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Date: 3/24/2015 11:43 AM
Subject: 195 Kennebec Street - Preliminary Transportation Comments

Nell - I have reviewed the application materials and offer the following preliminary comments as it relates to transportation elements.

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

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.

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.

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.

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.

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.

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

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

9. Detectible warning panels are not required at driveways.

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

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.

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

Best regards,

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