October 30, 2018

Maine Medical Center
MaineHealth

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

Re: MMC Congress Building| 22 Bramhall St| Level III Site Plan
Response to City Reviewer Comments 1

Dear Nell:

Thank you for coordinating the review of the Maine Medical Center Congress Building project located at 22 Bramhall with frontage on Congress St.. This letter provides a summation of our responses to the comments received from various reviewers as part of the Level III Site Plan process. The original comment in italics below, and our response follows each.

Comments from Transportation Project Manager – Bruce Hyman Dated October 10, 2018

1. *In general - the plans as presented do not show enough context to readily assess them. The scale and extent of the area shown should be revised. The shading/hatching patterns should be modified so the plan is legible when shown in its entirety on a computer screen - it currently is not legible.*

Response: The Site Plan scale has been changed to 1"=20 feet, providing more context as requested.

2. *I don't believe, based on the grading plan submitted, (C40-01/02) that the curb ramps serving the mid-block crosswalk meet ADA in terms of cross-slope (2% max. cross-slope) nor that the area shown for the bus stop has a bus landing area that meets ADA. Please document the ADA analysis.*

Response: The existing grade of Congress Street is uniformly 5.5%, exceeding ADA requirements. It is not possible to provide ADA compliant cross slopes.

3. *The grading plan for Gilman St appears incomplete/not shown in its entirety. Please show the entire site.*

Response: Submitted grading plan encompasses the entire site.

4. *Site Plan: The site plans do not show enough context of the entirety of the street configuration in the vicinity of the site - I'd request that the applicant resubmit and provide 1"=20' plans instead of the 1"=10' site plan (and 1"=5' grading plans - requires 2 sheets)*
    a. *The site plan key identifies #14 as "Bus Stop" but the elevations show a bus shelter - there is not sufficient bus landing area (5'x8' minimum") provided if a bus shelter is intended (or unless the landing area includes a portion interior to the shelter as the landing area - which is not preferred)*
    b. *No bus stop or shelter location is shown on the north side of Congress St as has been discussed with the applicant - a paired bus stop is desired*
    c. *The tree wells do not meet city design standard - they 1) do not use radius curb and 2) do not show a section of raised granite tree well along the Congress St curb line and 3) are not of standard size.*
    d. *The proposed street layout is not shown on the plans - locations of on-street parking, travel lanes, climbing bike lane, etc.*
    e. *Required signs (bus stop, etc) are not shown on the plans*
    f. *Curb ramp modifications on the opposite side of Gilman and Congress Streets are to be shown to achieve ADA compliance*
    g. *The sidewalks are shown on both Congress and Gilman Streets as broom finish concrete - I do not currently support this without further documentation of the need to stray from our Sidewalk Material Policy*

b. *I need to further assess curb ramp design- for instance, there is not sufficient landing area for the curb ramp serving the mid-block crossing along the retaining wall - a 5' deep (measured perpendicular to the street) ramp landing area is required where a ramp meets vertical obstructions (not the usual 4')*

Response: Response pending further conversations with City plan reviewers.

5. *Design Details: I did not find details available for the proposed materials within the public ROW: lighting, sidewalk, curb ramps, detectable warning panels, tree wells, bus shelter (if proposed), etc.*

Response: Acknowledged – new materials being submitted.

Comments from City of Portland Planning Division – Nell Donaldson Received October 10, 2018

1. *Dimensional Requirements: Provide analysis with respect to dimensional requirements in the revised submittal.*

Response: A complete zoning assessment will be submitted separately.

2. *Design: Please provide floor plans in revised submittal.*

Response: Floor plans are submitted in the October 30, 2018 submittal.

3. *Construction Management:*
   a. *Please provide some discussion on attempts to minimize impacts to pedestrian circulation along the south side of Congress Street. Could sidewalk closure be limited to certain construction/demolition phases?*

      Response: A temporary sidewalk or bike lane is not recommended by the Construction team. The construction fence will need to be maintained in the location outlined in the CMP for the majority of the project. It will be possible to set the construction fence back after significant structural, site work, and material deliveries are complete. Turner estimates that these activities will be completed in the Fall of 2022.

   b. *Provide discussion on bike accessibility around the construction site.*

      Response: Share the road signs will be erected on Congress Street in each direction and Gilman Street prior to the roadway narrowing. These signs will remind drivers to be aware of bicyclists.

