

# TRANSPORTATION

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The following statements are provided in accordance with the Section 14-526 of the ordinance.

## TRANSPORTATION

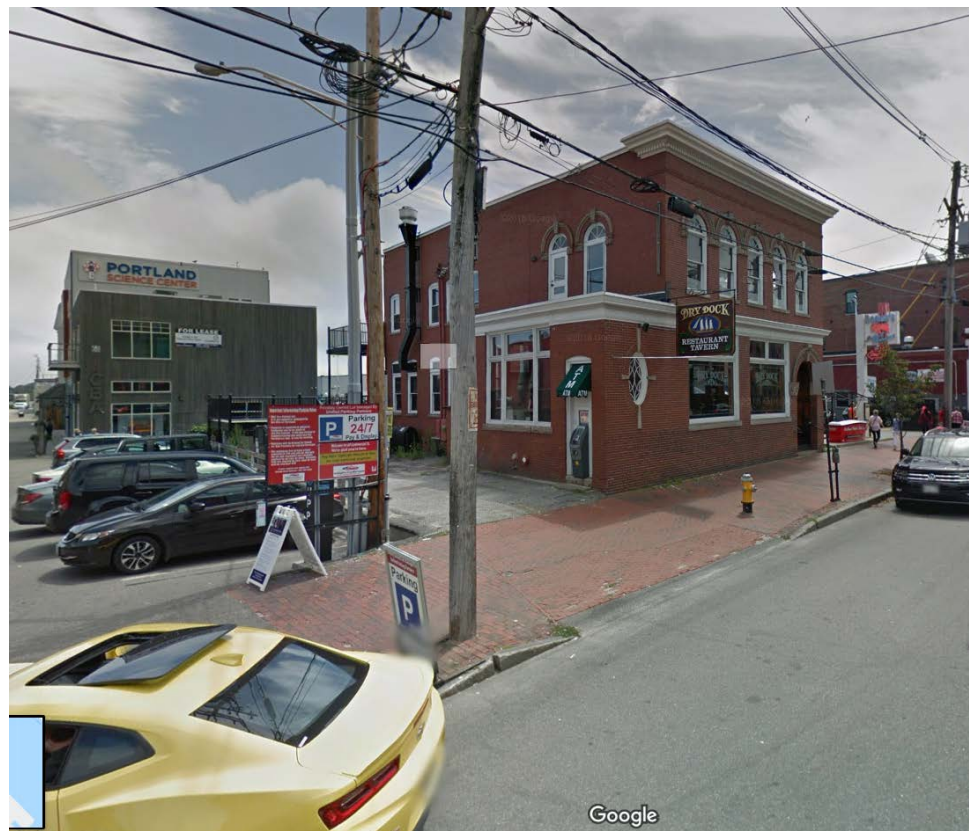
### (a) Transportation Standards

#### **Transportation Analysis – Traffic Impact (14-526 (a) 1)**

- Provisions for pedestrian, bicycle, vehicle, and loading circulation and incremental volume of traffic impacts
- Traffic Impact Study (Technical Manual, Section 1) if applicable

#### 1. Impact on Surrounding Street Systems:

The surrounding street system consists of Commercial Street. The proposed use is considered consistent with the zoning and objectives identified in various City reports; therefore, we believe it results in no significant impact to the surrounding street system. The site does not contain a vehicular access although there is an existing curb opening along Commercial Street that in the past allowed a vehicle or two access to the site. Once the kitchen is expanded there will be limited space for any vehicle placement to the side of the building. The existing access to the Maine Wharf will remain in place.



## 2. *Traffic Impact Study*

The proposed restaurant use is consistent with the historic use of the site. No traffic assessment has been performed given the existing land use and site conditions of no onsite parking, etc. The proposed kitchen and additional restrooms are not expected to generate any significant increase in traffic beyond what has been historically been generated by the use.

