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Date: 4/8/2015 2:36 PM
Subject: Century Tire Plaza – 195 Kennebec Street

Nell – The following represents a status update of my March 24, 2015 comments and is based upon materials submitted by the applicant on April 1, 2015.

1. The project frontage on Marginal Way shall be adjusted to meet the design principles of the Marginal Way Master Plan (the nearby Gorham Savings Bank Building is a good example). The plans should account for the following:

- On-street parking

- The curb line should extend into Marginal Way and generally match the curb line at the Gorham Savings Bank site. The applicant should be cognizant of the transition from Forest Avenue and how vehicles will be aligned.

- 10-foot brick sidewalk

- 6-foot bicycle lane

Status: Based upon further review and a desire to have a more substantial esplanade area, the sidewalk width shall be reduced to 8 feet and the esplanade expanded by 2 feet. This will match more closely with the Gorham Savings Bank frontage. I would also note that a curb extension west of the westerly driveway shall be provided that matches the east corner. Transitional pavement markings will be required for bicycles and vehicles from Forest Avenue. A plan shall be provided for review and approval by the City.

2. The number of driveways provided for the site exceeds those allowed under the City's Technical Standards. From an access management perspective, I'm most concerned about conditions on Marginal Way. Please noted the following:

- The project incorporates a shared driveway with Enterprise Rental which is a positive access management strategy, particularly when only entry movements into Enterprise will be permitted.

- Marginal Way traffic conditions, particularly with the influence of Forest Avenue, does concern me as it relates to the westerly driveway. My preference would be to eliminate this driveway, but recognize its importance for Enterprise access needs. A right-turn entry and exit driveway scenario would help to ease my concern regarding traffic impacts, but this configuration would eliminate Enterprise left entry movements, which I suspect would be problematic.

- The easterly driveway is acceptable to me as the primary driveway although it is suggested that a formal direct pedestrian connection between Marginal Way and Kennebec Street be incorporated.

Status: Given improvements to existing conditions and the incorporation of a shared driveway with Enterprise Rental, I support a waiver from the City's Technical standards for exceeding the number of driveways from the site. I would note that a condition of approval shall be included that requires the westerly driveway on Marginal Way to be revisited during redevelopment of the Enterprise Rental site. I would further note that I find the pedestrian connection to be acceptable. The plans should include a provision that prevents parked vehicles from encroaching on the sidewalk.

3. I have reviewed the project parking supply calculation and it appears to be reasonable, although the actual parking generation needs will be a function of actual retail tenants. There will be opportunities for shared use reduction assumptions and thus in my professional opinion the site could absorb some reduction in parking given suggested site plan changes. I would also note that while the on-street parking supply is not permitted for use in parking demand calculations the benefit of providing Marginal Way on-street parking will provide project benefits.

Status: I have no further comment.

4. I have reviewed the traffic study and trip generation estimate and generally find the conclusions to be reasonable. I would note that while the methods seem reasonable, I am currently not in agreement with the conclusions that the project will basically not increase traffic when taking credit from historic traffic activity at Century Tire.

Status: I find the trip generation estimate associated with this application to be acceptable. Based upon the fact that actual retail tenants may impact the trip generation levels, the applicant shall provide revised trip generation information as tenant occupancy occurs. This revised information will be reviewed as it relates to triggering a Traffic Movement Permit.

5. Projects in the Bayside area of the City have been required to make monetary contributions towards implementation of the Marginal Way Master Plan and Extension of Somerset Street. Given that this project will be implementing components of each of the projects along their frontages and that the net change in traffic is not estimated to be significant, I would not expect a requirement for a monetary contribution.

Status: A monetary contribution is not required given the trip generation estimate and frontage improvements incorporated into the project site plan.

6. The frontage on Kennebec Street shall be adjusted to meet the design principles of the Somerset Street Extension project. The plans

should account for the following:

- A 10-foot shared use bituminous path to be located next to the granite curb.
- A 7-foot brick sidewalk along the property boundary.
- On-street parking will not be permitted.
- Transition of the shared use path to an on-road cycle track on both ends of the project will be required.

Status: I find the plan to be acceptable with the following notes:

· On-street parking will be permitted on Kennebec Street. Changes to on-street parking regulations will need to be incorporated into the City's Traffic Schedule and therefore will require City Council approval. The applicant will be required to provide supporting documentation in support of the request.

· A curb extension shall be provided on Kennebec Street at the location of the sidewalk ramp/crosswalk such that the handicap ramp is not located within the 10-foot path area. The applicant shall submit plans for review and approval by the City.

· The applicant shall be required to install pavement markings, signage, and bollard treatment in conjunction with the transition from the 10-foot shared-use path to an at-grade cycle-track facility to Forest Avenue. The City will work with the applicant in the development of the plan for this work. It should be noted that this change will maximize on-street parking along Kennebec Street in front of the Enterprise Rental Site.

7. The applicant should investigate the possibility of aligning the driveway on Kennebec Street with Brattle Street.

Status: Based upon current traffic conditions on Kennebec Street the proposed alignment is acceptable. I would note that a condition of approval should be included that revisits the design and location of the subject driveway during the redevelopment of the Enterprise Rental site.

8. Stop bar locations shall be placed prior to sidewalk at the driveways.

Status: The plans have been revised and I have no further comment.

9. Detectible warning panels are not required at driveways.

Status: The plans have been revised and I have no further comment.

10. The plans should incorporate a full ADA compliant crosswalk on Kennebec Street between the site and Brattle Street (this crosswalk currently exists).

Status: The plans should also include the construction of a ADA compliant ramp on the south side of the crosswalk on Kennebec Street. Plans shall be provided to the City for review and approval.

11. The configuration of the six parking spaces located along the Enterprise property boundary are non-standardized and dimensional standards are unclear and I would prefer a more traditional layout.

Status: The applicant shall revise the configuration of these spaces to conform to standard parking space orientation. Plans shall be provided to the City for review and approval.

Additional Comments

· I support a waiver from the City's Technical standards for circulation lane widths (20 feet, 22 feet, and 23.38 feet are proposed).

· It is unclear how ADA/pedestrian building access will be provided along the Marginal Way frontage. Details shall be provided that confirm ADA accessibility and reasonable pedestrian access provisions are to be provided.

If you have any questions or comments, please contact me.

Best regards,

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