

# Development Review Checklist

IS-FBC

Level I / **Level II** / Level III / Master Plan  
 Project Name: Luminato  
 Address: 169 Newbury Street  
 Description: Alteration / Addition / **New Construction**  
 Date Received: 03/28/16 Prelim / **Final**  
 Planner: Caitlin Cameron

Subdistrict UN / **UT** / UA

	Complies	More Info	Does Not Comply	N/A	Comments
<b>PURPOSE</b>					
General Guiding Principles	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Subdistrict Intent	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	UT
<b>GENERAL DEV. STANDARDS</b>					
(a) Prohibited Uses	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	residential
(b) Siting Standards					
Mid-Block Permeability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Frontage Req. – Additional Building Length	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	124’11” at Franklin Street, 54’10” at Newbury Street = structured parking exemption on Franklin Street
Setbacks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No special conditions
Small Lot < 35’	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Side Yard less than 5’	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Special corner treatment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Attached Buildings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Landscaping & Screening					
Surface Parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Surface parking is screened at Franklin St.
1 <sup>st</sup> Lot Layer - Height	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Fence at Franklin is 6’ tall
1 <sup>st</sup> Lot Layer – Perm.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Fence at Franklin was changed to landscaping
Other Lot Layer - Height	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Fence at side yard is 6’ tall
Building Addition - Length	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Building Addition - Stories	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

	Complies	More Info	Does Not Comply	N/A	Comments
(c) Height Standards					
Height Bonus - Eligible?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	UT are eligible streets
Height Bonus – Conditions Green Roof+Pervious = 5,135sf 50% roof = 3,368sf	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5,135 sf pervious provided on lot. 3,874 sf of green roof provided.
(d) Parking Standards	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	23 spaces required, 27 spaces provided
Existing Parking - Addition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>SUBDISTRICT DIMS REQ.</b>					
<b>Siting Standards</b>					
Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	UT principal facade
Corner Condition	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	UT/UT intersection
Lot Coverage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	76%
<b>Frontage Requirements</b>					
Building Length	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	124'11" at Franklin St, 54'10" at Newbury St
Additional Bldg Length	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	125' facing Franklin w/garage exemption
Fenestration Req. (UA)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>Setbacks</b>					
Principal Building					
<b>Front Yard</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Front yard setback dimensions missing
Side Yard	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	At least 10' on both side yards
Side Yard	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Exceptions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Rear Yard	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	It appears at least 10' from back prop line
Accessory Building(s)					
Side Yard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Rear Yard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

	Complies	More Info	Does Not Comply	N/A	Comments
<b>Building Entries</b>					
Frequency	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	One entry provided each on Franklin and Newbury façade
Principal Entry Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Principle entry on Newbury
Principal Entry Elevation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	At grade
<b>Height Standards</b>					
Principal Building					
Height	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Under 65'; height bonus of one floor 77' total
Stories	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6 stories + 1 bonus story = 7 total
Stepbacks (UT, bonus)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Stepbacks required along UN edge
Accessory Building(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>Parking Standards</b>					
Surface Parking Location	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	One surface parking space, shown 35' from street-facing property line
Garage Door Setback	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1 <sup>st</sup> lot layer determined by façade plane, door is setback from building façade
Garage Door Opening	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Door is 18', 32% of façade length

## IS-FBC: Building Design Standards (BDS)

	Complies	More Info	Does Not Comply	N/A	Comments
<b>BUILDING DESIGN STANDARDS (BDS)</b>					Review (3/14/16) Caitlin Cameron, Rick Knowland, Jean Fraser Comment: 3 <sup>rd</sup> Floor Plan missing
<b>1. Neighborhood Context</b>					
Intent	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Primary context is considered to be Franklin Street, but project was also reviewed in context with the smaller residential UN streets. Though the project is not expected to follow the form or scale of single-family or triple-decker, the design should have consideration for the multiple scales within the context. Clear urban character, private architecture, street wall created on both street frontages.
Guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The review panel was concerned about the building in context of Hampshire Street – strategies to reduce the impact include recessive material choices, dynamic windows at upper floors, glazing at upper floors to make circulation towers appear less solid/tall. Screening from Hampshire will also be provided by a fence and trees.
<b>2. Massing &amp; Proportion</b>					
Intent	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Emphasis at Franklin/Newbury corner as prominent car approach. The stepbacks help to mitigate the scale of the new, large building compared with the smaller context.
Standard 2.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>3. Articulation &amp; Composition</b>					

