



August 24, 2018

Nell Donaldson, Senior Planner  
City of Portland Planning Division  
389 Congress Street  
Portland, ME 04101

Re: MMC Staff Parking Garage | 222 St. John Street | Level III Site Plan  
Response to Public Comments 2

Dear Nell:

Thank you for coordinating the review of the Maine Medical Center Parking Garage project located at 222 St. John Street. This letter provides a summation of our responses to the comments received from various reviewers as part of the Level III Site Plan process. We have repeated the original comments in italics below, and our response follows each.

**Comment letter from City of Portland Fire Department Dated August 3, 2018**

1. *The only item that still is of concern is the location of the private hydrant. We'd like to have it moved further west, between the access road into the lower garage entrance and surface parking lot. The proposed location doesn't give us easy access for operations covering the majority of the building.*

**Response:** The enclosed plans depict a revised hydrant location as recommended by the Fire Department.

**Comment letter from Wright-Pierce Dated August 06, 2018**

1. *Level III Site Plan applications with the City of Portland must submit a stormwater plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules. This includes conformance with the Basic, General, and Flooding Standards (Ref: Technical Manual, Section 5. II. Applicability in Portland. C. a.; and Ref: City of Portland Code of Ordinances Sec. 14-526. Site Plan Standards, (b). 3. b.)*
  - a. *General Standard: The applicant has provided information regarding the size and scope of the project indicating that the project is subject to the Redevelopment Standard within the City of Portland, which is more stringent than the Chapter 500 requirements for redevelopment. The following items have been reviewed:*
    - i. *The HydroCAD Subcatchments and Table 12-1 have been updated to report a total drainage area of 160,921 square feet (SF) conveyed to the stormwater treatment unit, and the applicant has confirmed this value as the correct area. this value differs slightly from a preliminary calculation provided in Section 12, Attachment 3. However, the 160,921 SF area is still smaller than the maximum volume supported by the treatment system, and no additional action on this item is necessary unless this value changes.*

**Response:** Comment acknowledged.

- ii. *The MaineDEP approval letter dated January 21, 2015 for the Jellyfish Filter require manufacturer approval for each design, as noted in item 7 of this letter (page 14 of Section 12, original submission). The applicant has noted this letter has been requested and will be forwarded upon receipt.*

**Response:** A letter has been requested from the manufacturer and will be forwarded upon receipt.

- iii. *The applicant will be required to inspect, maintain, and report on the filter in accordance with Chapter 32 stormwater requirements. The applicant has indicated a stormwater maintenance agreement will be provided following Site Plan approval, therefore, this item may require a condition of approval.*

**Response:** Comment acknowledged.

2. *Connection to Existing System:*

- a. *The existing facility currently discharges to an 18" private storm drain. The proposed condition includes retaining surface runoff in order to allow runoff from a 25-year, 24-hour rain event to pass an 18" pipe. Flows from the East Stormdrain are proposed to connect to the existing 30" pipe in St. John Street.*

- i. *The applicant has provided revised calculations for pipe flows to the 18\_inch private stormdrain, which are now in agreement with the HydroCAD model's dynamic flow modeling. Review of this information indicates the project is in conformance with the City of Portland Code of Ordinances section 14-526 (b) 3.a subsection ii regarding downstream private drainage and the proposed rate of stormwater leaving the site is less than the existing condition in this location. It is understood that the model is limited to conditions where 1) the R-Tank system is empty prior to the storm, 2) down-gradient pipe or tailwater conditions are not impacting flow, and 3) dynamic tailwater conditions allow for the outlet to exceed the Manning's Equation standard flow rate. Off-site and down slope impacts or saturated conditions may prevent the system from conveying a 25-year 24-hour design storm event.*

**Response:** Comment acknowledged.

- ii. *As there is no existing connection from the property to the St. John Street stormdrain, any new connection results in a increase of flow. The applicant has provided correspondence from the City of Portland Public Works that the storm drain within St. John Street has capacity to accept the additional peak flow of 3 cubic feet per second (CFS) from a 25-year, 24-hour design storm event. Therefore, this connection in conformance with City of Portland Code of Ordinances section 14-523 (b) 3.a, subsection iii and IV, which refers to requirements for new connections and increase flow rates to City-owned infrastructure.*

**Response:** Comment acknowledged.

3. *Proposed Drainage Design*

- a. *The applicant has provided data indicated the inlet capacities of proposed catch basin grates can adequately convey flows from the 25-year, 24-hour design storm even for the most limiting subcatchment. No further action on this item is necessary.*

**Response:** Comment acknowledged.

- b. *The applicant has provided a statement confirming the HydroCAD Pond P-1 was developed in consonance with the information provided by the manufactures for the R-Tank units. Review of major items such as inverts, tank surface area, pond void*

*ratios, and outlet elevations have confirmed that the HydroCAD model reflects the design. No further action on this item is necessary.*

**Response:** Comment acknowledged.

c. *The applicant has confirmed the pipe exiting CB21 on sheet C-103 is an 18" pipe. No further action on this item is necessary.*

**Response:** Comment acknowledged.

d. *Pipe 22 has a 0.0% slope. The applicant has coordinated with the manufacture and confirmed this is typical of inlets to a JellyFish Filter. No further action on this item is necessary.*

**Response:** Comment acknowledged.

e. *CB12 has 1.37 feet of drop between the in and out inverts. The applicant has confirmed that this is intended due to large drop in grade.*

**Response:** Comment acknowledged.

f. *The HydroCAD output files reference 24-hour design rainfall amounts of 3.1", 4.6", and 5.8" for the 2-, 10-, and 25-year events, respectively. The applicant has indicated these data are from Appendix H of MaineDEP's Chapter 500 for rainfall amounts. No further action is necessary.*

**Response:** Comment acknowledged.

4. *Capacity to Serve:*

a. *The applicant has sent Capacity to Serve Letters to Utilities. Responses to these letters are required parts of the application, and the applicant has indicated that they will be provided to the City as these letters are received. A wastewater capacity review form has been provided by the Department of Public Works indicated down-slope sewers have the capacity o serve the proposed project. Any outstanding capacity to serve letters may become a Condition of Approval for Site Plan Approval.*

**Response:** Please see attached Central Maine Power capacity to serve letter, additional, capacity to serve letters will be forwarded upon receipt.

5. *Parking Garage Drainage:*

a. *The applicant has provided confirmation that the top deck of the parking lot garage conveys rain event flows to the stormwater detention system. The applicant has provided additional detailing of an oil/water separator and has indicated that interior parking surfaces not exposed to rain events will convey flows to this oil/water separator.*

**Response:** Comment acknowledged.

6. *Site Grading:*

a. *The applicant has confirmed site grading will not be affected by future information regarding soil management, as that information ill only be used by the contractor for their own management.*

**Response:** Comment acknowledged.

b. *Grading review identified that Pipe 14 between CB15-CB16 has a negative slope. Please revise or provide explanation.*

**Response:** The pipe slope and associated invert elevations have been modified in the attached, revised plans.

c. *Top of curb and Bottom of Curb information at CB-18 appears to be inverted. Please revise or provide explanation.*

**Response:** These elevations has been modified in the attached, revised plans.

d. *Much of the proposed stormdrain has between 4 feet and 3 feet of cover. Detail on C-202 indicates rigid insulation shall be provided in these locations. No further action is necessary*

**Response:** Comment acknowledged.

7. *Snow Storage:*

a. *Catch Basin at intersection of D Street and St. John Street was previously located in a transition ramp next to flat curb. The applicant has provided additional notation to the plans to confirm the intent of the catch basin being located outside of the transition ramp, and with a granite inlet stone.*

**Response:** Comment acknowledged.

## **Comment letter from Planning Department Dated July 02, 2018**

### **Zoning Analysis**

1. *Proposed sign does not match others on campus per the sign plan submitted in 2008. In the final submittal, provide an explanation as to why the design diverges from the sign plan. Waiting on new draft sign plan to be uploaded to ePlan. Sign design is generally acceptable, just want to be sure that it is consistent with MMC's Plans for signs campus wide.*

**Response:** Please see attached signage plan.

2. *Will review TDM plan and provide final comments as soon as possible.*

**Response:** Comment acknowledged.

3. *Campus-wide Parking analysis in IDP, GP's memo, and TDM plan do not entirely match. GP's memo cites a projected deficit of 500-600 spaces. This figure does not appear in the IDP, and doesn't mesh with employee growth figures from the IDP (approximately 300 new employees by 2026?). A table would still be helpful if it is possible to pull one together. What we are interested in is clear documentation of existing supply and demand & future supply and demand and ratios behind each.*

**Response:** Comment acknowledged.

4. *CMP should include some discussion on methods to mitigate impacts to 210 St. John, particularly given location of construction access. Also speak directly to concerns about loss of landscaping there. Will there be revisions based upon the conversations with the owners of 210 St. John.*

**Response:** During the process of construction great attention will be required to ensure that homes and places of business are not overly impacted by construction activities or traffic. While the logistics of the CMP does not require work associated with or access through the adjacent properties, certain measures will be taken to minimize the

potential for a disturbance. Erosion control, physical barriers, temporary shoring and staged material deliveries will be coordinated during construction.

Care will be given to the owners and users of 210 & 212 St. John St. The residences are the closest in proximity and will likely experience the greatest impact. Individual site meetings will be held with the owners of these properties to discuss their needs throughout construction. Consigli and MMC are committed to working through logistical challenges with the neighbors and providing adequate and reasonable measures to accommodate their requests.

The design team met with the owner of 210 St. John Street on July 26, 2018. We have revised our drawing based on this conversation. The owner does not want arborvitaes to be planted on his property as shown in previous plan. He would like to preserve and maintain the blue spruce on his property through construction. Should any plantings be damaged during construction, Maine Medical Center will work with the owner to replace plantings that are impacted during construction.

5. *Please note discussion regarding improvements to nearby Valley Street park space.*

**Response:** Comment acknowledged.

6. *Need construction easements on Union Station Plaza lot. These will be required prior to building permit. Construction easements will also be necessary on all sites where is proposed. This will be a condition of approval*

**Response:** Please refer to the excerpt language below taken from the leases between Maine Medical Center, Caste Cow, and Cowcatcher pertaining to improvements within the Caste Cow property. All other necessary easements or agreements with neighboring landowners will be obtained prior to requesting a building permit.

Caste Cow Lease

SECTION 5. TENANT'S CONSTRUCTION AND TERMINATION RIGHTS

(a) Construction of Building and Improvements. **Tenant acknowledges and agrees that it shall construct the Building and Improvements on the Premises** at no cost to Landlord and that landlord shall have no responsibility for securing entitlements on the Premises, the Common Driveways, or abutting property, or any site improvements on, above or below the surface of the Premises, the Common Driveways, any abutting property or any other property, including without limitation water, sewer, electrical and other utility lines, wires, pipes, conduits and the like or any related infrastructure (whether currently existing or installed in the future), and any improvements required by any Governmental Authorities in connection with Tenant's contemplated development or use of the Premises, or for the maintenance, repair, and replacement of any of the same.

SECTION 7. USE OF PREMISES

(a) Permitted Use. **Tenant shall construct or cause to be constructed upon the Premises, a building for use and operation as a parking garage, with accessory uses** needed to serve Tenant employees or for any other use allowed by zoning and approved by Landlord, such approval not to be unreasonably withheld, and based solely on whether Tenant's proposed construction would materially diminish the value of the Fee Estate (the "Permitted Use"). Any other use or change in use from the Permitted Use shall be prohibited.

Cowcatcher Lease

SECTION 3. TERM AND TITLE TO BUILDING AND IMPROVEMENTS

(d) Title to Building and Improvements. Beginning on the Rent Commencement Date, **title to all newly constructed Improvements located in, on or at the Premises** (but excluding the Premises, the Building and all currently existing Improvements, title of which shall remain vested in Landlord at all times) **shall be vested in and remain in Tenant** until the expiration of the Term or earlier termination of this Lease, or in the event of an eminent domain action involving all or any portion of the newly constructed Improvements (but only to the extent of the portion taken), at which time title shall automatically vest in Landlord free and clear of all interests of Tenant and without any payment therefor and Landlord's title thereto shall be unlimited except that, in the event of an eminent domain action involving only a portion of the newly constructed Improvements, title to the remaining newly constructed Improvements shall continue to be vested in and remain in Tenant until the expiration of the Term or earlier termination of this Lease. ...

SECTION 5. TENANT'S TERMINATION RIGHTS

(a) Construction of New Improvements. **Tenant acknowledges and agrees that it shall construct any new Improvements on the Premises** at no cost to Landlord and that Landlord shall have no responsibility for securing entitlements on the Premises, the Common Driveways, or abutting property, or any site improvements on, above or below the surface of the Premises, the Common Driveways, any abutting property or any other property, including without limitation water, sewer, electrical and other utility lines, wires, pipes, conduits and the like or any related infrastructure (whether currently existing or installed in the future), and any improvements required by any Governmental Authorities in connection with Tenant's contemplated development or use of the Premises, or for the maintenance, repair, and replacement of any of the same.

7. *Finalize plan for temporary parking for displaced employees. Waiting on feedback from City's traffic engineer.*

**Response:** Comment acknowledged.

8. *Provide more information on how snow ban parking will be managed. Based on your response to neighborhood comments, there is a better understanding of where you are in the process of determining where neighborhood residents will be permitted to park during snow bans.*

**Response:** Comment acknowledged.

**Site Plan Review**

1. *Waiting on confirmation that MaineDOT agrees to the installation of traffic signal (GP was making initial contact). Further comments on this from City's traffic engineer should be forthcoming.*

**Response:** Comment acknowledged.

2. *Intersection Design:*

- a. *St. John Street*

- i. *See most recent concept from Bruce Hyman and note follow up comment sent on 8/1:*

1. *Design should include radius curb (10'R) for the outside and inside edge of the right turn pocket.*

**Response:** The attached, revised plans reflect this edit.

2. *The exact sign placement needs some MUTCD guidance and placed in the sidewalk.*

**Response:** The attached, revised plans reflect this edit.

3. *As I mentioned previously at the meeting on Monday, all bike lines next to motor vehicle lands are to be 6" lines (both solid and dashed)*

**Response:** The attached, revised plans reflect this edit.

b. *D. Street*

- i. *Design should include 6' sidewalk and 4' esplanade (with street trees- 'Karpick' Red Maple or 'Browhall' Red Maple). Jeff Tarling has raised some questions about sidewalk plowing. He wrote: " knowing this route will likely be on the sidewalk plowing route in the future, the crosswalk, center island if there is one, and the Valley Street sidewalk should be constructed with the turning radii of our 'Trackless' sidewalk plow in mind" He is particularly concerned about the crosswalk landing on the east side of the Valley, where there is a stone retaining wall up against the back of sidewalk.*

**Response:** Waiting for further direction from the City regarding the need for easements on private property.

c. *Please forward Western Prom assessment when complete.*

**Response:** Please see enclosed assessment memos.

d. *Please note Planning Board Concern regarding headlight glare and traffic relative to nearby residential properties opposite St. John Street.*

**Response:** At the Planning Board Workshop held on July 10, 2018, concern was expressed over the location of the primary garage driveway proposed across from D Street. Specifically concerns related to impacts to the two residential properties at the north and south corners of the D Street and St. John Street intersection resulting from additional vehicle maneuvers at this location, including noise, fumes, and headlights. For a variety of reasons, as discuss herein, we feel that concerns noted area addressed when considering the timing of vehicle trips to and from the site, and the existing site conditions.

Driveway Location Considerations

During the schematic design phase, the Maine Medical Center project team explored many options for the location of the primary garage driveway. The team looked at multiple locations along the Fraternal Order of Eagles frontage, along a 40' wide land area immediately south of the 222 St. John Street building, through the Union Station Plaza (Margaritas) driveway, and through the Ferguson Showroom and Plumbing Supply parking lot south of the site. In all cases, with the exception of the current proposal, the driveway did not create a 4-way intersection with a City block, and in most cases the driveway is in proximity to, yet off alignment with a nearby intersecting roadway on the opposite side of St. John Street (C Street or D Street). Also, in all cases the driveway is

located across from residential lot (s), including at the “Margaritas” entrance driveway to Union Station Plaza.

From the early planning stages for the garage, the initial traffic data indicated the potential for a signalized intersection at the primary garage entrance and modifications to the lane striping on St. John Street to allow for left and right turn maneuvers at the intersection. When exploring the various potential driveway locations, it was evident that a signalized intersection located off-alignment with a nearby intersecting City street would create significant impacts to the right of way and traffic movement through these zones. For instance, if a traffic light was situated at the “Margaritas” entrance driveway to Union Station Plaza, the signal and lane assignments would need to accommodate the C Street intersection, which is located 100’ to the south, stretching the intersection and creating a large zone of 3 or more lanes in St. John Street. In mid-block areas, such as an entrance along the south wall of the historic building at 222 St. John Street, the intersection would be located immediately across from and in line with a residential property. In all potential driveway locations that were explored, an equal or greater number of on-street parking spaces would be lost relative to the current proposal.

The proposed location of the primary entrance to the garage is the best option for the adjacent roadway. It creates a four-way intersection with D Street, minimizes the impact to on-street parking, and minimizes the impact to the adjacent residential lots.

#### Traffic Impacts

The proposed garage will result in an increased volume of traffic on St. John Street and at the primary garage driveway location, as discussed in the Traffic Evaluation Memorandum prepared by Gorrill-Palmer. When considering the concern over headlight impacts on these residential properties from turning vehicles, it is important to note that the peak exiting volume from the garage occurs between 4:15PM and 5:15PM. During most of the year this peak exiting volume occurs during daylight hours. During the winter months headlights would be in use in these periods; however, the volume of traffic drops off sharply after the PM peak hour, with very little traffic exiting the garage past 7 PM. Although the additional volume of traffic will result in an increase in noise and exhaust in the area, this condition is relatively short in duration (not continuous) and is comparable to many intersections in urban, residential areas of the City. It should be noted that the completed project will not generate additional truck traffic in the area, which is typically a primary contributor to noise and exhaust concerns.

#### Existing Site Conditions at the Proposed Driveway Location

The proposed driveway is situated at the location of an existing driveway that serves a 50+ space surface parking lot for the Eagles. This driveway is utilized throughout the day, with more substantial usage on evenings and weekends. As such, there is a present-day condition of a low volume of vehicles entering and exiting in an existing driveway located opposite the D Street intersection.

The proposed driveway is located at approximately equal elevation to St. John Street without any significant slope or grade differential that would cause headlights to project up toward the windows of the adjacent properties or down toward the windows.



The residential property on the north side of the D Street intersection has some deciduous screening (bushes and trees) between the house and the street; the property to the south of the D Street intersection does not have vegetative screening between the house and the intersection. We do not believe that the additional traffic generated by this project warrants the need to increase screening at these locations.

- e. *Please note that there may be additional comments forthcoming on the Fore River connection analysis. At the least, the analysis should note that a surface crossing is not precluded by the garage design.*

**Response:** Comment acknowledged.

- f. *Also note there will be a condition of approval regarding the Eagles entrance.*

**Response:** Comment acknowledged.

- 3. *Please show METRO stop south of the garage entrance along the Eagles frontage.*

**Response:** The attached, revised plans reflect this edit.

- 4. *Need street trees on D Street, as possible. Waiting on comments from fire/arborist on pavers see above comments on D street.*

**Response:** Waiting for further direction from the City regarding the need for easements on private property.

- 5. *Need capacity to serve letters*

**Response:** Please see attached Central Maine Power capacity to serve letter, additional, capacity to serve letters will be forwarded upon receipt.

- 6. *Need waiver request for average illumination levels. Response is understood. A waiver will be recommended.*

**Response:** Comment acknowledged.

- 7. *Concern re visibility of rooftop lights from western prom. Can top deck be closed down at night and these lights be shutoff? Please upload night renderings to ePlan.*

**Response:** MMC will install a timer and motion sensor system to the roof lighting system, please see the attached night renderings.

- 8. *As noted above, may need lighting within Western Prom. Further info on this pending evaluation noted above. Assessment still outstanding.*

**Response:** Please see enclosed assessment memos.

- 9. *Verification that HVAC meets standards will be included as a condition, as requested.*

**Response:** Comment acknowledged.

- 10. *Can material samples be provided for Planning Board. Please provide final proposed materials to the Planning Division when they come in. We will want to look at these, including the lighter concrete, before they go to Planning Board.*

**Response:** Precast samples were delivered to City of Portland Planning Department on Thursday August 16.

- 11. *Right Title and Interest*

- a. *Need evidence of rights to make improvements to 222. St. John and to Union Plaza lot*

**Response:** Refer to Easements contained in Section 7 of the Site Plan Application, granting rights for improvements associated with access and drainage on Union Plaza land.

b. *Confirm that we have evidence of stormwater infrastructure easements with 222 St. John pursuant to lot split. Is there a figure showing this & the access easement? Technically, Cowcatcher and Caste Cow are separate entities, so the drainage easement should exist (as the access easement does)*

**Response:** The two properties are managed by a common entity that has ownership of both parcels, and that has leased the properties to Maine Medical Center under a 50 year lease. Easements for drainage and utilities will be drafted upon development of As-Built drawings to ensure the location of these features are properly memorialized.

c. *Clarify terms around obligation to provide 'parking for up to 400 vehicles, either in the parking structure... or on the surface of said parcel until such time as said parking structure... is constructed' in the Caste Cow/ Cowcatcher deed*

**Response:** The obligation to provide 400 spaces in the garage is a hold-over from an easement between Cowcatcher, LLC and Caste Cow, LLC. A copy of the easement language is attached.

12. *To move forward as per 8/2 email between Dave Senus & the City of Portland/MDOT. Please note that the final overlay should be completed this summer, and that, during the period between mill and overlay, all area sidewalks should be ADA accessible.*

**Response:** Comment acknowledged.

#### **Comment letter from TYLIN International Traffic Dated August 14, 2018**

1. *The plans include aisle widths, and some do not comply with City standards. The applicant should request a formal waiver with supporting documentation.*

**Response:** A waiver has been requested for aisle widths, please refer to the attached revised Waiver Request Form.

2. *A traffic signal is proposed at the St. John street/D Street/Garage Driveway location. I support the installation of a traffic signal given vehicle volume conditions and anticipate pedestrian movements. I would note that the applicants responsible for the development of design plans and equipment specifications for review and approval by the City. All costs associated with the installation of the traffic signal the responsibility of the applicant. The applicant has acknowledged this comment. I would note that I continue to communicate with Steve Landry at MaineDOT regarding the timing of traffic signal activation, I support the activation of the traffic signal at garage opening given traffic data and engineering judgement regarding area conditions and minimizing local street parking. I would note that if MaineDOT requires traffic data collection prior to activation, the application shall collect data at the same time of garage opening, and periodically until sufficient data supporting traffic signal activation is obtained.*

**Response:** Maine Medical Center will work with the City to advocate on behalf of activating the signal when the garage is open. If Maine DOT requires traffic data collection prior to activation, we propose the following schedule for data collection:

- *One month after garage is 100% open.*
- *One year after garage is 100% open.*
- *One month after the Congress Street Building is fully occupied and operational.*

- One year after the Congress Street Building is fully occupied and operational.
  - Every other year after the Congress Street Building is fully occupied and operational.
3. *The general layout of the St. John Street/D Street/ Garage Driveway intersection is generally acceptable. It should be noted that the City is currently reviewing bicycle facility recommendations and final direction will be provided in the future. Some initial comments are provided below:*
- a. *The number of pavement marking arrows is excessive and should meet either City or MaineDOT Standards (they may be for traffic flow reasons). I would suggest the through lane arrows be eliminated on St. John Street.*

**Response:** Comment addressed on revised plans. The pavement arrows have been modified based upon discussion with Staff on August 16, 2018 meeting with the City of Portland.

- b. *I continue to review the garage approach as it relates to providing a three-lane section with a reversible center lane and traffic control design elements. Specific details on how the three-lane approach will be managed shall be provided. Specifically, how will the two egress lanes (and when needed) be signed for use. One of the egress lanes will become the right-turn lane onto southbound St. John Street and the other will become the shared through/left lane. Dynamic signage is suggested. For entry movements, the applicant should note how the lane drop (two to one lane) will work under peak morning volume time periods.*

**Response:** The access to the parking garage will operate as a single ingress lane and separate left/through & right egress lanes under typical day to day conditions. The access gates will be designed to accommodate other lane configurations should they be needed in emergency situations only. Security is on-site 24 / 7 to direct traffic as needed under emergency situations that require something other than typical lane usage. On-site security will use dynamic signage to direct traffic. A dynamic signage system has not yet been selected.

4. *The applicant has provided a traffic evaluation and my initial comments are noted below:*
- a. *I have requested the Synchro traffic model for review, the requested files have been provided. I find the models to be reasonable but would note additional calibration may be requested during the TMP process during Phase 3 permitting.*

**Response:** Comment acknowledged.

- b. *Some of the intersection level of service conclusions seem better than actual field conditions. I would suggest the applicant field confirm intersection delays and queues. During the TMP process, refinement of the model may be required. As noted in the applicant's response to comments, the pedestrian phasing at the Congress Street/St. John Street intersection is inefficient and a contributing factor to long vehicular delays and queues. In conjunction with this application, the traffic signal equipment shall be upgraded to allow for concurrent pedestrian phasing. Implementation shall take place with the disposition of the Congress/ Valley signal, prior to the opening of the garage.*

**Response:** It is our understanding this comment is directed at the signalized intersection of Congress St. / St. John St. As identified in previous submittals to the City, the intersection operates at low levels of service with the current exclusive pedestrian

phasing as exists and observed today. Gorrill Palmer previously recommended changing the pedestrian phasing to concurrent to improve the level of service and presented those findings in the submitted traffic analysis. The two Congress Street intersections with St. John Street and with Valley Street operate as a single system. In order for the Congress Street / St. John Street intersection to be changed to concurrent phasing, the traffic signal at Congress St. / Valley Street would have to be removed or put on its own system. Signal warrant analysis by others indicated that the signal at Valley Street is not warranted and should be removed. It is our understanding from the City that they support this removal. Upon removing the signal, the Congress St. / St. John Street signal can be upgraded. This intersection will be further reviewed as part of Phase 3 of the MMC Congress Street hospital expansion Traffic Movement Permit application.

