

CITY OF LEWISTON
PLANNING BOARD MEETING
Monday, April 9, 2012 – 5:30 P.M.
City Council Chambers – First Floor
Lewiston City Building
27 Pine Street, Lewiston

AGENDA

- I. ROLL CALL**
- II. ADJUSTMENTS TO THE AGENDA**
- III. CORRESPONDENCE**
- IV. PUBLIC HEARINGS - None**
- V. OTHER BUSINESS:**
 - a) Workshop with MTA regarding proposed park and ride at 1243 Lisbon Street, formerly the Chalet Motel.
 - b) Any other business Planning Board Members may have relating to the duties of the Lewiston Planning Board.
- VI. READING OF THE MINUTES:** Motion to adopt the draft minutes from October 24, 2011, March 12, 2012 and March 26, 2012
- VII. ADJOURNMENT**



CITY OF LEWISTON

Department of Planning & Code Enforcement



TO: Planning Board
FROM: David Hediger, City Planner
DATE: April 4, 2012
RE: April 9, 2012 Planning Board Agenda Item V(a)

Workshop with the Maine Turnpike Authority (MTA) regarding a proposed park and ride at 1243 Lisbon Street, formerly the Chalet Motel.

As the Board is aware, the MTA purchased the Chalet Motel at 1243 Lisbon Street with the intent of demolishing the structure and using the site as a park and ride. This new park and ride lot would replace the existing lots on Alfred A Plourde Parkway adjacent to Turnpike Exit 80. Those lots are proposed to be eliminated as part of the improvements proposed for the construction of a single point urban interchange (SPUI) at Exit 80.

In discussing the proposed park and ride improvements with the MTA and upon reviewing the traffic information provided, staff is of the opinion that the project is not applicable for development review approval. Specifically, Article XIII, Section 2(8) of the Zoning and Land Use Code states review is required if "the change of an existing nonresidential building or structure from one use to another use where the proposed use is more intensive than the existing use; or (if there is) the intensification of any use".

Recognizing that development review is not required but understanding the Planning Board's desire to be kept informed of the proposed improvements, the MTA has agreed to present and discuss the project to the Board for an informal review. In doing so, the MTA intends to respond to questions and making reasonable efforts to address concerns the Board may have.

Staff's initial concern with the MTA's proposal was with respect to traffic accessing the site and whether a traffic movement permit (TMP) would be required. Based upon the analysis provided by their engineer, the peak hour traffic from the park and ride will be less than that associated with the previous use of a motel and drinking place, such that a TMP permit will not be required. Therefore, staff determined the change of use to be less intense than the existing use. This is with the understanding that parking will be limited to the 96 spaces being proposed. If the MTA desires to expand the use to the existing lower lot, a new analysis will be needed with respect to traffic. Staff remains concerned with the left turn movements in and out of the site. This is a challenging section of Lisbon Street with speeds routinely exceeding the posted limit. It is a safe assumption more than half the trips will be making lefts in and out of this site for purposes of gaining access to the turnpike. Staff believes a traffic analysis may be needed with respect to this turning movement upon expansion of this site in the future.

The MTA has been advised that at a minimum a change of use permit, demolition permit, sign permit, electrical permit, etc. will be required prior to any said improvements being made pursuant to Article V, Section 5 of the aforementioned code.

Given the nature of this review, no formal action is required of the Board. However, if desired the Board may make a motion to include recommendations for the MTA's consideration.

NO ACTION NECESSARY

Maine Turnpike Authority

2360 Congress Street
Portland, Maine 04102

Daniel E. Wathen, Augusta, Chairman
Diane M. Doyle, Saco, Vice Chairman
Robert D. Stone, Lewiston.
Gerard P. Conley, Sr., Portland
John E. Dority, Augusta
James F. Cloutier, Portland
Bruce A. Van Note, Deputy Commissioner DOT, ex officio

Peter Mills, Executive Director
Peter S. Merfeld, P.E., Chief Operations Officer
Douglas Davidson, Treasurer & Director of Finance
Jonathan Arey, Secretary & General Counsel

April 4, 2012

Ms. Lucy Bisson, Chair
Planning Board
City of Lewiston
27 Pine Street
Lewiston, Maine 04240

Dear Ms. Bisson,

Enclosed you will find the site plan for the proposed Maine Turnpike Authority Park and Ride lot, located at the site of the former Suisse Chalet Hotel, and the Traffic Analysis conducted to determine the number of proposed trips which will be generated by this change of use.

