



Jean Fraser <jf@portlandmaine.gov>

RE: 28 Vannah

1 message

Lauren Swett <lswett@woodardcurran.com>
To: Jean Fraser <jf@portlandmaine.gov>

Wed, Jul 25, 2018 at 9:59 AM

Hi Jean,

I took a look at the latest submissions, and I am satisfied with what they have provided for adequate grading, construction management plan, and water ability to serve. The one last thing that I believe they are still waiting for is the sewer ability to serve from Brad. I don't see that in my inbox.

The project is "locked" in Energov, so I don't seem to be able to check off my comments as corrected.

If you have any questions, let me know.

Thanks,

Lauren

From: Lauren Swett
Sent: Friday, July 13, 2018 9:55 AM
To: 'Jean Fraser' <jf@portlandmaine.gov>
Subject: 28 Vannah

Hi Jean,

I've taken a look at the recent submission for 28 Vannah. I had 3 comments, and I don't see where Tom has addressed them in either of his response memos.

He has changed some of the grades in the parking lot, but the lot is still so flat that he should provide some flow arrows to make sure the drainage intent is clear during construction.

I had a comment on the CM Plan (contractor parking), and they still need to provide final utility ability to serve determination.

I won't go into Energov and mark any of my 3 comments as resolved yet.

Planning and Urban Development Department

Planning Division



Subject: B-1 Design Review – 28 Vannah Avenue
Written by: Caitlin Cameron, Urban Designer
Date of Review: Friday, August 3 2018

The project at 28 Vannah Avenue was reviewed according to the *City of Portland Design Manual* standards by Caitlin Cameron, Urban Designer, Jean Fraser, Planner, and Nell Donaldson, Senior Planner, against the *B1 Commercial Business Zones Standards* (Section (d) of the Design Manual).

Design Review Comments: *(questions and unmet standards in red)*

(d) B-1 Commercial Business Zones

Standard (1) a. Urban Street Wall – Building placement is near the property line and maintains the desired street wall with a landscape buffer and fence that also maintains the street wall + provides screening.

Standard (1) b. Mixed Uses – Building includes office and residential uses.

Standard (1) c. Building Entrances – The office entrance is directly accessible from the street while the residential entrance is to the side and faces the parking lot. The Site Plan provides a direct pedestrian access to the residential entrance from the sidewalk as required by the standard.

Standard (1) d. Windows – Windows are provided along street frontage as required – high level of fenestration. VT of .7 or greater is required.

Standard (1) e. Façade Character – Office entrance and use faces the street and the office storefront is adjacent to the street.

Standard (1) f. Building Design – Building design conveys its commercial/mixed use nature. Use of office-front is consistent with commercial buildings on this street. **Building form was revised to have a flat roof** appropriate for a three-story, mixed-use building type, as well as appropriate given the width and proportion of the building overall and does not preclude the use of articulation and detail to add visual interest. The office use is differentiated on the façade through the use of the office-front windows, the change of material, and the trim delineating the ground from the upper floors. These elements are adequate in conveying the different uses. **Trim/panel details vary from front to side of building at the ground floor – revise elevation to show panel below all commercial office windows. Office entry was revised to simplify, remove pediment roof.** The rooftop does now include some appurtenances such as a stair overrun, decks, and mechanical systems. The circulation and decks are set back from the street and do not negatively impact the perceived scale or form of the building. **The rooftop mechanicals are placed to the center of the roof to reduce the visibility from the ROW but are not screened – the renderings show these should not be visible and negatively impact the design or ROW.**

Standard (1) g. Building Materials – The elevations refer to “synthetic” clapboard – the applicant confirmed the clapboard and trim are proposed to be Boral siding. Staff support that material choice and find it to meet the standards for compatibility and durability but **suggest the material be clarified on the elevations or in the approval letter.** The project appears to use clapboard of two different reveals with panel as an accent – these would be appropriate material choices. The surrounding context uses clapboard and brick primarily.

Standard (1) h. Building Scale – Building is three stories with a flat roofline. There is a two-story mixed-use building between this site and the residential buildings on the street. The existing scale of commercial and mixed-use buildings on Vannah Ave is typically one story or two to three stories for mixed-use with the majority of buildings being too short compared with the street width. Therefore, staff support new development that is appropriately scaled (meaning taller) for the street and for a mixed-use urban corridor and finds three stories meets the standard (as well as the zoning).

