



MAINE MEDICAL CENTER BEAN 2 ROOF PROJECT

City Planning Workshop
June 11, 2013

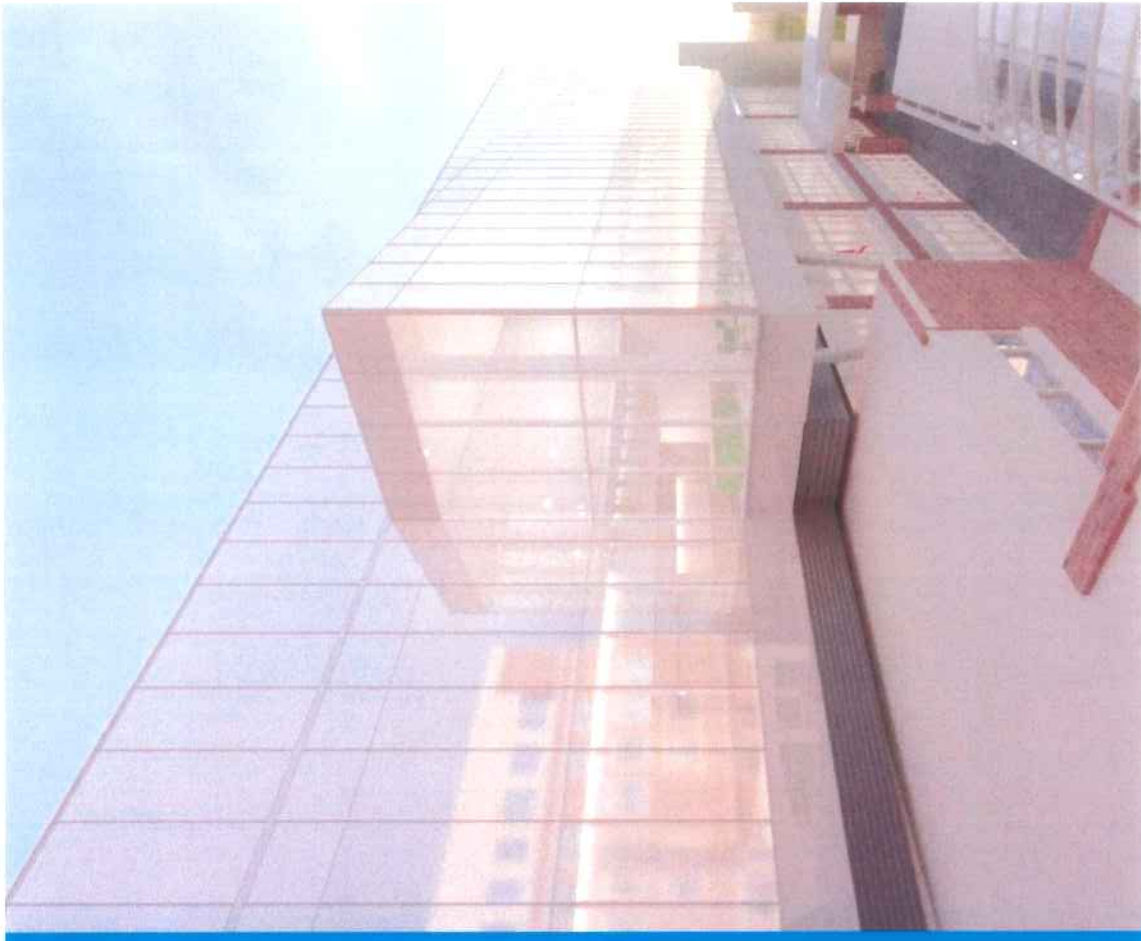
PRESENTATION

OUTLINE

Campus Context
Plan Overview
Exterior Materials & Glazing
Shadow & Daylight

KEY ITEMS

Designing for bird strikes
Managing night-lighting
Assessing shadows
Impact on existing buildings
Airport – Under review





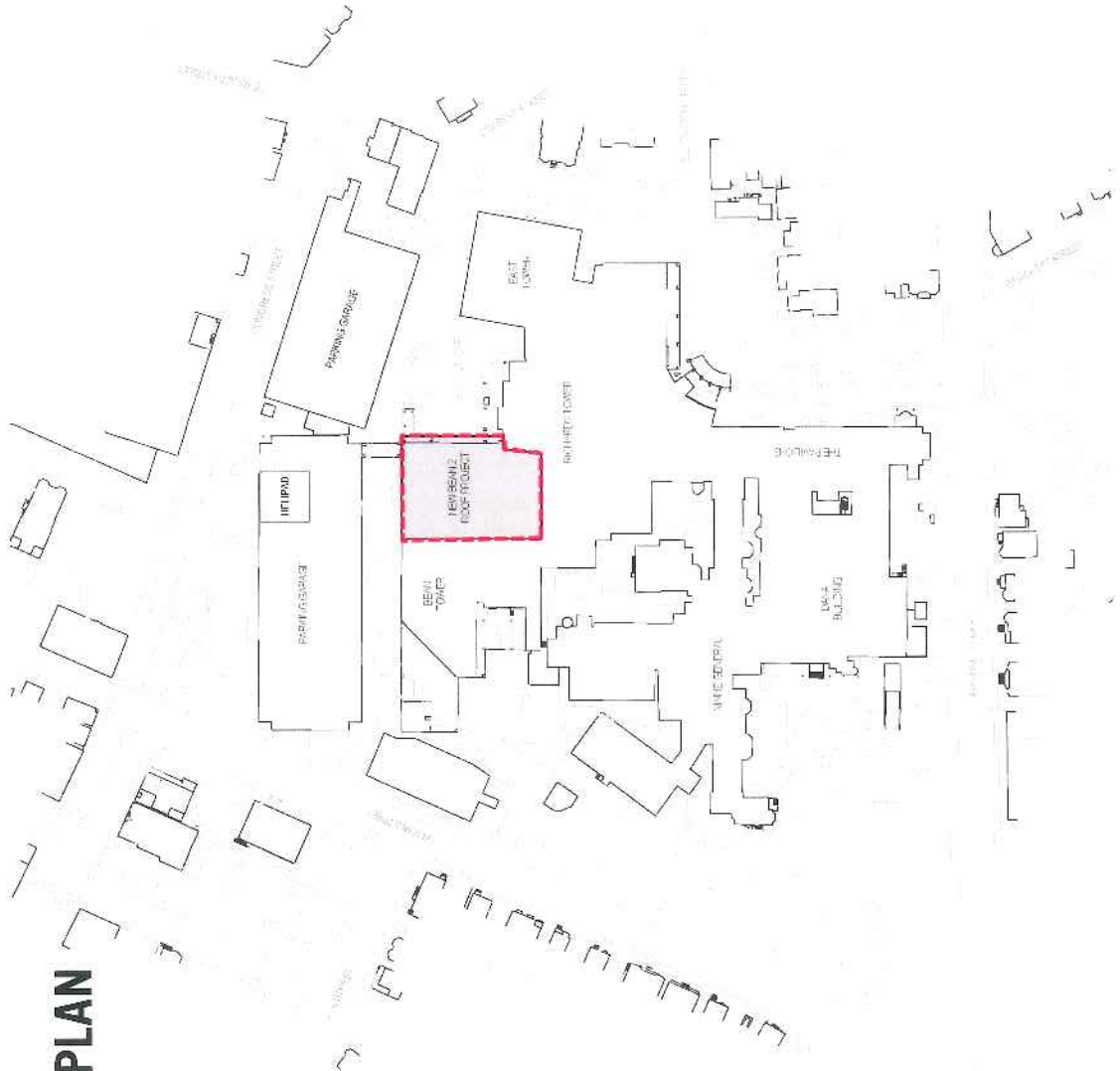
CAMPUS & PENINSULA





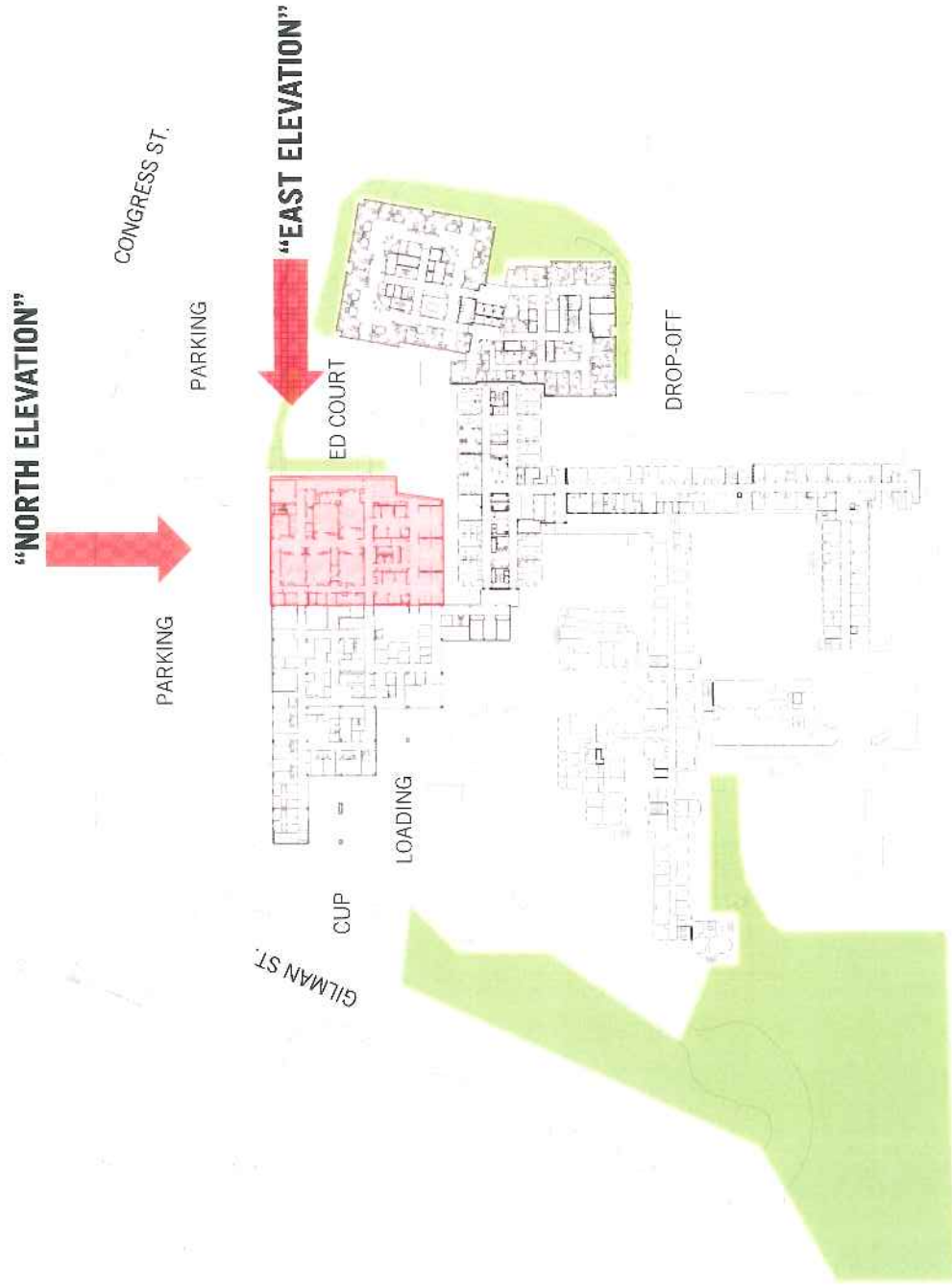
CAMPUS & AIRPORT

CAMPUS SITE PLAN





CAMPUS LEVEL 2





FLOOR PLAN



EXISTING SURGERY SUITE

NEW SURGERY SUITE

EXISTING PREP/RECOVERY

NEW PREP/RECOVERY (20 BAYS)

RICHARDS BUILDING



FLOOR PLAN

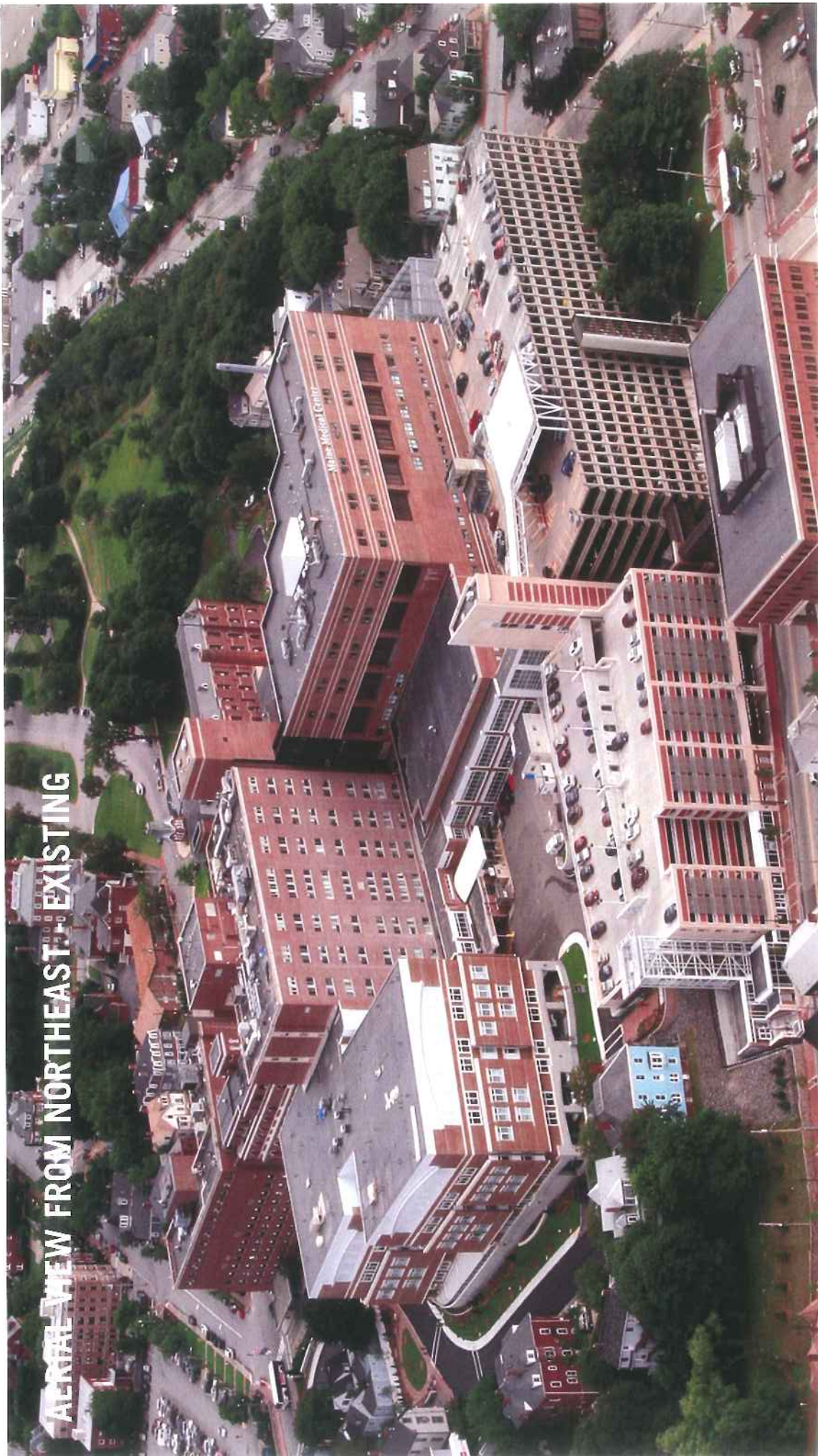
The building envelope is designed to allow daylight penetration and provide views to the outdoors.

Clerestory glass and glazed doors allow the sense of light deeper into the building.

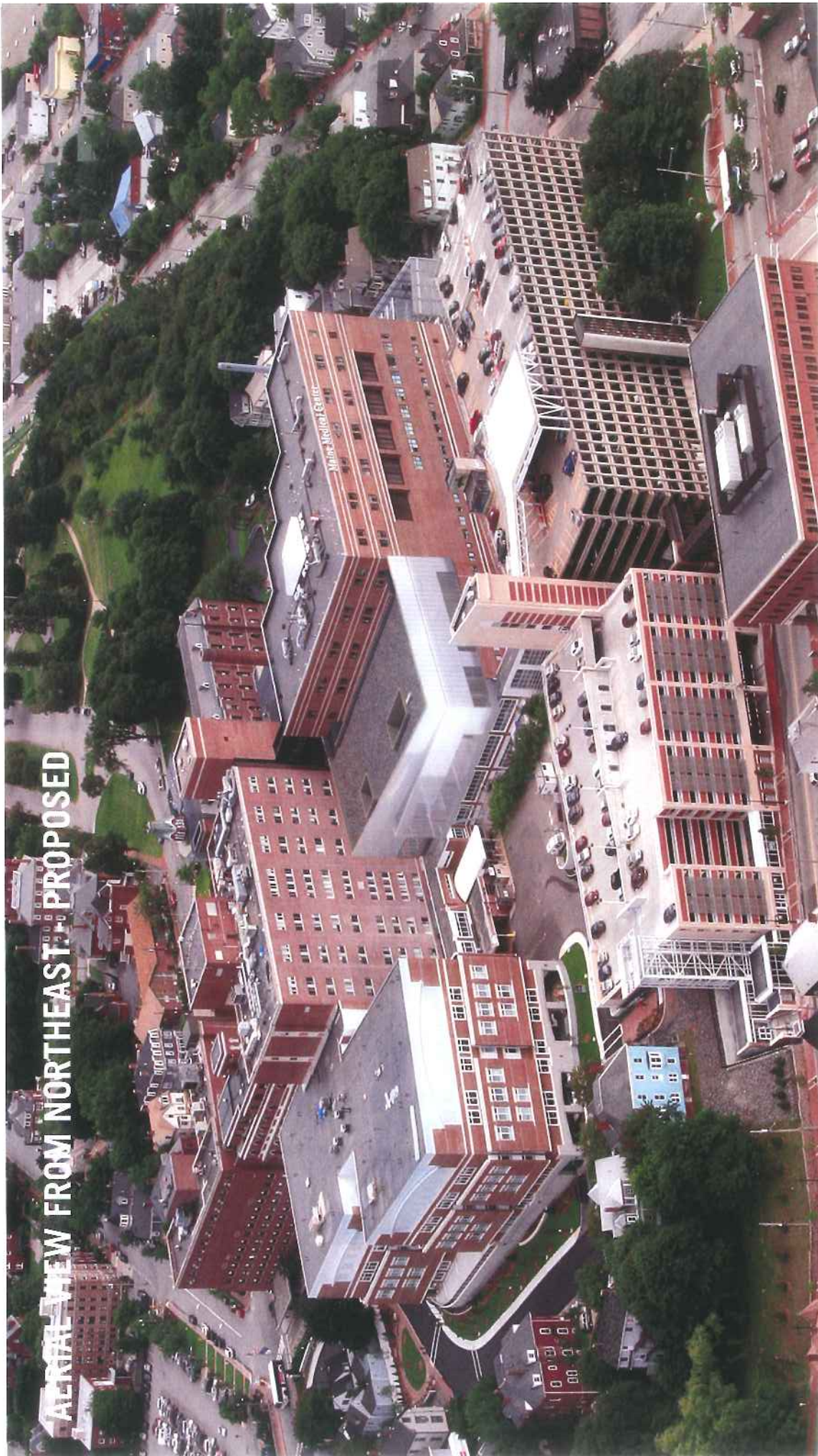
Indirect lighting is maximized in areas where patients are traveling on stretchers.

Spandrel glass with insulated walls occur at non-vision areas, helping improve energy efficiency of the building skin.





AERIAL VIEW FROM NORTHEAST - EXISTING



ALTERNATIVE VIEW FROM NORTHEAST - PROPOSED

L.10

MASSING



EQUIPMENT AREAWAYS

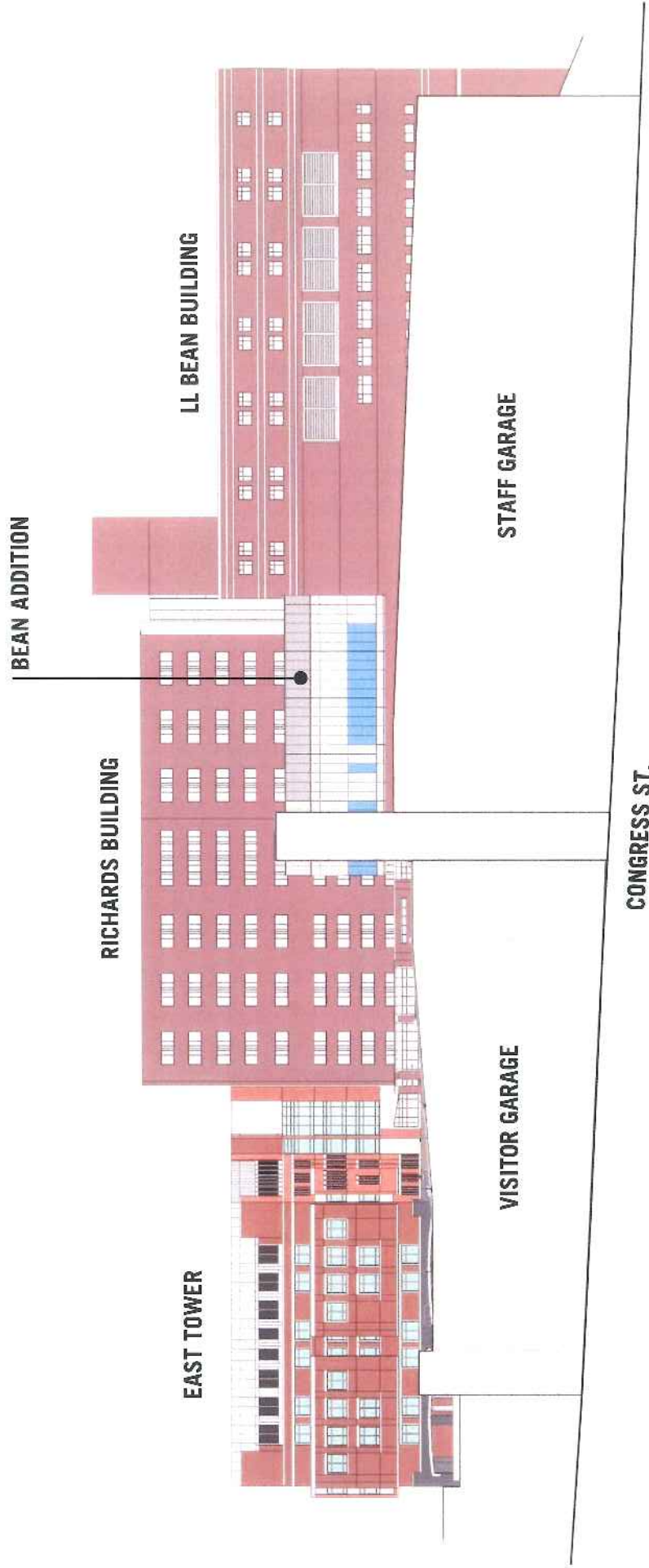
LEVEL 4 MECHANICAL

LEVEL 2 SURGERY

All mechanical equipment is concealed in the enclosed mechanical level or in depressed areaways

Mechanical louvers are integrated into the skin panel design as perforated metal panels

NORTH CAMPUS CONGRESS ST. ELEVATION



NORTH CAMPUS CONGRESS ST. ELEVATION

BEAN ADDITION

RICHARDS BUILDING

EAST TOWER

LL BEAN BUILDING

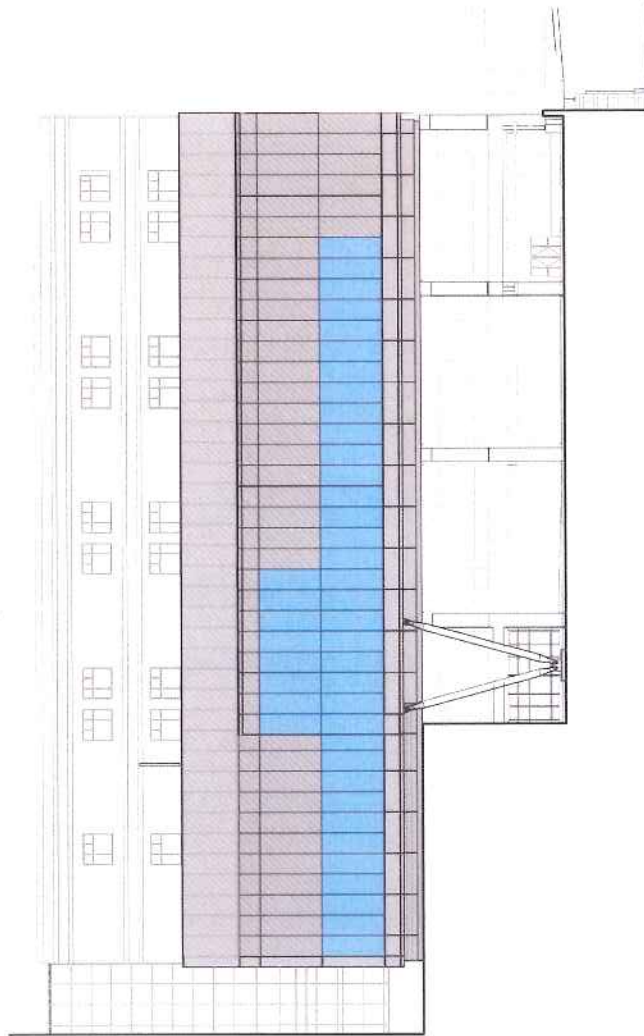
VISITOR GARAGE

STAFF GARAGE

CONGRESS ST.