The project includes a complete demolition of the existing building, with the basement to be filled, seeded and loamed. The proposed park and ride will consist of 96 spaces, including 4 handicapped spaces. The lot is designed to accommodate both city transit and coach buses. The existing signs will be removed and replaced with an MTA Park and Ride sign package. The existing lighting will be relocated to the ends of the parking rows to allow for more efficient winter maintenance. New guardrail will be installed along the perimeter of the upper parking lot. At this time the MTA has no plans to develop the lower lot as a parking facility.

During a recent meeting with the city planner, we were informed that based on the information we provided and the change of an existing nonresidential structure from one use to another, this submission will not require full Development Review Approval, but will be reviewed by the City Planning Staff. However, the MTA understands that there is a high level of interest on the Planning Board in not only the proposed park and ride, but also the entire Exit 80 interchange project.

We are happy to answer any questions related to this project at the April 9th Planning Board meeting. On behalf of the MTA staff, I can say we look forward to working with you and the Planning Board on this project.

Sincerely,

Sara Devlin



Date
March 29, 2012

To
Maine Turnpike Authority

**Technical
Memorandum**

From
R. Bruce Munger, P.E., PTOE

Subject
Lewiston Park & Ride Traffic Assessment

Background

The Maine Turnpike Authority is planning to reconstruct the Exit 80 Interchange. The redesign of the existing interchange is in process, and the construction of the new single point urban interchange (SPUI) is scheduled to begin this spring. As a result of the redesign, the current park and ride lots at the Exit 80 Interchange will need to be relocated. A new park and ride lot is proposed at the former Chalet Motel site on State Route 196, adjacent to the interchange. The proposed park and ride lot will be striped for 96 vehicles, as opposed to the existing park and ride lots' combined capacity of 89 vehicles. An additional assessment is included in this study to determine a potential future expansion capability without triggering a MaineDOT Traffic Movement Permit. This memo documents the differences in expected trip generation of a new park and ride lot with the trip generation of the site's previous use (change in use), as well as document the site distance of the proposed site.

Trip Generation

Trip generation for both the previous site use, Motel and Drinking Place and the proposed Park and Ride Lot, were determined based upon Land Use Codes (LUC) within the Institute of Transportation Engineers (ITE) Trip Generation Manual - 7th Edition. The following trip rates were used:

Previous Site Use

Land-Use Code 320 – Motel

Weekday Peak Hour Adjacent Street – AM peak = **0.45** trips/ Per Room
Weekday Peak Hour Adjacent Street – PM Peak = **0.47** trips/ Per Room

The corresponding peak hour trips generated for a 72 Room Motel:

Weekday Peak Hour Adjacent Street – AM peak = **32** trips
Weekday Peak Hour Adjacent Street – PM Peak = **34** trips

Land-Use Code 936 – Drinking Place

Weekday Peak Hour Adjacent Street – PM Peak = **11.34** trips/ 1000 Sq. Ft.

The corresponding PM peak hour trips generated for a 5,600 Sq. Ft. Drinking Place:

Weekday Peak Hour Adjacent Street – PM peak = **64** trips

DRAFT

The existing park and ride lots on Alfred Plourde Parkway will be eliminated with the first phase of the reconstruction of the Exit 80, and there is no possibility of any other development using those parcels of property. A certain number of those trips already exist on the roadway network and could be credited towards the relocation of the park and ride. However, to simplify the evaluation only the change in use of the site is evaluated here.

Proposed Site Use

Land-Use Code 090 – Park-and-Ride Lot with Bus Service*

Weekday Peak Hour Adjacent Street – AM peak = **0.75** trips/ Per Space

Weekday Peak Hour Adjacent Street – PM Peak = **0.62** trips/ Per Space

The corresponding peak hour trips generated for 96 Spaces (potential expansion to 166 Spaces):

Weekday Peak Hour Adjacent Street – AM peak = **72** trips (**125** trips)

Weekday Peak Hour Adjacent Street – PM Peak = **60** trips (**103** trips)

*Neither the existing nor proposed park and ride lots have formalized bus service, however, there is an organized Bath Iron Works (BIW) van pool that services the existing park and ride lot and therefore is assumed to also service the proposed park and ride lot. There is only one LUC for park and ride lots.

Trip generation estimates developed from the ITE Trip Generation Manual - 7th Edition are summarized in Table 1.