Intent	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Franklin garage façade was revised to meet the intent, guidelines, and standards. Visual interest with
Guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Standard 3.1: 3 required	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Projections – overhangs, stoop; Recessed entries; Expression lines at floors, trim; Changes in material type and texture
Standard 3.2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Standard 3.3: Blank Wall	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>4. Fenestration</b>					
Intent	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	East Elevation does not match floor plans.
Guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Standard 4.1 (UA only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Standard 4.2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Standard 4.3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No tinting
Standard 4.4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No spandrel glass

	Complies	More Info	Does Not Comply	N/A	Comments
<b>5. Building Materials</b>					
Intent	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See comments in Section 3 and 8 regarding Franklin garage façade. The material palette references clapboard context, otherwise, contemporary selection.
Guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Fiber cement products, concrete at ground floor; metal canopies and trim details. Fiber cement panels are appropriate for this scale building and are broken up with fenestration/trim details and plane changes. Additional comment: Review panel was concerned about the visual impact to the directly neighboring buildings – mitigated by lighter material, fence, and trees. However, the suggestion was made to use the Nichiha panel at the lower three floors of the second stair tower.
<b>6. Building Entries</b>					
Intent	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Guidelines	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	More information on the entry is requested – lighting, side lights? The entry door and windows are too diminutive for a principal entry – more emphasis.
Standard 6.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Principal entrance faces Newbury Street. Second entry added on Franklin Street.
Standard 6.2 (UA only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Standard 6.3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Standard 6.4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Standard 6.5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Standard 6.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Standard 6.7: Frequency	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>7. Roof Lines</b>					
Intent	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Standard 7.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Standard 7.2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>8. Structured Parking</b>					
Intent	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The design of the Franklin garage façade was revised to include include details and materials found elsewhere in the architecture.
Standard 8.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Articulation and visual interest was added to the Franklin garage façade. Elements include: plane changes carried all the way down the façade; upper floor cladding material carried further down the façade; windows incorporated into the upper parking deck; window details added; incorporated landscaping.
Standard 8.2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Standard 8.3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Standard 8.4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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## Luminato, 169 Newbury Street - Updated Final Traffic Comments

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Tom Errico <thomas.errico@tylin.com>

Wed, Mar 30, 2016 at 2:10 PM

To: Caitlin Cameron <ccameron@portlandmaine.gov>

Cc: David Margolis-Pineo <dmp@portlandmaine.gov>, Katherine Earley <KAS@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Jeff Tarling <JST@portlandmaine.gov>

Hi Caitlin – The following represents my final traffic comments.

- The applicant should provide vehicle turning templates for parking spaces to document accessibility.

Status: The applicant has provided turning templates for the parking spaces and the information notes that parking maneuvers can occur within the site. I have no further comment, but my assumption for approval is that backing maneuvers are not required onto Newbury Street and Federal Street.

**Final Status: I have no further comment.**

- The parking area layout requires several waivers including aisle width, parking space dimensions, and the number of compact parking spaces. The applicant should provide detailed documentation on justification for waiving City standards. All parking spaces and aisle widths should be dimensioned.

Status: Supporting documentation on waivers from the City's Technical standards have not been provided.

