



Transforming Forest Avenue

Land Use/Zoning and Transportation Alternatives

Public Meeting
June 22, 2011

PACTS
Portland Area Comprehensive Transportation Committee



GP *Gorrill-Palmer Consulting Engineers, Inc.*
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BARTON & GINGOLD

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Project Introduction and Purpose of Meeting



Introductions

Presenters

- Molly Casto, Project Manager, City of Portland
- Alex Jaegerman, Planning Division Director, City of Portland

- Martin Hull, Project Manager, IBI Group
- Tegin Teich, Project Planner, IBI Group

- Tom Gorrill, Transportation Engineer, Gorrill-Palmer Consulting Engineers

- Connie Gemmer, Public Involvement/Communications, Barton & Gingold
- Tobey Williamson, Public Involvement/Communications, Barton & Gingold

Purpose of Meeting

Base Map





Land Use/Zoning Alternative



Existing Zoning

Use-Based Zoning



Assessment:

- Range of commercial and residential land uses at fairly high densities on corridor (B-2, B-2B)
- Medium density residential abutting (1 to 2-fam homes) (R-3, R-5)
- Small patches of high density residential (R-6)

Existing Zoning

Summary of Conclusions from Existing Conditions Analysis

- B-2B is permissive of TSD but also of auto-oriented development
- R-3 and R-5 support existing residential densities
- R-6 allows for more compact residential densities
- Minimum parking requirements in existing residential zoning exceed number of cars & people per household



Alternative Approach: Form-Based

Form-Based Zoning

- Emphasize character or **form** (e.g. site design, building form) over use
- Use graphics to communicate vision
- Involve a public design process
- Encourage mixed uses
- Typically applied to specific area
- Require public private partnerships
(because seek to change existing development pattern)



Typical FBC transect from the Miami 21 code
(<http://www.miami21.org/TheTransect.asp>)

Smart Code:

- Addresses: community vision, local character, conservation of open lands, transit options, and walkable and mixed-use neighborhoods
- All scales (sector, community, block + building), based on transects

Corridor:

- Regulates the public realm from building faces to supporting parking
- Focuses intensity in key areas or centers

Alternative: Hybrid Zoning

Enhance existing zoning

- Rezone some locations B-2 to B-2B
- Adjustments to zoning, such as remove minimum frontage for B-2b
- Remove or reduce minimum parking requirements

Improve and incentivize existing design guidelines

- Add graphics to zoning code and design guidelines
- Add more form elements
- Incentives/performance measures to realize full potential of design guidelines
 - Reduction/removal of certain requirements
 - Density bonuses (allow higher FAR) and tax incentives
 - Reduce/eliminate fees

New performance-based measures

- For example, LEED-ND

Form-Based Code overlay

- Develop a regional retail center, mixed use, student housing northeast of USM

Alternative: Hybrid Zoning

Overlay Area

- Develop a regional retail center, mixed use, student housing northeast of USM

Recommended features

- Create a 'vision' of cohesive identity (through design features)
- Prioritize pedestrian-scaled improvements
- Earmark parcels for neighborhood services
- Specify mixed uses
- Centrally located/screened parking

Attract private investment

- Identify public projects that catalyze investment (public spaces, infrastructure)
- Provide incentives



Photo: Steve Ruark for The New York Times
Mixed-Use Development at
Market Commons, a Retail and Entertainment
Hub in Clarendon, VA

Alternative: Hybrid Zoning

“Park Once and Walk”

- Provide centrally located parking
- Incentives to cooperative/joined parking

Off-street Parking Occupancy Survey

- Overall less about 40% occupancy on weekday 1-3pm
- Optimal parking occupancy is about 85%

Parking Management Association

- Voluntary
- Public-private partnership
- Coordinate shared parking, develop marketing and wayfinding strategies
- Establish series of workshops

Future Recommendations

- Full parking study
- More formalized parking authority or semi-/independent organization



