congress Street
 Portland, Maine 04101

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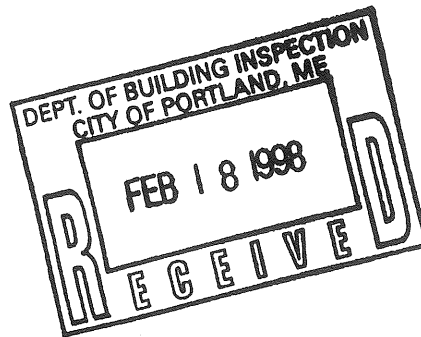
Walter P. Stinson

Walter P. Stinson, P.E.
 President

WPS:dlf

Enc.

cc: Ronald Bronstein, Benchmark Group



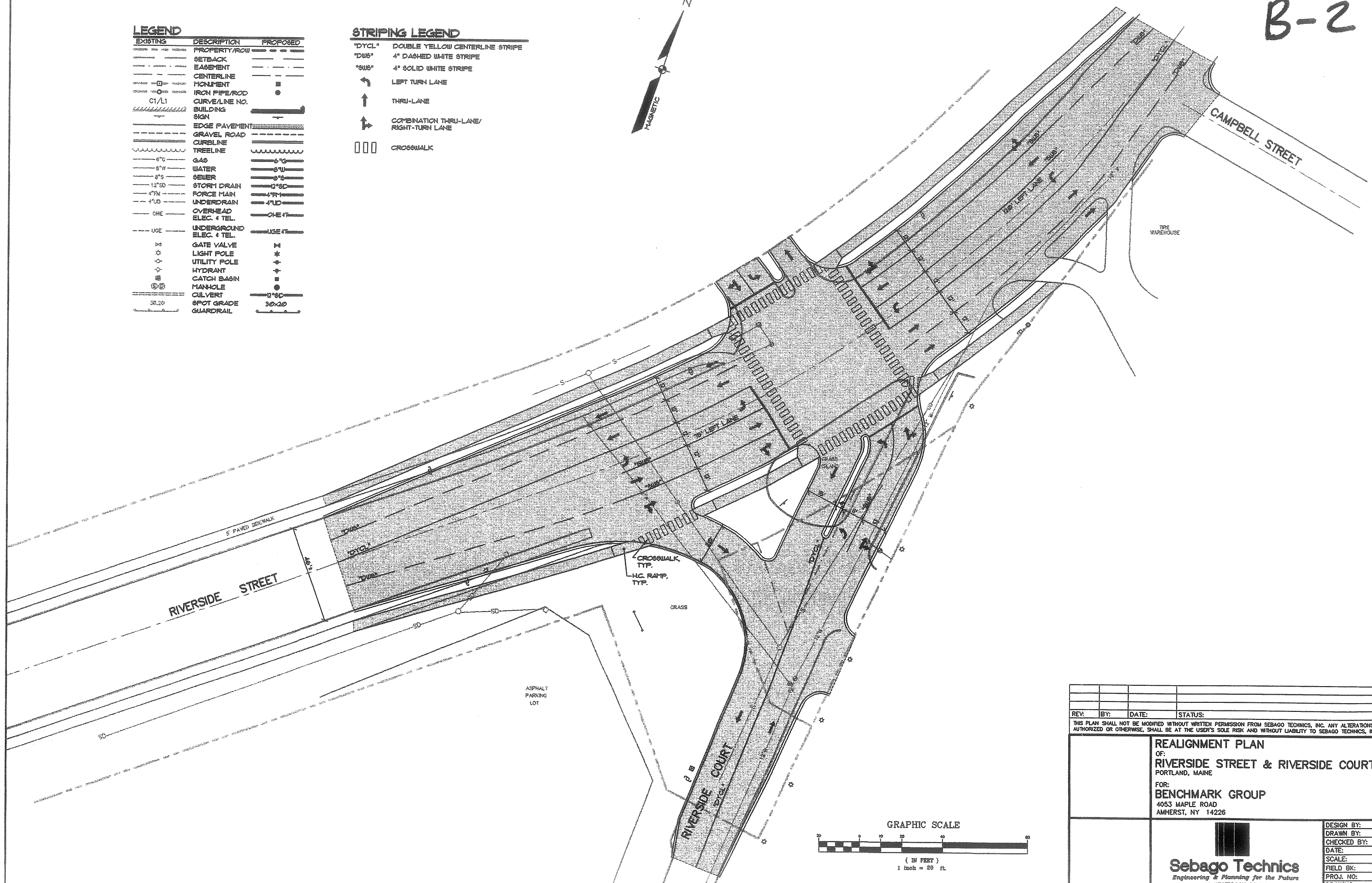
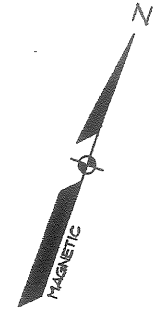
B-2

