



Shukria Wiar <shukriaw@portlandmaine.gov>

Thompson Point Hotel - Preliminary Traffic Comments

Tom Errico <thomas.errico@tylin.com>

Fri, Mar 2, 2018 at 2:44 PM

To: Shukria Wiar <shukriaw@portlandmaine.gov>

Cc: Keith Gray <kgray@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Bruce Hyman <bhyman@portlandmaine.gov>

Hi Shukria – I have reviewed the application materials and offer the following preliminary traffic comments.

- The applicant has conducted a trip generation analysis and I find the conclusion that the MaineDOT Traffic Movement Permit trip generation threshold will not be exceeded to be acceptable. I would note that this conclusion does not approve the methods used in the trip generation analysis for future site plan applications.
- The applicant should provide a summary of how parking for the hotel will be managed (including location of the parking supply) during both event and non-event time periods.
- I generally find the site plan to be reasonably acceptable. I do suggest that the pedestrian corridor maintain a minimum width of 20 feet (net width when including the Museum site). This may require some adjustment to the landscape areas. I would also suggest that the crosswalk leading to the "Point" be widened to the width of the crosswalk opposite the hotel.
- It is noted in the application that some off-hour truck deliveries may occur along the east side of the hotel. The applicant should provide specific details on deliveries and the type of trucks anticipated.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE

Senior Associate

Traffic Engineering Director

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MEMORANDUM



TO: Shukria Wiar, Planner
FROM: Lauren Swett, P.E.
DATE: March 2, 2018
RE: Thompson's Point Forefront Hotel Peer Review, Level III Site Plan

Woodard & Curran has reviewed the Level III Site Plan Application for the proposed Forefront Hotel at Thompson's Point in Portland, Maine. The project involves construction of a 5-story, 148 room hotel with a restaurant and bar.

Documents Reviewed by Woodard & Curran

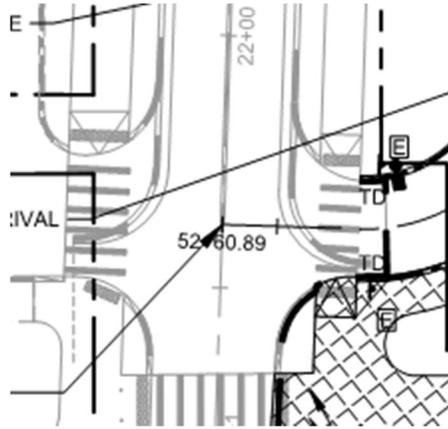
- Level III Site Plan Application and attachments, dated October 31, 2017, prepared by Placemaker Partners, LLC, on behalf of Forefront Hoteliers, LLC.
- Revised Engineering Plans, Sheets C1.0-C1.2, C2.0-2.1, C3.0, C4.0, C5.0-5.2, C6.0, C7.0-7.4, C8.0-8.8, C9.0, C11.0, C12.0 and C14.0; dated February 2, 2018, prepared by Placemaker Partners, LLC, on behalf of Forefront Hoteliers, LLC.

Comments

- 1) In accordance with Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards. We offer the following comments:
 - a) Basic Standard: Plans, notes, and details have been provided to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in accordance with Appendix A, B, & C of MaineDEP Chapter 500. Please provide the following information:
 - Please expand the erosion control notes to address winter construction and site stabilization in greater detail.
 - Please show locations of siltation barrier on the Erosion Control and Construction Management Plan.
 - b) General Standard: The project is required to meet the general standard, providing treatment for new impervious surface in accordance with Maine DEP Chapter 500 standards. The project is providing treatment for the entire project area as well as additional area on the site through the use of a Focal Point system and a Jelly Fish system.
 - The Applicant should review the stormwater materials for inconsistencies in zone labeling. The labeling should be consistent on the plan and the table, but it does not appear that there will be any changes to the stormwater calculations.
 - A Stormwater Maintenance Agreement and a Post-Construction Stormwater Inspection & Maintenance Plan to include all components of the stormwater systems on site should be provided. It is assumed that these exist already for other areas of Thompson's Point, and they should be updated to include the new systems.
 - c) Flooding Standard: Thompson's Point has previously received waivers of the Flooding standard. This waiver remains in effect for this project.
- 2) It is noted that the City of Portland has recently changed their standard for sidewalk ramp detectable warning panels from composite to cast iron. It is our understanding that all of the internal streets at Thompson's Point will be private, and the warning panels wouldn't need to meet the City's standard, but it is mentioned in case the Applicant would like to remain consistent with the current standard.



