



Traffic Engineering and Parking Divisions

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Re: Traffic Engineering Comments - 4601 Frey St – LNDUSE-2017-00014

To Plan Commission

Major Non-Standard

- The applicant shall provide and demonstrate the use of an on-site 10 foot by 35 foot loading zone.
- The applicant shall work with Traffic Engineering to improve the valet parking.

General Requirements

- The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawings shall be scaled to 1" = 20' and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; pavement markings; signing; building placement; items in the terrace such as signs, street light poles, hydrants; surface types such as asphalt, concrete, grass, sidewalk; driveway approaches, including those adjacent to and across street from the project lot location; parking stall dimensions, including two (2) feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.
- The Developer shall post a security deposit prior to the start of development. In the event that modifications need to be made to any City owned and/or maintained traffic signals, street lighting, signing, pavement marking and conduit/handholes, the Developer shall reimburse the City for all associated costs including engineering, labor and materials for both temporary and permanent installations.
- The City Traffic Engineer may require public signing and marking related to the development; the Developer shall be financially responsible for such signing and marking.
- All parking facility design shall conform to MGO standards, as set in section 10.08(6).
- The applicant shall prepare a TDM to be reviewed and approved by the City Traffic Engineer. MGO (28.183(6)(a)(6)). The TDM shall include operational detail for the valet including expected peak times and staffing levels to accommodate.
- The applicant shall adhere to all vision triangle requirements as set in MGO 27.05 (No visual obstructions between the heights of 30 inches and 10 feet – 25 feet behind the property line at streets and 10 feet at driveways.). Alteration necessary to achieve compliance may include but are not limited to; substitution to transparent materials, removing sections of the structure and modifying or removing landscaping elements. If applicant believes public safety can be maintained they shall apply for a reduction of MGO 27.05(2)(bb) - Vision Clearance Triangles at Intersections Corners. Approval or denial of the reduction shall be the determination of the City Traffic Engineer.
- The applicant shall execute a declaration of conditions and covenants for streetlights & traffic signals prior to final sign-off.