4. *Access and Circulation:*
   a. *Please provide a circulation plan showing how visitors and employees access the main entrance/employee entrance by different modes.*

      Response: Revised plans for the Congress St. entrance will include details of the pedestrian access and traffic controls to that will ensure pedestrian safety.

   b. *Further discussion on the street layout pending. At the least, a climbing bike lane should be shown on Congress Street.*

      Response: Traffic and transportation discussions are on-going with the City. The final cross section will be determined in coordination with City staff.

   c. *The Congress Street sidewalk should be widened as possible to provide better pedestrian access along the site frontage*

      Response: Traffic and transportation discussions are on-going with the City. The final cross section will be determined in coordination with City staff.

d. *A sidewalk material waiver request should be submitted. Pending review of this request, in places where sidewalk material is proposed to transition, details should be provided. Ideally, transitions would occur at curb cut locations.*

Response: A sidewalk material waiver request is included with the October 30, 2018 submittal. The concrete to brick transition has been relocated to the east, coinciding with an existing granite accent band in the sidewalk near the MMC visitor garage.

e. *A sidewalk waiver request should be submitted for the Gilman Street frontage.*

Response: A sidewalk waiver request for the Gilman frontage is included in the October 30, 2018 submittal.

f. *Provide more information on 'mechanical areaway' showing in the Gilman Street ROW. This appears to be a sidewalk obstruction?*

Response: This will be a flush sidewalk condition similar to image provided with a hatch. Areaway is to allow for equipment removals or replacements and used very rarely. Perkins & Will is exploring relocating the areaway so as not to interfere with the Gilman St. ROW.

g. *Confirm how a pedestrian coming from the west would access the front door on foot if stairs are not an option?*

Response: In addition to the stairs, pedestrians can access the Congress St entrance from the Eastern side of curb cut adjacent to pedestrian bridge across Congress St.. Revised plans for the Congress St. entrance will include details of the pedestrian access and traffic controls to that will ensure pedestrian safety.

5. *Public Transit Access:*
   a. *Plans have been forwarded to METRO for review. Further discussion of bus shelters and associated access improvements (including crosswalk and north side shelter) pending.*

Response: Metro expressed a desire to consolidate the North-bound and South-bound Gilman St. / Congress St. bus stop and the Weymouth St. / Congress St. bus stop to a location as close to the MMC Congress St. entrance as possible. Metro also desires a bus shelter designed to Metro standards. The City of Portland / METRO / and MMC are still discussing the opportunities and challenges of this consolidation. The location of the consolidated bus stop is related to the ongoing conversation about the Congress St. streetscape design.

b. *At the least, bus shelter as proposed lies in the middle of the pedestrian desire line. Please propose alternate location.*

Response: The bus shelter could be placed on MMC property which would require an agreement between MMC and the City of Portland. This is an ongoing conversation with the Metro, the City, and MMC.

6. *Parking:*
   a. *Bike racks should be provided at this entrance. Please indicate on revised plans.*

Response: Attached diagram for consideration. This coincides with LEED efforts as well. Thought is to use covered portion in garage that is not ideal for parking due to entrance of cars.

7. *Landscaping and Landscape Preservation:*
   a. *See comments from others forthcoming.*

Response: Waiting for comment.

b. Provide street trees on Gilman Street.

Response: Street trees on Gilman St may be interference with the planned employee shuttle drop-off. The design team is evaluating this now.

8. *Water Quality, Storm Water Management and Erosion Control:*
   a. See comments from others.

   Response: Acknowledged

9. *Public Safety and Fire Prevention:*
   a. See comments from others forthcoming.

   Response: Acknowledged

10. *Availability and Adequate Capacity of Public Utilities:*
    a. Utility plans are still under review.

    Response: Acknowledged

11. *Exterior Lighting:*
    a. Please provide light fixture cut sheets for all lights proposed.

    Response: Cut sheets will be uploaded to eplan.

    b. Photometric plan should show average and max illumination levels.

    Response: Revised Photometric Plans are included in the October 30, 2018 submittal.

    Signage and Wayfinding:

    c. Revised sign plan still under review.

    Response: Acknowledged. A revised sign plan will be submitted to the City based on a conversation with Nell Donaldson and Caitlin Cameron on October 25, 2018.

12. *Zoning Related Design Standards:*
    a. See comments from Others.

