

File: 17164

May 22, 2018

Mr. Christian Roadman
City of Portland, Planning Department
389 Congress Street 4th Floor
Portland, ME 04101

RE: 415 CUMBERLAND AVENUE, CITY COMMENTS RESPONSE

Dear Christian,

We have prepared the attached documents, including existing grades, proposed grades and proposed sidewalk sections, to respond to the city's request to make the sidewalk on Forest Avenue and the garage apron ADA compliant. We have not addressed the Forest Avenue sidewalk issue, as it is outside the scope of the condition of approval and it is not economically feasible for the project to reconstruct the entire sidewalk.

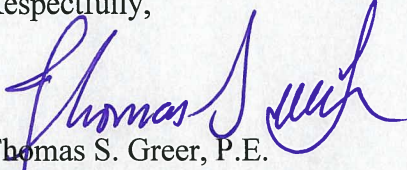
We have looked at the sidewalk and the garage grading to determine if an ADA walk is feasible. Using the guidance from the city staff we have moved the walk out from the building 1 foot and reduced its width to 4 feet in compliance with ADA standards. The grading was then split into 3 sections. The first section is from the garage door to the ADA section. This was lowered to make the overall grading work. It slopes approximately 14 to 20% down from the garage floor. Note the garage floor slopes as well, that helps this process. The second section of grading is the 4 foot walk, which slopes at 2% or 0.08 feet. The third section is from the ADA section to the curb line, this section is 4.5 feet wide and slopes 14 to 20%, meeting the existing curb line. We did not use a sloped curb in this location as it is not a standard design element, for the city streets, and is a safety concern for cars backing out of the garage onto Forest Avenue.

With the grading contemplated, we did 4 cross sections where we had the best data. They line up with the edges of the garage doors and are representative of the slopes across the apron. We then measured a typical car in the parking lot, a Subaru, it has a wheel base of 9 feet and a clearance of 5" with no one in it. Placing those dimensions on the plan the car would be able to access the first section of the walk with about 1" to spare. It would not be able to get into the garage, however, without bottoming out. As this garage is intended to have stacked parking we anticipate that smaller cars will likely be the choice for the residents, which may have even less clearance. In my opinion, the regrading of this section to get an ADA compliant walk is not feasible and still have access into the garage for the majority of vehicles.

It should be noted that the cross slopes at the driveway apron are no worse for the first 4 feet today than the adjacent sidewalk on either side. In order to properly make the sidewalk and driveway apron ADA compliant, street grading should be considered when the road is scheduled to be repaved in the future.

We would be happy to schedule a follow up meeting and/or a site walk to discuss in more detail.

