

PBR1

**PROFESSIONAL MEDICAL BUILDING
272 CONGRESS STREET (CORNER OF CONGRESS AND INDIA STREETS)
MAINE MEDICAL CENTER, APPLICANT**

Submitted to:

Portland Planning Board
Portland, Maine

March 10, 1998

I. INTRODUCTION

Maine Medical Center requests review for the development of a Professional Medical Building on the corner of Congress Street and India Street. The site is composed of four contiguous parcels and was previously developed as the "Levinsky's" store. The submitted plans are to be considered for conformance with the Site Plan Ordinance of the Land Use Code.

The proposed development will house a Family Practice Medical Center to be staffed by teaching doctors and family practice residents, as well as support staff. Mr. Paul Gray, Vice President, Planning, for Maine Medical indicates that the expected patient population will come predominantly from the East End neighborhood. He indicated that the objectives of the proposed facility are to (1) improve the quality of primary care services provided to the residents of Munjoy hill and the surrounding areas; and (2) provide an expanded and significantly improved site for the training of family practice physicians. Services to be provided in the Center include primary care provided by physicians and nurses; simple radiology, laboratory and physical therapy services; a patient education center; and social work, nutrition counseling and psychological counseling.

The site covers approximately 0.38 acres and is located in the B-2 Community Business Zone. The proposed two-story building consists of approximately 21,039 sq. ft. and will have a height of approximately 29'-0" from the sidewalk grade along Congress Street. The exterior of the building will be brick masonry, and is intended to respond to the neighborhood context with regard to scale, design, placement and appearance.

II. SUMMARY OF FINDINGS

Zoning	B-2 Community Business Zone
Land Area:	17,048 sq. ft.
Total floor area:	21,039 sq. ft.
Footprint area:	10,519 sq. ft.
Building lot coverage:	61.7%
Impervious surface:	74%
Parking:	60-59 spaces on two existing off-site parking lots

III. STAFF REVIEW

Representatives from Planning, Public Works, Zoning, Traffic, and Legal Staff have reviewed the plans according to standards for site plan review. Their comments are included with this report.

1. Traffic/Parking

Traffic

Maine Medical Center's Engineers, DeLuca-Hoffman Associates, Inc., conducted a Traffic Impact & Parking study. See Attachment #1 (section E). The Study indicates that the proposed development will generate an additional 50 trip ends during the AM peak hours, and 76 trip ends during the PM peak hours. These numbers, the Engineer points out, are conservative since a significant number of

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people are expected to walk from the neighborhood or to arrive by public transportation. Using conservative estimates, the Traffic Engineer concludes that this increase in traffic will have minimal impact. Additionally, the Traffic Engineer documents that the intersection of Congress Street/India Street is not a high accident location.

Parking

Under the provisions of the site plan ordinance [sec. 14-332(10)], the development requires 53 parking spaces, calculated at one (1) parking space for each 400 square feet of floor area. The applicant has indicated their intent to satisfy the requirement by utilizing two existing off-site parking areas. The applicant has indicated the existence of a permanent easement from Shopping Center Associates for 40 parking spaces at Levinsky's Plaza on Congress Street. Additionally, the applicant has indicated that two adjacent parcels containing 20 parking spaces, located on the corner of Smith and Congress Streets, are under contract to purchase by Maine Medical. Together, these two parking areas would provide 60 parking spaces for the Center. See Attachment #1 (section D).

In the workshop review of this application, Staff raised the concern that ten of the parking spaces in the lot at the corner of Smith and Congress are already under contract to Maine Adoption Placement Service (MAPS). The lease with MAPS will expire October, 1999. Since the workshop, Maine Medical Center has explained their intention to let the current lease with MAPS run its course. The expiration of that lease would correspond to the anticipated opening date of the Family Practice Building, and all twenty parking spaces would then be available for use by Maine Medical. The applicant has contacted MAPS to inform them that Maine Medical has the parking lot under contract to purchase, and of their intentions. See Attachment #2.

Regarding on-street parking, the applicant submitted a document showing existing on-street parking. See Attachment #1, section D, drawing A. The applicant notes on the drawing that an area exists on Congress Street which is currently unavailable for parking because of a curb cut. Under the applicant's proposal, the curb cut will be eliminated, and a section of street approximately thirty feet in length will be made available for parking or drop-off. City Staff recommends that the existing on-street parking along Congress Street in front of the proposed development be shifted to the west, and that a drop-off parking area be created at the corner on Congress Street. Therefore, this proposal will create a drop-off zone at the entry to the Family Practice Building with no loss of on-street parking.

2. Bulk, Location, Height of Building

The proposed two-story building consists of approximately 21,039 sq. ft. and will have a height of approximately 29'-0" from the sidewalk grade along Congress Street. The building has a footprint of 10,519 sq. ft., sits on a lot size of 17,048 sq. ft., and covers approximately 62% of the lot. With paving, the impervious surface created by the proposal is 74%. The proposal easily meets requirements for street frontage and is well within setbacks. The proposal conforms to the Space and Bulk requirements for the zoning district.

The exterior of the building will be brick masonry, with precast concrete detailing in the base, belted cornices and entablature. The exterior on the first floor level is further detailed with reveals in the brick. The street level is activated with storefront type fenestration along the Congress Street, and to

a lesser extent, the India Street elevations. The base of the building steps to follow the grade along India street. The second floor windows are operable double hung. In all, the building is responsive to the neighborhood context with regard to scale, design, placement and appearance. See Attachment #3 and Attachment #4.

3. Utilities/Drainage/Solid Waste

The applicant's engineers, DeLuca Hoffman Associates, state in page 2 of their report (see Attachment #1) that the appropriate agencies for water, sewer, power, telephone, and natural gas utilities report that there is adequate capacity to services for the proposed project. However, capacity letters are not included in the engineer's report. DeLuca Hoffman indicated in a letter of February 6, 1998 that they have forwarded a request for a capacity letter regarding sewer service. Plans have been revised since the Planning Board workshop to install electrical/telephone/fire alarm services underground from India Street (see Attachment#1, drawing 4, detail M).

The project will reduce the impervious surface on the site from the existing condition. Given that the resultant runoff discharge from the site will be reduced, the applicant has not proposed stormwater management. The proposed site plan includes installation of a catch basin and storm drain in the parking area behind the building. The proposed building includes roof drains and underdrains which will discharge to this storm drain.

All concerns which were raised in the review of the City's engineer have been addressed with the recent revisions in the plans, and the City engineer is satisfied with the current plans. Mr. Jim Seymour, acting Development Review Coordinator, generated several questions regarding stormwater drainage and utility locations. DeLuca-Hoffman Associates, Inc. responded to the initial comments, and have resolved, or are in the process of resolving, those questions. See Attachment #5.

A dumpster will be located on the site and disposed of by a private carrier. The dumpster will be located at the end of the service drive in the rear of the building and surrounded by a 6' high shaded fence. Special waste from medical activities will be disposed of by a private carrier in accordance with State and Federal law.

4. Landscaping

The applicant proposes to replace all sidewalks around the building with new brick sidewalks. In response to suggestions from Mr. Jeffrey Tarling, City Arborist, the applicant shows that the two existing accolade cherry trees along India Street will be protected during construction. As also suggested by Staff, the existing trees along Congress Street will be removed and replaced with three new American elms. The detailing of all tree-wells has been revised to correspond to the recommendations of the City Arborist.

As recommended by Staff, the applicant has changed the fencing at the end of an alley facing Congress Street and between the abutter on India Street from a stockade fence to a 5' wrought iron fence.

5. Lighting

The applicant proposes no exterior lighting for the project.

6. Fire Safety

Lt. McDougall from the Fire Department has approved the site plan with the condition that the plan be submitted to the State Fire Marshall for approval.

7. Signage

The architect indicates that the project will have discrete cast metal letters on the building for signage. There are no plans to light the sign.

IV. MOTION FOR THE BOARD TO CONSIDER

On the basis of plans and materials submitted by the applicant and on the basis of information provided in Planning Board Report #7-98, the Planning Board finds:

- A. That the site plan meets the standards of the Site Plan Ordinance of the Land Use Code.

Attachments:

1. Binder: Portland Family Practice Center ... prepared by DeLuca-Hoffman Associates, Inc.
2. Documents related to parking including Paul Gray Memo, 3/5/98; letter to MAPS, 2/23/98; copy of lease
3. Building Elevations, sheet A-2, Phillip Doughty Associates
4. Rendered elevation drawing, Phillip Doughty Associates
5. Engineering Memos; DeLuca-Hoffman, 2/6/98; and DeLuca-Hoffman, 3/4/98

ATTACHMENT # 2
1/3**MEMORANDUM**

TO: Alan Holt
FROM: Paul Gray
DATE: March 5, 1998
RE: Family Practice Center Parking Lot at Smith and Congress

To clarify our position, MMC will not need the lot until the building is ready for occupancy which will be the Fall of 1999. The lease expires in October 1999 so we would exercise our option in August or September 1999.

/cyg



WISHCAMPER

PROPERTIES, INC.

177 High Street
Portland, Maine
04101

Telephone: 207 774 6088
Facsimile: 207 774 6198

February 23, 1998

Via Facsimile 775.1019

M.A.P.S. International
Attn: Ellen L. Kornetsky, L.M.S.W.
Director of Development
277 Congress St.
Portland, ME 04101

Dear Ellen:

I want to thank you for your understanding as it relates to your leased parking spaces in the Smith & Congress parking lot. To summarize, Maine Medical Center currently is under contract to purchase this lot and will, with the necessary approvals, utilize this lot for the proposed Family Practice Center. If all goes as scheduled construction will begin in June of 1998 and be complete in the Spring of 1999.

As we discussed, I don't know when you would be required to vacate the lot but wanted you to have plenty of notice so that you can secure new spaces when needed. Potential parking for M.A.P.S. could be in the Top of The Old Port or possibly in the lot near Amatos owned by Dominic Reali (828-5981). We will keep you informed as Maine Medical Center formalizes their plans. Thanks again for your understanding.

Sincerely,

Mark W. Primeau
Property Manager

cc: Lyndal J. Wishemper
Roxanne Cole

clwood@aol.com

ATTACHMENT #2

3/3

PARKING LOT AGREEMENT

Peoples Heritage Realty 1, owner of the parking lot at the corner of Congress Street and Smith Street, in Portland, Maine, hereby leases to MAINE ADOPTION PLACEMENT SERVICE ("MAPS"), ten (10) parking spaces in said parking lot for a period of three (3) years commencing on November 1, 1996.

MAPS agrees to pay Peoples Heritage Realty 1 Three Hundred Fifty Dollars (\$350.00) per month on the first day of each month for the right to park ten (10) vehicles at the rate of \$35.00 per month per space.

MAPS understands that Peoples Heritage Realty 1 provides no private security for the vehicles on the lot and that vehicles are parked at the sole risk of the vehicle owners.

MAPS agrees to display valid parking permit cards (to be provided by the landlord) in the windshields of the vehicles.

Either party may terminate this Agreement by giving thirty (30) days' written notice to the other party, said termination to expire on the first day of a month to be specified in such notice.

DATED: October 8, 1996

WITNESS:

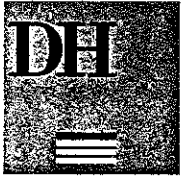
MAINE ADOPTION PLACEMENT SERVICE

BY: _____
Its:

PEOPLES HERITAGE REALTY 1

Joseph D. Hummel

BY: Joseph D. Hummel
Its: Vice President



DeLUCA HOFFMAN ASSOCIATES, INC.
CONSULTING ENGINEERS

778 MAIN STREET
SUITE 8
SOUTH PORTLAND, MAINE 04106
TEL. 207 775 1121
FAX 207 879 0896

ATTACHMENT # 5
1/4

- ROADWAY DESIGN
- ENVIRONMENTAL ENGINEERING
- TRAFFIC STUDIES AND MANAGEMENT
- PERMITTING
- AIRPORT ENGINEERING
- SITE PLANNING
- CONSTRUCTION ADMINISTRATION

February 6, 1998

Mr. Alan Holt, Planner
City of Portland
389 Congress Street
Portland, Maine 04101

**Subject: Portland Family Practice
Initial Review Comments**

Dear Alan:

DeLuca-Hoffman Associates, Inc. has received the comments from Jim Seymour relative to the above referenced project. This letter provides our response to these comments. For ease of review, the comments are provided followed by our response:

Comment

1. *An existing catch basin is shown on the westerly alleyway to the existing building. Although the catch basin is located with rim and inverts, the final discharge location, or whatever downstream structure connects to that, is not shown. The applicant needs to verify the terminus of that stormdrain system.*

Response:

Based upon the existing information available to date, it appears that the pipe connects to the existing building piping system. DeLuca-Hoffman Associates, Inc. has requested a review of the City Archive data to determine if any additional information is available to verify the discharge location. Upon receipt of this data, if it is inconclusive, DeLuca-Hoffman Associates, Inc. will perform a dye test with City personnel in an attempt to verify the discharge location.

Comment

2. *The proposed plan appears very thorough; however, the storm drain (as proposed) must connect into a combined sewer. The applicant must acquire a capacity letter from William Goodwin of Public Works Sanitary Department for the connection into the combined sewer. I would suggest that the applicant install backflow preventors at the building where any connection goes into that storm system. In the event that backups occur in the sewer, these flows will not back up into the building.*

Response:

DeLuca-Hoffman Associates, Inc. has forwarded a request for a capacity letter to Jay Dipaulo relative to the sewer service. DeLuca-Hoffman Associates, Inc. will forward a separate letter to Mr. Goodwin relative to connecting the storm drain to the existing combined sewer. DeLuca-Hoffman Associates, Inc.

Mr. Alan Holt
February 6, 1998
Page 2

has also added a note to the grading plan that all storm drain connections to the building shall include backflow prevention.

Comment

3. *The utility services for telephone, cable and electricity should not be installed overhead to the rear of the property and connect at a new pole next to the 8 x 8 transformer pad. Instead, the utilities should be installed underground from existing pole #14, cross the rear service drive, and travel along the southern boundary within the embankment area to the pad. Where the underground utilities cross the service drive, they should be placed in the appropriate conduit meeting City and the specific utility company standards.*

Response:

DeLuca-Hoffman Associates, Inc. has forwarded this request to Maine Medical Center and awaits a response. If Maine Medical Center accepts this request, DeLuca-Hoffman Associates, Inc. will forward revised plans to Mr. Seymour for review.

Comment

4. *The new 6' wood stockade fence should be placed entirely on the property of this project. As shown on the plans, the existing fence slightly encroaches onto the abutting property. That fence should be removed and installed within the property developed by Maine Medical Center.*

Response:

The existing fence has been noted to be removed and the proposed fence will only be installed within the property to be developed. In addition, due to verbal comments received from the Planning Department the detail for the proposed fence has been revised to a wrought iron fence.

Comment

5. *Casco trap should be installed in CB-1 per requirements of the City of Portland standards. Although the detail has been given, a note should be added on Sheet 2 indicating where the Casco trap should be added. The same is true for Sheet 3, Profiles and Grading; the Casco trap should be added on the section showing Catch Basin 1.*

Response:

Sheets 2 and 3 have been revised as requested.

Comment

6. *The applicant should show in cross section how the streets will be repaired where trenching has occurred, specifically the section in India Street and the section along Congress Street where curbs and utilities will have to be installed, or disconnected from the existing building.*

Mr. Alan Holt
February 6, 1998
Page 3

Response:

Detail 0/2 depicts the utility trench section and Detail A/2 depicts the depths of pavement, base and subbase gravel to be used in the trench cap.

Comment

7. *Lastly, I have concerns regarding the demolition of the existing building. A demolition plan should be attached indicating the locations of safety barricades for the demolition areas where trucks will be removing materials, and fencing around the project, specifically around the sidewalk area. Because this is a highly traveled pedestrian area, the entire sidewalk cannot be barricaded. The applicant needs to indicate the exact locations of where the fencing will occur so that it will not block pedestrian traffic. Also, a demolition schedule should be given with this submittal so that demolition does not interfere with summertime traffic. I would encourage the applicant to start the project as early in the spring as possible to not interfere with the traffic of the Munjoy Hill/Old Port area.*

Response:

DeLuca-Hoffman Associates, Inc. in consultation with Maine Medical Center and their demolition contractor will develop a more detailed demolition plan and schedule. These items will be provided to Mr. Seymour for review.

Maine Medical Center and DeLuca-Hoffman Associates, Inc. look forward to the Planing Boards review of the project at the upcoming workshop.

Sincerely,

DeLUCA-HOFFMAN ASSOCIATES, INC.



Alton M. Palmer, P.E.
Senior Engineer

AMP/ajm/JN1636/Holt2-6

C: Dan Doughty, MMC
Phil Doughty, P.J.D:A.



DeLUCA HOFFMAN ASSOCIATES, INC.
CONSULTING ENGINEERS

778 MAIN STREET
SUITE 8
SOUTH PORTLAND, MAINE 04106
TEL. 207 775 1121
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- ROADWAY DESIGN
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- AIRPORT ENGINEERING
- SITE PLANNING
- CONSTRUCTION ADMINISTRATION

March 4, 1998

Mr. Alan Holt
Portland Planning Department
389 Congress Street
Portland, Maine 04101

**Subject: Response to Comments
Portland Family Practice**

Dear Alan:

DeLuca-Hoffman Associates, Inc. has received both verbal and written comments with regard to the site plan application for the Portland Family Practice on Congress Street.

Comment:

Electrical/telephone service shall be underground from India Street.

Response:

Plan has been revised as requested.

Comment:

The Maine Medical site plans should include a revised tree well detail for the tree-wells. Ideally, they would be 5' x 5', or 4' w x 5' L. Options to have tree grates & guards, or to have the well flush or with raised granite has been site specific. Tree types, the existing 'Accolade' Cherries on India Street should remain, the Elms on Congress Street seem to be in decline and could be replaced. Replacement types: replace with the same, American Elm; or 'Green Vase' Zelkova, 'Skyline' or 'Halka' Honeylocust, 'Cleveland' Callery Pear, 2.5" to 3" caliper.

Response:

The tree well detail has been revised as requested. The Congress Street trees have been revised to be replaced with new American Elms.

Enclosed, please find a copy of DeLuca-Hoffman Associates, Inc.'s revised plans for your review.

Please contact this office with any questions.

Sincerely,

DeLUCA-HOFFMAN ASSOCIATES, INC.

Alton M. Palmer, P.E.
Senior Engineer

AMP/ajm/JN1636/holt3-4

Enclosure

C: Dan Doughty, MMC
Phil Doughty, PDA

**PROFESSIONAL MEDICAL BUILDING
272 CONGRESS STREET (CORNER OF CONGRESS AND INDIA STREETS)
MAINE MEDICAL CENTER, APPLICANT**

Submitted to:

Portland Planning Board
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I. INTRODUCTION

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people are expected to walk from the neighborhood or to arrive by public transportation. Using conservative estimates, the Traffic Engineer concludes that this increase in traffic will have minimal impact. Additionally, the Traffic Engineer documents that the intersection of Congress Street/India Street is not a high accident location.

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7. Signage

The architect indicates that the project will have discrete cast metal letters on the building for signage. There are no plans to light the sign.

IV. MOTION FOR THE BOARD TO CONSIDER

On the basis of plans and materials submitted by the applicant and on the basis of information provided in Planning Board Report #7-98, the Planning Board finds:

- A. That the site plan meets the standards of the Site Plan Ordinance of the Land Use Code.

Attachments:

1. Binder: Portland Family Practice Center ... prepared by DeLuca-Hoffman Associates, Inc.
2. Documents related to parking including Paul Gray Memo, 3/5/98; letter to MAPS, 2/23/98; copy of lease
3. Building Elevations, sheet A-2, Phillip Doughty Associates
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ATTACHMENT # 2

1/3

**MEMORANDUM**

TO: Alan Holt
FROM: Paul Gray
DATE: March 5, 1998
RE: Family Practice Center Parking Lot at Smith and Congress

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/cyg



WISHCAMPER
PROPERTIES, INC.

177 High Street
Portland, Maine
04101

Telephone 207 774 6688
Facsimile 207 774 6099

February 23, 1998

Via Facsimile 775.1019

M.A.P.S. International
Attn. Ellen L. Kornetsky, L.M.S.W.
Director of Development
277 Congress St.
Portland, ME 04101

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Sincerely,

Mark W. Primeau
Property Manager

cc: Lyndal J. Wisbeck
Rosanne Cole

ATTACHMENT #2

3/3

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Either party may terminate this Agreement by giving thirty (30) days' written notice to the other party, said termination to expire on the first day of a month to be specified in such notice.

DATED: October 13, 1996

WITNESS:

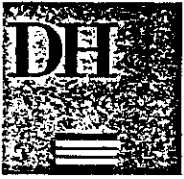
MAINE ADOPTION PLACEMENT SERVICE

BY: _____
Its:

PEOPLES HERITAGE REALTY 1

Joseph D. Hummel

BY: *Joseph D. Hummel*
Its: Vice President



DeLUCA HOFFMAN ASSOCIATES, INC.
CONSULTING ENGINEERS

778 MAIN STREET
SUITE 8
SOUTH PORTLAND, MAINE 04106
TEL. 207 775 1121
FAX 207 879 0896

ATTACHMENT # 5
1/4

- ROADWAY DESIGN
- ENVIRONMENTAL ENGINEERING
- TRAFFIC STUDIES AND MANAGEMENT
- PERMITTING
- AIRPORT ENGINEERING
- SITE PLANNING
- CONSTRUCTION ADMINISTRATION

February 6, 1998

Mr. Alan Holt, Planner
City of Portland
389 Congress Street
Portland, Maine 04101

**Subject: Portland Family Practice
Initial Review Comments**

Dear Alan:

DeLuca-Hoffman Associates, Inc. has received the comments from Jim Seymour relative to the above referenced project. This letter provides our response to these comments. For ease of review, the comments are provided followed by our response:

Comment

1. *An existing catch basin is shown on the westerly alleyway to the existing building. Although the catch basin is located with rim and inverts, the final discharge location, or whatever downstream structure connects to that, is not shown. The applicant needs to verify the terminus of that stormdrain system.*

Response:

Based upon the existing information available to date, it appears that the pipe connects to the existing building piping system. DeLuca-Hoffman Associates, Inc. has requested a review of the City Archive data to determine if any additional information is available to verify the discharge location. Upon receipt of this data, if it is inconclusive, DeLuca-Hoffman Associates, Inc. will perform a dye test with City personnel in an attempt to verify the discharge location.

Comment

2. *The proposed plan appears very thorough; however, the storm drain (as proposed) must connect into a combined sewer. The applicant must acquire a capacity letter from William Goodwin of Public Works Sanitary Department for the connection into the combined sewer. I would suggest that the applicant install backflow preventors at the building where any connection goes into that storm system. In the event that backups occur in the sewer, these flows will not back up into the building.*

Response:

DeLuca-Hoffman Associates, Inc. has forwarded a request for a capacity letter to Jay Dipaulo relative to the sewer service. DeLuca-Hoffman Associates, Inc. will forward a separate letter to Mr. Goodwin relative to connecting the storm drain to the existing combined sewer. DeLuca-Hoffman Associates, Inc.

Mr. Alan Holt
February 6, 1998
Page 2

has also added a note to the grading plan that all storm drain connections to the building shall include backflow prevention.

Comment

- The utility services for telephone, cable and electricity should not be installed overhead to the rear of the property and connect at a new pole next to the 8 x 8 transformer pad. Instead, the utilities should be installed underground from existing pole #14, cross the rear service drive, and travel along the southern boundary within the embankment area to the pad. Where the underground utilities cross the service drive, they should be placed in the appropriate conduit meeting City and the specific utility company standards.*

Response:

DeLuca-Hoffman Associates, Inc. has forwarded this request to Maine Medical Center and awaits a response. If Maine Medical Center accepts this request, DeLuca-Hoffman Associates, Inc. will forward revised plans to Mr. Seymour for review.

Comment

- The new 6' wood stockade fence should be placed entirely on the property of this project. As shown on the plans, the existing fence slightly encroaches onto the abutting property. That fence should be removed and installed within the property developed by Maine Medical Center.*

Response:

The existing fence has been noted to be removed and the proposed fence will only be installed within the property to be developed. In addition, due to verbal comments received from the Planning Department the detail for the proposed fence has been revised to a wrought iron fence.

Comment

- Casco trap should be installed in CB-1 per requirements of the City of Portland standards. Although the detail has been given, a note should be added on Sheet 2 indicating where the Casco trap should be added. The same is true for Sheet 3, Profiles and Grading; the Casco trap should be added on the section showing Catch Basin 1.*

Response:

Sheets 2 and 3 have been revised as requested.

Comment

- The applicant should show in cross section how the streets will be repaired where trenching has occurred, specifically the section in India Street and the section along Congress Street where curbs and utilities will have to be installed, or disconnected from the existing building.*

Mr. Alan Holt
February 6, 1998
Page 3

Response:

Detail 0/2 depicts the utility trench section and Detail A/2 depicts the depths of pavement, base and subbase gravel to be used in the trench cap.

Comment

7. *Lastly, I have concerns regarding the demolition of the existing building. A demolition plan should be attached indicating the locations of safety barricades for the demolition areas where trucks will be removing materials, and fencing around the project, specifically around the sidewalk area. Because this is a highly traveled pedestrian area, the entire sidewalk cannot be barricaded. The applicant needs to indicate the exact locations of where the fencing will occur so that it will not block pedestrian traffic. Also, a demolition schedule should be given with this submittal so that demolition does not interfere with summertime traffic. I would encourage the applicant to start the project as early in the spring as possible to not interfere with the traffic of the Munjoy Hill/Old Port area.*

Response:

DeLuca-Hoffman Associates, Inc. in consultation with Maine Medical Center and their demolition contractor will develop a more detailed demolition plan and schedule. These items will be provided to Mr. Seymour for review.

Maine Medical Center and DeLuca-Hoffman Associates, Inc. look forward to the Planning Boards review of the project at the upcoming workshop.

Sincerely,

DeLUCA-HOFFMAN ASSOCIATES, INC.



Alton M. Palmer, P.E.
Senior Engineer

AMP/ajm/JN1636/Holt2-6

C: Dan Doughty, MMC
Phil Doughty, P.J.D:A.



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- ROADWAY DESIGN
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- SITE PLANNING
- CONSTRUCTION ADMINISTRATION

March 4, 1998

Mr. Alan Holt
Portland Planning Department
389 Congress Street
Portland, Maine 04101

**Subject: Response to Comments
Portland Family Practice**

Dear Alan:

DeLuca-Hoffman Associates, Inc. has received both verbal and written comments with regard to the site plan application for the Portland Family Practice on Congress Street.

Comment:

Electrical/telephone service shall be underground from India Street.

Response:

Plan has been revised as requested.

Comment:

The Maine Medical site plans should include a revised tree well detail for the tree-wells. Ideally, they would be 5' x 5', or 4' w x 5' L. Options to have tree grates & guards, or to have the well flush or with raised granite has been site specific. Tree types, the existing 'Accolade' Cherries on India Street should remain, the Elms on Congress Street seem to be in decline and could be replaced. Replacement types: replace with the same, American Elm; or 'Green Vase' Zelkova, 'Skyline' or 'Halka' Honeylocust, 'Cleveland' Callery Pear, 2.5" to 3" caliper.

Response:

The tree well detail has been revised as requested. The Congress Street trees have been revised to be replaced with new American Elms.

Enclosed, please find a copy of DeLuca-Hoffman Associates, Inc.'s revised plans for your review.

Please contact this office with any questions.

Sincerely,

DeLUCA-HOFFMAN ASSOCIATES, INC.

