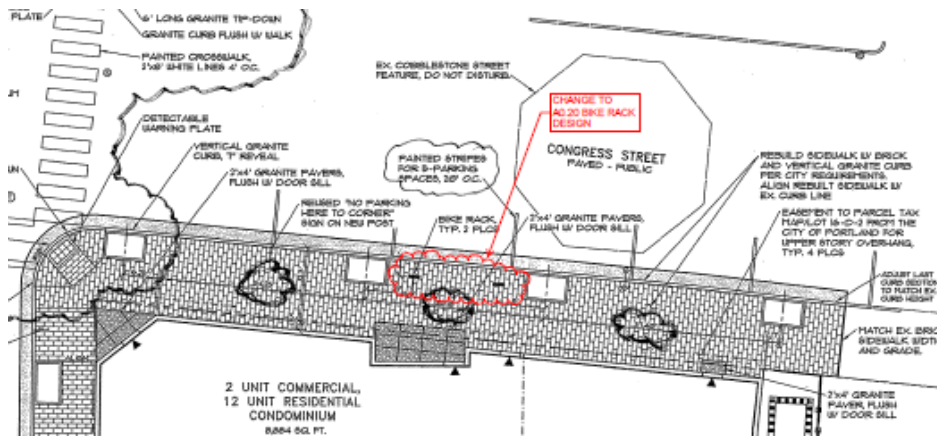
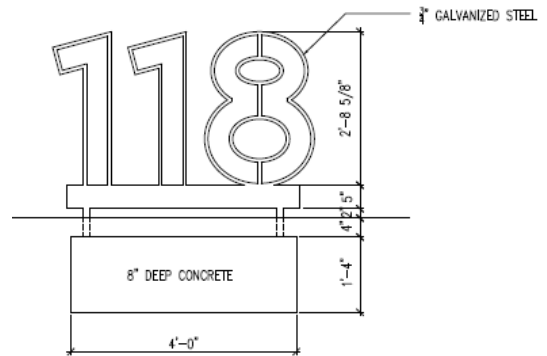


118 Congress Street

Bike Racks

1. **Proposed Amendment to an Approved Plan:** On Wednesday, March, 18th, David Lloyd, representing Chip Newell, applicant, requested an amendment to the approved site plan to install a custom made bike rack in the public right-of-way parallel to the curb line. As part of the submission, Chip Newell has offered to have the condominium maintain and replace the bike rack (e-mail attached).



2. **Approved Plan: and Technical Manual Standards:** The custom rack was submitted in the original submission, but the final approved plans show two Dero bike racks meeting the City's standards located in the public sidewalk (shown above). Since the plan showed the required type of bike racks in the public right-of-way, this was not raised as an issue. An excerpt from the Transportation Section of the Technical Manual is as follows:

The following approved brands, installed according to company specifications, shall be permitted in the public right of way. Equivalent bicycle racks by other manufacturers are acceptable upon approval by the reviewing authority.

- DERO 'Downtown Rack' Inverted U-Rack (Figure I-35)
- DERO 'Bike Hitch' (Figure I-34)
- Old Port District, including Commercial Street: DERO Bike Hitch only (Figure I-34)

Bicycle racks in the public right of way shall become the property of the City of Portland.

Bicycle racks in the public right of way shall match the designated street furniture color for that location as described in the Municipal Street Lighting Standards in this manual. Where there is no designated street furniture color, bicycle racks in the public right of way shall be black (manufacturer's

specification.

3. **Certificate of Occupancy:** Prior to the formal submission, this question was asked of Phil in regards to the C of O. I had discussed this with DPS who did not support a substitution. In addition, I had the precedent of an earlier decision with the Press Hotel (see background below). I had advised Phil to recommend that they put the specialty bike rack on their private property (either near the rain garden or near the lobby door) and retain the two Dero racks in the right-of-way. On Thursday, March 19th, we have received their formal request to put the bike rack in the right-of-way parallel to the curb line.

4. **Review:** Bruce's comments regarding this specific request are as follows:

If it's on private property, we can approve it if I get more details on materials on placement, etc.

If it's in the public ROW we will not likely approve it (unless it was explicitly ALREADY part of the signed off/approved site plan). It would need to be a Bike Hitch or the Downtown Rack. We turned down a similar custom bike rack at the Press Hotel within the public ROW.

We currently only have guidance to say we approve "or equivalent" to the Bike Hitch/Downtown Rack, to my knowledge, within the public ROW.

Barbara can provide some background on this based upon our Press Hotel disapproval.

At the DPS meeting and the Development Review meeting, Tom Errico questioned the functionality of this bike rack. The longterm maintenance was also raised along with support for a unified municipal streetscape for such features, so it is clear the rack is for public use. Also, as designed it is hard to distinguish this as a bike rack versus signage for the building.

5. **Background :** The Press Hotel also asked for a specialty bike rack, which we did not approve. Here are my comments from that review:

Bike Racks: Deb Andrews, Caitlin Cameron, Bruce Hyman and I have looked at the proposed bike racks. While the design is attractive, Deb articulated well the urban design goals for the public infrastructure. The technical manual calls for the Dero bike hitch and we concur that the city standard should be used in this location. Bruce did ask to see the actual dimensions on the site plan for distance between the curb line (need a minimum of 24"). A minimum of 8" is needed for separation from raised granite planters, but I assume you will proceed with the flush grates.

