
Notes of 2/15 MMC Site Plan Review Meeting (CMP/Detours)

1 message

Jean Fraser <jf@portlandmaine.gov> Thu, Feb 22, 2018 at 1:05 PM
To: "Errico, Thomas" <thomas.errico@tylin.com>, "Bartlett, Jeremiah" <jbartlett@portlandmaine.gov>, "Hyman, Bruce" <bhyman@portlandmaine.gov>, Keith Gray <kgray@portlandmaine.gov>, "Peverada, John" <jbp@portlandmaine.gov>, "Zazzara, Rhonda" <rjz@portlandmaine.gov>, Robert Thompson <rmt@portlandmaine.gov>, James Sweatt <jjs@portlandmaine.gov>, Eric Nevins <ericn@portlandmaine.gov>, Aaron Pepin <aaronp@portlandmaine.gov>, "Barhydt, Barbara" <bab@portlandmaine.gov>, "O'Brien, Stuart" <sgo@portlandmaine.gov>, "Donaldson, Helen" <hcd@portlandmaine.gov>
Cc: "DiPierro, Philip" <pd@portlandmaine.gov>, "Gautreau, Keith" <kng@portlandmaine.gov>

Hello all

Key points from the 2/15/18 Site Plan Review meeting with MMC:

(Please let me know if I have missed anything important; note that these are intended as an "aid de memoir" and not as formal minutes)

Congress Street Closure and associated detours/emergency access (based on the revised docs and plans attached to this e-mail from Gorrill-Palmer)

Updates from Gorrill-Palmer re traffic detours and associated signage and signals, assuming no alternative to a Congress Street closure (see below- third item):

- RD of GP had developed the option with Boynton one-way inbound, based on feedback from earlier meeting
- Outlined the "three-layer" approach:
 - Signage via variable message signs outside central Portland to encourage different routes into the City
 - Barricades at Congress/St Johns and at Weymouth/Congress to re-route the bulk of traffic
 - Local traffic may use Forest/Boynton inbound
- Outlined the changes needed for each of these (see plans) eg signal at Weymouth/Park (actuated); removal of parking in addition to signage; change ped to concurrent crossing in some places (but RD thought signal timing otherwise OK)
- Key concerns (need more analysis and discussion):
 - Police particularly concerned re the safety of retaining central lane at Congress/St John - rather see it removed even though a number of cars going straight ahead

- Need for information/maps to MMC patients and visitors and employees
 - suggest use online data providers to flag closures
- Need to look closely at impact on peds at signals, especially during ball games and other events
- Consider impacts on residents and businesses of some routes and semi-closures
 - Introduce Boynton as one-way working a couple of weeks in advance
- Access to visitors garage during Congress closure (see plan)
 - Via employee garage, channeled and flaggers as needed
 - 200 employees moving out of the employee garage to make up for loss of 2 levels in visitor garage during construction
- Emergency Routes (see plan)
 - Clarified that access via Gilman only secondary and only when the "green" route is closed
 - Attendees stressed need for communication and decision-making chart
 - Agreed that from now on there would be smaller follow up meetings as necessary to resolve details
 - Agreed there needed to be monitoring and heavy contractor presence during first few weeks and may need to tweak these plans
- METRO - MMC to meet with them once plan firmed up
- DPW noted that the condition of the streets being used for deliveries and detours may require some action in advance eg partial paving - DPW to advise MMC re this after a more detailed site visit - need to avoid delays to the proposed schedule

CMP - East Tower and Visitor Garage (based on revised CMP as attached from Turners)

- Congress St closure anticipated May 7 to June 28 for the installation of precast beams for overbuild of the visitors garage - weather biggest factor
- Turner summarized the revisions to CMP, which included facilitating the ambulance access, adding delivery routes
- Reviewers questioned the proposal to route steel deliveries (from North, June 4 to June 28, starting at 5am) along Washington Ave and Congress
 - City staff advised route should avoid Washington completely due to planned construction work
 - Route must avoid downtown Portland and Congress
 - Keep delivery vehicles on I295 longer - maybe I295 to Forest /Park ? Deering; maybe Fore River Parkway
 - Turners will speak to the trucking company again and get back to us
- Police stressed need for ongoing monitoring and process for making changes to delivery and detour routes after closure starts
- Concern re pedestrian route along Congress by construction area
 - Need ADA ramp
 - Need 9ft for crossing
 - Ensure entire sidewalk available