    Response: Acknowledged

13. *Other Submittals Required.*
    a. Utility capacity letters

    Response: Acknowledged

    b. Plan edits
        i. Rescale site plan at 1" = 20'
        ii. Include distances to property lines on site plan
        iii. Add height calculation from average grade on elevations
        iv. Plans need to be stamped by an engineer

Response: A complete zoning assessment will be submitted separately.

14. *RTI (Rights, Title or Interest)*
    a. *Encroachments (building and 'mechanical areaway') into Gilman ROW need further review.*

    Response: Acknowledged

15. *Other Permits/Reviews Required:*
    a. *Site Location of Development*

    Response: DEP documentation underway.

    b. *FAA*

    Response: MMC will be submitting the FAA permit request for the building. Turner will be submitting for the crane. We do not anticipate submitted the permit request or receiving approval prior to the end of calendar year 2018.

16. *Waivers:*
    a. *Please provide formal requests for sidewalk material waiver and waiver of sidewalk along Gilman Street.*

    Response: A sidewalk material waiver request is included with the October 30, 2018 submittal.

17. *Outstanding Items from Earlier Reviews:*
    a. *Pedestrian Network Plan (requirement of IDP, included as condition of approval on East Tower) - That the applicant shall develop a long term public Pedestrian Network Plan (both on and off the ROW) showing the integration of the upper level MMC campus with the Congress Street corridor, including measures to address CPTED principles, for implementation when the retail space beneath the Visitors Garage is available for lease or sale; such plan to be submitted for review and approval by the Planning Authority prior to the issuance of a building permit for the Congress Street Hospital Entrance").*

    Response: A Pedestrian Network Plan will be uploaded to eplan on October 30, 2018.

Comments from City of Portland Traffic Consultant – Tom Errico, TY Lin Dated October 10, 2018

1. *A Traffic Movement Permit Scoping meeting is scheduled for October 23, 2018 and accordingly no comments are provided regarding off-site traffic impacts at this time.*

Response: Acknowledged

2. *The Gilman Street non-tangent curb alignment is not acceptable. A straight curb is suggested. Gilman Street width dimensions shall be provided.*

Response: Plans will be revised in future submissions when the Congress St configuration is determined.

3. *The flared curb ramp near the main entrance vehicle driveway is not acceptable partly because it creates a narrow pedestrian accessible route. Also, the crosswalk location should be evaluated.*

Response: Plans will be revised.

4. *The provision of the City's preferred two ramp configuration at the Gilman Street corner should be investigated.*

Response: Plans will be revised.

5. *Bus stop location and accessibility should be evaluated.*

Response: Please refer to above comments about ADA accessibility.

6. *Shuttle pick up and drop off operations at the employee entrance on Gilman Street should be detailed.*

Response: Complete shuttle routes to and from the Gilman Street entrance are on file with the City of Portland as part of the St John St garage site plan review. Shuttles will approach the Gilman St employee entrance from the South and stop to unload and load. The length of time for unloading and loading will vary but are estimated to be less than 15 minutes. The design team is revisiting the exact stop locations so as not to interfere with the street trees on Gilman St. that the City requested.

7. *Vehicle drop-off/pick-up operations/management at the vehicle loop should be provided.*

Response: Vehicles entering the site at the patient drop-off / pick-up area will be directed right to travel around the loop. A median will be constructed at the site access to prevent drivers from directly accessing the visitor garage without going around the loop. As the vehicles complete their drop-off or pick-up, they will have the choice of going straight to exit onto Congress Street or turning right to enter the visitor garage. This design allows vehicle interconnection between the patient loop and visitor garage without recirculating onto Congress Street, which can further reduce congestion and increase safety. Vehicles wishing to park and not drop-off or pick-up can use the existing full movement access to the visitor garage onto Congress St..

There will be exterior signage and interior signage that supports the traffic flow described above. Exterior signs will differentiate the Congress St patient pick-up / drop-off from the existing patient and visitor garage entrance. Signs within the existing patient and visitor garage will direct exiting traffic and traffic intending to pick-up a patient. Signs within the circle drive will direct traffic intending to exit the site and traffic intending to enter the patient and visitor parking garage. In addition to signs supporting the traffic flow, traffic exiting the patient and visitor garage will have a stop sign to support safe pedestrian access to the building's entrance.