EAST ELEVATION

MAX. GLAZING PER CODE TO MEET ENERGY REQUIREMENTS: 40% OF EXTERIOR WALL AREA WALLS DESIGNED TO R16 / ROOF DESIGNED TO R24

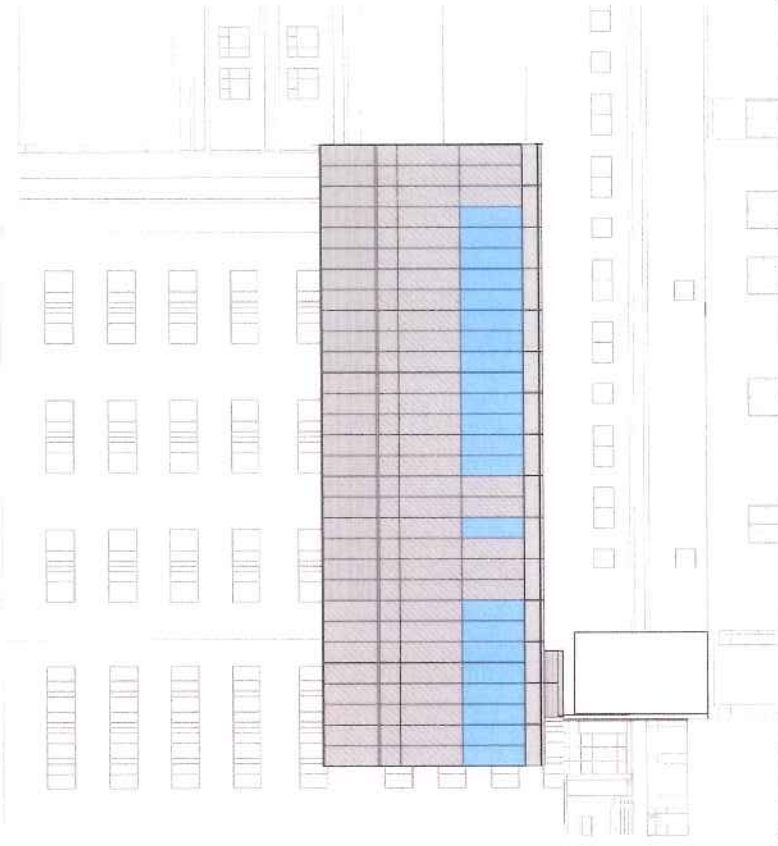


SOLID AREA: 5652 SF

GLAZED AREA: 2050 SF

26% EAST ELEVATION IS FRITTED WINDOW

NORTH ELEVATION



SOLID AREA: 4144 SF

GLAZED AREA: 1056 SF

20% NORTH ELEVATION IS FRITTED WINDOW

L.14

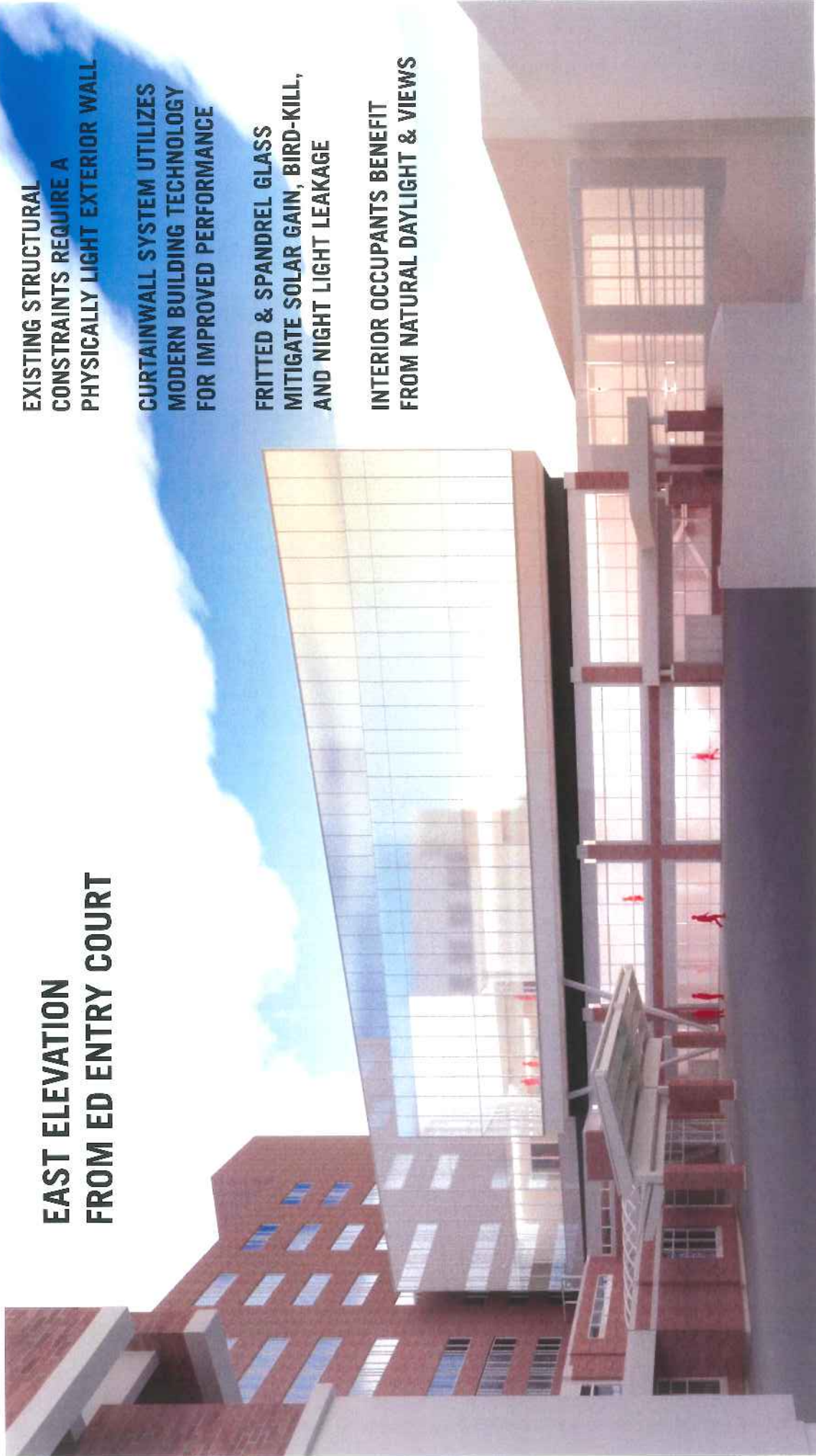
EAST ELEVATION FROM ED ENTRY COURT

**EXISTING STRUCTURAL
CONSTRAINTS REQUIRE A
PHYSICALLY LIGHT EXTERIOR WALL**

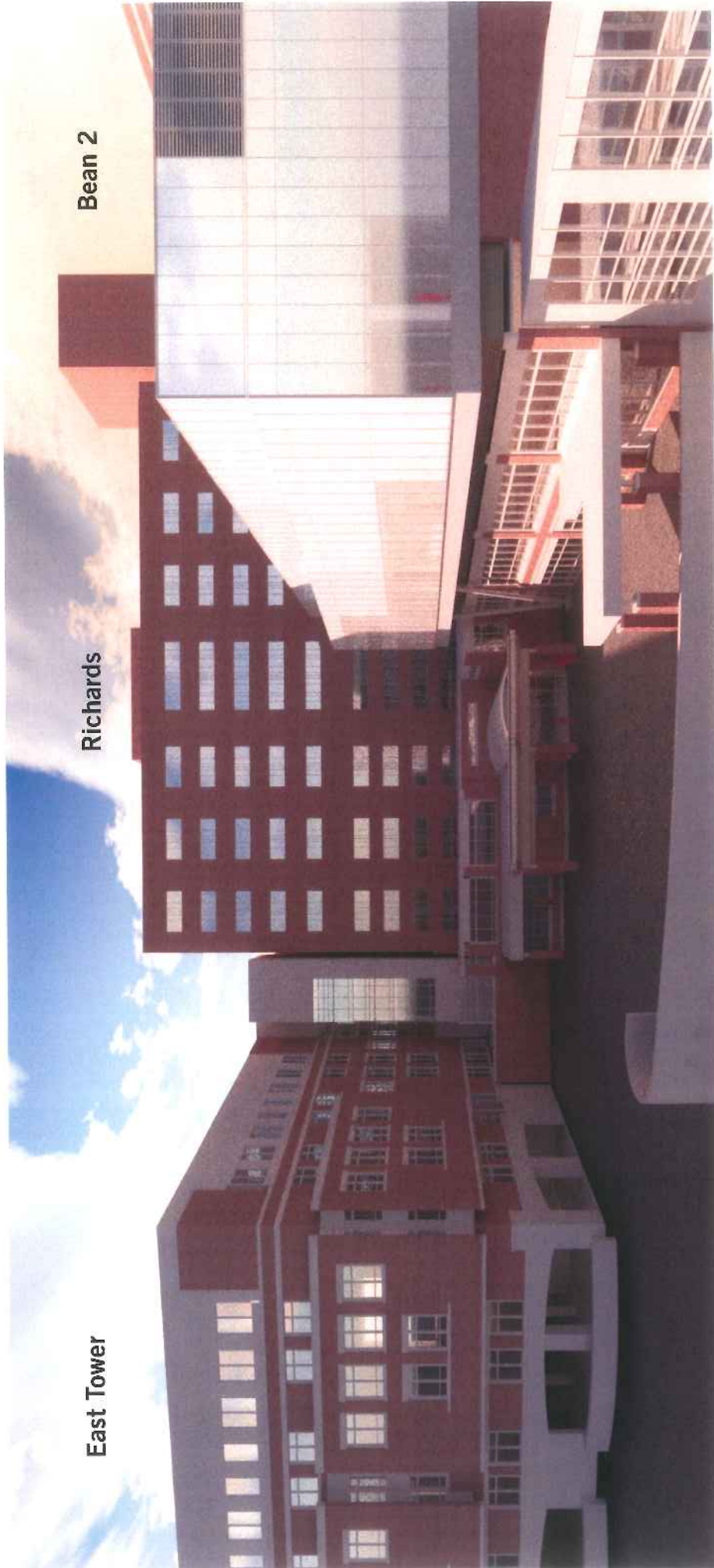
**CURTAINWALL SYSTEM UTILIZES
MODERN BUILDING TECHNOLOGY
FOR IMPROVED PERFORMANCE**

**FRITTED & SPANDREL GLASS
MITIGATE SOLAR GAIN, BIRD-KILL,
AND NIGHT LIGHT LEAKAGE**

**INTERIOR OCCUPANTS BENEFIT
FROM NATURAL DAYLIGHT & VIEWS**



VIEW FROM VISITOR GARAGE



East Tower

Richards

Bean 2

DESIGNING WITH BIRDS IN MIND

Building For Birds: Architects Aim For Safer Skies

by CHRISTOPHER JOYCE

August 08, 2012 3:19 AM

Toward More Bird-Friendly Glass

Biologists and architects don't really know. They have to follow their hunches and test ideas on real birds when they can.

One thing that seems to work is a "frit." A frit is a length of pencil-thin ceramic embedded in or on glass. The pattern deters birds, but only if it's set in rows no wider than two inches apart horizontally or four inches apart vertically. But frits have issues. "Vertical lines, for a lot of people, makes them feel like they're in prison," Maxwell says with a laugh. "Behind bars."

But getting builders to cover their buildings in patterns is hard. Just ask Michael Mesure. "Anything that has been recommended, they have shunned away from because aesthetics is key for corporations," Mesure says.

<http://www.npr.org/2012/08/09/157792377/building-for-birds-architects-aims-for-safer-skies> 6-4-2013

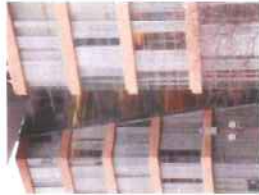


Standards for Bird-Safe Buildings

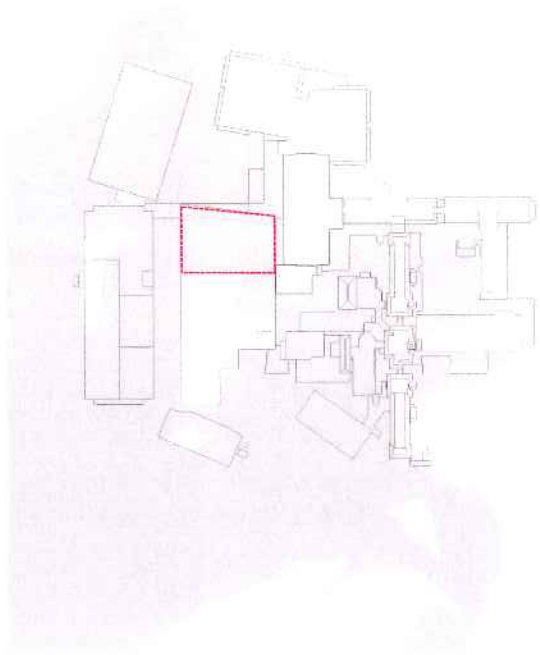
GLASS AND FRIT-TREATMENTS

One of the most common treatments for glass is fritting. Fritting is the application of a ceramic frit to the surface of the glass. The frit is applied in a pattern that deters birds from landing on the glass. Fritting is a common treatment for glass in buildings, and it is a key element of bird-safe building design.

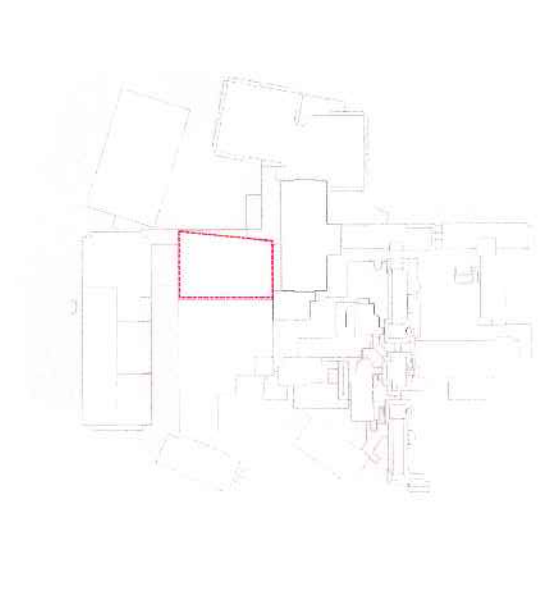
Another common treatment is the application of a pattern to the glass. This pattern is designed to be unrecognizable to birds, but recognizable to humans. This is a key element of bird-safe building design.



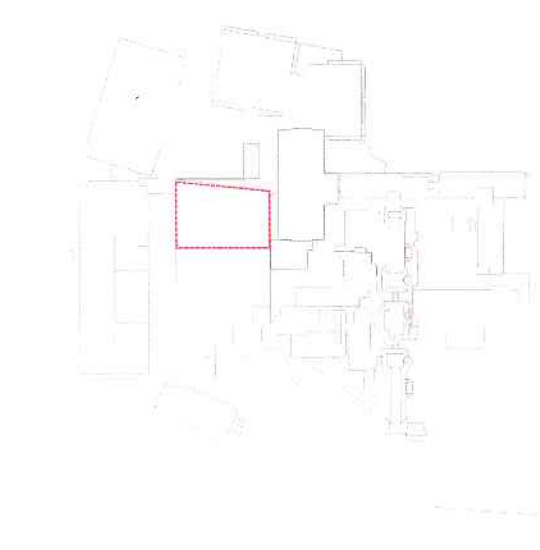
SHADOW & EXPOSURE – MARCH 21



8 AM



12 PM

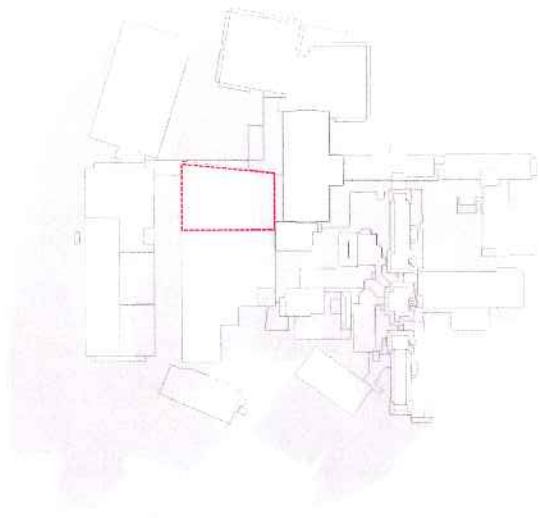


4 PM

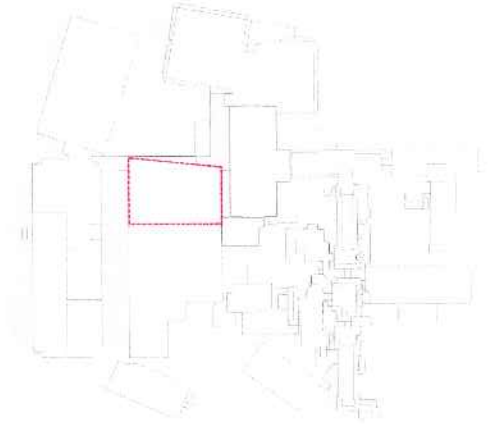


L.18

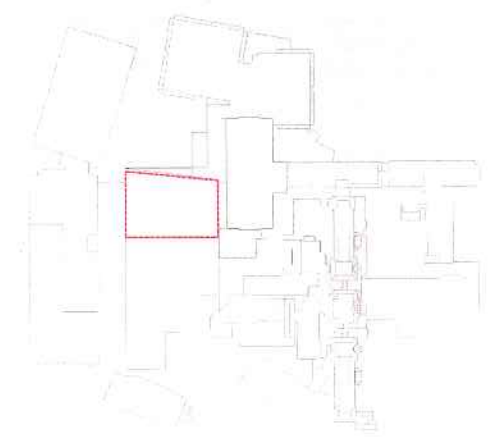
SHADOW & EXPOSURE – JUNE 21



8 AM



12 PM

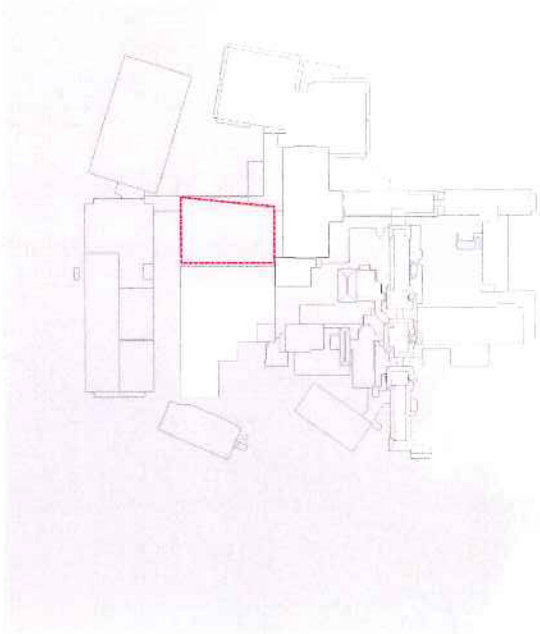


4 PM

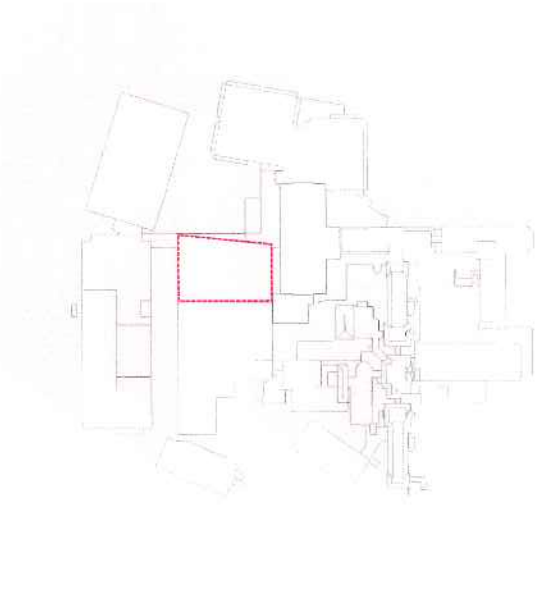


L.19

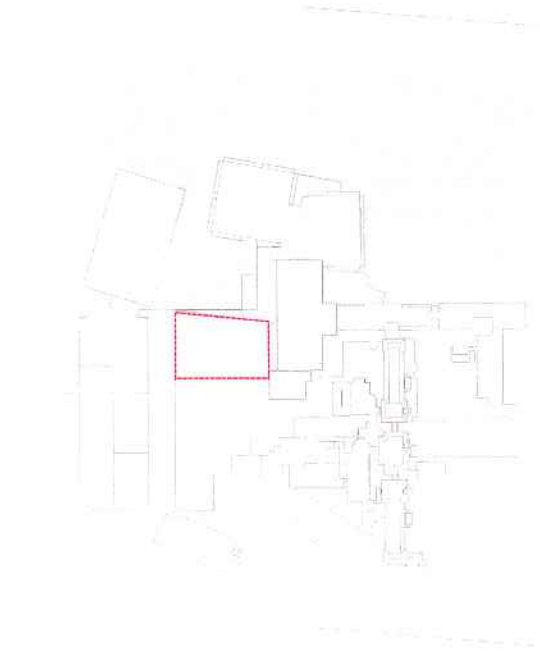
SHADOW & EXPOSURE – DECEMBER 21



8 AM



12 PM



4 PM





Maine Medical Center *new for Hearing*

MaineHealth

*Office of the Executive Vice President
and Chief Operating Officer*

Attachment M.1

June 19, 2013

Ms. Carol Morrisette, Chair
Portland Planning Board
389 Congress Street
Portland, Maine 04101

Site Plan Application / Supplemental Submission
22 Bramhall Street
CBL 53-D1,2,7; CBL 53 -E-1,2,10,13; CBL 53-G-1,13; CBL 54-H-I;
CBL- 64-C-1,2

Dear Chair Morrisette and Members of the Portland Planning Board :

Maine Medical Center is pleased to submit the enclosed responses and updated materials to assist your review of the Bean 2 Roof Addition Site Plan Application. These responses are based upon the feedback received at the June 11, 2013 Planning Board Workshop, including information specifically requested from the Planning Board and staff and information obtained at the July 18, 2013 neighborhood meeting. As you are aware we submitted nineteen (19) exhibits/ tabs with our initial application, therefore, this submission adds new exhibits/ tabs as noted:

1. Traffic Management Plan Update / Bike Share Contribution:

Maine Medical Center has a very robust Traffic Management Plan designed to decrease vehicles traveling to and from its campus at 22 Bramhall Street. In fact, the MMC plan is used as a model plan by the City's Planning and Urban Development Department. As of May 2013 MMC has achieved a 20% utilization rate for the use of alternative transportation to and from its Bramhall campus.

After thoughtful consideration as to the most effective method to increase participation in the program and to decrease the number of vehicles traveling to and from the MMC campus, MMC proposes to add two centrally located bicycle racks (located at the corner of Chadwick and Bramhall Streets) capable of housing thirty six bikes. These racks increase the number of bike storage capability at the campus to over one hundred and eighty four.

rec'd June 6 14 2013 JF

In addition, and at the recommendation of the City's Parking Division Manager, John Peverada, MMC will be providing space for a U Car – as part of the City's U Carshare Program. As is stated on the Portland Green Streets website:

Car sharing provides convenient access to vehicles which can be reserved for as little as an hour. These car sharing vehicles are available to reserve online 24/7 and grant access to members through the use of smart card technology...

Research shows that car sharing is great for the environment. Every shared car on the road can replace up to fifteen personally owned vehicles. This means that fewer cars will need to be manufactured, fewer cars will be on the road and the community's carbon footprint will be reduced. Car sharing is becoming a critical element of the transportation network in many cities and universities, enabling residents, students and businesses to get rid of their cars and still meet their transportation needs. It also provides some flexibility to Greater Portland families thinking of downsizing to one vehicle. Simply put, a member can walk up to their reserved vehicle, swipe in and drive.

Other benefits of car sharing: it reduces parking demand, provides mobility options, improves air quality, reduces vehicle travel, increases transit ridership, provides more affordable transportation options, reduces car ownership. ... (emphasis added)

<http://portlandgreenstreets.org/?p=316>

MMC believes providing space for the U Carshare vehicle, rather than making a monetary contribution to a bike share program (as was raised at the Planning Board workshop), will be more successful in reducing traffic and parking demands in the vicinity of 22 Bramhall Street. There may be employees who would ride their bikes to work but for an occasional off-site meeting at a location not otherwise serviced by MMC's extensive shuttle program. By offering a U Car at 22 Bramhall Street's campus, employees will be able to take advantage of riding a bike to work, knowing a U Car is available for their transportation needs; this would not be the case for a bike share program.

Given the objective of the MMC Traffic Management Plan to minimize traffic and parking demands, we believe the proposed upgrades to alternative transportation options proposed by MMC will best achieve the goals of the plan.

2. Traffic Study – See Tab 20 for an update to the initial traffic study, including the 1998 Sight Location of Development Maine DEP Permit (SLODA) requested by City Traffic Engineer Tom Errico.

3. FAA Permits – See Tab 21 for approved crane permit and Tab 22 for the pending building addition permit.

Hearing Report Att. O
Hearing Report Att. P

4. Neighborhood Meeting – This was held on June 18, 2013 – see Tab 22 for the sign in sheet and meeting minutes.

← Hearing Report
Att. Q

5. Construction Signage – See Tab 23 for the location and messaging for construction signs as requested.

Hearing Report
Att. R

6. Building Materials – See Tab 24 for building elevations identifying the placement of metal panels, spangled and fritted glass.

Hearing Report
Att. S

7. Photometric/ Reflection Studies – See Tab 25 for this information. – Att's T + U

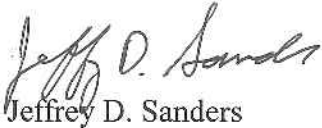
Hearing Report
Att's T + U

8. Building Proximity to Richards Wing – See Tab 26 for planned distance and evidence of compliance with AIA guidelines and building codes.

Hearing Report
Att. V

Thank you for your continued review of this application; we look forward to presenting this information at the July 9, 2013 Planning Board Meeting.

Sincerely,



Jeffrey D. Sanders
Executive Vice President and Chief Operating Officer

- cc: Jean Fraser
- Mark Harris
- Penelope St. Louis
- Rich Linehan
- Walter Pochebit
- Marshall Bartlett



Maine Medical Center
MaineHealth

Attachment N.1
(new info for hearing)

*Office of the Executive Vice President
and Chief Operating Officer*

June 28, 2013

Ms. Carol Morrisette
Portland Planning Board
389 Congress Street
Portland, Maine 04101

Site Plan Application / Supplemental Submission
22 Bramhall Street
CBL 53-D1,2,7;CBL 53-E1,2,10,13;CBL 53G-1,13;CBL 54-H-1;CBL 64-C1,2

Dear Chair Morrisette and Members of the Portland Planning Board:

Maine Medical Center is pleased to submit the following responses and updated materials to assist your review of the Bean 2 Roof Addition Site Plan Application. These responses are based upon continued review by staff. As you are aware we have submitted twenty six (26) exhibits/ tabs to date, therefore, this submission adds new exhibits/ tabs as noted herein:

I. ADDITIONAL REQUEST FOR INFORMATION, EMAIL FROM JEAN FRASER DATED JUNE 21, 2013

Items requested by Planning Board members:

How does the project fit into future MMC plans?

Maine Medical Center has been evaluating multiple master facility plan alternatives over the past several years. This work has been led by an ad hoc committee of our Board of Trustees. The focus of this group has been to evaluate and recommend alternatives to upgrade our procedural suites and to continue to move our inpatient rooms to private occupancy.

Given the current environment in the industry regarding health care reform and local and regional utilization patterns, MMC has decided to delay master facilities planning and associated projects until the longer-term health care and economic environment becomes clearer.

In place of a larger facility project, which we have seen announced in other communities in Maine, MMC has decided to take a more measured approach to upgrading the Bramhall campus. The Bean 2 project for which we are seeking approval includes an expansion and modernization of our operating rooms. The "Bean 2" project underscores our commitment to bring the best care to the northern New England community in a manner that balances immediate needs with long-term investments.

What times would the corridor lighting be on?

There are no public corridors on the perimeter of the proposed expansion. On the northwest perimeter wall there is a corridor leading to the operating rooms that would close down at the same time as the operating rooms, 5 pm on weekdays. Staff support functions are located on the northeast perimeter wall and normally would go dark no later than 10 pm on weekdays.

What are the operational hours of the operating rooms?

Normal hours are 7 am to 5 pm, Monday through Friday.

Total number of employees based at the Bramhall Street campus?

4,755

Rendering that shows reflectivity of louvres and metal panels (accurately in comparison with the glass/fritted glass) on the north elevation.

The new metal panels will match the existing panels installed on the East Tower. MMC would be happy to arrange a site visit for the City Planning Board members and/or staff to review this material. Perkins + Will, project architects, will be bringing a sample of the metal material as well as fritted and spandrel glass samples to the Public Hearing. We believe that these approaches will provide a more accurate representation of the materials being used than any rendering could achieve.

Staff requests (some already alluded to at the Workshop)

Photometric information recently submitted: please clarify what assumptions were made regarding the internal lighting sources/levels for the "Bean 2 Roof lights only" photometric plan;

This calculation is run using the light generated from the interior lights of the Bean Roof addition ONLY, to establish baseline footcandles the addition transmits to the ED courtyard area. For the basis of this calculation, all perimeter interior lights are ON, and all other adjacent lighting is OFF.

Traffic Permit 1998 (further documentation please):

- Where is the 49,150 sq ft medical office building which is permitted by the 1998 permit?
887 Congress Street, across from existing parking garage.
- The permit contains a number of conditions regarding revised on-street parking/signal timing/signage etc- have these conditions been complied with?
Yes, these conditions have been either met or removed from the permit – see Tab 27 for Gorrill Palmer letter dated June 25, 2013 with attachments.
- The permit requires monitoring ("3t") at the intersection of Forest Street and Park Avenue- has that monitoring taken place, and what did it conclude?
Yes, this monitoring has taken place, which concluded that a traffic signal at this location was not warranted – see Tab 27 for Gorrill Palmer letter dated June 25, 2013 with attachments.
- As mentioned at the Workshop, we would like a chronological list or table showing each separate change in the MMC Bramhall campus since 1998, stating the specific year of the change and the numbers of floor space /employees /patient beds that changed that year.

Tab 17 is incl. in Hearing Report Att. O

There have been 3 projects on MMC's Bramhall campus that have increased building square feet / employees / clinical capacity:

- 2008 - East Tower becomes operational (Ground, 2nd, 3rd & 4th floors), Licensed capacity increases from 630 beds to 637, Average Daily Census increases by 10, 150,000 square feet plus 27,000 sf of penthouse, peak hour trip generation increases of 19 (am) and 25 (pm)
- 2008 – Emergency Department Expansion becomes operational (East Tower basement fit out), 27,000 sf, 30 FTEs (4 new staff positions 24 hrs./ 7 days / week and 2 new day time positions, 28 new exam areas to decompress MMC's Emergency Department, no change to inpatient beds.

Att. N. 3

- 2009 - Central Utility Plant becomes operational, 4-story 18,500 sf mechanical building, no increases in staff or clinical capacity.