5. *The applicant has noted that the existing MMC vehicles parked at 222 St. John Street will be accommodated at the Gateway garage. The applicant shall provide documentation noting an adequate parking supply. The applicant conducted a study of existing parking demand at 222 St. John Street and determined through field observations that parking during construction can be accommodated in the Union Station Plaza Limited Partnership parking lot and the St. John Street east side parking lots. Based on the one day sample, it appears that demand can be accommodated. The applicant should note occupancy of 222 St. John Street during the survey day to confirm future parking demand can be accommodated*

**Response:** The referenced parking study was completed on a typical Tuesday in July (July 18<sup>th</sup>) at five different time periods throughout the day. Tuesdays are considered average days for traffic volume at 222 St. John Street. The results of the parking assessment indicate as noted, that the parking demand of 222 St. John Street uses can be accommodated on site during construction using existing surrounding parking areas.

6. *The applicant should provide a parking analysis for the parking demand and supply conditions for 222 St. John Street. This comment is intended to confirm the final parking condition for 222 St. John Street complies with City standards for parking supply, not during construction.*

**Response:** The future parking supply for 222 St John St is 337 parking spaces. There will be 245 parking spaces within the grade level of the garage. Additionally, there will be 52 surface parking spaces located to the North of the garage and the 40 surface parking spaces across St John St.

Future parking demand is not anticipated to change from today's documented demand. The uses within 222 St John St are anticipated to remain business offices with the exception of 12,000 square feet that will be allocated to MMC's use as a fitness center for employees. We anticipate that employees using the fitness center will park in the garage.

*Construction Management Plan:*

- a. *Construction trucks time limits shall be extended to include both MMC and general traffic peak hours.*

**Response:** Precast trailers will only transport loads between the staging yard and the job site outside of peak traffic hours as defined as 7:00am – 9:00am and 4:00 pm – 6:00pm.

- b. *The secondary storage yard shall be specifically identified.*

**Response:** A secondary storage yard is anticipated at Portland Yacht Services to store precast material not accommodated on site.

c. *The applicant should note how will the Eagles parking demand be accommodated during construction.*

**Response:** The existing Southern Eagles parking lot will remain in use throughout construction, with only a minor coordinated shut down to resurface and stripe the existing lot. Additionally, there is an agreement in place with the Eagles to provide a minimum of 37 parking spaces onsite during construction.

d. *All temporary crosswalks shall be ADA compliant.*

**Response:** Comment acknowledged.

e. *Construction Plans shall be provided for the roadway/signal work in St. John Street, D Street, and Valley Street.*

**Response:** The site subcontractor will develop a traffic phasing plan upon award. A detailed traffic control plan will be submitted prior to the work starting. Certain parameters will be maintained including at least (1) lane of through traffic, flaggers and visible barriers for vehicles. Inbound lanes will be maintained during morning commute times and outbound lanes will be maintained during afternoon commute times. Nighttime work hours may be considered to accommodate traffic.

7. *The applicant shall narrow the Eagles driveway width to match the aisle width.*

**Response:** Comment addressed on revised plans.

8. *The Eagles existing parking lot shall provide an aisle width dimension.*

**Response:** Comment addressed on revised plans.

9. *The applicant shall provide the grade of parking ramps within the garage.*

**Response:** Grade of speed ramp 13.5% maximum, with 7.0% transition ramps each end. Based on the standards we have used; the maximum recommended slope is 16%.

10. *To efficiently manage parking circulation, dynamic ITS signage noting parking available per level shall be provided.*

**Response:** Comment acknowledged.

11. *End island for parking spaces to remain in the Union Station Plaza Limited Partnership parking lot should be considered.*

**Response:** End islands for the parking for parking spaces to remain in Union Station Plaza Limited Partnership parking were considered within the design. However, Maine Medical Center does not have control of the property and has not proposed adding end islands within the parking lot. Additionally, the construction of end islands would result in the loss of parking spaces within the Unions Station Plaza Limited Partnership parking lot.

12. *The applicant should note when (and how will they be managed) movements to Level 1 from St. John Street be permitted.*

**Response:** Comment addressed on revised plans, a stop sign has been added.

13. *A STOP sign shall be installed at the egress from the 52-space parking lot.*

**Response:** Comment addressed on revised plans.

14. *The northern aisle width for the 52-space parking lot shall be dimensioned.*

**Response:** Comment addressed on revised plans. Additionally, it was determined that the aisle widths in this location exceeds the City standards of a 24' aisle width. A formal waiver has been requested within the attached Waiver Request Form.

15. *The applicant shall note who will park in the Union Station Limited Partnership parking lot and why not physically separate from the 52-space lot.*

**Response:** The existing parking within the Union Station Limited Partnership parking lot will remain unchanged as part of the garage construction and will not be utilized by occupants of 222 St. John Street.

16. *The applicant should provide information on how internal garage traffic circulation will generally work if a connection to Fore River Parkway is implemented in the future.*

**Response:** The internal circulation of the parking garage, inclusive of ramps between levels, is oriented toward traffic flow onto / off-from St. John Street. A future higher level (above the RR Tracks) connection to Fore River Parkway would introduce a conflict point within the circulation of the garage that would most likely decrease the overall efficiency of the garage and decrease the safety for the employees. If the access were to result in an at grade crossing any disruption to traffic flow, such as a train crossing, would generate significant queuing back into the garage and decrease efficiency, increase queuing, and decrease the safety for the employees.

17. *The applicant should note plans for expansion for electric vehicle charging to accommodate future demand.*

**Response:** Comment addressed on revised plans.

18. *Sufficient traffic analysis have been conducted to document acceptable operations at the St. John Street signalized entrance. The applicant should provide documentation/examples of 2,400+ space parking garages that have adequate internal traffic circulation capacity to empty efficiently during PM peak periods with one primary entrance and exit.*

**Response:** MMC has requested additional review from a third-party traffic reviewer which will be forwarded upon receipt.

19. *The applicant should note who will be permitted to park on the ground level and level 1.*

**Response:** Ground level parking will serve 222 St John St. Level 1 -8 parking will be allocated to Bramhall campus employees. In addition, 52 spaces on level 1 will be allocated to the Eagles.

### **Comments from City of Portland Regarding TDM Plan, Dated August 17, 2018**

1. *Page 8: The plan talks about a shortage of 142 parking spaces, but the delta between total demand and supply, based on the numbers on page 7, is more. Please clarify.*

**Response:** This refers to the difference between *observed* demand (3,125) and *expected* demand (3,264). However, 142 is incorrect. It should say "139 parking spaces." Applicant revised TDM Plan to reflect this minor change.

2. *Page 8: "MMC's total parking deficit is estimated to be 800 parking spaces in 2017." Based on figures elsewhere, the existing deficit is more like 245. Can this discrepancy be explained?*

**Response:** This is an oversight. Applicant revised TDM Plan, removing reference to "800 parking spaces in 2017".

3. *Still waiting on bike parking inventory. As noted previously, the type of bicycle parking provided on the MMC campus, based upon images supplied in the TDM plan, is in some cases deficient per the Technical Manual to securely park bicycles and encourage bicycle commuting. (Some of the bicycle racks secure the front wheel only and do not provide the required two points of contact between the bicycle frame and bicycle rack.) In the revised TDM plan, include an inventory the type and number of bicycle parking spaces within the MMC campus at each location to ensure that, at a minimum, 1) the total number of racks that meet the parking standards equals the number required and 2) also meets the standard that bicycle racks are adequately distributed within the MMC Campus at main building entrances, also as required by the Technical Manual.*

**Response:** The applicant is conducting a bike parking inventory and has identified deficiencies with respect to the quantity and quality (type) of bike parking. The current distribution and accessibility of bike parking exceeds City standards. MMC will submit this documentation in August 2019 as part of the Congress Street site plan.

4. *We would continue to suggest identifying spaces on-campus for preferential carpool/vanpool parking (e.g. some spaces in the visitor garage or surface lots). Preferential spaces in the off-site employee garage are not likely to incentivize change in travel behavior in the way that preferential spaces on campus will.*

**Response:** The applicant would need to convert existing and/or proposed patient and visitor parking to preferred carpool/vanpool parking in order to achieve this outcome. This is not desirable at this time because it potentially limits healthcare access for patients and visitors.

5. *The parking cashout procedure continues to seem unnecessarily cumbersome (e.g. submitting a form, etc.). In the future, employees should have the opportunity to cashout in advance (i.e. receive cash up front in lieu of the parking pass).*

**Response:** As discussed in the latest TDM Plan (August 1, 2018), the applicant is evaluating ways to automate this process, including the use of commute management platforms that automatically link to payroll.

6. *Continue to suggest that subsidized METRO passes be distributed up front, rather than on a reimbursement basis (i.e. employees opt for either parking pass or METRO pass). Abuse is likely to be very low, and any additional paperwork/trip logging is likely to be a barrier.*

**Response:** Acknowledged. TDM Plan has been updated to say: "MMC will explore ways in which employees can "purchase" transit passes up front, rather than on a reimbursement basis. This "payment-in-advance" option may be contingent on MMC's capacity to verify transit ridership (e.g. through electronic boarding data) in order to minimize abuse of this benefit. It also possible that electronic fare collection and/or commute management platforms (discussed in Data Collection section), if implemented, could allow staff to easily log trips, potentially helping verify transit usage."

We would like to note some additional modifications to the revised drawing set that have occurred in addition to the modifications noted throughout the comment response:

- Garage foundation drains have been identified on Drawing Sheet C-102.
- Lobby Roof drain locations have been identified on Drawing Sheet C-102.

- An additional isolator row had been added within the R-Tank foot print, this will aid in the removal of accumulated sediments and long-term maintenance of the system. This has been identified on Drawing Sheets C-103 and detailed on Sheet C-204
- Sanitary sewer drains lines have been located exiting the building, and the oil water separator has been relocated. This has been identified on Drawing Sheet C-105
- The dumpster area located within the surface parking lot has been expanded. During review of the current waste management conditions it was noted that the dumpster area needed to be expanded. This has been identified on Drawing Sheet C-101 and detailed on Sheet C-203.

We look forward our next meeting with the Planning Board. Please do not hesitate to contact me if you have any questions or require additional information.

Sincerely,

WOODARD & CURRAN



David Senus, PE  
Project Manager

DAS/cms

**Attachments**

1. CMP Ability to Serve Letter
2. Signage Plan
3. Valley Street Trail Assessment
4. Night Renderings
5. Right, Title & Interest
6. Waiver Request Form
7. Construction Management Plan



# **ATTACHMENT 1: CMP ABILITY TO SERVE**

## Craig Sweet

---

**From:** David Senus  
**Sent:** Wednesday, August 15, 2018 7:49 AM  
**To:** Craig Sweet  
**Subject:** Fwd: CMP Ability to Provide Service-Three Phase Service MMC Parking Garage Portland  
**Attachments:** image001.jpg; ATT00001.htm; Easement\_Information\_Worksheet.doc; ATT00002.htm; Standard Easement Sample.pdf; ATT00003.htm; 2July 2018 EDET.xlsx; ATT00004.htm

Sent from my iPhone

Begin forwarded message:

**From:** "Cough, Jamie" <[Jamie.Cough@cmpco.com](mailto:Jamie.Cough@cmpco.com)>  
**Date:** August 15, 2018 at 7:16:36 AM EDT  
**To:** "David Senus ([dsenus@woodardcurran.com](mailto:dsenus@woodardcurran.com))" <[dsenus@woodardcurran.com](mailto:dsenus@woodardcurran.com)>  
**Cc:** "Bartlett Design ([bartlettdesigninc@comcast.net](mailto:bartlettdesigninc@comcast.net))" <[bartlettdesigninc@comcast.net](mailto:bartlettdesigninc@comcast.net)>  
**Subject:** **CMP Ability to Provide Service-Three Phase Service MMC Parking Garage Portland**

08/15/2018

**David Senus**  
**Woodard and Curran, Inc.**  
**41 Hutchins Drive**  
**Portland, ME 04102**  
*Sent via email to:* [dsenus@woodardcurran.com](mailto:dsenus@woodardcurran.com)

RE: CMP Ability to Serve Letter for Proposed MMC Parking Garage 220 St. John Street in Portland

Project Description: . The parking garage consists of eight parking levels, along with roof deck parking. The approximate total area of the eight parking levels of the garage is 700,000 square feet. The estimated connected load is 350 kW.

Dear Mr. Senus:

CMP has the ability to serve the proposed project in accordance with our CMP Handbook (web link below). We can provide you the desired pad or pole mounted transformers per your request and city approval, in accordance with our CMP Standards Handbook. If you have any questions on the process, or need help in completion of the documents, please feel free to contact CMP.

**Service Milestones for Three Phase Services and CT Rated Single Phase Services. Please refer to [CMP Installation Checklists](#) for other installations.**

- **Call 1-800-565-3181 to establish a new account (if needed) and an SAP work order. Please provide both of these to me.**
- **Submit Load information. Please complete the attached EDET (excel file) using load information. . Please complete this and email back to me.**

- Submit the easement information worksheet. Please complete this form and either email or fax back to me.
- Submit any electronic drawings (PDF (preferred) or DWG files) of the site layout and proposed electrical connections if you have them.
- Preliminary meetings with CMP Advisor and Engineer to determine details of job (I will need to schedule with your electrician/contractor-please let me know who this is)
- Field planner design appointment to cost out job and develop CMP Invoice. The invoice is typically generated 5-6 weeks after the design appointment. This expires after 90 days from the invoice date.
- CMP submits invoice to the customer for payment (typically via email). Payment received from customer.
- Easements (based on easement information worksheet) sent out, signed and originals returned to CMP.
- Job scheduled for completion after the electrical inspection has been received.

This process can take several months, depending upon several factors including transformer or materials delivery, return of completed paperwork, and other jobs in the system that may be ahead of yours. In addition, contact with the other utilities, including telephone and cable, should be commenced as soon as practical. They may have additional work or charges in addition to the CMP work required to bring your project on line.

Please complete the attached forms (the specific instructions are on each form) and email them back to me at your earliest convenience.

For your convenience, here is a link to the CMP Website which contains our Handbook with details on most service requirements: [CMP Handbook of Standard Requirements](#)

You will be responsible for installing the customer connections, conduits, and metering in accordance with the CMP Handbook of Standard Requirements. The transformer will be sized based on your submitted load sheets.

Your deposit amount will be typically based on an estimated two month bill, calculated from your completed load sheet unless otherwise determined by CMP.

**Metering:**

All metering (including locations) must be preapproved by CMP.

**Chapter 324 Interconnections:**

Please be advised that if you plan to install solar/wind/hydro generation, you must complete an application under the MPUC mandated Chapter 324 Interconnection Standards. If you go to [Chapter 324 Interconnection Standards](#) and follow the instructions for the Small Generator Interconnection Procedures, CMP can do this work in parallel to your service request that will be handled by me. If you project is under 660 KW You will be able to have a Customer Net Energy Billing contract. Information concerning Customer Net Energy Billing can be accessed thru the Chapter 324 website or by clicking here: [Net Energy Billing](#)

**Reallocation/Line Extensions:**

Recently, changes were made to the three-phase construction policy, which require CMP to reallocate construction costs paid by customers. If applicable, those projects identified as “developments” do

not qualify for reallocation of funds. Please see this document at our website for details about the reallocation conditions. Any reallocation charges will be specifically denoted on your invoice. The website address for this is: [PolyphaseLineExtension](#) .

This line extension will be part of Central Maine Power's distribution system. In the event the property served under this Agreement is sold or otherwise conveyed, all rights and obligations of the Agreement shall stay with the property. Please note that if you rent or lease this property to another and you want to receive the reimbursement payments, you must make special arrangements with the Central Maine Power Company. Otherwise, any reimbursement payments will be sent to the "Customer" taking service at the service location.

**Electricity Supplier Information:**

Central Maine Power Company (CMP) will provide your facility with electric delivery service. If you don't already have a provider, you will need to make arrangements with a competitive electricity provider in order to receive electricity supply for your facility. In the event you fail to choose a competitive electricity provider, you will receive Standard Offer service arranged by the Maine Public Utilities Commission. If you wish to be served by a competitive electricity provider immediately upon establishment of delivery service, you must arrange for this service directly through your chosen competitive electricity provider, who must enroll your account no later than 5 PM on the business day prior initiation of delivery service by CMP. An up-to-date list of competitive suppliers can be found at the:

- 1) Maine Public Utilities Commission (MPUC) web site- [Maine PUC](#)
- 2) By calling the MPUC at (207) 287-3831

**Attachments:**

**Excel Load Sheet (EDET)  
Easement Worksheet and Sample Standard Easement**

Regards,

Jamie

Jamie Cough  
Energy Services Advisor  
Central Maine Power Company  
162 Canco Road  
Portland, ME 04103  
207-842-2367 office  
207-458-0382 cell  
207-626-4082 fax

# **ATTACHMENT 2: SIGNAGE PLAN**

# Maine Medical Center Bramhall Campus Environmental Graphics & Wayfinding Program

Site Submission

8.15.18

# Masterplan Overview

- 01 Main Campus Signage
- 02 Congress Street Building Signage
- 03 Employee Garage Signage