The Portland Forge asked for clarification of the decision on the hotel and this is the e-mail that I sent after additional discussions with internal staff:

While the design of the proposed bike rack was attractive and related to the Hotel, the City needs to consider the desired continuity of neighborhood streetscape features. Consistent treatment of sidewalks, tree wells, and other features are intended to knit individual buildings into the larger public streetscape. In addition, the City becomes responsible for the maintenance and replacement of public infrastructure located within the street right-of-way. Thus Portland's Technical Manual specifies the

requirements for infrastructure to be installed in the city right-of-way, including the standards for the bike racks. <http://me-portland.civicplus.com/DocumentCenter/Home/View/2353> Refer to pages 65 and 66 in the Transportation section for bike racks.

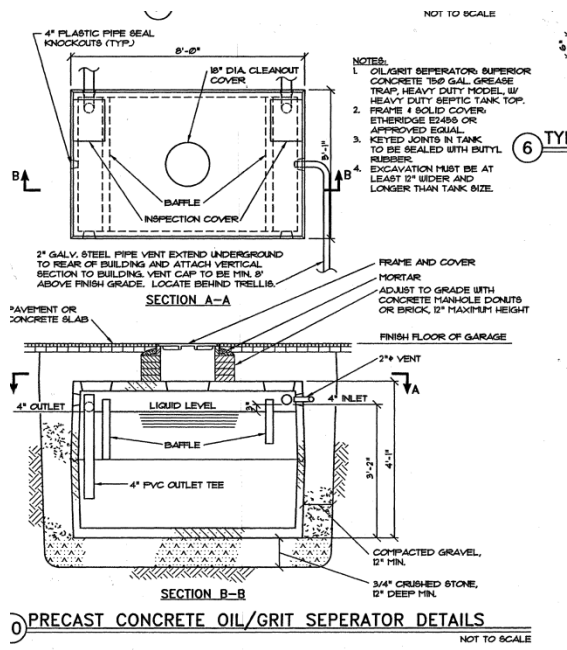
The technical manual has specifications for street lights that are chosen to reflect the character of specific neighborhoods. The city is open to considering alternative bike racks that meet functional requirements, quality of materials/finish, cost effective to maintain, and relate to the neighborhood context. This would require amendments to the Technical Manual that must be adopted by the Planning Board. Bruce Hyman, Transportation Program Manager, is aware of your interest and others to consider alternatives. Currently, the position for the bike and pedestrian coordinator is vacant, but it is something that could be considered at a later time.

Please note that bike racks that are proposed on private property do not have to be the Dero Lock bike rack, so creative and functional alternatives can be proposed on private property.

6. **Staff Recommendation:** The staff continues to recommend that the custom made bike rack be located on the private property and to retain the two Dero bike racks in the public right-of-way.

Parking Garage – Grit Separator

1. The plans for 118 Congress Street included a oil/grit separator in the structured parking area. The construction detail is inserted and it was shown in the floor of the garage on the site plan.



The applicant has submitted the plumbing contractor's analysis that grease/grit separators are not required under the State plumbing code (attached)

2. While the applicant argues that this is not required in the Maine, the following are the comments from David Senus:

During review of covered parking structures, the City of Portland Department of Public Services has consistently required Applicants to provide a structure designed to remove oil and grit from the floor drain system prior to connection into the City's Combined or

Sanitary Sewer System. This is typically a stand-alone structure designed with a sump and a down-turned outlet with oil/floatable storage capacity in the configuration shown on the 118 Munjoy Hill Plans (sheets C1.4 & C1.7), dated 3/27/2014. Although there is no specific code reference that I can point to for this requirement for parking garage areas, the City never allows runoff from a paved/traveled area to enter their system without some means of grit/sediment removal. Specifically the City of Portland Technical Manual requires 3' deep sumps on all catch basin structures, along with a Casco Trap or Snout on the outlet:

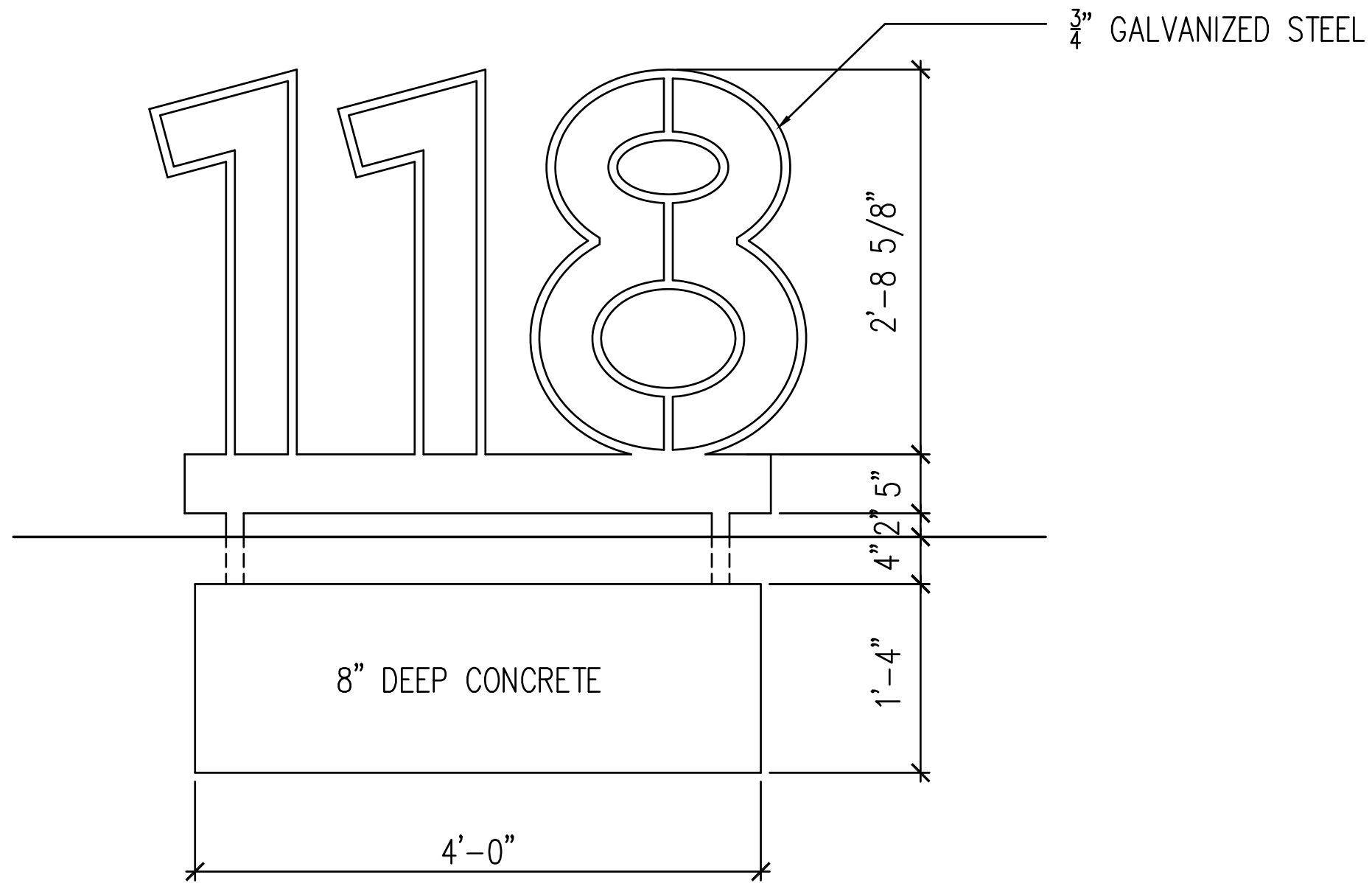
- *City of Portland Technical Manual 2.7.6. All catch basins shall be constructed with a minimum sump of 3'.*
- *City of Portland Technical Manual Figure II-2 and II-9 reference and show Casco Traps for catch basin outlets*

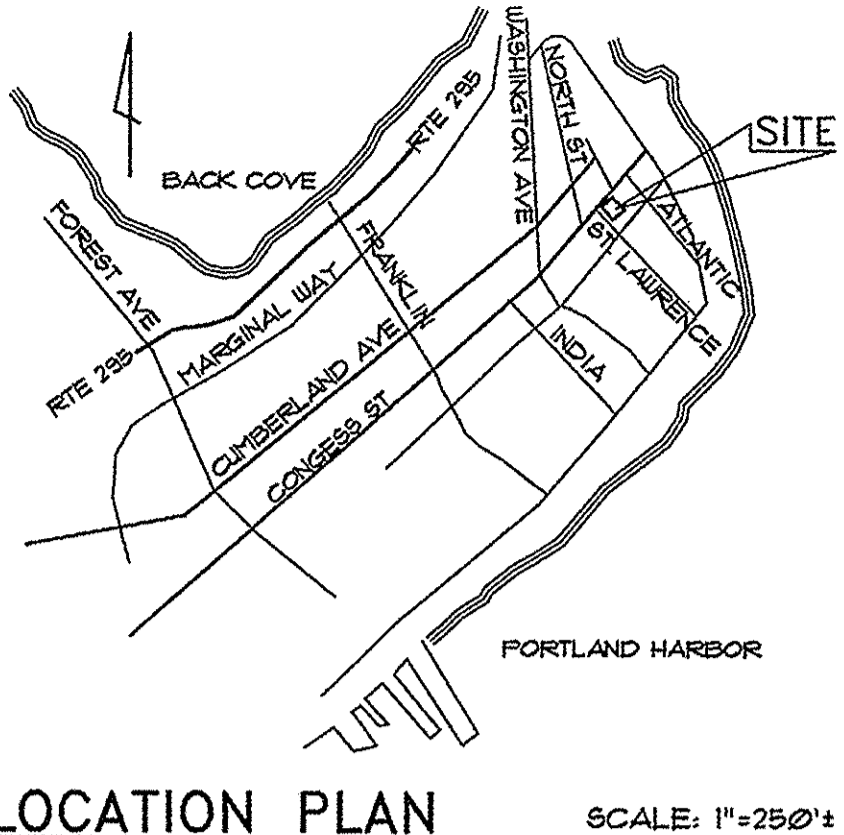
In summary, in a typical parking garage scenario, floor drains can be designed to flow through an oil and grit separator or can be collected in City of Portland Standard catch basins with 3' deep sumps and a trap on the outlet. My understanding is that neither of these items have been installed at the 118 Munjoy garage.

Covered garage spaces receive a significant amount of sediment, grit and oil drippings from vehicles, arguably just as much as uncovered parking spaces. The runoff from covered garage spaces tends to be very dirty, as it concentrates and is typically flushed out when the garage area is washed out.