On average MMC performs approximately seventy to eighty facility renovation projects per year, roughly 75% of those projects occur on MMC's Bramhall campus. With the exception of these three projects identified above, none of these projects has resulted in increases in square footage, employees or clinical capacity.

- FAA: Please submit confirmation from the FAA that they are aware of the architecture of the proposed building and have no concerns regarding the intensity of skyglow within flightpaths, or glare/reflections from north elevation as seen from the runway (at other times of year when sun is lower than in the submitted illustration). The FAA submitted documents appear to pertain only to the cranes used for construction.

*in Hearing Report
Att. P*

We have contacted FAA and requested that they provide a response to address this concern. FAA responded that it is their policy not to respond to specific questions during their review process. We subsequently send them information pertaining to the building architecture and lighting photometric data. See Tab A for evidence of this correspondence. Tab A also includes the application filed and notification of acceptance of the application pertaining to the building.

MMC is comfortable to accept, as a condition of approval, that a building permit cannot be issued until evidence of approval by the FAA is provided to the City.

Also I think it would be helpful to staff and Planning Board members who were not at the Workshop, to have sight of the Perkins + Will Workshop presentation slides, and would appreciate if these (or most of these where they do not duplicate the ones in the final submission) could be submitted asap; a paper version would be fine.

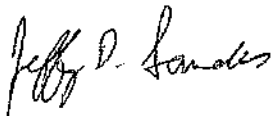
*Hearing Report
Att. L*

PDF files of the 6-11-13 Workshop presentation are enclosed in Tab B. Tab B also contains the building elevation "nighttime" rendering as requested in your email to Will Conway dated June 26, 2013.

*Incl. in Hearing Report
Att. T*

Thank you for your continued review of this application; we look forward to presenting this information at the July 9, 2013 Planning Board Meeting.

Sincerely,



Jeffrey D. Sanders

Executive Vice President and Chief Operating Officer

- Cc: Jean Fraser
Mark Harris
Penelope St. Louis
Rich Linehan
Walter Pochebit
Marshall Bartlett



PO Box 1237
16 Shaker Rd.
Gray, ME 04039

207-657-6910
FAX: 207-657-6912
E-Mail: mailbox@gorrillpalmer.com

June 18, 2013

Mr. Marshall Bartlett
Maine Medical Center
22 Bramhall Street
Portland, Maine 04102

Subject: Response to Traffic Permitting History
Bramhall Campus

Dear Marshall:

Our office recently completed a traffic and parking assessment for planned Bean 2 expansion and the City has requested more information concerning the traffic permitting history of MMC which is provided in this letter.

Existing Site Location of Development Permit

The Maine Department of Environmental Protection (MeDEP) issued a Site Location of Development Permit (SLODA) L-7981-T3-C-N to Maine Medical Center on June 2nd 1998 for a 49,150 square foot medical office building. A copy of this permit is included with this letter. At the time this permit was issued, the traffic permitting rules were essentially as they are today with a 100 peak hour threshold triggering the permit, but the process was incorporated into the SLODA permit and rather than a separate permit issued by the MaineDOT as is done today.

2007 Expansion

In 2007, MMC completed a 192,000 sf expansion for the Obstetrics and Newborn Center as well as a 512 space parking garage. The proposed expansion did not require a Traffic Movement Permit (now issued by the MaineDOT) since the project was largely proposed to allow for decompression of the campus since much of the existing hospital space did not meet current industry standards. The traffic study completed in 2004 by our office forecast an increase of 19 and 25 trip ends during the AM and PM peak hours respectively. Since the increase was less than 100 trip ends, a traffic permit was not required.

0.2

Gorrill-Palmer Consulting Engineers, Inc.

Mr. Marshall Bartlett
June 18, 2013
Page 2 of 2

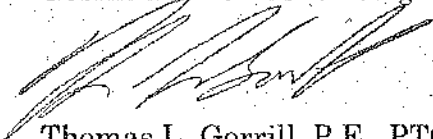
Current Proposal

MMC is currently proposing to construct an 18,758 sf addition which is forecast to add 49 employees bringing the total employees added since and including the 2007 expansion to 184. This increase in employees results in a total increase of 77 and 84 trip ends during the AM and PM peak hours respectively due to the 2007 and proposed expansions combined. This increase is less than the 100 trip ends threshold requiring a MaineDOT traffic movement permit.

We hope that this clarifies the status of the traffic permitting history for MMC. If you have any questions please contact our office.

Sincerely,

Gorrill-Palmer Consulting Engineers, Inc.



Thomas L. Gorrill, P.E., PTOE
President

TLG/tlg/JN2776/ Marshall 6-18-13

Letters confirming
compliance are
after copy of most
1998 Permit

A

0.3



ANGUS S. KING, JR.
GOVERNOR

6/98 M

STATE OF MAINE
DEPARTMENT OF
ENVIRONMENTAL PROTECTION
17 STATE HOUSE STATION
AUGUSTA, MAINE
04333

BK13919PG114

DEPARTMENT ORDER
IN THE MATTER OF

039171

MAINE MEDICAL CENTER
Portland, Cumberland County
MEDICAL OFFICE BUILDING
L-7981-T3-C-N (approval)

) SITE LOCATION OF DEVELOPMENT
)
) TRAFFIC
) FINDINGS OF FACT AND ORDER

Pursuant to the provisions of Title 38 M.R.S.A. Section 481 et seq. and 06-096 CMR 374, the Department of Environmental Protection has considered the application of MAINE MEDICAL CENTER with its supportive data, agency review comments, and other related materials on file and FINDS THE FOLLOWING FACTS:

1. The applicant proposes to construct a 49,150 square foot medical office building with an attached 430 space parking garage on a 1.35 acre parcel of land. This development will generate 273 passenger car equivalents (PCE's) at peak hour. The development is located at the intersection of Congress Street and Forest Street in the City of Portland.
2. A scoping meeting with the Department, the Maine Department of Transportation (MDOT), the applicant, and the City of Portland was held on November 19, 1997.
3. MDOT has reviewed the proposed project and has submitted review comments dated March 5, 1998. The review memorandum contains numerous recommendations for improvements to roads and intersections within the project study area. MDOT concurred with many of the improvements recommended by the applicant's traffic engineer in the application dated January 1998. MDOT has recommended the following additional off-site improvements:

Congress Street:

a. Parking spaces on the southerly side of Congress Street from a point 55 feet east of Gilman Street should be restricted to no parking between the hours of 6:00 a.m. through 6:00 p.m. Appropriate signs must be installed. The applicant has responded by clarifying that parking will be restricted to no parking between the hours of 6:00 a.m. through 6:00 p.m. on the southerly side of Congress Street from a point 55 feet east of Gilman Street to a point 340 feet east of Forest Street. This parking restriction is shown on a plan entitled "Medical Office Building - Traffic and Parking Plan," drawn by Squaw Bay Corporation and dated March 9, 1998.

b. Three parking spaces on the northerly side of Congress Street to the east of the project entrance must be restricted to no parking at all times. Appropriate signs must be installed. The applicant has stated



RECYCLING SYMBOL

that this will be done. The parking restriction is shown on the plan referenced in Finding 3a.

c. A Bus Stop - No Parking Area 60 feet long must be appropriately signed and marked on the southerly side of Congress Street opposite Forest Street and a Bus Stop - No Parking Area 56 feet long must be appropriately signed and marked on the northerly side of Congress Street just east of Forest Street. The applicant has stated that the existing bus stops will be maintained. The applicant will need to install appropriate signage at these stops prior to occupancy of the proposed project if signs do not exist there currently.

Forest Street:

d. Two parking spaces on the westerly side of Forest Street opposite the parking garage driveway entrance/exit must be restricted to no parking at all times. Appropriate signs must be installed. The applicant has stated that this will be done.

Boynton Street (from Forest Street to Weymouth Street):

e. Boynton Street is currently operating as a 2-way street. For operational and safety reasons, MDOT recommended that either on-street parking between Forest Street and Weymouth street be prohibited between 6:00 a.m. and 6:00 p.m., or Boynton Street must be restricted to one-way traffic.

The applicant has responded that the residents of the area do not wish to designate Boynton Street as one-way. The applicant and the City of Portland have agreed to move all parking to the northerly side of Boynton Street. The Department finds that prohibiting on-street parking or restricting Boynton Street to one-way traffic is not practicable in a central business district. This district is characterized by large numbers of pedestrians, commercial vehicle boardings of goods and people and a heavy demand for parking space.

Forest Street/Boynton Street:

f. The curb radius on the southeasterly corner of this intersection is deficient. For operational and safety reasons, either the curb radius must be widened to allow right turns to occur without right-turning vehicles encroaching into the opposing travel lane, or the traffic flow on Boynton Street must be restricted to one-way traffic. The Department finds that the curb radius at this corner of the intersection must be widened to the fullest extent practicable within the existing right-of-way.

St. John Street/Park Avenue:

g. MDOT recommended that St. John Street have parking restrictions to provide additional queue storage at this intersection. The applicant has stated that appropriate signage will be installed.

0.5

h. The applicant has stated that this intersection will receive supplemental striping for the westbound St. John Street dual left-turn lanes, using thermoplastic type pavement markings.

i. MDOT recommended that the exclusive right-turn lane on the westbound Park Avenue approach be re-striped to operate as a shared through/right lane, and that Park Avenue from St. John Street to the I-295 on ramps be re-striped to operate with three through lanes. The applicant has stated that this will be done.

j. MDOT recommended that appropriate overhead lane use signs be installed on all approaches and on Park Avenue between St. John Street and the I-295 on ramps. The applicant has stated that this will be done.

St. John Street/Congress Street:

k. MDOT recommended that Congress Street and St. John Street have parking restrictions made to provide additional queue storage at this intersection. The applicant has stated that appropriate signage will be installed on all approaches except on the northbound St. John Street approach. The Department finds that restricting parking on the northbound St. John Street approach cannot reasonably be done at this central business district location.

l. The applicant has stated that the traffic signal controller will be retimed to provide optimum phasing and timing, and appropriate overhead lane use signs will be installed on all approaches.

Congress Street/Valley Street:

m. The applicant has stated that the traffic signal controller will be retimed. However, the applicant states that there is not enough room to provide two 10 foot wide lanes on the eastbound and westbound Congress Street approaches and still provide critical parking space. The Department finds that the addition of the lanes is not practicable in this central business district location.

n. The applicant has stated that appropriate overhead lane use signs will be installed on all approaches.

Congress Street/Bramhall Street/Deering Avenue:

o. The applicant has stated that parking at the intersection of Congress Street, Bramhall Street, and Deering Avenue will be restricted on all approaches, as recommended by MDOT except for the eastbound Congress Street approach. The Department finds that restricting parking for a business on the eastbound Congress Street approach is not practicable in this central business district.

p. The applicant has stated that the traffic signal controller will be retimed to provide optimum phasing and timing. MDOT recommended that a left turn prohibition be signed on the southbound Deering Avenue left-turn lane for the PM peak period of 4:00 - 6:00 P.M. The Department

finds that restricting left turns on the southbound Deering Avenue approach is not practicable in this central business district location.

q. MDOT recommended that the exclusive pedestrian phase be replaced with concurrent pedestrian phasing. The Department finds that replacing the pedestrian phasing at this intersection is not practicable in this central business district.

r. The applicant has stated that appropriate lane use signs will be installed on all approaches.

Congress Street/Gilman Street:

s. MDOT concurred with the applicant's consultant's recommendation that one parking space be eliminated from the northerly side of Congress Street to the east of Gilman Street. The Department finds that the applicant must install appropriate signage in this location.

Forest Street/Park Avenue:

t. MDOT recommended that the intersection of Forest Street and Park Avenue be monitored after project occupancy to assess whether or not an actuated traffic signal is justified. The Department finds that the monitoring must be completed within one year of project occupancy. If a traffic signal is justified based on the monitoring data, then it must be installed within six months following completion of the monitoring.

The Department finds that the improvements outlined in 3a, 3b, 3c, 3d, 3f, 3g, 3h, 3i, 3j, 3k, 3l, 3n, 3o, 3r, and 3s, with exceptions as noted, must be completed by the applicant prior to occupancy.

4. Based upon the information provided by the applicant and as reviewed at the scoping meeting, and written comments provided by the MDOT, dated March 5, 1998, the Department finds that the applicant has met all of the standards contained in 06-096 CMR 374(3) of the Department's Rules pertaining to the traffic movement standard of the Site Location of Development Law.

BASED on the above findings of fact, and subject to the conditions listed below, the Department makes the following conclusions, in relation to traffic, pursuant to 38 M.R.S.A. Section 481 et seq.:

A. The applicant has made adequate provision for traffic movement of all types into and out of the development area and any traffic increase attributable to the proposed development will not result in unreasonable congestion or unsafe conditions on a road in the vicinity of the proposed development provided all of the off-site improvements are implemented, and post-construction monitoring is completed as outlined in Finding 3.

THEREFORE, the Department APPROVES the application of MAINE MEDICAL CENTER to construct a medical office building and parking garage on Congress Street in

07

E-7981-T3-C-N

BK13919PG118

5 of 5

Portland, Maine, SUBJECT TO THE FOLLOWING CONDITIONS and all applicable standards and regulations:

1. The Standard Conditions of Approval, a copy attached.
2. The off-site traffic improvements outlined 3a, 3b, 3c, 3d, 3f, 3g, 3h, 3i, 3j, 3k, 3l, 3n, 3o, 3r, and 3s, with exceptions as noted, shall be completed by the applicant prior to occupancy.
3. The applicant shall monitor the intersection of Forest Street and Park Avenue within one year after project occupancy to assess whether or not an actuated traffic signal is justified. If a traffic signal is justified based on the monitoring data, then one shall be installed within six months following completion of the monitoring.

DONE AND DATED AT AUGUSTA, MAINE, THIS 2nd DAY OF June, 1998.

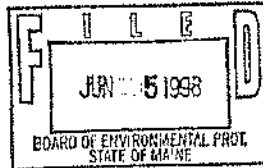
DEPARTMENT OF ENVIRONMENTAL PROTECTION

BY: Marta Kirkpatrick
EDWARD O. SULLIVAN, Commissioner

PLEASE NOTE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES

Date of initial receipt of application 1/12/98
Date of acceptance of application 1/22/98
Date of scoping meeting 11/19/97

Date filed with Board of Environmental Protection
MR/L7981CN



A TRUE COPY
ATTEST: Marta Kirkpatrick
Marta Kirkpatrick, Director
Bureau of Land & Water Quality

STANDARD CONDITIONS

STRICT CONFORMANCE WITH THE STANDARD AND SPECIAL CONDITIONS OF THIS APPROVAL IS NECESSARY FOR THE PROJECT TO MEET THE STATUTORY CRITERIA FOR APPROVAL.

1. This approval is dependent upon and limited to the proposals and plans contained in the application and supporting documents submitted and affirmed to by the applicant. Any variation from the plans, proposals and supporting documents is subject to the review and approval of the Board prior to implementation. Further subdivision of proposed lots by the applicant or future owners is specifically prohibited, without prior approval by the Board of Environmental Protection, and the applicant shall include deed restrictions to this effect.
2. The applicant shall secure and comply with all applicable Federal, State and local licenses, permits, authorizations, conditions, agreements, and orders, prior to or during construction and operation as appropriate.
3. The applicant shall submit all reports and information requested by the Board or Department demonstrating that the applicant has complied or will comply with all conditions of this approval. All preconstruction terms and conditions must be met before construction begins.
4. Advertising relating to matters included in this application shall refer to this approval only if it notes that the approval has been granted WITH CONDITIONS, and indicates where copies of those conditions may be obtained.
5. Unless otherwise provided in this approval, the applicant shall not sell, lease, assign or otherwise transfer the development or any portion thereof without prior written approval of the Board where the purpose or consequence of the transfer is to transfer any of the obligations of the developer as incorporated in this approval. Such approval shall be granted only if the applicant or transferee demonstrates to the Board that the transferee has the technical capacity and financial ability to comply with conditions of this approval and the proposals and plans contained in the application and supporting documents submitted by the applicant.
6. If the construction or operation of the activity is not begun within two years, this approval shall lapse and the applicant shall reapply to the Board for a new approval. The applicant may not begin construction or operation of the development until a new approval is granted. Reapplications for approval shall state the reasons why the development was not begun within two years from the granting of the initial approval and the reasons why the applicant will be able to begin the activity within two years from the granting of a new approval, if granted. Reapplications for approval may include information submitted in the initial application by reference.
7. If the approved development is not completed within five years from the date of the granting of approval, the Board may reexamine its approval and impose additional terms or conditions or prescribe other necessary corrective action to respond to significant changes in circumstances which may have occurred during the five-year period.
8. A copy of this approval must be included in or attached to all contract bid specifications for the development.
9. Work done by a contractor pursuant to this approval shall not begin before the contractor has been shown by the developer a copy of this approval.

(2/RT)/Revised November 1, 1979

RECEIVED
 RECORDED IN OFFICE OF DEEDS
 1998 JUN 22 PM 2: 51
 CUMBERLAND COUNTY
John B. C. B. C.



Gorrill-Palmer Consulting Engineers, Inc.

Engineering Excellence Since 1998

PO Box 1237
15 Shaker Rd.
Gray, ME 04039

207-657-6910
FAX: 207-657-6912
E-Mail: mailbox@gorrillpalmer.com

0.9
TAB 27

June 25, 2013

Mr. Marshall Bartlett
Maine Medical Center
22 Bramhall Street
Portland, Maine 04102

Subject: Response to Traffic Permitting History
Bramhall Campus

Dear Marshall:

The City of Portland has requested documentation that the conditions contained in the Maine Department of Environmental Protection (MeDEP) Site Location of Development Permit (SLODA) L-7981-T3-C-N to Maine Medical Center dated June 2nd 1998 for a 49,150 square foot medical office building, have been met. A copy of the permit was previously submitted.

The purpose of this letter is to summarize the compliance with that permit.

Conditions a through g; and o through s – These conditions were met as documented in the attached letter “A” from our office to Dan Doughty dated February 5, 2003 and a letter from Larry Ash to Peter Hedrich of Gorrill Palmer dated February 19, 2003 attached as letter “B”.

Conditions h and i – These conditions were removed from the permit on 8-20-03 by Steve Landry of the MaineDOT. This is attached as letter “C”.

Conditions j, k, l and n– These conditions were complied with as noted in the attached letters D, E, and F from our office, MaineDOT and our office respectively as well as the attached layout plan. Please note that condition m was not required in the SLODA permit.

Condition t- this condition was complied with as noted in letter “E” previously referenced.

0.10


Gorrill-Palmer Consulting Engineers, Inc.

Mr. Marshall Bartlett
June 24, 2013
Page 2 of 2

We hope that this clarifies the status of the traffic permitting compliance for MMC. If you have any questions, please contact our office.

Sincerely,

Gorrill-Palmer Consulting Engineers, Inc.



Thomas L. Gorrill, P.E., PTOE
President

TLG/tlg/JN2776/ Marshall 6-25-13

O.H. 'Letter A'



Gorrill-Palmer Consulting Engineers, Inc.

PO Box 1237
15 Shaker Rd.
Gray, ME 04039

Traffic and Civil Engineering Services

207-657-6910
FAX: 207-657-6912
E-Mail: mailbox@gorrillpalmer.com

February 5, 2003

Mr. Dan Doughty
Maine Medical Center
22 Bramhall Street
Portland, ME 04102

Subject: Medical Office Building
Portland, Maine
MDEP Permit # L-7981-T3-C-N

Dear Dan:

Gorrill-Palmer Consulting Engineers, Inc. has reviewed the permit issued for the Medical Office Building by the Maine Department of Environmental Protection and determined the status of each condition. For ease of review, each of their conditions is repeated below followed by our assessment of the status:

Congress Street

Condition a - Parking spaces on the southerly side of Congress Street from a point 55 east of Gilman Street should be restricted to no parking between the hours of 6:00 a.m. through 6:00 p.m. Appropriate signs must be installed. The applicant has responded by clarifying that parking will be restricted to no parking between the hours of 6:00 a.m through 6:00 p.m on the southerly side of Congress Street from a point 55 feet east of Gilman Street to a point 340 feet east of Forest Street. This parking restriction is shown on a plan entitled "Medical Office Building - Traffic and Parking Plan," drawn by Squaw Bay Corporation and dated March 9, 1998.

Status - This has been done, but we recommend that an additional sign be placed at the point 340 feet east of Forest, and that the sign have an arrow pointing back to the west.

Condition b - Three parking spaces on the northerly side of Congress Street to the east of the project entrance must be restricted to no parking at all times. Appropriate signs must be installed. The applicant has stated that this will be done. The parking restriction is shown on the plan referenced in Finding 3a.

Status - One more space needs to be removed, which will open up the curb to an existing driveway, to further improve sight lines for traffic exiting the garage.

Mr. Dan Doughty
MDEP Permit # L-7981-T3-C-N
Page 2 of 6

Condition c – A Bus Stop – No Parking Area 60 feet long must be appropriately signed and marked on the southerly side of Congress Street opposite Forest Street and a Bus Stop – No Parking Area 56 feet long must be appropriately signed and marked on the northerly side of Congress Street just east of Forest Street. The applicant has stated that the existing bus stops will be maintained. The applicant will need to install appropriate signage at these stops prior to occupancy of the proposed project if signs do not exist there currently.

Status – Done.

Forest Street:

Condition d – Two paring spaces on the westerly side of Forest Street opposite the parking garage driveway entrance/exit must be restricted to no parking at all times. Appropriate signs must be installed. The applicant has stated that this will be done.

Status –Done

Boynton Street (from Forest Street to Weymouth Street):

Condition e – Boynton Street is currently operating as a 2-way street. For operational and safety reasons, MDOT recommended that either on-street parking between Forest Street and Weymouth Street be prohibited between 6:00 a.m. and 6:00 p.m., or Boynton Street must be restricted to one-way traffic.

The applicant has responded that the residents of the area do not wish to designate Boynton Street as one-way. The applicant and the City of Portland have agreed to move all parking to the northerly side of Boynton Street. The Department finds that prohibiting on-street parking or restricting Boynton Street to one-way traffic is not practicable in a central business district. This district is characterized by large numbers of pedestrians, commercial vehicle boardings of goods and people and a heavy demand for parking space.

Status – Done; Parking has been restricted to the north side only.

Forest Street/Boynton Street

Condition f – The curb radius of the southeasterly corner of this intersection is deficient. For operational and safety reasons, either the curb radius must be widened to allow right turns to occur without right-turning vehicles encroaching into the opposing travel lane, or the traffic flow on Boynton Street must be restricted to one-way traffic. The Department finds that the curb radius at this corner of the intersection must be widened to the fullest extent practicable within the existing right-of-way.

Mr. Dan Doughty
MDEP Permit # L-7981-T3-C-N
Page 3 of 6

Status – Done; the radius appears to have been maximized and moving the parking to the north side provided additional maneuverability for right turning traffic.

St. John Street/Park Avenue

Condition g – MDOT recommended that St. John Street have parking restrictions to provide additional queue storage at this intersection. The applicant has stated that appropriate signage will be installed.

Status – Unknown if this was done, but the current condition appears to be acceptable.

Condition h – The applicant has stated that this intersection will receive supplemental striping for the westbound St. John Street dual left-turn lanes, using thermoplastic type pavement markings.

Status – Not Done.

Condition i – MDOT recommended that the exclusive right-turn lane on the westbound Park Avenue approach be re-striped to operate as a shared through/right lane and that Park Avenue from St. John Street to the I-295 on ramps to be re-striped to operate with three through lanes. The applicant has stated that this will be done.

Status – Not Done.

Condition j – MDOT recommended that appropriate overhead lane use signs be installed on all approaches and on Park Avenue between St. John Street and the I-295 on ramps. The applicant has stated that this will be done.

Status – Overhead signage is for one thru-right and one thru-left lane.

St John Street / Congress Street

Condition k – MDOT recommended that Congress Street and St. John Street have parking restrictions made to provide additional queue storage at this intersection. The applicant has stated that appropriate signage will be installed on all approaches except on the northbound St. John Street approach. The Department finds that restricting parking on the northbound St. John Street approach cannot reasonably be done at this central business district location.

Status – Unknown if this was done, but the current condition appears to be acceptable.

Condition l – The applicant has stated that the traffic signal controller will be retimed to provide optimum phasing and timing, and appropriate overhead lane use signs will be installed on all approaches.

Mr. Dan Doughty
MDEP Permit # L-7981-T3-C-N
Page 4 of 6

Status – Overhead signs have not been installed. Status of retiming is unknown.

Congress Street / Valley Street

Condition m – The applicant has stated that the traffic signal controller will be retimed. However, the applicant states that there is not enough room to provide two 10 foot wide lanes on the eastbound and westbound Congress Street approaches and still provide critical parking space. The Department finds that the addition of the lanes is not practicable in this central business district location.

Status – No action required.

Condition n – The applicant has stated that appropriate overhead lane use signs will be installed on all approaches.

Status – Not Done.

Congress Street / Bramhall Street / Deering Avenue

Condition o – The applicant has stated that parking at the intersection of Congress Street, Bramhall Street, and Deering Avenue will be restricted on all approaches, as recommended by MDOT except, for the eastbound Congress Street approach. The Department finds that restricting parking for a business on the eastbound Congress Street approach is not practicable in this central business district.

Status – Unknown if this was done, but the current condition appears to be acceptable.

Condition p – The applicant has stated that the traffic signal controller will be retimed to provide optimum phasing and timing. MDOT recommended that a left turn prohibition be signed on the southbound Deering Avenue left-turn lane for the PM peak period of 4:00 – 6:00 p.m. The department finds that restricting left turns on the southbound Deering Avenue approach is not practicable in this central business district location.

Status – No action required.

Condition q – MDOT recommended that the exclusive pedestrian phase be replaced with concurrent pedestrian phasing. The Department finds that replacing the pedestrian phasing at this intersection is not practicable in this central business district.

Status – No action required.

Condition r – The applicant has stated that appropriate lane use signs will be installed on all approaches.

Mr. Dan Doughty
MDEP Permit # L-7981-T3-C-N
Page 5 of 6

Status – Not Done.

Congress Street / Gilman Street

Condition s – MDOT concurred with the applicant's consultant's recommendation that one parking space be eliminated from the northerly side of Congress Street to the east of Gilman Street. The Department finds that the applicant must install appropriate signage in this location.

Status – Done.

Forest Street / Park Avenue

Condition t – MDOT recommended that the intersection of Forest Street and Park Avenue be monitored after project occupancy to assess whether or not an actuated traffic signal is justified. The Department finds that the monitoring must be completed within one year of project occupancy. If a traffic signal is justified based on the monitoring data, then it must be installed within six month following completion of the monitoring.

Status – Not Done.

Based on the above status review, the following conditions are outstanding:

Medical Office Building – Outstanding Traffic Permit Compliance Items

Item	Location	Work
1	Congress Street north of garage driveway	Install parking restriction sign on the south side, 340 feet north of Forest Street.
2	Congress Street north of garage driveway	Install parking restriction sign on the north side at the westerly edge of the first driveway to the east.
3	St. John Street at Park Avenue	Install thermoplastic markings on the northbound approach.
4	St. John Street at Park Avenue	Restripe westbound approach for three thru movements and continue three lanes to I-295.
5	St. John Street at Park Avenue	Install overhead lane use signs on all approaches and up to the I-295 ramps.
6	St. John Street at Congress Street	Install overhead lane use signs on all approaches.
7	Congress Street at Valley Street	Install overhead lane use signs on all approaches.
8	Congress Street at Deering/Bramhall	Install overhead lane use signs on all approaches.
9	Park Avenue at Forest Street	Complete a traffic signal warrant evaluation.

Mr. Dan Doughty
MDEP Permit # L-7981-T3-C-N
Page 6 of 6

We have met with Larry Ash, the City of Portland traffic engineer to discuss these items. He is in agreement with item number 1 and has indicated for item number 3 that the City does not utilize thermoplastic markings and will maintain St. John Street markings as paint on an annual basis. He believes item 9 should now read to evaluate signal warrants at Forest Street and Congress since the City required all traffic exiting the garage to turn toward Congress Street. Larry will need to field review the remaining items to determine if the City will allow parking restrictions, placement of overhead lane-use control signs, or revision to lane use assignments. He expects to complete his assessment by February 17.

We recommend that you request an additional 30 day time period (to March 7) from the DEP to respond with a plan of action for the outstanding items. We will continue to work with Larry Ash toward resolution of these items. Should you have any questions or require any additional information please contact the office.

