

**PLYMOUTH INDUSTRIAL REIT, INC.  
56 MILLIKEN STREET, PORTLAND**

**TAB 2 - TRANSPORTATION**

**Traffic Impact**

Traffic impact from the proposed warehouse is minimal. The estimated peak hour AM trip generation from the use is estimated to be 41 and the PM trip generation is estimated to be 44. FAADT of Riverside Industrial Parkway is 2678 north of Milliken Street and it is 2848 south of Milliken Street, and the estimated peak hour AM and PM generation from the project will not have a significant impact to adjacent street traffic and will not cause traffic congestion which would reduce the level of service below the Level “D” as described in the 1985 Highway Capacity Manual.

Crash data for the area was requested and obtained from the Maine Department of Transportation (MaineDOT). Crash data for the last three years was provided by the MaineDOT for the intersections of Forest Avenue and Riverside Industrial Park, Milliken Street and Riverside Industrial Park, and Riverside Street and Riverside Industrial Park. The accident data output has been included with the application.

**Access and Circulation**

Site circulation is primarily designed for tractor trailer trucks servicing the proposed warehouse building. Cars and trucks will enter from the existing Milliken Street entrance and traverse the site to the new driveway off the existing site circulation. A new driveway is proposed for truck traffic to exit onto Riverside Industrial Parkway. No drive-up features are proposed with this project.

**Loading and Servicing**

The new warehouse will have four loading docks on the westerly side of the building for full size trucks with trailers. An additional four at-grade loading doors are proposed on the southerly side opposite loading docks on the existing building. These loading doors are designed for single unit box trucks and delivery van type vehicles.

**Sidewalks**

The project is located off Riverside Industrial Parkway and is not a pedestrian destination. The surrounding streets, including Riverside Industrial Parkway and Milliken Street do not have sidewalks. The applicant is requesting a waiver from providing a sidewalk along the frontage.

**Public Transit**

Riverside Industrial Parkway is not currently served by Portland Area public transit. The nearest public transportation stop is located at the intersection of Riverside Industrial Parkway and Route 302/Forrest Avenue. This is approximately 0.7 miles away from the site driveway. Riverside Industrial Parkway does not have sidewalks for pedestrian traffic.

### **Off-Street Parking**

The site currently has 188 parking spaces, 49 trailer spaces, and 24 loading bays. Existing use of the site includes Paradigm Windows and Tyson /Advance Pierre. Paradigm Windows has approximately 100 employees. Not all employees drive their own car. Tyson/Advance Pierre has approximately 5 employees. A parking study was performed by CES, Inc. at 10:00 AM on October 3, 2018. The main parking lot utilized a total of 122 out of the 147 spaces available, while the side and rear of the existing building utilized 7 out of the total 13 spaces available. The existing site also provides trailer parking spaces, of which a total of 18 out of the 49 available were being used. Inside the fenced area four passenger vehicles and two truck cabs were utilizing the available 28 parking spaces. The available parking spaces within the fenced area were also being used for storage.

According to the Institute of Transportation Engineers, Parking Generation, 4<sup>th</sup> Edition, and based on the Land Use: 150 – Warehousing, the average peak parking demand for the proposed 72,000 square foot warehousing with office space is 37 spaces. The project proposes to use 37 spaces of the remaining 41 passenger vehicle parking spaces not currently being utilized. Under section 14-332.2(c), the planning board has the authority to establish the parking requirement for site plans over 50,000 square feet. The parking requirement is determined based on the analysis contained within this application and upon the recommendation of the city transportation engineer. As the proposed use is warehousing and based on the parking study performed, CES, Inc. believes that there is sufficient on-site parking and no additional parking spaces are required.

### **Bicycle Parking**

Southwest of the proposed building, a bike rack for 10 bicycles is proposed. According to the ordinance two bicycle parking spaces are required for every 10 vehicle parking spaces for the first one hundred required parking spaces. For the proposed warehousing project 37 parking spaces are required, so a minimum of seven bicycle parking spaces is required.

### **Snow Storage**

The existing site has lawn areas and open areas that are used for snow storage. Additional areas around the proposed warehouse expansion have been identified on the site plan as snow storage areas.

### **Transportation Demand Management**

The site is located in an industrial area outside the multimodal transportation system for the City and other than the proposed bicycle parking spaces provided, other Transportation Demand Management measures would not be utilized.