

Sigrid Swedenborg

From: Mitch Simson
Sent: Monday, June 23, 2014 1:29 PM
To: Sigrid Swedenborg
Subject: FW: PLP14-0031 (Broken Hill LLC)
Attachments: plp14031.pdf

Referral
Responses

Sigrid,

Here are Jason's comments:

- They could remove much of the undergrowth to the south and significantly open up the sight distance on that curve. This may also involve some canopy lifting.
- Using the advisory speed is a good back of the envelope tool; however, where we are really close to the thresholds, I would prefer to use measured prevailing speeds.
- The sight distance to the north is a bit tight, especially if the prevailing speed is higher than 30mph. I would ask them to conduct a speed survey.
- Depending on the results of the survey, it may be important for them to shift the driveway south as you suggested may be possible.

Sight distance will have to be addressed with a focused analysis by a traffic engineer. Adequate event parking and the location of the stone wall can be addressed by the applicant and the project architect. I've attached photos for reference.

Mitch

From: Mitch Simson
Sent: Thursday, June 19, 2014 2:46 PM
To: Sigrid Swedenborg
Subject: RE: PLP14-0031 (Broken Hill LLC)

I will try to confirm with Jason tomorrow. He does tend to believe that real-world data is better than estimates made from advisory signs.

From: Sigrid Swedenborg
Sent: Thursday, June 19, 2014 2:42 PM
To: Mitch Simson
Subject: RE: PLP14-0031 (Broken Hill LLC)

Thanks, Mitch. Will you be getting back to me? Should I begin communication with the applicant about the variance?

From: Mitch Simson
Sent: Thursday, June 19, 2014 2:39 PM
To: Sigrid Swedenborg
Subject: RE: PLP14-0031 (Broken Hill LLC)

Two concerns:

- With Phase 2 events, there are 16 parking spaces. That allows for about 40 guests and staff. Not an issue if the applicant understands the limitation. Phase 3 will accommodate the stated 50 guests and staff. However, for industry events, the applicant will need sophisticated parking control with communications and the ability to

close the lot to inbound vehicles when the lot is full. Due to the nature of Westside Road, vehicles can't stop in the road or driveway. An attendant should be posted at the entry to turn overflow away. An industry-wide event parking plan should be required.

- Sight distance south of the driveway is adequate, but could be improved with the removal of a couple of oak trees located near the fence line. North of the driveway, sight distance is substandard and can't be improved due to road geometry. If the applicant seeks a variance from the standard, he should provide a speed study done by a traffic engineer to show the critical speed is less than the posted speed. I will verify this with Jason. The alternative is to move the driveway south about 60 feet in order to attain the minimum requirement. That will definitely require the removal of the roadside oak trees located south of the entry.

Additionally, the proposed dry-stack stone wall should be located no nearer to the edge of the road than the existing post and wire fence. That is approximately 11 feet from edge of pavement.

From: Sigrid Swedenborg
Sent: Tuesday, June 17, 2014 2:24 PM
To: Mitch Simson
Subject: RE: PLP14-0031 (Broken Hill LLC)

They sent a new project description when I asked for a better explanation of events. Looks like it will be in Phase 2, see attached.

From: Mitch Simson
Sent: Tuesday, June 17, 2014 2:12 PM
To: Sigrid Swedenborg
Subject: PLP14-0031 (Broken Hill LLC)

Sigrid,

Thanks for the full-size plans. Do you know with which phase the applicant will begin hosting events? Thanks,

Mitch