Sincerely,

Gorrill-Palmer Consulting Engineers, Inc.



Thomas L. Gorrill, P.E., PTOE
President

Letter 'B' 0.17

PHONE NO. :

725
W

Feb. 19 2003 09:27AM P1

Department of Public Works



William J. Bray
Director

CITY OF PORTLAND

February 19, 2003

Mr. Peter Hedrich, P.E.
Gorrill-Palmer Consulting Engineers
PO Box 1237
15 Shaker Road
Gray, ME 04039

RE: Maine Medical Office Building
Outstanding Traffic Permit Compliance Items

Dear Peter:

Per request I have reviewed nine outstanding items that were conditions of approval when Maine Medical Center in Portland expanded their facility and constructed a parking garage on Congress Street. My recommendations for each item are as follows:

1. Signage is in place
2. Signage is in place
3. The City prefers to use paint rather than thermoplastic
4. I do not wish to expand the number of thru lanes as originally planned on the westbound approach nor expand the number of lanes to I-295. To do so would require the removal of parking and I do not believe this necessary at this time.
5. I do not believe overhead lane use signage is necessary
6. I do not believe overhead lane use signage is necessary
7. I do not believe overhead lane use signage is necessary
8. I do not believe overhead lane use signage is necessary
9. A traffic signal warrant analysis should be done at the Park Ave/Forest St intersection

Should you need further information or assistance please call me at your convenience.

Sincerely,

Larry Ash, P.E.
Traffic Engineer
City of Portland



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

Letter 'c' 0.18

JOHN ELIAS BALDACCI
 GOVERNOR

DAVID A. COLE
 COMMISSIONER

Developer: Maine Medical Center
Location: Congress Street and Forest Avenue, Portland
Project: Medical Office Building
Identification Number: MDEP L-7981-T3-C-N

Pursuant to the provision of 23 M.R.S.A. section 704-A and Chapter 305 of the Department's Regulations, the Department of Transportation has considered the permit modification application of Maine Medical Center for removal of certain existing permit conditions for the Medical Office Building at the intersection of Congress Street and Forest Avenue in Portland, ME, with supportive data, agency review and other related materials on file.

The Maine Department of Transportation agrees to the removal of the following conditions:

Condition h- The applicant has stated that this intersection will receive supplemental striping for the westbound St. John Street dual left turn lanes; using thermoplastic type pavement markings.

Condition i - MDOT recommends that the exclusive right-turn lane on the westbound Park Avenue approach be re-striped to operate as a shared through/right lane and that Park Avenue from St. John's Street to the I-295 on-ramp to be restriped to operate with three through lanes.

These two conditions are not needed at this time.

The City of Portland has requested that the overhead signing required in Conditions j, k, l and n not be installed. The Department of Transportation has determined that overhead lane usage signs at the intersection are deemed necessary. Also condition t has not been fulfilled. Maine Medical Center shall perform a signal warrant analysis at the intersection of Forest Street and Park Avenue. The Department of Transportation will review the warrant analysis and should the Department deem a signal necessary, Maine Medical Center will have a fully actuated traffic signal installed within 6 months of notification by the Department.

BY: Stephen Landry, P.E.
 Stephen Landry, P.E.
 Assistant State Traffic Engineer

Date: 8/20/03

AUG 26 2003



PRINTED ON RECYCLED PAPER

GP Gorrill-Palmer Consulting Engineers, Inc.

Traffic and Civil Engineering Services

PO Box 1237
15 Shaker Rd.
Gray, ME 04039

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FAX: 207-657-6912
E-Mail: mailbox@gorrillpalmer.com

September 12, 2003

Mr. Steve Landry, P.E.
Assistant State Traffic Engineer
Maine Department of Transportation
16 State House Station
Augusta, ME 04333-0016

RE: Maine Medical Center -- Bramhall Campus
Condition Compliance

Dear Steve:

The Maine DOT has indicated that Maine Medical Center will need to complete the work necessary to comply with conditions j, k, l, and n of the DEP permit for the medical office building/parking garage. Each of these conditions and a description of needed action based on a site visit conducted by Gorrill-Palmer Consulting Engineers, Inc. are provided below:

St John Street / Park Avenue

Condition j - MDOT recommended that appropriate overhead lane use signs be installed on all approaches and on Park Avenue between St. John Street and the I-295 on ramps. The applicant has stated that this will be done.

Recommended Actions:

St. John Street Northbound: This approach currently has an overhead illuminated advance lane use sign and a post mounted lane use sign at the intersection. No further action is recommended.

St. John Street Southbound: Install 2 overhead lane use signs on existing spanwire.

Park Avenue Westbound: Install 3 overhead lane use signs on existing spanwire.

Park Avenue west of intersection: There is currently an overhead lane use sign mounted approximately half the distance to the I-295 ramps. No additional signing is recommended.

St John Street / Congress Street

Condition k - MDOT recommended that Congress Street and St. John Street have parking restrictions made to provide additional queue storage at this intersection. The applicant has stated that appropriate signage will be installed on all approaches except on the northbound St. John Street approach. The Department finds that restricting parking on the northbound St. John Street approach cannot reasonably be done at this central business district location.

Recommended Actions:

The field review showed that parking is not allowed on the eastbound and southbound approaches, and is prohibited back to "A" Street on the northbound approach (approx.

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Mr. Stephen Landry
September 12, 2003
Page 2 of 3

300 feet). There is parking allowed on the westbound approach, but this is a two lane approach that is not affected by the parking. Therefore, no changes to the parking are needed at this intersection.

Condition 1 – The applicant has stated that the traffic signal controller will be retimed to provide optimum phasing and timing, and appropriate overhead lane use signs will be installed on all approaches.

Recommended Actions:

- Traffic Signal retiming: The City of Portland monitors traffic signal operations and adjusts timing and phasing as needed. No further action is needed at this time.
- Congress Street Westbound: Install a single sign with dual lane use control legend on mast arm. This will require shifting two signs and one signal head.
- Congress Street Eastbound: Install a single sign with dual lane use control legend for thru-right and thru lanes on approach mast arm. Install a left turn only lane use sign on the back of the westbound signal head mast arm. Relocate mast arm street name sign.
- St. John Street Northbound: Install a single sign with dual lane use control legend, and relocate street name sign.
- St. John Street Southbound: Install a single sign with dual lane use control legend.

Congress Street / Valley Street

Condition n – The applicant has stated that appropriate overhead lane use signs will be installed on all approaches.

Recommended Actions:

- Congress Street Eastbound and Westbound: Install a single sign with dual lane use control legend on mast arm. Relocate street name sign.
- Valley Street Northbound (Southbound one-way away): Install a single sign with dual lane use control legend, and relocate street name sign.

Forest Street / Park Avenue

Condition t – MDOT recommended that the intersection of Forest Street and Park Avenue be monitored after project occupancy to assess whether or not an actuated traffic signal is justified. The Department finds that the monitoring must be completed within one year of project occupancy. If a traffic signal is justified based on the monitoring data, then it must be installed within six month following completion of the monitoring.

Recommended Actions:

Gorrill-Palmer submitted a signal warrant analysis and found that installation of a traffic signal is not justified in our opinion. A copy of this analysis was submitted to the MDOT on April 16, 2003 and is enclosed with this letter.

02

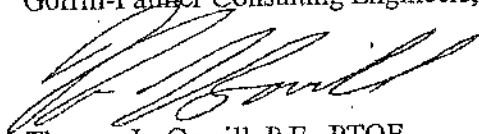
Mr. Stephen Landry
September 12, 2003
Page 3 of 3

We request your concurrence with these recommended actions, and will meet with you or Randy Dunton in the field if you would like to further discuss these items.

We look forward to hearing from you.

Sincerely,

Gorrill-Palmer Consulting Engineers, Inc.



Thomas L. Gorrill, P.E., PTOE
President

Copy: Dan Doughty, Maine Medical Center
Hank Dunn, Maine Medical Center
Larry Ash, City of Portland
Randy Dunton, MDOT
Marybeth Richardson, MDEP

TLG/PAH/admin/JN725/Landry9-4-03



JOHN ELIAS BALDACCI
GOVERNOR

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

725
IN 0.22
Letter E

DAVID A. COLE
COMMISSIONER

September 24, 2003

Tom Gorrill
Gorrill-Palmer Consulting Engineers
P.O. Box 1237
15 Shaker Road
Gray, ME 04039

RECEIVED
SEP 26 2003

RE: Maine Medical Center -- Bramhall Campus

Dear Tom:

I have reviewed your letter of September 12, 2003 dealing with the remaining mitigation items for the Maine medical Center Bramhall Campus and concur with your findings.

The concur with the signing you propose at St. John Street/Park Avenue, Congress/St. John and Congress/Valley. We also concur with the fact that a signal is not warranted at Forest and Park Avenue. This should take care of the items needed to fulfill the permit.

Please contact the Department when this work has been completed so that Randy Dunton could check to make sure that the items have been taken care of and we can contact Marybeth Richardson to let her know that the items have all been taken care of. If you have any questions feel free to contact me at 624-3632.

Sincerely,

Stephen Landry, P.E.
Assistant State Traffic Engineer

cc Randy Dunton
Marybeth Richardson



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Gorrill-Palmer Consulting Engineers, Inc.

Traffic and Civil Engineering Services

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Gray, ME 04039

207-657-6910
FAX: 207-657-6912
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Letter F 725.01/C
0.23

January 7, 2004

Mr. Steve Landry, P.E.
Assistant State Traffic Engineer
Maine Department of Transportation
16 State House Station
Augusta, ME 04333-0016

RE: Maine Medical Center – Bramhall Campus
Condition Compliance

Dear Steve:

The overhead sign installations as shown on the approved signing plan dated October 2003 have been completed by A.D. Electric under contract with Maine Medical Center. The signage was field reviewed by our office on January 2, 2004 and found to be in conformance with legends and locations as shown on the plan.

These installations complete the condition compliance items associated with DEP File L-7981-T3-C-N for the Medical Office Building and parking garage at the corner of Congress Street and Forest Street.

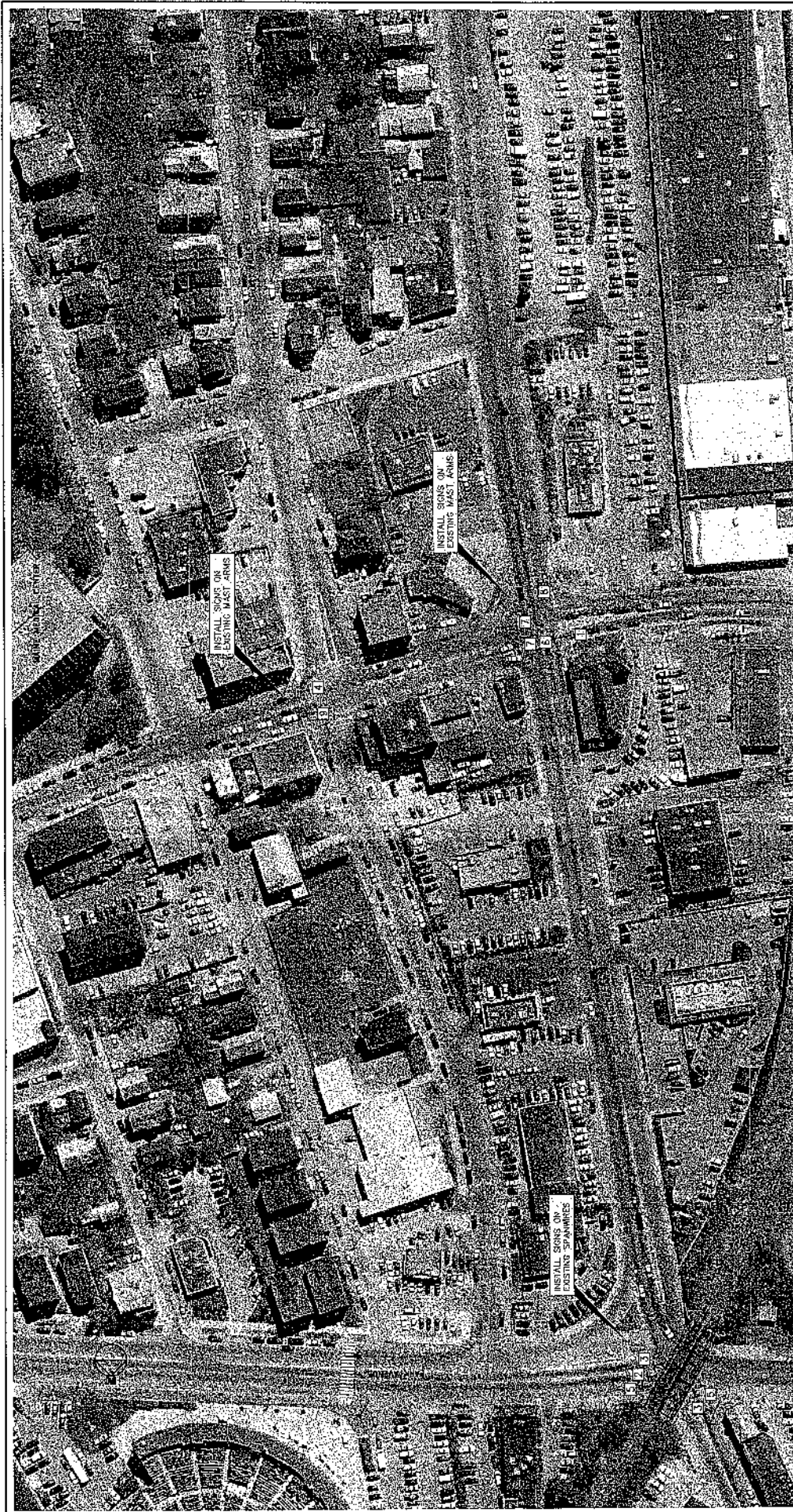
Thank you of your efforts in this matter.

Sincerely,

Gorrill-Palmer Consulting Engineers, Inc.

Thomas L. Gorrill, P.E., PTOE
President

Copy: Dan Doughty, Maine Medical Center
Hank Dunn, Maine Medical Center
Michael Bobinsky, City of Portland
Randy Dunton, MDOT
Marybeth Richardson, MDEP



NOTES:

1. ALL SIGNS SHALL BE CONFORMANT WITH THE MAINE SIGNAGE REGULATIONS AS APPLICABLE AT ALL TIMES AND SHALL BE MAINTAINED IN GOOD CONDITION.
2. THE CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL MEASURES DURING THE CONSTRUCTION OF THE SIGNS AND SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
3. ALL DRAWINGS SHALL BE SIGNED BY THE ENGINEER.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.

SCALE: 1" = 40'

Project No.	1
Project Name	Sign Installation Plan
Client	MAINE MEDICAL CENTER
Address	Maine Medical Center 22 Birmingham Street, Portland, Maine 04102
Scale	AS SHOWN
Revision	
Date	

7/25/16

0.24

<p>R3-8 30' x 30'</p>	<p>R3-8 30' x 30'</p>	<p>R3-8 30' x 30'</p>	<p>R3-8 30' x 30'</p>	<p>R3-8 30' x 30'</p>	<p>R3-8 30' x 30'</p>	<p>R3-8 30' x 30'</p>	<p>R3-8 30' x 30'</p>	<p>R3-8 30' x 30'</p>	<p>R3-8 30' x 30'</p>	<p>R3-8 30' x 30'</p>
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Gorrill Palmer Consulting Engineers, Inc.
 30 Box 337 Traffic and Civil Engineering Services
 18 Blake Road
 Unity, ME 04989
 Phone: 207-557-8910
 Fax: 207-557-8912
 E-mail: maine@gorrillpalmer.com

<table border="1"> <tr> <th>Rev.</th> <th>Date</th> <th>Revision</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	Rev.	Date	Revision				<table border="1"> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>						
Rev.	Date	Revision											



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 2601 Meacham Boulevard
 Fort Worth, TX 76137

FAA

Attachment P.1

Aeronautical Study No.
 2012-ANE-264-OE
 Prior Study No.
 2010-ANE-836-OE

TAB 21

Issued Date: 05/18/2012

ROGER BOYINGTON
 MAINE MEDICAL CENTER
 22 BRAMHALL STREET
 PORTLAND, ME 04102-3175

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Crane (MAINE MEDICAL CENTER)
 Location: Portland, ME
 Latitude: 43-39-12.00N NAD 83
 Longitude: 70-16-30.00W
 Heights: 135 feet site elevation (SE)
 250 feet above ground level (AGL)
 385 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is (are) met:
 As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, flags/red lights - Chapters 3(Marked),4,5(Red),&12.

See attachment for additional condition(s) or information.

As a condition to this determination, the temporary structure must be lowered to the ground when not in use and during the hours between sunset and sunrise.

It is required that the FAA be notified at least 5 business days prior to the temporary structure being erected and again when the structure is removed from the site. Notification should be made to this office during our core business hours (Monday through Friday, 9:00 a.m. to 3:00 p.m.) via telephone at 847-294-7575. Notification is necessary so that aeronautical procedures can be temporarily modified to accommodate the structure. Voicemail messages are not acceptable notice.

NOTIFICATION IS REQUIRED AGAIN VIA TELEPHONE AT 847-294-7575 WHEN THE TEMPORARY STRUCTURE IS REMOVED FROM THE SITE FOR NOTICE TO AIRMAN (NOTAM) CANCELLATION.

It is required that the manager of Portland International Jetport (PWM) at 207-772-0690 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

It is required that the manager of PWM Air Traffic Control Tower (ATCT, at 207-775-0602 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site. Additionally, please provide contact information for the onsite operator in the event that Air Traffic Control requires the temporary structure to be lowered immediately. P.Z

Any height exceeding 250 feet above ground level (385 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 11/18/2013 unless extended, revised or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates and/or heights will void this determination. Any future construction or alteration, including increase to heights, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination did not include an evaluation of the permanent structure associated with the use of this temporary structure. If the permanent structure will exceed Title 14 of the Code of Federal Regulations, part 77.9, a separate aeronautical study and FAA determination is required.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (847) 294-7575. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2012-ANE-264-OE

Signature Control No: 160440414-165055580
Vivian Vilaro
Specialist

(TMP)

AERONAUTICAL STUDY NO. 2012-ANE-264-OE

Abbreviations

AGL - above ground level MSL - mean sea level RWY - runway
 IFR - instrument flight rules VFR - visual flight rules nm - nautical mile
 AMSL - above mean sea level

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Objects Affecting Navigable Airspace

This temporary crane at 385 feet AMSL, (250 feet AGL) would be located approximately 7,198 feet (1.18 nm) northeast of the RWY 29 threshold of the Portland International Jetport (PWM), in Portland, ME. This crane will be used to set new roof top units onto the roof of the hospital. The crane will be in use for six hours. The crane could be used multiple times as needed during the period of the determination. The PWM airport elevation is 76 feet AMSL.

Scheduled time of operation: The crane would be on site for one day.

The temporary crane would exceed these PWM Part 77 protected surfaces.

Section 77.17(a)(2) - A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length. The temporary crane exceeds this surface by 50 feet.

Section 77.19(a)-- A horizontal plane 150 feet above established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The temporary crane would exceed the PWM horizontal surface by 159 feet.

The proposed crane has the following effects on IFR operations at PWM.

Section 77.17(a)(3): A height that increases a minimum instrument flight altitude within a terminal area (TERPS criteria); It would have the following impact on the instrument flight procedures listed below:

ILS OR LOC Runway (RWY) 11 increases the Circling for Categories (CATS) A/B/C Minimum Descent Altitude (MDA) by 120 feet from 620 feet MSL to 740 feet MSL and FINUS FIX MINIMUMS Circling CATS A/B/C MDA) by 120 feet from 620 feet MSL to 740 feet MSL.

ILS OR LOC RWY 29; RNAV (GPS) RWY 11; RNAV (GPS) RWY 18; RNAV (GPS) RWY 36 increase the Circling CATS A/B MDA by 120 to from 620 feet MSL to 740 feet MSL and CAT C by 100 feet from 640 feet MSL to 740 feet MSL.

RNAV (GPS) RWY 29; LNAV MDA increases by 100 feet from 560 feet MSL to 660 feet MSL ALL CATS. Increase the Circling MDA CATS A/B by 120 feet from 620 feet MSL to 740 feet MSL and CAT C by 100 feet from 640 feet MSL to 740 feet MSL.

A National Flight Data Center (NFDC) Notice to Airmen (NOTAM) is required to modify the PWM instrument procedures for the entire duration of this crane activity.

E-mail is the preferred method of notification, and it must be sent to all of the following:

1. vivian.vilaro@faa.gov
2. suzanne.e.dempsey@faa.gov

Please provide the following information:

1. In subject line, please enter "NOTAM ALERT", then the aeronautical study number
2. Date and earliest time the structure would be brought onto the site the first day
3. Anticipated amount of time the equipment will be operating at this site
4. Coordinates, height above ground level (AGL) and height above mean sea level (AMSL)
5. Name of equipment operator and phone number where they can be reached immediately in the event of an emergency.

Leaving a voice message is not considered adequate FAA notification for initiating the safety of flight NOTAM.

If notification is provided via e-mail, you must request return receipt and if you don't receive notification that your message was received, you will be required to call the following numbers, in the order noted (DO NOT LEAVE THIS INFORMATION ON VOICEMAIL):

1. Vivian Vilaro, 847-294-7575
2. Suzanne Dempsey, 781-238-7522

The proposed crane does not constitute a substantial adverse effect because the structure would be temporary. The crane would not be a hazard to air navigation provided these additional conditions identified below are strictly met:

- 1) Before the crane is raised, PWM ILS RWY 29 Glide Slope (GS) shall be removed from service and a Notice to Airmen (NOTAM) issued. Authorization to erect the crane is contingent upon the proponent providing advance notice by initiating coordination with the local PWM FAA offices for request of an estimated time period for proposed crane operations, i.e. erect and/or in use. Coordination of requests for all crane activity and facility service outage requests shall be initiated with PWM AT Operations Supervisor, 207-775-0602 and PWM Tech Ops SSC (207) 780-3739 a minimum of 3 days in advance. Initial requests to obtain an estimated time/date window for a service outage allowing crane operations is dependent on forecasted wind/ weather conditions and anticipated PWM ATC operations. Final approval is not guaranteed. Final approval will be granted based on real time coordination on the day of the event by both local AT Operations and Tech Operations offices immediately prior to allowing the crane to be raised. The crane operator shall provide contact information in the event ATC requirements change requiring the crane to be lowered.
- 2) This temporary crane shall be marked with red light and flag. Red light must conform to chapter 5, red obstruction light system, (L-810 or equivalent and minimum 32.5 candela) and flag must conform to chapter 3, marking guidelines, in accordance with FAA's advisory circular 70/7460-1K, Obstruction marking and Lighting. Copy of advisory circular 70/7460-1k can be viewed and/or downloaded at https://ocaaa.faa.gov/ocaaa/external/content/AC70_7460_1K.pdf.

3) The sponsor shall notify the Manager Portland International Jetport (PWM) at 207-772-0690 at least three (3) business days prior to erecting the crane.

4) Sponsor shall notify the Manager of PWM Air Traffic Control Tower (ATCT, at 207-775-0602, at least three (3) business days prior to erecting the crane. The crane may NOT be erected/raised/set in place until this coordination has been completed and sponsor will notify the airport manager when the project is completed and when the crane is removed. Sponsor shall provide the contact phone number of the crane operator schedule to lower the crane if/when necessary along with any revision in the crane operation schedule.

P.S

5) The temporary crane shall be lowered to the ground at night and/or when not in use.

The listed individuals shall also be contacted IMMEDIATELY when the work is completed and the temporary crane has been removed from the work site so the NOTAM may be cancelled.

P.6



Federal Aviation Administration

<< OE/AAA

ALL of My Cases (Off Airport)

Please refer to the assigned ASN on all inquiries to the FAA

All Cases Filter by Case Status Cases Requiring Action
Show All Cases (1) Draft (0) | Accepted (0) | Work in Progress (2) 7460-2 Required (0) | Add Letter (0)
Interim (0) | Determined (0) | Circularized (0) | Terminated (0) Cases Due to Expire (0)

Records 1 to 1 of 1 Page 1 of 1

View Folder

ASN	Folder Name	Project Name	Structure Name	Status	Date Accepted	Date Determined	7460-2 Received	City	State
<input type="checkbox"/> 2013-ANE-727-OE		MAJRS-000241198-13	(Bean 2 Roof)	Work In Progress	06/10/2013			portland	ME

Move To

Records 1 to 1 of 1 Rows per Page: 20 Page: 1 Page 1 of 1

Draft: Cases that have been saved by the user but have not been submitted to the FAA.

Accepted: Cases that have been submitted to the FAA.

Add Letter: Cases that have been reviewed by the FAA and require additional information from the user.

Work in Progress: Cases that are being evaluated by the FAA.

Interim: Cases that have been reviewed by the FAA and require resolution from the user.

Determined: Cases that have a completed aeronautical study and an FAA determination.

Terminated: Cases that are no longer valid.

Please allow the FAA a minimum of 45 days to complete a study.

Case Transfer:

- Use the check box(es) to select the case(s) you want to transfer.
- Select the "Transfer Cases button" to open the "Manage Transfer Cases" screen.

Note: Drafts and cases in Add and Terminated status can not be transferred.

[Click here to contact the appropriate representative.](#)



P. 7



Federal Aviation Administration

« OE/AAA

Notice of Proposed Construction or Alteration - Off Airport

Sponsor (person, company, etc. proposing this action)
 * Sponsor: maine medical center

Construction / Alteration Information
 * Notice Of: Construction
 * Duration: Permanent
 If Temporary: Months: Days:
 Work Schedule - Start: 07/01/2013 (mm/dd/yyyy)
 Work Schedule - End: 11/01/2014 (mm/dd/yyyy)
 * For temporary cranes-Does the permanent structure require separate notice to the FAA? To find out, use the Notice Criteria Tool. If separate notice is required, please ensure it is filed. If it is not filed, please state the reason in the Description of Proposal.
 State Filing:

Structure Summary
 * Structure Type: Building
 * Structure Name: Bean 2 Roof
 NOTAM Number:
 FCC Number:
 Prior ASN: - OE
 Micro-Siting: Yes

Structure Details
 * Latitude: 43 39 13 N
 * Longitude: 70 16 35 W
 * Horizontal Datum: NAD83
 * Site Elevation (SE): 131 (nearest foot)
 * Structure Height (AGL): 85 (nearest foot)
 * Current Height (AGL): (nearest foot)
 * For notice of alteration or existing provide the current AGL height of the existing structure. Include details in the Description of Proposal
 * Nacelle Height (AGL): (nearest foot)
 * For Wind Turbines 500R AGL or greater
 * Requested Marking/Lighting: None
 Other:
 Audio Visual Warning System(AVWS):
 * Only check this box if you are proposing the installation and use of an Audio Visual Warning System
 * Current Marking/Lighting: None
 Other:
 * Nearest City: portland
 * Nearest State: Maine
 * Description of Location: On the Project Summary page upload any certified survey. 1.2 miles SWS from Portland Jetport to proposed structure
 * Description of Proposal: Vertical expansion of an existing hospital building.

Common Frequency Bands

Low Freq	High Freq	Freq Unit	ERP	ERP Unit	
<input type="checkbox"/>	698	806	MHz	1000	W
<input type="checkbox"/>	806	824	MHz	500	W
<input type="checkbox"/>	824	849	MHz	500	W
<input type="checkbox"/>	851	866	MHz	500	W
<input type="checkbox"/>	869	894	MHz	500	W
<input type="checkbox"/>	896	901	MHz	500	W
<input type="checkbox"/>	901	902	MHz	7	W
<input type="checkbox"/>	930	931	MHz	3500	W
<input type="checkbox"/>	931	932	MHz	3500	W
<input type="checkbox"/>	932	932.5	MHz	17	dBW
<input type="checkbox"/>	935	940	MHz	1000	W
<input type="checkbox"/>	940	941	MHz	3500	W
<input type="checkbox"/>	1650	1910	MHz	1640	W
<input type="checkbox"/>	1930	1990	MHz	1640	W
<input type="checkbox"/>	2305	2310	MHz	2000	W
<input type="checkbox"/>	2345	2360	MHz	2000	W

Specific Frequencies
 Add Specific Frequency

Additional Location(s)
 Add New Location(s)

I hereby certify that all of the above statements made by me are true, complete, and correct to the best of my knowledge. In addition, I agree to mark and/or light the structure in accordance with established marking and lighting standards as necessary.