If a covered garage space was designed to drain (at the surface) to the street, in other words no floor drains or internal collection system, the runoff would enter into the City's catch basin system which includes sumps

- 3. Staff Recommendation:** The staff offered the option of the catch basin described by David above that could be installed inside the garage or outside. If it is outside in the driveway apron (within the street right-of-way), then a license or agreement that the condominium association would be responsible for all maintenance and replacement would be required. The applicant's engineer has indicated that there is insufficient space in the driveway apron due to underground utilities. While the floor drains do have baskets for collection of debris, the units do not handle oil and need frequent cleaning. DPS felt those units were not adequate. DPS is requesting an alternative that more effectively addresses grit, oil and floatables.





**CITY OF PORTLAND
SITE PLAN AND SUBDIVISION NOTES**

- LANDSCAPING SHALL MEET THE "ARBORICULTURAL SPECIFICATIONS AND STANDARDS OF PRACTICE AND LANDSCAPE GUIDELINES" OF THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
- THE ENTIRE SITE SHALL BE DEVELOPED AND/OR MAINTAINED AS DEPICTED ON THE SITE PLAN. APPROVAL OF THE PLANNING AUTHORITY OR PLANNING BOARD SHALL BE REQUIRED FOR ANY ALTERATION TO OR DEVIATION FROM THE APPROVED SITE PLAN, INCLUDING WITHOUT LIMITATION: TOPOGRAPHY, DRAINAGE, LANDSCAPING, RETENTION OF WOODED OR LAWN AREAS, ACCESS, SIZE, LOCATION, AND SURFACING OF PARKING AREAS AND LOCATION AND SIZE OF BUILDINGS.
- ALL POWERLINE UTILITIES SHALL BE UNDERGROUND.
- SIDEWALKS AND CURBING SHALL BE DESIGNED AND BUILT WITH TYPICAL RAMP AT ALL STREET CORNERS, CROSSWALKS AND DRIVEWAYS IN CONFORMANCE WITH THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
- ALL EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL BMPs PUBLISHED BY THE BUREAU OF LAND AND QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003.
- ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR REGRADING.
- ALL DISTURBED AREAS ON THE SITE NOT COVERED BY BUILDINGS OR PAVED AREAS SHALL BE STABILIZED WITH LOAM AND SEED OR OTHER METHODS AS REQUIRED BY BEST MANAGEMENT PRACTICES (SEE ABOVE).
- PRIOR TO CONSTRUCTION, A PRECONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR, DEVELOPMENT REVIEW COORDINATOR, PUBLIC WORKS REPRESENTATIVE AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE SITE/BUILDING CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE TO THE ATTENDING CITY REPRESENTATIVE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE A MUTUALLY AGREEABLE TIME FOR THE PRECONSTRUCTION MEETING.
- EXISTING VEGETATION SHALL BE CONSERVED IN AREAS SHOWN ON THIS SITE FENCING OR OTHER PROTECTIVE BARRIERS SHALL BE ERRECTED OUTSIDE THE DRIP-LINE OF INDIVIDUAL GROUPINGS OF TREES DESIGNATED FOR PRESERVATION PRIOR TO THE ONSET OF CONSTRUCTION. REGRADING SHALL NOT TAKE PLACE WITHIN THE DRIP-LINE OF TREES DESIGNATED FOR PRESERVATION OR CONSTRUCTION MATERIALS SHALL BE PERMITTED WITHIN THE DRIP-LINE OF TREES TO BE PRESERVED.
- SUBDIVISION AT THE TIME OF APPROVAL IS DEFINED AS "SUBDIVISION SHALL MEAN THE DIVISION OF A LOT, TRACT OR PARCEL OF LAND INTO THREE (3) OR MORE LOTS, INCLUDING LOTS OF FORTY (40) ACRES OR MORE, WITHIN ANY FIVE-YEAR PERIOD WHETHER ACCOMPLISHED BY SALE, LEASE, DEVELOPMENT, BUILDINGS OR OTHERWISE AND AS FURTHER DEFINED IN 30-A M.R.S. SECTION 4401. THE TERM SUBDIVISION SHALL ALSO INCLUDE THE DIVISION OF A NEW STRUCTURE OR STRUCTURES ON A TRACT OR PARCEL OF LAND INTO THREE (3) OR MORE DWELLING UNITS WITHIN A FIVE-YEAR PERIOD AND THE DIVISION OF AN EXISTING STRUCTURE OR STRUCTURES PREVIOUSLY USED FOR COMMERCIAL OR INDUSTRIAL USE INTO THREE (3) OR MORE DWELLING UNITS WITHIN A FIVE-YEAR PERIOD. THE AREA INCLUDED IN THE EXPANSION OF AN EXISTING STRUCTURE IS DEEMED TO BE A NEW STRUCTURE FOR THE PURPOSE OF THIS PARAGRAPH. A DWELLING UNIT SHALL INCLUDE ANY PART OF A STRUCTURE WHICH THROUGH SALE OR LEASE IS INTENDED FOR HUMAN HABITATION, INCLUDING SINGLE-FAMILY AND MULTIFAMILY HOUSING CONDOMINIUMS, TIME-SHARE UNITS AND APARTMENTS."