Table 1 Trip Generation

Description	Trip Generation					
	AM Total	Exiting	Entering	PM Total	Exiting	Entering
Existing Motel – Per Room 72 (credit)	-32	-20	-12	-34	-16	-18
Existing Drinking Place – Per 1000 Sq. Ft. 5,600 (credit)				-64	-22	-42
Proposed Park & Ride – Spaces 96(166)	72(125)	14(25)	58(100)	60(103)	46(79)	14(24)
TOTAL NEW SITE TRIP GENERATION	40(93)	-6(5)	46(88)	-38(5)	8(41)	-46(36)

As can be seen from Table 1, changing the site from a motel plus lounge to a 96 space park and ride lot with expansion capability to 166 spaces would generate 40 trips to the site during the AM peak hour; 93 trips if expanded to 166 spaces. The change in use at the site would generate 38 fewer trips during the PM peak hour; 5 trips if expanded to 166 spaces.

DRAFT

Sight Distance

The Maine Department of Transportation's Highway Entrance and Driveway Rules require the following sight distances:

Sight Distance Standards

Speed Limit	Sight Distance
25 mph	200 feet
30	250
35	305
40	360
45	425
50	495
55	570

Vehicle sightlines were checked at the centerline of proposed site driveway access point based on MaineDOT's sight distance guidelines. Lisbon Street is posted at 30 mph (prevailing speed 35 mph). The sight distance measured in excess of 1000 feet looking right of the site driveway, and in excess of 400 feet looking left of the site driveway.

SITE DRIVEWAY LOOKING RIGHT



SITE DRIVEWAY LOOKING LEFT



Crash History

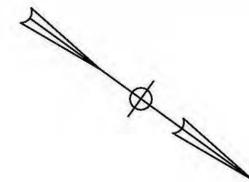
There are four High Crash Locations (HCLs) in the vicinity of the proposed relocated park and ride lot. The HCLs on Lisbon Street (Route 196) and on Alfred Plourde Parkway will be addressed through a MaineDOT Safety Project (Pin 8850.30).

Conclusions

The change in trip generation for the site is 40 trips in the AM peak hour and 38 fewer trips in the PM peak hour. Similarly, the change in trip generation for the site, considering a 166 space site, is 93 trips in the AM peak hour and 5 trips in the PM peak hour. This change in trip generation is to the site and the trips to the roadway network would be further reduced in that the existing park and ride lots on Alfred Plourde Park Way will be removed with no possibility of parcels ever being reused.

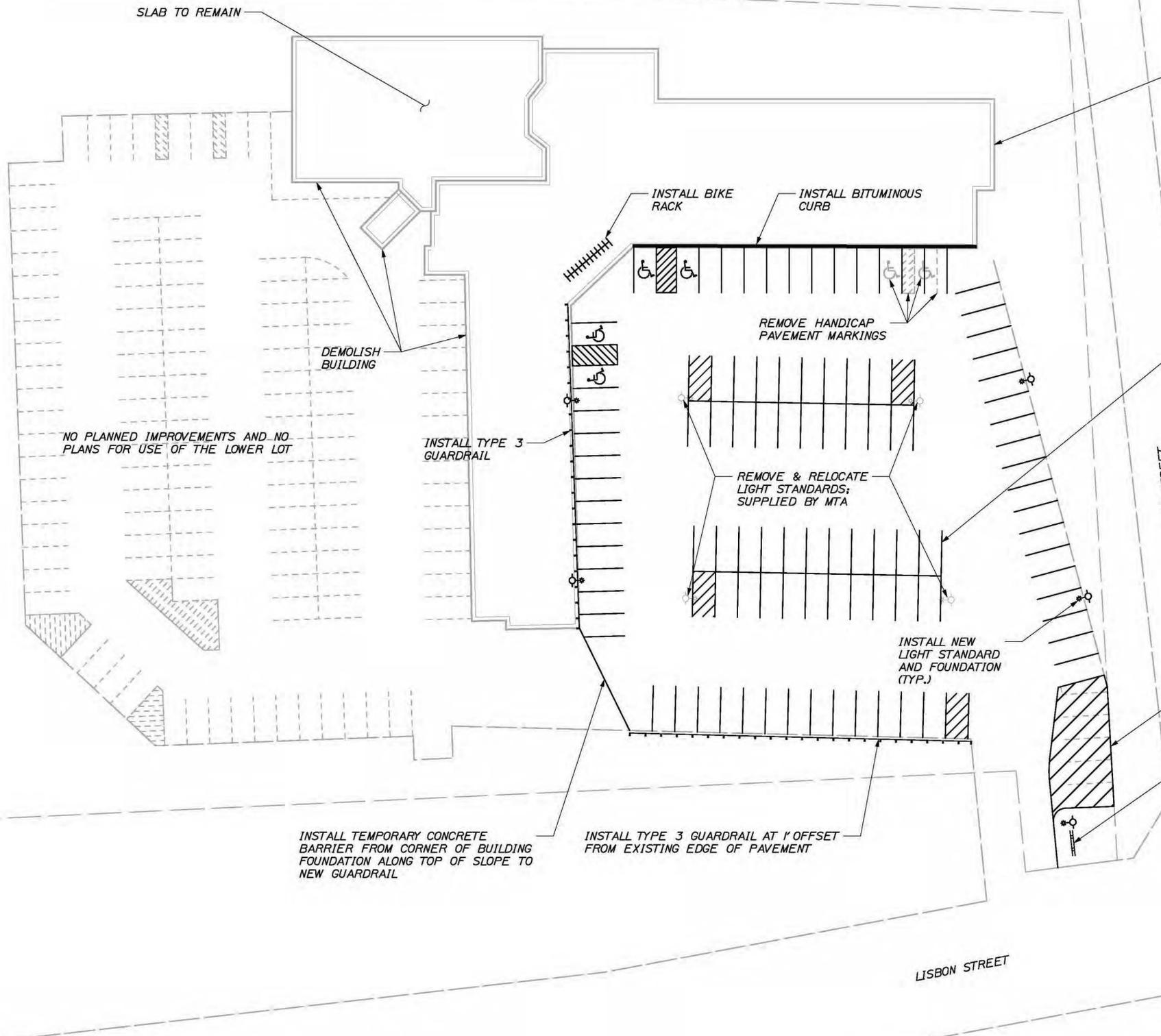
The change in use at the former Chalet Motel site will not generate enough additional trips to require a MaineDOT Traffic Movement Permit.

