

Comment on the Updated Drawing Set for the
Proposed Building Garage
at
420 Harvard Street
within
the JFK Crossing Neighborhood

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Professional Civil Engineer

Dated: 9/13/2016

Resident at 84 Fuller Street, Apt 2, Brookline, MA

Comments on 420 Harvard Street Drawing Set dated 9/9/2016

1. The proposed location for the access ramp to the underground parking garage tends to be problematic as it will impact the safety of the motorists and pedestrian traffic on Fuller Street and cause traffic delay and congestion. Therefore, it is recommended it be relocated. See my comments dated 8/30/2016.

2. Comment on Dwg. A101 – Ground Floor Plan, labeled as Sheet 1
 - A) The 16% grade is too steep for the underground parking garage access ramp which will be dangerous in an exposed weather conditions as the ramp is not completely covered by the building above. It is noted that the average slope for the Mt. Washington Auto Road in New Hampshire is 12% and the road is closed in the Winter season. The proposed ramp is 4% steeper than the Auto Ramp and it is not safe to drive and stop on such steep ramp.

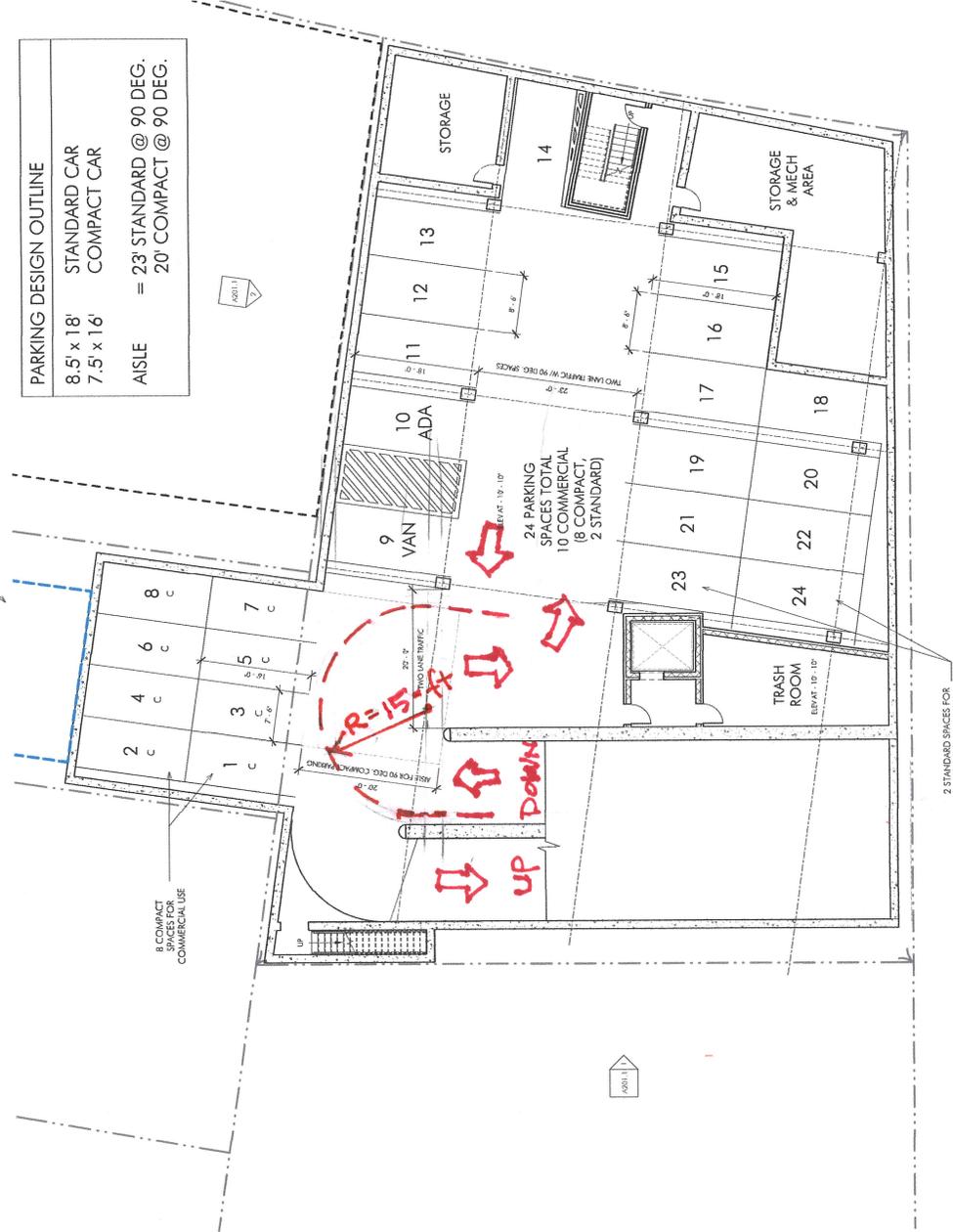
 - B) The column located between the entrance and exit ramps will block the sightline of the exiting vehicle from seeing the coming traffic from Harvard Street and the pedestrians approaching on the sidewalk. It is not desirable and should be relocated.