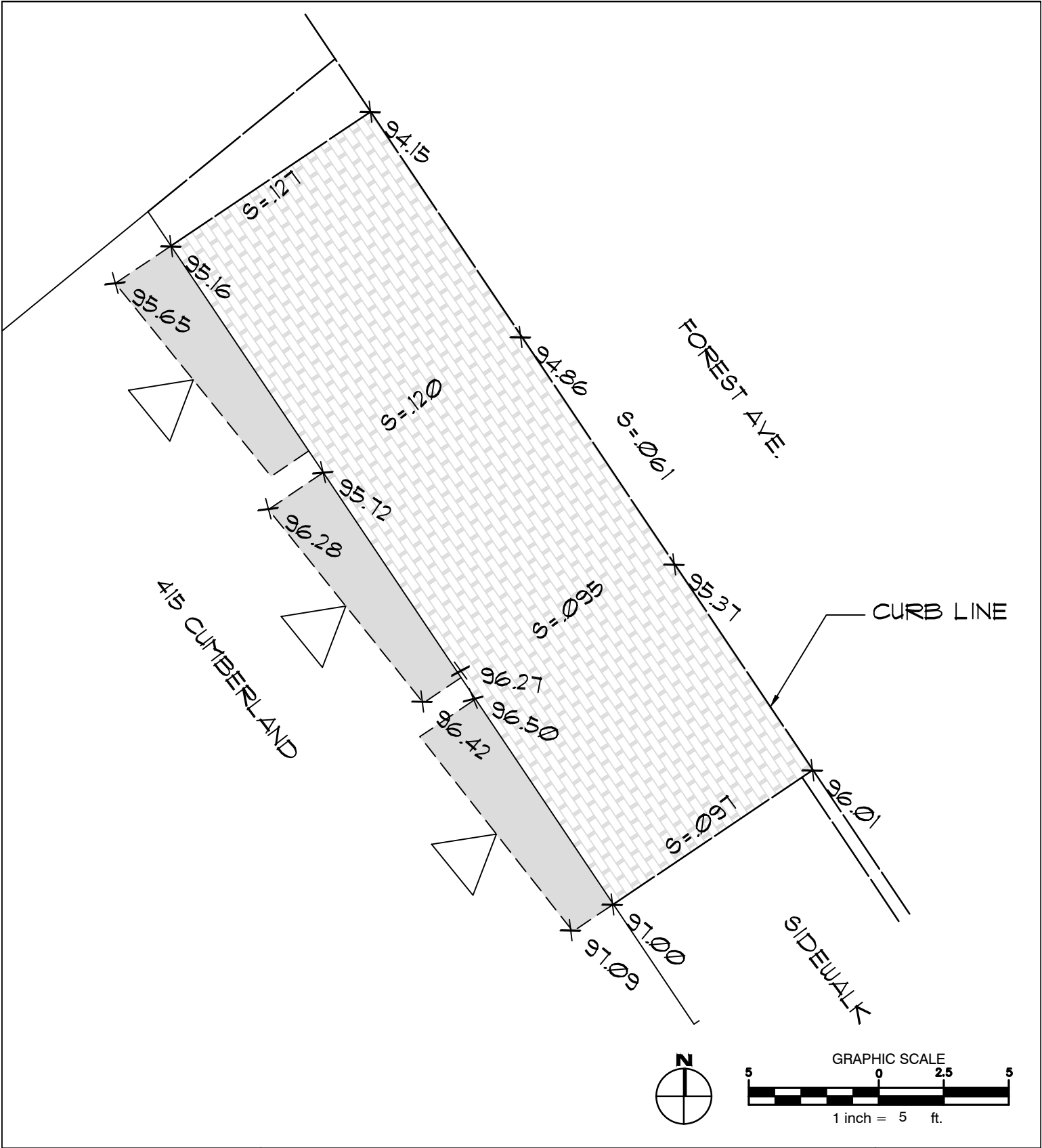
Respectfully,



Thomas S. Greer, P.E.
Walsh Engineering Associates, Inc.

cc: Keith Gray, Bruce Hyman, Barry Yudaken, Sam Reiche, File

enc.