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	PROPERTY/ROW	
	SETBACK	
	EASEMENT	
	CENTERLINE	
	MONUMENT	
	IRON PIPE/ROD	
	CURVE/LINE NO.	
	BUILDING SIGN	
	EDGE PAVEMENT	
	GRAVEL ROAD	
	CURBSIDE	
	TREE LINE	
	GAS	
	WATER	
	SEWER	
	STORM DRAIN	
	FORCE MAIN	
	UNDERDRAIN	
	OVERHEAD ELEC. & TEL.	
	UNDERGROUND ELEC. & TEL.	
	GATE VALVE	
	LIGHT POLE	
	UTILITY POLE	
	HYDRANT	
	CATCH BASIN	
	MANHOLE	
	CULVERT	
	SPOT GRADE	
	GUARDRAIL	

STRIPING LEGEND

	"DYCL" DOUBLE YELLOW CENTERLINE STRIPE
	"DW4\"/>
	"SW4\"/>
	LEFT TURN LANE
	THRU-LANE
	COMBINATION THRU-LANE/RIGHT-TURN LANE
	CROSSWALK



RIVERSIDE STREET

CAMPBELL STREET

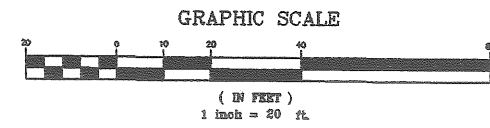
RIVERSIDE COURT

TYPE WAREHOUSE

CROSSWALK TYP.
H.C. RAMP, TYP.