- 3) The curbing layout at the entrance to the hotel driveway is unclear. Two curblines are shown, and both appear as “existing.” The existing and/or proposed condition should be clarified. See screenshot below from Site Layout Plan:



Please contact our office if you have any questions.



Planning and Urban Development Department Planning Division

Subject: B-5 Design Review – Forefront Hotel, 1 Thompsons Point
Written by: Caitlin Cameron, Urban Designer
Date of Review: Tuesday, November 14, 2017, Revised Wednesday, February 7, 2018

The project at 1 Thompson's Point for the Forefront Hotel was reviewed according to the *City of Portland Design Manual* section B-5 and B-5b Urban Commercial Business Zone Design Standards by Caitlin Cameron, Urban Designer, Shukria Wiar, Planner, and Nell Donaldson, Senior Planner.

Design Review Comments: *(concerns are marked in red)*

Thompson's Point has an anomalous site in that it is an isolated campus on the water without an urban context or street connectivity to the city. Therefore, some of the standards of the B-5 are harder to apply in this case due to the unusual lots that vary in size, orientation, and relationship to the private vehicular road. The Master Development Plan created a layout that orients buildings to an interior pedestrian alley that essentially acts as a circulation spine through the site.

(c) B-5 and B-5b Urban Commercial Business Zones

Standard (1) a. Shared Infrastructure – The project will share a pedestrian walkway, sidewalks, and new road and on-street parking with surrounding developments of Thompson's Point. **However, staff are concerned about the functionality of the pedestrian ways surrounding this building - the project proposes outdoor dining lights, and bike hitches that occupy these pedestrian paths. The crossing from the pedestrian alley to the Building Depot should be as intuitive as possible and follow what will be the desire line for pedestrians coming from either direction.**

Standard (1) b. Buildings and Uses shall be located close to the street . . . Corner lots shall fill into the corner and shall provide an architectural presence and focus to mark the corner. – The building is oriented to create visibility and long views to traffic passing on I-295. This orientation comes at the cost of the vehicular experience of the building which, on approach, sees the back of house and side views of the building. **Staff comment that the design decision to prioritize the building orientation to I-295, the interior spine, and the water is at the cost of placing the prominent corner and entrance at the internal street approach. The driveway, too, is counterintuitive and requires cars to double-back. The Board may decide, however, given the unique site conditions, this orientation may be acceptable and meet the intent of the standard.**

Standard (1) c. Buildings shall be oriented toward the street . . . – The L-shaped building places the corner at the intersection of the pedestrian alley and the vehicular road and that corner is emphasized with a design feature and hotel entrance. The porte cochere, hotel entrance, and long façade of the L-shaped building face towards the vehicular street and south towards the water.

Standard (1) d. Parking lots shall be located to the maximum extent practicable toward the rear . . . **The plan places surface parking between the street and the building for drop-off, hotel check-in, and ADA accessible spaces.**

MEMORANDUM

To: FILE

From: Shukria Wiar

Subject: Application ID: 2017-241

Date: 3/9/2018

Comments Submitted by: Robert Thompson/Fire on 2/12/2018

A 20' access road, to support fire apparatus, must be maintained in the rear of the building. 3/6/18 Met with the developer, who had minimized the access "walkway", and he agreed to widen it for Fire Dept. access.

Comments Submitted by: Robert Thompson/Fire on 2/12/2018

A capacity to serve, from the Portland Water District, is required.

Comments Submitted by: Robert Thompson/Fire on 3/2/2018

Fire Dept. met with the developer and fire access to the hotel and museum is acceptable as submitted.

Comments Submitted by: Robert Thompson/Fire on 3/6/2018

The overhanging canopy, at the front of the hotel must maintain a minimum height of 13'6"