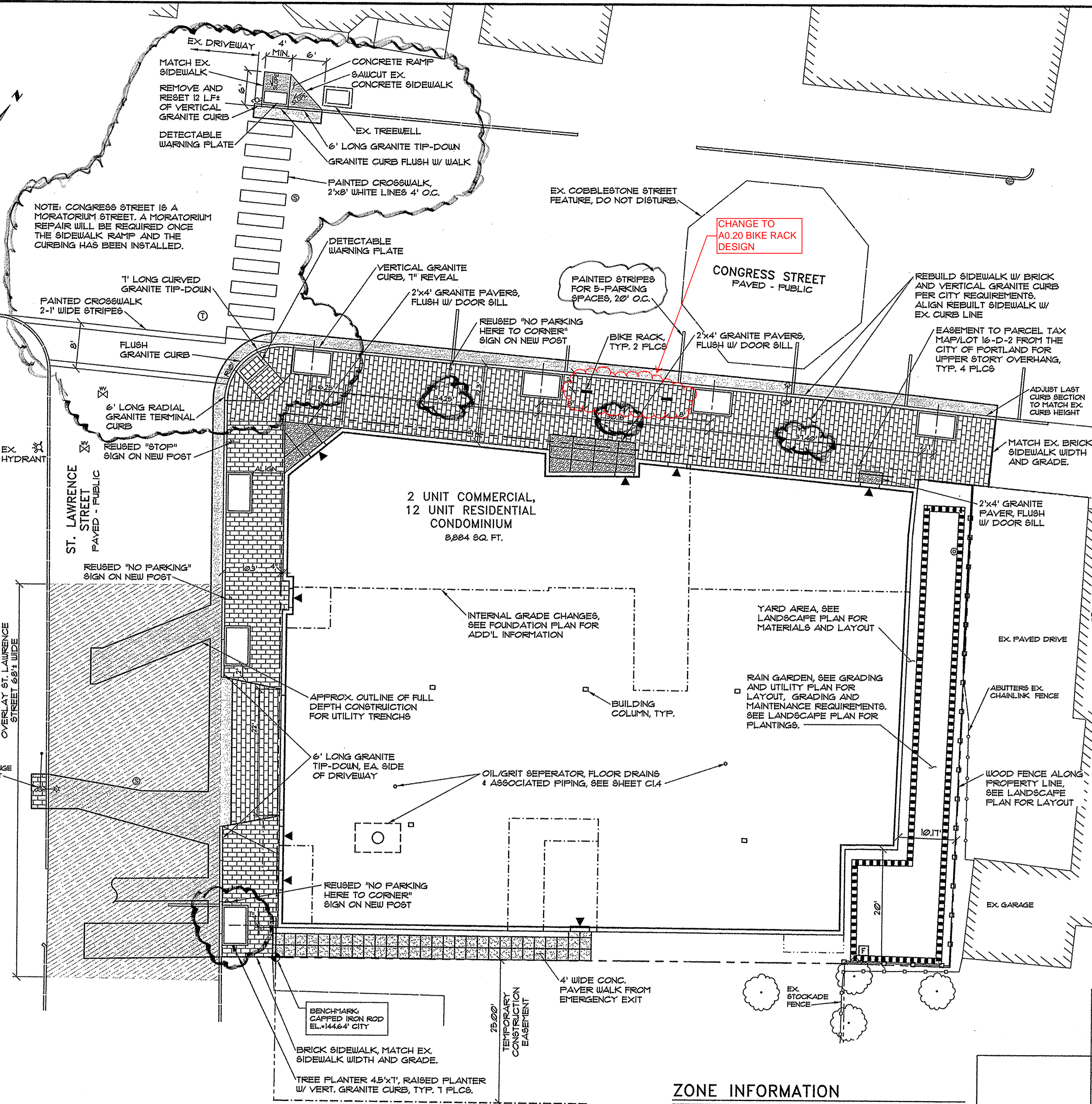
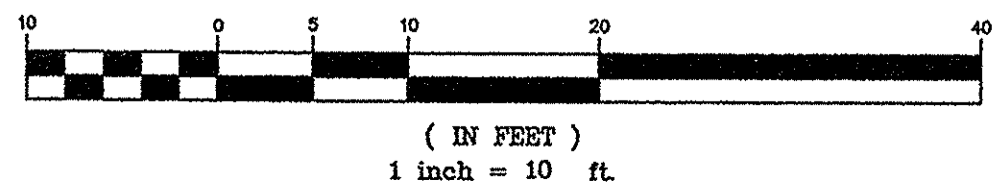
SITE PLAN CONDITIONS OF APPROVAL