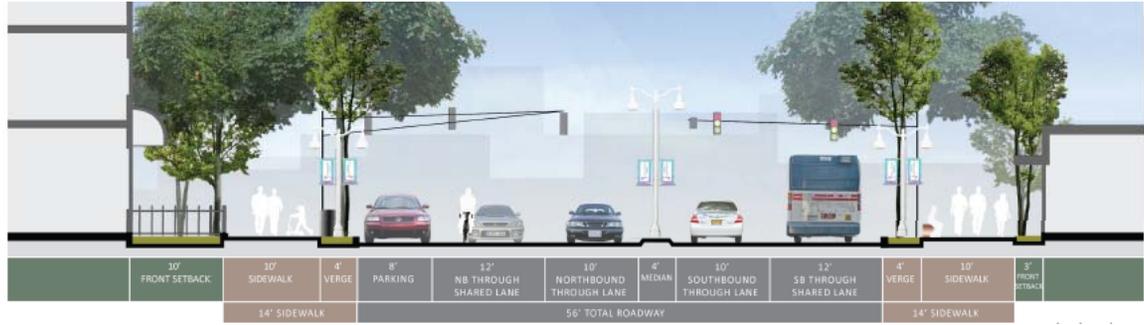
Transportation Alternative



Summary of Alternatives

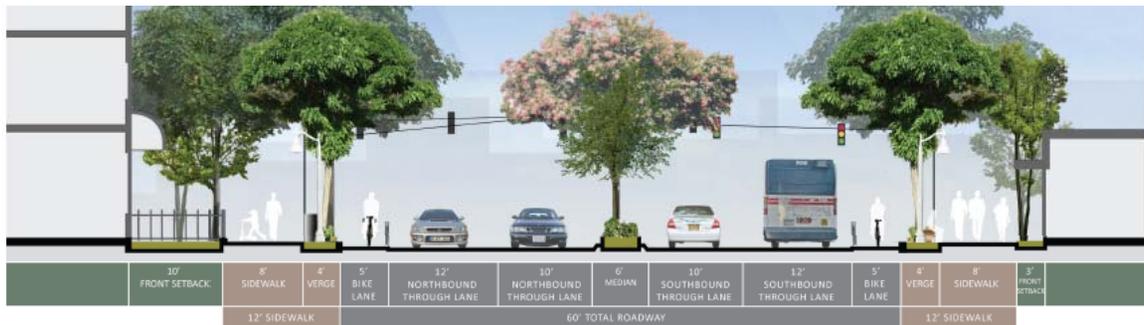
Connecting Destinations

Main Street: Busy, but not high-speed, locus of activity



Greening Forest Avenue

Enhanced Avenue: Greener/more environmentally friendly corridor



Creating a Transit Corridor

Arterial: Major corridor with bus only lanes in SB direction



Alternative

Modified 'Greening Forest Avenue'

Enhanced Avenue: Greener and more environmentally friendly corridor

Bike/Ped

- Expand sidewalks along length of corridor (from narrowing of travel lanes)
- Shared lane markings in both directions from Woodfords to Bedford/Baxter
- Bicycle boxes and parking
- Improve lighting/pedestrian treatments under I-295 interchange
- Bicycle lanes under I-295 interchange to Park Ave/Portland St

Traffic

- Reduce width of travel lanes to 10' inside, 12' outside
- 1 travel lane SB on Forest Ave for 60' south of Woodfords Corner (for bulb-outs)
- Possible additional approach lane NB on Forest Ave near Woodfords Corner

Transit

- Determine best location and spacing of bus stops
- Improve amenities at bus stops

Alternative: Segment A



Improved Pedestrian Lighting



Textured Ramps for Improved Accessibility



Bus Shelters with all Amenities



Pervious Paving



Innovative Stormwater Drainage solutions



Prominent Bicycle Lane Markings

SEGMENT WIDE IMPROVEMENTS

| | | | | | | | | | | | |
|--|--|-----------------------|---|---------------------|---|----------------------------|---------------------------|--|-----------------|--|---|
| Improved access for people with disabilities | Improved treatment (e.g. asphalt stamping) of pedestrian and cyclist crossings | Lane width reductions | Improved paving treatment and pedestrian lighting | Consistent planting | Branded and consistent street furniture | Route '2S' shuttle service | Use of recycled materials | Distinctly visible bicycle lane markings | Bicycle parking | Consolidated street signage with pedestrian and cyclist wayfinding signage | Innovative installations for storm water drainage |
|--|--|-----------------------|---|---------------------|---|----------------------------|---------------------------|--|-----------------|--|---|

BAXTER BOULEVARD INTERSECTION

'University of Southern Maine' branding

BAXTER BOULEVARD - I-295

Landscaped medians
'University of Southern Maine' branding
Expanded sidewalks
Distinctly visible bicycle conflict area markings
Yield/Watch for Pedestrians & Cyclists signs for cars