P.8



Federal Aviation
Administration

<< OE/AAA

Project Submission Success
Project Name: MAINE-000241198-13

Project MAINE-000241198-13 has been submitted successfully to the FAA.



Your filing is assigned Aeronautical Study Number (ASN):
2013-ANE-727-OE

Please refer to the assigned ASN on all future inquiries regarding this filing.

Please return to the system at a later date for status updates.

It is the responsibility of each e-filer to exercise due diligence to determine if coordination of the proposed construction or alteration is necessary with their state aviation department. Please use the link below to contact your state aviation department to determine their requirements:
State Aviation Contacts

P.9 TAB A

Will Conway

From: Will Conway
Sent: Tuesday, June 25, 2013 2:47 PM
To: 'suzanne.e.dempsey@faa.gov'
Cc: 'Jean Fraser'; Penelope E. St Louis; Richard M. Linehan; Marshall W. Bartlett
Subject: Determination 2013-ANE-727-OE/ Maine Medical Center Bean 2 Roof Addition
Attachments: City Submittal - Item 6.zip

→ Suzanne, the City Planning Department requested that I send you the enclosed information pertaining to the building architecture and lighting photometrics, thank you for your consideration,

William T. Conway, RLA, LEED-AP
Vice President, Landscape Architecture



www.sebagotechnics.com
An Employee Owned Company

Office: 207.200.2100
Fax: 207.856.2206

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Will Conway

From: Jean Fraser [JF@portlandmaine.gov]
Sent: Monday, June 24, 2013 10:04 AM
To: Will Conway
Cc: Marshall W. Bartlett; Walter Pochebit; Penelope E. St Louis
Subject: Re: MMC Bean 2 Roof FAA Response

→ Thank you Will- but the submitted information for their formal determination does not include the information regarding the architecture, glare etc.-- I guess that is my concern. Thanks, Jean

>>> Will Conway <wconway@sebagotechnics.com> 6/24/2013 8:39 AM >>>

Good morning Jean, as requested at the workshop and as noted in your 6-21-13 summary email, see chain below. FAA is aware of the concern however, their policy is to not answer specific questions during the course of their "determination."

William T. Conway, RLA, LEED-AP
Vice President, Landscape Architecture

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-----Original Message-----

From: suzanne.e.dempsey@faa.gov [mailto:suzanne.e.dempsey@faa.gov]
Sent: Monday, June 17, 2013 2:53 PM
To: Will Conway
Subject: Re: Here's the question...

→ Will,

Issues of concern would be identified in the final determination for 2013-ANE-727-OE. We do not provide statements outside of the determination.

P.11

Regards,

Sue

Suzanne E. Dempsey
Obstruction Evaluation Group, AJV-15
PH 781.238.7522
suzanne.e.dempsey@faa.gov
Public web site for filing/status check: <http://oeaaa.faa.gov>

From: Will Conway <wconway@sebagotechnics.com>

To: Suzanne E Dempsey/ANE/FAA@FAA

Date: 06/17/2013 11:58 AM

Subject: Here's the question...

→ Hi Suzanne, it's probably unusual or perhaps too early, but the Portland Planning Board has requested that we submit " a statement from the FAA that glare projecting out of the building will not cause a distraction to airline pilots."

As you can see from our application we are 1.2 miles from the nearest runway and we are not with either flight path to the runways at the Portland Jetport, no light is emitted upward, and I can't imagine it would be a concern, but please let me know your thoughts, thank you,

William T. Conway, RLA, LEED-AP
Vice President, Landscape Architecture

logo small

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Office: 207.200.2100
Fax: 207.856.2206

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Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested.



**Neighborhood Meeting Certification
Maine Medical Center**

**Proposed 40,000 square foot addition to the Lower Bean Building (aka Bean 2) located at
22 Bramhall Street (in the vicinity of the MMC emergency department)**

I, Rich Linehan, Director of Planning, Maine Medical Center, hereby certify that a neighborhood meeting regarding Maine Medical Center's proposed 40,000 square foot addition to the Lower Bean Building (aka Bean 2) located at 22 Bramhall Street (in the vicinity of the MMC emergency department) was held on Tuesday, June 18 at Dana Center Auditorium, Maine Medical Center, 22 Bramhall Street at 5:30 pm.

I also certify that on June 7, eleven days prior to the neighborhood meeting), invitations were mailed to all addresses on the mailing list provided by the Planning Division, including property owners within 500 feet of the proposed development or within 1000 feet of a proposed industrial subdivision or industrial zone change and the residents on the "interested parties" list.

Signed,

Rich Linehan
Director of Planning
Date: June 19, 2013

Attached to this certification are:

1. Copy of the invitation sent
2. Mailing list provided by the City of Portland
3. Sign-in sheet
4. Meeting minutes

Q.2



June 7, 2013

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for a Major Site Plan approval for a 40,000 s.f. addition to the Lower Bean Building (aka Bean 2) located at 22 Bramhall Street (in the vicinity of the MMC emergency department).

Meeting Location: Dana Center Auditorium
Meeting Date: June 18, 2013
Meeting Time: 5:30 pm

The City code requires that property owners within 500 feet (except notices must be sent to property owners within 1000 feet for industrial zoning map amendments and industrial subdivisions) of the proposed development and residents on an "interested parties list", be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.

If you have any questions, please call 662-2451.

Sincerely,

Rich Linehan
Director of Planning

Cc: Jean Fraser, Planner
City of Portland

Note:

Under Section 14-32(C) and 14-525 of the City Code of Ordinances, an applicant for a Level III development, subdivision of over five lots/units, or zone change is required to hold a neighborhood meeting within three weeks of submitting a preliminary application or two weeks of submitting a final site plan application, if a preliminary plans was not submit. The neighborhood meeting must be held at least seven days prior to the Planning Board public hearing on the proposal. Should you wish to offer additional comments on this proposed development, you may contact the Planning Division at 874-8721 or send written correspondence to the Planning and Urban Development Department, Planning Division 4th Floor, 389 Congress Street Portland, ME 04101 or by email: to bab@portlandmaine.gov

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2013130 MAINE MED ROOF ADDITION

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119 GANNETT DRIVE ASSOCIATES LLC
119 GANNETT DR
SOUTH PORTLAND, ME 04106

12 ELLSWORTH STREET LLC
PO BOX 7225
PORTLAND, ME 04112

17 HILL STREET LLC
PO BOX 7225
PORTLAND, ME 04112

180 PARK AVENUE LLC
2367 CONGRESS ST
PORTLAND, ME 04102

210 VAUGHAN STREET LLC
81 COUSINS RD
BUXTON, ME 04093

226 VALLEY LLC
1480 JUDSON DR
BOULDER, CO 80305

235 ST JOHN STREET LLC
401 CHANDLERS WHARF
PORTLAND, ME 04101

240 PARK AVE LLC
240 PARK AVE
PORTLAND, ME 04102

26 A STREET LODGING LLC
PO BOX 10992
PORTLAND, ME 04104

303 BRACKETT LLC
PO BOX 2301
SOUTH PORTLAND, ME 04116

315 VALLEY STREET LP
88 GILMAN ST
PORTLAND, ME 04102

7 BRAMHALL STREET LLC
160 ANN MARY BROWN DR
WARWICK, RI 02888

804 CONGRESS STREET LLC
PO BOX 7225
PORTLAND, ME 04112

810 CONGRESS STREET LLC
PO BOX 7225
PORTLAND, ME 04112

814 CONGRESS STREET LLC
PO BOX 7225
PORTLAND, ME 04112

829-831 CONGRESS STREET LLC
ONE CITY CENTER
PORTLAND, ME 04101

ALLEN RAYMOND W KW VET
242 VALLEY ST
PORTLAND, ME 04102

APEX INVESTMENT REALTY ASSOC
22 MONUMENT SQ
PORTLAND, ME 04101

ARCAND PROPERTIES LLC
128 FREE ST
PORTLAND, ME 04101

AVESTA HOUSING DEVELOPMENT
CORPORATION
307 CUMBERLAND AVE
PORTLAND, ME 04101

AWLARI IWANI M & JALILA I KUKU JTS
34 GILMAN ST
PORTLAND, ME 04102

BACK BAY PROPERTIES LLC
878 NORTH RD
NORTH YARMOUTH, ME 04096

BAIRD ELIZABETH A
256 VAUGHAN ST
PORTLAND, ME 04102

BANKS CATHERINE I & CATHERINE I
HARRINGTON JTS
301 VALLEY ST
PORTLAND, ME 04102

BARDEN MARY LOUISA ROBERT &
TIMOTHY P JTS
267 VAUGHAN ST
PORTLAND, ME 04102

BEAN MATTHEW
48 BURNSIDE AVE
SOMERVILLE, MA 02144

BEH REDEVELOPMENT LLC
PO BOX 4790
PORTLAND, ME 04112

BENN JEREMY M & AMANDA BENN JTS
110 MARGINAL WAY STE 292
PORTLAND, ME 04101

BIBERSTEIN KATHRYN L
43 BYRAM AVE
FREEPORT, ME 04032

BLANK CHERYL L
212 VAUGHAN ST
PORTLAND, ME 04102

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2013130 MAINE MED ROOF ADDITION

3:53 PM

BLENK KIMBERLY L ETALS
28 GILMAN ST
PORTLAND, ME 04102

BOLLINGER JAMES B & TESSA A
BOLLINGER JTS
111 WEST ST
PORTLAND, ME 04102

BOURRET ANDREW P & EMILY M
BOURRET JTS
2 CRESCENT ST
PORTLAND, ME 04102

BOWDOIN DEVELOPMENT LLC
131 CHADWICK ST
PORTLAND, ME 04102

BOYD MARJORIE ANN
132 CHADWICK ST
PORTLAND, ME 04102

BRAMHALL PARTNERS LIMITED
PARTNERSHIP
3 CHURCH ST
WINCHESTER, MA 01890

BRIDGES LINDA S
168 GRANT ST
PORTLAND, ME 04101

BUNKER MICHAEL D
78 GILMAN ST
PORTLAND, ME 04102

CAREY MEGHAN
24 FOREST ST
PORTLAND, ME 04102

CARLSON JASON C
297 BRACKETT ST #2
PORTLAND, ME 04102

CARLTON MARK S
237 VALLEY ST
PORTLAND, ME 04102

CAROFANO ADAM T & TODD A
FOURNIER
41 ALDER ST # 2
PORTLAND, ME 04101

CARREN JOY M ETAL & GARY LAMSON
PO BOX 9715-327
PORTLAND, ME 04104

CASCIO STEPHEN & CHRISTINE F
CASCIO JTS
23 ELLSWORTH ST
PORTLAND, ME 04102

CHEN HSUEH-CHEN
89 GILMAN ST
PORTLAND, ME 04102

CHILDS THOMAS W
113 BLAKE RD
STANDISH, ME 04064

CHURCH OF CHRIST
867 CONGRESS ST
PORTLAND, ME 04102

CICCOMANCINI & SONS INC
43 WALTON ST
PORTLAND, ME 04103

CLOUTIER ANN K & PAUL J JTS
14 WHITEHALL AVE
SOUTH PORTLAND, ME 04106

COLE ADRIAN V & KATHLEEN P
MCCANN JTS
23 BOWDEN LN
FREEPORT, ME 04032

COLE JAMES M JR
10 GILMAN ST # 2
PORTLAND, ME 04102

COMMUNITY HOUSING OF MAINE INC
309 CUMBERLAND AVE STE 203
PORTLAND, ME 04101

COPE SAMUEL M & SARA K JTS
265 WEST PROMENADE
PORTLAND, ME 04102

COPE SAMUEL M WWII VET & SARA K
JTS
265 WEST PROMENADE
PORTLAND, ME 04102

CORBIN JEFFREY P
836 WASHINGTON AVE # 9
PORTLAND, ME 04103

COURTOIS LELAND B
55 MONTROSE AVE
PORTLAND, ME 04103

CR VENTURES LLC
302 CHANDLER'S WHARF
PORTLAND, ME 04101

CRESCENT HEIGHTS LLC
PO BOX 4790
PORTLAND, ME 04112

CUMBERLAND PARK PROPERTIES LLC
PO BOX 10634
PORTLAND, ME 04104

CUMMINGS JAMES E
PO BOX 957
WINDHAM, ME 04062

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2013130 MAINE MED ROOF ADDITION

3:53 PM

CUMMINGS THOMAS L HEIRS
12 A ST
PORTLAND, ME 04102

DANG THANH MON THI
101 GILMAN ST
PORTLAND, ME 04101

DANILUK DARYN A
837 CONGRESS ST # 3
PORTLAND, ME 04102

DENHAM ALISON A
106 WEST ST
PORTLAND, ME 04102

DOHERTY ANDREA
232 VALLEY ST
PORTLAND, ME 04102

DONNELLY SARA & DAVID DONNELLY
TRUSTEES
19 ELLSWORTH ST
PORTLAND, ME 04102

EAST END CORP
ONE CANAL PLAZA
PORTLAND, ME 04112

EAST END CORP
PO BOX 10291
PORTLAND, ME 04104

EAST END DEVELOPMENT LLC
PO BOX 10291
PORTLAND, ME 04104

EAST END DEVELOPMENT LLC
PO BOX 10291
PORTLAND, ME 04104

EAST END HOLDINGS LLC
PO BOX 10291
PORTLAND, ME 04104

ELIE MICHAEL R & DANIELLE A ELIE JTS
33 RAMSDELL RD
GRAY, ME 04039

EMPIRE REALTY LLC
17 BOYNTON ST # 1
PORTLAND, ME 04102

FEINSTEIN BRUCE E & JESSICA S
FEINSTEIN JTS
55 BRAMHALL ST
PORTLAND, ME 04102

FISK KENNETT H
43 SPINNAKER LN
FALMOUTH, MA 02540

FOGG ELLEN MARY
15 COOKS MILLS RD
NAPLES, ME 04055

FORTIER STEPHEN & KRISTEN FORTIER
18 BOUCHARD DR
BRUNSWICK, ME 04011

FOX STEPHEN H
20 SCHOOL ST # 4
PORTLAND, ME 04102

FOX STEPHEN H
4 GILMAN PL
PORTLAND, ME 04102

FRASER ROBERT H & MICHAEL B
FRASER JTS
210 VALLEY ST
PORTLAND, ME 04102

FRASER ROBERT H & MICHAEL
FRASER JTS
240 VALLEY ST
PORTLAND, ME 04102

FREDERICK MARINA & IAN GANS JTS
208 PARK AVE # 4
PORTLAND, ME 04102

FRIEDLAND MICHAEL J
21 BROOKSIDE AVE
SOUTH PORTLAND, ME 04106

GIGGEY ROBERT M & ABIGAIL E
RAYMOND ETAL JTS
166 GRANT ST # B
PORTLAND, ME 04101

GLASSMAN JACK I ETALS
15 OAK ST # 2
CHARLESTOWN, MA 02129

GLI REALTY COMPANY
PO BOX 52427
ATLANTA, GA 30355

GRANTWEY APARTMENTS LIMITED
LIABILITY COMPANY
35 PENRITH RD
PORTLAND, ME 04102

HALL CHRISTINE A & TROY R BENNETT
35 FOREST ST
PORTLAND, ME 04102

HARRIS ANNE H & GEORGE R DALPHIN
JTS
48 BRAMHALL ST
PORTLAND, ME 04103

HARRIS RICHARD J & PEGGYANN E JTS
35 PENRITH RD
PORTLAND, ME 04102

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HARRIS RICHARD S JR
35 PENRITH RD
PORTLAND, ME 04102

HARRIS RICHARD S JR & PEGGY
HARRIS
35 PENRITH RD
PORTLAND, ME 04102

HARWIN ASSOCIATES INC
51 BURNHAM ST
PORTLAND, ME 04102

HENNIGAR CHRISTOPHER G
306 BRACKETT ST #3
PORTLAND, ME 04102

HIGGINS ALLAN S
PO BOX 10957
PORTLAND, ME 04104

HIGGINS ALLAN S & DONNA M HIGGINS
JTS
1 FOREST CIRCLE
PORTLAND, ME 04103

HIGGINS DONNA M & ALLAN S HIGGINS
JTS
PO BOX 10957
PORTLAND, ME 04104

HO DUC N & YEM T LEE JTS
17 ALLEN RD
SOUTH PORTLAND, ME 04106

HOCHSTEDLER ANNA F & MOISES T
SABINA JTS
4 GILMAN ST
PORTLAND, ME 04102

HOCK MATTHEW W
183 GRANT ST
PORTLAND, ME 04101

HOLLAND JESSICA
18 HILL ST # 4
PORTLAND, ME 04102

HOLLAND NATHAN
15 IVES ST # 20
BEVERLY, MA 01915

HOLLOWAY MICAH L & HANNAH
MONACO JTS
184 BEECH RIDGE RD
SCARBOROUGH, ME 04074

HOWARD AARON M
2318 E SIERRA ST
PHOENIX, AZ 85028

HOWARD AIMEE
9 C ST
PORTLAND, ME 04102

HOWE CHRISTINA ARIEL
16 HUNTER LN
BOWDOINHAM, ME 04008

HUCKEL-BAUER NATHANIEL R &
ELIZABETH B EISENHARDT JTS
119 CHADWICK ST
PORTLAND, ME 04102

HURST NANCY E
1876 HARPSWELL NECK RD
HARPSWELL, ME 04079

INDICIA LLC
82 GILMAN ST
PORTLAND, ME 04102

INN AT ST JOHN THE
939 CONGRESS ST
PORTLAND, ME 04102

ISERBYT SAMUEL T
146 CHADWICK ST
PORTLAND, ME 04102

JACKSON FRANCIS M
238 WESTERN AVE
SOUTH PORTLAND, ME 04106

JACOBS GERALD L
63 WARD RD
WINDHAM, ME 04062

JH HOLDINGS LLC
42 GRAY RD
CUMBERLAND, ME 04021

JIT TEJINDER
68 CRESTVIEW DR
SOUTH PORTLAND, ME 04106

JOBİ PROPERTIES LLC
16 CHARLOTTE DR
FALMOUTH, ME 04105

JOHNSON GREGORY E & SHEILA C
JOHNSON TRUSTEE
40 DATE ST
OLD ORCHARD BEACH, ME 04064

JONCYN PROPERTIES LLC
168 SHAKER RD
GRAY, ME 04039

JONES WILLIAM & PATRICK MULLIGAN
53 HARBOR PL
SOUTH PORTLAND, ME 04106

JORDAN ROBERT K TRUSTEE
1050 ISLAND AVE
LONG ISLAND, ME 04050

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KAPOTHANASIS CONSTANTINE & EFFIE
JTS
70 SCOTT DR
WESTBROOK, ME 04092

KELLEY DEVELOPMENT LLC
857 METHODIST RD
WESTBROOK, ME 04092

KELLY LAURENCE A
5 CRESCENT ST #4
PORTLAND, ME 04102

KELLY PETER W III & MARY A JTS
PO BOX 817
PORTLAND, ME 04104

KILMARTIN KATHERINE B WID KW VET
32 FOREST ST
PORTLAND, ME 04102

KONGO MATTHEW & ROSE DIJIERI JTS
27 BOYNTON ST
PORTLAND, ME 04102

KONTOS GREGORY C C/O GCK GROUP
PO BOX 1785
WINDHAM, ME 04062

KONTOS GREGORY C & CAROLA
KONTOS
PO BOX 1785
WINDHAM, ME 04062

KORTHY LAURIE
20 SIXTH ST
PORTLAND, ME 04103

KTO LLC
PO BOX 1262
PORTLAND, ME 04104

KURAN BARBARA LYNN
11 BOYNTON ST
PORTLAND, ME 04102

LAMBERT STUART C
36 GILMAN ST
PORTLAND, ME 04102

LASH LLC
470 FOREST AVE STE 203
PORTLAND, ME 04101

LE PHUONG & TRANG K NGUYEN JTS
2455 SEDGWICK AVE #2-K
BRONX, NY 10458

LEAVITT ALISON
125 CHADWICK ST
PORTLAND, ME 04102

LI RI TENG & WEI YI WANG
PO BOX 495
MOODY, ME 04054

LIBBYTOWN PROERTIES LLC
1415 FOREST AVE
PORTLAND, ME 04103

M & M PROPERTIES LLC
259 SISQUISIC TRAIL
YARMOUTH, ME 04096

MACCONNELL DOUGLAS F & REBECCA
MACCONNELL JTS
9 EXETER ST
PORTLAND, ME 04102

MACKENZIE JENNIFER A & GARRY J
BOWCOTT
8 A ST
PORTLAND, ME 04102

MACKENZIE WESLIE I
836 NELSON RD
NELSON, NH 03457

MAIN CHARLES D & JUDITH Z MAIN JTS
36 LONGFELLOW W AVE
BRUNSWICK, ME 04011

MAINE MEDICAL CENTER
22 BRAMHALL ST
PORTLAND, ME 04102

MAINE MEDICAL CENTER
22 BRAMHALL ST
PORTLAND, ME 04101

MAINE MEDICAL CENTER
22 BRAMHALL ST
PORTLAND, ME 04102

MARCISSO KAREN E
9 BOYNTON ST
PORTLAND, ME 04102

MARDIGAN STEPHEN E
460 BAXTER BLVD
PORTLAND, ME 04101

MARTIN SARAH A
251 VALLEY ST
PORTLAND, ME 04102

MASON ALICE L HEIRS
219 VALLEY ST
PORTLAND, ME 04102

MCALLISTER CHARLES S III & PATRICIA
A MCALLISTER JTS
261 VAUGHAN ST
PORTLAND, ME 04102

Q.8

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2013130 MAINE MED ROOF ADDITION

3:53 PM

MCKEOWN RYAN L
PO BOX 8802
PORTLAND, ME 04104

MH REALTY LLC
818 CONGRESS ST
PORTLAND, ME 04102

MICHAUD STEPHEN J II & TAMMY J
BEAULIEU JTS
21 BOYNTON ST
PORTLAND, ME 04102

MMC REALTY CORP
22 BRAMHALL ST
PORTLAND, ME 04101

MMC REALTY CORP
22 BRAMHALL ST
PORTLAND, ME 04102

MMC REALTY CORP
22 BRAMHALL ST
PORTLAND, ME 04101

MOONSTONE PROPERTIES LLC
PO BOX 9739 BOX # 1140
PORTLAND, ME 04103

MORAD MELISSA R
296 BRACKETT ST
PORTLAND, ME 04102

MORRISSETTE MARIA C
257 VAUGHAN ST
PORTLAND, ME 04102

MOSES KELLY M
48 BRAMHALL ST #3
PORTLAND, ME 04102

MULTIPLE STREAMS LLC & SS MINNOW
LLC
22 BARLEY LN
SCARBOROUGH, ME 04074

MY DARLING II LLC
5 MOULTON ST STE 3
PORTLAND, ME 04101

NEDELJKOVIC ALEKSDANDAR &
BILJANA NEDELJKOVIC JTS
156 MILTON ST
PORTLAND, ME 04103

NERE DANIEL K
177 GRANT ST
PORTLAND, ME 04101

NEW EARTH ASSOCIATES LLC
PO BOX 9715-327
PORTLAND, ME 04104

NICHOLS ASHER & SUSAN NICHOLS
JTS
217 VAUGHAN ST #2
PORTLAND, ME 04102

NIKAZMERAD NICHOLAS M
261 WESTERN PROMENADE
PORTLAND, ME 04102

NOYES-BENOIT ANNA M & HENRI A
BENOIT II JTS
107 WEST ST
PORTLAND, ME 04102

O'BRIEN STEPHANIE H & ROBERT J
O'BRIEN JTS
95 WEST ST
PORTLAND, ME 04102

OXFORD PROPERTIES LLC
PO BOX 151
SOUTH PARIS, ME 04281

PAGANO JEAN WALLACE REVOCABLE
TRUST
473 MAIN ST
SACO, ME 04072

PALMER DEVELOPMENT GROUP LLC
83 SOUTH FREEPORT RD
FREEPORT, ME 04032

PARK AVE PROPERTIES LLC
30 LEDGEWOOD DR
FALMOUTH, ME 04105

PAYSON MELISSA J
PO BOX 3618
PORTLAND, ME 04104

PELLOW JAMES W & KARYN M PELLOW
JTS
104 WEST ST
PORTLAND, ME 04102

PEREGRINE CORPORATION
233 OXFORD ST
PORTLAND, ME 04101

PETERS ANNE GINDER
31 BRAMHALL ST
PORTLAND, ME 04102

PHUONG TRANG PORTLAND LLC
2455 SEDGWICK AVE #2-K
BRONX, NY 10468

PHYL-BOB LLC & PHYL-BOB TOO LLC
5 JORDAN WAY
BAR HARBOR, ME 04609

PIKE CAROL S & JAMES F JTS
39 ALBA ST
PORTLAND, ME 04103

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POE ANNALEE & JOSHUA ECKELS JTS
30 STARR ST
VINALHAVEN, ME 04863

PORT RESOURCES
175 LANCASTER ST # 217
PORTLAND, ME 04101

PORTER JOSEPH F II & PETER RODWAY
TRUSTEES
PO BOX 1833
PORTLAND, ME 04101

POWERS PATRICK A & ROSEMARIE T
POWERS
40 BUCKET LN
YARMOUTH, ME 04096

PROFENNO DOMINIC L
8 BOYNTON ST
PORTLAND, ME 04102

PROSSER ALAN
195 ST JOHN ST
PORTLAND, ME 04102

PURINGTON MATTHEW C & MARY
KATHERINE PURINGTON JTS
128 CHADWICK ST
PORTLAND, ME 04102

RAHEM LLC
PO BOX 6149
FALMOUTH, ME 04105

RANCOURT DAVID
176 GRANT ST # 3
PORTLAND, ME 04101

RANDOM ORBIT INC
795 CONGRESS ST
PORTLAND, ME 04102

REDMOND GABRIEL & MICHAEL
FARLEY JTS
P.O.BOX 11511
PORTLAND, ME 04104

RHINELANDER MARCUS
217 VAUGHAN ST # 5
PORTLAND, ME 04102

ROBERTSON RODNEY T JR & DIANE D
ROBERTSON JTS
1 RUSSELL ST
PORTLAND, ME 04102

ROIG JUSTIN E & EMILY J MERRIGAN
JTS
48 BRAMHALL ST # 1
PORTLAND, ME 04102

ROSENBLUM JEFFREY L
22 UPTON ST
CAMBRIDGE, MA 02139

ROWE ARTHUR III
220 BRUCE HILL RD
CUMBERLAND CENTER, ME 04021

SABINA ALEC T & EMMA L SABINA JTS
302 BRACKETT ST
PORTLAND, ME 04102

SCOTT RANDALL T
18 B ST
SOUTH PORTLAND, ME 04106

SEA OTTER 12G LIMITED LIABILITY
COMPANY
39 COVESIDE LN
YARMOUTH, ME 04096

SEA OTTER 16G LIMITED LIABILITY
COMPANY
39 COVESIDE LN
YARMOUTH, ME 04096

SHALOM HOUSE
1 PLEASANT ST
PORTLAND, ME 04101

SHALOM HOUSE INC
PO BOX 560
PORTLAND, ME 04112

SHERIFF MORRIS ANDREW & DAVID A
SHERIFF
1290 WOODBURY AVE
PORTSMOUTH, NH 03801

SHERRY SANDRA M
15 PEPPERELL ST
SACO, ME 04072

SIMULACRA PROPERTIES LLC
375 BLACKSTRAP RD
FALMOUTH, ME 04105

SITEMAN RICHARD & LORAINA A
LOWELL JTS
28 FOREST ST
PORTLAND, ME 04102

SMITH JULIE E
227 VALLEY ST
PORTLAND, ME 04102

SMITH LORI L
217 VAUGHAN ST # 1
PORTLAND, ME 04102

SOMMER JOHN E
17 WEYMOUTH ST
PORTLAND, ME 04102

SOULE JUNE C
71 PLYMOUTH ST
PORTLAND, ME 04103

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3:53 PM

STEVENS RICHARD S VN VET &
KATHLEEN R JTS
260 VAUGHAN ST
PORTLAND, ME 04102

STICKNEY ADAM W
254 VALLEY ST
PORTLAND, ME 04102

TAMIR SHAWN
PO BOX 15391
PORTLAND, ME 04112

TANDEM PROPERTIES LLC
40 COTTAGE PARK RD
PORTLAND, ME 04103

TEDESCO THEODORE M & MARILYN M
TEDESCO
217 VAUGHAN ST # 3
PORTLAND, ME 04102

TETZLAFF PAUL T & MELISSA
TETZLAFF JTS
243 VALLEY ST
PORTLAND, ME 04102

THAM MICHELLE & ELLIOTT R TEEL JTS
166 GRANT ST # A
PORTLAND, ME 04101

THOMAS KATHRYN B & STEPHEN M JTS
259 VAUGHAN ST
PORTLAND, ME 04102

TPA ASSOCIATES
940 CONGRESS ST
PORTLAND, ME 04102

TRIGGIANI DAVID M
287 ALLEN AVE # 1
PORTLAND, ME 04103

TRUCHOICE FEDERAL CREDIT UNION
PO BOX 10659
PORTLAND, ME 04104

TURCOTTE DARRELL & CHRISTOPHER
THIELE JTS
12 GLENWOOD AVE
WESTBROOK, ME 04092

VAUGHAN STREET REALTY
ASSOCIATES
233 VAUGHAN ST
PORTLAND, ME 04102

VICKERY DAVID JASON
255 WESTERN PROMENADE
PORTLAND, ME 04102

WEST COMPANY
104 GRANT ST
PORTLAND, ME 04101

WILHOITE PAULA
9 RUSSELL ST
PORTLAND, ME 04102

WITHERELL LAYNE VN VET & JUDITH
WITHERELL JTS
53 BRAMHALL ST
PORTLAND, ME 04102

WORAMALEE SAENGTONG
921 CONGRESS ST
PORTLAND, ME 04102

WORAMALEE SAENGTONG
921 CONGRESS ST
PORTLAND, ME 04102

YENTSCH CARLTON
46 BRAMHALL ST
PORTLAND, ME 04102

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Citizen's Mailing List

3:56 PM

Anne Weigel
92 Hamblet Avenue
Portland, ME 04103

Anthony Donovan
27 Riverview Street
Portland, ME 04102

Barb Wood
125 Emery Street
Portland, ME 04102

Brian Biserra
400 Trade Center, Suite 400
Woburn, MA 01801

Chris Castelsky
Fairpoint Communications
521 East Morehead Street
Charlotte, NC 28202

