

PREPARED 05/05/2009, 10:06:34
 PROGRAM: GM285L

CITY OF PORTLAND, MAINE
 PROJECT REPORT

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Handwritten: 710,000.00
 236,440.00
 #44

PROJECT	PTD BUDGET	PTD TOTAL	ENCUMBRANCE	PTD BALANCE
IN0601 Western Prom Stairs/Path	165,000.00	164,750.00		250.00
IN0602 Western Prom Sidewalks	155,000.00	97,972.16		57,027.84
IN0603 Signal Imp CongressBramh	65,000.00	57,482.71	2,517.29	65,000.00
IN0604 Ellsworth/Crescent Sidewa	105,000.00	48,858.89		56,141.11
IN0605 Park Av Sidewalk	250,000.00	189,158.04	37,632.96	23,209.00
IN0606 Grant Street Sidewalk				
GRAND TOTALS	6 PROJECTS	558,221.80	40,150.25	201,627.95

Work in GM 11 vicinity of main

Prepared 5/05/09,10:11:01
 Program HTDPTAL
 User ID PTC

Account Balance Inquiry
 Screen detail for Program: GMGN2001
 710-0000-236.44-00

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Account information
 Infrastructure Contributn / MMC Pkng Garage 22 Bram
 Fiscal year: 2009
 Opening balance: 65,000.00 Cr
 Debits: .00
 Credits: .00
 Balance: 65,000.00

Project Data

Account Balance by Period	Actuals	Cumulative Totals
01 July	65,000.00	65,000.00
02 August	.00	65,000.00
03 September	.00	65,000.00
04 October	.00	65,000.00
05 November	.00	65,000.00
06 December	.00	65,000.00
07 January	.00	65,000.00
08 February	.00	65,000.00
09 March	.00	65,000.00
10 April	.00	65,000.00
11 May	.00	65,000.00
12 June	.00	65,000.00

Payment information
 Vendor (* indicates pending) Total



MEMORANDUM

TO: Portland Planning Board

FROM: Paul D. Gray
Vice President of Planning

DATE: May 27, 2005

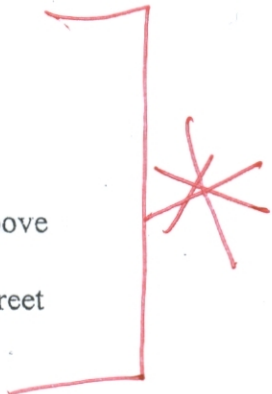
SUBJECT: Follow up from May 10 Workshop

Significant activity has occurred since our last workshop in the review of our project by City Departments and consultants. We would like to express our appreciation to all of those individuals who participated in those reviews. This memorandum highlights several refinements to the project which have occurred since the May 10 workshop.

Site Plan Improvements as Conditions of Approval

At the May 10 workshop, MMC agreed to the following improvements:

- brick sidewalks on all three sides (Vaughan, Brackett and Chadwick) of the Vaughan Street Parking Lot (see Exhibit G-1)
- brick sidewalk along Congress Street from Gilman to MMC property line above the new garage (see Exhibits B-3 and B4)
- granite curb on Gilman Street from Central Utility Plant to top of Gilman Street (see Exhibit B-4)



MMC was asked to work with staff on two remaining items. Based on work with staff, MMC has agreed:

- to contribute \$65,000 for improvements of the signal at the Bramhall/Congress intersection;

- to contribute \$20,000 toward “closing the gap” on the Congress Street sidewalk between our property line to the east of the new garage and City improvements to the sidewalk below Portland Glass.



Alternative Transportation/Travel Demand Management Plan

We were asked at the workshop to evaluate whether our parking policies and this Plan contained any “unconscious incentives for driving alone.” MMC charges its employees (at all campuses) \$3.00 per week for parking, with the amount being deducted on a pre-tax basis. We have proposed as part of the Plan to offer employees a 50% subsidy for use of monthly bus passes. We will investigate using an IRS Code Section 132(F) Qualified Transportation Fringe provision to provide that subsidy on a pre-tax basis, which should eliminate any incentive to “driving alone” based on the payment to the employee. The revised plan with this additional strategy (1.B.2) is attached.

Garage Design

We have continued to work with City staff on the details of the garage design focusing on the Downtown Urban Design Guidelines, the retail space and the pedestrian plaza adjacent to the retail space. Revised perspectives have been provided to staff and will be reviewed at the May 31 meeting. We were also asked to provide a narrative addressing how the garage design responds to the Guidelines. Attached is an email from Mr. Keith Davis, Principle in Charge, TRO, in response to this request.

In response to issues raised by the State Fire Marshall’s Office, it has been necessary to remove from the design the glass enclosed pedestrian connection on the east side of the garage. As an alternative we have developed a simple circulation route which connects the Crescent Street entrance to the garage with the new stair tower on the northeast corner of the garage. This circulation route will produce a comparable result in terms of connecting the campus with Congress Street.