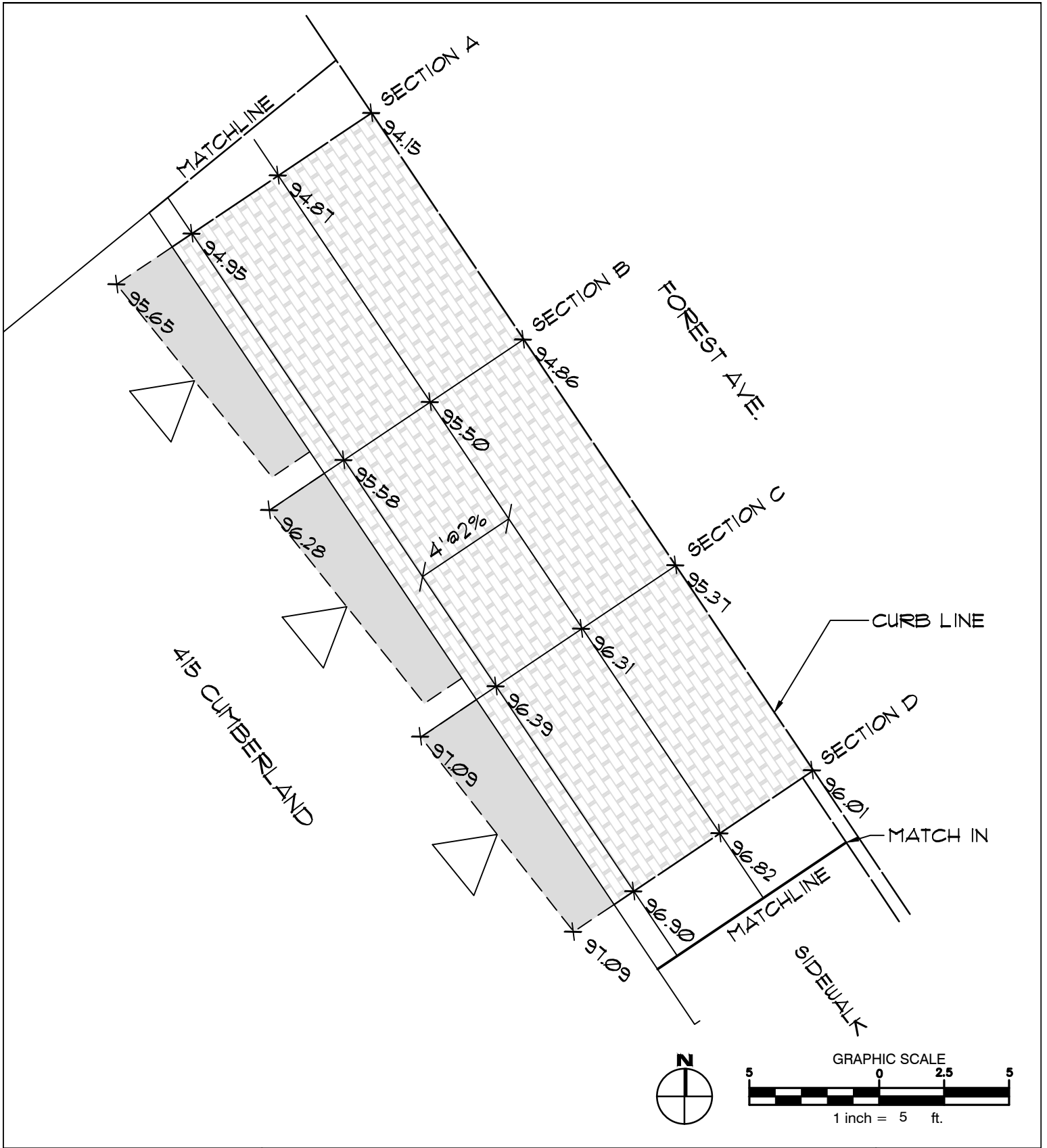


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415 CUMBERLAND AVENUE
 415 CUMBERLAND AVENUE
 PORTLAND, MAINE

SCK-1

Sheet Title:	EXISTING DRIVEWAY SPOT PLAN
Job No.:	17164
Date:	5/11/18
Scale:	AS SHOWN
Drawn:	JWG
Checked:	TSG