David Nowlin
215 Oxford Street
Portland, ME 04102

Dawn Carrigan, Principal
Longfellow School
432 Stevens Avenue
Portland, ME 04101

Deb Keenan
28 Dorothy Street
Portland, ME 04103

Devon and Pamela Platte
26 North Street, #3
Portland, ME 04101

Edward Suslovic
District 3
46 Kenwood St.
Portland, Me 04103

Ethan Strimling
211 Spring Street
Portland, ME 04102

Greater Portland Council of Governments
68 Marginal Way
Portland, ME 04101

Henry Leclair
209 Range Road
Windham, ME 03087

Janice Carpenter
9 West Commonwealth Drive
Portland, ME 04103

Jennifer Yeaton
City of Portland
389 Congress Street
Portland, ME 04101

Jesse Thompson, RA, LEED AP
Kaplan Thompson Architects
424 Fore Street
Portland, ME 04101

John Leavitt
NE Regional Council of Carpenters
68 Bishop Street, Unit 1
Portland, ME 04103

Kerry Anderson
5 Frederick Thompson Drive
Scarborough, ME 04074

Len Anderson
543 Allen Avenue
Portland, ME 04103

Liz Holton
18 Victoria Street
Portland, ME 04103

Lynn Clarkson
145 Marlborough Road
Portland, ME 04103

Marc Foster
29 Taylor Street, #1
Portland, ME 04102

Mary Griffith
6 E. Promenade, Unit #2
Portland, ME 04101

Michael Pizzo
88 Christy Road
Portland, ME 04103

Nancy Bartlett
PO Box 7965
Portland, ME 04112

Pam Burnside
64 Lester Drive
Portland, ME 04103

Paul Dubois
Kimberly Dubois
1915 Congress Street
Portland, Me 04102

Paul Leblond
55 Stevens Avenue
Portland, ME 04102

Peaks Island Land Preserve
PO Box 99
Peaks Island, ME 04108

Peggy Morin
66 Farnham Street
Portland, ME 04101

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3:56 PM

05/28/2013

Citizen's Mailing List

Philip Haughey
1660 Soldiers Field Road
Boston, MA 02135

Portland Society of Architects
c/o James Sterling, AIA
PO Box 7305
Portland, ME 04112

Priscilla D. LaVallee
55 Watson Street
Portland, ME 04103

Rebecca Halla
Waste Management
2000 Forest Avenue
Portland, ME 04103

REP Benjamin Dudley III
District 30
9 Ponce Street
Portland, ME 04101

REP Glenn Cummings
District 37
24 Nevens Street
Portland, ME 04103

REP Herb Adams
District 33
231 State Street
Portland, ME 04101-2361

REP Joseph Brannigan
District 35
168 Concord Street
Portland, ME 04103

Robert Hains
250 Holm Avenue
Portland, ME 04102

Stephen Parazone
47 Bolton Street
Portland, ME 04102

Steve Rose
44 Federal Street
Portland, ME 04102

Susan Wilson
3 Ponce Street
Portland, ME 04101

William Meridian
105 Stonecrest Drive
Portland, ME 04103

NEIGHBORHOOD MEETING, JUNE 18, 2013
DANA AUDITORIUM, MMC, 22 BRAMHALL STREET
Maine Medical Center

Proposed 40,000 square foot addition to the Lower Bean Building (aka Bean 2)

Location: Bramhall Street (in the vicinity of the MMC emergency department)

SIGN IN SHEET

NAME	ADDRESS	SIGNATURE
Robert C. Hains	250 Nolan Avenue, Portland	[Signature]
Wayne A. Starbuck	249 St John St Portland	Wayne A Starbuck
Ho, Duc	249 St John St Portland	[Signature]
Le YEM -	249 St John - Portland	[Signature]

NEIGHBORHOOD MEETING, JUNE 18, 2013
DANA AUDITORIUM, MMC, 22 BRAMHALL STREET
Maine Medical Center

Proposed 40,000 square foot addition to the Lower Bean Building (aka Bean 2)

Location: Bramhall Street (in the vicinity of the MMC emergency department)

SIGN IN SHEET

NAME	ADDRESS	SIGNATURE
Jim McLaman	251 Valley St	St John Valley Neighborhood
Paula C Wilhoite	9 Russell St	[Signature]

**Attachment 4 Neighborhood Meeting Minutes, June 18, 2013
Maine Medical Center, Proposed 40,000 square foot addition to the Lower Bean Building (aka Bean 2) located at 22 Bramhall Street (in the vicinity of the MMC emergency department)**

Attending:

Representing Maine Medical Center (MMC): Jeff Sanders, MMC Executive Vice President and Chief Operating Officer; Ed Farrell, Vice President, Strategy and Business Development; Walter Pochebit, MMC Associate Vice President, Facilities; Penny St. Louis, MMC Senior Project Advisor; Rich Linehan, MMC Director, Planning; Marshall Bartlett, MMC Project Manager, Facilities; Mary Saucier, Administrative Assistant, Communications and Marketing; Dennis Kaiser, Perkins + Will Architects; Allen Buie, Perkins + Will Architects, Tom Gorrill, Gorrill-Palmer Consulting Engineers; Will Conway, Sebago Technics; Randy Dunton, Gorrill-Palmer Consulting Engineers

General Public: Please see accompanying Neighborhood Meeting sign-up sheets.

Opening Statements & Presentation: MMC and its Design Team representatives provided an overview of the "Bean 2 Project", its purpose and goals, proposed design, and traffic and parking impact.

Questions and Responses:

Question 1: When John Peverada, City of Portland parking department staff, commented on adequate availability of parking was he referring to on-street or off-street parking?

Response 1: Mr. Peverada was referring to observations of both. The City's parking department staff has made periodic checks of MMC's parking garages and found vacancies, and has also found that the on-street parking meters near the MMC main campus are also successful. On-street parking has been reduced through MMC's efforts.

Question 2: Will light spillage from the addition affect use of the Helipad?

Response 2: Initial studies of light spillage indicate that there will be minimal effect on use of the Helipad.

Question 3: Will the addition cause any wind or turbulence from the addition affect use of the Helipad?

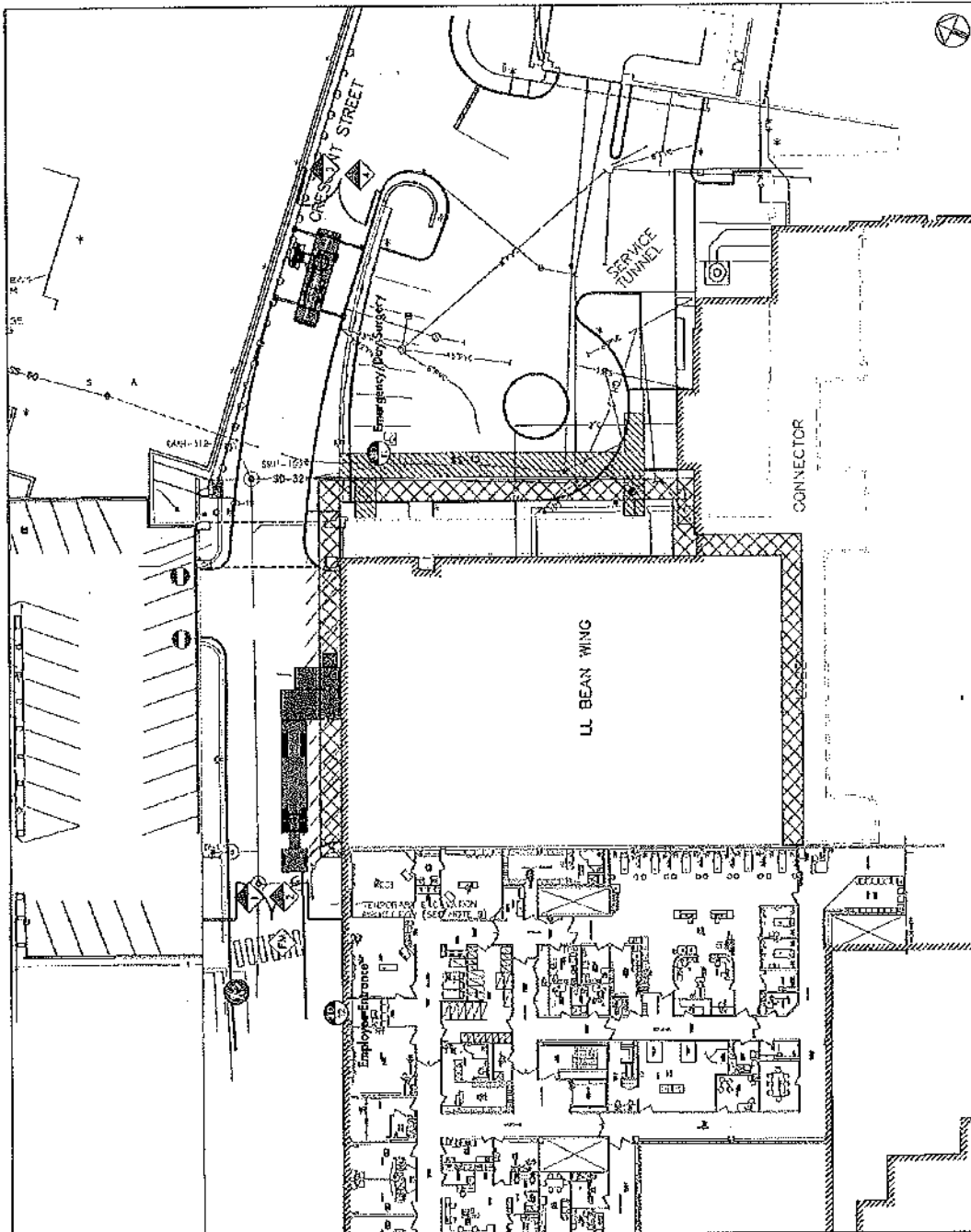
Response 3: MMC has filed a permit application with the Federal Aviation Agency. A Project Manager has been assigned. The FAA does not comment on an application while it is conducting a determination review. MMC is following up on this question.

Question 4: Where will construction equipment be located; will access to MMC's Emergency Department be blocked?

Response 5: Suffolk Construction, the Construction Manager for the project, has extensive hospital and urban construction experience. The construction equipment will be located on the private service road adjacent to MMC's Bean Building, which already has gated access. There are a few short periods of time when construction equipment will be in the Emergency Department overflow ambulance parking area; during those times traffic will be managed. Access to the Emergency Department will not be blocked at any time during construction.

Key

- Temporary Entrance ID
- Pedestrian Crossing
- Regulatory
- Traffic Control
- Parking
- Exit Closed
- Site Fence
- Flagman
- Construction Area
 - Authorized Personnel Only
 - Hard Hats Required
 - Visitors must report to Suffolk field office
- No One Traffic
- Caution Entering Construction Zone



DRAWING TITLE
Construction Phase Weyfinding
vehicular and pedestrian
Scale: as shown
11 June 2013

ARCHITECTURE
Perkins+Will
65 Court Street
Boston MA 02118
2 617.478.0000

ENVIRONMENTAL GRAPHICS
Gemble Design LLC
154 McJannet Avenue
Pittsborough NH 03801
603.427.1950













Maine Medical Center
BEAN CONSTRUCTION

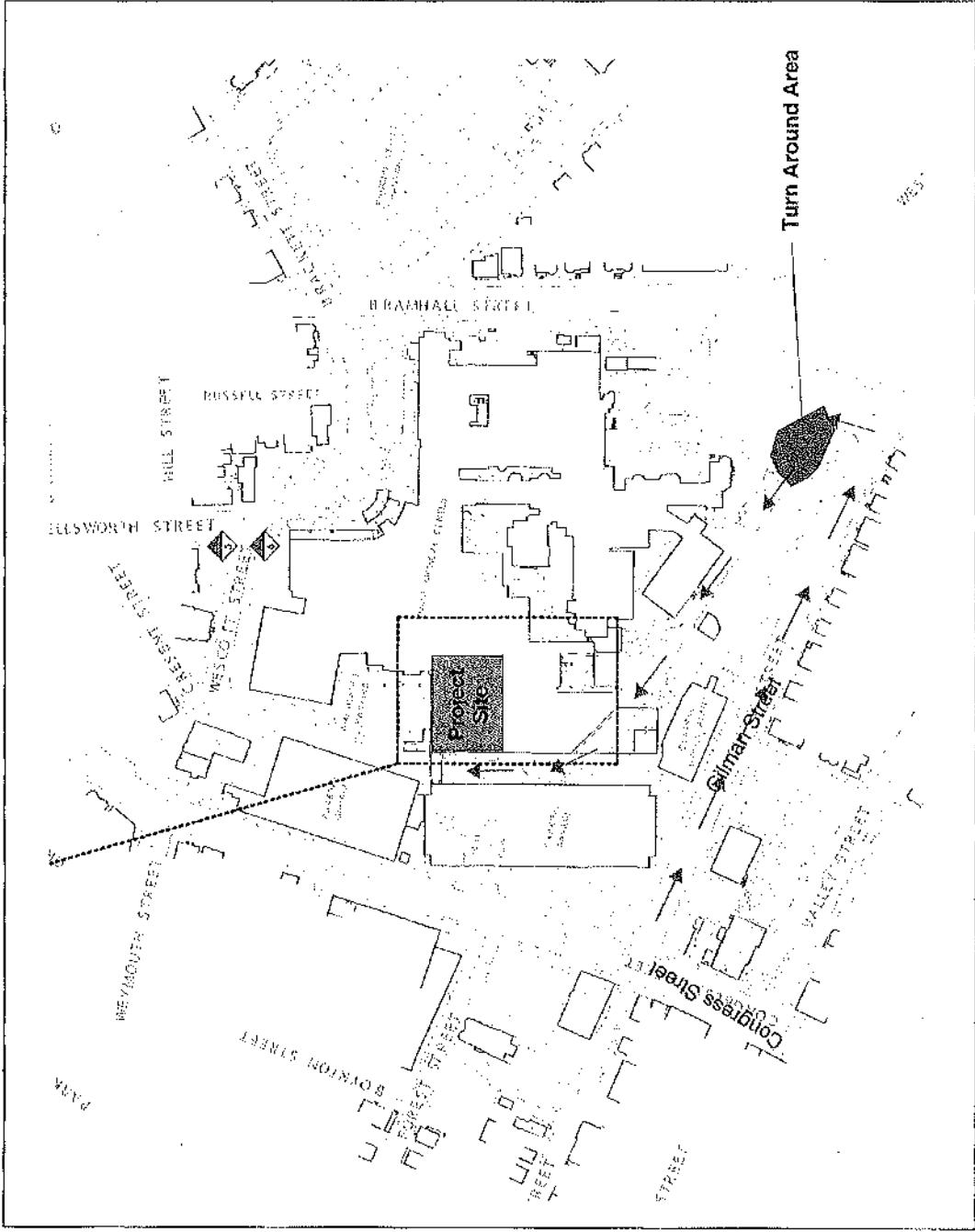
Rev. R. 2

DRAWING N°

SLP.5

Key

-  Temporary Entrance ID
-  Pedestrian Crossing
-  Regulatory
-  Traffic Control
-  Parking
-  Exit Closed
-  Site Fence
-  Flagman
-  Access Road Closed
-  All deliveries via Gillman Street

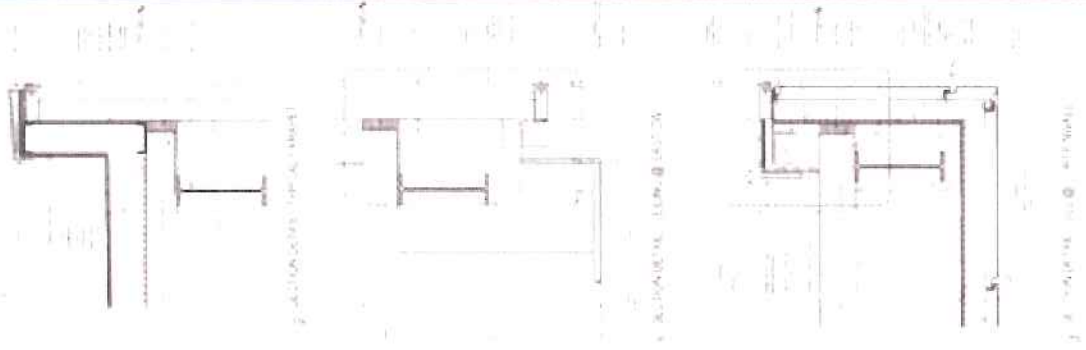


DRAWING TITLE
 Construction Phase Wayfinding
 Delivery route
 Scale: as shown
 17 June 2013

ARCHITECTURE
 Peiffer+Wilf
 55 Court Street
 Boston, MA 02118
 © 617.278.0930

ENVIRONMENTAL GRAPHICS
 Gemble Design LLC
 154 Maplewood Avenue
 Portsmouth, NH 03801
 © 603.427.1300

 **Maine Medical Center**
BEAN CONSTRUCTION

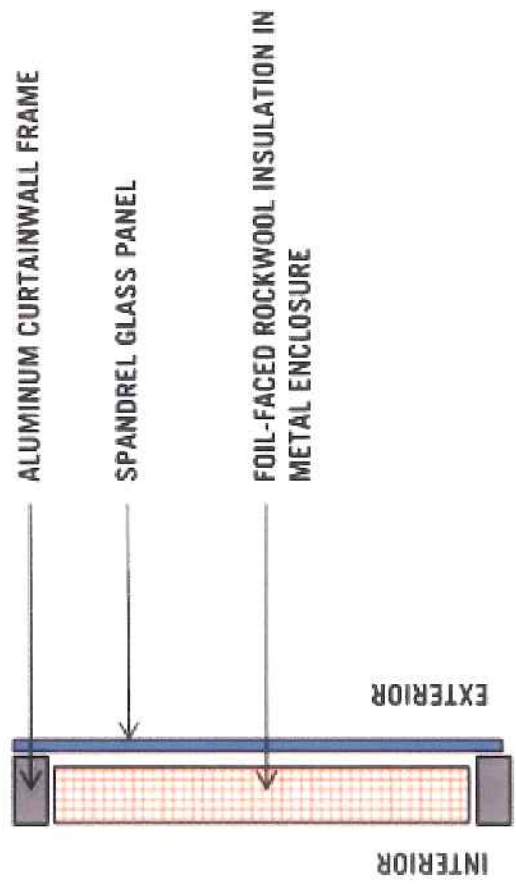


BUILDING ENVELOPE MATERIALS Tab 24

THE BUILDING SKIN CONSISTS OF 3 MATERIALS:

- 1) INSULATED METAL PANEL (IN 2 COLORS)
- 2) INSULATED SPANDREL GLASS
- 3) FRITTED VISION GLASS

ALTHOUGH THE BUILDING IS PRIMARILY A 'GLASS CURTAINWALL SYSTEM,' A LARGE PERCENTAGE OF THIS IS OPAQUE, INSULATED GLASS, BUILT ACCORDING TO THIS WALL ASSEMBLY DIAGRAM:



LOCAL MATERIAL PRECEDENTS

Below are local examples of the use of white metal panel, extensive glass facades, and fritted glass panels.



MMC EAST TOWER

- White metal panel
- Glass elements
- Integrated mechanical louvers



PORTLAND PUBLIC LIBRARY

- Glass facades (south-facing)
- Fritted glass



UNIVERSITY OF SOUTHERN MAINE WISHCAMPER CENTER

- Glass facades (north & south-facing)
- Metal panel
- Fritted glass
- Glass elements on a masonry base

BEAN ROOF ADDITION BUILDING ENVELOPE

SUMMARY:

TOTAL BUILDING SKIN AREA: 17,882 SF

TOTAL VISION GLASS AREA: 3,526 SF w/40% CERAMIC FRIT

GLASS / SOLID: 19.7% / 80.3%

TRANSPARENT GLASS / SOLID: 12% / 88%

FRITTED GLASS CONTRIBUTES TO MITIGATING SOLAR GAIN IN SUMMER

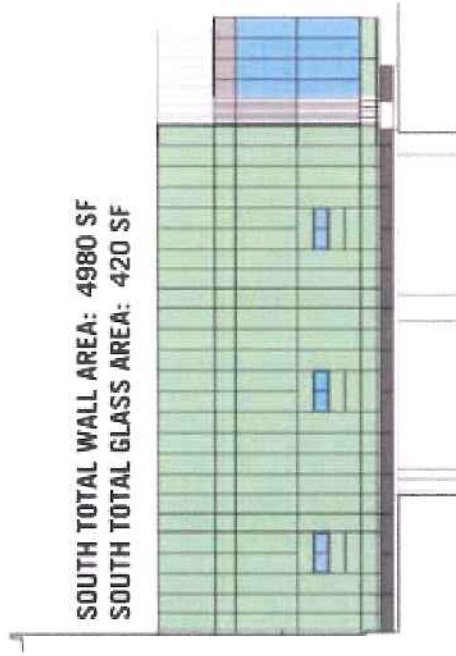
CODE REQUIREMENT OF GLASS FOR ENERGY EFFICIENCY IN THIS CLIMATE:
MAXIMUM OF 40% OF THE EXTERIOR WALL CAN BE CLEAR VISION GLASS

THEREFORE, THE BEAN ROOF ADDITION IS WELL WITHIN THE REQUIREMENT
FOR VISION GLASS AS A PERCENTAGE OF THE OVERALL BUILDING SKIN FOR
ENERGY EFFICIENCY.



SOUTH ELEVATION

SOUTH TOTAL WALL AREA: 4980 SF
 SOUTH TOTAL GLASS AREA: 420 SF



- GRAY INSULATED METAL PANEL
- WHITE INSULATED METAL PANEL
- INSULATED SPANDEL GLASS
- FRITTED VISION GLASS

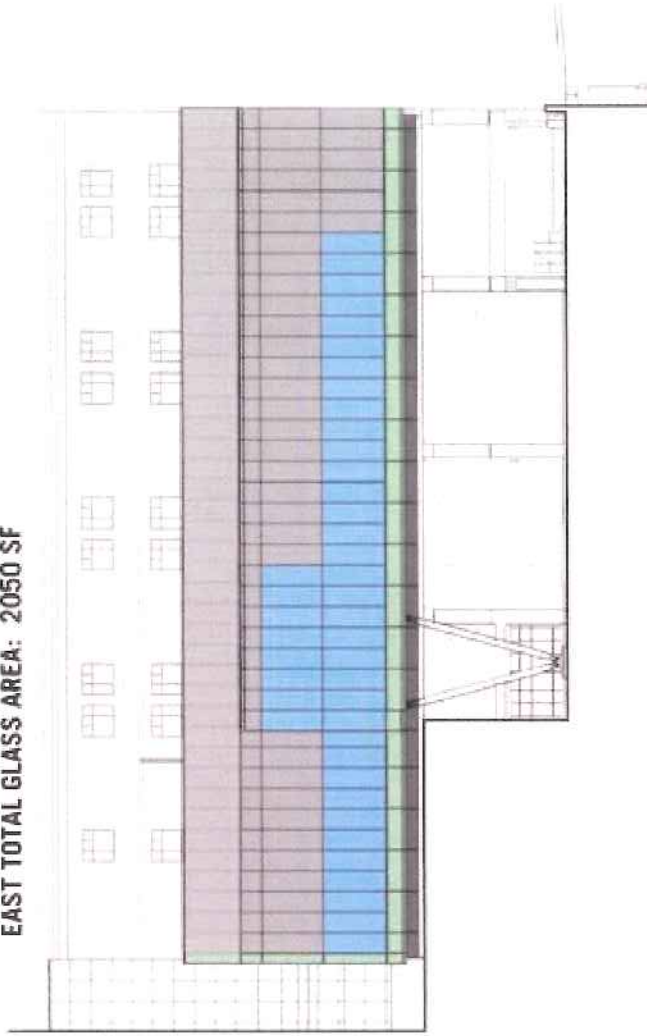
8% SOUTH ELEVATION IS FRITTED VISION WINDOW

BUILDING ENVELOPE MATERIALS



EAST ELEVATION

EAST TOTAL WALL AREA: 7702 SF
 EAST TOTAL GLASS AREA: 2050 SF



26% EAST ELEVATION IS FRITTED VISION WINDOW

PERKINS
 WILL

NORTH ELEVATION

NORTH TOTAL WALL AREA: 5200 SF
NORTH TOTAL GLASS AREA: 1056 SF

- GRAY INSULATED METAL PANEL
- WHITE INSULATED METAL PANEL
- INSULATED SPANDREL GLASS
- FRITTED VISION GLASS



20% NORTH ELEVATION IS FRITTED WINDOW

NIGHT LIGHTING

Tab 25

PHOTOMETRIC STUDY

Attached is a photometric study of the building as it affects the Emergency Department court.

Note that the windows on the building include a 40% ceramic frit, which blocks some light from escaping to the outside. This also contributes to the diffusion of the lighting as seen from the exterior.

No exterior lighting beyond that required for maintenance & egress purposes in the roof areaways is proposed for the addition.