# 01

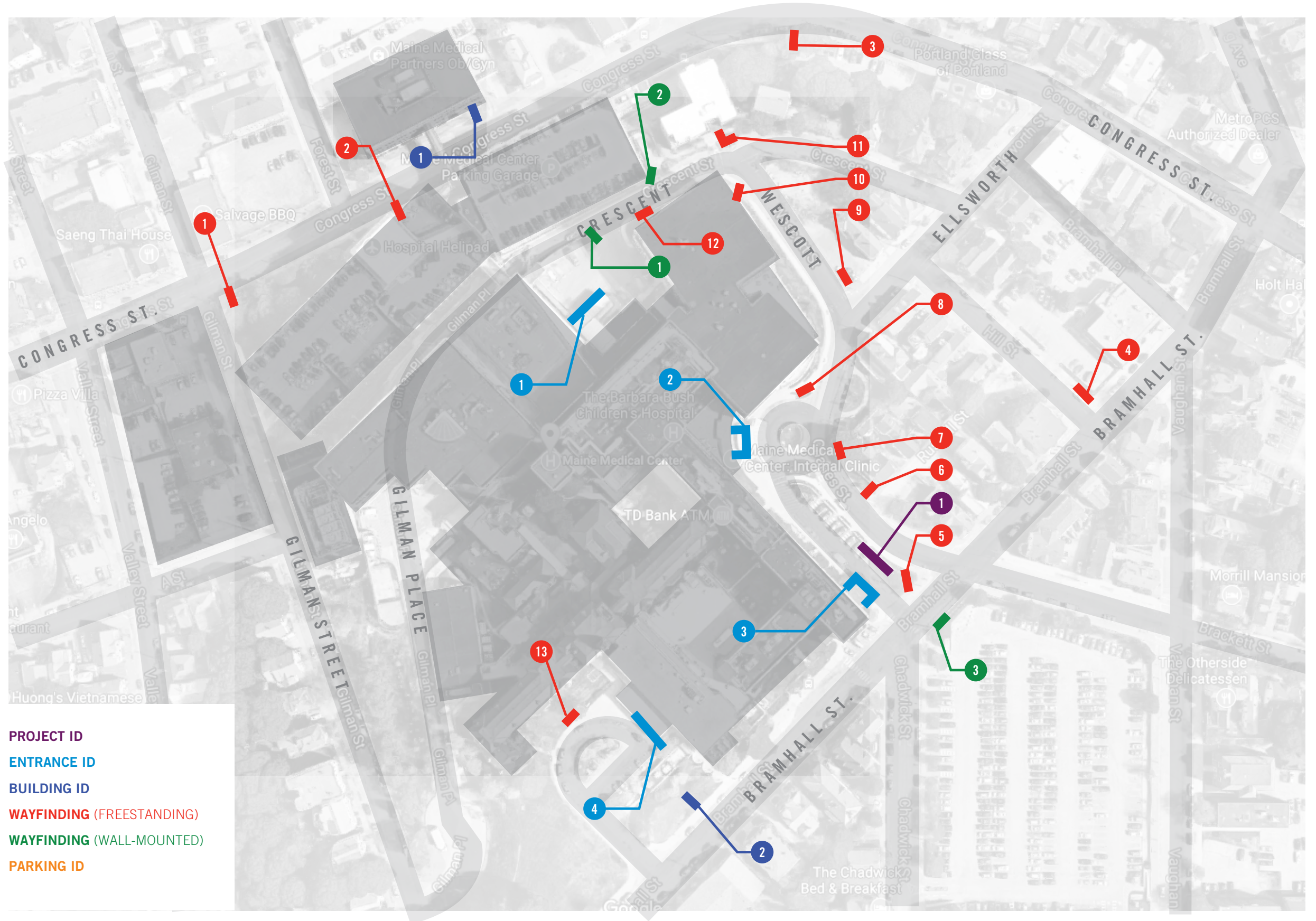
Main  
Campus  
Signage



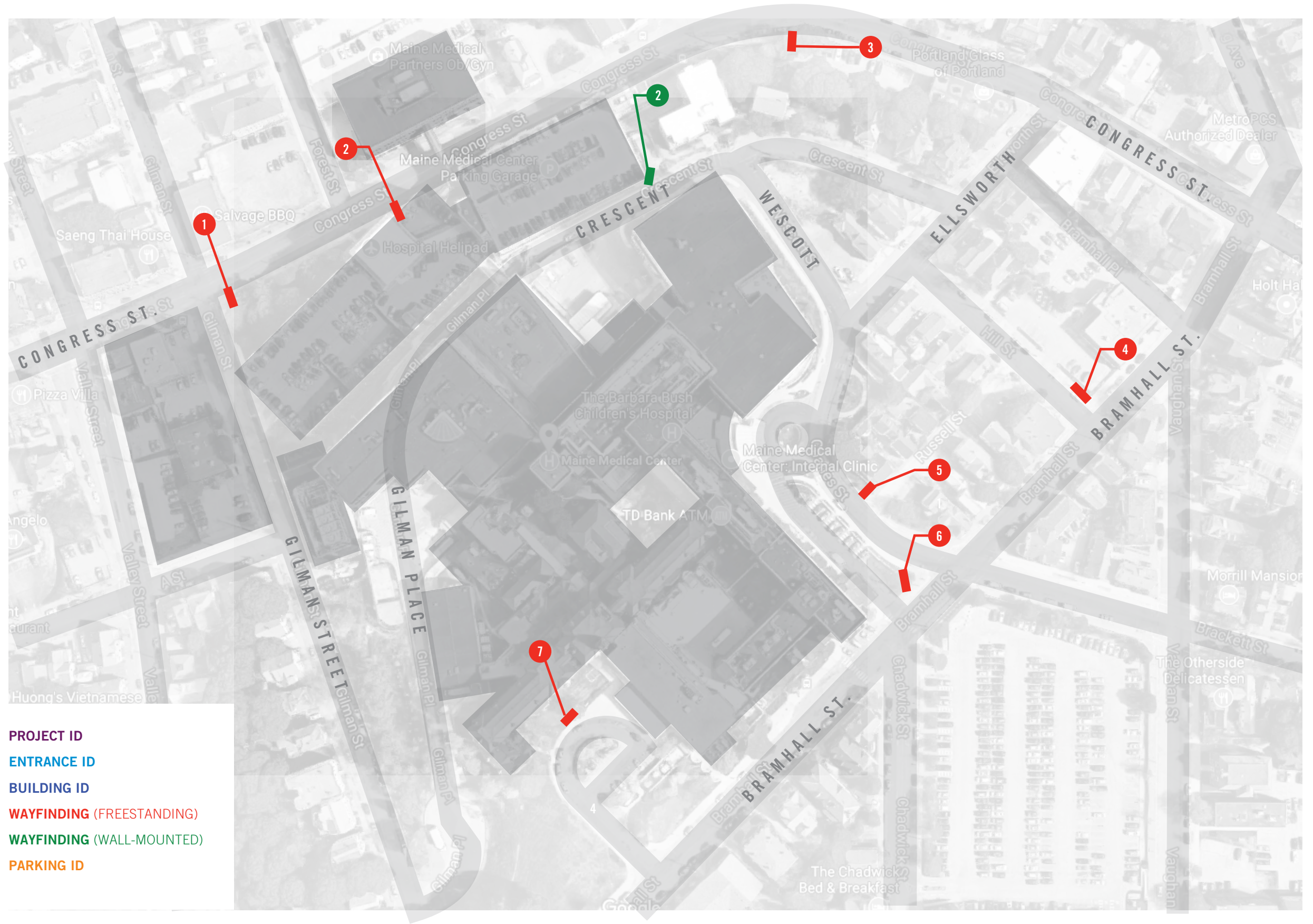
# Existing Signage



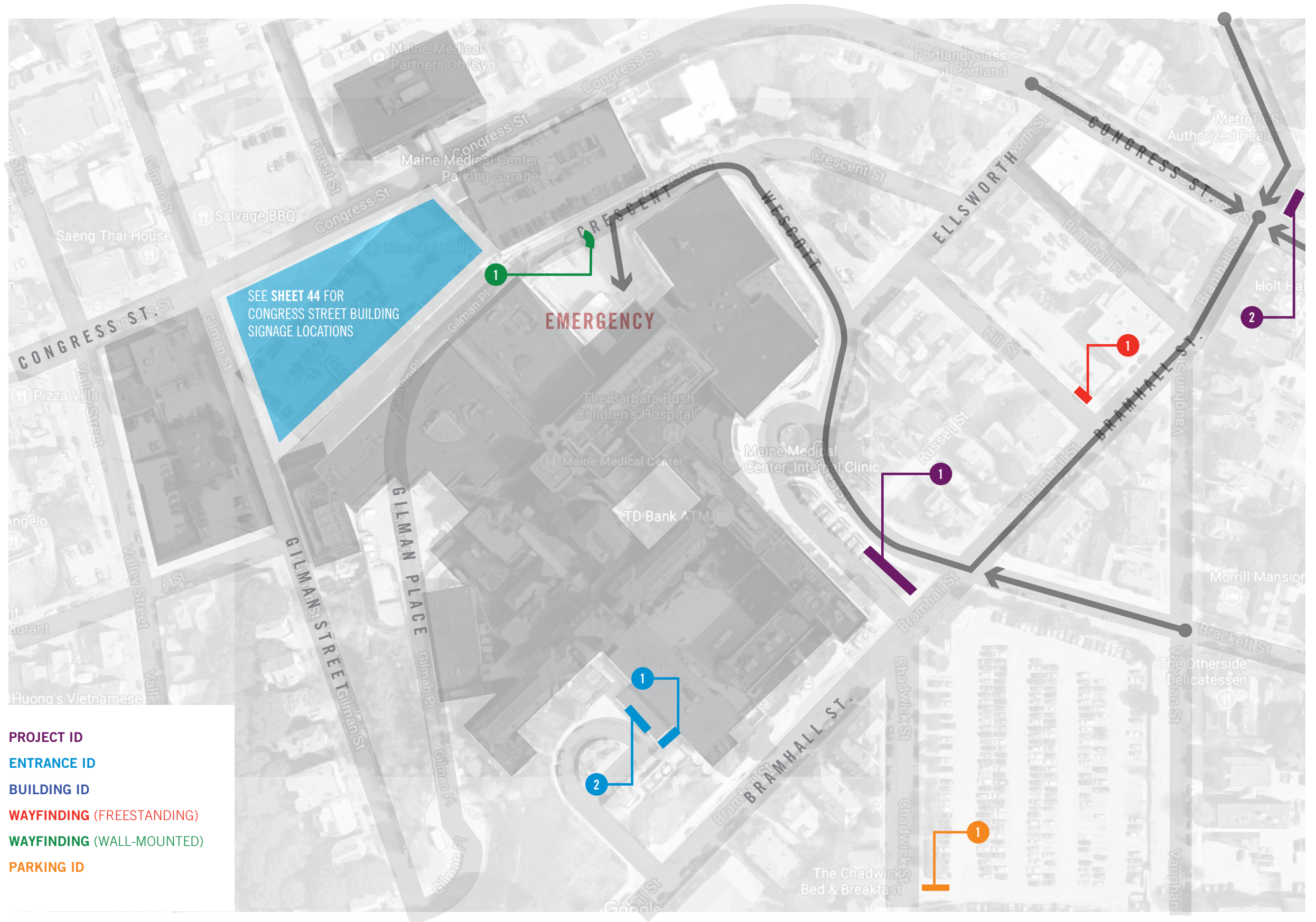
# Existing Signage Location Plan



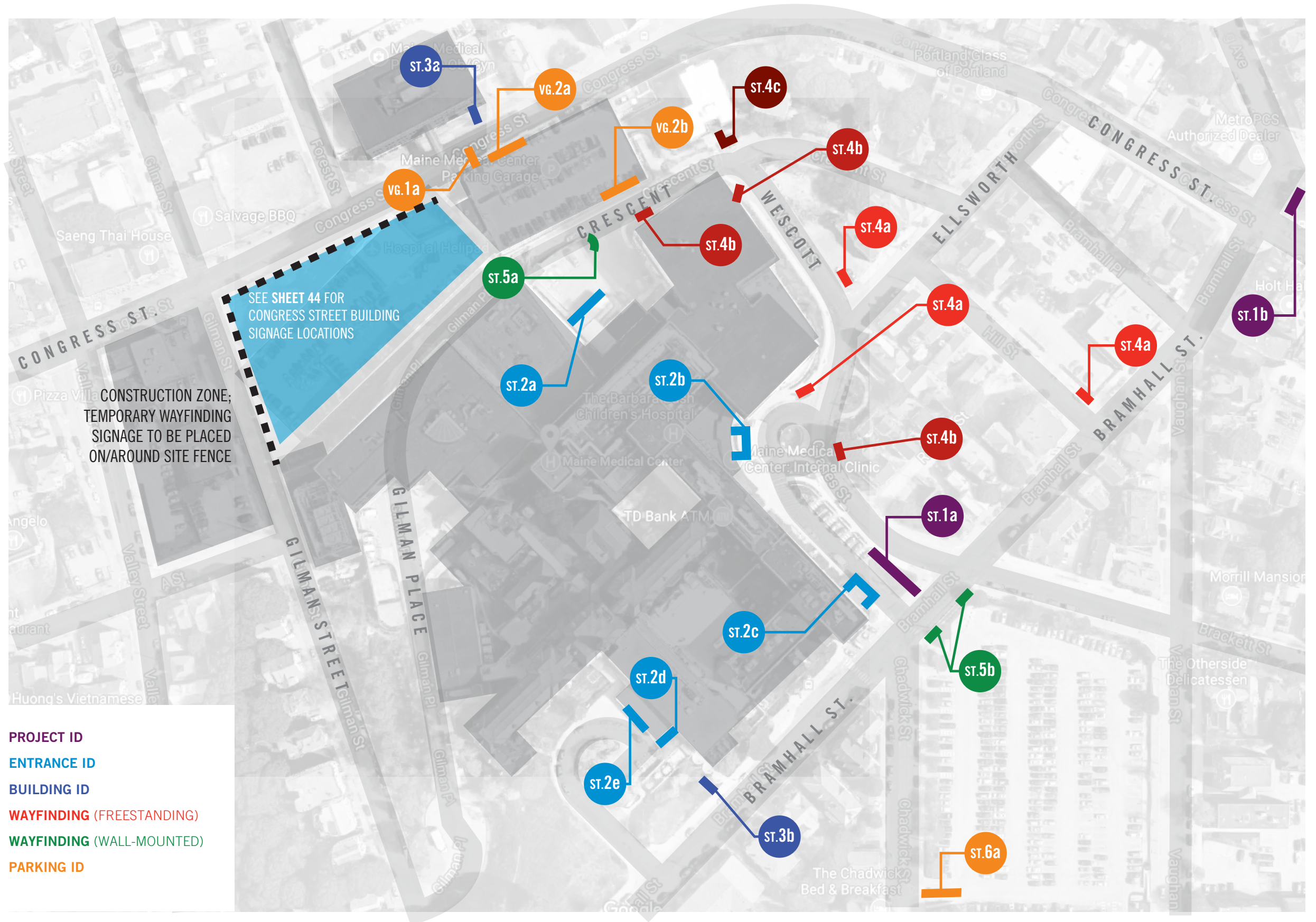
# Demo Signage Elements



# New Signage Elements



# Preliminary Sign Location Plan



**PROJECT ID**

**ENTRANCE ID**

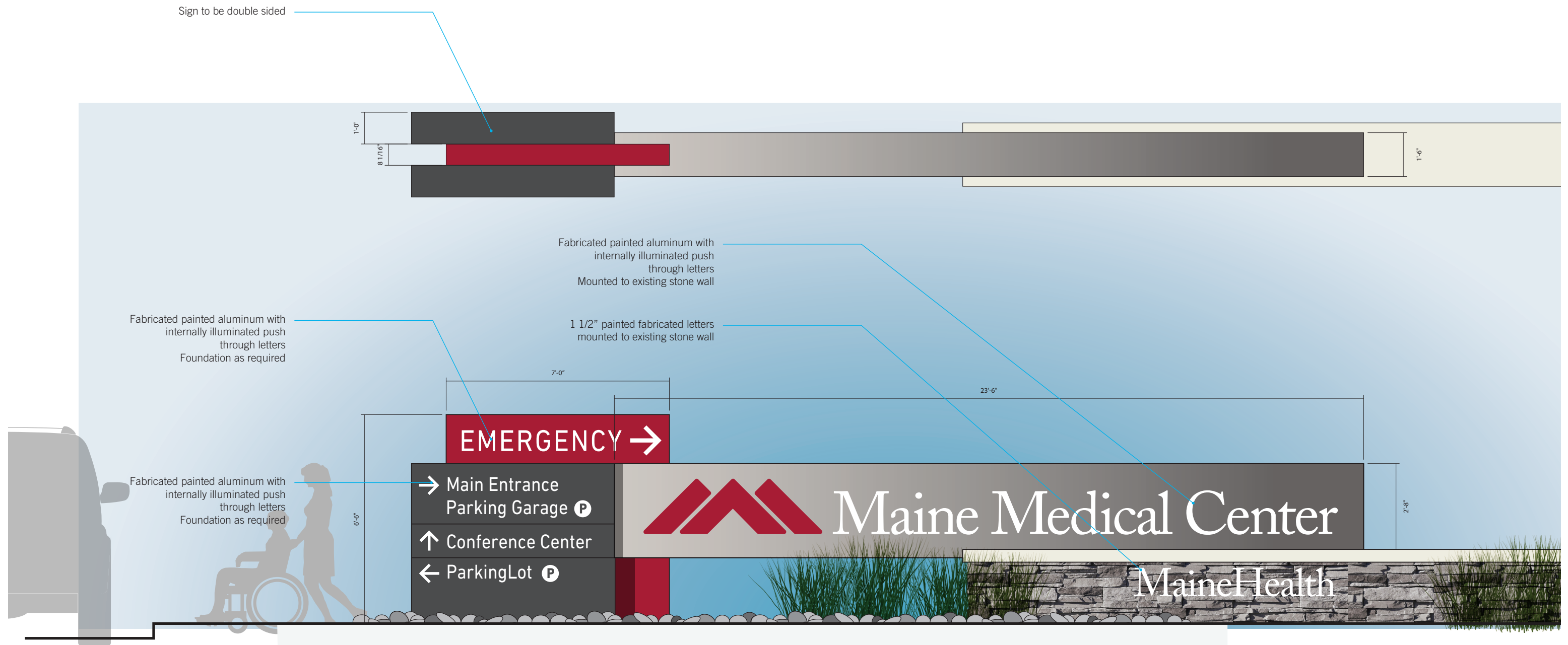
**BUILDING ID**

**WAYFINDING (FREESTANDING)**

**WAYFINDING (WALL-MOUNTED)**

**PARKING ID**

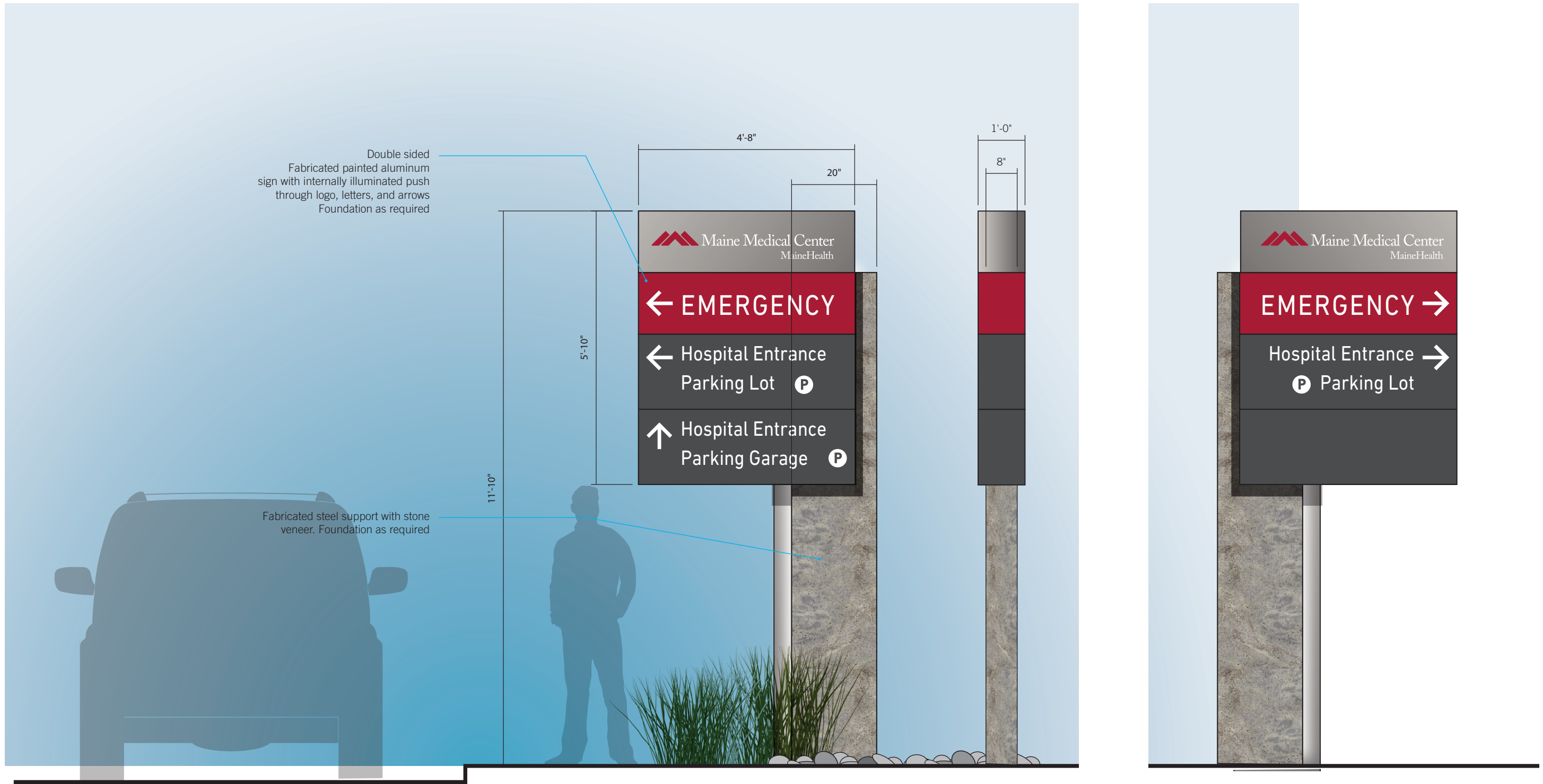
# ST.1a Project ID (Bramhall Entry)



# ST.1a View 1



# ST.1b Project ID (Bramhall Park)





# ST.1b View 1



# ST.1b View 2



# ST.2a Entrance ID (Emergency)

30" T x 24" W x 8" D VIF  
 Fabricated painted aluminum with internally illuminated push through letters  
 Mounted to existing columns as shown

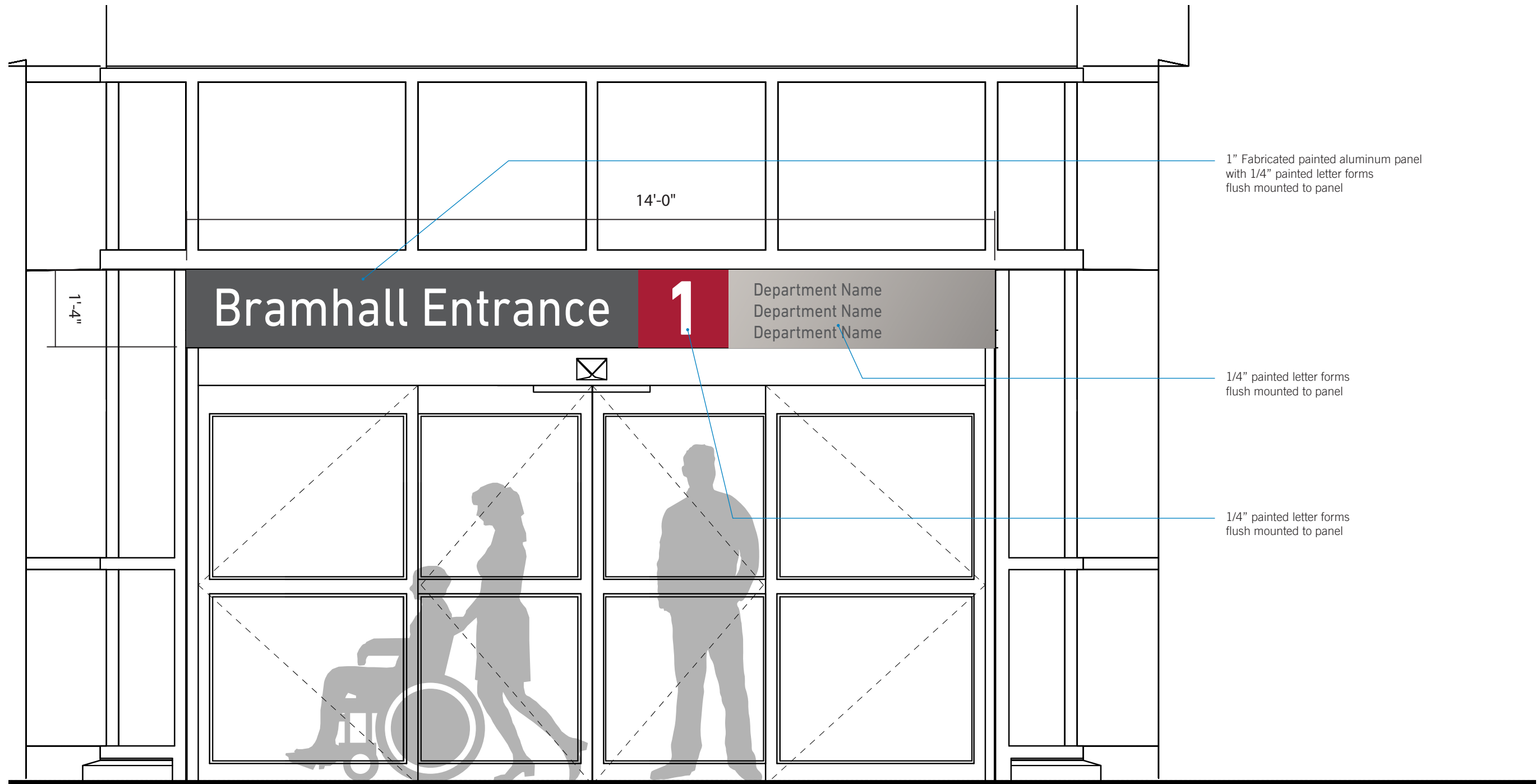
24" x 48" x 1" fabricated aluminum panel with direct printed graphics

Fabricated painted aluminum panel with 1/4" painted letter forms flush mounted

Fabricated painted aluminum panel with surface applied vinyl



# ST.2b Entrance ID (Bramhall 1)



ST.2b View 1



# ST.2c Entrance ID (Bramhall 2)



FRONT  
24”T x 25’-6”W x 1”D Fabricated painted aluminum panel with 1/4” painted letter forms flush mounted to panel

RIGHT/LEFT SIDES  
24”T x 9’-10”W x 1”D Fabricated painted aluminum panel with 1/4” painted letter forms flush mounted to panel

# ST.2d Entrance ID (Radiation)



8”T x 2”D Fabricated aluminum letter forms with enclosed back surfaces. Mounted to top raceway, fastened to existing ceiling.

10”T x 60”W x 1/2”D Painted aluminum panel with 1/4” painted logo

12”T x 5”W x 1/4”D Painted aluminum panel with applied vinyl graphics

# ST.2e Entrance ID (Dana Conference Center)



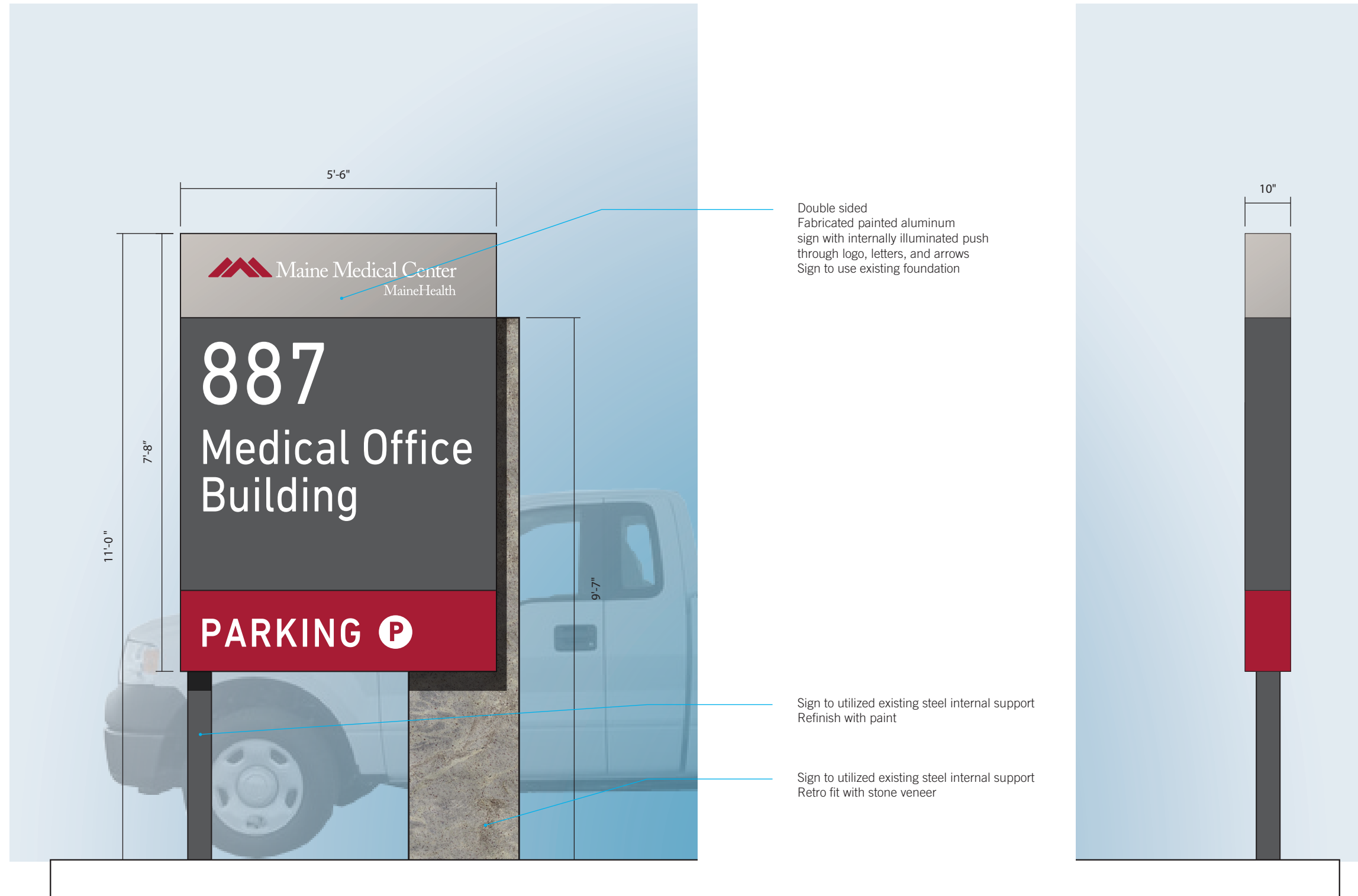
8”T x 2”D Fabricated aluminum letter forms with enclosed back surfaces. Mounted to top raceway, fastened to existing ceiling.