I-295 UNDERPASS

Landscaped medians
Expanded sidewalks with improved paving treatment and pedestrian lighting for pedestrian safety

I-295 - MARGINAL WAY

Landscaped medians
Expanded sidewalks
Distinctly visible bicycle conflict area markings
Yield/Watch for Pedestrians & Cyclists signs for cars

MARGINAL WAY INTERSECTION

'Gateway to Portland' branding
Bicycle boxes

HIGH STREET INTERSECTION

Improved ped crossing configuration
Pedestrian bulb-outs

HIGH STREET - PARK AVENUE

Removal of one travel lane in each direction
Expanded sidewalks
Bus shelter with all amenities

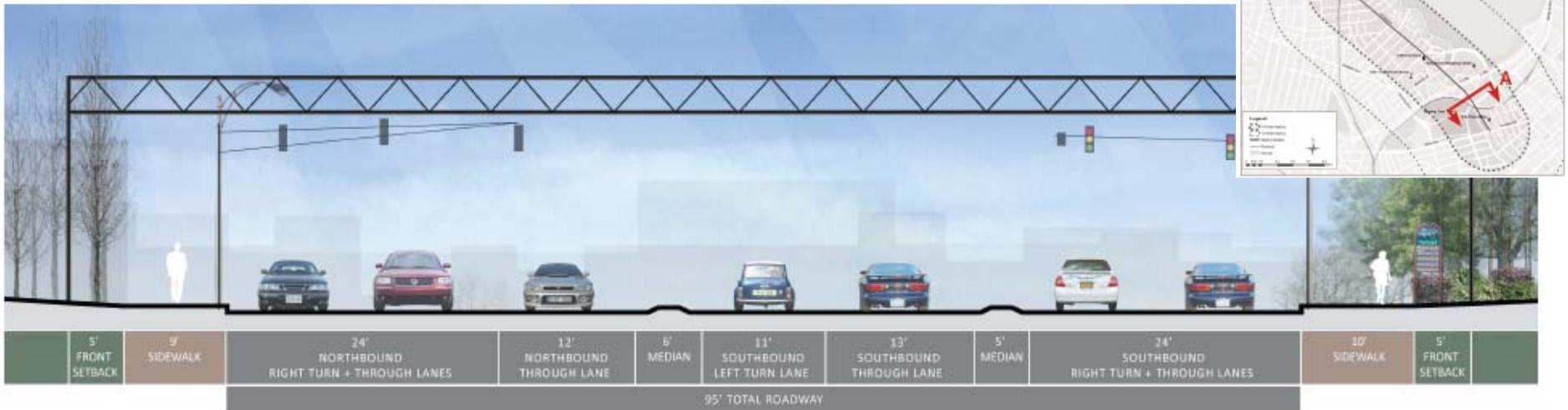
PARK AVENUE INTERSECTION

Pedestrian bulb-outs

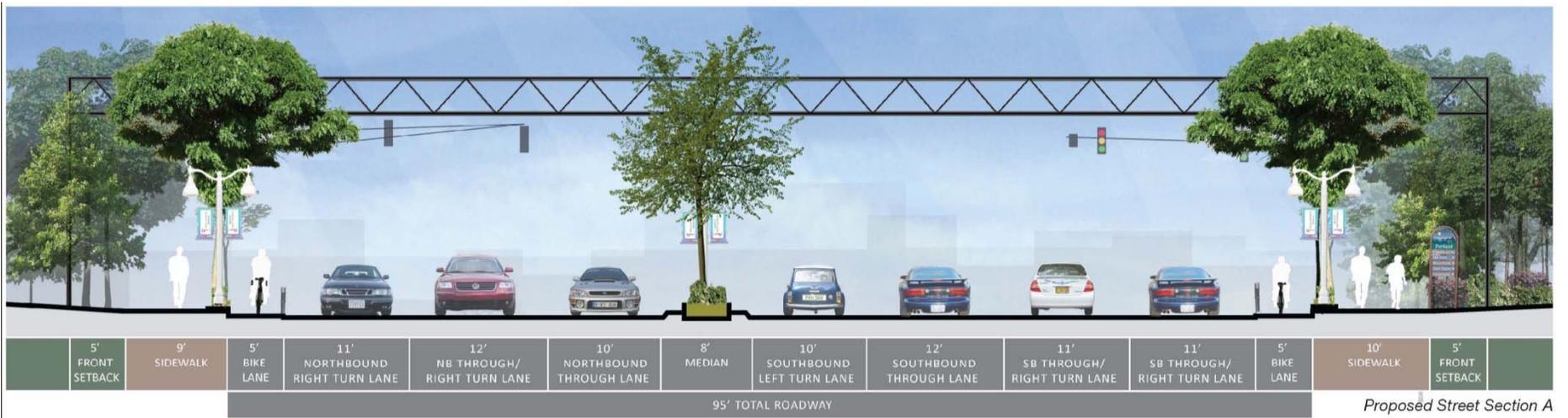


Alternative: Segment A

Existing

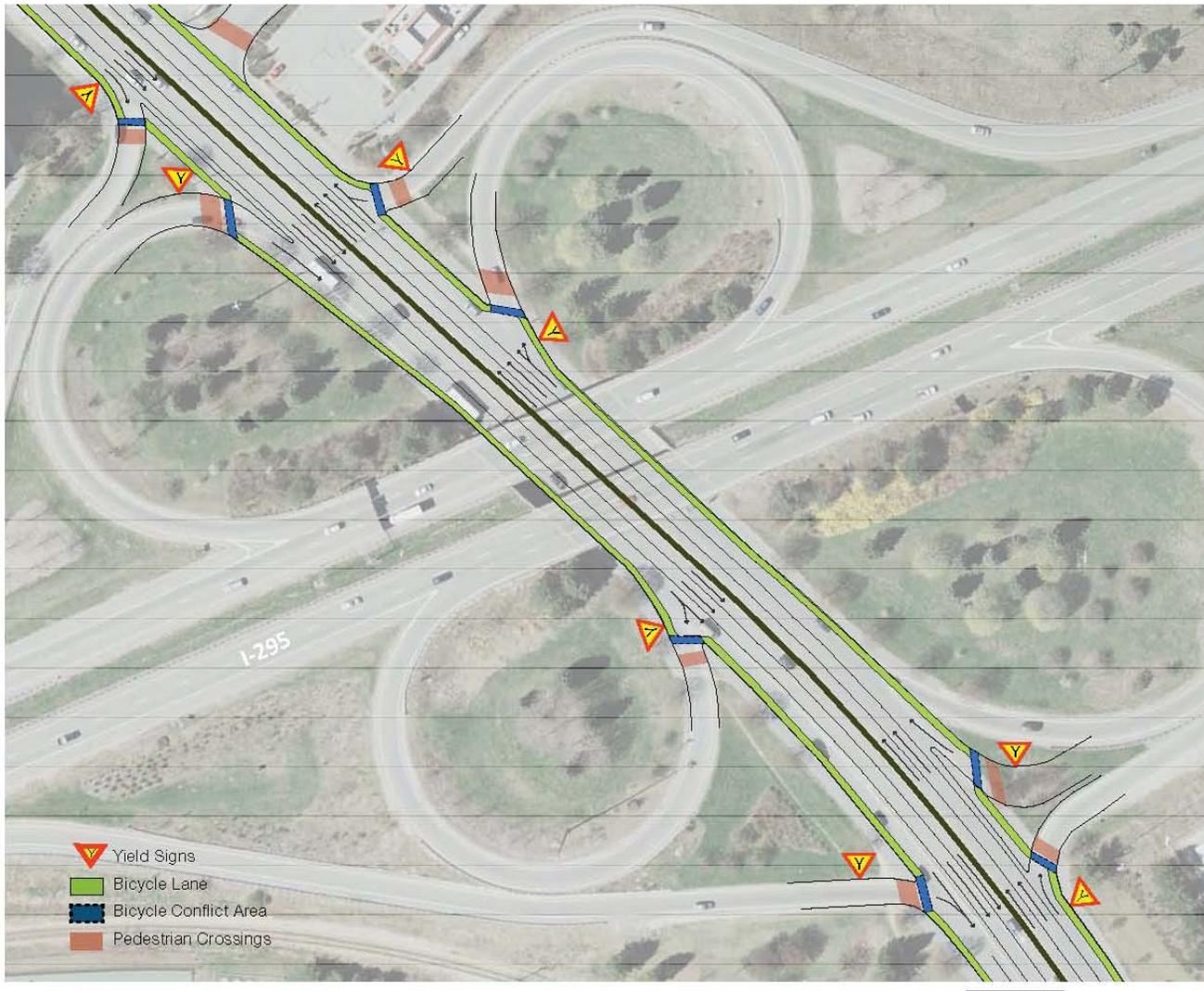


Proposed



Alternative: Segment A

Proposed Interchange Improvements



Lighting Improvements



Alternative: Segment A (Interchange)