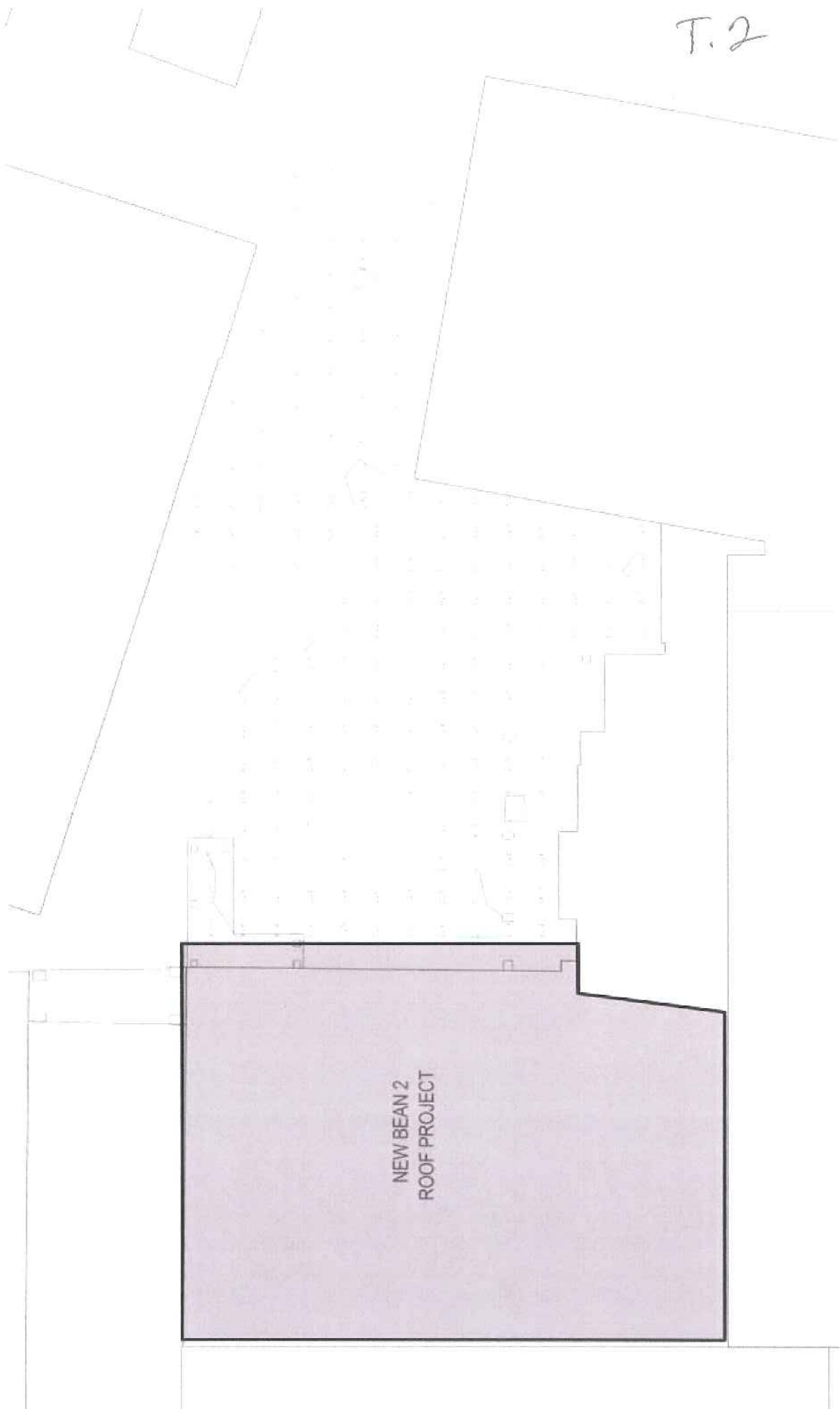
The study consists of three items:

- Photometrics of the existing conditions (Bean 2 Roof Lights OFF)
- Photometrics of the existing conditions PLUS the Bean 2 Roof Lights ON
- Photometrics of Bean 2 Roof Lights ONLY

The study indicates that the interior lights of the Bean 2 addition will add minimal light to the ED drop-off courtyard.

T.2

6/18/2013

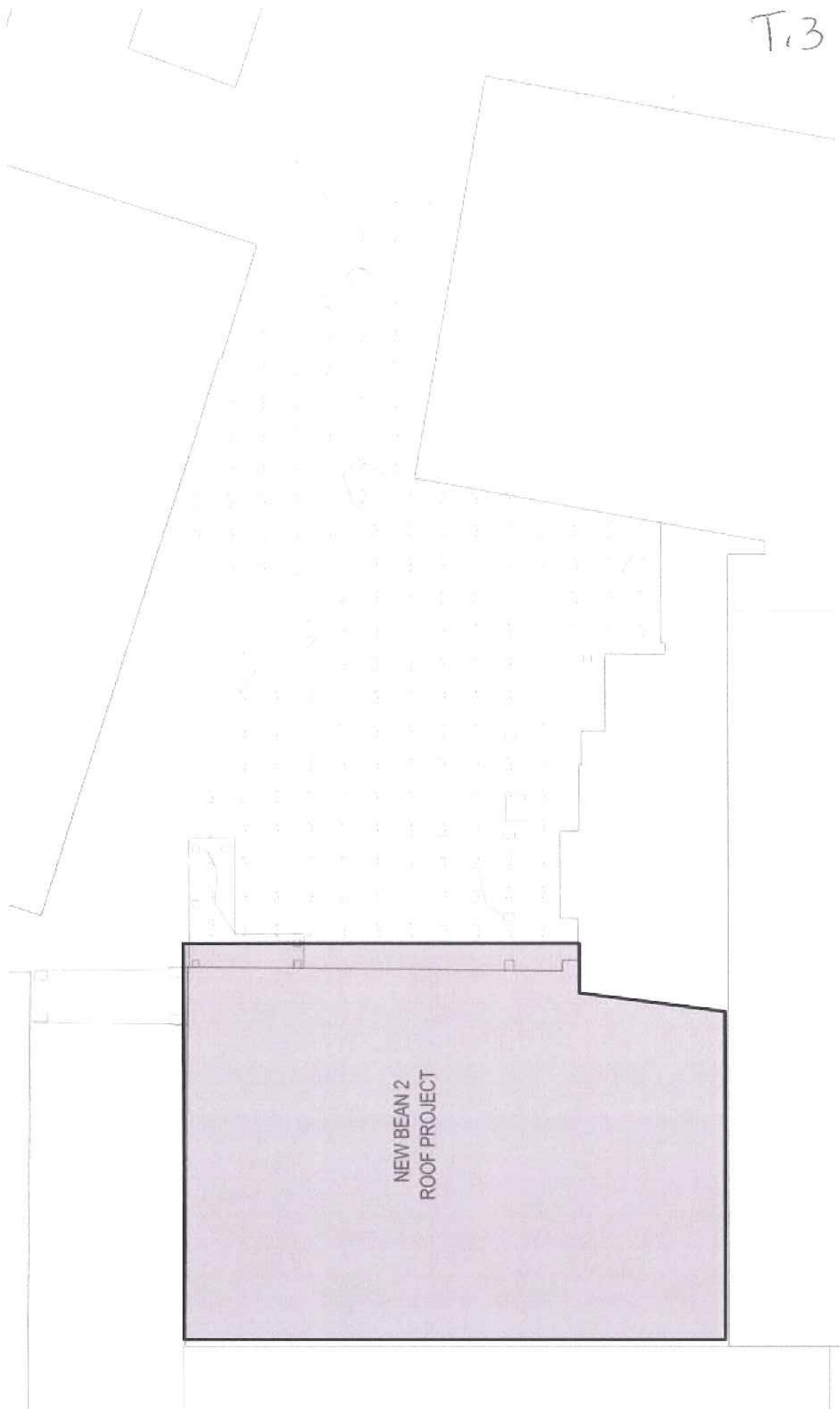


NEW BEAN 2
ROOF PROJECT

ED Drop-Off Site Lighting - Bean 2 Roof Lights: Off
Maine Medical Center

T.3

6/18/2013



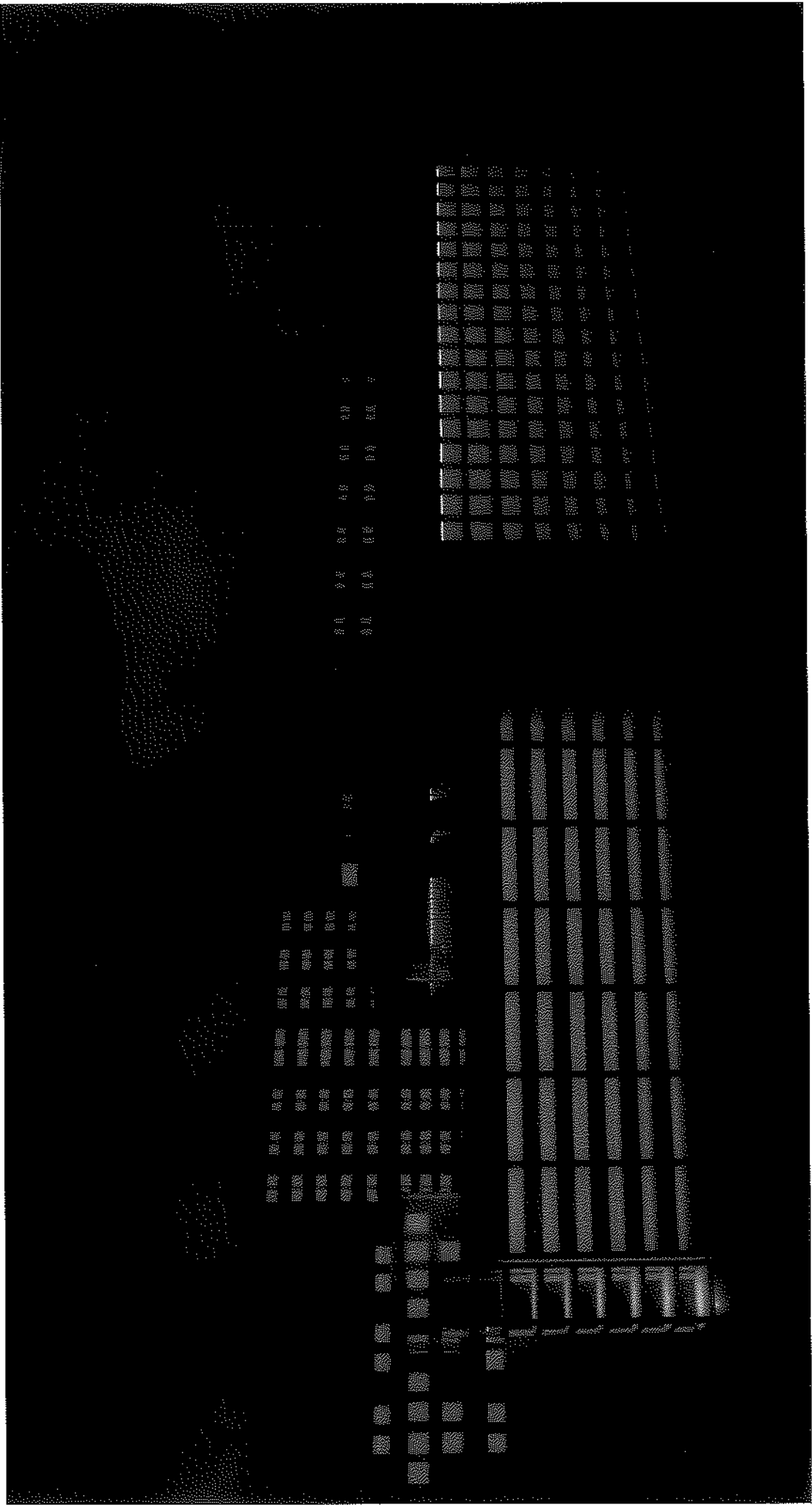
NEW BEAN 2
ROOF PROJECT

ED Drop-Off Site Lighting - Bean 2 Roof Lights: On
Maine Medical Center



NEW BEAN 2
ROOF PROJECT

T.4



from North
(compare w/ U2)

rec'd 6-28-13 w/ MMC cover letter

T.5

REFLECTIVITY

"Specular reflection occurs when the sun's light is directly reflected so the angle of incidence equals the angle of reflection."* Mirrored glass creates specular reflection.

"Diffuse reflection occurs when the sun's light is re-directed in multiple directions after hitting a surface. This scattering reduces the amount of light reflecting in a single direction so the...reflected sunlight is reduced."** Fritted and ceramic-coated spandrel glass as proposed in the Bean 2 design create diffuse reflection.

BEAN ADDITION LOCATION LIMITS SOLAR EXPOSURE

The addition is within a group of existing, taller buildings to the east, south and west with the garage to the north. These existing buildings place the addition in full or partial shade, depending on the time of year. Primary solar exposure is in the afternoon (from the northwest) in spring, summer and fall months. It is primarily oriented to the northwest & northeast, with the resulting reflectance substantially aimed at the ground or south wall of the garages.

Winter Sun: At a low angle throughout the day, however the building addition is almost wholly in shadow during this time, except for some exposure late in the day.

Summer Sun: The sun rises and sets further to the north, but is at a much higher angle in the sky, meaning that the building has more exposure to sunlight. However, the higher-angle sun will be reflected toward the ground of the immediate area. Setting sun may reflect in the façade to an observer to the east, although the MMC New Garage will tend to block any reflections beyond the campus.

BEAN ADDITION GLASS SPECIFICATION REDUCES REFLECTIVITY

White Spandrel Glass: diffuses and scatters sunlight that falls on it, reducing direct reflectivity.**

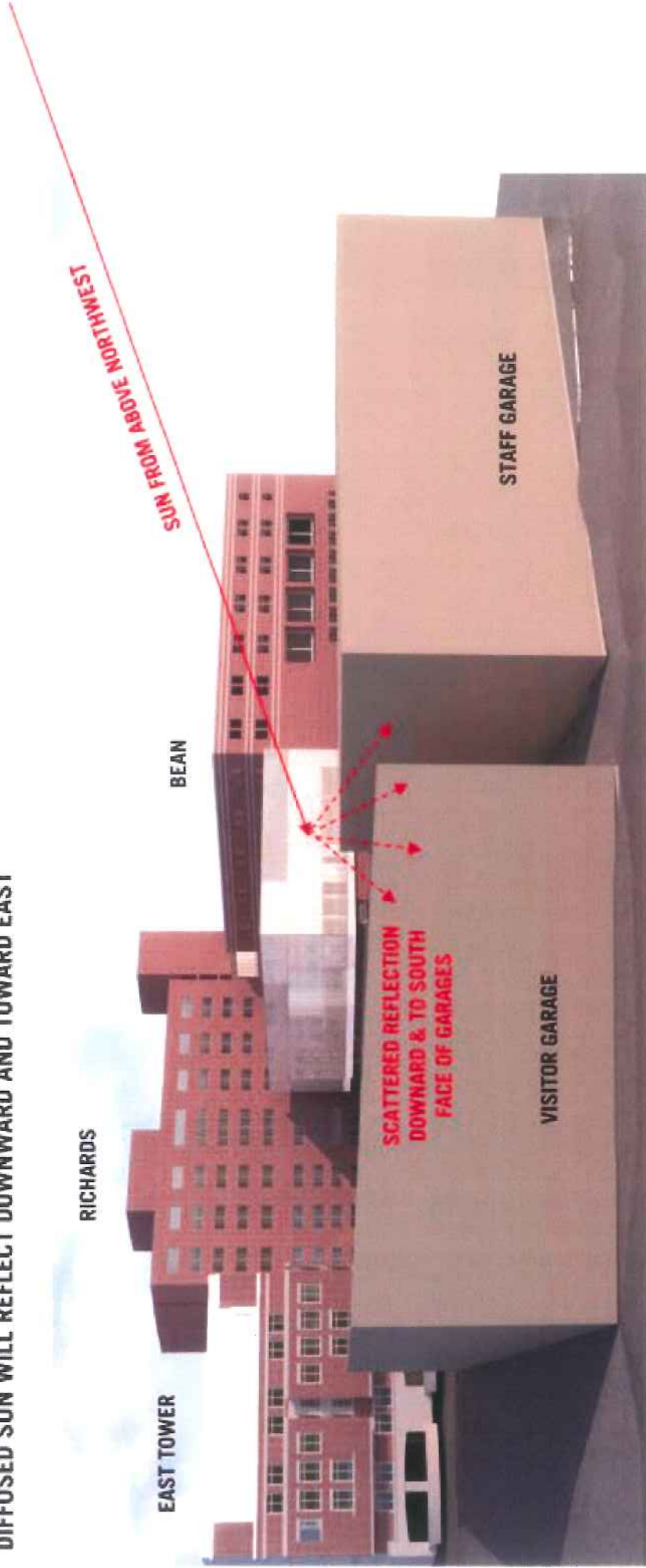
Fritted Glass: 40% of the transparent glass has a white ceramic frit, diffusing and scattering sunlight that falls on it, reducing direct reflectivity.** Additionally, white metal panel on the project (including mechanical louvers) will be a satin sheen similar to the existing panel on the East Tower.

* See attached white paper published by Viracon glass manufacturers.

** See attached specification

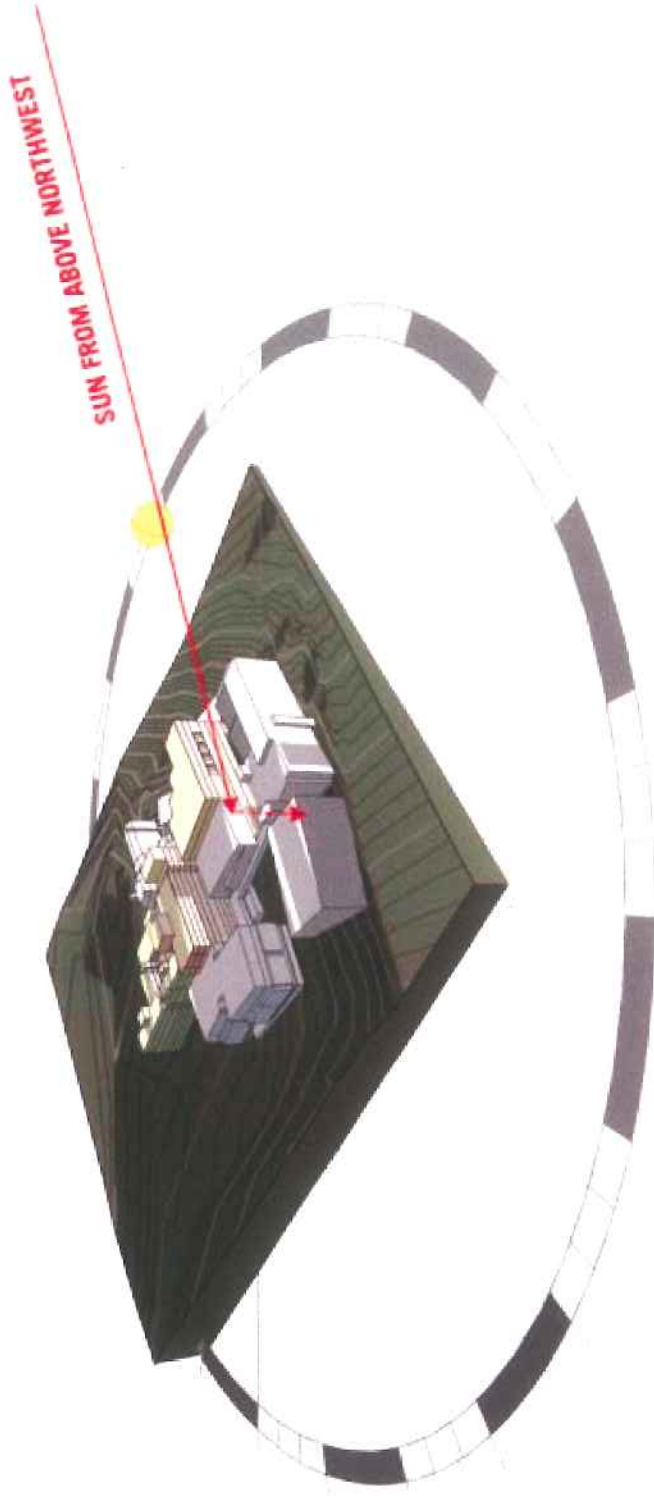
RENDERING STUDY: BEAN ADDITION FROM THE NORTH

JUNE 5:00PM SELECTED FOR MAXIMUM ANNUAL SOLAR EXPOSURE & LOWER-ANGLE OF SUN
DIFFUSED SUN WILL REFLECT DOWNWARD AND TOWARD EAST



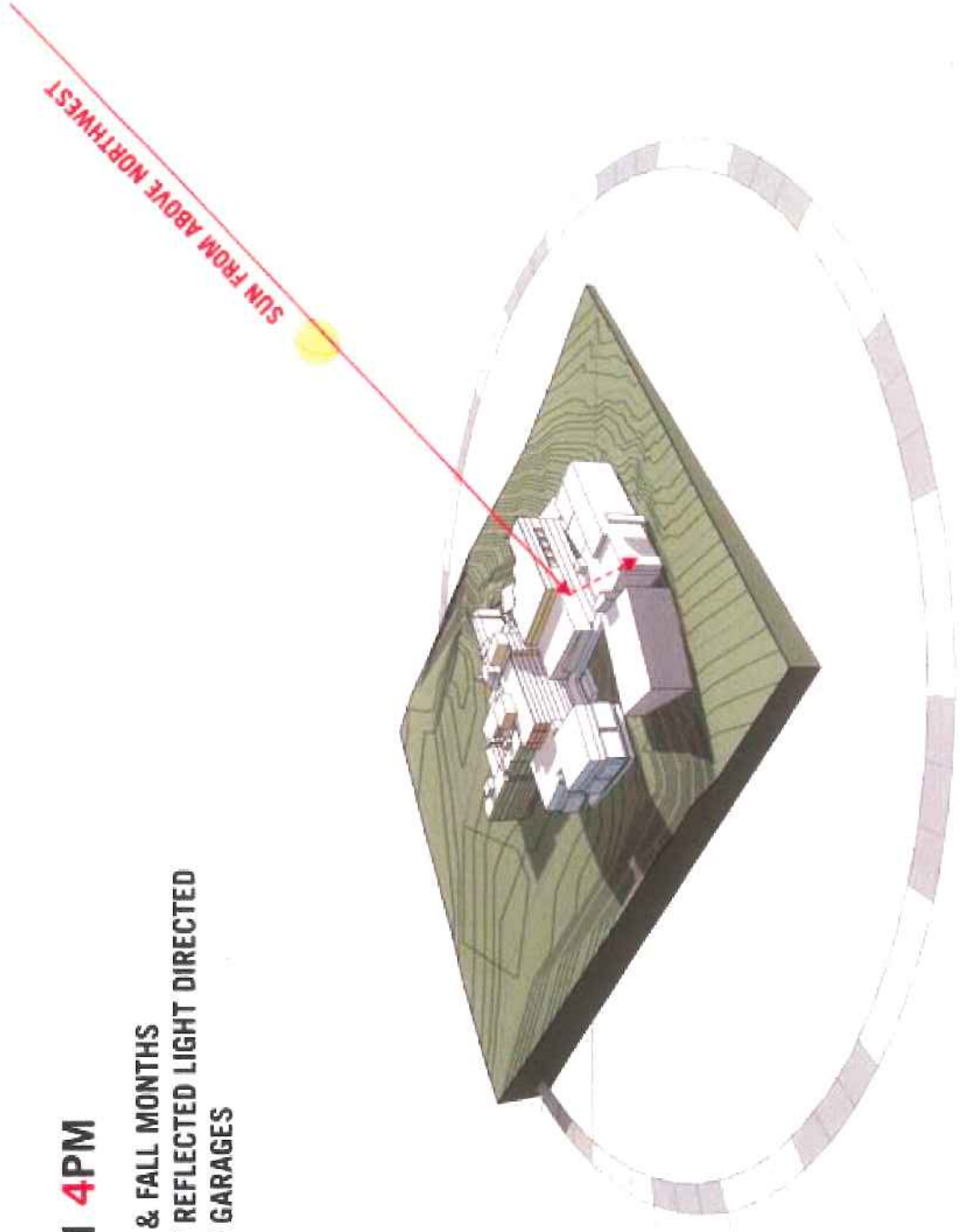
DECEMBER 21 4PM

LOW-ANGLE SETTING SUN GRAZES NORTH FAÇADE IN NOVEMBER, DECEMBER, JANUARY
WITH ANY REFLECTED LIGHT DIRECTED TOWARD THE SOUTH FACE OF THE GARAGES



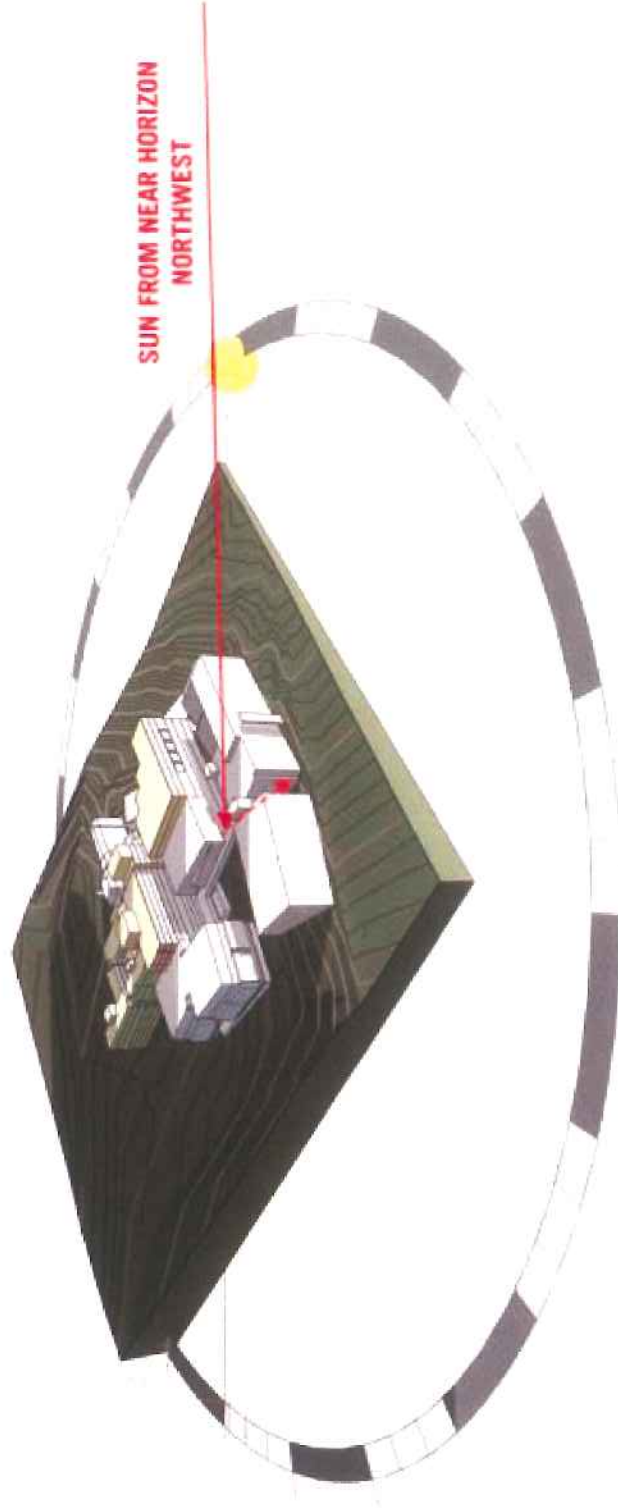
MARCH/SEPTEMBER 21 4PM

**2-3 HOURS EXPOSURE IN SPRING & FALL MONTHS
MODERATE SUN-ANGLE WITH ANY REFLECTED LIGHT DIRECTED
TOWARD THE SOUTH FACE OF THE GARAGES**



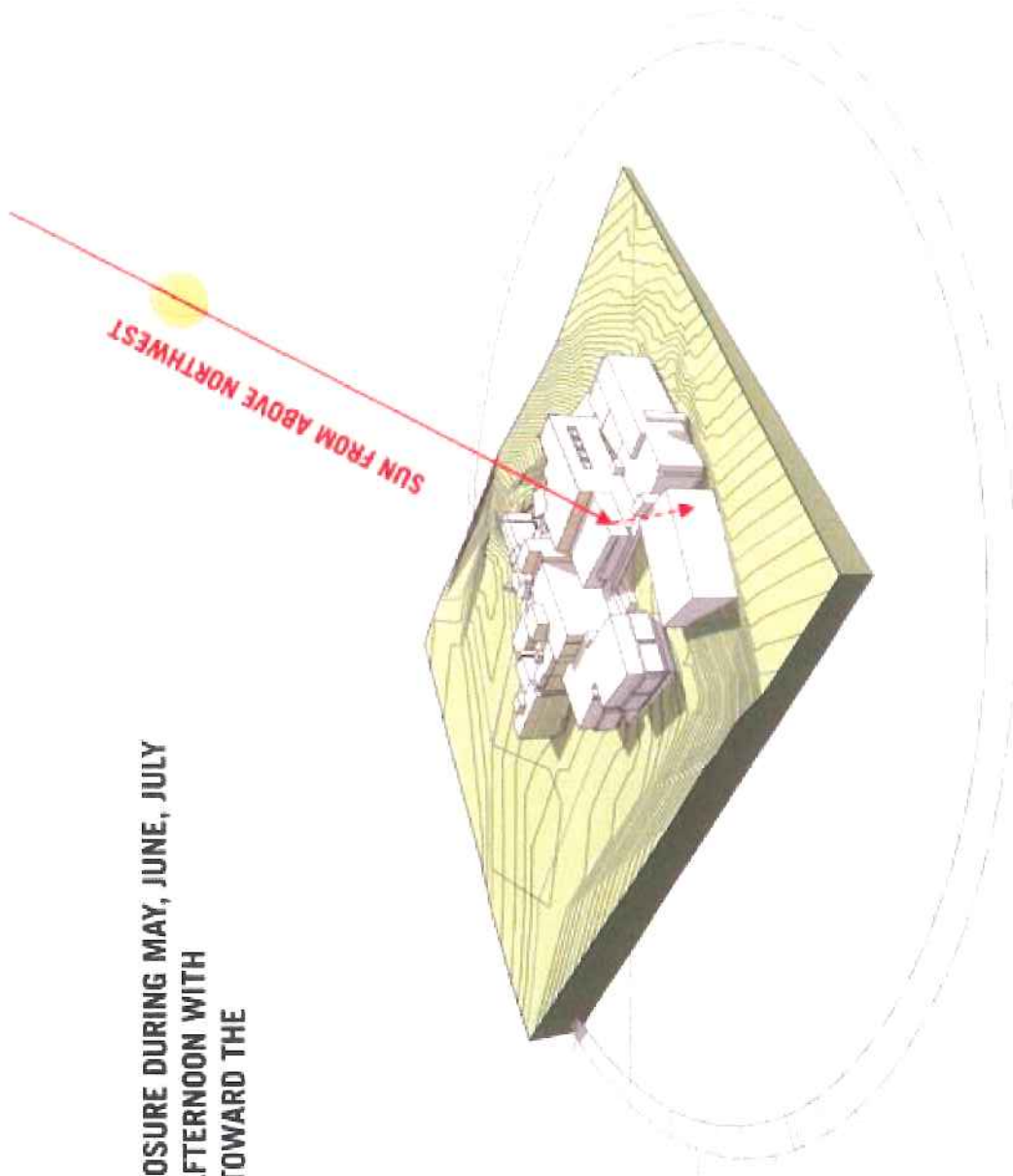
MARCH 21 7PM

2-3 HOURS EXPOSURE IN SPRING & FALL MONTHS
LOW SUN ANGLE FOR LAST HOUR
INTERVENING BUILDINGS & LANDSCAPE MAY BLOCK
EXPOSURE & REFLECTION, WITH ANY REFLECTED LIGHT
DIRECTED TOWARD THE SOUTH FACE OF THE GARAGES