10”T x 72”W x 1/2”D Painted aluminum panel with 1/4” painted logo

24” x 36” x 1” fabricated aluminum panel with direct printed graphics



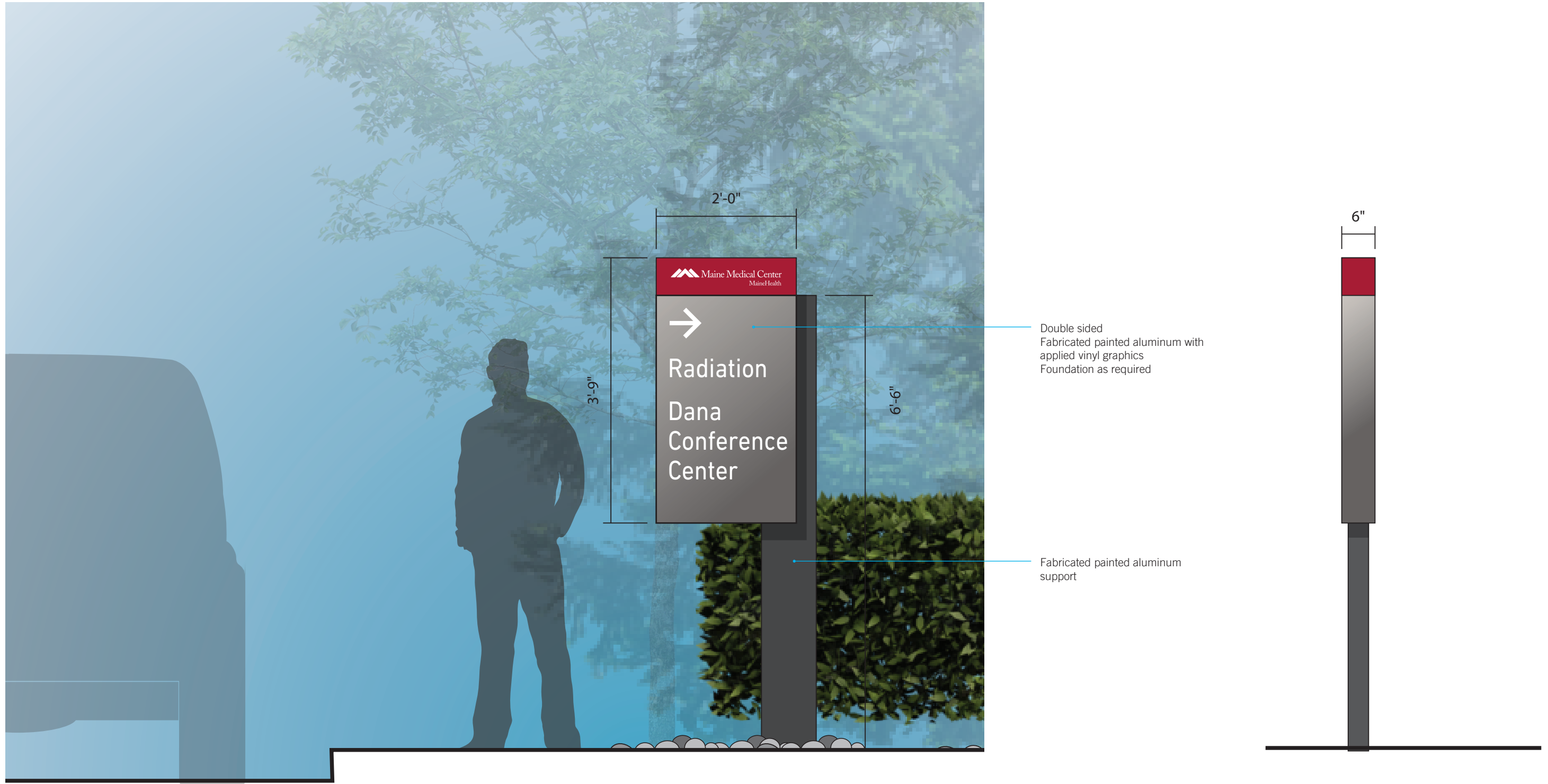
# ST.3a Building ID (MOB 887)



# ST.3a View 1



# ST.3b Building ID (Radiation/Dana)



# ST.3b View 1



# ST.4a Primary Vehicular Directional (Typical)



# ST.4a Bramhall Street



# ST.4a Bramhall Circle

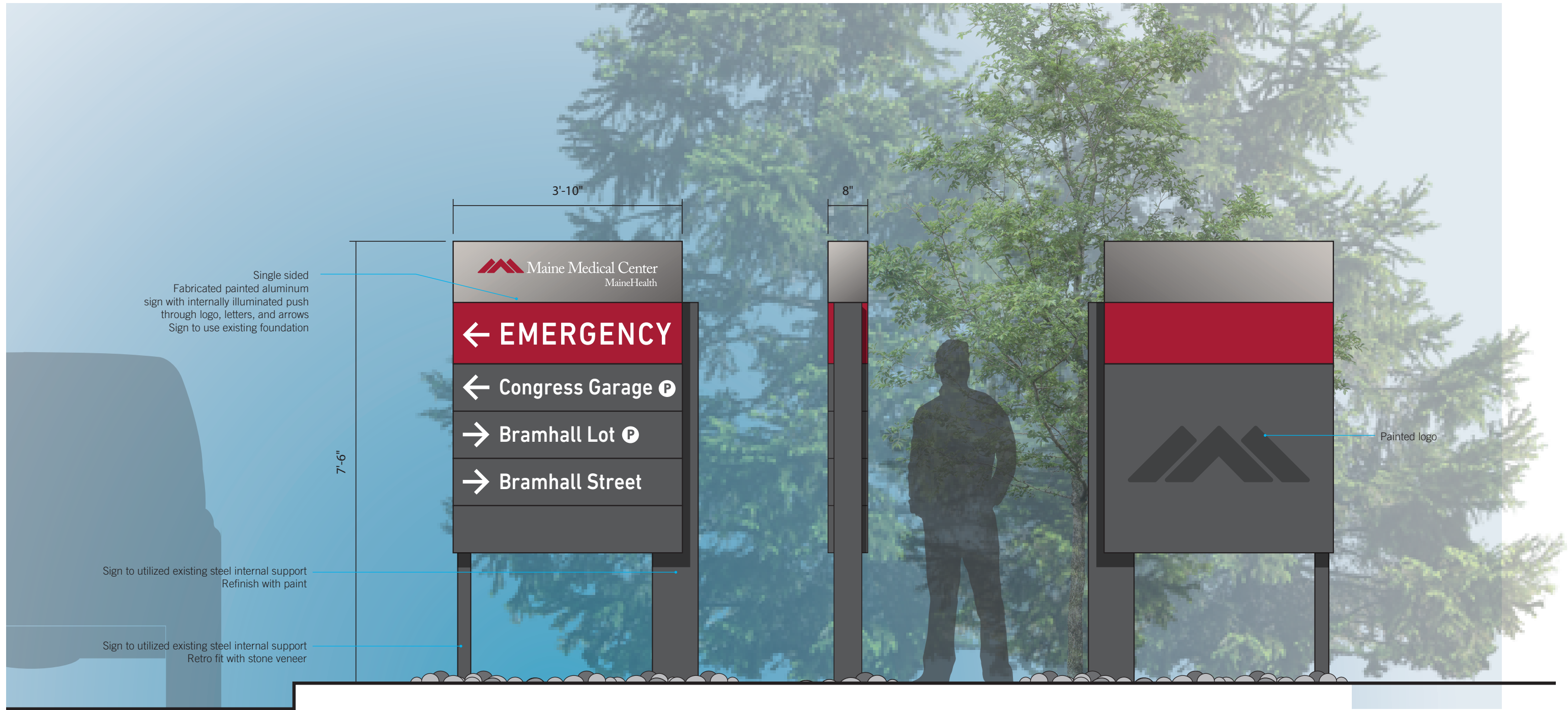


# ST.4a Ellsworth





# ST.4b Secondary Vehicular Directional



# ST.4b Bramhall Circle



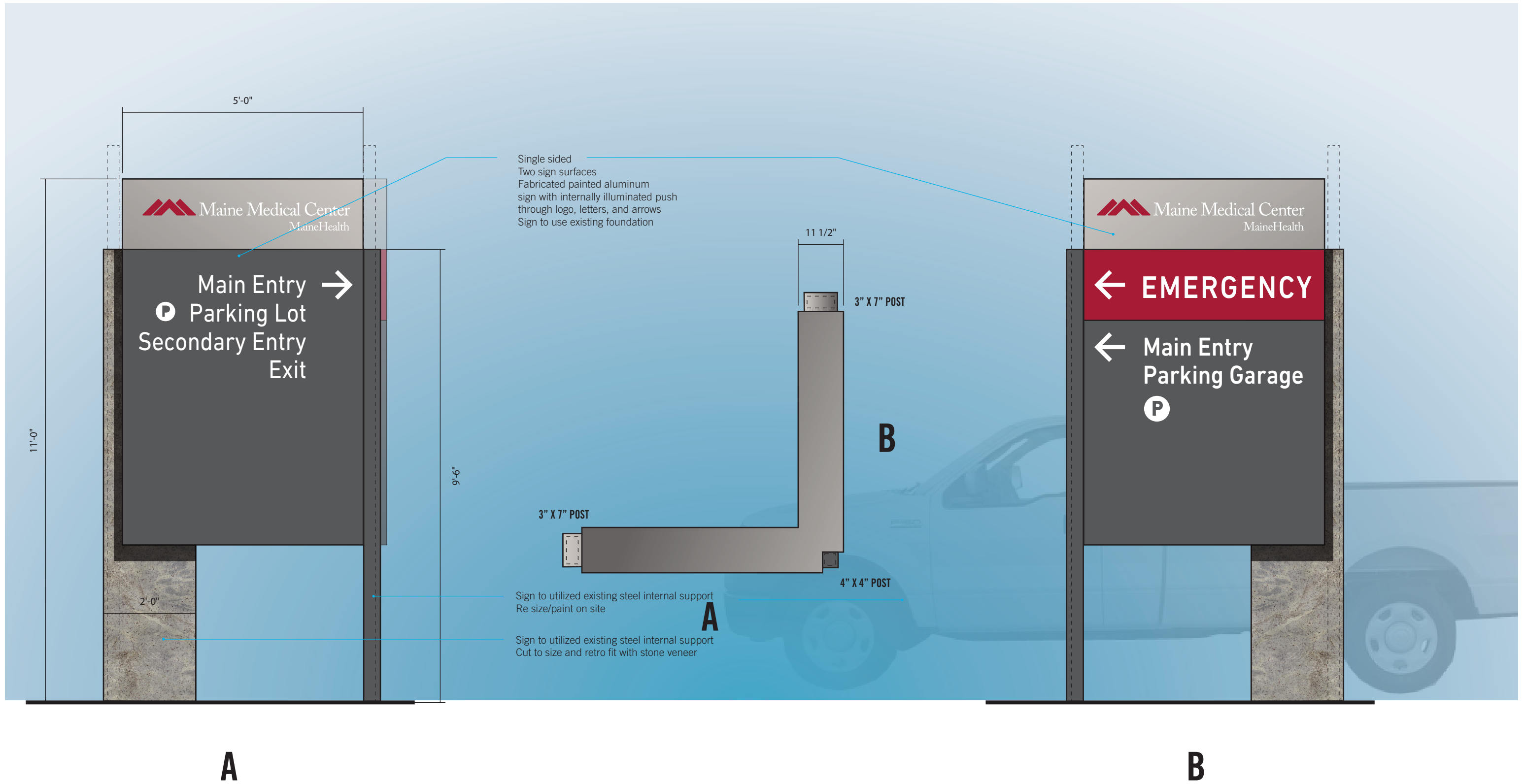
# ST.4b Ambulance



# ST.4b Congress Garage Parking



# ST.4c L Vehicular Directional (Crescent & Wescott)



# ST.4c View 1



# ST.5a Emergency Entrance Wall

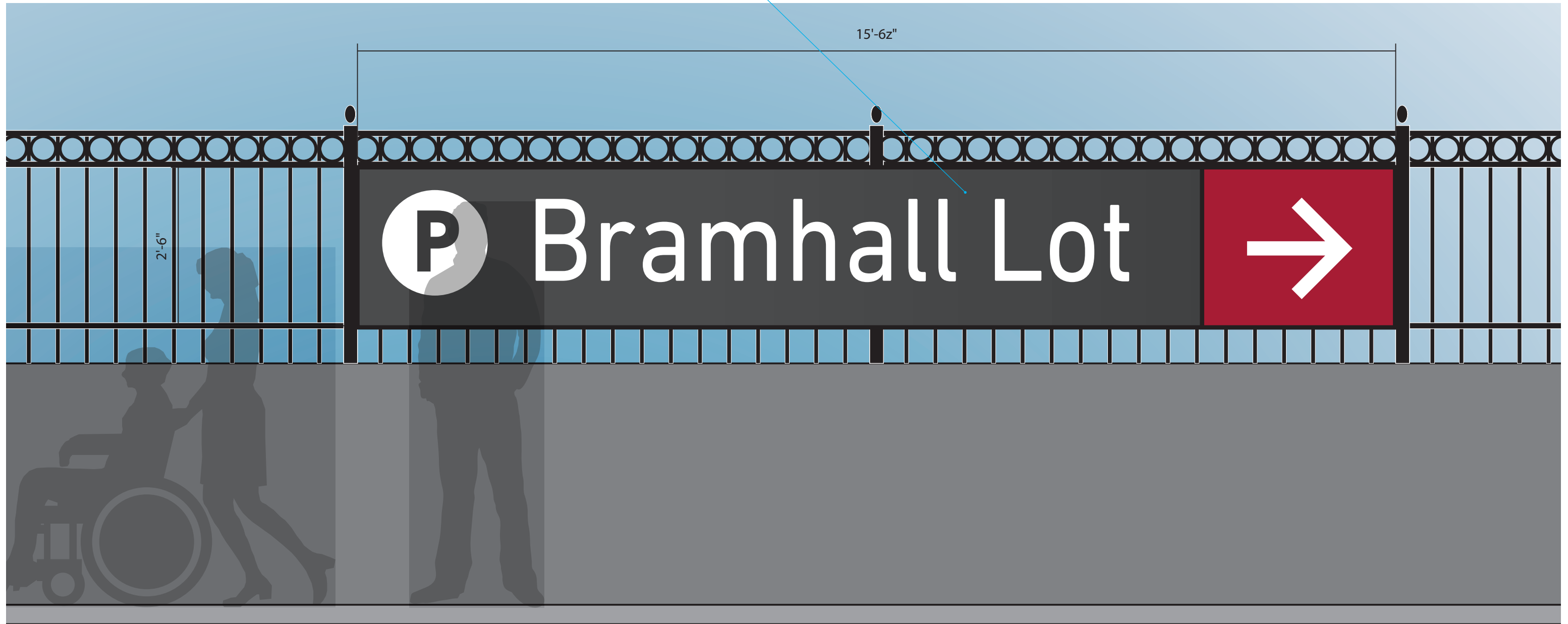


Single sided  
16”T x 14”W x 6”D Fabricated painted  
aluminum sign with internally illuminated push  
through letters and arrows  
Roll formed, flush mounted to existing precast

Single sided  
12”T x 10”W x 4”D Fabricated painted  
aluminum sign with internally illuminated push  
through letters and arrows  
Roll formed, flush mounted to existing precast

# ST.5b Bramhall Lot Fence Panels

1" Fabricated painted aluminum  
Mounted to existing fence  
Surface applied reflective vinyl  
copy and arrow  
Quantity 2

