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## 184 Commercial Street Zone Change - Initial Traffic Comments

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Tom Errico <thomas.errico@tylin.com>  
To: Christine Grimando <CDG@portlandmaine.gov>

Wed, Apr 11, 2018 at 2:34 PM

Hi Christine – The following is an update of my prior traffic comments regarding the Conditional Rezoning for the above project and is based upon available application materials.

- A trip generation analysis has not been provided. My expectation is that a Traffic Movement Permit would be required. A detailed traffic impact study will be required in conjunction with Site Plan permitting of the project. A key part of the traffic study will be evaluating traffic impacts at the Commercial Street/Dana Street/Chandler's Wharf intersection. I would also note that the City will be conducting a Commercial Street Transportation Operations and Master Plan.
- During the review and permitting of the Union Wharf/Widgery Wharf project, it was recommended that vehicle connectivity between Widgery Wharf and Union Wharf be maintained or provided so vehicles can use the traffic signal at the Commercial Street/Union Street intersection. It may be beneficial if the subject project traffic were given the opportunity to access the traffic signal.
- The parking garage provides three entry lanes and two exit lanes. The design of garage entry capacity should ensure that vehicle backups will not occur on Chandlers Wharf. Additionally, clarification on entrance operations shall be provided (e.g. gates, overhead door, etc.).
- Commercial Street is under Pavement Moratorium restriction status until 2021 and project impacts could results in associated fee requirements.
- The size of the parking garage appears to provide sufficient supply for both the proposed project needs and accommodating existing surface parking. A detailed parking demand and supply analysis would be required.
- A detailed construction management plan will be required during the permitting of the project.
- A detailed pedestrian facility circulation plan for the proposed uses and how the site interfaces with abutting uses will be required.
- The Plans does not provide sufficient detail on how the project interfaces with Widgery Wharf. Further details on traffic and pedestrian safety as it relates to: the parallel parking spaces; pedestrians/traffic movements along and across Widgery Wharf; truck movements to and from the Compactor, as well as other larger vehicle movements to and from the waterfront, etc.
- The proposed plan depicts a slight offset alignment between Chandler's Wharf and Dana Street. Aligned intersections are preferred.
- Details on truck deliveries for the proposed site shall be defined.
- Information on the Chandler's Wharf cross-section and intended transportation function should be provided. I would note the cross-section widens towards the south.

If you have any questions, please contact me.

Best regards,

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## Portland WCZ- Fisherman's Wharf

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**Morse, Michael J** <Michael.J.Morse@maine.gov>

Mon, Jun 26, 2017 at 11:50 AM

To: "Christine Grimando (cdg@portlandmaine.gov)" <cdg@portlandmaine.gov>

Cc: "Dan Bacon (dbacon@gorrillpalmer.com)" <dbacon@gorrillpalmer.com>

Hello Christine. As a follow-up to our meeting with Dan Bacon on June 14<sup>th</sup>, the Department has considered the proposed development of a hotel and parking garage on Fisherman's Wharf with regard to State minimum shoreland zoning regulations. The proposed project to construct a 4- or 5-story hotel and 4-story parking garage on a portion of Fisherman's Wharf would be located on filled land rather than being located over pile-supported pier.

Consistent with other areas along this developed waterfront area, the Department considers the filled-land portions of the waterfront to be comparable to a "general development district" within the Chapter 1000, State of Maine Guidelines for Municipal Shoreland Zoning Ordinance (guidelines). The guidelines would allow for this type of development within close proximity to the coastal wetland. While there are a number of elements to the proposed project, with regard to only the proposed hotel and parking garage uses, the Department would not oppose a local ordinance amendment or contract zone agreement (formally treated as an ordinance amendment) that allows these proposed uses. If the uses had been proposed over a pile-supported, or similar, pier or wharf our position would be different.

If the City amends its ordinance or adopts a contract zone agreement for the proposed project, please forward it to the Department for our review/approval. Should you wish for the Department to review and comment on a draft amendment or agreement prior to City action, please feel free to forward it to me for our consideration.

Thank you,

Mike

*Mike Morse*

*MDEP*

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