



April 13, 2015

Ms. Helen Donaldson
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

**Subject: Century Tire Plaza – 195 Kennebec Street
Project ID# 2015-027
Review Comments Received April 8, 2015**

Dear Ms. Donaldson:

We have received and reviewed the City's review comments and offer our responses to these comments. For ease of reference we have repeated each comment in *italics* with our response following.

Department of Public Services – Mike Farmer

Comment 1:

Detail C on plan sheet C-7.0, detail D on sheet C-7.2, and detail E on sheet C-7.2 all should be corrected to show the City standard for depth of base gravel for a brick sidewalk on bituminous base. The depth of gravel should be 10 inches, not 4 inches as indicated in the above referenced details.

Response

The referenced details have been amended on the revised plan sheets to conform to City Standards.

Comment 2:

Detail A on plan sheet C-7.1 shows a curb reveal of 6 inches along Kennebec Street. The City standard for curb reveal is typically 7 inches. The curb reveal should be changed to match the City standard unless there are over-riding considerations that require a 6 inch curb reveal. A change to 6 inch curb reveal may require changing the specification for granite curb terminal pieces from 6 feet to 7 feet in length.

Response

The curb reveal dimensions have been amended on the revised plan sheets.

Woodard & Curran – David Senus, P.E.

Comment 1:

As requested, the plans have been revised to show a connection from existing Catch Basin A to new Catch Basin 3, which will discharge to Marginal Way. Additional notes are required regarding the abandonment of the pipe between Existing Catch Basin A and the existing catch basin in Kennebec Street.

Ms. Helen Donaldson
April 13, 2015
Page 2

The pipe and catch basin penetrations should be capped at Catch Basin A and at the connection in Kennebec Street; and preferably the pipe is removed or infilled with a flowable fill.

Response

Notes have been added on the revised plans stating that the pipe penetrations into the referenced structures will be capped and sealed, as requested.

Comment 2:

The revised Sheet C-5.0 Erosion and Sediment Control Plan no longer includes the erosion and sediment control practices that were identified on the originally submitted plan. This plan should be revised to reflect the original submittal.

Response

The erosion and sediment control measures were shown on Plan Sheet 5.0, revised 04/01/15. This sheet has been reissued, dated 04/10/15 to reflect the layout changes requested in other comments.

Traffic Comments – Tom Errico Senus, P.E.

Comment 1:

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.

Response

No addition response required.

Comment 2:

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

Response

No addition response required.

Comment 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.

Ms. Helen Donaldson
April 13, 2015
Page 3

Response

No addition response required.

Comment 4:

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.

Response

So noted.

Comment 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.

Response

No addition response required.

Comment 6:

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.*

Response

- The applicant will provide documentation to assist in support of the City's proposed Traffic Schedule changes, as requested.
- The curb line on Kennebec Street has been extended to remove the handicap ramp from the multi-use trail, as requested.

Ms. Helen Donaldson
April 13, 2015
Page 4

- The applicant will work with the City to develop a suitable plan for the transition from the multi-use trail to an at-grade bicycle facility on Kennebec Street, as requested.

Comment 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.

Response

No addition response required.

Comment 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.

Response

No addition response required.

Comment 9:

Detectible warning panels are not required at driveways. Status: The plans have been revised and I have no further comment.

Response

No addition response required.

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.

Response

A ramp has been added on the south side of Kennebec Street.

Comment 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.

Response

The parking stalls in this area have been revised to further clarify the dimensions and ensure that they meet the city standards. We will continue to work with the City as necessary to ensure that the parking stalls will function as proposed within the site circulation.

Ms. Helen Donaldson
April 13, 2015
Page 5

Additional Comments

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.

Response

ADA accessible routes with a maximum grade of 5 percent are provided between the sidewalk on Marginal Way and each of the building entrances.

Planning & Urban Development Department – Caitlin Cameron

Comment 1:

A-7: Building Orientation – The primary facades and entrances of buildings shall be oriented to streets, major pedestrian routes, or open spaces in order to enhance the pedestrian-oriented environment. The primary facades and entrances of buildings shall not be oriented toward parking lots.

- *Building A – The street-facing façade and entry should be given equal treatment to the other building entrances. In this case, that includes a sign, light, and canopy.*

Response

Revised architectural plans will be provided under separate cover.

Comment 2:

E-6: Entrances – Buildings along public streets shall have the primary entrances oriented to the street. Primary entrances shall not be oriented to a parking lot or structure... Commercial and mixed use buildings shall be permeable and accessible on all sides from the public way, unless the building program precludes such design.

- *Building A – The street-facing façade and entry should be given equal treatment to the other building entrances. In this case, that includes a sign, light, and canopy.*

Response

Revised architectural plans will be provided under separate cover.

Planning Department – Nell Donaldson

Comment 1:

Please add notes to the plan denoting the street light specifications for both Marginal Way and Kennebec. This will help our inspectors during construction.

Response

A note has been added to the Site Layout and Utility Plan with the model numbers for the street lights and referencing the City Technical Manual Detail.

FAY, SPOFFORD & THORNDIKE

Ms. Helen Donaldson
April 13, 2015
Page 6

Comment 2:

I need to look at the Marginal Way spacing on my way home and may request that the westward light be relocated to the other side of the Enterprise entrance. I'll let you know.

Response

We will wait to hear from your office for possible relocation of the light on Kennebec and adjust the plan as necessary.

Comment 3:

Likewise, per our development review meeting this morning, DPS has advised that note #18 on the landscape plan should be struck. DPS has also asked for an electrical plan for the streetlights. Apparently there are some considerations about tying in with the network east of here.

Response

Note 18 has been removed from the revised Landscape Plan. An electrical plan for the street lighting will be provided under separate cover.

Comment 4:

There are some concerns about continuing to plan to store snow along the pedestrian pathway along the eastern edge of the site. How will this work with curbing? It seems like all snow may need to be removed?

Response

The snow storage area will be eliminated at the eastern edge of the site. Snow will be eliminated at the eastern edge of the site. Snow will need to be removed.

If you have any questions with regards to the information provided, please contact our office.

Sincerely,

FAY, SPOFFORD & THORNDIKE



Andrew D. Johnston, P.E.
Principal Engineer

ADJ/cmd

Enc: Sheet C-3.0 – Site Layout & Utility Plan
Sheet C-4.0 – Grading and Drainage Plan
Sheet C-5.0 – Erosion and Sediment Control Plan
Sheet C-6.0 – Landscape Plan
Sheets C-7.0, 7.1 & 7.2 – Details

c: Brad Fries