Introduction/Purpose | Land Use/Zoning | Transportation | Discussion | Next Steps

Alternative: Segment B



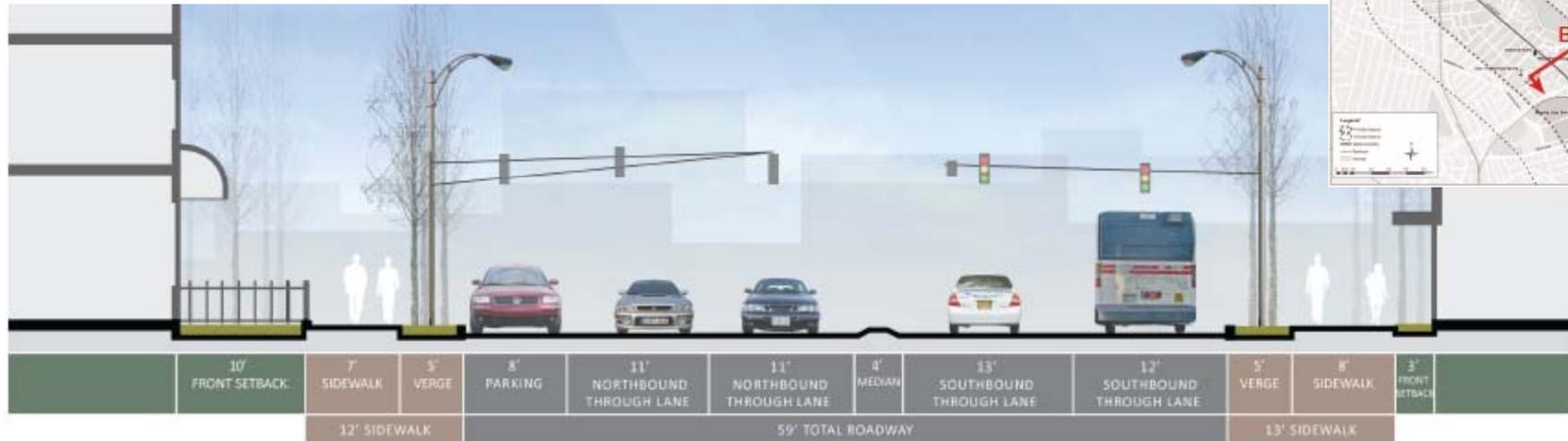
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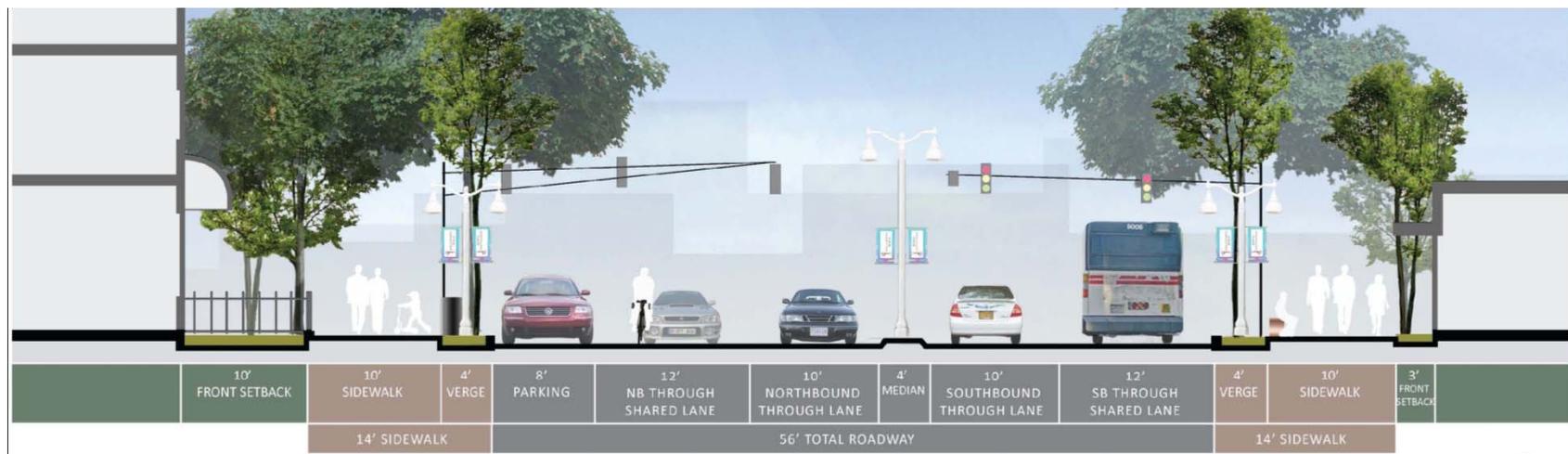