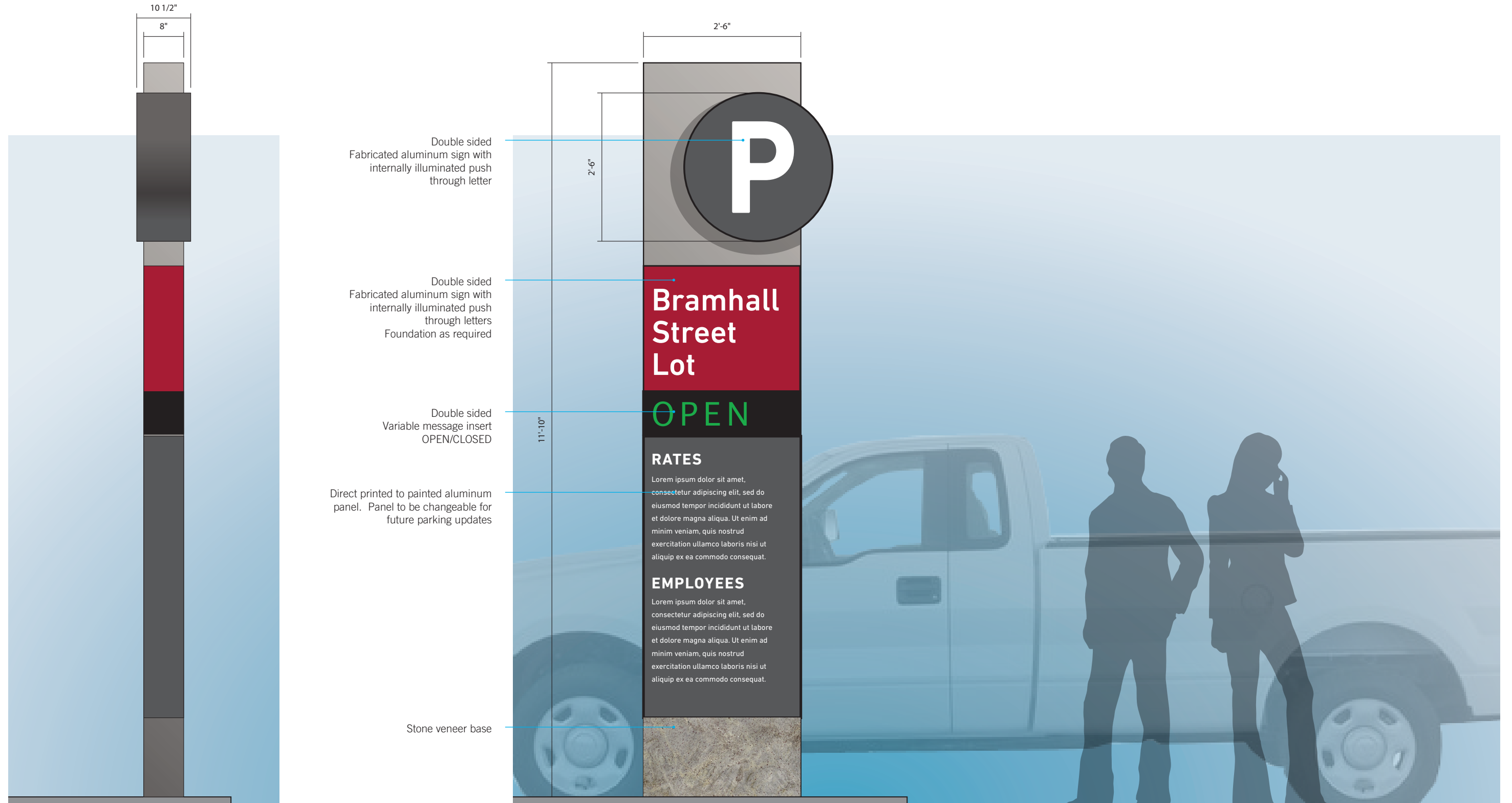




# ST.5b View 1



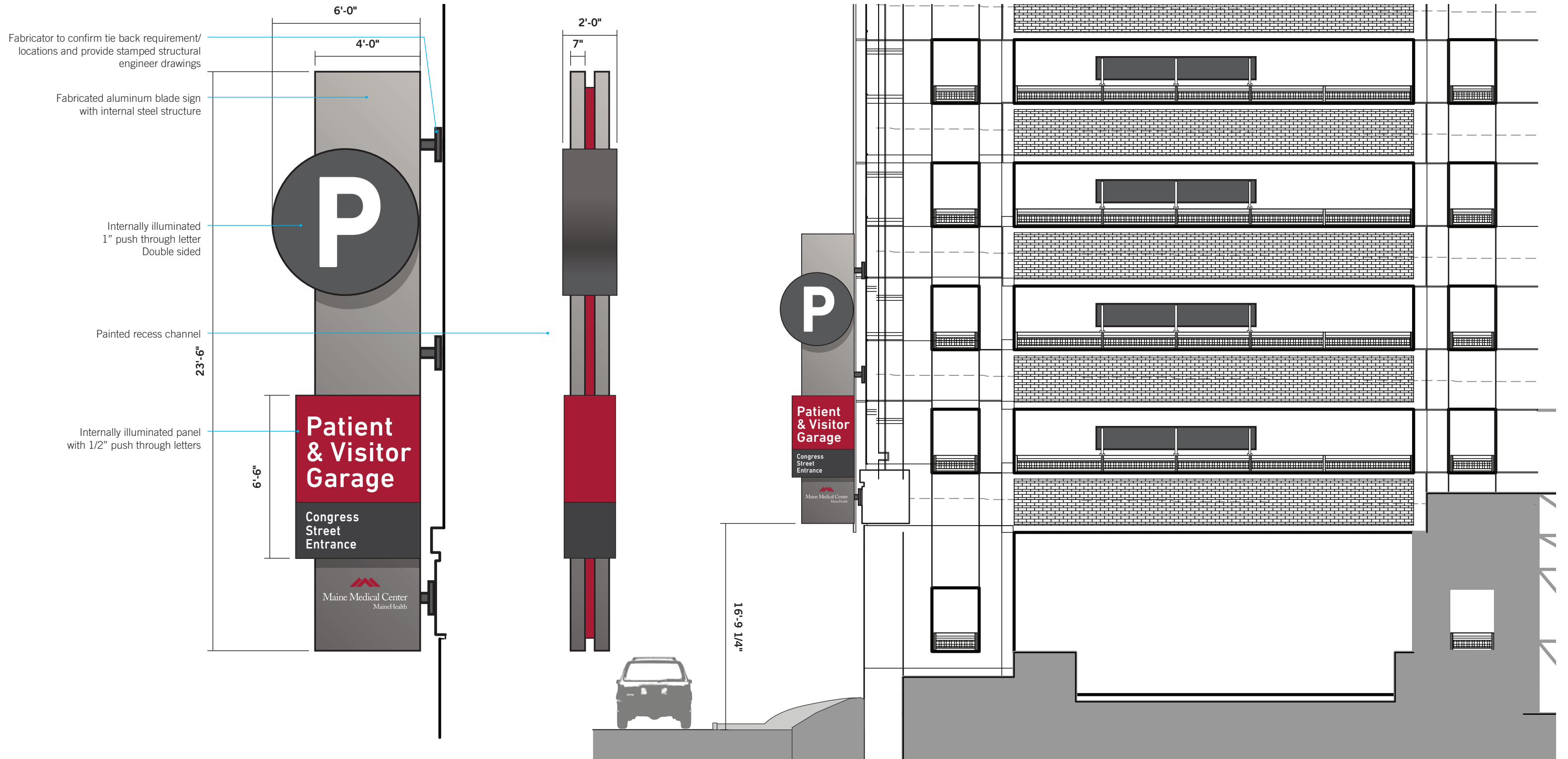
# ST.6a Bramhall Lot Entrance



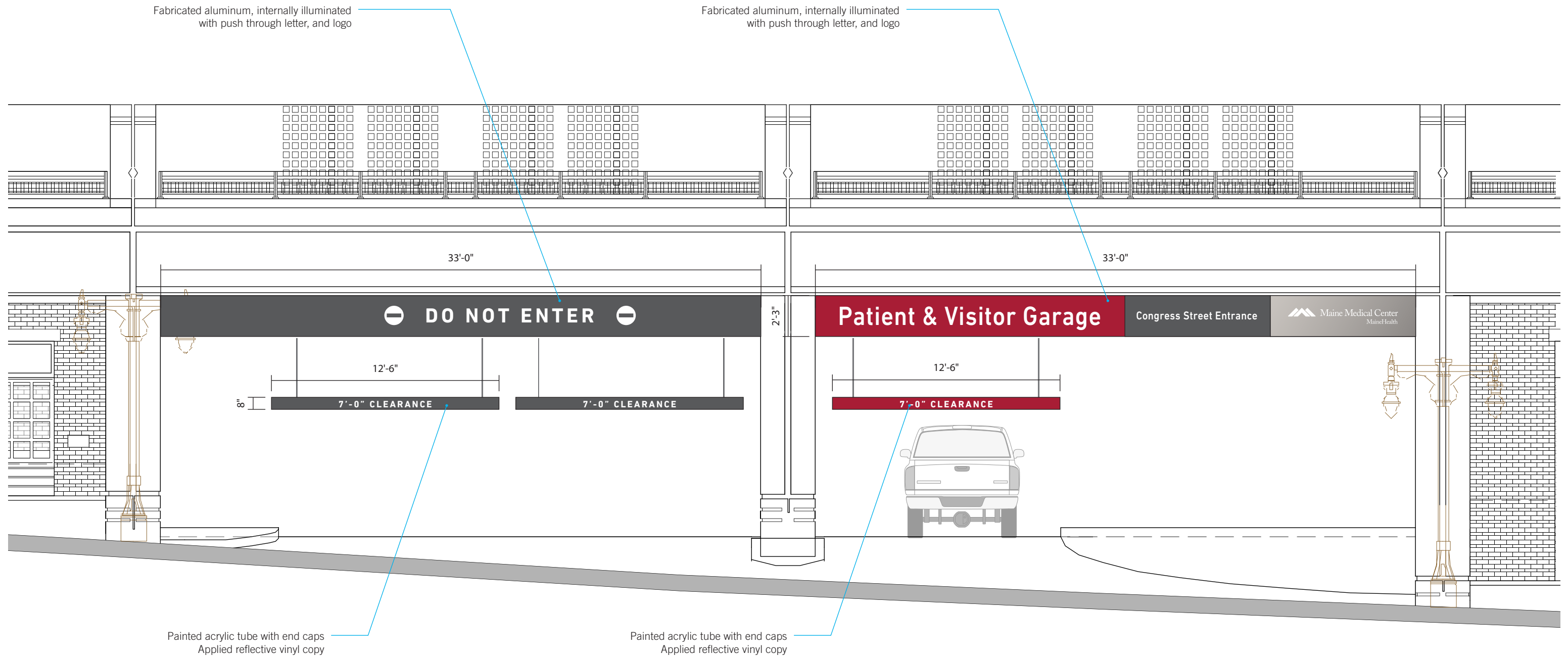
# ST.6a View 1



# VG.1a Blade Sign (Congress)



# VG.2a Garage Identification (Congress)



# VG.1a & VG.2a View 1



# VG.2b Garage Identification (Crescent)



# 02

Congress

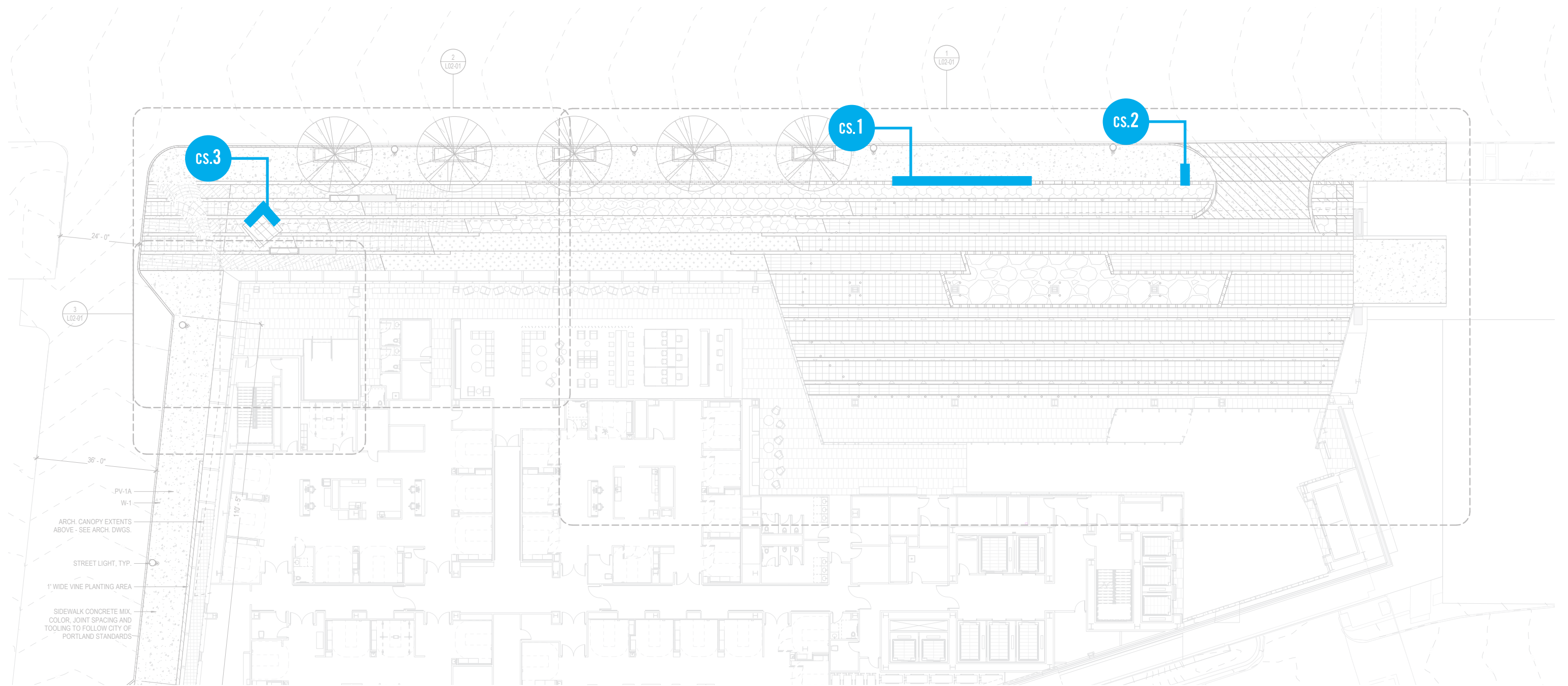
Street

Building

Signage

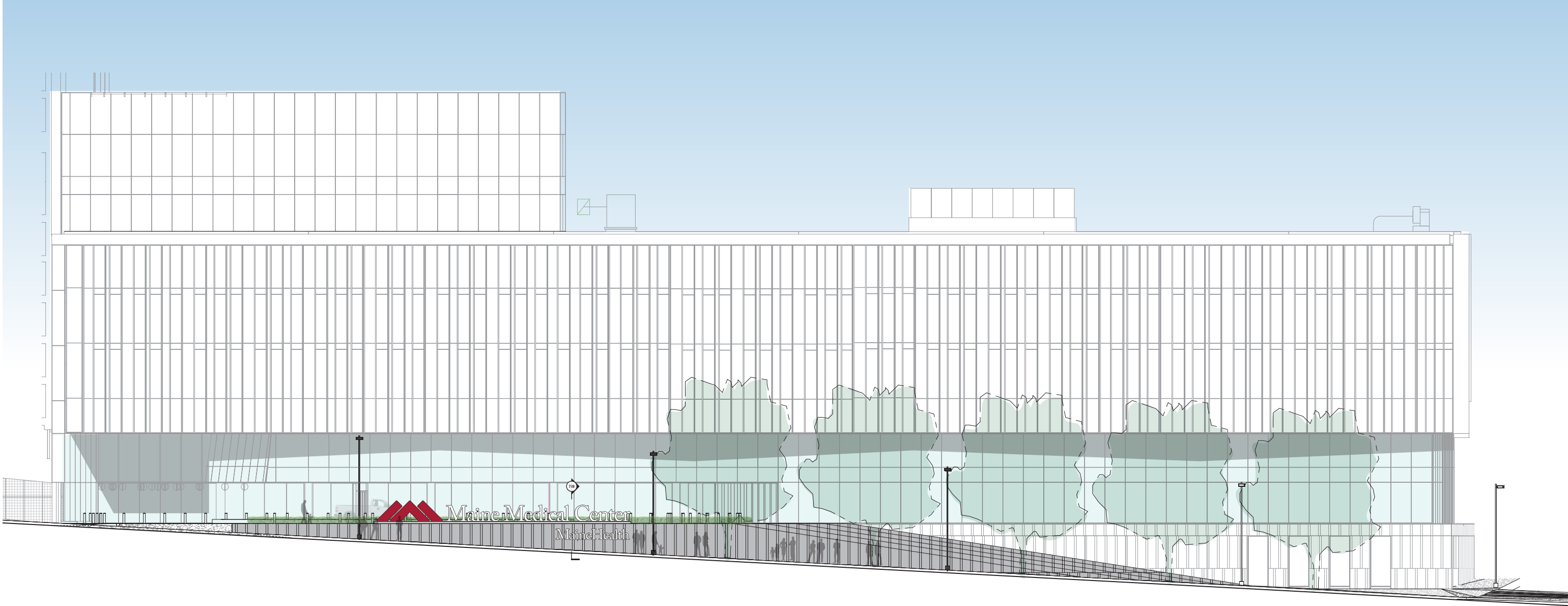


# Preliminary Sign Location Plan



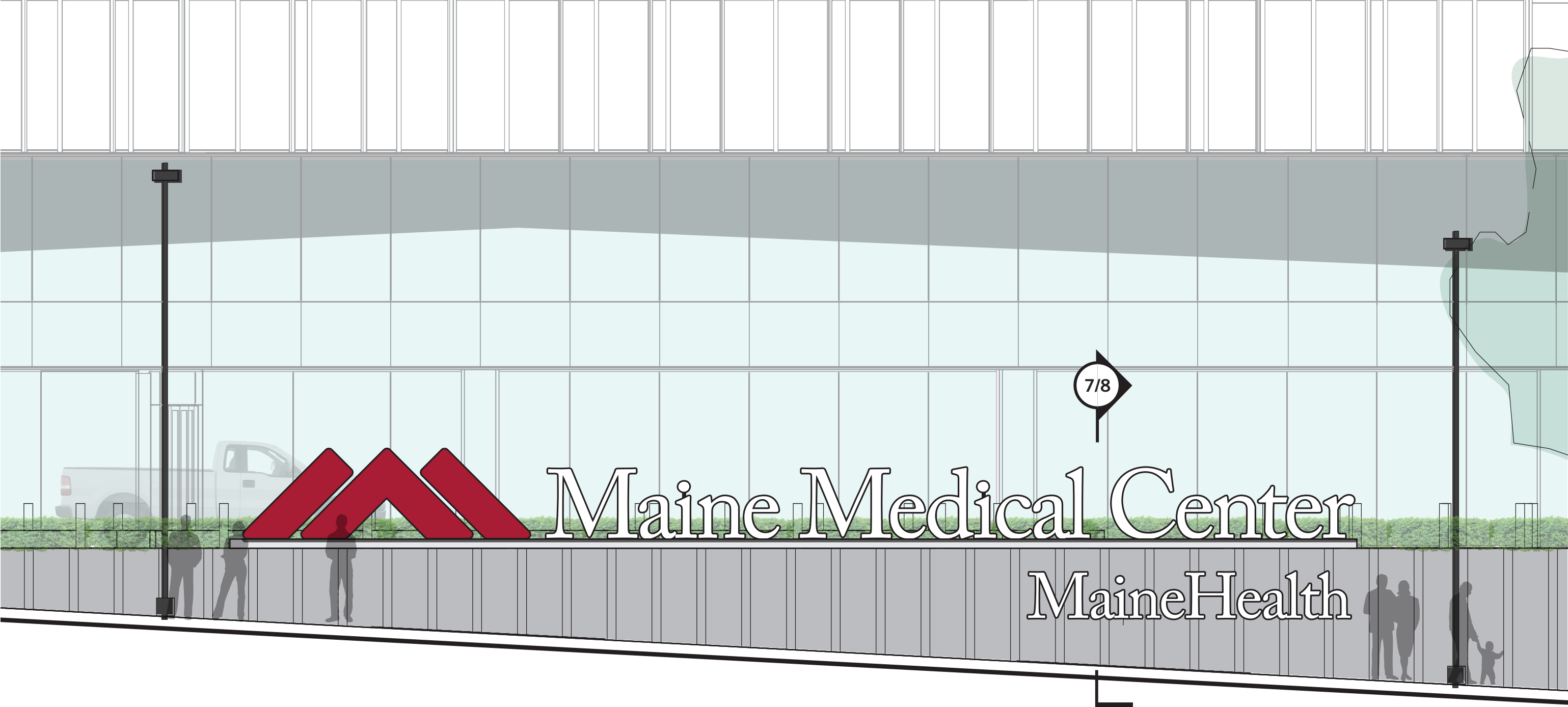
# CS.1 Project Monument

*NOTE: Exact placement of signage to be determined once landscape design is finalized with the City of Portland.*



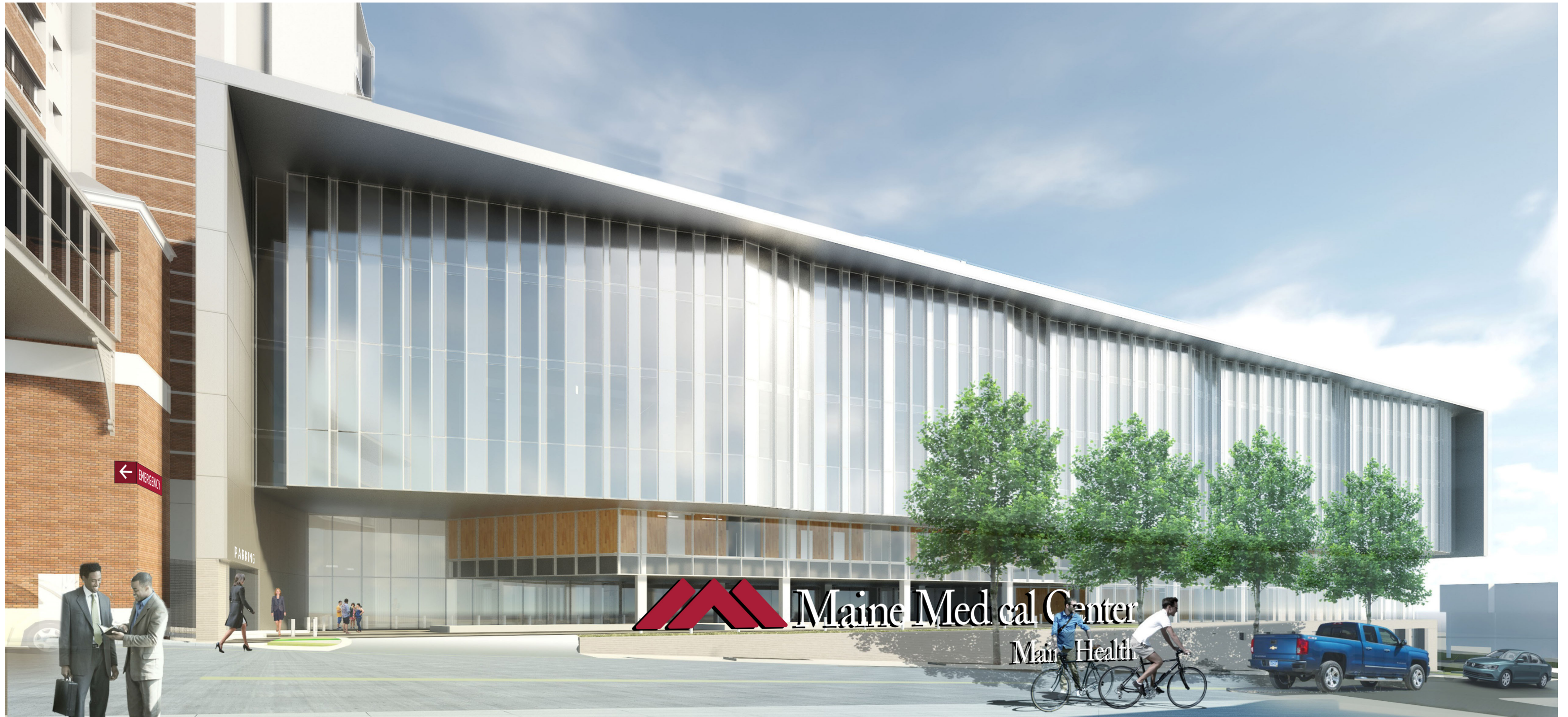
# CS.1 Project Monument

*NOTE: Exact placement of signage to be determined once landscape design is finalized with the City of Portland.*



# CS.1 View 1

*NOTE: Exact placement of signage to be determined once landscape design is finalized with the City of Portland.*



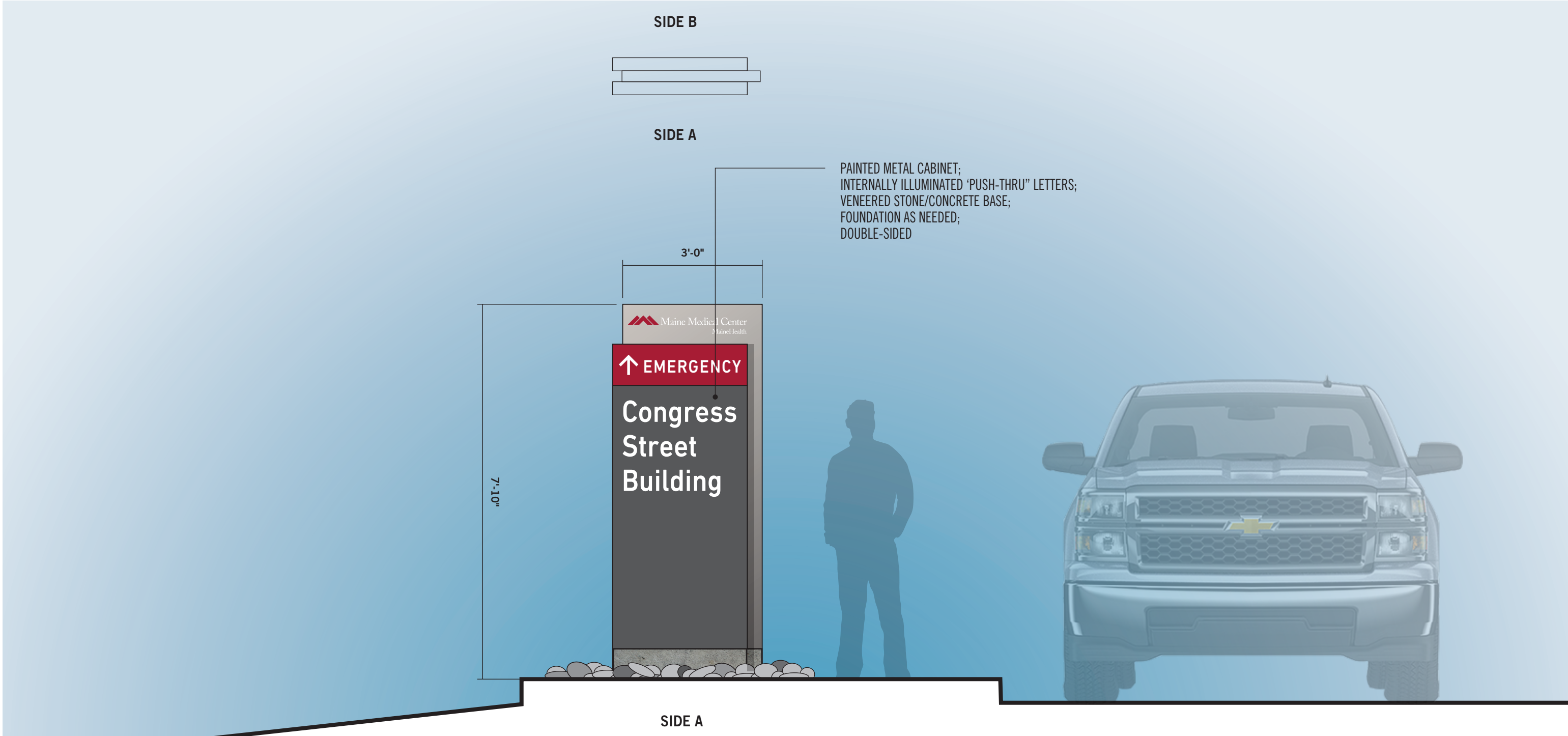
# CS.1 View 2

*NOTE: Exact placement of signage to be determined once landscape design is finalized with the City of Portland.*



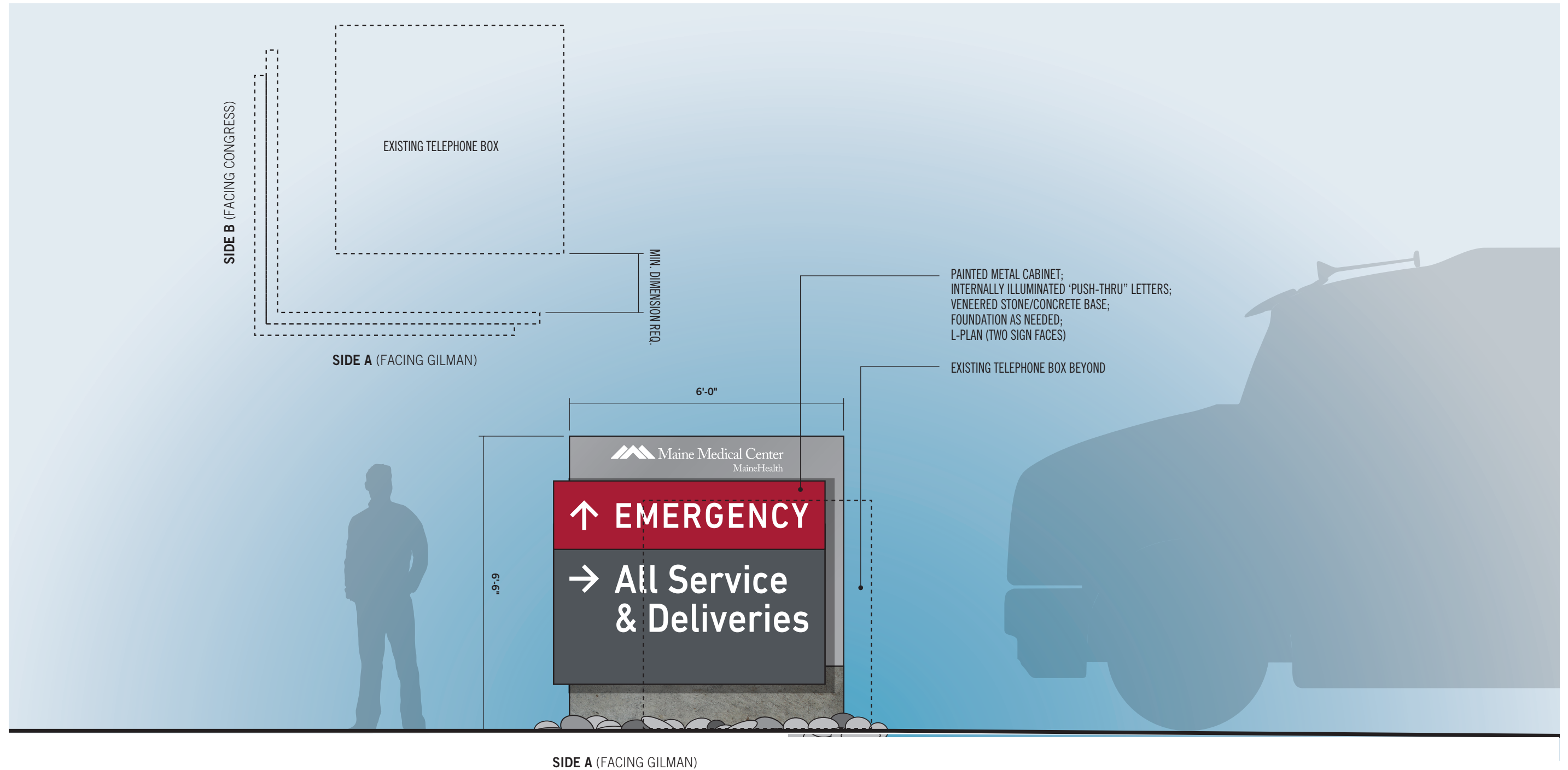
# CS.2 Building Identification

*NOTE: Exact placement of signage to be determined once landscape design is finalized with the City of Portland.*



# CS.3 Corner Directional

*NOTE: Exact placement of signage to be determined once landscape design is finalized with the City of Portland.*