- PLANNING BOARD CONDITIONS OF APPROVAL PER THE CITY OF PORTLAND PLANNING BOARD REVIEW MEMO DATED FEBRUARY 3, 2014:
- THE APPLICANT SHALL SUBMIT A REVISED BUILDING DESIGN THAT RESULTS IN THE DECKS ON ST. LAURENCE STREET BEING WITHIN THE PROPERTY BOUNDARIES WHILE MAINTAINING THE CURRENT QUALITY OF DESIGN IN REGARDS TO FACADE ARTICULATION AND VARIATION OF FORM FOR REVIEW AND APPROVAL BY THE PLANNING AUTHORITY PRIOR TO SIGNING OF THE SUBDIVISION PLAT
 - THAT THE APPLICANT SHALL OBTAIN A LICENSE FROM THE CITY COUNCIL, SUBJECT TO REVIEW AND APPROVAL BY THE CORPORATION COUNSEL'S OFFICE, FOR ANY BUILDING FEATURES ASSOCIATED WITH THE APPROVED DESIGN THAT EXTEND OVER THE CITY RIGHT-OF-WAY, PRIOR TO THE RELEASE OF THE SIGNED SUBDIVISION PLAT
 - THAT THE APPLICANT SHALL OBTAIN EASEMENTS OR TEMPORARY CONSTRUCTION AGREEMENTS FOR ALL WORK OUTSIDE THE BOUNDARIES OF THE SITE, THESE (IF ANY) SHALL BE REVIEWED AND APPROVED BY CORPORATION COUNSEL AND THE RECORDING OFFICE SHALL BE PROVIDED TO THE PLANNING AUTHORITY PRIOR TO THE ISSUANCE OF A BUILDING PERMIT
 - THAT THE APPLICANT MAY BE REQUIRED TO INSTALL A CROSSWALK ON CONGRESS STREET AT THE EASTERLY SIDE OF THE ST. LAURENCE STREET INTERSECTION. THE CITY'S CROSSWALK COMMITTEE MAY REVIEW THE SUBJECT LOCATION AND IDENTIFY RECOMMENDATIONS FOR INSTALLING A CROSSWALK IF DEEMED APPROPRIATE BY THE CITY'S CROSSWALK COMMITTEE. THE APPLICANT SHALL BE RESPONSIBLE FOR IMPLEMENTATION OF ALL FEATURES OF THE CROSSWALK INCLUDING BUT NOT LIMITED TO PAVEMENT MARKINGS, SIGNAGE, AND ADA COMPLIANT RAMPS
 - THAT THE APPLICANT SHALL SUBMIT THE REVISED CIVIL ENGINEERING PLANS TO ADDRESS THE ENGINEERING REVIEW COMMENTS OF DAVE BENSU DATED 11/6/2014 FOR REVIEW AND APPROVAL BY THE PLANNING AUTHORITY PRIOR TO THE ISSUANCE OF A BUILDING PERMIT
 - THAT THE APPLICANT SHALL SUBMIT A REVISED LANDSCAPE IMPROVEMENT PLAN TO ADDRESS THE CITY ARBORIST COMMENTS OF 12/2/2014 IN RESPECT OF THE SITE LANDSCAPE (BUFFERING AND ADDITIONAL TRELLIS) TO ALSO ADDRESS CITED PRINCIPLES AS RELEVANT FOR REVIEW AND APPROVAL BY THE PLANNING AUTHORITY AND CITY ARBORIST PRIOR TO THE ISSUANCE OF A BUILDING PERMIT
 - THAT THE APPLICANT SHALL SUBMIT THE PLANS, DOCUMENTS AND OTHER MATERIALS TO ADDRESS THE TRAFFIC REVIEW COMMENTS OF TOM ERRICO DATED 12/3/2014 IN RESPECT OF LOADING AND SERVING AND IMPACT ON STREET PARKING/CITY'S TRAFFIC SCHEDULE FOR REVIEW AND APPROVAL BY THE PLANNING AUTHORITY, DEPARTMENT OF PUBLIC SERVICES AND PARKING DIVISION PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY
 - THAT THE APPLICANT SHALL SUBMIT, FOR REVIEW AND APPROVAL BY THE PLANNING AUTHORITY AND THE DEPARTMENT OF PUBLIC SERVICES PRIOR TO THE START OF ANY WORK ON SITE, A REVISED CONSTRUCTION MANAGEMENT PLAN THAT ADDRESSES THE COMMENTS OF TOM ERRICO DATED 12/3/2014
 - THAT THE TWO ADJUSTABLE "FLOOD" LIGHTS ON THE FRONT OF THE BUILDING OVER THE COMMERCIAL UNIT WINDOW SHALL BE ADJUSTED IN ACCORDANCE WITH THE CITY'S TECHNICAL STANDARD 12 "SITE LIGHTING" SECTION 12.4

DRAWINGS INCLUDED IN THIS PROJECT

NO.	DESCRIPTION	DATE
C10	SUBDIVISION PLAN	1
C11	CONDOMINIUM PLAT	1
C12	SITE PLAN	1
C13	EXISTING CONDITIONS AND DEMOLITION PLAN	A1/01
C14	GRADING AND UTILITIES PLAN	A1/04
C15	EROSION CONTROL PLAN, NOTES AND DETAILS	A1/05
C16	DETAILS	A2/01
C17	DETAILS	A2/01
L10	LANDSCAPE IMPROVEMENTS PLAN	E01
L20	LANDSCAPE DETAILS	E01

