Section Q

Parking Analysis

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As the site currently sits, the available parking would allow for 46 parking spaces at 90 degrees with room for ample landscaping. The proposed 39 parking spaces with 50% being compact stems from discussions with Public Works in early 2018. The Kennebec corridor is currently being redesigned by other consultants with the reconstruction proposed to occur in the summer of 2018. After the right-of-way was originally adjusted and moved into the 82 Hanover site an average of 15 feet, the available parking would have only allowed for one row of parking (23 spaces). The design team negotiated with Public Works and demonstrated that some of the City's right-of-way expansion was not necessary. Public Works agreed to slightly decrease the right-of-way expansion to allow for two rows of internal parking under the condition that one of the rows was angled compact (9'x15') parking. The decision to provide compact spaces was ultimately decided by Public Works so that a 6-foot sidewalk with on-street parking could be maintained in the design. Although the Applicant would prefer increased parking and landscaping treatment, there is simply no available room due to the new right-of-way which has substantially decreased the front yard of 82 Hanover.

Furthermore, the required parking is largely a function of the three anticipated restaurants/bars (1 space per 150 sf excluding food prep area). Based on the anticipated uses, the required parking is 62 spaces. However, this number may currently be inflated depending on the actual end users of the building. As the project progresses, it is feasible that non-food/drink businesses would sign the leases which are currently allocated for food and drink establishments. If this were to occur, the parking requirement of 62 parking spaces would be reduced.

Overall, the project team is comfortable with both the volume and layout of the proposed parking which has been confirmed by a computer simulation program, AutoTurn, to be functional. The location of the site and the encouragement of multimodal transportation reduces the vehicle demand during the warmer months when the overall demand from an occupancy standpoint is at a peak for the year. The site is conveniently situated in West Bayside and is in walking distance from other populated neighborhoods. The building is surrounded by three streets which bodes well for pedestrian access and continuity. Additionally, part of the Bayside trail will be reconstructed in the coming months and will be adjacent to the site. Lastly, the site plan incorporates space for 14 bicycles. This design paired with the low traffic intensity of the surrounding streets will promote bicycle use.

Consistent with the Land Use Code Section 14.526 4.a.(i), the Applicant will anticipate the Planning Board's parking requirement based on our analysis and a recommendation from the City Transportation Engineer.