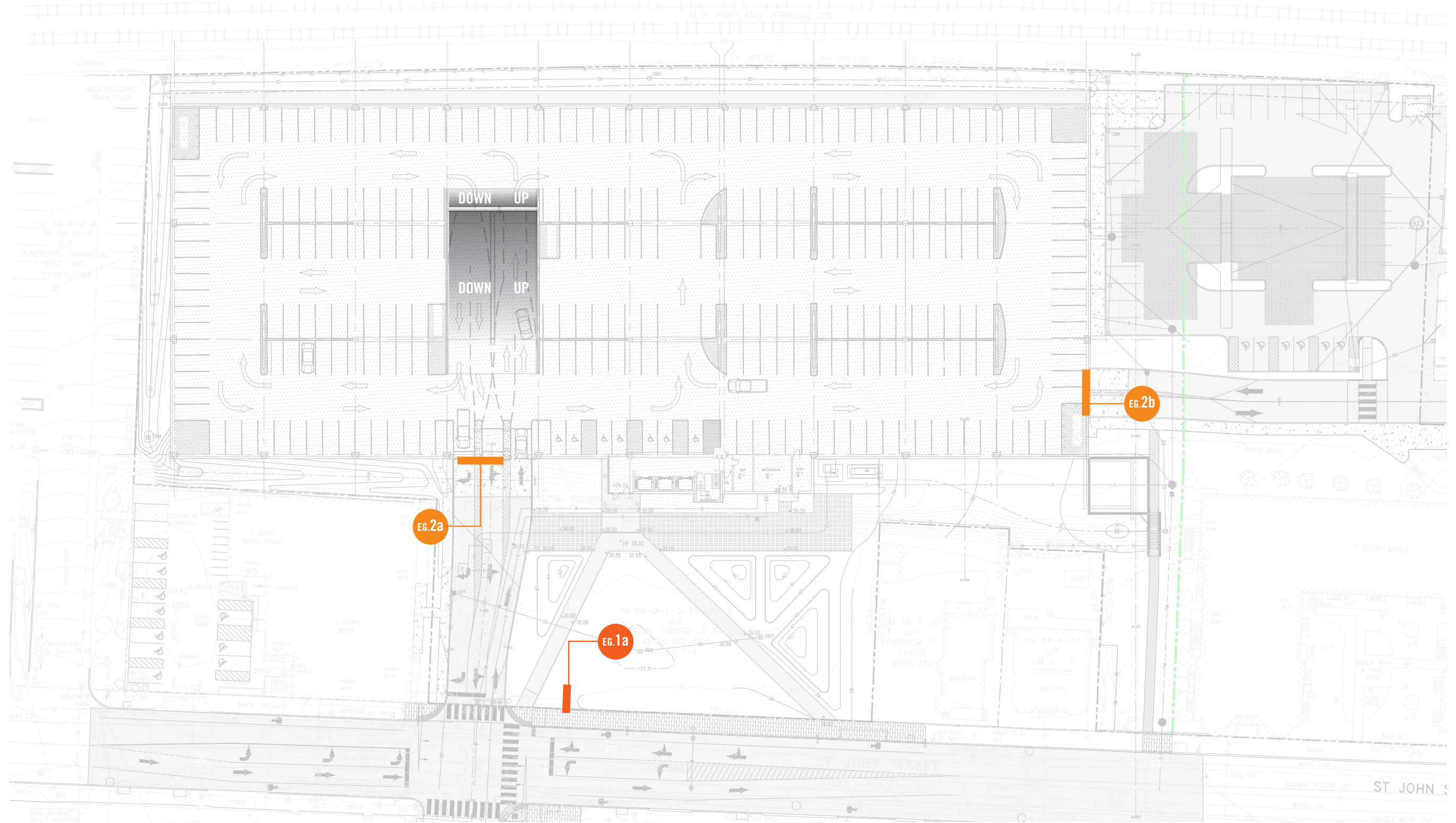


# 03

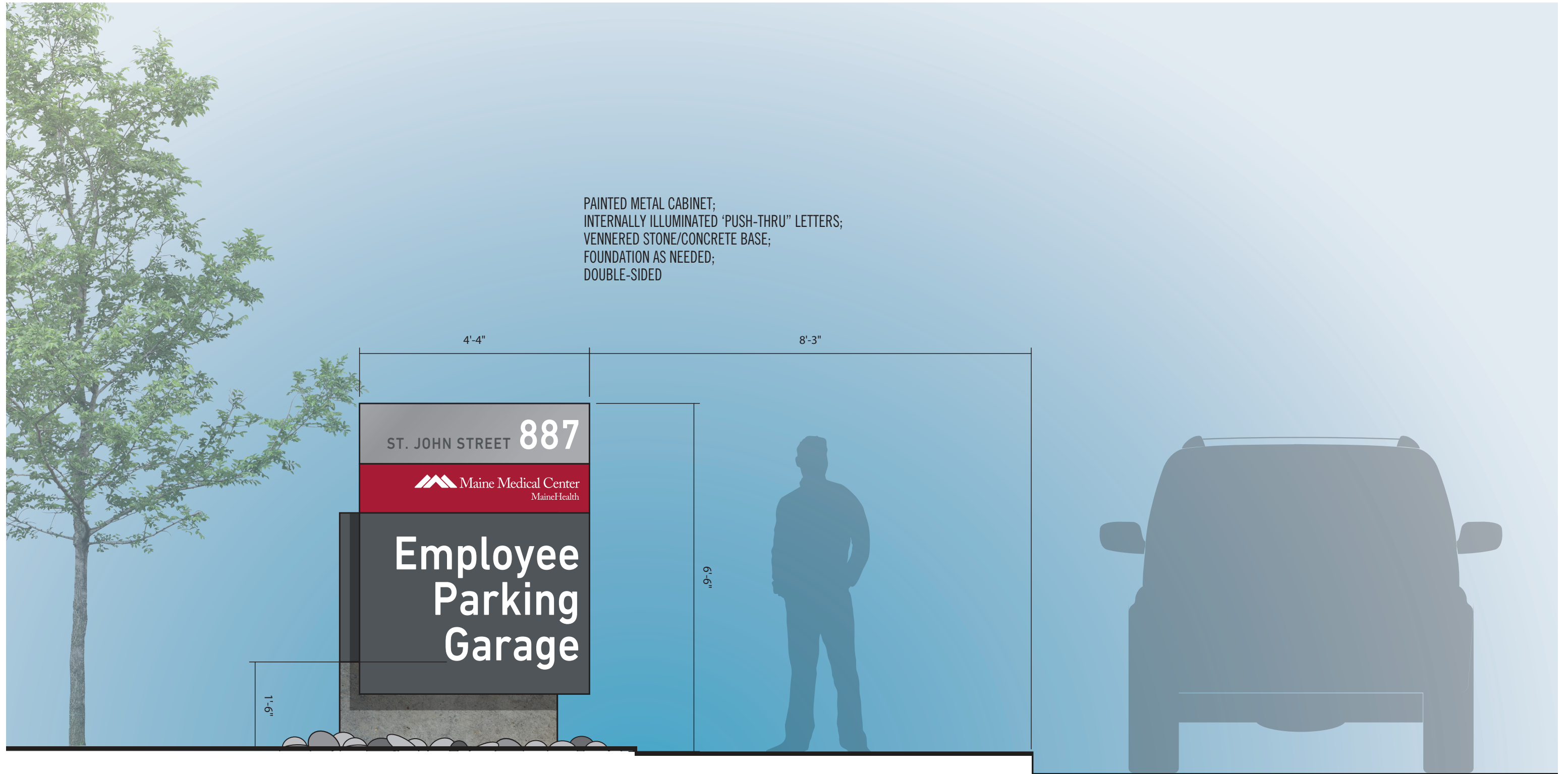
Employee  
Garage  
Signage



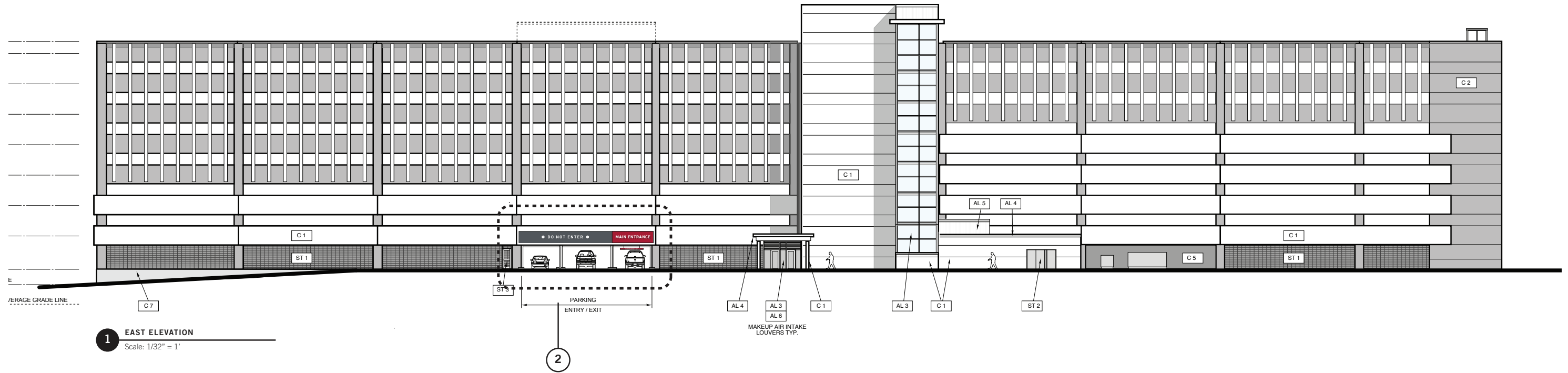
# Preliminary Sign Location Plan (Level 1)



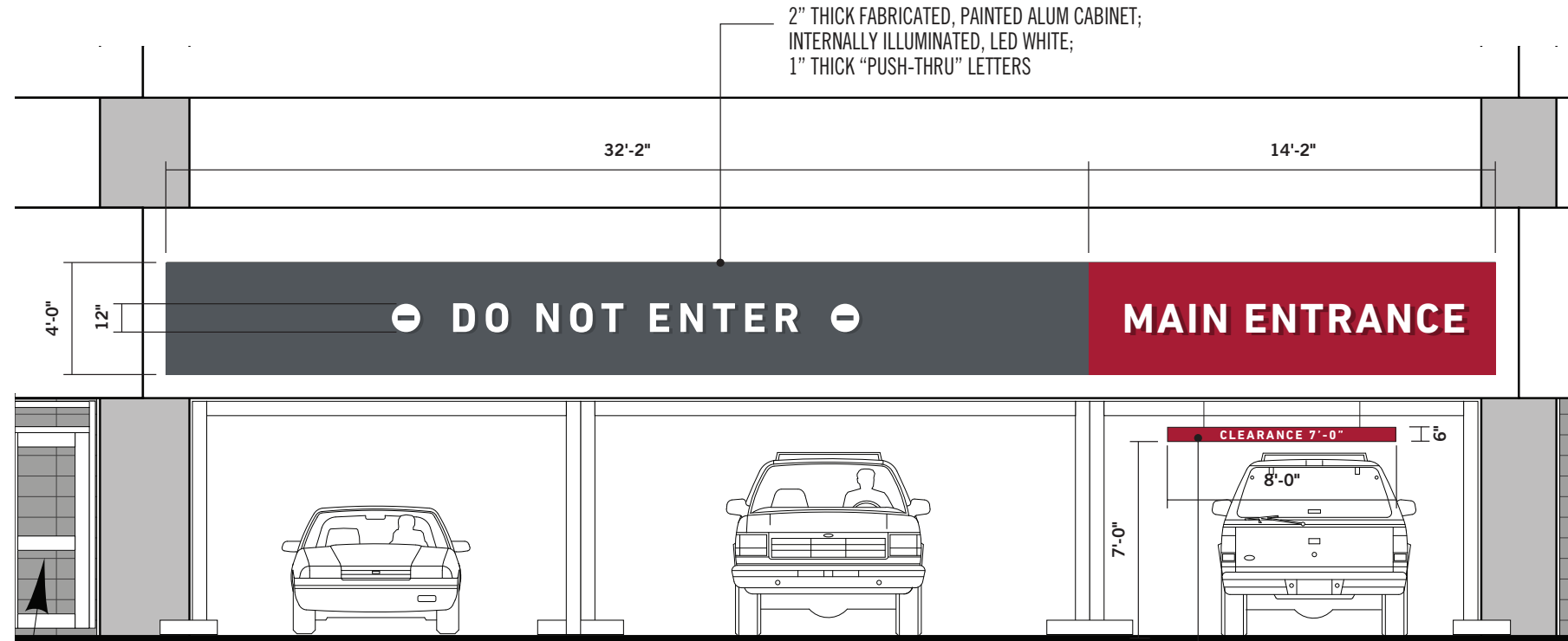
# EG.1a Monument Sign



# EG.2a Garage IDs (East Elevation)

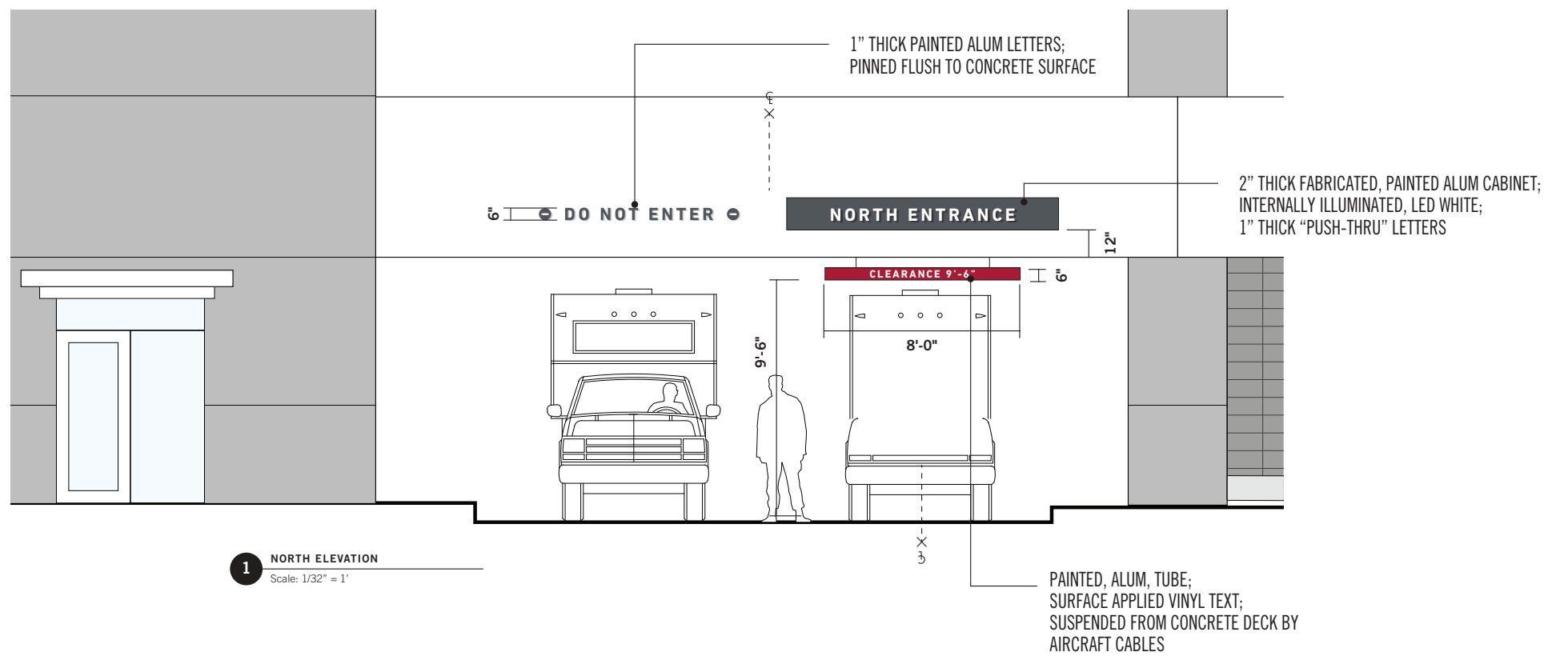
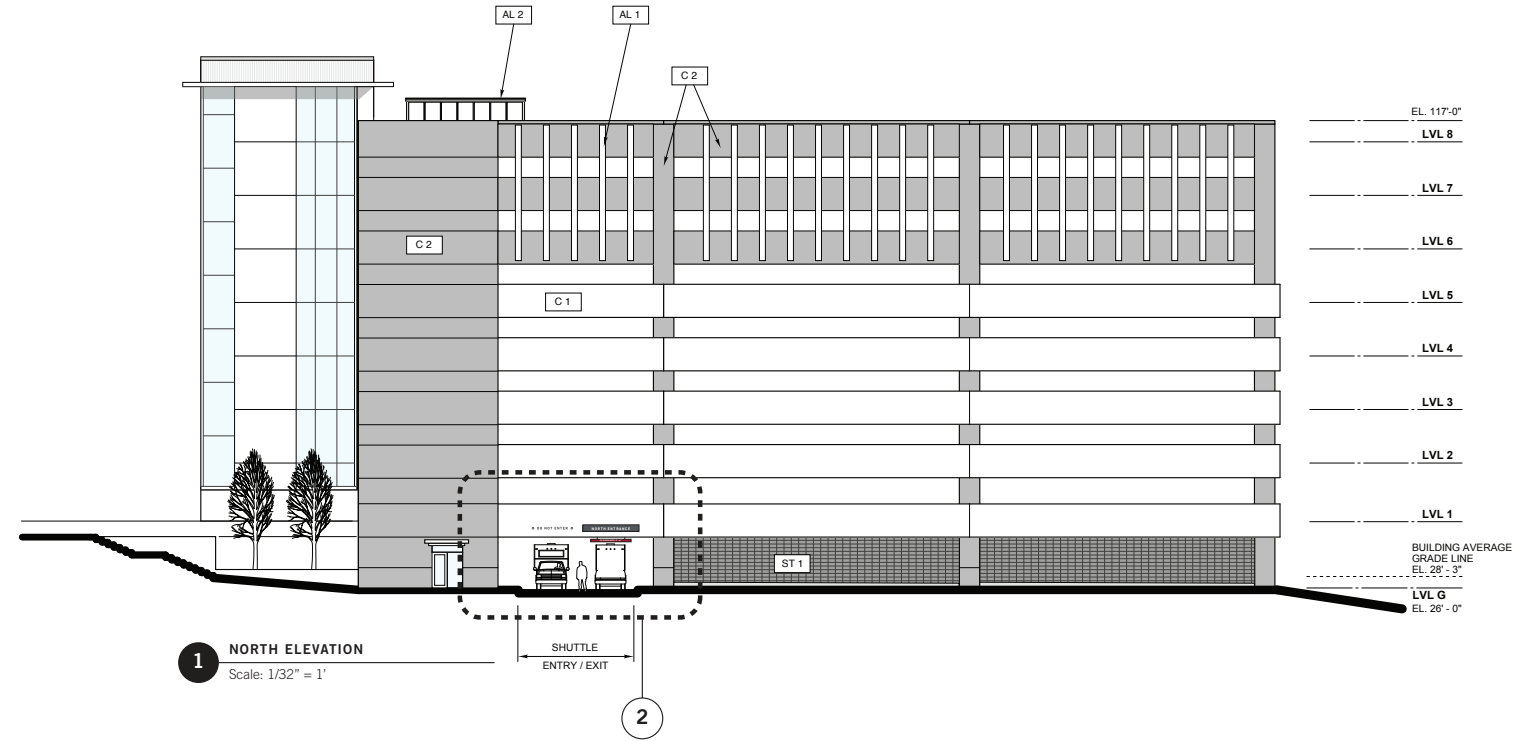


**1 EAST ELEVATION**  
Scale: 1/32" = 1'



**2 SIGN TYPE F6: ENTRY SIGN**  
Scale: 3/16" = 1'

# EG.2b Garage IDs (North Elevation)



Thank  
You

# **ATTACHMENT 3: VALLEY STREET TRAIL ASSESSMENT**

## MEMORANDUM



TO: Al Green, MMC  
FROM: David Senus, PE and Craig Sweet, PE  
DATE: August 17, 2018  
RE: MMC Staff Parking Garage | Valley Street Trail Condition Assessment

---

The purpose of this memorandum is to summarize Woodard & Curran's assessment of the existing conditions on and around the Valley Street Trail, identified within Maine Medical Center's (MMC) Institutional Development Plan (IDP) as a potential walking route for staff between the future Staff Parking Garage at 222 St. John Street and the MMC Bramhall entrance atop the Western Promenade.

On July 16, 2018, Woodard & Curran performed a visual inspection of the Western Promenade Trail to observe the general condition of the trail system, ADA accessibility, and to identify informal pathways that connect to the trail. Additionally, Bartlett Design Inc. performed a lighting assessment of the Valley Street Trail system.

### Trail Condition

Overall the Valley Street Trail pavement is in good condition. Minimal pavement distress such as longitudinal cracks (parallel to walking direction), transverse cracks (across the trail), edge cracks, alligator cracks, rutting, and depressions were observed. The condition of retaining walls along the trail were also visually inspected for signs of damage or deteriorating condition. Overall the retaining walls appear to be in good condition, no leaning, or large settlement was observed. Graffiti is present on some of the walls and several cap stones have been removed at various locations; however, this does not appear to have any impact on the structural integrity of the wall systems. At the connection of the Valley Street Trail and Valley Street, some cap stone blocks have been removed and placed as makeshift "steps" for users of a steep, informal gravel foot path. Large amounts of accumulated sediment were observed at the Valley Street connection. This sediment has been deposited from an ongoing erosion issue caused by concentrated runoff flowing down the informal foot path during rain events at this location. Erosion was not observed at other locations along the extent of the trail.

### ADA Accessibility

The current conditions of the Valley Street Trail were reviewed against ADA accessibility standards. The current ADA Standards specify the following requirements for maximum running slopes:

- Maximum allowable running slope without handrails is 5%.
- Maximum allowable running slope with handrails and level landings is 8.33%.

Additionally, the AASHTO Guide for the Development of Bicycle Facilities allows for an 8% running slope for no greater than 300 linear feet.

The Valley Street Trail was constructed in 2006 by the City of Portland. The majority of the trail was constructed with a running slope of 10% or greater, with a maximum slope of 13.3%, which is not in conformance with ADA or AASHTO standards. The City elected to install a trail in 2006 to replace a long stairwell at this location that was unsafe due to condition issues. At that time, the City understood



that the steepness of the trail exceeded design standards, but they elected to install a trail that offered a more accessible route for pedestrians to the top of the Western Promenade than what was provided with the previous staircase.

### **Foot Path Connectors**

During the visual inspection, multiple informal gravel foot paths were observed along the Valley Street Trail, the general location of these paths are shown on the attached figure. As previously noted, at the Valley Street Trail and Valley Street connection, retaining wall endcap blocks were removed and placed as makeshift “steps” for users (Photographs 1 & 2). Pedestrians who utilize these steps either continue east on a gravel path towards the Valley Street Trail avoiding the first trail switchback or northeast on a gravel path and enter the woods adjacent to the trail. From the woods, the foot path continues to a driveway and parking area for 4 Gilman Street. Three other informal gravel foot paths were observed along the Valley Street Trail that connect to this section.

The Valley Street Trail eventually comes to a tee intersection where users can either access Gilman Street to the north or continue south and connect to the sidewalk located on the Western Promenade. From this location, multiple gravel foot path connectors were observed. At the sidewalk intersection, two gravel foot paths were observed (Photo 12), one gravel foot path continues east and connects with the sidewalk on the Western Promenade, the second foot path continues northeast and ties into the Maine Medical Center Campus (Photo 17). Additionally, at the connection of the Valley Street Trail and Gilman Street, a third foot path exists that travels southeast and connects to the previously described trail that ties into the Maine Medical Center Campus.

### **Trail Drainage**

As shown in the attached photographs, the Valley Street Trail area consists of maintained lawn areas where the land is flat to moderately steep and higher “meadow” grasses on steeper slopes, with woodland areas and underbrush abutting the trail area to the north and south. Stormwater runoff generated from the Valley Street Trail sheet flows from the Western Promenade down to Valley Street. The runoff does not appear to concentrate, instead it generally flows overland across the paved trail, mowed lawn, and higher “meadow” grassed areas. These vegetated areas play an important role in limiting erosion by reducing the stormwater velocity as it travels down grade. The areas of higher grass have the most impact in reducing velocities, while the mowed areas have a lesser impact. Overall the majority of the Valley Street Trail system does not show signs of drainage concerns or erosion, with the exception of the locations of the foot path connectors.

As stated above, the foot path connections show signs of erosion. This is due to the concentration of stormwater runoff funneled down these connector trails with no vegetation to control the rate of stormwater flow. Continued foot traffic compacts the surface further reducing its ability to grow vegetation and slow stormwater velocities. As stormwater flows down grade it begins to channelize within the foot path connectors, causing increased erosion. As the foot path connectors begin to erode the condition is exacerbated as the foot path deepens, further collecting and conveying fast flowing stormwater runoff. The combination of channelized stormwater runoff and the lack of ground cover results in noticeable, moderate erosion and sediment runoff conditions in several areas. The notable area of concern is the foot path connector located to the east of the Valley Street entrance, continuing along the norther edge of the trail towards Gilman Street. Large amounts of trail erosion was observed at the entrance of the Valley Street Trail as shown in Photographs 1 & 2.

To address the drainage concerns at these foot paths we recommend that the foot path connectors be restored to their original intended conditions (field grass or planted trees/undergrowth). Additionally, a





series of stone berm check dams should be installed along the current foot path location to divert and/or slow stormwater flows and prevent further erosion. Please refer to the attached Valley Street Trail Possible Improvements Sketch for further detail.

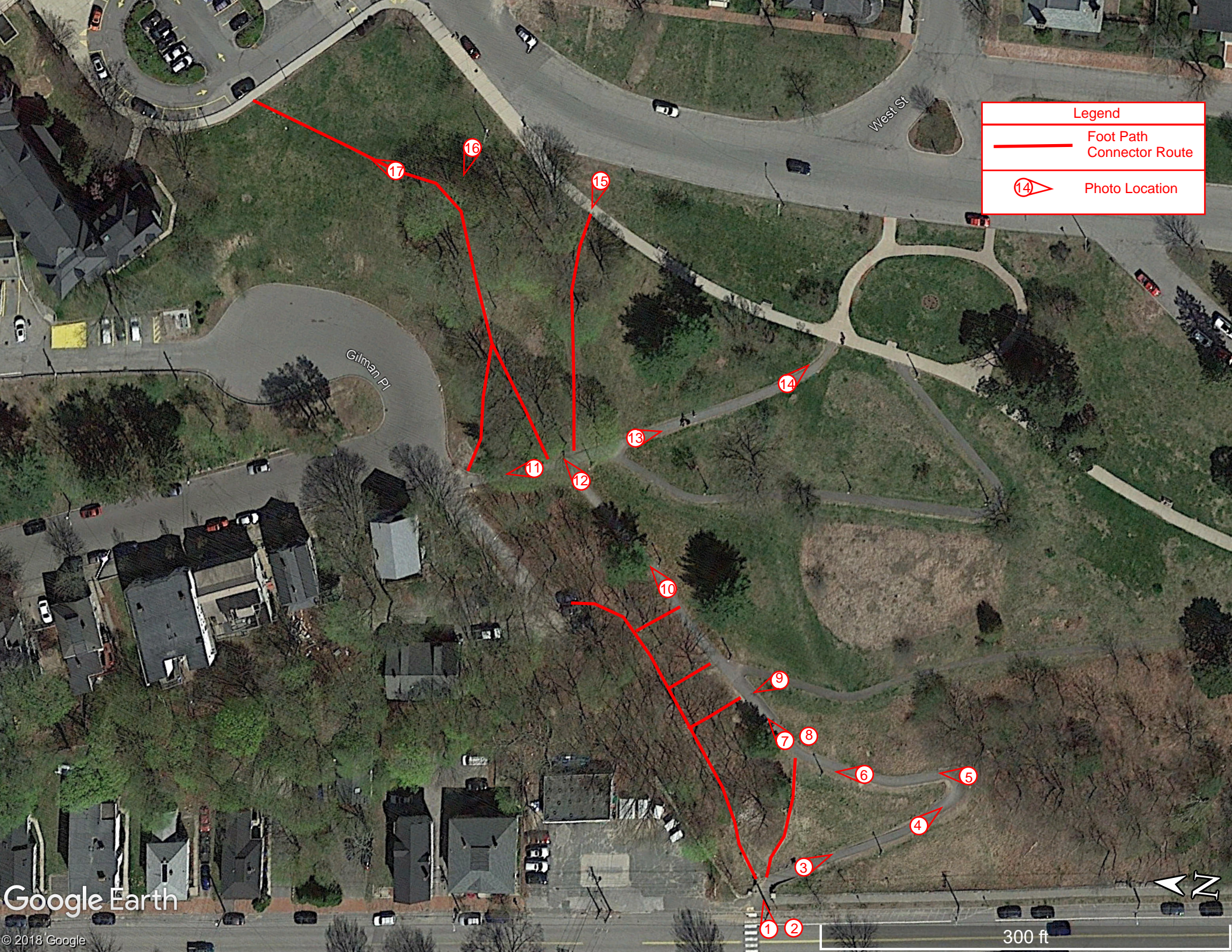
### **Snow Removal**



The City of Portland requested an assessment of maneuvering capabilities of the City's Trackless sidewalk plow equipment along the Valley Street Trail system. The City of Portland provided dimensions for two vehicles a Holder C9.78 (information provided as part of original design in 2006) with an inside turning radius of 7.5-feet and a Trackless MT6 with an inside turning radius of 8-feet. Additionally, City staff have measured their current equipment and provided an outside turning radius of 10-feet. These dimensions were compared to the current trail conditions and it was determined that the current trail can adequately support the maneuvering of the existing tractors.

In discussion with City of Portland Arborist, Jeff Tarling, it was noted that the City's snow clearing equipment can maneuver through the trail during smaller snow storm events, but during larger storm events the City has issues maneuvering vehicles due to snow load and encroaching snow banks. Due to steep grades in the area, widening the trail would require relocating existing and/or building additional retaining walls to adjust the grades in these areas. This option would be expensive, and would require a significant impact to the area for a minimal gain, only to accommodate larger storm events. Maine Medical Center recommends that the Valley Street Trail not be altered at this time.