Alternative: Segment B

Existing



Proposed



Alternative: Segment C



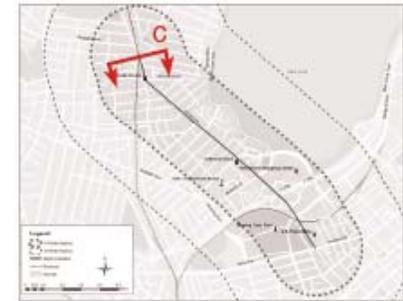
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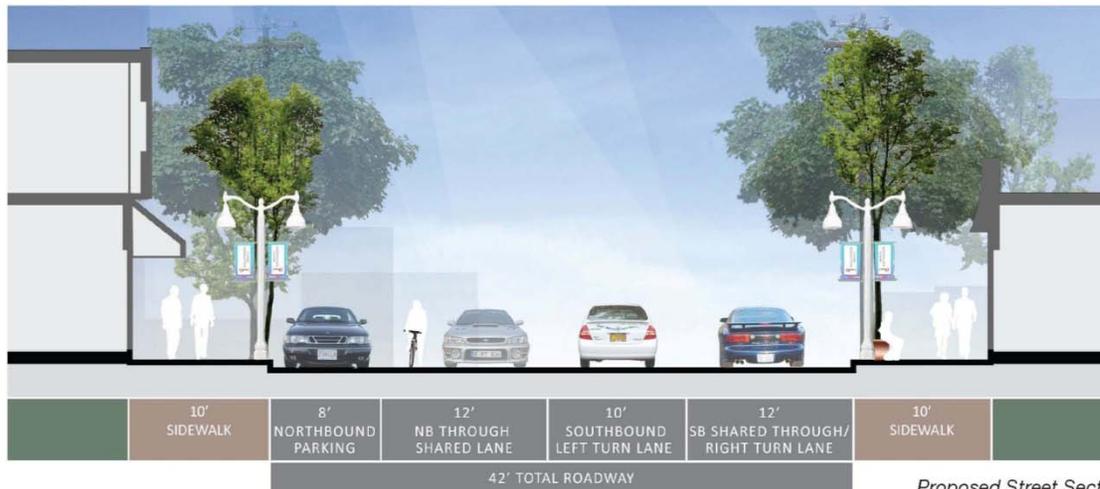


Alternative: Segment C

Existing



Proposed Alternative 1



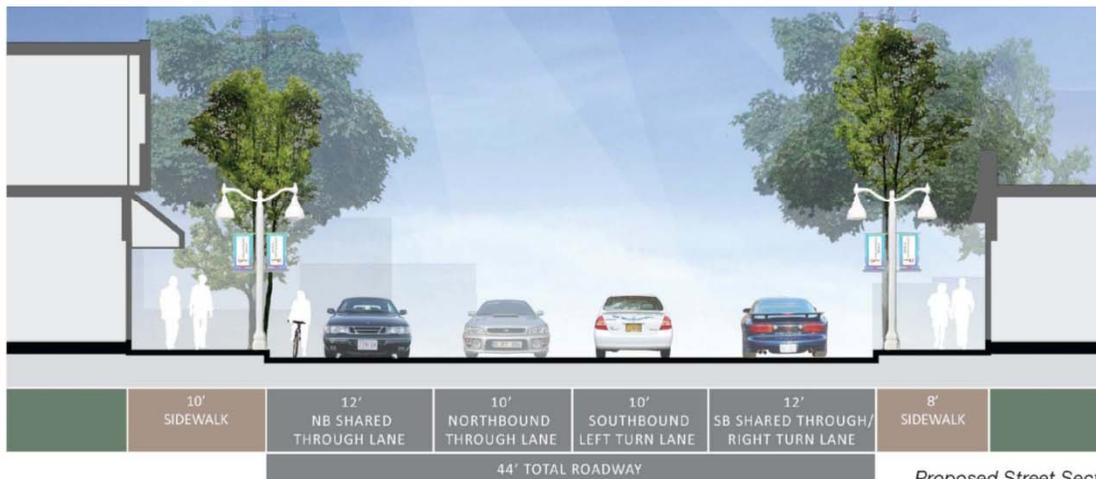
Proposed Street Section C - Alternative 1