There is enough length within the entrance loop for approximately 11 vehicles to queue on-site without backing onto Congress Street. Traffic engineers observed the exiting entrance on Bramhall St to better understand the frequency and volume of queueing at a MMC entrance. Traffic engineers observed a maximum of 9 queued vehicles. The volume of patient pick-ups and drop-offs will be split between the existing entrance and the proposed new entrance in the future.

MMC intends to support the operations of the Congress St. entrance with valet service. Valet parking will improve the flow of the circular drive. In addition, valet attendants will assist individuals who do not wish to take advantage of the service by providing directions when needed.

At the October 23, 2018 Planning Board workshop, a planning board member commented that snow melters would be an excellent addition to the Congress St. entrance. MMC will be adding snow melters to this entrance.

MMC will continue to support the patient arrival experience by communicating with patients and their families in advance of scheduled appointments. These communications include details about the correct hospital entrance and parking location.

A detailed site plan will be submitted that clarifies these movements in addition to pedestrian access.

8. *Pick-up/Drop-off loop interaction with parking garage entrance is a concern and an analysis should be provided.*

Response: A detailed site plan will be submitted that clarifies these movements in addition to pedestrian access.

9. *General sidewalk width given future pedestrian demand on Congress Street seems inadequate.*

Response: Pending conversation with the City reviewers.

10. *Congress Street cross-section width should specifically be detailed. How will bikes, parking, bus, vehicles be accommodated*

Response: MMC is currently working with the City on alternative cross-sections for Congress Street along the site frontage that will balance the priorities identified for the area.

11. *Pedestrian movements across the parking garage entrance to the Main Entrance is a concern.*

Response: Revised plans for the Congress St. entrance will include details of the pedestrian access and traffic controls to that will ensure pedestrian safety.

12. *A sidewalk on Gilman Street to A Street should be explored or a waiver analysis should be provided.*

Response: A sidewalk waiver request is submitted for consideration by the Planning Board.

13. *I have briefly reviewed the Construction Management Plan and noted the following:*
    a. *Local truck routings should be clearly documented from each construction entrance.*

    Response: Truck delivery routes are outlined in CMP. Truck routes exiting the construction site are submitted separately on October 30, 2018.

    b. *Roadway widths shall be detailed.*

    Response: An amendment to the CMP is provided via eplan on October 30, 2018

    c. *Is a temporary protected sidewalk on Congress Street feasible (if not for the entire project – but during certain phases).*

    Response: A temporary sidewalk or bike lane is not recommended by the Construction team. The construction fence will need to be maintained in the location outlined in the CMP for the majority of the project. It will be possible to set the construction fence back after significant structural, site work, and material deliveries are complete. Turner estimates that these activities will be completed in the Fall of 2022.

    d. *How will METRO service be accommodated.*

    Response: Existing stops will not change during construction. Two-way traffic will be maintained on Congress St.

Comments from City of Portland Civil Engineering Consultant – Wright Pierce Dated October 10, 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. *Basic Standard: Plans and application material should be provided to address erosion and sedimentation requirements, inspection and maintenance requirements, and good housekeeping practices in accordance with MaineDEP Chapter 500, Appendix A, B, and C. The applicant has provided information that the project will be subject to the Basic Standard. The applicant has provided:*

   i. *An Erosion and Sedimentation Control Plan in Section 23 of the application. This item has been reviewed and accepted.*

      Response: Acknowledged

   ii. *Inspection and Maintenance information in Section 23 of the application. This item has been reviewed and accepted.*

      Response: Acknowledged

   iii. *Erosion and Sedimentation Control Details and Notes (C30-07). This item has been reviewed to indicate details for catch basin inlet protection. Given that there will be a level of disturbed surfaces, additional details should include temporary slope stabilization, construction entrances, perimeter erosion controls, dewatering, and other standard erosion and sedimentation details.*

      Response: Additional details including perimeter erosion controls and dewatering filter bags have been added to the plans the detail sheet C30-07. The location for erosion control measures have been added to the Demolition plan Sheet C04-01. Stabilized entrances are provided at the locations of the gated entrances identified on the Construction Management plan. As indicated in the Construction Management Plan, the majority of site disturbance will be internally drained, occurring below grade, behind temporary earth retention walls. Recommended locations for construction dewatering filter locations are indicated on Sheet C04-01.

   iv. *Location of Erosion and Sedimentation Control best practices were not observed on the Demolition Plan or Site Grading Plans. The applicant shall provide this information.*