- Look at conflicts for peds crossing Weymouth at Congress - need to address
 - Gilman crosswalk needs to be ADA compliant
- Timetable (based on SO (Tuck) discussions with MMC and City Communication Directors)
 - - Need for early completion of telephone tree communication structure/contacts to be circulated within about 2 weeks and to be tested ahead by local and regional responders
 - - In week after 2/27 PB meeting need schedule that includes lead time and actions
 - - Early prep of handouts for employees and visitors plus early website info important

Third Part Review of Constructability

- Kleinfelders consultancy (Jim Wentworth) has been engaged by city to provide independent review of the constructability issues for the East Tower and Visitors Garage, as there was concern regarding the closure of Congress Street (for at least 8 weeks) and whether that closure was essential in view of its impacts
- JW outlined what had gone into the review and amplified on the review Memo (see FINAL REVIEW MEMO attached for details) outlining the pros and cons of a range of construction options
- JW noted that public safety was a key factor as was the need to use this size of crane which requires a long straight area for assembly
- Kleinfelders professional view was that their analysis supported the choice of the proposed option, though they recommended penalties and other disincentives in the contract for going beyond the identified closure time
- Discussion regarding the work schedule for the garage - potentially possible to increase from 5 days/week to 6 or 7- but then the noise etc from construction would also be for more days
- A 6 day working week with a later start on Saturday may be best compromise and potentially could shorten the closure by a few days depending on weather

Next Meeting:

NO MEETING FEBRUARY 22

March 1 Meeting: am holding a meeting slot and room 209 is reserved (and all following thursdays at 9am) but no agenda yet- will in part depend on issues raised at the PB Workshop on Feb 27th

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3 attachments



GP Traffic Analysis of detours & traffic management 2.14.18.pdf
4469K



CM Plan February 13.pdf
10844K



Kleinfelder MMC -Constructability Review Memo 2-21-2018.pdf
144K

MMC meeting 2/8/18 Brief notes/action

1 message

Jean Fraser <jf@portlandmaine.gov>

Mon, Feb 12, 2018 at 4:22 PM

To: "Alexander M. Green" <AGreen@mmc.org>, Keri Ouellette <kouellette@portlandmaine.gov>, "Cameron, Caitlin" <ccameron@portlandmaine.gov>, "O'Brien, Stuart" <sgo@portlandmaine.gov>

Hello all

Below please find my brief "action" notes of the 2/8 MMC meetings- pl let me know if your "take way" was different:

Permitting and Inspections re building permits (relates to the three most urgent permits eg for retail space (under VG), ET and VG; later ones will be CUP cooling tower on roof & chiller; new St John garage; demo existing garage; new hospital building)

- Retail fit up for Turners - MMC to liaise with KO to resolve re use and move forward on the permit
- ET and VG - urgent re ET roof and Tuck to follow up; otherwise MMC to initiate pre-app discussions with SAFEBUILD and keep KO and JF in the loop
- Submission of permit applications to be direct to Permitting and Inspections Department and pay full fees for now
- ET and VG permits will need State Fire Marshall and City Fire Dept reviews

Design (Purpose of meeting was to consider the staff and PB comments and how to address)

- JK from Perkins & Will showed more detailed rendering of ET and clarified where there was "white" on the existing buildings that relate; consider white best for a number of reasons; not done a rendering with silver nor with white cladding brought down
- Discussion of whether white of the new will match existing- not feasible to re clad existing white; MMC explained had looked at options for tone of upper cladding
- Discussion of how ET overbuild will integrate with new hospital building and agreed rendering of latter to show Board
- Discussion of VG and question of adding visual interest (viewed new renderings of proposal from Congress); MMC had considered options but not revised proposals due to constraints
- VG Retail space being fitted out for Turners with long term use in mind- CC suggested this be clarified to Board

- CC and JF suggested that MMC needs to address Board comments on both buildings in some way and to explain what other options have been considered prior to finalizing current option
- MMC clarified glass specs for both ET new windows and VG tower at E end
- CC asked for info re the following and to be submitted for Board:
 - glass specs
 - all materials
 - shades to be used inside ET rooms

Thank you
Jean

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MMC SP Review Mtg Feb 1, 2018 - MEETING NOTES

