



PLAN CORRECTIONS REPORT PL-000047-2018 FOR CITY OF PORTLAND

PLAN ADDRESS: 325 Saint John St
Portland, Maine 04102 **PARCEL:** 065 C004001

APPLICATION DATE: 04/06/2018 **SQUARE FEET:** 0.00 **DESCRIPTION:** Dunkin Donuts at 325 St. John Street

EXPIRATION DATE: **VALUATION:** \$0.00

CONTACTS	Name	Company	Address
Agent/Representative	Jon Whitten	Plymouth Engineering	30 Lower Detroit Road Plymouth, ME 04969

Corrections Required

City Arborist Jeff Tarling

Civil Engineering - Third Party Reviewer Lauren Swett

v.1.00 - Not Resolved

Correction: General

The applicant is proposing a connection to the existing combined sewer infrastructure within Valley Street, please show the proposed connection on the design drawings. As the connection is greater than 8 inches, a manhole will be required.

Corrective Action: Update the utility plan to show the stormdrain connection.

Correction: General

The Applicant should show pavement repair limits within the City of Portland Right-of-Way and provide a detail. Additionally, note that St. John Street which will remain under moratorium until May 2019. Any impact within that street will be required to meet the current moratorium standards for repair until that time.

Corrective Action: Provide additional information for work within City streets.

Correction: General

The Stormwater Management Plan should include a stormwater inspection and maintenance plan developed in accordance with and in reference to MaineDEP Chapter 500 guidelines and Chapter 32 of the City of Portland Code of Ordinances. A stormwater agreement will be required for the project.

Corrective Action: Provide a stormwater inspection and maintenance plan and a stormwater agreement.

Correction: General

Sizing calculations have not been provided for the proposed Focal Point systems.

Corrective Action: Provide sizing calculations.

Correction: General

Locations of erosion and sediment control features should be shown in plan view.

Corrective Action: Provide erosion and sediment control on the site plan or grading and drainage plan.

Correction: General

The plans should note a location for snow storage. The snow storage location should be sited outside of existing and proposed drainage courses.

Corrective Action: Provide for snow storage or identify a snow management plan.

Correction: General

The Construction Management Plan narrative references a drawing showing the location of construction staging areas that was not provided.

Corrective Action: Provide Construction Management Plan figure.

Correction: General

The Applicant will be required to provide verification of utilities' ability to serve the proposed project.

Corrective Action: Provide verification of utility ability to serve.

Correction: General

The project will result in a decrease in impervious surface on the entire site. The Applicant should provide an evaluation of the amount of redeveloped, non-roof, impervious surface. Per the City's stormwater standards, if greater than 5,000 SF of redeveloped, non-roof impervious surface is created as part of the project, at least 50% of that area is required to be treated. The Applicant is proposing to provide treatment using focal point treatment systems, and likely will meet the standard using this treatment.

Corrective Action: Provide clarification of redeveloped, non-roof, impervious surface.

Correction: General

The project is not required to meet the flooding standard, as it is not increasing impervious surface. The stormwater report indicated that post-development flows will be increased in the 10-year and 25-year storms. No HydroCAD model has been provided (a model is in eplan, but it appears to be for another project). The report also references storm frequencies used for modeling that are not in accordance with the current MaineDEP Chapter 500 Guidance. The HydroCAD model should be updated and provided for review so that the City can verify that the increase in flow will not be an issue with the existing system.

Corrective Action: Provide HydroCAD model and verify that the City's system has the capacity to accept additional flow.

Correction: General

The project is located within a brick sidewalk district. Note that driveway aprons are required to match the sidewalk material.

Corrective Action: Provide required sidewalk and driveway apron materials.

Fire	Pool Fire
Parking	John Peverada
Planning	Jean Fraser
Public Works Engineering	Keith Gray
Traffic - Third Party Reviewer	Tom Errico
Transportation/Planning	Bruce Hyman
Zoning	Pool Zoning

Conditions Required

Planning and Urban Development Department

Planning Division



Subject: B-2 Design Review – 325 St. John Street
Written by: Caitlin Cameron, Urban Designer
Date of Review: Monday, July 16 2018

The project at 325 St. John Street was reviewed according to the *City of Portland Design Manual* standards by Caitlin Cameron, Urban Designer against *the B2 Commercial Business Zones Standards* (Section (d) of the Design Manual).