      Response: The location of erosion and sedimentation control measures has been added to the Demolition plan Sheet C04-01. Stabilized entrances are provided at the locations of the gated entrances identified on the Construction Management plan. As indicated in the Construction Management Plan, the majority of site disturbance will be internally drained, occurring below grade, behind temporary earth retention walls. Recommended locations for construction dewatering filter bag locations are indicated on Sheet C04-01.

b. *General Standard: The applicant has provided information regarding the size and scope of the project indicating the project is subject to the Redevelopment Standard within the City of Portland. It is understood the City's redevelopment standard is more stringent than the Chapter 500 requirements for redevelopment. The City requirements indicate that greater than 50% of the proposed impervious surfaces must receive stormwater quality treatment pursuant to the MaineDEP Chapter 500 requirements. The applicant has provided information that greater than 50% of the facility impervious surfaces are conveyed to a Subsurface Sand Filter. The applicant shall clarify the following and provide responses:*

   i. *The applicant will be required to inspect, maintain, and report on the filter in accordance with the Chapter 32 stormwater requirements. The applicant has provided inspection, maintenance, and housekeeping information in Section 23 of the application. An executed stormwater maintenance agreement is required for the proposed stormwater treatment units.*

      Response: Noted, an executed agreement will be provided upon project approvals.

ii. *A 25% pre-treatment credit has been provided for the subsurface sand filters on Sheet 2 and Sheet 3 of the Underdrained Subsurface Sand Filter calculations. Under Chapter 500 Section 5 (a), Exemptions from the general standards, "The pre-treatment credit does not apply to subsurface underdrained filter structures using chambers." Please clarify how the 25% pretreatment credit is being applied to the proposed Subsurface Sand Filter in these calculations.*

Response: The pretreatment credit has been removed from the calculation sheet. The credit had only been applied to the water quality volume (WQv) calculation for the impervious area associated with the garage rooftop area. The credit reduced the total WQv for the system by about 550 cubic feet. The calculation is presented in the water quality calculations, sheet 3 of 3. A revised Stormwwater Management report dated 10/30/2018 is attached that incorporates the updated WQv calculations without pretreatment credits.

iii. *Please provide additional information on the "HIL" Unit at the existing parking garage, and how it conforms to the pretreatment credit.*

Response: The unit is a 6' diameter Hydro International Downstream Defender treatment unit designed and approved as part of the 2004 campus expansion Site Law approval by the City. The credit has been removed from the WQv calculations.

iv. *The MaineDEP Stormwater BMP manual indicates that, "The surface area of the filter must be no less than the sum of 5% of the impervious area and 2% of the landscaped area draining to the system.". The applicant has asked for a waiver of this principle to allow additional surface flows to be conveyed to the treatment system, as requested by the City. Whereas the magnitude of this difference may be modified as the pre-treatment calculations are revised, this waiver will be reviewed when the pre-treatment volumes have been revised.*

Response: The pretreatment credit was not applied to the surface area criteria. Although the system has been increased in size to meet the treatment volume criteria, a waiver remains required for the surface area criteria.

c. *Flooding Standard: The applicant has provided information indicating the project is required to meet the Flooding Standard of Chapter 500. The applicant has submitted the following:*
   - *Subcatchment Plans for Pre- and Post-Development*
   - *Hydrology computations of these conditions*
   - *Summary of Pre- and Post-Development Flow Rates*

   i. *HydroCAD outputs for the 2-year, 10-year, and 25-year, 24-hour storm events have been provided. The model indicates the post-development flow rates for the proposed project do not exceed flow rates for the pre-development condition.*

   Response: Acknowledged.

   ii. *"Subsurface Sandfilter Section" details match the HydroCAD model. Additional pipe invert, pipe length, and pipe size information on grading plans and details are needed to confirm that the HydroCAD model matches permitting plans.*

   Response: Plan sheet C30-01 has been revised to include additional structure labels. Structure tables and pipe tables with rim elevations, inverts, length and slope of all of the pipes and structures associated with the system are now included on both Sheet

C11-01 and Sheet C30-01. An outlet control structure detail has been added to sheet C30-04.