Alton M. Palmer, P.E.
Senior Engineer

AMP/ajm/JN1636/holt3-4

Enclosure

C: Dan Doughty, MMC
Phil Doughty, PDA

**PORTLAND FAMILY PRACTICE CENTER
MAJOR SITE PLAN APPROVAL
APPLICATION FOR
MEDICAL PROFESSIONAL BUILDING
272 to 280 CONGRESS STREET
PORTLAND, MAINE**

Prepared for Submittal to:

**City of Portland
Planning Department
389 Congress Street
Portland, Maine 04101**

Prepared for:

**Maine Medical Center
22 Bramhall Street
Portland, Maine 04104**

Prepared by:

**DeLuca-Hoffman Associates, Inc.
778 Main Street, Suite 8
South Portland, Maine 04106
(207) 775-1121**

January 1998

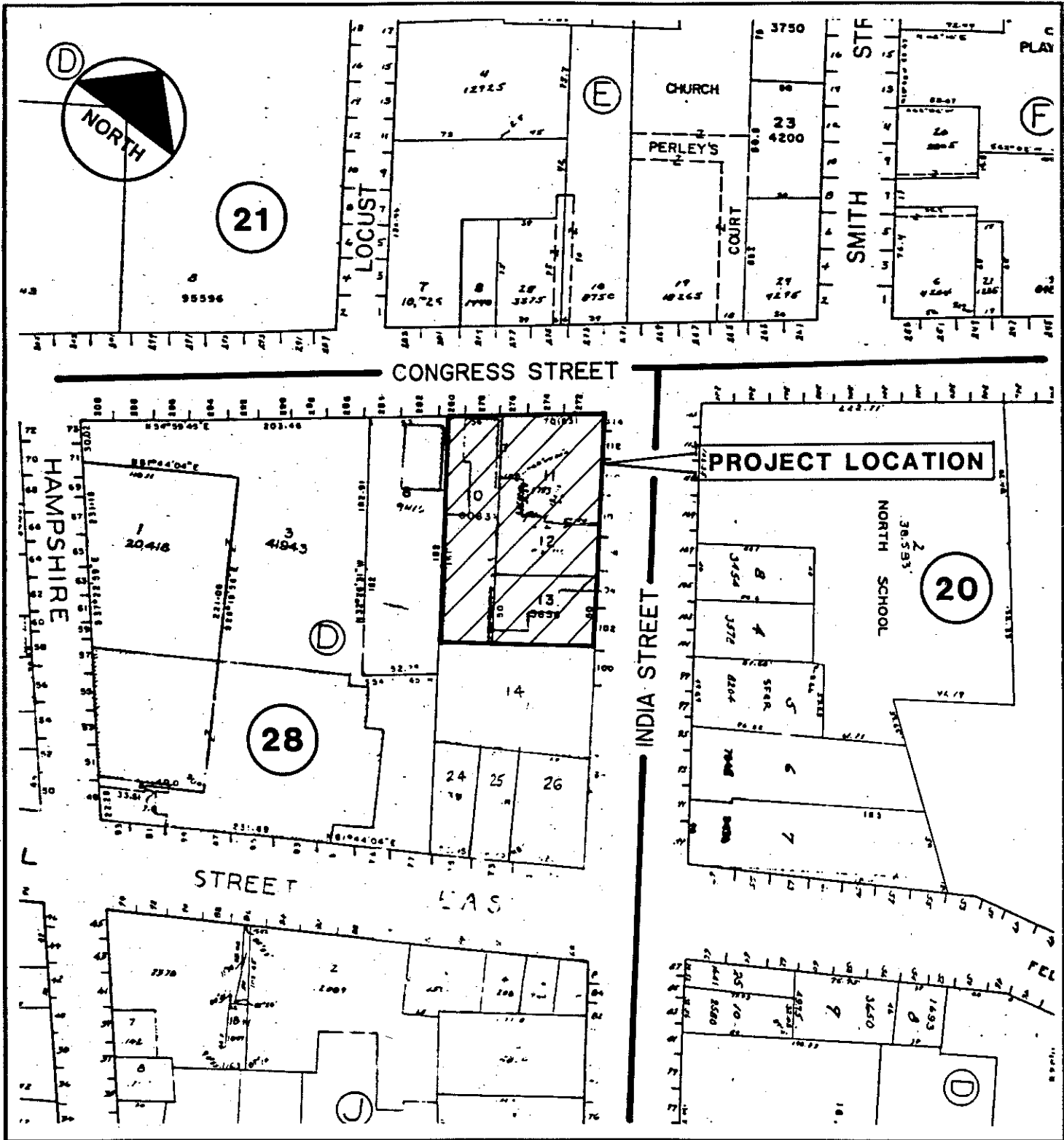
Revised February 1998

LIST OF ATTACHMENTS

<u>ATTACHMENT</u>	<u>DESCRIPTION</u>
A	LIST OF ABUTTING PROPERTY OWNERS
B	DEVELOPMENT DESCRIPTION
C	PHOTOS OF SITE
D	PARKING MEMORANDUM
E	TRAFFIC IMPACT STUDY
F	EXISTING CONDITIONS SURVEY DRAWING
G	PROPOSED SITE PLANS AND SUPPORTING PLANS
H	LIGHTING INFORMATION
I	ABILITY TO SERVE LETTERS

ATTACHMENT A

LIST OF ABUTTING PROPERTY OWNERS



TAX MAP
Medical Office Building - Portland, Maine
 City of Portland Assessors Plan - Map Numbers 20, 21, & 28



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DESIGNED	JTA	DATE	DEC. 1997
DRAWN	JDL	SCALE	N.T.S.
CHECKED	JTA	JOB NO.	1636

FIGURE
1

ATTACHMENT B

DEVELOPMENT DESCRIPTION

ATTACHMENT B

DEVELOPMENT DESCRIPTION

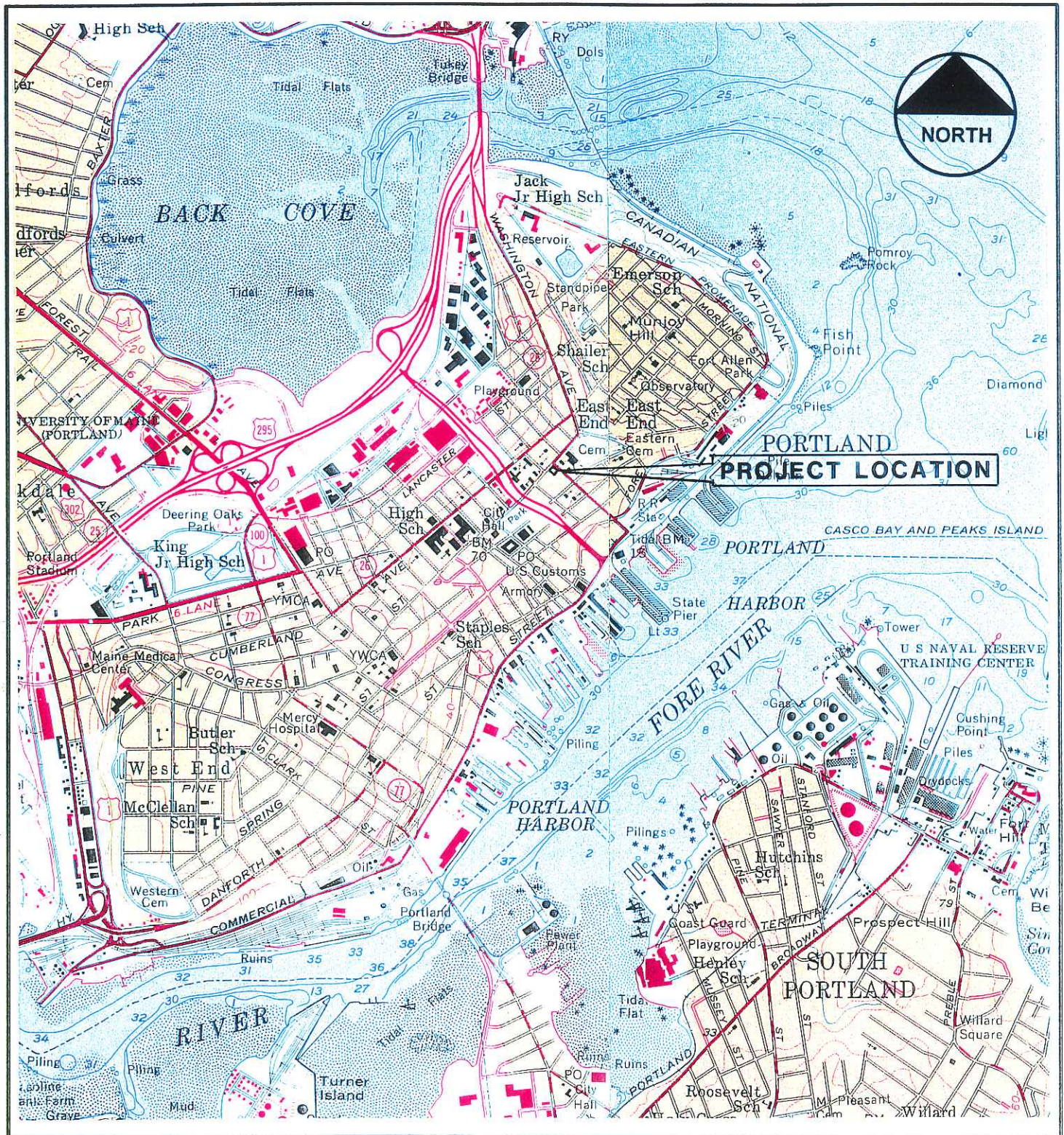
I. INTRODUCTION

Maine Medical Center has retained Phillip J. Doughty Assoc. and DeLuca-Hoffman Associates, Inc. to prepare plans for the Major Site Plan Approval of the development of a Professional Medical Building at 272 to 280 Congress Street in Portland, Maine. The development lot is located at the intersection of India and Congress Streets at the foot of the Munjoy Hill area. The site was previously developed as the "Levinsky's" store. The site location is shown on Figure 2 following this page.

II. GENERAL INFORMATION RELATIVE TO PROJECT

The development lot is located at south corner of the intersection of India and Congress Streets. It consists of a parcel of land previously assembled from four contiguous lots and covers approximately 0.38 acres. Figure 1 showing the tax maps and lots concerned is enclosed in Attachment A. Existing soils in the vicinity of the project site are shown on an excerpt of the Cumberland County Soil & Conservation Service Medium Intensity Mapping which follows Figure 2. The development lot is located within the B-2 Community Business Zone and conforms to the Space and Bulk requirements for this zoning district as defined by the City of Portland Land Use Regulations. The lot is presently covered by an approximately 14,250 square foot footprint building (0.33 acres) previously occupied as a retail store known as Levinsky's. The existing structure is composed of four adjoining buildings and has experienced many renovations and expansions. The existing structure generally abuts the property line at all four boundaries. The lot presently has two driveway entrances, one from India Street to a loading dock and one from Congress Street to an alley. Photographs of the existing site are enclosed in Attachment C.

The development project consists of the construction of an approximately 21,039 s.f. building for professional medical services use. The proposed project is defined as a Major Development by the Land Use Ordinance as it involves the construction of "a new structure with more than 10,000 sf of total floor area" (Article V, Section 14-522). It will be a two story building with a height of approximately 29'-0" feet from the sidewalk grade along Congress Street. The architecture of the building will consist of brick masonry. The proposed building will be located in a similar location to the existing building, abutting the Congress and India Street rights of way at the north corner of the lot. The new building will be smaller than the existing one and will provide approximately 16' and 34' setbacks to the western side and southern property boundaries, respectively. The western side setback area will be vegetated and the southern setback area will contain a paved driveway and lawn area. The site's southern and eastern boundaries will have a 6' wood stockade fence installed to provide screening from abutting uses. The site's existing Congress Street driveway will be removed and granite curbing installed along the roadway. The existing India Street entrance location will be maintained and the driveway widened to 24' in width at its intersection with India Street.



U.S.G.S. LOCATION MAP

Medical Office Building - Portland, Maine

U.S.G.S. Portland East and Portland West Quadrangles, 7.5 Minute Series (Topographic)



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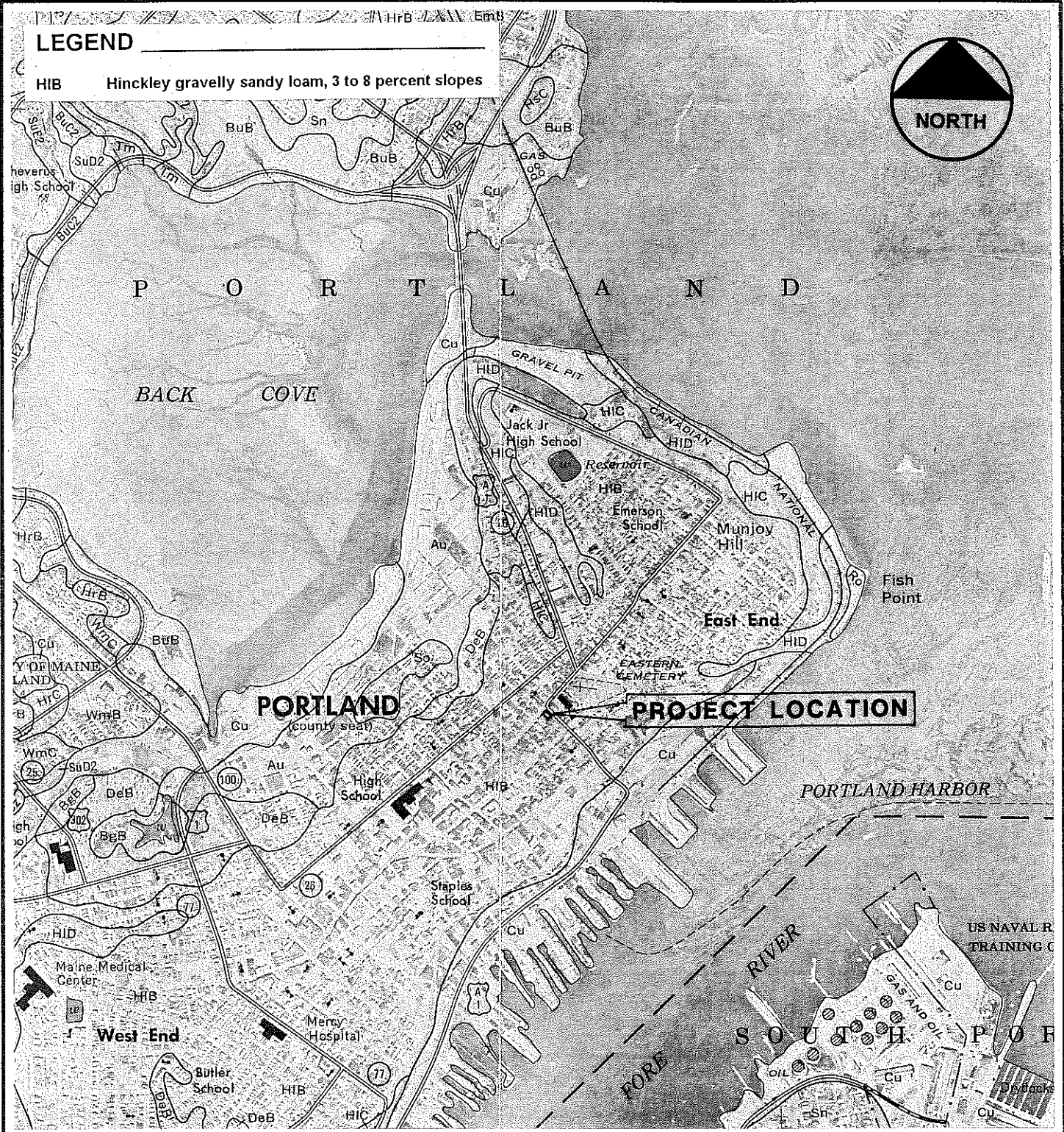
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DRAWN	JDL	SCALE	1" = 2000'+-
CHECKED	WGH	JOB NO.	1636

FIGURE

2

LEGEND

HIB Hinckley gravelly sandy loam, 3 to 8 percent slopes



SOILS MAP

Medical Office Building - Portland, Maine

SOIL SURVEY, Cumberland County, Maine - Sheet No. 82



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DESIGNED	DER	DATE	JAN. 1998
DRAWN	JDL	SCALE	1" = 1667'+-
CHECKED	WGH	JOB NO.	1636

FIGURE
3

Congress Street is the central business arterial in the downtown Portland area. The proposed use of this development as a professional building is a conforming use for the B-2 Business Community Zone (Article III, Division 10, Section 14-182, Permitted Uses). A professional building is defined as *"the office of a doctor, dentist, optometrist, psychologist, accountant, lawyer, architect, engineer, or similar professional"* (Article III, Division 1, Section 14-47, Definitions). The proposed project is similar in nature to the existing urban area with regard to use, structure appearance, and structure height. Surrounding uses of the development lot include professional offices, restaurants and lounges, mixed retail, a church, and mixed residential. The structures abutting the development lot are 3-story wood and brick buildings which commonly abut their respective right of way and property lines.

III. WRITTEN STATEMENTS

1. Refer to the introduction of this attachment for a description of the proposed uses to be located on the site.
2. There are no residential units proposed for this project.
3. The development lot is composed of four contiguous parcels designated by the City of Portland Tax Map Number 28, Block D, Lots 10,11,12, and 13. The total area of the site is approximately 16,500 s.f. (0.38 acres).
4. The total floor area of the proposed building is approximately 21,039 s.f. The footprint of the proposed building is approximately 89' x 113'-6" for the main building and 11' x 38' for staircase and loading area. The building footprint is approximately 10,519.5 s.f.
5. There are no known existing or proposed easements or other burdens on the property.
6. Solid waste will be collected on site with a dumpster and disposed of by private carrier. The dumpster pad location is marked on the site plans enclosed in Attachment G. Special waste from medical activities will be disposed of by private carrier in accordance with State and Federal law.
7. The appropriate agencies for water, sewer, power, telephone, and natural gas utilities report that there is adequate capacity to service the proposed project. Utility services will be connected to existing mains located in the Congress Street and India Street rights of way. Offsite water or sewer facilities will not be altered for this project.
8. The existing percentage of impervious area on the site is approximately 99.5%. The project will decrease this percentage to approximately 79.9% which meets the Land Use Ordinance requirement of maximum 80% impervious coverage. The amount of runoff discharging from the site will be consequently reduced. Therefore, no stormwater management is proposed for the site. Runoff presently discharges to all sides of the site, depending on the existing roofline concerned. A catch basin and storm drain will be installed in the parking lot at the rear of the site to collect runoff. The proposed building will have roof drains and underdrains which will discharge to this storm drain. The storm drain will discharge to the combined sewer system in India Street. This connection has been designed separate from the proposed sewer service

to the building which will facilitate connection to a separated storm drain system at a later date.

9. Construction of the development would likely commence upon receipt of approval from the City of Portland with respect to the Major Site Plan Approval. The project is anticipated to be completed within ten months of commencement of construction.
10. There are no Federal Regulatory Approvals required for the development. A State of Maine Department of Human Services Certificate of Need Application will be filed late in January of 1998.
11. There are no other pending applications for this project.
12. Maine Medical Center will be funding this project in a manner similar to that which they have done on other projects in the City of Portland. Maine Medical Center has executed a Purchase and Sales Agreement with the Property Owner to secure an interest in the site.
13. There are no unusual natural areas, wildlife and fisheries habitats, or archaeological sites located on or near the project site.
14. A construction sequence of events is contained in Section IV, Erosion and Sediment Control Plan of this narrative.
15. Noise emissions generated by this facility will be limited to those commonly experienced from professional office activities. Air emissions will be limited to those typical of a building with a heating plant.
16. A memorandum from Bernstein, Shur, Sawyer and Nelson regarding Parking is enclosed as Attachment D.
17. A traffic study is enclosed in Attachment E.
18. Signage for this facility will conform to Article III, Division 22, Sections 14-366 to 14-372.5 of the Land Use Ordinance.
19. To the Applicant's knowledge, the proposed project adheres to the Space and Bulk Requirements for the B-2 Community Business Zone and the standards of the City of Portland Technical and Design Standards and Guidelines.
20. Lighting information is presented in Attachment H.

IV. EROSION/SEDIMENT CONTROL PLAN

The primary emphasis of the erosion/sediment control plan for this project are as follows:

- a. Development of a careful construction sequence to limit the amount of exposed area
- b. Rapid revegetation of denuded areas to minimize the period of soil exposure.

- c. The use of on-site measures to capture sediment (silt fence, etc.).

Erosion and Sediment Control Device

The following erosion/sedimentation control devices are planned for this site during the construction period. These devices shall be installed as indicated on the plans or as described within this report.

1. Siltation fence will be installed downgradient of disturbed areas to trap runoff borne sediments until the site is revegetated. Installation details are provided in the plan set.
2. Straw or hay mulch is intended to provide cover for denuded areas. Mulch placed on slopes of less than 10 percent shall be anchored by applying water; mulch placed on slopes steeper than 10 percent shall be covered with netting and anchored with staples in accordance with the manufacturers recommendations.
3. Loam and seed is intended to serve as the primary re-vegetative measure for all denuded areas not provided with other surface covers, such as pavement.

Timing and Sequence of Erosion/Sediment Control Measures

The sitework construction period will last approximately ten months. The Contractor will be required to have the least possible practical area exposed to the elements and will be required to maintain the erosion control elements on a regular maintenance schedule. The sequence of events anticipated are:

Install perimeter silt fence.

Demolish the existing structure, remove existing utilities and surface features, and remove all debris from site.

Perform cut/fill operations and bring site to sub-grade elevation.

Commence construction of the building foundation.

Complete rough grading of the site.

Install utility services.

Continue to construct the building.

Install the storm drain system.

Complete fine grading of the paved area and place base pavement course to stabilize the driveway.

Install curb and sidewalk along India and Congress Streets.

Install surface pavement course.

Finish landscaping by installing loam and seed on all disturbed areas.

Upon establishing vegetative cover, flush silt from storm drain line and catch basin. Remove silt from catch basin and from behind the silt fences and mix with topsoil for use in topsoiling operations.

When vegetative cover is established on 95% of the site, remove the perimeter silt fence.

Note: All denuded areas not subject to final paving will be revegetated.
Various items in the sequence may occur concurrently.

Provisions for Maintenance of the Erosion/Sediment Control Features

The Contractor will be required to designate, by name, a person responsible for implementation of all erosion control measures. Specific responsibilities will include:

1. Inspection of the project work site on a weekly basis, and after each rainfall (0.5 inches or more within any consecutive 24 hour period) with the installation of added erosion control measures in areas which appear vulnerable to erosion. The contractor shall maintain written records of these inspections noting compliance with the plan, any deviations and corrective measures necessary to comply with the erosion control requirements of this section.
2. Inspection of all erosion control measures and drainage inlets after any significant rainfall. Accumulated silt/sediment should be removed from the barriers when the depth of sediment reaches 6 inches. A significant rainfall shall be defined as over 1/2 inch of precipitation in any consecutive 24 hour period.
3. Inspect loam and seed for any damage. A minimum vegetative cover of 95% is required prior to removal of erosion control measures.

ATTACHMENT C

PHOTOS OF SITE



Congress Street frontage



India Street frontage



Rear of building

ATTACHMENT D

PARKING MEMORANDUM

Bernstein, Shur, Sawyer & Nelson

Memorandum

FROM: Nathan H. Smith, Esq.

TO: Paul Gray

DATE: January 20, 1998

SUBJECT: MAINE MEDICAL CENTER PARKING FOR THE NEIGHBORHOOD
CLINIC AND OFFICES ("Clinic")
Located at the intersection of India Street and Congress Street in Portland, ME

The property where the proposed Maine Medical Center Clinic is to be located (the former Levinsky's store at the intersection of India Street and Congress Street) is benefited principally by two parking areas which are discussed below:

I. Levinsky's Plaza Parking

First, there is an easement from Shopping Center Associates (the then owner of Levinsky's Plaza) dated July 20, 1995 providing for 40 parking spaces at Levinsky's Plaza on Congress Street. Under the terms of the easement the owners of Levinsky's Plaza may designate no less than 40 spaces permanently available for the Clinic property. We are discussing the location of the spaces with the owners of Levinsky's Plaza and we expect that the designated spaces will be as near to the Clinic property as practicable. The spaces will be specifically designated by a recorded document and shown on a plan as well as marked in the parking lot itself. The owner of the Plaza is planning to meet soon with the Medical Center and Rite Aid to identify the specific spaces.

II. Smith and Congress Street -- Parking Lot

At the intersection of Smith and Congress Street, there is a parking lot which according to an Owen Haskell Standard Boundary Survey dated November 10, 1997 contains 20 spaces which are available for use by the Clinic. Nine spaces are located on the 4,085 square foot parcel and 11 spaces are located on the immediately adjacent Perley Court parcel, which in fact forms part of the parking lot. Both parcels are under contract to the Medical Center. The 11 Perley Court parking spaces benefit the former Levinsky properties across Congress Street and are also subject to a reserved easement benefiting the abutter, a Synagogue, Congregation Etz Chaim. I spoke with Phil Levinsky who is active with the Synagogue and he told me that a few of the spaces in Perley Court are used for daily services between 4 and 5 p.m. in the winter months and between 5 and 6 p.m. in the summer months. In addition, several spaces are used on Saturday mornings

Bernstein, Shur, Sawyer & Nelson
Memorandum

To: Paul Gray, Maine Medical Center

From: Christopher L. Vaniotis

Date: January 20, 1998

Re: Maine Medical Center Parking for the Neighborhood Clinic and Offices (Clinic),
Located at the Intersection of India Street and Congress Street -- Zoning Analysis

Section 14-332(10) of the Portland Zoning Ordinance requires 53 parking spaces for the proposed neighborhood clinic building, calculated at 1 space per 400 square feet of floor area. The Medical Center is planning to provide a total of 59 spaces. 40 of those will be secured by a permanent easement and will be located in the existing parking lot which historically has served both the former Levinsky's store and the adjacent shopping center known as Levinsky's Plaza. As a practical matter, that parking arrangement has always worked. As a technical matter under the zoning ordinance, it is a lawful nonconformity, because the total parking available does not meet the ordinance requirements for the total square footage of buildings using the parking lot, a condition which existed long before the current zoning requirements took effect. Under Section 14-389 of the Portland Zoning Ordinance, that nonconformity as to off street parking may continue, provided there is no increase in the floor area of the building or buildings being served by the parking. Here, the building which will replace the Levinsky's store has less floor area, and will be used for purposes which create less parking demand than the former retail use. It will also require less parking under the zoning ordinance. (For retail uses the ordinance requires 1 parking space per 200 square feet, while for offices and clinics it requires 1 space per 400 feet).

An additional 19 spaces will be provided in an existing parking lot on the corner of Smith and Congress Streets, diagonally across from the former Levinsky's store. Congregation Etz Chaim has rights, in common with the Levinsky's property, to utilize 11 of those spaces. That use generally occurs at times which would not conflict with use by patients and other visitors to the neighborhood Clinic.

Data available to the Medical Center indicates that 30 to 40% of the patients using this facility will be residents of Munjoy Hill and that a large percentage of them will either walk to the site or use public transportation. Thus, the 59 parking spaces planned, even with the occasional shared use of the lot at the corner of Smith and Congress Streets, should be more than adequate to meet the actual demand. In addition, it appears to meet the off street parking requirements of the Portland Zoning Ordinance.

ATTACHMENT E
TRAFFIC IMPACT STUDY

**TRAFFIC IMPACT STUDY
FOR
PROPOSED MAINE MEDICAL OFFICE
FACILITY ON INDIA STREET
PORTLAND, MAINE**

Prepared for

**Maine Medical Center
22 Bramhall Street
Portland, Maine 04102**

Prepared by

**DeLuca-Hoffman Associates, Inc.
778 Main Street, Suite 8
South Portland, Maine 04106**

January 1998

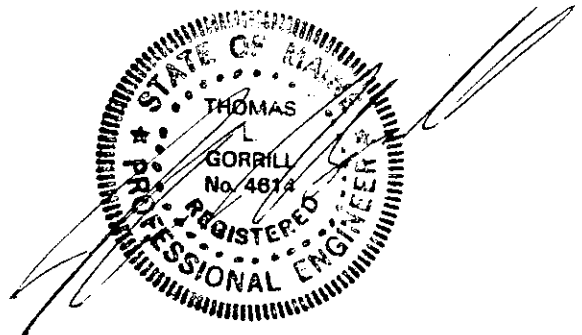


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V.	TRIP DISTRIBUTION AND ASSIGNMENT	3
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1	Seasonal Adjustment Factor for November 1997	1
2	Trip Generation Per 1,000 s.f.	2
3	Level of Service Criteria for Signalized Intersections	4
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APPENDICES

A	Turning Movement Diagrams
B	Turning Movement Counts
C	Capacity Analysis
D	Accident Data

EXECUTIVE SUMMARY

The following executive summary is prepared for the reader's convenience, but is not intended to be a substitute for reading the full report.