FOR SITE PLAN LEGEND
SEE SHEET C1.4
GRAPHIC SCALE



GENERAL NOTES

- OWNER: EMT, LLC, 118 CONGRESS STREET, PORTLAND MAINE 04101, DEED RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS BK. 14156, PG. 274, DATED SEPTEMBER 10, 1998.
- DEVELOPER: 118 CONDOMINIUMS, LLC, 118 CONGRESS STREET, PORTLAND, MAINE 04101.
- ENGINEER: PINKHAM & GREER CONSULTING ENGINEERS, 28 VANNAH AVENUE, PORTLAND, MAINE, 04103.
- ARCHITECT: ARCHETYPE ARCHITECTS, 48 UNION WHARF, PORTLAND, MAINE, 04101
- TOPOGRAPHIC AND BOUNDARY INFORMATION: OWEN HASKELL, INC. 390 US ROUTE ONE, FALMOUTH, MAINE. BENCHMARK CITY DATUM, BASED ON MON. AT NORTHEAST CORNER OF NORTH AND CONGRESS STREETS, ELEV. 146.69'.
- SOILS MAPPING TAKEN FROM SOIL CONSERVATION STUDY OF CUMBERLAND COUNTY AND CLASSIFIED AS HICKLEY (H16), GRAVELLY SANDY LOAM, 3-8% SLOPES, HYDROLOGICAL GROUP "A".
- TAX MAP REFERENCE: MAP 16 / BLOCK D / LOT 2.
- TOTAL PARCEL = 0.25 acres
- CALL DIG-SAFE PRIOR TO COMMENCING WORK, 1-800-DIG-SAFE.
- ALL WORK WITHIN THE RIGHT OF WAY IS TO MEET CITY OF PORTLAND STANDARDS.
- UNITS TO BE SERVICED BY PUBLIC WATER AND SEWER THESE SERVICES, INCLUDING EXISTING HYDRANTS, ARE AS SHOWN ON SHEET C1.4, GRADING AND UTILITIES PLAN.
- POWER TELEPHONE AND CABLE SERVICES ARE TO BE UNDERGROUND. THESE SERVICES ARE SHOWN ON SHEET C1.4, GRADING AND UTILITIES PLAN.
- EXISTING UTILITIES, INCLUDING SIZE AND VERTICAL AND HORIZONTAL LOCATIONS, ARE SHOWN ON SHEET C1.4, GRADING AND UTILITIES PLAN.
- THERE ARE NO APPARENT PERMANENT ON-SITE EASEMENTS OR RESTRICTIONS BURDENING OR BENEFITING THE SUBJECT PROPERTY.
- NO HISTORIC SITES OR STRUCTURES ON OR ADJACENT TO THIS SITE APPEAR ON OR ARE NOMINATED TO THE NATIONAL REGISTER.
- PROPOSED PARKING SPACES: 18 INTERIOR SPACES.
- THE SUBJECT PARCEL SHOWN AS 118 CONGRESS STREET IS SUBJECT TO THE CITY OF PORTLAND TIER III SITE PLAN SUBDIVISION PERMIT APPLICATION.
- REFER TO THE 118 on MUNJOY HILL CONDOMINIUM DOCUMENTS FOR FURTHER INFORMATION REGARDING THE MAINTENANCE AND DESCRIPTION OF COMMON ELEMENTS AND LIMITED COMMON ELEMENTS.
- REQUIRED STREET TREES ARE INCLUDED ON THE LANDSCAPE PLAN AS PART OF THE APPROVAL FOR 118 on MUNJOY HILL SITE PLAN.
- FLOODPLAIN: THIS PROPERTY SHOWN ON FLOOD INSURANCE RATE MAP, COMMUNITY PANEL 290051 0014 A, EFFECTIVE DATE JULY 11, 1986. IT IS NOT IN A SPECIAL FLOOD HAZARD ZONE.
- THIS PROJECT COMPLIES WITH CONDITIONS OF PORTLAND CODE OF ORDINANCES, CHAPTER 32 STORMWATER, INCLUDING ARTICLE 11, POST-CONSTRUCTION STORMWATER MANAGEMENT. THE DEVELOPER/CONTRACTOR/SUBCONTRACTORS MUST COMPLY WITH CONDITIONS OF THE CONSTRUCTION STORMWATER MANAGEMENT PLAN AND SEDIMENT & EROSION CONTROL PLAN BASED ON CITY STANDARDS AND STATE GUIDELINES. SEE SHEET C1.4, GRADING AND UTILITIES PLAN FOR THE LIST OF INSPECTION AND MAINTENANCE OF STORMWATER MANAGEMENT FACILITIES REQUIREMENTS.
- EXISTING TREE PRESERVATION AND PROTECTION MEASURES ARE TO BE UNDERTAKEN IN ACCORDANCE WITH THE STANDARDS SHOWN ON SHEET L10, LANDSCAPE IMPROVEMENT PLAN.
- THE PORTLAND CITY COUNCIL HAS GRANTED A LICENSE TO EMT, LLC, THE OWNER OF 118 CONGRESS STREET TO ALLOW BAYS TO PROJECT OVER ST. LAURENCE STREET AND TO ALLOW DECKS AND BAYS TO PROJECT OVER CONGRESS STREET, AND APPROVED MINOR VARIATIONS IN MATERIALS FROM THE CITY'S SIDEWALK REPLACEMENT MATERIAL POLICY TO ALLOW FOR THE USE OF PAVERS AND BRICKS WITHIN THE CITY'S RIGHT OF WAY. LICENSE GRANTED FEB. 24, 2014.

SITE PLAN, APPROVED BY THE CITY OF PORTLAND PLANNING BOARD

DATE _____

THESE TWELVE (12) RESIDENTIAL UNITS AND TWO (2) COMMERCIAL SPACE CREATE A SUBDIVISION. THE CITY REVIEW IS FOR SITE AND SUBDIVISION APPROVAL.

REV.	DATE	DESCRIPTION
7	4/18/14	ADD STREET MORATORIUM NOTE, REVISE CROSSWALK & RAMP
6	4/17/14	SUBMITTED FOR FINAL APPROVAL
5	3/27/14	SUBMITTED FOR FINAL APPROVAL
4	2/26/14	100% CONSTRUCTION DOCUMENTS
3	1/27/14	50% PRICING SET
2	1/13/14	REV'D PER STAFF REVIEW
1	1/2/14	REVISED LAYOUT, ADDED GARDEN