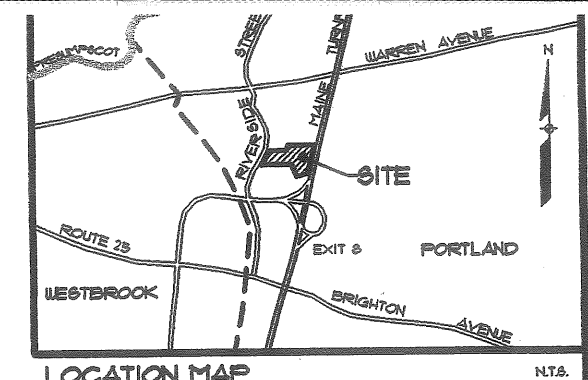
ASPHALT PARKING LOT

GRASS

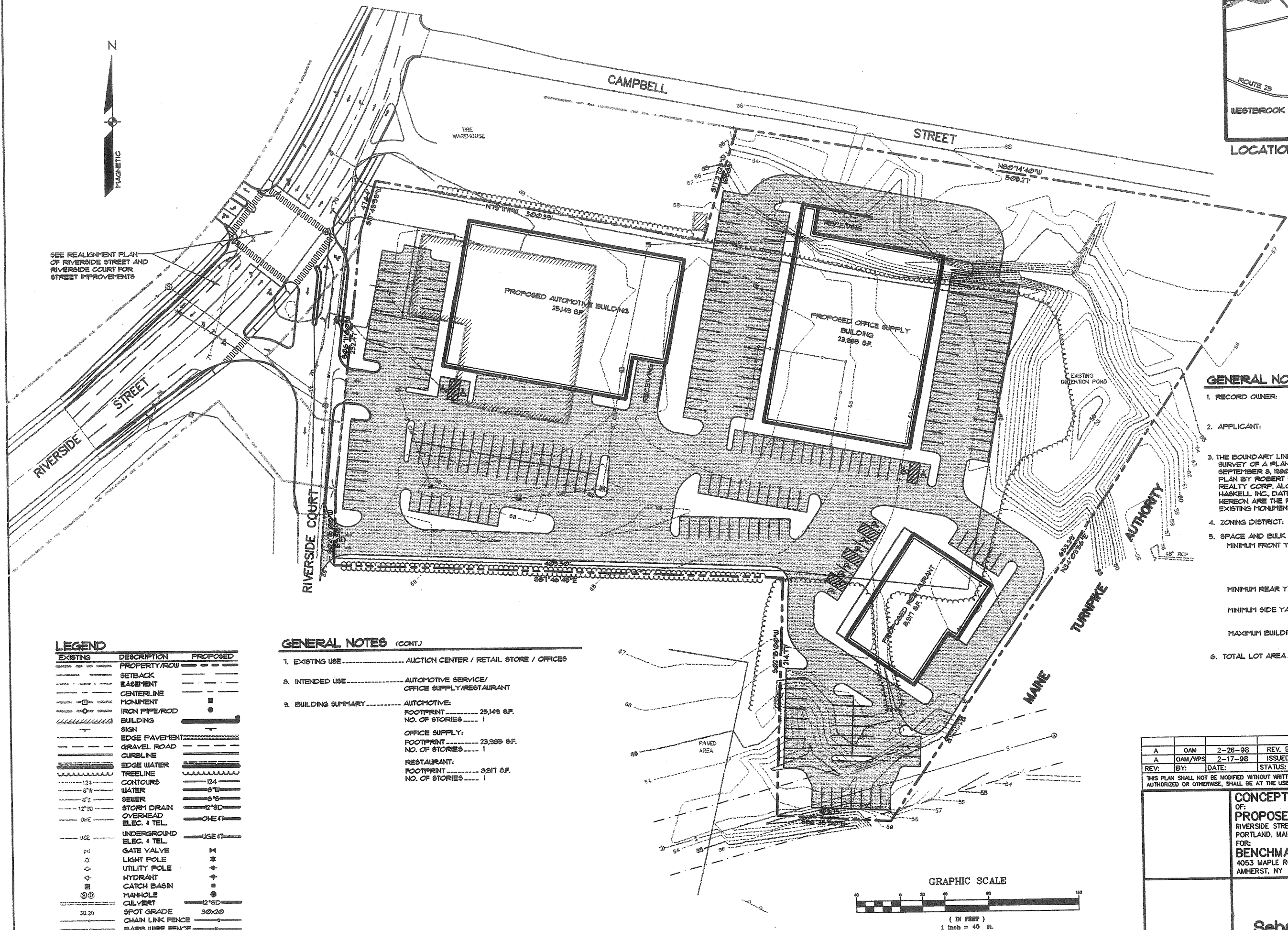


REV:	BY:	DATE:	STATUS:
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNIQS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNIQS, INC.			
REALIGNMENT PLAN OF: RIVERSIDE STREET & RIVERSIDE COURT PORTLAND, MAINE FOR: BENCHMARK GROUP 4053 MAPLE ROAD AMHERST, NY 14226			
DESIGN BY:	JLM		
DRAWN BY:	KAV		
CHECKED BY:	OAM/WPS		
DATE:	2-25-98		
SCALE:	1"=20'		
FIELD BK:			
PROJ. NO:	97622		
DATE:	07/07/98		