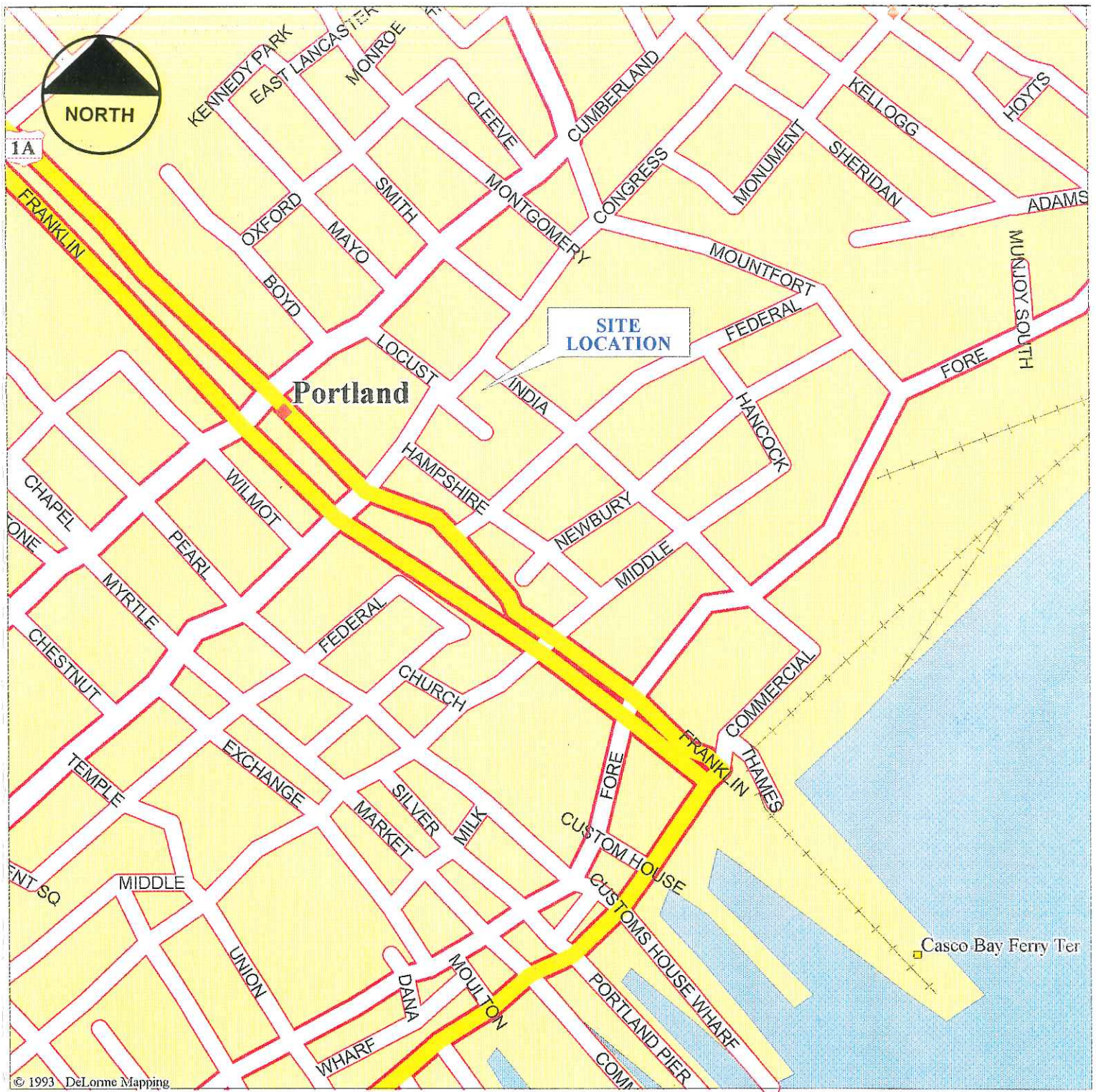
DeLuca-Hoffman Associates, Inc. has been retained by Maine Medical Center to conduct a traffic impact study for the proposed 20,654 s.f. medical office building in Portland, Maine. The proposed site, formerly Levinsky's Clothing Store, is located on the southeast corner of the intersection of Congress Street and India Street, as shown on Figure 1 following this page. The project is not proposing any new driveways and will utilize existing parking areas in the vicinity.

The proposed development is forecast to generate 50 and 76 trip ends during the AM and PM peak hour of the generator, respectively. Since neither the AM or PM trip ends for the peak hour of the generator exceed the 100 vph threshold, an MeDEP scoping meeting is not required.

The purpose of this study is to evaluate the impact on the existing street system of the traffic generated by the proposed development. The following is a summary of the major findings of the traffic study.

1. Based on information published by the Institute of Transportation Engineers publication, "Trip Generation", it is estimated the proposed project will generate 50 and 76 trip ends during the AM and PM peak hours of adjacent street traffic. These trips would consist of 40 trips in and 10 trips out of the site during the AM peak hour and 20 trips in and 56 trips out of the site during the PM peak hour. Although these volumes have been utilized in this report to be conservative, DeLuca-Hoffman Associates, Inc. expects the generated volumes to be significantly less due to the proximity of the project to Munjoy Hill and the availability of Metro.
2. All of the trips are expected to be primary trips, i.e., newly generated in the vicinity of the development.
3. Parking for the proposed development will be provided by parking areas in the vicinity of the site. The proposed office building can be accessed by all the parking areas via sidewalks and crosswalks.
4. The level of service analysis for the adjacent signalized intersection of Congress Street/India Street shows the proposed development will have a minimal impact.
5. The intersection of Congress Street/India Street is not a high accident location.

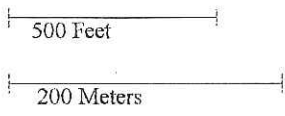
Based upon these findings, it is the opinion of DeLuca-Hoffman Associates, Inc. that the traffic generated by the proposed development can be adequately and safely accommodated on the surrounding street system.



© 1993 DeLorme Mapping

- ◻ Geo Feature
- ◆ Town, Small City
- ◆ Large City
- ▲ Park
- ◻ US Highway
- Population Center
- Street, Road
- Hwy Ramp
- Major Street/Road

- Interstate Highway
- State Route
- US Highway
- +++ Railroad
- Open Water



Mag 16.00
Tue Jan 20 10:44:30 1998

DeLORME LOCATION MAP
Medical Office Building - Portland, Maine



DeLUCA - HOFFMAN ASSOCIATES, INC.
CONSULTING ENGINEERS
778 MAIN STREET
SUITE 8
SOUTH PORTLAND, MAINE 04106
TEL. 207-775-1121
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FIGURE
1

EXECUTIVE SUMMARY

The following executive summary is prepared for the reader's convenience, but is not intended to be a substitute for reading the full report.

DeLuca-Hoffman Associates, Inc. has been retained by Maine Medical Center to conduct a traffic impact study for the proposed 20,654 s.f. medical office building in Portland, Maine. The proposed site, formerly Levinsky's Clothing Store, is located on the southeast corner of the intersection of Congress Street and India Street, as shown on Figure 1 following this page. The project is not proposing any new driveways and will utilize existing parking areas in the vicinity.

The proposed development is forecast to generate 50 and 76 trip ends during the AM and PM peak hour of the generator, respectively. Since neither the AM or PM trip ends for the peak hour of the generator exceed the 100 vph threshold, an MeDEP scoping meeting is not required.

The purpose of this study is to evaluate the impact on the existing street system of the traffic generated by the proposed development. The following is a summary of the major findings of the traffic study.

1. Based on information published by the Institute of Transportation Engineers publication, "Trip Generation", it is estimated the proposed project will generate 50 and 76 trip ends during the AM and PM peak hours of adjacent street traffic. These trips would consist of 40 trips in and 10 trips out of the site during the AM peak hour and 20 trips in and 56 trips out of the site during the PM peak hour. Although these volumes have been utilized in this report to be conservative, DeLuca-Hoffman Associates, Inc. expects the generated volumes to be significantly less due to the proximity of the project to Munjoy Hill and the availability of Metro.
2. All of the trips are expected to be primary trips, i.e., newly generated in the vicinity of the development.
3. Parking for the proposed development will be provided by parking areas in the vicinity of the site. The proposed office building can be accessed by all the parking areas via sidewalks and crosswalks.
4. The level of service analysis for the adjacent signalized intersection of Congress Street/India Street shows the proposed development will have a minimal impact.
5. The intersection of Congress Street/India Street is not a high accident location.

Based upon these findings, it is the opinion of DeLuca-Hoffman Associates, Inc. that the traffic generated by the proposed development can be adequately and safely accommodated on the surrounding street system.

I. **EXISTING CONDITIONS**

Site:

The site shown in Figure 1 is currently an unoccupied building, formerly Levinsky's, and is located on the southeast corner of the signalized intersection of Congress Street and India Street in Portland, Maine. The site is bounded by Congress Street to the west, the signalized intersection to the north, India Street to the east and a parking area to the south.

Adjacent Roads:

The site has frontage on Congress Street and India Street. Congress Street is a 44-foot wide roadway with both on-street parking and a sidewalk on each side. The posted speed limit is 25 mph. Congress Street connects Interstate 295 to the west and downtown Portland to the east.

India Street is a 44-foot wide roadway with both on-street parking and a sidewalk on each side. There is no posted speed limit on India Street. India Street connects Congress Street to the west and Commercial Street to the east.

DeLuca-Hoffman Associates, Inc. based this study on the following information:

- A 1" = 40' scale site plan dated December 1997 prepared by DeLuca-Hoffman Associates, Inc. .
- Computerized accident data furnished by the Maine Department of Transportation for the period 1994-1996 for the Congress Street/India Street intersection.
- Turning movement count data collected by DeLuca-Hoffman Associates, Inc. at the intersection of Congress Street and India Street on Thursday, November 13, 1997 from 7:00 AM to 8:30 AM and again from 3:30 PM to 5:30 PM:

The results of this turning movement count is shown graphically as Figure 1 in Appendix A. The original count is included in Appendix B.

II. **BACKGROUND TRAFFIC CONDITION**

The proposed site was formerly a Levinsky's clothing store. At the time DeLuca-Hoffman Associates, Inc. performed turning movement counts, Levinsky's was not in business.

The existing turning movement count volumes were adjusted to approximate the 30th highest hour conditions of the year using the Weekly Group Mean Factor data for Group I (Urban) from the Maine Department of Transportation. The methodology used to determine a seasonal adjustment factor from this data is as follows:

Period	WGMF		Seasonal Adjustment Factor
<u>Week of Counts</u> 4 th Lowest Week	<u>1.00</u> 0.88	=	1.14

The proposed facility is planned to be completed in 1999. To approximate traffic in this year, DeLuca-Hoffman Associates, Inc. increased the 1997 counts by an assumed 1% annual growth rate. DeLuca-Hoffman Associates, Inc. has adjusted the existing traffic to approximate the 30th highest hour and the 1% annual growth rate to yield the 1999 Predevelopment conditions. The 1999 Predevelopment volumes are shown in Figure 2 of Appendix A.

III. TRIP GENERATION

To estimate the trips associated with the medical office building, DeLuca-Hoffman Associates, Inc. utilized the Institute of Transportation Engineers (ITE) publication Trip Generation, 6th Edition, LUC 720 – Medical-Dental Office Building. However, DeLuca-Hoffman Associates, Inc. expects the generated traffic volumes to be significantly less due to the following:

- Close proximity to Munjoy Hill which is the area the office is intended to serve.
- Accessibility to the Metro bus system and taxi service.
- Location and accessibility of sidewalks.
- Proximity to other businesses and offices.

The following table summarizes the trip rates as contained in the ITE.

Table 2 Trip Generation Per 1,000 s.f.								
	Peak Hour of the Generator Trip Rate		Peak Hour of Adjacent Street Traffic Trip Rate		Direction Distribution (%) Peak Hour of Adjacent Street Traffic			
					AM		PM	
	AM	PM	AM	PM	In	Out	In	Out
ITE LUC 720	3.60	4.36	2.43	3.66	80%	20%	27%	73%

Applying ITE trip rates to the proposed medical office building results in the following trip estimates:

Medical office building trips based on 20,654 s.f.:

AM Peak Hour of Adjacent Street Traffic

$$20,654 \text{ s.f.} \times \frac{2.43 \text{ trip ends}}{1,000 \text{ s.f.}} = 50 \text{ trip ends}$$

PM Peak Hour of Adjacent Street Traffic

$$20,654 \text{ s.f.} \times \frac{3.66 \text{ trip ends}}{1,000 \text{ s.f.}} = 76 \text{ trip ends}$$

AM Peak Hour of the Generator

$$20,654 \text{ s.f.} \times \frac{3.60 \text{ trip ends}}{1,000 \text{ s.f.}} = 74 \text{ trip ends}$$

PM Peak Hour of the Generator

$$20,654 \text{ s.f.} \times \frac{4.36 \text{ trip ends}}{1,000 \text{ s.f.}} = 90 \text{ trip ends}$$

The trip ends generated during the peak hour of adjacent street traffic are those used for the purpose of determining the impact on the adjacent street system. The trip ends generated during the peak hour of the generator are those used to determine if a review by the MeDEP is required. The threshold for requiring a review is a net increase in trip ends greater than or equal to 100 vehicles per hour (vph) during the peak hour of the generator. Since neither the AM nor the PM trip ends were greater than 100 vph even before applying a credit for the prior use, a MeDEP review is not required.

IV. TRIP COMPOSITION

The ITE Trip Generation manual indicates that all the traffic associated with an office will be primary trips. Primary trips are those which are new to the street system, not already passing by the site. Many of the trips are already going by the site, but for the purpose of the study we have treated them as primary trips.

V. TRIP DISTRIBUTION AND ASSIGNMENT

DeLuca-Hoffman Associates, Inc. has distributed the trip ends associated with the proposed medical office building based on the existing traffic flow patterns and the location of the proposed parking areas. The distribution and assignment of the proposed trips is shown graphically as Figures 3-5 in Appendix A.

VI. STUDY AREA

Although this project is not required to be reviewed by the MeDEP, their guidelines as described for a "vicinity for over 200 passenger car equivalents developments", were used as a basis for determining the proposed study area. The MeDEP study area guidelines are as follows:

- (1) The development entrance(s) or exit(s);
- (2) The first major intersection in either direction from the development entrance(s) and exit(s); and
- (3) All intersections where, during any one-hour period, traffic attributable to the proposed development equals or exceeds:
 - (a) 25 vehicles in a left-turn-only lane;
 - (b) 35 vehicles in a through lane, right-turn lane, or a combined through and right-turn lane; or
 - (c) 35 vehicles (multiplying the left-turn volume by 1.5) in a combined left-turn and through lane, or a combined left-turn, through and right-turn lane.

Based on the above guidelines, the study area includes the signalized intersection of Congress/India.

VII. CAPACITY ANALYSIS

DeLuca-Hoffman Associates, Inc. performed capacity analyses for the signalized intersection of India Street/Congress Street using the Signal 94 computer program. The phasing and timing of the signal was based on field observations.

The capacity analysis assesses the quality of traffic flow at intersections and provides a ranking based upon its delay and Level of Service (LOS). Level of service rankings are similar to the academic grading system where an "A" indicates very little delay and an "F" indicates very poor or extreme conditions. Level of Service "D" is generally acceptable at signalized intersections.

The following table summarizes the relationship between delay and level of service at signalized intersections:

Level of Service	Stopped Delay per Vehicle (sec)
A	Less than 5.0
B	5.1 to 15.0
C	15.1 to 25.0
D	25.1 to 40.0
E	40.1 to 60.0
F	Greater than 60.0

Description of Signalized Intersection

India Street and Congress Street

This intersection is a three-leg signalized intersection. The eastbound Congress Street approach consists of a single lane for through and right-turning traffic. The westbound Congress Street approach has separate through and left-turning lanes. The northbound India Street approach is not striped for separate left and right lanes but is used as such.

The following table summarizes the results of the signalized capacity analysis with the computer printouts contained in Appendix C.

Intersection	Approach	Movement	1999		1999		
			Predevelopment	Postdevelopment	AM	PM	
Congress /India	Congress Eastbound	Through/ Right	B	B	B	B	
		Through	A	A	A	A	
	Congress Westbound	Left	A	A	A	A	
		India Northbound	Left	C	C	C	C
			Right	B	D	B	D
Overall Intersection			B	B	B	B	

As can be seen from the above table, the proposed office building will have a minimal impact on the signalized intersection.

X. ACCIDENT ANALYSIS

DeLuca-Hoffman Associates, Inc. has based the accident analysis of this study area on data obtained from the MDOT for the period of 1994 to 1996. (See Appendix D.)

In order to evaluate whether a location has a potential accident problem, MDOT uses two criteria to define High Accident Locations (HALs). Both criteria must be met in order to be classified as an HAL..

1. A critical rate factor of 1.00 or more for a three-year period. (A Critical Rate Factor [CRF] compares the actual accident rate to the rate for similar intersections in the State. A CRF of less than 1.00 indicates a rate less than average); and
2. A minimum of 8 accidents over a three-year period.

Computerized accident data summaries were provided by MDOT for the study area intersection of Congress and India and are summarized as follows:

Table 5 Accident Summary			
Intersection	Number of Accidents	CRF	HAL?
Congress Street/India Street	7	0.26	No

As can be seen from the above table, the Congress/India Street intersection is not a high accident location.

XI. CONCLUSIONS

DeLuca-Hoffman Associates, Inc. has examined the impact of traffic associated with the proposed medical office building located in the southerly corner of the Congress/India Street intersection in Portland, Maine.

The following is a summary of the major findings of the traffic study.

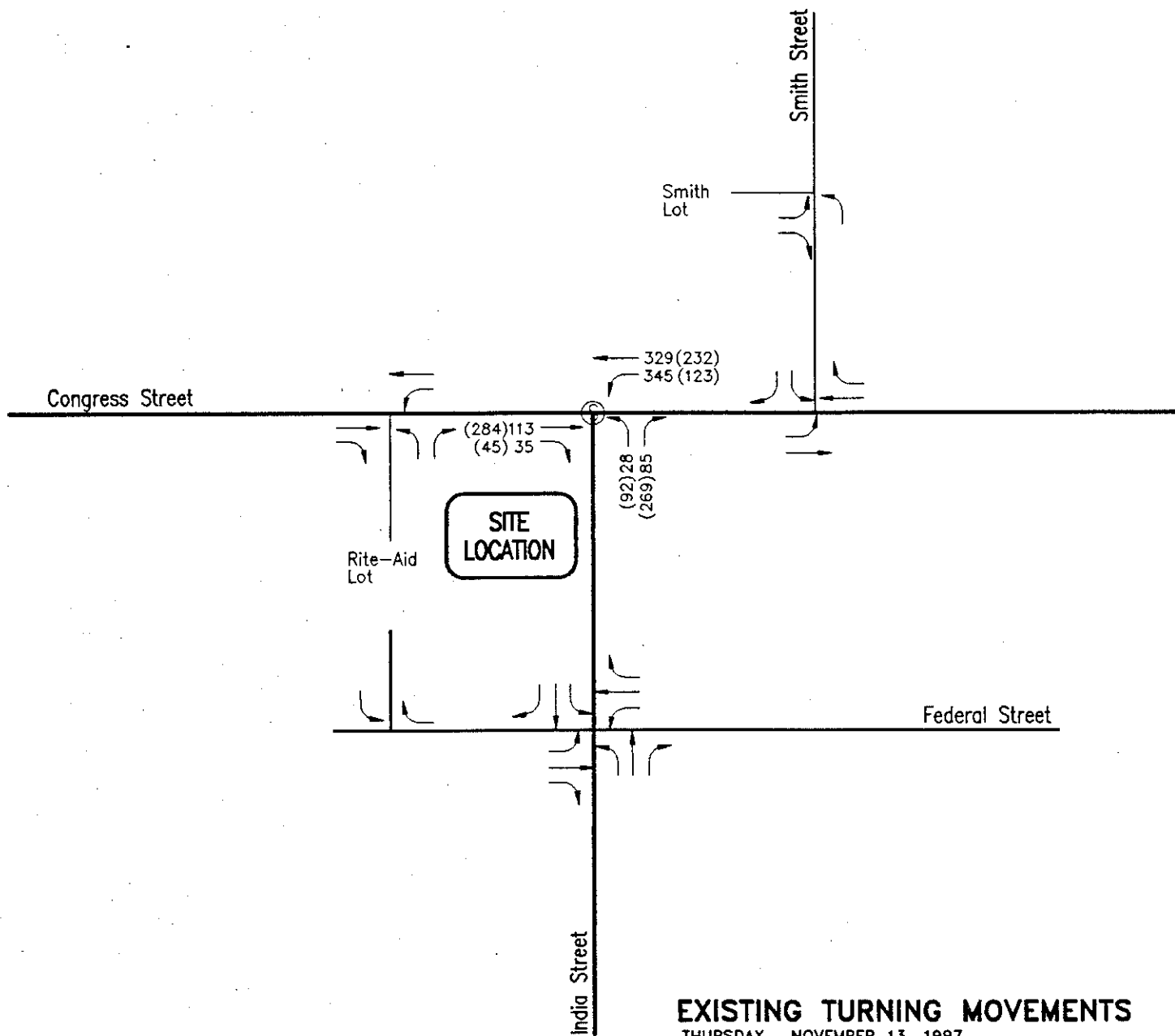
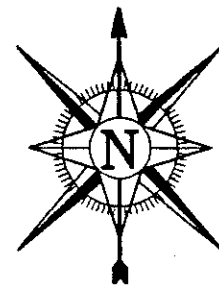
1. Based on information published by the Institute of Transportation Engineers publication "Trip Generation," it is estimated the proposed project will generate 50 and 76 trip ends during the AM and PM peak hours of adjacent street traffic respectively. These trips would consist of 40 trips in and 10 trips out of the site during the AM peak hour and 20 trips in and 56 trips out of the site during the PM peak hour. Although these volumes have been utilized in this report to be conservative, DeLuca-Hoffman Associates, Inc. expects the generated volumes to be significantly less due to the proximity of the project to Munjoy Hill and the availability of Metro.
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APPENDIX A


Turning Movement Diagrams

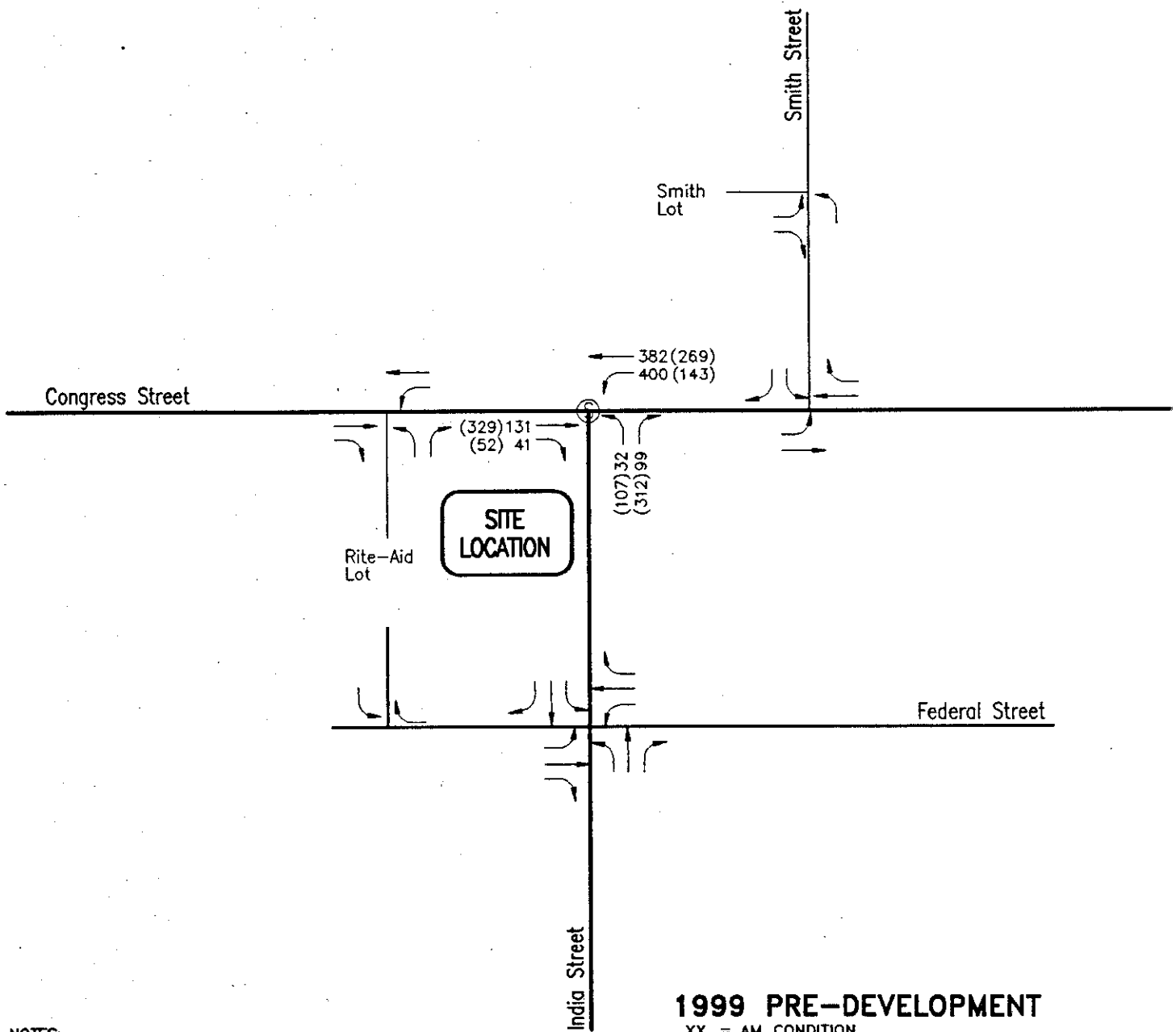
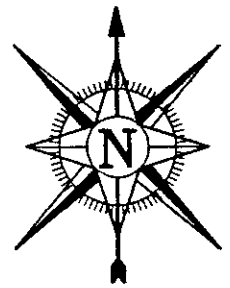


EXISTING TURNING MOVEMENTS

THURSDAY, NOVEMBER 13, 1997
 AM PEAK HOUR (7:30 - 8:30)
 PM PEAK HOUR (4:30 - 5:30)

Ⓢ Existing Signal


PREPARED FOR:	MAINE MEDICAL CENTER	 DeLuca-Hoffman Associates, Inc. Consulting Engineers 778 Main Street South Portland, Maine 04106 207-775-1121	FIGURE	
PROJECT:	INDIA STREET MMC		Designed RED Date JAN 1998 Drawn FAP Scale N.T.S. Checked TLB Job No. 1815	1
LOCATION:	PORTLAND, MAINE			

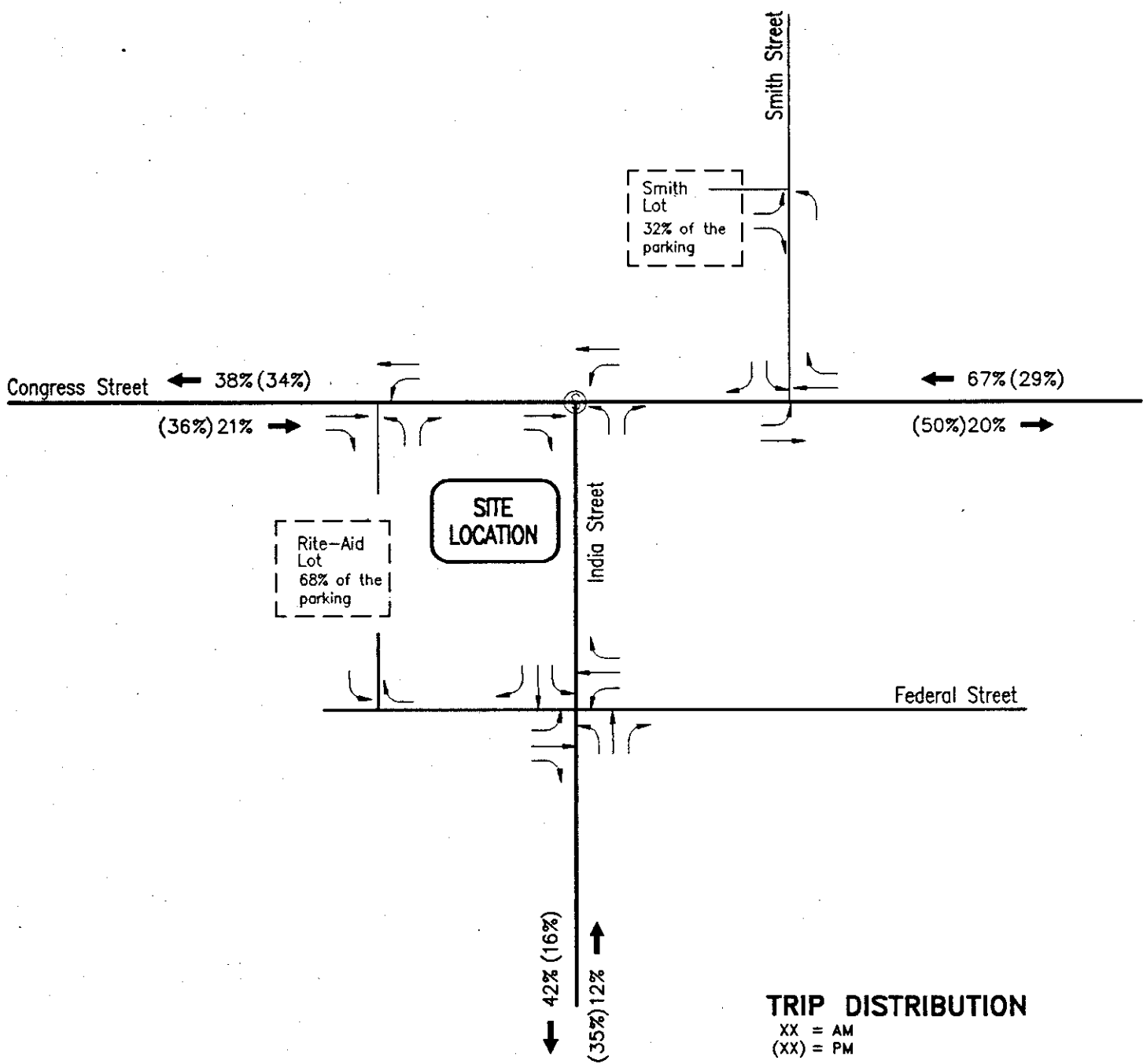
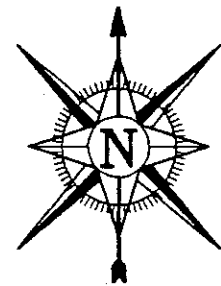