2. *Discharge to Combined Sewer Overflow (CSO) Locations*
   a. *The applicant has provided information for pre-development and post-development flow rates to the combined sewer system for a 1-inch, 24-hour rain event. This storm event has been mentioned in previous discussions with the applicant and City Department of Public Works (DPW). To ensure that all involved parties are in agreement with evaluating this storm event for the CSO location, please provide e-mail or other written confirmation from City DPW.*

   Response: A confirmation email has been requested from the Keith Gray.

   b. *The Pre-Development and Post-Development HydroCAD reports each indicate multiple inflows to Existing SMH-13952. In Table 2, it appears the pre-development flow rate accounts for only flows from Reach 172, and the post-development flow rate accounts for only flows from Reach 135. Please either provide discussion confirming how the pre- and post-development CSO storm events are represented by the model, or provide revised modeling indicating how the other flows to SMH-13952 are represented.*

   Response: The modeling is correct. Table 2 has been revised. The predevelopment flow at SMH-13952 with contributions from reach 172 and 135 is 1.61 cfs (not 1.34 cfs as initially reported).

   The post development flow at this location is correctly reported as 0.28 cfs which is due primarily to the offsite runoff in reach 135. In the post development condition the detention system reduces the peak flow from the campus at this location to only 0.04 cfs. Therefore the majority of runoff at this location during a 1" storm is from off site locations tributary to reach 135. A revised Table 2 is presented below and is included in the revised report dated 10/30/18. The revised results indicated slightly greater reduction in runoff at this location than previously reported

Table 2 CSO Event Summary Table

Study Point	1"- 24 Hour Type III Storm		
	Peak Runoff		
	Pre (cfs)	Post (cfs)	Diff. (cfs)
ESMH-13952	1.61	0.28	-1.33 (83%)

3. *Connection to Existing System:*
   a. *The applicant shall provide written or e-mail confirmation from the Department of Public Works that proposed connections to existing drainage and sewer systems are being completed in accordance with City of Portland Code of Ordinances section 14-526 (b) 3.a, subsection iii and iv.*

   Response: A confirmation email has been requested from the Keith Gray.

   b. *The applicant has indicated that capacity to serve letters from utilities will be provided as they become available.*

Response: Acknowledged. Capacity to serve letters from utilites will be provided as they are received.

4. *Proposed Drainage Design*
    a. *More information is needed to confirm the pipe capacity and inlet capacity is adequate for each structure and pipe length. Information has been provided in the HydroCAD model, but the information provided in the site grading plans is currently limited.*

Response: Plan sheet C30-01 has been revised to include additional structure labels. Structure tables and pipe tables with rim elevations, inverts, length and slope of all of the pipes and structures associated with the system are now included on both Sheet C11-01 and Sheet C30-01. An outlet control structure detail has been added to sheet C30-04.

    b. *Please provide spot grades or standard details confirming grading at curb and drainage structures.*