1 message

Jean Fraser <jf@portlandmaine.gov>

Tue, Feb 6, 2018 at 12:10 PM

To: "Errico, Thomas" <thomas.errico@tylin.com>, "Bartlett, Jeremiah" <jbartlett@portlandmaine.gov>, "Hyman, Bruce" <bhyman@portlandmaine.gov>, "Peeverada, John" <jbp@portlandmaine.gov>, James Sweatt <jjs@portlandmaine.gov>, Aaron Pepin <aaronp@portlandmaine.gov>, Eric Nevins <ericn@portlandmaine.gov>, Robert Thompson <rmt@portlandmaine.gov>, Keith Gray <kgray@portlandmaine.gov>, "Zazzara, Rhonda" <rjz@portlandmaine.gov>, "Barhydt, Barbara" <bab@portlandmaine.gov>, "O'Brien, Stuart" <sgo@portlandmaine.gov>, "Donaldson, Helen" <hcd@portlandmaine.gov>, "Alexander M. Green" <AGreen@mmc.org>, Dominic Gagnon <Dominic.Gagnon@colliers.com>, gscholler@tcco.com
Cc: "DiPierro, Philip" <pd@portlandmaine.gov>, "Ryan T. Wingard" <ryan.wingard@wright-pierce.com>, "Michael A. Guethle" <michael.guethle@wright-pierce.com>, Will Conway <wconway@sebagotechnics.com>, Jim Wentworth <JWentworth@kleinfelder.com>, "Cameron, Caitlin" <ccameron@portlandmaine.gov>, "driley@sebagotechnics.com" <driley@sebagotechnics.com>, "Gautreau, Keith" <kng@portlandmaine.gov>

Hello all

Key points from the Site Plan Review meeting with MMC held last **Thursday, February 1, 2018** plus (at end) future meeting agendas:

A. CMP with focus on analysis of detour options for any Congress Street closure - meeting was seeking to find consensus as to the best option

Updates re detour options from Gorrill-Palmer (circulated summary plans and narrative that included analysis of levels of service at intersections which was sent by e-mail the evening before- this is attached):

- Outlined two "local" (using Forest & Boynton) options: (A) two-way and (B) one-way on Boynton
- Outline option (C) using St John/Park/Weymouth
- Outlined wider add-on option (E) that diverted inbound vehicles further out in the system eg leaving I295 at different exits
- Acknowledged option (D) to make Park two-way but this was not analysed as it entailed a lot of changes to be completed in a short time and not recommended
- Subject to some further information and discussion, the Boynton one-way (B) combined with the add-on option (E) to divert inbound vehicles seemed to be worth considering further

METRO

- MMC had met with METRO who would work with them once final plan in place

- METRO had noted that they would probably need additional drivers and buses to maintain headways

Implications of detours - attendees highlighted concerns and Bruce Hyman offered to provide a coordinated note regarding key areas of additional info requested [this is below] and Gorrill-Palmer will provide updated and expanded info on these as "final package" for next discussion (2/15)

- Need to remove dedicated ped phase at St John/Congress
- Issues re access and parking for residents on Boynton
- Need for signal modifications eg timing, peds
- Note increase in traffic April-June (+20% - from Police)
- Suggestions for signage, including variable messaging VB and moving MMC sign(s) on I295
- Physical condition of Weymouth and need for emergency service access
- City does not recommend adding traffic to Deering
- See Bruce Hyman's note at end of e-mail

Timeframes/contingencies:

- Concern that the June 28th end date is crucial
- What penalties if this is not met?
- Question of whether can be shorter but keep some buffer (which might have impacts on neighbors)
- Timing of deliveries and where staged crucial to minimize impacts
- Turner to prepare communications info between contractor/MMC security/City re decisions needed if issues arise
- Police suggest have flaggers during the first week

B. Stormwater Review of Site Plan (note that W-P had previously provided review comments and Sebago had responded, so discussion focused on outstanding issues and questions)

- Wright-Pierce (W-P) attended on behalf of City; Sebago Technics (ST) attended on behalf of MMC
- ST explained existing situation:
 - ET sewer goes to Congress combined system; ER stormwater goes to A Street separated system
 - VG has treatment of stormwater on roof which then goes to Congress combined
 - Density of utilities prevents connection so ST consider only way to get stormwater to A street from VG and new hospital building is to pump
- New hospital building on Congress will have subsurface system along Congress to detain, and green roof- ultimately discharge to Congress combined system
- Other items raised by W-P and DPW for MMC to address:
 - Increase storage at visitor garage
 - Reduce disturbance & introduce erosion control etc at construction sites
 - Submit capacity letters

C. TDM- MMC had submitted TDM Plan and City had sent comments recently

- Discussion monitoring- methods of monitoring parking demand - questions
- City expects the TDM to include specific strategies and associated details, and then monitor and review in a year
- TDM needs to go one step beyond IDP
- Planning had seen good examples and will forward these (WEX; Thompsons Point)
- Discussion re bicycle by-ways and how these should be integrated with TDM for MMC - question of whether they would facilitate cycling by MMC staff