NOTES:
 1. GROWTH RATE 1% PER YEAR
 2. SEASONAL ADJUSTMENT FACTOR
 GROUP I = $\frac{1.00}{0.88} = 1.14$


1999 PRE-DEVELOPMENT
 XX = AM CONDITION
 (XX) = PM CONDITION

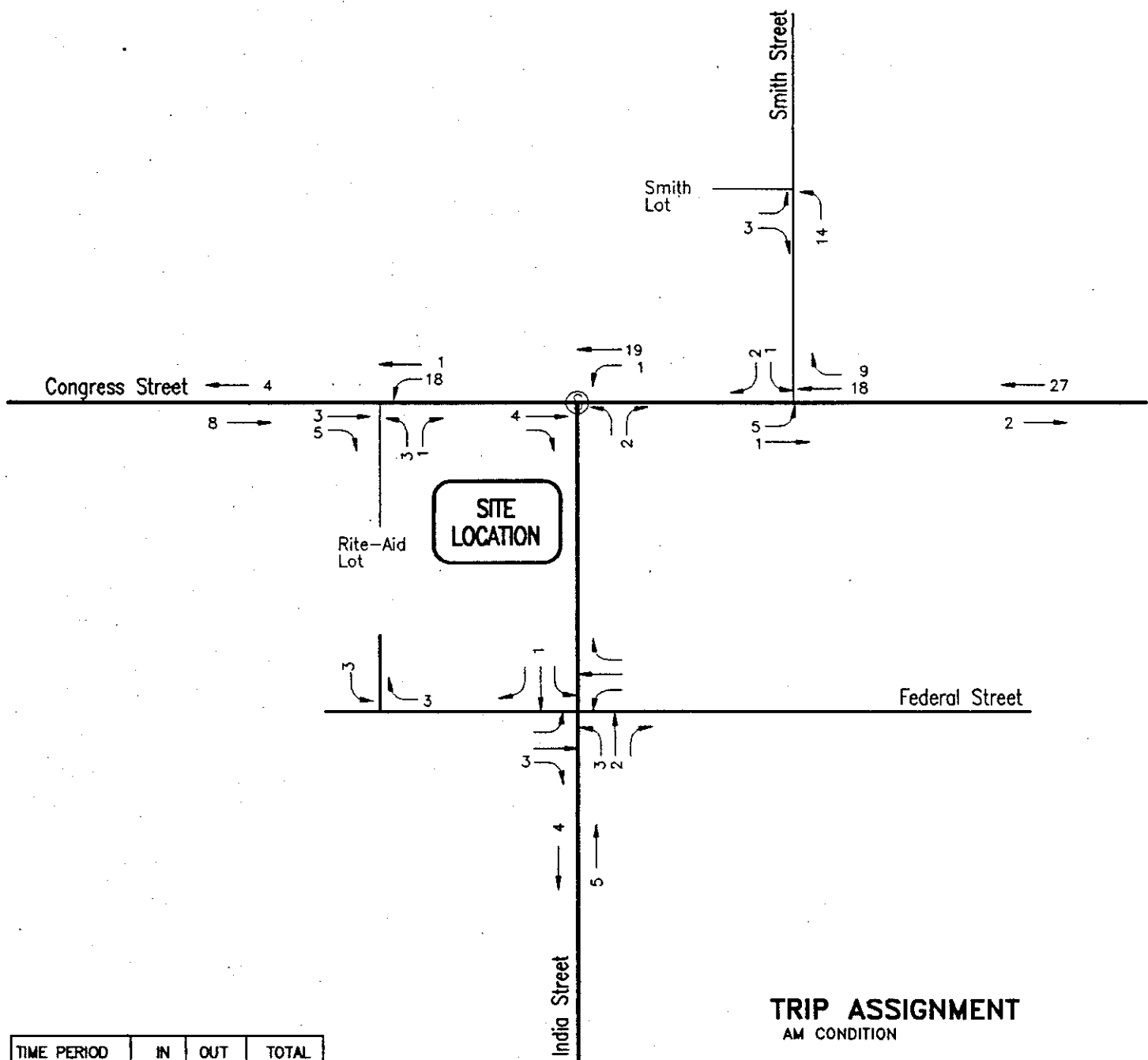
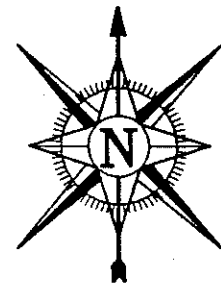
Ⓢ Existing Signal

PREPARED FOR:	MAINE MEDICAL CENTER	 DeLuca-Hoffman Associates, Inc. Consulting Engineers 778 Main Street South Portland, Maine 04106 207-775-1121		
PROJECT:	INDIA STREET MMC			
LOCATION:	PORTLAND, MAINE			
Designed	RED	Date	JAN 1998	FIGURE 2
Drawn	FAP	Scale	N.T.S.	
Checked	TLG	Job No.	1813	



Ⓢ Existing Signal

PREPARED FOR:	MAINE MEDICAL CENTER	 DeLuca-Hoffman Associates, Inc. Consulting Engineers 77E Main Street South Portland, Maine 04106 207-775-1121		
PROJECT:	INDIA STREET MMC			
LOCATION:	PORTLAND, MAINE			
Designed	RED	Date	JAN 1998	FIGURE 3
Drawn	FAP	Scale	N.T.S.	
Checked	TLE	Job No.	1813	



TRIP ASSIGNMENT
AM CONDITION

TIME PERIOD	IN	OUT	TOTAL
AM	40	10	50

Ⓢ Existing Signal

PREPARED FOR: **MAINE MEDICAL CENTER**

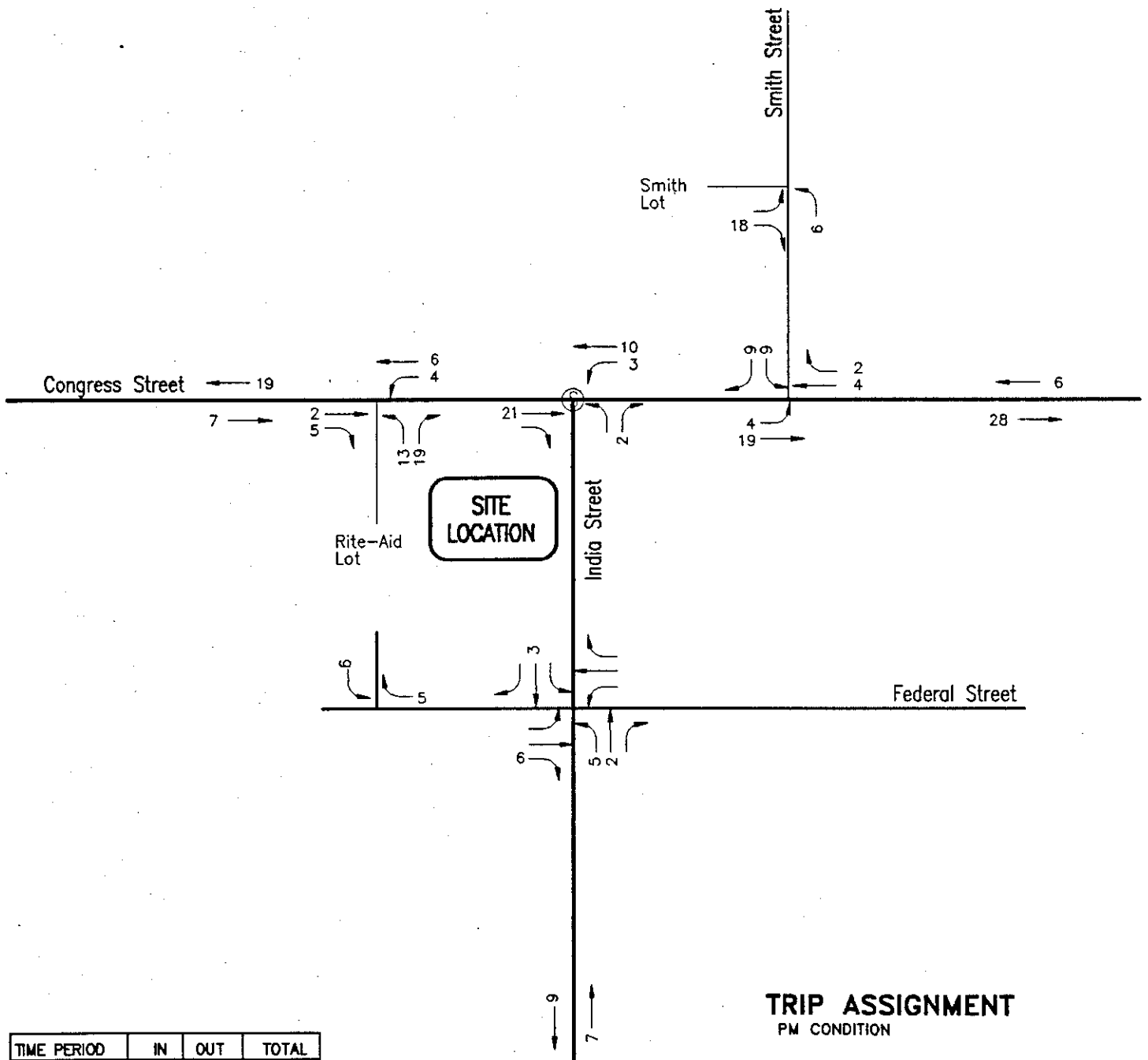
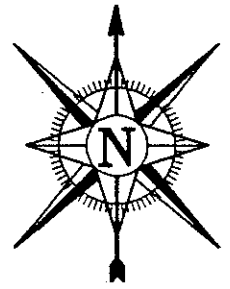
PROJECT: **INDIA STREET MMC**

LOCATION: **PORTLAND, MAINE**

DeLuca-Hoffman Associates, Inc.
Consulting Engineers
775 Main Street
South Portland, Maine 04106
287-775-1121

Designed	RED	Date	JAN 1998
Drawn	FAP	Scale	N.T.S.
Checked	TLG	Job No.	1013


FIGURE **4**

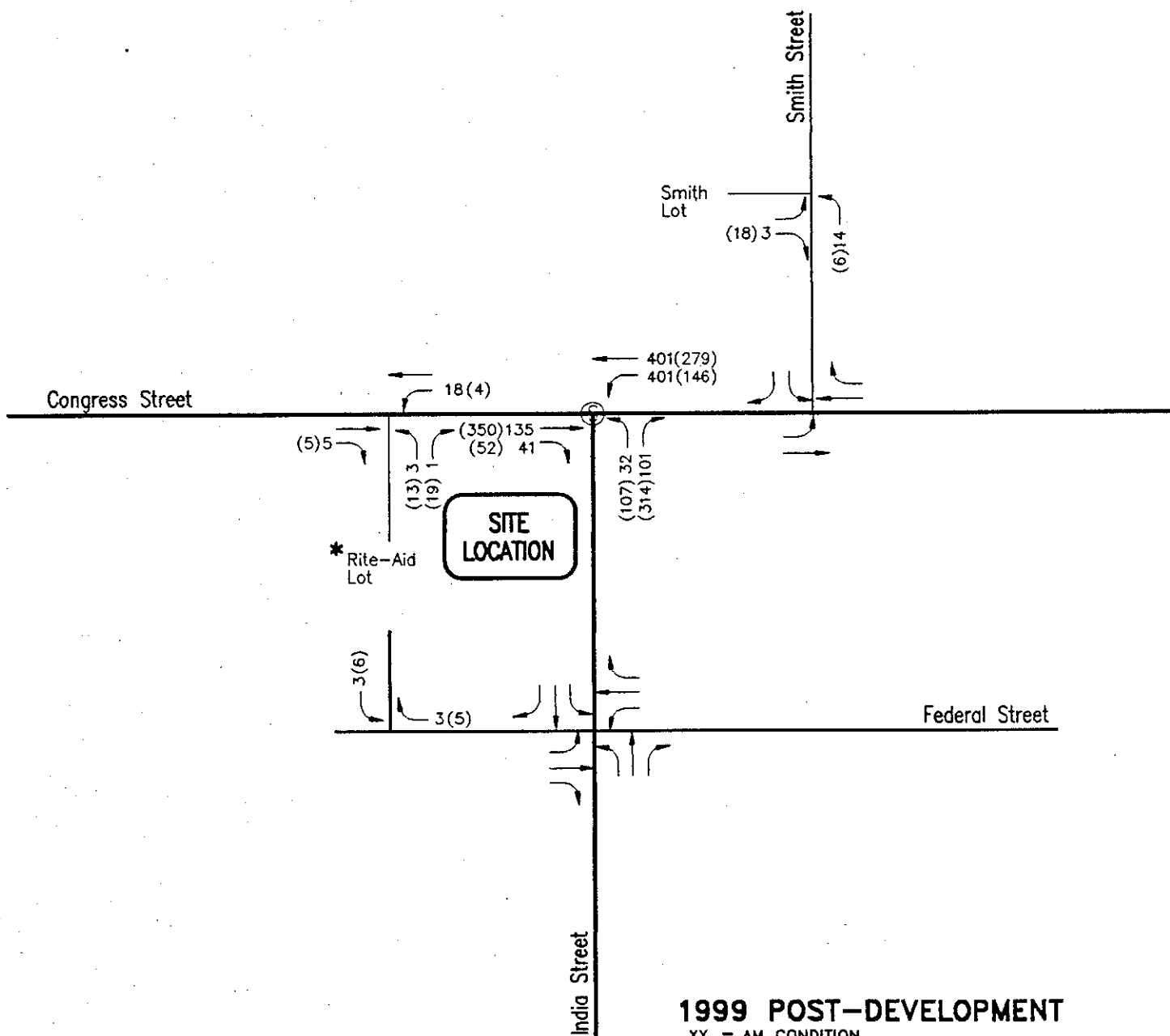
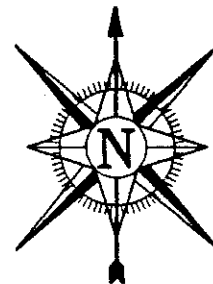


TIME PERIOD	IN	OUT	TOTAL
PM	20	56	76

TRIP ASSIGNMENT
PM CONDITION

Ⓢ Existing Signal

PREPARED FOR:	MAINE MEDICAL CENTER	 DeLuca-Hoffman Associates, Inc. Consulting Engineers 778 Main Street South Portland, Maine 04106 207-775-1121	
PROJECT:	INDIA STREET MMC		
LOCATION:	PORTLAND, MAINE		
Designed	RED	Date	JAN 1998
Drawn	FAP	Scale	N.T.S.
Checked	TLG	Job No.	1812




1999 POST-DEVELOPMENT

XX = AM CONDITION
 (XX) = PM CONDITION

* THE ENTERING AND EXITING TRIP ENDS SHOWN DO NOT INCLUDE EXISTING VOLUMES.

Ⓢ Existing Signal

PREPARED FOR:	MAINE MEDICAL CENTER	 DeLuca-Hoffman Associates, Inc. Consulting Engineers 775 Main Street South Portland, Maine 04106 207-775-1121		
PROJECT:	INDIA STREET MMC			
LOCATION:	PORTLAND, MAINE			
Designed	RED	Date	JAN 1998	FIGURE 6
Drawn	FAP	Scale	N.T.S.	
Checked	TLO	Job No.	1613	

APPENDIX B

Turning Movement Counts

Deluca-Hoffman Associates, Inc.

778 Main Street, Suite 8

South Portland, ME 04106

(207) 775-1121

Site Code : 00001613

Start Date: 11/13/97

File I.D. : INDIA-PM

Page : 1

Intersection: INDIA & CONGRESS ST

Counted by: JCD

Weather: CLEAR/35

Counter: 568

CARS, SU, TRUCKS

Date	CONGRESS ST Southbound			INDIA ST Westbound			CONGRESS ST Northbound			Total
	Left	Thru	Other	Left	Right	Other	Thru	Right	Other	
11/13/97										
15:30	47	53	2	19	76	16	41	11	1	266
15:45	34	48	0	20	50	9	60	10	1	232
16:00	29	67	2	26	53	9	44	12	1	243
16:15	48	59	2	17	33	15	65	11	1	251
Hr Total	158	227	6	82	212	49	210	44	4	992
16:30	30	52	0	25	62	6	63	13	1	252
16:45	40	63	2	21	45	7	66	9	3	256
17:00	22	52	0	21	80	10	80	12	2	279
17:15	31	65	1	25	82	16	75	11	0	306
Hr Total	123	232	3	92	269	39	284	45	6	1093
TOTAL	281	459	9	174	481	88	494	89	10	2085

Deluca-Hoffman Associates, Inc.
 778 Main Street, Suite 8
 South Portland, ME 04106
 (207) 775-1121

Intersection: INDIA & CONGRESS ST
 Counted by: JCD
 Weather: CLEAR/35
 Counter: 568

Site Code : 00001613
 Start Date: 11/13/97
 File I.D. : INDIA-PM
 Page : 2

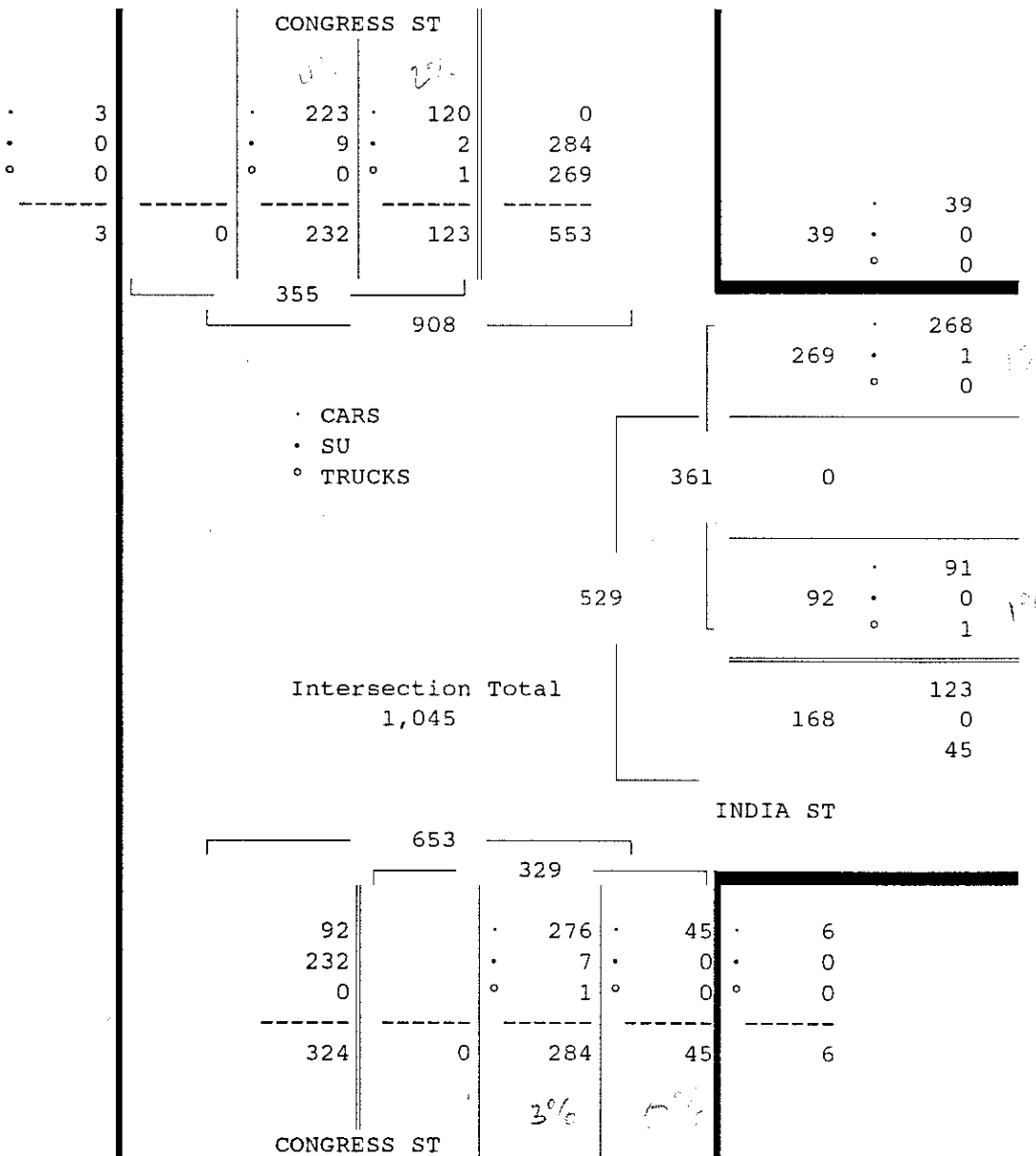
CARS, SU, TRUCKS

CONGRESS ST Southbound			INDIA ST Westbound			CONGRESS ST Northbound			Total
Left	Thru	Other	Left	Right	Other	Thru	Right	Other	

Date 11/13/97

Peak Hour Analysis By Entire Intersection for the Period: 15:30 to 17:30 on 11/13/97

Peak start	16:30			16:30			16:30		
Volume	123	232	3	92	269	39	284	45	6
Percent	34%	65%	1%	23%	67%	10%	85%	13%	2%
Pk total	358			400			335		
Highest	16:45			17:15			17:00		
Volume	40	63	2	25	82	16	80	12	2
Hi total	105			123			94		
PHF	.85			.81			.89		



Intersection: CONGRESS ST & INDIA ST
 Counted by: JEREMY
 Weather: CLEAR/35
 Counter: 968

Deluca-Hoffman Associates, Inc.
 778 Main Street, Suite 8
 South Portland, ME 04106
 (207) 775-1121

Site Code : 00001613
 Start Date: 11/13/97
 File I.D. : INDIA-AM
 Page : 1

Cars

Date	CONGRESS ST Southbound			INDIA ST Westbound			CONGRESS ST Northbound			Total
	Left	Thru	Other	Left	Right	Other	Thru	Right	Other	
11/13/97										
07:00	46	36	0	4	8	3	24	2	1	124
07:15	50	44	2	5	19	10	30	7	0	167
07:30	76	81	1	7	26	15	25	4	1	236
07:45	108	83	2	6	22	9	23	10	2	265
Hr Total	280	244	5	22	75	37	102	23	4	792
08:00	94	88	2	6	14	0	22	11	2	239
08:15	67	77	1	9	23	6	43	10	3	239
Hr Total	161	165	3	15	37	6	65	21	5	478
TOTAL	441	409	8	37	112	43	167	44	9	1270

Deluca-Hoffman Associates, Inc.
 778 Main Street, Suite 8
 South Portland, ME 04106
 (207) 775-1121

Intersection: CONGRESS ST & INDIA ST
 Counted by: JEREMY
 Weather: CLEAR/35
 Counter: 968

Site Code : 00001613
 Start Date: 11/13/97
 File I.D. : INDIA-AM
 Page : 2

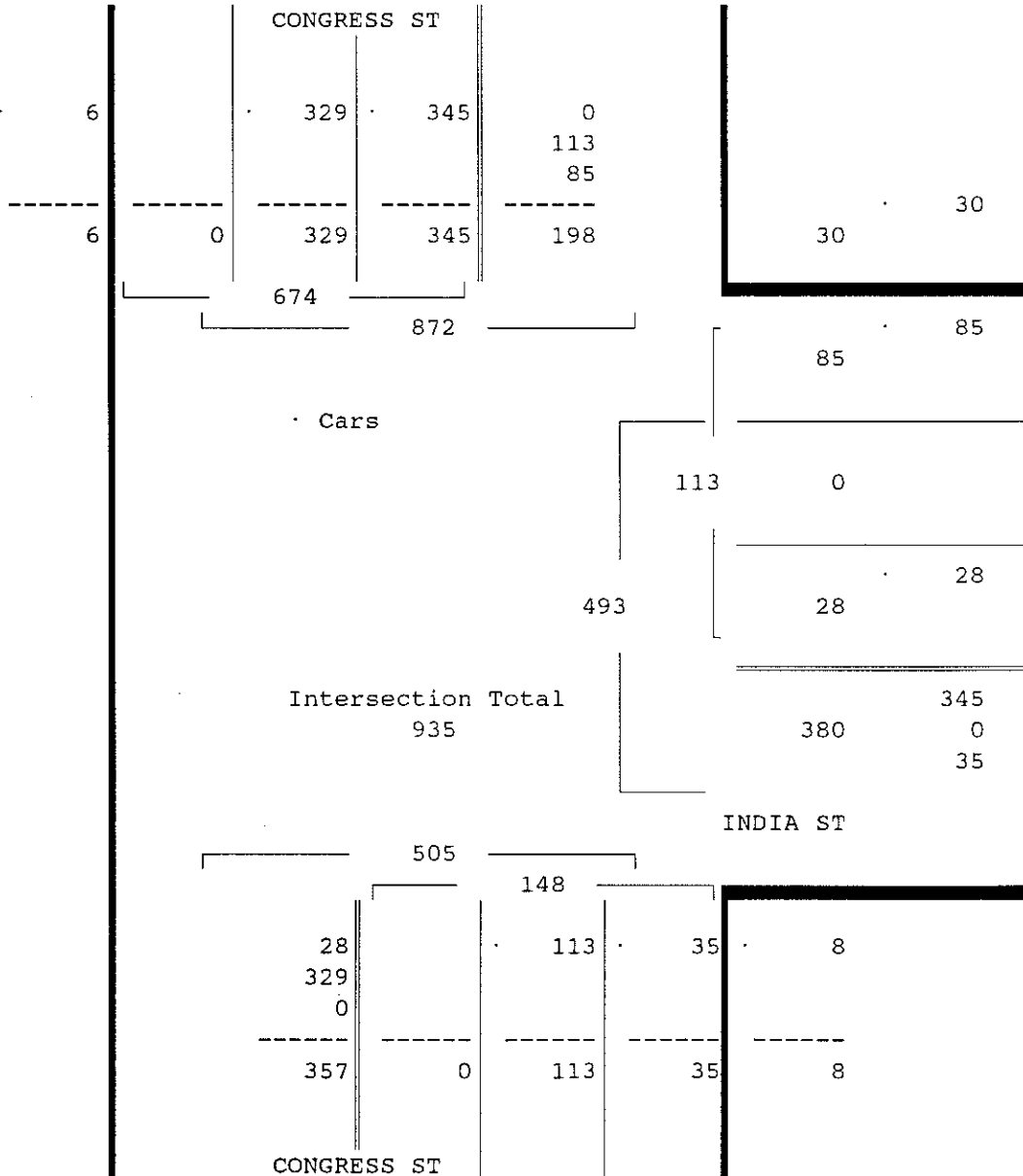
Cars

CONGRESS ST Southbound			INDIA ST Westbound			CONGRESS ST Northbound			Total
Left	Thru	Other	Left	Right	Other	Thru	Right	Other	

Date 11/13/97

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 08:30 on 11/13/97

	07:30			07:30			07:30		
Volume	345	329	6	28	85	30	113	35	8
Percent	51%	48%	1%	20%	59%	21%	72%	22%	5%
Pk total	680			143			156		
Highest	07:45			07:30			08:15		
Volume	108	83	2	7	26	15	43	10	3
Hi total	193			48			56		
PHF	.88			.74			.70		



APPENDIX C
Capacity Analysis

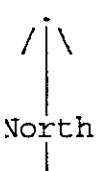
Maine Medical Center Office Building
 1999 Predevelopment AM condition
 Intersection of Congress and India Street 99pram

01/19/98
 15:03:39

SIGNAL94/TEAPAC[V1 L1.4] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) .43 Vehicle Delay 5.5 Level of Service B+

Sg 12 **/**	Phase 1	Phase 2	Phase 3
 North	<+ +>	<++++ **** v	<++++ ++++ v
	+ + + +	+> + +	****> **** v
	G/C= .187 G= 14.0" Y+R= 4.0" OFF= .0%	G/C= .133 G= 10.0" Y+R= 4.0" OFF=24.0%	G/C= .520 G= 39.0" Y+R= 4.0" OFF=42.7%

C= 75 sec G= 63.0 sec = 84.0% Y=12.0 sec = 16.0% Ped= .0 sec = .0%

Lane Group	Width/Lanes	g/C Req'd	g/C Used	Service Rate @C (vph)	Adj @E	Volume	v/c	HCM Delay	L S	90% Max Queue
S Approach									13.7	B
RT	10/1	.174	.387	341	410	108	.263	12.0	B	69 ft
LT	10/1	.085	.200	175	260	35	.132	18.7	C+	29 ft
E Approach									3.7	A
TH	11/1	.352	.720	996	1017	415	.408	3.3	A	124 ft
LT	11/1	.000	.147	732	755	435	.576	4.1	*A	128 ft
W Approach									7.3	B+
TH+RT	13/1	.213	.533	638	692	187	.270	7.3	*B+	92 ft

Maine Medical Center Office Building
 1999 Predevelopment PM condition
 Intersection of Congress and India Street 99prpm

01/19/98
 15:06:20

SIGNAL94/TEAPAC[V1 L1.4] - Capacity Analysis Summary

Intersection Averages:
 Degree of Saturation (v/c) .56 Vehicle Delay 13.2 Level of Service B

Sq 12 **/**	Phase 1	Phase 2	Phase 3
/ \ North 		<++++ ++++ v	<++++ ++++ v
	<+ *> + * + *	*> * *	****> **** v
	G/C= .187 G= 14.0" Y+R= 4.0" OFF= .0%	G/C= .133 G= 10.0" Y+R= 4.0" OFF=24.0%	G/C= .520 G= 39.0" Y+R= 4.0" OFF=42.7%

C= 75 sec G= 63.0 sec = 84.0% Y=12.0 sec = 16.0% Ped= .0 sec = .0%

Lane Group	Width/Lanes	g/C Req'd	g/C Used	Service Rate @C (vph)	Adj @E Volume	v/c	HCM Delay	L S	90% Max Queue
S Approach								25.7	D+
RT	10/1	.396	.387	341	410	.856	27.3	*D+	226 ft
LT	10/1	.158	.200	175	260	.453	20.9	C	101 ft
E Approach								3.2	A
TH	11/1	.278	.720	996	1017	.297	2.9	A	90 ft
LT	11/1	.009	.147	401	440	.366	3.8	A	48 ft
W Approach								10.2	B
TH+RT	13/1	.380	.533	655	709	.604	10.2	*B	211 ft

Maine Medical Center Office Building
 1999 Postdevelopment AM condition
 Intersection of Congress and India Street 99poam

01/19/98
 17:58:36

SIGNAL94/TEAPAC[V1 L1.4] - Capacity Analysis Summary

Intersection Averages:
 Degree of Saturation (v/c) .44 Vehicle Delay 5.6 Level of Service B+

Sq 12 **/**	Phase 1	Phase 2	Phase 3
/ \ North 		<++++ **** v	<++++ ++++ v
	<+ +> + + + +	+> + +	****> **** v
	G/C= .187 G= 14.0" Y+R= 4.0" OFF= .0%	G/C= .133 G= 10.0" Y+R= 4.0" OFF=24.0%	G/C= .520 G= 39.0" Y+R= 4.0" OFF=42.7%

C= 75 sec G= 63.0 sec = 84.0% Y=12.0 sec = 16.0% Ped= .0 sec = .0%

Lane Group	Width/Lanes	g/C Req'd	g/C Used	Service Rate @C (vph)	Adj @E	Volume	v/c	HCM Delay	L S	90% Max Queue
S Approach									13.7	B
RT	10/1	.176	.387	341	410	110	.268	12.1	B	71 ft
LT	10/1	.085	.200	175	260	35	.132	18.7	C+	29 ft
E Approach									3.8	A
TH	11/1	.366	.720	996	1017	436	.429	3.4	A	130 ft
LT	11/1	.000	.147	725	748	436	.583	4.2	*A	129 ft
W Approach									7.3	B+
TH+RT	13/1	.217	.533	639	693	192	.277	7.3	*B+	95 ft

Maine Medical Center Office Building
 1999 Postdevelopment PM condition
 Intersection of Congress and India Street 99popm

01/19/98
 18:09:13

SIGNAL94/TEAPAC[V1 L1.4] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) .58 Vehicle Delay 13.4 Level of Service B

Sig 12 **/**	Phase 1	Phase 2	Phase 3
/ \		<++++ ++++ V	<++++ ++++ V
North	<+ *> + * + *	*> * *	****> **** v
	G/C= .187 G= 14.0" Y+R= 4.0" OFF= .0%	G/C= .133 G= 10.0" Y+R= 4.0" OFF=24.0%	G/C= .520 G= 39.0" Y+R= 4.0" OFF=42.7%

C= 75 sec G= 63.0 sec = 84.0% Y=12.0 sec = 16.0% Ped= .0 sec = .0%

Lane Group	Width/Lanes	Reqd g/C	Used g/C	Service Rate @C (vph)	Adj @E	Volume	v/c	HCM Delay	L S	90% Max Queue
S Approach									26.0	D+
RT	10/1	.398	.387	341	410	353	.861	27.7	*D+	227 ft
LT	10/1	.158	.200	175	260	120	.453	20.9	C	101 ft
E Approach									3.3	A
TH	11/1	.286	.720	996	1017	313	.308	2.9	A	93 ft
LT	11/1	.023	.147	371	414	164	.396	4.1	A	48 ft
W Approach									10.7	B
TH+RT	13/1	.395	.533	657	711	451	.634	10.7	*B	223 ft

APPENDIX D
Accident Data



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0016

1613/14

ANGUS S. KING, JR.
GOVERNOR

JOHN G. MELROSE
COMMISSIONER

Thomas Gorrill
Deluca Hoffman Associates, Inc.
778 Main Street
Suite 8
South Portland, ME 04106

November 7, 1997

Mr. Gorrill:

The Maine Department of Transportation, Bureau of Maintenance and Operations, Accident Records Section has processed your request for information and is transmitting the following data:

- 1.) Computerized Accident Data Summaries covering the three (3) years of 1994 - 1996 for the requested section of Congress Street in Portland.
- 2.) Node maps with requested section highlighted.