### **Attachments**

- **Photo Key Map & Sketch of Foot Path Connections**
- **Site Photos**
- **Lighting Assessment by Bartlett Design Inc.**
- **Valley Street Trail Possible Improvements Sketch**



Legend	
	Foot Path Connector Route
	Photo Location





**Photo 1: Erosion from retaining wall**



**Photo 2: Foot path connection at top of retaining wall**



**Photo 3: Trail section in good condition**



**Photo 4: Trail section in good condition**



**Photo 5: Trail and retaining wall section in good condition**



**Photo 6: Trail section in good condition**



**Photo 7: Trail section in good condition**



**Photo 8: Retaining wall in good condition,**



**Photo 9: Foot path connection at trail**



**Photo 10: Trail section in good condition**



**Photo 11: Trail section in good condition**



**Photo 12: Foot path connections at trail tee intersection**





**Photo 13: Trail section in good condition**



**Photo 14: Trail section in good condition**



**Photo 15: Foot path connector at Western Promenade**



**Photo 16: Foot path connector at Western Promenade**



**Photo 17: Foot path connection to MMC campus**

**MMC St. John Street Parking Garage**  
Portland, Maine

Page 1 of 2  
July 18, 2018

**WESTERN PROM EXISTING TRAIL LIGHTING**



**WESTERN PROM TRAIL PLAN**  
Red Indicates Lighted Section of Trail

**TRAIL LIGHT POST**

The existing trail network that extends from Valley Street to the Western Promenade above includes one path that is illuminated by post lights that have luminaires with prismatic glass diffusers and high intensity discharge lamps. The spacing of the existing light posts is such that the resulting horizontal illuminance at grade is very uneven. There are numerous places along the path between light posts that have less than 0.2 footcandles of illuminance.

The *Illuminating Engineering Society of North America (IESNA)* publishes recommendations for remote walkways in DG-5-94 Recommended Lighting for Walkways and Class 1 Bikeways. The recommended illuminance levels for a walkway within a commercial district that is remote from a street where personal safety is an issue are as follows:

- Average Horizontal Illuminance at Grade – 1.0 footcandles
- Horizontal Average-to-Minimum Uniformity – 4.0-to 1 (or better)
- Average Vertical Illuminance at 5'-0" Above Grade – 2.0 footcandles
- Vertical Average-to-Minimum Uniformity – 5.0-to-1 (or better)

Because the post light luminaires utilize prismatic glass diffusers, the light that is directed side-to-side provides a significant degree of vertical illuminance which can be effective in lighting faces of oncoming pedestrians. Unfortunately, the relatively high brightness of the luminaires is such that once an approaching pedestrian passes in front of a post light, the luminaire brightness immediately behind the person casts them in silhouetted shadow.

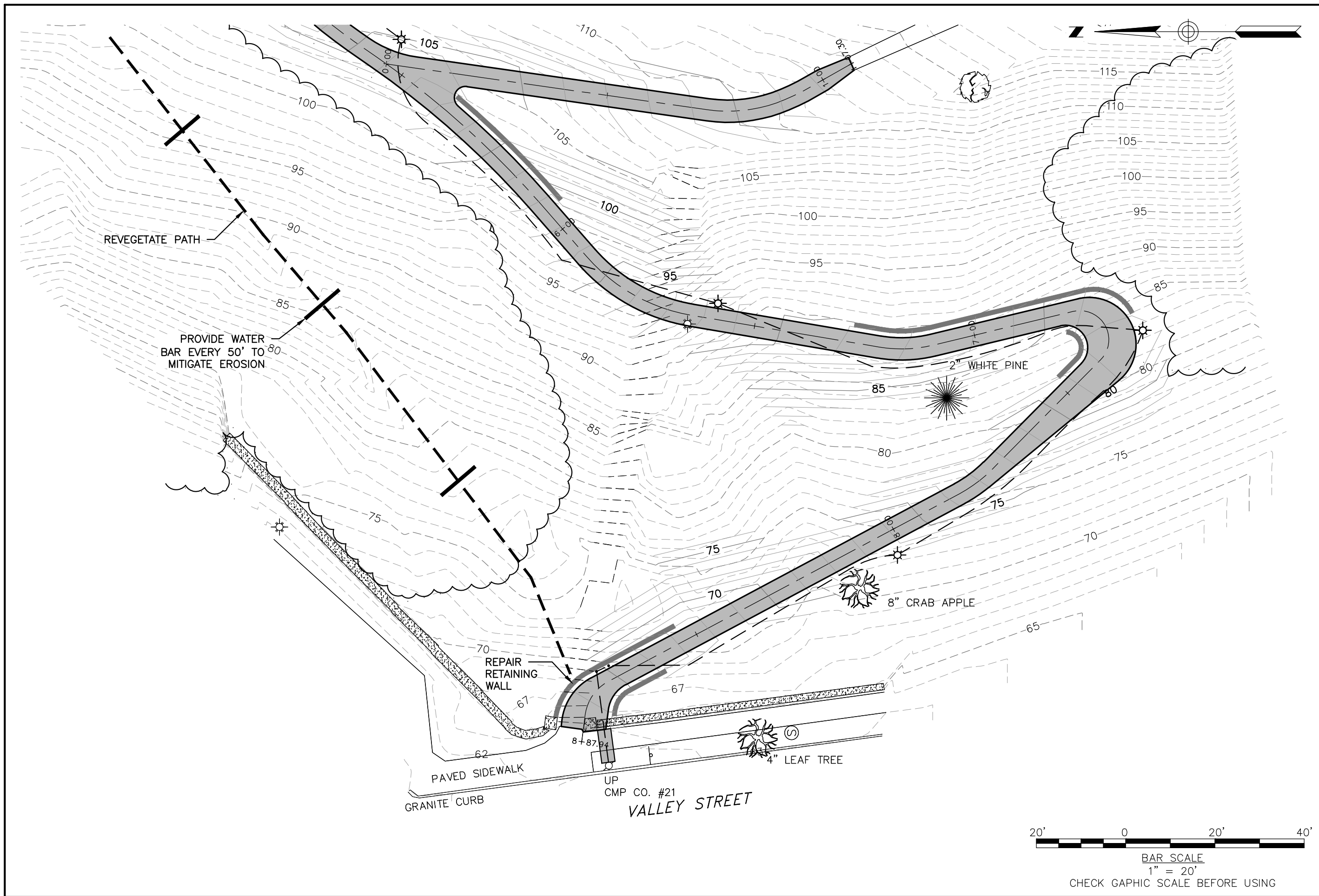
The *Illuminating Engineering Society of North America (IESNA)* classifies exterior luminaires according to their potential for producing glare in the publication *IESNA TM-15-11*. The rating system is a numeric index for luminaires with a symmetrical optical distribution that ranges from zero (maximum of 660 zonal lumens directed between 60 and 80 degrees) to five (greater than 12,000 lumens directed between 60 and 80 degrees). The existing trail post light luminaires have a rating of three, which represents a high potential for excessive glare.

An additional consideration is that the existing post light luminaires direct a considerable amount of light skyward which contributes to astronomic light pollution. The *IESNA* publication *TM-15-11* also classifies exterior luminaires according to their potential for producing uplight. Similar to the rating system for potential glare, the uplight rating system is a numeric index that ranges from zero (no uplight) to five (greater than 5000 lumens direct upward). The existing trail post light luminaires have a rating of five.

Submitted by:  
Lawrence E. Bartlett, PE



Lawrence E. Bartlett



# **ATTACHMENT 4: NIGHT RENDERINGS**









# **ATTACHMENT 5: RIGHT, TITLE & INTEREST**

Recorded April 4, 2018 @ 11:34 am. 34754-65

**SHORT FORM QUITCLAIM DEED WITHOUT COVENANT**

DLN# 1001840024222

COWCATCHER LLC, a Maine limited liability company with a place of business in Portland, Maine ("Grantor"), FOR CONSIDERATION PAID, grants to CASTE COW LLC, a Maine limited liability company with a mailing address of 100 Commercial Street, Portland, Maine 04101 ("Grantee"), certain real property, together with any improvements thereon, located in the City of Portland, Cumberland County, Maine and more particularly described on Exhibit A attached hereto and made a part hereof.

Being a portion of the premises conveyed to the Grantor by Trustee's Deed from Craig G. Coffin, as successor to Daniel W. Hourihan, Trustee of the St. John Realty Trust dated September 10, 2008 and recorded in the Cumberland County Registry of Deeds in Book 26330, Page 105, and by Release Deed and Easement Deed, both from Union Station Limited Partnership dated January 12, 2009 and recorded in said Registry of Deeds in Book 26601, Pages 314 and 316 respectively.

IN WITNESS WHEREOF, Cowcatcher LLC has caused this instrument to be executed by J. Tim Soley, Manager of East Brown Cow Holdings II LLC, the Sole Member of Cowcatcher LLC thereunto duly authorized, this 4<sup>th</sup> day of April, 2018.

WITNESS:

COWCATCHER LLC

  
Name: William M. Weacht

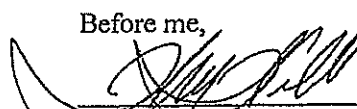
By: East Brown Cow Holdings II LLC  
Its Sole Member

By: \_\_\_\_\_  
J. Tim Soley  
Its Manager

State of Maine  
County of Cumberland, ss.

April 4, 2018

Personally appeared before me the above named J. Tim Soley, Manager of East Brown Cow Holdings II LLC, the Sole Member of Cowcatcher LLC, as aforesaid, and acknowledged the above instrument to be his free act and deed in his said capacity and the free act and deed of said Cowcatcher LLC.

Before me,  
  
Name: William M. Weacht  
Notary Public / Attorney at Law

## EXHIBIT A

A certain lot or parcel of land with the buildings and improvements thereon, situated on the westerly side of Saint John Street, in the City of Portland, County of Cumberland and State of Maine more particularly described as follows:

Beginning at a point on the westerly sideline of St. John Street said point being the northeasterly corner of land now or formerly of Tim Q. Ly as described in deed book 17799 page 58;

Thence, S 82°23'43" W along land of said Ly 94.00 feet;

Thence, S 07°36'17" E along land of said Ly 49.99 feet to land now or formerly of Patricia P. Chase as described in deed book 9635, page 132;

Thence, S 82°23'43" W along land of said Chase 10.17 feet;

Thence, S 07°05'02" E along land of said Chase and land now or formerly of Fraternal Order of Eagles AERIE No. 565 as described in deed book 9214, page 114 a distance of 459.94 feet to land now or formerly Factors Financial FRC, Inc. as described in deed book 1778, page 288;

Thence, S 82°23'43" W along land of said Factors Financial FRC, Inc. 214.99 feet to land now or formerly of Portland Terminal Co.;

Thence, N 11°02'22" W along land of said Portland Terminal Co. 218.83 feet;

Thence, continuing along land of said Portland Terminal Co. northeasterly along a curve to the right having a radius of 5710.00 feet, an arc length of 323.02 feet, chord bearing of N 09°25'07" W and chord length of 322.998 feet to remaining land of Cowcatcher LLC;

Thence, N 80°00'00" E along remaining land of Cowcatcher LLC 207.13 feet;

Thence, N 82°23'43" E along remaining land of Cowcatcher LLC 139.73 feet to the westerly sideline of said St. John Street;

Thence, S 07°36'17" E along the westerly sideline of said St. John Street 40.00 feet to land of said Ly and the point of beginning containing 3.02 acres more or less. Being a portion of the property described in deed book 26330, page 105

Bearings are based on Maine State Plane Coordinates as provided by the City of Portland

The above described parcel of land is a portion of the property shown on "Boundary and Topographic Survey at 217, 218-238, 221 and 225 St. John Street, Portland, Maine made for Cowcatcher LLC" dated Nov. 16, 2016 by Owen Haskell, Inc.

This conveyance is made together with the benefit of a non-exclusive easement for pedestrian and motor vehicle ingress and egress to/from the above described parcel over the portion of Grantor's retained land more fully described below (the "Easement Area"). This easement shall be appurtenant to and benefit the above described parcel and the same shall run with the land. The Easement Area is more particularly bounded and described as follows:

Commencing at a point on the westerly sideline of St. John Street said point being the northeasterly corner of land now or formerly of Tim Q. Ly as described in deed book 17799 page 58;

Thence, N 07°36'17" W along the westerly sideline of said St. John Street 40.00 feet;

Thence, S 82°23'43" W along the remaining land of Cowcatcher LLC 139.73 feet;

Thence, S 80°00'00" W along the remaining land of Cowcatcher LLC 24.10 feet to the Point of Beginning;

Thence, from said Point of Beginning S 80°00'00" W along the remaining land of Cowcatcher LLC 26.00 feet;

Thence, N 09°36'17" W across the remaining land of Cowcatcher LLC 125.08 feet to land now or formerly of Union Station Plaza Limited Partnership as described in deed book 6813, page 250;

Thence, N 82°23'43" E along land of said Union Station Plaza Limited Partnership 26.02 feet;

Thence, S 09°36'17" E across the remaining land of Cowcatcher LLC 123.99 feet to the point of beginning containing 3,238 square feet more or less.

Bearings are based on Maine State Plane Coordinates as provided by The City of Portland.

This conveyance is also made together with the benefit of, and subject to the rights of Grantor and others, which are expressly reserved hereby, and the terms and conditions of, that certain easement granted by Fraternal Order of Eagles AERIE No. 565 to Daniel W. Hourihan as Trustee of the St. John Street Realty Trust by Easement Deed dated May 25, 1990 and recorded in the Cumberland County Registry of Deeds in Book 9214, Page 118.

This conveyance is also made together with the benefit of, and subject to the rights of Grantor, Union Station Limited Partnership and others, which are expressly reserved hereby, and the terms and conditions, of that certain easement granted by said Union Station Limited Partnership to Grantor by Easement Deed dated January 12, 2009 and recorded in the Cumberland County Registry of Deeds in Book 26601, Page 316.

This conveyance is also made together with the benefit of, and subject to the rights of Grantor, Union

Station Limited Partnership and others, which are expressly reserved hereby, and the terms and conditions, of that certain easement granted by Grantor to said Union Station Limited Partnership by Easement Deed dated January 12, 2009 and recorded in the Cumberland County Registry of Deeds in Book 26601, Page 321.

This conveyance is also made subject to an easement hereby reserved by Grantor for the benefit of and appurtenant to the portion of Grantor's retained land lying westerly of St. John Street, as described in that certain Trustee's Deed from Craig G. Coffin, as successor to Daniel W. Hourihan, Trustee of the St. John Realty Trust dated September 10, 2008 and recorded in the Cumberland County Registry of Deeds in Book 26330, Page 105, and in that certain Release Deed and that certain Easement Deed, both from Union Station Limited Partnership dated January 12, 2009 and recorded in said Registry of Deeds in Book 26601, Pages 314 and 316 respectively, for parking up to 400 vehicles, either in the parking structure contemplated to be constructed on the parcel conveyed hereby, or on the surface of said parcel until such time as said parking structure or other structure is constructed, together with the right of vehicular ingress and egress across the parcel conveyed hereby, from St. John Street directly and Grantor's retained land to and from such parking areas, whether located on the surface or within a parking structure, on the following terms and conditions:

1. The parking spaces shall be located as designated by Grantee.
2. Grantor shall have no right to exercise said ingress and egress rights or use any of said parking spaces so long as the ground lessee (or its successors or assigns) of Grantee (or its successors or assigns) for the entire property conveyed hereby, shall also be the lessee of Grantor for the entirety of Grantor's retained land.
3. Grantee shall have the right to use all such parking spaces for itself or its tenants or subtenants until such time as Grantor elects to use the same upon at least 30 days prior written notice to Grantee or its successors or assigns, and to Grantee's ground lessee (if applicable).
4. In the event Grantor elects to use any such parking spaces, Grantor agrees to reimburse Grantee at a zero triple net rate (i.e. the operating costs allocated to each such space, excluding capital expenses), monthly upon presentation of invoices for the same.

The Easement reserved herein is perpetual and shall inure to the benefit of and be binding upon the successors and assigns of the parties hereto and shall burden the property conveyed hereby to Grantee and shall benefit and be appurtenant to the retained land of Grantor as described above and shall be construed as a real covenant running with the land enforceable by the parties at law and in equity.

**ATTACHMENT 6: WAIVER REQUEST FORM**



<b>Standard to be Waived:</b> Cite Ordinance or Technical Manual Standard	<b>Cite Standard Language:</b> Cite specific language of applicable Ordinance or Technical Manual Standard	<b>Waiver Being Sought:</b> Describe waiver being sought. Ex. – We are requesting a two-way parking lot drive aisle width of 20' feet.	<b>Justification for Waiver:</b> Address specific waiver criteria, if applicable, and document reasons for the waiver request.

<b>Standard to be Waived:</b> Cite Ordinance or Technical Manual Standard	<b>Cite Standard Language:</b> Cite specific language of applicable Ordinance or Technical Manual Standard	<b>Waiver Being Sought:</b> Describe waiver being sought. Ex. – We are requesting a two-way parking lot drive aisle width of 20' feet.	<b>Justification for Waiver:</b> Address specific waiver criteria, if applicable, and document reasons for the waiver request.

**ATTACHMENT 7: CONSTRUCTION  
MANAGEMENT PLAN**

August 23, 2018



# St. John Street Parking Garage Construction Management Plan

Prepared For: Portland Department of Planning & Urban Development Department

Project Proponent: Colliers International

Construction Manager: Consigli Construction

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## Construction Principles

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The purpose of this Construction Management plan is to identify, mitigate and plan for all potential impacts throughout the duration of building the St. John Street Parking Garage. Maine Medical Center and Consigli Construction will strive for a seamless, incident free project by means of typical practices used to ensure that public safety and community are at the forefront of priorities.

Throughout this CM plan we will refer to specific examples of potential construction practices, traffic control scenarios, neighboring building considerations and public safety; as well as measures in which these items will be managed throughout the project to accommodate the community as much as possible. While we will take the necessary precautions to meet City and State requirements for traffic, noise, dust, vibration, etc., this project will be disruptive to adjacent properties compared to the current condition. Along with our subcontractor team members, it is imperative that we have complete participation from all parties affiliated with the project to maintain our strict safety requirements and ensure a quality building for Maine Medical Center.

Consigli Construction has been commissioned to construct a new 8 story, 2,450 space garage on the West side of St. John St. The garage is approximately 800,000 sf that will be primarily built out of precast concrete.

Consigli has extensively planned the project's schedule, site logistics and safety protocols that will be thoroughly covered in this report with graphics and narratives. This CM plan will continually be updated to meet the needs of the project, community and the city as the project progresses. We aim to deliver a safe and quality project to MMC, their employees and the City of Portland by means of communication, teamwork and stewardship.

## Construction Administration and Communication

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Consigli Construction will be the Construction Manager on site throughout the duration of the project. As such, there will be a dedicated team of individuals tasked with managing quality, schedule, site logistics and safety. These personnel will manage and enforce the proposed CMP with all associated subcontractors and material vendors.

Dave Thomas – Project Executive  
207-650-8665, [dthomas@consigli.com](mailto:dthomas@consigli.com)

Travis Kirby – Project Manager  
207-272-6980, [tkirby@consigli.com](mailto:tkirby@consigli.com)

Larry Chouinard – General Superintendent  
207-650-5204, [lchouinard@consigli.com](mailto:lchouinard@consigli.com)

### Site Communication

With the proximity to occupied buildings, community outreach and communication will be imperative throughout construction to keep the public informed of the expected turbulences caused by the project. Site signage will be prominently displayed to show pedestrian access around the site and any updates to the proposed CMP.

Quarterly reporting and updating of the CMP will be required to update the City and community of the following activities:

- 1) Construction schedule updates
- 2) Material deliveries, including notice of any oversized loads that may impact public traffic
- 3) Requests for upcoming off-hours work including weekends and holidays
- 4) Notice of any upcoming activities that may produce strong noise, vibration or dust that could adversely affect the neighboring communities.
- 5) Requests for any street openings or public sidewalk work to be completed as part of the construction contract

Additionally, MMC will provide updates via their project website. Inquiries about construction, logistics, schedule and safety will be specifically addressed on the website along as the contact information for individuals associated with each aspect of the project. Neighborhood outreach events will be scheduled at each major phase/milestone where changes to pedestrian or vehicular traffic patterns occur.

## Construction Schedule

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### Project Work Hours

Construction work hours will be in accordance with section 17-18.

The project site is located within zoning group B2 – Business Community but is within 500 feet of buildings used for residential purposes. As such, work hours will be limited to Monday – Friday 7:00am – 6:00pm. Should work extend into Saturdays, the use of heavy equipment will be kept within the time constraints of 8:00am – 4:00pm.

### Project Schedule/Logistics

The project is anticipated to begin in September 2018 will be partially turned over to MMC in December 2019. The work to complete will include completion of the garage fit-out from grid lines 9-12 along with landscaping items to be completed during the 2020 Spring planting season. Refer to the Overall Construction Sequence on page 10. Final occupancy of the building is expected the first quarter of 2020.

Regarding scheduled work to take place within public streets and sidewalks, this work will comply with Section 25-129 – Noise, dust and debris. The installation and connections to public utilities, traffic lane reconfigurations, and sidewalk construction will require work to be executed within St. John St. and D St. This work will be scheduled and planned with the City of Portland prior to the execution. All logistical concerns will be addressed with the City prior to starting the work. This work is tentatively scheduled to occur during the late summer of 2019. Temporary barricades, ramps and signage will be required during the installation to control pedestrian/vehicle movements around the work.

### Material Storage and Laydown Area

The construction of the garage will require careful planning and management of the daily occurrences within the site limits. The logistical plan that is currently outlined is intended to keep all construction staging, laydown and temporary storage within the project limits and secured by temporary fencing. With designated areas delegated to subcontractors the site will remain accessible by incoming trucks without causing a queuing affect outside of the fence. A secondary storage yard is anticipated at Portland Yacht Services to store precast material not accommodated on site. The usage of this area will help to better control and manage the truck traffic to and from the site during the day, as nighttime truck use is prohibited by Maine. Precast trailers will only transport loads between the staging yard and the job site outside of peak traffic hours as defined as 7:00am – 9:00am and 4:00pm – 6:00pm.



## Material Deliveries

The construction of the parking garage will require coordination of material deliveries throughout the duration of the project. The following logistical plans show the planned lay-down areas, truck routes and safety protocols that will be in place prior to the start of construction. Refer to the Truck Routing Plan on page 11. Truck access during construction will be broken up into two separate phases requiring different logistical needs to be addressed.

1. During Phase 1, the primary entrance for sitework, concrete and precast deliveries will be through a paved right-of-way at the existing Eagles parking lot. Trucks will then exit the job site through the North gate accessing St. John St via the Union Plaza parking lot. A flagger will be employed to assist in navigating precast loads off St. John to the project site.
2. Phase 2 will begin once the garage has been 50% erected. The access through the Eagles lot will become blocked by the building diverting all deliveries through the North gate via the Union Station Plaza ROW.
3. Three on street parking spaces will likely need to be closed to public use for the large trucks to gain access to the project site during Phase 1 & Phase 2. However, the location of these closed parking spaces will change with the phases. Please see the logistics plans on page 12 & 13 for more information.
4. By utilizing the secondary storage, at Portland Yacht Services, are for large deliveries, we can coordinate material deliveries to the site during non-peak hours of traffic or pedestrian presence. Large deliveries will stop off at the storage yard located on Commercial St, until the appropriate time is determined to bring the material to the project site for installation.

## Contractor/Public Parking

At the peak of construction activity, it is anticipated that up to 100 people will be on site working various trades associated with the building. The current constraints of the project site do not allow for parking of subcontractors within the project limits. As such, contractor parking will be delegated to off site areas. Contractors will not be allowed to park on any residential street within the St. John neighborhood. Any violators will be fined or asked to leave the project depending on the frequency of the violations. Consigli is currently exploring options to acquire off site parking for the subcontractors that would not impact the neighboring community.

The Eagles parking needs will need to be addressed and managed throughout construction. During the construction process, MMC will provide and maintain 37 parking accommodations for the members of the Eagles in addition to the existing spaces located on the South side of the building. Tenants of 222 St John St will receive temporary parking adjacent to the building and in a lot located across St. John St. MMC is committed to providing safe and proximate parking for these properties throughout the construction process.

## Fire Protection for Construction Activities

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The 2013 Standard for Safeguarding Construction, Alteration and Demolition Operations will be enforced on this project by utilizing best management practices to mitigate the fire risks associated with the construction of the parking garage. Consigli and its subcontractors will execute the following measures to provide a safe and secure work place:

- 1) PFD Fire Command Center: This centralized location will hold all current project information and will act as the first responders meeting point to obtain the most up to date information of construction. The following documents will be found at this location:
  - a. Hot Work Permits: To be filled out daily by any person performing work that will generate a spark or create a potential fire risk on the job site. The permits are to be completed and approved by Consigli prior to work starting.
  - b. Updated Construction Schedule
  - c. Updated Construction Logistics Plan
  - d. Pre-Incident Fire Plan
- 2) On Site Fuel Storage: Different flammable liquids will be required throughout construction. A free standing, 30-minute fire-rated enclosure will be built to safely and securely store all flammable liquids and gases. Fueling trucks will be used as needed but under no circumstances be allowed to be parked or stored on site for any extended period.
- 3) Means of Egress: The parking garage will be permanently equipped with (3) 2-way stair assemblies for means of egress. During construction it is the intent to install the stair located in the Southwest corner first to provide emergency egress throughout construction. These stairs will be identified with temporary signage throughout construction indicating the floor level and exit path direction
- 4) Good Housekeeping: Consigli Construction will provide necessary dumpsters for the removal of debris from the site. All subcontractors are responsible for the daily clean-up of their work areas to ensure that no materials or tools are left out over night that could pose a hazard to the building. Daily safety walks by the Construction Superintendent will be utilized to ensure that all working floors are equipped with an inspected fire extinguisher and clear means of egress in the event of an emergency. Trash chutes and material hoists may be utilized to safely and efficiently remove all debris from the project.