Design Review Comments:

(d) B-2 Commercial Business Zones

Standard (1) a. Urban Street Wall – Not applicable; Building does create a dining area and entrance close to the street, improving the existing condition.

Standard (1) b. Mixed Uses – Not applicable – restaurant use

Standard (1) c. Building Entrances – One of several building entrances is placed close to the street and is street-facing with direct access. The entrances are emphasized with canopy, color change, signage, and a high level of fenestration.

Standard (1) d. Windows – Storefront windows provided on the street-facing façade/dining area. **.7 VT required.**

Standard (1) e. Façade Character – Public areas - entrance and dining area – are oriented towards street with high level of fenestration.

Standard (1) f. Building Design – The building design is consistent with the type of commercial building in the same streetscape. Though only one-story, building has a parapet making it slightly more appropriate height for the wide commercial street.

Standard (1) g. Building Materials – Brick and clapboard are more common than panel but fiber cement panel is acceptable. Brick (though thin brick) on rear of building. Variation and articulation is part of the design and gives visual interest. Material color palette is neutral tones appropriate to context.

Standard (1) h. Building Scale – Not applicable

Standard (1) i. Landscaping and Buffers – Surface parking areas somewhat screened from street by plantings. Fence provided between properties. Planner will provide more guidance on this site plan criteria.

**Jean Fraser** <jf@portlandmaine.gov>

325 St John Street - Dunkin' Donuts Landscape

1 message

Jeff Tarling <jst@portlandmaine.gov>
To: Jean Fraser <jf@portlandmaine.gov>

Wed, Jul 18, 2018 at 3:34 PM

Jean -

At first glance, the proposed Dunkin Donuts landscape plan needs some work in regards to tree and plant types and placement. The amount of green space seems adequate and could use some tweaking.

I am willing to meet with the project team to discuss and revise. Although I like Fraser Fir in the right environment this site seems too dry to support good growth. Serbian Spruce would be similar in form perhaps better.

Thanks

Jeff

Jeff Tarling
City Arborist - City of Portland Maine
Parks, Recreation & Facilities Department
Forestry & Horticulture
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Jean Fraser <jf@portlandmaine.gov>

Dunkin Donuts St. John Street - Traffic Status Update

1 message

Tom Errico <thomas.errico@tylin.com>

Thu, Jul 19, 2018 at 10:08 AM

To: "JF@portlandmaine.gov" <JF@portlandmaine.gov>

Cc: Bruce Hyman <bhyman@portlandmaine.gov>, Keith Gray <kgray@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, "Jeff Tarling (JST@portlandmaine.gov)" <JST@portlandmaine.gov>

Hi Jean – the following is a status update on the project as it relates to traffic issues.

- The project requires a Traffic Movement Permit and a Scoping meeting was held on July 16, 2018. The applicant will be preparing a traffic study that will investigate the implementation of a three-lane roadway section (one lane in each direction with a center turn lane) between Congress Street and Park Avenue. This roadway change is intended to mitigate safety patterns on St. John Street in the project vicinity that are directly related to driveway movements into businesses. The study will evaluate feasibility at the St. John Street intersections with Congress Street and Park Avenue during the AM and PM peak hours. The Study will also account for traffic changes associated with the MMC Parking Garage project.
- The project site requires a waiver for the number of driveways (two are permitted and three are proposed). We have requested documentation in support of the waiver. Given overall site design considerations and delivery truck movements, three driveways appear to be necessary.
- The project requires a waiver for parking aisle width. We have requested documentation in support of the waiver. It appears that the wider parking aisle is intended to provide vehicle storage for the drive-thru.
- The project requires a waiver for driveway spacing to abutting driveways. We have requested documentation in support of the waiver.
- We have requested that the Study update the crash data to include the most recent available three-year period.
- We have requested vehicle turning templates for vehicles entering and exiting site driveways to assess width requirements.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director

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