Standard (1) i. Landscaping and Buffers – Parking is to the side of the property and is screened from view from the street by a fence and understory planting. The abutting properties are screened using a fence – consider bringing the side yard fence closer to the street to screen the utility panels on the side of the building (or move those utilities further away from the street).

28 Vannah Avenue

1 message

Robert Thompson <rmt@portlandmaine.gov>

Wed, Jun 6, 2018 at 10:53 AM

To: Jean Fraser <jf@portlandmaine.gov>

Hi Jean,

I've reviewed the proposed site plan for this project, as well as the proximity and construction features of the building to the right of this proposed project. Based on my findings, I've determined the construction of this building, and associated utilities, will not impede the means of escape from the neighboring building.

Please feel free to contact me if you have any further questions or concerns.

Thank you,
Mike

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Robert M. Thompson
Division Fire Chief
Portland Fire Department
(207) 874-8400
rmt@portlandmaine.gov



Jean Fraser <jf@portlandmaine.gov>

28 Vannah Street - Final Traffic Comments

1 message

Tom Errico <thomas.errico@tylin.com>

Wed, Aug 8, 2018 at 2:25 PM

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

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

Hi Jean – I have reviewed the revised plans and offer the following final traffic comments as a status update of previous comments.

- The proposed project is not expected to generate a significant amount of new traffic and thus is not expected to impact safety and mobility in the study area.

Status: I have no further comment.

- Given site conditions, that the project nearly meets City requirements, and some compact parking spaces exceed City dimensional requirements, I support a waiver from the City's Technical Standards for the number of compact spaces on the site.

Status: As noted I support a waiver for the number of compact parking spaces based on site limitations and that parking turnover should be limited.

- It is recommended that the compact space near the driveway entrance be lengthened by 2 feet and the CMP pole guy wire be adjusted accordingly.

Status: The plan has been revised and I find conditions to be acceptable.

- The applicant should provide details for how truck deliveries will be accommodated.

Status: The applicant has noted that most deliveries will be small box trucks and will use the parking lot. I find their response to be reasonable and have no further comment.

- It appears the parking aisle width does not meet City standards to the rear of the parking lot. The applicant should provide a formal waiver request with supporting documentation.

Status: I support a waiver from City standards given site limitations and that parking turnover should be limited.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director

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Jean Fraser <jf@portlandmaine.gov>

Fwd: Vannah Avenue Project

1 message

Jean Fraser <jf@portlandmaine.gov>
To: "Fraser, Jean" <jf@portlandmaine.gov>

Thu, Aug 9, 2018 at 10:26 AM

From: **Jeff Tarling** <jst@portlandmaine.gov>
Date: Tue, Aug 7, 2018 at 4:16 PM
Subject: Re: Vannah Avenue Project
To: Jean Fraser <jf@portlandmaine.gov>

Jean -

The revised landscape looks good.

Jeff

Jeff Tarling
City Arborist - City of Portland Maine
Parks, Recreation & Facilities Department
Forestry & Horticulture
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jst@portlandmaine.gov

On Tue, Aug 7, 2018 at 9:28 AM, Jean Fraser <jf@portlandmaine.gov> wrote:

Jeff

Please look at the new landscaping added to respond to your earlier comments (included below).

Thanks
Jean

On Wed, Jul 18, 2018 at 4:01 PM, Jeff Tarling <jst@portlandmaine.gov> wrote:

Jean -

In review of the proposed landscape for the [28 Vannah Avenue](#) project wanted to offer the following recommendations:

The landscape planting at the back of the property boarding the residential properties should be enhanced with additional plant material or switch out with more robust plant material. For example, the Highbush Blueberry would need to be much larger in size. 3-4' height B&B vs the 2 gallon sized spec which is quite small for a slow growing plant. Other plant options could be viburnum or lilac with a minimum size of 36" to provide some buffering. The Switchgrass should also be upsized at the time of planting to 3 gallon.

The density of landscape planting should be increased...

A note should show if any of the tree saves do not make it, new replacement trees will be replanted at 2" caliper size.

Street trees - I would recommend to go with all 'Armstrong' Red Maple along the Vannah Street frontage at 2" caliper. We see many problems with Lindens due to

aphids and other problems.

The Boxwood planting along Vannah Avenue is also smaller than ideal for this setting.
With the suggested upgrades the tree and landscape plan would be acceptable and much improved !

Thanks,

Jeff

Jeff Tarling
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