- 5) On-site Security: The project site will be secured everyday by means of a temporary, post driven construction fence and scrim. Lockable gates will be located at (2) locations for site access.
  
- 6) Rapid Communication: Evacuation notification will be provided by means of 2-way radios/cellular devices as well as strategically positioned air horns. Upon evacuation of the building all project personnel will report to the muster point location where the Construction Manager and all subcontractor foremen will perform accountability checks. The General Contractor field staff will then be dispatched to all project entry points and the PFD Command Center. Upon arrival of the first responders to the PFD Command Center the General Contractor will provide an accountability and incident briefing.

## Public Safety

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The construction of the new MMC Parking Garage will be near pedestrian right of ways and will interact with public traffic throughout the duration of the project. Material deliveries, the use of cranes, lifts and other heavy machinery all have the potential to impact typical public activity. As a member of the Portland community, Consigli will strive to limit, mitigate and avoid these potential impacts as much as possible by means of controlling noise, on site dust, vibrations and traffic. By educating and informing the neighborhoods to the construction activities taking place we will aim to build to a project that produces the minimal of impacts to the St. John Street community.

## Noise

Construction activities throughout the project will create noise that leaves the project site. It is the intent of the project team to limit the exposure to the noise by following section 17-18 of the City of Portland Code of Ordinances. This project site is located within 500 feet of buildings classified as residential. As such, the project hours will be limited the 7:00am – 6:00pm, Monday – Friday. Should any weekend or holiday work be required the use of heavy machinery will not commence before 8:00am. When this work is required, no less than 2-week advanced notice will be provided to MMC and the neighboring communities.

Work related to the pile foundation will likely be the loudest activity experienced during construction. Consigli has anticipated fast-tracking this work by utilizing (2) pile driving crews to reduce the duration of the sensory burden on the neighboring community. This work will take place from November 2018 – January 2019. Recently, many local projects have utilized the pile foundation to much success around Portland. The new WEX building on Commercial St. and the Hyatt in the Old Port both utilized piles in their foundation.

## Dust Control/Air Quality

Maintaining an environmentally conscious project site will be a major priority for the project team to ensure safety not only for the neighboring communities but also for the construction workers on site day after day. All soils and debris will be kept within the project limits following the State of Maine Department of Environmental Protection erosion control Best Management Practices:

- 1) Erosion controlled construction entrances
- 2) Tarped dump trucks leaving the site with soil/debris
- 3) On-going sidewalk and street cleaning activities
- 4) The installation of temporary, compacted roads within the job site
- 5) Using wetting agents to control dust

- 6) Covering stock piles when material is to be piled for long periods of time
- 7) Smoking will not be allowed on the job site

## Vibration Monitoring

Some of the construction practices required for this project will result in ground vibration waves that may transmit to nearby buildings. Prior to any potential vibration causing activities taking place a pre-construction survey will be conducted to review and document existing conditions. The survey will encompass all properties abutting the proposed project site to include the following addresses:

- 222 St. John St (Office Bldg.)
  - 210 St. John St (Residence)
  - 212 St. John St (Residence)
  - 160 St John St (Sid Harvey's)
  - 172 St. John St (Ferguson)
  - 184 St. John St (Eagles Bldg.)
- Vibration monitoring will also be conducted adjacent the railroad immediately west of the project site limit.

Pavement removal, vibratory compaction and pile driving will be employed on this project and will be monitored by a third-party monitoring company. A pre-construction meeting will be planned with abutting property owners to discuss geological conditions, construction specifications and methods of installation that create vibration.

## Traffic Control

Throughout the construction process St. John St will experience increased traffic due to construction activities. Material deliveries, contractor access and public utility integration will be encountered and mitigated through coordinated logistics plans (starting on page 11), on site safety personnel, way-finding signage and well-organized traffic control devices. MMC & Consigli will strive to inform and direct the neighborhood to the activities taking place in public areas as they progress through completion. Beginning in July 2019, construction activities within St. John St will include public utility connections, traffic control installations and sidewalk improvements. All traffic management and phasing plans affecting vehicles will be submitted to the City for approval prior to commencement of the work.

The main entrance point to the construction project will be through the East gate located within the existing Eagles parking lot. To navigate precast concrete deliveries to the project site a flagger will be stationed at St. John St. to usher the trucks into the right of way. Trucks and trailers will exit the project site through the North gate and re-enter traffic via the right of way through the Union Plaza parking lot. Due to the large turn radius of some of these trucks, it will be necessary to temporarily close parking spaces

within the tenant lot as well as spaces located on St. John St. Please reference the trucking plan, on page 10, for more information.

### Proximity to Neighboring Residences and Businesses

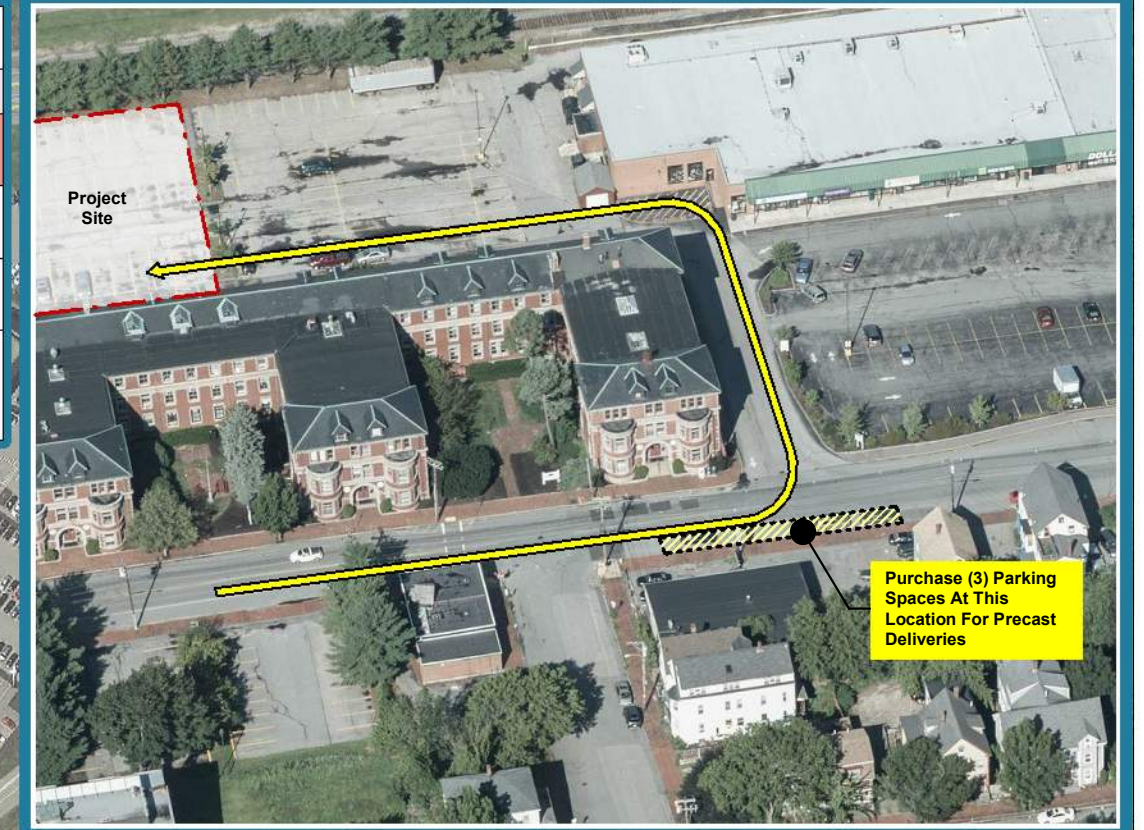
During the process of construction great attention will be required to ensure that homes and places of business are not overly impacted by construction activities or traffic. While the logistics of the CMP does not require work associated with or access through the adjacent properties, certain measures will be taken to minimize the potential for a disturbance. Erosion control, physical barriers, temporary shoring and staged material deliveries will be coordinated during construction.

Care will be given to the owners and users of 210 & 212 St. John St. The residences are the closest in proximity and will likely experience the greatest impact. Individual site meetings will be held with the owners of these properties to discuss their needs throughout construction. Consigli and MMC are committed to working through logistical challenges with the neighbors and providing adequate and reasonable measures to accommodate their requests.

### Anticipated Construction Traffic Per Day

	2018				2019								2020									
	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Earthwork/Ground Improvements	(9)	(20)	(25)	(25)	(25)	(25)				(5)	(7)	(7)	(10)							(5)	(5)	(5)
Structural Precast Erection							(20)	(20)	(20)	(20)	(10)	(5)										
Garage Fit-out													(15)	(15)	(13)	(10)	(6)					

### Bird's Eye View



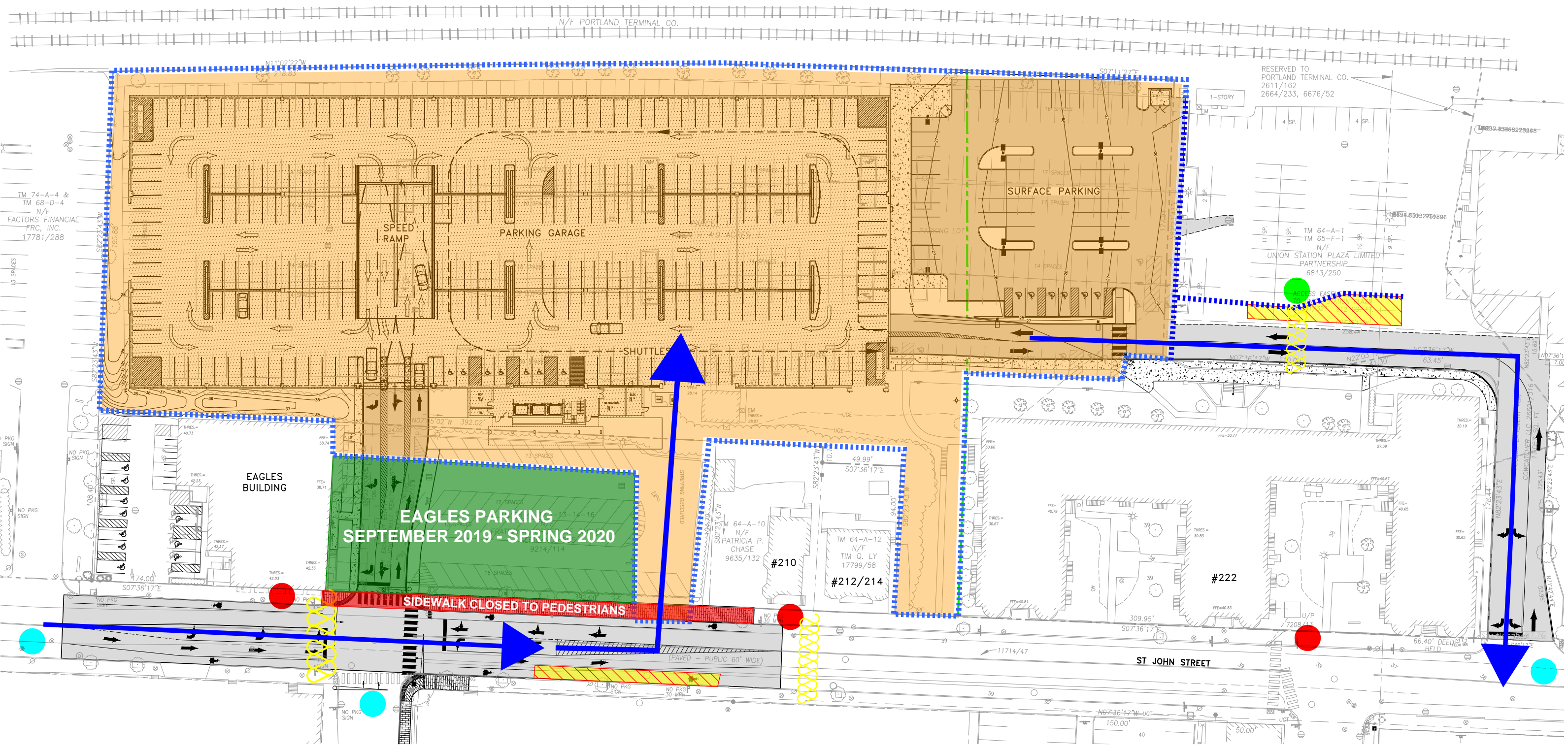
From I-295 Exit 4 Casco Bay Dr

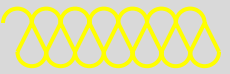







Access To Project Site Via St. Johns' Street

Purchase (3) Parking Spaces At This Location For Precast Deliveries

Purchase (3) Parking Spaces At This Location For Precast Deliveries

# PHASE 1 LOGISTICS PLAN SEPTEMBER 2018 - SUMMER 2019



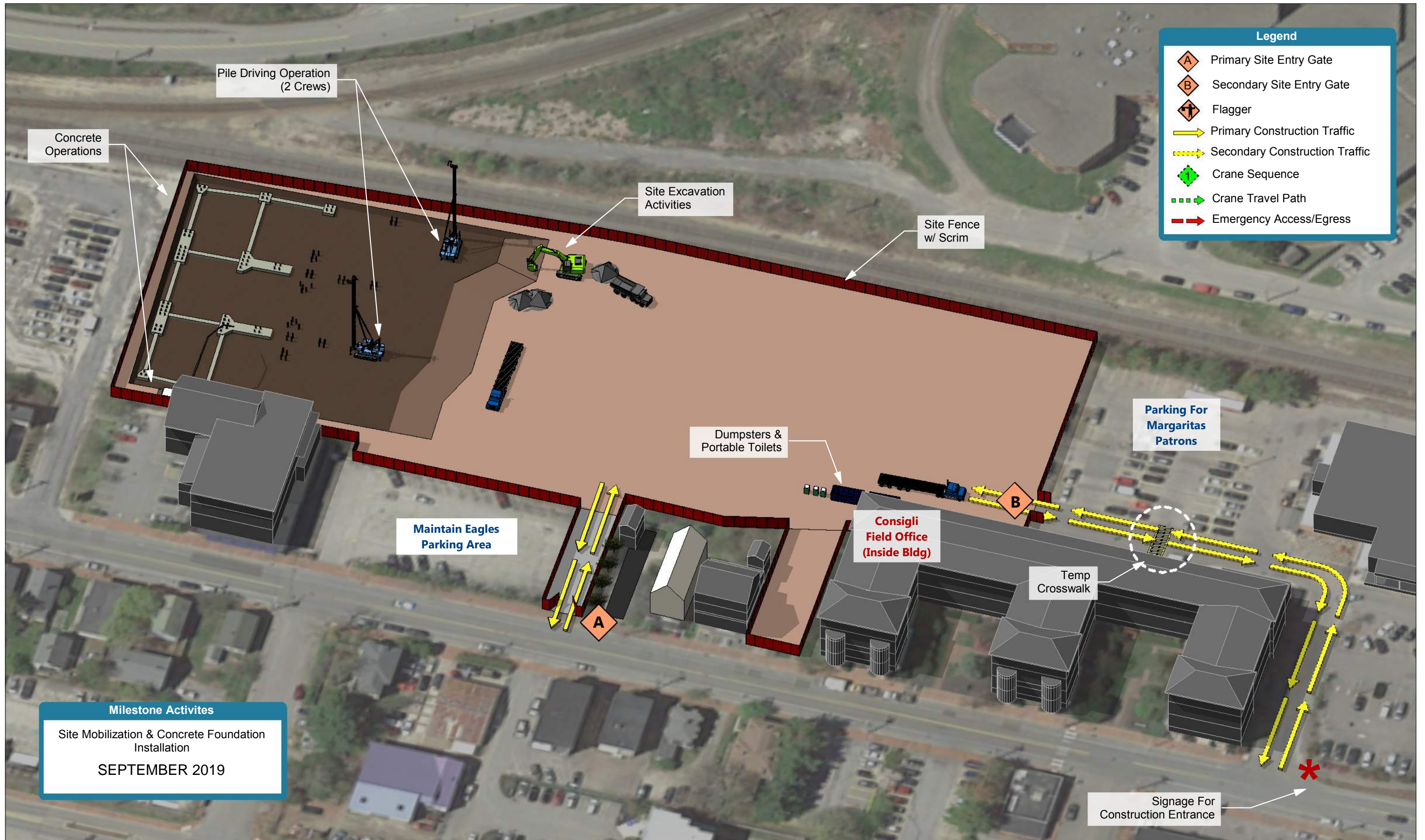
	TEMPORARY CROSSWALK		PARKING SPACES PROCURED FOR CONSTRUCTION		CONSTRUCTION VEHICLE TRAFFIC
	CROSSWALK SIGNAGE AND TRUCK CROSSING SENSOR		SIDEWALKS CLOSED DURING CONSTRUCTION		
	SIDEWALK CLOSURE SIGNAGE		PROJECT SITE		
	CONSTRUCTION TRAFFIC AHEAD SIGNAGE				

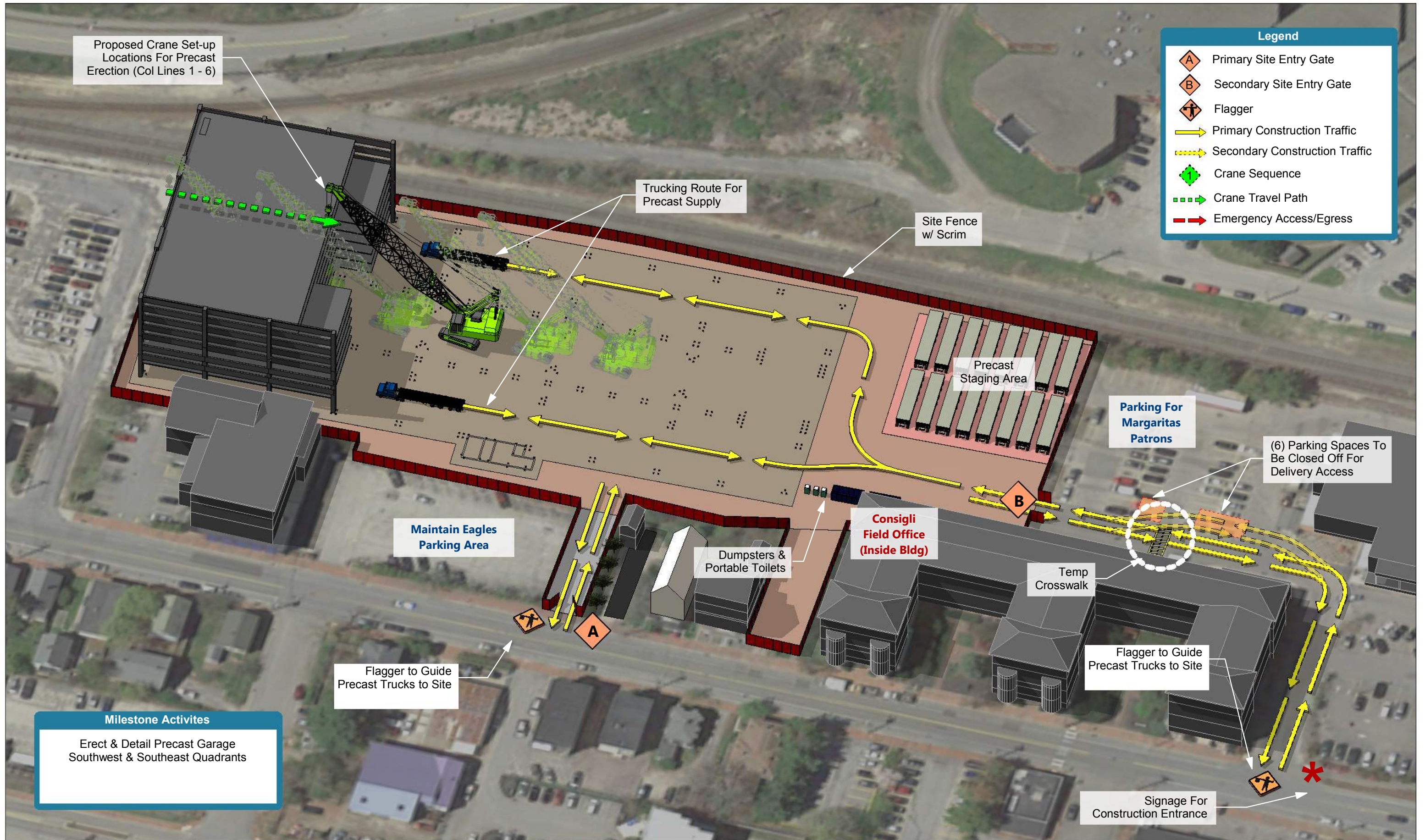


# CONSIGLI







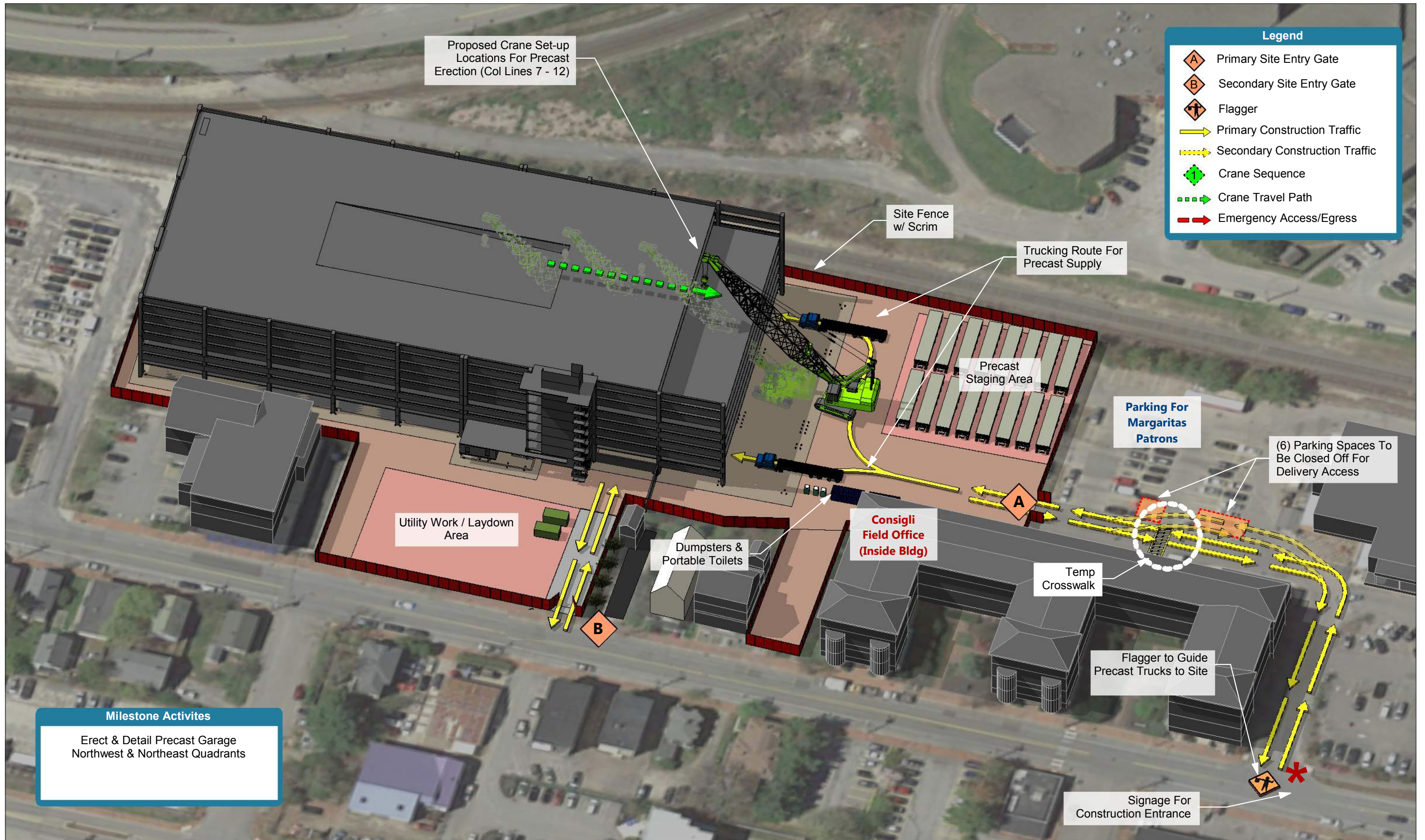


Legend	
	Primary Site Entry Gate
	Secondary Site Entry Gate
	Flagger
	Primary Construction Traffic
	Secondary Construction Traffic
	Crane Sequence
	Crane Travel Path
	Emergency Access/Egress

**Milestone Activities**

Erect & Detail Precast Garage Southwest & Southeast Quadrants

## St. John Street Garage Site Logistics Plan - Precast Erection (Column Lines 1-6)



Legend	
	Primary Site Entry Gate
	Secondary Site Entry Gate
	Flagger
	Primary Construction Traffic
	Secondary Construction Traffic
	Crane Sequence
	Crane Travel Path
	Emergency Access/Egress

**Milestone Activities**  
 Erect & Detail Precast Garage Northwest & Northeast Quadrants