Alternative: Segment C

Existing



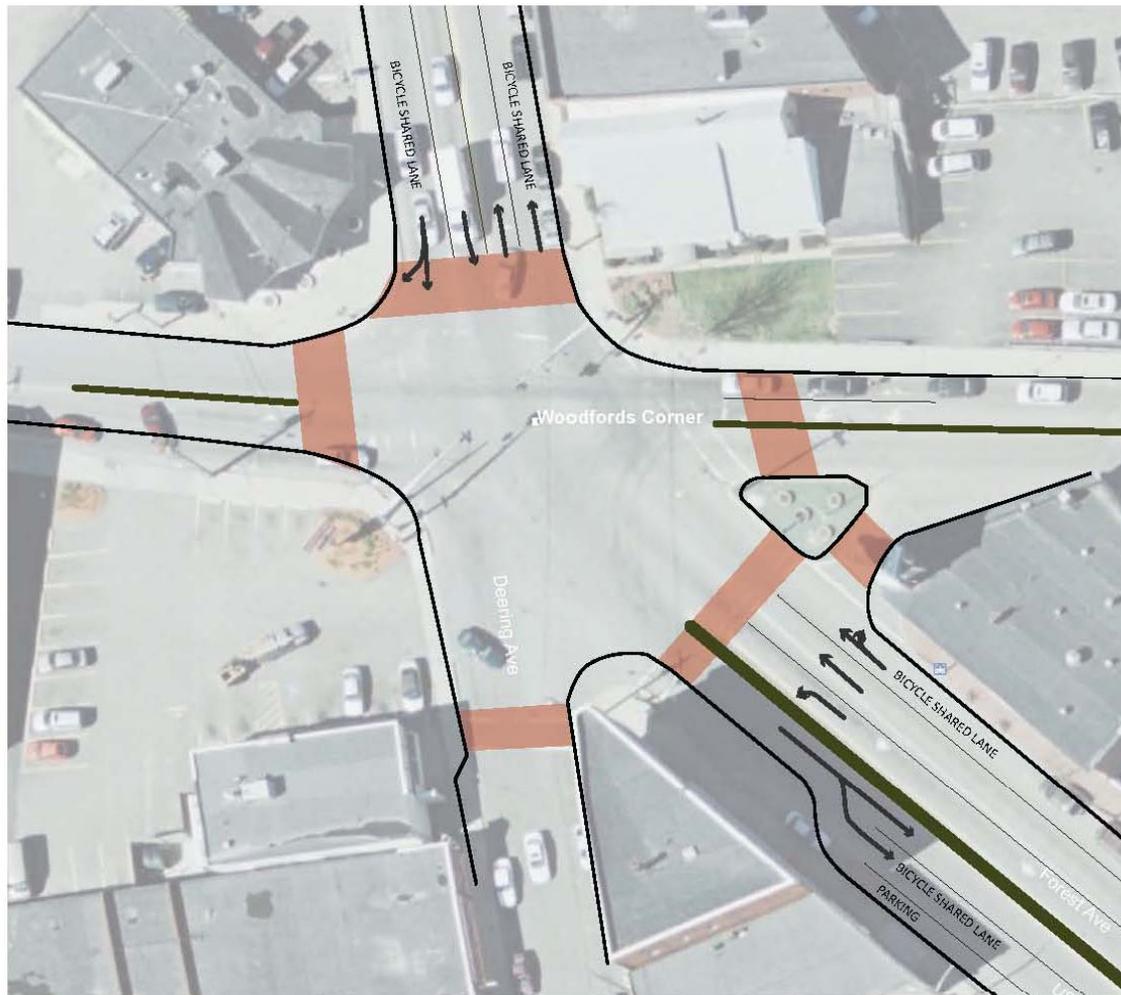
Proposed Alternative 2



Proposed Street Section C - Alternative 2

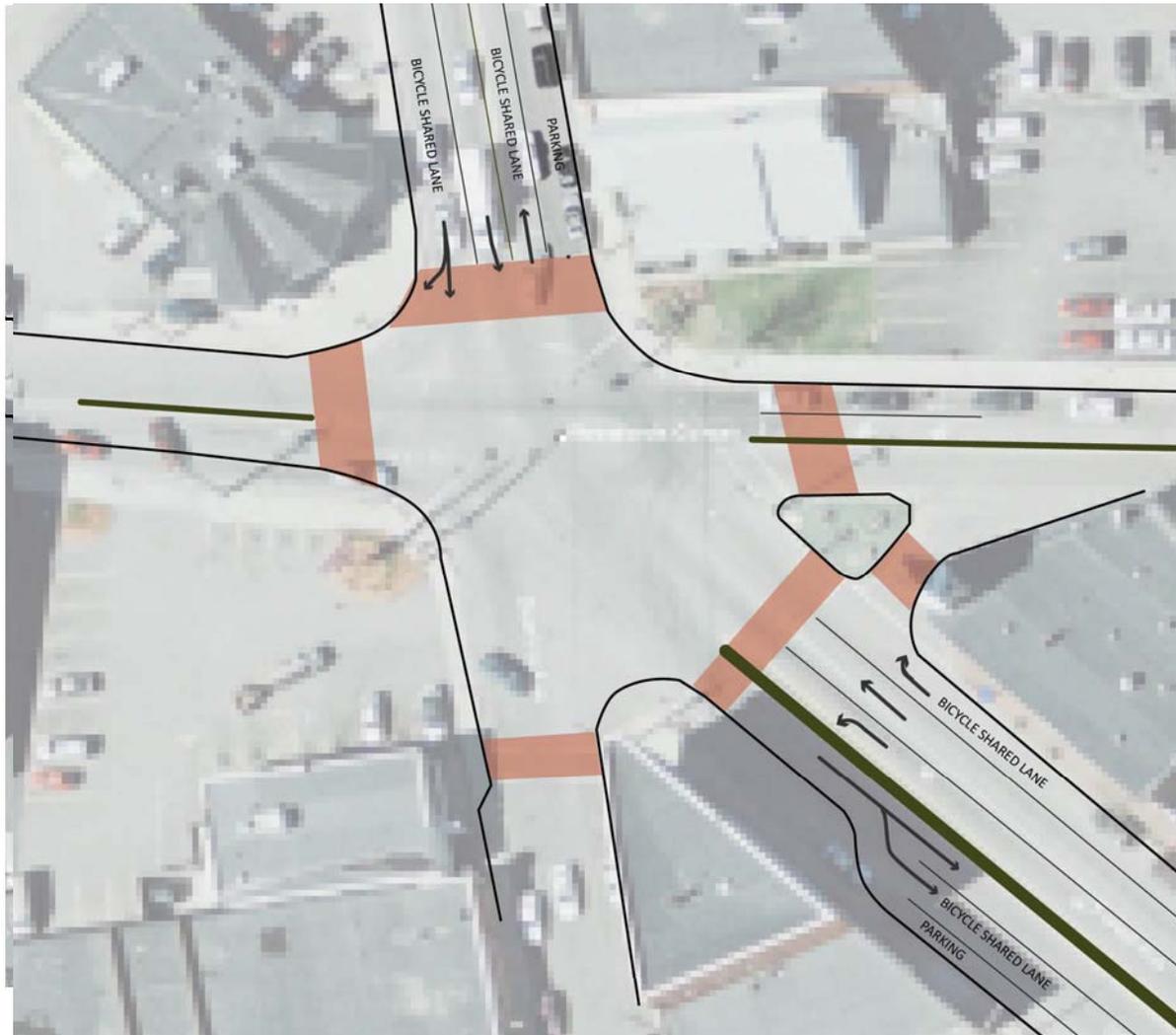
Alternative: Segment C

Proposed Woodfords Corner Improvements – Alternative 1



Alternative: Segment C

Proposed Woodfords Corner Improvements – Alternative 2



Alternative: Segment C

Proposed Woodfords Corner Improvements

Forest Avenue looking south from Woodford Street



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Alternative: Possible Enhancements

Requires Further Analysis

- Additional pedestrian crossings
- Bus stop locations and service optimization
- Parking demand and supply
- Existing signage consolidation
- Bayside Trail connections
- Side street traffic calming
- I-295 interchange configuration

Policy/Strategy

- Snow Removal Strategy
- Stormwater Management Strategy – Improved permeability for new construction

Discussion

Thank you!

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