D. NEXT MEETINGS

THURS FEB 8 (most do not need to attend)

- **9:30am- 10:00 MMC building permits process**
- **10ish TO 11:00: Design with Jeff K of Perkins & Will**

PLANNING CONFERENCE ROOM (this meeting only)

THURS FEB 15 9AM - final discussion CMP and associated traffic/detours/signage/signals etc (based on a final package from MMC to be circ 2/13/18) in Room 209

Coordinated Note from Bruce:

Here are the consolidated comments from last Thursday's preliminary review of the MMC draft Congress Street detour analysis dated 1/31/18.

The following additional information is requested:

- More documentation of the actual morning and afternoon peak hours that are being referenced as part of the detour planning. It is not stated in the document itself and the Synchro printouts have the same START-STOP times for both the AM-PM analysis period. (It looks like 7AM-8AM are the AM peak hour from the printouts but it should be documented in the narrative and in the tables.)
- More documentation of the peak hour(s) for the detour analysis: do one or both of the actual peak traffic hours change to a different time period based on the amount of traffic that is deducted-credited based on the amount of traffic heading to the Gilman lot and MOB parking and the actual amount of traffic that remains?
- The configuration and specific type of temporary traffic signal equipment proposed for the Weymouth Street/Park Avenue intersection and the means of traffic signal coordination/communication with nearby traffic signals
- All traffic volume information that was used in the analysis to better understand the analysis' assumptions for traffic volumes on Congress Street between St. John and Brahmall. A review by the city of the actual Synchro models is also suggested.
- The specific location, placement and wording of detour signage associated with the proposed detour concept
- The specific recommended deployment of personnel (e.g., flaggers, police officers, etc) at the initiation of the proposed Congress Street detour to actively manage traffic associated with the detour and and coordinated with construction activities/the CMP.

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 **Congress St Detour 1-31-18 - reduced.pdf**
3051K

Notes of todays meeitng

1 message

Jean Fraser <jf@portlandmaine.gov>

Thu, Jan 25, 2018 at 6:10 PM

To: "Alexander M. Green" <AGreen@mmc.org>

Cc: Mark Harris <HARRIM6@mainehealth.org>, "O'Brien, Stuart" <sgo@portlandmaine.gov>

AI

This (below) is what I have sent around internally, as mentioned in earlier e-mail to help keep reviewers in the loop.

thanks
Jean

Key points from todays Site Plan Review meeting with MMC:

East Tower CMP - meeting was seeking to find consensus

Updates from Turner:

- Ambulances will be allowed to use ambulance portal as existing
- Explained penalties if workers park on nearby streets
- Have checked out feasibility of trucks using Ellsworth
- Truck deliveries of steel with be June, July and most of August
- Probably remove bump out in Crescent

Discussion of Access routes:

- A number of alternatives were discussed, looking at pros and cons (eg access from Gilman) as Turner proposals problematic Ellsworth to Congress and reservations over 2-way in Crescent
- MMC noted secondary access via employee garage for cars going to Visitors Garage
- Concluded:
 - Take out bumpout in Crescent to help larger emergency vehicles
 - Best option for exiting trucks is Bramhall via Charles to 295
 - Keep Crescent 2-way (MMC contacting residents long here re need to remove parking)
 - Gilman could be back up access option and arranged if necessary

Congress Street Closure and associated detours/emergency access (this discussion to continue longer; includes third party review of construction plan)

Updates from Turner:

- Current plan is for 8 week closure based on normal working practices, so May 7 to June 28 envisaged
- Compression of time means more trucks in area per day

Updates from Gorrill-Palmer re options for detours:

- Local - Forest/Boynton/Weymouth (for small cars)
- One way system probaly Boynton inbound and park outbound
- Park between Fore River Pkway and St Johns to be two way
- Comparison/analysis to be completed/circulated early next week and discussed at Feb 1 mtg

Discussion of detour options:

- Need to get people out of system further out - need signage
- Police suggest closures on Congress at St John, and Park
- Many felt should avoid pushing traffic to Weymouth
- Deering another option - G-P to include in analysis
- Park 2-way offers benefits but big questions re intersection modifications and signals

Next Meeting:

THURS FEB 1 9am- 10:30 (reviewers attend for their topics within this time)
ROOM 209

- Focus on Congress Closure & detour option
- Some time on TDM
- Some time on Stormwater/Wastewater

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