### **Access and Circulation (14-526 (a) 2 a)**

- *Access and internal circulation, addressing ADA access*
- *Access and egress impacts on traffic flows*
- *Description and use of drive-up features, if applicable*

#### 3. *Access and Circulation:*

##### a. *Site Access and Circulation.*

- (i) Vehicular access to the site is not specifically provided although the overall adjacent site access to the Maine Wharf will continue to be available.
- (ii) We believe the primary points of access will not conflict with any existing turning movements on Commercial Street and the existing traffic flow on nearby streets.
- (iii) Not applicable as there are no drive through features proposed.

### **Loading and Servicing (14-526 (a) 2 b)**

- *Loading and servicing needs, route and travel way geometrics for deliveries*
- *Turning templates for delivery vehicles, if applicable*

#### 2. *Access and Circulation:*

##### b. *Loading and Servicing:*

- (i) Adequate provisions are made at the site for periodic loading from panel trucks to service the proposed uses as they always have in the past. The site provides a clear area in front of the building for servicing and loading vehicles. Larger delivery vehicle access is not required for the building or the addition. Typical deliveries are done at off hours to avoid more congested conditions within Commercial Street.

### **Sidewalks (14-526 (a) 2 c)**

- *Sidewalks and condition along street frontages and internal walkways*
- *Engineered details for ADA ramps and public sidewalk details meeting sidewalk materials policy and ADA ramp construction details as applicable (Technical Manual, Section 1)*

2. *Access and Circulation:*

c. *Sidewalks:*

- (i) The project will maintain the existing brick sidewalk along Commercial Street.

**Public Transit (14-526 (a) 3), if applicable**

- *Existing available transit services*
- *Proposed site plan design details, such as easement, pad base, and shelter*

3. *Public Transit Access.*

- a. The project will include no onsite parking. The development is proposed near an existing public transit route along Commercial Street (#8 line).
- b. There is an existing METRO stop located at State Pier which is less than 1,000-foot distance from the site.
- c. A waiver of any further transit related activities is requested given the proximity of existing transit measures to the development.

**Off-Street Parking: Vehicle & Motorcycle/Scooter (14-526 (a) 4 a and c)**

- *Expected parking demand, proposed parking supply, ADA parking, and applicable Zoning Requirements*
- *Address Technical Manual standards (Section 1) for curb cut separation and parking lot layout and locate on site plan*

4. *Parking.*

a. *Location and Required Number of Vehicle Parking Spaces.*

c. *Motorcycles and Scooter Parking.*

- i. Off-street parking is not provided for this small site. The two private offsite "Pay-for-Parking" spaces will remain at the rear of the site.
- ii. A TDM plan has not been prepared for this site use.
- iii. Please see above.
- iv. Dimensional standards for parking not applicable.
- v. No new surface parking is proposed.

**Bicycle Parking (14-526 (a) 4 b)**

- *Address bicycle parking requirements and identify locations on-site*
- *Construction details for bike racks (Technical Manual, Section 1)*

4. *Parking.*

b. *Location and Required Number of Bicycle Parking Spaces.*

Several bike racks can be added to the site plan depending on direction from City Staff as to the need and/or location for such site amenities.

**Snow Storage (14-526 (a) 4 d)**

- *Management plan for snow removal and locate snow storage areas on plans*

4. *Parking.*

d. *Snow Storage.*

- i. Limited snow storage will be provided along the outside perimeter of the site (this will suffice for small storm events and temporary storage only). As the site is mostly building space there is very little snow to handle.
- ii. Snow removal and off-site disposal may be required for this site. The applicant will contract with a local snow removal company to perform these services if necessary.

**Traffic Demand Management (TDM) (14-526 (a) 5), if applicable**

- *Develop TDM with Trip Reduction Targets and Strategies*

5. *Transportation Demand Management (TDM).*

- a. A Transportation Demand Management (TDM) Plan has not been prepared.