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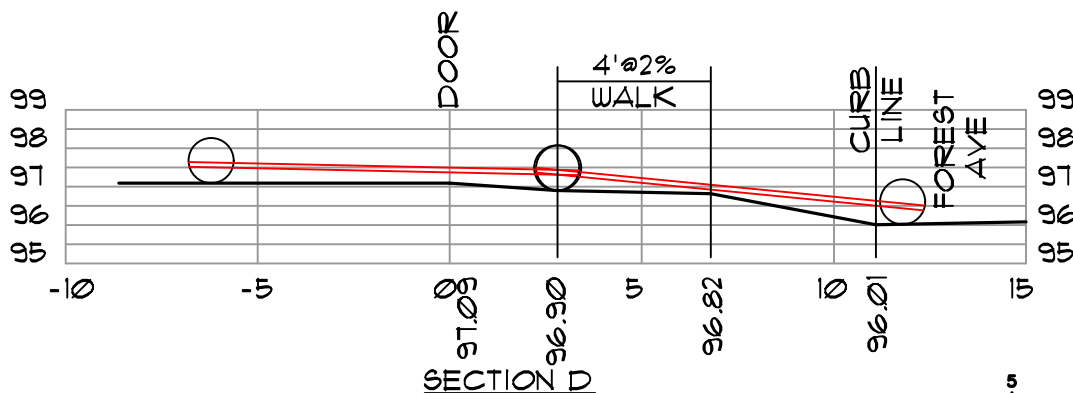
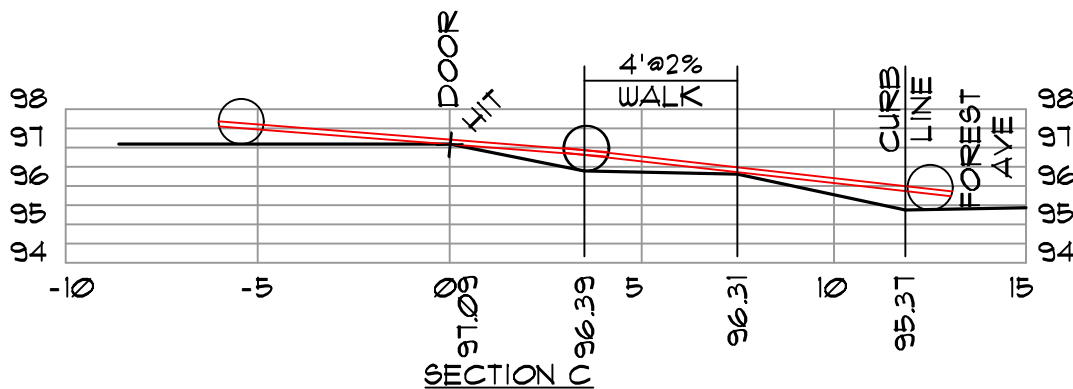
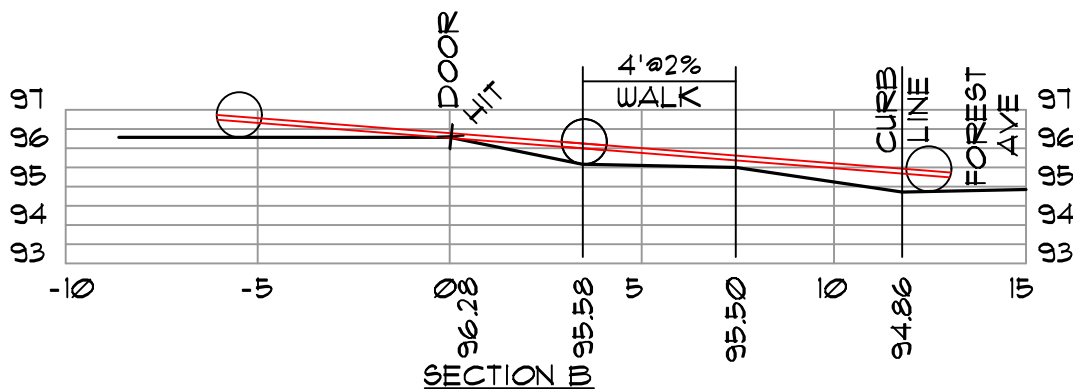
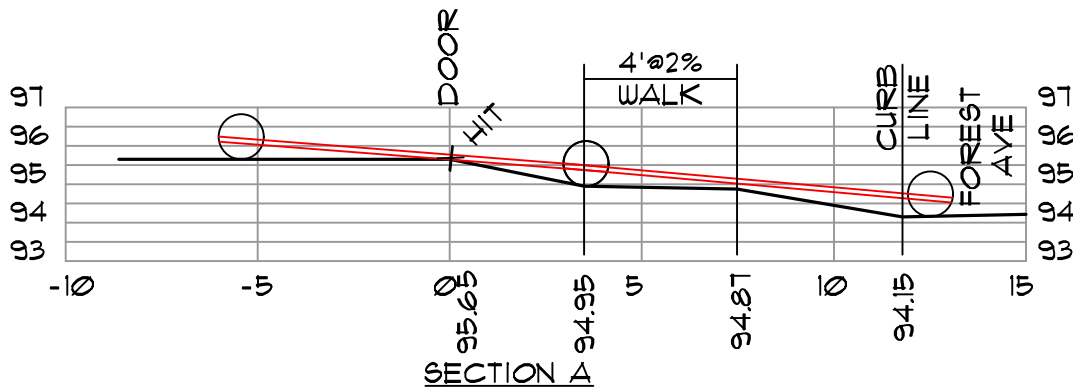
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415 CUMBERLAND AVENUE

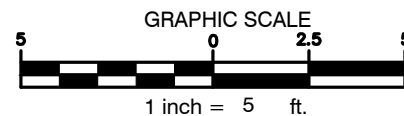
415 CUMBERLAND AVENUE
PORTLAND, MAINE

SCK-2

Sheet Title: PROPOSED DRIVEWAY SPOT PLAN	
Job No.:	17164
Date:	5/22/18
Scale:	AS SHOWN
Drawn:	JWG
Checked:	TSG



9' WHEELBASE, 5" CLEARANCE
TYPICAL CAR, (SUBARU IMPREZA)



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415 CUMBERLAND AVENUE

415 CUMBERLAND AVENUE
PORTLAND, MAINE

Sheet Title:
**PROPOSED
DRIVEWAY
SECTIONS**

Job No.:	17164
Date:	5/22/18
Scale:	AS SHOWN
Drawn:	JWG
Checked:	TSG

SCK-3