
One Joy Place - Final Traffic Comments

1 message

Tom Errico <thomas.errico@tylin.com>

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To: Jean Fraser <jf@portlandmaine.gov>

Cc: "kgray@portlandmaine.gov" <kgray@portlandmaine.gov>, Katherine Earley <kas@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, "Swett, Lauren" <lswett@woodardcurran.com>, "Jeff Tarling (JST@portlandmaine.gov)" <JST@portlandmaine.gov>

Hi Jean – The following summarizes my final traffic comments as a status update of prior comments following a review of the application materials.

- The project is not expected to generate a significant amount of traffic and therefore is not expected to create safety or congestion deficiencies. A Traffic Movement Permit is not required.

Status: I have no further comment.

- I find the driveway width of 22.65 feet to be acceptable. The width of the driveway does narrow at the sidewalk to 19 feet. Given low traffic volumes, I find this to be acceptable.

Status: The driveway configuration has changed to 18.5 feet in vehicle travel width and a 5-foot flush sidewalk area. Given low traffic volumes, I find this condition to be acceptable.

- It is my understanding that parking for the abutting property will be provided in the rear of the building and along Joy Place. A parking layout plan shall be provided that illustrates how the three vehicles will park and circulate into and out of the spaces. I'm concerned about the parking area along Joy Place and encroachment into the driveway access/egress area (and ensuring only one parallel vehicle parks).

Status: The applicant has revised the plan and provided information on abutting parking conditions that I find acceptable. I have no further comment.

- I do not recommend backing maneuvers from Joy Place onto Brackett Street and thus the applicant should demonstrate that vehicles can turn around on site.

Status: The applicant has provided vehicle turning template information. The site plan allows for vehicle turnaround maneuvers and therefore I have no further comment.

- The applicant should note how the tandem parking spaces will be managed.

Status: The applicant has provided information on parking management. It is my recommendation that a condition of approval note that On-Site Parking Space # 1 be designated to a specific residential unit and On-Site Parking Spaces #2 and #3 be designated to a single residential unit (to prevent vehicle blockage issues).

- The driveway apron shall be designed to provide a maximum cross-slope of 2 percent along the pedestrian accessibility route.

Status: The applicant has noted in writing that a 2 percent pedestrian accessibility route cannot be provided along Brackett Street in the Joy Place driveway apron area. The applicant has provided a driveway design detail that specifies a maximum cross-slope of 2 percent for the driveway apron. A condition of approval should reinforce the requirement that the driveway apron shall conform to the design detail provided (2% maximum cross-slope).

- The applicant should note if a waiver for driveway separation is required according to the City's Technical Standards.

Status: Joy Place does not meet driveway separation standards. Given that it is an existing condition and low traffic volumes are expected from the project site, I support a waiver from the City's Technical Standards.

- The construction management plan should include details on sidewalk and Brackett Street roadway impacts during utility work. The plan should also provide information on contractor parking, delivery and laydown of materials, and impacts to parking for the abutting building.

Status: The applicant has not provided information on sidewalk closures and roadway impacts. I would suggest that a condition of approval be included that requires provision of the requested information, for review and approval.

Additional Comments

- **In my professional opinion, the parking supply (11 parking spaces – some of which are to be leased in a Congress Street parking lot) would be expected to satisfy parking demand given the location of the development, nearby TDM opportunities, and the small size of the residential units.**

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE

Senior Associate

Traffic Engineering Director

TYLININTERNATIONAL

[12 Northbrook Drive](#)

Falmouth, ME 04105

[+1.207.781.4721](tel:+12077814721) main

[+1.207.347.4354](tel:+12073474354) direct

[+1.207.400.0719](tel:+12074000719) mobile

[+1.207.781.4753](tel:+12077814753) fax

thomas.errico@tylin.com

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