**Final Status: I find the upper level garage to be acceptable. I support a waiver for parking aisle width given that it will be slightly narrower than City standards (2 inches narrower). I also support a waiver for the parking stall size proposed (only a width waiver is required) given that the spaces will only be 6 inches narrower than City standards and I would expect parking turnover to be minimal. The lower level garage will have a tight traffic circulation configuration. I do support a waiver for aisle width given that the width is 1'-0" to 2'-2" narrower than City standards and that all movements will be contained within the garage. Four parking spaces on the lower level are designated as compact spaces and I find them to be acceptable and support a waiver as they slightly exceed City standards. I support waivers for the remaining parking spaces where the length meets standards, but the stall widths are slightly narrower. I would note that I do not find parking space #11 to be acceptable (it is not accessible) and it is my suggestion that the resultant width be allocated to spaces #12-14 thus creating fully compliant sized spaces.**

- Driveway width dimensions shall be noted. Additionally, sight distance from the garage driveways shall be noted (see comment below regarding Franklin Street connections).

Status: Driveway dimensions have been provided and I find conditions to be acceptable. I support waivers for driveway width given low traffic generation and driveway locations. Sight distance measurements have not been provided.

**Final Status: A condition of approval shall be included that requires the applicant to provide sight**



**distance measurements under a re-connection of Newbury Street and Federal Street.**

- Turnaround requirements at both Newbury Street and Federal Street shall be coordinated with DPW.

Status: DPW finds conditions to be acceptable given that it is an existing condition and future Franklin Street changes will eliminate the dead-end conditions.

**Final Status: I have no further comment.**

- The applicant should illustrate how the proposed project and the 18-foot driving easement will accommodate existing vehicle parking requirements for the property for which the easement is located. Additionally, the driveway width at the Federal Street curb should be noted.

Status: The plans note that the driveway width on Federal Street will be 23-feet wide and meets City standards. The plans also note that a portion of this driveway and parking lot is located in the public right-of-way. Further, the plans note that the parking lot is to be repaved. I would suggest that the parking lot have delineated parking stalls for the Federal Street apartment building and that the 18-foot travel lane be delineated so that vehicles do not encroach or block access. The applicant should also provide documentation that parking requirements for the apartment building are met.

**Final Status: I find the revised plan to be acceptable with the exception that the driveway width at the Federal Street curb line shall be 22-feet (a 2-foot taper from property line to curb line is the City standard). The Newbury Street driveway shall also meet City standards and include a 2-foot taper from the property line to curb line.**

- The Franklin Street Study recommendations note a full street connection of Federal Street with Franklin Street and a restricted right in/out connection at Newbury Street. I need to continue to review the implication of these future conditions as it relates to traffic/driveway operations.

Status: I find the driveway on Newbury Street to be acceptable and support a waiver for corner clearance distance given the proposed future right-in/out restriction at Franklin Street. The Federal Street shared driveway location does not meet City corner clearance requirements under a Federal Street connection to Franklin Street. Federal Street will likely have high traffic volumes when connected to Franklin Street, and therefore the driveway location concerns me. I would suggest that any changes to the driveway under this application not increase the non-compliant distance, and if possible increase corner clearance. Additionally, when the lot on Federal Street with the shared driveway is redeveloped, the driveway should be located to meet the corner clearance standard.

**Final Status: I find the current plan to be acceptable.**

**Additional Comments**

- Based upon my review of site characteristics the proposed project is not expected to cause unreasonable highway or public road congestion or unsafe conditions with respect to impacts to the public street system.

**Final Status: I have no further comment.**

- The driveway apron on Newbury Street shall be designed so that a maximum 2% cross-slope is constructed for pedestrians walking along Newbury Street.

**Final Status: A note has been added to the plan and I find it to be acceptable.**

- Construction Management Plan

**Final Status: In general I find the Construction Management Plan to be reasonable. I would note that full closure of the Franklin Street sidewalk is not acceptable. The applicant will be required to develop an alternative that accommodates pedestrians walking along Franklin Street, without detouring to Hampshire Street. I would note that short-term closures may be allowed.**

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE  
Senior Associate  
Traffic Engineering Director  
 T.Y. Lin International

12 Northbrook Drive

Falmouth, ME 04105

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## Luminato green roof specifications

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David Senus <dseonus@woodardcurran.com>