If you should need any further information, or have any questions, please feel free to contact this office at 287-3134.

Sincerely,

MAINE DEPARTMENT OF TRANSPORTATION
Bureau of Maintenance and Operations

For Robert F Baker
Accident Records Section

RFB/dw
Enclosures
cy: file



PRINTED ON RECYCLED PAPER

MAINE DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING

TINACC30

ACCIDENT SUMMARY INPUT

TYPE OF STUDY: NODES AND LINKS TYPE OF REQUEST: ACCIDENT I & II WITH LINK DETAIL
STUDY PERIOD: FROM MONTH 01 YEAR 94 TO MONTH 12 YEAR 96

INPUT COMMENTS

REQUEST: RT-202-RT-5-&-ALFRED RD
TOWN(S): WATERBORO/LYMAN

INPUT DATA

ROUTE	COUNTY	FIRST NODE	EXCLUDE FIRST	DISTANCE	SECOND NODE	EXCLUDE LAST	DISTANCE
60160	05	9210	0	0.00	9209	9239	0.00

MAINE DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING

TINACC30

ACCIDENT SUMMARY I

COUNTY TOWN#	LOW NODE	HIGH NODE	STREET OR ROUTE #	U/R	TOTAL ACCTS	LINK LENGTH	K	A	B	C	PD	INJURY	PERCENT INJURY	ANNUAL HM VEH-MILES	ANNUAL M ENT-VEHS	LINK	ACCIDENT-RATES NODE	CRITI RATE	CRF
05	9210	POR, FEDERAL, CONGRESS ST	9	10	0	0	0	0	0	3	7	30.0	7.736	7.736	0.43	1.31	0.00	0.00	
05	9209	POR, CONGRESS STR, TEMPLE	9	9	0	0	0	2	7	22.2	7	22.2	6.653	6.653	0.45	1.34	0.00	0.00	
05	9416	POR, CHESTNUT, CONGRESS S	2	2	0	0	0	0	2	0.0	2	0.0	6.473	6.473	0.10	0.44	0.00	0.00	
05	9202	POR, EXCHANGE, CONGRESS S	2	1	0	0	1	0	0	100.0	0	100.0	6.550	6.550	0.05	0.43	0.00	0.00	
05	9192	POR, CONGRESS, MYRTLE, MAR	2	4	0	0	1	0	3	25.0	3	25.0	6.290	6.290	0.21	0.44	0.00	0.00	
05	9413	POR, CHABEL, CONGRESS ST.	2	2	0	0	0	0	2	0.0	2	0.0	5.927	5.927	0.11	0.44	0.00	0.00	
05	9233	POR, CONGRESS, PEARL ST	9	14	0	0	2	4	8	42.9	8	42.9	7.232	7.232	0.64	1.32	0.00	0.00	
05	9407	POR, CONGRESS, WILMOT ST.	2	0	0	0	0	0	0	0.0	0	0.0	6.082	6.082	0.00	0.44	0.00	0.00	
05	8939	POR, FRANKLIN ART, CONGRE	9	37	0	1	3	9	24	35.1	24	35.1	11.893	11.893	1.04	1.22	0.00	0.00	
05	9219	POR, CONGRESS, HAMPSHIRE	2	2	0	0	1	0	1	50.0	1	50.0	5.499	5.499	0.12	0.45	0.00	0.00	
05	9243	POR, CONGRESS, LOCUST ST.	2	0	0	0	0	0	0	0.0	0	0.0	5.577	5.577	0.00	0.45	0.00	0.00	
05	9334	POR, CONGRESS, INDIA ST.	9	7	1	0	0	1	5	28.6	1	28.6	6.699	6.699	0.35	1.34	0.00	0.00	
05	9334	POR, SMITH, CONGRESS ST.	2	3	0	1	1	1	0	66.7	1	66.7	5.952	5.952	0.17	0.44	0.00	0.00	
05	9333	POR, CONGRESS, MONTGOMERY	2	1	0	0	0	0	0	0.0	1	0.0	4.957	4.957	0.07	0.47	0.00	0.00	
05	9239	POR, CONGRESS, WASHINGTON	9	7	0	0	0	0	3	42.9	4	42.9	4.980	4.980	0.47	1.42	0.00	0.00	
													99	98.560	0.33	0.60	0.00		

NODE SUBTOTALS-

MAINE DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING

TINACC30

ACCIDENT SUMMARY I

COUNTY LOW TOWN#	HIGH NODE	STREET NAME OR ROUTE #	U/R	TOTAL ACCTS	LINK LENGTH	K	A	B	C	PD	INJURY	PERCENT INJURY	ANNUAL HM VEH-MILES	ANNUAL M ENT-VEHS	ACCIDENT-RATES LINK	ACCIDENT-RATES NODE	CRITI RATE	CRF
05170	9209	CONGRESS ST	2	0	0.07	0	0	0	0	0	0	0.0	0.00432	0.00	0.00	508.56	0.00	
	9209		2	2	0.04	0	0	1	0	1	50.0	0.0	0.00244	273.22	0.00	588.58	0.00	
	9202		2	0	0.04	0	0	0	0	0	0.0	0.0	0.00242	0.00	0.00	589.83	0.00	
	9192		2	1	0.01	0	0	0	0	1	0.0	0.0	0.00060	555.56	0.00	838.12	0.00	
	9192		2	0	0.02	0	0	0	0	0	0.0	0.0	0.00119	0.00	0.00	707.60	0.00	
	9233		2	1	0.04	0	0	0	0	1	0.0	0.0	0.00236	141.24	0.00	593.69	0.00	
	9233		2	3	0.04	0	0	0	0	3	0.0	0.0	0.00234	427.35	0.00	595.00	0.00	
	8939		2	0	0.06	0	0	0	0	0	0.0	0.0	0.00348	0.00	0.00	537.15	0.00	
	8939		2	1	0.04	0	0	0	0	1	0.0	0.0	0.00204	163.40	0.00	616.55	0.00	
	9219		2	1	0.04	0	0	0	0	1	0.0	0.0	0.00215	155.04	0.00	608.21	0.00	
	9243		2	1	0.04	0	0	0	0	1	0.0	0.0	0.00223	149.48	0.00	602.47	0.00	
	9243		2	0	0.03	0	0	0	0	0	0.0	0.0	0.00173	0.00	0.00	643.41	0.00	
	9333		2	2	0.05	0	0	0	0	2	0.0	0.0	0.00299	222.97	0.00	558.46	0.00	
	9239		2	0	0.03	0	0	0	0	0	0.0	0.0	0.00110	0.00	0.00	721.51	0.00	
LINK SUBTOTALS-				12	0.55	0	0	1	0	11	8.3	0.0	0.03139	127.42	0.00	333.03	0.00	
GRAND TOTALS-				111	0.55	1	2	10	22	76	31.5	0.0	0.03139	98.560	1178.71	0.00	538.81	2.19

MAINE DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING

TINACC30

ACCIDENT SUMMARY II - CHARACTERISTICS

ACCIDENT TYPE *	ST ROAD	CURV ROAD	TYPE OF LOCATION					UN KNOWN	TOTAL	INJURY DATA		
			**AT 3-LEG	**AT 4-LEG	DRIVE BRIDGE INTER	UN KNOWN	TOTAL			SEV CODE	INJURY ACCIDENTS	NUMBER OF INJURIES
OBJECT IN ROAD	0	0	1	0	0	0	0	0	1	K	1	1
REAR END/SIDESWIPE	7	0	13	23	0	0	0	0	43	A	2	2
HEAD-ON/SIDESWIPE	2	0	2	8	0	0	0	0	12	B	10	11
INTERSECTION MOVEMENT	0	0	5	38	0	1	0	0	44	C	22	29
PEDESTRIANS	0	0	4	2	0	0	0	0	6	PD	76	
TRAIN	0	0	0	0	0	0	0	0	0			
RAN OFF ROAD	1	0	0	0	0	0	0	0	1			
ANIMAL	0	0	0	0	0	0	0	0	0			
SLED/BIKE	1	0	0	1	0	0	0	0	2			
FIXED OBJECT	1	0	0	1	0	0	0	0	2			
NON COLLISION	0	0	0	0	0	0	0	0	0			
UNKNOWN	0	0	0	0	0	0	0	0	0			
TOTAL	12	0	25	73	0	1	0	0	111	TOTAL	111	43

FIXED OBJECT STRUCK

FIXED OBJECT STRUCK	TRAFFIC CONTROL DEVICES	ROAD CHARACTER
CONSTRUCTION BARRICADES	0	
TRAFFIC SIGNAL	0	
R/R CROSSING	0	
LIGHT POLE	0	
UTILITY POLE	0	
SIGN POST	0	
MAIL BOXES	0	
OTHER POLES/POSTS	1	
FIRE PLUG/PARK METER	0	
TREE/SHRUBBERY	0	
CRASH CUSHION	0	
MEDIAN SAFETY BARRIER	1	
BRIDGE PIERS	0	
OTHER GUARDRAILS	0	
FENCING NOT BARRIER	0	
CULVERT HEADWALL	0	
EMBANKMENT/DITCH	0	
BUILDING WALL	0	
ROCK OUTCROPPING/LEDGE	0	
OTHER	0	
UNKNOWN	0	
TOTAL	2	

TRAFFIC CONTROL DEVICES	ROAD CHARACTER
TRAFFIC SIG STOP/GO	LEVEL STRAIGHT
TRAFFIC SIG FLASHING	LEVEL CURVED
OVERHEAD FLASHERS	ON GRADE STRAIGHT
ALL WAY STOP	ON GRADE CURVED
STOP SIGN/OTHER	TOP OF HILL STRAIGHT
YIELD SIGN	TOP OF HILL CURVED
CURVE SIGN	BOTTOM OF HILL STRAIGHT
OFFICER /SCHOOL PAT	BOTTOM OF HILL CURVED
SCHOOL BUS STOP ARM	UNKNOWN
SCHOOL ZONE SIGN	TOTAL
R/R CROSSING DEVICE	111
NO PASSING ZONE	
NONE	
OTHER	
UNKNOWN	
TOTAL	92

MAINE DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING

TINACC30

LINK DETAIL

TOWN#	STREET NAME OR ROUTE #	LOW NODE	HIGH NODE	DISTANCE	TOTAL ACCIDENTS	INJURY ACCIDENTS			A C C I D E N T			R E P O R T	N U M B E R S
						K	A	B	C	P	D		
05170	CONGRESS ST	9209	9210	0.0	0	0	0	0	0	0	0		
		9209	9416	0.1	2	0	0	1	0	1	0	9421787	9604125
		9192	9202	0.1	1	0	0	0	0	1	1	9507908	
		9233	9413	0.1	1	0	0	0	0	1	1	9619370	
		9233	9407	0.1	3	0	0	0	0	3	3	9406709	9612649
		8939	9219	0.1	1	0	0	0	0	1	1	9638861	
		9219	9331	0.1	1	0	0	0	0	1	1	9510336	
		9243	9331	0.1	1	0	0	0	0	1	1	9420605	
		9333	9334	0.1	2	0	0	0	0	2	2	9513868	9617998
TOTALS-					12	0	0	1	0	11			



Franklin St. # 9
Bayside Terr # 7
Kennedy St. # 9
Mayo Ford St. # 9
Cleave St. # 9
Lincoln Park

Crestwood
Pearl St. # 9
Wilmot St. # 9
Chapel St. # 9
Stone St. # 9
Chestnut St. # 9
Elm St. # 9
Preble St. # 9

3458

26
9209
9208
9270
9274

9457

9458

ATTACHMENT F

EXISTING CONDITIONS SURVEY DRAWING



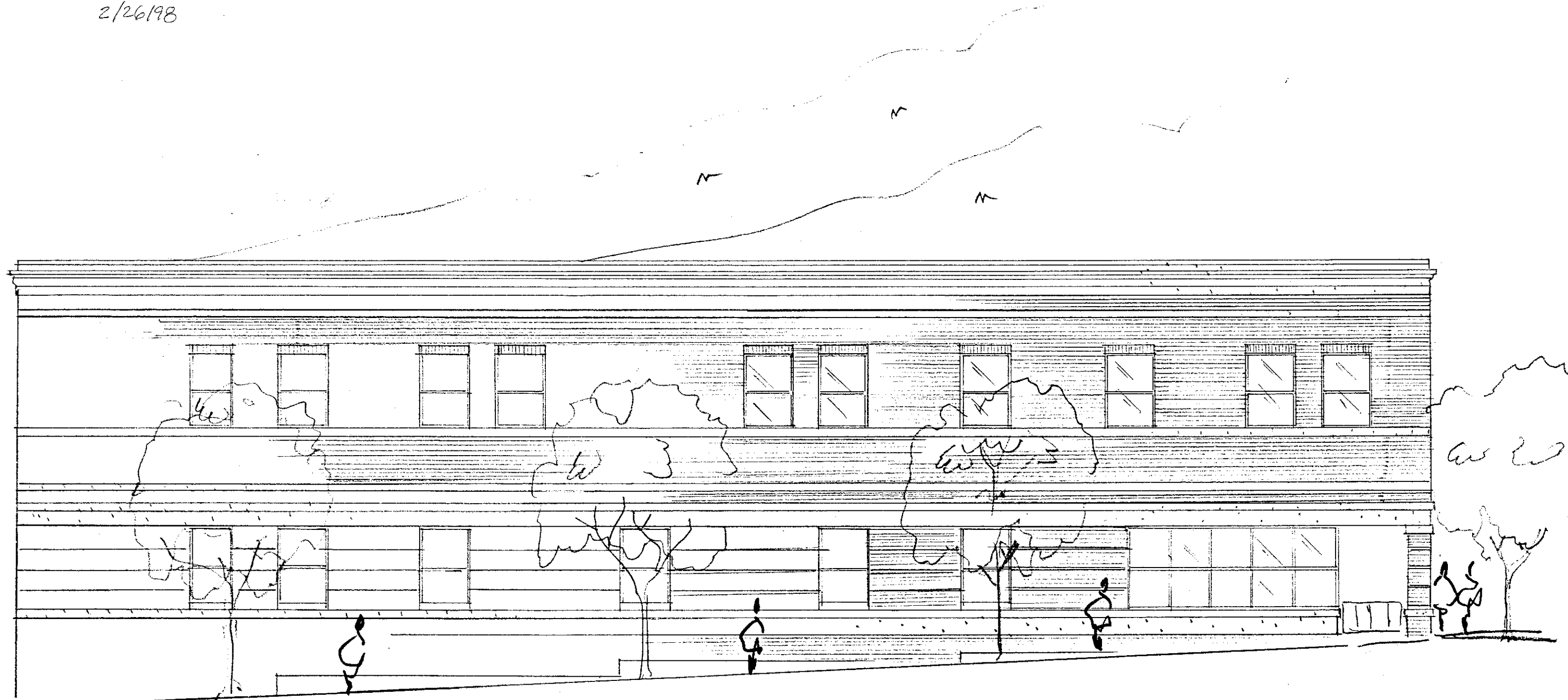
PDA Phillip J. Doughty Associates
Architects

MMC FAMILY PRACTICE CENTER
Congress Street Elevation

June 5th.

Alan - a copy of elevations ASAP.

2/26/98



ATTACHMENT H

LIGHTING INFORMATION

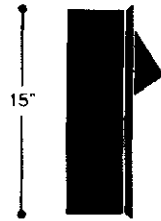
The McGraw-Edison Litewalk is the premier low-profile cutoff luminaire designed specifically for walkway illumination.

By taking advantage of the latest HID technology, Litewalk improves nighttime visibility beyond that available from conventional walkway lighting systems and features an attractive ratio of light per energy dollar.

With surface or recessed mounting capabilities and a variety of lamp types, Litewalk complements any architectural design while enhancing the appearance of almost any walkway.

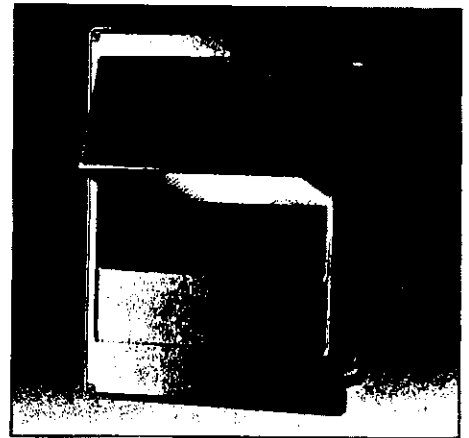


11"



15"

3 1/8" 2"



Design Features

Standard and tamper-proof lens screws included with each fixture.

One-piece die-cast aluminum housing with pleasing soft corner design.

Built-in striking edge for recessing directly into concrete.

Medium-base, porcelain enclosed-screw shell type lamp socket with spring-loaded center contact.

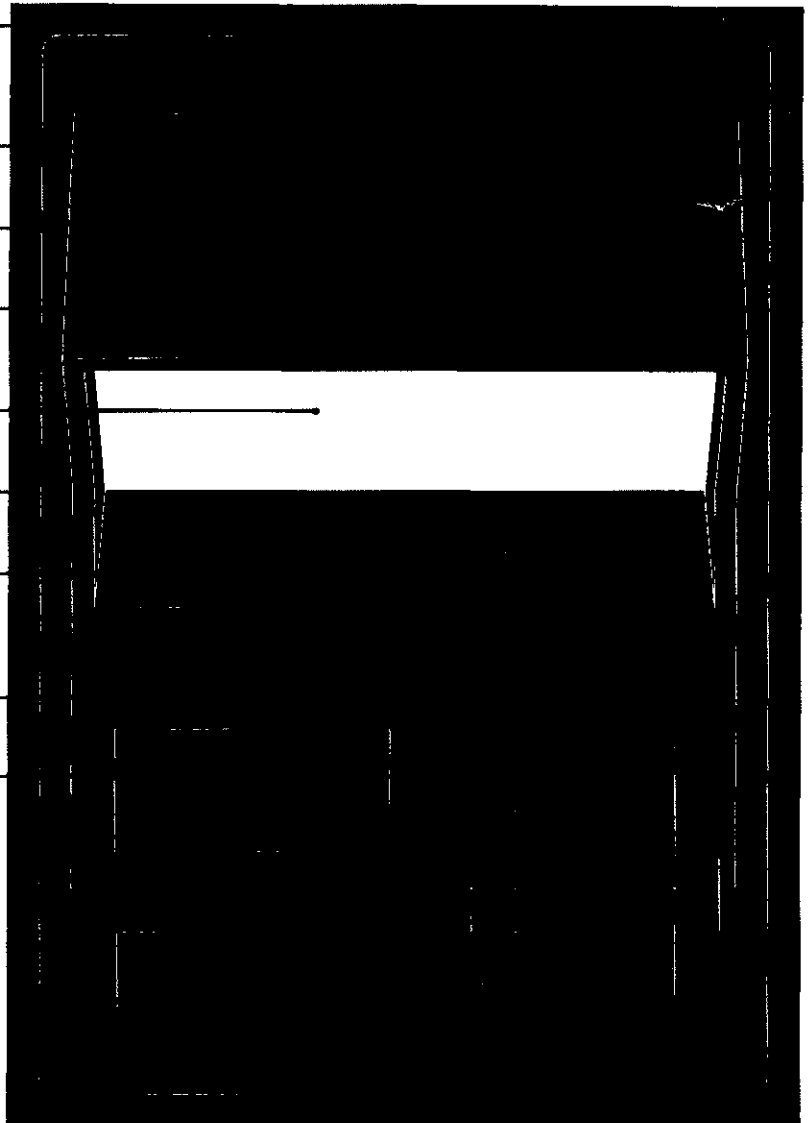
Polished-aluminum reflectors provide sharp cutoff and optimum light control.

Closed-cell, gas-filled, high-temperature silicone gasketing.

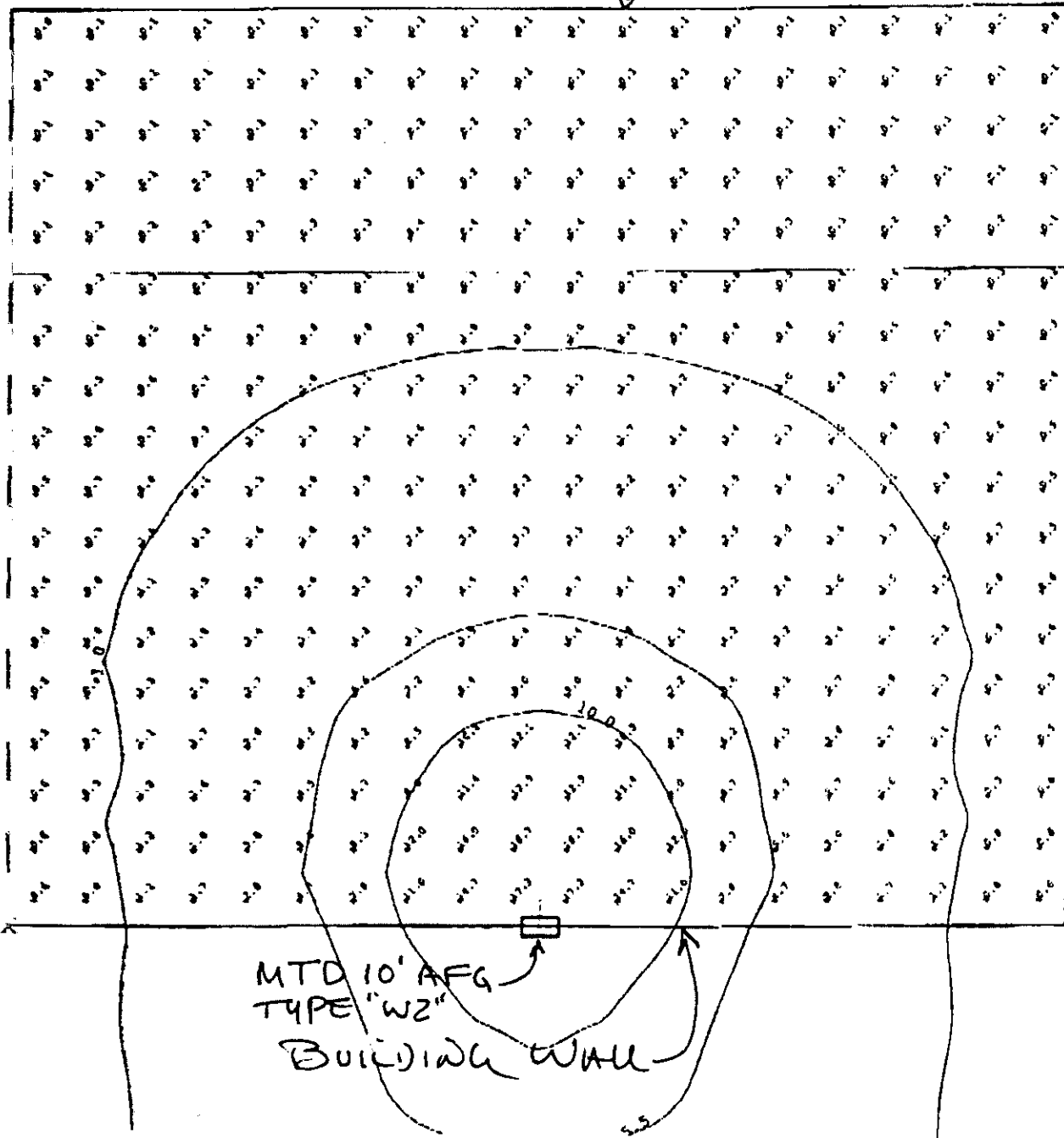
One-piece cast-aluminum face plate with impact-resistant tempered-glass lens. Regressed lens produces 90° cutoff, eliminating unwanted glare.

Dark bronze polyester powder coat enamel finish. (Standard)

Exclusive sealed feed-through wiring compartment with 1/2" NPT hubs on each side.



PROPERTY LINE = 0.1 FC



35'

25'

0' MAR

MTD 10' AFG
TYPE "W2"
BUILDING WALL

ATTACHMENT I

ABILITY TO SERVE LETTERS

1636/43



Northern Utilities, Inc.

January 29, 1998

Mr. Douglas E. Reynolds E.I.T.
Deluca-Hoffman Associates, Inc.
778 Main Street
Suite 8
So. Portland, ME 04106

RE: NATURAL GAS LETTER OF ABILITY TO SERVE
PORTLAND FAMILY PRACTICE CENTER

Dear Mr. Reynolds:

Based on the information supplied to us on your letterhead dated 1/23/98,
Northern Utilities Natural Gas has adequate supply to furnish gas for the heat and
domestic hot water for the above referenced project.

We thank you for including natural gas in the plan for this project. Please call me
directly with any questions.