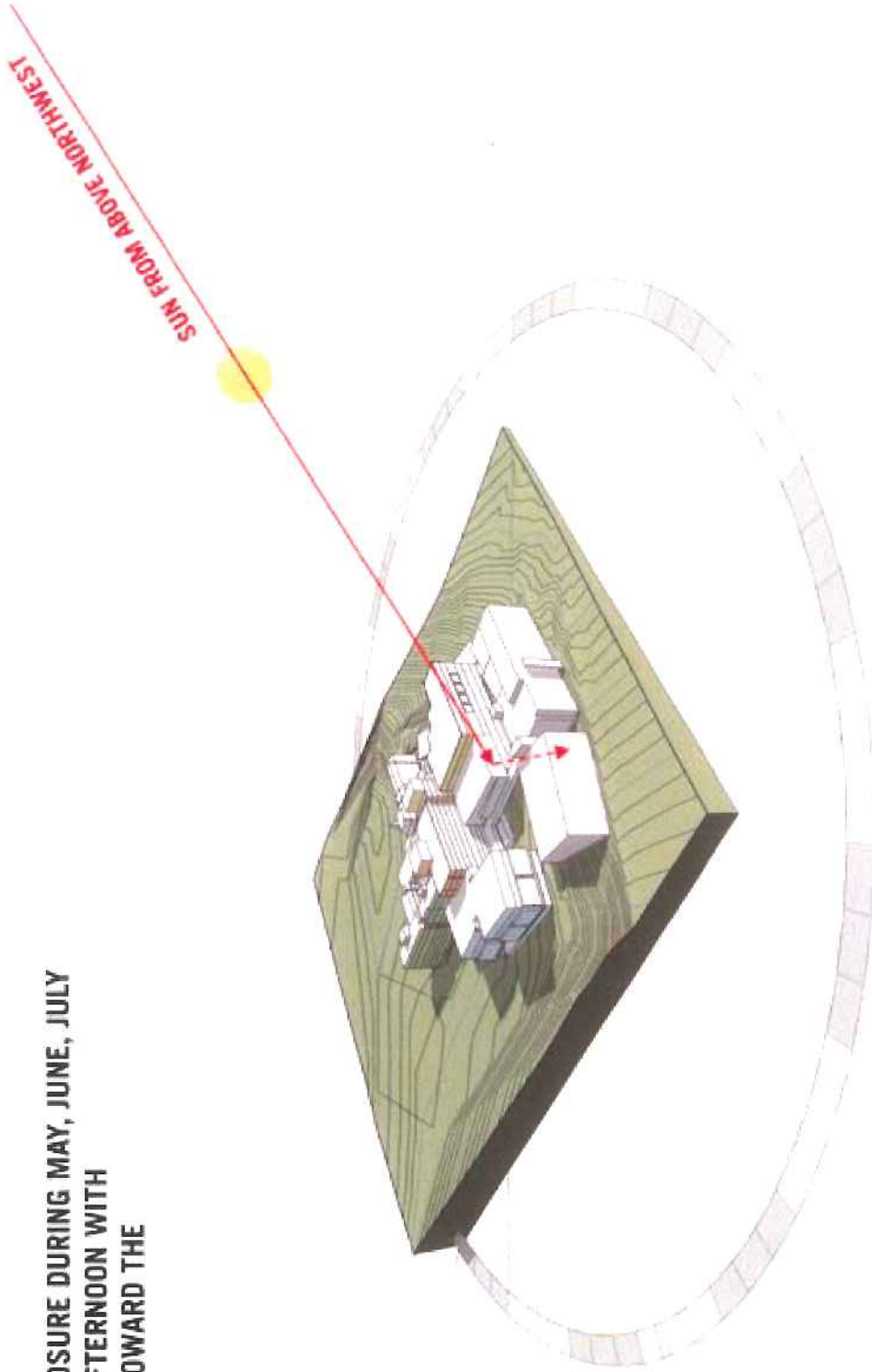
JUNE 21 3PM

NORTHWEST FACE HAS MOST EXPOSURE DURING MAY, JUNE, JULY
HIGH-ANGLE SUN THROUGH THE AFTERNOON WITH
ANY REFLECTED LIGHT DIRECTED TOWARD THE
SOUTH FACE OF THE GARAGES



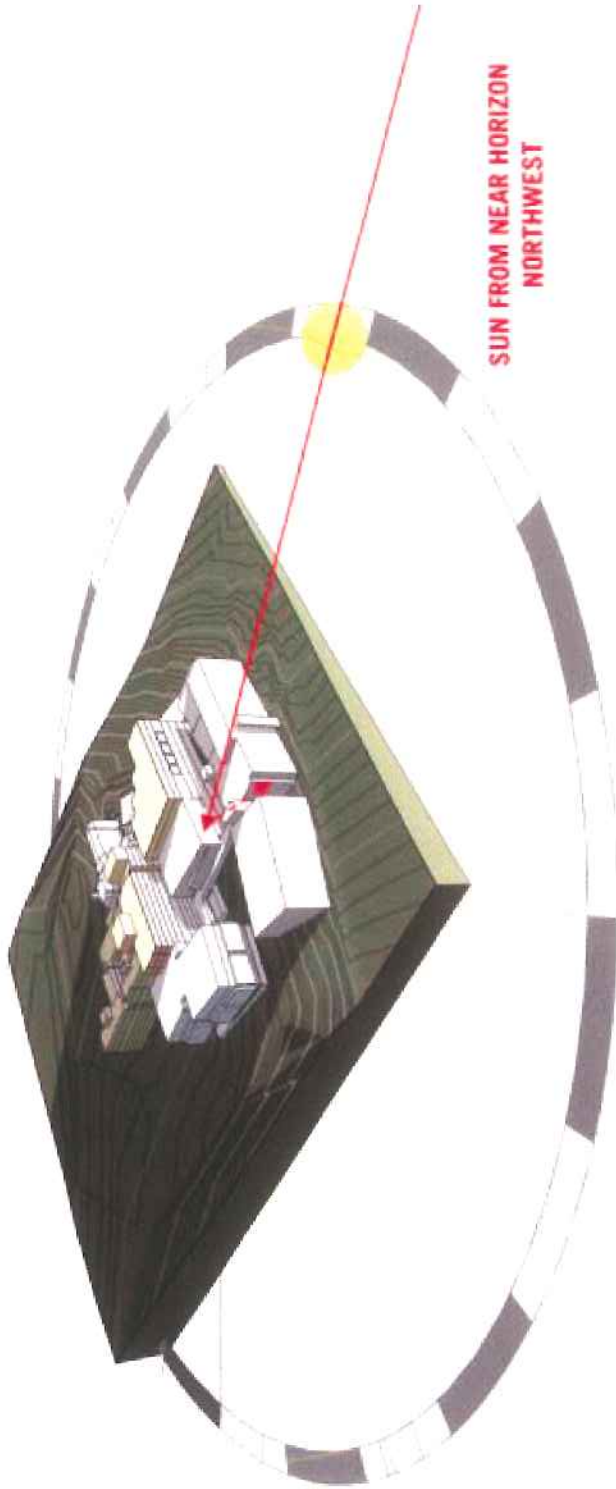
JUNE 21 5PM

NORTHWEST FACE HAS MOST EXPOSURE DURING MAY, JUNE, JULY
HIGH-ANGLE SUN THROUGH THE AFTERNOON WITH
ANY REFLECTED LIGHT DIRECTED TOWARD THE
SOUTH FACE OF THE GARAGES



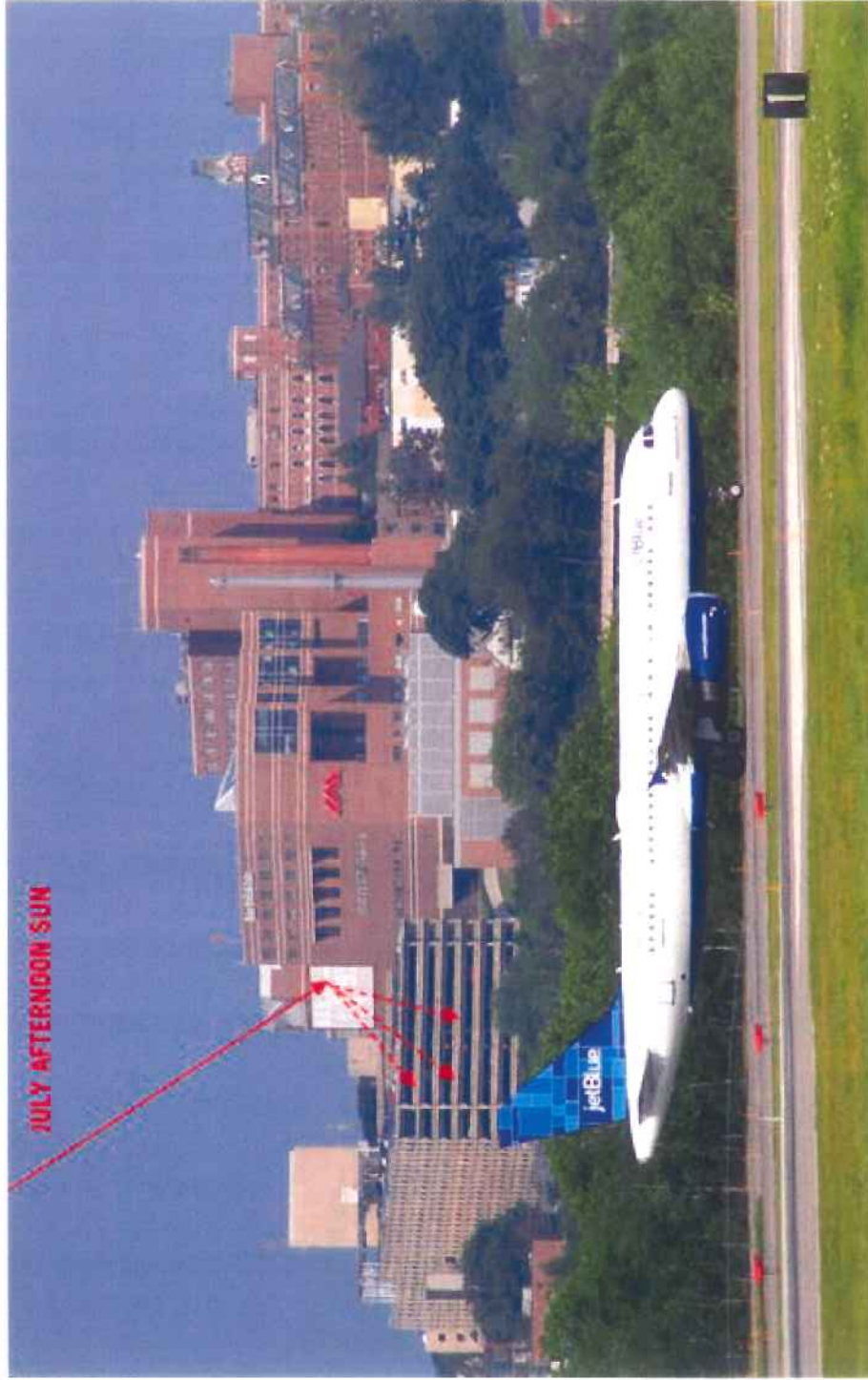
JUNE 21 8PM

NORTHWEST FACE HAS MOST EXPOSURE DURING MAY, JUNE, JULY
LOW-ANGLE SUN FOR THE LAST HOUR
INTERVENING BUILDINGS & LANDSCAPE MAY
BLOCK EXPOSURE & REFLECTION WITH ANY
REFLECTED LIGHT DIRECTED TOWARD THE
SOUTH FACE OF THE GARAGES



SUN FROM NEAR HORIZON
NORTHWEST

NORTHWEST EXPOSURE FROM JETPORT



JULY AFTERNOON SUN

The jetport is west of campus

Afternoon and evening sun are from the west

Typically any reflections of sun on the building would be visible from near the building, but not from a distance

Afternoon sun would not be visible as a reflection from the building from the jetport

U.10

viracon architectural glass

TECH TALK

**THE ROLE OF REFLECTIVITY IN
GLASS SELECTION**



"The Leader in Glass Fabrication"

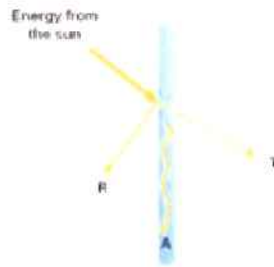
THE ROLE OF REFLECTIVITY IN GLASS SELECTION

This Tech Talk provides information to help understand the role reflectivity plays when selecting glass for a building façade.

introduction

WHAT IS REFLECTIVITY?

The solar spectrum encompasses all energy coming from the sun and is made of three components: visible, infrared and ultraviolet. Visible is light you see when looking at the sun, infrared is the heat you feel on your skin and ultraviolet fades fabrics and deteriorates plastic. When these three components hit glass on a building they are reflected from the surface (R), transmitted through the glass (T) or absorbed into the glass (A).



As building facades become more complex it is increasingly necessary to understand not only what the sun brings through a building façade, but also what happens to light reflected from its surface. Reflectivity, as it will be discussed in this Tech Talk, is the visible portion of the sun's energy being reflected from the glass on the exterior of a building.

REFLECTIVITY AND CODES

Today, codes limiting exterior reflectance of glass products on buildings are intended to minimize hindrances caused by sunlight. For example, a driver's visibility may be impaired if excess sunlight is reflected from a building into their car. In some cities, this has resulted in implementation of codes limiting reflectivity near specific roadways. The codes are intended to minimize the chance of reflected sunlight impairing driver visibility.

Although deterring obstacles caused by sunlight is necessary, the complexity of reflectivity goes well beyond referencing an exterior reflectance percentage limit. A building code written with terminology such as "glass to have no greater than XX% reflectivity" or "glass shall have a maximum exterior visible reflectivity of XX%" falls short because it doesn't take into account all characteristics of reflectivity.

Utilizing a single percentage value in an attempt to control sunlight also needlessly restricts the use of some very energy efficient glass products.

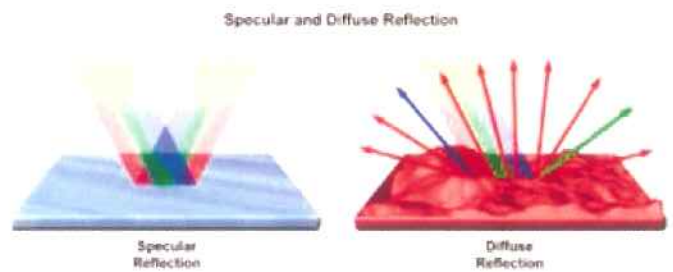
Within a glass product's exterior reflectance value a portion of the reflectance is specular and a portion is diffuse. The specular reflection is much more likely to be a disturbance

than the diffuse reflection. Therefore, a single exterior reflectance value is not an accurate predictor for the likelihood of issues to occur. A building code limiting the amount of specular reflectivity would provide a more realistic way to address concerns.

SPECULAR VERSUS DIFFUSE REFLECTION

Specular reflection occurs when the sun's light is directly reflected so the angle of incidence equals the angle of reflection. Since the sun's rays are reflected together, there is less opportunity to reduce reflectivity concerns.

Diffuse reflection occurs when the sun's light is re-directed in multiple directions after hitting a surface. This scattering reduces the amount of light reflecting in a single direction so the potential interference the reflected sunlight is reduced.



Selecting glass to reduce specular and increase diffuse reflection will appear less mirrored and will be more likely to reduce hindrances caused by reflected sunlight.

glass product characteristics

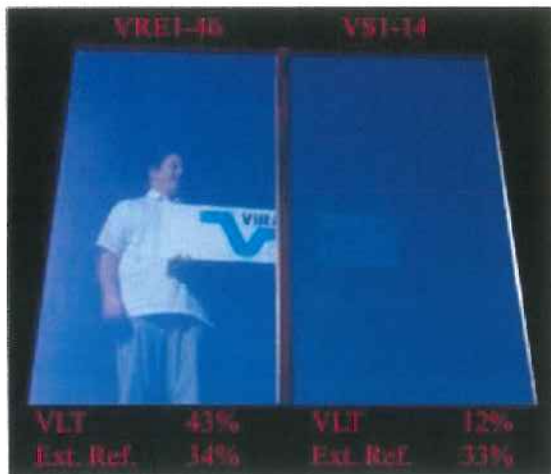
Glass products are typically selected to meet both aesthetic and solar requirements. Reflectivity is often one of many glass features reviewed. Optimal glass selection happens when all features are reviewed simultaneously rather than utilizing a single characteristic to drive glass selection. The all encompassing approach provides the most favorable balance between reflectivity, light transmittance and solar control. It also allows for the use of a wider variety of energy efficient glass products than just selecting glass based on its exterior reflectance value.

COATINGS

Coatings are thin layers of metal applied to glass to improve solar performance. Each coating has unique solar performance as well as light transmittance and exterior reflectivity.

When selecting a coating it is important to consider its visible light transmittance (VLT) along with its exterior reflectivity. Two products with similar color and exterior reflectivity may appear dissimilar due to a difference in VLT. For instance VS1-14 and VRE1-46 both have a silver reflective

appearance but VRE1-46 has more than three times the light transmittance for VSI-14. This VLT difference is enough for the products to have a different appearance.



While visual appearance may be different, when two coatings have a similar exterior reflectance, the specular reflection is similar so the potential for difficulties caused by reflected sunlight is also similar.

TINTED GLASS

Adding a tinted substrate to a glass make-up is similar to coatings in that it reduces the overall exterior reflectivity and improves the solar performance but does not increase the portion of reflectivity that is diffused.

To decrease specular reflectivity the diffuse reflection needs to be increased by silk-screening, adding translucent film or a translucent interlayer to the glass.

SILK-SCREENED AND TRANSLUCENT GLASS

To increase the diffuse portion of the exterior reflectance, a silk-screen pattern can be added to the glass. A silk-screen pattern applied to the second surface, prior to applying a coating, will decrease specular and increase diffuse reflection. A translucent pvb interlayer also provides opportunity to diffuse reflected light.

building design

CURVED FACADES

When sunlight hits a curved façade the reflection becomes even more complex because the curve shifts the reflectivity angles. Concave façades have the potential to concentrate reflected light to a single area creating a hot spot. Convex façades have the potential to scatter light. This can make it difficult to determine how the sun's rays will reflect after they hit the façade and can create unpredicted reflectance.

Modeling the reflectivity of a curved façade during design is the best way to understand how the sunlight will interact with the glass and building façade.

EXTERIOR ELEMENTS

Balconies, canopies, sun shades and fins all alter reflection. If a balcony shadows a portion of the façade, the amount of light reaching the façade is reduced so the amount of light available to be reflected is reduced. In cases like this, even if the reflectivity of the glass is higher, the potential for the glass to reflect sunlight is less of a concern due to the sun being blocked from the glass by the balconies.

SURROUNDING ENVIRONMENT

Another item to consider is the environment around the project. If a building is constructed in an open field with few buildings or trees nearby, the reflection will always be the sky. The appearance of a building in this setting will be greatly affected by the weather conditions but nothing else.

This example shows one building at two times of the day and illustrates how different the reflectivity appears based on sky conditions.



© 2011 Architectural Record, Inc. VRE 1-46 and VRE 2-46 translucent

Likewise, a building in the city which is surrounded by other buildings and structures can be much less affected by changing sky conditions.

CONCLUSION

When selecting glass products for a project located in an area where sunlight is a concern or where the building geometry may affect reflectance angles, it is important to carefully review the glazing options. Consider options such as tinted glass to reduce reflectivity, a silk-screen to diffuse the reflectance or possibly a combination of both tinting and silk-screening.

U.13

The information contained in this publication is presented in good faith. It is believed to be accurate at the time of publication.

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Owatonna, MN 55060
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Email: glass@viracon.com



"The Leader in Glass Fabrication"



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U.14

ENERGY TERMS

Visible Light Transmittance

The percentage of visible light (380 - 780 nm) that is transmitted through the glass.

Solar Transmittance

The percentage of ultraviolet, visible and near infrared energy (300 - 3000 nm) that is transmitted through the glass.

Visible Light Reflectance

The percentage of light that is reflected from the glass surface(s).

Solar Reflectance

The percentage of solar energy that is reflected from the glass surface(s).

NFRC U-Value

A measure of heat gain or heat loss through glass due to the differences between indoor and outdoor temperatures. These are center pane values based on NFRC standard winter nighttime and summer daytime conditions.

U-values are given in BTU/(hr·ft²·°F) for the English system. Metric U-values are given in W/(m²·°K). To convert from English to metric, multiply the English U-value by 5.6783.

NFRC winter nighttime U-values are based on an outdoor temperature of 0°F (-17.8°C), an indoor temperature of 70°F (21°C) and a 12.3 mph (19.8 km/h) outdoor air velocity.

NFRC summer daytime U-values are based on an outdoor temperature of 89°F (32°C), an indoor temperature of 75°F (24°C), a 6.2 mph (10.1 km/h) outdoor air velocity and a solar intensity of 248 BTU/(hr·ft²·°F) (782 W/m²).

R-Value

Thermal resistance is expressed in ft²·hr²·°F/BTU. It is the reciprocal of U-value. The higher the R-value, the less heat is transmitted through the glazing material.

Shading Coefficient

Shading coefficient is the ratio of solar heat gain through a specific type of glass that is relative to the solar heat gain through a 1/8" (3 mm) ply of clear glass under identical conditions (see Figure 9). As the shading coefficient number decreases, heat gain is reduced, which means a better performing product.



Figure 9

Relative Heat Gain (RHG)

The amount of heat gained through glass taking into consideration U-value and shading coefficient. Using the NFRC standard, relative heat gain is calculated as follows:

English System

$$RHG = \text{Summer U-value} \times 14^\circ\text{F} + \text{shading coefficient} \times 200$$

Metric System

$$RHG = \text{Summer U-value} \times 7.8^\circ\text{C} + \text{shading coefficient} \times 630$$

Solar Heat Gain Coefficient (SHGC)

The portion of directly transmitted and absorbed solar energy that enters into the building's interior. The higher the SHGC, the higher the heat gain.

Light to Solar Gain Ratio (LSG)

The ratio is equal to the Visible Light Transmittance divided by the Solar Heat Gain Coefficient. The Department of Energy's Federal Technology Alert publication of the Federal Energy Management Program (FEMP) views an LSG of 1.25 or greater to be Green Glazing/Spectrally Selective Glazing.

European U-Value (formerly K-Value)

Based on ISO-DP10292 draft standard conditions. It is based on an outdoor temperature of 5.5°C, an indoor temperature of 20.5°C and a 4.8 m/s outdoor air velocity.

The solar and optical data presented in this guide is based on the National Fenestration Rating Council measurement standards. They were calculated using Lawrence Berkeley Laboratories (LBL) new WINDOW 5.2 software. In some cases performance data changed in comparison to previous versions of LBL's WINDOW program.

PROXIMITY TO EXISTING BUILDINGS

Tab 26

BUILDING CODE SUMMARY

Code review of the campus and existing buildings concludes that since Bean and Richards are both construction Type 1B, no minimum separation is required between buildings. The separation between buildings, measured between faces of exterior walls, is 13'-6" with all final adjustments for detailing and constructability accounted for. This separation meets building code requirements.

DEPARTMENT OF HEALTH AND HUMAN SERVICES JURISDICTION

DHHS has jurisdiction over regulatory requirements of the clinical space and references the 2006 AIA Guidelines. These guidelines are in effect for the Bean 2 Roof addition and existing spaces impacted by its construction. The adjacent rooms in Richards are inpatient rooms, governed by the following item from the Guidelines:

3.1.1 Typical Patient Rooms

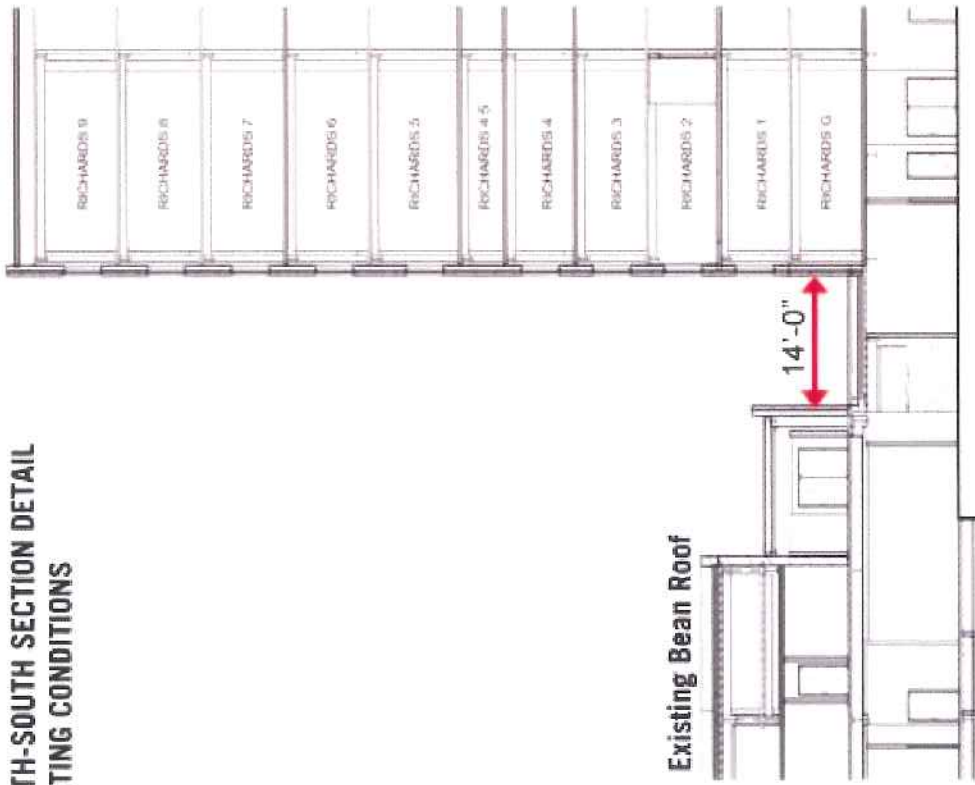
3.1.1.3 Windows. Each patient room shall have a window in accordance with Section 2.1-8.2.2.5.

2.1-8.2.2.5 Windows (1) Operable windows. Operable windows are not required in patient rooms. If operable windows are provided in patient rooms or suites, operation of such windows shall be restricted to inhibit possible escape or suicide.

ADDITIONAL INFORMATION

The south wall of the Bean Addition, as shown herein, is metal panel finished in white so that the bright surface maximizes indirect light reaching the patient rooms of Richards. The view from 1B rooms is impacted.

**NORTH-SOUTH SECTION DETAIL
EXISTING CONDITIONS**



**NORTH-SOUTH SECTION DETAIL
NEW CONDITIONS**