The existing entrance has more than adequate sight distance and there is an existing center two-way left-turn lane to accommodate left turns into the site. The exiting HCLs are to be addressed through a MaineDOT Safety Project.



Date: 4/3/2012

Filename: 000Park_and_Ride.dgn



EXISTING BUILDING TO BE DEMOLISHED. BASEMENT SLAB TO BE BROKEN UP INTO 1' MINUS PIECES. FOUNDATION WALLS TO BE REMOVED TO 4' BELOW GRADE. HOLE TO BE FILLED AND COMPACTED IN ACCORDANCE WITH MAINE D.O.T. SECTION 203 EXCAVATION AND EMBANKMENT. EMBANKMENT TO BE GRADED AT A MAXIMUM 2:1 SLOPE WITH A MINIMUM 12' SHELF SLOPING AWAY FROM TOP PARKING LOT AT 4%. EMBANKMENT TO RECEIVE 4" OF LOAM, SEED, AND MULCH.

RESTRIPED PARKING LOT WITH STALLS AT 9' WIDE BY 18' DEEP (TYPICAL)
(96 PASSENGER CAR STALLS INCLUDING 4 HANDICAP VAN ACCESSIBLE STALLS)

REMOVE PAVEMENT THEN LOAM, SEED, & MULCH

REMOVE EXISTING SIGN AND REPLACE WITH PARK AND RIDE SIGN PROVIDED BY MTA. ADDITIONAL MTA PARK & RIDE SIGN PACKAGE TO BE INSTALLED.

SLAB TO REMAIN

DEMOLISH BUILDING

NO PLANNED IMPROVEMENTS AND NO PLANS FOR USE OF THE LOWER LOT

INSTALL TYPE 3 GUARDRAIL

INSTALL BIKE RACK

INSTALL BITUMINOUS CURB

REMOVE HANDICAP PAVEMENT MARKINGS

REMOVE & RELOCATE LIGHT STANDARDS; SUPPLIED BY MTA

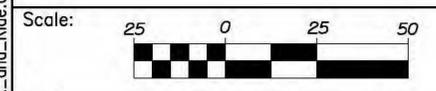
INSTALL NEW LIGHT STANDARD AND FOUNDATION (TYP.)

INSTALL TEMPORARY CONCRETE BARRIER FROM CORNER OF BUILDING FOUNDATION ALONG TOP OF SLOPE TO NEW GUARDRAIL

INSTALL TYPE 3 GUARDRAIL AT 1' OFFSET FROM EXISTING EDGE OF PAVEMENT

LISBON STREET

OLIVE STREET



No.	Revision	By	Date

Designed by:

HNTB

CONSULTANT PROJECT MANAGER: Dale A. Mitchell

	By	Date	Checked	By	Date
Designed	DAM	03/12	Checked	MPC	03/12
Drawn	CDH	03/12	In Charge of	RAL	03/12

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**THE GOLD STAR
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Sara Devlin

INTERCHANGE IMPROVEMENT
LEWISTON (EXIT 80)
PARK AND RIDE
CONCEPTUAL PLAN

CONTRACT: 2012.10

SHEET NUMBER: PR-01
0 OF -