B-1



SEE REALIGNMENT PLAN OF RIVERSIDE STREET AND RIVERSIDE COURT FOR STREET IMPROVEMENTS

GENERAL NOTES

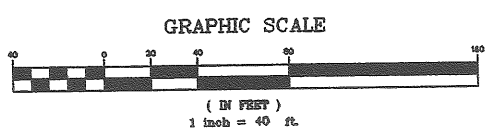
1. RECORD OWNER: KEBANAN AUCTION COMPANY
181 RIVERSIDE STREET
PORTLAND, MAINE 04103
2. APPLICANT: BENCHMARK GROUP
4053 MAPLE ROAD
AMHERST, NY 14226
3. THE BOUNDARY LINES SHOWN HEREON ARE BASED ON A RETRACEMENT SURVEY OF A PLAN BY ROBERT P. TITCOMB INC. LAND SURVEYORS DATED SEPTEMBER 8, 1990, MADE FOR ASKO PROPERTIES, INC. AND AN EARLIER PLAN BY ROBERT P. TITCOMB DATED JUNE 1970 MADE FOR CHRYSLER REALTY CORP. ALONG WITH A PLAN FOR T4L ASSOCIATES INC. BY OWEN HASKELL INC. DATED APRIL 26, 1974. BEARINGS AND DISTANCES SHOWN HEREON ARE THE RESULT OF AN ACTUAL FIELD SURVEY LOCATING EXISTING MONUMENTATION AND UTILIZING THE ABOVE DESCRIBED PLANS.
4. ZONING DISTRICT: B-4 COMMERCIAL CORRIDOR ZONE
5. SPACE AND BULK REQUIREMENTS:
 MINIMUM FRONT YARD..... PRINCIPAL OR ACCESSORY STRUCTURES: TWENTY (20) FEET, EXCEPT THAT A FRONT YARD NEED NOT EXCEED THE AVERAGE DEPTH OF FRONT YARDS ON EITHER SIDE OF LOT.
 MINIMUM REAR YARD..... PRINCIPLE STRUCTURES: TWENTY (20) FEET
 MINIMUM SIDE YARD..... PRINCIPLE STRUCTURES (1 TO 2 STORIES): TEN (10) FEET
 MAXIMUM BUILDING HEIGHT: SIXTY-FIVE (65) FEET
6. TOTAL LOT AREA.....6.89 Acres

LEGEND

EXISTING	DESCRIPTION	PROPOSED
---	PROPERTY ROW	---
---	SETBACK	---
---	EASEMENT	---
---	CENTERLINE	---
---	MONUMENT	---
---	IRON PIPE/ROD	---
---	BUILDING	---
---	SIGN	---
---	EDGE PAVEMENT	---
---	GRAVEL ROAD	---
---	CURBLINE	---
---	EDGE WATER	---
---	TREELINE	---
---	CONTOURS	---
---	WATER	---
---	SEWER	---
---	STORM DRAIN	---
---	OVERHEAD ELEC. & TEL	---
---	UNDERGROUND ELEC. & TEL	---
---	GATE VALVE	---
---	LIGHT POLE	---
---	UTILITY POLE	---
---	HYDRANT	---
---	CATCH BASIN	---
---	MANHOLE	---
---	CULVERT	---
---	SPOT GRADE	---
---	CHAIN LINK FENCE	---
---	BARB WIRE FENCE	---
---	STOCKADE FENCE	---
---	SILT FENCE	---
---	GUARDRAIL	---

GENERAL NOTES (CONT.)

1. EXISTING USE.....AUCTION CENTER / RETAIL STORE / OFFICES
2. INTENDED USE.....AUTOMOTIVE SERVICE / OFFICE SUPPLY/RESTAURANT
3. BUILDING SUMMARY.....
 - AUTOMOTIVE: FOOTPRINT.....29,149 SF. NO. OF STORIES.....1
 - OFFICE SUPPLY: FOOTPRINT.....23,985 SF. NO. OF STORIES.....1
 - RESTAURANT: FOOTPRINT.....2,917 SF. NO. OF STORIES.....1



A	OAM	2-26-98	REV. ENTRANCE LAYOUT; ADD RIVERSIDE ST. IMPROVEMENTS
A	OAM/WPS	2-17-98	ISSUED FOR CONCEPTUAL SITE PLAN REVIEW
REV:	BY:	DATE:	STATUS:

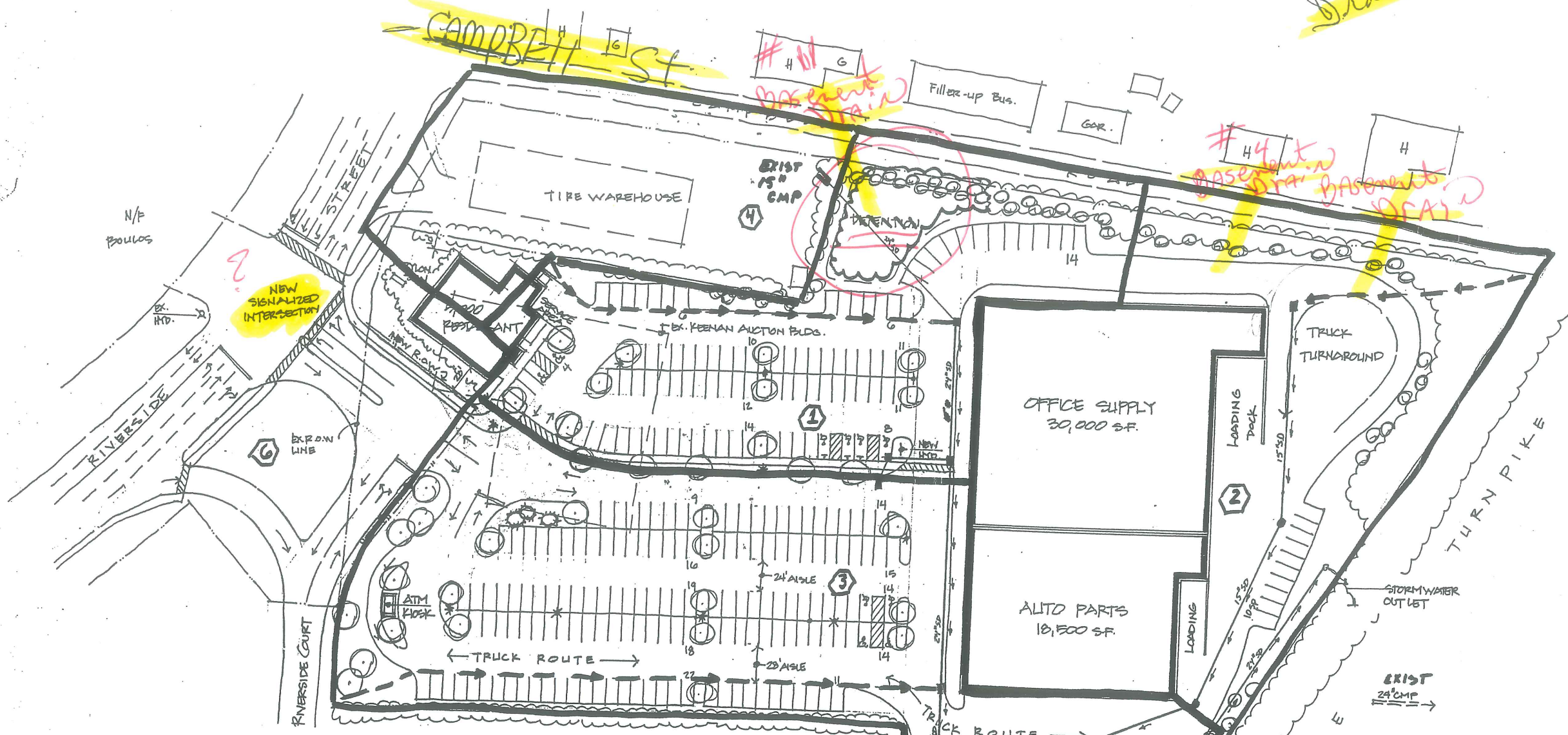
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CONCEPTUAL SITE PLAN
OF:
PROPOSED RETAIL DEVELOPMENT
RIVERSIDE STREET
PORTLAND, MAINE
FOR:
BENCHMARK GROUP
4053 MAPLE ROAD
AMHERST, NY 14226



DESIGN BY:	KAV
DRAWN BY:	KAV
CHECKED BY:	OAM/WPS
DATE:	2-17-98
SCALE:	1"=40'
FIELD BK:	
PROJ. NO:	97622
DRAWING:	97622S
SHEET 1 OF 1	

Basement
Drains



SITE SUMMARY:

ASSESSORS REF: 268-A-2
 LOT SIZE: 6.89 AC
 BUILDINGS COVERAGE: 18%
 IMPERMEABLE SURFACE 75%

PARKING SUMMARY		REQ.	PROPOSED
OFFICE SUPPLY	30,000 S.F.	1 sp/200 s.f. (EXCESS OF 2K) =	140 sp
AUTO PARTS	18,500 S.F.	1 sp/200 s.f. (EXCESS OF 2K)	83 sp
RESTAURANT	5,000 S.F.	1 sp/150 s.f.	33 sp
	53,500 S.F.	256 sp.	280 sp.

N/F
H.J. ASSOCIATES

WATERSITED

POST-DEVELOPMENT WATERSITED MAP

PRESENTED BY:



CONCEPTUAL SITE PLAN FOR:

PORTLAND COMMONS SHOPPING CENTER



PREPARED BY: SEBAGO TECHNICS INC.
 WESTBROOK, ME
 JANUARY 20, 1999
 SCALE 1"=40' JOB# 97622