Sincerely,

NORTHERN UTILITIES

Bill Howard
Sales Representative

FEB 2 1998



DeLUCA HOFFMAN ASSOCIATES, INC.
CONSULTING ENGINEERS

778 MAIN STREET
SUITE 8
SOUTH PORTLAND, MAINE 04106
TEL. 207 775 1121
FAX 207 879 0896

- ROADWAY DESIGN
- ENVIRONMENTAL ENGINEERING
- TRAFFIC STUDIES AND MANAGEMENT
- PERMITTING
- AIRPORT ENGINEERING
- SITE PLANNING
- CONSTRUCTION ADMINISTRATION

January 23, 1998

Mr. Todd Welch, Field Planner
Central Maine Power Company
162 Canco Road
Portland, ME 04104

**Subject: Portland Family Practice Center
Congress Street, Portland, Maine
Letter of Ability to Serve**

Dear Mr. Welch:

DeLuca-Hoffman Associates, Inc. has been retained to prepare plans and permit applications/submissions for a medical clinic in Portland. In support of our application to the reviewing authorities, we are writing to request a letter indicating the ability of Central Maine Power Company to serve the project.

Project Overview

The project will be located on a 0.38 acre lot on the southwest corner of the intersection of India Street with Congress Street, as shown on the enclosed location map. Construction will include a two-story building with a footprint of approximately 10,500 square feet, associated loading dock, and landscaping

Electrical Service

Electrical service for the project is proposed to be provided by connection to the existing cables along India Street. It is our understanding that three-phase power is available on India Street. A preliminary site plan showing the location of the project relative to India Street is enclosed.

Electrical Demand

The interior design of the building has not yet been finalized, so the electrical demand is undefined. For planning purposes, the building will include a total of approximately 21,000 square feet of interior floor space, and will require power for lighting and typical office equipment.

Mr. Todd Welch
September 3, 1997
Page 2

Letter of Ability to Serve

DeLuca-Hoffman Associates, Inc. has prepared a design review submission for City of Portland Site Plan Approval. Accordingly, we are requesting a letter from Central Maine Power Company indicating the adequacy of the existing off-site electrical infrastructure to serve this project.

Please contact our office with any questions you may have concerning this letter and request for ability to serve. We appreciate your assistance in this matter and look forward to your response.

Sincerely,

DeLUCA-HOFFMAN ASSOCIATES, INC.



Douglas E. Reynolds E.I.T.
Design Engineer

DER/der/JN1636/wel1-23

Enclosures

Bell Atlantic - New England
5 Davis Farm Road
Portland, ME 04103
207 797-1785

Troy F. McDonald
Manager - Right of Way



February 3, 1998

Douglas E. Reynolds, E.I.T.
DeLuca Hoffman Associates, Inc.
778 Main Street - Suite 8
South Portland, Maine 04106

RE: Adequate Facilities - India Street/Congress Street, Portland, Maine

Dear Mr. Reynolds:

In accordance with your recent request, please be advised that our engineering department has reviewed the facility records for your project located at the intersection of India Street and Congress Street in Portland.

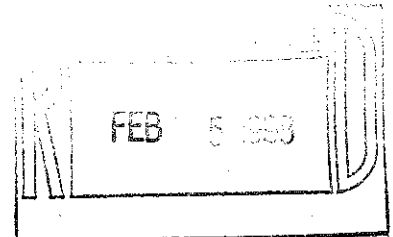
Based upon their findings, we have adequate facilities to provide for present and future service requirements utilizing the very latest in telecommunications technology.

If you have any questions, please do not hesitate to call.

Sincerely,

A handwritten signature in black ink, appearing to read "Troy F. McDonald".

Troy F. McDonald
Manager - Right of Way





DeLUCA HOFFMAN ASSOCIATES, INC.
CONSULTING ENGINEERS

778 MAIN STREET
SUITE 8
SOUTH PORTLAND, MAINE 04106
TEL. 207 775 1121
FAX 207 879 0896

- ROADWAY DESIGN
- ENVIRONMENTAL ENGINEERING
- TRAFFIC STUDIES AND MANAGEMENT
- PERMITTING
- AIRPORT ENGINEERING
- SITE PLANNING
- CONSTRUCTION ADMINISTRATION

January 26, 1998

Mr. Jay DiPaulo
City of Portland Public Works Department
55 Portland Street
Portland, ME 04101

**Subject: Portland Family Practice Center
Congress Street, Portland, Maine
Letter of Ability to Serve**

Dear Mr. DiPaulo:

DeLuca-Hoffman Associates, Inc. has been retained to prepare plans and permit applications/submissions for a medical clinic in Portland. As required by the reviewing authorities, we are writing to request a letter indicating the ability of the City of Portland Sewer Department to serve the project.

Project Overview

The project will be located on a 0.38 acre lot on the southwest corner of the intersection of India Street with Congress Street, as shown on the enclosed location map. Construction will include a two-story building with a footprint of approximately 10,500 square feet, associated loading dock, and landscaping

Sanitary Sewer Service

Sanitary sewer service for the project is proposed to be provided by connection to the existing 18-inch combined sewer main in India Street. An onsite 6-inch sewer service will connect to the 18" main with an Inserta-Tee. A preliminary site plan showing the location of the India Street line is enclosed.

Design Flows

The average daily design discharge flow from the project has been estimated based on the Maine Subsurface Wastewater Disposal Rules. The project is expected to generate approximately 1600 gallons of effluent per day, with a peak flow rate of approximately 75 gallons per minute.

Mr. Jay DiPaulo
January 26, 1998
Page 2

Letter of Ability to Serve

DeLuca-Hoffman Associates, Inc. has prepared a design review submission for City of Portland Site Plan Approval. Accordingly, we are requesting a letter from the Sewer Department indicating the adequacy of the existing off-site sanitary sewerage infrastructure to serve this project, and a copy of any construction specifications that the Department requires.

Please contact our office with any questions you may have concerning this letter and request for ability to serve. We appreciate your assistance in this matter and look forward to your response.

Sincerely,

DeLUCA-HOFFMAN ASSOCIATES, INC.

Douglas E. Reynolds E.I.T.
Design Engineer

DER/der/JN1636/good1-23

Enclosures



DeLUCA HOFFMAN ASSOCIATES, INC.
CONSULTING ENGINEERS

778 MAIN STREET
SUITE 8
SOUTH PORTLAND, MAINE 04106
TEL. 207 775 1121
FAX 207 879 0896

- ROADWAY DESIGN
- ENVIRONMENTAL ENGINEERING
- TRAFFIC STUDIES AND MANAGEMENT
- PERMITTING
- AIRPORT ENGINEERING
- SITE PLANNING
- CONSTRUCTION ADMINISTRATION

January 26, 1998

Mr. Jim Pandiscio
Portland Water District
225 Douglass Street
P.O. Box 3553
Portland, Maine 04104-3553

**Subject: Portland Family Practice Center
Congress Street, Portland, Maine
Letter of Ability to Serve**

Dear Mr. Pandiscio:

DeLuca-Hoffman Associates, Inc. has been retained to prepare plans and permit applications/submissions for a medical clinic in Portland. As required by the reviewing authorities, we are writing to request a letter indicating the ability of the Portland Water District to serve the project.

Project Overview

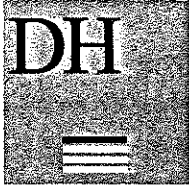
The project will be located on a 0.38 acre lot on the southwest corner of the intersection of India Street with Congress Street, as shown on the enclosed location map. Construction will include a two-story building with a footprint of approximately 10,500 square feet, associated loading dock, and landscaping

Water Supply Service

Water supply service for the project is proposed to be provided by connection to the existing 6-inch main in Congress Street. A 6-inch water service from that main will serve building sprinkler and domestic services. A preliminary site plan showing the location of the Congress Street line is enclosed.

Water Consumption

The average daily water consumption requirements for the project have been estimated based on the Maine Subsurface Wastewater Disposal Rules. The project is expected to demand approximately 75 gallons per day, with a peak demand of approximately 1600 gallons per minute.



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- CONSTRUCTION ADMINISTRATION

February 6, 1998

Mr. Bill Goodwin
City of Portland Public Works Department
55 Portland Street
Portland, ME 04101

**Subject: Portland Family Practice Center
Congress Street, Portland, Maine
Letter of Ability to Serve**

Dear Mr. Bill:

DeLuca-Hoffman Associates, Inc. has been retained to prepare plans and permit applications/submissions for a medical clinic in Portland. As required by the reviewing authorities, we are writing to request a letter indicating the ability of the City of Portland's storm drain system to serve the project.

Project Overview

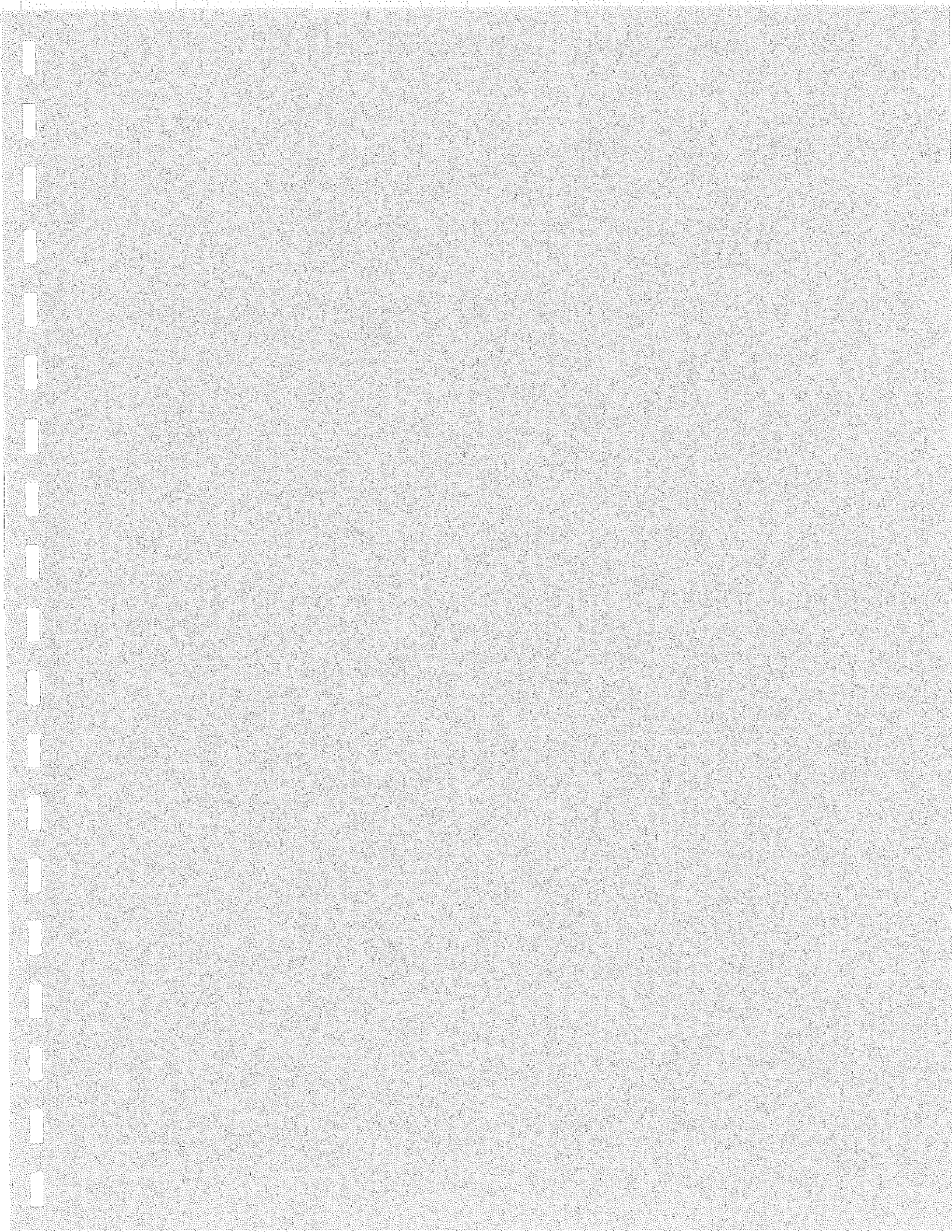
The project will be located on a 0.38 acre lot on the southwest corner of the intersection of India Street with Congress Street, as shown on the enclosed location map. Construction will include a two-story building with a footprint of approximately 10,500 square feet, associated loading dock, and landscaping

Storm Drain System

The onsite storm drain system will consist of a 10-inch storm line to drain the paved area to the rear of the building, as well as roof drains for the building. An onsite 10-inch storm line will connect to the 18" main with an Inserta-Tee. A preliminary site plan showing the location of the India Street line is enclosed.

Design Flows

The existing percentage of impervious area on the site is approximately 99.5% and tributary to the storm drain system. The project will decrease this percentage to 79.9%, thus decreasing the flow to the existing storm drain system.



DRC1

Engineer Review and Site Inspection Fee Invoice Worksheet

Address: 272 Congress St. Corner of Congress & India St.
ME-MEDICAL CENTER **Engineering Review**

To be filled out by Development Review Coordinator and Public Works at time of application.

Planning

Public Works

of Hours Estimated: (Private Improvements)

of Hours Estimated: (Public Improvements)

Field Work 1.0 hr.

Field Work _____

Memos/Corresp. 3.0 hr.

Memos/Corresp. _____

Review/Analysis 4.0 hr.

Review/Analysis _____

Meetings/phone calls 2.0 hr.

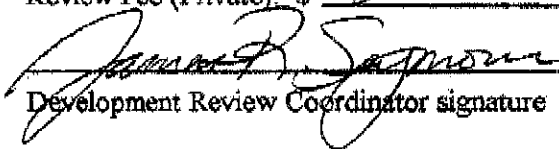
Meetings/phone calls _____

Total Hours 10 at \$50.00 per hour

Total Hours _____ at _____ per hour

Review Fee (Private): \$ 500.00

Review Fee (Public): \$ _____


Development Review Coordinator signature

Public Works Engineer signature

Site Inspection

To be filled out by DRC and Public Works at time of Performance Guarantee approval.

Planning

Public Works

Accept 1.7% of Private Improvements P.G.
\$ _____ (dollar amount)

Accept 1.7% of Public Improvements P.G.
\$ _____ (dollar amount)

of Hours Estimated:

of Hours Estimated:

Field Work 2.0

Field Work _____

Memos/Corresp. 2.0

Memos/Corresp. _____

Review/Analysis 2.0

Review/Analysis _____

Meetings/phone calls 2.0

Meetings/phone calls _____

Total Hours 8.0 at \$50.00 per hour

Total Hours _____ at _____ per hour

Alternate Inspection Fee (Private): \$ 400.00

Alternate Inspection Fee (Public): \$ _____

Development Review Coordinator signature

Public Works Engineer signature

Engineer Review and Site Inspection Fee Invoice Worksheet

Address: 272-280 Congress... Proposed Family Practice Center

Engineering Review

To be filled out by Development Review Coordinator and Public Works at time of application.

Planning

of Hours Estimated: (Private Improvements)

Field Work _____

Memos/Corresp. _____

Review/Analysis _____

Meetings/phone calls _____

Total Hours _____ at _____ per hour

Review Fee (Private): \$ _____

Development Review Coordinator signature

Public Works

of Hours Estimated: (Public Improvements)

Field Work 1.0 _____

Memos/Corresp. 2.0 _____

Review/Analysis 1.0 _____

Meetings/phone calls _____

Total Hours 4 at 35.⁰⁰ per hour

Review Fee (Public): \$ 140.⁰⁰ _____

Quentin D. Lindberg
Public Works Engineer signature

Site Inspection

To be filled out by DRC and Public Works at time of Performance Guarantee approval.

Planning

Accept 1.7% of Private Improvements P.G.
\$ _____ (dollar amount)

of Hours Estimated:

Field Work _____

Memos/Corresp. _____

Review/Analysis _____

Meetings/phone calls _____

Total Hours _____ at _____ per hour

Alternate Inspection Fee (Private): \$ _____

Development Review Coordinator signature

Public Works

Accept 1.7% of Public Improvements P.G.
\$ _____ (dollar amount)

of Hours Estimated:

Field Work _____

Memos/Corresp. _____

Review/Analysis _____

Meetings/phone calls _____

Total Hours _____ at _____ per hour

Alternate Inspection Fee (Public): \$ _____

Public Works Engineer signature

Engineer Review and Site Inspection Fee Invoice Worksheet

3/3/98 AM

Address: 272-280 Congress ... PORTLAND FAMILY RECREATION CENTER

Engineering Review

To be filled out by Development Review Coordinator and Public Works at time of application.

Planning

Public Works

of Hours Estimated: (Private Improvements)

of Hours Estimated: (Public Improvements)

Field Work _____

Field Work 1.0

Memos/Corresp. _____

Memos/Corresp. 2.8

Review/Analysis _____

Review/Analysis 1.0

Meetings/phone calls _____

Meetings/phone calls _____

Total Hours _____ at _____ per hour

Total Hours 4 at 35.00 per hour

Review Fee (Private): \$ _____

Review Fee (Public): \$ 145.00

Development Review Coordinator signature

Public Works Engineer signature

Site Inspection

To be filled out by DRC and Public Works at time of Performance Guarantee approval.

Planning

Public Works

Accept 1.7% of Private Improvements P.G. \$ _____ (dollar amount)

Accept 1.7% of Public Improvements P.G. \$ _____ (dollar amount)

of Hours Estimated:

of Hours Estimated:

Field Work _____

Field Work 8.0

Memos/Corresp. _____

Memos/Corresp. 1.0

Review/Analysis _____

Review/Analysis _____

Meetings/phone calls _____

Meetings/phone calls 1.0

Total Hours _____ at _____ per hour

Total Hours 10 at 35.00 per hour

Alternate Inspection Fee (Private): \$ _____

Alternate Inspection Fee (Public): \$ 350.00

Development Review Coordinator signature

Public Works Engineer signature



August 4, 1998

MMC Project 95059.2.2

Mr. Alan Holt
City Planning Department
Portland City Hall
389 Congress Street
Portland, ME 04010

Re: MMC Portland Family Practice Center – Performance Guarantee

Dear Alan:

Maine Medical Center is pleased to present the following package of performance guarantee information for your review and approval, as required by the Portland Planning Board letter to Paul Gray, dated April 2, 1998:

1. A completed "Cost Estimate of Improvements to be Covered by Performance Guarantee" form provided by the Portland Planning Staff, showing an Inspection Fee amount of \$1,564.02. (2 sheets)
2. A landscaping breakdown sheet from the General Contractor listing the individual trees and shrubs planned for the project. (1 sheet)
3. A check from Maine Medical Center in the amount of \$1,564.02, (1.7% of the Performance Guarantee), made out to the City of Portland for the Inspection Fee.
4. Seven (7) sets of revised site plan drawings showing the transformer pad with associated landscaping.

A performance guarantee letter of credit from Fleet Bank in the amount of Performance Guarantee of \$92,001, was not available to be submitted with this package, but it will follow within a few days under a separate cover.

The other issues mentioned in the letter to Paul Gray such as, the defect guarantee being posted prior to the release of the Performance Guarantee, the requirement for a pre-construction meeting, the proper contact for street opening permits, and the requirements for final site inspection will be addressed by MMC's Project Manager Nancy Innes during the course of the project.

If you have any questions or concerns, please call.

Very truly yours,

Daniel F. Doughty, AIA
Head Architect

Attachments

C: Bob Bremm
Nancy Innes
Paul Gray

Department of Planning and Urban Development
SUBDIVISION/SITE DEVELOPMENT

COST ESTIMATE OF IMPROVEMENTS TO BE COVERED BY PERFORMANCE GUARANTEE

Date AUG 4, 1998

Name of Project MMC - FAMILY PRACTICE CENTER

Address/Location 272 - 278 CONGRESS STREET, PORTLAND, ME

Developer MAINE MEDICAL CENTER

Form of Performance Guarantee LETTER OF CREDIT

Type of Development: _____ Subdivision X Site Plan (Major/Minor)

TO BE FILLED OUT BY APPLICANT:

Item	PUBLIC			PRIVATE		
	Quantity	Unit Cost	Subtotal	Quantity	Unit Cost	Subtotal
1. STREET/SIDEWALK						
Road				3200 SF	\$ 3.00	\$ 9600
Granite Curbing	370 LF	28.54	10,560	95 LF	28.54	2711
Sidewalks	404 SY	60.00	24,240	30 SY	50.00	1500
Esplanades						
Monuments						
Street Lighting						
Other (FENCE)				120 L.F.	15.00	1800
2. SANITARY SEWER						
Manholes				1	2300	2300
Piping	30	50	1500	70	35.00	2450
Connections	1	2500	2500			
Other						
3. STORM DRAINAGE						
Manholes						
Catchbasins				1	2300	2300
Piping	100	50	5000	575	21.16	12,170
Detention Basin						
Other						
4. SITE LIGHTING						
				5	300	1500
5. EROSION CONTROL						
				1	2400	2400
5. RECREATION AND OPEN SPACE AMENITIES						

Item	PUBLIC			PRIVATE		
	Quantity	Unit Cost	Subtotal	Quantity	Unit Cost	Subtotal
7. LANDSCAPING (Attach breakdown of plant materials, quantities, and unit costs)	5 trees	346	1730	1	4740	4740 (SEE ATTACHED BREAK DOWN)
8. MISCELLANEOUS				100 CY LOAM	30	3000
TOTAL:		\$ 45,530				\$ 46,471
GRAND TOTAL:		\$ 45,530				46,471
TOTAL OF PUBLIC AND PRIVATE COMBINED: \$ 92,001						

INSPECTION FEE (to be filled out by City)

	PUBLIC	PRIVATE	TOTAL
A: 1.7% of totals:	774.01	790.01	\$ 1564.02
OR			
B: Alternative Assessment:			
Assessed by:	(name)	(name)	

EDWARD HEBERT & SONS
9 GOULD RD.
LEWISTON, MAINE. 04240
PHONE: 783 - 2091 FAX: 782 - 4938

FACSIMILE TRANSMITTAL SHEET

TO: Dan Doughty	FROM: Dave Emery
COMPANY: Maine Medical Center	DATE: 07/29/98
FAX NUMBER: 871 - 6195	TOTAL NO. OF PAGES INCLUDING COVER: 2
PHONE NUMBER: 871 - 2447	SENDER'S REFERENCE NUMBER:
RE: Family Practice Center	YOUR REFERENCE NUMBER:

URGENT FOR REVIEW PLEASE COMMENT PLEASE REPLY PLEASE RECYCLE

NOTES/COMMENTS:

Dan

DEPARTMENT OF PLANNING AND
URBAN DEVELOPMENT

ALAN HOLT, AIA
URBAN DESIGNER

① Estimate on Performance J.

• improvement's site,
landscape, curb, etc.

FORM

↓ Sabano Tech.
~~approved~~ approved.

1 yr. 3 months performance J.
min.

MAINE MEDICAL CENTER PORTLAND, MAINE

VENDOR NO. A001280

CHECK NO. 1108772

DESCRIPTION	INVOICE DATE	INVOICE #	INVOICE AMOUNT
	08/04/98	INSPECTN 8/9	1564.02
TOTAL INVOICE (\$)	0.00	TOTAL DISCOUNT	0.00
		TOTAL CHECK	1564.02

 **Maine Medical Center**
 22 BRAMHALL STREET • PORTLAND, MAINE 04102-3175

Fleet Bank

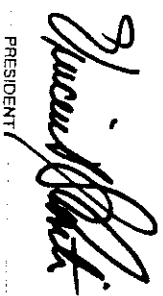
CHECK NO. 1108772 52-38
112

DATE OF CHECK
08/04/98

PAY TO THE ORDER OF
CITY OF PORTLAND

AMOUNT OF CHECK
*****\$1,564.02

One thousand five hundred sixty four and 02/100 Dollars


 PRESIDENT

VOID AFTER 90 DAYS

⑈ 1108772 ⑈ ⑆ 011200365⑆ 000 679 3290⑈

ME.MED

22,000

7540 \$

Bldg permit checkoff - Fire ✓
DRC.
Plan.
Insp.

fees pd. 300. site
640. engin

DRC 3/10/98 approval
Planning " "

glt's approved site plans w/ stamp

- ☐ - fill in blanks - Doughty
- ☐ - FAX TO SEAMORE.

Larry
Tony
Margl
AH
yehh
Seamore
Assessors

Friday 10:30 Larry + alby @ Marginal Way



- e-mail or call Hagaw
- EZ - Ekham Fromm
Port West.



- LORING Memorial
plans -
- Con. docs ←



**CITY OF PORTLAND, MAINE
ENGINEERING REVIEW FORM**

Address of Proposed Site 272-280 CONGRESS ST. Date 3/10/98

Project Description PROPOSED FAMILY PRACTICE MED. BLDG. Job # 19970001

Applicant MAINE MEDICAL CENTER

Applicant's Mailing Address 23 BRAMHALL ST. PORTLAND, ME 04102
ATTN: MR. PAUL GRAY

Site Review
(Planning Department)

Review Engineer: JIM SEYMOUR

Number of Estimated Hours: 10

Cost Per Hour: \$50.

Total Amount: \$500.

Right-of-Way Review
(Public Works Department)

Review Engineer: ANTHONY LOMBARDO

Number of Estimated Hours: 4

Cost Per Hour: \$35.

Total Amount: \$140.

An engineering fee has been assessed in the amount of \$640. for the review of your project located at 272-280 CONGRESS.

Please make check payable to the City of Portland. The check should be submitted along with this form to the Portland Planning Department, City of Portland, 4th Floor, 389 Congress Street, Portland, ME 04101. Attn: ALAN HOLT

Office Use Only	
Invoice Date: <u>3/10/98</u>	Received: <u>3/10/98</u> date
Planning Revenue Code: <u>1013160119</u>	
Public Works Revenue Code: <u>1013160119</u>	

- cc: Applicant - white
Planner - blue
Engineer - green
Public Works - yellow
Financial Officer - pink
Review/Inspection Fee File - golden

M.M.C. Congress St. at India St.

Preconstruction Meeting Minutes - Revised

By Nancy Knauber

Held Aug. 13, 1998 - 1:00 p.m. on site

Attending: Nancy Innes, Maine Medical Center - 871 - 6149 - FAX 871 - 6195
David Herbert, Edward Herbert & Sons - 783 - 2091 - FAX 782 - 4938
David Emery, Edward Herbert & Sons - 783 - 2091 - FAX 782 - 4938
Gary W. Bucklin, S.W. Cole - 657 - 2866 - FAX 657 - 2840
George Conley, R.J. Grondin - 854 - 1147 FAX 854 - 4315
→ Allen Holt, City of Portland, Planning 874 - 8723 FAX 876 - 4315
Todd Merkle, City of Portland, 874 - 8833 - FAX 874 - 8852
Nancy Knauber, City of Portland, 874 - 8835, FAX 874 - 8852,
Pager 1-800-689-7707 Pin 1122

M.M.C. Clerk of the Works - Rudy Brenton 871-2447 MMC-FAX 871-6195
General's Forman:, Roger Gervais Edward Herbert & Sons
Grondin's Forman: Kim Jordan
Public Way Inspector: Nancy Knauber, City of Portland

Schedule: Aug. 24 - Remove bricks (to go to LaBrecque call before you go out 797 -63050)
curb (to be reset).
Aug. 26 - Trailer to be delivered
Aug. 31 - Building to come down
Sept. Late - Utilities to be run
Oct. - Foundation walls

Jun. 1999 Completion

Excavation in the public way will not be allowed after Nov. 1

Noise: Work may not start until 7:00 a.m.
If work is required between 10:00 p.m. and 7:00 a.m. a "Time Wavier must be requested
Please request "Wavier" 52 hours in advance

Street Openings: T.M.- Requested construction signs to be placed for the duration of the
job
Three sewer laterals in India need to be sealed at the main. They may be
able to do them all in one day.
Portland Water District may need more than the one line that is shown on
the plans
Grondin to dig for Northern Utilities
Catch Basin in driveway maybe nothing more than a wet well, Nancy
Knauber to inspect before it's dug
Trenches must have 90* sides
Trench is to be temporary, City will do permanent repair

Trenches in the street will be tested by Public Works for compaction

Fence

~~Trees will be removed (Jeff Tarling City Arborist [874-8793] wants the trees on India St.)~~

Cost roughly 10 spaces * \$ 5.00 * 300 days

In India one parking space wide (13' from center line)

In Congress St. it is to be placed 2' out from curb

Bit. Con. berm to go just inside fence to keep water out of the site

Contact Grondin for problems with fence (fence to be installed by Aroostook Fence under Grondin's permit)

Inspection:

We like 48 hours notice for inspection (see attached for required notification)

For bond reduction/letter of credit - Nancy Knauber would like one week notice

Temp. or permanent Certificate of Occupancy - One week notice

End of Minutes

Notes of Interest

Excavation in the Public Way which will disrupt traffic flow shall require a Traffic Control Plan
Please see the enclosed packet for information. The plan must be submitted a minimum of 48 hours in advance of excavation.

Both Congress St. and India St. are arterial streets please see the enclosed Code Sec. 25-121 for restricted hours for arterial

All trenches will be paved or plated every night (no exceptions)

Snow plowed against fence by the City of Portland is to be removed by contractor

Traffic Control Packet delivered to Roger on site

756-8258



Maine Medical Center

22 Bramhall Street, Portland, Maine 04102

FAX TRANSMITTAL

ENGINEERING SERVICES

TELEPHONE NUMBER (207) 871-2447

FAX NUMBER (207) 871-6195

DATE: July 29, 1998 95059 / 2.2
TO : Alan Holt, Portland Planning Staff
FROM: Dan Doughty, Head Architect
Re: Portland Family Practice - Performance Guarantee Form

Number of pages including cover sheet 3

Message

Alan:

Attached is a completed copy of the City of Portland's "Cost Estimate of Improvements to be Covered by Performance Guarantee" form for your initial review and comment. The quantities and prices shown are actual bid numbers from the contractors.

