



November 25, 2014

Mr. Bob Metcalf  
Mitchell & Associates  
70 Center Street  
Portland, Maine 04101

Subject: Response to Tom Errico's Review Comments  
Park Danforth  
Portland, Maine

Dear Bob,

Per your request, Gorrill-Palmer Consulting Engineers, Inc. (GP) has reviewed Tom Errico's comments on The Park Danforth expansion in his email to Shukria Wiar dated 11/5/2014. For your convenience, each of his comments is repeated below followed by our response:

**Comment:** I have reviewed the traffic study for the project prepared by GPCEI and concur that the project will not have a significant impact on transportation capacity and does not require a Traffic Movement Permit.

**Response:** No response required.

**Comment:** The traffic study did identify a High Crash Location at the Forest Avenue/Read Street intersection and I need to further investigate as it relates to this project.

**Response:** No response required.

**Comment:** The Forest Avenue driveway configuration geometry does not prevent the suggested turn prohibitions and it is suggested that adjustments be incorporated. I would also note that the GPCEI report notes the Stevens Avenue driveway will also have turn prohibitions. The geometry of driveways should reflect conditions that discourage the illegal turn movements.

**Response:** The design of the Forest Avenue driveway has been revisited and the exit has been narrowed to 12 feet and has been located to avoid relocating an existing utility pole. The entry radius has also been adjusted to the extent practicable. The Stevens Avenue driveway will be restricted to right turns in and out and has been re-designed to facilitate this restriction and signage has been added advising of the restriction.

**Comment:** The one-way emergency entrance on Stevens Avenue should be designed such that it discourages general population usage and is supported by the fire department.

**Response:** GP evaluated the entrance based on a fire truck and determined that the full width shown is required to maintain access. It is also our understanding that you have met with the fire

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department and reviewed this design. We do recommend that an additional sign "C" be shown on the right side of the driveway as well to further highlight this restriction. We also understand from you that landscaping features will also be added to further highlight this restriction.

**Comment:** The applicant should provide specific information that supports all proposed driveways, such that a waiver can be issued regarding the number of driveways as it exceeds City standards. The applicant should focus this response on why both the Stevens Avenue and Arbor Street driveways are both required.

**Response:** As noted in the traffic report, the total number of driveways are being reduced from 6 full access to one full access, two driveways which are restricted to right in and out movements only and one emergency driveway. Thus the number of allowed non-emergency movements is reduced from 24 to 8. Each remaining accesses has been carefully reviewed during the design process and is discussed below:

**Forest Avenue:** one of the existing two driveways on Forest Avenue has been closed as part of this design. The remaining curb cut is proposed to be restricted to right turning traffic in and out. Access from this driveway in combination with the Arbor Street driveway is important for fire access to the Forest Avenue side of the proposed and existing buildings as well as the underground parking.

**Arbor Street:** This driveway is needed in combination with the Forest Avenue driveway for fire access to the Forest Avenue side of the proposed and existing buildings. It is also needed in combination with the northerly Stevens Avenue driveway for fire access to the northwest side of the proposed building.

**Comment:** Several parking aisle widths do not meet City standards. The applicant should provide supporting waiver documentation for all substandard conditions.

**Response:** This waiver was discussed with Mr. Errico at the City staff meeting and it is our understanding that Mitchell & Associates will be providing the waiver documentation.

**Comment:** Pedestrian facility connections between the site and the public sidewalk system, particularly Forest Avenue should be clearly noted and provided.

**Response:** Five pedestrian connections from the site to the public sidewalk system are proposed: one on Stevens, two on Arbor Street, one on Poland Street, and one on Forest Avenue. Grading constraints limit the number of pedestrian connections to Forest Avenue to one.

**Comment:** An ADA ramp on the internal crosswalk at the Arbor Street driveway should be provided.

**Response:** It is our understanding that you are revising the plans to add an ADA ramp adjacent to the drop off area.

**Comment:** I support the proposed compact parking spaces and support a waiver from the City's dimensional standards for compact spaces.

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**Response:** No response required.

**Comment:** It is suggested that the crosswalk on Stevens Avenue at Poland Street be upgraded to be fully ADA compliant. This crosswalk is active and provides an important connection to the METRO bus service.

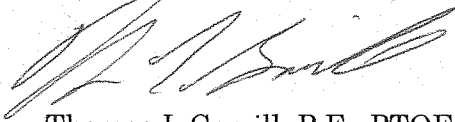
**Response:** Our office agrees that the crosswalk on Stevens Avenue at Poland Street should be fully ADA compliant. We recommend that discussions be held with the City to discuss options for funding these improvements.

**Comment:** A crosswalk is provided on Forest Avenue near the site driveway and I need to review improvement needs and will provide direction in the future.

**Response:** No response required.

Sincerely,

Gorrill-Palmer Consulting Engineers, Inc.



Thomas L Gorrill, P.E., PTOE  
Principal