



Helen Donaldson <hcd@portlandmaine.gov>

23 Ocean COA second submission

Kevin Moquin <kmoquin.architect@gmail.com>
To: Helen Donaldson <hcd@portlandmaine.gov>

Wed, Feb 15, 2017 at 2:18 PM

Hi Nell,
Attached is our second pass at completing the conditions of approval.
I've copied the text of your last email here to continue the conversation and keep things from getting lost in copied messages. My new comments are in blue.
Best,
Kevin

Site Plan Conditions of Approval

1. Construction management plan

- | | 1. Included in zip file

Tom Errico's comments on the construction management plan, pertaining to both pedestrian access and parking, are attached. Also, I know you've indicated that the contractor will maintain a phasing plan, but the condition requires that phasing be included in the plan. Can you give some overview of sequencing? This is really what we're getting at. Also, the plan should refer explicitly to the city's regulations regarding hours of construction and noise. There are concerns from neighbors about these issues, so it is important to have this stated explicitly up front.

Added text to Para. 4.2 to state hours of construction will follow City regulations. (Actually the times in the Management plan are more restrictive than the City ordinance.)

Added a Logistics Plan to further describe parking and pedestrian circulation.

Added text to Para. 4.3 to further outline the sequence of construction activities. The projects will be in one construction phase broken down in roughly this sequence of operations.

FYI - I provided the construction management plan to neighbors who asked to see it. They have requested more information on the frequency, types and sizes of delivery trucks expected and more detail on routing parameters (i.e. some reference that trucks will not use Hersey unless not otherwise possible). They've also requested stronger language around idling.

Added text to 6.2 to request more explicitly that Hersey St. be avoided whenever possible.

While we cannot predict at this time which building products on what type of vehicle will arrive day-to-day, we can say projects of this type will see vehicles ranging from vans and pick-up trucks to tractor trailers and all in between. A common delivery vehicle to be expected is the flat bed boom truck from the lumberyard.

Paragraph 9.2 describes a no-idling policy.

2. Details for Hersey Street ramp.

- | | 1. Shown on sheets L2.0, L3.0, L4.0, and L6.0 included in the zip file.

TE's comments on ramp design attached. John should feel free to be in touch with Tom if he has questions.

John has visited the site and conferred with Tom Erico to confirm the design. Landscape drawings attached incorporate the design as reviewed with Tom.

3. Off site parking lease

- | | 1. Prior to C.O.

4. Vannah sidewalk

- | | 1. Prior to C.O.

5. Parking analysis

- | | 1. Six months following C.O. and yearly thereafter

6. Snow storage

- | | 1. Shown on sheet L2.0 included in the zip file.

Condition met.

7. Cherry tree and stormwater basin conflict

- | | 1. Shown on sheet L5.0 included in the zip file.

Condition met.

Subdivision Conditions of Approval

1. Plat

DPW reviewed plat and has no comments. My comments on the plat are attached.

Revised plat attached.

2. License(s) and easement

Let me know when you have drafts of these. We will need to review and get them through the process here.

The Planning Board approval letter dated 11/28/2016, section titled "**Standard Conditions of Approval**" lists the following conditions of approval:

- 1. Storm Water management
 - 1. Indicated on recording plat.

A copy of the template for the stormwater maintenance agreement should have been included with your approval letter, but I'm attaching here just in case you don't have it. After you've developed the draft (in redline), we'll take a look and let you know if we need additional changes.

A stormwater inspection and maintenance log is attached along with the completed agreement.
Certificate of Waiver Approval attached.

Also attached are revised roof plan and exterior elevations showing mechanical equipment screening. From the West the units will not be visible due to their location on the roof and distance from the western roof edge.

Best,
Kevin

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