3. Comment on Dwg. A100 – Garage Level, labeled as Sheet 2

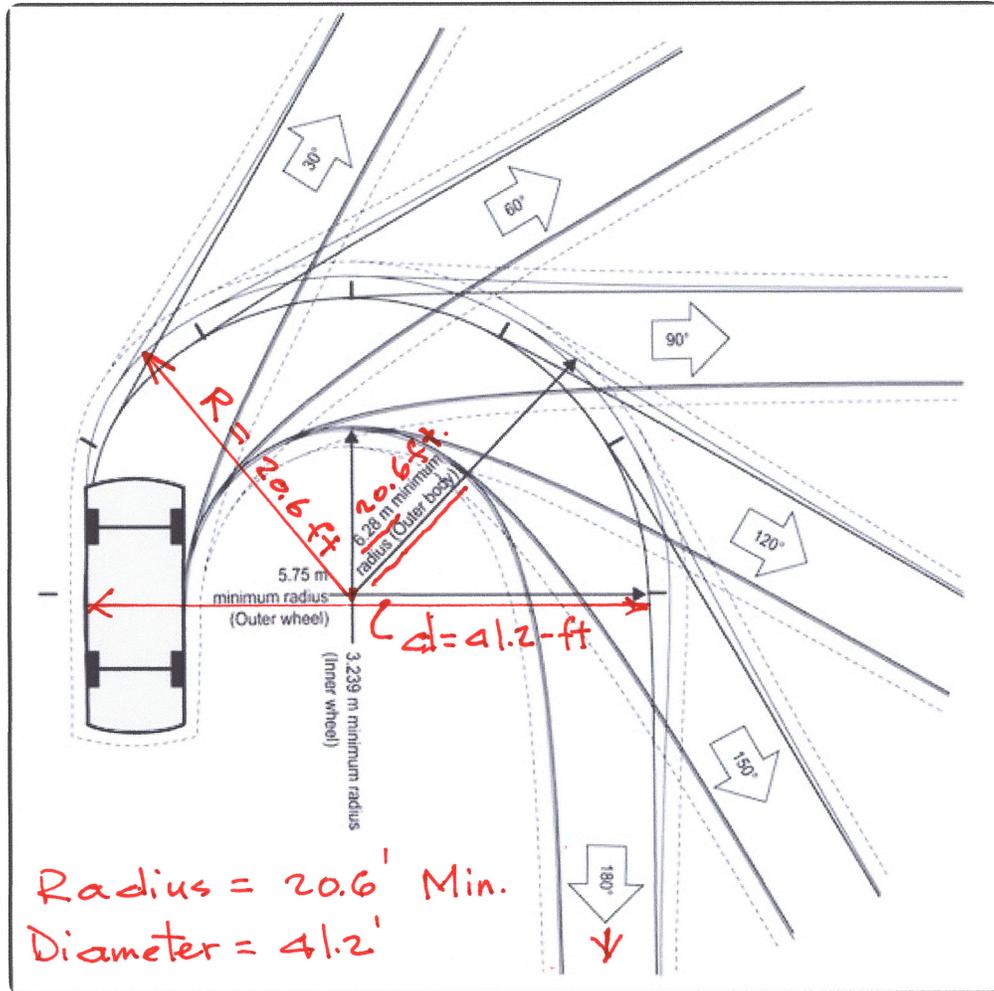
The car coming down the steep ramp has to make a 180 degrees turn immediately at the bottom of the ramp in order to get to the parking space numbers 9 to 20. And at that location the space is 20-ft for the 2 opposite directional traffic lanes. Even taking both lanes to make the turn, the proposed turning radius is only 15-ft (a diameter of 30-ft which is the 10-ft ramp plus the 20-ft lanes) as indicated in attached Sheet 2. Based on the search the minimum turning radius for a passenger car's outer body is 20.6-ft (which is 6.28 meters) as indicated in the attached Sheet 3. Therefore, the proposed turning radius is too tight and the motorist has to make several point turns before he can make a complete turn. This complicated and slow turning maneuver will stop all the traffic in both directions and cause delay and it is not desirable.

PARKING DESIGN OUTLINE
 8.5' x 18' STANDARD CAR
 7.5' x 16' COMPACT CAR
 AISLE = 23' STANDARD @ 90 DEG.
 20' COMPACT @ 90 DEG.

EXISTING HOME ABOVE



SHEET 2 OF 3



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SHEET 3 OF 3