Upon your approval to proceed, I will start the process of issuing a Letter of Credit for the \$75,290, and have a check made out the City of Portland for 1.7% of that amount, or \$1,279.93 for inspection fees.

My understanding is that MMC purchased the property today at noon, so we are anxious to start construction as soon as possible.

Anything that you can do to expedite the process would be greatly appreciated.

Thank you for you help during this process.

Dan Doughty

C: Bob Bremm, Nancy Innes, file

Fax

Department of Planning and Urban Development
 SUBDIVISION/SITE DEVELOPMENT

COST ESTIMATE OF IMPROVEMENTS TO BE COVERED BY PERFORMANCE GUARANTEE

Date July 29, 1998

Name of Project MMG - PORTLAND FAMILY PRACTICE CENTER

Address/Location 272 - 278 CONGRESS STREET, PORTLAND, ME 04101

Developer MAINE MEDICAL CENTER

Form of Performance Guarantee LETTER OF CREDIT

Type of Development: _____ Subdivision X Site Plan (Major/Minor)

TO BE FILLED OUT BY APPLICANT:

Item	PUBLIC			PRIVATE		
	Quantity	Unit Cost	Subtotal	Quantity	Unit Cost	Subtotal
1. STREET/SIDEWALK						
Road						
Granite Curbing	<u>370</u>	<u>\$ 28.54</u>	<u>10,560</u>			
Sidewalks	<u>404</u>	<u>60.00</u>	<u>24,240</u>			
Esplanades						
Monuments						
Street Lighting						
Other						
2. SANITARY SEWER						
Manholes				<u>1</u>	<u>2300</u>	<u>2300</u>
Piping	<u>30</u>	<u>50</u>	<u>1500</u>	<u>70</u>	<u>35</u>	<u>2450</u>
Connections	<u>1</u>	<u>2500</u>	<u>2500</u>			
Other						
3. STORM DRAINAGE						
Manholes						
Catchbasins				<u>1</u>	<u>2300</u>	<u>2300</u>
Piping	<u>100</u>	<u>50</u>	<u>5000</u>	<u>575</u>	<u>21.16</u>	<u>12,170</u>
Detention Basin						
Other						
4. SITE LIGHTING				<u>5</u>	<u>300</u>	<u>1500</u>
5. EROSION CONTROL				<u>1</u>	<u>2400</u>	<u>2400</u>
6. RECREATION AND OPEN SPACE AMENITIES						

Item	PUBLIC			PRIVATE		
	Quantity	Unit Cost	Subtotal	Quantity	Unit Cost	Subtotal
7. LANDSCAPING (Attach breakdown of plant materials, quantities, and unit costs)	<u>5 trees</u>	<u>346</u>	<u>1730</u>	<u>1</u>	<u>3640</u>	<u>3640</u>
				SEE ATTACHED BREAKDOWN		
8. MISCELLANEOUS				<u>100 cu y</u>	<u>30</u>	<u>3000</u>
				<u>Loam</u>		
TOTAL:		<u>\$45,530</u>			<u>\$29,760</u>	
GRAND TOTAL:		<u>\$45,530</u>			<u>\$29,760</u>	
TOTAL OF PUBLIC AND PRIVATE: \$75,290.00						

INSPECTION FEE (to be filled out by City)

	PUBLIC	PRIVATE	TOTAL
A: 1.7% of totals:	<u>\$45,530 x 1.7%</u>	<u>\$29,760 x 1.7%</u>	<u>\$75,290 x 1.7%</u>
OF:			
B: Alternative Assessment:			
Assessed by:	(name)	(name)	

City of Portland, Maine Planning Department

City Hall
389 Congress Street, 4th Floor
Portland, Maine 04101
Fax Number: 756-8258

FAX TRANSMISSION COVER SHEET

TO: JIM SEYMOUR

COMPANY: SEBAGO TECHNICS

FAX #: 856-2206

FROM: ALAN HOLT

OF PAGES: 2

DATE: 7/31/98

RE: ME. MED. FAMILY PRACTICE CLINIC

If you do not receive all of the pages, please call 874-8721 or 874-8719.

Item	PUBLIC			PRIVATE		
	Quantity	Unit Cost	Subtotal	Quantity	Unit Cost	Subtotal
7. LANDSCAPING (Attach breakdown of plant materials, quantities, and unit costs)	5 trees	\$46	1730	1	3640	3640
				SEE ATTACHED BREAKDOWN		
8. MISCELLANEOUS				100 sq. ft.	30	3000
TOTAL:		\$45,530			\$29,760	
GRAND TOTAL:		\$45,530			\$29,760	

TOTAL OF PUBLIC AND PRIVATE: \$75,290.00

INSPECTION FEE (to be filled out by City)

	PUBLIC	PRIVATE	TOTAL
1. 1.7% of totals	\$45,530	\$29,760	\$75,290
2. Alternative Assessment			
Assessed by:	(DATE)	(NAME)	



Maine Medical Center

22 Bramhall Street, Portland, Maine 04102

FAX TRANSMITTAL

ENGINEERING SERVICES

TELEPHONE NUMBER (207) 871-2447

FAX NUMBER (207) 871-6195

DATE: July 29, 1998 95059 / 2.2

TO : Alan Holt, Portland Planning Staff

FROM: Dan Doughty, Head Architect

Re: Portland Family Practice - Performance Guarantee Form

Number of pages including cover sheet 3

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Thank you for you help during this process.

Dan Doughty

C: Bob Bremm, Nancy Innes, file

Fax

Department of Planning and Urban Development
 SUBDIVISION/SITE DEVELOPMENT

COST ESTIMATE OF IMPROVEMENTS TO BE COVERED BY PERFORMANCE GUARANTEE

Date July 29, 1998

Name of Project MMG - PORTLAND FAMILY PRACTICE CENTER

Address/Location 272 - 278 CONGRESS STREET, PORTLAND, ME 04101

Developer MAINE MEDICAL CENTER

Form of Performance Guarantee LETTER OF CREDIT

Type of Development: _____ Subdivision X Site Plan (Major/Minor)

TO BE FILLED OUT BY APPLICANT:

Item	PUBLIC			PRIVATE		
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1. STREET/SIDEWALK						
Road						
Granite Curbing	<u>370</u>	<u>\$ 28.54</u>	<u>10,560</u>			
Sidewalks	<u>204</u>	<u>60.00</u>	<u>12,240</u>			
Esplanades						
Monuments						
Street Lighting						
Other						
2. SANITARY SEWER						
Manholes				<u>1</u>	<u>2300</u>	<u>2300</u>
Piping	<u>30</u>	<u>50</u>	<u>1500</u>	<u>70</u>	<u>35</u>	<u>2450</u>
Connections	<u>1</u>	<u>2500</u>	<u>2500</u>			
Other						
3. STORM DRAINAGE						
Manholes						
Catchbasins				<u>1</u>	<u>2300</u>	<u>2300</u>
Piping	<u>100</u>	<u>60</u>	<u>6000</u>	<u>975</u>	<u>21.16</u>	<u>20,740</u>
Detention Basin						
Other						
4. SITE LIGHTING				<u>5</u>	<u>300</u>	<u>1500</u>
5. EROSION CONTROL				<u>1</u>	<u>2400</u>	<u>2400</u>
6. RECREATION AND OPEN SPACE AMENITIES						

Fill in?

Parking Paved on site?

Item	PUBLIC			PRIVATE		
	Quantity	Unit Cost	Subtotal	Quantity	Unit Cost	Subtotal
7. LANDSCAPING (Attach breakdown of plant materials, quantities, and unit costs)	5 trees	346	1730	1	3640	3640
				SEE ATTACHED BREAKDOWN		
8. MISCELLANEOUS				100 cu. y. loam	30	3000
TOTAL:		\$45,530				\$29,760
GRAND TOTAL:		\$45,530				\$29,760
TOTAL OF PUBLIC AND PRIVATE: \$75,290.00						

INSPECTION FEE (to be filled out by City)

	PUBLIC	PRIVATE	TOTAL
1. 1.7% of totals	45,530	29,760	75,290
OR			
3. Alternative Assessment			
Assessed by:	(name)	(name)	



Maine Medical Center

22 Bramhall Street, Portland, Maine 04102

FAX TRANSMITTAL

ENGINEERING SERVICES

TELEPHONE NUMBER (207) 871-2447

FAX NUMBER (207) 871-6195

DATE: Aug. 4, 1998

TO : Alan Holt, Portland Planning Staff

FROM: Dan Doughty, Head Architect

Re: Portland family Practice Center – Performance Guarantee Form - Revised

Number of pages including cover sheet 4

Message

Alan:

Attached is a completed "revised" copy of the City of Portland's "Cost Estimate of Improvements to be Covered by Performance Guarantee" form for your final review and approval.

Please note that the fence has been added under item #1, and the Landscaping number (item #7 – Private) has been increased by \$1,100 to accommodate the 11 Yews to be planted around the Transformer Pad. A Landscaping breakdown is also attached.

I am in the process of obtaining a check in the amount of \$1,564.02 for the inspection fee (1.7% of the Performance Guarantee), as required.

If you have any questions, please call me at 871-2013.

Thank you, Dan

Department of Planning and Urban Development
SUBDIVISION/SITE DEVELOPMENT

COST ESTIMATE OF IMPROVEMENTS TO BE COVERED BY PERFORMANCE GUARANTEE

Date AUG 4, 1998

Name of Project MMC - FAMILY PRACTICE CENTER

Address/Location 272 - 278 CONGRESS STREET, PORTLAND, ME

Developer MAINE MEDICAL CENTER

Form of Performance Guarantee LETTER OF CREDIT

Type of Development: _____ Subdivision X Site Plan (Major/Minor)

TO BE FILLED OUT BY APPLICANT:

Item	PUBLIC			PRIVATE		
	Quantity	Unit Cost	Subtotal	Quantity	Unit Cost	Subtotal
1. STREET/SIDEWALK						
Road				3200 SF	\$ 3.00	\$ 9600
Granite Curbing	370 LF	\$ 28.54	10560	95 LF	28.54	2711
Sidewalks	404 SF	60.00	24240	30 SF	50.00	1500
Esplanades						
Monuments						
Street Lighting						
Other (FENCE)				120 L.F.	15.00	1800
2. SANITARY SEWER						
Manholes				1	2300	2300
Piping	30	50	1500	70	35.00	2450
Connections	1	2500	2500			
Other						
3. STORM DRAINAGE						
Manholes						
Catchbasins				1	2300	2300
Piping	100	50	5000	575	21.16	12,170
Detention Basin						
Other						
4. SITE LIGHTING				5	300	1500
5. EROSION CONTROL				1	2400	2400
6. RECREATION AND OPEN SPACE AMENITIES						

Item	PUBLIC			PRIVATE		
	Quantity	Unit Cost	Subtotal	Quantity	Unit Cost	Subtotal
7. LANDSCAPING (Attach breakdown of plant materials, quantities, and unit costs)	<u>5 trees</u>	<u>346</u>	<u>1730</u>	<u>1</u>	<u>4740</u>	<u>4740</u> (SEE ATTACHED BREAKDOWN)
8. MISCELLANEOUS	_____	_____	_____	<u>100 CY</u>	<u>30</u>	<u>3000</u>
TOTAL:	<u>\$45,530</u>			<u>LOAM</u>		<u>\$46,471</u>
GRAND TOTAL:	<u>\$45,530</u>					<u>46,471</u>
TOTAL OF PUBLIC AND PRIVATE COMBINED: <u>\$92,001</u>						

INSPECTION FEE (to be filled out by City)

	PUBLIC	PRIVATE	TOTAL
A: 1.7% of totals:	<u>774.01</u>	<u>790.01</u>	<u>\$1,564.02</u>
or			
B: Alternative Assessment:	_____	_____	_____
Assessed by:	(name) _____	(name) _____	

EDWARD HEBERT & SONS
9 GOULD RD.
LEWISTON, MAINE. 04240
PHONE: 783 - 2091 FAX: 782 - 4938

FACSIMILE TRANSMITTAL SHEET

TO: Dan Doughty	FROM: Dave Emery
COMPANY: Maine Medical Center	DATE: 07/29/98
FAX NUMBER: 871 - 6195	TOTAL NO. OF PAGES INCLUDING COVER: 2
PHONE NUMBER: 871 - 2447	SENDER'S REFERENCE NUMBER:
RE: Family Practice Center	YOUR REFERENCE NUMBER:

URGENT FOR REVIEW PLEASE COMMENT PLEASE REPLY PLEASE RECYCLE

NOTES/COMMENTS:

Dan,

Attached is a breakdown of the plantings included in our bid as shown in the plans and specifications.

- (4) Sargent Crabapple @ 193.75 = 775.00 - PRIVATE
 - (5) American Elm @ 346.00 = 1,730.00 - PUBLIC
 - (7) Common Lilac @ 41.52 = 290.64 - PRIVATE
 - (120) Rosa Rugosa @ 21.45 = 2,574.00 - PRIVATE
 - (1) YEW @ 100 = 100 - PRIVATE AT TRANSFORMER PAD
- TOTAL = 5369.64 \$6470 (1730 PUBLIC)
(4740 PRIVATE)

Please contact us if any additional information is required.

Dave Emery

By Fed Ex
AUG 10 1998

STANDBY LETTER OF CREDIT NO. PS1100627
DATE OF ISSUE: AUGUST 7, 1998

ISSUING BANK:
FLEET BANK OF MAINE
A MEMBER OF FLEET FINANCIAL GROUP
ONE CITY CENTER
PORTLAND ME 04101

APPLICANT:
MAINE MEDICAL CENTER
22 BRAMHALL STREET
PORTLAND, ME 04102

BENEFICIARY:
CITY OF PORTLAND
PLANNING & URBAN DEVELOPMENT
389 CONGRESS STREET
PORTLAND, ME 04101

AMOUNT/CURRENCY:
UP TO USD 92,001.00
UP TO NINETY TWO THOUSAND ONE AND
00/100'S US DOLLARS

DATE AND PLACE OF EXPIRY:
JUNE 30, 2000 AT OUR COUNTERS

FLEET BANK OF MAINE HEREBY ISSUES ITS IRREVOCABLE LETTER OF CREDIT FOR THE ACCOUNT OF MAINE MEDICAL CENTER, AS DEVELOPER (HEREINAFTER REFERRED TO AS THE "DEVELOPER") IN THE NAME OF THE CITY OF PORTLAND IN THE AGGREGATE AMOUNT OF \$92,001.00.

THE CITY OF PORTLAND MAY DRAW ON THE LETTER OF CREDIT BY PRESENTATION OF A SIGHT DRAFT AT FLEET BANK OF MAINE'S OFFICES LOCATED AT FLEET BANK OF MAINE, C/O FLEET PENNSYLVANIA SERVICES, 1 FLEET WAY, SCRANTON, PA 18507-1999 ATTN: TRADE SERVICES-STANDBY DEPT. ACCOMPANIED BY A WRITTEN STATEMENT PURPORTEDLY SIGNED BY THE CITY'S DIRECTOR OF PARKS AND PUBLIC WORKS OR DIRECTOR OF PLANNING AND URBAN DEVELOPMENT STATING THAT: "THE DEVELOPER HAS FAILED TO POST WITH THE CITY OF PORTLAND A TEN PERCENT (10%) DEFECT BOND OR GUARANTEE." OR "THE DEVELOPER HAS FAILED TO COMPLETE THE WORK ON THE ROADS AND OTHER PUBLIC IMPROVEMENTS AS SET FORTH IN A CERTAIN SCHEDULE OF COSTS OF PUBLIC IMPROVEMENTS DATED AUGUST 4, 1998 BETWEEN THE DEVELOPER AND THE CITY OF PORTLAND." OR "THE DEVELOPER HAS FAILED TO NOTIFY THE CITY OF PORTLAND FOR INSPECTIONS."

THE ORIGINAL LETTER OF CREDIT AND ALL AMENDMENTS THERETO MUST ACCOMPANY ALL DRAFT(S) PRESENTED HEREUNDER FOR OUR ENDORSEMENT THEREON.

IN THE EVENT OF DELIVERY OF DOCUMENTS NOT COMPLYING TO THE TERMS AND CONDITIONS

THIS IS AN INTEGRAL PART OF LETTER OF CREDIT NUMBER: PS1100627

AS SPECIFIED HEREIN, FLEET BANK OF MAINE SHALL NOTIFY THE CITY OF PORTLAND IN WRITING OF THE REASON OR REASONS THEREFORE WITHIN THREE (3) BUSINESS DAYS OF THE DELIVERY OF SUCH DOCUMENTS.

REDUCTIONS TO THE AVAILABLE AMOUNT OF THIS LETTER OF CREDIT MAY BE MADE FROM TIME TO TIME BY A WRITTEN CERTIFICATION PURPORTEDLY BY THE CITY DIRECTOR OF PARKS AND PUBLIC WORKS OR DIRECTOR OF PLANNING AND URBAN DEVELOPMENT CERTIFYING THAT FLEET BANK OF MAINE MAY REDUCE SAID LETTER OF CREDIT BY AN AMOUNT SPECIFIED BY SAID DIRECTOR IN ACCORDANCE WITH CERTAIN IMPROVEMENTS MADE BY THE DEVELOPER AS REQUIRED UNDER A CERTAIN SCHEDULE OF COSTS OF PUBLIC IMPROVEMENTS DATED AUGUST 4, 1998 BETWEEN THE DEVELOPER AND THE CITY OF PORTLAND.

IT IS A CONDITION OF THIS LETTER OF CREDIT THAT IT IS DEEMED TO BE AUTOMATICALLY EXTENDED WITHOUT AMENDMENT FOR PERIOD(S) OF ONE YEAR EACH FROM THE CURRENT EXPIRY DATE HEREOF, OR ANY FUTURE EXPIRATION DATE, UNLESS AT LEAST SIXTY (60) DAYS PRIOR TO ANY EXPIRATION DATE, WE NOTIFY YOU BY REGISTERED MAIL AT THE ABOVE LISTED ADDRESS THAT WE ELECT NOT TO CONSIDER THIS LETTER OF CREDIT RENEWED FOR ANY SUCH ADDITIONAL PERIOD.

IN THE EVENT THAT OF SUCH NOTICE, YOU MAY DRAW HEREUNDER BY PRESENTATION OF YOUR DRAFT(S) DRAWN ON US AT SIGHT, ACCOMPANIED BY THE ORIGINAL LETTER OF CREDIT AND ALL AMENDMENTS, IF ANY, AND A STATEMENT PURPORTEDLY SIGNED BY AN AUTHORIZED OFFICER OF THE BENEFICIARY ON BENEFICIARY'S LETTERHEAD READING AS FOLLOWS:

QUOTE

THIS DRAWING RESULTS FROM NOTIFICATION THAT FLEET BANK OF MAINE HAS ELECTED NOT TO RENEW THEIR LETTER OF CREDIT NO. PS1100627.

UNQUOTE

THIS LETTER OF CREDIT WILL AUTOMATICALLY EXPIRE UPON THE EARLIER OF:

1. FLEET BANK OF MAINE'S RECEIPT OF A WRITTEN NOTIFICATION FROM THE CITY OF PORTLAND THAT SAID WORK AS OUTLINED IN A CERTAIN SCHEDULE OF COSTS OF PUBLIC IMPROVEMENTS DATE AUGUST 4, 1998 BETWEEN THE DEVELOPER AND THE CITY OF PORTLAND HAS BEEN COMPLETED IN ACCORDANCE WITH THE CITY OF PORTLAND SPECIFICATIONS AND FLEET BANK OF MAINE LETTER OF CREDIT NO. PS1100627 MAY BE CANCELLED; OR
2. THE EXPIRATION DATE OF JUNE 30, 2000 OR ANY AUTOMATICALLY EXTENDED DATE AS SPECIFIED HEREIN.

PARTIAL DRAWINGS ARE PERMITTED.

WE ENGAGE WITH YOU THAT DRAFTS DRAWN UNDER AND IN COMPLIANCE WITH THE TERMS OF THIS CREDIT WILL BE DULY HONORED IF PRESENTED AT OUR OFFICES AT 1 FLEET WAY, SCRANTON, PA 18507-1999 ON OR BEFORE JUNE 30, 2000.

THIS LETTER OF CREDIT IS SUBJECT TO THE UNIFORM CUSTOMS AND PRACTICE FOR DOCUMENTARY CREDITS (1993 REVISION) INTERNATIONAL CHAMBER OF COMMERCE PUBLICATION NO. 500 AND AS TO THOSE MATTERS NOT COVERED IN THE UNIFORM CUSTOMS AND PRACTICE FOR DOCUMENTARY CREDITS, THEY WILL BE GOVERNED BY THE STATE OF MAINE.

Joseph E. Long
Blair J. Patten
 8/10/98
 AUTHORIZED SIGNATURE

Imelise Taylor
 AUTHORIZED SIGNATURE

Imelise Taylor
 8/10/98

By Fed Ex
AUG 10 1998

STANDBY LETTER OF CREDIT NO. FS1100627
DATE OF ISSUE: AUGUST 7, 1998

ISSUING BANK:
FLEET BANK OF MAINE
A MEMBER OF FLEET FINANCIAL GROUP
ONE CITY CENTER
PORTLAND ME 04101

APPLICANT:
MAINE MEDICAL CENTER
22 BRAMHALL STREET
PORTLAND, ME 04102

BENEFICIARY:
CITY OF PORTLAND
PLANNING & URBAN DEVELOPMENT
389 CONGRESS STREET
PORTLAND, ME 04101

AMOUNT/CURRENCY:
UP TO USD 92,001.00
UP TO NINETY TWO THOUSAND ONE AND
00/100'S US DOLLARS

DATE AND PLACE OF EXPIRY:
JUNE 30, 2000 AT OUR COUNTERS

FLEET BANK OF MAINE HEREBY ISSUES ITS IRREVOCABLE LETTER OF CREDIT FOR THE ACCOUNT OF MAINE MEDICAL CENTER, AS DEVELOPER (HEREINAFTER REFERRED TO AS THE "DEVELOPER") IN THE NAME OF THE CITY OF PORTLAND IN THE AGGREGATE AMOUNT OF \$92,001.00.

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IN THE EVENT OF DELIVERY OF DOCUMENTS NOT COMPLYING TO THE TERMS AND CONDITIONS

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AS SPECIFIED HEREIN, FLEET BANK OF MAINE SHALL NOTIFY THE CITY OF PORTLAND IN WRITING OF THE REASON OR REASONS THEREFORE WITHIN THREE (3) BUSINESS DAYS OF THE DELIVERY OF SUCH DOCUMENTS.

REDUCTIONS TO THE AVAILABLE AMOUNT OF THIS LETTER OF CREDIT MAY BE MADE FROM TIME TO TIME BY A WRITTEN CERTIFICATION PURPORTEDLY BY THE CITY DIRECTOR OF PARKS AND PUBLIC WORKS OR DIRECTOR OF PLANNING AND URBAN DEVELOPMENT CERTIFYING THAT FLEET BANK OF MAINE MAY REDUCE SAID LETTER OF CREDIT BY AN AMOUNT SPECIFIED BY SAID DIRECTOR IN ACCORDANCE WITH CERTAIN IMPROVEMENTS MADE BY THE DEVELOPER AS REQUIRED UNDER A CERTAIN SCHEDULE OF COSTS OF PUBLIC IMPROVEMENTS DATED AUGUST 4, 1998 BETWEEN THE DEVELOPER AND THE CITY OF PORTLAND.

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IN THE EVENT THAT OF SUCH NOTICE, YOU MAY DRAW HEREUNDER BY PRESENTATION OF YOUR DRAFT(S) DRAWN ON US AT SIGHT, ACCOMPANIED BY THE ORIGINAL LETTER OF CREDIT AND ALL AMENDMENTS, IF ANY, AND A STATEMENT PURPORTEDLY SIGNED BY AN AUTHORIZED OFFICER OF THE BENEFICIARY ON BENEFICIARY'S LETTERHEAD READING AS FOLLOWS:

QUOTE

THIS DRAWING RESULTS FROM NOTIFICATION THAT FLEET BANK OF MAINE HAS ELECTED NOT TO RENEW THEIR LETTER OF CREDIT NO. PS1100627.

UNQUOTE

THIS LETTER OF CREDIT WILL AUTOMATICALLY EXPIRE UPON THE EARLIER OF:

1. FLEET BANK OF MAINE'S RECEIPT OF A WRITTEN NOTIFICATION FROM THE CITY OF PORTLAND THAT SAID WORK AS OUTLINED IN A CERTAIN SCHEDULE OF COSTS OF PUBLIC IMPROVEMENTS DATE AUGUST 4, 1998 BETWEEN THE DEVELOPER AND THE CITY OF PORTLAND HAS BEEN COMPLETED IN ACCORDANCE WITH THE CITY OF PORTLAND SPECIFICATIONS AND FLEET BANK OF MAINE LETTER OF CREDIT NO. PS1100627 MAY BE CANCELLED; OR
2. THE EXPIRATION DATE OF JUNE 30, 2000 OR ANY AUTOMATICALLY EXTENDED DATE AS SPECIFIED HEREIN.

PARTIAL DRAWINGS ARE PERMITTED.

WE ENGAGE WITH YOU THAT DRAFTS DRAWN UNDER AND IN COMPLIANCE WITH THE TERMS OF THIS CREDIT WILL BE DULY HONORED IF PRESENTED AT OUR OFFICES AT 1 FLEET WAY, SCRANTON, PA 18507-1999 ON OR BEFORE JUNE 30, 2000.

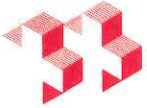
THIS LETTER OF CREDIT IS SUBJECT TO THE UNIFORM CUSTOMS AND PRACTICE FOR DOCUMENTARY CREDITS (1993 REVISION) INTERNATIONAL CHAMBER OF COMMERCE PUBLICATION NO. 500 AND AS TO THOSE MATTERS NOT COVERED IN THE UNIFORM CUSTOMS AND PRACTICE FOR DOCUMENTARY CREDITS, THEY WILL BE GOVERNED BY THE STATE OF MAINE.


AUTHORIZED SIGNATURE


AUTHORIZED SIGNATURE

Benjamin Little
8/10/98

MISC1



MMBC

MEDIplex MEDICAL BUILDING CORPORATION
5308 WEST PLANO PARKWAY
PLANO, TEXAS 75093-4821

April 2, 1998

Via: Fed Ex

Mr. Rick Knowland, Senior Planner
Portland City Hall
City of Portland
389 Congress Street
Portland, ME 04101

**RE: LIGHTING AT PARKING GARAGE
MAINE MEDICAL CENTER**

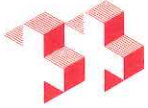
Dear Mr. Knowland,

Attached is the additional lighting information you requested. As we discussed over the phone, the lighting design has evolved over the course of the project, and the new design is being sent to you under separate cover from Harriman Associates. Following is a brief explanation of the design and the submitted materials:

The Owner and the design team acknowledge the importance that the City has placed on light pollution in the adjacent neighborhood residences. At the same time, we have successfully balanced this constraint with the need to provide adequate light for a safe and secure structure.

Top Deck

The pole mounted fixtures at the top of the garage remain essentially the same as presented on the January 6, 1998 submittal. We will have to revise one pole at the center of the deck to accommodate a last minute revision for moving a stair tower. The lighting calculations remain essentially the same as presented on the January 6, 1998, submittal. We have added the Boynton and Forest street R.O.W.'s to these drawings for reference, as you have requested. The calculations indicate virtually no light spillage to the residences along Boynton, and Forest. At the east property line, there is some light spilling onto the house at the Congress street entry. We have halved the recommended foot candles in this area, but are still unable to prevent light spillage because the house is right at the property line. The fixture is of high-quality, durable construction and has a unique, architectural look lacking in most utilitarian, rectilinear type fixtures. The pole fixtures are fitted with 250w lamps – generally, high pressure sodium type except where we use metal halide to help distinguish exits. The fixture is of cut-off type design, but additionally we have specified an optional house shield that will further control the light. The fixtures are mounted on 15' painted steel poles.



Lower Decks

We have revised the lower deck since the January 6, 1998, submittal. The perimeter lighting remains unchanged, therefore the lighting calculations presented are also unchanged. We have revised the internal bays to a different fixture. The fixture at the perimeter bays is specifically designed to illuminate the garage without excessive light spillage or glare. Again, the fixture is a high quality, durable construction with a unique, architectural design. The design is such that louvers can be provided to control brightness outside the structure. We have specified this fixture with louvers to shield the residential areas. The fixture specified for the internal bays of the garage have been revised to a single row type fixture where louvers are not required. It is still a cut-off type fixture. Please refer to attached cutsheets. The colored copies help explain some information lost in black and white copies.

Please call if I can be of further assistance on this issue. I appreciate your consideration of our design and look forward to a successful project.