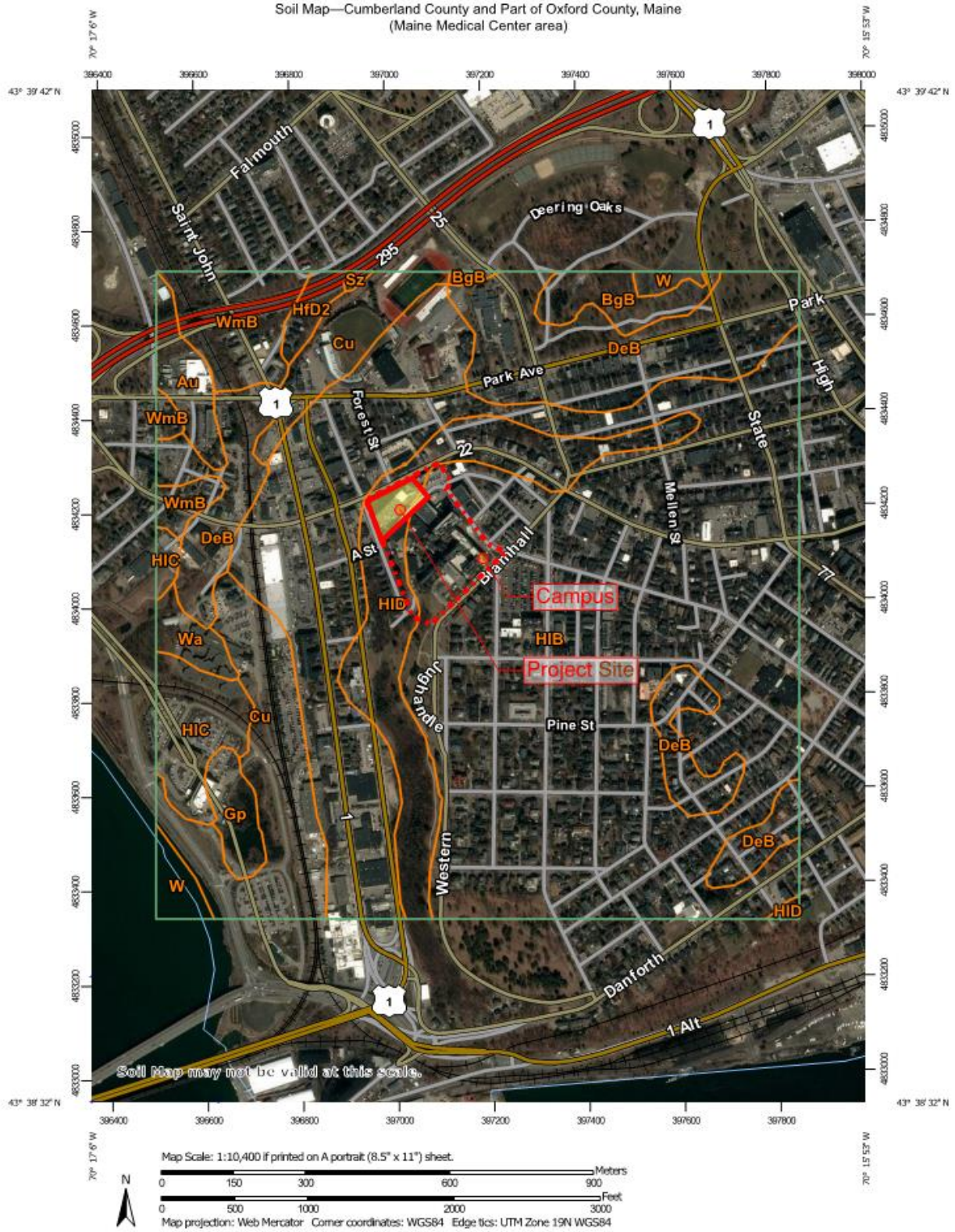
Response: Plan sheet C30-01 has been revised to include additional structure labels. Structure tables and pipe tables with rim elevations, inverts, length and slope of all of the pipes and structures associated with the system are now included on both Sheet C11-01 and Sheet C30-01. An outlet control structure detail has been added to sheet C30-04.

5. *Soils:*
    a. *Medium-intensity soil survey indicates Hollis-Windsor-Au Gres soils, but Hinkley soils were reported based on a geotechnical report. This geotechnical report was referenced in Section 23 but was not included as part of this section. Please provide this report, or citation of where the soils information is located in the application.*

Response: The current Natural Resource Conservation Service soil data, obtained from the NRCS web soil survey service indicates that the project area is comprised of Hinkley (HID, HIB) soils.

A copy of the soil survey map of the area is attached in the revised Stormwater management report and is depicted below. The Windsor-Au Gres soils in the vicinity of the MMC campus are located offsite to southwest, in the vicinity of St John Street and Park Street.

Soil Map—Cumberland County and Part of Oxford County, Maine
(Maine Medical Center area)



Map Scale: 1:10,400 if printed on A portrait (8.5" x 11") sheet.

Meters: 0 150 300 600 900

Feet: 0 500 1000 2000 3000

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 19N WGS84

b. *Soil groups should be referenced as "hydrologic soil group".*

Response: Noted. A misspelling has been corrected on page 3 of the revised report changing the word "hydraulic" to "hydrologic".

6. *Snow Storage:*
   a. *The applicant has noted in Section 16 of the application that snow storage will be completed through means of removal and off-site storage. No further action is necessary at this time.*

   Response: Acknowledged

7. *Details have been provided confirming the following storm drain infrastructure items that are in conformance with the City Standard Details and Technical Manual:*
   a. *Manhole Frame, Cover*
   b. *Catch Basin Frame, Grate*
   c. *Manhole, Manhole Steps*

   Response: Acknowledged

8. *A catch basin detail was included indicating a 2' sump. Catch basins require 3' sumps per City Technical Manual. Please revise.*

Response: The catch basin details have been revised to include a 3' deep sump.