118 CONDOMINIUMS, LLC
118 CONGRESS STREET, PORTLAND ME

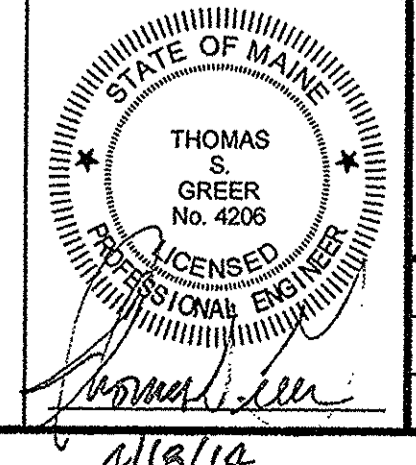
118 on MUNJOY HILL
118 CONGRESS STREET, PORTLAND, ME

PINKHAM & GREER
CONSULTING ENGINEERS
28 VANNAH AVENUE
PORTLAND, MAINE

SITE PLAN MAP 16/BLOCK D/LOT 2

SCALE: AS SHOWN DRN BY: JDC
DATE: NOVEMBER 13, 2013 DESG BY: TSG
PROJECT: 13143 CHK BY: TSG

C1.2



4/18/14

From: Chip Newell <chip@newheightgroup.com>
To: Jean Fraser <JF@portlandmaine.gov>
CC: David Lloyd <lloyd@archetypepa.com>, Barbara Barhydt <BAB@portlandmaine.gov>, Ed Theriault <etheriault@e-tla.com>
Date: Thursday, March 19, 2015 11:33 AM
Subject: Re: 118 - Bike Rack site plan submission change

Barbara and Jean:

I have discussed this informally with Jeff Levine and he indicated he thought it could be possible to approve these racks but needed to determine what potential issues might exist.

We are striving to create a truly fine building in a prominent location along Congress Street on Munjoy Hill. Our efforts focus not only within the units and building public areas but also along the street itself for the benefit of the neighborhood. We feel that the "number" bike racks are an important element in the overall presentation of the building within the neighborhood.

We are willing to have the Condominium Association agree to maintain and, if necessary in the future, replace the bike racks to relieve the City of future obligations.

I look forward to the opportunity to discuss this important element of our project with you and any other appropriate City officials, and I apologize for the late timing of the request; the "Number" bike rack has been on our drawings for the past year and I was not aware that they had not been presented to the City.

Regards,

Chip

Chip Newell
118 Brackett St.
Portland, ME 04102
Cell: 202-262-4567
Email: chip@newheightgroup.com

On Mar 19, 2015, at 10:51 AM, Jean Fraser <JF@portlandmaine.gov> wrote:

> David
>
> This request raises policy issues and Barbara Barhydt will be responding to you.
>
> Thank you
> Jean
>
>
>
> Jean Fraser, Planner
> City of Portland
> 874 8728
>>>> David Lloyd <lloyd@archetypepa.com> 3/18/2015 12:49 PM >>>>
> Jean
> We are submitting the revised Bike rack design for your review and hopeful approval
>
> David Lloyd
> Architect
> Archetype, P.A.
> 48 Union Wharf
> Portland, ME 04101
> Tele: (207) 772-6022
> Fax: (207) 772-4056
> Cell: (207) 831-8627
> lloyd@archetypepa.com
> http://www.archetype-architects.com
>
>
>

>

> Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested. --



MECHANICAL SYSTEMS ENGINEERS

Royal River Center, Unit #10B
10 Forest Falls Drive, Yarmouth, Maine 04096
Tel. (207) 846-1441
Facebook: Mechanical Systems Engineers

March 13, 2015

David Lloyd
Architect
Archetype, P.A.
48 Union Wharf
Portland, ME 04101

Re: 118 on Munjoy Hill – Requirement of an oil/water & grit separator

Dear David,

We have reviewed the conditions of the interior parking garage floor drains, and disagree with the necessity of an oil and grit interceptor for these floor drains that flow to the sewer system.

As we understand it, the preliminary design presented to the planning board had these parking drains as part of the overall Stormwater plan. If this had been an outside parking lot, or open walled covered parking area, that would have been correct, but this parking space is entirely enclosed and never receives any rain or run-off. Instead of the 13,000 gallons per hour run-off possible in the 100 year storm from a typical exterior parking lot, here less than 1 gallon per day is expected from any dripping vehicles. In fact most of water drips on these vehicles are expected to evaporate.

Regardless of what was proposed to the planning board, once an area is totally enclosed by the building it falls under the jurisdiction of the Maine State Plumbing Code, rather than any site stormwater plan. According to the Plumbing Code an indoor parking does not require an oil or grit interceptor, except in cases where the vehicles are expected to be washed or serviced. No vehicles will be allowed to be wash or serviced inside. Any concern that the vehicles of these well-to-do residents might drip oil cannot be a serious one. However, if the issue is pushed, the amount of oil is well below the 100 milligrams per liter level of hydrocarbon oils listed in Portland's Chapter 24, Section 24-17. Also according to Section 24-48, if the public works authority does require pretreatment, then the design and installation shall be subject to its review and approval subject to the provisions of the state plumbing code, and the Plumbing code does not require it.

As for preventing the sand/grit from washing into the sewer system, please note that unlike an exterior parking lot that is heavily sanded after every snowstorm, the tiny amount of sand here is only that which will be carried into the garage on tires and undercarriages. Also since there is no rain inside the building, there is not sufficient flow to move the sand to the drain. The owner will hire a sweeper annually to clean the sand off the floor. Any sand that does land directly on the floor drain grid itself will be caught by the large sediment bucket inside the floor drain.

I recommend that this be appealed to City Manager (within the 10 days of the date of the written notice of violation) according to Section 24-57.

Please call with any questions or comments.

Very Truly Yours,

Eric J. Pflugradt
Mechanical Systems Engineers