Thu, Mar 17, 2016 at 5:19 PM

To: Caitlin Cameron <ccameron@portlandmaine.gov>

Cc: David Margolis-Pineo <dmp@portlandmaine.gov>, Doug Roncarati <dar@portlandmaine.gov>

Hi Caitlin:

If the applicant proposed to increase the impervious area on the site by greater than 1,000 sq ft, they would need to install a stormwater best management practice (BMP) to manage stormwater runoff. In this case they are not increasing the impervious area on the site, so they are not required to install a BMP. They are, however, installing a Green Roof system to meet zoning requirements. Planning Staff will need to make a decision on whether this is subject to Chapter 32 requirements, but I would suggest that it is, because if it fails they fall out of compliance with zoning. Chapter 32 ensures the system is inspected and maintained annually. The City typically also requires a stormwater maintenance agreement (also not sure if this would be applicable here, but I would suggest it should be).

The maintenance info contained in the submitted specification is only a 2 year maintenance service requirement for the contractor; it wouldn't meet the requirements of Chapter 32 and would offer no assurance that the green roof is being maintained after 2 years.

If the task at hand is to determine whether the green roof is "designed to meet the Maine Stormwater Best Management Practices Manual standard and Recommendations" per the green roof definition in the land use code, the applicant will need to supply design drawings and calculations. Our initial request in mid-February was as follows;

*"Green Roof System – Provide plans/details for the green roof system, and a report that includes calculations and an evaluation of how the green roof will provide water quality treatment and how the system will reduce flowrate into the City's combined sewer system"*

All other comments have been addressed.

Thanks

Dave

David Senus, PE (Maine), Project Manager

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## Green Roof--FBC and MBPs

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Caitlin Cameron <ccameron@portlandmaine.gov>

Wed, Mar 30, 2016 at 10:52 AM

To: Tom Federle <Tom@federlelawmaine.com>

Cc: Chip Newell <chip@newheightgroup.com>, Tom Greer <TGreer@pinkhamandgreer.com>, David Lloyd <lloyd@archetypepa.com>

The green roof, like other stormwater treatment systems (bioswale, retention pond, etc.) must meet Chapter 32, and the the *City of Portland Technical Manual*. You have provided the erosion and sedimentation control plan. The Stormwater Maintenance Agreement you provided is not a Stormwater Management Plan (example attached). The following four things are needed as documentation - either today or as a condition of approval:

*City of Portland Technical Manual* starting on page 160 8. *Submissions and pre-application meetings*:

- 1) Provide a roof plan (drainageways, flow direction, for example)
- 2) Details, designs, and specifications - specifically, Dave is missing construction details
- 3) Provide an Inspection and Management Plan with list of measures, inspection and maintenance tasks, task frequency, responsible parties, housekeeping, and removal and disposal of accumulated sediments in the structure and for the rehabilitation of clogged surface linings. *Appendix B. Inspection and maintenance* and *Appendix C Housekeeping* lists the standards and kinds of tasks looked for in an inspection and management plan.
- 4) Provide the stormwater runoff calculations per Chapter 500 for a 24 hour storm event (water volume, buffer sizing)

If you have further questions, I suggest speaking with Dave Senus.

[Quoted text hidden]

[Quoted text hidden]

----- Forwarded message -----

From: <admin@pinkhamandgreer.com>

To: Tom Greer <TGreer@pinkhamandgreer.com>

Cc:

Date: Wed, 30 Mar 2016 05:17:03 -0400

Subject: Message from

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Caitlin Cameron, AICP, Associate AIA, LEED AP  
Urban Designer  
Planning & Urban Development Department  
389 Congress Street  
Portland, ME 04101  
phone: (207) 874-8901  
email: [ccameron@portlandmaine.gov](mailto:ccameron@portlandmaine.gov)



**Stormwater Inspection Maint Plan.pdf**

126K

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## Final Review Comments for 169 Newbury St - Luminato

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David Margolis-Pineo <dmp@portlandmaine.gov>

Fri, Mar 18, 2016 at 12:58 PM

To: David Senus <dsenus@woodardcurran.com>, Tom Errico <thomas.errico.@tylin.com>, Barbara Barhydt <bab@portlandmaine.gov>, Caitlin Cameron <ccameron@portlandmaine.gov>

February 17, 2016

**March 18, 2016**

Memo To: Caitlin Cameron

Barbara Barhydt

From: David Margolis-Pineo

Re: 169 Newbury St – Luminato Condominiums

The Department of Public Services has the following review comments on the above proposed project.