Sincerely,



Jim Clarkson,
Project Architect

cc: Phil Taylor
Ron Blackwell
Damian Donati



HOUSE OF REPRESENTATIVES

2 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0002
(207) 287-1400
TTY: (207) 287-4469

Richard R. Farnsworth

55 Old Mast Road
Portland, ME 04102
Residence: (207) 874-6399
Business: (207) 878-9663
Fax: (207) 878-2259

April 20, 1998

John Carol, Chairman
Planning Commission
City of Portland
389 Congress Street
Portland, ME 04101

Dear Mr. Carol,

I am writing in reaction to the meeting last week on the proposed project by Maine Medical Center on Forest Street. I am concerned about the direction in which this project is going and I have spoken with several people who share my concerns.

Specifically, people are upset about the impact this project will have on the neighborhood. The proposed building is four stories high, which is much larger than surrounding buildings. I feel that the proposed design for the parking garage will make it an eyesore in this turn of the century neighborhood and the proposed new high intensity lighting in the parking garage will also detract from the special nature of this part of the city. Finally, the I think that the bridge over Congress Street is not only unattractive, but ill-advised due to the number of trucks that use Congress Street.

I would like you to consider the issue from the perspective of the people who live in this neighborhood before any final decisions are made on this project. I would suggest looking at a design for the building and parking garage that blends into the period architecture of the area. I would also ask you to consider low level lighting in the parking garage, as well as investigate the possibility of a tunnel under Congress Street instead of a bridge.

I would be happy to discuss this matter further with you. If you would like to contact me, you may reach at my office at 878-9663. I look forward to hearing from you.

Sincerely,

A handwritten signature in cursive script that reads 'Rich Farnsworth'.

Richard Farnsworth
State Representative

District 32 Part of Portland

MAINE MEDICAL CENTER



PHONE CONVERSATION RECORD

DATE: 11/21/97

PROJECT: Congress Street MOB

TO: Rick Knowland
Planning Department
City of Portland

PROJECT NO: 979014

FROM: Jim Morrison

SUBJECT: This is to confirm our conversation of 11/20/97, during which we discussed designs for the skywalk at the new Congress Street Medical Office Building.

Two sketches for two different designs were left with planning staff for review and comment. Mr. Knowland indicated that the City would like to see further study of both types of designs presented. He further indicated that he liked the idea of "gateway" presented, but that the execution of the design needed some refinement. Mr. Knowland that some reference to the railroad station seemed appropriate, and acknowledged the difficulty in connecting two such different buildings as the MOB and the existing Gillman Street garage.

Mr. Knowland indicated that for the December 9 meeting, the design team would not be required to have a "final final" design for the skywalk, but that should be able to indicate to the Board the direction in which the design was headed. He further indicated that if the City Planning staff would be available to the design team for further consultation.

new parking garage lighting plan
show locations of new exterior features in the parking garage
house side shields show on the plan

timer

public area 75% shut off
when garage is closed
roof area → maybe reduced


SCOTT BOWKOW S.P.
PHOTOGRAPHY

reubert shows 20' power

WATFALL OR AN MODEL

hiring cut-off shield

**CITY OF PORTLAND, MAINE
DEPARTMENT OF PUBLIC WORKS
OPERATIONS/ENGINEERING - INSPECTIONS
M E M O R A N D U M**

TO: Rick Knowland, Senior Planner
FROM: Larry Ash, Traffic Engineer 
DATE: November 4, 1997
SUBJECT: Proposed Maine Medical Center Office Facility

I have reviewed the Traffic Impact Study and Parking Analysis relative to the above-referenced project. I have also reviewed parts of the studies with Tom Gorrill of DeLuca-Hoffman and have the following comments (these comments are in addition to all previously made and do not exempt DeLuca-Hoffman from existing obligations).

- For the Park Ave./St. John intersection, DeLuca-Hoffman has not yet prepared a signal timing plan that will revise plan timings and cycle length. I have reservations that their proposed 60 second cycle is adequate. Since this intersection experiences a high level of accidents and has a high critical rate factor (CRF) DeLuca-Hoffman should prepare a safety analysis of their proposed signal timing changes. I also indicated to Tom Gorrill that northbound vehicle loop detectors need to be installed at this location.
- For the Congress/St. John intersection DeLuca-Hoffman needs to further explain their recommendation for the elimination of some signal phases during peak hours. A signal timing plan for implementation after build-out of the project has not yet been prepared for City review. No mention has been made of the existing exclusive pedestrian phase and whether or not DeLuca-Hoffman has any recommendations for this phase. Finally, DeLuca-Hoffman has not yet submitted for City review a detailed evaluation of accident conditions at this intersection.
- At the Congress/Valley, DeLuca-Hoffman needs to submit for City review an evaluation of accident history. Also, no mention has been made of the existing pedestrian phase at this location.
- The Congress/Gilman and Congress/Weymouth intersections meet criteria for high accident locations (HAL). I requested DeLuca-Hoffman submit a more detailed evaluation of accident conditions at these locations using the most recently available accident data. The City will provide accident records as necessary. Further, a reevaluation of Warrant 6, accident experience, in the MUTCD should be performed.

The elimination of parking on the north side of Congress adjacent to these intersections should be addressed to improve sight distance.

- A conceptual sketch of the proposed elimination of on-street parking on the south side of Congress Street from Gilman to Weymouth has not yet been submitted by DeLuca-Hoffman for City review. I question whether the parking restriction might serve all concerned if only during the peak hours or peak a.m. hours.
- Signal improvements at Bramhall/Congress are supposedly being made due to the Holt Hall renovation project and DeLuca-Hoffman has not been asked to do any additional work at this location at this time.
- I expressed concern to Tom Gorrill that parking by MMC employees and visitors in residential neighborhoods would continue and that residents in these neighborhoods may wish to eliminate as much of this as possible. Tom Gorrill said that MMC is preparing a parking management plan which will address this question.

cc: Tom Gorrill, DeLuca-Hoffman Associates, Inc.
William J. Bray, P.E., Acting Director Portland Public Works
Bruce A. Bell, Operations Manager

CITY OF PORTLAND - TRAFFIC SECTION
MEMORANDUM

Date: 03/18/97
To: Richard Knowland, Senior Planner
From: Thomas A. Errico, P.E., Traffic Engineer
Subject: Maine Medical Office Facility - Congress Street

In conjunction with the above project, I have reviewed the traffic impact study prepared by DeLuca-Hoffman Associates, Inc. dated March 1997. In addition, I have reviewed the Parking Analysis also prepared by DeLuca-Hoffman Associates, Inc. dated March 11, 1997. My specific comments are summarized below.

- The Parking Analysis performed indicates the parking supply will exceed demand following the construction of the proposed project. In reviewing the data available, the proposed parking garage supply will be absorbed by the parking requirements of the proposed 49,156 square foot medical office building, and the elimination of parking spaces at the Gateway Garage. As indicated by John Peverada, in his Memorandum to you dated March 11, 1997, parking availability in the vicinity of the Maine Medical Center is poor. If the conclusions of the Parking Analysis are in fact accurate, supply is greater than demand, than improvements in the management of parking should be considered. While this project should not worsen parking conditions, it is recommended that improved parking measures (i.e. increasing supply or improved management) be considered.
- According to the traffic impact study, 62% of the traffic will enter the parking garage via the Forest Street driveway. An explanation should be provided that supports the trip distribution assumptions.
- At the Congress Street/Bramhall Street/Deering Avenue intersection, it is recommended that a lead phase be provided from Bramhall Street and the signal timing revised. In conjunction with the lead phase, a five-section signal head will be required. In conjunction with the Holt Hall project, the installation of a five-section head was a condition of approval, and therefore may not be needed for this project. It is recommended that a proposed traffic signal timing plan be provided for implementation after build-out of the project.
- I concur with the recommendation to restripe the northbound Valley Street approach to consist of an exclusive right-turn lane and a shared left/through lane.
- At the Park Avenue/St. John Street intersection, northbound movements from St. John Street currently operate poorly, and will continue to operate poorly following build-out of the project. To help improve conditions, it is recommended that the cycle length be reduced from 90 to 60 seconds. It is recommended that a proposed traffic signal timing plan be provided for implementation after build-out of the project. It should be noted that while the intersection is expected to operate at an acceptable level of service following build-out of the project and revisions to the cycle length, movements from northbound St. John Street will continue to operate poorly.

3/18/97

CITY OF PORTLAND - TRAFFIC DIVISION

- At the Congress Street/St. John Street intersection, improvements to the traffic signal phasing and timing are recommended to improve operating conditions. It is suggested that a traffic signal phasing and timing plan be prepared for implementation following build-out of the project. In addition, an assessment into the safety implications of eliminating the existing protected phases should be documented.
- An evaluation of signal warrants was performed at the Congress Street/Gilman Street and Forest Avenue/Park Avenue intersections. It appears that all eleven warrants were reviewed, although the study does not reference the data (i.e. delay, eight hour volumes, etc.) needed to evaluate all warrants. An explanation should be provided summarizing the data used in the evaluation of signal warrants.
- Poor levels of service were projected at the unsignalized intersection of Park Avenue and Valley Street. The study did not develop mitigation measures at this location.
- An evaluation of the need for left-turn lanes at the Congress Street/Forest Street and Congress Street/Proposed Project Driveway intersections were performed. Results indicate left-turn lanes are warranted. It is suggested that a conceptual sketch be prepared outlining the proposed roadway configuration. In addition, determination on the number of on-street parking spaces to be removed, as a result of the proposed left-turn lanes, should be estimated. Additionally, recommendations should be developed in respect to the existing Bus Stop located on Congress Street, and whether the proposed left-turn lanes will compromise safety and mobility.
- Although the intersections of Congress Street/St. John Street and Congress Street/Valley Street do not meet the criteria for a potentially hazardous location, the frequency of accidents is significant. It is recommended that a detailed evaluation of accident conditions be performed at these locations.
- Significant pedestrian activity is expected between the proposed Medical Office Building and Maine Medical Center. Provisions should be investigated relative to the crossing of pedestrians on Congress Street.
- The traffic impact study recommends the installation of a traffic signal at the Park Avenue/Forest Street intersection. It is suggested that the intersection be monitored following build-out of the project, and if actual field conditions warrant, a traffic signal should be installed. Accordingly, funds should be provided in an escrow account to ensure a follow-up study is performed and installation of a traffic signal is accomplished, if necessary.

CC: Bruce Bell, Operation Manager of Public Works

Bill Bray, Deputy Director of Public Works



CITY OF PORTLAND

September 15, 1999

Mr. Paul Gray
Maine Medical Center
22 Bramhall St.
Portland ME 04102

re: Maine Medical Center Forest Street Improvements

Dear Mr. ~~Gray~~: *Paul*

City staff has reviewed the revised Forest Street improvement plan and finds it acceptable with the following conditions:

1. That a traffic signal shall be installed at Forest Street/Congress Street prior to any Certificate of Occupancy being granted for the portion of the parking garage that has access to Forest Street. The traffic signal shall include a full complement of vehicle and pedestrian actuation and guidance.
2. The engineering and design plan for the traffic light-related improvements shall be submitted to the City Traffic Engineer for review and approval.
3. Vehicle movement from the Forest Street entrance of the parking garage shall be monitored up to a one-year period (from the date of full occupancy of the building). At the end of, or at any time during that time frame, should there be a problem with vehicles leaving the Forest Street entrance of the parking garage by turning right (rather than left to Congress Street) as determined by the City Traffic Engineer, Maine Medical Center agrees to take the necessary measures including improvements required by the City Traffic Engineer.

We would urge you to have your consultant complete the traffic light engineering and design plan for Larry Ash's review as soon as possible. We understand that the office building will be completed by the end of the year, and with the lead time required to design and install the signal improvements, it is an ambitious schedule.

Should you have any questions on this letter, please call me.

O:\PLAN\REZONE\CONG883\LETTERS\GRAY9-15.LC9

Sincerely,



Alexander Jaegerman
Chief Planner

Seen and Agreed to:

Enclosure: Larry Ash's letter to Jim Morrison dated 10-22-98.

cc: Joseph E. Gray, Jr., Director of Planning and Urban Development
Richard Knowland, Senior Planner
Mark Adelson, Director of Housing and Neighborhood Services
Marge Schmuckal, Zoning Administrator
William Bray, Director of Public Works
Larry Ash, Traffic Engineer
Penny Littell, Associate Corporation Counsel
Jim Morrison, Architect, Maine Medical Center; 22 Bramhall St, Portland ME 04102



CITY OF PORTLAND

October 22, 1998

Mr. Jim Morrison, Architect
Maine Medical Center
22 Bramhall Street
Portland ME 04102

RE: Forest Street

Dear Jim:

To summarize our discussions of Tuesday, October 20, 1998, the City of Portland is formally requesting Maine Medical Center to provide the following in conjunction with its new parking ramp/office building at 883-903 Congress Street:

1. Widen Forest Street between Congress Street and the entrance to the ramp from its existing 22 feet to at least 28 feet curb to curb. MMC should identify any issues encountered in reestablishing a minimum 5 ft. sidewalk, green space, right-of-way, etc., and any other issue that would impede the widening of Forest Street. The City will work with you to resolve such design and/or engineering issues.

This portion of Forest Street will, upon issuance of the Certificate of Occupancy, become a two-way street. Forest Street from the ramp exit/entrance to Park Avenue will retain its current one-way status.

2. The entrance/exit to the ramp will need to provide for left-out only so that vehicular traffic cannot physically exit to the right onto Forest Street.
3. The traffic signal that was to have been installed at Forest St./Park Ave. will now have to be located at Forest St./Congress St. and will include a full compliment of vehicle and pedestrian actuation and guidance.

If MMC cannot accomplish any of the above then engineering documentation and justification must be provided.

The City is seeking to minimize the traffic impact this development will have on adjacent neighborhoods and MMC is certainly a neighbor and part of this community.

City staff is looking forward to working with MMC to realize these goals and to assist in any way we can. Should there be any questions as we proceed, please do not hesitate to call me 874-8894 so that all matters may be resolved as expeditiously as possible.

Sincerely,
CITY OF PORTLAND



Larry Ash
Traffic Engineer

LA:jw

pc: Tom Kane, Mayor
Karen Geraghty, City Councilor, District 2
Robert B. Ganley, City Manager
Nadeen M. Daniels, Assistant City Manager
William J. Bray, P.E., Director of Public Works
Bruce A. Bell, Operations Manager
Joe Gray, Planning
Alex Jaegerman, Planning
Rick Knowland, Planning
John Peverada, Parking Manager

**CITY OF PORTLAND, MAINE
MEMORANDUM**

TO: Robert B. Ganley, City Manager

FROM: Alexander Jaegerman, Chief Planner

DATE: September 28, 1998

RE: Maine Medical Center - Construction Access on Forest Street

On Monday, a meeting was held at the MMC construction site to discuss truck access issues from Forest Street. Councilor Geraghty has expressed concern that construction trucks are exiting the site and going down Forest Street to Park Avenue. She indicates routing the trucks to Congress Street and making Forest Street two-way would be less disruptive to residents who live on Forest Street. Forest Street is 22 feet wide and is one-way from Congress Street to Park Avenue.

Present at the meeting were representatives from Maine Medical Center (Jim Morrison, the Clerk of the Works); the contractor (Don Blackwell, other subcontractors); city staff (Alexander Jaegerman, Rick Knowland, Larry Ash, Todd Merkle, Nancy Knauber).

A number of issues were identified regarding making Forest Street two-way (at least during construction).

1. On-street parking . . . Currently, there is on-street parking adjacent to the Sportsman's. Two-way traffic would be precluded, if a car was parked there. We wondered if Sportsman's would be willing to "surrender" the space. Presumably its greatest use would be after 5:00 p.m., for restaurant pick-up, which would be less of a problem for most of the day, given typical construction hours.
2. Snow removal . . . Snow removal is critical, given the limited width of the street (22 feet). Although the city has responsibility for all city streets, this construction project will require snow removal service (or salting for ice) beyond a normal street. There was no consensus on whether the contractor or Maine Medical Center would be willing to shoulder the responsibility for clearing the street during construction days. Snow removal is also important, given that large trucks will be going uphill to Congress Street.
- 3, Truck turning radius . . . The width of the street poses a challenge to trucks turning out of Congress Street. While we were at the site, a dump truck exited the site, but due to its turning radius, it went about two feet over the double yellow line on Congress Street. This was done with a flagger.

The contractor is apparently leasing smaller dump trucks, because larger trucks are less maneuverable on the tight streets.

Certain oversize trucks such as a ten-wheeler will have to exit driving down to Park Street, because of their sheer size. There was no firm estimate given on daily truck traffic but is described as "a lot".

4. Flaggers . . . People felt that flaggers would be needed if trucks were to exit onto Congress Street. There was one comment that two flaggers would be needed, given the logistics of getting trucks out to Congress Street. There was concern expressed about "underqualified minimum wage" flaggers who do not have the necessary experience. This could be a particular problem during peak rush hour traffic.
5. Fire and Safety . . . This was expressed as a concern. We talked briefly with Robert Thompson of the Fire Department about this issue. Their primary concern would be to have the street clear in case of an emergency. This would presumably be addressed by the issues outlined in the above paragraphs.

Summary: There are a number of issues posed by requiring truck traffic to exit onto Congress Street. Several of these issues involve expense (who would pay for additional street snow removal and competent flaggers.) Eliminating parking by the Sportsman's is a potentially thorny issue. There are some trucks that cannot avoid driving down Forest Street, because of their size. I believe Larry Ash has communicated his concerns regarding traffic circulation and safety issues.

The most efficient and least impact on Congress Street traffic safety and circulation would be for the trucks to exit Forest Avenue at Park Street. Routing truck traffic onto Congress Street is not impossible but it does raise a number of issues that would need to be addressed.

At our meeting I was unable to generate a consensus for exiting construction traffic to Congress Street. At your direction, we could set up a second meeting to discuss this issue further.

On Tuesday I spoke with Karen Geraghty about this issue and our conclusions. She requested two items: 1) a letter to the neighborhood residents outlining the construction sequence (which we will be getting from MMC; and 2) include in that letter names of City personnel and their phone numbers so the neighbors can direct future questions and issues to a responsive and responsible party. I think the site inspector (Nancy Knauber) would be the logical person, but we can discuss this further. Councilor Geraghty would also like to reopen discussion about the options for limiting access down Forest Street in the long run.

cc: Joseph E. Gray, Jr., Director of Planning and Urban Development
Richard Knowland, Senior Planner
William Bray, Director of Public Works
Larry Ash, Traffic Engineer
Todd Merkle, Field Inspections Coordinator
Nancy Knauber, Public Works
Jim Morrison, MMC\Engineering
Ron Blackwell, MMBC

From: Larry Ash
To: Robert Ganley
Date: Tue, Sep 29, 1998 11:44 AM
Subject: Maine Medical Center

Bob; I would like to summarize my input yesterday on street operations on Forest Street relative to the MMC parking garage currently under construction. I met with planning, city staff and MMC representatives. My understanding is that a letter is being written by Planning to Councilor Geraghty expressing these discussions. My opinions are:

1. I do not wish to make Forest Street a two-way street. It is 22 feet wide as is with parking on one side. Even if parking is removed two eleven foot lanes will be difficult to manage and would be even worse in winter with any snow and ice. Travel to/from Forest as well as Congress may be seriously compromised. Residents have already claimed they cannot use Forest during the winter with the street as is.
2. I do not wish to put heavy trucks out onto Congress St. as this will complicate traffic during peak travel times, i.e. safety may be compromised. Further, the turning radius for large trucks with a long wheel base onto Congress is not adequate without crossing over the double yellow line into the oncoming lane. These trucks would also have a difficult if not impossible time turning from Congress onto St. Johns if they are going over to Park Ave.
3. The safest and most direct route for these trucks is to proceed on the one-way on Forest St. and then north to Park Ave.
4. For any consideration of trucks exiting the construction site on Forest St. and then onto Congress the parking would have to be removed on Forest st. and Sonny, the owner of the Sportsmans Restaurant, is vehemently opposed to this, claiming he will have to lay people off because his place is losing business or so he has told me.

I do not view Forest Street being any different than any other public street during a construction project. There just is not many alternatives for vehicular traffic including trucks given the constraints of the existing roads surrounding this project. If you have any questions, comments or suggestions please call.

CC: Alex Jaegerman , Bruce Bell, Nadeen Daniels, Ri...



CITY OF PORTLAND

October 22, 1998

Mr. Jim Morrison, Architect
Maine Medical Center
22 Bramhall Street
Portland ME 04102

RE: Forest Street

Dear Jim:

To summarize our discussions of Tuesday, October 20, 1998, the City of Portland is formally requesting Maine Medical Center to provide the following in conjunction with its new parking ramp/office building at 883-903 Congress Street:

1. Widen Forest Street between Congress Street and the entrance to the ramp from its existing 22 feet to at least 28 feet curb to curb. MMC should identify any issues encountered in reestablishing a minimum 5 ft. sidewalk, green space, right-of-way, etc., and any other issue that would impede the widening of Forest Street. The City will work with you to resolve such design and/or engineering issues.

This portion of Forest Street will, upon issuance of the Certificate of Occupancy, become a two-way street. Forest Street from the ramp exit/entrance to Park Avenue will retain its current one-way status.

2. The entrance/exit to the ramp will need to provide for left-out only so that vehicular traffic cannot physically exit to the right onto Forest Street.
3. The traffic signal that was to have been installed at Forest St./Park Ave. will now have to be located at Forest St./Congress St. and will include a full compliment of vehicle and pedestrian actuation and guidance.

If MMC cannot accomplish any of the above then engineering documentation and justification must be provided.

The City is seeking to minimize the traffic impact this development will have on adjacent neighborhoods and MMC is certainly a neighbor and part of this community.

Mr. Jim Morrison
Page 2
October 22, 1998

City staff is looking forward to working with MMC to realize these goals and to assist in any way we can. Should there be any questions as we proceed, please do not hesitate to call me 874-8894 so that all matters may be resolved as expeditiously as possible.

Sincerely,
CITY OF PORTLAND



Larry Ash
Traffic Engineer

LA:jw

pc: Tom Kane, Mayor
Karen Geraghty, City Councilor, District 2
Robert B. Ganley, City Manager
Nadeen M. Daniels, Assistant City Manager
William J. Bray, P.E., Director of Public Works
Bruce A. Bell, Operations Manager
Joe Gray, Planning
Alex Jaegerman, Planning
Rick Knowland, Planning
John Peverada, Parking Manager



August 5, 1998

MMC Project 95059.2.2

Mr. Alan Holt
City Planning Department
Portland City Hall
389 Congress Street
Portland, ME 04010

Re: MMC Portland Family Practice Center – Site Plan Modification

Dear Alan:

Attached is a revised site plan drawing, (DeLuca-Hoffman drawing #2), showing the addition of a transformer pad and associated landscaping, near the rear loading dock.

Maine Medical Center is requesting that the Portland Planning Department accept the addition of the transformer pad and associated landscaping as a minor modification to the site plan that was approved by the Portland planning Board on March 10, 1998.

We understand that the Portland Planning Staff may consider an administrative approval of this change, and then forward the approved documents along to the Building Inspections Office for their final review and permit.

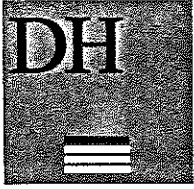
If you have any questions or concerns, please call.

Very truly yours,

Daniel F. Doughty, AIA
Head Architect

Attachments

C: Bob Bremm
Nancy Innes
Paul Gray



DeLUCA-HOFFMAN ASSOCIATES, INC.
CONSULTING ENGINEERS

778 MAIN STREET
SUITE 8
SOUTH PORTLAND, MAINE 04106
TEL. 207 775 1121
FAX 207 879 0896

- ROADWAY DESIGN
- ENVIRONMENTAL ENGINEERING
- TRAFFIC STUDIES AND MANAGEMENT
- PERMITTING
- AIRPORT ENGINEERING
- SITE PLANNING
- CONSTRUCTION ADMINISTRATION

June 10, 1998

Mr. Bill Bray
Assistant Deputy Director,
City of Portland Public Works Department
55 Portland Street
Portland, ME 04101

**Subject: Portland Family Practice Center
Temporary Sidewalk Closure**

Dear Bill:

On behalf of Maine Medical Center, DeLuca-Hoffman Associates, Inc. is submitting a plan to your office for review of a temporary closure, during construction of the above referenced project, of the sidewalk along the Congress and India Street frontages. The project site, which was the former "Levinsky's," requires demolition of the existing structures which abuts the right-of-way and sidewalk. In addition, the new structure is adjacent to the right-of-way in accordance with the City ordinance which encourages a 0' setback.

Based upon discussions with the contractors presently preparing bids for the project, it appears desirable from both a safety and economic standpoint to allow for closure of the existing sidewalk. Closure of the sidewalk will allow for demolition to proceed in a safe manner, while not requiring excessive shoring to maintain a partial sidewalk during closure. In areas, the total width of the sidewalk is less than 11' from the curb to the structure and maintenance of a portion of the sidewalk would allow a work area of only 6' from the existing or proposed structure. The sidewalk along both frontages is proposed for complete reconstruction as part of this project.

The enclosed plan has been reviewed with Mr. Ash and his comments have been incorporated relative to sign placement and alternative pedestrian routing. Signage has been designed to be consistent with that used for the closing of the sidewalks at the Portland Public Market.

It is anticipated that the closure of the sidewalk would be desirable during the during the entire construction period which is approximately 8-10 months. As you will note, the plan also includes temporary elimination of the on-street parking. While it would be desirable to eliminate the parking during all demolition, steel erection and masonry placement, it may be feasible to allow the parking once the masonry is complete.

Maine Medical Center and DeLuca-Hoffman Associates, Inc. would request your approval of the enclosed plan and are available to meet with you at your convenience to discuss any questions

DeLUCA HOFFMAN ASSOCIATES, INC.
CONSULTING ENGINEERS

Mr. Bill Bray
June 10, 1998
Page 2

you may have. As the project is currently out to bid and these changes need to be issued to the contractors by addendum, a prompt response would be appreciated.

Sincerely,

DeLUCA-HOFFMAN ASSOCIATES, INC.



Alton M. Palmer, P.E.
Senior Engineer

AMP/der/JN1636/bray-6-10

Enclosure

Copy: Dan Doughty, MMC
Phil Doughty, PJDA
Alan Holt, City of Portland



SR
DB
JM
Sunenblick, Reben, Benjamin and March
ATTORNEYS AT LAW

ATTORNEYS
STEPHEN P. SUNENBLICK
HOWARD T. REBEN
CHARLES W. MARCH
KATHERINE W. FAWCETT

March 10, 1998

THOMAS B. BENJAMIN
OF COUNSEL

LEGAL ASSISTANT
KAREN M. CONNOLLY

Joe Gray, Planning Department
City of Portland
389 Congress Street
Portland, Maine 04101

RE: Maine Medical Project at the Former Levinsky's

Dear Joe:

After looking at the proposed project, there would still appear to be a few serious issues that have as yet to be adequately addressed by the developer.

The parking question in this area is a serious one. There is no municipal parking and very little land available for purchase. As a result, each new project has been leasing spaces. These leases are sometimes for short periods. For example, I leased a parking area to East End Children's Workshop for five years. This entity may be back in the marketplace shortly. The Adoption Agency next to the former Tommy's Hardware leased approximately ten spaces from the current developer, but will also be forced into the marketplace shortly. The hospital project itself may compound this problem. It proposes seventy spaces for a facility contemplating twenty physicians along with staff. If we assume one to two staff persons per physician, there will only remain ten to twenty spaces for the entire patient population. Moreover, these spaces for physicians and staff are used for the entire day and forty of these spaces are to be carved out of the shopping center parking lot.

Secondly, most of us on India Street have invested quite a substantial amount to restore the architectural character of the street. Although there are certainly attractive features to the proposed building, I would hope that the Board requires the developer to have the design of the building compliment the historic character of the buildings in the area.

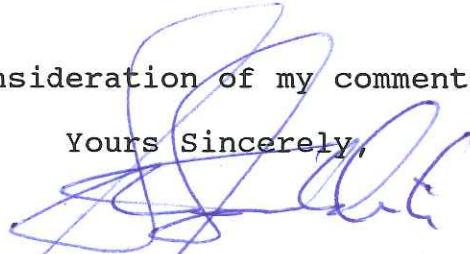
Joe Gray, Planning Department
Page Two
March 10, 1998

Thirdly, I didn't recognize any drop off area for patients in the proposal. Is it really feasible to have a medical facility with twenty physicians without one?

The proposed medical building is a wonderful and welcome change for India Street. However, before the die is cast, perhaps a closer look at some of these issues is warranted.

Thank you for your consideration of my comments.

Yours Sincerely,



Stephen P. Sunenblick

SPS/kmc
S0310.5



March 12, 1998

Mr. Alan Holt
Planning and Urban Development
City of Portland
389 Congress Street
Portland, Maine 04101

Dear Alan:

On behalf of Maine Medical Center and the patients we serve, I want to express our sincere appreciation to you for your work on our Family Practice Center project. Your timely communications, attention to detail and professional approach made a major contribution to the Planning Board's favorable review and their comments about the quality of the proposal.

This project is an important part of Maine Medical Center's commitment to serving all of the residents of Portland and you should take pride in your part in making it a reality.

Thanks again.

Sincerely,

Paul D. Gray
Vice President of Planning

cc: Joe Gray
Alex Jaegerman
Vincent S. Conti