
Luminato, 169 Newbury Street - Updated Final Traffic Comments

Tom Errico <thomas.errico@tylin.com>

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To: Caitlin Cameron <ccameron@portlandmaine.gov>

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Hi Caitlin – The following represents my final traffic comments.

- The applicant should provide vehicle turning templates for parking spaces to document accessibility.

Status: The applicant has provided turning templates for the parking spaces and the information notes that parking maneuvers can occur within the site. I have no further comment, but my assumption for approval is that backing maneuvers are not required onto Newbury Street and Federal Street.

Final Status: I have no further comment.

- The parking area layout requires several waivers including aisle width, parking space dimensions, and the number of compact parking spaces. The applicant should provide detailed documentation on justification for waiving City standards. All parking spaces and aisle widths should be dimensioned.

Status: Supporting documentation on waivers from the City's Technical standards have not been provided.

Final Status: I find the upper level garage to be acceptable. I support a waiver for parking aisle width given that it will be slightly narrower than City standards (2 inches narrower). I also support a waiver for the parking stall size proposed (only a width waiver is required) given that the spaces will only be 6 inches narrower than City standards and I would expect parking turnover to be minimal. The lower level garage will have a tight traffic circulation configuration. I do support a waiver for aisle width given that the width is 1'-0" to 2'-2" narrower than City standards and that all movements will be contained within the garage. Four parking spaces on the lower level are designated as compact spaces and I find them to be acceptable and support a waiver as they slightly exceed City standards. I support waivers for the remaining parking spaces where the length meets standards, but the stall widths are slightly narrower. I would note that I do not find parking space #11 to be acceptable (it is not accessible) and it is my suggestion that the resultant width be allocated to spaces #12-14 thus creating fully compliant sized spaces.

- Driveway width dimensions shall be noted. Additionally, sight distance from the garage driveways shall be noted (see comment below regarding Franklin Street connections).

Status: Driveway dimensions have been provided and I find conditions to be acceptable. I support waivers for driveway width given low traffic generation and driveway locations. Sight distance measurements have not been provided.

Final Status: A condition of approval shall be included that requires the applicant to provide sight

distance measurements under a re-connection of Newbury Street and Federal Street.

- Turnaround requirements at both Newbury Street and Federal Street shall be coordinated with DPW.

Status: DPW finds conditions to be acceptable given that it is an existing condition and future Franklin Street changes will eliminate the dead-end conditions.

Final Status: I have no further comment.

- The applicant should illustrate how the proposed project and the 18-foot driving easement will accommodate existing vehicle parking requirements for the property for which the easement is located. Additionally, the driveway width at the Federal Street curb should be noted.

Status: The plans note that the driveway width on Federal Street will be 23-feet wide and meets City standards. The plans also note that a portion of this driveway and parking lot is located in the public right-of-way. Further, the plans note that the parking lot is to be repaved. I would suggest that the parking lot have delineated parking stalls for the Federal Street apartment building and that the 18-foot travel lane be delineated so that vehicles do not encroach or block access. The applicant should also provide documentation that parking requirements for the apartment building are met.

Final Status: I find the revised plan to be acceptable with the exception that the driveway width at the Federal Street curb line shall be 22-feet (a 2-foot taper from property line to curb line is the City standard). The Newbury Street driveway shall also meet City standards and include a 2-foot taper from the property line to curb line.

- The Franklin Street Study recommendations note a full street connection of Federal Street with Franklin Street and a restricted right in/out connection at Newbury Street. I need to continue to review the implication of these future conditions as it relates to traffic/driveway operations.

Status: I find the driveway on Newbury Street to be acceptable and support a waiver for corner clearance distance given the proposed future right-in/out restriction at Franklin Street. The Federal Street shared driveway location does not meet City corner clearance requirements under a Federal Street connection to Franklin Street. Federal Street will likely have high traffic volumes when connected to Franklin Street, and therefore the driveway location concerns me. I would suggest that any changes to the driveway under this application not increase the non-compliant distance, and if possible increase corner clearance. Additionally, when the lot on Federal Street with the shared driveway is redeveloped, the driveway should be located to meet the corner clearance standard.

Final Status: I find the current plan to be acceptable.

Additional Comments

- Based upon my review of site characteristics the proposed project is not expected to cause unreasonable highway or public road congestion or unsafe conditions with respect to impacts to the public street system.

Final Status: I have no further comment.

- The driveway apron on Newbury Street shall be designed so that a maximum 2% cross-slope is constructed for pedestrians walking along Newbury Street.

Final Status: A note has been added to the plan and I find it to be acceptable.

- Construction Management Plan

Final Status: In general I find the Construction Management Plan to be reasonable. I would note that full closure of the Franklin Street sidewalk is not acceptable. The applicant will be required to develop an alternative that accommodates pedestrians walking along Franklin Street, without detouring to Hampshire Street. I would note that short-term closures may be allowed.

If you have any questions, please contact me.

Best regards,

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