
PEZ 2017-289: MMC East Tower and Visitor Parking Garage - Site Plan Requirements

1 message

Bruce Hyman <bhyman@portlandmaine.gov>

Fri, Feb 23, 2018 at 11:42 AM

To: Jean Fraser <jf@portlandmaine.gov>

Cc: Barbara Barhydt <bab@portlandmaine.gov>, Jeremiah Bartlett <jbartlett@portlandmaine.gov>, Tom Errico <thomas.errico@tylin.com>, Caitlin Cameron <ccameron@portlandmaine.gov>, Keith Gray <kgray@portlandmaine.gov>, Stuart O'Brien <sgo@portlandmaine.gov>

Good morning Jean,

The following are my review comments and recommendations on the Site Plan application for the MMC East Tower and Visitor Parking Garage components, touching upon: Bicycle Parking; ADA-Compliance at both locations; and, Street Lighting on Congress Street.

Bicycle Parking

Based on the information submitted in Submission S-2 Bicycle Parking, the total quantities of parking appear to be sufficient to meet the bicycle parking requirements for the MMC campus.

The type of bicycle parking provided, based upon images supplied in the latest Draft TDM Plan (Feb. 13th, 2018) is in some cases deficient per the Technical Manual to securely park bicycles and encourage bicycle commuting. Some of the bicycle racks secure the front wheel only and do not provide the required two points of contact between the bicycle frame and bicycle rack. This is shown in the photograph in the TDM plan where users are securing their bicycles to the ends of the racks, not in the mid-portion where they are intended by this design. See below.



These bicycle racks do not meet the functional requirements of the Technical Manual, Section 1.15, so-called "wheel-benders". Photo Source: MMC Draft TDM Plan, dated February 13, 2018.

Bicycle parking requirements are outlined in the Technical Manual in Section 1.15. It states, in part:

"Bicycle parking shall:

- Provide secure, durable racks that maintain bicycles in an upright position and to which bicycles can be affixed with customary lock and cable mechanisms. Fence-type ("wheel bender") racks designed to secure the front wheel only are prohibited. (emphasis added, excerpt)"

The other types of bicycle racks illustrated in the Draft TDM Plan (and other types) do meet the functional requirements for bicycle parking. See below.



These bicycle racks do meet the functional requirements of the Technical Manual, Section 1.15. Photo Source: MMC Draft TDM Plan, dated February 13, 2018.

The applicant is to inventory the type and number of bicycle parking spaces within the MMC Campus at each location to ensure that, at a minimum, 1) the total number of racks that meet the parking standards equals the number required and 2) also meets the standard that bicycle racks are adequately distributed within the MMC Campus at main building entrances, also as required by the Technical Manual.

East Tower ADA-Compliance/Accessibility.

The sidewalks and curb ramps serving crosswalks along the frontage of the East Tower appear to meet ADA-accessibility requirements. The curb ramps on the opposite side of the street do not appear to meet ADA due to what appear to be worn detectable warning panels (being comprised of concrete pavers). The applicant is to assess the condition of the detectable warning panels at each crosswalk serving the East Tower site and replace those that are not compliant due to their condition with cast iron detectable warning panels.



Source: Google Streetview, Aug. 2017.

Visitor Garage ADA-Accessibility

The applicant is to confirm that the driveway on Congress Street for the Visitor Garage (for both the entrance and exit) is ADA-compliant for a pedestrian access route for a minimum width of 5' where it meets the back of sidewalk. The maximum allowable cross-slope is 2%.

The applicant is to also confirm that the sidewalk grades on the approaches to the driveway are ADA-compliant for their cross-slope (also 2% maximum for a minimum of 5' clear width) and running slope (it may not exceed specific slopes for different distances and in some instances may not exceed the running slope of the adjacent street).

The applicant is to correct any noted ADA-accessibility issues along the Visitor Garage frontage on Congress Street.



The current driveway at the Visitor Garage. Source: Google Streetview, Aug. 2017.

Pedestrian/Street Scale Lighting on Congress Street

The current pedestrian scale lighting provided along the frontage of the Visitor Garage (and Employee garage to be demolished in Ph III) is not of the same scale as the remainder of Congress Street (where it has both pedestrian and street scale lighting) where it has been implemented within the Downtown Lighting District within the Municipal Street Lighting Standards.

Along the Visitor Garage frontage, the applicant is to replace the existing pedestrian-scale luminaires and add the street lighting luminaire/lamp (3000K, LED) with top bracket to the existing assembly to create street lighting consistent with this vicinity to be activated as the principal visitor entrance with the completion of Phase III.



The current pedestrian-only scale lighting along the Congress Street frontage.
Source: Google Streetview, Aug. 2017.



The current standard for pedestrian and street-scale lighting on Congress Street.
Source: Google Streetview, Aug. 2017.

Please do not hesitate to contact me if you or the applicant has any questions on the above

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Bruce Hyman
Transportation Program Manager
Transportation Division

Department of Planning & Urban Development
[389 Congress Street](#)
[Portland, Maine 04101](#)
[\(207\) 874-8717](#) phone

bhyman@portlandmaine.gov
<http://www.portlandmaine.gov/1363/Transportation-Division>
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