1. The Subdivision Recording Plat must be stamped and signed by Registered Professional Land Surveyor.

**This item will be addressed with Planning Board approval.**

2. All requested easements must be recorded before issuance of a building permit.

**All easements and licenses will be in place prior to the issuance of the building permit.**

3. A temporary construction easement will be required from the City to construct this project due to the encroachment of Franklin St.

**See Three above.**

4. It is understood that all roof and site drainage will be directed to proposed catchbasin #2 in Newbury St. or to the ground and not the sanitary sewer system. Please confirm that this is the case. Please note that N-12 is not permitted within the street right of way. Please consult Chapter Two of the City's Technical Manual for acceptable pipe material options.

**All site drainage will be conveyed to Hampshire St and N-12 will not be used.**

5. The applicant is showing a brick driveway apron within the street right of way on Newbury St.

This is a deviation of the City's material policy which calls for an asphalt apron. This department is supportive of a waiver request however the applicant will need Council approval and signoff on maintenance agreement of the drive apron within the road right of way.

**Drive aprons have been changed to asphalt.**

6. The applicant is requesting to install a hard canopy projecting approximately three feet into the street right of way over the sidewalk on Newbury St. This department is supportive of an easement to allow this permanent canopy with the understanding that the minimum clearance from the sidewalk to the underside of the canopy be raised from the proposed 8'-2" to 8'-6".

**See Three above.**

7. An oil/grit separator will be required within the parking garage on both levels. Modifying the proposed catchbasin to include a three foot sump and down turned 90 degree bend to allow for one foot of oil capture is acceptable. Please show detail and indicate oil/grit locations on plans. Please keep the sanitary lateral connections downstream of the oil/grit separators and change the designation of the line from SD leading to the City's sanitary sewer.

**This issue has been addressed.**

8. Since the sewer systems are separated, a backflow preventer on the sanitary lateral is not required by the city. If the applicant wishes to install one, please place the backflow preventer on the applicant's property.

**Issued resolved. The backflow preventer has be eliminated.**

**9. License required for proposed stairs projecting into the Franklin St right of way. See item three above.**

**10. This Department is not supportive of the applicant's proposed driveway cut off Federal St encroaching into the Franklin St right of way.**

**11. This Department is supportive on waiving the 35' driveway to corner requirement since both Federal and Newbury Streets are dead-end.**

We have no further comments at this time.

—  
David Margolis—Pineo  
Deputy City Engineer  
Department of Public Services  
55 Portland St.  
Portland, ME 04101  
Office 207—874—8850  
Fax 207—874—8852  
Cell 207—400—6695  
[dmp@portlandmaine.gov](mailto:dmp@portlandmaine.gov)

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## 169 Newbury - outstanding items

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David Margolis-Pineo <dmp@portlandmaine.gov>

Mon, Mar 28, 2016 at 2:33 PM

To: Caitlin Cameron <ccameron@portlandmaine.gov>, Gregory Vining <gvining@portlandmaine.gov>, Rhonda Zazzara <rjz@portlandmaine.gov>

### Construction Management Plan

1. The applicant must be aware that if during the demolition of buildings and during the construction of this project, that if sidewalks are to be closed, and if the roadway and parking spaces will be occupied by the contractor, fees will be charged.

[Quoted text hidden]

—

David Margolis-Pineo  
Deputy City Engineer  
Department of Public Services  
55 Portland St.  
Portland, ME 04101  
Office 207-874-8850  
Cell 207-400-6695  
[dmp@portlandmaine.gov](mailto:dmp@portlandmaine.gov)